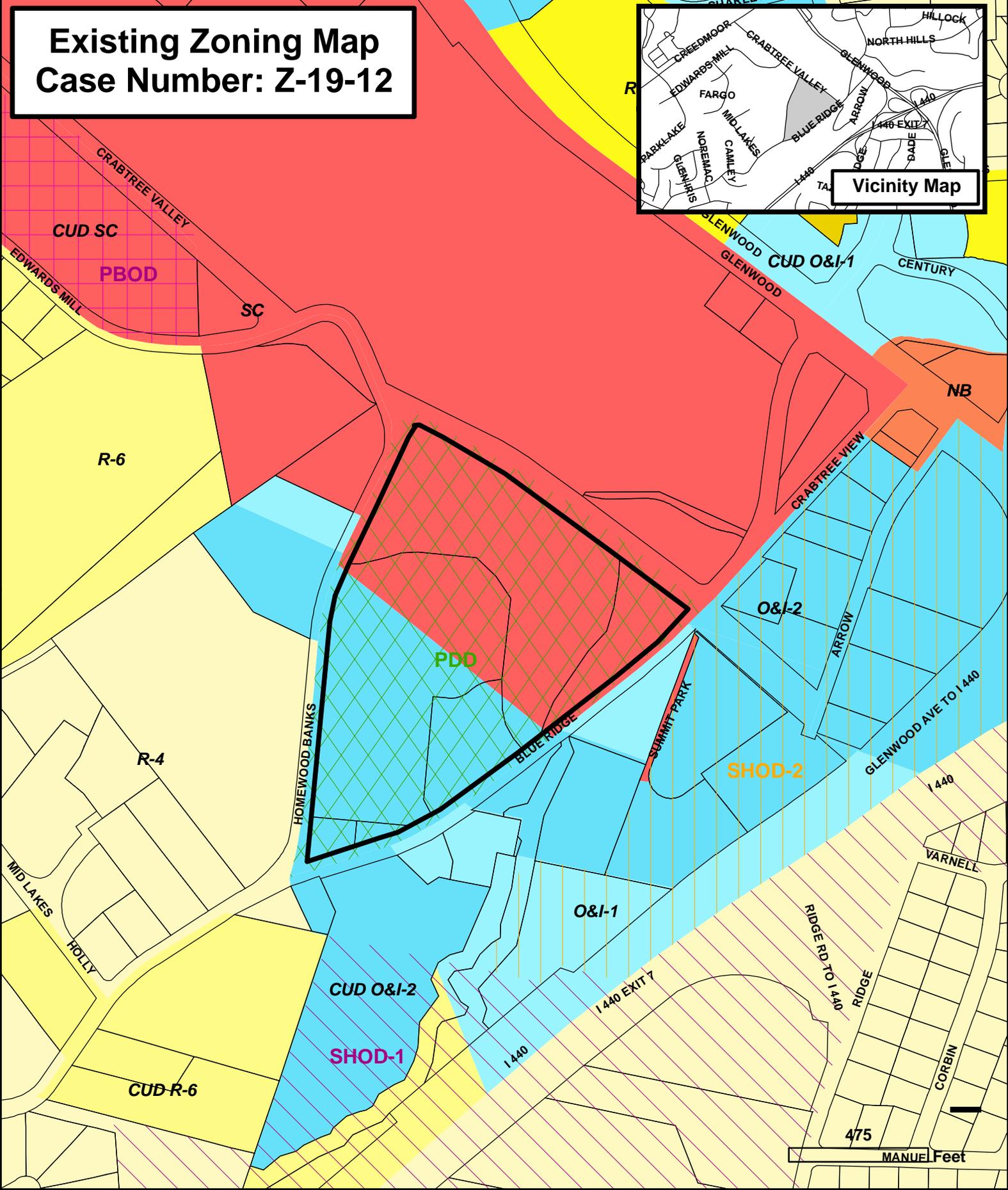
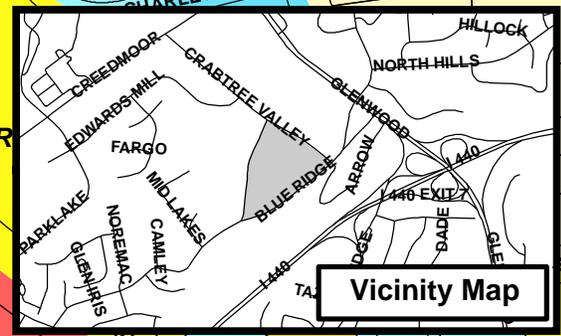


Existing Zoning Map

Case Number: Z-19-12



Request:

23.75 ac to amend PDD

City of Raleigh Public Hearing
April 17, 2012
(August 15, 2012)



Certified Recommendation

Raleigh Planning Commission

CR# 11471

Case Information: Z-19-12 / MP-1-12 - Homewood Banks Dr. & Blue Ridge Rd.

<i>Location</i>	Homewood Banks Drive & Blue Ridge Road, west of Crabtree Valley Avenue
<i>Size</i>	23.75 acres
<i>Request</i>	New Master Plan for property zoned Shopping Center and Office & Institution-2 with Planned Development Overlay District

Overall Comprehensive Plan Consistency

Consistent

Inconsistent

Consistent

<i>Future Land Use Designation</i>	<input checked="" type="checkbox"/>	Regional Mixed Use
<i>Applicable Policy Statements</i>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	Policy LU 1.3 Conditional Use District Consistency Policy LU 2.2 Compact Development Policy LU 2.6 Zoning and Infrastructure Impacts Policy LU 4.4 Reducing VMT through Mixed Use Policy LU 4.5 Connectivity Policy LU 5.1 Reinforcing the Urban Pattern Policy LU 5.2 Managing Commercial Development Impacts Policy LU 5.6 Buffering Requirements Policy LU 6.1 Composition of Mixed Use Policy LU 6.2 Complementary Uses and Urban Vitality Policy LU 6.4 Bus Stop Dedication Policy LU 7.1 Encouraging Nodal Development Policy LU 7.4 Scale and Design of New Commercial Uses Policy LU 7.6 Pedestrian Friendly Development Policy LU 8.10 Infill Development Policy LU 8.11 Development of Vacant Sites Policy LU 10.1 Mixed Use Retail Policy LU 10.6 Retail Nodes Policy T 5.1 Enhancing Bike/Pedestrian Circulation Policy T 5.2 Incorporating Bicycle and Pedestrian Improvements Policy T 5.3 Bicycle and Pedestrian Mobility Policy T 5.5 Sidewalk Requirements Policy T 5.13 Pedestrian Infrastructure Policy T 6.1 Surface Parking Alternatives Policy T 6.6 Parking Connectivity Policy EP 8.1 Light Pollution Policy EP 8.2 Light Screening Policy ED 1.2 Mixed-Use Redevelopment Policy ED 5.3 Creating Attractive Development Sites Policy UD 2.1 Building Orientation Policy UD 2.2 Multi-modal Design Policy UD 2.3 Activating the Street



Certified Recommendation

Raleigh Planning Commission

CR# 11471

	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	Policy UD 2.4 Transitions in Building Intensity Policy UD 2.6 Parking Location and Design Policy UD 3.5 Visually Cohesive Streetscapes Policy UD 3.7 Parking Lot Placement Policy UD 3.11 Parking Structures Policy UD 6.1 Encouraging Pedestrian Oriented Uses Policy UD 6.2 Ensuring Pedestrian Comfort and Convenience Policy UD 7.3 Design Guidelines Policy AP-C1 Crabtree Parking Structures Policy AP-C2 Crabtree Area Hillside Policy AP-C4 Crabtree Mall Connections Policy AP-C5 Design Unity in the Crabtree Area
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Summary of Conditions

<i>Submitted Conditions</i>	1. Site development will be in accordance with the revised Master Plan.
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Issues and Impacts

<i>Outstanding Issues</i>	1. Urban Form: location and exterior treatment of parking decks.	<i>Suggested Conditions</i>	1. Provide that active-use buildings front street sides of parking decks, and exhibit the same materials and finishes as the principal building.
<i>Impacts Identified</i>	1. Traffic delays resulting from proposed build-out. 2. Need for downstream sewer improvements depending on mix of site uses. Water main improvements may be necessary, depending on building type, height, etc. 3. Current zoning includes a pedestrian refuge where the House Creek greenway trail crosses Blue Ridge Road. 4. Tree conservation areas required by the City Code not being provided.	<i>Proposed Mitigation</i>	1. TIA recommends widening Homewood Banks Drive & providing turn lane improvements on Blue Ridge Road. 2. Provide downstream sewer and water main improvements as needed. 3. Install a pedestrian refuge where the House Creek greenway trail crosses Blue Ridge Road. 4. The applicant will need to be prepared to request alternate tree conservation from City Council.

Public Meetings

<i>Neighborhood Meeting</i>	<i>Public Hearing</i>	<i>Committee</i>	<i>Planning Commission</i>
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Certified Recommendation

Raleigh Planning Commission

CR# 11471

2/6/12	4/17/12		5/22/12; 6/26/12 approved
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Valid Statutory Protest Petition

Attachments

1. Staff report
2. Existing Zoning/Location Map
3. Future Land Use
4. Traffic Impact Analysis Review
5. Appearance Commission Recommendations

Planning Commission Recommendation

<i>Recommendation</i>	The Planning Commission finds that the proposed rezoning is consistent with the policies of the Comprehensive Plan, and recommends, based on the findings and reasons stated herein, that the request be approved in accordance with zoning conditions dated February 15, 2012 and Master Plan document (MP-1-12) dated June 26, 2012.
<i>Findings & Reasons</i>	<ol style="list-style-type: none"> (1) That the proposed request is consistent with the regional mixed use category designated to the property by the future land use map. The site is recommended for a mix of uses and the proposed conditional use rezoning and associated master plan permit a mix of uses, higher residential densities, roadway improvements, transit connections, and preserves land for future public roadway improvements. (2) That the proposal addresses several Comprehensive Plan policies, including urban design guidelines, pedestrian interconnectivity to the best feasible level, given the unique constraints posed by the site topography, bicycle improvements, and compact development. The revised master plan include specifications for key urban design elements such as façade, fenestration, lighting, sidewalks, building orientation, and height limits on parking decks. (3) The amendment increases the potential for higher integration of intensity of mixed uses; provide additional pedestrian and bicycle improvements, and increase connectivity within the general area. (4) That the request is compatible with surrounding land uses and development patterns. The revised master plan addresses building height and setback limits, preservation of environmentally sensitive areas, additional open space, tree conservation, pedestrian/vehicular connectivity, alternate transitional protective yard, parking and traffic impacts, thus mitigating any potential adverse impacts to the surrounding uses.



Certified Recommendation

Raleigh Planning Commission

CR# 11471

Request

<i>Location</i>	Homewood Banks Drive & Blue Ridge Road, west of Crabtree Valley Avenue
<i>Request</i>	New Master Plan for property zoned Shopping Center and Office & Institution-2 with Planned Development Overlay District
<i>Area of Request</i>	23.75 acres
<i>Property Owner</i>	REDUS NC Land LLC
<i>PC Recommendation Deadline</i>	August 15, 2012

Subject Property

	<i>Current</i>	<i>Proposed</i>
<i>Zoning</i>	SC and O&I-2 w/ PDD	SC and O&I-2
<i>Additional Overlay</i>	PDD	PDD (revised Master Plan)
<i>Land Use</i>	Vacant	Mixed-use
<i>Residential Density</i>	32 Units per acre (max. 749 units)	23 Units per acre (max. 525 units)

Surrounding Area

	<i>North</i>	<i>South</i>	<i>East</i>	<i>West</i>
<i>Zoning</i>	SC	O&I-1, O&I-2	O&I-1, O&I-2, partially w/ SHOD-2	SC, O&I-1, O&I-2, R-4
<i>Future Land Uses</i>	Regional Mixed Use, Public Parks & Open Space	Regional Mixed Use, Public Parks & Open Space	Public Parks & Open Space, Office/ Research & Development	Regional Mixed Use, Moderate Density Residential
<i>Current Land Uses</i>	Shopping center, City greenway	City greenway, Low-density residential, vacant	City greenway, Offices, Motels	Restaurant, Motel, vacant

Comprehensive Plan Guidance

<i>Future Land Use</i>	Regional Mixed Use
<i>Area Plan</i>	Crabtree
<i>Applicable Policies</i>	Policy LU 1.3 Conditional Use District Consistency Policy LU 2.2 Compact Development Policy LU 2.6 Zoning and Infrastructure Impacts Policy LU 4.4 Reducing VMT through Mixed Use Policy LU 4.5 Connectivity

	Policy LU 5.1 Reinforcing the Urban Pattern Policy LU 5.2 Managing Commercial Development Impacts Policy LU 5.6 Buffering Requirements Policy LU 6.1 Composition of Mixed Use Policy LU 6.2 Complementary Uses and Urban Vitality Policy LU 6.4 Bus Stop Dedication Policy LU 7.1 Encouraging Nodal Development Policy LU 7.4 Scale and Design of New Commercial Uses Policy LU 7.6 Pedestrian Friendly Development Policy LU 8.10 Infill Development Policy LU 8.11 Development of Vacant Sites Policy LU 10.1 Mixed Use Retail Policy LU 10.6 Retail Nodes Policy T 5.1 Enhancing Bike/Pedestrian Circulation Policy T 5.2 Incorporating Bicycle and Pedestrian Improvements Policy T 5.3 Bicycle and Pedestrian Mobility Policy T 5.5 Sidewalk Requirements Policy T 5.13 Pedestrian Infrastructure Policy T 6.1 Surface Parking Alternatives Policy T 6.6 Parking Connectivity Policy EP 8.1 Light Pollution Policy EP 8.2 Light Screening Policy ED 1.2 Mixed-Use Redevelopment Policy ED 5.3 Creating Attractive Development Sites Policy UD 2.1 Building Orientation Policy UD 2.2 Multi-modal Design Policy UD 2.3 Activating the Street Policy UD 2.4 Transitions in Building Intensity Policy UD 2.6 Parking Location and Design Policy UD 3.5 Visually Cohesive Streetscapes Policy UD 3.7 Parking Lot Placement Policy UD 3.11 Parking Structures Policy UD 6.1 Encouraging Pedestrian Oriented Uses Policy UD 6.2 Ensuring Pedestrian Comfort and Convenience Policy UD 7.3 Design Guidelines Policy AP-C1 Crabtree Parking Structures Policy AP-C2 Crabtree Area Hillside Policy AP-C4 Crabtree Mall Connections Policy AP-C5 Design Unity in the Crabtree Area
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Contact Information

<i>Staff</i>	Doug Hill: (919) 516-2622; Doug.Hill@raleighnc.gov
<i>Applicant</i>	Thomas C. Worth, Jr.: (919) 831-1125; curmudgtcw@earthlink.net
<i>Citizens Advisory Council</i>	Northwest – Jay Gudeman: (919) 789-9884; jay@kilpatrickgudeman.com Glenwood – Linda Watson: (919) 781-1044; Linda@lindawatson.com

Case Overview

The proposal seeks approval of a new development Master Plan associated with the site's zoning as a Planned Development Overlay District. The boundaries of the overlay district and underlying zoning districts would remain the same.

The current Master Plan permits up to 749 dwelling units, 160,000 square feet of retail development, and 270,000 square feet of office development or a 150-room hotel. The proposed

Master Plan would permit 525 dwelling units, reduce retail to 60,000 square feet, and reduce office to 250,000 square feet, but would allow a hotel with up to 200 rooms. The maximum of 300 equivalent dwelling units (associated with Congregate Care facility) permitted under the current Master Plan would still be allowed under the proposal. The table below compares the two plans' use and form provisions:

Comparison -- Existing PDD Master Plan/ Proposed PDD Master Plan

	Existing Plan	Proposed Plan
<i>Dwelling Units (max.)</i>	749 (incl. up to 300 equivalent dwelling units* of Congregate Care)	525 (incl. up to 300 equivalent dwelling units* of Congregate Care)
<i>Hotel Rooms (max.)</i>	150	200
<i>Retail (max. square feet)</i>	160,000 sf	60,000 sf
<i>Office (max. square feet)</i>	270,000 sf	250,000 sf
<i>Building Height (max. feet)</i>	<i>Phase I:</i> Residential, Mixed-Use, Office & Retail – 80' <hr/> <i>Phase II:</i> Mixed Use Tower – 200'	<i>Phase I:</i> Residential – 90' <hr/> <i>Phase II:</i> Retail/ Mixed Use – 60' Office/ Mixed Use, Mixed-Residential – 135' Mixed Use Tower – 200'
<i>Setbacks (min. feet)</i>	Development Interior – 0' Blue Ridge Rd. – 20' Homewood Banks Dr. – 20' Crabtree Valley Ave. – 30'	Development Interior – 0' Blue Ridge Rd. – 20' Homewood Banks Dr. – 20' Crabtree Valley Ave. – 30'

* 2 equivalent units equal one standard dwelling unit

Contextually, the site is well suited for intensive development, being bordered on two sides by thoroughfares. Recent roadway planning points to improved local traffic circulation in the future, with an increased emphasis on safe pedestrian and bicycle travel.

Environmental considerations, however, are key to successful development of the site. Kidd's Hill is a significant promontory in the valley of Crabtree Creek, rising nearly 100 feet in the 850 feet from the site's lowest point to its ridgeline, with most of the site characterized by steep slopes (some grades exceed 30%). Yet 6 acres of the site are within FEMA-designated floodplains. Much of the ground is wooded, especially the south and east slopes; bramble-laden hillsides on the north are dotted with large, specimen trees, a testimony to the site's former years as a private home and subsequently a hilltop restaurant.

The current Master Plan (approved 2005) allows significant environmental alteration. Present provisions permit 40 feet to be cut from the ridge top, with the excavated soil used to backfill walled terraces. The new proposal still proposes re-grading but to a considerably lesser degree, chiefly due to less-intensive development: while the current Master Plan allows dense buildings and parking lots on the site's northeast slopes, the new proposal designates the area for tree conservation and stormwater detention.

Phase I of the new proposal calls for mid-rise residential buildings to circle the ridge crest, with front-in surface parking, two low-rise parking decks, green space, and amenity areas interspersed. Many of the grade changes would be taken up by buildings, although large retaining walls are indicated on the east and north, mostly to accommodate roadways. Phase II could introduce intensive non-residential uses in the area closest to the existing Mall, including a tower that could be up to 200 feet tall.

Exhibit C & D Analysis

1. Consistency of the proposed rezoning with the Comprehensive Plan and any applicable City-adopted plan(s)

1.1 Future Land Use

The site is located in an area designated for Regional Mixed Use development by the Future Land Use Map; the proposal is consistent with that classification. Of the designation, the Comprehensive Plan states that “These areas may include high-density housing, office development, hotels, and region-serving retail uses such as department stores and specialty stores.” The development possible under the Master Plan could include any or all such uses. The Comprehensive Plan further qualifies that such areas be “zoned O&I-2, SC, and TD.” The underlying zoning of the site is split between O&I-2 and SC.

1.2 Policy Guidance

The following policy guidance is applicable with this request:

Policy LU 1.3 -- Conditional Use District Consistency

All conditions proposed as part of a conditional use district (CUD) should be consistent with the Comprehensive Plan.

The proposal is largely consistent with this policy but issues remain regarding details of built form (parking deck placement and treatment), which merit further consideration.

Policy LU 2.2 -- Compact Development

New development and redevelopment should use a more compact land use pattern to support the efficient provision of public services, improve the performance of transportation networks, preserve open space, and reduce the negative impacts of low intensity and non-contiguous development.

The proposal is consistent with this policy. While reduced from the development intensity possible under the current Master Plan, the proposal would still permit a mix of high density/ high intensity uses. At the same time, it could accommodate both planned roadway improvements and increased transit connections, while expanding the percentage of site tree conservation area.

Policy LU 2.6 -- Zoning and Infrastructure Impacts

Carefully evaluate all amendments to the zoning map that significantly increase permitted density or floor area to ensure that impacts to infrastructure capacity resulting from the projected intensification of development are adequately mitigated or addressed.

The proposal is consistent with this policy. In balance, its impact is likely to be less than that which could result from the current Master Plan, chiefly due to the nearly 30% reduction in the permitted number of dwelling units. However, as noted below, depending on eventual site uses, some downstream sewer and water main improvements may be needed.

Policy LU 4.4 -- Reducing VMT through Mixed Use

Promote mixed-use development that provides a range of services within a short distance of residences as a way to reduce the growth of vehicle miles traveled.

The proposal is consistent with this policy. The proximity of the proposed high-density uses to existing non-residential uses, coupled with planned non-residential uses on site, bodes well for reducing site-generated car travel in the immediate area.

Policy LU 4.5 -- Connectivity

New development and redevelopment should provide pedestrian and vehicular connectivity between individual development sites to provide alternative means of access along corridors.

The Master Plan is consistent with this policy. Vehicular access to the site is provided from three spots along Homewood Banks Drive and one on Blue Ridge Road, avoiding Crabtree Valley Avenue, which is slated for future upgrades which would make connections problematic. Pedestrian access is provided into the site at multiple points, with some walkways gently sloped and others incorporating stairways to rise with the grade.

Policy LU 5.1 -- Reinforcing the Urban Pattern

New development should be visually integrated with adjacent buildings, and more generally with the surrounding area. Quality design and site planning is required so that new development opportunities within the existing urban fabric of Raleigh are implemented without adverse impacts on local character and appearance.

The proposal is consistent with this policy. The existing character of the area is dominated by large-scale retail establishments, including one of the region's largest indoor malls. Transportation in the area is decidedly automobile-focused, with large structured parking facilities lining the long sides of the mall building. Outparcel lots dot the edges of major roadways. Crabtree Creek winds through the heart of the valley, joined near the subject site by House Creek; the two stream courses provide a complement of green open space to the surrounding intense development. The proposal adds to this natural realm through dedicated tree conservation areas across its northeast corner, while placing its most intensive non-residential uses closest to the Mall. Solely residential site development is positioned further back, adjacent to off-site residential properties. Refinement may be warranted, however, regarding built form transitions to existing low-density.

Policy LU 5.2 -- Managing Commercial Development Impacts

Manage new commercial development using zoning regulations and through the conditional use zoning and development review processes so that it does not result in unreasonable and unexpected traffic, parking, litter, shadow, view obstruction, odor, noise, and vibration impacts on surrounding residential areas.

The proposal is partially consistent with this policy. Vehicular access is to be distributed among four points. Much of site parking will be in decks. However, despite proposed building setbacks, the combination of commercial building heights and topography could result in shadows being cast off-site much of the day.

Policy LU 5.6 -- Buffering Requirements

New development adjacent to areas of lower intensity should provide effective physical buffers to avoid adverse effects. Buffers may include larger setbacks, landscaped or forested strips, transition zones, fencing, screening, height and/or density step downs, and other architectural and site planning measures that avoid potential conflicts.

The proposal is consistent with this policy. Phase I site buildings—those closest to existing lower intensity development—are set back from the perimeter streets behind a

streetyard buffer. Internally, buffers are minimal, with public spaces and shared parking horizontally separating the mixture of uses.

Policy LU 6.1 -- Composition of Mixed-Use Centers

Mixed-use centers should be comprised of well-mixed and integrated developments that avoid segregated uses and have well planned public spaces that bring people together and provide opportunities for active living and interaction.

Policy LU 6.2 -- Complementary Uses and Urban Vitality

A complementary integration and mixture of land uses should be provided within all growth centers and mixed-use centers and developments to maintain the City's livability, manage future growth, and provide walkable and transit accessible destinations. Areas designated for mixed-use development in the Comprehensive Plan should be zoned consistent with this policy.

The proposal is consistent with these policies. The Master Plan calls for a diverse mix of site uses, with residents of proposed housing potentially supporting retail and office uses both on site and off. Transit stops are planned on all three perimeter roads, with bike lanes indicated on Blue Ridge Road and sidewalks anticipated both to and through the site.

Policy LU 6.4 -- Bus Stop Dedication

The city shall coordinate the dedication of land for the construction of bus stop facilities within mixed-use centers on bus lines as part of the development review and zoning process.

The proposal is consistent with this policy. A transit easement is being offered on each of the three perimeter streets; shelter is to be offered at one, the location to be determined in consultation with transit staff.

Policy LU 7.1 -- Encouraging Nodal Development

Discourage auto-oriented commercial "strip" development and instead encourage pedestrian-oriented "nodes" of commercial development at key locations along major corridors. Zoning and design standards should ensure that the height, mass, and scale of development within nodes respects the integrity and character of surrounding residential areas and does not unreasonably impact them.

The proposal is mostly consistent with this policy. The entire site is located in a Regional Mixed Use center. The Master Plan, however, imposes setbacks and landscaping to soften the impact of potential building heights and massing, an urban form less consistent with that expected for the expected intensity of development.

Policy LU 7.4 -- Scale and Design of New Commercial Uses

New uses within commercial districts should be developed at a height, mass, scale, and design that is appropriate and compatible with surrounding areas.

Policy UD 2.4 -- Transitions in Building Intensity

Establish gradual transitions between large-scale and small-scale development. The relationship between taller, more visually prominent buildings and lower, smaller buildings (such as single family or row houses) can be made more pleasing when the transition is gradual rather than abrupt. The relationship can be further improved by designing larger buildings to reduce their apparent size and recessing the upper floors of the building to relate to the lower scale of the adjacent properties planned for lower density.

The proposal partially addresses these policies. The Site Plan primarily relies on building setbacks and plantings to provide transitions and reduce height impacts. The property immediately across and downhill from Homewood Banks Drive is zoned Residential-4; that on the opposite of Blue Ridge Road. The residential buildings which are to circle the hilltop on the subject site could be up to 90 feet tall, and mixed-use buildings of Phase II could be up to 135'. The proposed Tower building could be up to 200' in height, and positioned at the tallest point of the site. Greater consistency could be achieved if site buildings (especially the Tower) could incorporate design elements designed to reduce their apparent mass and scale. A step in that direction is indicated in the Architect's Statement, which notes first-phase buildings "are proposed of varying heights from one to five stories"; additionally, Site Plan Cross-Sections indicate residential buildings could have pitched roofs, but no commitment is made in the Master Plan text. The majority of the existing buildings nearby have pitched roofs covering either part of or the entire building. The tallest building near the subject site—the Homewood Suites motel across Homewood Banks Drive—stands 7 stories tall, but is located downhill from the road with the full-height portion set back more than 100 feet from the street; a one-story, pitched-roof porte cochere and lobby provides a visual transition to the main structure.

Policy LU 7.6 -- Pedestrian-Friendly Development

New commercial developments and redeveloped commercial areas should be pedestrian-friendly.

The proposal is partially consistent with this policy. Sidewalk connections are provided to site buildings from Blue Ridge Road and Homewood Banks Drive, but can be lengthy and somewhat circuitous in some locations. While this is due in part to site topography (forcing walkways to lengthen in order to maintain an accessible grade), it also stems from planned building placement, which has site commercial buildings set back as much as 170 feet from the nearest street.

Policy LU 8.10 -- Infill Development

Encourage infill development on vacant land within the City, particularly in areas where there are vacant lots that create "gaps" in the urban fabric and detract from the character of a commercial or residential street. Such development should complement the established character of the area and should not create sharp changes in the physical development pattern.

Policy LU 8.11 -- Development of Vacant Sites

Facilitate the development of vacant lots that have historically been difficult to develop due to infrastructure or access problems, inadequate lot dimensions, fragmented or absentee ownership, or other constraints. Explore lot consolidation, acquisition, and other measures that would address these.

The proposal is consistent with these policies. The subject site has been vacant the better part of a decade, with the previously-approved PDD-based site plan dormant. The new Master Plan being proposed would seek to redefine site development, mindful of subsequent roadway and greenway planning as well as current market conditions and local land use trends.

Policy LU 10.1 -- Mixed-Use Retail

Encourage new retail development in mixed-use developments.

The proposal is consistent with this policy. Phase II would introduce significant retail square footage in the portion area of the site closest to existing and anticipated commercial development, but adjacent to planned residential complexes, both on and off-site.

Policy LU 10.6 -- Retail Nodes

Retail uses should concentrate in mixed-use centers and should not spread along thoroughfares in a linear "strip" pattern unless ancillary to office or high-density residential use.

The proposal is consistent with this policy. Retail development permitted under the Master Plan fully falls within a Regional Mixed use area.

Policy T 5.1 -- Enhancing Bike/Pedestrian Circulation

Enhance pedestrian and bicycle circulation, access, and safety along corridors, downtown, in activity and employment centers, at densely developed areas and transit stations, and near schools, libraries, and parks.

Policy T 5.2 -- Incorporating Bicycle and Pedestrian Improvements

All new developments, roadway reconstruction projects, and roadway resurfacing projects in the City of Raleigh's jurisdiction should include appropriate bicycle facilities as indicated in the Recommended Bicycle Network of the 2008 City of Raleigh Bicycle Transportation Plan.

Policy T 5.3 -- Bicycle and Pedestrian Mobility

Maintain and construct safe and convenient pedestrian and bicycle facilities that are universally accessible, adequately illuminated, and properly designed to reduce conflicts among motor vehicles, bicycles, and pedestrians.

The proposal is consistent with these policies. A Pedestrian Circulation Plan is provided in the Master Plan documentation. Additionally, bicycle racks are to be located in multiple locations within uncovered (short term) and covered (long term) areas of the parking structure at a rate which exceeds that of the City Code. Consistent with the city's Recommended Bicycle Facilities plan, bike lanes are to be provided on Blue Ridge Road.

Policy T 5.5 -- Sidewalk Requirements

New subdivisions and developments should provide sidewalks on both sides of the street.

The proposal is consistent with this policy. New sidewalks are provided along Homewood Banks Drive and Blue Ridge Road. Providing a sidewalk along Crabtree Valley Avenue is precluded by future roadway improvement plans, which the Master Plan seeks to accommodate in providing space at the Crabtree/ Blue Ridge intersection for a future access ramp. In the interim, the Crabtree Creek Greenway on the opposite side of the street provides access the length of the property from Homewood Banks Drive to Blue Ridge Road.

Policy T 5.13 -- Pedestrian Infrastructure

Ensure that streets in areas with high levels of pedestrian activity (e.g., employment centers, residential areas, mixed-use areas, schools) support pedestrian travel by providing such elements as frequent and safe pedestrian crossings, large medians for pedestrian refuges, bicycle lanes, frontage roads with on-street parking, and/or grade separated crossings.

The proposal is partially consistent with this policy. Sidewalks are provided around and through the site, per the Pedestrian Circulation Plan, including direct access to the House Creek Greenway, and by crossing Crabtree Valley Avenue, to the Crabtree Creek Greenway.

Policy T 6.1 -- Surface Parking Alternatives

Reduce the amount of land devoted to parking through measures such as development of parking structures and underground parking, the application of shared parking for mixed-use developments, flexible ordinance requirements, maximum parking standards, and the implementation of Transportation Demand Management plans to reduce parking needs.

The proposal is consistent with this policy. A significant portion of site parking will be in decks. Shared parking is stated as an intention of the Master Plan.

Policy T 6.6 -- Parking Connectivity

Promote parking and development that encourage multiple destinations within an area to be connected by pedestrian trips.

The proposal is consistent with this policy. The placement of structured parking in or adjacent to the site's most intensive planned development (Phase II mixed-use buildings) promotes one-stop parking. Proximity of proposed site residences to existing recreational and non-residential uses reinforces walkability.

Policy EP 8.1 -- Light Pollution

Reduce light pollution and promote dark skies by limiting the brightness of exterior fixtures and shielding adjacent uses from light sources, provided safety is not compromised. Minimize flood lighting and maximize low level illumination. Promote the use of efficient, full cut-off lighting fixtures wherever practical. Full cut-off fixtures emit no light above the horizontal plane.

Policy EP 8.2 -- Light Screening

Prohibit unshielded exterior lamps and limit the lighting of trees and other vegetation through the use of shielded fixtures and footcandle limits.

The proposal partially addresses these policies. Section 8 (p.15) notes that floodlights are to be directed away from rights-of-way, and are to be used only to accent building or site features. Fixture type is limited to full cutoff if pole height is above 16 feet; pole height is also limited for lighting atop parking decks, but fixture type is not specified. The Architect's Statement (p. 25) notes that sidewalk lighting as being "based on a pedestrian scale"; if under 16 feet, per Section 8 fixtures could be any non-cutoff design. The Statement additionally limits parking and roadway fixture height, but does not address fixture type. Other than reiterating the 2.0 footcandle limits that Code currently requires at street rights-of-way, no other footcandle limits are noted.

Policy ED 1.2 -- Mixed-Use Redevelopment

Promote mixed-use redevelopment strategies as a means of enhancing economic development in commercial corridors and creating transit- and pedestrian-friendly environments.

The proposal is consistent with this policy. The emphasis of Phase I on residential development provides an added economic underpinning to the non-residential development proposed for Phase II. Site accessibility is planned to be multi-modal, with transit stops to be offered on each perimeter street.

Policy ED 5.3 -- Creating Attractive Development Sites

Create attractive and functional sites for new and growing businesses through streetscape improvements and other public realm investments.

The proposal is largely consistent with this policy. Extensive landscaping and tree conservation is planned throughout this site, with the entire perimeter to be edged with new street trees. Plantings are also proposed on terraces behind site retaining walls; such plantings could soften the grade transitions by screening hardscape elements. However, in numerous locations, the shrub species selected may not fully serve to screen the full height of the associated wall, leaving the walls a dominant site feature. Vining plants could provide supplemental screening, but are not included on the Master Plant Schedule. Additionally, given the size of the site, and many and distinct new public spaces created, the plant palate is comparatively restrained. Shade tree selections are mostly confined to maples, European hornbeams, zelkovas, and Chinese elms, although ample room for oaks, magnolias, sycamores, bald cypress and other large-maturing, long-lived trees appears to be readily available. Given the acreage devoted to tree conservation on the site's northeast corner, greater use of large, native species would also prove more contextual.

Policy UD 2.1 -- Building Orientation

Buildings in mixed-use developments should be oriented along streets, plazas and pedestrian ways. Their facades should create an active and engaging public realm.

Policy UD 2.3 -- Activating the Street

New retail and mixed-use centers should activate the pedestrian environment of the street frontage in addition to internal pedestrian networks and connections.

The proposal does not fully address these policies. While limited sidewalk connections are provided from residential buildings to adjacent street, the Master Plan appears primarily to propose accessing/ orienting buildings internally. Consistency could be achieved by providing orientation and closer proximity to the street (e.g., bringing retail uses closer to perimeter street). Per these policies, enhanced pedestrian spaces should be provided adjacent to all Phase II commercial buildings; however, the only internal walks required to be 14 feet wide are confined to a portion of the north side of buildings C9 and C10, and the southeast perimeter of building C8. On the outside edges of the site, the sidewalk adjacent to Homewood Banks Drive carries only an 8-foot minimum; all other site sidewalks can be as narrow as 5 feet. Among the latter is that along Blue Ridge Road, which ends an existing, paved greenway multi-purpose path, 8 feet wide.

Policy UD 2.2 -- Multi-modal Design

Mixed-use developments should accommodate all modes of transportation to the greatest extent possible.

The proposal is essentially consistent with this policy. Transit easements are to be provided on each adjoining public street frontage. Bike lanes are shown on Blue Ridge Road cross sections, and pedestrian circulation plan provided. Still greater consistency would be afforded by increasing the provision for direct pedestrian connectivity between buildings and public streets, particularly in the commercial portions of the site.

Policy UD 2.6 -- Parking Location and Design

New surface parking lots should be avoided within mixed-use centers. Instead, shared parking garages with active ground floor uses and architectural treatments for all facades visible from a public right-of-way should be used.

The proposal is inconsistent with this policy. Structured parking is provided in three locations on site. However, more than one-fourth of site parking will be in surface lots; additionally, decks are positioned back from the streets, screened from view rather than integrated into the urban fabric through inclusion of active-use ground floor spaces.

Policy UD 3.5 -- Visually Cohesive Streetscapes

Create visually cohesive streetscapes using a variety of techniques including landscaping, undergrounding of utilities, and other streetscape improvements along street frontages that reflect adjacent land uses.

The proposal is partially consistent with this policy. The Master Plan includes extensive plantings of street trees, especially on the site perimeter, where they essentially define street frontages. However, commensurate with the site’s location in a Regional Mixed Use center, all commercial areas (i.e., site Phase II development) should feature sidewalks at 14 to 18 feet wide, complemented throughout by streetscape plantings; the Master Plan commits to a 14-foot minimum only next to “retail storefronts”. An 8-foot wide sidewalk is planned along Homewood Banks Drive, while other areas could have a 5-foot wide walk.

Policy UD 3.7 -- Parking Lot Placement

New parking lots on designated Urban or Multi-modal corridors on the Growth Framework Map should be generally located at the side or rear of buildings. Where feasible, existing parking lots on such corridors should be landscaped to create a pedestrian-friendly streetscape with business visibility.

The proposal is consistent with this policy. Crabtree Valley Avenue is designated an Urban Corridor and no parking lots are placed along the frontage.

Policy UD 3.11 -- Parking Structures

Encourage creative solutions including landscaping and other aesthetic treatments to design and retrofit parking structures to minimize their visual prominence. Where feasible, the street side of parking structures should be lined with active and visually attractive uses to lessen their impact on the streetscape.

The Master Plan prescribes increased setbacks, vegetative buffers and screening in lieu of lining parking decks with active, street- and pedestrian-oriented spaces. While this policy does recognize landscaping as an option for reducing decks’ visual presence, given the proposal is within a Regional Mixed Use center, providing active-use areas (including liner buildings) along the street-facing sides of all decks--with those active uses directly accessible from street sidewalk--represents a more policy-consistent approach.

Policy UD 6.1 -- Encouraging Pedestrian-Oriented Uses

New development, streetscape, and building improvements in Downtown and mixed-use corridors and centers should promote high intensity, pedestrian-oriented use and discourage automobile-oriented uses and drive-through uses.

The proposal is partially consistent with this policy. The mix of uses proposed on site, paired with the internal pedestrian ways, promotes walkability. However, a parking deck is positioned between the primary driveway and building entrance. Consistent with this policy, and others pertinent to the high-intensity development germane to Regional Mixed Use designation, site urban form, and access should primarily favor pedestrians.

Policy UD 6.2 -- Ensuring Pedestrian Comfort and Convenience

Promote a comfortable and convenient pedestrian environment by requiring that buildings face the sidewalk and street area. On-street parking should be provided along the pedestrian streets and surface parking should be in the rear. This should be applied in new development, wherever feasible, especially on transit and urban corridors and in mixed-use centers.

The proposal is partially consistent with this policy, in that it does provide for ease of pedestrian access internally, and along two of the three perimeter streets. Buildings R-1, R-2, and R-6, are described in the responses to the Design Guidelines “as architecturally and functionally facing the public street” (p. 22), but corroborating language does not appear in the Committed Elements of the Master Plan (Section 8).

Policy UD 7.3 -- Design Guidelines

Table UD-1 shall be used to review rezoning petitions and development applications for mixed-use developments or developments in mixed-use areas such as pedestrian Business Overlays, including preliminary site and development plans, petitions for the application of the Pedestrian Business or Downtown overlay districts, Planned Development Districts, and Conditional Use zoning petitions.

The proposal is consistent with most of the Design Guidelines. To achieve greater consistency, the following refinements are encouraged:

Guideline

16. Provide in the Committed Elements (Section 8) that parking decks will exhibit the same materials and finishes as the principal buildings.

1.3 Area Plan Guidance

Policy AP-C 1 -- Crabtree Parking Structures

New parking structures in the Crabtree area should be designed with careful attention given to their street faces.

The proposal is inconsistent with this policy, in that it does not fully address it. The alternative of using a “mechanical screen (i.e. – wall, solid fence)” presents the possibility of blank surfaces facing the right-of-way. No details are provided regarding achieving consistency of design or materials with the respective buildings the decks are to serve, beyond note that “not less than 50%” of portions visible from public streets are to “incorporate masonry materials” used on the principal buildings (p. 13).

Policy AP-C 2 -- Crabtree Area Hillside

Hillside in the Crabtree area should be retained and not graded down for incongruous, large footprint buildings. New structures on hillside and hilltop should fit into the terrain.

The proposal is partially consistent with this policy, in that some site building footprints do appear to be fitted to ground contours, rather than vice versa. However, the proposal plan sheets show a series of lengthy, often tall retaining wall systems along the east, north, and west sides of the hill; contour lines indicate some wall heights may be in excess of 30 feet. Consistency could be improved if site buildings shouldered more of these grade transitions (i.e., if Building R6’s footprint echoed that of R5, with the building set into the southeast slope above the proposed access drive off Blue Ridge Road), or with larger shrub and tree species and/ or vining materials provided between wall segments, in a closer approximation of natural conditions.

Policy AP-C 4 -- Crabtree Mall Connections

A two level circulation system is proposed for the Crabtree Mall area. The lower level, which corresponds to the lower level of the Mall, should include vehicular, transit, and pedestrian circulation (including greenways). The upper circulation level corresponds to the upper level of the Mall but ground level of Kidd’s Hill Plaza and the hotel areas to the north and east of the Mall and requires that pedestrian bridges be accommodated as sites adjacent to the Mall are developed.

The proposal is consistent with this policy. Sidewalks are provided along the Homewood Drive from the Blue Ridge Road intersection to Crabtree Valley Avenue.

Policy AP-C 5 -- Design Unity in the Crabtree Area

Where possible, contiguous tracts throughout the Crabtree area should have some sense of overall design unity. In areas where upper-level pedestrian access is developed, creative structural expression of these circulation elements would serve to engage the users and give the area character. The use of glass and transparent materials should be encouraged in order to keep the area from appearing closed in, like a tunnel.

The proposal does not address this policy. While the site is separated from surrounding tracts by the three perimeter streets, its topographical prominence assures future development will be highly visible—stressing the need for a contextual approach. The “Architect’s Unity of Development Statement” does not reference the site’s surroundings, but focuses on internal design. The provisions indicate “at least 50% of building materials will be masonry, brick, and stucco”, but add no note as to what other materials may be, other than window glass roofing treatments (pp.25-26). The Statement also provides (p. 26) that the Tower will “incorporate distinctive architectural design features”, and that “specific unifying elements will be incorporated throughout the project”; the nature and type of those elements, however, are not detailed.

2. Compatibility of the proposed rezoning with the property and surrounding area

The proposal comes at a time when potential redevelopment is on the upswing in the Crabtree Valley area. To the south, directly across Blue Ridge Road, more than 350 dwelling units have just been approved as the Woodfield Blue Ridge Apartments project. To the west, recent revisions to the existing Pedestrian Business Overlay District on Crabtree Valley Avenue permit 575 new units, while a new PBOD, across Glenwood Avenue on Charles Drive, proposes up to 533 more units. The proposal seeks to allow 525 units on the subject site (down from the 749 currently possible). The prospects of new retail, office, and hotel uses proposed by the Master Plan in Phase II, the site area closest to the Mall, complement anticipated residential land uses both on- and off-site. The proposal supports multi-modal site access through sidewalks on Blue Ridge Road and Homewood Banks Drive, internal pedestrian ways, bike lanes on Blue Ridge Road, and three on-site transit stops—one on each of the property’s perimeter streets. Some aspects of site design may benefit from further consideration, however. The Master Plan indicates only limited interaction between building fronts and surrounding streets, with most structures set back behind buffers rather than providing active street frontages. (Topography is a limiting factor in that regard, but the greater the building setback, the higher the buildings must stand above surrounding street grades.) The proposed building heights may also challenge design compatibility. The Homewood Suites motel, opposite the site on Homewood Banks Road, has seven floors but it is situated well below the street grade. The 200-foot Tower proposed for the subject site would stand an additional 50 feet up the bank above the motel property’s entrance drive, likely overshadowing it. At the same time, the proposed parking decks would mostly leave their street-facing sides open to the right-of-way, relying on screening for a measure of design compatibility. Greater consistency might be found in re-locating habitable space from atop taller buildings to the decks’ street sides, in the process bringing active space closer to the rights-of-way, toward creating urban-style street environments more in keeping with the site’s Regional Mixed Use center designation.

3. Public benefits of the proposed rezoning

No site development has occurred subsequent to the 2005 rezoning of the property. The proposal offers a more scaled-back development than that currently approved, with a mix of uses consistent with the Comprehensive Plan but posing potentially less environmental impact than the currently-permitted buildout would incur; tree conservation areas and greenway buffers are earmarked to comprise a quarter of the site. The intensity of use possible under the Master Plan draws the economic vitality of the Mall area across Crabtree Creek, and directly up to high-density housing, delineating a distinct but complementary new edge to mixed-use development in that part of the Regional Mixed Use center. Through set-aside space for a future Crabtree Valley Avenue on-ramp, transit stop dedication, and pedestrian ways to and through the site, the Plan anticipates and meets transportation enhancements planned for the immediate area.

4. Detriments of the proposed rezoning

The Comprehensive Plan, in its introduction to the Crabtree Area Plan, states that “Kidd’s Hill should be developed without extensive grading of the site“. The new proposal includes less re-grading than the Master Plan currently in place, but still would disturb most of the site, and require installation of a series of retaining walls--some well over 20 feet tall--in multiple locations. Positioning the tallest building at the center of the site will place it at the site’s highest point, potentially shadowing areas across Homewood Banks Drive; orienting the building east-west adds to that likelihood. The proposed shifting of the main vehicular entrance to the site from Crabtree Valley Avenue to Homewood Banks Drive would reduce traffic on the former (a projected-major thoroughfare), but Homewood--which is not a thoroughfare nor is foreseen to become one--would then bear the brunt of site traffic.

5. The impact on public services, facilities, infrastructure, fire and safety, parks and recreation, etc.

5.1 Transportation

(See next page)

<u>Primary Streets</u>	<u>Classification</u>	<u>2009 NCDOT Traffic Volume (ADT)</u>	<u>2035 Traffic Volume Forecast (CAMPO)</u>			
Crabtree Valley Avenue	Major Thoroughfare	N/A	N/A			
Blue Ridge Road	Minor Thoroughfare	7,200	10,800			
Homewood Banks Drive	Commercial Street	1,500	N/A			
<u>Street Conditions</u>						
<u>Crabtree Valley Avenue</u>	<u>Lanes</u>	<u>Street Width</u>	<u>Curb and Gutter</u>	<u>Right-of-Way</u>	<u>Sidewalks</u>	<u>Bicycle Accommodations</u>
Existing	2	36'	curb and gutter on north side of street	90'	10' multi-use path on north side	None
City Standard	4	65'	Back-to-back curb and gutter section	90'	minimum 5' sidewalks on both sides	Striped bicycle lanes on both sides
Meets City Standard?	NO	NO	NO	YES	NO	NO
<u>Blue Ridge Road</u>	<u>Lanes</u>	<u>Street Width</u>	<u>Curb and Gutter</u>	<u>Right-of-Way</u>	<u>Sidewalks</u>	<u>Bicycle Accommodations</u>
Existing	2	26'	None	60' - 70'	None	None
City Standard	3	53'	Back-to-back curb and gutter section	80'	minimum 5' sidewalks on both sides	Striped bicycle lanes on both sides
Meets City Standard?	NO	NO	NO	NO	NO	NO
<u>Homewood Banks Drive</u>	<u>Lanes</u>	<u>Street Width</u>	<u>Curb and Gutter</u>	<u>Right-of-Way</u>	<u>Sidewalks</u>	<u>Bicycle Accommodations</u>
Existing	2	21'	curb and gutter on north side of street (partial)	60'	sidewalk on north side of street (partial)	None
City Standard	2	41'	Back-to-back curb and gutter section	60'	minimum 5' sidewalks on minimum of one side	N/A
Meets City Standard?	YES	NO	NO	YES	NO	N/A
<u>Expected Traffic Generation [vph]</u>	<u>Current Zoning</u>	<u>Proposed Zoning</u>	<u>Differential</u>			
AM PEAK	989	766	-223			
PM PEAK	1186	857	-329			
Suggested Conditions/Impact Mitigation:	<p>Staff has reviewed a Traffic Impact Analysis Report for this case. The proposed redevelopment of the subject property will occur in two phases. The completion of phase one will result in an average of 158 trips in AM peak hour and 191 trips in the PM peak hour. The completion of phase two would increase traffic to an average of 766 trips during the AM peak hour and 855 trips during the PM peak hour. At the intersection of Glenwood Avenue and Lead Mine/Blue Ridge Road the current intersection delays range from 172 to 187 seconds per vehicle during the AM and PM peak periods. This delay is anticipated to increase by 1% with the completion of phase one and will increase by 14% with the completion of phase two. The completion of both phases would increase delay to 213 seconds per vehicle during the AM peak hour and 190 seconds per vehicle in the PM peak hour. An intersection with 80 seconds or more of delay per vehicle is considered to have a failing level of service. Along Blue Ridge Road the TIA recommends adding a southbound taper for right turns and a north bound turn lane. The TIA also recommends widening Homewood Banks Drive to three lanes with exclusive left-turn lanes at all site access points.</p> <p>The City of Raleigh Crabtree Valley Transportation Plan calls for improvements at the intersection of Blue Ridge Road and Homewood Banks Drive which should be noted in the master plan associated with this rezoning petition.</p>					
Additional Information:	<p>The subject property is within the Crabtree Valley Transportation Study Area. This study calls for long range comprehensive transportation infrastructure improvements in the Crabtree Valley area would directly impact the subject property. This plan calls for an interchange at the intersection of Blue Ridge Road and Crabtree Valley Avenue, widening and realignment of Crabtree Valley Avenue, as well as intersection improvements Homewood Banks Drive at Crabtree Valley Avenue and at Homewood Banks Drive at Blue Ridge Road.</p>					

Impact Identified: Increased travel time delay.

5.2 Transit

Transit service currently exists on Crabtree Valley Ave and Blue Ridge Rd and both corridors are identified as having transit service in the 2035 Transit Plan. Transit easements are proposed on Crabtree Valley Avenue, Blue Ridge Road and Homewood Banks Drive, with one to include a shelter.

Impact Identified: Since transit easements are conditioned, no adverse impacts to the City's transit services are anticipated.

5.3 Hydrology

<i>Floodplain</i>	FEMA Floodplain located on site
<i>Drainage Basin</i>	Crabtree
<i>Stormwater Management</i>	Subject to Part 10, Chapter 9
<i>Overlay District</i>	none

Impact Identified: Site is subject to Part 10, Chapter 9, Stormwater regulations. FEMA Floodplain and Neuse River Buffers are both present on site.

5.4 Public Utilities

	<i>Maximum Demand (current)</i>	<i>Maximum Demand (proposed)</i>
<i>Water</i>	139,875	139,875
<i>Waste Water</i>	139,875	139,875

Impact Identified: The proposed rezoning will not add to the wastewater collection or water distribution systems of the City of Raleigh. There are presently sanitary sewer and water mains adjacent to the proposed rezoning area. Downstream sanitary sewer improvements in Homewood Banks Dr. and Blue Ridge Rd. may be required as part of the Master Plan for this parcel depending on the actual mix of uses proposed at the cost of the developer. Water main improvements may be necessary to deliver needed fireflows depending on building type, height, etc at the cost of the developer.

5.5 Parks and Recreation

The inclusion of a pedestrian refuge on Blue Ridge Road at the House Creek Greenway crossing is recommended. The requested TIA will determine any road improvements required to Blue Ridge Road in addition to those shown on the existing plans. Road improvements including widening at the House Creek Greenway Trail crossing would provide sufficient width and design options to allow for an appropriately sized pedestrian refuge within the median island.

Impact Identified: It is recommended that the developer install a pedestrian refuge at this location, depending upon required road improvements.

5.6 Urban Forestry

The tree conservation areas provided do not meet the requirements of the City code 10-2082.14. Secondary tree conservation areas are required along the thoroughfares and they are not provided. There are several issues with the

information provided on the tree conservation plan sheet because it does not line up with the requirements of Section 10-2082.14. There are several changes needed to the Master Plan document that were stated in the 6th comment of the second review of staff comments. These changes will add consistency and clarity to the document.

Impact Identified: Applicant is not providing the tree conservation areas as required by the City code Section 10-2082.14. They will need to be prepared to request an alternate from City Council.

5.7 Wake County Public Schools

Under the existing zoning, a maximum of 749 dwelling units can be constructed on the site. The proposed zoning could permit up to 525 units. The decrease could result in an estimated 31 fewer elementary school, 19 fewer middle school, and 13 fewer high school students being enrolled at base schools.

Impact Identified: The proposal's decreased density could reduce the total number of school-age children living at the site by 63 students.

5.8 Designated Historic Resources

The site does not include and is not within 1,000 feet of any Raleigh Historic Landmarks or properties listed on the National Register of Historic Places.

Impact Identified: No impacts on the City's historic resources are anticipated as a result of the proposed rezoning.

5.9 Community Development

This site is not located within a redevelopment plan area.

Impact Identified: No impacts to the city's redevelopment plan areas are anticipated from this proposal.

5.10 Impacts Summary

- Traffic on surrounding streets are expected to increase as site build out occurs, leading to delays in travel times.
- Downstream sewer improvements in Homewood Banks Dr. and Blue Ridge Rd. may be required as part of the Master Plan for this parcel depending on the actual mix of uses proposed. Water main improvements may be necessary to deliver needed fireflows depending on building type, height, etc.
- The original rezoning case for this project included street improvements for all street frontages and included a pedestrian refuge where the House Creek greenway trail crosses Blue Ridge Road.
- The applicant is not providing the tree conservation areas as required by the City code Section 10-2082.14.

5.11 Mitigation of Impacts

- TIA recommends widening Homewood Banks Drive and providing turn lane improvements on Blue Ridge Road.
- Provide downstream sewer and water main improvements as needed.
- Install a pedestrian refuge where the House Creek greenway trail crosses Blue Ridge Road.
- Provide alternate tree conservation proposal.

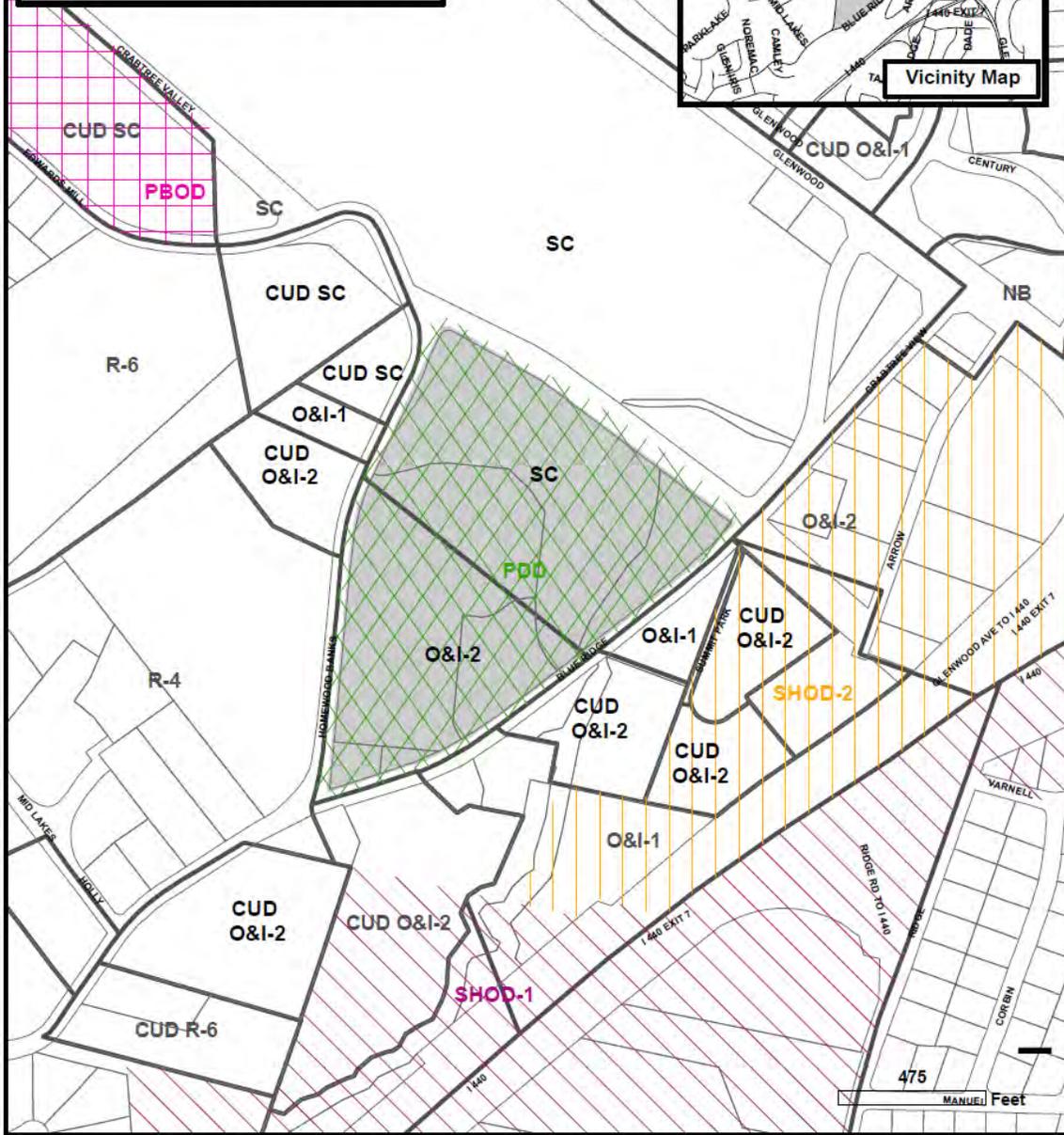
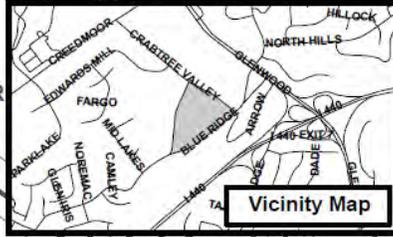
6. Appearance Commission

The proposal involves a Planned Development District Master Plan. PDD Master Plans are subject to Appearance Commission review. A memorandum containing commission recommendations is attached below.

7. Conclusions

The proposal is consistent with the Future Land Use Map, and most applicable policies of the Comprehensive Plan. The only outstanding issue relates to the location and treatment of parking decks (UD 2.6, UD 3.11, UDG 16)

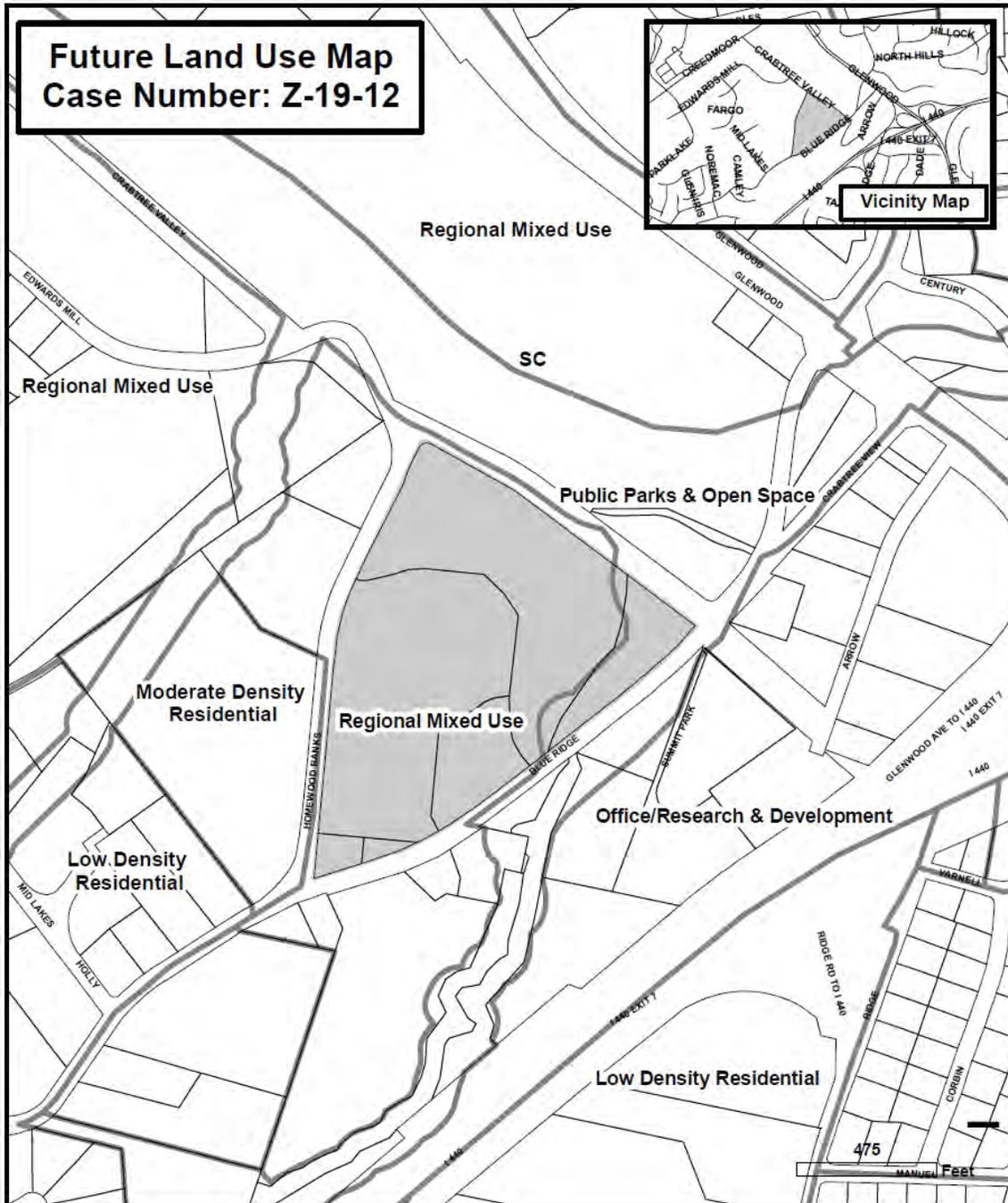
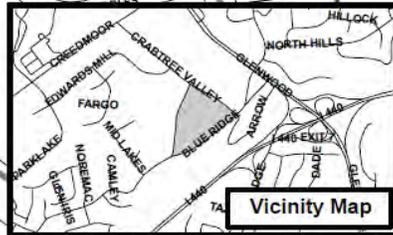
**Existing Zoning Map
Case Number: Z-19-12**



Request:
23.75 ac to amend PDD

City of Raleigh Public Hearing
April 17, 2012
(August 15, 2012)

**Future Land Use Map
Case Number: Z-19-12**



Request:

23.75 ac to amend PDD

City of Raleigh Public Hearing
April 17, 2012
(August 15, 2012)



City of Raleigh
North Carolina

May 8, 2012

MEMORANDUM

TO: Fleming El-Amin, AICP
Transportation Planner

FROM: Bowman Kelly, PE, PTOE *CBK*
Transportation Engineer

SUBJECT: Traffic Impact Analysis Review for rezoning case Z-19-2012

I have reviewed the Traffic Impact Analysis (TIA) report for rezoning case Z-19-2012 submitted by Stantec Inc. on April 24, 2012. The rezoning will allow for redevelopment of six parcels located on the west side of Blue Ridge Road approximately ¼ miles south of the intersection of Lead Mine Road, Blue Ridge Road and Glenwood Avenue. Access to and from the site will come from one full-movement driveway on Blue Ridge Road and three full-movement driveways on Homewood Banks Drive. The following intersections were studied as part of this traffic analysis:

- US 70 (Glenwood Avenue) at Lead Mine Road/Blue Ridge Road (*Signalized*)
- Blue Ridge Road at Crabtree Valley Mall (*Signalized*)
- Creedmoor Road at Crabtree Valley Mall (*Signalized*)
- Blue Ridge Road at Crabtree Valley Avenue (*Unsignalized*)
- Blue Ridge Road at Homewood Banks Drive (*Unsignalized*)
- Crabtree Valley Avenue at Homewood Banks Drive (*Unsignalized*)
- Crabtree Valley Avenue at Edwards Mill Road (*Unsignalized*)

The proposed development will consist of 525 dwelling units, 60,000 square feet of retail, and 250,000 square feet of office space. The project is scheduled for two phases. Phase One will consist of 315 apartment units and is anticipated to be complete by 2014. Phase Two will consist of the additional residential units, office space, and retail land uses and is anticipated to be completed by 2016. With the first phase, the proposed development will generate approximately 2,032 trips during the average weekday with 158 trips in the AM peak hour and 191 trips in the PM peak hour. When both phases are complete, the proposed development will generate approximately 9,374 trips during the average weekday with 766 trips in the AM peak hour and 855 trips during the PM peak hour.

Blue Ridge Road (SR 1670) is a two-lane minor thoroughfare located on the southeast side of the proposed development. In order to mitigate the additional traffic generated by the proposed development, the TIA recommends widening Blue Ridge Road at the proposed site driveway.

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The TIA recommends a southbound taper to accommodate right turns and a northbound left turn lane. An exclusive right-turn lane coupled with an exclusive left-turn lane will mitigate traffic impacts generated by the development. Note that the recommendation for spot improvements along Blue Ridge Road should not be construed as an endorsement by City staff; the developer may be responsible for other improvement obligations along Blue Ridge Road associated with the Master Plan or subsequent site plans.

The TIA recommends widening Homewood Banks Drive to a 3-lane section with exclusive left-turn lanes at all site access points. These improvements will mitigate the additional traffic generated by the proposed development.

Traffic conditions along Crabtree Valley Avenue were also analyzed as part of this study. All intersections along Crabtree Valley Avenue between Creedmoor Road and Blue Ridge Road operate under two-way stop control. Delay, level-of-service and queuing are quantified only for those movements that yield right-of-way: major street left turn, minor street thru and minor street left turns. Major Street left turns will operate at LOS-E or better under all analysis scenarios. The minor street thru movement and minor street left turns will operate at LOS-F. Although queuing along Crabtree Valley Avenue will be an issue for motorists wishing to turn onto Creedmoor Road and/or Blue Ridge Road, queues will not block adjacent driveways or spill back into public street intersections. The TIA included analyses of Crabtree Valley Avenue with traffic signals installed at Creedmoor Road and Blue Ridge Road. The analyses showed that both intersections would operate at LOS-D upon completion of Phase Two. However, a signal warrant study was beyond the scope of this report. Typically, signals are not installed based solely on the peak hour signal warrant (MUTCD Warrant 3). It is doubtful that signals would be installed at these intersections by the completion of Phase Two.

The signalized intersection of Glenwood Avenue and Lead Mine Road/Blue Ridge Road is congested during the AM and PM peak periods. Regardless of whether rezoning case Z-19-2012 is approved or not, motorists traversing this intersection should expect delays (on average) in excess of 180 seconds per vehicle during the AM and PM peak periods. Under the proposed zoning, AM & PM peak period delay will increase by approximately 1% in Phase One. Overall intersection delay will increase by 14% in Phase Two, from 187 to 213 sec/veh during the AM peak and from 172 to 190 sec/veh in the PM peak. Intersection utilization will be above capacity. Intersection delay at Glenwood Avenue and Blue Ridge road are shown graphically in Figure 1.

It is not practical to mitigate the delay or improve level-of-service at Glenwood Avenue and Blue Ridge Road for several reasons. Traffic signals along both Glenwood Avenue and Blue Ridge Road are coordinated; any attempt to retime the signal at Blue Ridge Road would require adjusting other signals such as Creedmoor Road, Crabtree Valley Mall, etc. Constructing additional lanes on Blue Ridge Road to reduce queuing is not possible; there is insufficient right-of-way to add more lanes.

Analysis of pedestrian, bike and transit level-of-service was required for this study. Planned improvements with the proposed development consist of constructing sidewalk on the remaining portion on the east side of Blue Ridge Road and constructing sidewalk along the entire frontage on the east side of Homewood Banks Drive. With these improvements in place, the pedestrian LOS will be improved to a C on Blue Ridge Road and LOS-B on Homewood Banks

Road. Bike level-of-service will remain at LOS-C or better for all analysis scenarios. Transit level-of-service is determined by the location and schedules of bus routes and is beyond the control of private developers. However, development of MP-1-2012 will not have any adverse impacts on transit level-of-service.

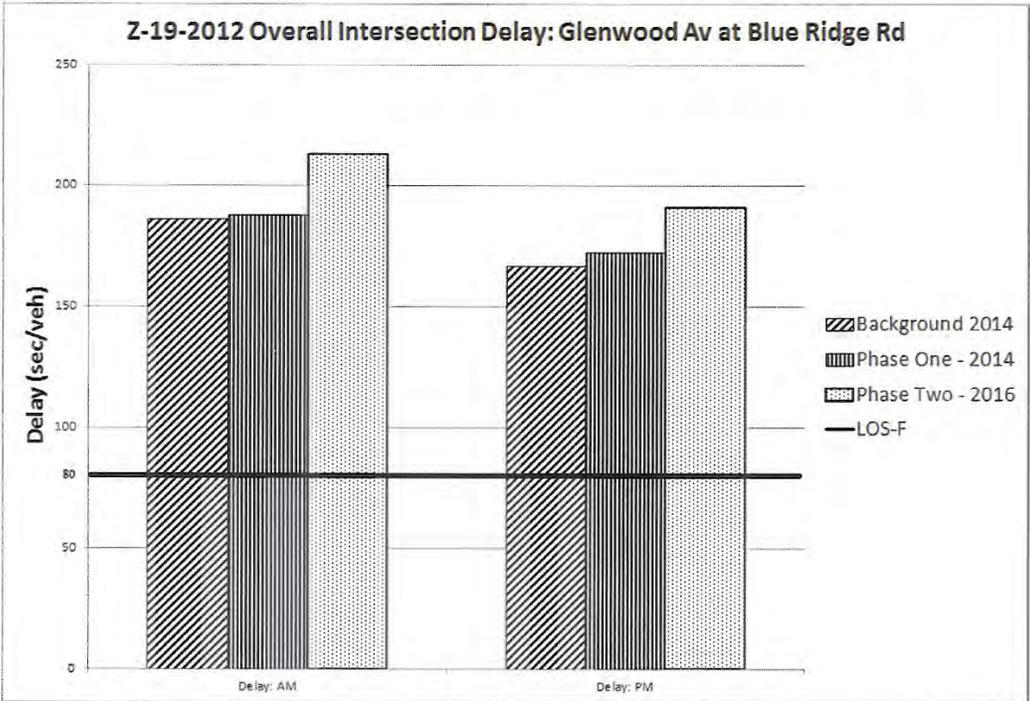


Figure 1: Intersection Delay at Glenwood Avenue and Blue Ridge Road



RALEIGH APPEARANCE COMMISSION

Planning Department • PO Box 590 • Raleigh, North Carolina 27602

MEMORANDUM

TO: City Council
FROM: Raleigh Appearance Commission
RE: **Rezoning case Z-19-12**
DATE: May 16, 2012
CC: Russell Allen, Mitchell Silver

As per the provisions of North Carolina General Statutes §160A-452 and City of Raleigh Code of Ordinances §10-1021, on April 12, 2012, and May 10, 2012, the Raleigh Appearance Commission reviewed rezoning proposal Z-19-12.

During the course of discussion on May 10, the commission noted its appreciation for modifications made to the initially-presented plan based on commission's initial comments, and expressed the hope that the developer will make further improvements to the overall form, connectivity, and engagement of the project to its surroundings.

To that end, the commission offered the following observations and recommendations to the consideration of the applicants toward refining the Master Plan proposal:

- 1) The commission recommends that, at minimum, the buildings' required masonry surfaces be increased to a minimum of 50%, and that language be included in the Master Plan reflecting that percentage and binding other aspects of building design to the conceptual renderings shown to the commission at the May 10 meeting.
- 2) The commission appreciates the location of buildings closer to the intersection of Homewood Banks Drive and Blue Ridge Road, as shown on the Conceptual Plan shown at the May 10 meeting.
- 3) The parking at the intersection of Homewood Banks Drive and Crabtree Valley Avenue remains an issue. The proposed corner "monument signage and terraces" are a good first step; however, it is recommended that parking be entirely eliminated on this corner, and that a pedestrian plaza be made the focal point of this entry to the development.
- 4) Greater architectural detail needs to be shown to building entrances along perimeter streets (e.g., those at Building R6, along Blue Ridge Road); they should not appear to be "back doors".
- 5) Placing more parking under Building R5 is a welcome move; further reducing the amount of surface lot areas would be even better. At the least, soften deck facades through increased landscaping, and add more street trees and planter islands to remaining surface lots.

Overall, the Commission recognizes the site's physical limitations, while maintaining that further design development to achieve a high-quality, pedestrian-friendly focus seems to be within reach. We look forward to the design team's continued efforts, particularly additional attention to public areas, and with as much emphasis placed on maximizing useable open space, creating active urban spaces and pedestrian linkages, and continuing to find innovative ways to integrate parking into buildings and structures.

We thank you for the opportunity to review the proposal, and to provide these recommendations.

For the Raleigh Appearance Commission,

A handwritten signature in black ink, appearing to read "Ted Van Dyk". The signature is fluid and cursive, with a long horizontal stroke at the end.

Ted Van Dyk, Chair

A handwritten signature in black ink, appearing to read "Elizabeth Byrd". The signature is cursive and somewhat stylized, with a prominent loop at the end.

Elizabeth Byrd, Vice-Chair



City of Raleigh
North Carolina

May 8, 2012

MEMORANDUM

TO: Fleming El-Amin, AICP
Transportation Planner

FROM: Bowman Kelly, PE, PTOE *CBK*
Transportation Engineer

SUBJECT: Traffic Impact Analysis Review for rezoning case Z-19-2012

I have reviewed the Traffic Impact Analysis (TIA) report for rezoning case Z-19-2012 submitted by Stantec Inc. on April 24, 2012. The rezoning will allow for redevelopment of six parcels located on the west side of Blue Ridge Road approximately ¼ miles south of the intersection of Lead Mine Road, Blue Ridge Road and Glenwood Avenue. Access to and from the site will come from one full-movement driveway on Blue Ridge Road and three full-movement driveways on Homewood Banks Drive. The following intersections were studied as part of this traffic analysis:

- US 70 (Glenwood Avenue) at Lead Mine Road/Blue Ridge Road (*Signalized*)
- Blue Ridge Road at Crabtree Valley Mall (*Signalized*)
- Creedmoor Road at Crabtree Valley Mall (*Signalized*)
- Blue Ridge Road at Crabtree Valley Avenue (*Unsignalized*)
- Blue Ridge Road at Homewood Banks Drive (*Unsignalized*)
- Crabtree Valley Avenue at Homewood Banks Drive (*Unsignalized*)
- Crabtree Valley Avenue at Edwards Mill Road (*Unsignalized*)

The proposed development will consist of 525 dwelling units, 60,000 square feet of retail, and 250,000 square feet of office space. The project is scheduled for two phases. Phase One will consist of 315 apartment units and is anticipated to be complete by 2014. Phase Two will consist of the additional residential units, office space, and retail land uses and is anticipated to be completed by 2016. With the first phase, the proposed development will generate approximately 2,032 trips during the average weekday with 158 trips in the AM peak hour and 191 trips in the PM peak hour. When both phases are complete, the proposed development will generate approximately 9,374 trips during the average weekday with 766 trips in the AM peak hour and 855 trips during the PM peak hour.

Blue Ridge Road (SR 1670) is a two-lane minor thoroughfare located on the southeast side of the proposed development. In order to mitigate the additional traffic generated by the proposed development, the TIA recommends widening Blue Ridge Road at the proposed site driveway.

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POST OFFICE BOX 590 • RALEIGH, NORTH CAROLINA 27602 • (919) 516-2155

The TIA recommends a southbound taper to accommodate right turns and a northbound left turn lane. An exclusive right-turn lane coupled with an exclusive left-turn lane will mitigate traffic impacts generated by the development. Note that the recommendation for spot improvements along Blue Ridge Road should not be construed as an endorsement by City staff; the developer may be responsible for other improvement obligations along Blue Ridge Road associated with the Master Plan or subsequent site plans.

The TIA recommends widening Homewood Banks Drive to a 3-lane section with exclusive left-turn lanes at all site access points. These improvements will mitigate the additional traffic generated by the proposed development.

Traffic conditions along Crabtree Valley Avenue were also analyzed as part of this study. All intersections along Crabtree Valley Avenue between Creedmoor Road and Blue Ridge Road operate under two-way stop control. Delay, level-of-service and queuing are quantified only for those movements that yield right-of-way: major street left turn, minor street thru and minor street left turns. Major Street left turns will operate at LOS-E or better under all analysis scenarios. The minor street thru movement and minor street left turns will operate at LOS-F. Although queuing along Crabtree Valley Avenue will be an issue for motorists wishing to turn onto Creedmoor Road and/or Blue Ridge Road, queues will not block adjacent driveways or spill back into public street intersections. The TIA included analyses of Crabtree Valley Avenue with traffic signals installed at Creedmoor Road and Blue Ridge Road. The analyses showed that both intersections would operate at LOS-D upon completion of Phase Two. However, a signal warrant study was beyond the scope of this report. Typically, signals are not installed based solely on the peak hour signal warrant (MUTCD Warrant 3). It is doubtful that signals would be installed at these intersections by the completion of Phase Two.

The signalized intersection of Glenwood Avenue and Lead Mine Road/Blue Ridge Road is congested during the AM and PM peak periods. Regardless of whether rezoning case Z-19-2012 is approved or not, motorists traversing this intersection should expect delays (on average) in excess of 180 seconds per vehicle during the AM and PM peak periods. Under the proposed zoning, AM & PM peak period delay will increase by approximately 1% in Phase One. Overall intersection delay will increase by 14% in Phase Two, from 187 to 213 sec/veh during the AM peak and from 172 to 190 sec/veh in the PM peak. Intersection utilization will be above capacity. Intersection delay at Glenwood Avenue and Blue Ridge road are shown graphically in Figure 1.

It is not practical to mitigate the delay or improve level-of-service at Glenwood Avenue and Blue Ridge Road for several reasons. Traffic signals along both Glenwood Avenue and Blue Ridge Road are coordinated; any attempt to retime the signal at Blue Ridge Road would require adjusting other signals such as Creedmoor Road, Crabtree Valley Mall, etc. Constructing additional lanes on Blue Ridge Road to reduce queuing is not possible; there is insufficient right-of-way to add more lanes.

Analysis of pedestrian, bike and transit level-of-service was required for this study. Planned improvements with the proposed development consist of constructing sidewalk on the remaining portion on the east side of Blue Ridge Road and constructing sidewalk along the entire frontage on the east side of Homewood Banks Drive. With these improvements in place, the pedestrian LOS will be improved to a C on Blue Ridge Road and LOS-B on Homewood Banks

Road. Bike level-of-service will remain at LOS-C or better for all analysis scenarios. Transit level-of-service is determined by the location and schedules of bus routes and is beyond the control of private developers. However, development of MP-1-2012 will not have any adverse impacts on transit level-of-service.

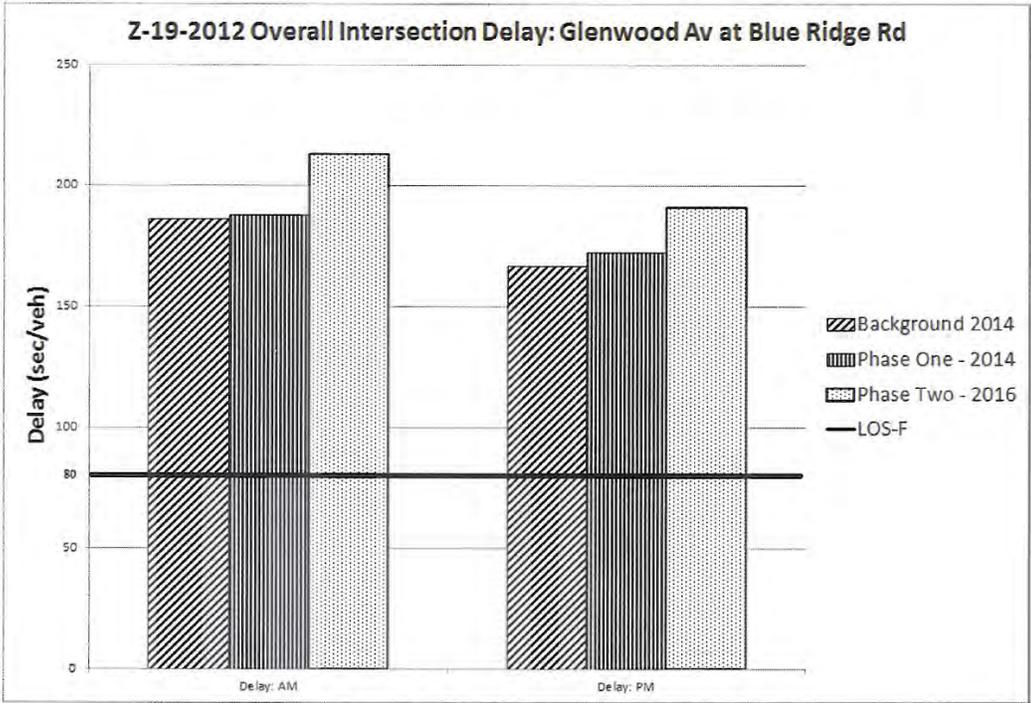


Figure 1: Intersection Delay at Glenwood Avenue and Blue Ridge Road



RALEIGH APPEARANCE COMMISSION

Planning Department • PO Box 590 • Raleigh, North Carolina 27602

MEMORANDUM

TO: City Council
FROM: Raleigh Appearance Commission
RE: **Rezoning case Z-19-12**
DATE: May 16, 2012
CC: Russell Allen, Mitchell Silver

As per the provisions of North Carolina General Statutes §160A-452 and City of Raleigh Code of Ordinances §10-1021, on April 12, 2012, and May 10, 2012, the Raleigh Appearance Commission reviewed rezoning proposal Z-19-12.

During the course of discussion on May 10, the commission noted its appreciation for modifications made to the initially-presented plan based on commission's initial comments, and expressed the hope that the developer will make further improvements to the overall form, connectivity, and engagement of the project to its surroundings.

To that end, the commission offered the following observations and recommendations to the consideration of the applicants toward refining the Master Plan proposal:

- 1) The commission recommends that, at minimum, the buildings' required masonry surfaces be increased to a minimum of 50%, and that language be included in the Master Plan reflecting that percentage and binding other aspects of building design to the conceptual renderings shown to the commission at the May 10 meeting.
- 2) The commission appreciates the location of buildings closer to the intersection of Homewood Banks Drive and Blue Ridge Road, as shown on the Conceptual Plan shown at the May 10 meeting.
- 3) The parking at the intersection of Homewood Banks Drive and Crabtree Valley Avenue remains an issue. The proposed corner "monument signage and terraces" are a good first step; however, it is recommended that parking be entirely eliminated on this corner, and that a pedestrian plaza be made the focal point of this entry to the development.
- 4) Greater architectural detail needs to be shown to building entrances along perimeter streets (e.g., those at Building R6, along Blue Ridge Road); they should not appear to be "back doors".
- 5) Placing more parking under Building R5 is a welcome move; further reducing the amount of surface lot areas would be even better. At the least, soften deck facades through increased landscaping, and add more street trees and planter islands to remaining surface lots.

Overall, the Commission recognizes the site's physical limitations, while maintaining that further design development to achieve a high-quality, pedestrian-friendly focus seems to be within reach. We look forward to the design team's continued efforts, particularly additional attention to public areas, and with as much emphasis placed on maximizing useable open space, creating active urban spaces and pedestrian linkages, and continuing to find innovative ways to integrate parking into buildings and structures.

We thank you for the opportunity to review the proposal, and to provide these recommendations.

For the Raleigh Appearance Commission,



Ted Van Dyk, Chair



Elizabeth Byrd, Vice-Chair

DRAFT



Petition to Amend the Official Zoning Map

Before the City Council of the City of Raleigh, North Carolina

The following items are required with the submittal of rezoning petition. For additional information on these submittal requirements, see the *Filing Instructions* addendum.

Rezoning Application Submittal Package Checklist

- Completed Rezoning Application which includes the following sections:**
 - Signatory Page**
 - Exhibit B**
 - Exhibit C (only for Conditional Use filing)**
 - Exhibit D**
 - Map showing adjacent property owner names with PIN's**

- Application Fee**
 - \$540 for General Use Cases**
 - \$1081 for Conditional Use Cases**
 - \$2702 for PDD Master Plans**

- Neighborhood Meeting Report (only for Conditional Use filing)**

- Receipt/ Verification for Meeting Notification Mail out**

- Traffic Impact Generation Report OR written waiver of trip generation from Raleigh Transportation Services Division**

- (General Use ONLY) if applicant is not the petitioner must provide proof of notification to the adjacent property owners per G.S. 160A-384**



Pd 2702.00 by cct#
64-73
531
2-19-12

Petition to Amend the Official Zoning Map

Before the City Council of the City of Raleigh, North Carolina

The petitioner seeks to show the following:

1. That, for the purposes of promoting health, morals, or the general welfare, the zoning classification of the property described herein must be changed.
2. That the following circumstance(s) exist(s):
 - City Council has erred in establishing the current zoning classification of the property by disregarding one or a combination of the fundamental principles of zoning as set forth in the enabling legislation, North Carolina General Statutes Section 160A-381 and 160A-383.
 - Circumstances have so changed since the property was last zoned that its current zoning classification could not properly be applied to it now were it being zoned for the first time.
 - The property has not heretofore been subject to the zoning regulations of the City of Raleigh.
3. That the requested zoning change is or will be consistent with the Raleigh Comprehensive Plan.
4. That the fundamental purposes of zoning as set forth in the N.C. enabling legislation would be best served by changing the zoning classification of the property. Among the fundamental purposes of zoning are:
 - a. to lessen congestion in the streets;
 - b. to provide adequate light and air;
 - c. to prevent the overcrowding of land;
 - d. to facilitate the adequate provision of transportation, water, sewerage, schools, parks, and other public requirements;
 - e. to regulate in accordance with a comprehensive plan;
 - f. to avoid spot zoning; and
 - g. to regulate with reasonable consideration to the character of the district, the suitability of the land for particular uses, the conservation of the value of buildings within the district and the encouragement of the most appropriate use of the land throughout the City.

THEREFORE, petitioner requests that the Official Zoning map be amended to change the zoning classification of the property as proposed in this submittal, and for such other action as may be deemed appropriate. All property owners must sign below for conditional use requests.

ALL CONDITIONAL PAGES MUST BE SIGNED BY ALL PROPERTY OWNERS

Signature(s)	Print Name	Date
<i>William Honaker</i>	William E. Honaker, Senior Vice President,	2-15-12
	REDUS Properties, Inc., Manager,	
	REDUS NC LAND LLC	February 15, 2012

Contact Information

Z-19-17

EXHIBIT B. Request for Zoning Change

Please use this form only – form may be photocopied. Please type or print. See instructions in *Filing Addendum*

	Name(s)	Address	Telephone/Email
Petitioner(s)	REDUS NC Land LLC	Mail Code Z3058-060 3563 Phillips Hwy. Ste 601E Jacksonville, FL 32207-5633	
(for conditional use requests, petitioners must own petitioned property)			
Property Owner(s)	REDUS NC Land LLC	Mail Code Z3058-060 3563 Phillips Hwy. Ste 601E Jacksonville, FL 32207-5633	
Contact Person(s)	Thomas C. Worth, Jr.	127 W. Hargett St. Suite 500 Raleigh, NC 27601	(919) 831-1125 curmudgtcw@earthlink.net

Property information

Property Description (Wake County PIN)	PIN 0795580999, PIN 0795594347, PIN 0795583726, PIN 0795488454, PIN 0795580406 and PIN 0795598141
Nearest Major Intersection	Glenwood Avenue and Blue Ridge Road
Area of Subject Property (in acres)	23.75 Acres
Current Zoning Districts (include all overlay districts)	SC and O&I-2 with PDOD overlay
Requested Zoning Districts (include all overlay districts)	SC and O&I-2 with PDOD Overlay (with Revised Master Plan)

2-19-12

Mrs. Dorothy Kerr
PIN 0795 48 4971
5510 Homewood Banks Drive
Raleigh, NC 27612-8073

Kevin D. Schautteet
PIN 0795 48 6280
3916 Blue Ridge Road
Raleigh, NC 27612-4630

Edwin G. Brandle
PIN 0795 48 8212
6000 Castlebrook Dr.
Raleigh, NC 27604-5928

Winston Raleigh HS SPE LLC
PIN 0795 49 6409
Property Tax Dept.
P. O. Box 9271
Hinsdale, IL 60522-9271

ZH 75
PIN 0795 49 9713
621 Capitol Mall Ste 1900
Sacramento, CA 95814-4746

CVM Associates
PIN 0795 49 7805
P. O. Box 31147
Raleigh, NC 27622-1147

GFM II LLC
Englert LLC
PIN 0795 47 9879
4700 Homewood Ct Ste 220
Raleigh, NC 27609-5732

City of Raleigh
PIN 0795 58 7534
City Attorneys Office
1 Exchange Plaza Ste 1020
Raleigh, NC 27601-1867

City of Raleigh
PIN 0795 58 4136
P. O. Box 590
Raleigh, NC 27602-0590

City of Raleigh
PIN 0795 58 4691
P. O. Box ;590
Raleigh, NC 27602-0590

Paul E. Castelloe
PIN 0795 58 1396
3950 Blue Ridge Road
Raleigh, NC 27612-4630

Rickey G. Edwards
Martha M. Smith
PIN 0795 58 8896
1137 Kildaire Farm Road
Cary, NC 27511-4522

Crabtree R I LLC
PIN 0795 68 1956
P. O. Box 31747
Raleigh, NC 27622-1747

BRE LQ Properties LLC
PIN 0795 68 0447
Attn: Property Tax Dept.
909 Hidden Rdg Ste 600
Irving, TX 75038-3822

Samuel M. Longiotti
PIN 0795 69 1533
P. O. Box 31147
Raleigh, NC 27622-1147

McDonalds Corporation (32-521) ,
PIN 0795 69 0454
Daniel Martin
P. O. Box 99035
Raleigh, NC 27624

Garry Steven Edwards
Jeanne G. Edwards
PIN 0795 69 2274
1137 Kildaire Farm Rd.
Cary, NC 27511-4522

J. Michael Edwards
Rickey G. Edwards
PIN 0795 69 5100
Edwards & Edwards
2401 Weston Pkwy Ste 101
Cary, NC 27513-5599

NC Dept. of Transportation
PIN 0796 40 8142
P. O. Box 15580
Durham, NC 27704-0580

CVM Holdings LLC
PIN 0796 50 2569
P. O. Box 31147
Raleigh, NC 27622-1147

Wachovia Bank & Trust Co NA
PIN 0796 50 2569
Thomson Reuters
P. O. Box 2609
Carlsbad, CA 92018-2609

CVM Associates
PIN 0796 50 2569
P. O. Box 31147
Raleigh, NC 27622-1147

First Union National Bank
PIN 0796 50 2569
Thomson Reuters
P. O. Box 2609
Carlsbad, CA 92018-2609

REDUS NC Land LLC
PIN 0795 58 0999
Mail Code Z3058-060
3563 Phillips Hwy Ste 601E
Jacksonville, FL 32207-5633

REDUS NC Land LLC
PIN 0795 58 3726
Mail Code Z3058-060
3563 Phillips Hwy Ste 601E
Jacksonville, FL 32207-5633

REDUS NC Land LLC
PIN 0795 48 8454
Mail Code Z3058-060
3563 Phillips Hwy Ste 601E
Jacksonville, FL 32207-5633

REDUS NC Land LLC
PIN 0795 59 4347
Mail Code Z3058-060
3563 Phillips Hwy Ste 601E
Jacksonville, FL 32207-5633

REDUS NC Land LLC
PIN 0795 59 8141
Mail Code Z3058-060
3563 Phillips Hwy Ste 601E
Jacksonville, FL 32207-5633

REDUS NC Land LLC
PIN 0795 58 0406
Mail Code Z3058-060
3563 Phillips Hwy Ste 601E
Jacksonville, FL 32207-5633

Paul E. Castelloe
PIN 0795 58 3471
3950 Blue Ridge Road
Raleigh, NC 27612-4630

2-19-12

EXHIBIT C. Request for Zoning Change

Please use this form only – form may be photocopied. Please type or print. See instructions in *Filing Addendum*

Conditional Use District requested: _____

Narrative of conditions being requested:

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

I acknowledge that these restrictions and conditions are offered voluntarily and with knowledge of the guidelines stated in the *Filing Addendum*. If additional space is needed, this form may be copied. Each page must be signed by all property owners.

ALL CONDITIONAL PAGES MUST BE SIGNED BY ALL PROPERTY OWNERS

Signature(s)	Print Name	Date
	William E. Honaker, Senior Vice President, REDUS Properties, Inc., Manager,	2-15-12
	REDUS NC LAND LLC	February 15, 2012

EXHIBIT D. Request for Zoning Change

Please use this form only – form may be photocopied. Please type or print. See instructions in *Filing Addendum*

This section is reserved for the applicant to state factual information in support of the rezoning request.

Required items of discussion:

The Planning Department is instructed not to accept any application for amending the official zoning map without a statement prepared by the applicant analyzing the reasonableness of the rezoning request. This statement *shall* address the consistency of the proposed rezoning with the Comprehensive Plan and any other applicable City-adopted plan(s), the compatibility of the proposed rezoning with the *property* and surrounding area, and the benefits and detriments of the proposed rezoning for the landowner, the immediate neighbors and the surrounding community.

Recommended items of discussion (where applicable):

1. An error by the City Council in establishing the current zoning classification of the property.
2. How circumstances (land use and future development plans) have so changed since the property was last zoned that its current zoning classification could not properly be applied to it now were it being zoned for the first time.
3. The public need for additional land to be zoned to the classification requested.
4. The impact on public services, facilities, infrastructure, fire and safety, parks and recreation, topography, access to light and air, etc.

PETITIONER’S STATEMENT:

I. Consistency of the proposed map amendment with the Comprehensive Plan (www.raleighnc.gov).

- A. Please state the recommended land use(s) for this property as shown on the Future Land Use Map and discuss the consistency of the proposed land uses:

The subject property is designated for Regional Mixed Use on the Future Land Use Map. The designation contemplates a mix of uses, including retail, office, hotel and high density residential uses.

- B. Please state whether the subject property is located within any Area Plan or other City Council-adopted plans and policies and discuss the policies applicable to future development within the plan(s) area.

The subject property is within the Crabtree Valley Area Plan and the Crabtree Valley Transportation Study. Policies in the Crabtree Valley Area Plan include AP-C-2 which promotes the minimization of grading or steep hillsides and AP-C-4 which encourages a pedestrian connector between the subject property and Crabtree Valley Mall.

- C. Is the proposed map amendment consistent or inconsistent with the Comprehensive Plan and other City Council-adopted plans and policies? All references to Comprehensive Plan policies should include both the policy number (e.g. LU 4.5) and short title (e.g. “Connectivity”).

EXHIBIT D. Request for Zoning Change

Please use this form only – form may be photocopied. Please type or print. See instructions in *Filing Addendum*

The proposed map amendment is consistent with the Comprehensive Plan. The FLUM designates the subject property, which is identified as “Kidd’s Hill,” for Regional Mixed Use, recommending high density housing, retail, office and hotels in mixed use development. The stated goal of the Crabtree Area Plan is for the area to develop as a “mixed use environment with people living, working, and shopping within a walkable urban community.” The Crabtree Area Plan seeks to limit new retail to Kidd’s Hill, Kidd’s Hill Plaza and Crabtree Valley Mall. This rezoning request is also specifically consistent with the following Comprehensive Plan Policies:

- LU 2.1 Placemaking.** *The Crabtree Village Master Plan will create a place that meets the needs of people at different stages of their lives, are visually and fundamentally integrated and which maintains a distinctive identity.*
- LU 2.2 Compact Development.** *Prospective redevelopment will promote compact land use which will support efficient use of transportation and public services.*
- LU 3.2 Location of Growth.** *Development as proposed for Crabtree Village develops an infill site which will promote compact and orderly growth.*
- LU 4.4 Reducing VMT Through Mixed Use.** *The proposed zoning will support a range of services within short distances of residences.*
- LU 4.6 Transit Oriented Development.** *The rezoning will promote transit oriented development.*
- LU 4.7 Capitalizing on Transit Access.** *Development will be within a half-mile of a bus transit stop.*
- LU 4.9 Corridor Development.** *The prospective redevelopment will promote pedestrian-friendly development and transit supportive development along the Glenwood Avenue corridor.*
- LU 6.2 Complementary Uses and Urban Vitality.** *It is contemplated that the development of this property will locate high density residential in closer proximity to retail goods and services and employment opportunities.*
- LU 7.4 Scale and Design of New Commercial Uses.** *Commercial uses located on this site will be an appropriate mass and scale for surrounding areas.*
- LU 7.6 Pedestrian Friendly Development.** *The proposed development which locates housing and retail opportunities in walking proximity shall be a pedestrian friendly development.*
- LU 8.1 Housing Variety.** *New development will add to the housing variety in the area.*
- LU 8.9 Open Space in New Development.** *Crabtree Village will include open space that preserves and enhances the natural landscape.*
- LU 10.1 Mixed Use Retail.** *The prospective mixed use redevelopment will encourage new retail development.*
- LU 10.6 Retail Nodes.** *Retail uses will be located in the mixed use Crabtree Village.*
- T.2.9 Curb Cuts.** *New development will limit the number of curb cuts on Blue Ridge Road (1) and Crabtree Valley Avenue (0) which will improve pedestrian and vehicular safety.*
- T.4.1, T.4.2, T.4.4, T.4.8 and 5.13 Bus Transit:** *These policies are supported by the offering of three (3) transit easements and bus shelter on the property.*
- T 5.1 Enhancing Bike/Pedestrian Circulation.** *The proposed development will enhance pedestrian/bicycle circulation by providing new connections between densely developed areas.*
- T.5.2 and T.5.3 Bicycle and Pedestrian Transportation.** *The proposed development will feature wide sidewalks and accessible bicycle racks.*

EXHIBIT D. Request for Zoning Change

Please use this form only – form may be photocopied. Please type or print. See instructions in *Filing Addendum*

- T 5.9 and T 5.13 Pedestrian Networks/Infrastructure.** *The proposed redevelopment will facilitate safe pedestrian connections between Crabtree Village and Crabtree Valley Mall.*
- T 6.1 Surface Parking Alternatives.** *Alternatives to surface parking will be offered by the provision of multiple parking decks..*
- ED 1.2 Mixed Use Redevelopment.** *The development of a mixed use project will support this policy designed to enhance economic development.*
- H.1.8 Zoning for Housing.** *The requested rezoning provides the zoning for high density housing.*
- PU 1.1 Linking Growth and Infrastructure.** *The proposed redevelopment will focus growth in an area with existing adequate infrastructure.*
- PU 5.4 Discharge Control Methods.** *New development will apply stormwater control methods which regulate discharge and are environmentally and aesthetically acceptable.*
- UD 1.7 Scenic Corridors.** *New development will promote landscaping and tree conservation along a major gateway transportation corridor.*
- UD 3.4 Enhanced Sidewalks.** *The Master Plan will promote wider sidewalks in the mixed use area.*
- UD 3.5 Visually Cohesive Streetscapes.** *The Master Plan promotes cohesive streetscapes with consistent landscaping, street furniture and other streetscape improvements.*
- UD 3.7 Parking Lot Placement.** *New parking lots will be located primarily to the sides or rears of buildings.*
- UD 6.1 Encouraging Pedestrian Oriented Uses.** *Rezoning will promote pedestrian friendly redevelopment.*
- UD 7.3 Urban Design Guidelines.** *See Exhibit D-1 for a discussion of the Urban Design Guidelines.*
- AP-C1 Crabtree Parking, Structures.** *New parking structures will be designated with careful attention to street face, taking advantage of grades in property and providing attractive landscape buffers.*
- AP-C2 Crabtree Area Hillside.** *Diligent efforts will be made to minimize grading on Kidd's Hill.*
- AP-C3 Crabtree Creek.** *A tributary of Crabtree Creek on site shall be left in its natural state, with protective trees and slopes in close proximity.*
- AP-C4 Crabtree Mall Connections.** *The Master Plan contemplates a pedestrian connector to Crabtree Valley Mall.*
- AP-C5 Design Unity in the Crabtree Area.** *The proposed Master Plan unites six separate tax parcels within Kidd's Hill which will be designed in a unified manner.*
- AP-C6 Crabtree Area Pedestrian Circulation.** *A contemplated pedestrian connection between Crabtree Village and the Crabtree Valley Mall will be in keeping with the pedestrian circulation plan.*

II. Compatibility of the proposed map amendment with the property and the surrounding area.

- A. Description of land uses within the surrounding area (residential housing types, parks, institutional uses, commercial uses, large parking lots, thoroughfares and collector streets, transit facilities):**

Land Uses within the surrounding area are as follows:

North: Crabtree Valley Mall

East: Office buildings and hotels

South: Single family residential, offices, nursing home, vacant

West: Single Family, motels, restaurant, prospective mixed use development

EXHIBIT D. Request for Zoning Change

Please use this form only – form may be photocopied. Please type or print. See instructions in *Filing Addendum*

B. Description of existing Zoning patterns (zoning districts including overlay districts) and existing built environment (densities, building heights, setbacks, tree cover, buffer yards):

North: SC; Crabtree Valley Mall

East: Mix of O&I CUD and O&I-2 CUD; office and hotels

South: Mix of O&I-2 CUD, R-6; office, nursing home, single family

West: Mix of R-4, O&I, O&I-2 CUD, SC-CUD; motels, single family, restaurant

C. Explanation of how the proposed zoning map amendment is compatible with the suitability of the property for particular uses and the character of the surrounding area:

The purposed map amendment is compatible with the surrounding property in that it proposes a mix of uses and a pedestrian oriented development which will complement the surrounding mix of uses.

III. Benefits and detriments of the proposed map amendment.

A. For the landowner(s):

The proposed map amendment will allow the landowner to develop high density housing as dictated by the market, while still permitting the future development of a hotel and complementary office and retail uses.

B. For the immediate neighbors:

The proposed map amendment will benefit the immediate neighbors by allowing the development of convenience retail uses in close proximity which can be accessed without going to the adjoining shopping center.

C. For the surrounding community:

The proposed map amendment will allow more housing for a growing population to be developed in the near term. The housing will be located in a pedestrian oriented mixed use development in close proximity to convenience retail, larger retail and mass transit.

EXHIBIT D. Request for Zoning Change

Please use this form only – form may be photocopied. Please type or print. See instructions in *Filing Addendum*

IV. Does the rezoning of this property provide a significant benefit which is not available to the surrounding properties? Explain:

The subject property already has entitlement for high density residential, hotel, office and retail uses. Most of these uses are permitted on one or more of the surrounding properties.

Explain why the characteristics of the subject property support the proposed map amendment as reasonable and in the public interest.

The subject property is adjacent to very intense development in the Crabtree Valley area. The current presence of high intensity retail, significant office development and mass transit provide an excellent platform for high density residential, hotel and service retail as permitted under the proposed rezoning.

V. Recommended items of discussion (where applicable).

- a. An error by the City Council in establishing the current zoning classification of the property.

N/A.

- b. How circumstances (land use and future development plans) have so changed since the property was last zoned that its current zoning classification could not properly be applied to it now were it being zoned for the first time.

Since the current Master Plan was adopted in 2006, a number of material changes have occurred. The local and national economies have suffered tremendous declines, requiring developments to be much more conservative in order to obtain financing and achieve financial success. As a result, development contemplated under the Master Plan approved in 2006 is not feasible in today's market. In addition, since the last rezoning, the City adopted a new Comprehensive Plan in late 2009 and although the Comprehensive Plan encourages a mixed use development in this area, it strongly discourages significant grading of hilltop areas such as the subject property. The redevelopment which will be facilitated by the rezoning will require significantly less grading than what would be required and is currently permitted under existing zoning.

- c. The public need for additional land to be zoned to the classification requested.

The public needs the additional land to be zoned to permit the development of multifamily projects on infill sites which can be more pedestrian oriented, transit friendly and reduce the dependence on automobiles.

- d. The impact on public services, facilities, infrastructure, fire and safety, parks and recreation, topography, access to light and air, etc.

There are adequate existing public services and facilities to support the uses contemplated by the proposed zoning. The properties front on Crabtree Valley Avenue, a major thoroughfare, Blue Ridge Road, a minor thoroughfare, and ; Homewood Banks Drive, a commercial street. They are served by City of Raleigh

FILING ADDENDUM: Instructions for filing a petition to amend the official Zoning Map of the City of Raleigh, North Carolina

bus lines; there are adequate existing water, sanitary sewer and storm drainage systems in place to serve the property. Fire Access to the property from RFD Station 16 on Lead Mine Road and Yorkgate Drive is excellent. Construction within the parameters allowed under the proposed zoning will not unnecessarily block adjacent properties' access to light and air as all neighboring properties are separated from the subject property by significant rights-of-way. The existing topography is amenable to developing these properties for uses contemplated by the proposed zoning and the proposed redevelopment will require far less grading than the Master Plan currently in place. The site is within easy walking or biking distance of the City Greenway and existing recreational facilities at Laurel Hills Park and Community Center, Varnell Park, Sertoma Arts Center and Shelley Lake-Sertoma Park.

e. How the rezoning advances the fundamental purposes of zoning as set forth in the N.C. enabling legislation.

The proposed rezoning advances the fundamental purposes in the NC enabling legislation by permitting a pedestrian oriented mixed use development, including additional housing for a growing population. The prospective mixed use development will allow development to address today's market concerns. encourage the use of mass transit and facilitate the efficient use of infrastructure. The proposed rezoning is in accordance with the Comprehensive Plan.

VI. Other arguments on behalf of the map amendment requested.

The Crabtree Area Plan states that goals for a major tenet of the plan would be for this part of Raleigh "to develop more as a mixed-use environment, with people living, working and shopping within a walkable urban community that serves as the core of this major regional mixed-use area. The area will see an increase in development intensity."

The Petitioner believes the above described Plan objectives are best served by a mixed use redevelopment offering both housing and commercial opportunities. The proposed rezoning will facilitate such a pedestrian oriented mixed use redevelopment.

City of Raleigh, NC
Development Plans Review Center

P. O. Box 590, Raleigh, N. C. 27602
One Exchange Plaza 3rd Floor
Telephone: (919) 516-2826 FAX: (919) 516-2884
<http://www.raleighnc.gov>

MASTER PLAN APPLICATION
PLANNED DEVELOPMENT OVERLAY DISTRICT

Section A.
SUBMITTAL CHECKLIST

AT THE TIME YOU SUBMIT, A PLANNING DEPARTMENT STAFF MEMBER WILL CHECK YOUR APPLICATION MATERIALS FOR COMPLETION. IF ANY OF THE FOLLOWING SUBMITTAL MATERIALS ARE MISSING OR INCOMPLETE, WE WILL ASK YOU TO COMPLETE THE PACKAGE AND RE-SUBMIT for the appropriate deadline date. This is an important step to ensure that your plan can be reviewed in a timely manner, so please plan on spending a few minutes with us when you submit. Please DO NOT simply leave your application materials with the receptionist.

PLANS SHALL BE SUBMITTED TO THE DEVELOPMENT PLANS REVIEW CENTER, ONE EXCHANGE PLAZA 3RD FLOOR WITH OTHER REQUIRED DOCUMENTATION FOR ZONING CASES BY THE DEADLINE DATE.

PLEASE INCLUDE ALL OF THE FOLLOWING (CHECK OFF). If any information is missing from the application package, you will be asked to complete the application and re-submit the petition, so please check the list below carefully before you submit. Insufficient information may result in a change in your schedule of review.

- FILING FEE.** This represents approval filing fee and re-zoning fee. Checks may be made out to the City of Raleigh. Payments may be made by cash, check, Visa or Master Card.

Refer to our [Development Fee Schedule](#) for current fees.

Master Plans associated with a Planned Development District

Revisions to approved master plans

- COMPLETED RE-ZONING APPLICATION.** Available for [download](#) or pick up from 3rd floor, One Exchange Plaza.
- THIS APPLICATION FORM** completed and signed by the property owner (agent cannot sign for owner).
- USING "IMAPS", PLEASE SUBMIT A HIGHLIGHTED COPY OF YOUR PARCEL WITH YOUR PIN # AND A MOST RECENT AERIAL PHOTO OF THE PARCEL.**
- TWELVE (12) COPIES OF THE MASTER PLAN DOCUMENTS.** You may chose to include illustrative site plans, text, drawings, charts or illustrations necessary to explain the concepts and details of the master plan. See Section C of this application for necessary information to be included in a master plan submittal. See accompanying template provided.
- THREE (3) COPIES OF THE TRAFFIC IMPACT ANALYSIS** including the volumes generated by each use.
- A DIGITAL COPY OF ONLY THE SITE PLAN AND ELEVATIONS.**
The purpose of this image is to illustrate the basic character of the preliminary plan. It should contain only such basic information as: building outline, landscaping, parking and drives, stormwater facilities, lot boundary. The

digital image should be provided in the form of pdf on a CD. If the plan was not digitally created, provide an 8 1/2" x 11" reduction of the plan.

Label the CD with the plan name, case file number, and indicate how many times the plan has been resubmitted for review.

NOTE!!! A FINAL DIGITAL OR REDUCED COPY OF THE PLAN IS TO BE SUBMITTED TO THE COORDINATING PLANNER ONCE ALL STAFF REVIEW COMMENTS HAVE BEEN APPROVED. It should contain only such basic information as: building outline, landscaping, parking and drives, stormwater facilities, lot boundary. The digital image should be saved in any of the following formats, listed in order of preference: .jpg, .gif, .pdf, on a CD. If the plan was not digitally created, provide an 8 1/2" x 11" reduction of the plan.

PLANNED DEVELOPMENT APPROVAL PROCESS:

The master plan will be reviewed by administrative staff, and comments will be sent to the applicant. At the point at which the Planning Director determines that the master plan submittal requirements are complete and adequate to properly review the proposal, a public hearing will be authorized on the request for re-zoning to Planned Development Overlay District. After the public hearing, the Master Plan and re-zoning request are referred to Planning Commission for a recommendation, and on to City Council for final consideration.

Section B.

SUMMARY INFORMATION - (SHOW ON MASTER PLAN)

ALL PLANS REQUIRE THE FOLLOWING INFORMATION ON THE FRONT COVER OF THE DRAWING SETS:

DEVELOPMENT NAME: Crabtree Village _____
LOCATION: Homewood Banks Drive, Crabtree Valley Avenue and Blue Ridge Road _____

WAKE COUNTY PROPERTY IDENTIFICATION # (PIN) with property map _____
PIN 0795580999, PIN 0795594347, PIN 0795583726,
PIN 0795488454, PIN 0795580406 and PIN 0795598141 _____

EXISTING ZONING DISTRICT(s): O&I-2 and SC with Planned Development District Overlay

PROPOSED ZONING DISTRICT(s): O&I-2 and SC with Planned Development District Overlay (with revised Master Plan) _____

INSIDE CITY LIMITS? Yes _____

CLIENT (Owner or Developer):

Name(s) REDUS NC Land LLC _____

Address: Mail Code 23058-060, 3563 Phillips Hwy, Suite 601E, Jacksonville, FL _____

Telephone: _____ FAX: _____

E-Mail Address: _____

CONSULTANT (Person to contact regarding questions or revisions to the plan):

Name(s) Thomas C. Worth, Jr. _____

Address: PO Box 1799, Raleigh, NC 27602 _____

Telephone: 919.831-1125 _____ FAX: 919.831.1205 _____

E-Mail Address: cumudgtcw@earthlink.net _____

TOTAL SITE ACRES: 23.75 acres _____

RESIDENTIAL ACRES: _____

Total residential units _____

Single-family lots _____

Multi-family units _____

Group housing units _____

Condominium units _____
 Congregate Care equivalent dwelling units _____
 Average residential density _____
 Maximum residential density _____
 Proposed minimum lot size for detached single family residential if requesting lots less than 5000 sq. ft. _____
 provide findings in accordance with 10-2057

INSTITUTIONAL ACRES: _____	Building Sq. Ft. _____
OFFICE ACRES: _____	Building Sq. Ft. _____
INDUSTRIAL ACRES: _____	Building Sq. Ft. _____
RETAIL ACRES: _____	Building Sq. Ft. _____
% OF SITE THIS CONSTITUTES RECREATION ACRES: _____ Building Sq. ft. _____	
OPEN SPACE ACRES: _____ Not-for-profit common area: _____	
% OF SITE IT CONSTITUTES Greenway (dedicated sq. ft.) _____	
TREE CONSERVATION ACRES: _____ acreage _____	
% OF SITE IT CONSTITUTES Other public open space _____	

OWNER'S SIGNATURE:

In filing this plan as the property owner(s), I/we do hereby agree and firmly bind ourselves, my/our heirs, executors, administrators, successors and assigns jointly and severally to construct all improvements and make all dedications as shown on this proposed master plan as approved by the City.

I hereby designate Thomas C. Worth, Jr.
 to serve as my agent regarding this application, to receive and respond to administrative comments, to resubmit plans on my behalf and to represent me in any public meeting regarding this application.

Date: 2-17-12

Signed: [Signature]

Printed Owner's name: REDUS NC Land, LLC By REDUS Properties, Inc. - Member IMAR By: [Signature]

Section C.

DATA FOR MASTER PLAN DOCUMENTS

PLEASE INCLUDE ALL OF THE FOLLOWING (CHECK OFF)

(a) Sheet size.

- (1) Plan-view drawings for the master plan shall be drawn on one of three (3) standard sheet sizes. These are:
 - eighteen (18) by twenty-four (24) inches;
 - twenty-four (24) by thirty-six (36) inches;
 - thirty (30) by forty-two (42) inches;
- (2) Other supporting documentation may be submitted on 8 1/2" x 11" sheets, 11" x 17" sheets or 8 1/2" x 14" sheets.

(b) Key Information.

- (1) A vicinity sketch or key map at a scale of not more than one thousand (1000) feet to the inch, showing the position of the subdivision with its relation to surrounding streets and properties, and oriented in the same direction as the remainder of the preliminary subdivision plan;
- (2) True north arrow, with north being at the top of the map;

(3) Scale of the map using engineer's scale (1"=10', 1"=50', etc.) and date of preparation, including all revision dates. See C-1.

(c) **Summary Information.**

- (1) The name of the development, name of the owner and agent, name, address and telephone number and fax number of the designer who prepared the plan. See Revised Master Plan.
- (2) All information included in Section B. of this application;
- (3) For properties in a conditional use zoning district, list of zoning conditions should appear on the plan. N/A – is PDD;
- (4) Proposed heights and setbacks. See Sheet C1.

(d) **Property Information.** See Revised Master Plan.

- (1) Boundary lines of the proposed development;
- (2) Existing easements including width dimensions and book and page references;
- (3) Property to be dedicated for public use, such as proposed easements, rights-of-way, or greenway, including acres, square feet and dimensions;
- (4) Street right-of-way lines and other property lines, drawn to scale;
- (5) Zoning district boundary lines;
- (6) Adjoining properties, land uses and owners names;
- (7) Existing wooded areas, streams and lakes;

(e) **Transportation Information.** See Revised Master Plan and Sheet C8.

- (1) Preliminary circulation plan showing existing and proposed driveway and access point limitations, existing and proposed major streets, new and widened rights-of-way within and adjacent to the site;
- (2) Traffic Impact Analysis including volumes generated and impact on surrounding intersections;
- (3) Information on how the layout of land uses and facilities encourages transit and pedestrian access;
- (4) Cross-sections of proposed streets to serve the property covered by the Master Plan, including specifications for all cross-sections that involve alternative designs not included in the City's current development regulations;

(f) **Land Use / Phasing / Open Space Information.** See attached Revised Master Plan and Sheet C9.

- (1) Proposed uses including locations and amounts, and a detailed list of uses allowed within each land use category specified. This plan should show a mixture of uses to provide convenient arrangements of complementary land uses, such as office, day care and residential;
- (2) Existing and proposed greenways, parks and open space, including designs for screening and buffering of conflicting land uses;
- (3) Maximum scale, floor area ratio, building lot coverage, impervious surface limitations or other proposed limitations on area and bulk;
- (4) Phasing of development, including covenants, assessments and other applicable restrictions, showing a generalized subdivision scheme;
- (5) Mechanisms for monitoring the construction of the land uses shown on the master plan, in order to assure that community facilities are completed and land use requirements are met;
- (6) Mechanisms for providing a unified approach to landscaping parking, driveways, drainage, sedimentation control and pedestrian circulation;
- (7) Maximum heights of buildings by land use category and a schedule of minimum yard setbacks by land use area in the Master Plan;
- (8) Location of outdoor uses such as display areas, landfills, cemeteries, quarries, mines, outdoor storage yards, chemical or petroleum refineries, "ready-mixed" concrete production, asphalt plants, community water and wastewater treatments tanks and facilities;

(g) **Alternative Designs and Revisions.** See attached Revised Master Plan.

- (1) Information to support any requested alternative design
 - o parking reductions
 - o street cross sections
 - o SIGNAGE
 - o LANDSCAPING – See Sheet C6.
 - o LOT SIZES 10-2057.
- (2) The proposed type, nature and extent of revisions that will be approved by the City staff subsequent to the approval of the Master Plan;

(h) **Utility / Stormwater Information.** See attached Stormwater Calculations Sheet C5 and Revised Master Plan, Section 5.

- (1) Water and sewer plan for all uses proposed in the Master Plan, including location of existing and proposed sewer and water mains. Include estimate of average daily sewage flow demand for each phase;
- (2) Proposed stormwater management scheme, showing general methods of retaining or conveying stormwater throughout the site, and any adjoining off-site facilities, as well as proposed drainage easements in their general location;
- (3) Regulatory floodprone area elevations;

(i) **Special Information.**

- (1) In all Special Highway Overlay Districts, protective yard areas along major access corridors and principal arterials, and distance from interchange if along a side street; **N/A.**
- (2) In Reservoir Watershed Protection Areas, watercourse buffer areas as required in §10-3052(b), square foot amount of existing and proposed impervious surface area per lot, estimated amount of impervious surface area of proposed public and private streets and public improvements, the location of and areas served by facilities used to retain the first one-half (1/2) inch of storm water as required in §10-3052(a), the allocation of impervious surface limitations to lots;
- (3) In cluster unit developments, calculations for density transfers among different phases and from rights-of-way, building envelopes and maintenance easements when the development is to be approved with minimum setback less than five (5) feet; **N/A.**
- (5) In Metro Park Protection Overlay Districts, watercourse buffer areas, impervious surface calculations, tree inventory if impervious surface area exceeds 30%, park buffer yards; **N/A.**
- (6) Phasing plan, if the construction of public improvements and/or the recording of lots is to be phased. See attached Revised Master Plan, Section 9.
- (7) In Mobile Home zoning districts, an evacuation plan is to be filed with the Wake County Office of Emergency Preparedness for all mobile home parks located within floodprone areas;
- (8) Any other information that may be requested by the reviewing authority.

(j) **Tree Conservation Plan, if applicable, (Refer to TC-07-04 Tree Conservation Ordinance)** See attached Revised Master Plan, Section 6 and Sheet C7.

- (1) (Sheet 1) Requires a separate Tree Conservation Map with all proposed tree conservation areas (TCA's), see Section 10-2082.14);
- (2) Label Primary and Secondary Tree Conservation Areas utilizing the "Standardized Designation For Tree Conservation Areas" list.
- (3) (Sheet 2) Show existing and proposed grades, combining an accurate location of tree protection fence, also show acreage calculations of tree conservation areas as listed in Tree Conservation Data Sheet.
- (4) Completed Tree Conservation Data Sheet;
- (5) (Sheet(s) 3+) For the Secondary Tree Conservation Areas include the following;
 - a. Photo panoramic panel of proposed secondary TCA's. Each photo to represent 50 linear feet of tree conservation area. Include **(2 copies)**.
 - b. Certified tree cover report with description of each 50' of TCA. **(2 copies)**.
 - c. Most recent aerial photo.

(k) **Urban Design Guidelines for Mixed-Use Neighborhood and Village Centers checklist (NEW)**

Indicates the guidelines and principles that will be adhered to and the extent to which specified apply to the "key elements" described in the Urban Design Guidelines for Mixed-Use Neighborhood and Village Centers. Use accompanying checklist provided. See Page 12.

(l) Below, provide a description of how your plan conforms to the guidelines of the Comprehensive Plan, including information such as Planning District, Small Area Plan, Corridor Plan, oversized focus area, PBOD, focus area and recommended use(s) for the property.

The proposed map amendment is consistent with the Comprehensive Plan. The FLUM designates the subject property, which is identified as "Kidd's Hill," for Regional Mixed Use, recommending high density housing, retail, office and hotels in mixed use development. The stated goal of the Crabtree Area Plan is for the area to develop as a "mixed use environment with people living, working, and shopping within a walkable urban community." The Crabtree Area Plan seeks to limit new retail to Kidd's Hill, Kidd's Hill Plaza and

Crabtree Valley Mall. This rezoning request is also specifically consistent with the following Comprehensive Plan Policies:

-
- LU 2.1 **Placemaking.** The Crabtree Village Master Plan will create a place that meets the needs of people at different stages of their lives, are visually and fundamentally integrated and which maintains a distinctive identity.*
 - LU 2.2 **Compact Development.** Prospective redevelopment will promote compact land use which will support efficient use of transportation and public services.*
 - LU 3.2 **Location of Growth.** Development as proposed for Crabtree Village develops an infill site which will promote compact and orderly growth.*
 - LU 4.4 **Reducing VMT Through Mixed Use.** The proposed zoning will support a range of services within short distances of residences.*
 - LU 4.6 **Transit Oriented Development.** The rezoning will promote transit oriented development.*
 - LU 4.7 **Capitalizing on Transit Access.** Development will be within a half-mile of a bus transit stop.*
 - LU 4.9 **Corridor Development.** The prospective redevelopment will promote pedestrian-friendly development and transit supportive development along the Glenwood Avenue corridor.*
 - LU 6.2 **Complementary Uses and Urban Vitality.** It is contemplated that the development of this property will locate high density residential in closer proximity to retail goods and services and employment opportunities.*
 - LU 7.4 **Scale and Design of New Commercial Uses.** Commercial uses located on this site will be an appropriate mass and scale for surrounding areas.*
 - LU 7.6 **Pedestrian Friendly Development.** The proposed development which locates housing and retail opportunities in walking proximity shall be a pedestrian friendly development.*
 - LU 8.1 **Housing Variety.** New development will add to the housing variety in the area.*
 - LU 8.9 **Open Space in New Development.** Crabtree Village will include open space that preserves and enhances the natural landscape.*
 - LU 10.1 **Mixed Use Retail.** The prospective mixed use redevelopment will encourage new retail development.*
 - LU 10.6 **Retail Nodes.** Retail uses will be located in the mixed use Crabtree Village.*
 - T.2.9 **Curb Cuts.** New development will limit the number of curb cuts on Blue Ridge Road (1) and Crabtree Valley Avenue (0) which will improve pedestrian and vehicular safety.*
 - T.4.1, T.4.2, T.4.4, T.4.8 and 5.13 **Bus Transit:** These policies are supported by the offering of three (3) transit easements and bus shelter on the property.*
 - T 5.1 **Enhancing Bike/Pedestrian Circulation.** The proposed development will enhance pedestrian/bicycle circulation by providing new connections between densely developed areas.*
 - T.5.2 and T.5.3 **Bicycle and Pedestrian Transportation.** The proposed development will feature wide sidewalks and accessible bicycle racks.*
 - T 5.9 and T 5.13 **Pedestrian Networks/Infrastructure.** The proposed redevelopment will facilitate safe pedestrian connections between Crabtree Village and Crabtree Valley Mall.*
 - T 6.1 **Surface Parking Alternatives.** Alternatives to surface parking will be offered by the provision of multiple parking decks..*
 - ED 1.2 **Mixed Use Redevelopment.** The development of a mixed use project will support this policy designed to enhance economic development.*
 - H.1.8 **Zoning for Housing.** The requested rezoning provides the zoning for high density housing.*
 - PU 1.1 **Linking Growth and Infrastructure.** The proposed redevelopment will focus growth in an area with existing adequate infrastructure.*
 - PU 5.4 **Discharge Control Methods.** New development will apply stormwater control methods which regulate discharge and are environmentally and aesthetically acceptable.*

- UD 1.7** *Scenic Corridors. New development will promote landscaping and tree conservation along a major gateway transportation corridor.*
- UD 3.4** *Enhanced Sidewalks. The Master Plan will promote wider sidewalks in the mixed use area.*
- UD 3.5** *Visually Cohesive Streetscapes. The Master Plan promotes cohesive streetscapes with consistent landscaping, street furniture and other streetscape improvements.*
- UD 3.7** *Parking Lot Placement. New parking lots will be located primarily to the sides or rears of buildings.*
- UD 6.1** *Encouraging Pedestrian Oriented Uses. Rezoning will promote pedestrian friendly redevelopment.*
- UD 7.3** *Urban Design Guidelines. See Exhibit D-1 for a discussion of the Urban Design Guidelines.*
- AP-C1** *Crabtree Parking, Structures. New parking structures will be designated with careful attention to street face, taking advantage of grades in property and providing attractive landscape buffers.*
- AP-C2** *Crabtree Area Hillsides. Diligent efforts will be made to minimize grading on Kidd's Hill.*
- AP-C3** *Crabtree Creek. A tributary of Crabtree Creek on site shall be left in its natural state, with protective trees and slopes in close proximity.*
- AP-C4** *Crabtree Mall Connections. The Master Plan contemplates a pedestrian connector to Crabtree Valley Mall.*
- AP-C5** *Design Unity in the Crabtree Area. The proposed Master Plan unites six separate tax parcels within Kidd's Hill which will be designed in a unified manner.*
- AP-C6** *Crabtree Area Pedestrian Circulation. A contemplated pedestrian connection between Crabtree Village and the Crabtree Valley Mall will be in keeping with the pedestrian circulation plan.*

PRELIMINARY MASTER PLAN DOCUMENT FORM

Version date February 17, 2012_____

Summary Information

(1) The name of the development, name of the owner and agent/contact person, address and telephone number
See attached Revised Master Plan, Section 1.

Property Information

(1) Property to be dedicated for public use, such as proposed or existing easements, rights-of-way; greenway, including acres, square feet, acreage and dimensions.
See attached Revised Master Plan

1. Land Use/intensity

Description of uses proposed within each land use category specified. This plan should show a mixture of uses to provide convenient arrangements of complementary land uses.
See attached Revised Master Plan Section 3 and Sheet C2.

Tract / Area 1

Tract / Area 2

Tract / Area 3

Tract / Area 4

2. Transportation Information

a. TIA (as an attachment):

Part 1 - Preliminary Trip Analysis that compares rates for existing and proposed zoning, preliminary analysis of surrounding street capacities, and if possible trip generation rates derived from applicable Small Area Plans. AM Peak, PM Peak, and Daily trip generation for existing zoning and proposed conditions under maximum build out / worst case. Existing peak hour and ADT conditions for surrounding streets and intersections should also be submitted at this point. Perhaps preliminary traffic analysis of existing conditions might also be a good idea, as it doesn't change through the process. This part could be called TIA, Part 1.

Part 2 - Distribution of the final site traffic and intersection analysis/ADT impacts based on that distribution

See attached Trip Generation Report and Sheet C10.

3. Circulation Plan /Pedestrian/Bicycle Plan

- a. Indication of how guidelines from the Urban Design Guidelines checklist will be met under the "2. Streets and Drives" and the "6. Transit" sections.
- b. Showing circulation plan driveway and access point limitations, private street and driveway locations, existing streets within and adjoining the site, location of extended, new, and widened public streets rights of way that embrace the site. (This overlaps information noted above in Transportation).
- c. Any additional information on how the layout of land uses and facilities encourages transit and pedestrian access.
- d. Pedestrian, Bicycle Circulation Plan, Pedestrian access, sidewalk widths, public and private connections, bicycle parking, Transit provision

See attached Circulation Plan, Sheet C8.

4. Utility/Stormwater Information

- a. Water and sewer plan for all uses proposed in the Master Plan, including location of existing and proposed sewer and water mains. Include estimate of average daily sewage flow demand for each phase.
- b. Proposed stormwater management scheme, showing general methods of retaining or conveying stormwater throughout the site, and any adjoining off-site facilities, as well as proposed drainage easements in their general location.
- c. Regulatory flood prone area elevations, flood storage easements, watercourse buffer yards.

See Attached Stormwater Calculations and Sheet C5.

5. Open Space Information / Greenway / Tree Preservation

- a. Existing and proposed greenways, parks and open space, including designs for screening and buffering of conflicting land uses.
- b. Indication of how guidelines from the Urban Design Guidelines checklist will be met under the "Open Space" section.

- c. Required and provided open space.
- d. Tree Conservation areas, Areas for preservation of the existing landscape and trees; limitations on grading and tree removal.

See attached Tree Conservation Plan, Sheet C7 and Revised Master Plan, Section 6.

6. Buildings and Height 10-2057(f)(4)g

- a. Maximum scale, floor area ratio, building lot coverage, impervious surface limitations or other proposed limitations on area and bulk.
- b. Maximum heights of buildings in each tract or section by land use category and a schedule of minimum yard setbacks by land use area in the Master Plan. For final application, but can be submitted with preliminary application: Indication of how guidelines (if any) for building heights from the Urban Design Guidelines checklist will be met under the "1. Mixed-Use Key Elements" section.
- c. Preliminary sketch showing profile of primary buildings with street and general massing study of primary buildings.

See attached Revised Master Plan, Section 7.

7. Yard Setbacks 10-2057 10-2057(f)(4)g.

- a. Schedule of minimum /maximum yard setbacks and/or reference to zoning district yard standards (Setbacks cannot reduce those required by North Carolina Building Code or applicable overlay zoning districts or conditional use districts.)

See attached Revised Master Plan, Sheet 7 and Sheet C2.

8. Urban Design Guidelines : (Complete attached checklist) See attached Revised Master Plan, Urban Design Guideline responses, Page 12.

General description of how the PDD will comply with the Urban Design Guidelines, based on the Urban Design Guidelines checklist. Descriptions of compliance with specific guidelines or key elements will be made below. Include description of "Core" area of the mixed-use development, and the "Transition" area.

9. Alternative Designs as permitted by 10-2057 including specific findings or applicable standards why which the proposal is considered

List of specific information to support any requested alternative design including parking reductions, lot sizes, signage, landscaping, tree preservation, street cross sections, signage or specific subdivision standards noted in 10-2056. Provide documentation to address the specific standards for each alternate.

Information to support any requested alternative design. See Revised Master Plan

- a. Parking reductions 10-2057(f)(4)h. See Revised Master Plan, Section 4.
- b. Street cross sections 10-2057(f)(4)j. See Sheet C10.
- c. Signage 10-2083.1.b.(6)
- d. Landscaping 10-2082.4
- e. Tree Preservation 10-2082.14
- f. Lot sizes 10-2057(f)(2)l.
- g. Retail over 10% of the land area 10-2057(f)(4)b.4. / 10-2011(b)(3)g.

10. Comprehensive Plan

General description of how the PDD complies with the City Comprehensive Plan. Included would be any small area plans, neighborhood plans, focus area or other designations noted in the plan.

The proposed map amendment is consistent with the Comprehensive Plan. The FLUM designates the subject property, which is identified as "Kidd's Hill," for Regional Mixed Use, recommending high density housing, retail, office and hotels in mixed use development. The stated goal of the Crabtree Area Plan is for the area to develop as a "mixed use environment with people living, working, and shopping within a walkable urban community." The Crabtree Area Plan seeks to limit new retail to Kidd's Hill, Kidd's Hill Plaza and Crabtree Valley Mall. This rezoning request is also specifically consistent with the following Comprehensive Plan Policies:

- LU 2.1 Placemaking.** *The Crabtree Village Master Plan will create a place that meets the needs of people at different stages of their lives, are visually and fundamentally integrated and which maintains a distinctive identity.*
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- LU 3.2 Location of Growth.** *Development as proposed for Crabtree Village develops an infill site which will promote compact and orderly growth.*
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- LU 4.6 Transit Oriented Development.** *The rezoning will promote transit oriented development.*
- LU 4.7 Capitalizing on Transit Access.** *Development will be within a half-mile of a bus transit stop.*
- LU 4.9 Corridor Development.** *The prospective redevelopment will promote pedestrian-friendly development and transit supportive development along the Glenwood Avenue corridor.*
- LU 6.2 Complementary Uses and Urban Vitality.** *It is contemplated that the development of this property will locate high density residential in closer proximity to retail goods and services and employment opportunities.*
- LU 7.4 Scale and Design of New Commercial Uses.** *Commercial uses located on this site will be an appropriate mass and scale for surrounding areas.*
- LU 7.6 Pedestrian Friendly Development.** *The proposed development which locates housing and retail opportunities in walking proximity shall be a pedestrian friendly development.*
- LU 8.1 Housing Variety.** *New development will add to the housing variety in the area.*
- LU 8.9 Open Space in New Development.** *Crabtree Village will include open space that preserves and enhances the natural landscape.*
- LU 10.1 Mixed Use Retail.** *The prospective mixed use redevelopment will encourage new retail development.*
- LU 10.6 Retail Nodes.** *Retail uses will be located in the mixed use Crabtree Village.*
- T.2.9 Curb Cuts.** *New development will limit the number of curb cuts on Blue Ridge Road (1) and Crabtree Valley Avenue (0) which will improve pedestrian and vehicular safety.*
- T.4.1, T.4.2, T.4.4, T.4.8 and 5.13 Bus Transit:** *These policies are supported by the offering of three (3) transit easements and bus shelter on the property.*
- T 5.1 Enhancing Bike/Pedestrian Circulation.** *The proposed development will enhance pedestrian/bicycle circulation by providing new connections between densely developed areas.*
- T.5.2 and T.5.3 Bicycle and Pedestrian Transportation.** *The proposed development will feature wide sidewalks and accessible bicycle racks.*
- T 5.9 and T 5.13 Pedestrian Networks/Infrastructure.** *The proposed redevelopment will facilitate safe pedestrian connections between Crabtree Village and Crabtree Valley Mall.*
- T 6.1 Surface Parking Alternatives.** *Alternatives to surface parking will be offered by the provision of multiple parking decks..*

- ED 1.2** **Mixed Use Redevelopment.** *The development of a mixed use project will support this policy designed to enhance economic development.*
- H.1.8** **Zoning for Housing.** *The requested rezoning provides the zoning for high density housing.*
- PU 1.1** **Linking Growth and Infrastructure.** *The proposed redevelopment will focus growth in an area with existing adequate infrastructure.*
- PU 5.4** **Discharge Control Methods.** *New development will apply stormwater control methods which regulate discharge and are environmentally and aesthetically acceptable.*
- UD 1.7** **Scenic Corridors.** *New development will promote landscaping and tree conservation along a major gateway transportation corridor.*
- UD 3.4** **Enhanced Sidewalks.** *The Master Plan will promote wider sidewalks in the mixed use area.*
- UD 3.5** **Visually Cohesive Streetscapes.** *The Master Plan promotes cohesive streetscapes with consistent landscaping, street furniture and other streetscape improvements.*
- UD 3.7** **Parking Lot Placement.** *New parking lots will be located primarily to the sides or rears of buildings.*
- UD 6.1** **Encouraging Pedestrian Oriented Uses.** *Rezoning will promote pedestrian friendly redevelopment.*
- UD 7.3** **Urban Design Guidelines.** *See Exhibit D-1 for a discussion of the Urban Design Guidelines.*
- AP-C1** **Crabtree Parking, Structures.** *New parking structures will be designated with careful attention to street face, taking advantage of grades in property and providing attractive landscape buffers.*
- AP-C2** **Crabtree Area Hillside.** *Diligent efforts will be made to minimize grading on Kidd's Hill.*
- AP-C3** **Crabtree Creek.** *A tributary of Crabtree Creek on site shall be left in its natural state, with protective trees and slopes in close proximity.*
- AP-C4** **Crabtree Mall Connections.** *The Master Plan contemplates a pedestrian connector to Crabtree Valley Mall.*
- AP-C5** **Design Unity in the Crabtree Area.** *The proposed Master Plan unites six separate tax parcels within Kidd's Hill which will be designed in a unified manner.*
- AP-C6** **Crabtree Area Pedestrian Circulation.** *A contemplated pedestrian connection between Crabtree Village and the Crabtree Valley Mall will be in keeping with the pedestrian circulation plan.*

Applicability of how guidelines (if any) from the Urban Design Guidelines checklist will be met. See attachment.

11. Special Information

As each proposed Planned Development District, additional information may be requested upon review in accordance with 10-2057.

See attached Revised Master Plan.

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Section 1 - Summary Information

Property Owner:

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Mail Code Z3058-060
3563 Phillips Hwy., Ste 601E
Jacksonville, FL 32207-5633

Developers:

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Attn: David F. Brown
510 Glenwood Avenue, Suite 201
Raleigh, NC 27603

Stantec
Attn: Christa Greene
801 Jones Franklin Road, Suite 300
Raleigh, NC 27606-3394

Section 2 - Property Information

The subject property is a triangular shaped land assemblage comprised of six (6) existing contiguous parcels bound 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, and is currently zoned Office and Institution – II (O&I-2), and Shopping Center (SC) with Planned Development Overlay District. 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 parcel 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

- A. Residential Buildings 1-6
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 around 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 which shall be either (i) developed as Residential Related Retail which shall mean service and retail uses serving multi-family residential developments which do not allow on-premises alcohol consumption (“Residential Retail”) within that portion of the Property zoned O&I-II; or (ii) other retail development within that portion of the Property zoned SC, and office uses, and Phases II and III may contain additional dwelling units, subject to the overall residential cap of 525 dwelling units. These additional residential units in Phases II and III may include congregate care rooms, apartments, or residential condominiums.

- B. Tower/Mixed Use Buildings. The Crabtree Village development proposes one or more building(s) with more than one land use, possibly including a tower building, not to exceed two hundred feet (200’) in height. It is currently assumed that these buildings will be built as a later phase, apart from the initial residential components.

Building 7 (Tower) and Buildings 8-10 (exact number of buildings to be determined)

1. Retail

Minimum 15,000 square feet (including at least one eating establishment)

Maximum 60,000 square feet

Only the following types of retail (and as defined by the City of Raleigh Code Section 10-2071) 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 -Residential Related Services
- Retail Sales – Personal Services
- Retail Sales – Convenience
- Retail Sales - General
- Retail Brokerage Office
- Telecommunications Tower

The retail proposed for Crabtree Village envisions a variety of shopping venues including at least one (1) eating establishment to serve residents of the community, but also the visitors to the regional shopping destination, Crabtree Valley Mall. Retail shops varying in size shall provide a variety of shopping opportunities; no single retail user or retail tenant shall exceed 39,000 square feet (SF) (net) of floor area.

2. Office: 250,000 square feet maximum

3. Hotel:

Maximum: 200 rooms

4. Residential: Maximum shall be equal to 525 dwelling units, less the total number of dwelling units actually constructed in Buildings 1-6, including up to
 - a) 300 Congregate Care Rooming Units (150 dwelling units) and/or
 - b) apartments and/or condominiums

C. 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.

D. 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 Phases II-III 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, which exceed the required 10% 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
- Provide a private street or driveway of at least twenty-five feet (25') in width with trees planted on both sides spaced a maximum of forty feet (40') on center (subject to the location of access drives, fire hydrants and utilities located therein) which will provide a separation between the residential and mixed use buildings.

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 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 pedestrian connections between residential and 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.
- Adequate air and light for the development and for adjacent sites will be ensured via the protection of environmentally sensitive areas, provision of more than 20% open space and provision of TCAs in excess of that required by Code. In addition, the fact that the subject development is bounded on all sides by public rights-of-way, all of which will be increased in width as a result of this development, will further support adequate air and light.

E. Parking Structures

Parking structures are encouraged for Crabtree Village where feasible, as they will contribute to 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. Phases II and III 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 at least fifty (50) feet from the public street right-of-way and limited in height to three levels 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 with tall growing trees located within the Street Protective Yard (such as Bald Cypress, Cryptomeria Hightower Willow Oaks, Water Oaks or comparable trees) spaced no more than 40 feet on center; 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

Section 4 – Transportation

Transportation Impact Analysis

A Transportation Impact Analysis (TIA) prepared by Stantec and dated as of March 3, 2011 has been submitted and approved by City Staff.

Circulation Plan /Pedestrian/Bicycle Plan

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 to park their vehicles, and leave them while at Crabtree Village. 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 adjoining mixed use buildings C-7-C-10 shall be no less than 14 feet wide. Those adjoining retail uses shall also include planting wells. In all locations, exceptions (reductions) are allowed to accommodate handicap access features, utilities, street trees or similar items. Other sidewalks internal to the site (parking areas; secondary entrances; service doors; etc) 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	1 space per 5 units
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, is proposed to be built on site and two additional transit easements are to be dedicated. The locations of these features are to be finalized with the site permit drawings.

F. As 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; these features shall be provided per recommendation of the City of Raleigh and/or NCDOT.

G. Defined pedestrian routes shall be provided through the property to connect building entrances/exits to the pedestrian crossings at Crabtree Valley Avenue where it intersects Homewood Banks Drive and to the City greenway along House Creek and at the intersection of Homewood Banks Drive and Blue Ridge Road – see Pedestrian Circulation Plan.

H. 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. Therefore, the PDD proposes that two access points, as shown on the Master Plan drawings, be approved as an alternative means of compliance to City Code Section 10-2103(c)(2) 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 City Code Section 10-2103(h).

- I. Pedestrian Circulation improvements such as crosswalks, countdown signals, guide signs, etc will be provided at the Homewood Banks intersection on Crabtree Valley Avenue. Pedestrian amenities will be ADA-compliant to the extent reasonable due to the existing site topography and the gradient of existing roadways.
- J. The developer will provide all 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.
- K. Site retaining walls shall be primarily constructed of stacked, concrete modules. The face of the building blocks shall not be a “faceted” style. The City of Raleigh Appearance Commission shall approve the retaining wall material specification prior to building permit issuance. The developer shall provide evergreen trees in front of the retaining wall(s) that are in excess of twelve feet (12’) in height, and which are spaced no more than twenty-five feet (25’) on center.

Parking Requirements

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

- A. All proposed uses for the project shall be calculated according to City of Raleigh parking requirements under the City Code in effect as of the date of adoption of this Revised Master Plan.
- 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 shall be 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 will dedicate 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 will reduce 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 if landscaped areas as proposed in this development 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%.

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.

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

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 plantings, 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 11% of the overall site (gross land area) shall be dedicated to Tree Conservation Areas. 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 view-shed along House Creek and to protect House Creek.

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 Secondary Tree Conservation, including tree conservation along thoroughfares, 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 view of the above factors, an alternate means of compliance for tree conservation areas is proposed to include the following TCAs.

Crabtree Village Tree Preliminary Conservation Area:

1. Zone II Neuse River Riparian Stream Buffer: Refer to Preliminary Tree Conservation Plan, Sheet C5
2. Greenway Easement: Floodway of House Creek, outside Zone II: Refer to Preliminary Tree Conservation Plan, Sheet C5
3. Forested Steep Slopes: Refer to Preliminary Tree Conservation Plan, Sheet C5

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/Office/Retail/
Residential Mixed Use Building (C-7 or C-8) | 200’* |
| E. | Maximum Height of Residential or Mixed Residential
(R-1 thru R-6) | 90’* |
| F. | Maximum Height of Retail/Mixed Use Buildings
(C-9 and C-10) | 60’* |
| G. | Maximum Height of Office/Hotel/Retail/Residential
Mixed Use Buildings (C-7 or C-8) | 135’* |
| H. | Maximum Height of Residential Parking Decks (Parking
Decks 1 and 2; measurement is from lower level finished
floor and includes parapet). | 15’** |
| I. | Maximum Height of Mixed Use Parking Deck(s) (Parking
Deck 3; measurement is from the finished floor elevation
of the main level at the deck entrance near the southwest
corner of the deck.) | 65’** |

**As to buildings described in Items D, E, F and G 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*

***As to structures described in Items H and I above, height shall be measured as provided therein. Vertical projections from structures, including but not limited to stairwells, elevator shafts, mechanical equipment and lighting, shall not be considered when measuring height.*

- | | | |
|----|--|---|
| A. | <u>Zoning Category</u>
Existing SC Zoning
Existing O&I-2 Zoning
Proposed PDD | <u>Maximum Height</u>
200’
90’
See above |
| B. | <u>Building Setbacks</u> (Proposed R.O.W.)
Internal (lot to lot, building to building)
Blue Ridge Road | <u>Minimum Setback</u>
Zero Feet (0’)
Twenty Feet (20’) |

Homewood Banks Drive
Crabtree Valley Avenue

Twenty Feet (20')
Thirty Feet (30')

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

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 be provided in multiple decks 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 three (3) levels above grade in height shall be constructed and screened in accordance with Section 3E above. Not less than 50% 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. With the exception of the C-7 and C-8 Buildings, no buildings shall exceed more than seven (7) floors, or ninety feet (90') in height.
- C. The C-7 and C-8 Buildings shall be located in the Phase II-Phase III portion of the site and one may be up to two hundred feet (200') in height, or twelve (12) stories, and the other may be up to one hundred thirty-five feet (135') in height, or nine (9) stories; not including parking levels below the conditioned space levels and that constitute classification as 'basement' per the NC Building Code.
- D. Not less than 50% of building materials on the conditioned buildings, exclusive of fenestration, shall incorporate but not be limited to, masonry materials (i.e. – stucco, brick, CMU, pre-cast concrete, stone). No hardboard siding, vinyl siding or wood railings on balconies may be used in the development., EIFS shall be permitted only as an accent or trim feature.
- E. The fenestration (doors, windows) of the elevation(s) of the building(s) fronting Crabtree Valley Avenue shall be no less than 20% of the overall wall area.
- F. Trash dumpsters/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.

- G. No driveway access shall be permitted from Crabtree Valley Avenue.
- H. No more than one (1) driveway access shall be allowed from Blue Ridge Road. Such driveway shall be a full-movement driveway.
- I. 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.
- J. 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. 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.
- K. As the majority of parking areas are shared among all users, and located within the interior of the project, there is no need to separate parking from other uses.
- L. 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)
- M. 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.
- N. Three 15' x 20' transit easements shall be 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.
- O. HVAC equipment, utility meters, transformers, generators and similar equipment shall be screened from view with plant material or architectural screen.
- P. 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 and a crosswalk crossing Crabtree Valley Avenue.

- Q. 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 greater 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.
- R. Outdoor lighting will be designed to provide minimum lighting necessary to ensure adequate security and comfort, while not causing excessive glare onto adjacent properties and public rights-of-way. All pole mounted fixtures over sixteen feet (16') tall shall be full cutoff. The maximum height of any pole mounted light fixture located on top of a parking structure shall be no greater than twenty-four feet (24'). All floodlights shall be directed away from right-of-way and shall be used only to accent architectural elements, or site features, but shall not illuminate entire portions of buildings. The maximum illumination at public rights-of-way shall be 2.0 foot candles maintained. All light fixtures installed within public right-of-way for illuminating streets are exempt from these standards.
- S. Extensive sidewalks and/or greenway 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 adjoining retail storefronts shall be no less than 14 feet wide and shall include planting wells. In all locations, exceptions (reductions) are allowed to accommodate handicap access features, utilities, street trees or similar items. Other sidewalks internal to the site (parking areas; secondary entrances; service doors; etc) shall be no less than five feet (5') wide.
- T. 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.
- U. All 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.
- V. 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 shall be maintained. Adjustments to

specific sizes of these features and exact building and parking locations shall be allowed as long as the proposed orientation, height maximum, square footage maximums and minimums and required setbacks are honored.

Section 9 -Phasing:

Following is an explanation of phasing for the development. Phases may be sequential or done at the same time, but Phases II and III may not precede Phase I. Phases II and III shall both be located on the property labeled as Phase II property. Phases II and III may be combined or done in two (2) separate phases as provided herein. Within ninety (90) days after approval of the Revised Master Plan and prior to conveyance of any parcel of the Property, Applicant shall execute and record a Declaration allocating residential and retail density and impervious coverage availability among the separate lots within Crabtree Village. Said Declaration, which must be approved by the City Attorney, shall allocate 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 Phase of the development. Such Declaration may be modified at any time with a written and recorded modification signed by the owners of the affected Phases and approved by the City Attorney. In the event of a conveyance of any parcel which is less than an entire Phase, 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 Phase.

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.
 - (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 – Tower and/or Mixed Use Buildings - Buildings C-7 - C-10

1. **Planned Development.** Some or all of the following may be developed as a part of Phase II;
 - (a) Retail uses in the minimum amount of at least 5,000 square feet and the maximum amount of 60,000;
 - (b) Office uses of up to 250,000 square feet;
 - (c) Residential uses to the extent not developed in Phase I up to a maximum number of units of 525;
 - (d) Hotel uses of up to 200 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 seven percent of the floor area (net) per building in Buildings C-7 – C-10 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.

2. **Required Road Improvements/Dedications.**
None.

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: 1TE 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.

C. Phase III – Mixed Use Building(s)

1. **Planned Development.**
 - (a) Retail uses in the amount of 15,000 square feet less the amount of retail constructed in Phases I and II, and up to a maximum of 60,000 square feet, to the extent not developed in Phase II;
 - (b) Office uses up to a maximum square footage of 250,000 square feet, to the extent not developed in Phase II;

- (c) Residential uses up to a maximum number of units of 525, to the extent not developed in Phases I and II;
- (d) Hotel uses up to a maximum amount of 200 rooms, to the extent not developed in Phase II;
- (e) Non-Residential Retail Uses which shall not exceed seven percent of the floor area (net) per building in Buildings C-7 – C-10 and which shall not be counted against the maximum retail square footage of 60,000 square feet, to the extent not developed in Phase II; and
- (f) Parking and recreational facilities to serve additional uses.

2. Required Road Improvements/Dedications.
None.

Phase III 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 4:1TE Trip Generation Proposed Crabtree Village Development-Full Build Out included in the TIA for Crabtree Village, dated May 2012, 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-III 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-III 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 envisions a mixed use development with high density residential as well as retail, office and 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 for 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 connect to adjacent development 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 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, public art 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 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: *Public benches will be provided along mixed use private drives 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 will be in parking decks. Parking will not consume a majority of the frontage along any of the 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.*

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 areas, 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. The revised Master Plan is much more protective of and requires far less grading of Kidd's Hill than the previously approved Master Plan. In addition, it is anticipated that tree conservation areas will preserve more trees than previously approved TCAs. Finally a greenway easement will be granted for the House Creek greenway 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: *Although no new public streets are contemplated, the private drives will offer wide sidewalks, street trees, public benches, bicycle racks and trash receptacles near mixed use buildings.*

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 sidewalks will be 5-8 feet wide in residential areas and 14-foot wide adjacent to mixed use buildings C-7, C-8, C-9 and C-10.*

22. Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees which compliment 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. Buildings R-3, R-4, R-5, C-7, C-8, C-9 and C-10 are oriented toward courtyards and recreational areas, private drives and open spaces since 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, retail, 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, freestanding parking structures, and podium parking facilities below residential buildings. In future phases, components could include up to 210 additional multifamily residential units, 15,000-60,000 square feet of retail, up to 250,000 square feet of office, a hotel comprised of up to 200 rooms and at least one full service restaurant. In this phase additional parking structures will 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 Greenway Connector system, manage stormwater, and prepare for a possible future cloverleaf intersection.

In the second phase the hotel/retail/office/multifamily structures are positioned to take advantage of the significant topography to the northeast portion of the site, while providing convenient access for pedestrians and vehicles from both the first phase entry road between Homewood Banks Drive and Blue Ridge Road. Convenient pedestrian pathways will be provided to access adjacent properties, internal amenities, the trail system, bicycle storage areas, and internal commercial development. Outdoor dining areas will be permitted adjacent to proposed restaurant(s). All service areas are screened from view.

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. A minimum of twelve benches, not including those at the transit shelter, will be located in open space areas.

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 massings. A variety of roof forms, covered balconies, awnings and entryways will create pedestrian scale detail and provide variety and 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 parking structures are constructed with one grade level and only one elevated level to minimize their visual impact on the project.

In the later phase, the Tower building shall incorporate distinctive architectural design features, as it is a signature component of the plan.

At least 50% of building materials will be masonry, brick and stucco. Complimentary accent bands will be utilized as required to define the scale of the buildings. The residential windows shall be clear glass and the retail shop windows shall be lightly tinted glass to provide some insulating qualities. Flat roofs will be covered with roll roofing and pitched roofs will be covered with asphalt shingles. Standing seam metal roofing of a complementary color may be located in limited locations to provide additional appeal. Specific unifying elements will be incorporated throughout the project to maintain the overall character and architectural composition of the development.

In witness whereof, the undersigned has submitted the foregoing Crabtree Village Master Plan as of the date set forth below.

REDUS NC LAND, LLC, a Delaware limited liability company (SEAL)

By: REDUS PROPERTIES, INC., Manager

By: _____
Name: _____
Title: _____

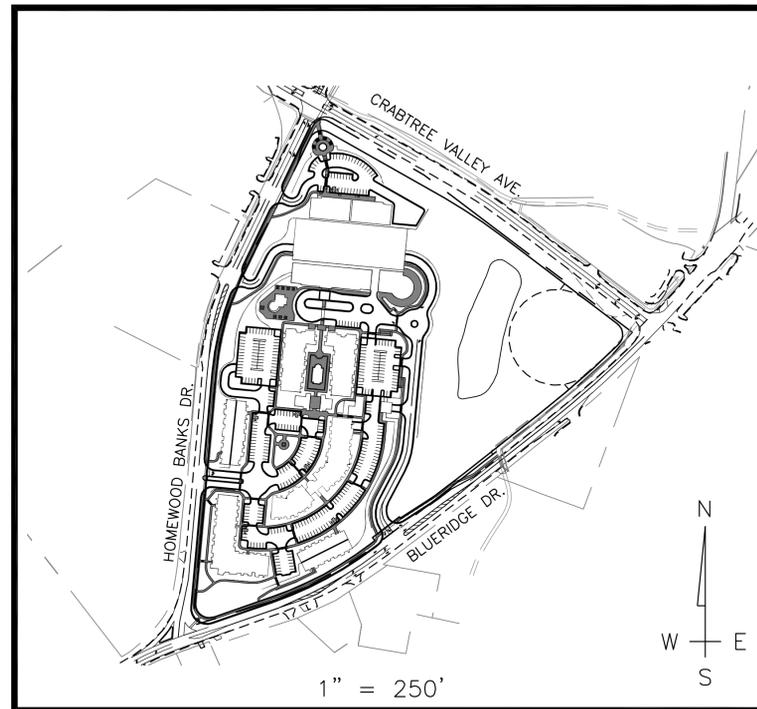
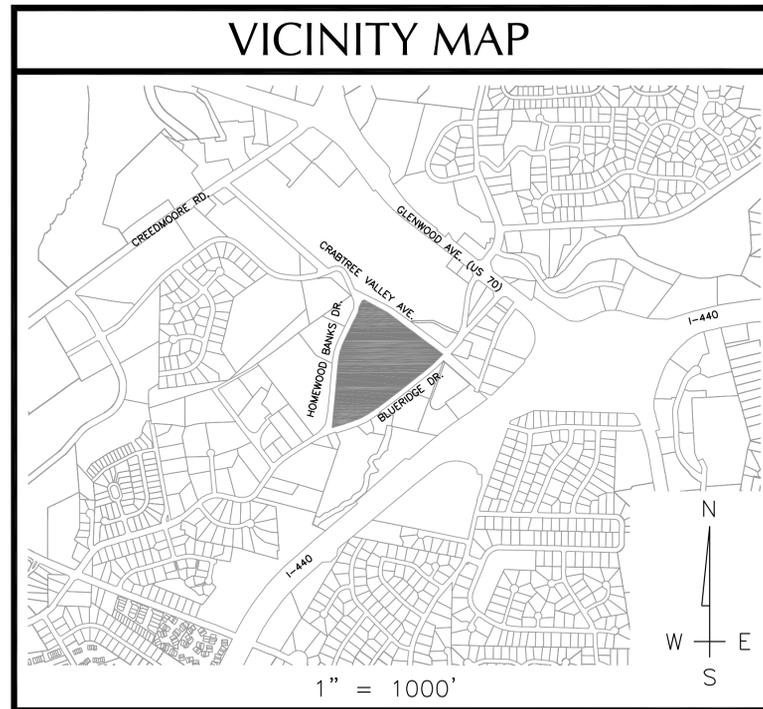
DATE: _____, 2012

MASTER PLAN / REZONING PETITION

CRABTREE VILLAGE

MP-1-12 / Z-19-12
RALEIGH, NC

05/09/2012



INDEX OF SHEETS	
SURVEY / EXISTING CONDITIONS	SHT C1.0
LAYOUT PLAN	SHT C2.0
GRADING PLAN	SHT C3.0
STORMWATER PLAN	SHT C4.0
UTILITY PLAN	SHT C5.0
PLANTING PLAN	SHT C6.0
TREE CONSERVATION PLAN	SHT C7.0
PEDESTRIAN CIRCULATION PLAN	SHT C8.0
OPEN SPACE PLAN	SHT C9.0
STREET SECTIONS	SHT C10.0
SITE CROSS SECTIONS	SHT C11.0



DEVELOPER

PAPPAS PROPERTIES, LLC
1111 METROPOLITAN AVENUE, STE. 325
CHARLOTTE, NORTH CAROLINA, 28204

OWNER

REDUS NC LAND LLC
3563 PHILLIPS HWY STE 601E
JACKSONVILLE, FL, 32207-5633

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GENERAL NOTES

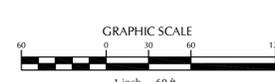
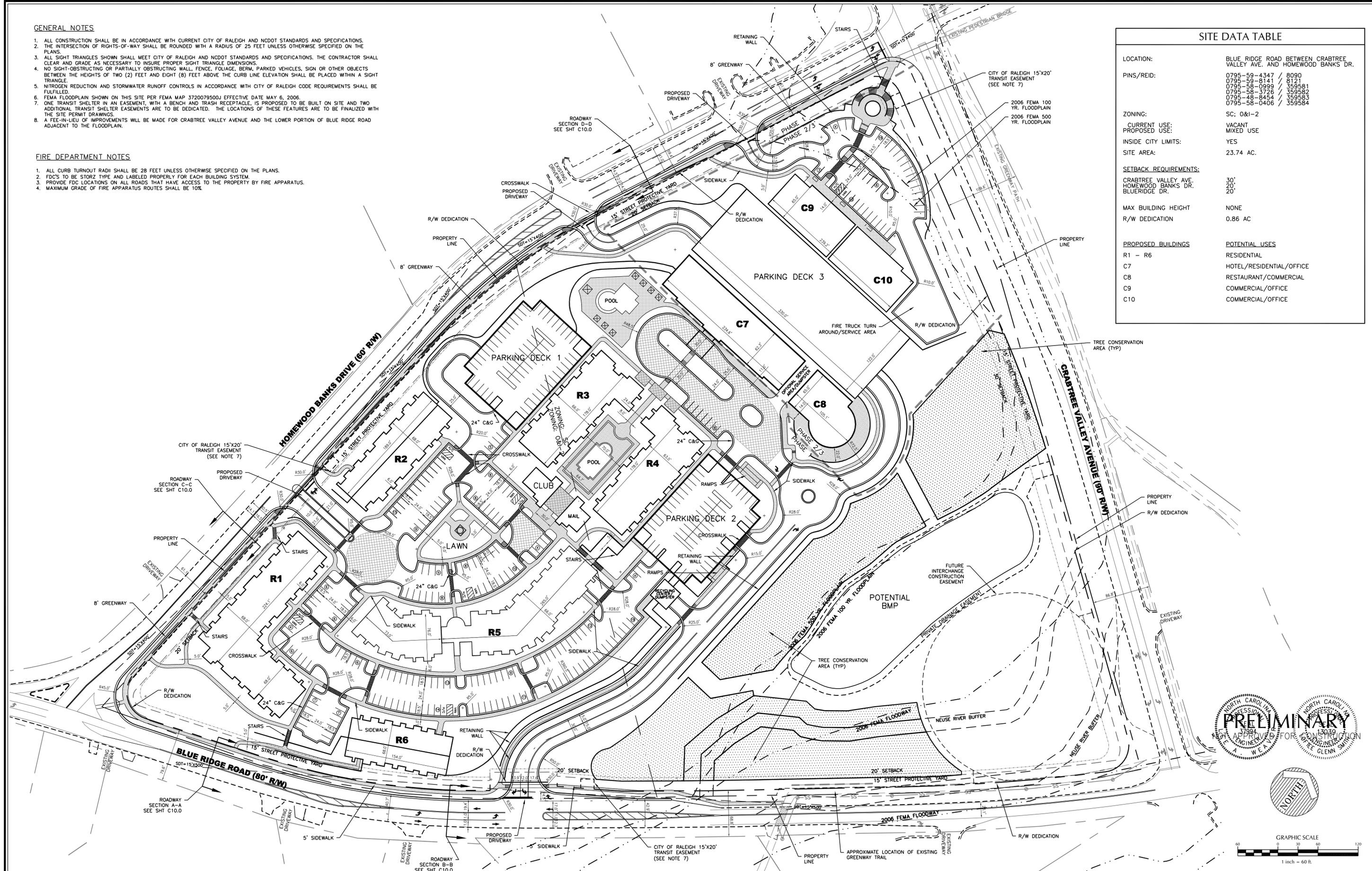
1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH CURRENT CITY OF RALEIGH AND NCDOT STANDARDS AND SPECIFICATIONS.
2. THE INTERSECTION OF RIGHTS-OF-WAY SHALL BE ROUNDED WITH A RADIUS OF 25 FEET UNLESS OTHERWISE SPECIFIED ON THE PLANS.
3. ALL SIGHT TRIANGLES SHOWN SHALL MEET CITY OF RALEIGH AND NCDOT STANDARDS AND SPECIFICATIONS. THE CONTRACTOR SHALL CLEAR AND GRADE AS NECESSARY TO INSURE PROPER SIGHT TRIANGLE DIMENSIONS.
4. NO SIGHT-OBSTRUCTING OR PARTIALLY OBSTRUCTING WALL, FENCE, FOLIAGE, BERM, PARKED VEHICLES, SIGN OR OTHER OBJECTS BETWEEN THE HEIGHTS OF TWO (2) FEET AND EIGHT (8) FEET ABOVE THE CURB LINE ELEVATION SHALL BE PLACED WITHIN A SIGHT TRIANGLE.
5. NITROGEN REDUCTION AND STORMWATER RUNOFF CONTROLS IN ACCORDANCE WITH CITY OF RALEIGH CODE REQUIREMENTS SHALL BE FULFILLED.
6. FEMA FLOODPLAIN SHOWN ON THIS SITE PER FEMA MAP 3720079500J EFFECTIVE DATE MAY 6, 2006.
7. ONE TRANSIT SHELTER IN AN EASEMENT, WITH A BENCH AND TRASH RECEPTACLE, IS PROPOSED TO BE BUILT ON SITE AND TWO ADDITIONAL TRANSIT SHELTER EASEMENTS ARE TO BE DEDICATED. THE LOCATIONS OF THESE FEATURES ARE TO BE FINALIZED WITH THE SITE PERMIT DRAWINGS.
8. A FEE-IN-LIEU OF IMPROVEMENTS WILL BE MADE FOR CRABTREE VALLEY AVENUE AND THE LOWER PORTION OF BLUE RIDGE ROAD ADJACENT TO THE FLOODPLAIN.

FIRE DEPARTMENT NOTES

1. ALL CURB TURNOUT RADII SHALL BE 28 FEET UNLESS OTHERWISE SPECIFIED ON THE PLANS.
2. FDC'S TO BE STORZ TYPE AND LABELED PROPERLY FOR EACH BUILDING SYSTEM.
3. PROVIDE FDC LOCATIONS ON ALL ROADS THAT HAVE ACCESS TO THE PROPERTY BY FIRE APPARATUS.
4. MAXIMUM GRADE OF FIRE APPARATUS ROUTES SHALL BE 10%.

SITE DATA TABLE

LOCATION:	BLUE RIDGE ROAD BETWEEN CRABTREE VALLEY AVE. AND HOMEWOOD BANKS DR.
PINS/REID:	0795-59-4347 / 8090 0795-59-8141 / 8121 0795-58-0999 / 359581 0795-58-3726 / 359582 0795-48-8454 / 359583 0795-58-0406 / 359584
ZONING:	SC: O&I-2
CURRENT USE:	VACANT
PROPOSED USE:	MIXED USE
INSIDE CITY LIMITS:	YES
SITE AREA:	23.74 AC.
SETBACK REQUIREMENTS:	
CRABTREE VALLEY AVE.	30'
HOMEWOOD BANKS DR.	20'
BLUERIDGE DR.	20'
MAX BUILDING HEIGHT:	NONE
R/W DEDICATION:	0.86 AC
PROPOSED BUILDINGS:	POTENTIAL USES
R1 - R6:	RESIDENTIAL
C7:	HOTEL/RESIDENTIAL/OFFICE
C8:	RESTAURANT/COMMERCIAL
C9:	COMMERCIAL/OFFICE
C10:	COMMERCIAL/OFFICE



No.	Revision	Date	By
1	REVISED PER 1ST COR COMMENTS	3/15/12	LAW
2	REVISED PER 2ND COR COMMENTS	4/2/12	LAW
3	REVISED PER 3RD COR COMMENTS	5/9/12	LAW

Designer	W&R	Scale	1" = 60'
Drawn By		Date	02/17/12
Checked By	LGS	Job No.	2110265.0

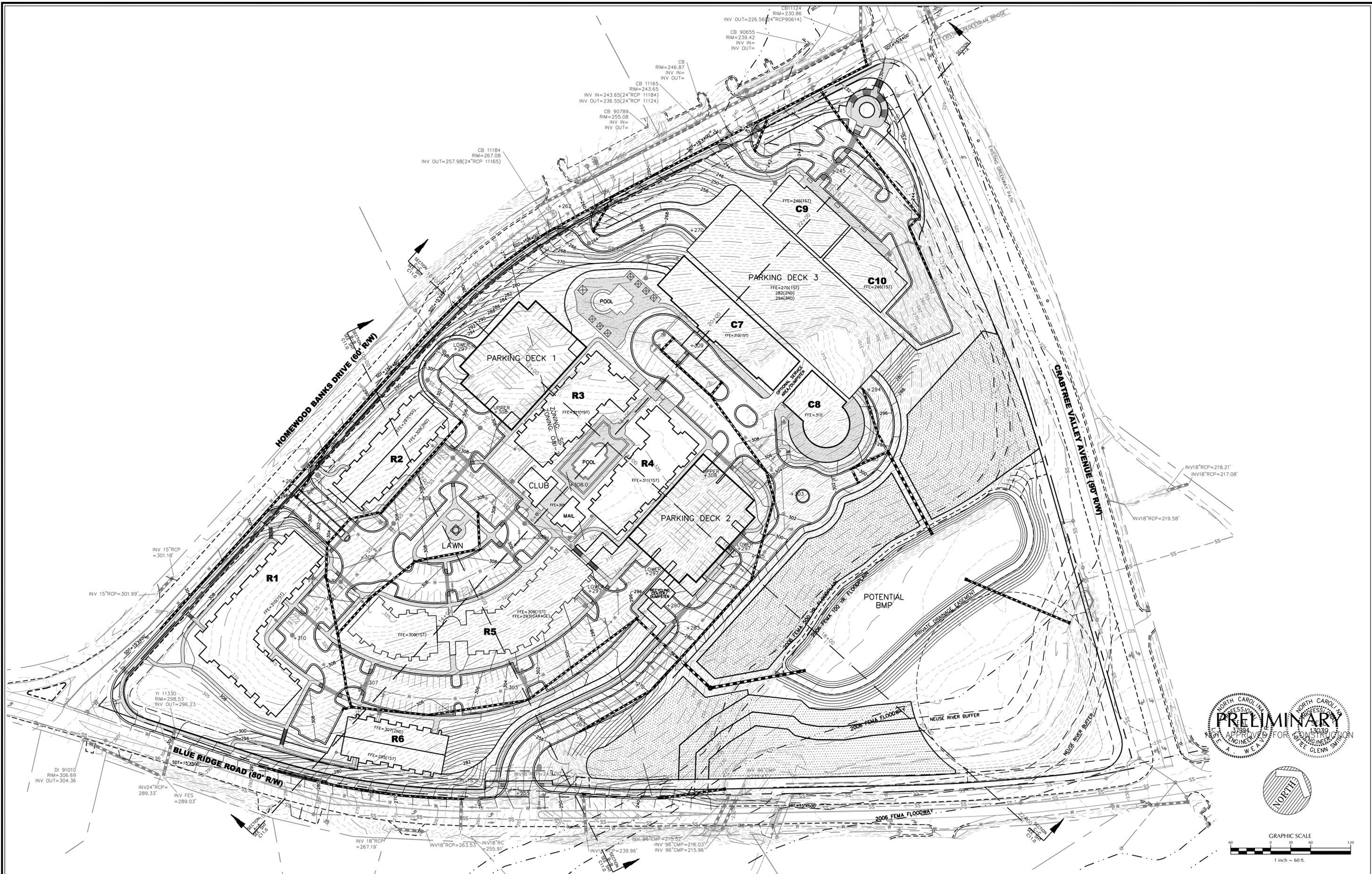
CRABTREE VILLAGE
WAKE COUNTY NORTH CAROLINA

SITE PLAN

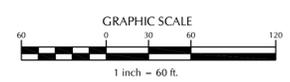
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2	REVISED PER 2ND COR COMMENTS	4/2/12	LAW
3	REVISED PER 3RD COR COMMENTS	5/9/12	LAW

Designer: W&R
 Drawn By: Date: 02/17/12
 Checked By: LGS Job No.: 2110265.0

CRABTREE VILLAGE
 WAKE COUNTY NORTH CAROLINA

GRADING PLAN

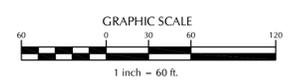
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Nitrogen Calculations for Expansion to Existing Development			
Project: Crabtree Village 4/2/12			
Total lot Acreage =	24.76	Ac.	(including r/w improvements)
Existing Impervious =	2.46	Ac.	
Additional (new) impervious =	9.24	Ac.	(including r/w improvements)
Total impervious =	11.70	Ac.	
Existing managed open space =	22.30		
New remaining open space (previous) =	13.06	Ac.	
Allocated open space =	10.31	Ac.	
"New Nitrogen Loading"			
Additional (new) impervious @ 21.2 lb/acre =	195.89	lb	
Allocated open space @ 1.2lb/acre =	12.38	lb	
Total nitrogen contribution =	208.26	lb	
Total nitrogen contribution per acre =	10.65	lb/acre	
Amount nitrogen remaining after buydown to 10lb/acre =	0.65	lb/acre	
"new area" (new imp + new allocated open space) =	19.55	Ac.	
Actual pounds removed by treatment =	95.60	lb	← (Amount nitrogen remaining after buydown * "new area")
Treatment device =	Constructed Wetland		
Efficiency of devices used =	36.25	%	** Net removal for whole project site
Nitrogen Loading After BMPs =	6.79	lbs/ac/yr	
Estimated amount to be paid by developer = \$15/lb * 30 year * 18.35 Ac. * 3.56 lb/Ac = \$29,397			



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Designer: W&R
 Drawn By: Date: 02/17/12
 Checked By: LGS Job No.: 2110265.0

CRABTREE VILLAGE
 WAKE COUNTY NORTH CAROLINA

STORMWATER PLAN

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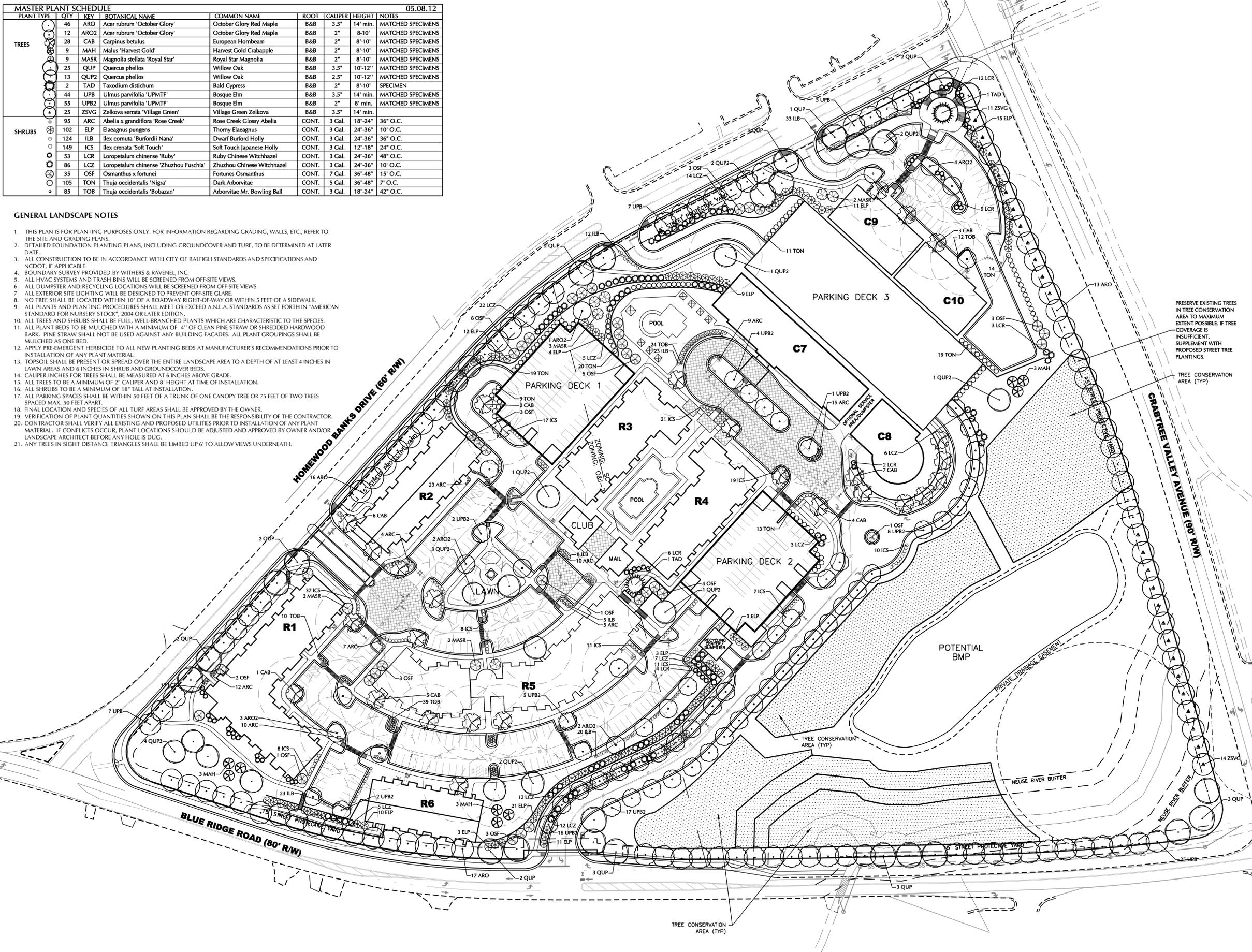
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MASTER PLANT SCHEDULE								05.08.12
PLANT TYPE	QTY	KEY	BOTANICAL NAME	COMMON NAME	ROOT	CALIPER	HEIGHT	NOTES
TREES	46	ARO	Acer rubrum 'October Glory'	October Glory Red Maple	B&B	3.5"	14' min.	MATCHED SPECIMENS
	12	ARO2	Acer rubrum 'October Glory'	October Glory Red Maple	B&B	2"	8'-10'	MATCHED SPECIMENS
	28	CAB	Carpinus betulus	European Hornbeam	B&B	2"	8'-10'	MATCHED SPECIMENS
	9	MAH	Malus 'Harvest Gold'	Harvest Gold Crabapple	B&B	2"	8'-10'	MATCHED SPECIMENS
	9	MASR	Magnolia stellata 'Royal Star'	Royal Star Magnolia	B&B	2"	8'-10'	MATCHED SPECIMENS
	25	QUP	Quercus phellos	Willow Oak	B&B	3.5"	10'-12"	MATCHED SPECIMENS
	13	QUP2	Quercus phellos	Willow Oak	B&B	2.5"	10'-12"	MATCHED SPECIMENS
	2	TAD	Taxodium distichum	Bald Cypress	B&B	2"	8'-10'	SPECIMEN
	44	UPB	Ulmus parvifolia 'UPMTF'	Bosque Elm	B&B	3.5"	14' min.	MATCHED SPECIMENS
	55	UPB2	Ulmus parvifolia 'UPMTF'	Bosque Elm	B&B	2"	8' min.	MATCHED SPECIMENS
	25	ZSVG	Zelkova serrata 'Village Green'	Village Green Zelkova	B&B	3.5"	14' min.	
	SHRUBS	95	ARC	Abelia x grandiflora 'Rose Creek'	Rose Creek Glossy Abelia	CONT.	3 Gal.	18"-24"
102		ELP	Elaeagnus pungens	Thorny Elaegagnus	CONT.	3 Gal.	24"-36"	10" O.C.
124		ILB	Ilex comuta 'Burfordii Nana'	Dwarf Burford Holly	CONT.	3 Gal.	24"-36"	36" O.C.
149		ICS	Ilex crenata 'Soft Touch'	Soft Touch Japanese Holly	CONT.	3 Gal.	12"-18"	24" O.C.
53		LCR	Loropetalum chinense 'Ruby'	Ruby Chinese Witchhazel	CONT.	3 Gal.	24"-36"	48" O.C.
86		LCZ	Loropetalum chinense 'Zhuzhou Fuschia'	Zhuzhou Chinese Witchhazel	CONT.	3 Gal.	24"-36"	10" O.C.
35		OSF	Osmanthus x fortunei	Fortunes Osmanthus	CONT.	7 Gal.	36"-48"	15" O.C.
105		TON	Thuja occidentalis 'Nigra'	Dark Arborvitae	CONT.	5 Gal.	36"-48"	7" O.C.
85		TOB	Thuja occidentalis 'Bobazan'	Arborvitae Mr. Bowling Ball	CONT.	3 Gal.	18"-24"	42" O.C.

GENERAL LANDSCAPE NOTES

- THIS PLAN IS FOR PLANTING PURPOSES ONLY. FOR INFORMATION REGARDING GRADING, WALLS, ETC., REFER TO THE SITE AND GRADING PLANS.
- DETAILED FOUNDATION PLANTING PLANS, INCLUDING GROUND COVER AND TURF, TO BE DETERMINED AT LATER DATE.
- ALL CONSTRUCTION TO BE IN ACCORDANCE WITH CITY OF RALEIGH STANDARDS AND SPECIFICATIONS AND NCDOT, IF APPLICABLE.
- BOUNDARY SURVEY PROVIDED BY WITHERS & RAVENEL, INC.
- ALL HVAC SYSTEMS AND TRASH BINS WILL BE SCREENED FROM OFF-SITE VIEWS.
- ALL DUMPSTER AND RECYCLING LOCATIONS WILL BE SCREENED FROM OFF-SITE VIEWS.
- ALL EXTERIOR SITE LIGHTING WILL BE DESIGNED TO PREVENT OFF-SITE GLARE.
- NO TREE SHALL BE LOCATED WITHIN 10' OF A ROADWAY RIGHT-OF-WAY OR WITHIN 5 FEET OF A SIDEWALK.
- ALL PLANTS AND PLANTING PROCEDURES SHALL MEET OR EXCEED A.N.L.A. STANDARDS AS SET FORTH IN "AMERICAN STANDARD FOR NURSERY STOCK", 2004 OR LATER EDITION.
- ALL TREES AND SHRUBS SHALL BE FULL, WELL-BRANCHED PLANTS WHICH ARE CHARACTERISTIC TO THE SPECIES.
- ALL PLANT BEDS TO BE MULCHED WITH A MINIMUM OF 4" OF CLEAN PINE STRAW OR SHREDDED HARDWOOD BARK. PINE STRAW SHALL NOT BE USED AGAINST ANY BUILDING FACADES. ALL PLANT GROUPINGS SHALL BE MULCHED AS ONE BED.
- APPLY PRE-EMERGENT HERBICIDE TO ALL NEW PLANTING BEDS AT MANUFACTURER'S RECOMMENDATIONS PRIOR TO INSTALLATION OF ANY PLANT MATERIAL.
- TOPSOIL SHALL BE PRESENT OR SPREAD OVER THE ENTIRE LANDSCAPE AREA TO A DEPTH OF AT LEAST 4 INCHES IN LAWN AREAS AND 6 INCHES IN SHRUB AND GROUND COVER BEDS.
- CALIPER INCHES FOR TREES SHALL BE MEASURED AT 6 INCHES ABOVE GRADE.
- ALL TREES TO BE A MINIMUM OF 2" CALIPER AND 8' HEIGHT AT TIME OF INSTALLATION.
- ALL SHRUBS TO BE A MINIMUM OF 18" TALL AT INSTALLATION.
- ALL PARKING SPACES SHALL BE WITHIN 50 FEET OF A TRUNK OF ONE CANOPY TREE OR 75 FEET OF TWO TREES SPACED MAX. 50 FEET APART.
- FINAL LOCATION AND SPECIES OF ALL TURF AREAS SHALL BE APPROVED BY THE OWNER.
- VERIFICATION OF PLANT QUANTITIES SHOWN ON THIS PLAN SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- CONTRACTOR SHALL VERIFY ALL EXISTING AND PROPOSED UTILITIES PRIOR TO INSTALLATION OF ANY PLANT MATERIAL. IF CONFLICTS OCCUR, PLANT LOCATIONS SHOULD BE ADJUSTED AND APPROVED BY OWNER AND/OR LANDSCAPE ARCHITECT BEFORE ANY HOLE IS DUG.
- ANY TREES IN SIGHT DISTANCE TRIANGLES SHALL BE LIMBED UP 6" TO ALLOW VIEWS UNDERNEATH.



ORDINANCE LANDSCAPE REQUIREMENTS

- HOMWOOD BANK DRIVE STREET PROTECTIVE YARD (S.P.Y.):**
- 1,269 LINEAR FEET OF STREET YARD (NOT INCLUDING DRIVEWAYS).
 - 15' S.P.Y. REQUIRED PER ORDINANCE SECTION 10-2082.5
 - 6" CAL./50 L.F. S.P.Y. = 153" CAL. REQUIRED (TOTAL)
 - (44) 3.5" CALIPER SHADE TREES PROPOSED (154" TOTAL CALIPER)
 - TREES PLANTED 25' O.C., EXCEPT WHERE ADJUSTED TO AVOID UTILITIES, DRIVEWAYS, OR OTHER OBSTACLES.
- BLUERIDGE DRIVE STREET PROTECTIVE YARDS (S.P.Y.):**
- 1,332 LINEAR FEET OF STREET YARD (NOT INCLUDING DRIVEWAYS).
 - 15' S.P.Y. REQUIRED PER ORDINANCE SECTION 10-2082.5
 - 6" CAL./50 L.F. S.P.Y. = 160" CAL. REQUIRED (TOTAL)
 - (49) 3.5" CALIPER SHADE TREES PROPOSED (161" TOTAL CALIPER)
 - TREES PLANTED 25' O.C., EXCEPT WHERE ADJUSTED TO AVOID UTILITIES, DRIVEWAYS, OR OTHER OBSTACLES.
- CRABTREE VALLEY AVENUE STREET PROTECTIVE YARD (S.P.Y.):**
- 1,040 LINEAR FEET OF STREET YARD
 - 15' S.P.Y. REQUIRED PER ORDINANCE SECTION 10-2082.5
 - 6" CAL./50 L.F. S.P.Y. = 125" CAL. REQUIRED (TOTAL)
 - (42) 3.5" CALIPER SHADE TREES PROPOSED (147" TOTAL CALIPER)
 - TREES PLANTED 25' O.C., EXCEPT WHERE ADJUSTED TO AVOID UTILITIES, DRIVEWAYS, OR OTHER OBSTACLES.

- VEHICULAR SURFACE AREA (V.S.A.):**
- VSA AREA = 181,775 SF
 - 1 TREE / 2,000 SF = 91 TREES REQUIRED (2" CALIPER MINIMUM)
 - 106 TREES PROVIDED
 - 1 SHRUB / 500 SF = 364 SHRUBS REQUIRED
 - 382 SHRUBS PROVIDED

- SCREENING V.S.A. FROM OFFSITE**
- SCREEN VSA VISIBLE WITHIN 50' OF A STREET R.O.W.
 - OCCUPY 75% OF A VERTICAL RECTANGULAR PLANE
 - SHRUBS 30" TALL WITHIN 3 YEARS
 - FENCES AND WALLS WHICH ARE USED SHALL BE OF THE SAME OR COMPATIBLE, IN TERMS OF THE TEXTURE AND QUALITY, MATERIAL AND COLOR AS THE PRINCIPAL BUILDING. ADDITIONAL PLANTING MATERIALS SHALL BE PROVIDED SO THAT NO MORE THAN TWO-THIRDS (2/3) OF THE SURFACE AREA OF THE FENCE OR WALL IS VISIBLE FROM THE STREET WITHIN THREE (3) YEARS OF ERECTION OF THE STRUCTURE. FORTY (40) PER CENT OF THIS PLANT MATERIAL MAY BE DECIDUOUS.

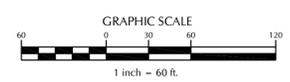
- LOADING AND UTILITY SERVICE AREAS:**
- SCREEN FROM PUBLIC RIGHT OF WAY.

- PARKING STRUCTURES**
- BUFFER/SCREEN FROM OFF-SITE VIEWS

- BMP PLANTINGS**
- REQUIRED PLANTINGS AROUND BMP WILL BE SHOWN ON DETAIL SHEETS IN FUTURE REVIEWS.

AN ADDITIONAL (367) SHRUBS PROVIDED FOR OFFSITE VSA SCREENING, LOADING AND UTILITY SCREENING, PARKING DECK SCREENING, AND RETAINING WALL SCREENING.

PRELIMINARY
NOT APPROVED FOR CONSTRUCTION



No.	Revision	Date	By
1	REVISED PER 1ST COR COMMENTS	3/15/12	LAW
2	REVISED PER 2ND COR COMMENTS	4/2/12	LAW
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Designer	W&R	Scale	1" = 60'
Drawn By		Date	02/17/12
Checked By	LGS	Job No.	2110265.0

CRABTREE VILLAGE
WAKE COUNTY
NORTH CAROLINA

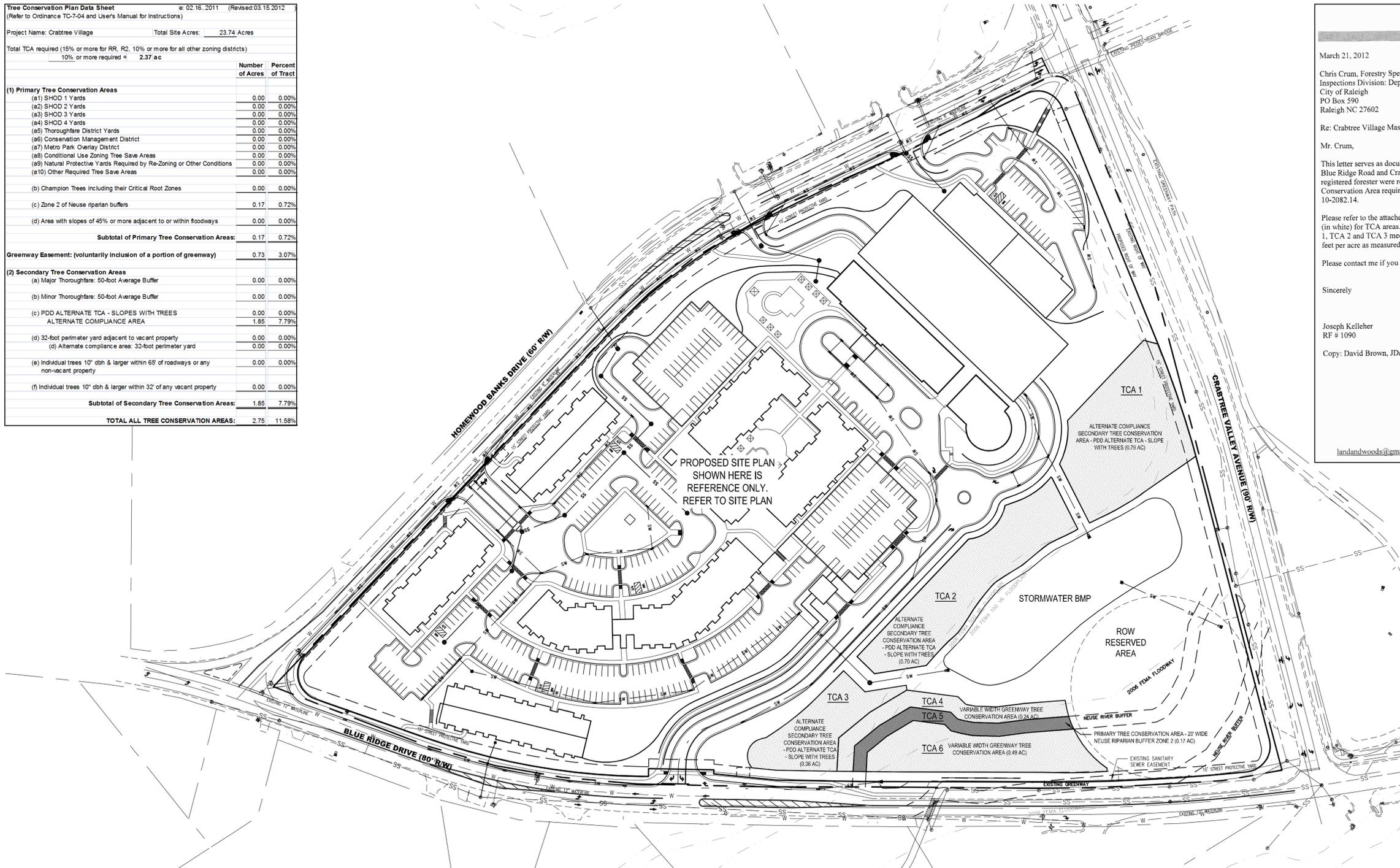
LANDSCAPE PLAN

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Tree Conservation Plan Data Sheet		
e: 02.16.2011 (Revised: 03.15.2012)		
(Refer to Ordinance TC-7-04 and User's Manual for Instructions)		
Project Name: Crabtree Village	Total Site Acres:	23.74 Acres
Total TCA required (15% or more for RR, R2, 10% or more for all other zoning districts)		
10% or more required =	2.37 ac	
(1) Primary Tree Conservation Areas	Number of Acres	Percent of Tract
(a1) SHOD 1 Yards	0.00	0.00%
(a2) SHOD 2 Yards	0.00	0.00%
(a3) SHOD 3 Yards	0.00	0.00%
(a4) SHOD 4 Yards	0.00	0.00%
(a5) Thoroughfare District Yards	0.00	0.00%
(a6) Conservation Management District	0.00	0.00%
(a7) Metro Park Overlay District	0.00	0.00%
(a8) Conditional Use Zoning Tree Save Areas	0.00	0.00%
(a9) Natural Protective Yards Required by Re-Zoning or Other Conditions	0.00	0.00%
(a10) Other Required Tree Save Areas	0.00	0.00%
(b) Champion Trees including their Critical Root Zones	0.00	0.00%
(c) Zone 2 of Neuse riparian buffers	0.17	0.72%
(d) Area with slopes of 45% or more adjacent to or within floodways	0.00	0.00%
Subtotal of Primary Tree Conservation Areas:	0.17	0.72%
Greenway Easement: (voluntarily inclusion of a portion of greenway)	0.73	3.07%
(2) Secondary Tree Conservation Areas		
(a) Major Thoroughfare: 50-foot Average Buffer	0.00	0.00%
(b) Minor Thoroughfare: 50-foot Average Buffer	0.00	0.00%
(c) PDD ALTERNATE TCA - SLOPES WITH TREES ALTERNATE COMPLIANCE AREA	0.00	0.00%
	1.85	7.79%
(d) 32-foot perimeter yard adjacent to vacant property	0.00	0.00%
(d) Alternate compliance area: 32-foot perimeter yard	0.00	0.00%
(e) Individual trees 10" dbh & larger within 65' of roadways or any non-vacant property	0.00	0.00%
(f) Individual trees 10" dbh & larger within 32' of any vacant property	0.00	0.00%
Subtotal of Secondary Tree Conservation Areas:	1.85	7.79%
TOTAL ALL TREE CONSERVATION AREAS:	2.75	11.58%



Land and Woods

March 21, 2012

Chris Crum, Forestry Specialist
Inspections Division: Department of City Planning and Economic Development
City of Raleigh
PO Box 590
Raleigh NC 27602

Re: Crabtree Village Master Plan (MP-1-2012)

Mr. Crum,

This letter serves as documentation of field visits to the Crabtree Village project site at Blue Ridge Road and Crabtree Valley Avenue in Raleigh NC. My services as a registered forester were retained to inspect the area for compliance with the Primary Tree Conservation Area requirements as described in the City Of Raleigh Code Section 10-2082.14.

Please refer to the attached map provided by JDavis, Architects indicating a 2nd review (in white) for TCA areas. Upon inspection of the property, I certify that the areas TCA 1, TCA 2 and TCA 3 meet or exceed the minimum basal area standard of thirty square feet per acre as measured in each fifty lineal feet, as referenced.

Please contact me if you have any questions or require additional information.

Sincerely

Joseph Kelleher
RF # 1090

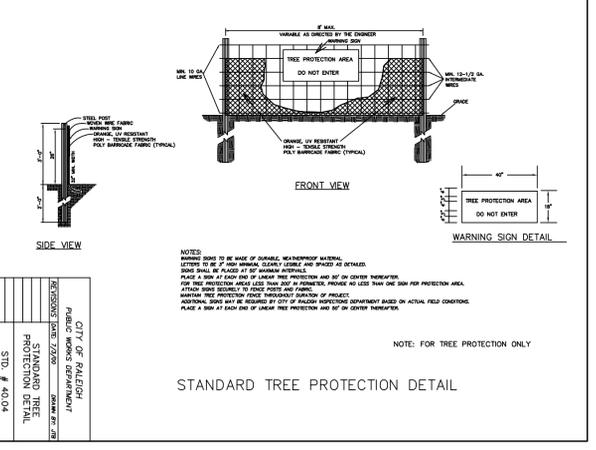
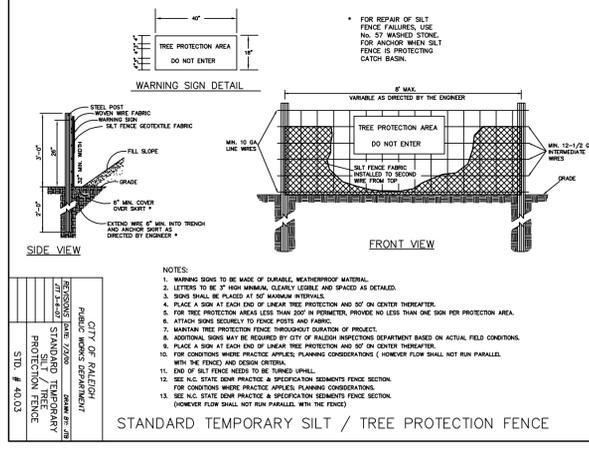
Copy: David Brown, JDavis Architects

landandwoods@gmail.com PO Box 4771 Greensboro NC 27404 336.420.3388

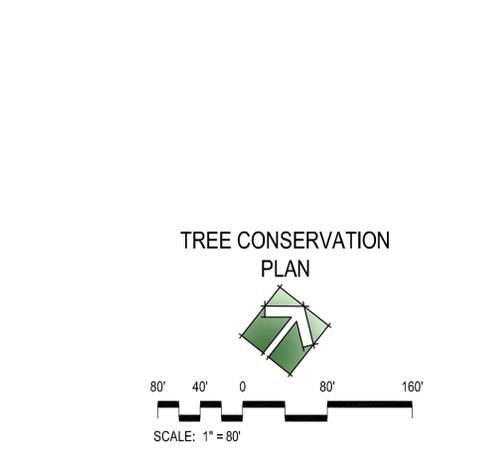
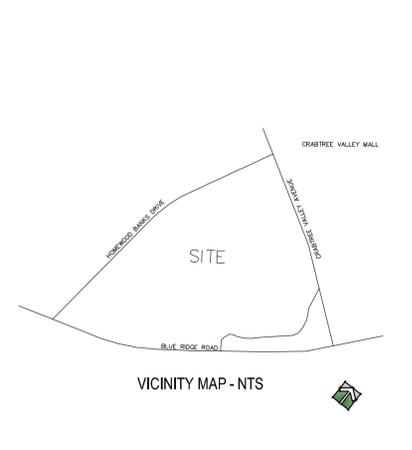
Master Plan / Rezoning Petition
Crabtree Village
Raleigh, North Carolina



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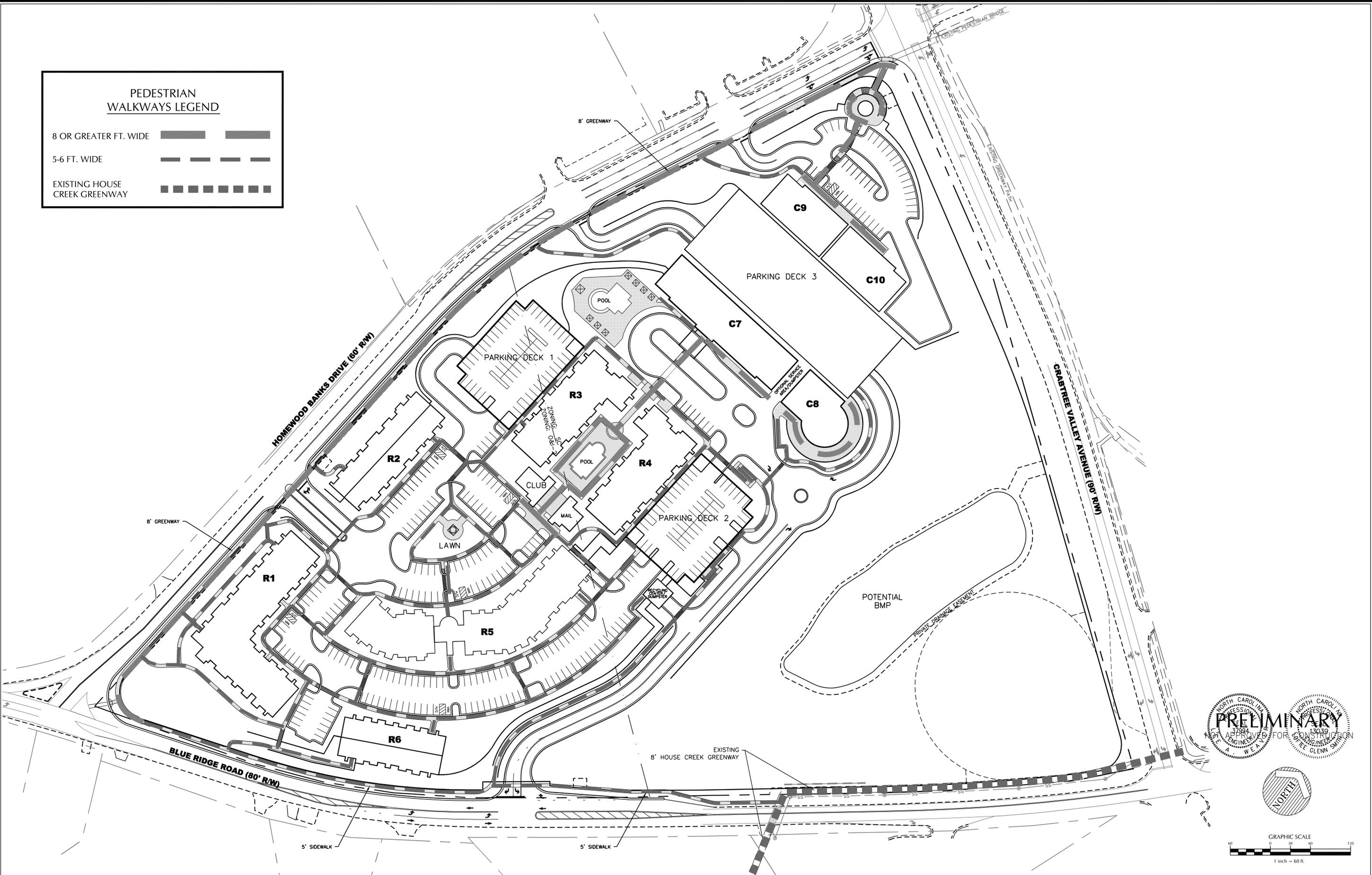


- NOTES:**
- THIS PROJECT PROPOSES RIGHT-OF-WAY RESERVATION WHERE PRIMARY TREE CONSERVATION AREA EXISTS, AND THOSE ELIGIBLE AREAS ARE PROPOSED TO BE FORFEITED AND NOT UTILIZED TO MEET CODE REQUIREMENTS. ALTERNATE SECONDARY TREE CONSERVATION IS VOLUNTARILY PROPOSED TO PLACE THE PRIMARY AREAS LOCATED IN RIGHT-OF-WAY RESERVATION.
 - THE FORFEITED TREE CONSERVATION AREA IS APPROXIMATELY 47,774 SF OR 4.5% OF THE OVERALL SITE. SHOULD THE FORFEITED AREAS BE INCLUDED WHEN CALCULATING TREE CONSERVATION THE COMBINED TREE CONSERVATION FOR THE SUBJECT PROPERTIES, INCLUDING ALTERNATE SECONDARY AREAS, IS A SLIGHTLY GREATER THAN 16% OF THE CRABTREE VILLAGE LAND AREA.
 - PROPOSED SECONDARY ALTERNATE TREE CONSERVATION AREAS ON STEEPER SLOPES ARE GREATER IN AREA THAN CODE MINIMUM REQUIREMENT AS THE PROJECT PROVIDES APPROXIMATELY 11.5% TREE CONSERVATION AREA, AND THE MINIMUM REQUIREMENT IS 10% TREE CONSERVATION AREA.
 - PROPOSED ALTERNATE SECONDARY AREAS ARE EQUAL TO OR EXCEED AN AVERAGE DIMENSION OF FIFTY FEET (50') IN DEPTH.
 - WITHIN PROPOSED ALTERNATE SECONDARY AREAS, WE HAVE FOUND NO EVIDENCE OF ANY GRADING THAT HAS OCCURRED IN RECENT TIMES (PRIOR TO ADOPTION OF THE TREE ORDINANCE).
 - PRIOR TO PRESENTATION OF THE CASE TO THE PLANNING COMMISSION FOR DELIBERATION, THE OWNER SHALL PREPARE A LETTER FOR THE PLANNING COMMISSION AND CITY COUNCIL, OUTLINING THE RATIONALE FOR THE REQUEST FOR SECONDARY AREA(S) ALTERNATE, AND THE LETTER WILL INCLUDE A REPORT FROM A REGISTERED FORESTER DOCUMENTING BASAL AREA FINDINGS.
 - WE DO NOT BELIEVE THERE ARE MEASURABLE AREAS OF SLOPE THAT ARE BOTH GREATER THAN 45% AND IMMEDIATELY ADJACENT TO OR WITHIN THE FLOODWAY BOUNDARY.
 - THERE IS PROPOSED GREENWAY EASEMENT WITH EXISTING TRAIL AREA THAT IS NOT INCLUDED AS PROPOSED TREE CONSERVATION.
 - IF REQUESTED BY STAFF AT TIME OF GRADING PERMIT REQUEST, NO MOY SIGNAGE FOR GREENWAY EASEMENT TREE CONSERVATION AREAS WILL BE PROVIDED. SIGNAGE SHALL BE SIMILAR TO THE MEASURES OUTLINED IN THE CURRENT DRAFT OF THE RALEIGH LUDO.



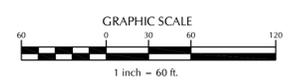
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PROJECT:	12008 02.16.2012
ISSUE:	Preliminary Master Plan 02.16.2012
REVISIONS:	
	Review Comments 03.15.2012
	Review Comments 04.02.2012
DRAWN BY:	SB
CHECKED BY:	DB
CONTENT:	TREE CONSERVATION PLAN

PEDESTRIAN WALKWAYS LEGEND	
8 OR GREATER FT. WIDE	
5-6 FT. WIDE	
EXISTING HOUSE CREEK GREENWAY	



PRELIMINARY

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CRABTREE VILLAGE
 WAKE COUNTY NORTH CAROLINA

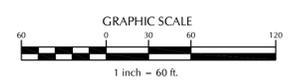
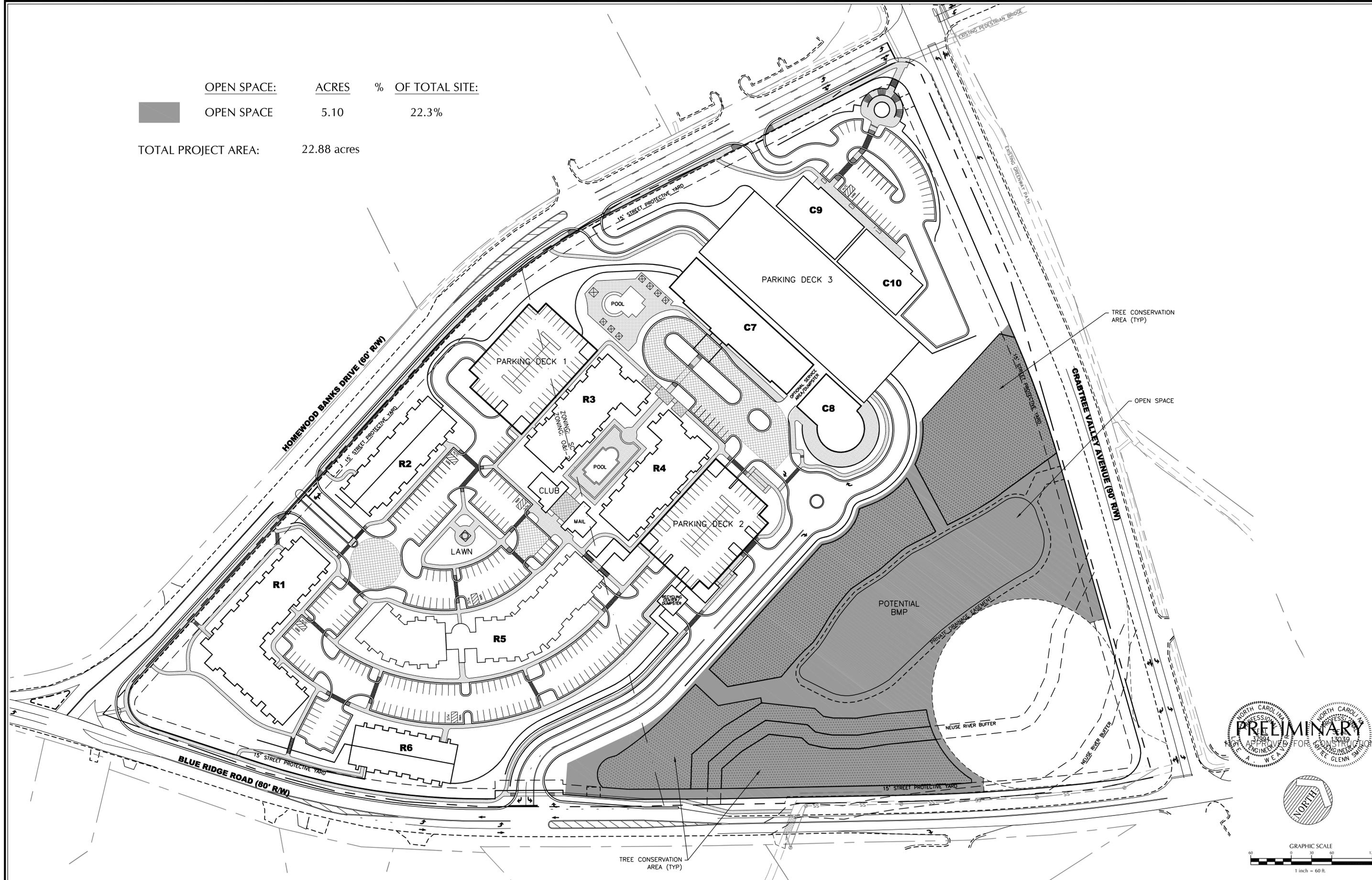
PEDESTRIAN CIRCULATION PLAN

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OPEN SPACE:	ACRES	% OF TOTAL SITE:
OPEN SPACE	5.10	22.3%
TOTAL PROJECT AREA:	22.88 acres	



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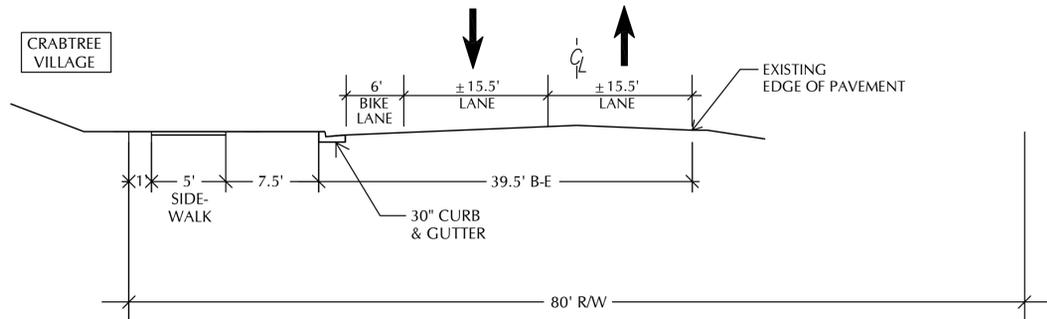
CRABTREE VILLAGE
WAKE COUNTY NORTH CAROLINA

OPEN SPACE PLAN

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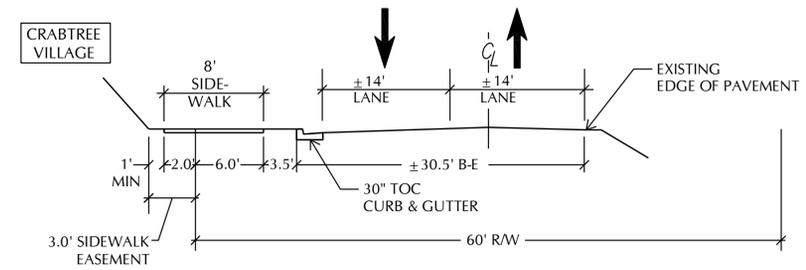
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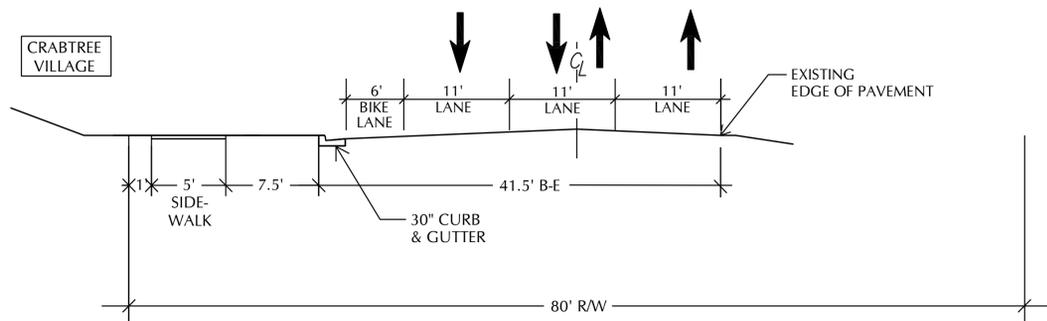
BLUE RIDGE ROAD SECTION
(MINOR THOROUGHFARE)

SECTION A - A



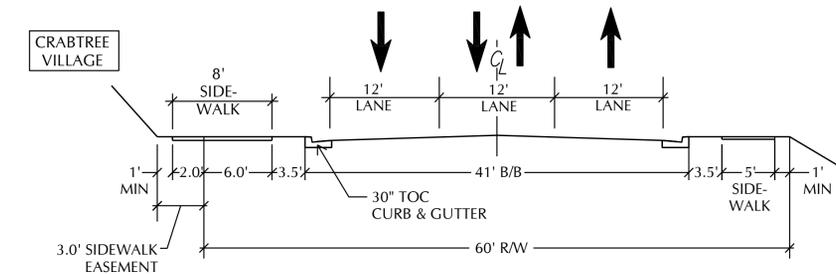
HOMEWOOD BANKS DRIVE SECTION
(COLLECTOR STREET SECTION)

SECTION C-C



BLUE RIDGE ROAD SECTION
(MINOR THOROUGHFARE)

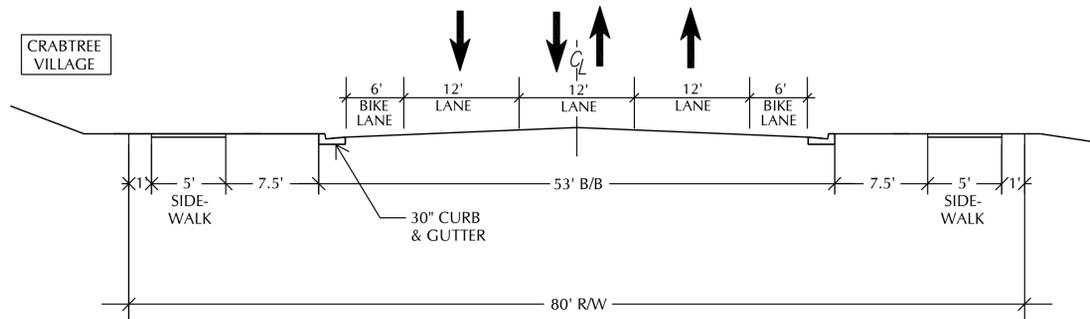
SECTION B - B



HOMEWOOD BANKS DRIVE SECTION
(COLLECTOR STREET SECTION)

SECTION D-D

ULTIMATE SECTION



BLUE RIDGE ROAD SECTION
(MINOR THOROUGHFARE)

ULTIMATE SECTION



NOTE

- SEE SHEET C2.0 FOR PLAN VIEW OF STREETS.
- NO IMPROVEMENTS PROPOSED TO CRABTREE VALLEY AVENUE.

No.	Revision	Date	By
1	REVISED PER 1ST COR COMMENTS	3/15/12	LAW
2	REVISED PER 2ND COR COMMENTS	4/2/12	LAW
3	REVISED PER 3RD COR COMMENTS	5/9/12	LAW

Designer	W&R	Scale	1" = 60'
Drawn By		Date	02/17/12
Checked By	LGS	Job No.	2110265.0

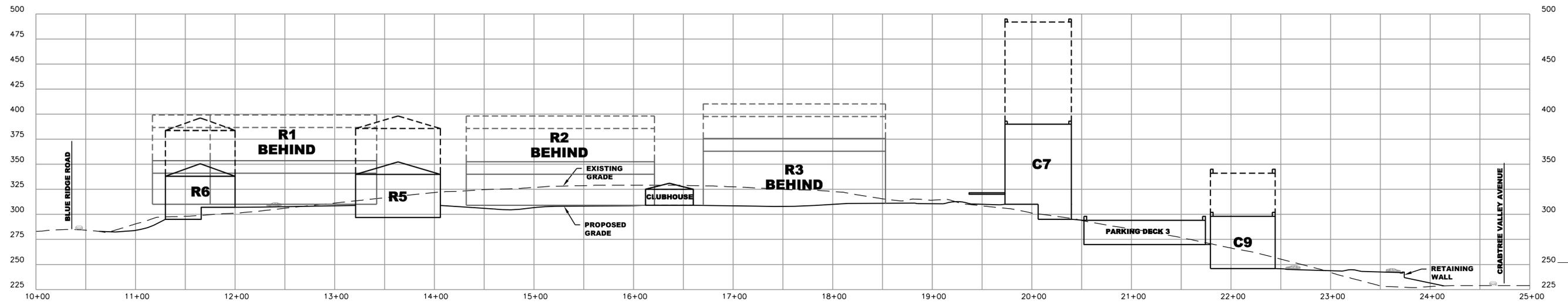
CRABTREE VILLAGE
WAKE COUNTY
RALEIGH NORTH CAROLINA

PUBLIC R/W STREET SECTIONS

WITHERS & RAVENEL
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111 MacKenan Drive Cary, North Carolina 27511 tel: 919-469-3340 www.wITHERSRAVENEL.com License No. C-0832

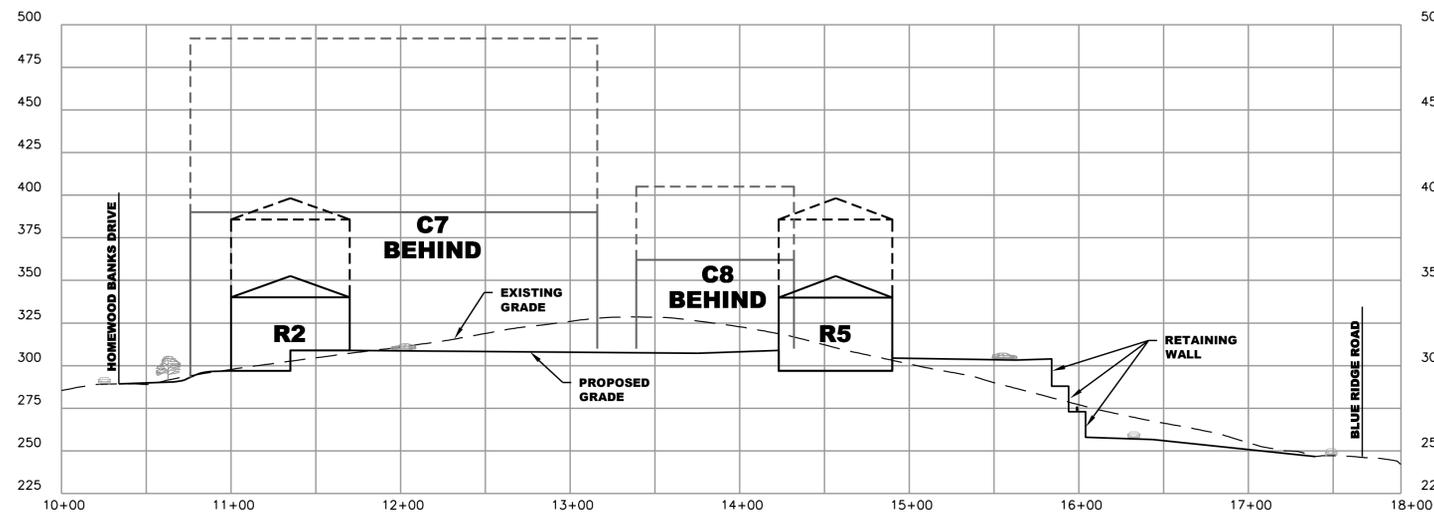
Sheet No.
C 10.0

SECTION A-A



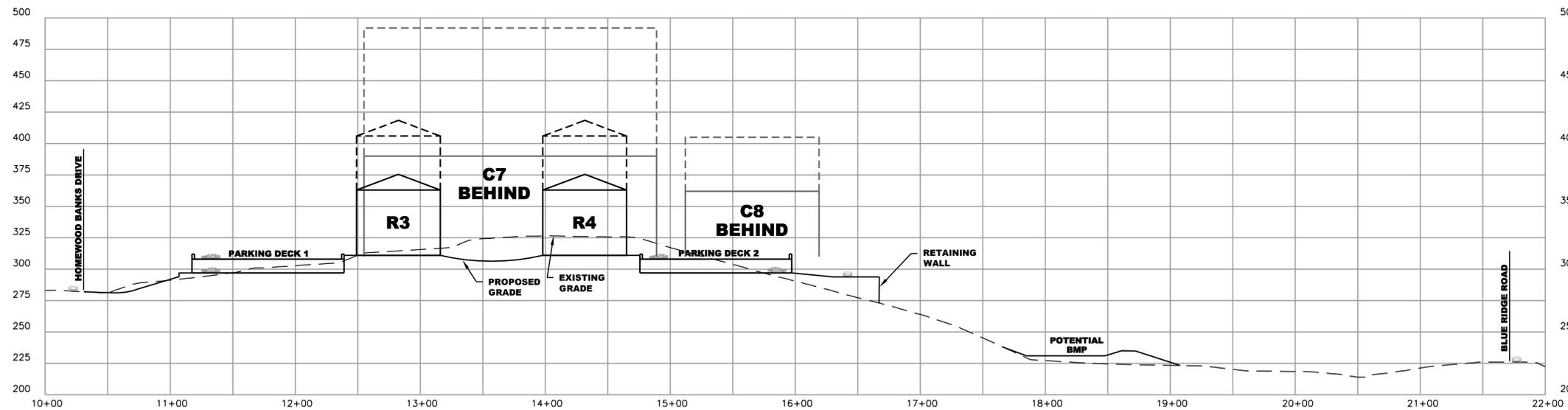
SCALE:
1" = 50' HORIZ.
1" = 50' VERT.

SECTION B-B



SCALE:
1" = 50' HORIZ.
1" = 50' VERT.

SECTION C-C



SCALE:
1" = 50' HORIZ.
1" = 50' VERT.



R:\111-0200\110205-Crabtree Village - Proposed - Pkg\CAD\DWG\110205-02-2012\110205-02-2012.dwg - Wednesday, May 09, 2012 1:54:41 PM - W&R, LEE

No.	Revision	Date	By
1	REVISED PER 1ST COR COMMENTS	3/15/12	LAW
2	REVISED PER 2ND COR COMMENTS	4/2/12	LAW
3	REVISED PER 3RD COR COMMENTS	5/9/12	LAW

Designer	W&R	Scale	1" = 60'
Drawn By		Date	02/17/12
Checked By	LGS	Job No.	2110265.0

CRABTREE VILLAGE
WAKE COUNTY NORTH CAROLINA

SITE CROSS SECTIONS

WITHERS & RAVENEL
ENGINEERS | PLANNERS | SURVEYORS
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Sheet No.
C 11.0

- WORKING COPY -

This memorandum provides an analysis of the overall parking conditions for the Crabtree Village Mixed Use Development to verify that a 30% reduction in parking will be adequate for this development.

In the Transportation Impact Analysis (TIA) dated May 11, 2012, the potential land uses in this development are identified as apartments (525 units), retail (60,000 sf), and office (250,000 sf). These land uses are considered to be "worst case", so the actual development is likely to be less intensive than what is included in the TIA. The following parking analysis is based upon the assumed land uses identified in the TIA and applicable City Ordinances.

1. Section 10-2082.6(c)(6) of the City Landscape Ordinance provides that the number of parking spaces required may be reduced by a number equal to the square footage of landscaped areas divided by 150, provided that no such reduction shall exceed **ten percent (10%)** unless approved by City Council.
2. Mixed Use Developments will require less parking than stand-alone use projects due to the development's potential for **internal trip capture**, defined by ITE as trips between two distinct on-site land uses without traveling on the roadway network external to the site. The daily internal capture percentage for this development as estimated by ITE Methodology is **twelve percent (12%)** daily.
3. Parking requirements for mixed-use developments can be reduced when it can be determined that the peak parking periods for the various land uses will occur at different times; therefore allowing for **shared parking**. For instance, the office will experience its peak periods during weekday working hours while there will be less demand on the apartment parking. The following table illustrates Parking Occupancy Rates for different times of day for various land uses. This table is found in the TDM Encyclopedia published by The Victoria Transport Policy Institute (updated 6-17-2011).

Parking Occupancy Rates by Time of Day

Uses	M-F	M-F	M-F
	8am-5pm	6pm-12am	12am-6am
Commercial	90%	80%	5%
Office/ Warehouse /Industrial	100%	20%	5%
Residential	60%	100%	100%

<http://www.vtppi.org/tdm/tdm89.htm>

Therefore, with known land use data, the table can estimate a reduction in traffic due to shared parking. The following is an example of the shared parking reduction for the Crabtree Village Mixed Use Development as defined in the TIA.



Assumptions:

- 60,000 sf of retail space with a requirement of 1 space / 200 sf = 300 retail spaces
- 250,000 sf of office space with a requirement of 1 space / 300 sf = 834 office spaces
- 525 apartment units
 - 63% (or 331) one bedroom apartments with a requirement of 1.5 spaces / unit = 496 spaces
 - 37% (or 194) two bedroom apartments with a requirement of 2 spaces / unit = 388 spaces
- All calculated parking requirements were reduced by 12% to reflect the internally captured trips due to the mixed use nature of the development. Total parking requirements are as follows:
 - Retail – 264 Spaces
 - Office – 734 Spaces
 - Residential – 437 Spaces for 1 BR apartments and 342 Spaces for 2 BR apartments.

Using the percentages defined in previous table and the number of parking spaces required for each land use, the following table illustrates the actual parking requirements for the Crabtree Village Mixed Use Development. (Please note that this project is still in development so the land uses and densities are not finalized at this time.)

Required Parking Spaces by Time of Day

Uses	M-F	M-F	M-F
	8am-5pm	6pm-12am	12am-6am
Commercial	238	211	13
Office/ Warehouse /Industrial	734	147	37
Residential	467	778	778
Total Required Parking Spaces	1439	1136	828
Total Spaces without Shared Use Adjustment	1777	1777	1777
% reduction in Required Parking	19%	36%	53%

The previous table illustrates that there will be a **nineteen percent (19%)** reduction in required parking spaces during the busiest peak period for the development due to the potential for shared parking.

The previous table illustrates that there will be a **nineteen percent (19%)** reduction in required parking spaces during the busiest peak period for the development due to the potential for shared parking.

4. Adjacent thoroughfares with convenient transit service will also allow a reduction in parking requirements. The site is located in close proximity to a transit hub at Crabtree Valley Mall and the project will dedicate three (3) transit easements on site. A **five percent (5%)** reduction in parking could be assumed for transit users.

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. A **two percent (2%)** reduction in parking is supported by the proximity of the development to other nearby developments.

6. Additional Bike Parking in excess of the Code requirement which will further reduce necessary automobile parking spaces by **one percent (1%)**.

7. Proposed hotel with a covered entrance allowing transportation by taxi or shuttle will reduce necessary parking for a hotel by up to **ten percent (10%)**. The development of a hotel at this site will require a reduction in the overall size of the office development.

Based on the information provided in this memorandum, it is concluded that reducing the required parking by **30%** will still provide a sufficient number of parking spaces to accommodate the users of this mixed use development.

2-19-12

Memo



Stantec

To: Fleming El-Amin,
Transportation Planner

From: Christa Greene, PE,
Senior Traffic Engineer

File: 171001294

Date: February 16, 2012

Reference: Crabtree Village Trip Generation Comparison

This memorandum provides trip generation estimates for the approved maximum and the proposed highest anticipated land use for the Crabtree Village Development. This site is the triangular tract of land bounded by Crabtree Valley Avenue, Blue Ridge Road, and Homewood Banks Drive in Raleigh, NC. According to the Crabtree Village Master Plan (MP-4-05), the highest anticipated land use at full build out for the proposed zoning as it relates to trip generation is 749 dwelling units, 160,000 square feet of retail, and 270,000 square feet of office space (assuming the Phase 2 tower is 100% office). As currently proposed, the maximum build out of the site under the current layout plan consists of 525 dwelling units, 60,000 square feet of retail, and 250,000 square feet of office space.

Since the exact land uses for the retail component are not known at this time, the land use designation for a shopping center (Land Use Code 820) is used to present a worst case scenario when developing the trip generation estimates for both scenarios. Similarly, although the site could be developed with a mix of uses in lieu of the full 250,000 square feet being developed as office uses, we have assumed the entire 250,000 square feet as office uses as that is the most traffic intensive scenario. Additionally, apartments are assumed as the use for the residential dwelling units. The results are presented in daily trips, AM peak hour trips (entering & exiting) and PM peak hour trips (entering & exiting).

Tables 1 and 2 summarize the Trip Generation for the Approved Master Plan and Proposed Site Layout. A direct comparison of the two scenarios is illustrated in Figure 3.

One Team. Infinite Solutions.

cag c:\users\owner\desktop\crabtree village trip gen.docx

Stantec

February 16, 2012
 Fleming El-Amin, Transportation Planner
 Page 2 of 3

Reference: Crabtree Village Trip Generation Comparison

Table 1 ITE Trip Generation Crabtree Village Development - Approved Land Use							
Land Use (code)	Daily	AM	AM IN	AM OUT	PM	PM IN	PM OUT
270,000 sf General Office Building (710)	2866	415	365	50	381	65	316
749 Apartments (220)	4662	371	74	297	429	279	150
160,000 sf retail (820)	9218	203	124	79	872	427	445
Sub Total Trips	16,746	989	563	426	1682	771	911
Internal Capture: 15% daily, 14% PM	-2512				-236	-108	-128
Total Trips	14,234	989	563	426	1446	663	783
Pass By Trips (34% PM retail)	-255				-255	-125	-130
TOTAL NEW TRIPS	13,979	989	563	426	1191	538	653

Table 2 ITE Trip Generation Crabtree Village Development - Highest Anticipated Land Use							
Land Use (code)	Daily	AM	AM IN	AM OUT	PM	PM IN	PM OUT
60,000 sf retail (820)	4872	114	70	44	451	221	230
525 Apartments (220)	3305	261	52	209	306	199	107
250,000 sf General Office Building (710)	2701	391	344	47	359	61	298
Sub Total Trips	10,878	766	466	300	1116	481	635
12% daily, 11% PM	-1305				-123	-53	-70
Total Trips	9573		466	300	993	428	565
Pass By Trips (34% PM retail)	-136				-136	-67	-69
TOTAL NEW TRIPS	9437	766	466	300	857	361	496

Stantec

February 16, 2012
Fleming El-Amin, Transportation Planner
Page 3 of 3

Reference: Crabtree Village Trip Generation Comparison

Land Use (code)	Daily	AM	AM IN	AM OUT	PM	PM IN	PM OUT
Approved Land Use	13,979	989	563	426	1191	538	653
Highest Anticipated Land Use	9437	766	466	300	857	361	496
Difference in Trips Generated	-4542	-223	-97	-126	-334	-177	-157

As illustrated in these tables, the proposed development is expected to generate about 4542 **less** trips throughout an average weekday when compared to the development proposed in the approved Master Plan. This will equate to approximately 223 and 334 **fewer** trips during the AM and PM peak hours, respectively.

Please feel free to contact me if you need any additional information concerning this trip generation comparison.

STANTEC CONSULTING SERVICES INC.



Christa Greene, PE
Senior Traffic Engineer
Christa.Greene@stantec.com
919-865-7588

Attachment: Trip Generation Tables, Internal Capture Tables

c. Alan Dean

Tom Worth

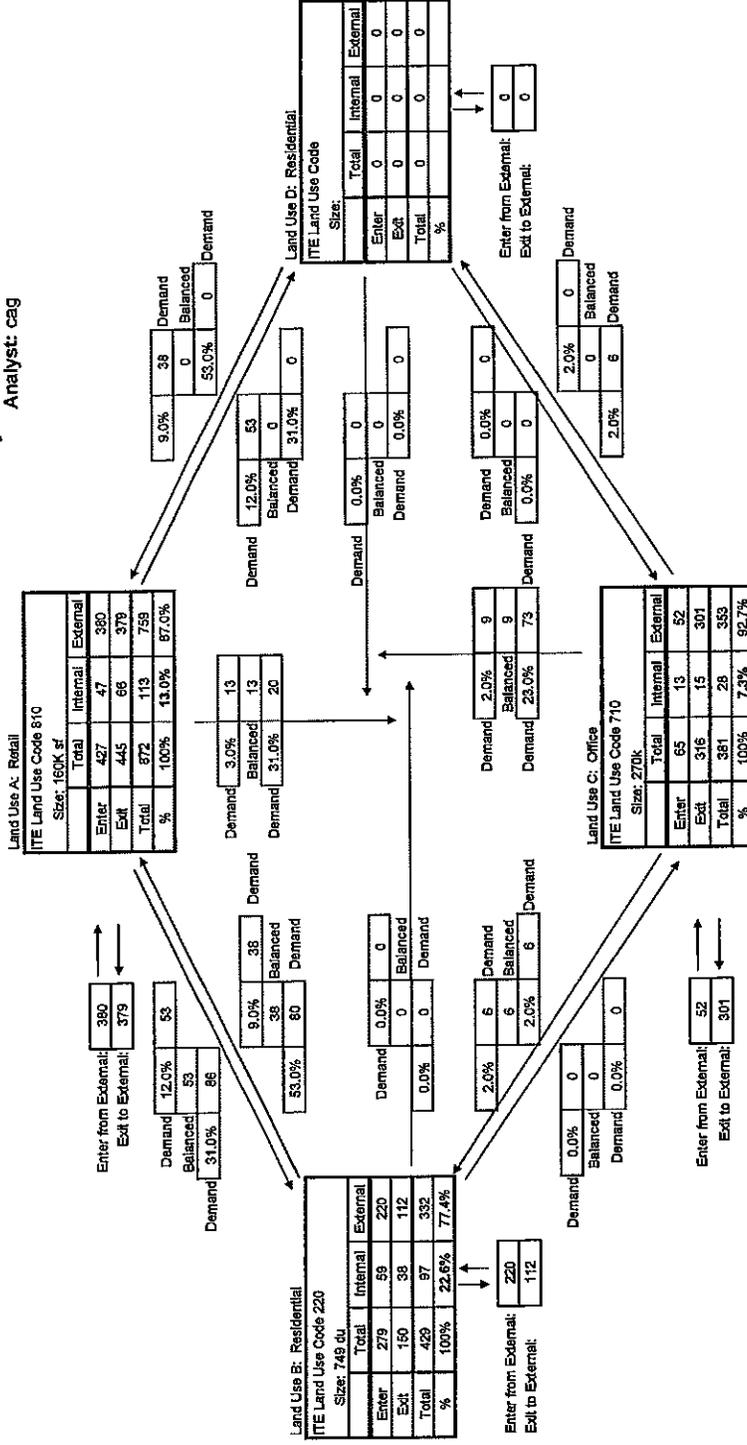
Isabel Mattox

Crabtree Village - Approved
 Summary of Multi-Use Trip Generation
 Average Weekday Driveway Volumes
 Unadjusted for Internal Trips
 15-Feb-12

Land Use	Size	24 Hour Two-Way Volume		AM Pk Hour		PM Pk Hour		
		AM Total	AM Exit	PM Total	PM Exit	AM Total	AM Exit	
General Office Bu	270 Th.Sq.Ft. GFA	2866	415	365	50	381	65	316
Apartments	749 Dwelling Units	4662	371	74	297	429	279	150
Shopping Center	160 Th.Sq.Ft. GLA	9218	203	124	79	872	427	445
Total Driveway Volume		16746	989	563	426	1682	771	911

ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET
 (Source: Chapter 7, ITE Trip Generation Handbook, October 1998)

Project Number: Crabtree Village Approved
 Project Name: Crabtree Village Approved
 Scenario: PM Peak
 Analysis Period: PM Peak
 Analyst: cag



NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

Category	Land Use			Total
	A	B	C	
Enter	380	220	52	652
Exit	379	112	301	792
Total	759	332	353	1,444
Single Use Trip Gen Estimate	872	429	381	1,682

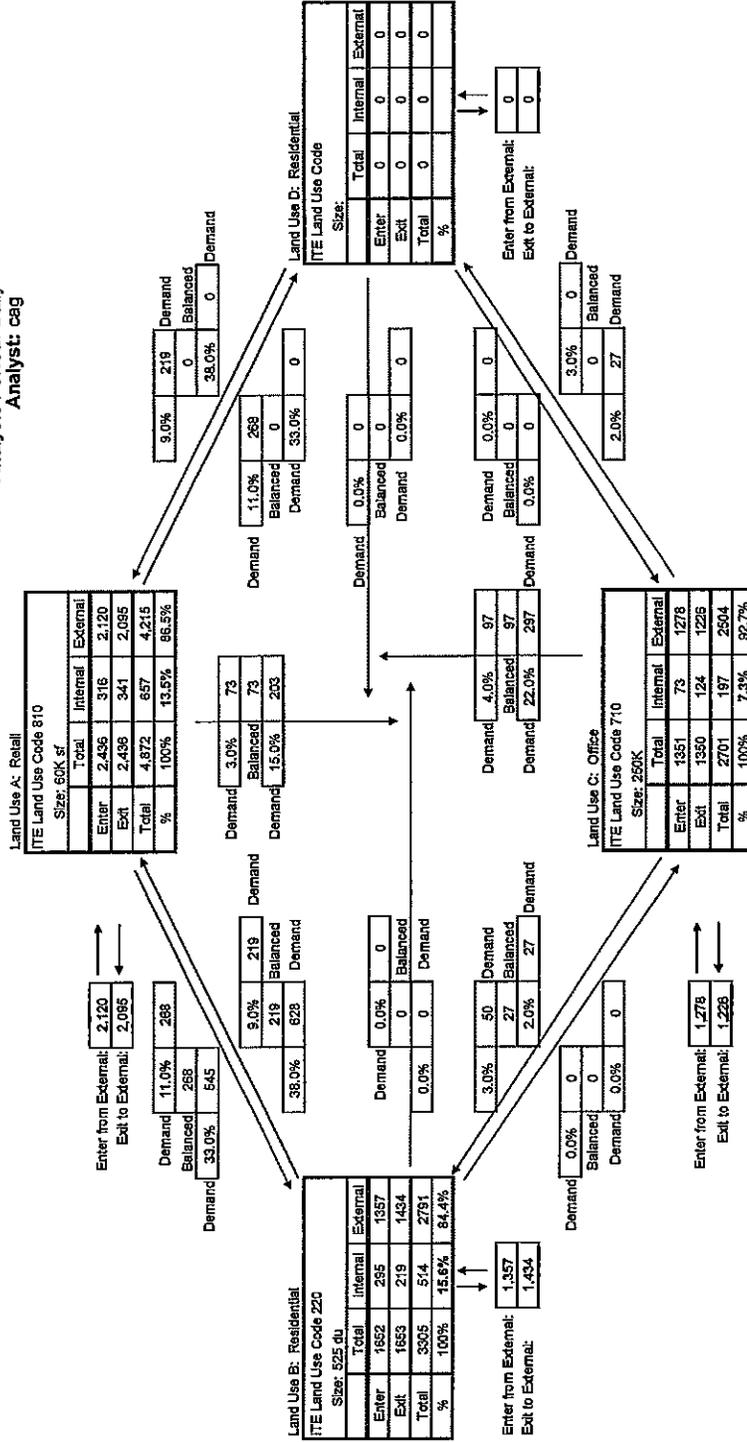
Overall Internal Capture = 14.15%

Site Layout
 Summary of Multi-Use Trip Generation
 Average Weekday Driveway Volumes
 Unadjusted for Internal Trips
 16-Feb-12

Land Use	Size	24 Hour Two-Way Volume	Total	AM Pk Hour		PM Pk Hour		
				Enter	Exit	Total	Enter	Exit
Apartments	525 Dwelling Units	3305	261	52	209	306	199	107
General Office Buildin	250 Th.Sq.Ft. GFA	2701	391	344	47	359	61	298
Shopping Center	60 Th.Sq.Ft. GLA	4872	114	70	44	451	221	230
Total Driveway Volume		10878	766	466	300	1116	481	635

ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET
 (Source: Chapter 7, ITE Trip Generation Handbook, October 1998)

Project Number: Crabtree Village
 Project Name: Crabtree Village
 Scenario: Daily
 Analysis Period: Daily
 Analyst: cag



THOMAS C. WORTH, JR.

Attorney

Certified Mediator

Professional Building
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Post Office Box 1799
Raleigh, North Carolina 27602
Phone: (919) 831-1125 Fax: (919) 831-1205
curmudgtcw@earthlink.net

February 15, 2012

Mr. Travis Crane, Senior Planner
City & Regional Planning
Department of City Planning
One Exchange Plaza, Suite 300
Raleigh, NC 27601

HAND DELIVERY

Re: **NEIGHBORHOOD MEETING REPORT** Regarding Proposed Rezoning Petition/Master Plan Revision of REDUS NC Land, LLC for approximately 23.73 acres bounded by Homewood Banks Drive, Blue Ridge Road and Crabtree Valley Avenue with addresses of 5301 Homewood Banks Drive and 3925, 3935, 3951, 4001 and 4105 Blue Ridge Road.

Dear Mr. Crane:

The Neighborhood Meeting was held on Monday, February 6, 2012 at 7:00 PM at the Glen Eden Pilot Park Community Center, 1500 Glen Eden Drive, Raleigh, NC 27690. In addition to the undersigned there were four (4) neighbors or neighbor representatives in attendance as confirmed by the attendance list attached hereto and incorporated herein.

The attendees were informed of the history of this property which culminated in the approval of Rezoning Z-68-05 and Master Plan MP-4-05 by the Raleigh City Council on November 21, 2006 and further that the subsequent collapse of the real estate market resulted in the tender of a Deed in Lieu of Foreclosure by the property owner Crabtree Land Manager, LLC to REDUS NC Land, LLC (a holding facility for Wells Fargo Bank, NA) which Deed was recorded on May 27, 2010.

I then discussed the retail, office and residential maximum and minimum square footage permitted under MP-4-05 and the additional maximum height, square footage and permitted uses for the Tower Building approved under MP-4-05, including the permitted 150 room hotel, 300 congregate care rooms and in the alternative up to 250,000 square feet of office. I confirmed to the attendees the uses permitted in the Tower could be mixed provided that the height and maximum square footage limitations were not exceeded.

I informed the attendees that REDUS NC Land, LLC and the prospective purchaser Pappas Properties, LLC proposed a Revised Master Plan to reduce the residential, retail and office maximum densities but a hotel, of constructed upon the property, could contain as many as 200 rooms. I indicated that for the first phase for the development of the property Pappas proposed to construct approximately 315 apartment units which with parking structures and amenities would result in the development of approximately 16 of the 23.75 +/- acres within the site. The uses and square footages for the balance of the property were stated to be unknown but that a minimum of approximately 15,000 square feet of retail and a maximum of 60,000 square feet of retail would probably be specified in the proposed Revised Master Plan.

In response to questions about ingress/egress I indicated that no vehicular ingress/egress was proposed on Crabtree Valley Avenue, that a reduction from two (2) points of ingress/egress to one (1) point of ingress/egress on Blue Ridge Road would be proposed and that on Homewood Banks Drive I expected that there would be three (3) points of ingress/egress proposed as contrasted with the two (2) points now permitted under the approved Master Plan MP-4-05. Concern was expressed about vehicular movement particularly at the intersection of Crabtree Valley Avenue and Homewood Banks Drive and I indicated that the entire matter of vehicular movement in the area was under review.

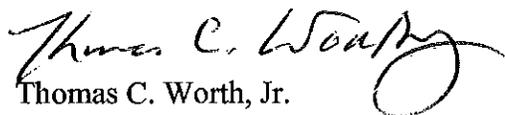
Questions were raised about the removal of soil from the property and I indicated that the expectation was that significantly less soil would be removed from the property than would be necessary under the approved plan MP-4-05.

Questions were raised about stormwater management control and water reuse and I confirmed that these matters would be fully reviewed.

In that two (2) of four (4) attendees represented existing hotels in the area concern was expressed about the prospect for a hotel being built upon this property and I indicated that there were no such plans, however it was important to preserve this possibility in behalf of the property owner REDUS NC Land, LLC.

Lastly I confirmed that if the Raleigh City Council approved the late filing of this Case that it would be filed on or before February 17, 2012 for consideration at the Public Hearing on April 17, 2012. I further indicated that I would inform the attendees and all of the neighbors noticed for this meeting of the CAC schedule or schedules when same were determined.

Sincerely,


Thomas C. Worth, Jr.

ATTENDANCE AT NEIGHBORHOOD MEETING

23.73 ac[±] / READS NC LAND LLC

February 6, 2012

NAME	ADDRESS	PHONE #
SCOTT SEARS	Street: HOMEWOOD BANKS DR Email: SCOTT_SEARS@IHRCO.COM	919-625-6505
Bee Weddington	Street: 4814 Brookhaven Dr 27612 Email: bw1930@earthlink.net	919-782-7737
NEIL RUODOLPH	Street: 4910 CONNELL DR RALEIGH, NC 27612 Email: NRUDOLPH@PLAZAASSOCIATESINC.COM	919-781-8870
ERIC TANNER	Street: 6332 BAYSWATER TRAIL RALEIGH, NC 27612 Email: etanner@shg ltd.com	919-866-9127
	Street: Email:	

2-19-12
Rec'd 1/24/12
Mailed out 1/24/12

CITY OF RALEIGH
CITY PLANNING DEPT
THOMAS C. WORTH, JR.
Attorney

2012 JAN 24 AM 11:55

Certified Mediator

Professional Building
127 W. Hargett Street, Suite 500
Post Office Box 1799
Raleigh, North Carolina 27602
Phone: (919) 831-1125 Fax: (919) 831-1205
curmudgtcw@earthlink.net

January 24, 2012

TO ALL ADDRESSEES (Notice Neighbors)

RE: **NOTICE OF MEETING** Regarding Proposed Rezoning Petition of REDUS NC Land, LLC (the "Owner"), owner of approximately 23.73 acres bounded by Homewood Banks Drive, Blue Ridge Road and Crabtree Valley Avenue with addresses of 5301 Homewood Banks Drive and 3925, 3935, 3951, 4001 and 4105 Blue Ridge Road (the "Property").

Dear Neighbors:

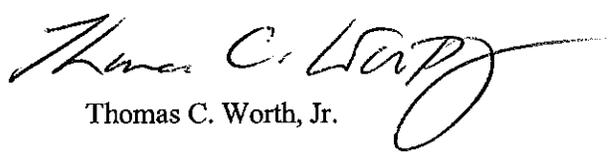
You are receiving this letter because you are the owner of property in the vicinity of Property for which a rezoning is now being contemplated. The proposed rezoning will require amendments to the existing zoning of Shopping Center and Office and Institutional-2 Districts with Planned Development Conditional Use Overlay District (PDD) or a rezoning to Shopping Center Conditional Use District with a partial or full Pedestrian Business Overlay District (PBOD). We now anticipate that a Rezoning Petition will be filed on behalf of the Owner on or before February 17, 2012.

In accordance with the requirements of Raleigh City Code Sec. 10-2165, notice is hereby given to you as the owner of the Property or the owner of property abutting or within 100 feet of the Property (collectively Notice Neighbors) of a meeting to discuss the prospective rezoning to be held in the large meeting room at Glen Eden Pilot Park Community Center, 1500 Glen Eden Drive, Raleigh, NC 27690 at 7:00 p.m. on the evening of Monday, February 6, 2012.

I will be present to meet with you and answer any questions which you may have regarding this Rezoning Petition.

If this Rezoning Petition is filed, it will be proposed for consideration at a Joint Public Hearing of the Raleigh City Council and the Raleigh Planning Commission to be held at the City's municipal building in the Avery C. Upchurch Government Complex, 222 West Hargett Street, Raleigh, NC 27601 on April 17, 2012. If you have any questions about this Rezoning Petition, either before our meeting of February 6, 2012 or at any time afterwards, please feel free to contact me.

Sincerely,



Thomas C. Worth, Jr.

Mrs. Dorothy Kerr
PIN 0795 48 4971
5510 Homewood Banks Drive
Raleigh, NC 27612-8073

Kevin D. Schautteet
PIN 0795 48 6280
3916 Blue Ridge Road
Raleigh, NC 27612-4630

Edwin G. Brandle
PIN 0795 48 8212
6000 Castlebrook Dr.
Raleigh, NC 27604-5928

Winston Raleigh HS SPE LLC
PIN 0795 49 6409
Property Tax Dept.
P. O. Box 9271
Hinsdale, IL 60522-9271

ZH 75
PIN 0795 49 9713
621 Capitol Mall Ste 1900
Sacramento, CA 95814-4746

CVM Associates
PIN 0795 49 7805
P. O. Box 31147
Raleigh, NC 27622-1147

GFM II LLC
Englert LLC
PIN 0795 47 9879
4700 Homewood Ct Ste 220
Raleigh, NC 27609-5732

City of Raleigh
PIN 0795 58 7534
City Attorneys Office
1 Exchange Plaza Ste 1020
Raleigh, NC 27601-1867

City of Raleigh
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P. O. Box 590
Raleigh, NC 27602-0590

City of Raleigh
PIN 0795 58 4691
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Paul E. Castelloe
PIN 0795 58 1396
3950 Blue Ridge Road
Raleigh, NC 27612-4630

Rickey G. Edwards
Martha M. Smith
PIN 0795 58 8896
1137 Kildaire Farm Road
Cary, NC 27511-4522

Crabtree R I LLC
PIN 0795 68 1956
P. O. Box 31747
Raleigh, NC 27622-1747

BRE LQ Properties LLC
PIN 0795 68 0447
Attn: Property Tax Dept.
909 Hidden Rdg Ste 600
Irving, TX 75038-3822

Samuel M. Longiotti
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P. O. Box 31147
Raleigh, NC 27622-1147

McDonalds Corporation (32-521)
PIN 0795 69 0454
Daniel Martin
P. O. Box 99035
Raleigh, NC 27624

Garry Steven Edwards
Jeanne G. Edwards
PIN 0795 69 2274
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Cary, NC 27511-4522

J. Michael Edwards
Rickey G. Edwards
PIN 0795 69 5100
Edwards & Edwards
2401 Weston Pkwy Ste 101
Cary, NC 27513-5599

NC Dept. of Transportation
PIN 0796 40 8142
P. O. Box 15580
Durham, NC 27704-0580

CVM Holdings LLC
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Jacksonville, FL 32207-5633

REDUS NC Land LLC
PIN 0795 58 3726
Mail Code Z3058-060
3563 Phillips Hwy Ste 601E
Jacksonville, FL 32207-5633

REDUS NC Land LLC
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Mail Code Z3058-060
3563 Phillips Hwy Ste 601E
Jacksonville, FL 32207-5633

REDUS NC Land LLC
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REDUS NC Land LLC
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REDUS NC Land LLC
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