

**TCZ-4-20 (Z-66-20) – Crabtree Valley PD**, located at located at 5201 and 5301 Homewood Banks Drive, and 4401 Crabtree Valley Avenue, also known as Crabtree Valley PD, the block bounded by Homewood Banks Drive, Blue Ridge Road, and Crabtree Valley Avenue, which is south of Crabtree Valley Mall, being Wake County PINs 0795592353, 0795592600, and 0795596214. Approximately 13.38 acres rezoned to Planned Development (PD) with amended conditions.

Original Conditions dated: June 12, 2012 (Z-19-12, Ordinance No. (2012) 85 ZC 674 adopted July 3, 2021)

1. All development will be in accordance with the revised Master Plan which is attached hereto.

Amended Conditions dated: April 21, 2020 (TCZ-1-20 (Z-19-12), Ordinance No. (2020) 132 ZC 800 adopted September 1, 2020 – effective September 2, 2020)

1. All development will be in accordance with the revised Master Plan which is attached hereto.

Amended Conditions dated: December 2, 2021

1. See revised Master Plan dated February 15, 2022 which is attached hereto.

**Crabtree Village**  
**Raleigh, North Carolina**

**A Mixed-Use Urban Community**

**Planned Development District**

**Revised Master Plan**

**July 3, 2012**

**MP-1-12**

**Revised as of January 2, 2013**

**Amending and Restating that Master Plan,**  
**Denominated MP-4-05, approved November 21, 2006**

**TCZ-1-20**

**April 21, 2020**

**Amending and Restating the Master Plan as to Lot 2 and Lot 3**

**Z-66-20 / TCZ-4-20**

**February 15, 2022**

**Amending and Restating the Master Plan as to Lot 2, Lot 3 and Lot 4**

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**HISTORIC LEGACY NOTE:**

The Crabtree Village Planned Development (PD) was originally approved under the City of Raleigh's former zoning ordinance, and prior to the adoption of the current Unified Development Ordinance. This document still retains some references to the former Raleigh Zoning Ordinance to either provide clarity to the initial intent of the PD standards and/or where the reference provides a design standard that is greater than that provided by the current UDO.

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**Section I- Summary Information**

**Property Owner:**

WELL TP Crabtree Owner LP, successor in interest to Well TP Crabtree Owner LLC  
c/o Welltower, Inc.  
Attention: Matthew McQueen, General Counsel  
4500 Dorr Street  
Toledo, Ohio 43615-4040

**Developers:**

**PAPPAS PROPERTIES, LLC**

Pappas Properties, LLC  
Attention: Peter Pappas and Thomas J. Walsh  
4777 Sharon Road, Suite 550  
Charlotte, North Carolina 28210

**TERWILLIGER PAPPAS MULTI-FAMILY PARTNERS, LLC**

Terwilliger Pappas Multi-Family Partners, LLC  
Attention: Peter Pappas and Thomas J. Walsh  
4777 Sharon Road, Suite 550  
Charlotte, North Carolina 28210

Terwilliger Pappas Multi-Family Partners, LLC  
Attention: Thomas R. Barker  
510 Glenwood Avenue, Suite 317  
Raleigh, North Carolina 27603

**Consultants:**

Isabel Worthy Mattox  
Mattox Law Firm  
127 W. Hargett Street, Suite 500  
Raleigh, North Carolina 27601

Rob Caudle  
WithersRavenel  
137 S. Wilmington Street, Suite 200  
Raleigh, North Carolina 27601

John Felton  
David Brown  
Cline Design Associates, PA  
125 N. Harrington Street  
Raleigh, North Carolina 27603

#### Section 2 – Property Information

The subject property is a triangular shaped land assemblage comprised of four (4) existing contiguous parcels bounded by the following roads: Crabtree Valley Avenue to the north, Blue Ridge Road to the east, and Homewood Banks Drive to the west. It is anticipated that some of the lots will be recombined in the future. The property assemblage is approximately 23.75 acres in size. The property falls within the City of Raleigh's Crabtree Valley Small Area, which provides specific recommendations for the development of this site:

- Provide for extensive pedestrian connectivity
- Create a walkable urban community
- Provide a mix of uses in close proximity
- Site design shall incorporate multiple levels to utilize the change in topography

The subject property is located across Crabtree Valley Avenue from Crabtree Valley Mall, a regional shopping destination for the Triangle area and eastern North Carolina. This area offers many opportunities for shopping, work, recreation and housing and has ready access to many major roads including Interstate 440, Glenwood Avenue (U.S. Highway 70), Creedmoor Road, Blue Ridge Road and Edwards Mill Road.

The property is physically imposing, with over one hundred feet (100') of topographic grade change, providing expansive views of the Crabtree Creek Valley and the horizon beyond. House Creek crosses the northeast corner of the property, connecting to the larger Crabtree Creek on the Mall's property.

Several innovative developments are currently underway or contemplated in the Crabtree Creek Valley and include a mixed-use development to be executed by Weingarten Realty, proposed mixed-use development on the north side of Glenwood Avenue and further development of Glen Lake Office Park and Residential neighborhood.

Nearby recreation opportunities are provided by the award-winning Crabtree Creek Greenway developed by the City of Raleigh, and nearby Glen Eden Pilot Park, which has been connected to the subject parcel via the recently constructed House Creek Greenway Trail.

#### Section 3 – Land Use & Intensity

##### PHASE I:

- A. Residential Buildings 1-6
- B. Maximum 315 dwelling units  
Minimum 275 dwelling units

The overall residential density for Crabtree Village will be capped at twenty-three dwelling units per acre (23 du/acre) for the entire property (23.75 acres), which yields a maximum of 525 Dwelling Units. A maximum of 315 dwelling units are proposed in Buildings 1-6 in Phase I of the development. The residential uses proposed for Crabtree Village will be primarily apartments and condominiums containing studios, one, two, and three-bedroom dwelling units oriented toward open space and/or private courtyards, offering recreation and private, secured open space reserved for residents. Phase I will include primarily apartments and/or condominiums and possibly a small amount of service retail. Phase II may contain additional dwelling units, subject to the overall residential cap of 525 dwelling units. These additional residential units in Phase II may include congregational care rooms, age targeted apartments, or

residential condominiums. Phase I was developed with 293 dwelling units, meaning that Phase II can be developed for up to 232 dwelling units, subject to the allowances in UDO section 4.7.6.A.

PHASE 2:

- C. Phase II may contain dwelling units, subject to the overall residential cap of 525 dwelling units. The residential units in Phase II may include congregate care rooms, age targeted apartments, or residential condominiums. Phase II of the Crabtree Village development may include one or more building(s) not to exceed two hundred feet (200') in height. Phase II of the Crabtree Village Development may be constructed in one or more segments and may be multiple buildings or a single building massing which encompasses all or part of Lot 2 and Lot 3 and a portion of Lot 4. (or across Lots 2, 3 and/or 4). Through a recombination process: (a) the boundaries between Lot 2, Lot 3 and Lot 4 may be shifted, and/or (b) Lot 2 and Lot 3 may be merged into a single lot. Elevator shafts and stairwells may extend beyond the building footprints and will not be counted towards building height limits (and for the avoidance of doubt, the number of buildings will not include garage space and elevator shafts).
1. Retail  
Maximum 60,000 square feet  
Only the following types of retail (and as defined by the City of Raleigh Code Section 10-2071), (refer to note on Table of Contents page) may be included:
- Accessory Structures
  - Bank
  - Bar, Nightclub, Tavern or Lounge
  - Beauty, Nail and Manicure; Cosmetic Art; Barbershop
  - Eating Establishment with no Drive-Thru
  - Food Store—Retail
  - Movie Theater— Indoor
  - Retail Sales
  - Retail Sales — Personal Services-Retail Sales — Convenience -Retail Sales - General
  - Retail Brokerage Office
  - Telecommunications Tower
2. Office: 250,000 square feet maximum
3. Hotel: Maximum: 230 rooms
- D. Planned Development District Retail Justification:  
In accord with the Planned Development District goals established by City of Raleigh, the following components are incorporated into the Crabtree Village PDD to justify the overall project, and especially the inclusion of retail uses:
1. Mixture of Land Uses on contiguous tracts of property
  2. Incorporate Transit Oriented Design; Transit Facilities (i.e.- Transit Shelters & Easements)
  3. Open Space significantly exceeds the minimum requirement for PDD and non-PDD areas
  4. Economic Arrangement of Buildings
  5. Incorporate parking structures to improve appearance of Crabtree Village
  6. Stream Preservation

7. Urban form of Crabtree Village protects thoroughfare corridors from strip development

For additional information regarding the mixed-use buildings — please refer to Architect's Unity of Development Statement.

E. Alternate Means of Compliance for Transitional Protective Yards (TPYs): The reasons for requiring TPYs between different types of uses are as follows:

- To protect less intense uses from the adverse impacts of more intense uses;
- To prevent adverse community appearance;
- To protect the character of an area and conserve the values of buildings and land; and
- To provide adequate air and light.

The proposed development would require a "Type C" 20-foot wide TPY along the approximately 270-foot line between Phase I and Phase II if a traditional TPY was installed as required by Code; however, due to the integration of differing yet compatible land uses, the use of traditional landscape buffers to separate these land uses would not be in keeping with the goals of the Crabtree Area Plan, the 2030 Comprehensive Plan, and the City's Urban Design Guidelines. As an alternate means of compliance to traditional Transitional Protective Yards, the PDD proposes to:

- Locate alternate secondary tree conservation areas, on steep slopes that are internal to the site and that are strategically located to provide visual buffering;
- Preserve environmentally sensitive land areas associated with the House Creek corridor, providing cumulative overall open space at a rate of no less than 20% for the PDD, which exceeds the required 15% open space requirement for PDDs;
- Provide pedestrian connections/internal vehicle circulation among the various land uses; and
- The existing development in the Master Plan has a completed private street or driveway of twenty-two feet (22') in width with trees planted on both sides.

The traditional TPY would provide approximately 5,400 square feet (270' x 20') of planted buffer area between the phases. The alternate TPY proposed, which offers, subject to Section 6, an increase from 15% to 20% Open Space on site provides approximately 1.144 additional acres of open space or an additional 49,832 square feet as compared to the 5,400 square feet of a traditional TPY buffer if the alternate were not approved. The proposed alternate clearly provides an equal or better substitute for the requirements for TPYs for the following reasons:

- The mixed-use development will be developed in an integrated manner where convenient connections between residential and nearby retail/office/parking uses are desirable, and proximity to different but compatible types of uses is considered an advantage rather than an adverse impact
- The preservation of additional trees and steep slopes provide better visual buffering and actually enhance community appearance;
- The protection of environmentally sensitive areas on the perimeter of the site better protect the character and value of the land than traditional internal TPYs; no existing buildings are being preserved on site.

F. Parking Structures

Parking structures are encouraged for Crabtree Village where feasible, as they will contribute to the preservation of the natural topography and reduce impervious surface area, however, surface parking is permitted.

The use of parking structures should be considered for:

- Office uses
- Retail/Restaurant use(s)
- Hotel use
- Residential buildings with higher density concentration

Structured parking is an excellent means of storing vehicles, with a reduction in convenience for those drivers who prefer front-door parking, and both types of parking are allowed. A side effect of structured parking is that a stored car encourages users to park and leave their car while in the community, encouraging pedestrian travel as a means of moving within the site.

Access to air and light are important components in the design of a parking structure, and aesthetic screening of parking facilities is a component of the City's landscape ordinance. Phase I parking decks have been designed to include one grade level and one elevated level. Phase II deck(s) may have more levels exposed but will be screened as provided below.

All parking decks shall either:

1. Be constructed with a setback of at least twenty (20) feet from Homewood Banks Drive and at least fifty (50) feet from all other public street right-of-way and limited in height to sixty-five feet (65) above grade; or
2. Be designed such that
  - a) the deck provides building articulation along public right-of-way frontage at least every fifty (50) feet;
  - b) the deck is screened from the public right-of-way by a landscaping area measuring at least 10 feet in width from the public right-of-way and planted at a rate of three (3) shade trees, four (4) understory trees, and 15 shrubs per 100 linear feet, and all understory trees and shrubs shall be evergreen. If this option is chosen, then street trees that might otherwise be required by UDO Article 8.4 or 8.5 shall not be required in this area. This landscaping area shall not be considered a protective yard and shall not be treated as a protective yard for any purposes under the UDO; and
  - c) the deck facade adjacent to the public right-of-way incorporates at least two (2) of the following elements:
    - i. louvers
    - ii. decorative screens
    - iii. vertical building elements
    - iv. green screens

If a retaining wall or building foundation wall is located within 30 feet of a public right-of-way, the standards of UDO sections 7.2.8.D. and the street tree requirements of UDO Article 8.4 and 8.5 shall not apply. Instead, a landscaping area measuring at least ten (10) feet in width shall be provided between the public right-of-way and the retaining wall or building foundation wall, and such landscaping area shall be planted at a rate of three (3) shade trees, four (4) understory trees, and 15 shrubs per 100 linear feet, and all understory trees and shrubs shall be evergreen. This landscaping area shall not be considered a protective yard and shall not be treated as a protective yard for any purposes under the UDO. Specifically, in no event shall the requirement for a 10-foot setback from a protective yard, set forth in UDO section 7.2.4.D.1.a., apply to any aspect of development in Phase II.



No additional plantings shall be required on Lot 2 along Homewood Banks Drive adjacent to the existing retaining wall constructed as part of Phase 1. This portion of the wall was landscaped in accord with the standards applicable at time of installation.

#### Section 4 – Transportation

##### Transportation Impact Analysis

A Transportation Impact Analysis (TIA) prepared by Stantec and dated as of May 11, 2012, has been submitted and approved by City Staff.

Crabtree Village is organized around the goal of creating a mixed and multi-use development, which works with the unique topographic aspects of the site, preserves open space and provides for right-of-way for future transportation improvements as envisioned by the City of Raleigh's Comprehensive Plan (Crabtree Valley Small Area Plan). To achieve that goal, the pedestrian and bicycle circulation plan is emphasized by use of the following design initiatives:

- A. Parking is provided in both structured and surface parking areas that will encourage residents and visitors due to the extensive shopping, recreation and work opportunities near Crabtree Village, residents will be able to leave their cars on the Crabtree Village Property and walk to nearby destinations or take advantage of the public transit routes that serve this property.
- B. Extensive sidewalks and greenway trails are provided along all public streets adjoining the property, and along the internal private drives. The sidewalks along Homewood Banks Drive shall be no less than eight feet (8') wide and internal sidewalks shall be no less than five feet (5') wide.
- C. Bicycle racks shall be located in multiple locations within covered areas of the parking structure as follows:

Use	Short Term (uncovered) Bike Spaces Required	Long Term (covered) Bike Spaces Required
Residential	1 space per 20 units	None
Office	1 space per 10,000 sf	1 space per 5,000 sf
Retail	1 space per 5,000 sf	None
Hotel	1 space per 10,000 sf	1 space per 5,000 sf

- D. Right-of-way for the future interchange of Blue Ridge Road and Crabtree Valley Avenue will be reserved as a part of this Master Plan.
- E. Transit easement deeds for future transit stops shall be provided along Homewood Banks Drive, Crabtree Valley Avenue, and Blue Ridge Road. One transit shelter in an easement, with a bench and trash receptacle was previously constructed and two additional transit easements were dedicated in Phase 1.
- F. The Crabtree Valley Small Area plan recommends the inclusion of pedestrian crossing features at the intersection of Crabtree Valley Avenue and Homewood Banks Drive such as activated crosswalk signals, striped walkways, signage. A fee-in-lieu payment was provided under Phase 1.

- G. Driveway entrances into the community have been carefully planned and located to reduce the overall number of driveways, and to locate them so as to afford good sight distance and incorporate pedestrian refuges where driveways exceed two lanes in width. Traffic safety concerns and severe topography prevent the placement of a third access point as required for more than 300 dwelling units in the Group Housing Standards and UDO. Therefore, the PDD proposes that at least two access points (including the private Vilana Ridge Way and at least one access on Homewood Banks Drive), as shown on the Master Plan drawings, be approved as an alternative means of compliance to City Code Section 10-2103(c)(2), Raleigh UDO Section 8.2 of the Raleigh Street Design Manual, which requires one access point for every 150 dwelling units unless traffic safety, surrounding development, severe topography or other physical features prevent such additional access. Traffic safety issues and severe topography on the Crabtree Village site and the limitation of access points on Blue Ridge Road (1) and Crabtree Valley Avenue (0) may prevent additional access points; however, the proposed design provides equivalent or better environmental and safety benefits and provides comparable utility and accessibility as required under the UDO.
- H. Pedestrian Circulation improvements were previously provided in Phase 1 at the Homewood Banks intersection on Crabtree Valley Avenue. Public right-of-way pedestrian amenities will be ADA-compliant to the extent reasonable due to the existing site topography and the gradient of existing roadways.
- I. Except for pedestrian safety improvements specified in Sections 4.J below and 9.B.2, the developer of Phase 1 completed all requested traffic control devices, including signing, pavement markings, traffic signal modifications, etc. necessary for the safe and efficient operation of Homewood Banks Drive, as directed by the City and NCDOT.
- J. The developer will provide pedestrian oriented transportation and infrastructure improvements along Homewood Banks Drive and generally at the intersection of Homewood Banks and Crabtree Valley Avenue (the "HB-CV Intersection") as specified in Section 9.B.2.
- K. Site retaining walls shall be primarily constructed of stacked, concrete modules. The face of the building blocks shall not be a "faceted" style.

**Parking Requirements**

As a mixed and multi-use development, the following parking standards shall be utilized:

- A. Phase II shall require a minimum of 1 parking space per dwelling unit.
- B. As supported by a Parking Study prepared by Stantec and dated June 13, 2012, and submitted to the City Planning Department June 14, 2012, the overall parking count requirement for this project (as initially calculated in accordance with the immediately preceding paragraph) shall be further reduced by up to 30% based on the following considerations:
  - 1. Mixed-Use and Shared-Use parking requires less parking than stand-alone use projects and, in this case, will reduce the parking need by nineteen percent (19%).
  - 2. Internal Trip Capture of twelve percent (12%) requires less parking than traditional developments.
  - 3. Adjacent thoroughfares with transit service will allow reduction in parking requirements. The site is located in close proximity to a transit hub at Crabtree Valley Mall and the project dedicated three (3) transit easements on site. The availability of convenient transit service will reduce necessary parking by five percent (5%).
  - 4. The mixture of uses will not simultaneously have a peak time of use placing a heavy burden on the parking facilities.

5. It is anticipated that a portion of the retail, hotel and office visitors will be from the adjacent hotels adjoining the site and from pedestrian traffic from nearby developments and the City greenway which reduces necessary parking by two percent (2%).
6. Section 10-2082.6(c)(6) of the City Landscape Ordinance provides for a ten percent (10%) reduction in the parking requirement based on landscaped areas in this development that are provided.
7. Additional Bike Parking in excess of the Code requirement which will reduce necessary automobile parking spaces by 1%.
8. Proposed hotel with a covered entrance allowing transportation by taxi or shuttle will reduce necessary parking by 10%.
9. It is anticipated that age targeted housing will be developed and such developments generally require less parking than other multifamily developments.

#### **Section 5 - Utilities & Stormwater**

Existing public utilities (water and sanitary sewer) exist on the site or are located in the public rights-of-way that bound the property. These facilities are adequate to serve the needs of Crabtree Village's proposed uses and densities. A layout of proposed extension of public facilities and private service to serve the project are shown on the Utility Plan of the master plan documents.

Stormwater runoff will be collected and treated with surface wet ponds which shall be landscaped as site amenities, and/or with underground storage/treatment facilities such as sand filters and pipe storage facilities. These items will be designed to meet City of Raleigh and/or State of North Carolina requirements. As the City of Raleigh and the State of NC are continuously adding new methods of acceptable stormwater management, the new methods are also applicable to Crabtree Village.

The current FEMA flood plain and floodway lines in the northeast corner of the property, effective May 2006, are also shown.

The "Pending FEMA Floodplain" boundary anticipates a less restrictive 100-Year Floodplain boundary, which is illustrated/noted on the Master Plan. Should that boundary become effective, the location of the retaining wall(s) and fill may be adjusted in accordance with the revised boundary.

A fifty-foot (50') Neuse River Riparian Buffer (NRRB), is located on each side of House Creek, as measured from top of bank. This stream buffer has re-vegetated under a "no-mow" policy since the initial approval of the PDD, and the emerging forest is composed primarily of tulip poplar, sweetgum, sycamore and some loblolly pine. Brambles and native grasses are also present. The floodway shall not be developed except for the installation of trees, shrubs, related planting, and utility and storm drain features within designated easements.

#### **Section 6 - Open Space/Greenway/Tree Preservation**

Open Space in the amount of twenty percent (20%) of the overall site shall be provided which is in excess of the fifteen percent (15%) open space requirement for PDDs. As mentioned in earlier sections of this document, the City of Raleigh has completed construction of the House Creek Greenway where it crosses to the west side of Blue Ridge Road and onto the Crabtree Village property.

Additional open space and greenway easement shall be provided near House Creek. Since the Crabtree Village PDD was initially approved in 2006, trees and other vegetation have been allowed to emerge in the area of House Creek under a "no-mow" natural succession practice.

The establishment of Tree Conservation Area(s) in accord with City of Raleigh Code requirements shall be provided. No less than 10% of the overall site (net land area) shall be dedicated to Tree Conservation Areas (which for the avoidance of doubt has been satisfied on Lot 4, and the property owner may implement recombination of property lines to maintain TCA on Lot 4). Fee-in-lieu payment shall not be utilized, unless a jurisdictional mandate requires this method of compliance. Tree Conservation guidelines for this property shall recognize the unique topographical features, and the following criteria shall be utilized when establishing tree conservation areas:

**STREAM BUFFER:** Preserve the environmentally sensitive House Creek Corridor.

**GREENWAY EASEMENT:** Prior to building permit issuance, the property owner shall dedicate a Greenway Easement of the City of Raleigh along House Creek. Subject to right of reservation/dedication, the greenway easement shall dedicate seventy-five feet (75') from the top of the stream bank. The major purposes for the Greenway Easement are to provide a protected viewshed along House Creek and to protect House Creek, a greenway trail, trail connections, and utility easements are permitted uses in accord with City of Raleigh policy.

**WOODED SLOPES:** Where feasible, preserve existing wooded portions of the site located on slopes as recommended by the Crabtree Area Plan (Policy AP-C2). Due to the unique physical qualities of the subject property, the benefit of preserving trees on slopes is considered equal to the criteria listed for either Primary or Secondary Tree Conservation, including tree conservation along Major Streets, as there are direct environmental and aesthetic benefits. Proposed tree conservation areas on slopes shall still demonstrate that the trees meet minimum trunk caliper and basal density. In the future, it is assumed that the City of Raleigh and/or NCDOT will implement improvements for Crabtree Valley Avenue. Thus, areas adjoining Crabtree Valley Avenue shall not be categorized as Primary or Secondary Tree Conservation Areas.

In view of the above factors, an alternate means of compliance for tree conservation areas is proposed to include the following TCAs.

**Crabtree Village Tree Conservation Area:**

1. Zone II Neuse River Riparian Stream Buffer
2. Greenway Easement: Floodway of House Creek, outside Zone II
3. Forested Steep Slopes

Notwithstanding the foregoing, it is acknowledged that the City of Raleigh is in the process of acquiring property and easement rights in connection with improvements to the Crabtree Creek Sanitary Sewer Interceptor, Blue Ridge Road and the greenway along House Creek. Such City of Raleigh acquisitions are anticipated to affect Lot 4. Accordingly, Open Space and Tree Conservation Areas commitments required under the UDO and set forth herein shall be correspondingly reduced by the quantity and degree of the property interests acquired or impacted by the City of Raleigh. In no event shall such reductions cause the property or any portion thereof to be in violation of this Master Plan, the UDO or other applicable law, regulation or ordinance.

**Section 7 - Buildings**

**Building Guidelines**

A	Floor Area Ratio	N/A
B	Building Lot Coverage Limitation (Entire Project)	70%
C	Impervious Surface Limitation (Entire Project)	85%
D	Maximum Height of Tower/Hotel/Retail/Residential or Mixed Residential (Phase 2)	200'*
E	Maximum Height of Residential or Mixed Residential (R-I thru R-6)	90'*
F	Intentionally Omitted.	
G	Intentionally Omitted.	
H	Intentionally Omitted.	
I	Maximum Height of Parking Deck(s) (Parking Deck 1; measurement is from the finished floor elevation of the main level at the deck entrance near the southwest corner of the deck.) Elevator shafts and stairwells may extend beyond the building footprints and will not be counted towards building heights	65'

*\*Except as otherwise provided above, height shall be measured from proposed finish grade—average of all corners of building. Vertical projections from structures, including but not limited to stairwells, elevator shafts, mechanical equipment and lighting, shall not be considered when measuring height.*

<b>Building Setbacks (Proposed R.O.W.)</b>	<b>Minimum Setback</b>
Internal (lot to lot, building to building)	Zero Feet (0')
Blue Ridge Road	Twenty Feet (20')
Homewood Banks Drive	Twenty Feet (20')
Crabtree Valley Avenue	Thirty Feet (30')

(Non-conditioned space building structures (i.e., Transit Shelter) or features, i.e., Pedestrian Gateway) are exempt from building setback).

Note: No street protective yard imposed by this Master Plan or the UDO, including a street protective yard that might otherwise be required by UDO section 7.2.8.D. (see modification in Section 3.D. of this Master Plan), and no additional setback from a protective yard that might otherwise be required by UDO section 7.2.4.D.1.a. (see modification in Section 3.D. of this Master Plan) shall require a building or structure to be setback from the public right-of-way a greater distance than the setbacks listed above in Section 7 of this Master Plan or placed within specified maximum distances of the street under the UDO. Additionally, retaining walls that accommodate accessible sidewalks or egress paths may exceed 10 feet in height and may encroach into the 20' building setback along Homewood Banks Drive so long as the retaining walls are screened in accordance with the standards set forth in Section 4 of this Master Plan for retaining walls located within 30' of a public right-of-way.

Note: Building Setbacks proposed by this PDD document cannot reduce building setbacks or building separations required by North Carolina Building Code, National Fire Code or applicable provisions of the City of Raleigh Zoning Code.

#### **Section 8 - Committed Elements**

##### **Committed Elements**

- A. Parking will may be provided in one or more decks and/or surface parking areas in proximity to the uses they support, as shown on the Master Plan drawings. Parking structures that are

either within fifty feet (50') of a public right-of-way or are greater than sixty-five (65) feet above grade in height shall be constructed and screened in accordance with Section 3F above. Not less than 25% of the portions of the parking structure(s) (excluding fenestration and air vents) visible from public right-of-way shall be treated with architectural materials that incorporate masonry materials found on the principal buildings. The treatment of the parking decks visible from the right-of-way shall be incorporated into the Unity of Development Statement specified by this PDD Document.

- B. All Phase II Buildings (which may be constructed as one or multiple buildings) may be up to two hundred feet (200') in height, or twelve (12) stories; not including parking levels below the conditioned space levels and that constitute classification as 'basement' per the NC Building Code.
- C. The fenestration (doors, windows) of the elevation(s) of the building(s) facing Crabtree Valley Avenue shall be no less than 20% of the overall wall area.
- D. Trash dumpster/compactors shall be enclosed within buildings or within freestanding masonry structure(s) (i.e. dumpster enclosure with doors) with the siding material of the enclosure to match the materials used on the building; opaque doors shall screen the opening
- E. No driveway access shall be permitted from Crabtree Valley Avenue.
- F. No more than one (1) driveway access shall be allowed from Blue Ridge Road. Such driveway shall be a full-movement driveway.
- G. The developer acknowledges that the City of Raleigh or the North Carolina Department of Transportation has jurisdiction over the right-of-way that fronts Crabtree Village, and that in the future the City and/or the State may alter the roads, right-of-way, median breaks and traffic patterns. Such changes to these facilities shall not invalidate the PDD Master Plan approval.
- H. In lieu of traditional City of Raleigh Transitional Protective Yards, transitions between adjoining internal uses shall be through use of architectural elements (walls, fences, etc.), building offsets, courtyards, common areas (parking facilities, private streets, etc.). No planted buffer yards shall be required. As supporting uses (i.e. - parking) are shared, and principal uses (retail, residential) are purposefully incorporated in the same development, there is no need for buffering of differing uses, including parking facilities. Subject to the last sentence of this paragraph, open space equal to at least 20% of the site (as compared to the required 15%) and tree conservation areas along with vegetation in close proximity to the House Creek riparian buffer and/or greenway shall be utilized in lieu of traditional transitional protective yards. The vegetation for House Creek features can be both existing and/or proposed plantings, and shall constitute alternate means of compliance for Transitional Protective Yards. Open Space and Tree Conservation Areas commitments required under the UDO and set forth herein shall be correspondingly reduced by the quantity and degree of the property interests acquired or impacted by the City of Raleigh in connection with improvements to Blue Ridge Road and the greenway along House Creek. In no event shall such reductions cause the property or any portion thereof to be in violation of this Master Plan, the UDO or other applicable law, regulation or ordinance.

- I. Upon approval of Encroachment Agreements by the City of Raleigh and/or NCDOT, street yard planting requirements may be provided within the public right-of-way. (Refer to cross sections-plan set)
- J. Open space area requirements may be provided through street yards, stream buffer, tree conservation areas, flood plain areas, landscape areas, and outdoor shopping plaza/sidewalk.
- K. Three 15' x 20' transit easements have been provided to the City of Raleigh along (1) Crabtree Valley Avenue, (2) Blue Ridge Road, and (3) Homewood Banks Drive. The developer shall provide a transit shelter in one of the easements, the specific location of which shall be determined by City Staff. The materials and design elements of the transit shelter shall be addressed in the Unity of Development Statement specified elsewhere in this PDD Document.
- L. HVAC equipment, utility meters, transformers, generators and similar equipment shall be screened from view with plant material or architectural screen.
- M. Provision has been made to accommodate a pedestrian circulation connection (See Pedestrian Plan) between the Crabtree Village PDD and Crabtree Valley Mall. Such connection shall include wide sidewalks along Homewood Banks Drive.
- N. The major erosion control device for the site shall be designed per the revised regulations proposed by the NCDENR, Land Quality Section, Division of Land Resources for sites in High Quality Water (HQW) Zones; these improved regulations became effective in 2007. Although this site is not in an HQW zone, the use of Efficiency-Based Sediment Basins that are site specifically designed to convey the twenty five year peak storm event in lieu of the required ten-year event shall increase the sediment trapping efficiency as well as provide for a better control of larger storm events. Interim sediment devices used for redundancy, brief amounts of time as required by the phasing of construction, and public road improvements shall be designed to comply with all City of Raleigh sedimentation control regulations.
- O. Outdoor lighting will comply with the UDO.
- P. Extensive sidewalks and/or giveaway trails are provided along Blue Ridge Road and Homewood Banks Drive adjoining the property, and along the internal private drives. The sidewalks along Homewood Banks Drive shall be no less than eight feet (8') wide and internal sidewalks shall be no less than five feet (5') wide.
- Q. To provide transitions in scale, at least two (2) of the residential buildings in Phase I shall be constructed on a 3-4 basis such buildings will be three (3) stories adjacent to the street and transition to four (4) stories away from the street and more central to the site.
- R. Where grading permits, buildings directly adjacent to and within fifty feet (50') of public rights-of-way shall include prominent entrances emphasized with architectural treatments  
  
such as pediments along the right-of-way with direct and convenient pedestrian access to the public sidewalk.
- S. The orientation and general location of the proposed buildings, parking structures and parking fields as well as the inter-relationships between these features and public rights of way as shown on the Master Plan Drawings may be modified. Adjustments to specific sizes of these features and exact building and parking locations shall be allowed as long as the,



height maximum square footage maximums and minimums and required setbacks are honored.

**Section 9 -Phasing/Allocations**

Following is an explanation of phasing for the development Phases. Phase II may not precede Phase I. Phase II shall be located on the property labeled as Lots 2, 3 and 4. Phase II may be developed in one or more segments and may be constructed across Lots 2, 3 and 4 as provided herein. Lots 2, 3 and 4 may be recombined to shift property lines or to eliminate a lot. Under the 2012 version of the Master Plan, Applicant executed and recorded a Declaration allocating residential and retail density and impervious coverage availability among the separate lots within Crabtree Village. Said Declaration, which was approved by the City Attorney, allocated maximum residential units and square footage amounts of non-residential uses (which are collectively within the maximum densities allowed under this Master Plan) to each Lot in the development. Such Declaration may be modified at any time with a written and recorded modification signed by the owners of the affected Lots and approved by the City Attorney. In the event of a conveyance of any parcel which is less than an entire Lot, said conveyed parcel shall be deemed to have an allocation of density equal to the pro rata share (determined on an acreage basis) of density for each type of use for the entire Lot. It is acknowledged that said declaration was recorded and will be amended following approval of this Master Plan amendment and shall reflect TCZ-01-20 and TCZ-4-20.

**A. Phase I- Residential Apartments-Buildings 1-6**

1. Planned Development The initial phase shall include
  - a. a minimum of 275 Residential dwelling units and a maximum of 315 dwelling units;
  - b. Residential Retail uses as determined by Developer of up to a maximum of 5,000 square feet;
  - c. up to three (3) parking decks as determined by Developer containing up to 315 parking spaces, provided that parking located under a building shall not be considered a "deck";
  - d. surface parking of at least 150 parking spaces, but not more than 250 parking spaces; and
  - e. Recreation facilities as determined by Developer, which may include but which shall not be limited to swimming pool(s), recreational facilities and open space areas.
2. Required Road Improvements/Dedications(; these were required and completed in Phase I)
  - a. dedicate right-of-way on the southeast side of Homewood Banks Drive as necessary to establish one-half of a 60' right-of-way;
  - b. widen and improve one-half of Homewood Banks Drive to a 41' back-to-back paved road;
  - c. dedicate right-of-way on the northwest side of Blue Ridge Road as necessary to establish one-half of an 80' right-of-way;
  - d. widen and improve 850 feet of Blue Ridge Road adjoining the site to a 53' back-to-back paved road;
  - e. pay a fee in lieu of improving the northern 700' of Blue Ridge Road adjoining the site in an amount to be determined as of building permit issuance;
  - f. pay a fee in lieu of improving Crabtree Valley Avenue in an amount to be determined as of building permit issuance;
  - g. dedicate three 15x20 Transit Easements along (1) Homewood Banks Drive (2) Blue Ridge Road; and (3) Crabtree Valley Avenue; and
  - h. construct a transit shelter within one of the Transit Easements at a location to be determined by City Staff which shall include shelter, trash receptacle and bench.



**B. Phase II —Residential, Office, Retail, Hotel and/or Mixed-Use**

**1. Planned Development - Some or all of the following may be developed as a part of Phase II:**

- a) Retail uses of up to 60,000 square feet;
  - b) Office uses of up to 250,000 square feet;
  - c) Residential uses up to 232 dwelling units, and any allowable increase under UDO section 4.7.6.A.; including but not limited to, age targeted dwelling units.
  - d) Hotel uses of up to 230 rooms;
  - e) Non-Residential Retail Uses, which shall mean eating establishments and service retail uses serving primarily a building's other occupants opened no earlier than 6:00 a.m. or later than 11:00 p.m. ("Non-Residential Retail") and which shall not exceed fifteen (15) percent of the floor area (net) per building and which shall not be counted against the maximum allowable retail square footage of 60,000 square feet and
  - f) Parking and recreational facilities to serve additional uses, in Phase II parking for residential shall include at least 1 parking spaces for each dwelling unit, as this standard may be amended pursuant to Section 4, Parking Requirements of this Master Plan.
  - g) Low profile ground signs may be located at (a) the intersection of Blue Ridge Road and Vilana Ridge Way (private access road); (b) the intersection of Crabtree Valley Avenue and Homewood Banks Drive; and/or (c) along Homewood Banks Drive at an access point.
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**2. Required Road Improvements/Dedication**

In complete satisfaction of Section 4.J and 4.K above and this Section, the developer will provide the following pedestrian oriented transportation and infrastructure improvements prior to the issuance of the first certificate of occupancy for the Phase 2 project:

- (a) installation of wood traffic signal poles to be located on the northwest and southeast quadrants of the HB-CV Intersection; such poles shall be placed in locations approved by the City during the Site Plan Review ("SPR") process either on the Developer's property or within the City's existing right-of-way; and
  - (b) a signal cabinet containing a controller but no other signal equipment (such as the field switch, signal heads, span wire, ped heads, loops or other signal equipment) shall be installed in the right-of-way generally at the HB-CV Intersection in a location approved by the City and shall be in the southeast quadrant of the HB-CV Intersection unless the City approves a different quadrant;
  - (c) provided however in the event that the City or the developer determines that installation of the improvements described in paragraphs (a) and (b) above is not practicable because of insufficient right-of-way and/or possible interference with other City projects, the developer shall instead pay a fee in lieu of installation of such improvements in the amount of \$25,000.00 prior to the receipt of the first certificate of occupancy for the Phase 2 project.
3. Phase II may include any mix of the above uses, provided that projected trip generation numbers for such a mix of uses for am and pm peak hour traffic is not increased over the trip generation levels shown on Table 4: ITE Trip Generation Proposed Crabtree Village Development-Full Build Out included in the TIA for Crabtree Village, dated May 2012, prepared by Stantec, a copy of which is attached hereto. The developer commits to the following infrastructure phasing requirements:
- A. The above required easements, dedications and fees in lieu shall be made, conveyed, recorded and paid prior to the earlier of the issuance of a building permit or recordation of a subdivision plat.
  - B. The above required road improvements shall be completed prior to the issuance of Certificates of Occupancy for any building on the property.
  - C. The one (1) transit shelter specified for Crabtree Village shall be constructed by the landowner prior to receiving a certificate of occupancy for the 275th dwelling unit.

**Section 10 — Revisions to Master Plan Changes to Master Plan**

- A. Changes to:
- increase building height,
  - increase square footage of retail area and/or office area,
  - decrease specified minimum square footage or unit minimum(s)

that are no greater than ten percent (10%) from this Revised PDD standard may be approved administratively by the staff of the City of Raleigh. Such changes which exceed ten percent (10%) but do not exceed thirty percent (30%) may be approved by the Raleigh City Council. In addition, changes to the Master Plan, which are of a type which the then applicable Raleigh City Code allows to be approved by City of Raleigh Staff or Planning Commission may be approved by City Staff or Planning Commission, as applicable. All other changes shall require approval by the Raleigh City Council.

- B. Changes to and adjustments to building and parking locations within either the Phase I area or the Phase II area, utility line locations, internal drive locations and landscaping location and plant materials, which do not modify required maximum or minimum building heights, square footage or density, may be made by City Staff without review or approval by Planning Commission or City Council. Changes for building and/or parking locations which move such items to inside or outside either the Phase I area or the Phase II area must be made by City Council, unless the applicable City Code permits changes of such a nature to be approved by City Staff
- C. City of Raleigh Staff shall be able to grant administrative approval to changes in the Master Plan pertinent to the Floodway and Floodplain of House Creek; such approvals shall be contingent upon prior approval by FEMA for such changes to the floodway and floodplain.
- D. City of Raleigh Staff shall be able to grant administrative approval to changes in the Master Plan pertinent to greenway easements, sidewalks, stormwater facilities, utilities, transit easements and shelters, provided that changes to easement locations may be made only prior to recordation of easements and no changes to greenway easement widths may be made by Staff, the relocation of the House Creek Sanitary Sewer Interceptor and its easement along House Creek.
- E. The PDD may be developed with a smaller footprint and expanded parking area for the mixed-use buildings upon approval by the City Staff; provided that such changes shall not modify any committed element of the Crabtree Village PDD.
- F. Changes to Committed Elements may be approved by City Staff if the applicable City Code permits changes of such a nature to be approved by City Staff.

#### Section 11— Urban Design Guidelines

Note: The following criteria for the City's Urban Design Guidelines must be addressed per Code Section 10-2057:

##### Elements of Mixed-Use Areas

1. *All Mixed-Use Areas should generally provide retail (such as eating establishments, food stores, and banks), office, and residential uses within walking distance of each other.*

*RESPONSE: The proposed revised Master Plan allows a mixed-use development with high density residential as well as retail, office, or hotel*

2. *Within all Mixed-Use Areas, buildings that are adjacent to lower density neighborhoods should transition (height, design, distance and/or landscaping) to the lower heights or be comparable in height and massing.*

*RESPONSE: There are only two low density residential uses adjacent to the project. Both are well separated from the development by public streets.*

3. *A mixed-use area's road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the mixed-use area. In this way, trips made from the surrounding residential neighborhood(s) to the mixed-use area should be possible without requiring travel along a major thoroughfare or arterial.*

*RESPONSE: Development of the subject property will not include access on Crabtree Valley Avenue owing to topographic considerations but is anticipated to provide connections to Homewood Banks Drive and Blue Ridge Road and will provide appropriate pedestrian, bicycle and vehicular connections. There are no contiguous properties which are not separated by a public street.*

4. *Streets should interconnect within a development and with adjoining development. Cul-de-sacs or dead-end streets are generally discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide future connections. Streets should be planned with due regard to the designated corridors shown on the Thoroughfare Plan.*

*RESPONSE: Access will be provided via Homewood Banks Drive and Blue Ridge Road which connects to adjacent developments and efforts will be made to provide bicycle, pedestrian and vehicular connections.*

5. *Block faces should have a length generally not exceeding 660 feet.*

*RESPONSE: No new public streets are contemplated for the proposed development.*

#### **Site Design/Building Placement**

6. *A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use. Streets should be lined by buildings rather than parking lots and should provide interest especially for pedestrians. Garage entrances and/or loading areas should be located at the side or rear of a property.*

*RESPONSE: Given that the subject property is enclosed by three public streets, it is possible that some parking will be adjacent to a street; however, most parking will be located to the sides or rear of buildings or in a parking deck and will be well buffered with landscaping.*

7. *Buildings should be located close to the pedestrian street (within 25 feet of the curb), with off-street parking behind and/or beside the buildings.*

*RESPONSE: Many buildings will be located close to pedestrian streets.*

8. *If the building is located at a street intersection, the main building or part of the building placed should be placed at the corner. Parking loading or service should not be located at an intersection.*

*RESPONSE: Buildings are located on the corner of Blue Ridge Road and Homewood Banks Drive. Locating a building at the corner of Homewood Banks Drive and Crabtree Valley Avenue is difficult because of floodplain issues. Floodplain, tree conservation, and City requested right-of-way reservation preclude a building at the corner of Blue Ridge Road and Crabtree Valley Avenue.*

#### **Site Design/Urban Open Space**

9. *To ensure that urban open space is well-used, it is essential to locate and design it carefully. The space should be located where it is visible and easily accessible from public areas (building entrances, sidewalks). Take views and sun exposure into account as well.*

*RESPONSE: The Master Plan includes sidewalks on all available public streets and a minimum of 20% open space. Wide sidewalks are contemplated for private drives in the vicinity of mixed-use areas as well. The Master Plan will include courtyards and other open spaces.*

10. *New urban spaces should contain direct access from the adjacent streets. They should be open along the adjacent sidewalks and allow for multiple points of entry. They should also be visually permeable from the sidewalk, allowing passersby to see directly into the space.*

*RESPONSE: Open spaces will be accessible from public streets. It is anticipated that some open spaces will be visible from public streets*

11. *The perimeter of urban open spaces should consist of active uses that provide pedestrian traffic for the space including retail, cafés, and restaurants and higher-density residential*

*RESPONSE: Perimeters of open spaces will consist of active uses, including the option to provide residential, retail, restaurant, recreation and perhaps hotel uses.*

12. *A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor "room" that is comfortable to users.*

*RESPONSE: See above response.*

#### Site Design/Public Seating

13. *New public spaces should provide seating opportunities.*

*RESPONSE: Seating will be provided in residential courtyards and at a new transit shelter to be located on one of the three adjacent streets.*

#### Site Design/Automobile Parking and Parking Structures

14. *Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.*

*RESPONSE: A substantial amount of parking may be located in parking decks. Parking will not consume a majority of the frontage along any of the public streets.*

15. *Parking lots should be located behind or in the interior of a block whenever possible. Parking lots should not occupy more than 1/3 of the frontage of the adjacent building or not more than 64 feet, whichever is less.*

*RESPONSE: Again, neither parking structures nor parking lots dominate street frontage or occupy more than 1/3 of the street frontage of most planned buildings. Parking decks were removed from Phase I to satisfy this requirement. The parking*

*decks which may be constructed as part of Phase 2 and Phase 3 of the project will be limited to 1/3 of the street frontage (as calculated across all Phases of the project).*

16. *Parking structures are clearly an important and necessary element of the overall urban infrastructure but, given their utilitarian elements, can give serious negative visual effects. New structures should merit the same level of materials and finishes as that a principal building would, care in the use of basic design elements can make a significant improvement.*

*RESPONSE: Parking structures will be partially clad in the same or similar materials and will have some of the same design elements as the primary structures.*

#### Site Design/Transit Stops

17. *Higher building densities and more intensive land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.*

*RESPONSE: The subject site is located within 1/4 mile of an existing Capital Area Transit bus stop at Crabtree Valley Mall and the development will offer 3 transit easements and construct a bus shelter along one of the public streets to facilitate bus usage.*

18. *Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.*

*RESPONSE: It is anticipated that convenient access between building entrances and transit stops will be provided*

#### Site Design/Environmental Protection

19. *All development should respect natural resources as an essential component of the human environment. The most sensitive landscape area, both environmentally and visually, are steep slopes greater than 15 percent, watercourses, and floodplains. Any development in these areas should minimize intervention and maintain the natural condition except under extreme circumstances. Where practical, these features should be conserved as open space amenities and incorporated in the overall site design.*

*RESPONSE: The subject property will be redeveloped with particular sensitivity to preservation of steep slopes and existing trees on the subject site. A gateway easement will be granted for the House Creek gateway trail.*

#### Street Design/General Street Design Principles

20. *It is the intent of these guidelines to build streets that are integral components of community design. Streets should be designed as the main public spaces of the City and should be scaled for pedestrians.*

*RESPONSE: No new public streets are proposed.*

21. Sidewalks should be 5-8 feet wide in residential areas and located on both sides of the street. Sidewalks in commercial areas and Pedestrian Business Overlays should be a minimum of 14-18 feet wide to accommodate sidewalk uses such as vendors, merchandising and outdoor seating.

*RESPONSE: It is anticipated that all required sidewalks will be 6 feet wide minimum.*

22. Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees which complement the face of the buildings and which shade the sidewalk. Residential streets should provide for an appropriate canopy, which shadows both the street and sidewalk and serves as a visual buffer between the street and the home. The typical width of the street landscape strip is 6-8 feet. This width ensures healthy street trees, precludes tree roots from breaking the sidewalk and provides adequate pedestrian buffering. Street trees should be at least 6 1/4" caliper and should be consistent with the City's landscaping lighting and street sight distance requirements.

*RESPONSE: Although the final landscaping plan has not been completed, we anticipate meeting the spirit of this objective.*

#### Street Design/Spatial Definition

23. Buildings should define the streets spatially. Proper spatial definition should be achieved with buildings or other architectural elements (including certain tree plantings) that make up the street edges aligned in a disciplined manner with an appropriate ratio of height to width.

*RESPONSE: Due to the unique physical qualities of the subject properties, specifically topography and flood plain, the sole use of buildings to define the street edge is neither feasible nor appropriate. A combination of built elements, including buildings, site retaining walls, and street tree plantings will be utilized to create spatial definition. Slopes adjacent to the streets, especially along Crabtree Valley Avenue, will also be utilized as a means of establishing spatial definition along the right-of-way.*

#### Building Design/Facade Treatment

24. The primary entrance should be both architecturally and functionally on the front facade of any building facing the primary public street. Such entrances shall be designed to convey their prominence on the fronting facade.

*RESPONSE: Prominent entrances to Buildings R-1, R-2 and R-6 with architectural enhancements such as pediments will be architecturally and functionally facing the public street however, because these buildings will also be accessed from parking areas to the rear, these buildings will also have functional rear entrances. The grade of the site does not lend itself well to having prominent street frontages on all sides.*

25. The ground level of the building should offer pedestrian interest along sidewalks. This includes windows, entrances, and architectural details. Signage, awnings, and ornamentation are encouraged.

*RESPONSE: Pedestrian oriented features, including signage, fenestration and other architectural detail and ornamentation are contemplated for the ground floors of building in this development.*

**Building Design/Street Level Activity**

*26. The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.*

*RESPONSE: The objective of this project is to develop a pedestrian oriented product in this area.*



## **Section 12 — Architect's Unity of Development Statement**

### **Design Intent**

The proposed development represents a multi-use district consisting of high density residential and age targeted housing, retail and possibly some accessory commercial uses, office and hotel uses organized around an outdoor plaza located at the top of Kidd's Hill. The project is located on a 23.75-acre sloped site bordered by Crabtree Valley Avenue, Homewood Banks Drive, and Blue Ridge Road. In the first phase of the project, components include up to 315 multifamily residential dwelling units, a clubhouse of approximately 2,500 sf and associated outdoor amenities. Parking for the residents will be provided in a combination of surface parking spaces, with optional freestanding parking structures, and podium parking facilities below residential buildings. In future phases, components could include up to 232 additional multifamily residential units, up to 60,000 square feet of retail, up to 250,000 square feet of office, and a hotel comprised of up to 230 rooms. In this phase additional parking structures may be utilized to supplement the surface parking.

The City of Raleigh's Crabtree Valley Small Area Plan designation establishes specific goals for future development. This project satisfies those objectives by creating a unique and dynamic, pedestrian friendly, urban destination that takes advantage of the natural topography with appealing, well-appointed buildings providing a wide range of services for the community.

### **Site Design**

Petitioner proposes a site layout which minimizes necessary grading in order to take maximum advantage of the unique topography while creating a logical and environmentally friendly plan. In the first phase, the judicious use of landscaping is combined with sensitive building placement to create public and private spaces for the benefit of the residents of the multifamily portion of the project. View corridors of downtown Raleigh and the Crabtree Creek Valley are developed to take advantage of the site's unique topography. Large sections of the southern part of the site are left undeveloped to protect existing trees and slopes, tie into the House Creek Getaway Connector system, manage stormwater, and prepare for a possible future cloverleaf intersection.

Parking area and roadway lighting will have similar pole lights (20' maximum pole/fixture height) and fixtures. Sidewalk lighting will be decorative fixtures based on human scale. All fixtures will be consistent throughout the site. Building lighting will be provided where appropriate to highlight architectural features and landscape lighting will be focused on lighting of specimen trees at certain strategic locations.

### **Building Design**

In the first phase, buildings are proposed of varying heights from one to five stories in height to promote visual interest in the different massing. A variety of roof forms, covered balconies, awnings and entryways will create pedestrian scale detail and provide variety end interest to the building facades. Surface parking areas are distributed between the proposed buildings to allow convenient resident access while eliminating large expanses of parking fields. The two optional parking structures are constructed with one grade level and only one elevated level to minimize their visual impact on the project