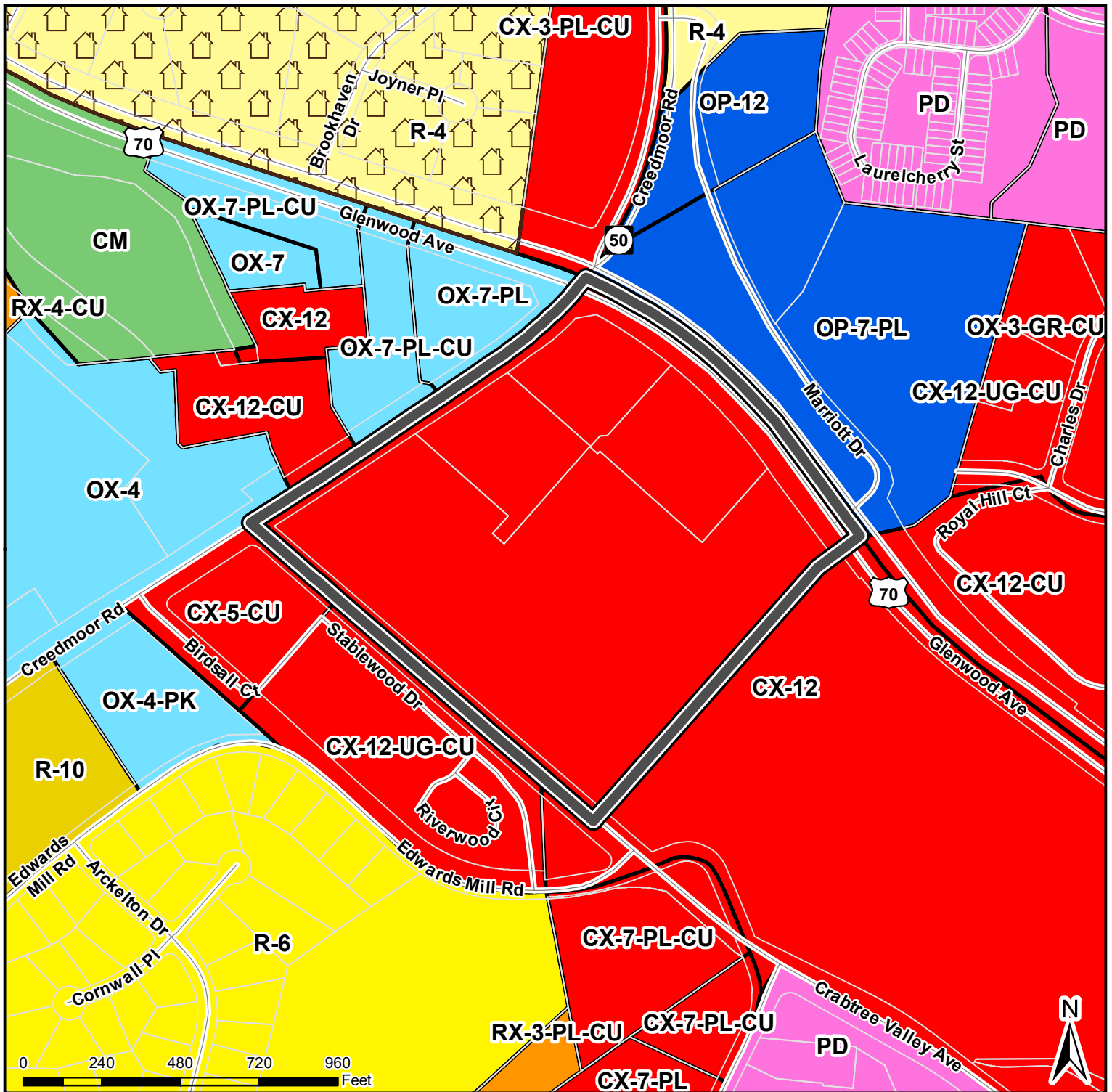
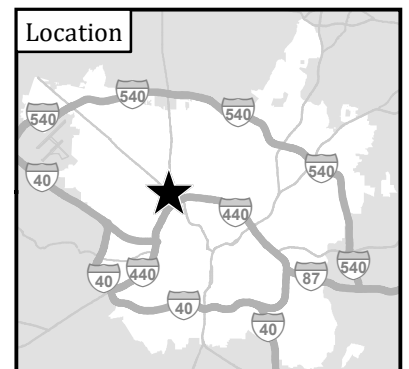


Existing Zoning

Z-20-2019



Property	4550 Creedmoor Rd; 4601 & 4325 (portion) Glenwood Ave
Size	30.4 acres
Existing Zoning	CX-12
Requested Zoning	PD



Rezoning Application



RALEIGH
DEPARTMENT OF
CITY PLANNING



Department of City Planning | 1 Exchange Plaza, Suite 300 | Raleigh, NC 27601 | 919-996-2682

REZONING REQUEST							
<input checked="" type="checkbox"/> General Use <input type="checkbox"/> Conditional Use <input type="checkbox"/> Master Plan			OFFICE USE ONLY Transaction # Rezoning Case #				
Existing Zoning Base District CX Height 12 Frontage Overlay(s) _____ Proposed Zoning Base District PD Height Frontage Overlay(s) _____ <i>Click here to view the Zoning Map. Search for the address to be rezoned, then turn on the 'Zoning' and 'Overlay' layers.</i>							
If the property has been previously rezoned, provide the rezoning case number: Z-27B-2014							
Provide all previous transaction numbers for Coordinated Team Reviews, Due Diligence Sessions, or Pre-Submittal Conferences:							
<table border="1" style="width:100%"> <tr> <td style="width:25%">590412</td> <td style="width:25%"> </td> <td style="width:25%"> </td> <td style="width:25%"> </td> </tr> </table>				590412			
590412							

GENERAL INFORMATION			
Date June 26, 2019		Date Amended (1)	
		Date Amended (2)	
Property Address 4601 Glenwood Ave.; 4550 Creedmoor Rd.; 4325 Glenwood Ave.; 4601 Crabtree Valley Ave.			
Property PIN 0796418378; 0796415629; 0796502569; 0796404276		Deed Reference (book/page) 017092/01220 008355/01431; 008355/01431 009356/01431	
Nearest Intersection Glenwood Ave. and Creedmoor Rd.			
Property Size (acres) 21	For Planned Development Applications Only:	Total Units 0	Total Square Footage 1,000,000 in Tract 1
		Total Parcels 4	Total Buildings 1+
Property Owner/Address CVM Holdings LLC, c/o Clarion Partners, 230 Park Ave New York, NY 10169 CVM Holdings II LLC, 2840 Plaza Place, Suite 100 Raleigh, NC 27612		Phone 919-789-9707	Fax 919-789-9715
		Email rerwakefld@aol.com	
Project Contact Person/Address Jamie Schwedler		Phone 919-835-4529	Fax 919-834-4564
		Email jamieschwedler@parkerpoe.com	
Owner/Registered Agent Signature By Samuel Longiotti as Vice President of CVM Holdings LLC and CVM Holdings II LLC		Email cschmidt@plazaassociatesinc.com	

A rezoning application will not be considered complete until all required submittal components listed on the Rezoning Checklist have been received and approved.

CONDITIONAL USE DISTRICT ZONING CONDITIONS		
Zoning Case Number		OFFICE USE ONLY Transaction # Rezoning Case #
Date Submitted		
Existing Zoning	Proposed Zoning	
Narrative of Zoning Conditions Offered		
1. N/A		
2.		
3.		
4.		
5.		
6.		
7.		
8.		
9.		
10.		

These zoning conditions have been voluntarily offered by the property owner. All property owners must sign each condition page. This page may be photocopied if additional space is needed.

Owner/Registered Agent Signature _____ Print Name _____

REZONING APPLICATION ADDENDUM #1	
<p align="center">Comprehensive Plan Analysis</p>	<p align="center">OFFICE USE ONLY</p> <p align="center">Transaction #</p> <p align="center">Rezoning Case #</p>
<p>The applicant is asked to analyze the impact of the rezoning request. State Statutes require that the rezoning either be consistent with the adopted Comprehensive Plan, or that the request be reasonable and in the public interest.</p>	
<p align="center">STATEMENT OF CONSISTENCY</p>	
<p>Provide brief statements regarding whether the rezoning request is consistent with the future land use designation, the urban form map, and any applicable policies contained within the 2030 Comprehensive Plan.</p>	
<p>1. See attached</p>	
<p>2.</p>	
<p>3.</p>	
<p>4.</p>	
<p align="center">PUBLIC BENEFITS</p>	
<p>Provide brief statements regarding the public benefits derived as a result of the rezoning request.</p>	
<p>1. See attached.</p>	
<p>2.</p>	
<p>3.</p>	
<p>4.</p>	

REZONING APPLICATION ADDENDUM #2**Impact on Historic Resources**

The applicant is asked to analyze the impact of the rezoning request on historic resources. For the purposes of this section, a historic resource is defined as any site, structure, sign, or other feature of the property to be rezoned that is listed in the National Register of Historic Places or designated by the City of Raleigh as a landmark or contributing to a Historic Overlay District.

OFFICE USE ONLY**Transaction #****Rezoning Case #****INVENTORY OF HISTORIC RESOURCES**

List in the space below all historic resources located on the property to be rezoned. For each resource, indicate how the proposed zoning would impact the resource.

N/A

PROPOSED MITIGATION

Provide brief statements describing actions that will be taken to mitigate all negative impacts listed above.

N/A

URBAN DESIGN GUIDELINES

The applicant must respond to the Urban Design Guidelines contained in the 2030 Comprehensive Plan if:

- a) The property to be rezoned is within a "City Growth Center" or "Mixed-Use Center", or
 - b) The property to be rezoned is located along a "Main Street" or "Transit Emphasis Corridor"
- as shown on the Urban Form Map in the 2030 Comprehensive Plan.

Urban Form Designation City Growth Center

Click [here](#) to view the Urban Form Map.

1.	<p><i>All Mixed-Use developments should generally provide retail (such as eating establishments, food stores, and banks), and other such uses as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian friendly form.</i></p> <p>Response: See attached.</p>
2.	<p><i>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.</i></p> <p>Response: See attached.</p>
3.	<p><i>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.</i></p> <p>Response: See attached.</p>
4.	<p><i>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.</i></p> <p>Response: See attached.</p>
5.	<p><i>New development should be comprised of blocks of public and/or private streets (including sidewalks). Block faces should have a length generally not exceeding 660 feet. Where commercial driveways are used to create block structure, they should include the same pedestrian amenities as public or private streets.</i></p> <p>Response: See attached.</p>
6.	<p><i>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.</i></p> <p>Response: See attached.</p>

7.	<p><i>Buildings should be located close to the pedestrian-oriented street (within 25 feet of the curb), with off-street parking behind and/or beside the buildings. When a development plan is located along a high volume corridor without on-street parking, one bay of parking separating the building frontage along the corridor is a preferred option.</i></p> <p>Response: See attached.</p>
8.	<p><i>If the site is located at a street intersection, the main building or main part of the building should be placed at the corner. Parking, loading or service should not be located at an intersection.</i></p> <p>Response: See attached.</p>
9.	<p><i>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.</i></p> <p>Response: See attached.</p>
10.	<p><i>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.</i></p> <p>Response: See attached.</p>
11.	<p><i>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.</i></p> <p>Response: See attached.</p>
12.	<p><i>A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor "room" that is comfortable to users.</i></p> <p>Response: See attached.</p>

13.	<p><i>New public spaces should provide seating opportunities.</i></p> <p>Response:</p> <p>See attached.</p>
14.	<p><i>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</i></p> <p>Response:</p> <p>See attached.</p>
15.	<p><i>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.</i></p> <p>Response:</p> <p>See attached.</p>
16.	<p><i>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.</i></p> <p>Response:</p> <p>See attached.</p>
17.	<p><i>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.</i></p> <p>Response:</p> <p>See attached.</p>
18.	<p><i>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</i></p> <p>Response:</p> <p>See attached.</p>
19.	<p><i>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.</i></p> <p>Response:</p> <p>See attached.</p>

20.	<p><i>It is the intent of these guidelines to build streets that are integral components of community design. Public and private streets, as well as commercial driveways that serve as primary pedestrian pathways to building entrances, should be designed as the main public spaces of the City and should be scaled for pedestrians.</i></p> <p>Response: See attached.</p>
21.	<p><i>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.</i></p> <p>Response: See attached.</p>
22.	<p><i>Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees which complement the face of the buildings and which shade the sidewalk. Residential streets should provide for an appropriate canopy, which shadows both the street and sidewalk, and serves as a visual buffer between the street and the home. The typical width of the street landscape strip is 6-8 feet. This width ensures healthy street trees, precludes tree roots from breaking the sidewalk, and provides adequate pedestrian buffering. Street trees should be at least 6 1/4" caliper and should be consistent with the City's landscaping, lighting and street sight distance requirements.</i></p> <p>Response: See attached.</p>
23.	<p><i>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.</i></p> <p>Response: See attached.</p>
24.	<p><i>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.</i></p> <p>Response: See attached.</p>
25.	<p><i>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.</i></p> <p>Response: See attached.</p>
26.	<p><i>The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.</i></p> <p>Response: See attached.</p>

REZONING APPLICATION SUBMITTAL REQUIREMENTS ("Rezoning Checklist")

TO BE COMPLETED BY APPLICANT			COMPLETED BY CITY STAFF		
General Requirements – General Use or Conditional Use Rezoning	YES	N/A	YES	NO	N/A
1. I have referenced this Rezoning Checklist and by using this as a guide, it will ensure that I receive a complete and thorough first review by the City of Raleigh	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
2. Rezoning application review fee (see Fee Schedule for rate)	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
3. Completed application; Include electronic version via cd or flash drive	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
4. Two sets of stamped envelopes addressed to all property owners of area to be rezoned and properties within 500 feet of area to be rezoned (all applications)	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
5. Pre-Application Conference	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
6. Neighborhood Meeting notice and report	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
7. Trip Generation Study	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
8. Traffic Impact Analysis	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
9. Completed and signed zoning conditions	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
10. Completed Comprehensive Plan Consistency Analysis	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
11. Completed Response to the Urban Design Guidelines	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
12. For applications filed by a third party, proof of actual notice to the property owner	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
13. Master Plan (for properties requesting Planned Development or Campus District)	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
14. Copy of ballot and mailing list (for properties requesting Accessory Dwelling Unit Overlay)	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

MASTER PLAN SUBMITTAL REQUIREMENTS

TO BE COMPLETED BY APPLICANT			COMPLETED BY CITY STAFF		
General Requirements – Master Plan	YES	N/A	YES	NO	N/A
1. I have referenced the Master Plan Checklist and by using this as a guide, it will ensure that I receive a complete and thorough first review by the City of Raleigh	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
2. Total number of units and square feet	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
3. 12 sets of plans	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
4. Completed application; Include electronic version via cd or flash drive	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
5. Vicinity Map	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
6. Existing Conditions Map	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
7. Street and Block Layout Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
8. General Layout Map/Height and Frontage Map	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
9. Description of Modification to Standards, 12 sets	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
10. Development Plan (location of building types)	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
11. Pedestrian Circulation Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
12. Parking Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
13. Open Space Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
14. Tree Conservation Plan (if site is 2 acres or more)	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
15. Major Utilities Plan/Utilities Service Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
16. Generalized Stormwater Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
17. Phasing Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
18. Three-Dimensional Model/renderings	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
19. Common Signage Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>			

Pre-Application Conference

(this form must be provided at the time of formal submittal)



**DEVELOPMENT
SERVICES
DEPARTMENT**

Development Services Customer Service Center | 1 Exchange Plaza, Suite 400 | Raleigh, NC 27601 | 919-996-2495 | efax 919-996-1831
Litchford Satellite Office | 8320 - 130 Litchford Road | Raleigh, NC 27601 | 919-996-4200

PROCESS TYPE

- ☐ Board of Adjustment
- ☐ Comprehensive Plan Amendment
- ☒ Rezoning
- ☐ Site Review*
- ☐ Subdivision
- ☐ Subdivision (Exempt)
- ☐ Text Change

* Optional conference

GENERAL INFORMATION

Date Submitted 3/8/2019

Applicant(s) Name Jamie Schwedler

Applicant's Mailing Address 301 Fayetteville Street, PO Box 389, Raleigh, NC 27602

Phone 919-835-4529

Email jamieschwedler@parkerpoe.com

Property PIN # 0796415629; 0796418378

Site Address / Location 4550 Creedmoor Rd; 4601 Glenwood Ave

Current Zoning CX-12

Additional Information (if needed) :

OFFICE USE ONLY

Transaction # : 590412

Date of Pre-Application Conference : 3/22/19

Staff Signature *Dean Martin*



Pre-Application Conference Meeting Record

Transaction #: 590412 Meeting Date & Time: 3/22 11 am

Location: One Exchange Plaza

Attendees: Ira Mabel, Hannah Becklow, Jamie Schmedler
Brian Rudy, Matt Peach, Liss Buzza, Collier Marsh
Pick Rowe, Ashley Rodgers, Amy Myers

Parcels discussed (address and/or PIN): 4550 Creedmoor Rd, 4601 Glenwood Ave
& portion of north parcel

Current Zoning: CX-12

Potential Re-Zoning: PD

CAC Chair/Contact Information: Northwest CAC Aracelys.Torrez@raleighnc.gov 919-996-5717

General Notes: Request would include to stay taller. Future Land
Use (Regional Mixed Use) supports to staying. Crab tree
area study includes relevant policies - pedestrian circulation
and illuminated. PD would allow project to address site constraints.

Department & Staff	Notes
Development Services ____Justin Rametta Justin.Rametta@raleighnc.gov 919-996-2665 ____Mike Walters Michael.Walters@raleighnc.gov 919-996-2636 ____Walt Fulcher Walt.Fulcher@raleighnc.gov 919-996-3517	UDO Sections:

<p><u>Historic Preservation</u> <u>Melissa Robb</u> Melissa.Robb@raleighnc.gov 919-996-2632 <u>Collette Kinane</u> Collette.Kinane@raleighnc.gov 919-996-2649</p>	<p>UDO Sections:</p>
<p><u>Parks, Recreation, and Cultural Resources</u> <u>Thomas "TJ" McCourt</u> Thomas.McCourt@raleighnc.gov 919-996-6079 <u>Emma Liles</u> Emma.Liles@raleighnc.gov 919-996-4871</p>	<p>UDO Sections:</p>
<p><u>Public Utilities</u> <u>John Sorrell</u> John.Sorrell@raleighnc.gov 919-996-3485 <u>Patrick Paine</u> Patrick.Paine@raleighnc.gov 919-996-3481 <u>Eric Haugaard</u> Eric.Haugaard@raleighnc.gov 919-996-3492</p>	<p>UDO Sections:</p>
<p><u>Stormwater</u> <u>Ben Brown</u> Ben.Brown@raleighnc.gov 919-996-3515 <u>Gary Morton</u> Gary.Morton@raleighnc.gov 919-996-3517 <u>Ashley Rodgers</u> Ashley.Rodgers@raleighnc.gov 919-996-3970 <u>Lisa Booze</u> Lisa.Booze@raleighnc.gov 919-996-3518</p>	<p>known existing issue across from Mammoth Dr. Upgrades to system on northern side of parcel will be needed.</p> <p>UDO Sections:</p>
<p><u>Transportation</u> <u>Tara Hofferth</u> Tara.Hofferth@raleighnc.gov 919-996-2661 Jason Myers</p>	<p>TVA required for our PD, understood that TVA and PD maps match enough. Area plan 2003 study can be used.</p> <p>UDO Sections: Pedestrian Bridge would require highway interchange plan, a move of other pedestrian circulation.</p>

June 6, 2019

Re: Notice of Neighborhood Meeting

Neighboring Property Owners:

A neighborhood meeting will be held at 6:30 p.m. on Thursday, June 20th at the former Sears building, located at 4601 Glenwood Ave., Raleigh, NC 27612. The purpose of the meeting is to discuss an upcoming application to rezone three parcels of land located at 4601 Glenwood Ave. (PIN 0796418378), 4550 Creedmoor Rd. (PIN 0796415629), and 4601 Crabtree Valley Ave. (PIN 0796404276), and a portion of a fourth parcel of land located at 4325 Glenwood Ave. (PIN 0796502569). Attached is a vicinity map outlining the location of the parcels. The rezoning will seek a change from CX-12 to PD. The applicant will describe the nature of this rezoning request and field any questions from the public. The City of Raleigh requires a neighborhood meeting involving the property owners within 500 feet of the area requested for rezoning prior to the submittal of any rezoning application. Any landowner who is interested in learning more about this project is invited to attend.

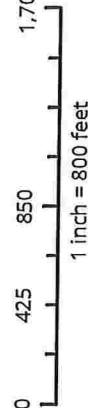
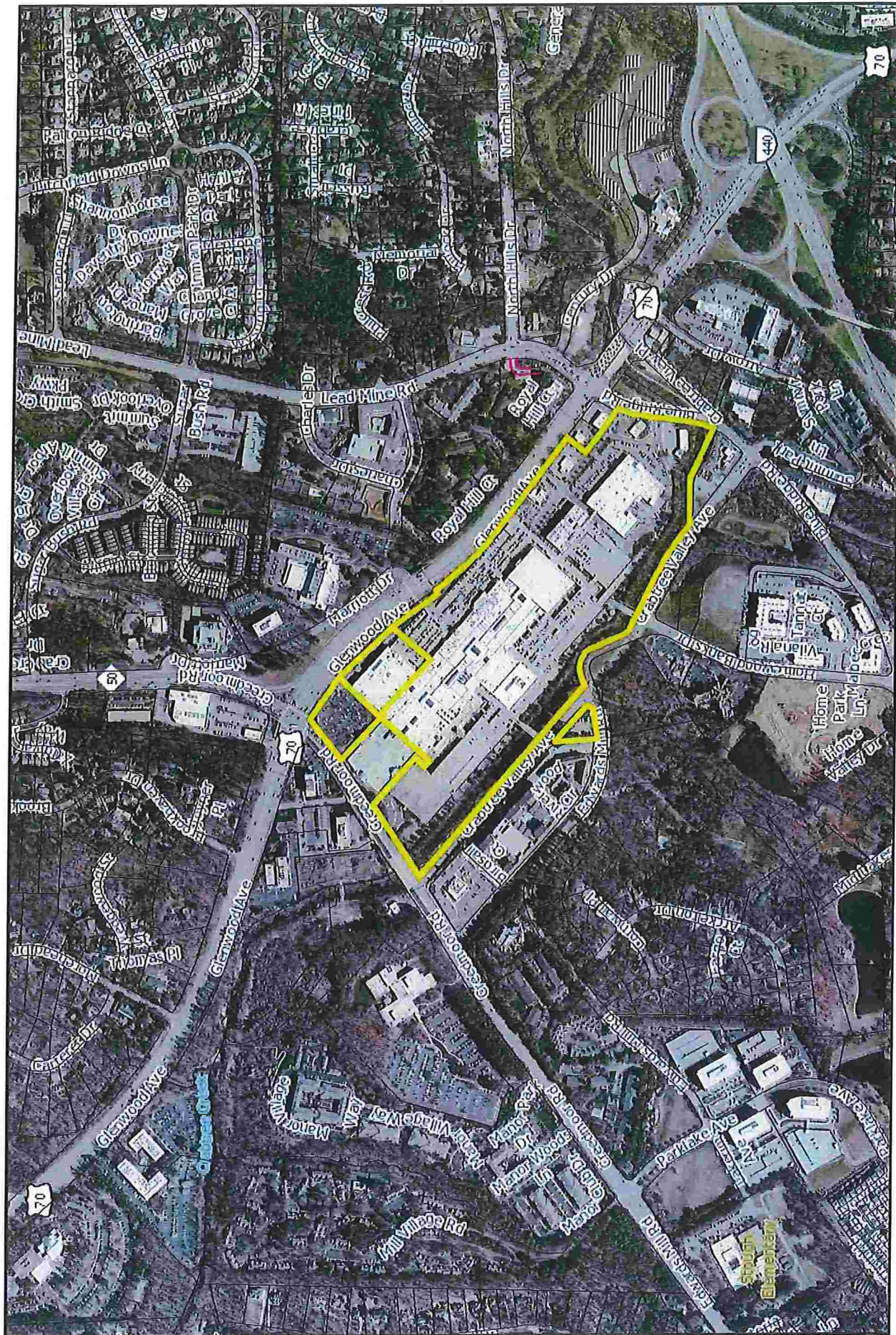
The neighborhood meeting will be held on the ground level of the former Sears building. If you plan to attend, please park in the ground level parking lot between the former Sears building and the current Macy's building. Please enter the former Sears building from the ground level parking lot.

If you have any questions, please contact Collier Marsh at (919) 835-4663 or via email at colliermarsh@parkerpoe.com. You may also contact the Raleigh Department of City Planning at (919) 996-2682, via email at rezoning@raleighnc.gov, or visit the City's web portal at <https://www.raleighnc.gov>.

Thank you,



Collier Marsh



Disclaimer

iMaps makes every effort to produce and publish the most current and accurate information possible. However, the maps are produced for information purposes, and are NOT surveys. No warranties, expressed or implied, are provided for the data therein, its use, or its interpretation.

Crabtree Mail Mailing List

Owner

2552 LLC

4801 GLENWOOD AVENUE LLC

5400 RALEIGH CRABTREE LLC

95 HOSPITALITY LLC

ARROW DRIVE DEVELOPMENT LLC

AV HOMEWOOD INC

BAKER, BETTY L

BRE LO PROPERTIES LLC

CAPIRE LLC

CNL RETIREMENT SUN1 LP

CRABTREE APARTMENTS ASSOC II LLC

CRABTREE APARTMENTS LLC

CRABTREE FAIRFIELD LLC

CRABTREE R I LLC

CRABTREE TERRACE HOLDINGS LLC

CRABTREE VILLAGE PROPERTY OWNERS ASSOCIATION INC

CRP/DRP HOMEWOOD OWNER, LLC

CV HOTEL LLC

CVM ASSOCIATES

CVM HOLDINGS II LLC

CVM HOLDINGS LLC

DIDEK, ATTILA

EDWARDS, J MICHAEL EDWARDS, RICKEY G

EDWARDS, RICKEY G EDWARDS, J MICHAEL

EDWARDS, GARRY STEVEN EDWARDS, JEANNE G

GLEN TREE OFFICE DEVELOPMENT LLC

IBP TIC OWNER, LLC PP TIC OWNER, LLC

JAGUAR LLC

LANGLEY, VICTORIA M SAM RALEIGH LLC

LEWIS, MICHAEL W LEWIS, JEANETTE S

LONGIOTTI, SAMUEL M.

MAY DEPARTMENT STORES CO THE

MCDONALDS CORPORATION (32-521)

MRAC-III LLC

MURRAY INVESTMENT COMPANY NO 1 LLC

NATIONWIDE MUTUAL INSURANCE COMPANY

PINNACLE APARTMENTS LLC

PLAZA PARTNERS OF RALEIGH LLC

PMT JA NC LLC

PNC BANK, NA

RALEIGH CITY OF

RALEIGH 2 LLC

RALGIC LLC

RBP RALEIGH LLC

REDUS NC LAND LLC

SAMPSON BLADEN OIL CO INC

Mail Address 1

KOTARIDES DEVELOPERS LLC

1173 PITTSFORD VICTOR RD STE 250

RYAN

92 CORNERSTONE DR # 127

111 E AYCOCK ST

1410 ROCKY RIDGE DR STE 170

11709 RAVEN RIDGE RD

ATTN: PROPERTY TAX DEPT

3933 ARROW DR

HCP INC-PROPERTY TAX DEPT

2251 CHARLES DR

1400 POST OAK BLVD STE 500

PO BOX 31747

DOYLE PARRISH

1450 ENVIRON WAY

9606 N MOPAC EXPT STE 500

DOMINION REALTY PARTNERS LLC

2000 WARE BOTTOM SPRING RD

2840 PLAZA PL STE 100

2840 PLAZA PL STE 100

2840 PLAZA PL STE 100

5004 EDWARDS MILL RD

EDWARDS & EDWARDS

EDWARDS & EDWARDS REAL ESTATE INC

EDWARDS & EDWARDS REAL ESTATE INC

1 MEDICAL DR

9606 N MOPAC EXPT STE 500

2840 PLAZA PL STE 100

717 BLENNHEIM DR

8117 PONY PASTURE CT

PO BOX 31147

MACYS TAX DEPT

GUNTER ENTERPRISES INC

1213 KEITH RD

1820 CAPITAL BLVD

EPM&A MAILCODE 1-03-502

MARVIN F POER & COMP

CORP R/E ASSESSMENTS NC 1-001-03-81

THE PAUL MITCHELL TRUST

NATIONAL TAX SEARCH LLC

PO BOX 590

4131 PARKLAKE AVE STE 360

4131 PARKLAKE AVE STE 360

PO BOX 56607

MAC 23094-065

PO BOX 469

Mail Address 2

1128 INDEPENDENCE BLVD STE 200

PITTSFORD NY 14534-3823

PO BOX 56607

CARY NC 27519-8404

RALEIGH NC 27608-2541

ROSEVILLE CA 95661-2822

RALEIGH NC 27614-9318

909 HIDDEN RDG STE 600

RALEIGH NC 27612-4646

1920 MAIN ST STE 200

RALEIGH NC 27612-4083

HOUSTON TX 77056-3008

RALEIGH NC 27622-1747

PO BOX 31747

CHAPEL HILL NC 27517-4433

AUSTIN TX 78759

2626 GLENWOOD AVE STE 195

CHESTER VA 23836-4200

RALEIGH NC 27612-6342

RALEIGH NC 27612-6342

RALEIGH NC 27612-6342

RALEIGH NC 27612-4420

2401 WESTON PKWY STE 101

2401 WESTON PKWY STE 103

2401 WESTON PKWY STE 103

BENSON NC 27504-1177

AUSTIN TX 78759-5960

RALEIGH NC 27612-6342

RALEIGH NC 27612-4902

RALEIGH NC 27612-7379

RALEIGH NC 27622-1147

7 W 7TH ST

PO BOX 61398

WAKE FOREST NC 27587-7301

RALEIGH NC 27604-2145

1 NATIONWIDE PLZ

3520 PIEDMONT RD NE STE 410

101 N TRYON ST/NC-001-03-81

1585 KAPOLANI BLVD STE 1110

130 S JEFFERSON ST STE 300

RALEIGH NC 27602-0590

RALEIGH NC 27612-2390

RALEIGH NC 27612-2390

ATLANTA GA 30343-0607

1 INDEPENDENT DR STE 615

CLINTON NC 28329-0469

Mail Address 3

VIRGINIA BEACH VA 23455-5555

ATLANTA GA 30343-0607

IRVING TX 75038-3822

IRVINE CA 92614-7259

RALEIGH NC 27622-1747

RALEIGH NC 27608-1366

CARY NC 27513-5599

CARY NC 27513-5502

CARY NC 27513-5502

CINCINNATI OH 45202-2424

RALEIGH NC 27661-1398

COLUMBUS OH 43215-2226

ATLANTA GA 30305-1512

CHARLOTTE NC 28255-0001

HONOLULU HI 96814-4543

CHICAGO IL 60661-5763

JACKSONVILLE FL 32202-5021

SDC GLENWOOD PLACE LLC
SOLFERINO NORTH PROPERTIES LLC
TERRA HOSPITALITY - GIANT LLC
TIGER CRABTREE LLC
VT ARROW PROPERTIES LLC
WACHOVIA BANK AND TRUST CO NA

601 N LAMAR BLVD STE 301
746 E FRANKLIN ST
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CHAPEL HILL NC 27514-3824
PO BOX 56607
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PO BOX 56607

ATLANTA GA 30343-0607
STUDIO CITY CA 91604-3808
ATLANTA GA 30343-0607

SUMMARY OF ISSUES

A neighborhood meeting was held on June 20, 2019 (date) to discuss a potential rezoning located at 4601 Glenwood Ave., 4550 Creedmoor Rd., 4601 Crabtree Valley Ave., and 4325 Glenwood Ave. (property address).
The neighborhood meeting was held at 4601 Glenwood Ave. (location).
There were approximately 1 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

Presentation of proposed rezoning
Timeline for development of property
NCDOT future plans in vicinity of site

[illegible]

**CRABTREE VALLEY MALL
SEARS REDEVELOPMENT
PLANNED DEVELOPMENT DISTRICT**

Owner: CVM Holdings LLC, CVM Holdings II, LLC
Address: 2840 Plaza Pl., Suite 100, Raleigh, NC 27612
Phone: (919) 789-9707
Attention: Rick Rowe
Email: rrowe@wakefieldassociates.net

Developer: Wakefield Associates
Address: 188 Windchime Court, Suite 201, Raleigh, NC 27615
Phone: 919-789-9707
Attention: Rick Rowe
Email: rrowe@wakefieldassociates.net

Transportation: Stantec
Address: 801 Jones Franklin Rd., Suite 300, Raleigh, NC 27606
Phone: 919-851-6866
Attention: Matt Peach
Email: Matt.Peach@stantec.com

Consultants: McAdams
Address: One Glenwood Avenue, Suite 201, Raleigh, NC 27603
Phone: 919-823-4300
Attention: Brian Purdy
Email: Purdy@mcadamsco.com

Attorneys: Parker Poe Adams & Bernstein LLP
Address: 301 Fayetteville Street, Suite 1400, Raleigh NC 27601
Phone: 919-828-9564
Attention: Jamie Schwedler
Email: jamieschwedler@parkerpoe.com

First Submittal Date: June 26, 2019
Second Submittal Date: September 27, 2019

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- 15. Public Utilities and Stormwater**
- 16. Block Perimeter**
- 17. UDO Modifications**

1. Introduction

This document and the accompanying exhibits submitted herewith (collectively, the "Master Plan") are provided pursuant to provisions of the Unified Development Ordinance (the "UDO") for the Planned Development district ("PD") for Crabtree Valley Mall Sears Redevelopment, a Mixed Use Development (the "Development") proposed by Wakefield Associates ("Wakefield"). The Development consists of three parcels located at 4601 Glenwood Ave. (Parcel No. 0796418378), 4550 Creedmoor Rd. (Parcel No. 0796415629), and 4601 Crabtree Valley Ave. (Parcel No. 0796404276) and a portion of a fourth parcel located at 4325 Glenwood Ave. (Parcel No. 0796502569), (collectively, the "Property"). The Property is located at the intersection of Glenwood Avenue and Creedmoor Road, near the exchange between Glenwood Avenue and I-440 beltline. The Property is commonly known as the Crabtree Valley Mall.

The Master Plan proposes a mixed-use development with a combination of office, retail, hotel, and restaurant uses. The Master Plan is divided into Tract 1 and Tract 2, with different uses, heights, and intensities proposed for each tract

2. Statement of Intent

In general, Tract 1 will contain a new entitlement which allows for increases to height in a limited portion of the PD adjacent to Glenwood Avenue to replace the existing vacant Sears building and low-lying surface parking lot. Tract 2 will remain limited to 12 stories with uses consistent with the existing entitlement, such that over half of the PD will not exceed the by-right entitlement. Actual heights, uses, and intensity of development on Tract 2 will be determined in connection with a traffic study at site plan, in phases following portions of Tract 1. This development plan will allow the mall to increase height and density on its most visible corner and façade in order to better compete with the changing retail landscape, while retaining existing development limits across the balance of the site.

The proposed Development meets the intent of the PD District by allowing the Applicant to provide more certainty regarding the intended uses, location of buildings, building heights, stormwater improvements, transportation improvements, and pedestrian circulation improvements. The PD District also allows the applicant to modify various UDO provisions to account for enhanced stormwater control systems,

seek flexibility in roadway requirements, and customize certain design criteria in order to create a more walkable development and provide a higher level of design than a general district.

The Development meets the intent of the base district, CX, because it provides for a variety of retail, service and commercial uses. The office use also meets this intent because “inclusion of ... employment uses are strongly encouraged in order to promote live-work and mixed use opportunities.” UDO Sec. 3.1.1.E. The overall development scheme fulfills the purpose of PDs by providing greater certainty in the most prominent, highly-visible areas of the site and preserving by-right development in the less visible areas.

3. Future Land Use Map

The Property is currently zoned as CX-12 and is designated as “Regional Mixed Use” in the Future Land Use Map. The FLUM states that Regional Mixed Use areas should typically be zoned as CX. Therefore, the proposed rezoning to PD with CX underlay directly conforms with the FLUM designation. This designation may include high-density housing, office development, hotels, and region-serving retail.

Heights in the Regional Mixed Use area could be 12-20 stories in core locations, but taller buildings should be accompanied by enhanced pedestrian amenities. Pedestrian connections will be provided within the Property and to adjacent areas, including the greenway, as shown on the Master Plan.

The Property is also designated as a Critical Area in the FLUM because it is within the 100 year flood plain. For Critical Areas, the FLUM states, “[t]he use of an overlay on top of another designation recognizes that while preservation is the long term goal, private landowners are entitled to a productive use of the property as allowed by the underlying zone district until such time as the appropriate steps can be taken to protect these resources.” As set forth in the Master Plan, improvements to existing stormwater controls and new stormwater infrastructure will improve drainage on the Property and benefit neighboring properties. Thus, development of this area is appropriate as stormwater controls will be improved in connection with the rezoning.

4. Comprehensive Plan

A full description of applicable policies from the 2030 Comprehensive Plan and the Development's conformance to each is included in the attached Zoning Application Addendum. A summary of those policies and how this project complies with the Urban Form Map, Crabtree Small Area Plan, and policies encouraging compact development, reuse and revitalization, and multi-modal connectivity is as follows:

a. Urban Form Map

The Urban Form Map designates the Property as a City Growth Center and contemplates significant infill and redevelopment in the immediate area. Glenwood Avenue is designated a Transit Emphasis Corridor, which is programmed for a higher level of bus-based service, including frequent buses, completion of the pedestrian network, and potentially traffic signal priority for transit. Creedmoor Road and Crabtree Valley Avenue are both designated Urban Thoroughfares, which are planned for public investments such as bike lanes and or pedestrian-oriented streetscapes that encourage multiple modes. These designations are consistent with the Development, which will study transportation improvements on adjacent roads, and contemplates significant redevelopment on the mall site.

b. Crabtree Small Area Plan

The Property is within the Crabtree Small Area Plan ("AP-C") of the Comprehensive Plan. AP-C emphasizes attention to street-facing parking structures, and circulation plans for both the mall and surrounding areas. Specifically, AP-C calls for vehicular, transit, and pedestrian circulation at the ground level, as well as circulation around the mall. See Policies AP-C 1, AP-C 4, and AP-C 6. The zoning request proposes new structured parking, but the location and design of these decks is not yet established. Pedestrian circulation will be improved to the greenway trails and connections to other sites will be provided, as indicated on the Master Plan.

c. Compact Development

The Land Use portion of the Comprehensive Plan supports redevelopment using a more compact or clustered land use pattern to preserve open space and reduce the negative impacts of low intensity development. See Policies LU 2.2, LU 2.3. These

policies also encourage development close to freeway interchanges to create nodes at nearby intersections, and to provide integrated developments with well planned public spaces for active living and interaction. See Policies LU 4.10, LU 6.1. Finally, policies encourage redevelopment to mitigate stormwater impacts in order to avoid damage to nearby properties or City infrastructure. Policy EP 3.12.

The proposed rezoning would allow for redevelopment of the existing Crabtree Valley Mall in a more dense and compact manner rather than the expansion to additional parcels or other, less compact development. The proposed rezoning would allow for the development of a vertical and horizontal mixture of uses at the intersection of Glenwood Avenue and Creedmoor Road, and near the interchange between I-440 and Glenwood Avenue. The Property already has vehicular access behind Crabtree Valley Mall to limit driveway connections to Glenwood Avenue. The Master Plan references enhanced stormwater improvements that would improve the current conditions, and minimize the impact on neighboring properties or City resources.

d. Reuse and Revitalization

The Comprehensive Plan also encourages integrated mixtures of land uses in growth centers to maintain the City's livability and promote redevelopment of aging and high vacancy shopping centers into mixed-use developments. These policies encourage stimulation and redevelopment of Raleigh's aging commercial centers through zoning, public investments in infrastructure, and incentives. See Policies LU 6.2, LU 7.2, ED 1.1. Inclusion of office space in mixed-use centers is encouraged in order to provide a product type lacking in the regional marketplace. See Policy ED 5.4.

The purpose of the Development is to revitalize Crabtree Valley Mall through the addition of complimentary mixed uses. The Mall was built in the early 1970s, and focused on vehicular circulation and retail use. The proposed rezoning would allow for the addition of a new mixture of uses to the Mall to transform the large vacant portions into a vibrant development. The Master Plan also includes open space and outdoor amenity areas that will provide opportunities for active living and interaction, breathing new life into this older commercial property. The proposed rezoning would allow for the addition of office space and other mixed uses to Crabtree Valley Mall in significant amounts, a combination which is relatively scarce in the region.

e. Multi-modal Connectivity

The Comprehensive Plan supports redevelopment as a tool to promote healthy communities and active lifestyles. This can be done by providing enhanced bicycle and pedestrian circulation, providing services in areas where vehicle trips can be reduced to access them, or providing pedestrian connections between developments as an alternative form of access. See Policies LU 2.5, LU 4.4, LU 4.5. New developments should be pedestrian-friendly and should reduce the amount of surface parking, and should have a mix of uses to enhance commercial corridors and create pedestrian-friendly environments. See Policies LU 7.6, T 6.1, T 6.6, ED 1.2.

The Master Plan includes enhancements to pedestrian and bicycle circulation at Crabtree Valley Mall, such as 6 foot sidewalks along Glenwood Avenue and Creedmoor Road along the Property boundary to complement the existing internal pedestrian network. The Master Plan allows for the replacement of an existing surface parking lot at Crabtree Valley Mall with a parking structures that would require the use of less land and that would be utilized by a mixture of uses. The Master Plan also includes improvements to enhance the pedestrian experience at Crabtree Valley Mall, including clear methods of circulation from the greenway into the Property.

5. Conformance with Urban Design Guidelines

A full description of conformance to the Urban Design Guidelines is included in the attached Zoning Application Addendum. A summary of those guidelines is as follows:

The Guidelines encourage mixed-use developments providing retail in a compact and pedestrian-friendly form. The proposed road network should connect to the surrounding community, providing connections in and through the site. Where a site is located at a street intersection, the main building should be placed at the corner instead of parking, loading or service. Urban space should have high visibility and be easily accessible, provide seating opportunities, and should have direct access from adjacent streets. The perimeter of developments should contain active uses that provide pedestrian traffic, and should respect natural resources an essential component of the human environment. Development in floodplains should maintain the natural condition and, where practical, these features should be conserved as open space amenities and

incorporated in the overall site design. 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.

The Development complies with these Guidelines in all material ways. First, the proposed Development uses include office and retail uses within walking distance of one another, and vertically integrated in Tract 1. The Master Plan also includes pedestrian access throughout the site and between uses, and connects to the overall street network around the Property. The Development allows for the replacement of an existing surface parking lot at the intersection of Glenwood Avenue and Creedmoor Road with a vertically mixed-use building of up to 32 stories. The Master Plan includes connections to the greenway for active uses at the perimeter of the property. On the rear portion of Tract 2, approximately 2.6 acres of the site is designated as open space and will be preserved from development in order to maintain greenway access, reduce additional development in the floodplain, and maintain natural resources to the extent practical. The site is along located along existing public transit routes and connections to each will be provided.

6. Consistency with General Design Principles

The Project complies with many of the General Design Principles set forth in UDO section 4.7.5, to the extent these can be identified at this stage. Specifically, the uses proposed in Tract 1 are compact and well-integrated, a variety of business types and uses are accommodated, and entertainment uses are included. See UDO 4.7.5.B, 4.7.5.D, 4.7.5.N. Bicycle and pedestrian circulation is accommodated per the Master Plan, and a significant amount of formal and informal open space is included in the Development. UDO 4.7.5.G, 4.7.5.J. Additional design principles, such as public art, water features, building facades, and building design will be considered and refined further throughout the rezoning process.

7. Base District Zoning

The proposed base zoning district for the Property is the Commercial Mixed Use (CX) district. All principal, limited, special and accessory land uses permitted in the CX district shall be permitted on the property in accordance with the Allowed Principal Use Table, unless prohibited by this Master Plan.

8. Prohibited Uses

In addition to those otherwise prohibited by the UDO in CX districts per the Allowed Principal Use Table, UDO Sec. 6.1.4, the following uses are prohibited: Dormitory, Fraternity, Sorority; golf course; light manufacturing; plant nursery; adult establishment; cemetery; detention center, jail, or prison.

9. Land Use Intensity

The following intensities align with the development intent to focus height and density along the most highly-visible corridors and in the current vacant Sears and surface parking area of the site, while retaining by-right entitlement across Tract 2:

A. Tract 1 Maximum Development:

i. Uses & Density

- a) up to 1,000,000 sf of commercial use
- b) (including office) up to 225 hotel rooms
- c) 0 residential units

ii. Building Height

- a) The area of the Property closest to the former Sears and corner parcels will have a maximum of 32 stories; 425 feet, as shown on the height designation line on the Master Plan.
- b) Remainder of Tract 1 will have a maximum height of 12 stories; 150 feet.

iii. Building Types

- a) General Building, Mixed Use Building, Civic Building, Open Lot

B. Tract 2 Maximum Development:

i. Uses & Density

- a) Development intensities will be based on the existing by-right allowance within 12 stories.
- b) Residential unit densities are not included at this time and will be set in connection with a traffic study to be completed at site plan.

ii. Building Height

- a) maximum of 12 stories; 150 feet

iii. Building Types

- a) Townhouse, Apartment Building, General Building, Mixed Use Building, Civic Uses, Open Lot

10. Phasing

The initial phase of development may be either within Tract 1 or Tract 2, or a combination of those. This phasing may be by entire tract or by portions of any tract, and is not required to be sequential. Phasing may follow existing or proposed property lines. All phasing is subject to change.

11. Open Space

A minimum of 10% (~2.6 acres) of open space is reserved along Crabtree Creek per the requirements of UDO Sec. 4.7.2.G, and will thus be met on Tract 2 per the Master Plan. Where possible, additional areas within the Property will be landscaped which will help to reduce the impervious area.

12. Tree Conservation

Tree Conservation search areas are included on the Master Plan, and will be explored to meet the requirements of UDO Sec. 4.7.4.A.11. To the extent it can be preserved, existing vegetation along the Crabtree Creek Greenway will remain.

13. Parking

Parking will be a combination of existing structured parking and existing surface parking in Tract 2, and new structured parking in Tract 1, per the Master Plan. See also Parking Standards in Section 17(J).

14. Traffic Impacts

A traffic study is in the process of being conducted. Improvements committed per that study will be incorporated into the PD document.

15. Public Utilities and Stormwater

The Property is within the current floodplain and located at the bottom of two drainage basins. The majority of flooding originates at higher elevations on Creedmoor

Road and drains to an inlet just south of Glenwood Avenue across from the Marriott property. The amount of existing impervious area and lack of upland stormwater controls cause this area of the Property to flood during significant rain storms. As shown on the Stormwater Plan, a proposed storm drain is envisioned to run along Glenwood Avenue and Creedmoor Road continuing down to Crabtree Creek. This improvement will be appropriately sized to convey collected stormwater at appropriate rates to reduce the prevalence and severity of flooding events. Because of the location of the low point, the existing mall buildings, and proximity to the Macy's parcel (which the Developer does not control), several modifications to City standards will be required in order to facilitate the implementation of these improvement.

16. Block Perimeter

Block perimeter standards shall be satisfied for the development per the Master Plan based upon the existing public street network. This is also in consideration of the constraints posed by the surrounding built environment and considerable environmental constraints. Pedestrian connectivity will be provided internally within the development amongst the various Tracts with connectivity out to the existing public streets.

17. UDO Modifications

- A. Utility Placement.** Stormwater easement(s) required in connection with the stormwater plan may be reduced and overlap with other easements required by the City, and may also overlap with right-of-way controlled by the N.C. Department of Transportation if allowed by that agency.
- B. Build-to.** See Plan sheet P-2 for applicable build-to standards. Outdoor Amenity Areas shall be credited towards build-to requirements. Additionally, due to unique site constraints, structured parking shall be allowed to count towards build-to requirements.

- C. **Protective Yards.** No transitional protective yards or street protective yards shall be required.
- D. **Streets.** Due to the existing built environment, the ultimate street sections for Glenwood Avenue and Creedmoor Road may differ from the applicable street type standards. Due to existing roadway constraints, a 5' utility placement easement shall be required. Modifications may include different back-to-back curb widths, planting strip and sidewalk width and location. The final street section will be coordinated with City of Raleigh at the time of permitting. Additional modifications may be granted by the Development Services Director (or their designee).
- E. **Building Setbacks.** There shall be no minimum building setbacks from the existing surrounding public streets, any internal public or private street and any other property line.
- F. **Floor Plate Size.** The maximum floor plate size above 12 stories shall be 35,000 square feet.
- G. **Building Massing.** The building massing standards shall not apply to buildings in Tracts 1 or 2.
- H. **Building Separation.** No building separation that may be required by the UDO shall be applicable. Instead, building separation shall be governed by the North Carolina Building Code.
- I. **Ground Floor Elevation.** The minimum ground floor elevation requirement shall not apply to any building type in any tract.
- J. **Parking Standards.**
- i. Parking Setback – No parking setback shall apply to any tract.
 - ii. Parking Standard – Parking shall be provided in accordance with UDO section 7.1.3.A. Additionally, the owner may take advantage of parking administrative alternates and vehicle parking reductions permitted by the UDO. Due to the extents of existing surface and structured parking, UDO section 7.1.1.B shall not apply

iii. Temporary Parking – Parking may be provided on any portion of the property as a temporary use in order to serve uses within the development, including portions of the development not on the same lot or tract as the use being served.

iv. Remote Parking – The development may utilize remote parking, but such remote parking shall not be subject to the requirements of UDO sections 7.1.5.B and 6.4.7.C.2.a-b.

v. Structured Parking – The standard in UDO section 7.1.6.B.2. shall be modified to delete the limitation that no more than two compact parking spaces may abut each other. Instead, the limit shall be a maximum of five compact parking spaces adjoining each other in a continuous row. The other standards of UDO section 7.1.6.B.2. are not being modified.

vi. In structured parking facilities, the number of parking levels proposed shall not be regulated by the maximum number of stories allowed within a Tract(s). The height of structured parking shall only be measured by the total height in feet.

vii. UDO section 3.4.2. B shall not be applicable to the development.

K. Lot Dimensions. The minimum and maximum lot area and width dimension requirements shall not apply.

L. Open Space. The standards of UDO sections 2.5.3.A. and 2.5.3.B. shall not apply.

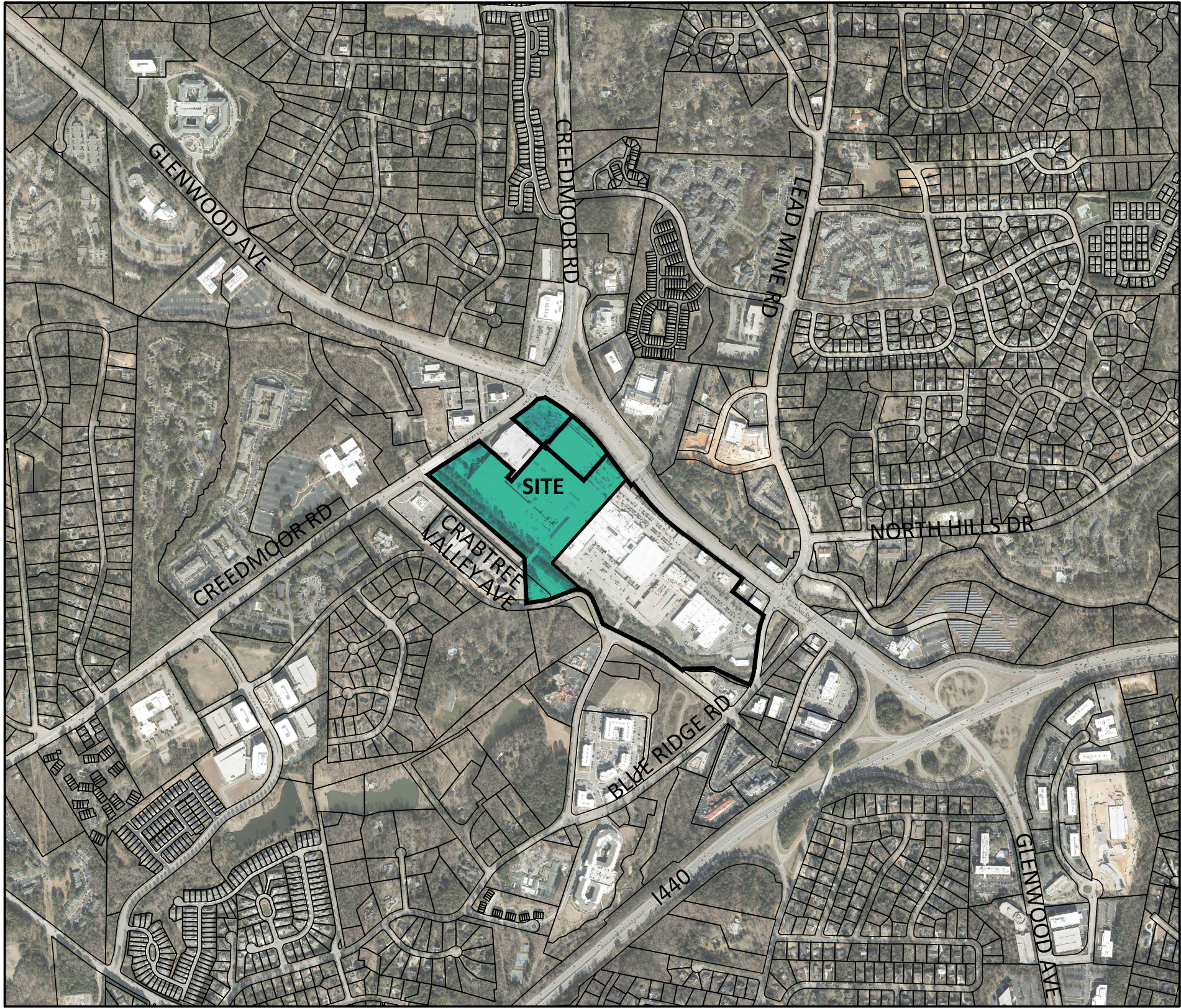
M. Outdoor Amenity Area. There shall be no outdoor amenity area requirement associated with any parking structure. Any area meeting the standard of outdoor amenity area and open space may be counted as both outdoor amenity and open space.

CRABTREE VALLEY MALL SEARS REDEVELOPMENT

4601, 4325 GLENWOOD AVE
4550 CREEDMOOR RD
RALEIGH, NORTH CAROLINA 27612

PLANNED DEVELOPMENT REZONING CASE #REZN-0020-2019 PROJECT NUMBER: ARC-18000

SUBMITTAL DATE: JUNE 26, 2019
RE-SUBMITTAL DATE: SEPTEMBER 27, 2019



VICINITY MAP
1"=1,000'

SHEET INDEX

- P1 EXISTING CONDITIONS PLAN
- P2 DEVELOPMENT PLAN + STREET & BLOCK LAYOUT
- P3 PEDESTRIAN CIRCULATION + OPEN SPACE PLAN
- P4 COMMON SIGNAGE + PARKING PLAN
- P5 MAJOR UTILITY + GENERAL STORMWATER PLAN
- P6 TREE CONSERVATION AREA PLAN
- P7 ILLUSTRATIVE 3D MASSING PLAN



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PROJECT DIRECTORY

OWNER
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RALEIGH, NORTH CAROLINA 27612

LAND PLANNING, LANDSCAPE ARCHITECTURE
+ CIVIL ENGINEER
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RALEIGH, NORTH CAROLINA 27603

TRANSPORTATION
STANTEC
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RALEIGH, NORTH CAROLINA 27606

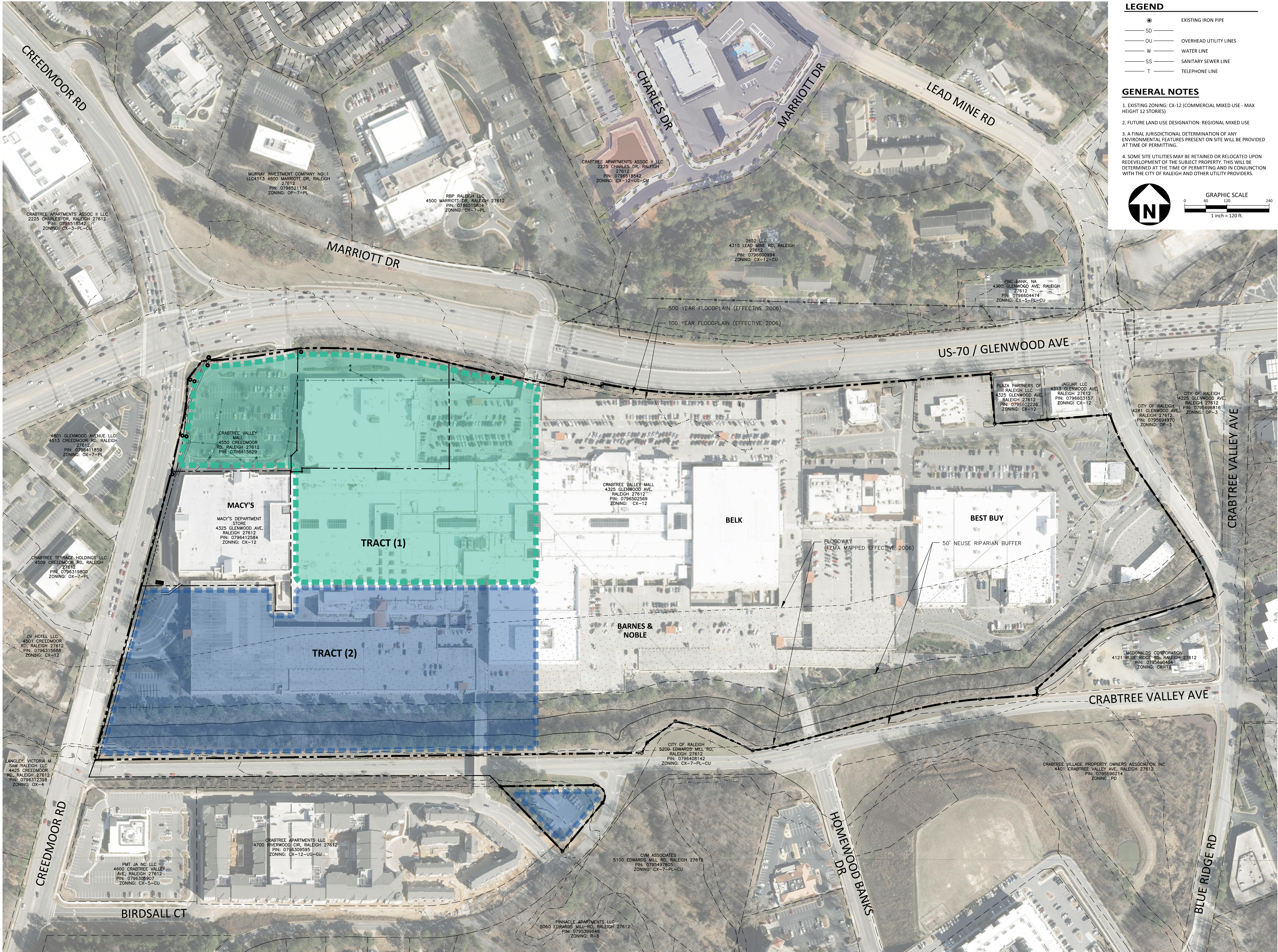
ATTORNEYS
PARKER POE ADAMS & BERNSTEIN LLP
301 FAYETTEVILLE STREET, SUITE 1400
RALEIGH, NORTH CAROLINA 27601



REVISIONS

NO.	DATE	
1	09.27.2019	RESPONSE TO CITY COMMENTS

**PLANNED DEVELOPMENT
DRAWINGS FOR:**
CRABTREE VALLEY MALL
SEARS REDEVELOPMENT
RALEIGH, NORTH CAROLINA
PROJECT NUMBER: ARC18000

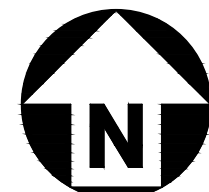


LEGEND

- EXISTING IRON PIPE
- SD OVERHEAD UTILITY LINES
- OU WATER LINE
- W SANITARY SEWER LINE
- SS TELEPHONE LINE

GENERAL NOTES

- EXISTING ZONING: CX-12 (COMMERCIAL MIXED USE - MAX HEIGHT 12 STORIES)
- FUTURE LAND USE DESIGNATION: REGIONAL MIXED USE
- A FINAL JURISDICTIONAL DETERMINATION OF ANY ENVIRONMENTAL FEATURES PRESENT ON SITE WILL BE PROVIDED AT TIME OF PERMITTING.
- SOME SITE UTILITIES MAY BE RETAINED OR RELOCATED UPON REDEVELOPMENT OF THE SUBJECT PROPERTY. THIS WILL BE DETERMINED AT THE TIME OF PERMITTING AND IN CONJUNCTION WITH THE CITY OF RALEIGH AND OTHER UTILITY PROVIDERS.



GRAPHIC SCALE
1 inch = 120 ft.

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RALEIGH, NORTH CAROLINA 27615

Wakefield Associates

**CRABTREE VALLEY MALL
SEARS REDEVELOPMENT
PLANNED DEVELOPMENT**
RALEIGH, NORTH CAROLINA

REVISIONS

NO.	DATE
1	2019.09.27 RESPONSE TO CITY COMMENTS

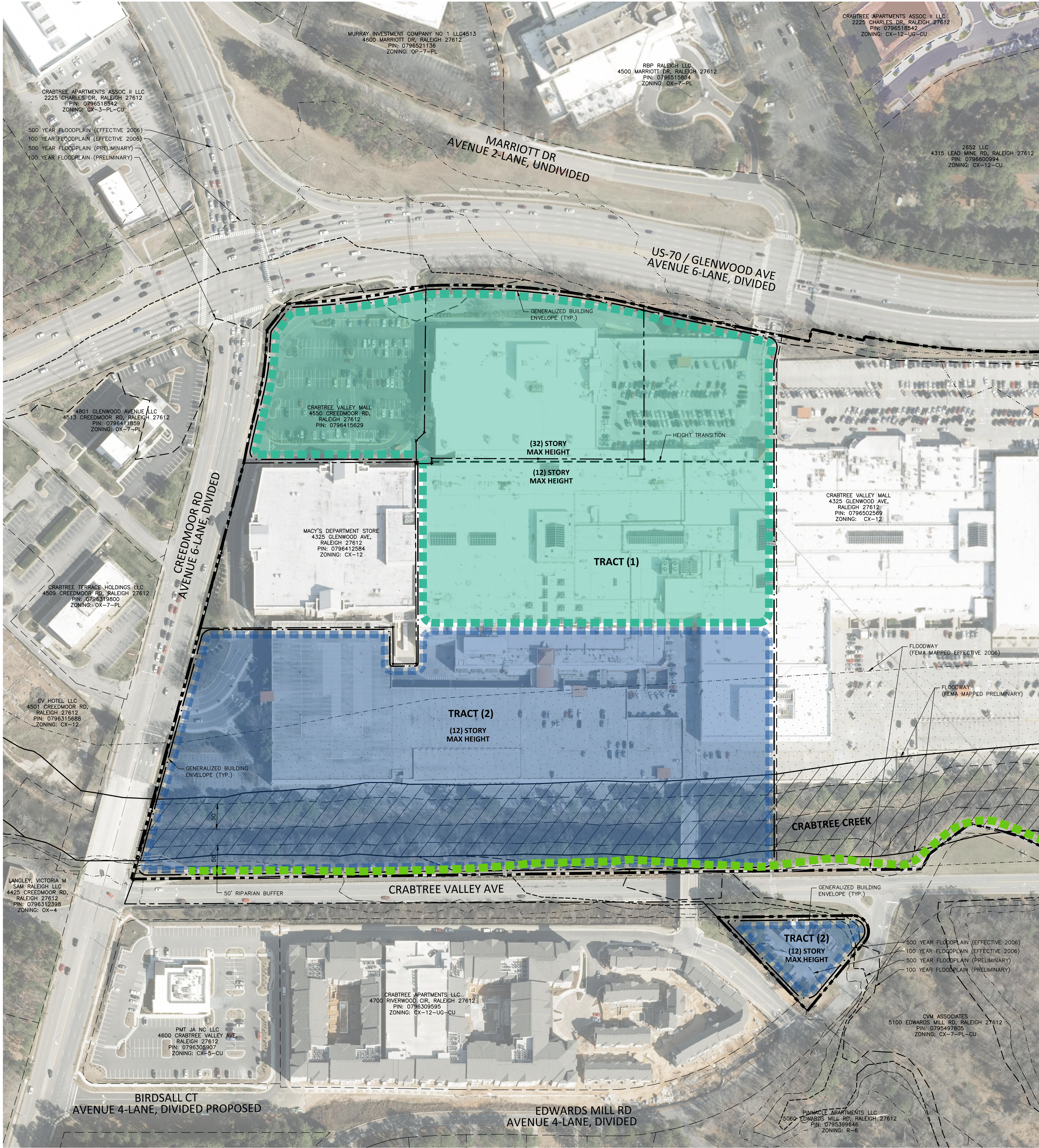
PLAN INFORMATION

PROJECT NO.	ARC-18000
FILENAME	ARC18000-XC1
CHECKED BY	BOP
DRAWN BY	CMV
SCALE	1"=120'
DATE	06.26.2019

SHEET

EXISTING CONDITIONS

X:\Projects\ARC-18000\LandMaster - Construction\Current Drawings\ARC18000-DP-01.dwg, 9/27/2019 9:13:02 AM, Vampan, Michael



SITE DATA

PROJECT AREA: ± 26.1 AC*
TRACT 1: ± 12.7 AC*
TRACT 2: ± 13.4 AC*

*SUBJECT TO CHANGE - FINAL SIZE AND EXTENT OF TRACTS TO BE DETERMINED AT TIME OF PERMITTING.

BASE DISTRICT + PERMITTED USES

THE PROPOSED BASE ZONING DISTRICT FOR THE PROPERTY IS THE COMMERCIAL MIXED USE (CX) DISTRICT. ALL PRINCIPAL, LIMITED, SPECIAL AND ACCESSORY LAND USES PERMITTED IN THE CX DISTRICT SHALL BE PERMITTED ON THE PROPERTY IN ACCORDANCE WITH THE ALLOWED PRINCIPAL USE TABLE, UNLESS PROHIBITED BY THIS MASTER PLAN.

MAX USES, INTENSITIES AND BUILDING TYPES

TRACT 1 HEIGHT + DEVELOPMENT INTENSITY:

- BUILDING TYPES ALLOWED: GENERAL BUILDING, MIXED USE BUILDING, CIVIC BUILDING, OPEN LOT
- BUILDING HEIGHT: 32 STORIES; 425 FEET / 12 STORIES; 150 FEET
- COMMERCIAL: 1,000,000 SF, WHICH CAN BE LOCATED WITHIN ANY BUILDING TYPE ALLOWED UNDER CX DISTRICTS.
- HOTEL: 225 ROOMS, WHICH CAN BE LOCATED WITHIN ANY BUILDING TYPE ALLOWED UNDER CX DISTRICTS.
- RESIDENTIAL: 0 UNITS

TRACT 2 HEIGHT + DEVELOPMENT INTENSITY:

- BUILDING TYPES ALLOWED: TOWNHOUSE, APARTMENT BUILDING, GENERAL BUILDING, MIXED USE BUILDING, CIVIC BUILDING, OPEN LOT
- BUILDING HEIGHT: 12 STORIES; 150 FEET
- DEVELOPMENT INTENSITIES IN TRACT 2 ARE UNDEFINED AT THIS TIME AND WILL BE BASED ON THE EXISTING BY-RIGHT ALLOWANCE WITHIN 12 STORIES.

FRONTAGE REQUIREMENTS

- (A) TRACT (1) FRONTAGE: GLENWOOD AVE + CREEDMOOR RD
(B) DESCRIPTION: THE FRONTAGE ALONG GLENWOOD AVE SHALL BE CHARACTERIZED WHERE ACCESS TO BUILDINGS IS DESIRABLE BY AUTOMOBILE BUT SOME LEVEL OF WALKABILITY IS DESIRED. DUE TO THE EXISTING PARKING AREA BETWEEN CRABTREE MALL AND GLENWOOD AVE, A MAXIMUM OF (2) BAYS OF SURFACE PARKING AND (6) BAYS OF STRUCTURED PARKING SHALL BE ALLOWED BETWEEN THE BUILDING AND THE RIGHT-OF-WAY.
(C) BUILD-TO:
(C1). GLENWOOD AVE BUILD-TO (MIN/MAX): 0'/100'
(C2). BUILDING WIDTH ALONG GLENWOOD AVE BUILD-TO: 50%
(C3). CREEDMOOR RD BUILD-TO (MIN/MAX): 0'/100'
(C4). BUILDING WIDTH ALONG CREEDMOOR RD BUILD-TO: 25%
(D) A MINIMUM OF ONE PEDESTRIAN ENTRANCE TO THE BUILDING IS REQUIRED BETWEEN NEW BUILDINGS AND THE PUBLIC ROAD.

GENERAL NOTES

- TRACT AND LOT SIZES AND THEIR CONFIGURATIONS ARE SUBJECT TO CHANGE IN ACCORDANCE WITH THE MASTER PLAN.
- GENERALIZED BUILDING AND PARKING AREAS AND HEIGHT TRANSITIONS SHOWN ARE FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE, FINAL LOCATIONS AND EXTENT ARE TO BE DETERMINED AT THE TIME OF PERMITTING.
- THE MINIMUM AND MAXIMUM LOT AREA AND WIDTH DIMENSION REQUIREMENTS FOUND IN SECTION 3.2 APPLICABLE TO ANY BUILDING TYPE SHALL NOT APPLY.
- EXCEPT AS OTHERWISE NOTED, ALL MINIMUM BUILDING AND PARKING SETBACKS SHALL BE 0 FEET FOR ALL TRACTS OR LOTS WITHIN THE PLANNED DEVELOPMENT.
- THE BUILD-TO STANDARDS CAN BE MET ON A TRACT-BY-TRACT BASIS. THESE BUILD-TO STANDARDS SHALL CONTROL OVER ANY BUILDING TYPE BUILD-TO STANDARDS, REGARDLESS OF BUILDING TYPE. BUILD-TO AREAS ARE NOT REQUIRED TO FIRST BE SATISFIED PRIOR TO BUILDINGS BEING CONSTRUCTED ELSEWHERE ON THE TRACTS/LOTS.
- DUE TO THE EXISTING LOCATION OF BUILDINGS AND PARKING DECKS, STRUCTURED PARKING SHALL BE ALLOWED TO COUNT TOWARDS BUILD-TO REQUIREMENTS.
- SECTION 3.3.3 BUILDING MASSING STANDARDS SHALL NOT APPLY TO BUILDINGS IN TRACT 1 OR TRACT 2.
- BUILDING SEPARATION SHALL BE GOVERNED BY THE NORTH CAROLINA BUILDING CODE.
- DUE TO THE UNIQUE SITE CONSTRAINTS OF EXISTING PARKING STRUCTURES AND VEHICULAR ACCESS POINTS, NO EXISTING PARKING STRUCTURE SHALL BE REQUIRED TO MEET UDO SECTIONS 3.4.2.B.
- EXTERIOR FACADES OF ANY NEW PARKING STRUCTURE SHALL INCORPORATE DESIGN FEATURES UTILIZED ON THE EXTERIOR FACADE OF ADJACENT CONDITIONED BUILDINGS WITHIN THE PD TO SCREEN UPPER STORIES OF STRUCTURED PARKING.
- THERE SHALL BE NO REQUIRED TRANSITIONAL PROTECTIVE YARDS OR STREET PROTECTIVE YARDS IN ANY TRACT.
- TRACTS MAY BE DEVELOPED TO THE FULL INTENSITIES NOTED WITHIN MAX USES AND INTENSITY SECTION. FINAL INTENSITIES WITHIN TRACTS WILL BE DETERMINED AT TIME OF PERMITTING.

PHASING

- THE INITIAL PHASE OF DEVELOPMENT MAY EITHER BE WITHIN TRACT 1 OR TRACT 2 OR A COMBINATION OF THOSE.
- PROJECT PHASING IS SUBJECT TO CHANGE AND MAY BE BY ENTIRE TRACT OR BY PORTIONS OF ANY TRACT. PHASING MAY FOLLOW EXISTING OR PROPOSED PROPERTY LINES / RIGHTS-OF-WAY. PHASING IS NOT REQUIRED TO BE SEQUENTIAL. FINAL PROJECT PHASING WILL BE DETERMINED AT TIME OF PERMITTING.

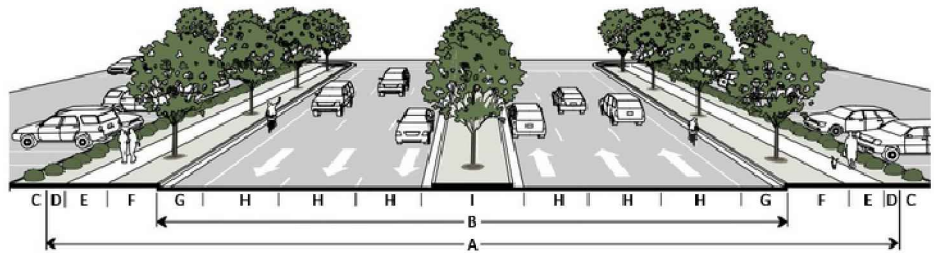
LEGEND

- PROPERTY LINE
- RIGHT-OF-WAY LINE
- EASEMENT LINE
- TRACT (1)
- TRACT (2)
- EFFECTIVE FLOODWAY (FEMA MAPPED 2006)
- PRELIMINARY FLOODWAY
- EXISTING CRABTREE CREEK GREENWAY

STREETS / SIDEWALKS / STREET TREES

- VEHICULAR ACCESS SHALL BE PERMITTED ALONG ALL STREETS. FINAL LOCATIONS AND EXTENT ARE TO BE DETERMINED AT THE TIME OF PERMITTING.
- FOR CITY OF RALEIGH AND NCDOT MAINTAINED ROADS, A MINIMUM 6' WIDE SIDEWALK SHALL BE PROVIDED ALONG EXISTING PUBLIC STREETS. IN COORDINATION WITH RALEIGH AND NCDOT, THE FINAL LOCATION OF THE SIDEWALK MAY BE WITHIN OR OUTSIDE OF THE PUBLIC RIGHT-OF-WAY. ADDITIONAL MODIFICATIONS TO RALEIGH STREET STANDARDS MAY BE GRANTED BY THE DEVELOPMENT SERVICES DIRECTOR (OR THEIR DESIGNEE).
- AS GLENWOOD AVE AND CREEDMOOR RD ARE BOTH NCDOT MAINTAINED ROADS WHICH MUST ADHERE TO NCDOT PLANTING GUIDELINES, STREET TREES MAY BE INSTALLED EITHER BEHIND THE SIDEWALK, BETWEEN THE BACK OF CURB AND SIDEWALK, BEHIND THE RIGHT-OF-WAY OR WITHIN TREE GRATES AS APPROPRIATE.
- STREET TREES SHALL BE PROVIDED ON AVERAGE 40' ON CENTER. DUE TO UNIQUE SITE CHARACTERISTICS, STREET TREES MAY BE LOCATED CLOSER OR FARTHER THAN 40' O.C. ON AVERAGE. IF STREET TREES ARE REQUIRED TO BE PLANTED BEHIND THE PUBLIC SIDEWALK OR RIGHT-OF-WAY, A C2 OR OTHER PROTECTIVE YARD SHALL NOT BE REQUIRED. EXISTING VEGETATION LOCATED ADJACENT TO THE ROADWAY WITHIN OR OUTSIDE THE RIGHT-OF-WAY MAY BE CREDITED TOWARDS STREET TREE REQUIREMENTS.
- DUE TO THE LOCATION OF THE PROPOSED STORMWATER UTILITIES ALONG GLENWOOD AVE AND CREEDMOOR RD, THE TYPICAL 5' UTILITY PLACEMENT EASEMENT SHALL NOT BE REQUIRED.
- BLOCK PERIMETER STANDARDS SHALL BE SATISFIED FOR THE DEVELOPMENT PER THE MASTER PLAN BASED UPON THE EXISTING PUBLIC STREET NETWORK. THIS IS ALSO IN CONSIDERATION OF THE CONSTRAINTS POSED BY THE EXISTING MALL AND SURROUNDING BUILT ENVIRONMENT.

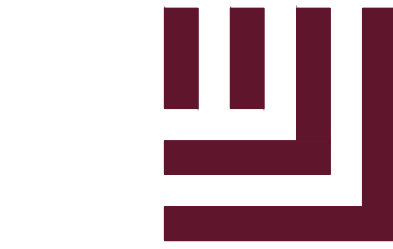
STREET SECTION



Width	
A Right-of-way width	126'
B Back-of-curb to back-of-curb	98'
Streetscape	
C Utility placement, easement (min)	5'
D Maintenance strip (min)	2'
E Sidewalk (min)	6'
F Planting area (min)	6'
Travelway	
G Bike lane	7.5'
H Travel lane	11'
I Median	12'
General	
Walkway type	Sidewalk
Planting type	Tree grate / lawn
Tree spacing	40' o.c. avg.

GLENWOOD AVE + CREEDMOOR RD*
AVENUE 6-LANE, DIVIDED
(126' PUBLIC R/W)

*SEE STREET NOTES THIS SHEET.



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CRABTREE VALLEY MALL
SEARS REDEVELOPMENT
PLANNED DEVELOPMENT
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REVISIONS

NO.	DATE
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PLAN INFORMATION

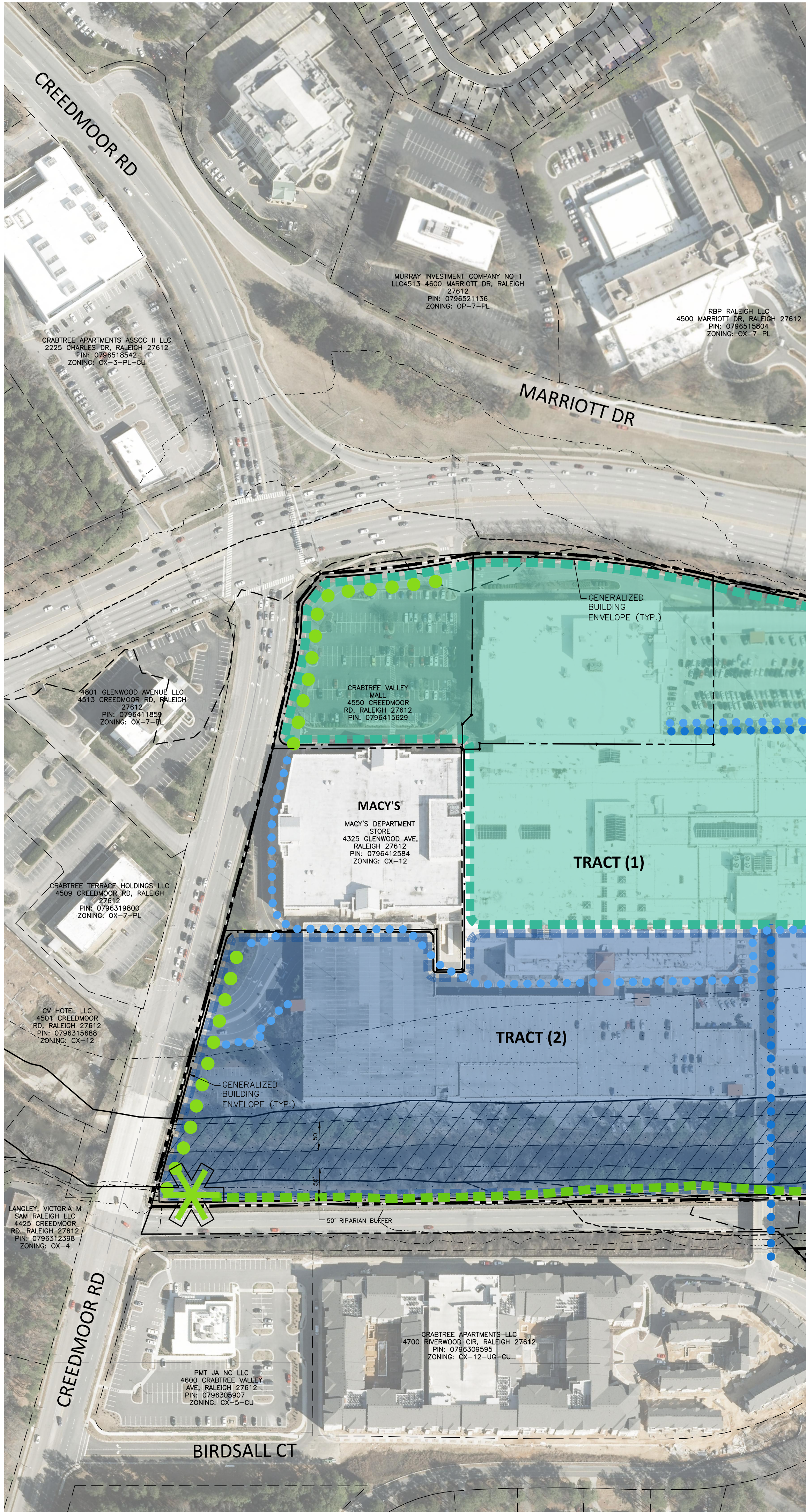
PROJECT NO.	ARC-18000
FILENAME	ARC18000-DP1
CHECKED BY	BOP
DRAWN BY	CMV
SCALE	1"=100'
DATE	06.26.2019

SHEET

DEVELOPMENT PLAN +
STREET & BLOCK LAYOUT

P-2

PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION



OPEN SPACE CALCULATIONS

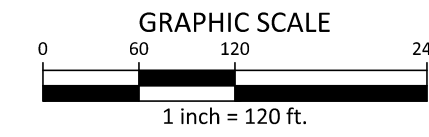
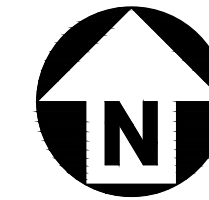
PD SITE AREA: +/- 26.1 AC
REQUIRED OPEN SPACE: +/- 2.6 AC (10%)

PEDESTRIAN CIRCULATION NOTES

- PEDESTRIAN CIRCULATION SHALL BE PROVIDED ALONG ALL PUBLIC STREETS BY WAY OF A PEDESTRIAN SIDEWALK.
- PEDESTRIAN CIRCULATION IS PROVIDED THROUGHOUT THE SITE AND INTERNAL TO THE MALL. ADDITIONAL PROVISIONS ALONG THE PUBLIC GREENWAY WILL BE PROVIDED.

OPEN SPACE NOTES

- IN ORDER TO ENHANCE THE PEDESTRIAN EXPERIENCE ALONG CRABTREE CREEK GREENWAY, A MINIMUM OF TWO GREENWAY PEDESTRIAN NODES SHALL BE PROVIDED ALONG CRABTREE CREEK. THESE NODES SHALL INCLUDE A MINIMUM OF THREE PEDESTRIAN ELEMENTS SUCH AS, BUT NOT LIMITED TO, BIKE RACKS, BIKE REPAIR STATION, SEATING OPTIONS, SITE FURNISHINGS, SITE LIGHTING, INFORMATIONAL SIGNAGE, PUBLIC ART OR ENHANCED LANDSCAPING.
- IN ORDER TO PROVIDE BETTER PUBLIC PEDESTRIAN CONNECTIVITY TO AND FROM CRABTREE CREEK GREENWAY, THE EXISTING PEDESTRIAN CONNECTION ALONG CREEDMOOR RD NEAR THE VEHICULAR BRIDGE SHALL BE MODIFIED TO PROVIDE ACCESSIBLE ACCESS TO AND FROM THE PUBLIC GREENWAY.
- IN ORDER TO FACILITATE BETTER PEDESTRIAN CONNECTIVITY BETWEEN THE MALL AND CRABTREE CREEK GREENWAY, THE EXISTING PEDESTRIAN BRIDGE CROSSING OVER CRABTREE CREEK SHALL BE MODIFIED TO PROVIDE AN ACCESSIBLE CROSSING ROUTE.
- A MINIMUM OF TEN PERCENT (10%) OF THE DEVELOPMENT WILL BE RESERVED AS OPEN SPACE, WHICH MAY INCLUDE GREENWAY, GREEN SPACES, PLAZAS/HANDSCAPE AREAS, TREE CONSERVATION AREAS, ROOFTOP PLAZAS/GARDENS, ENVIRONMENTAL FEATURES, AND OTHER AREAS AS ALLOWED UNDER UDO SECTION 2.5. THE STANDARDS OF UDO SECTIONS 2.5.3.A, 2.5.3.B AND 3.2.A3 SHALL NOT APPLY.
- WHEN REQUIRED BY BUILDING TYPE, OUTDOOR AMENITY AREAS SHALL BE PROVIDED WITHIN THE DEVELOPMENT. THE AREA REQUIRED TO COMPLY WITH THE OUTDOOR AMENITY STANDARDS MAY ALSO COUNT TOWARDS THE OPEN SPACE REQUIREMENT IF IT MEETS THE OPEN SPACE STANDARDS AS MODIFIED.
- OPEN SPACE AND OUTDOOR AMENITY AREAS REQUIREMENTS CAN BE SATISFIED AMONG VARIOUS TRACTS OR LOTS WITHIN THE DEVELOPMENT AND NOT SOLELY ON A TRACT-BY-TRACT OR LOT-BY-LOT BASIS (FOR EXAMPLE, OPEN SPACE AND OUTDOOR AMENITY AREA WITHIN TRACT 2 CAN BE USED TO SATISFY OPEN SPACE AND OUTDOOR AMENITY AREA REQUIREMENTS FOR OTHER TRACTS OR LOTS). APPLICANTS OF AN ADMINISTRATIVE SITE REVIEW SHALL DEMONSTRATE COMPLIANCE AND PROVIDE APPROPRIATE DOCUMENTATION OF ANY AREAS PROPOSED OUTSIDE OF THE SPECIFIC DEVELOPMENT SITE. THIS INFORMATION SHALL THEN BE PROVIDED AND ACCOUNTED FOR WITH ANY SUBSEQUENT ADMINISTRATIVE SITE REVIEW SUBMITTALS.
- LANDSCAPE MATERIAL USED THROUGHOUT THE DEVELOPMENT SHALL BE NATIVE OR LOCALLY ADAPTED SPECIES.



LEGEND

- PROPERTY LINE
- RIGHT-OF-WAY LINE
- EASEMENT LINE
- TRACT (1)
- TRACT (2)
- EFFECTIVE FLOODWAY (FEMA MAPPED 2006)
- PRELIMINARY FLOODWAY
- EXISTING CRABTREE CREEK GREENWAY
- EXISTING GROUND LEVEL SIDEWALK
- EXISTING ELEVATED SIDEWALK
- PROPOSED PEDESTRIAN SIDEWALK (APPROXIMATE LOCATION)
- ENHANCED GREENWAY NODE (APPROXIMATE LOCATION)





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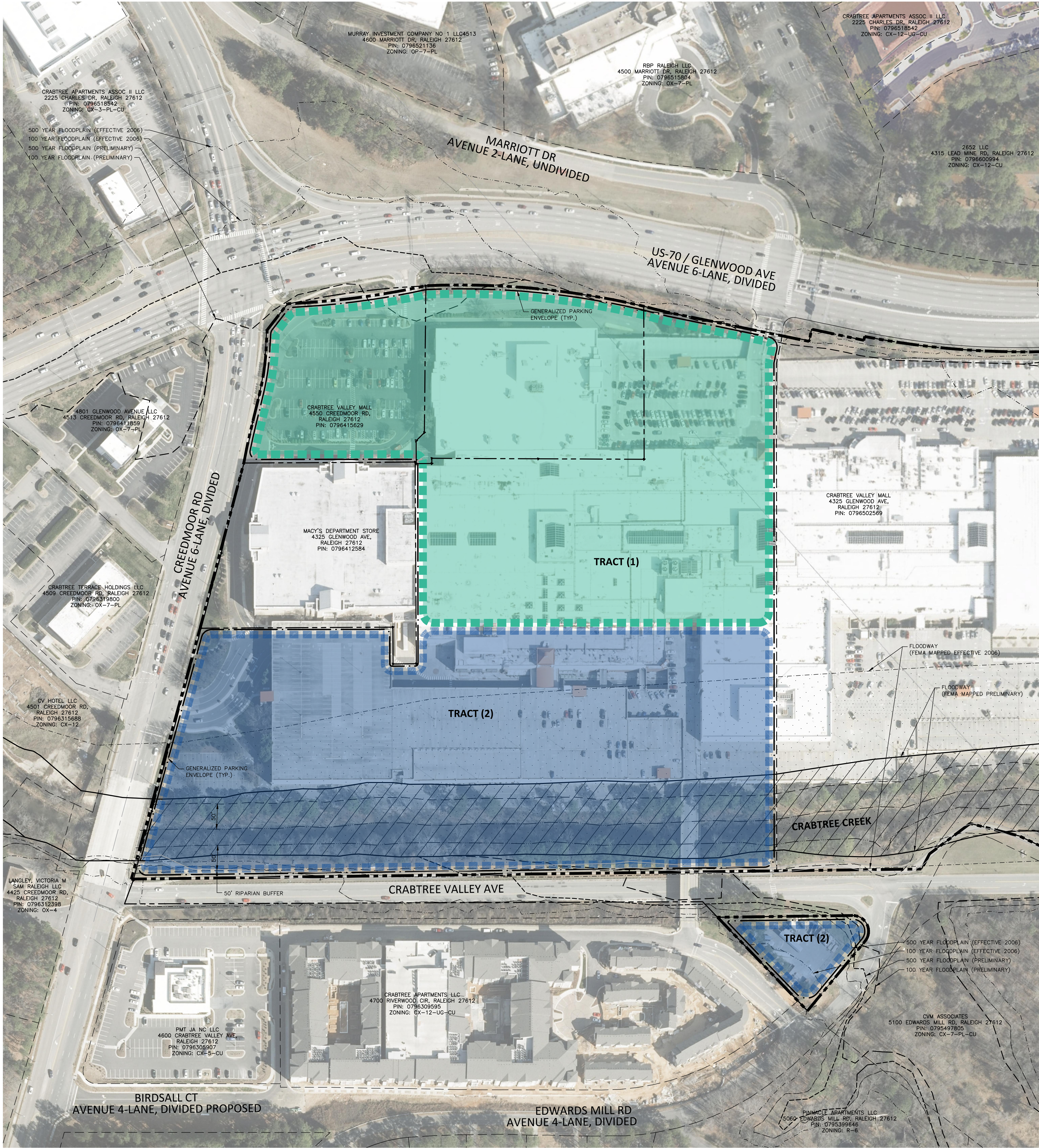
PLAN INFORMATION

PROJECT NO.	ARC-18000
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SHEET

PEDESTRIAN CIRCULATION
+ OPEN SPACE PLAN

P-3



SIGNAGE NOTES

- DEVELOPMENT SIGNAGE SHALL BE IMPLEMENTED IN A UNIFORM AND HARMONIOUS MANNER THROUGHOUT THE DEVELOPMENT. SIGNAGE SHALL BE SUBSTANTIALLY CONSISTENT IN FONT STYLES, COLOR, AND MATERIALS. ALL SIGNAGE SHALL CONFORM TO UDO SECTION 4.7.3. AND THE STANDARDS NOTED BELOW.
- PER UDO SECTION 4.7.3.B, UP TO 75 SQUARE FEET OF GROUND SIGNAGE PER 200 FEET OF STREET FRONTAGE IS ALLOWED ALONG GLENWOOD AVE AND CREEDMOOR RD
- IN ADDITION TO THE REQUIREMENTS OF UDO SECTION 7.3 SIGNS, ITEMS NOT SPECIFIED HEREIN, NOR ADDRESSED IN THE UDO (SUCH AS COLORS AND TYPE SCRIPT), THE MASTER DEVELOPER SHALL SUBMIT SUPPLEMENTAL STANDARDS FOR THE COMMON SIGNAGE PLAN AT THE TIME OF ANY INITIAL SIGNAGE PERMITTING. ALL SUBSEQUENT SIGNAGE PERMITTING SHALL THEN FOLLOW THE UPDATED STANDARDS. THE MASTER DEVELOPER SHALL BE PERMITTED TO MODIFY THE ESTABLISHED STANDARDS SO LONG AS THEY ARE IN GENERAL CONFORMANCE TO UDO REGULATIONS.
- THE FOLLOWING SIGNAGE TYPES SHALL BE ALLOWED WITHIN EACH OF THE TRACTS OF THE MASTER PLAN:
 - WALL SIGNS
 - PREDICTING SIGNS
 - AWNING, GALLERY, MARQUEE SIGNS
 - WINDOW SIGNS
 - LOW PROFILE SIGNS
 - MEDIUM PROFILE SIGNS
 - HIGH PROFILE GROUND SIGNS
 - TRACT IDENTIFICATION SIGNS
 - A-FRAME SIGNS
 - OFF-PREMISE SIGNS
 - SPECIAL SIGN TYPES

PARKING NOTES

- BOTH SURFACE AND STRUCTURED PARKING ARE ALLOWED WITHIN THE TRACTS OF THE DEVELOPMENT.
- PARKING SETBACKS- NO PARKING SETBACK SHALL APPLY TO ANY TRACT.
- PARKING STANDARD - PARKING SHALL BE PROVIDED IN ACCORDANCE WITH UDO SECTION 7.1.3.A. ADDITIONALLY, THE OWNER MAY TAKE ADVANTAGE OF PARKING ADMINISTRATIVE ALTERNATES AND VEHICLE PARKING REDUCTIONS PERMITTED BY THE UDO.
- DUE TO THE EXTENTS OF EXISTING SURFACE AND STRUCTURED PARKING ON MALL PROPERTY, UDO SECTION 7.1.1.B SHALL NOT APPLY.
- TEMPORARY PARKING- PARKING MAY BE PROVIDED ON ANY PORTION OF THE OVERALL PROPERTY AS A TEMPORARY USE IN ORDER TO SERVE USES WITHIN THE DEVELOPMENT, INCLUDING PORTIONS OF THE DEVELOPMENT NOT ON THE SAME TRACT OR LOT AS THE USE BEING SERVED.
- REMOTE PARKING- THE DEVELOPMENT MAY UTILIZE REMOTE PARKING, SUCH REMOTE PARKING SHALL NOT BE SUBJECT TO THE REQUIREMENTS OF UDO SECTION 7.1.5.B AND 6.4.7.C.2.A-B.
- IN CONSIDERATION OF THE EXISTING PARKING DECK, UDO SECTION 7.1.6.B.2 SHALL BE ADJUSTED TO MODIFY THE LIMITATION THAT NO MORE THAN TWO COMPACT SPACES MAY ADJUT EACH OTHER. INSTEAD, THE LIMIT SHALL BE A MAXIMUM OF FIVE COMPACT SPACES ADJOINING EACH OTHER IN A CONTINUOUS ROW. THE OTHER SECTIONS OF 7.1.6.B.2 ARE NOT BEING REMOVED.

LEGEND

- | | |
|--|---------------------------------------|
| | PROPERTY LINE |
| | RIGHT-OF-WAY LINE |
| | EASEMENT LINE |
| | TRACT (1) |
| | TRACT (2) |
| | EFFECTIVE FLOODWAY (FEMA MAPPED 2006) |
| | PRELIMINARY FLOODWAY |

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SEARS REDEVELOPMENT
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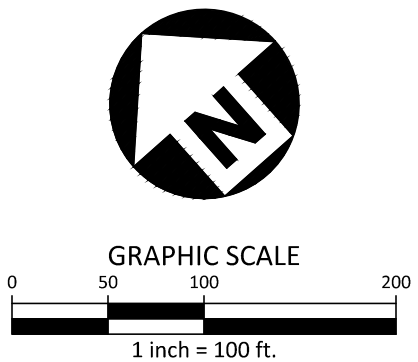
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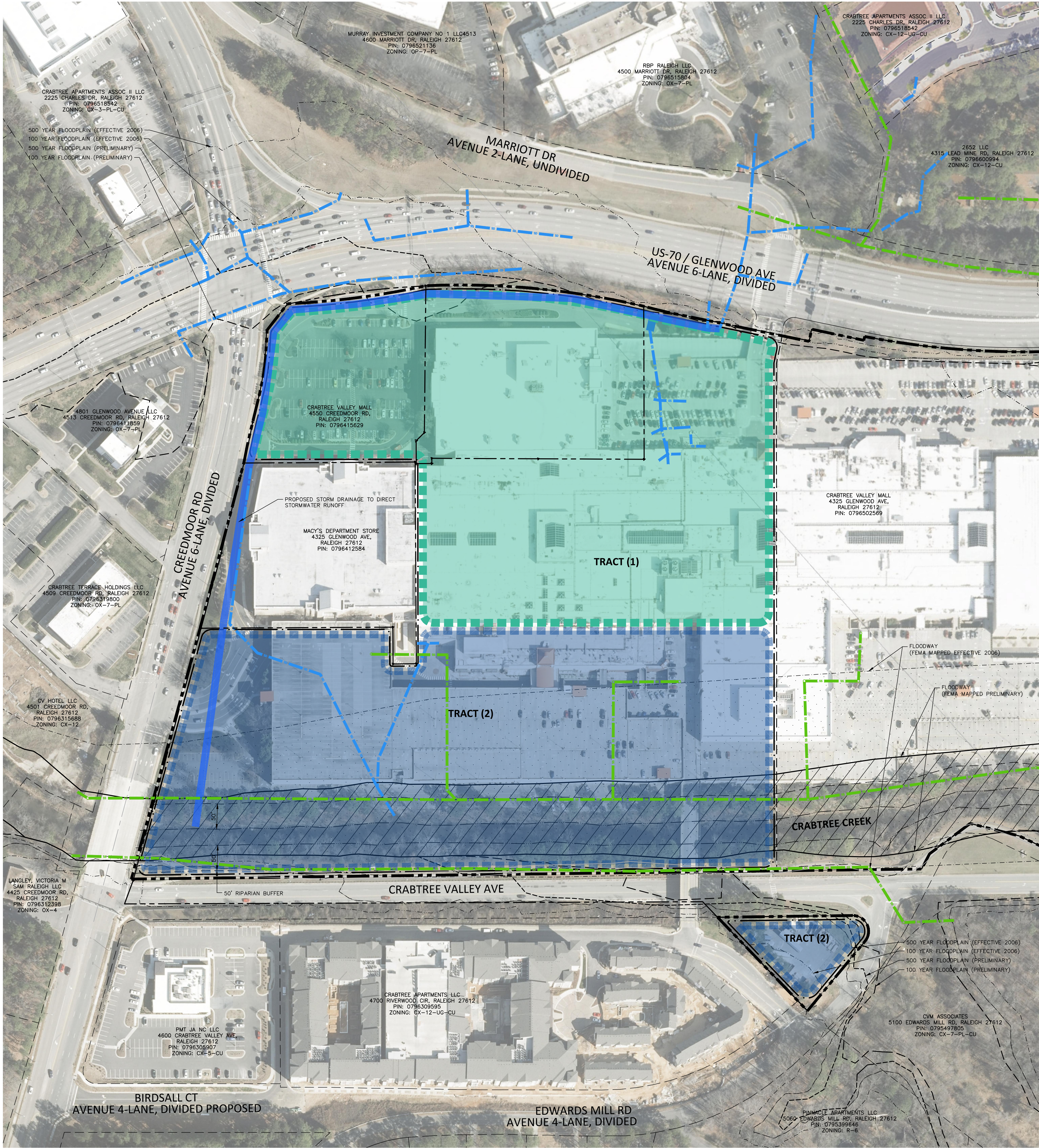
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SHEET

COMMON SIGNAGE
+ PARKING PLAN

P-4





STORMWATER NOTES

1. AS PART OF THIS REDEVELOPMENT PROJECT, THE DEVELOPER WILL PROVIDE ENHANCED STORMWATER IMPROVEMENTS WITHIN THE PROJECT AREA TO ADDRESS KNOWN DRAINAGE ISSUES IN THE AREA. REDUCTIONS IN TYPICAL / STANDARD UTILITY EASEMENT WIDTHS AND REDUCTIONS IN TYPICAL / STANDARD UTILITY OFFSET SEPARATIONS WILL BE REQUIRED IN ORDER TO FACILITATE THE IMPLEMENTATION OF THESE IMPROVEMENTS. DETAILED DESIGN PLANS WILL BE PROVIDED AT THE TIME OF INITIAL PERMITTING.
2. STORMWATER MANAGEMENT CONTROLS WILL BE PROVIDED TO MEET BOTH CITY OF RALEIGH STANDARDS (UDO SEC. 9.2.2.B & E) AND STATE OF NORTH CAROLINA STANDARDS.
3. STORMWATER MANAGEMENT CONTROLS MAY EITHER BE IMPLEMENTED ABOVE GROUND OR BELOW GROUND OR A COMBINATION OF THE TWO. THEY MAY BE PROVIDED ON AN INDIVIDUAL TRACT OR LOT BASIS OR MAY BE PROVIDED AS A SHARED FACILITY AMONG VARIOUS TRACTS OR LOTS. THE LOCATION(S) OF THESE WILL BE DETERMINED AT THE TIME OF INITIAL PERMITTING.

LEGEND

- PROPERTY LINE
- RIGHT-OF-WAY LINE
- EASEMENT LINE
- TRACT (1)
- TRACT (2)
- EFFECTIVE FLOODWAY (FEMA MAPPED 2006)
- PRELIMINARY FLOODWAY
- EXISTING STORM DRAIN NETWORK
- PROPOSED STORM DRAIN (APPROXIMATE LOCATION)
- EXISTING SANITARY SEWER

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Wakefield Associates

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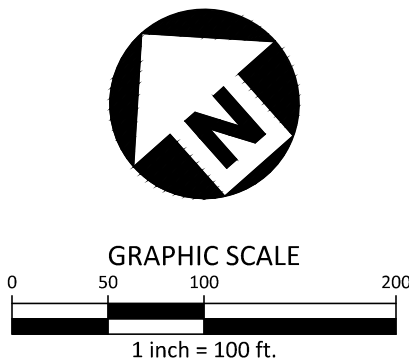
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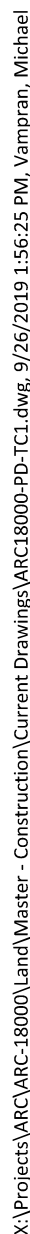
SHEET

MAJOR UTILITY + GENERAL
STORMWATER PLAN

P-5



PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

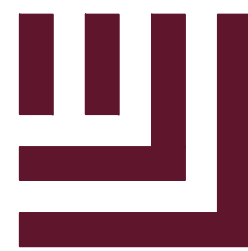


PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION



NOTES

1. THE IMAGE SHOWN IS FOR ILLUSTRATIVE PURPOSES ONLY AND IS NOT TO SERVE AS A REGULATORY DRAWING AND IS SUBJECT TO CHANGE.



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SHEET

ILLUSTRATIVE 3D
MASSING STUDY

P-7