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CITY OF RALEIGH
CITY PLANNING DEPT

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Crabtree North

Streetscape and Parking Plan

Raleigh, North Carolina

Case Number SSP-2-12; Z-7-12

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March 29, 2012

Owner:

Crabtree North, LLC

Crabtree Apartments Associates, LLC

Prepared By:



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Streetscape Standards

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Introduction

Location Map



Site History

The property associated with this application includes an assemblage of land totaling approximately 9.16 acres. This collection of properties currently contains an aging two-story garden apartment complex built in the early 1970's and a handful of small single-family rental homes separated by Charles Drive which is a narrow rural section street. The location of this site at the crossroads of Lead Mine Road and Glenwood Avenue, along with its current state of decline make it a prime candidate for redevelopment into a high quality, urban community in close proximity to existing transportation infrastructure and major retail opportunities. The property is currently zoned CUD R-15 where the garden apartments are located and CUD O&I-1 where the eight single-family homes reside.

When this property was originally developed in the early 1970's, the Crabtree area was located on the outskirts of Raleigh and considered a very suburban area. Today, the Crabtree area, including with this site, is designated as a Regional Retail Mixed Use area on the Raleigh Future Land Use Map. The Comprehensive Plan describes this area as a "major retail and service hub that draws customers from across the city". The plan goes on to encourage "high-density housing, office development, hotels and regional-serving retail uses". The only component of this mix the Crabtree area is missing is a greater presence of high-density housing opportunities to take advantage of all the other services in the area.

Planning Objective

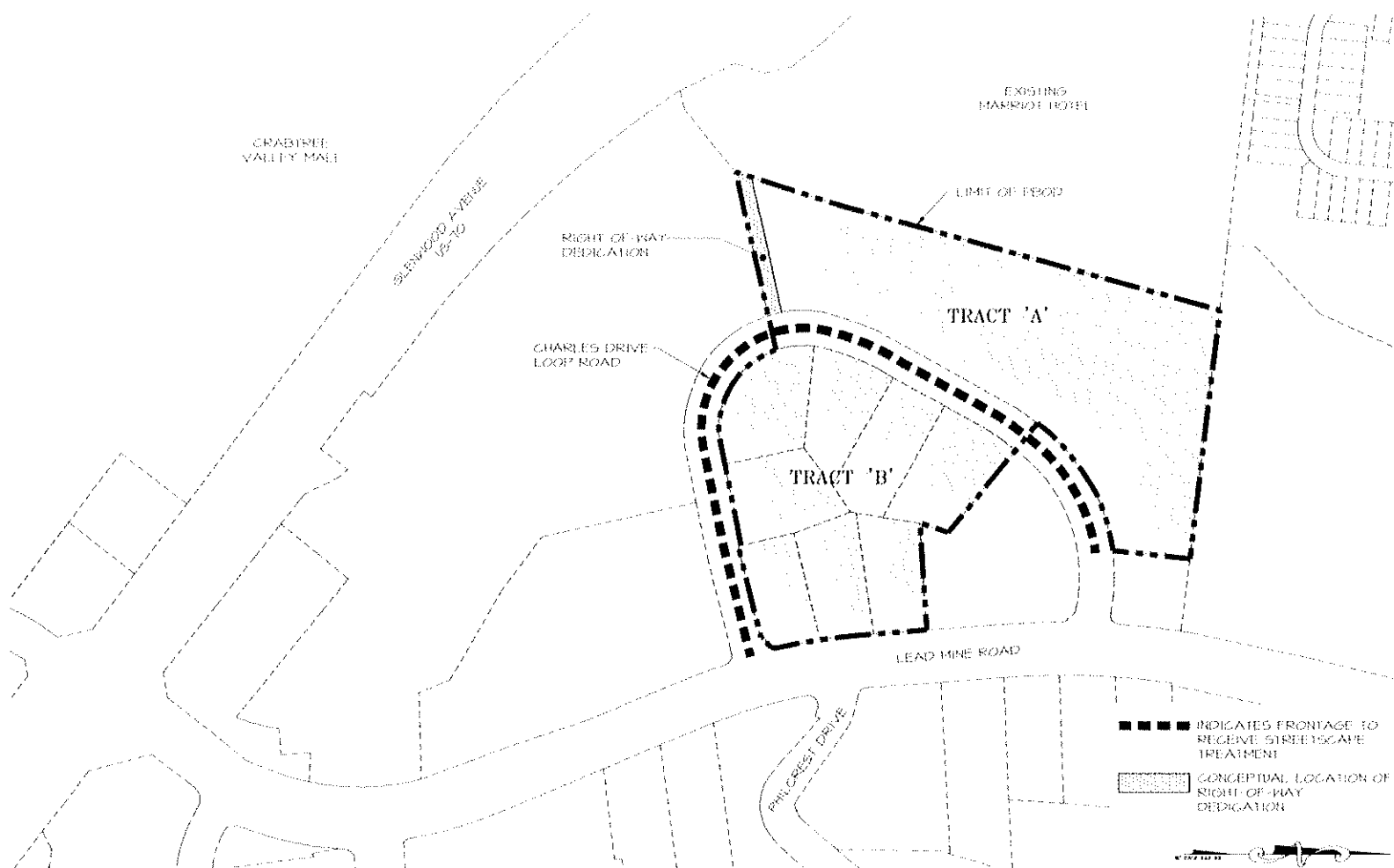
Crabtree North will incorporate a high density, urban infill residential development within a 5 minute walk of Crabtree Valley Mall which is one of the largest retail centers in North Carolina. The incorporation of the PBOD at this location will allow this property to redevelop at the higher densities the Comprehensive Plan envisions. In doing so, will provide a greater number of residences in close proximity to shopping, jobs and vital transportation corridors. The project will also contain a small amount of support retail and/or office uses. These uses will most likely be designed to serve the residents of Crabtree North and will not be designed to attract pass-by traffic. Through the use of site features such as expanded walkways, decorative crosswalks, pedestrian scale lighting and enhanced street furnishings, the project will provide an inviting corridor for pedestrian travel both to and through the project.

The goal of this streetscape and parking plan is to provide guidelines for the phased development of a predominately high density residential community as shown on the rezoning exhibit below. By providing these guidelines for development, we can insure that this site is developed cohesively over time into a pedestrian friendly urban project, unified by a common streetscape theme.

The streetscape and public spaces are intended to support the urban nature this site offers. In order to facilitate an inviting pedestrian scale streetscape, the plan will regulate items such as building setbacks, pedestrian walkways, paving patterns and finishes, landscaping and street furnishings.

Finally, in an effort to be responsible stewards of the environment, this project will pursue a Bronze level certification in the NAHB Green's National Green Building Certification program.

Zoning/PBOD Boundary Exhibit



Transportation

The site is located in the northwest quadrant of Lead Mine Road and Glenwood Avenue, immediately north of Crabtree Valley Mall at a major crossroads of activity for vehicular and bus traffic. The Comprehensive Plan identifies Glenwood Avenue as a Principal Arterial (>40,000 trips per day) and Lead Mine Road as a Secondary Arterial (25,000-45,000 trips per day).

In addition to vehicular transportation, there are bus lines currently running along both Glenwood Avenue and Lead Mine Road with a transfer station located within walking distance of the site inside the parking structure of Crabtree Valley Mall. Upon approval of a site plan or plans for the redevelopment of all or a portion of the property, if requested by the City's Transit Division, the owner shall dedicate a transit easement along the Lead Mine Road frontage of a size, nature and location acceptable to such Division and shall provide any improvements, such as a bench and/or shelter, specified by such Division that will be in accordance with its standard policies. Once the location of the transit easement is defined, an entrance to the building will be located so as to assure convenient and comfortable pedestrian access from the building to the transit stop. The project will, at the City's request, also offer right-of-way dedication in the southwest corner of the site to allow for a future vehicular and pedestrian connection to Marriot Drive which intersects with Glenwood Avenue.

Streetscape Concept

It is the intent of these guidelines to build streets that are integral components of community design. Streets will be designed as the main public spaces of the project and will be scaled for pedestrians. Furthermore, buildings will define the streets spatially. Proper spatial definition will be achieved with buildings that make up the street edges aligned in a disciplined manner with an appropriate ratio of height to width. With these important elements in mind, the overall streetscape concept has been designed to provide a pedestrian scale experience for residents and passersby. The project has less than 300 feet of frontage along Lead Mine Road which carries a great deal of vehicular traffic. As such, it is important to incorporate streetscape elements that give the pedestrian a sense of safety as they pass by the property along this frontage. The main focus of the pedestrian streetscape and parking plan will be internal to the project, approximately along the current alignment of Charles Drive. This loop road connection will allow local vehicular and pedestrian traffic to circulate through the heart of this community. Our goal will be to design a streetscape that will function as a pedestrian environment that also handles local vehicular traffic at a very slow speed. One tool for accomplishing this feel is to limit the block length within the project. In no case will the block length exceed 660 feet.

Lead Mine Road Frontage

In order to protect the pedestrian from vehicular traffic, we will provide a continuous curbside planting beds between the sidewalk and curb, allowing for a row of low plantings, street trees and seasonal color. Street trees will be provided along Lead Mine Road at a minimum of 40' o.c. The pedestrian walkway along this frontage is proposed to consist of mostly broom and smooth finished concrete to tie in with existing development along the frontage, but will incorporate some decorative brick areas to highlight pedestrian entrances to the building or the project. We have also incorporated a 6' wide planting strip between the back of the sidewalk and the building in order to break up the façade of the building and soften the streetscape with additional plantings. This frontage will also form a prominent intersection with Lead Mine Road and Charles Drive Loop Road. In order to strengthen this intersection, an architecturally significant feature of the building will be located at this corner. In addition, no off-street parking will be present at this location. Final location of the brick accents and street furnishing will be finalized at site plan approval. See sheet 8 and 9 for details and sections.

Charles Drive Loop Frontage

As discussed previously, Charles Drive loop will be the main focus of our Streetscape and Parking plan. This internal connection will allow local vehicular and pedestrian traffic to circulate through the heart of this community. Our goal will be to design a streetscape that will act and feel like a pedestrian environment that also accommodates local vehicular traffic, but at a reduced speed.

This streetscape will likely contain multiple access points to the building in the form of stoops and courtyards. As such, we would anticipate the facade location closer to the street than along the Lead Mine Road frontage. Charles Loop will contain a combination of curbside and building-side planters as well as sections where the entire streetscape is paved to facilitate pedestrian circulation. We also anticipate a variety of pedestrian gathering spaces along this frontage to accommodate small seating areas or perhaps a private courtyard recessed from the street. It is also possible that some small support retail such as a coffee shop, restaurant or bookstore could gravitate to this portion of the site providing a place for residents to congregate and spend leisure time without leaving Crabtree North. In order to facilitate pedestrian flow from the residential located in Tract 'A', the project will provide a mid-block pedestrian connection through Tract 'B' to Lead Mine Road.

As illustrated in the Zoning and PBOD Boundary Exhibit on page 5, much of Crabtree North will encompass both sides of Charles Drive loop. As such, we will incorporate at least one decorative pedestrian crossing to facilitate the flow of pedestrian activity between buildings. Due to this type of treatment, drivers will enter this internally focused streetscape with a heightened sense of awareness toward pedestrians and will be inclined to proceed slowly. The Charles Drive Loop will also incorporate street trees located in tree grates or curbside planters at a minimum of 40' o.c. with decorative pedestrian scale lighting, benches, trash receptacles and bike racks placed regularly along the streetscape. The actual location of the Charles Drive Loop shown is conceptual and may shift slightly within the confines of our project at the time of site plan approval. In no case will Charles Drive be shifted where adjoining properties front this public street.

Streetscape Standards

Width of Pedestrian Ways

There are currently no existing sidewalks adjacent to the boundary of the proposed PBOD. As required, we will provide new sidewalks in accordance with the foregoing text and, as applicable, the sections and plans illustrated below.

Lead Mine Road Frontage and Charles Drive Loop Frontage – Both of these frontages will be improved with a full 14' wide streetscape in accordance with City of Raleigh PBOD standards (see illustrations below).

Site Design / Open Space

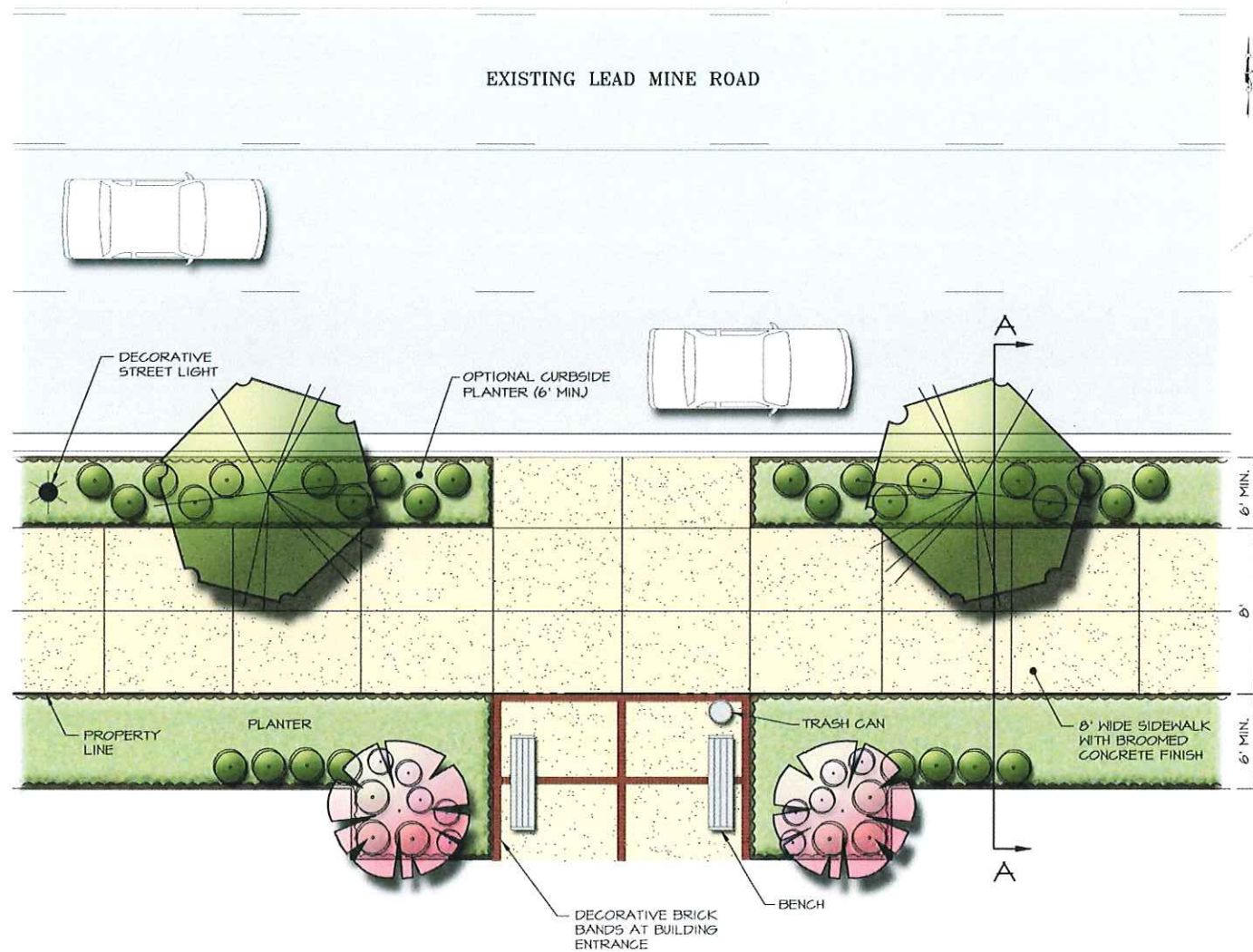
An important part of any urban living environment is the presence of well designed a situated open space features. To ensure that the proposed open space elements are well-used, it is essential to locate and design them carefully and with the users in mind. These spaces will be located where they are visible and easily accessible from public areas (building entrances, sidewalks). They will also be designed to take views and sun exposure into account as well. While the site may contain some private garden areas for use only by the residents, many of the open space features will take direct access from Charles Loop Drive and permit multiple points of entry from the street and the building. Spaces along the streetscape will contain active uses and will be visually permeable, allowing passersby to see directly into the space.

Pedestrian Crosswalk locations

Pedestrian crosswalks will be provided at the intersection of Charles Drive Loop and Lead Mine Road as well as at any point where a driveway crosses the pedestrian travel way. At the time of site plan, additional crosswalks will be added if needed to facilitate the flow of pedestrian activity across Charles Drive Loop. Crosswalks will be designed in accordance with accessibility requirements. Finally, at the City's request, the project will dedicate right-of-way in the southwest corner of the site to allow for a future vehicular and pedestrian connection to Marriot Drive which intersects with Glenwood Avenue.

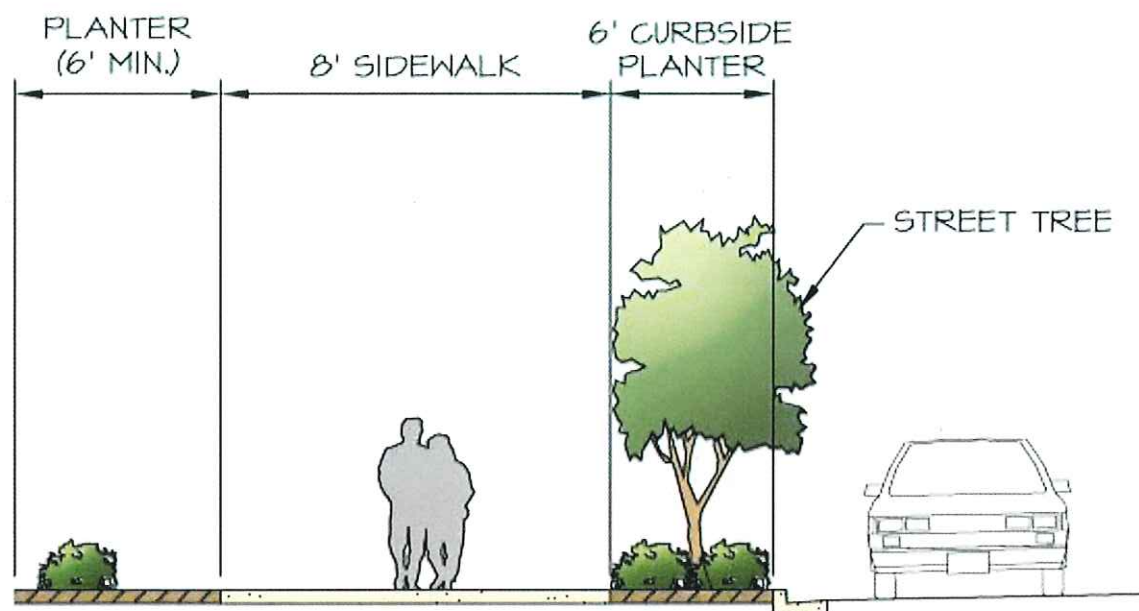
Lead Mine Road Conceptual Plan ●●●●●●

Frontage Key Map



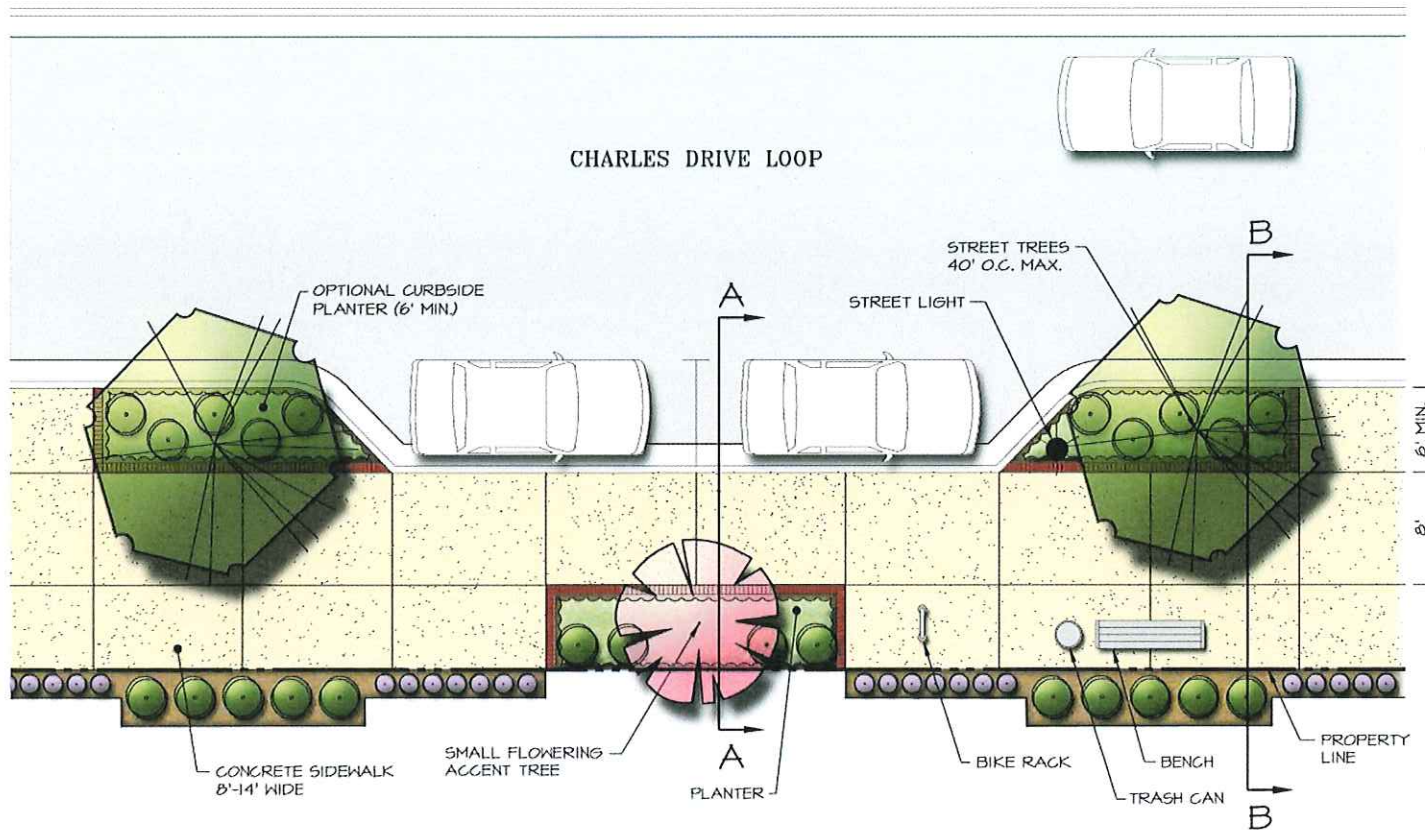
Lead Mine Road Conceptual Section ●●●●●●

Frontage Key Map

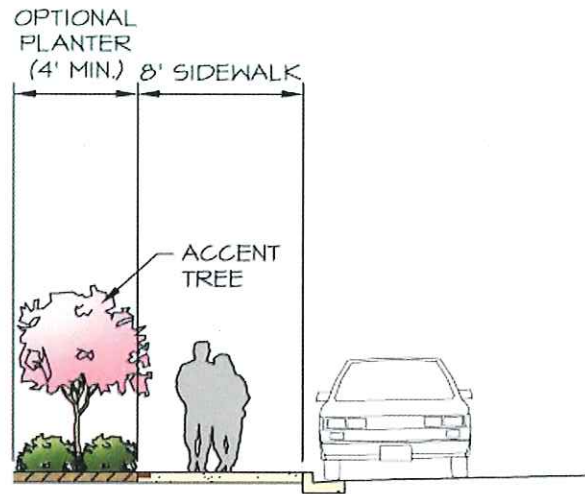
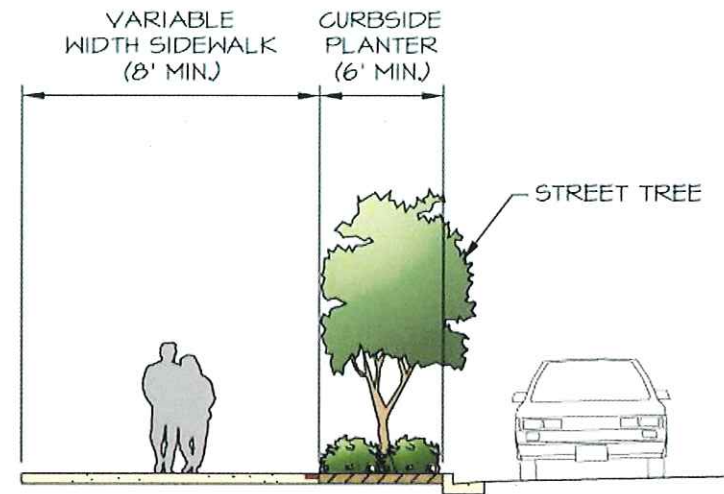
SECTION A

Charles Drive Loop Conceptual Plan – Streetscape One Side ●●●●●

Frontage Key Map

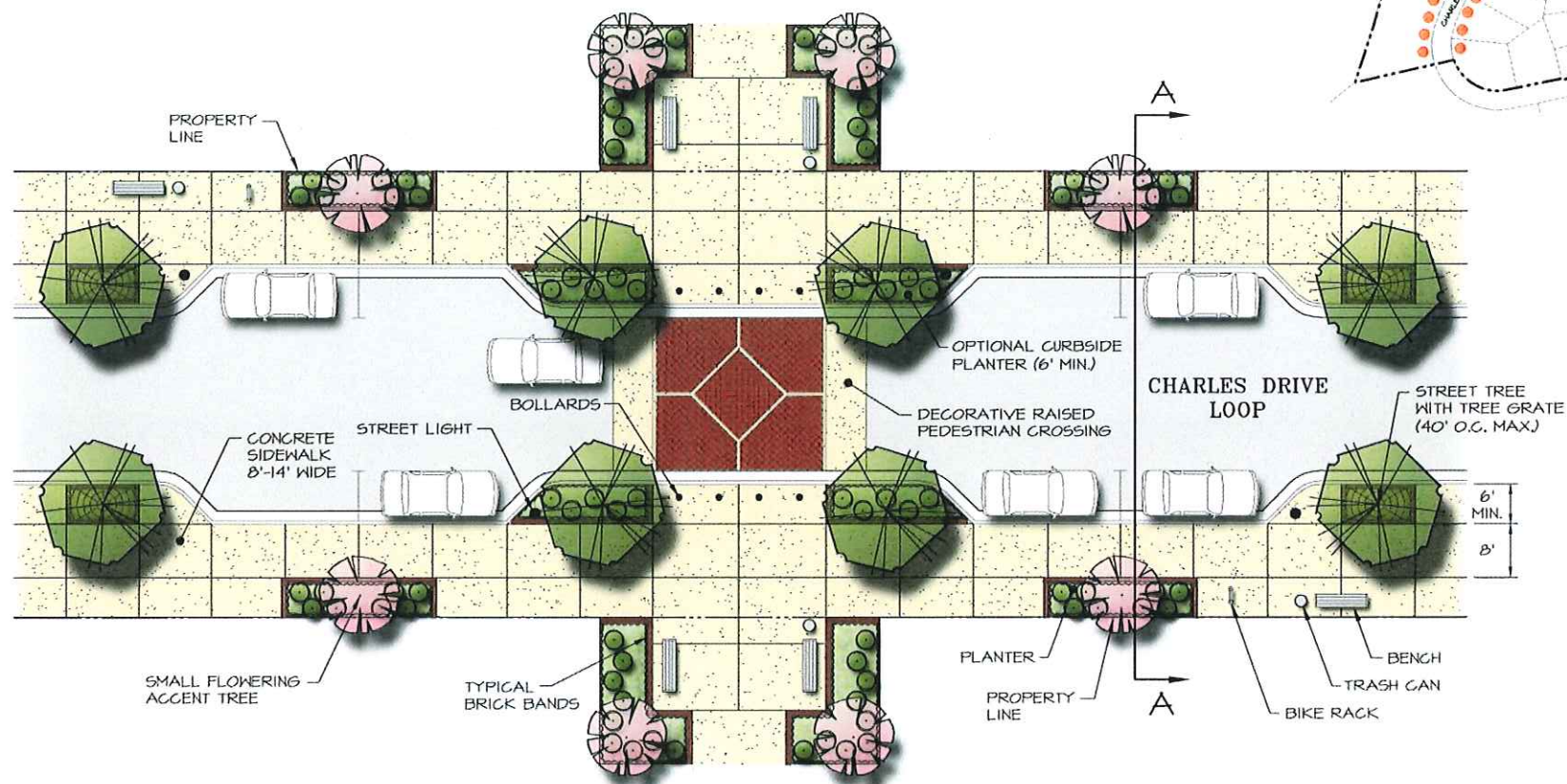


Charles Drive Loop Conceptual Section – Streetscape One Side ●●●●●

SECTION ASECTION B

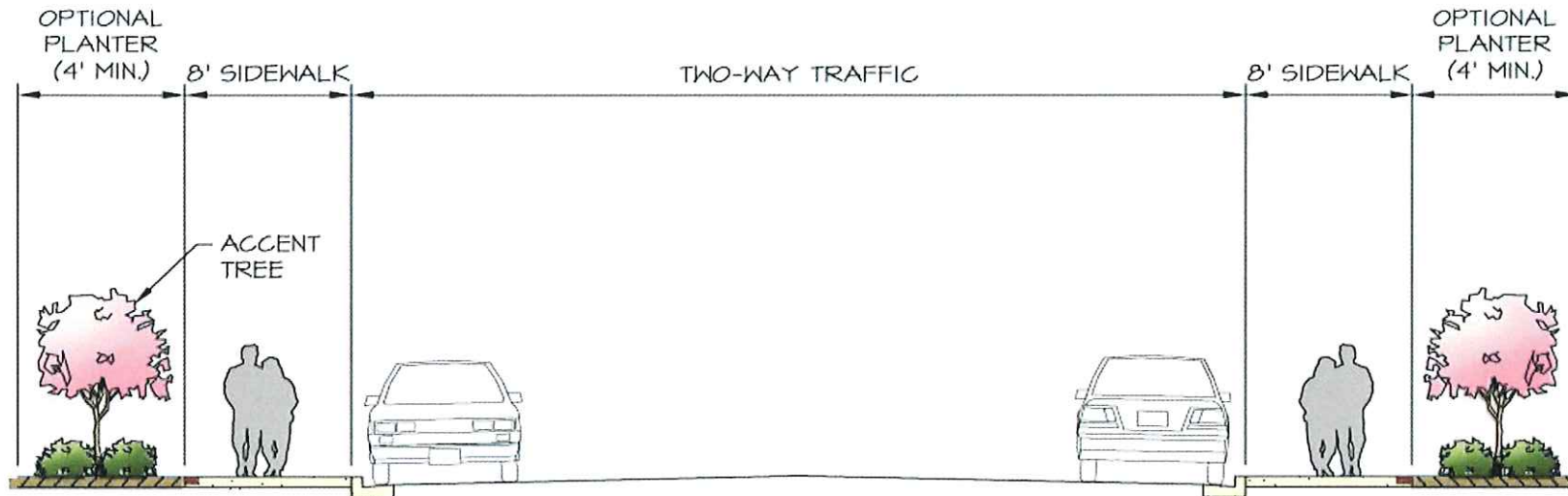
Charles Drive Loop Conceptual Plan – Streetscape Both Side

Frontage Key Map



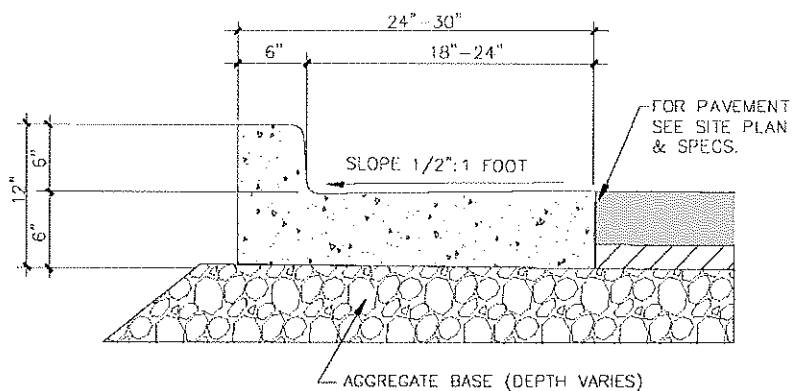
Charles Drive Loop Conceptual Section ●●●●●●

Frontage Key Map

SECTION A

Note: Final location of site furnishings, planters and brick banding on streetscape plans and sections above to be determined at site plan. Plan illustrates the minimum level of brick banding proposed.

Curb Detail



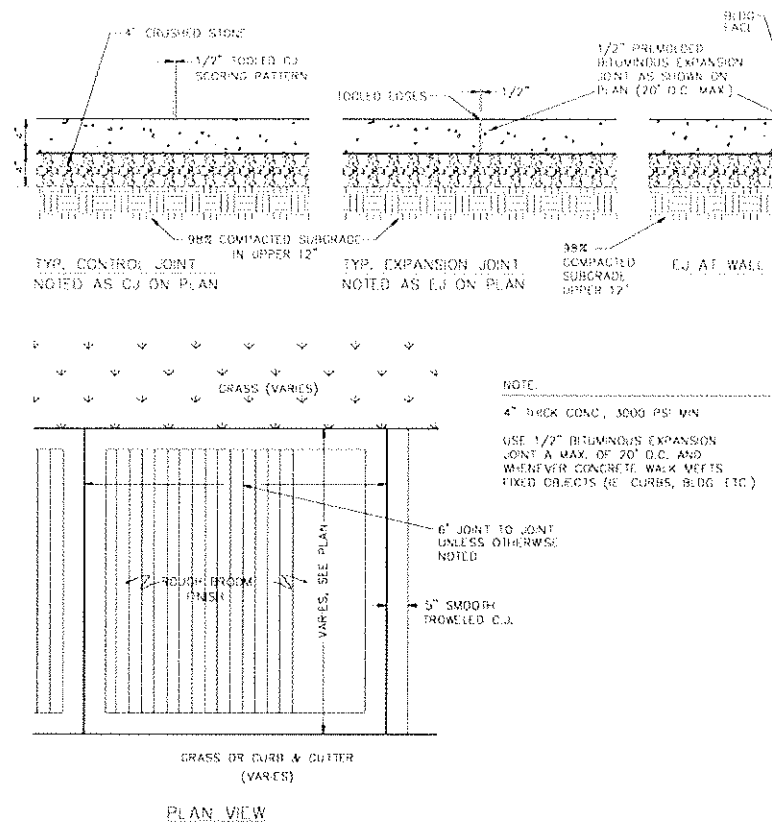
Accent Paver Detail

Manufacturer: Pine Hall Brick

Specification: English Edge - Gray (or equal as approved by staff at the time of site plan approval).



Sidewalk Details



Streetscape Standards Continued

Utilities

Utilities are currently in place in the area. Subject to approval by the City of Raleigh and the utility provider, all utilities will be either located underground and behind the back of curb or on poles in the right of way.

Maintenance Plan

A maintenance plan will be enforced as part of the PBOD for the care of the streetscape improvements up to the public right-of-way. Maintenance in excess of that customarily provided by the municipality within public right-of-ways will require an encroachment agreement and will be the responsibility of the individual property owner or property owner's association. This includes maintenance of sidewalks and planters and street furnishings required by the PBOD but within the property lines, watering of plant materials and keeping the sidewalks free of debris and trash. A draft of the maintenance plan will be submitted at the time of site plan approval.

Signage

The design and location of signage will compliment the architectural styles of the structures and will be oriented toward vehicular and pedestrian traffic. The following signage types are encouraged: Awning signs, window stencils and wall signs. Low profile ground signs will also be allowed on the property in accordance with the City's signage code. Paddle signs oriented toward pedestrian traffic will also be permitted in accordance with the City's signage code and shall maintain a clear minimum height of 9'-0" above the ground.

Canopies and Awnings

In the event canopies or awnings are incorporated along the streetscape; they will be of sufficient height to accommodate the free flow of pedestrian traffic. In no case will the awnings be less than 9'-0" above the ground.

Street Lights

Appropriate light levels along the streetscapes and parking areas are critical in creating a safe and inviting environment for pedestrians. The project will provide a mix of low level lighting as well as pedestrian scale lighting similar to the illustrations provided below. A lighting plan will be provided at the time of site plan approval.

Fixture

Manufacturer: Sternberg Vintage Lighting

Specification: Home Town Series
(or approved equal)

**Pole**

Manufacturer: Sternberg Vintage Lighting

Specification: Dover Series
(or approved equal)



Building Facades

Structures will address the public and private rights of ways as allowed by physical constraints and engineering requirements. Primary entrances to the buildings will be both architecturally and functionally on the front facade of any building facing the primary public street. Such entrances will be designed to convey their prominence on the fronting facade. In addition to these primary entrances, there will also be secondary entrances to the structures from within the parking structure and from other points surrounding the buildings. Ground level residential units or retail/office spaces will have one or more of the following elements: doors, balconies, porches, stoops or similar active elements that address the street in order to help activate the pedestrian streetscape, especially along Charles Drive Loop.

Along the streetscape, the facades will be broken up to provide a pedestrian scale experience by the interspersions of street trees, street furnishings, decorative lighting, movement in the sidewalk, changes in paving material as well as other similar elements. No structures shall encroach within the public right of way other than free standing awnings.

Building Setbacks

Building setbacks from street right of ways within the PBOD shall be a minimum of 0' and will accommodate a 14' wide pedestrian walkway as shown on the sidewalk plans and sections on pages 8-11. The building setbacks within the project will be a minimum of 6' from the side and rear lot lines.

Building Height

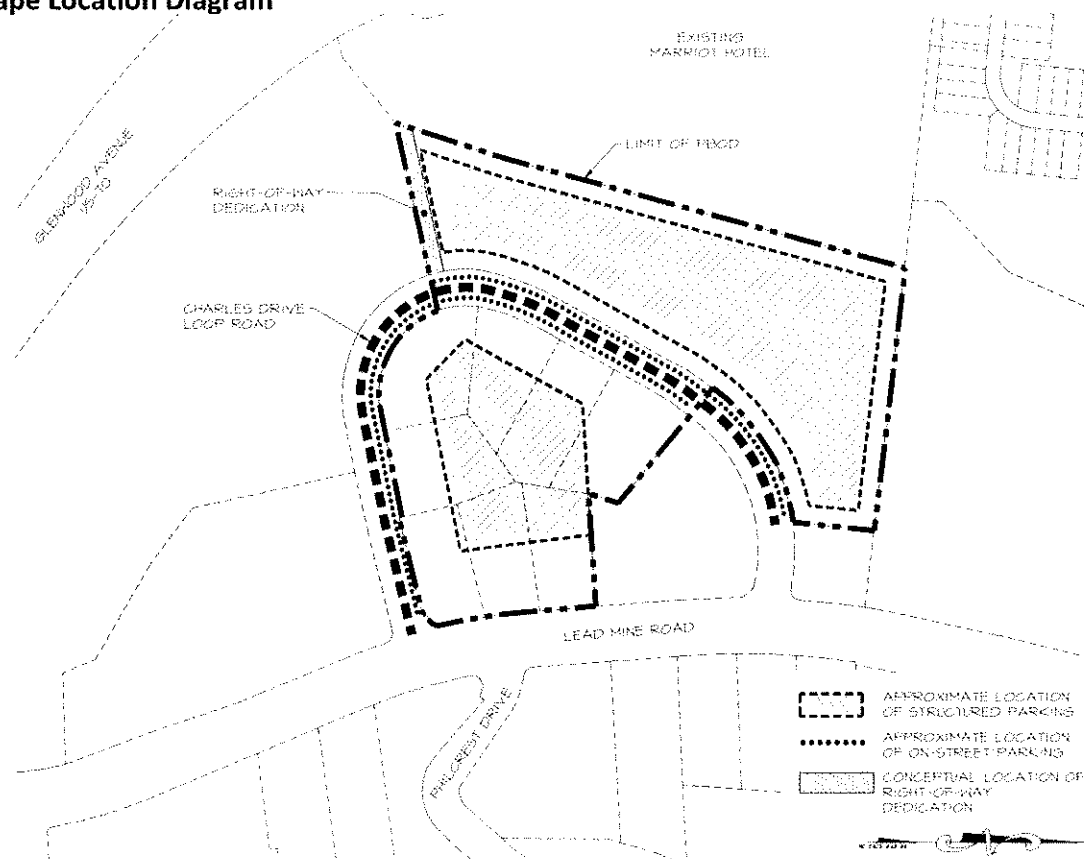
At this early stage in the process, it is not clear as to the final configuration of the proposed structures, however we do not anticipate that the structures will exceed five residential stories, some of which may be over structured parking. In no case will the structures exceed 115' in height. Along the Lead Mine Road frontage, structures will be limited to 5 stories and no more than 75' in height.

Parking

Parking within the project will be provided through a combination of both surface and structured parking. As required by PBOD, a minimum of 80% of the parking will be contained in multi-level structures. All parking structures will be concealed from view from the adjoining properties and the public rights-of-way where possible. Where grades permit, structures should be located under buildings with areas visible from adjoining properties and the public right-of-way clad in the same material as the principal buildings on site. The number of parking stalls within the project will meet or exceed the minimum parking requirements of the City of Raleigh. No off-street surface parking (other than drop-off, delivery and temporary parking areas) will be provided between the facade of any building and the right-of-way. In addition, surface parking behind buildings which may be visible from a public street will be screened from view. Screening will be accomplished through the installation of either a 30" high decorative fence/wall, the installation of a continuous evergreen hedge reaching a height of 30" tall or a combination of both. As part of our efforts to achieve a Bronze level certification in the NAHB Green's National Green Building Certification program, the project will make provisions for electric car charging.

As with any urban infill project, parking structures are essential and integral to the design of the project. Every attempt will be made at the time of site plan to locate structured parking either beneath or behind the residential buildings so as to obscure from view. Bicycle parking will be provided at a rate of 1/20 car spaces unless a higher standard is required by the Code and will be located within the parking structures or near the main entrances to the structure. A minimum of 100 bike parking spaces will be covered from the elements by either locating them within the parking structures or providing a canopy over the racks.

Parking and Streetscape Location Diagram



Note: The actual location of the "Charles Drive Loop Road" shown on pages 5 and 17 of this Streetscape and Parking Plan will be established at the time of site plan approval

Proposed Street Tree Palette

Street trees will be installed per the streetscape plan at the time of development of the parcels at the public right of ways prior to the issuance of a certificate of occupancy for the development of the parcel. Trees will be installed at a minimum size of 6 1/4" caliper. Alternate similar street tree species may be substituted at the time of site plan as approved by staff to accommodate availability of species and direction from the City of Raleigh urban forester.

Japanese Zelkova

(Zelkova serrata)

Shape: Urn Shaped

Foliage: Green with sawtooth margins

Fall Color: Yellow to dark red



Chinese Pistache

(Pistacia Chinensis)

Shape: Oval

Foliage: Dark green leaflets

Fall Color: Orange to red



Columnar European Hornbeam

(Carpinus betulus fastigiata)

Shape: Dense pyramidal form

Foliage: 2-5" clean leaves

Fall Color: Yellow to dark red

**Wynstar Willow Oak**

(Quercus phellos "Wynstar")

Shape: Oval to spreading

Foliage: Long willow-like thin leaves

Fall Color: Yellow or russet red

**Tuskegee Crape Myrtle**

(Lagerstroemia x Tuskegee)

Shape: Multi-stem and Single Stem

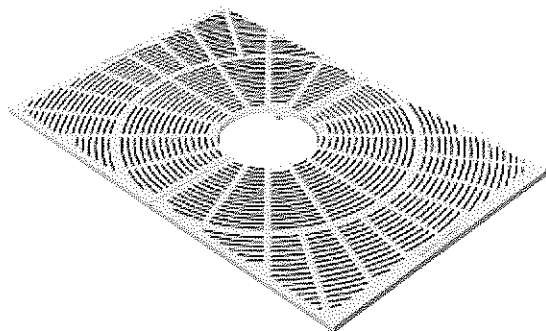
Foliage: Bronze, green, red

Fall Color: Magenta

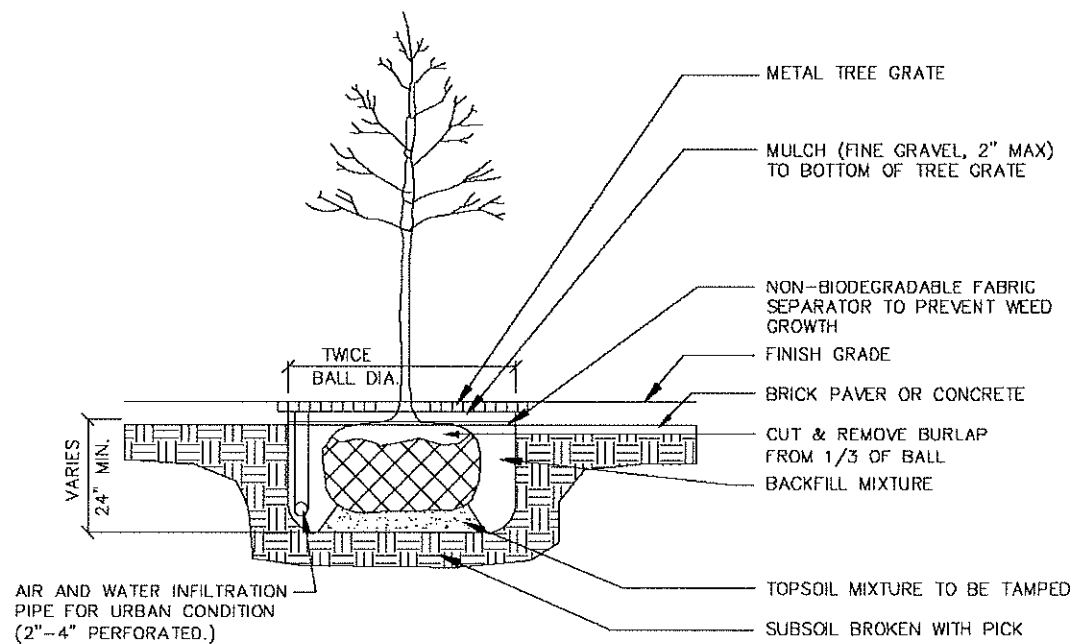


Tree Grates

Manufacturer: Neenah foundry Products
 Specification: Boulevard Collection
 (or approved equal)



Tree Planting Detail



Benches

Manufacturer: Victory Stanley
Specification: Classic Series
(or approved equal)

Trash Receptacles

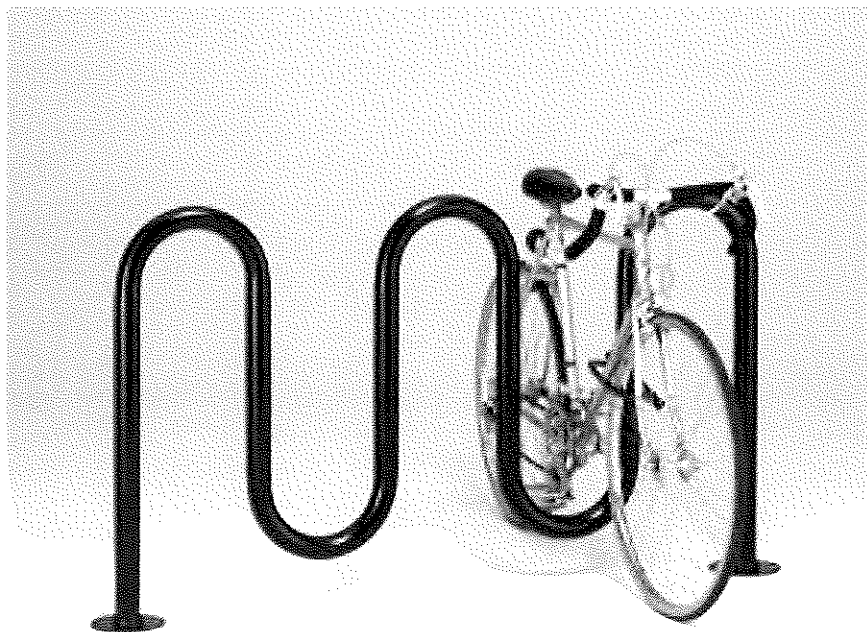
Manufacturer: Victory Stanley
Specification: Ironsites Series
(or approved equal)



Bike Racks

Manufacturer: Madrax

Specification: Heavy Duty Challenger
5 Loop and "U" rack
(or approved equal)



Notes:

1. Certain items are specified in this Plan with the phrase "(or approved equal)." At the time of site plan approval, for these items the City of Raleigh staff may allow a substitution of another manufacturer or design upon a determination that the item substituted is of equivalent quality and function. However, all substitutions will be uniform throughout the project.
2. Any improvements proposed in the public right-of-way are contingent upon the Raleigh City Council granting the necessary encroachment agreement.

Appendix – City Code Section 10-2055 – Pedestrian Business Overlay District