Z-55-02/SSP-2-02 on the south side of Hillsborough Street, east of Concord Street and west of Friendly Drive. Approximately 7 acres rezoned to apply the Planned Development Conditional-Use Overlay District and the Pedestrian Business Overlay Districts in accordance with the following conditions, dated November 14, 2002, the Master Plan Document (MP-3-02), dated November 14, 2002, and the Stanhope Center Streetscape and Parking Plan SSP-2-02.

Conditions: 11/14/02

1. See "Master Plan Application/Planned Development Overlay District and Master Plan documents showing elements of both the Planned Development Conditional Use Overlay District and the Pedestrian Business Overlay District" all attached. No development shall take place unless in conformity with the Master Plan approved in conjunction with the rezoning petition, and any amendment thereto.

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mp-02
11/14/02
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

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Revised 14 Oct 2002
Revised 7 Oct 2002
Revised 2 Oct 2002

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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.

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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

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MP-3-02
11/14/02

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

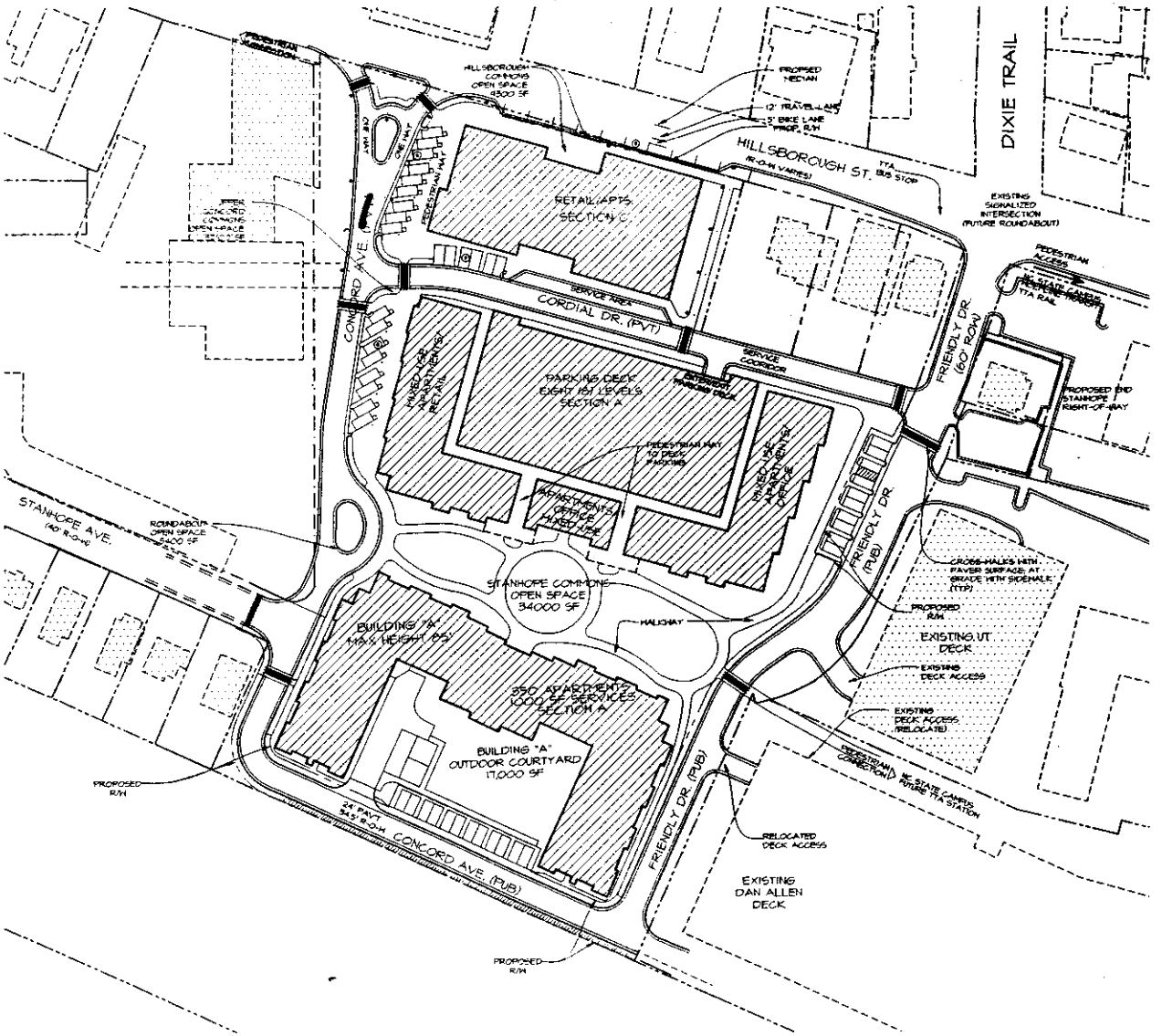
Clarification for Development of Concord Street

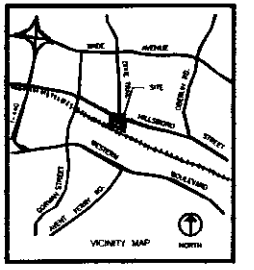
- The round about size may be reduced, shape modified and the alignment of Concord Street adjusted to the west as shown on the Master Plan Drawings.
- The construction of Concord Street street, parking, walkway and a portion of the round about will be postponed and constructed with the development of 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 0744.14-4416; 7416
0744.14-52-5466; 6266, 6405, 6454, 7415, 7474; 8451; 8054, 9015, 8290, 9227
2) PRESENT ZONING - NB, I-2, OII-2
3) PROPOSED ZONING - POD, PEDESTRIAN BUSINESS OVERLAY DISTRICT EXPANSION
4) HILLSBOROUGH STREET IMPROVEMENTS ARE NOT PART OF THIS PROJECT
5) PARKING ON-SITE:
EXISTING - 800 SPACES (SURFACE)
PROPOSED - 846 RAMP SPACES IN PARKING DECK
34 ON- AND OFF-STREET SPACES (31 PUBLIC/3 PRIVATE)
6) OPEN SPACE - REQUIRED MIN. 84,000 SF, PROPOSED 101,400 SF
MIN. REQUIRED UNDER PROD: 150 SF/RESIDENTIAL UNIT
PROPOSED: 211 SF/RESIDENTIAL UNIT
7) TOTAL RETAIL/COMMERCIAL SPACE PROPOSED - 40,000 SF
8) MECHANISM FOR MONITORING CONSTRUCTION OF LAND - SITE PLAN APPROVAL, PERMITTING, INSPECTION
9) DEVELOPER/OWNER: H.E. VALENTINE, JR.
9 HUNSIGHT AVENUE
RALEIGH NC 27607
919/829-0550
9) CONTACT PERSON: TERRY GLEASON, INTEGRATED DESIGN
1111 OBERLIN ROAD
RALEIGH NC 27605
919/832-6656 (V); 919/834-2255 (F)

Z-55-02
MP-3-02

NORTH

CONCEPTUAL MASTER PLAN

SCALE: 1" = 50'

0 50 100 150 200

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

DWG BY: BDM
CHK BY: TJG

ISSUED: 2 OCT 02
REVISED:
1 14 OCT 02

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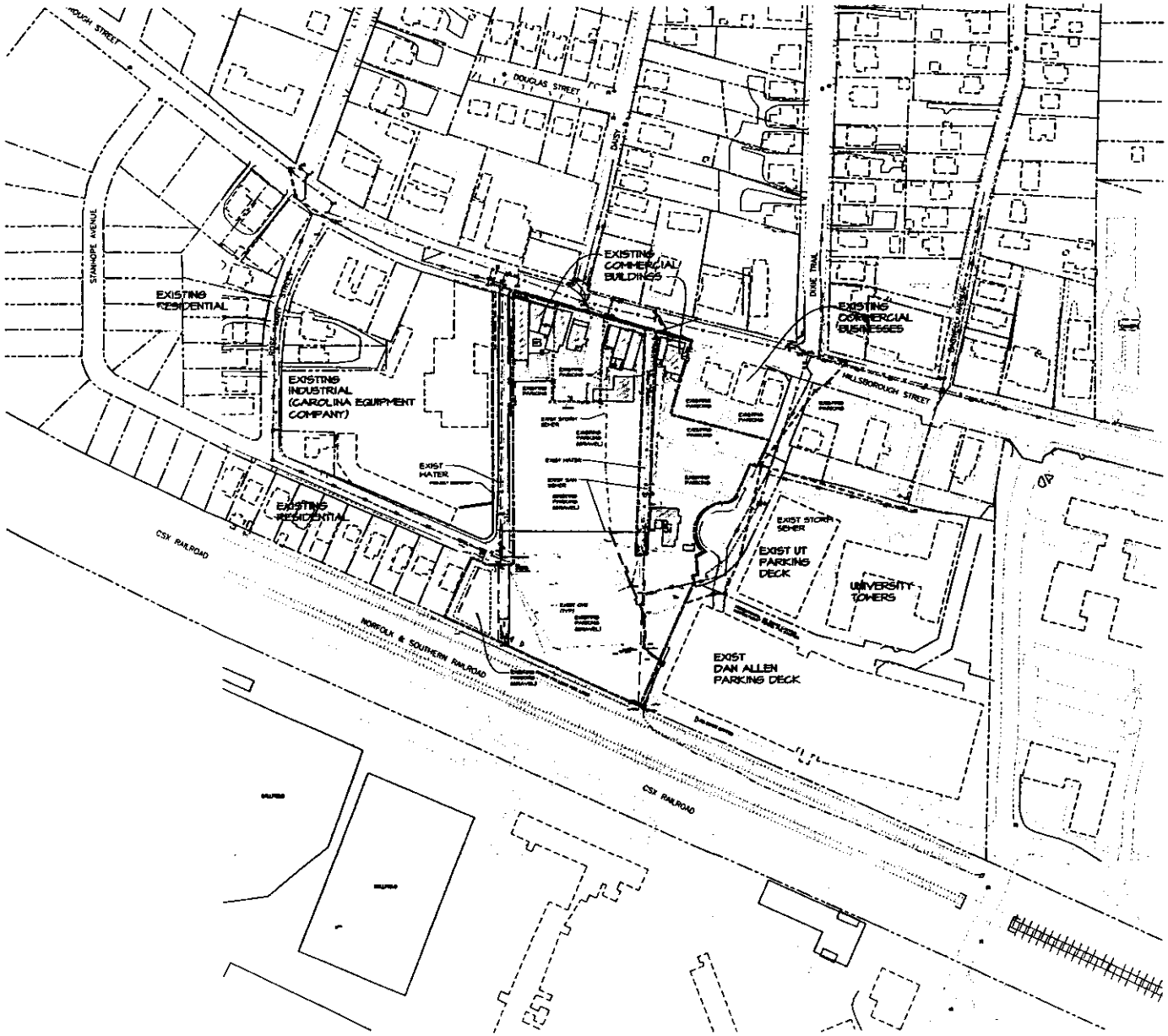
Dwg scaled for 34x22 plots

MASTER PLAN

JOB CODE: WSHV

MP 1



NORTH

CONCEPT MASTER PLAN
EXISITNG CONDITIONS

SCALE: 1" = 100'

0 100 200 300 400

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

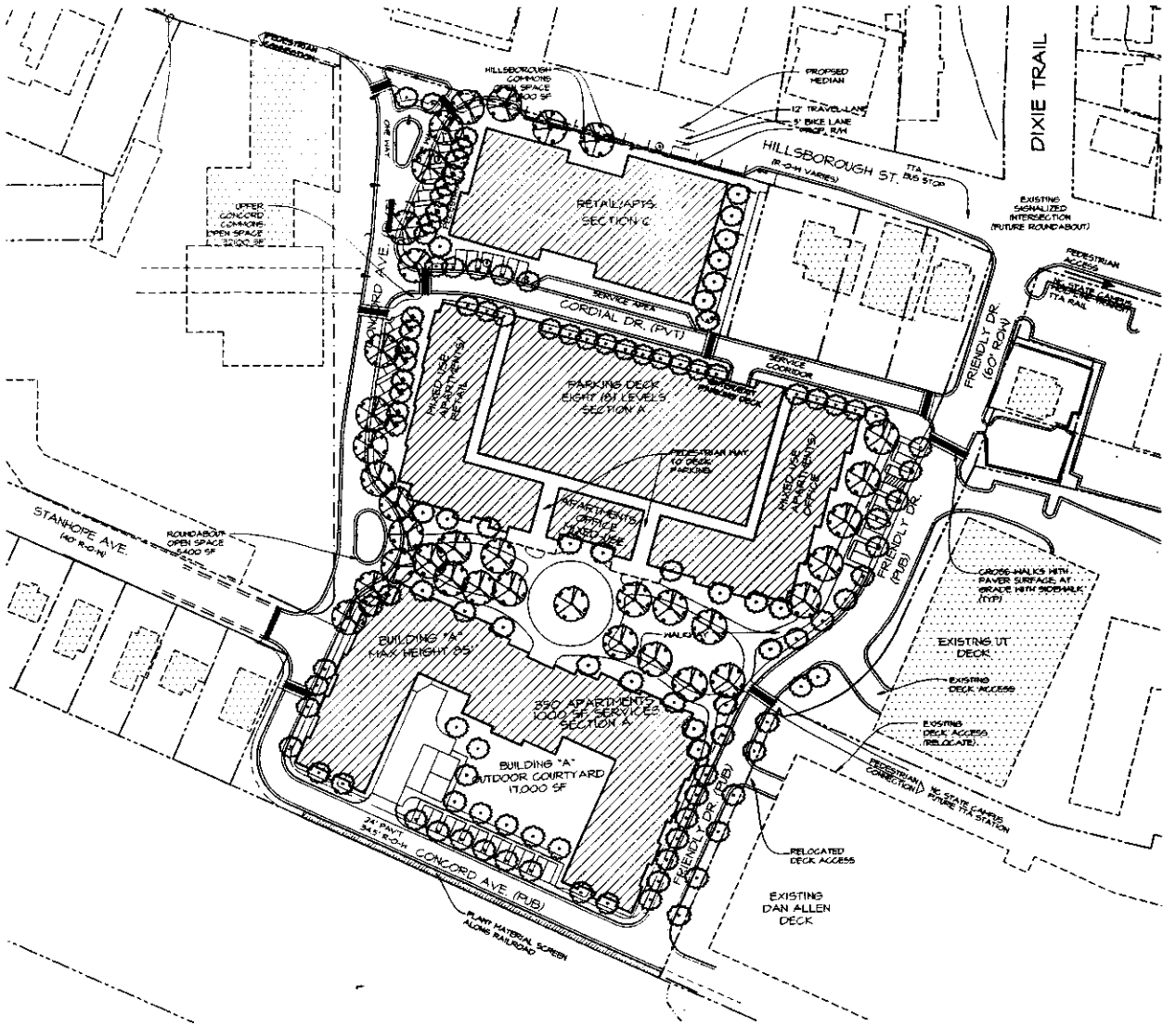
DWG BY: BDM
CHK BY: TJG

ISSUED:
21 JUN 02
REVISED:
△ 15 AUG 02

EXISTING CONDITIONS

JOB CODE: VVS-

MP
2



SITE LIGHTING:
STREET LIGHTING-20'-25' HT. POLE MTD.
PEDESTRIAN LIGHTING-12-16' HT. POLE MTD
FIXTURE IS GOOSENECK STYLE FIXTURE WITH POLE ARM FOR BANNERS
(STREET SIDE ONLY)

SIDEWALKS:
PAVERS, POROUS PAVER, OR SIMILAR MATERIAL;
CROSS WALKS AT-GRADE TO SIDEWALK FOR ACCESSIBILITY

BUS STOP:
TTA BUS STOP ON HILLSBOROUGH ST.

ON-STREET PARKING/MULTI-PURPOSE AREAS:
ON-STREET SPACES PROVIDED FOR RETAIL BUSINESSES.
ON-STREET SPACES ON CONCORD TO HAVE PAVEMENT MATERIAL TO BLEND WITH SIDEWALK
CONCORD PARKING TO BE AT GRADE TO SIDEWALKS FOR ACCESSIBILITY
CONCORD SPACES TO BE AVALIBLE FOR MULTIPLE USES

LANDSCAPING
STREET TREES GENUS ALONG HILLSBOROUGH TO COMPLY WITH STREETSCAPE PLAN.
LARGE SHADE TREES ALONG CONCORD AND WITHIN OPEN SPACES
SMALL FLOWERING TREES ALONG SERVICE CORIDORS
SHRUB AND FOUNDATION PLANTINGES 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 FOR CAMPUS WALK
FRIENDLY COMMONS - OPEN SPACE TO BUFFER FRIENDLY DR. TRAFFIC FROM FUTURE MIXED USE
UPPER CONCORD COMMONS - OPEN SPACE FOR USE WITH BUSINESSES; OUTDOOR EATING, ACTIVITIES, ETC.
BUILDING "A" COURTYARD AREA - OUTDOOR AREA FOR BULDING "A"; INCLUDES POOL, VOLLEYBALL
HILLSBOROUGH COMMONS - HILLSBOROUGH STREETSCAPE TREATMENT AND PEDESTRIAN WAY FROM PARKING DECK TO HILLSBOROUGH

SCREENING
PLANT MATERIAL SCREEN ADJACENT TO RAILROAD RIGHT-OF-WAY; ADJACENT TO OFF-STREET PARKING ON CONCORD AVE. SOUTH PROPERTY LINE

STREET TREE (TYP)

FLOWERING TREE (TYP)

NORTH

CONCEPT MASTER PLAN
LANDSCAPE PLAN

SCALE: 1" = 50'

0 50 100 150 200

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DWG BY: BDM
CHK BY: TJC

ISSUED:
21 JUN 02
REVISED:
1 16 AUG 02
2 11SEPT 02
3 16 SEP 02
4 2 OCT 02
5 14 OCT 02

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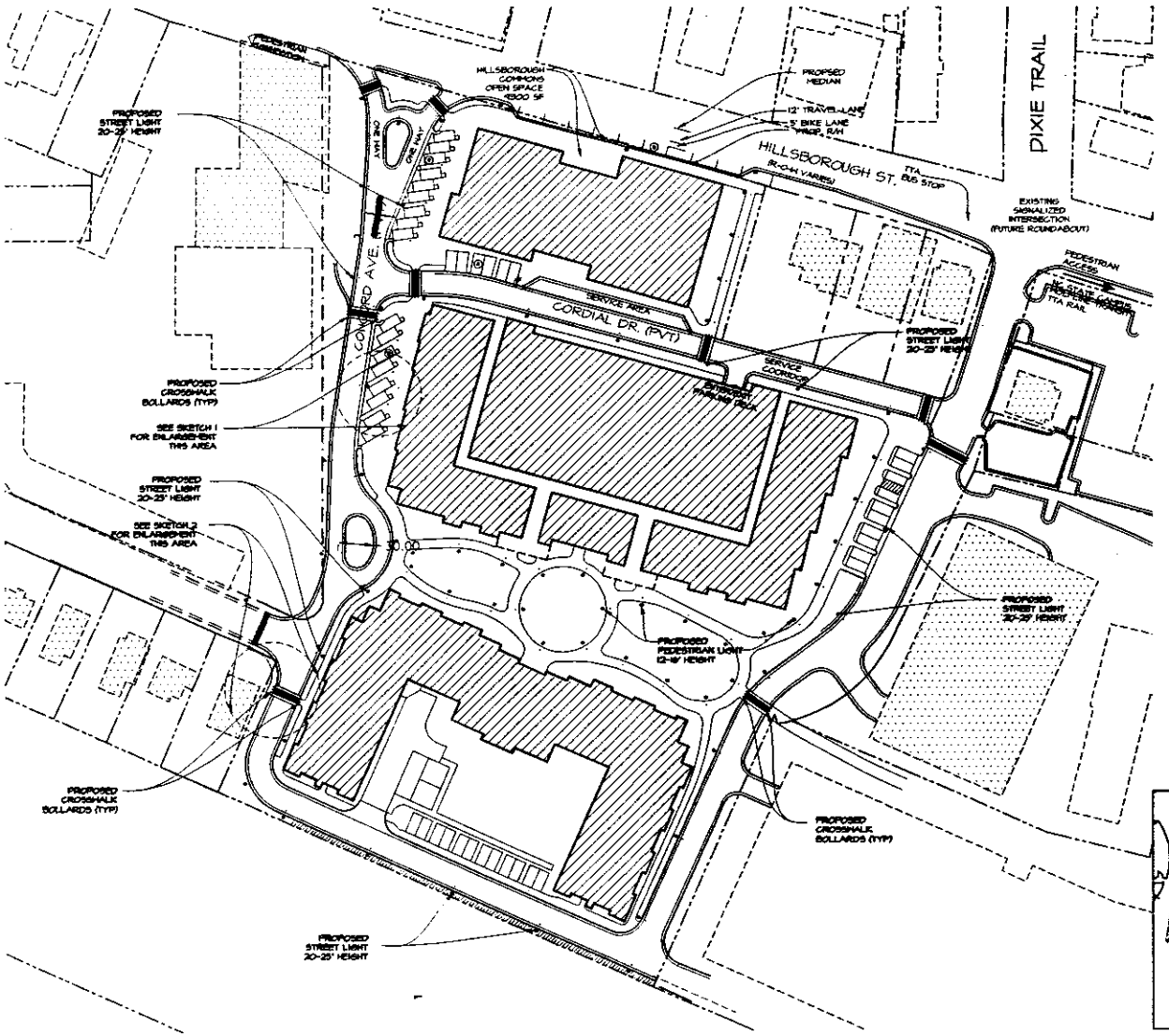
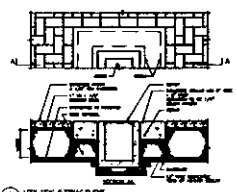
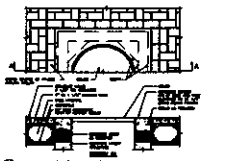
LANDSCAPE PLAN

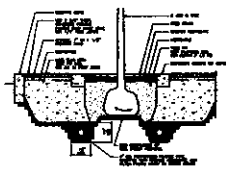
JOB CODE VVSHV

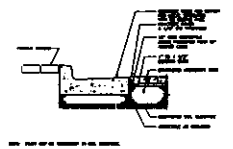
MP
3

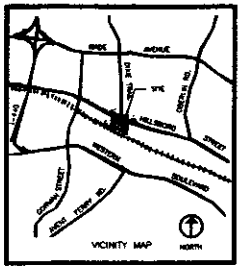


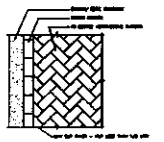


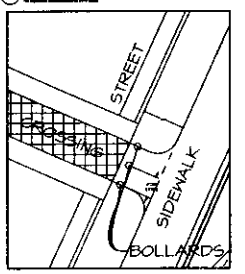




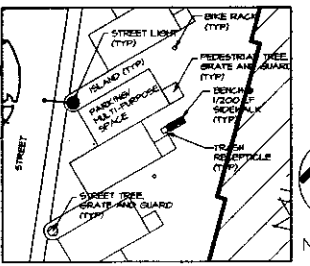








SKETCH 2



SKETCH 1

NORTH

STREETSCAPE AND PARKING PLAN

SCALE: 1" = 50'

0 25 50 100 150 200

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DWG BY: BDM
CHK BY: TJG

ISSUED: 14 OCT 02
REVISED:

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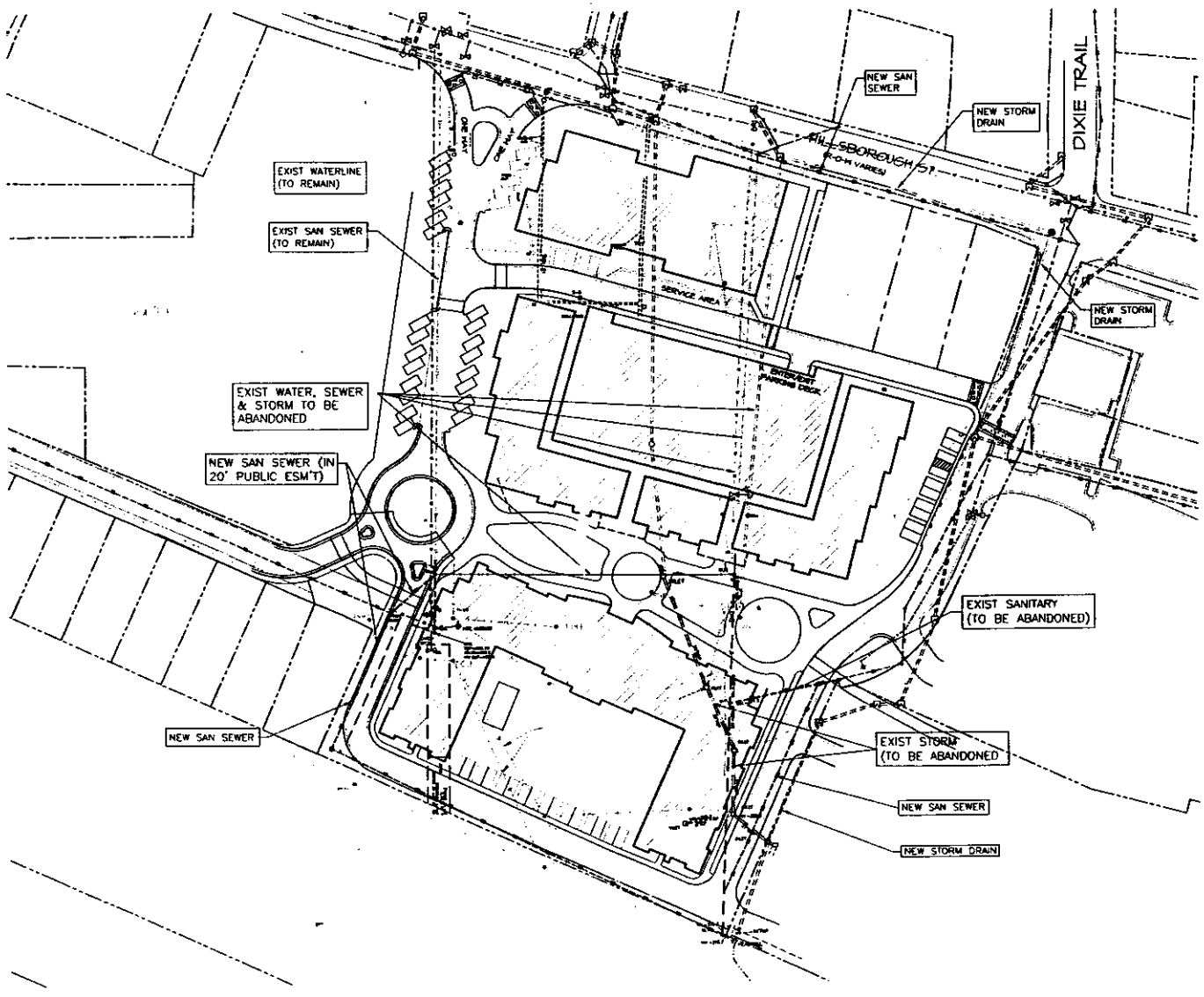
Dwg scaled for 34x22 plots

MASTER PLAN

JOB CODE: VVSHY

MP 3 A



NORTH

CONCEPT MASTER
UTILITY, STORM DRAINAGE

SCALE: 1" = 50'

0 50 100 150 200

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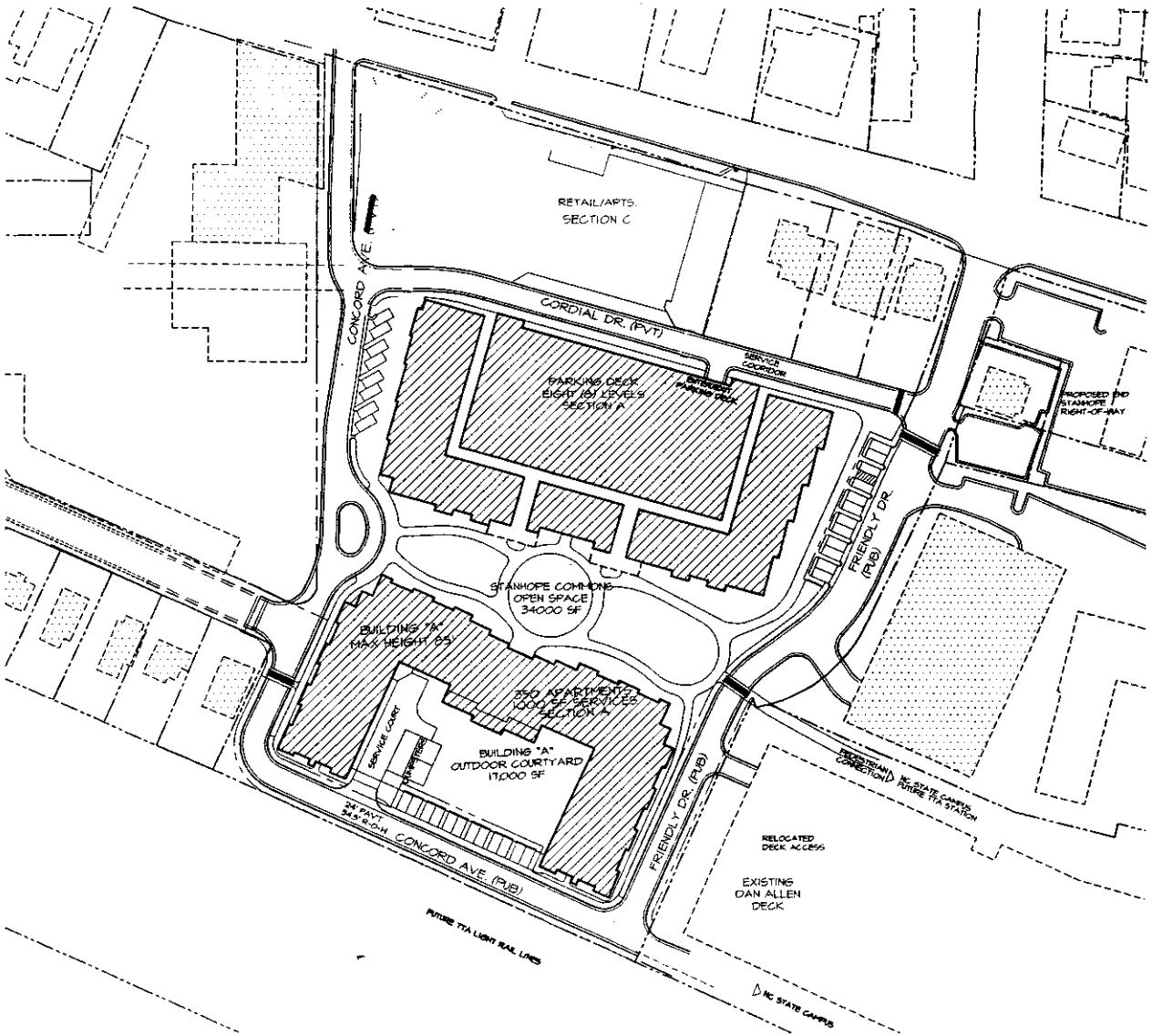
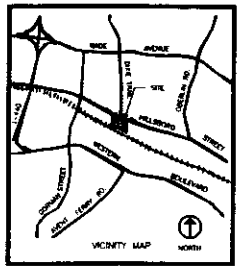
2 2 OCT 02

MASTER UTILITY & STORM DRAINAGE PLAN

JOB CODE: VVS

MP
4





PHASE I DATA

1) MAXIMUM 440 RESIDENTIAL UNITS
2) MAXIMUM 5,000 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. 70'), 846 DECK SPACES
5) PETETION TO CITY COUNCIL TO CLOSE PORTIONS OF RIGHTS-OF-WAY OF FRIENDLY, CONCORD, AND/OR McKNIGHT STREETS
6) MAINTAIN CURRENT CONCORD DR. ALIGNMENT TO NEW EAST-WEST STREET
7) ON-STREET SURFACE PARKING - 32 SPACES TOTAL; 8 PRIVATE; 24 PUBLIC
7) CONSTRUCT APPROXIMATELY 1/2 CONCORD ROUND ABOUT
8) EXTEND FRIENDLY DRIVE AND CONCORD AVE.; REQUEST DEDICATION AND EXCHANGE OF RIGHTS-OF-WAY.
9) CONSTRUCT CORDIAL DR. FROM FRIENDLY DR. TO CONCORD AVE.
10) DEVELOP STANHOPE COMMONS, PORTION OF CONCORD COMMONS, ROUND ABOUT OPEN SPACE, COURTYARD OPEN SPACE (REAR BUILDING), FRIENDLY OPEN SPACE
11) WALKS, 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

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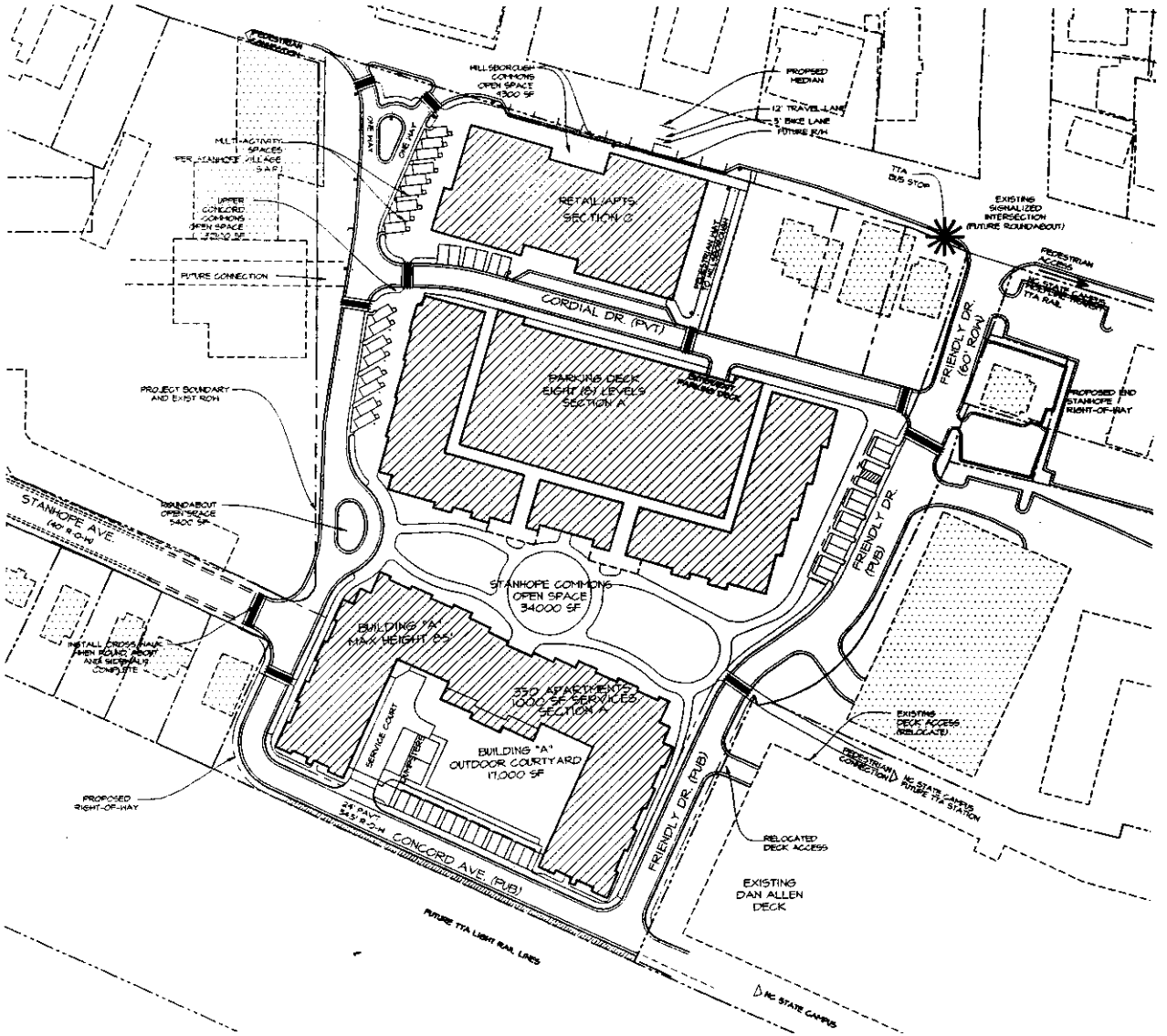
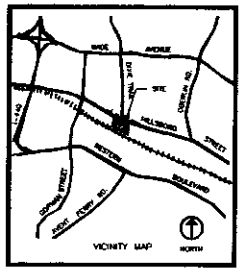
PHASING PLAN

JOB CODE: VVSHV

MP
5A





PHASE II DATA

1) MAXIMUM 30 RESIDENTIAL UNITS
2) MAXIMUM 35,000 SF RETAIL, COMMERCIAL, OR OFFICE
3) MAXIMUM HEIGHT 3 STORIES OR 40 FT ABOVE FINISHED GRADE AT HILLSBOROUGH ST.
4) HILLSBOROUGH ST. ON-STREET PARKING BY CITY OF RALEIGH'S HILLSBOROUGH STREET PROJECT
5) REMAINING UPPER CONCORD COMMONS AND HILLSBOROUGH COMMONS OPEN SPACE PROVIDED
6) WALKS, 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

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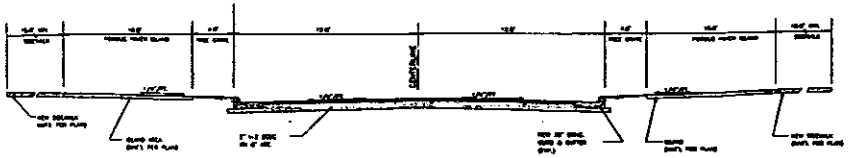
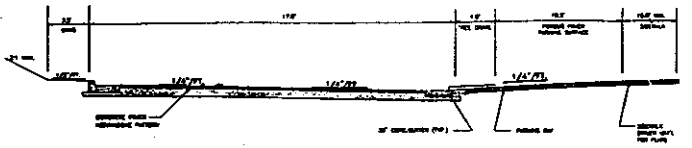
PHASING PLAN

JOB CODE VVSHV

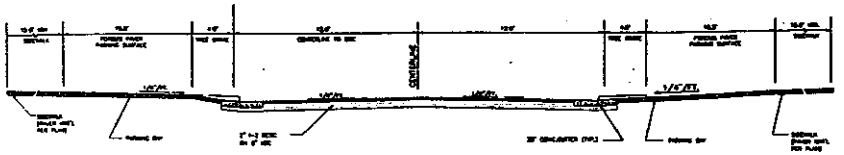
MP 5B



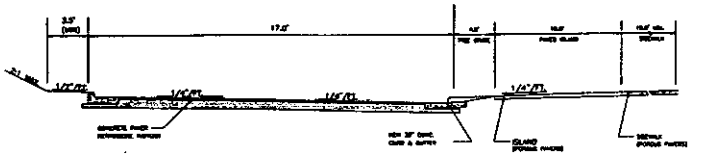
CONCORD AVE. TWO-WAY SECTION (ISLAND)
NO SCALE



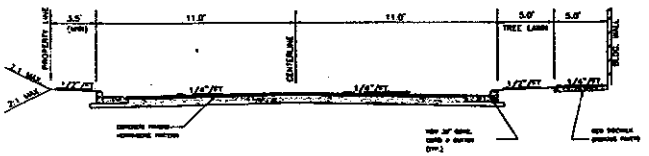
CONCORD AVE. ONE-WAY SECTION (ANGLE PARKING)
NO SCALE



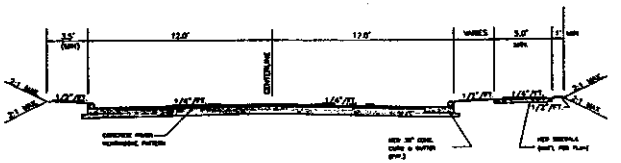
CONCORD AVE. TWO-WAY SECTION (ANGLE PARKING)
NO SCALE



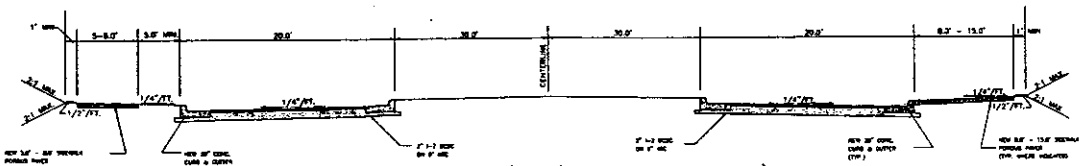
CONCORD AVE. ONE-WAY SECTION (ISLAND)
NO SCALE



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



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



ROUND ABOUT (100' OUTSIDE RADIUS)
NO SCALE

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DETAIL SHEET

JOB CODE: VVSH-1

MP
6