

CERTIFIED RECOMMENDATION

Raleigh Planning Commission

CR#

CASE INFORMATION Z-29-16/MP-2-16 – LOUISBURG ROAD

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Location	General location: Louisburg Road, east side, north of its intersection with I-540
	Address: See attached list.
	PIN: See attached list.
Request	Rezone property from PD w/ part SHOD-1 to PD w/ part SHOD-1
Area of Request	402.52 acres
Corporate Limits	The rezoning site is within Raleigh's ETJ. Portions of it are outside the corporate limits. The density proposed by the zoning request would require annexation of the remaining portions of the site. Annexation is not required to be approved concurrently with rezoning.
Property Owners	See attached list.
Applicant	Mack Paul
	421 Fayetteville Street, Suite 530
	Raleigh, NC 27601
Citizens Advisory	Forestville:
Council (CAC)	Chair: Toshiba Rice
	toshibarice@gmail.com
PC	June 20, 2018
Recommendation	
Deadline	

COMPREHENSIVE PLAN CONSISTENCY
The rezoning case is \boxtimes Consistent \square Inconsistent with the 2030 Comprehensive Plan.
FUTURE LAND USE MAP CONSISTENCY The rezoning case is \boxtimes Consistent \square Inconsistent with the Future Land Use Map.

COMPREHENSIVE PLAN GUIDANCE

FUTURE LAND USE	Community Mixed Use, Public Facilities, Public Parks and
	Open Space
URBAN FORM	Parkway Corridor
CONSISTENT Policies	Policy LU 1.2 - Future Land Use Map and Zoning Consistency
	Policy LU 2.2- Compact Development
	Policy LU 2.4 - Large Site Development
	Policy LU 4.5 - Connectivity
	Policy LU 4.10 - Development at Freeway Interchanges
	Policy LU 6.1 - Composition of Mixed Use Centers
	Policy LU 6.4 - Bus Stop Dedication
	Policy LU 7.6 - Pedestrian Friendly Development

	Policy LU 10.6 - Retail Nodes
	Policy LU 12.3 - Reservations for Community Facilities
	Policy T 2.4 - Road Connectivity
	Policy T 2.5 - Multi-modal Grids
	Policy T 5.4 - Pedestrian and Bicycle Network Connectivity
	Policy EP 4.2 - Floodplain Conservation
	Policy HP 2.7 - Mitigating Impacts on Historic Sites
	Policy UD 2.7 - Public Open Space
INCONSISTENT Policies	Policy LU 5.6 - Buffering Requirements
	Policy UD 2.1 - Building Orientation
	Policy UD 2.3 - Activating the Street

Proposed Modification of Standards

- 1. <u>Article 3.2 Base Dimensional Standards:</u> Minimum lot area, minimum lot widths, setbacks, and heights are proposed to be modified. In some cases, they are more restrictive. In other cases they are less restrictive. Most notably, minimum lot area and width for Detached House is significantly lower in some transect areas that the UDO standard.
- 2. <u>Article 7.1 Parking:</u> Parking requirements may be reduced by up to 45% in the most urban transect areas.
- 3. <u>Section 7.2.4 Protective Yards:</u> Protective yards are proposed to be reduced in size. These yards are typically placed along a street frontage or along a property boundary.
- 4. <u>Article 7.3 Signs:</u> The master plan includes a signage plan that provides specific requirements for materials and colors. The plan allows area of signs to be transferred according to UDO requirements with no sign exceeding 200% of the area allowed in the plan. The proposed sign area maximums match the UDO requirements.
- 5. <u>Section 8.3.2 Blocks:</u> The block perimeter standard is prposed to be waived for the area north of Midtown Market Avenue.
- 6. <u>Article 8.4 New Streets:</u> The master plan provides street sections for all internal streets. These sections generally have smaller right-of-way widths that UDO standards. Street sections in the master plan provide most improvements required by UDO sections such as street trees, curb and gutter, sidewalks, and street lawns.

SUMMARY OF PROPOSED CONDITIONS

1. N/A

PUBLIC MEETINGS

Neighborhood Meeting	CAC	Planning Commission	City Council
3/23/16	11/11/16; 3/14/17 (Y-12, N-0)	3/22/18	

PLANNING COMMISSION [Select one of the following property of the follo	RECOMMENDATION ng and fill in details specific to the case.]
	onsistent with the relevant policies in the Comprehensive Plan, oning request is reasonable and in the public interest.
	onsistent with the relevant policies in the comprehensive Plan, ag request is reasonable and in the public interest.
	sistent with the relevant policies in the Comprehensive Plan, and equest is reasonable and in the public interest.
but Approval of the rezo changed circumstances a	nconsistent with the relevant policies in the Comprehensive Plan, ning request is reasonable and in the public interest due to s explained below. Approval of the rezoning request constitutes an rehensive Plan to the extent described below.
Reasonableness and	
Public Interest	
Change(s) in	
Circumstances	
[if applicable]	
Amendments to the	
Comprehensive Plan	
[if applicable]	
Recommendation	
Motion and Vote	

ATTACHMENTS

1. Staff report

This document is a true and accurate statement of the findings and recommendations of the Planning Commission. Approval of this document incorporates all of the findings of the attached Staff Report and Comprehensive Plan Amendment Analysis.

Planning Director Date Planning Commission Chairperson Date

Staff Coordinators: John Anagnost: (919) 996-2638; John.Anagnost@raleighnc.gov

Justin Rametta: (919) 996-2665; <u>Justin.Rametta@raleighnc.gov</u>



ZONING STAFF REPORT - Z-29-16/MP-2-16

PLANNED DEVELOPMENT DISTRICT

OVERVIEW

The proposal seeks to modify the Planned Development Master Plan approved for the site in zoning case Z-52-06/MP-3-06 and subsequently modified in case Z-20-10/MP-1-10. The request proposes six changes:

- Modifications to the street layout
- Modification to the street cross sections along portions of Perry Creek Road and Beckom Street
- Within the T6 transect area, elimination of a maximum setback requirement and an expansion of the acreage of T6 area
- The addition of less than one acre of a new transect area called T5-I which would allow light industrial uses
- Modifications to the UDO to allow residential units to front on a "Public Green"
- Modification of the surface parking standards along Street A to enable less urban parking layouts

The rezoning request would not change the amount of entitled development.

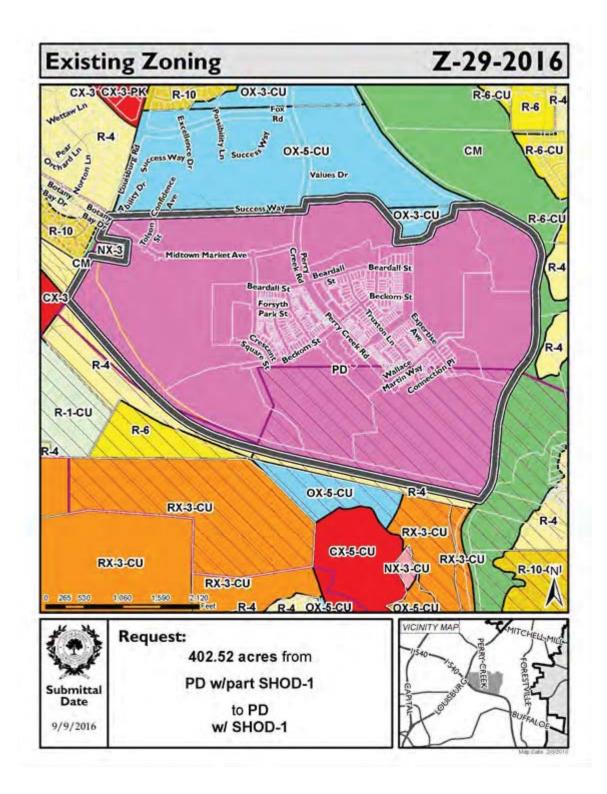
The site forms the northeast quadrant of the intersection of US 401/Louisburg Road and Interstate 540. The interior of the property is now partially developed, primarily with infrastructure improvements (e.g., several streets, underground utilities, and stormwater devices). Some residences have recently been built, with others under construction. The remainder of the interior consists of graded or rolling grasslands, edged in some places with woodland.

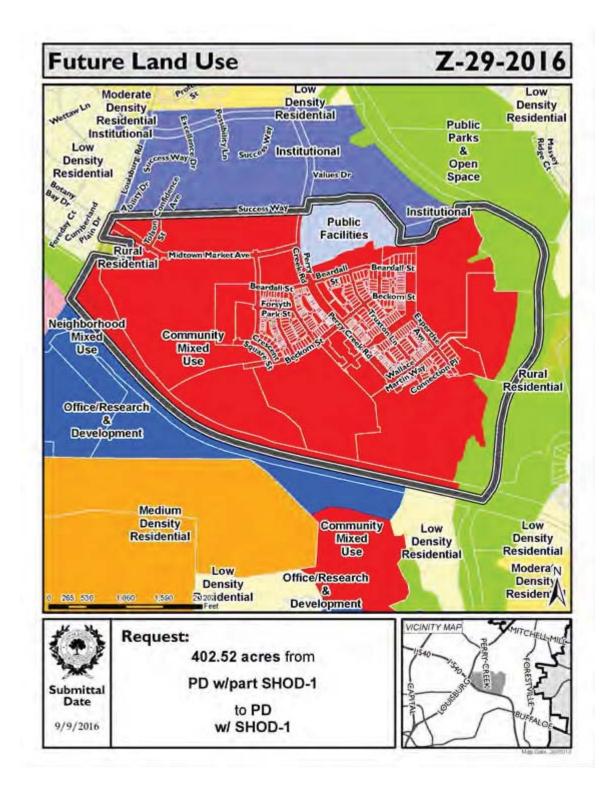
The outer portions of the site are the area's most developed. On the east, near the Neuse River, stands the River Bend Elementary School, soon to be joined by River Bend Middle School to its southeast. Planning is now underway for the 25-acre River Bend Park, just east of the middle school and connected to the Neuse River Greenway Trail. Abutting the Master Plan site on the north is the Northern Wake campus of Wake Technical Community College. A Raleigh Historic Landmark property, the Alpheus Jones House, stands between the west side of the site and Louisburg Road; the main entrance road to the site lies to the north of the historic property.

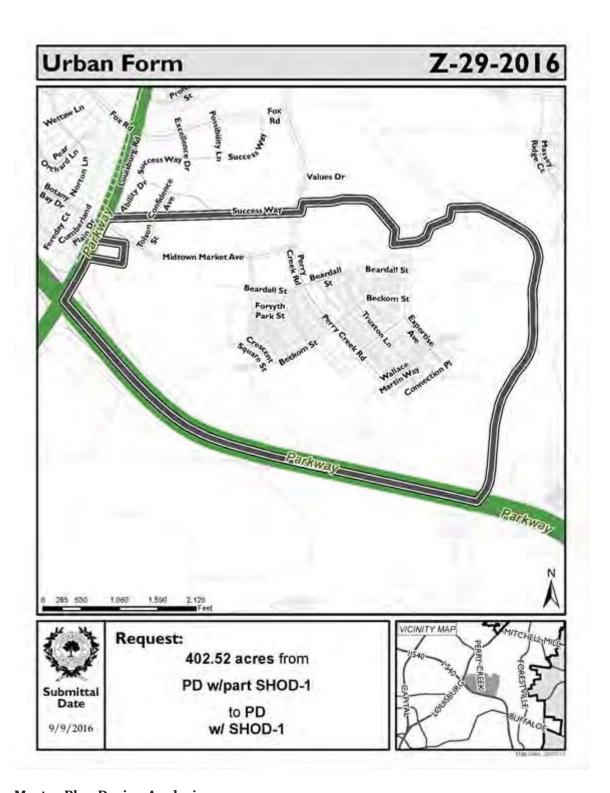
Two minor street connections are envisioned between the south side of college campus and the site; a third--the extension of Perry Creek Road--extends southward from the campus into the site, past the elementary school. At present, I-540 contains the southern section of the site. Plans call for Perry Creek Road and Beckom Street to bridge the interstate and proceed further southward. The southeast corner of the site fronts the Neuse River.

OUTSTANDING ISSUES

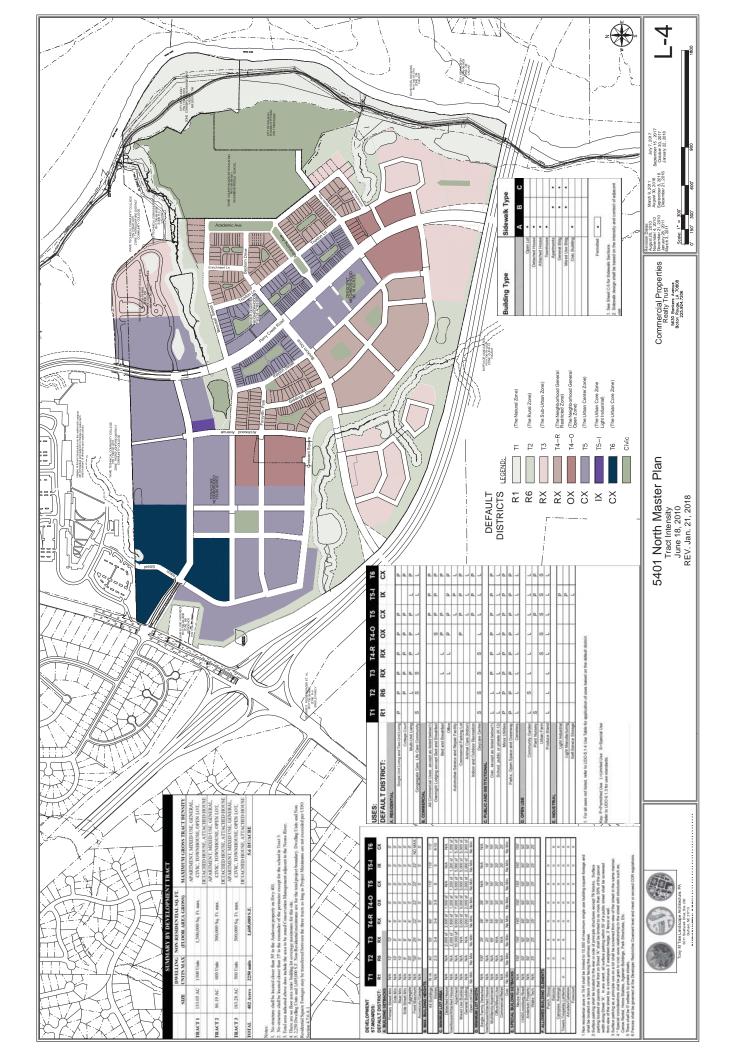
Outstanding	1. None.	Suggested	1. N/A
Issues		Mitigation	







Master Plan Design Analysis



SETBACKS/ HEIGHT:

Subdistrict	Setbacks	Building Height
T1	20'	3 Stories/40'
T2	12'-50'	3 Stories/40'
Т3	12'-25'	4 Stories/50'
T4-R	4'-22'	4 Stories/60'
T4-0	0'-22'	5 Stories/80'
T5	0'-22'	8 Stories/115'
T5-I	0'-22'	9 Stories/115'
Т6	0'	10 Stories/115'

PARKING:

Parking requirements contained in Article 7.1 may be reduced by up to 45% in subdistricts T4-R, T4-O, T5, and T6. These areas are expected to have fewer vehicular trips because of the mix of uses within the site as well as the provided bicycle and pedestrian infrastructure.

DEVELOPMENT INTENSITY:

Land use intensities for the Development are allocated by tract in Section 4 of the Master Plan booklet, starting on page 6. Limited amounts of development entitlement may be transferred among tracts according to the administrative process described in UDO Section 4.7.6.

Subdistrict	Dwelling Units	Non-residential Floor Area
Tract 1	1,300	1,500,000
Tract 2	600	500,000
Tract 3	500	500,000
Total	2,400	2,500,000

PEDESTRIAN CIRCULATION:

Internal connections provide pedestrian access throughout the development along with connections to the surrounding area, including the Northern Wake campus of Wake Tech and the Neuse River Greenway. The two schools and the River Bend Park are also linked to the development by the sidewalk network. Proposed blocks generally conform to UDO block perimeter maximums, which are either 2,500 feet or 3,000 feet for transect areas T-3 through T-6. Some blocks are made larger by the proposed rezoning. The block perimeter is proposed to be

removed for the area north of Midtown Market Avenue. The applicable UDO standard would be a maximum of 2,500 feet.

PHASING:

A phasing sequence is provided in Plan Sheet L-5. However, the master plan booklet contains language in Section 6 on page 8 of the booklet that makes the phasing plan non-binding. The master plan does require that the associated street segments be constructed concurrently with each phase.

OPEN SPACE:

Common open space is provided throughout the development in the form of greens, plazas, greenway corridors, tree conservation areas, and a City of Raleigh park. Total open space is proposed to make up at least 15% of the total site area. Total open space proposed is approximately 80 acres, of which 41 acres is tree conservation area.

TREE CONSERVATION:

Tree conservation areas are provided in riparian buffers of the Neuse River and its tributaries that exist on the site. Additional tree conservation area is provided along the I-540 right-of-way. Tree conservation area is proposed to be at least 10% of the total site area. Tree conservation area is counted toward the proposed open space within the development.

STREET TYPOLOGY:

Twenty different streets sections are provided in sheets C-3, C-4, and C-5. All streets in the rezoning site are proposed to be constructed according to these sections. The proposed street sections generally have 5- to 10-foot narrower right-of-way and paved-area widths than corresponding UDO standards would require. The location and extent of each section is shown in plan sheet L-5.

Block perimeter standards contained in UDO Article 8.3 will be satisfied for the Development based upon the existing and proposed public street network as conceptually shown on the plan sheets with the exception of the area bounded by Tolson Street, Midtown Market Avenue, Perry Creek Road, and the Northern Wake campus.

BUILDING TYPES:

Subdistrict	Building Types
Tract 1	All types (Civic, Mixed Use, General, Apartment, Townhouse, Attached House, Detached House, Open Lot)
Tract 2	All types (Civic, Mixed Use, General, Apartment, Townhouse, Attached House, Detached House, Open Lot)

Tract 3	All types (Civic, Mixed Use, General, Apartment, Townhouse,
Tracts	Attached House, Detached House, Open Lot)

COMMON SIGNAGE PLAN:

A common signage plan is provided in a standalone document entitled Master Sign Plan. Location, size, sign types, colors, and materials are specified in the signage plan. Sign area in the Sign Plan matches UDO requirements. The Sign Plan allows area of ground signs may be transferred per UDO requirements so long as no one sign exceeds 200% of the allowed area. The master plan booklet requires that all signs be approved by the development's architectural review board.

Analysis of Master Plan Responses to General Design Principles

(UDO Section 4.7.5. A-N provides a set of design principles that are to be used to evaluate PD rezoning applications.)

A. When at least 20 residential units are proposed, the project includes a variety of housing stock that serves a range of incomes and age groups, and may include detached houses, attached houses, townhouses, apartments and dwelling units above first floor commercial spaces.

The master plan allows all four residential building types in all three tracts and in the majority of transect areas. Vertical mixed use with residential units over non-residential space is allowed in all three tracts.

B. Uses are compact and well-integrated, rather than widely separated and buffered.

The master plan allows for residential and commercial uses in all three tracts as well as in four of the eight transect areas. Small blocks and a dense street network enhance accessibility between uses. The master plan proposes modifications to Transitional Protective Yards in order to more closely integrate uses.

C. Compatibility among different uses is achieved through effective site planning and architectural design.

The master plan proposes a transect framework for entitlements that requires stepwise transitions in height and intensity of uses between the urban and residential areas of the development. Streets are used to delineate areas of differing height and intensity. The Master Sign Plan provides a common design theme among uses.

D. A variety of business types are accommodated, from retail and professional offices to livework. Office uses vary from space for home occupations to conventional office buildings. Retail uses range from corner stores to larger format supermarkets.

The master plan allows non-residential uses of various sizes and types. The T6 transect

area includes dimensional standards suited to large format retail. Light manufacturing is permitted in the T5-I transect area.

E. Special sites, such as those at a terminated vista, are reserved for public or civic buildings and spaces that serve as symbols of the community, enhancing community identity.

A public plaza is provided in the center of Tract 1 (Town Core). This site may be used to develop community identity. The majority of the area adjacent to the Neuse River is used for a school, a park, tree conservation, and greenway trails.

F. The project includes a variety of street types designed to be accessible to the pedestrian, bicycle and automobile. Streets are connected in a way that encourages walking and reduces the number and length of automobile trips.

The master plan includes a typology of street sections which are used in conjunction with the transect areas to create transitions between mixed use thoroughfares and residential neighborhoods. Blocks are small, and minor streets have a scale that supports pedestrian and cyclist comfort. All major street sections have bicycle lanes.

G. Bicycle circulation is accommodated on streets and on dedicated bicycle paths, greenways or trails with adequate bicycle parking facilities being provided at appropriate locations.

All major street sections (streets with right-of-way wider than 61 feet) are proposed to have bicycle lanes. A shared use path is proposed along the southern portion of the site, connecting the Town Core with the Neuse River Greenway. Another greenway connector trail is proposed in the northeast corner of the site between Beardall Street and the Neuse River Greenway. Bicycle parking is provided according to UDO standards.

H. Building facades spatially delineate the streets and civic spaces, and mask parking lots.

All of the transect areas except T1 and T6 have minimum and maximum setbacks. The master plan proposes a reduction in the size of street protective yards. Surface parking is required to be to the side or rear of buildings in all transects except T6. The rezoning request proposes to remove the maximum setback for the T6 transect area. While the majority of transect areas support this principle, the request to modify the T6 standards is in conflict with this design principle.

I. Architecture and landscape design are based on the local climate, topography, history and building practice.

The master plan is sensitive to the streams and tree conservation areas on the site by focusing development away from them and closer to major streets. The historic Alpheus Jones House, which is located near the site entrance on Louisburg Road, is protected through a vegetated buffer and height transition from taller development areas.

J. The project includes open space as a significant element of the project's design. Formal and informal, active and passive open spaces are included. Open spaces may include, but are not limited to, squares, plazas, greens, preserves, farmers markets, greenways and parks.

Open space is distributed throughout the development in public greens, public plazas, a City park, greenway trails, and tree conservation areas. The rezoning request includes a modification that allows residential units to front on public greens.

K. The project is compatibly integrated into established adjacent areas, and considers existing development patterns, scale and use.

The master plan is buffered on two sides by major roads. It provides significant density transition and buffering to the Neuse River. Height and use intensity are stepped down in proximity to the schools and public park on the property. Allowed height adjacent to the Northern Wake campus is somewhat taller than what is zoned on that campus. Transportation networks are proposed to be integrated with the greenway and Northern Wake campus to the extent preferred by the community college. Landscaped buffers and height transitions are required near the Alpheus Jones House.

L. The project is a clearly identifiable or legible place with a unique character or unique tradition.

The master sign plan creates some unity of development. The presence of two schools and a city park will add to the sense of place in the site. The Neuse River also contributes to the site's identity. The public plaza in the town Core neighborhood can be used for placemaking.

M. Public art, including but not limited to, monuments, sculpture and water features, is encouraged.

No public art is indicated in the master plan.

N. Entertainment facilities, including but not limited to, live music venues and theatres, are encouraged.

Indoor and outdoor recreation uses are allowed in the T5, T5-I, and T6 transects. These use categories include theaters and entertainment facilities.

Comprehensive Plan

Determination of the conformance of a proposed use or zone with the Comprehensive Plan includes consideration of the following questions:

A. Is the proposal consistent with the vision, themes, and policies contained in the Comprehensive Plan?

Yes, the proposal is consistent with Coordinating Land Use and Transportation Vision Theme because it requires an interconnected street network with small blocks and an urban form that is comfortable for pedestrians. The request promotes multi-modal internal circulation and is well-suited to transit service. The site is also connected to the Neuse River Greenway, offering bicycle connectivity to the greenway network.

The proposal is also consistent with the Greenprint Raleigh Vision Theme because it sets aside significant open space in proximity to the Neuse River. The request is consistent with the Growing Successful Neighborhoods and Communities by enabling a walkable, mixed-use area with diverse housing options. The proposal is consistent with the Managing Our Growth Vision Theme by integrating land uses, requiring an urban form that encourages alternative transportation, and conserving open space.

The request is also consistent with several policies in the Comprehensive Plan, including the Future Land Use Map and narrative policies related to large site development, street connectivity, pedestrian friendliness, and public open space.

B. Is the use being considered specifically designated on the Future Land Use Map in the area where its location is proposed?

The master plan allows uses in accordance with the recommendations of the Community Mixed Use, Public Facilities, and Public Parks & Open Space designations of the Future Land Use Map as they appear on the rezoning site. The master plan deviates from the recommendations of the Community Mixed Use designation by allowing light industrial uses in one of the transect areas. This inconsistency is small in scale relative to the site area and mitigated by its placement among the higher intensity transect areas. It is also buffered on two sides by public streets and on a third side by a common area. Overall, the proposal is aligned with the Future Land Use Map guidance.

C. If the use is not specifically designated on the Future Land Use Map in the area where its location is proposed, is it needed to service such a planned use, or could it be established without adversely altering the recommended land use and character of the area?

The area of the master plan which would allow light industrial uses is buffered from surrounding areas and adjacent to an area of the next highest intensity uses. It is also

relatively small. These mitigating factors reduce the likelihood of adverse impacts from these uses. The small size of the area suggests that it will not negatively impact the character of the development.

D. Will community facilities and streets be available at City standards to serve the use proposed for the property?

Infrastructure is currently in place for portions of the rezoning site that have been developed. Additional infrastructure will be constructed according to the requirements of the Unified Development Ordinance or the approved master plan as development continues. Infrastructure surrounding the rezoning site can adequately serve the proposed development.

Future Land Use

Future Land Use designation: Community Mixed Use, Public Parks & Open Space

The rezoning request is:

Consistent with the Future Land Use Map.

☐ Inconsistent

The Community Mixed Use designation envisions pedestrian-oriented retail districts, uses that draw from multiple neighborhoods, and mixed use buildings with residential over retail. Heights of three to five stories are appropriate with taller heights recommended transit-rich areas. This Future Land Use Map designation also suggests that urban form and street typology should be established and that taller heights should have appropriate transitions with a pedestrian-friendly public realm.

The master plan proposes a mix of uses organized along a transect with height transitions and defined street hierarchy. The public realm is made pedestrian-friendly through maximum setbacks, smaller lots, and reduced transition areas between uses. Mixed use buildings and districts are allowed. The street network is dense and interconnected. Transit service is anticipated on Perry Creek Road, and the master plan requires transit stops on this roadway.

The uses allowed in the master plan are consistent with the guidance of the Future Land Use Map with the exception of one small area that would allow light industrial uses. There are mitigating factors for this inconsistency, including spatial separation from low density residential and a limited land area where the inconsistency is allowed.

Urban Form

Urban Form designation: Parkway Corridor
The rezoning request is:
Not applicable (no Urban Form designation)
Consistent with the Urban Form Map.
Inconsistent
The master plan provides tree conservation areas along the I-540 right-of-way of sufficient depth to preserve the parkway character. Additionally, development in close proximity to the majority of the length of the Parkway Corridor is limited to 50 feet and 4 stories in height. There is a portion of the Urban Center Zone that is adjacent to the westbound off-ramp of I-540 at Louisburg Road. The allowed height in this area (approximately 1,000 feet of frontage) is 115 feet and 8 stories, which may impact the parkway character in this area.
<u>Compatibliity</u>
The proposed rezoning is:
$oxed{igwedge}$ Compatible with the property and surrounding area.
Incompatible.
The proposed master plan envisions a mixed-use, urban community with a range of

The proposed master plan envisions a mixed-use, urban community with a range of residential building types, employment uses, and commercial uses. Two sides of the development area are major roadways that do not pose compatibility issues.

To the north is the Northern Wake Campus of Wake Technical Community College (Wake Tech). The proposed zoning is compatible with Wake Tech in that it may provide housing, employment, shopping, and personal services for students. Significant development entitlement is envisioned directly adjacent to the Wake Tech property in terms of height and uses. This type of development is compatible with the uses of Wake Tech, which operate mostly during business hours and don't include housing. Much of the southern border of the Wake Tech is mostly occupied by streets, surface parking, and two four-story parking structures that would not be negatively impacted by the heights proposed in this area of the master plan.

The master plan is bounded to the east by the Neuse River. Tree conservation areas, riparian buffers, and low density residential development are proposed for this area. Two Wake County schools and a proposed City of Raleigh park are located in the northeast corner of the rezoning site. Allowed uses in this area are limited to residential with a small number of low intensity non-residential uses. Uses and heights

allowed in this area are generally compatible with the schools. Landscaped buffers and height transitions are required near the Alpheus Jones House.

Public Benefits of the Proposed Rezoning

The proposed zoning would allow a range of housing types, employment opportunities, and options for goods and services in a walkable, mixed-use community with pedestrian-scale urban form, an interconnected street network, accessible public open space, proximity to schools, and integrated natural features.

Detriments of the Proposed Rezoning

No detriments identified.

Policy Guidance

The rezoning request is **consistent** with the following policies:

Policy LU 1.2 - Future Land Use Map and Zoning Consistency

The Future Land Use Map shall be used in conjunction with the Comprehensive Plan policies to evaluate zoning consistency including proposed zoning map amendments and zoning text changes.

The request proposes uses that are recommended by the Community Mixed Use, Institutional, and Public Parks & Open Space designations in the areas where they are designated. Allowed heights are generally aligned with height recommendations of Table LU-2. However, in multiple transect areas the allowed height is more appropriate to a Core area. Height transitions are provided by the transects that help to ensure compatibility between adjacent areas.

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 enables more compact development and mixing of uses by reducing transition requirements. The master plan allows for dense, mixed development in the core of the rezoning site while preserving natural areas at the periphery.

Policy LU 2.4 - Large Site Development

Developments on large sites should set aside land for future parks and community facilities to help meet identified needs for public amenities and services and to offset the impacts of the development.

Area is set aside in the master plan for two schools and a City of Raleigh park.

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.

Three points of access are provided between the rezoning site and the Wake Tech campus. Perry Creek Road and Beckom Street are proposed to be constructed to I-540 with the possibility of crossing the highway. The site is also connected to the Neuse River Greenway, which offers connectivity to the north and south.

Policy LU 4.10 - Development at Freeway Interchanges

Development near freeway interchanges should cluster to create a node or nodes located at a nearby intersection of two streets, preferably classified two-lane avenue or higher, and preferably including a vertical and/or horizontal mixture of uses. Development should be encouraged to build either frontage or access roads behind businesses to provide visibility to the business from the major street while limiting driveway connections to the major street.

The request focuses development away from I-540 and US 401. Vertical and horizontal mixed use is allowed at the intersection of Midtown Market Avenue and Tolson Street. Commercial development will likely be visible from both I-540 and US 401.

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.

The proposal allows compact mixing of uses with several public spaces integrated into the development. The center of the Town Core Neighborhood is a public plaza.

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 master plan calls for transit easements along Midtown Market Avenue, Perry Creek Road, and Beckom Drive.

Policy LU 7.6 - Pedestrian Friendly Development

New commercial developments and redeveloped commercial areas should be pedestrianfriendly.

The request includes street sections with sidewalks for all streets in the development. Blocks are relatively small and streets are well-connected.

Policy LU 10.6 - Retail Nodes

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

The master plan allows for a dedicated core area of commercial and mixed use development.

Policy LU 12.3 - Reservations for Community Facilities

Plans for large sites should identify park and community facility needs and reserve appropriate portions of the site for schools, parks, public safety buildings, and other facilities.

The master plan has sites dedicated for two schools and a City of Raleigh park.

Policy T 2.4 - Road Connectivity

The use of cul-de-sacs and dead-end streets should be minimized.

No dead-end streets or cul-de-sacs are proposed in the master plan. Streets are terminated in loops at locations where natural or infrastructure features prohibit additional connectivity.

Policy T 2.5 - Multi-modal Grids

All new residential, commercial, or mixed use developments that construct or extend roadways should include a multi-modal network (including non-motorized modes) that provides for a well-connected, walkable community, preferably as a grid or modified grid.

The street network in the master plan is in a grid layout. Street types defined in the proposal require sidewalks and, in many case, shared use paths. The street network is connected to the greenway network.

Policy T 5.4 - Pedestrian and Bicycle Network Connectivity

Continuous pedestrian and bicycle networks should be provided within and between existing and new developments to facilitate safe and convenient pedestrian and bicycle travel free of major barriers and impediments such as cul-de-sacs and large parking lots.

Pedestrian and bicycle infrastructure is required within the development on nearly all streets. Sidewalks and shared use paths are proposed to be connected to external networks where possible.

Policy EP 4.2 - Floodplain Conservation

Development should be directed away from the 100-year floodplain.

The master plan does not allow any private development in the 100-year floodplain.

Policy HP 2.7 - Mitigating Impacts on Historic Sites

Development proposals adjacent to or including historic sites should identify and minimize or mitigate any negative development impacts on those sites.

The master plan provides additional landscaping and height transition requirements in the area surrounding the Alpheus Jones House.

Policy UD 2.7 - Public Open Space

Usable and well-appointed urban public open space should be provided within mixed-use centers to serve as focal points and community gathering spots.

The request includes several public greens and a public plaza. These areas are for public use and scattered throughout the development. Some dwelling units are allowed to front on public greens.

The rezoning request is **inconsistent** with the following policies:

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 mostly uses public streets as buffers between areas of differing intensity. Standard UDO requirements for Protective Yards are proposed to be relaxed. The more urban transect areas allow a mix of heights and uses that may not be buffered to the extent required in a mixed use zoning district.

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.

The proposal would remove the maximum setback for transect area T-6. The allowed amount of parking along the street (as opposed to behind a building) is increased by the proposal. These two factors increase the likelihood of a building being set back from the street with parking along large portions of the street.

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, particularly along designated Main Street corridors.

The proposal would remove the maximum setback for transect area T-6. The allowed amount of parking along the street (as opposed to behind a building) is increased by the proposal. These two factors increase the likelihood of a building being set back from the street with parking along large portions of the street.

Area Plan Policy Guidance

There is no area plan guidance for the rezoning site.

Impact Analysis

Transportation

The proposed revisions to the existing master plan (MP-1-2010) would not affect the land use intensities or trip generation potential for 5401 North. There would be no change to the access control measures included in the MP-1-2010 master plan document. Planning for future off-site transportation improvements both by the Developer and by others, is continued to be defined by the multiple phases of development which individually provide a percentage of the total trip generation. Changes to the overall development intensity for this Master Plan shall be subject to the Amendment and Approval provisions of Section 15 below.

The street circulation plan approved with the existing MP-1-2010 provided smaller blocks with variable street sections and alignments. This proposed master plan has more of a north-south street grid to the south of Street A - Midtown Market Avenue and west of Perry Creek Road, which leads to larger blocks within the Town Core Neighborhood. The north-south proposed street connection between Street A – Midtown Market Avenue and the Northern Campus of Wake Technical Community College has been revised to allow options of a public street connection or a primary vehicular and pedestrian access drive within a public access easement. The connections proposed to the Wake Technical Community College are to be provided as per the Master Plan Circulation Plan, Plan Sheet L-5. This connection was to be provided based on block perimeter not being met and to provide an alternative connection between Wake Tech and 5401 North due to the volume of vehicles on Perry Creek Road including two Wake County schools, the proposed City Park and the future extension of Perry Creek Road over I-540.

The block perimeter is determined by the Master Plan (PDD) street system and provides public access via connective public streets. The UDO requirement for the maximum block perimeter for PDD developments is 4,000 linear feet and although not specified within the Master Plan, the future development plans will be reviewed for connectivity and determine how access can be provided for the mutual benefit of the developer and proposed development type.

The right-of-way dedication for the Perry Creek Road and Beckom Street crossings over I-540 will be required with the subdivision of the property and is being noted within the 5401 Master Plan Circulation Plan, Plan Sheet L-5. During design of the property along Beckom Street between the Neuse River Buffer and the I-540 flyover, it was determined that the Neuse River Buffer crossing could be reduced in right-of-way width, from 89' to 72', thereby reducing the impacts to the buffer and to the I-540 flyover connection construction. The Master Plan Circulation Plan, Plan Sheet L-5 reflects the revision to the Beckom Street section, AV 72-48.

Consistent with the UDO, sidewalks are included along both sides of all public streets and pedestrian connections between sites and the Neuse River greenway. As the transect map is changing based on requested product types by developers, the sidewalk sections along the proposed street sections are being revised to be consistent with the building type by referencing the Sidewalk Details that are included in the 5401 Master Plan Street Sections on Plan Sheet C-5. The sidewalk details provide for three types: Detail A is for residential development with a tree lawn and 6' sidewalk; Detail B is for commercial/ mixed use development with a tree lawn within a 12' public sidewalk; and Detail C is for commercial / mixed use which provides street trees in grates within a sidewalk that may exceed the 12' right-of-way to allow for setbacks to vary and onstreet dining, etc.

Impact Identified: No impacts to external streets compared to existing zoning. Blocks are slightly larger for the internal street network. Block perimeter is proposed to be waived for the area north of Midtown Market Avenue. Impact on Neuse River buffer from Beckom Street right-of-way is reduced. Street tree treatments are proposed to be modified to be consistent with building types.

Transit

The current Wake County Transit Plan calls for service along Louisburg Rd and into Wake Tech North. The Transit Plan does not foresee transit going into 5401 North.

Impact Identified: None.

Hydrology

Floodplain	FEMA Floodplain is present
Drainage Basin	Neuse
Stormwater Management	Subject to stormwater regulations under Article 9 of UDO.
Overlay District	none

Impact Identified: Neuse River Buffers are set aside as tree conservation areas except where Beckom Street crosses a Neuse River tributary.

Public Utilities

	Maximum Demand (current use)	Maximum Demand (current zoning)	Maximum Demand (proposed zoning)
Water	0 gpd	562,500 gpd	562,500 gpd
Waste Water	0 gpd	562,500 gpd	562,500 gpd

1. With the proposed rezoning there would be no change to the wastewater collection and water distribution systems of the City. There are existing sanitary sewer and water mains adjacent to the proposed rezoning area

- 2. At the time of development plan submittal, a Downstream Sewer Capacity Study may be required to determine adequate capacity to support the proposed development. Any improvements identified by the study would be required to be permitted prior to the issuance of Building Permit & constructed prior to release of a Certificate of Occupancy
- 3. Verification of water available for fire flow is required as part of the Building Permit process. Any water system improvements recommended by the analysis to meet fire flow requirements will also be required of the Developer

Impact Identified: None.

Parks and Recreation

- 1. This development will have immediate access to the adjacent Neuse River Trail.
- 2. This development will have immediate access to the adjacent Riverbend Park. The master plan for Riverbend Park was funded through a partnership with 5401 North. Currently, Phase 1 development for the park is pending construction document approval. Construction is anticipated to begin in 2018.
- 3. Current Park Access Level of Service (before development of 5401 North and Riverbend Park) is very low. However, with the pending development of the new park, Level of Service in this area is projected to be slightly above average. Privately developed public open space and other outdoor recreation facilities, as identified in the master plan MP-2-16, will further enhance access for area residents.

Impact Identified: None.

Urban Forestry

Currently, all tree conservation areas 40.84 AC or 10% of the site have been recorded BM 2016, PG 1745.

Impact Identified: None.

Designated Historic Resources

The site is adjacent to the Alpheus Jones House, a Raleigh Historic Landmark. The stately but unpretentious frame house was built in the Greek Revival style on 680 acres given to Alpheus Jones by his father Seth Jones, who served in the House of Commons from 1814 to 1819. The two-story hip-roofed house features a two-story Doric portico centered on the facade. After a mid-1970s rehabilitation, the dwelling housed a restaurant for a time.

Impact Identified: No direct impacts. Potential visual impacts are mitigated by trees and landscaping.

Impacts Summary

Limited impacts are identified for transportation, water and sewer demand, parks demand, urban forestry, and historic resources. Most impacts are appropriately addressed through provisions in the master plan and the Unified Development Ordinance.

Mitigation of Impacts

Identified infrastructure impacts are expected to be addressed at site review. No further mitigation is recommended.

Conclusion

The rezoning request is to amend the 5401 North PD master plan. The proposal would:

- Realign the street network in the Town Core neighborhood
- Modify the street cross sections along portions of Perry Creek Road and Beckom Street,
- Within the T6 transect areas, eliminate the maximum setback requirement and expand the acreage of the T6 area,
- Add of a new transect area called T5-I,
- Modify the UDO to allow residential units to front on a "Public Green", and
- Modify the surface parking standards along Street A.

Overall development entitlement is not changed by the request. The most significant impact of the rezoning request is to allow for greater setbacks in transect are T-6 and allow more parking between the building and the street along Street A (Midtown Market Avenue). This modification is contrary to the Urban Design Guidelines of the Comprehensive Plan as well as the General Design Principles for PDs in the Unified Development Ordinance. It would allow an urban form that is not at a pedestrian scale and more conducive to vehicles than pedestrians. Conversely, this modification is consistent with the General Design Principles for PDs in that it allows for a greater variety of commercial uses, including "larger format supermarkets".

Overall, the request is consistent with the Comprehensive Plan and the Future Land Use Map. It is aligned with the Vision Themes of the Comprehensive Plan by providing for a relatively dense, mixed use area that supports multi-modal transportation and enables appropriate transitions between uses and intensities. Natural features are preserved and well-integrated into the community, there is public space easily accessible from most parts of the development, and sites for complementary community facilities have been provided.

Case Timeline

Date	Revision [change to requested district, revised conditions, etc.]	Notes
9/9/16	Application submitted	Outstanding issues identified, comments provided to applicant
12/21/16	Application submitted	Outstanding issues identified, comments provided to applicant
5/10/17	Application submitted	Outstanding issues identified, comments provided to applicant
7/26/17	Application submitted	Outstanding issues identified, comments provided to applicant
9/15/17	Application submitted	Outstanding issues identified, comments provided to applicant
12/12/17	Application submitted	Outstanding issues identified, comments provided to applicant
1/23/18	Application submitted	Technical issues identified, comments provided to applicant
2/12/18	Application Complete	Technical issues resolved

Appendix

Surrounding Area Land Use/Zoning Summary

	Subject				
	PROPERTY	North	South	EAST	WEST
Existing	PD	OX-5-CU	R-4, R-6, OX-5-	CM, R-4	NX-3, R-4,
Zoning			CU, RX-3-CU		R-10
Additional	SHOD-1 and		SHOD-1 and	SHOD-1	SHOD-1
Overlay	SHOD-2		SHOD-2		
Future Land	Community	Institutional,	Office/Research	Public Parks	Low Density
Use	Mixed Use	Public	& Development,	& Open	Residential,
		Facilities,	Low Density	Space, Rural	Public Parks
		Public Parks	Residential	Residential,	& Open
		& Open		Low Density	Space
		Space		Residential	
Current	Vacant,	Community	Vacant, Horse	Vacant, Low	Low Density
Land Use	School,	College	Stables	Density	Residential,
	Moderate			Residential	Moderate
	Density				Density
	Residential				Residential
Urban Form	Parkway	n/a	Parkway	n/a	Parkway
(if applicable)	Corridor (I-		Corridor (I-		Corridor
	540 and US-		540)		(US-401)
	401)				

Current vs. Proposed Zoning Summary

	Existing Zoning	Proposed Zoning
Zoning	PD w/ part SHOD-1	PD w/ part SHOD-1
Total Acreage	402.52	402.52
Setbacks:	(set by Master Plan)	(set by Master Plan)
Front:		
Side:		
Rear:		
Residential Density:	6.21 dua.	6.21 dua.
Max. # of Residential Units	2,500	2,500
Max. Gross Building SF (if applicable)	2,500,000*	2,500,000*

Max. Gross Office SF	(set by Master Plan)	(set by Master Plan)
Max. Gross Retail SF	(set by Master Plan)	(set by Master Plan)
Max. Gross Industrial SF	(set by Master Plan)	(set by Master Plan)
Potential F.A.R	Not applicable	Not applicable

^{*}The development intensities for the request are limited by narrative statements in the master plan document. Maximum gross building square footage is the total non-residential space allowed within the rezoning site. It does not include residential space.

From: Wendell B. Goodwin
To: Anagnost, John

Subject: RE: Street Connectivity Between Northern Wake and 5401 North

Date: Wednesday, November 29, 2017 10:58:21 AM

John,

I did get feedback from other folks responsible for the Northern Wake Campus. Mostly they are concerned that another intersection anywhere on Success Way will lead to traffic issues, some of which could include increased accidents. Our official response would be that we would not support any further connectivity to the 5401 development beyond what is already there. Thank you for allowing us to have a voice in this effort.

Wendell B. Goodwin, PE Vice President of Facilities 9101 Fayetteville Road Raleigh, NC 27603 919-866-5148 Phone 919-779-3360 Fax wbgoodwin@waketech.edu

From: Anagnost, John [mailto:John.Anagnost@raleighnc.gov]

Sent: Wednesday, November 29, 2017 8:38 AM

To: Wendell B. Goodwin

Subject: RE: Street Connectivity Between Northern Wake and 5401 North

Hi Wendell,

I just wanted to check in and see if you had gotten any response on this question.

Thanks, John

From: Anagnost, John

Sent: Wednesday, November 08, 2017 9:52 AM

To: wbgoodwin@waketech.edu

Subject: Street Connectivity Between Northern Wake and 5401 North

Hi Wendell,

Thank you for returning my call yesterday. I have attached an image showing the area where there appears to be an opportunity for additional connectivity between the Northern Wake campus and the 5401 North development. As I said on the phone, the 5401 North master plan is the subject of a rezoning request that seeks, in part, to remove a street segment that would allow for eventual connectivity with Wake Tech. It sounds like the location that was proposed for that segment was not desirable for Wake Tech. What I would like to know is if additional connectivity in general is desirable

for Wake Tech. The attached image is a conceptual example of a segment that would approach the Wake Tech property in a different location than the previously proposed segment. The applicant has not offered to include the indicated segment, and I cannot speak for the applicant's intentions. I also cannot say whether a segment in that location would be practical from an engineering standpoint. The purpose of the image is to ask the following question: If the applicant offered a segment like the one in the attached image that enabled a connection with Success Way at the western end of the two parking decks, would Wake Tech object to the possibility of that connection being made at some point in the future? Please let me know if you have any questions.

Regards, John

John Anagnost
Comprehensive Planning Division
Raleigh Department of City Planning
(919) 996-2638
1 Exchange Plaza, Floor #3

Email correspondence to and from this address may be subject to the North Carolina Public Records law and may be disclosed to third parties by an authorized state official (NCGS. ch. 132). Student educational records are subject to FERPA.

Rezoning Application





Department of City Planning | 1 Exchange Plaza, Suite 300 | Raleigh, NC 27601 | 919-996-2626

SEP 9 2016 PH 4:05

	REZONI	NG REQUEST			
General Use Conditiona Existing Zoning Classification 540 Proposed Zoning Classification Base If the property has been previously r	1 North PD with Polistrict No Change	h SHOD-L and 5401 North PD w Height MAP	From	ntage	NLY
Provide all previous transaction num	bers for Coordinated Team	Reviews, Due Diligence Sessi	ons, o	r Pre-Submittal Conference	:S:
461993					
	GENERAL	INFORMATION			
Property Address Midtown	Market Ave			Date	
Property PIN		Deed Reference (book/pag	ge)		
Nearest Intersection I-540 at	t Highway 40	1	Prop	perty Size (acres) 402	
Property Owner/Address 5401 North LLC	P	Phone 225.924.7206	Fax	225.924.123	5
Carolyn Martin, President 100 N Street, Suite 900 Baton Rouge, LA 70802	E	mail cmartin@cp	rt.c	om	
Project Contact Person/Address Mack Paul, Attorney for 540)1 North	Phone 919-590-03	77	Fax	
		Email mpaul@morn	ing	starlawgroup.c	om
Owner/Agent Signature	E	Email			

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

Rezoning Application





Department of City Planning | 1 Exchange Plaza, Suite 300 | Raleigh, NC 27601 | 919-996-2626

RE	ZONING	REQUEST			
☐ General Use ☐ Conditional Use ☐ Mast Existing Zoning Classification 5401 North PD Proposed Zoning Classification Base District No Cha		Height	_ Froi	ntage	OFFICE USE ONLY Transaction #
If the property has been previously rezoned, provide the		case number: Z-20-2 ()10)	
Provide all previous transaction numbers for Coordinated	d Team R	eviews, Due Diligence Session	ons, o	r Pre-Submittai (Conferences:
461993					
GEN	IERAL IN	IFORMATION			
Property Address Midtown Market A	ve			Date	
Property PIN		Deed Reference (book/pag	le)		
Nearest Intersection I-540 at Highway	401		Prop	perty Size (acres	402
Property Owner/Address 5401 North LLC	Pho	ne 225.924.7206	Fax	225.924	1.1235
Carolyn Martin, President 100 N Street, Suite 900 Baton Rouge, LA 70802	Ema	≕cmartin@cpı	rt.c	om	
Project Contact Person/Address Mack Paul, Attorney for 5401 North	Pho	ne 919-590-037	77	Fax	
	Ema	⊪mpaul@morni	ng	starlawgı	oup.com
Owner/Agent Signature	Ema	ail			

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

REZONING APPLICATION ADDENDUM Comprehensive Plan Analysis OFFICE USE ONLY Transaction # 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. Rezoning Case # STATEMENT OF CONSISTENCY 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. The request is consistent with the guidelines set forth in the Comprehensive Plan. As proposed, the Master 1. Plan is consistent with the Future Land Use designations on the site. The proposal also meets all applicable Comprehensive Plan policies. The proposal is consistent and compatible with surrounding land uses and zoning. The site is bordered by 2. natural boundary features, I-540, Highway 401, and Wake Technical Community College. It is also located at a major highway intersection, making it ideal for higher intensity mixed use development. The proposal is consistent with the following Policies: LU 1.1, 1.2, 1.3, 2.4, 2.5, 4.5, 4.10, 6.1, 7.6, 8.9, 10.6, 3. and 12.3; T 2.4, 2.5, 5.1, 5.2, 5.3, 5.5, and 5.9; EP 2.5 and 4.2; HP 2.7; and UD 2.1, 2.2, 2.3, 2.4, 2.7, and 6.1. 4. **PUBLIC BENEFITS** Provide brief statements regarding the public benefits derived as a result of the rezoning request. The Master Plan will help ensure unified development and will also increase the potential for ¹ higher intensity mixed use development in an area where that is appropriate. The proposal will result in extension of the road network and the provision of pedestrian and ² bicycle improvements. The creation of a walkable mixed use development that will allow citizens to live in close proximity to 3. goods and services as well as places of employment thereby reducing the dependency on vehicles. 4.

Condition	onal Use District Zon	ing Conditions	
Zoning Case Number			OFFICE USE ONLY
Date Submitted			Transaction#
Existing Zoning Propo	sed Zoning		
NARRATIV	E OF ZONING COND	ITIONS OFFERED	
1. This is an amendment to an existing	Master Plan. Ple	ase see Master Plan	
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
These zoning conditions have been voluntarily condition page. This page may be photocopied	offered by the propert if additional space is	y owner. All property own needed.	ers must sign each
Owner/Agent Signature		_ Print Name	

URBAN DESIGN GUIDELINES

If the property to be rezoned is shown as a "mixed use center" or located along a Main Street or Transit Emphasis Corridor as shown on the Urban Form Map in the Comprehensive Plan, the applicant must respond to the Urban Design Guidelines contained in the 2030 Comprehensive Plan.

- 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor "room" that is comfortable to users.
- 13. New public spaces should provide seating opportunities.
- Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.
- 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.

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 cane make a significant improvement.
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.
Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.
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.
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.
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.
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.
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.
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.
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.
The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.

REZONING APPLICATION SUBMITTAL REQ	UIREME	NTS			
TO BE COMPLETED BY APPLICANT	COMPLETED BY CITY STAFF				
General Requirements – General Use or Conditional Use Rezoning	YES	N/A	YES	NO	N/A
I have referenced the 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					
2. Rezoning application review fee (see Fee Schedule for rate)			45 (4 (4)		
3. Completed application; Include electronic version via cd or flash drive					
Two sets of stamped envelopes addressed to all property owners within 100 feet of property to be rezoned					
5. Pre-Application Conference					
6. Neighborhood Meeting notice and report					
7. Trip Generation Study					
8. Traffic Impact Analysis					
9. Completed and signed zoning conditions					
10. Completed Comprehensive Plan Consistency Analysis					
11. Completed Response to the Urban Design Guidelines					
12. For applications filed by a third party, proof of actual notice to the property owner					
13. Master Plan (for properties requesting Planned Development or Campus District)					
MASTER PLAN SUBMITTAL REQUIRE TO BE COMPLETED BY APPLICANT	COMPLETED BY CITY STAFF				
General Requirements – Master Plan	N/A	YES	NO	N/A	
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	and the second s				
2. Total number of units and square feet					
3. 12 sets of plans					
4. Completed application; Include electronic version via cd or flash drive					
5. Vicinity Map					
6. Existing Conditions Map					
7. Street and Block Layout Plan					
8. General Layout Map/Height and Frontage Map					
9. Description of Modification to Standards					
10. Development Plan (location of building types)					
11. Pedestrian Circulation Plan					
12. Parking Plan					
13. Open Space Plan					
14. Tree Conservation Plan (if site is 2 acres or more)					
			170700000000000000000000000000000000000		A. 100 100 100 100 100 100 100 100 100 10

16. Generalized Stormwater Plan					
17. Phasing Plan	-				
18. Three-Dimensional Model/renderings					
19. Common Signage Plan			0 (20 (CP (CP 412))		30000
Date:					
Re: (site location)					
ite. (one recallen)					
Neighboring Property Owners:					
You are invited to attend a neighborhood meeting on (date)	The meet	tina will l	be held at		
(location) and will begin at(time)					
The purpose of this masting is to discuss a notantial regarding of the pre-	norty loc	antad at	(oito		
The purpose of this meeting is to discuss a potential rezoning of the proaddress) This site is current zoned(zoning) and is pr					
(Please provide any relevant details regarding the request.)				-	
The City of Deleigh we wire a that prior to the exhaulted of any very prior of	unlinatia	n a nair	y la la a rib a a d	l maaatis	
The City of Raleigh requires that prior to the submittal of any rezoning a involving the property owners within 100 feet of the area requested for			Jupomood	meeu	ıg
		•			
If you have any concerns or questions I (we) can be reached at:					
Thank you					
44 Least 10 days wing to the meeting date with the conveys of moneyty	tha annli	lagrat ale	all modific	La our	oug of
At least 10 days prior to the meeting date with the owners of property, property about the meeting; notice shall be by first class mail or certification.					
is to be by first class mail, the applicant shall deliver the sealed, address					
Development prior to the aforementioned 10 day period. If notificatio					
receipt, copies of the return receipts shall be given to Planning & Deve	elopmeni	<u>t at time</u>	of applica	<u>ıtion</u>	
<u>submittal.</u>					
	SUBM	IITTED D	ATE:		



Mack A. Paul, IV | Partner 630 Davis Drive, Suite 200 Morrisville, NC 27560

919-590-0377 mpaul@morningstarlawgroup.com www.morningstarlawgroup.com

To:

Neighboring Property Owner

From:

Mack Paul

Date:

March 11, 2016

Re:

Notice of meeting to discuss potential rezoning of the area currently comprising the 5401 North PD near the intersection of I-540 and US-401 (the "Property")

We are counsel for 5401 North, LLC ("5401"), which is considering rezoning the above-captioned Property. The Property is currently zoned Planned Development (PD). The plan name is 5401 North. 5401 is attempting to rezone the Property in order to modify the design one of the street sections.

You are cordially invited to attend a meeting to discuss the potential rezoning. We have scheduled a meeting with surrounding property owners on Wednesday, March 23, 2016, at 6:00 p.m. The meeting will be held at the Hill Street Park located at 2307 Hill St. Raleigh, NC 27604.

This meeting is required by the City of Raleigh and is intended to afford neighbors an opportunity to ask questions about the potential rezoning and for the owners to obtain suggestions and comments you may have about it. You are not required to attend, but are certainly welcome. After the meeting, we will prepare a report for the Raleigh Planning Department regarding the items discussed at the meeting.

Please do not hesitate to contact me directly should you have any questions or wish to discuss any issues. I can be reached at (919) 590-0377 or mpaul@morningstarlawgroup.com.

	ATTENDANCE ROSTE	R
NAME		ADDRESS

SUMMARY OF ISSUES

A neighborhood meeting was held on March 23, 2016 (date) to discuss a potential
rezoning located at 5401 North (property address).
The neighborhood meeting was held at Hill Street Park (location).
There were approximately ${\color{red}0}$ (number) neighbors in attendance. The general issues
discussed were:
Summary of Issues:
None of the surrounding property owners attended the neighborhood meeting

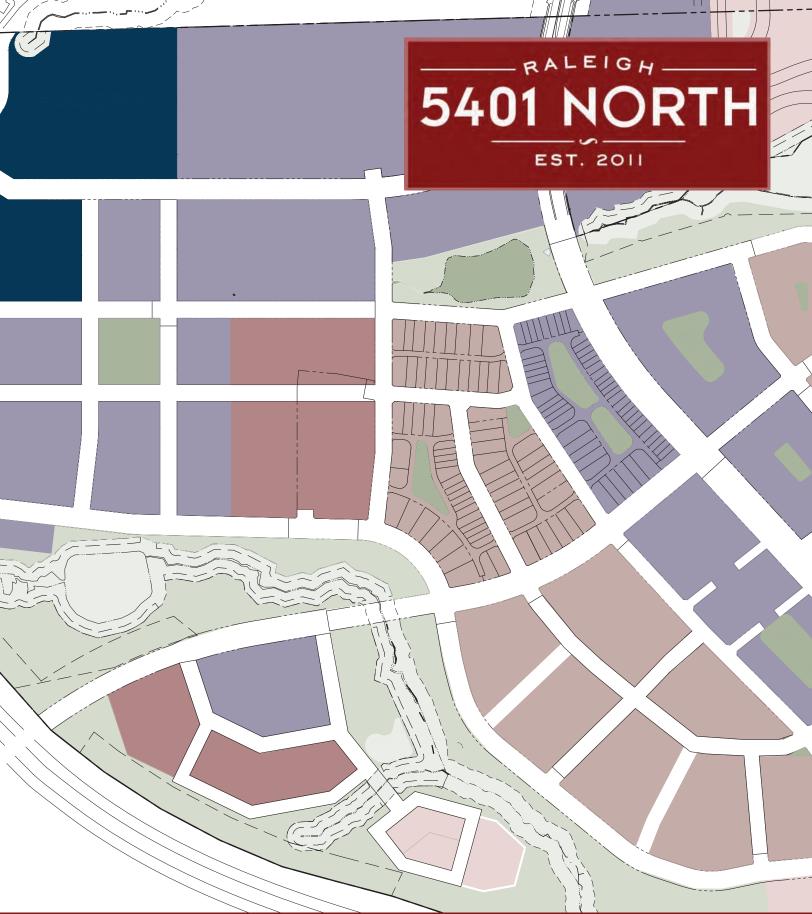


Development Services
Customer Service Center
One Exchange Plaza
1 Exchange Plaza, Suite 400
Raleigh, North Carolina 27601
Phone 919-996-2495
Fax 919-516-2685

Pre-Application Conference

This form must be provided at the time of formal submittal.

Process Type									
Board of Adjustment (Contact: Eric Hodge)									
Comprehensive Plan Amendment (Contact: Dan Becker)									
Rezoning (Contact: <u>Daniel Band</u>)									
Site Review* (Contact: Stacy Barbour)									
Subdivision (Contact: Meade Bradshaw)									
Subdivision (Exempt) (Contact: Peggy Goodson)									
Text Change (Contact: <u>Travis Crane</u>) * Optional conference									
GENERAL INFORMATION Date Submitted 2/9/16									
Applicant(s) Name Mack Paul, Attorney for 5401 North, LLC									
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Property PIN # Various									
Site Address / Location 5401 North									
Current Zoning CUD TD, R-6-CU, CM, R-4, PDD Overlay									
Additional Information (if needed)									
FOR OFFICE USE ONLY									
Transaction # 461993									
Date of Pre-Application Conference 2/19/1C - 10 AM									
Staff Signature Say Hill									



Planned Development District Amendment

Planning Commission/City Council Action: March 2, 2011 Revised Street Sections: December 21st, 2016 PD Amendment: September 8th, 2016 Revision Date: January 22nd, 2018

Commercial Properties Development Corporation

MASTER PLAN "5401 NORTH" PLANNED DEVELOPMENT DISTRICT & MASTER PLAN +/- 402.52 ACRES

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1. SUMMARY INFORMATION

A. Name of Development: 5401 North

B. Names of Owners: 5401 North, LLC

City of Raleigh

Wake County Board of Education

C. Applicant: Carolyn Martin

Commercial Properties Realty Trust

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2. PROPERTY INFORMATION

A. Property To Be Dedicated For Public Use: See Master Plan (L-7)

B. Project Acreage: Approximately 402.52 acres

3. INTRODUCTION

This document and the accompanying attachments and exhibits submitted herewith (collectively, the "Master Plan") are provided pursuant to provisions of the Raleigh City Code (the "Code") dealing with the Planned Development District ("PD") for the 5401 North Property, a mixed-use community (the "Development") proposed by Commercial Properties Development Corporation (the "Developer"), the developer of the properties located at the northeast quadrant of Highway 401 North and Interstate 540 in Northeast Raleigh. The Development will be a pedestrian-oriented, urban development with complementary residential, recreation, agriculture, open space, office, retail and other commercial land uses (as those terms are utilized in the Unified Development Ordinance (UDO)) at densities appropriate to the location of the Development, market conditions, the nature of land uses in the vicinity, and the City's investment in existing infrastructure. The Development may also contain wind, water and solar power generation facilities, as well as central physical plants.

The Master Plan for the Development addresses the development of approximately 402.52 acres located at the northeastern quadrant of the intersection of Highway 401 North and Interstate 540, bounded on the east by the Neuse River (the "Property"). For a graphic depiction of the Property, please refer to the existing conditions exhibit submitted with this Master Plan (see Plan Sheet L-2 for existing conditions). The majority of the Property is currently the site of agricultural uses and undeveloped property. For example, a public elementary school was completed on the northern-most portion of the River Quarter Neighborhood tract, immediately east of the Perry Creek Road extension and a public middle school is under construction on the central portion of the River Quarter Neighborhood Tract along with single family residential development.

The City's Future Land Use Map classifies the Property as Community Mixed Use. Public Facilities and Public Parks & Open Space. The Community Mixed Use category encourages larger pedestrian-oriented retail districts, and supports mixed-use projects, including residential over retail. The highest intensity uses proposed for the Development lie between Highway 401 North and the Perry Creek Road extension. The intensity steps down to low density residential and open space near the Neuse River as envisioned by Comprehensive Plan policies. The Development proposes public facilities such as a school, a community center, a city park and access to the regional greenway system and ball fields to serve Wake Tech's northern campus, all of which is consistent with the Property's Future Land Use Map classification.

To further the policies of the City's 2030 Comprehensive Plan, the Development will be a pedestrian oriented, mixed-use development providing a true live, work and shop environment. The Development will establish an urban character that will help foster an integrated community, linking urban residential and retail uses with conveniently located employment opportunities. The Development will be served by an internal street network which will disperse traffic both within and around the Property. Parking for the Development may be provided by parking structures to allow for higher intensity land uses on a more compact footprint.

4. LAND USE INTENSITY

A. Vision Statement

The Development will consist of 402.52 acres divided into three (3) development tracts: the Town Core Neighborhood, the Crescent Neighborhood, and the River Quarter Neighborhood. These tracts will be developed in a pedestrian friendly, mixed-use fashion designed to carry out the vision for a Mixed Use Community Center as shown on the Growth Framework Map and the Neighborhood Mixed Use classification as designated on the Future Land Use Map. More specific descriptions of the development are provided by this Master Plan and the associated plan sheets.

B. TRACT Descriptions

In order to implement this Master Plan, all residential, public and institutional, open, and commercial land uses (as those terms are utilized in Chapter 6 of the UDO) will be permitted within the Development at densities appropriate to the location of the Development, the nature of adjoining and nearby land uses, and the City and State's investment in infrastructure. The Development may also contain wind, water and solar power generation facilities, as well as central physical plants.

A proposed Land Use Plan ("Land Use Plan") has been submitted with this Master Plan (see Plan Sheet L-3). The Land Use Plan is intended to provide a general idea as to the development concept proposed by the Master Plan, but shall not be considered a literal depiction of the Development. A Common Signage Plan shall be submitted in conjunction with this Master Plan.

Plan Sheet L-3 is a transect map, that divides the Property into transect zones. The transect concept is a planning tool that acknowledges the contextual element of development, and reinforces the quality of place based on intensity and density of land use. The transect map is divided into zones that range from the highest mix of uses and residential density to the lowest, each having defining characteristics such as building height and placement. Transect zone T-6 represents the most intense zone, and the development intensity gradually steps down to the T-1 zone. The use tables on plan sheet L-4 set forth the standards for each use by transect zone.

The Use Chart on Plan Sheet L-4 lists the uses permitted within particular transect zones. The Development Standards chart is intended to be inclusive of all uses permitted under the Master Plan and shall not be construed to prohibit any use otherwise permitted by the Master Plan.

The maximum development intensity for each Tract shown on the Land Use Plan shall be as follows:

TRACT 1:

Tract 1, the Town Core Neighborhood, is located at the entry to the development at Louisburg Road and bounded by Wake Tech on the north side, Perry Creek Road on the east, the proposed Beckom Drive on the south and Interstate 540 and Highway 401 North toward the west. This neighborhood may provide a diverse mix of retail, office, entertainment, service, and recreation uses, and residential living of all types. Housing options include lofts, condominiums, apartment buildings, townhomes and single family detached residences of varying sizes. The pedestrian scaled relationship of the buildings to the framework of the streets will fit the mixed uses comfortably into the development and maintain a small town feeling. Civic uses and open spaces may be scattered throughout Tract 1, providing pockets of green.

The Town Core Neighborhood will contain the highest intensity of mixed use buildings, with the tallest buildings ranging from two to eight stories tall. This tract is immediately adjacent to Wake Tech and will provide students and faculty with access to the daily services and conveniences along with opportunities for housing close to campus.

Tract 1 may be developed for up to 1,300 dwelling units and 1,500,000 square feet of non-residential uses.

Refer to the Development Standards Chart and the Use Chart on Plan Sheet L-4 and the Street Atlas on Plan Sheet L-5 for proposed areas, intensities, permitted uses and street sections within the tract.

TRACT 2:

Tract 2, the Crescent Neighborhood, is located southeast of the Town Core Neighborhood and is bounded by Perry Creek Road on the east, Beckom Road on the north and Interstate 540 on the south. This neighborhood may also provide a diverse mix of uses, but at a lower intensity than the Town Core Neighborhood. Pockets of convenience uses are strategically placed so that the neighborhood will be conveniently walkable for the residents. Neighborhoods within Tract 2 are designed to be no more than a quarter mile from center to edge.

The Crescent Neighborhood will be predominantly residential with a mix of housing types and sizes. All of the streets will be pedestrian friendly with on street parking, street trees in tree lawns, and sidewalks varying with context of their surroundings.

Tract 2 may be developed for up to 600 dwelling units and 500,000 square feet of non-residential uses.

Refer to the Development Standards Chart and the Use Chart on Plan Sheet L-4 and the Street Atlas on Plan Sheet L-5 for proposed areas, intensities, permitted uses and street sections within the tract.

TRACT 3:

Tract 3, the River Quarter Neighborhood, is located on the eastern side of the development, east of Perry Creek Road and adjacent to the Neuse River. It includes the newly constructed Riverbend Elementary School, which was the initial development of this project. It includes a public middle school and a city park currently in the master planning process. This neighborhood will also be dominated by residential development, but like the Crescent Neighborhood, it will also have conveniences located within walking distance.

This tract also contains the Black Walnut Forest which has already been deeded to the City of Raleigh. The 15-acre parcel was zoned Conservation Management to protect the status of this unique preserve.

Tract 3 may be developed for up to 500 dwelling units and 500,000 square feet of non-residential uses.

Refer to the Development Standards Chart and the Use Chart on Plan Sheet L-4 and the Street Atlas on Plan Sheet L-5 for proposed areas, intensities, permitted uses and street sections within the tract.

5. TRANSPORTATION INFORMATION

The final development intensity for this Master Plan shall not result in traffic generation that exceeds the total number of net new external P.M. peak hour vehicle trips for the overall Development as reflected in the Trip Generation Table located within the Traffic Impact Analysis (TIA) prepared by Kimley-Horn & Associates, submitted with this Master Plan. Changes to the overall development intensity for this Master Plan shall be subject to the Amendment and Approval provisions of Section 15 below. For purposes of planning for future off-site transportation improvements, both by the Developer and by others, the TIA contemplates multiple phases of development defined by percent of total trip generation. The first phase represents the development level that would be expected for the near future, while subsequent phases represent the potential long-term development levels. The thresholds of trip generation that define these phases, however, shall not be construed to represent specific caps on development beyond which the Development cannot proceed without completion of off-site transportation improvements by others.

Please refer to the TIA submitted with this Master Plan and incorporated herein.

6. CIRCULATION PLAN

Please refer to the Circulation and Phasing Plan, Plan Sheet L-5 (the "Circulation Plan"). Subject to approval by city staff, the Applicant reserves the right to relocate and/or re-designate all public and private rights-of-way and access points shown on the Circulation Plan, subject to the approval of Development Services Department; Land Development Division. Subject to the approval of the Development Services Department; Land Development Division, the Applicant also reserves the right to relocate or reduce the number of access points to the public street system shown on the Circulation Plan. City Council approval is required to increase the number of access points to the public street system. Construction of any and all transportation improvements shown on the Circulation Plan are expressly contingent upon the Applicant receiving all necessary approvals from any governing body having jurisdiction thereof.

The Circulation Plan also provides a phasing schedule for the Development. Refer to the Circulation Plan for the proposed phasing of improvements. This proposed phasing schedule shall not mandate the number or sequence of phases; however, the actual phasing must include the associated street network sufficient for adequate traffic flow.

As noted on the Circulation Plan, at the time of subdivision approval, a 15'x20' transit easement shall be provided on average every 1,500 feet on each side of the following streets: (i) Street "A" from Louisburg Road to Perry Creek Road; (ii) Perry Creek Road; (iii) Beckom Drive; and (iv) that street labeled US 60-37 connecting Street "A" to Beckom Drive, running along the southern perimeter of the Town Core Neighborhood. Final location of each easement will be determined upon review of the specific subdivision plans by the Public Works Transit Program. The City Attorney shall review and approve the transit easement deeds prior to lot recordation.

Prior to issuance of any building permit or recordation of any tract, the Developer shall offer cross access from the Development to the Alpheus Jones House located on the Anderson Property

(Described in deed recorded in Wake County Registry having Book 2979, Page 37) on the eastern and southern boundaries of the Alpheus Jones House located on the Anderson Property. However, access to the Alpheus Jones House located on Anderson Property on the southern boundary of the Alpheus Jones House located on the Anderson Property shall only become available in the event that the Alpheus Jones House located on Anderson Property is no longer used for residential purposes.

7. UTILITY/STORMWATER INFORMATION

A. Utility Plan

The existing utility service for this project were obtained from the City of Raleigh Public Utilities, field surveys of the site, and plans which were prepared for Wake Technical College located to the north of the site. Both water and sewer service is available on-site or in proximity to the site.

(i) Water Service:

Existing waterlines as depicted on plans obtained from the City of Raleigh are as follow:

16" waterline along west side of US 401 (Louisburg Rd.)

12" waterline connecting to the 16" in US 401 and extending along Botany Bay Dr.

12" waterline stubbed out on Perry Creek Road immediately south of the Wake County Elementary School Campus.

Water service must initially come from the line on US 401 and require a bore and jack under the roadway to tie to the existing line. The waterline sizes shown on the accompanying plan is subject to verification by Hazen and Sawyer, as a consultant for the City of Raleigh. Pending verification that these line sizes provide sufficient pressure and flow, these line sizes may be changed by a revised water distribution model submitted by a Professional Engineer and subject to review by the City of Raleigh.

(ii) Sewer Service:

A conceptual sewer plan is illustrated in the Exhibit labeled Utilities Plan (Sheet C-1A). An existing 48" Sanitary Sewer interceptor line parallels the Neuse River on the eastern edge of the project. The project sewer system is proposed to tie to this interceptor either directly or indirectly. Investigations revealed that no accommodations for sewer to cross under I-540 were implemented with the construction of this new roadway facility, therefore the most probable sewer solution for the southwest portion of the development will be a gravity system which ties to the Neuse River interceptor. The proposed utility

plan shows the two manholes which are proposed as access points for the sewer outfalls for the project as well as the outfall to the north which will serve the initial phases(s) of the project.

B. Storm Water Management Plan

The project site consists of 402.52 acres of previously-active farmland/pasture/wooded area. Approximately 20.68 acres was recently developed for a public elementary school. The site is bordered on the west by US Highway 401 North. To the north, the first phase of Wake Tech is complete and the property is bounded to the south by I-540. Bordering the east side is the Neuse River. A deeded conservation easement exists on the eastern side of the site which borders the Neuse River.

Two riparian stream systems pass through the site before intercepting the Neuse River. The northern stream is contained by the site and also has two ponds located on it within the property boundary. These ponds are approximately 1.5 acres in size and are jurisdictional. The riparian character of the stream extends to the dam of the second upstream pond and thus this western pond on the stream does not have buffers. The eastern pond does have a 50-foot wide buffer. The southern stream contains riparian buffers along its length which both enters and exits the site from I-540. The southern stream also contains a 1.5 acre pond, which is jurisdictional, and also has a 50' buffer from the water's edge. Jurisdictional wetlands also exist at the headwaters of this stream. A fourth pond is located on the north of the site. This is a farm pond which does not fall on a jurisdictional stream.

In the development of this project, measures will be designed and implemented in accordance with the City of Raleigh's policies and procedures for storm water management in conformance with NCDENR's storm water management policies. In particular, the City of Raleigh's recently-adopted text change, TC-11-09, is applicable to the release points which flow off-site through the Wake Tech campus to the north and through I-540 to the south. These points are defined as A though E in Exhibit C-2, which describes a conceptual stormwater management plan. The balance of the site flows to a FEMA-defined floodplain (Neuse River). For this remaining portion of the site, stormwater detention up to the 15-year event will be provided if City of Raleigh staff determines that it is beneficial. However, typically the City of Raleigh forgoes quantity abatement when adjacent to a FEMA-regulated floodplain.

Best Management Practices (BMPs) will be used to meet the quality objectives for stormwater. BMP measures which may be employed include, but are not limited to, rainwater harvesting for non-potable uses, wet and dry detention ponds, bio-retention basins, grass filters, level spreaders, and sand filters. These BMPs will be selected based on drainage area, type of stormwater (i.e. rooftop drainage), and location.

This Master Plan is subject to stormwater and nitrogen reduction requirements of Article 9.2 of the UDO. Stormwater management measures will be required at the time of site plan submittal or at further subdivision.

8. OPEN SPACE INFORMATION/GREENWAY/TREE PRESERVATION

A. Open Space

A minimum of fifteen percent (15%) of the Development will be reserved as open space, which will include greenways, city parks, green spaces, tree conservation areas and plazas. Based on a total area of 402.52 acres, a minimum of 60.38 acres of open space will be provided. The 15.58 acre tract of land conveyed to the City of Raleigh in 2007 will be used as open space to meet the 15% minimum requirement. The open space areas will be commonly or publicly owned and will meet the requirements of Article 2.5 of the UDO. Open space totals may be shifted or reallocated between the three tracts within the Development so that in any event, the Development will conserve a minimum of 15% of open space. All open space other than city parks and common areas will be controlled by the 5401 North Homeowners Association through master declarations and restrictive covenants. The remainder of open space is in plazas, recreational areas, greenways and other public space.

In each tract, a minimum of five (5) pocket parks, each at least 500 square feet in area, will be provided. In Tract 1, a minimum of two (2) urban plazas, each at least 1500 square feet in area, will be provided. Within all tracts, at least one (1) bench, one (1) trash receptacle and one (1) bike rack per 100 linear feet of street will be provided adjacent to the following transects as shown on Plan Sheet L-3: T6, T5 and T4-O.

B. Greenway

As reflected in the Master Plan, the Development will provide at least three (3) connections to the greenway along the Neuse River. Within the general vicinity of those proposed greenway connections, the actual location of each connection will be determined based on topography, environmental concerns and feasibility of access and trail construction. Also, the Development will have greenways, providing pedestrian connections throughout. Note that Plan Sheet L-6 reflects those greenways within the City greenway easements and those that are not.

C. Tree Conservation

As shown on Plan Sheet TC-2, a minimum of ten percent (10%) tree conservation areas will be provided. All of the tree conservation will be in primary tree conservation areas. Those areas designated "Natural Protective Yard" on Plan Sheet TC-2 shall be established and maintained as natural protective yards, and therefore shall qualify as primary tree conservation area under Section 9.1.4.A of the UDO. The standards of Article 9.1 of the UDO shall be applied to the Property as a whole rather than on a tract by tract or lot by lot basis. All shifting of tree conservation areas among tracts will be shown on recorded subdivision plats. Tree conservation areas shall be defined with metes and bounds legal descriptions.

9. LOCATION OF EXISTING AND PROPOSED PUBLIC WATER AND SEWER MAINS

Please refer to the sewer and water plan submitted with this Master Plan contained in Section 7 and incorporated herein.

10. BUILDINGS

See the Summary by Development Tract Chart, Development Standards Chart, and Uses Chart on Plan Sheet L-4.

11. HEIGHTS

See the Development Standards Chart on Plan Sheet L-4 for a list of maximum building heights. The building heights shown in the table are reasonable and justified because much of this area is designated a Mixed Use Community Center on the Growth Framework Map and classified as Community Mixed Use on the Future Land Use Map. Building heights shall be measured in

accordance with Chapter 1 of the UDO. In addition, to achieve true urban densities, while providing adequate open space and a pedestrian-friendly environment, maximizing verticality is essential. Moreover, the proposed verticality will be compatible with existing development and provide an effective sound barrier for workers in the proposed office buildings, as well as residents in and around the Development by reducing the impact of traffic noise emanating from Interstate 540 and Highway 401. Specifically, maximum building heights have been located such that there is a clear transition from the taller buildings in the urban core and along Perry Creek Road, to shorter buildings on the edges.

In order to provide a transition to the Alpheus Jones House located on the Anderson Property, special building height measures shall apply to buildings constructed in that portion of the transect zone located immediately adjacent to the Anderson Property, west of that street labeled US 60-37 and south of Street "A". The minimum building setback from the Anderson Property is 50 feet. If the Alpheus Jones House is located on the Anderson Property at the time a parcel in the above-described area is developed, the maximum height for any portion of a building within 85 feet of the Anderson Property is 80 feet and seven (7) stories. The maximum building height for any portion of a building more than 85 feet from the Anderson Property is 115 feet and nine (9) stories. A building within 85 feet from the Anderson Property may be constructed up to 115 feet and nine (9) stories in height if, for every foot of height above 80 feet, one foot of building stepback from the Anderson Property line is applied to that portion of the building in excess of 80 feet in height. If the Alpheus Jones House is not located on the Anderson Property at the time of development of parcels in the above-described area, the maximum building height is 115 feet and nine (9) stories with no additional setback or stepback.

In order to provide a transition between those six blocks located along Perry Creek Road near the intersection with Beckom Road that are designated T5 and adjacent to T4-R and T-3 zones, the maximum building height for those six blocks shall be 80 feet and seven (7) stories.

12. LANDSCAPING

Parking structures, if implemented, will be substantially screened from view of adjacent rights of way by buildings or by evergreen and deciduous plant materials. Trees shall be planted at the rate of one

(1) deciduous canopy tree, three (3) evergreen trees, and two (2) ornamental flowering understory trees and twenty (20) large evergreen shrubs for every 100 linear feet of structure perimeter visible from the adjacent right of way. The plantings shall be located in a planting strip ten (10) minimum feet in width and within fifteen (15) feet of the structure wall. Plant sizes at installation shall be: canopy trees- 2 ½" minimum caliper, evergreen trees- 10' minimum height, ornamental flowering understory trees- 8' minimum height, large evergreen shrubs- 36" minimum height. In addition to the landscaping described above, those parking structures not screened from view of adjacent rights of way by buildings shall be skinned with materials compatible with surrounding buildings.

The area adjacent and parallel to Highway 401 right of way and the Alpheus Jones House located on the Anderson Property shall be landscaped and preserved in a manner to maintain the existing rural character of the area. So long as the Alpheus Jones House is located on the Anderson Property, the Developer will preserve one-half of those trees with a caliper greater than 24 inches located within 200 feet of the Alpheus Jones House, utilizing active tree preservation practices as defined in Code Section 10-2002. The landscaped area shall be planted with five (5) canopy trees, three (3) large evergreen trees, three (3) ornamental flowering understory trees and twenty (20) small shrubs for every 100 linear feet of right of way or Alpheus Jones House located on Anderson Property frontage. Existing vegetation may be used for credit for canopy and large evergreen tree requirements. Plant sizes at installation shall be: canopy trees- 3 ½" minimum caliper, large evergreen trees- 10"minimum height, ornamental flowering understory trees- 8' minimum height and small shrubs- 18" minimum height. The planting area may contain undulating earthen berms 1-3' in height in areas devoid of existing vegetation. The plantings proposed in this paragraph can be used to satisfy any transitional protective yard requirement. In the event that the Alpheus Jones House located on the Anderson Property is no longer used for residential purposes, the landscaping requirement contained in this Section as it applies to the perimeter of the Alpheus Jones House located on the Anderson Property shall terminate and the applicable City Code requirements shall apply.

The area adjacent to the Highway 401 right of way is designated and regulated as tree conservation area per Article 9.1 of the UDO. All plantings within this area are subject to the regulations of Article 9.1 of the UDO for all other areas for proposed plantings within Primary Tree Conservation Areas.

13. URBAN DESIGN GUIDELINES/INCENTIVES

Please refer to the Urban Design Compliance Chart and responses to the Urban Design Guidelines submitted with this Master Plan.

14. ALTERNATE DESIGNS PROPOSED

The elements of this Master Plan proposed as modification as permitted in Section 4.7.2 of the UDO are as follows:

A. Street Section Designs

Due to the pedestrian oriented, urban mixed use character of the Development, the applicant is seeking to utilize street sections as shown on the Street Section Plans submitted with this Master Plan. These street sections will require the placement of plantings within the public rights of way subject to entering in to appropriate encroachment agreements with the City. These sections show a proposed alternate section in order to support the urban character of the neighborhood core. A minimum 20' clear aisle width for emergency vehicle access shall be provided continuously along two-way private streets.

B. Off-Street Parking Requirements

Off-street parking shall be as provided for in the Master Plan. Reduced parking is justified under this Master Plan per Article 7.1 of the UDO, including access to transit, pedestrian connections and the urban mixed-use nature of the Development. The design of the Development will foster pedestrian circulation that will reduce the need for parking when combined with the mixed-use aspects of the Development. Based on the proposed intensity and mix of residential, office and commercial uses throughout the development, the availability of bicycle parking, the access to transit, opportunities for shared parking and the pedestrian-oriented nature of the development, a reduction of up to forty-five

percent (45%) to the parking required by City Code for the targeted intensities is justified within the T6, T5, T4-O and T4-R transect zones.

C. Signage

The Common Signage Plan with this Master Plan will be established for this Development in accordance with Section 4.7.3 of the UDO based on the unique character of the development, including mixture of uses and urban, pedestrian-oriented design. The Common Signage Plan shall be submitted to and approved by the Raleigh City Council prior to the issuance of any sign permits for 5401 North PD. This document shall include provisions for all signage in residential and non-residential tracts. Tract ID signs are only allowed in residential tracts. Further, signs shall be permitted within the Development pursuant to this Master Plan, provided that all other applicable City Code provisions are met. The Common Signage Plan submitted to and approved by the Raleigh City Council may be subsequently amended by the Raleigh City Council. Approval from the 5401 North Architectural Review Board (ARB) shall be required for all signage within the Development.

D. Building Setbacks

In accordance with Section 4.7.2 of the UDO and as shown in this Master Plan, the Developer shall be authorized to use alternative building setbacks. These alternatives are justified based on their enhancement of useable open space, conformity with the 2030 Comprehensive Plan, including Urban Design Guidelines, and compatible environment for the planned development. Alternatives shall include the ability to build structures adjacent to public rights-of-way, rather than complying with the typical setback requirements of the UDO. There shall be no minimum front yard setback required for buildings located on a private street. Further, front, rear, corner, side and aggregate setbacks may be zero (0) feet unless building code requirements are more stringent. Buildings shall not encroach within sight triangles. Minimum building setbacks are provided on Plan Sheet L-4. The minimum building setbacks from the perimeter of the project controls over other minimum building setbacks provided on Plan Sheet L-4.

E. Default Zoning District

To the extent this Master Plan does not specifically address a design standard or other regulated matter, then the standards and requirements for the zoning district corresponding to each transect as reflected in Plan Sheet L-3 shall control.

F. Vehicular Parking

Given the urban mixed-use, pedestrian friendly concepts of the Development, the parking requirements applicable to development within the T6, T5, T4-O and T4-R transect zones of this Master Plan shall be reduced up to forty-five percent (45%) of the required parking as set forth in Article 7.1 of the UDO. This reduction is justified based on the mixed-use nature of the development, the availability of public transportation, the opportunities for shared parking, and the provision of bicycle parking within the Development.

G. Transitional Protective Yards

Because of the Development's compliance with the City's Urban Design Guidelines and the pedestrian-orientated nature of the Development, a reduction is sought for the Transitional Protective Yards within the Development. Given the compact, mixed-use nature of the development, in lieu of providing transitional protective yards between land uses of different intensities, the developer will install street trees of 4 inch caliper spaced 40 feet on center, along with a mix of shrubs, within the medians of Perry Creek Road and Beckom Drive. Additionally, the developer will provide potted annuals and perennials as part of the streetscape within the Town Core Neighborhood and other commercial areas to enhance the pedestrian experience. The reduction of the Transitional Protective Yards will help the development achieve the compact, mixed-use nature envisioned by this Master Plan.

H. Street Protective Yards

Because of the Development's compliance with the City's Urban Design Guidelines and the pedestrian-orientation of the Development, a reduction is sought for the Street Protective Yards for the Development. As an alternative means of compliance along those streets adjacent to transect zones T6,

T5 and T4-O, the Developer shall provide a planting area of variable width and install street trees of 4 inch caliper spaced 40 feet on center located within the public rights-of-way as shown on the Street Sections contained on Sheets C-3 and C-4 of the plans submitted with this Master Plan, provided that all necessary encroachment agreements are secured. Along those streets adjacent to all other transect zones, street trees of 2.5-inch caliper will be located within the public rights-of-way as shown on the Street Sections contained on Sheets C-3 and C-4 of the plans submitted with this Master Plan, provided that all necessary encroachment agreements are secured. Street trees shall be planted within the public rights-of-way in accordance with City of Raleigh Urban Design Guidelines. Street trees shall be canopy over story trees.

15. MODIFICATIONS

This PD District proposes certain additional modifications to the UDO referring to UDO section 4.7.2. A Block perimeter related to the transects between Tolson Street and Perry Creek Road shall not apply for the following reasons: topographical changes are too steep; the presence of existing buildings and natural features; adjoining uses and their vehicles are incompatible; strict compliance to block perimeters poses a safety hazard.

The Developer shall be authorized to request an amendment to the Master Plan and Exhibits thereto as permitted in Section 4.7.6 of the UDO.

A. Setbacks and Build-to

The minimum and maximum setback and build-to applicable to the Detached House and Townhome building type in Article 3.2 shall not apply to buildings fronting a Public Green as reflected in Exhibit B.

Townhomes may front on a public green. Public green is a common area, which has no right-ofway between the building and the common area and is available to the public for their use and enjoyment. Whenever a townhome fronts on a public green, the townhome will be provided access from an alley. In addition, townhomes fronting on a public green shall not be subject to setbacks and build-to regulations set forth in 3.2.3 of the City of Raleigh UDO.

5401 North PLANNED DENSITY DEVELOPMENT MASTER PLAN

Case # MP-12010 Z-20-10 Raleigh, North Carolina

property owners:

WAKE COUNTY BOARD OF EDUCATION 3000 Wake Forest Road Related, NO. 27811 919850-1600

5401 North, LLC 402 S. Fourth Street Baton Rouge, LA 70808 225.924.7206

5401 East
Development, LLC
7500 Pecua Lane
Bacon Reage, LA 70809
255,536,6120 EV-5401 North, LLC

developer:
Commercial Properties
Really Trust
402 S. Fourth Street
Batton Roage A. T. 70008

town planners:
Dover, Kohl & Partners
1571 Sunset Drive
cord cables, T. 33143

Tony M. Tate
Landscape Architecture, PA
5011 Southpark Drive. Suite 200
Durham, Richt Coording 27713 landscape architecture:

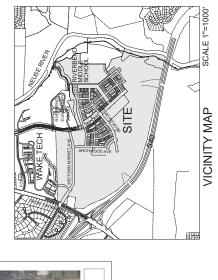
counsel:
Morningstar Law Group
421 Fargett Nate 520
421 Fargett Nate 520
421 Fargett Nate 520
421 Pagett N

avil engineering: John R. McAdams Company

traffic engineering: Kimley Horn & Associates SSS Forgonalie State State or Reagon to STR001

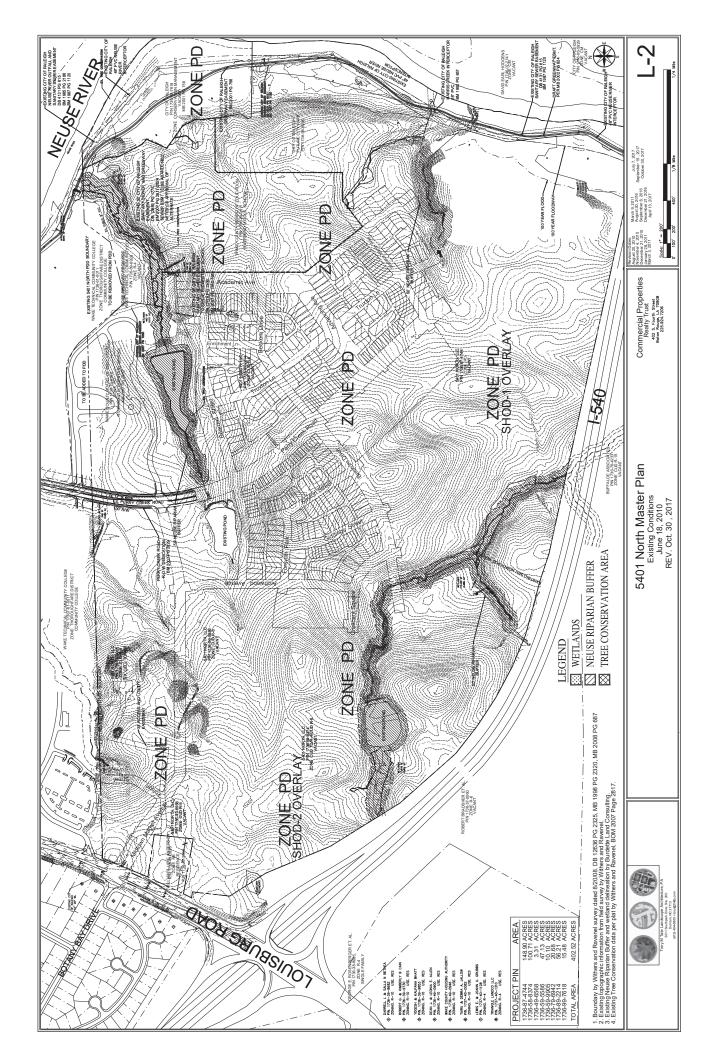


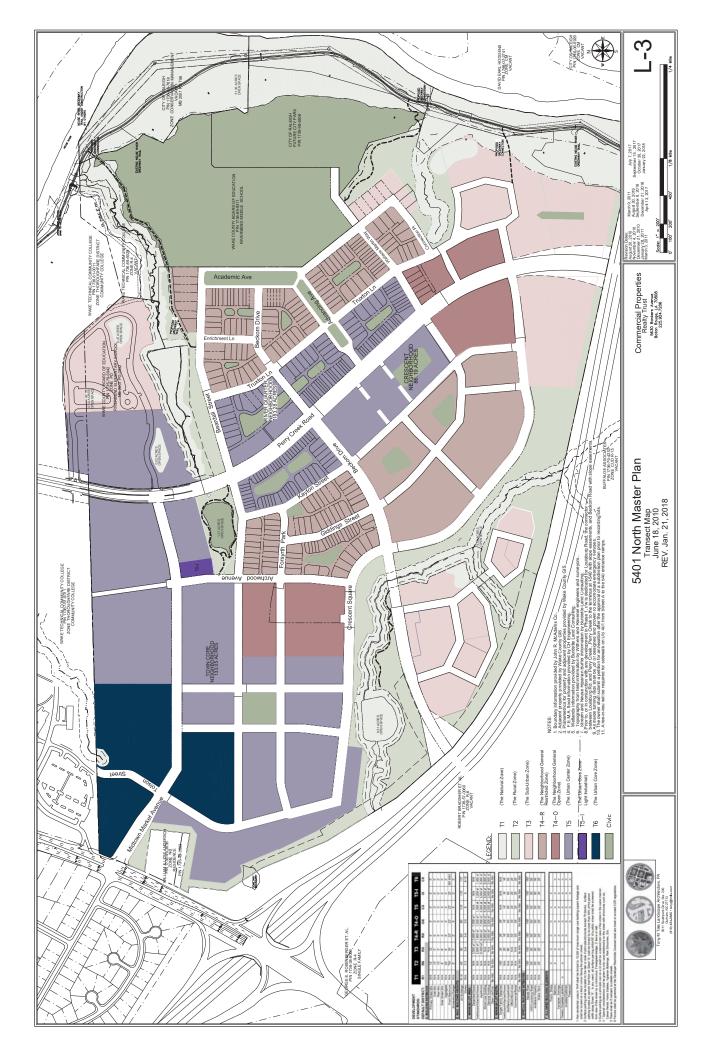
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COVER SHEET	EXISTING CONDITIONS	MASTER PLAN	LAND USE SUMMARY/TRACTS	CIRCULATION PLAN	PEDESTRIAN CIRCULATION PLAN	OPEN SPACE	TREE CONSERVATION	UTILITY PLAN	STORMWATER PLAN	STREET SECTIONS	STREET SECTIONS	STREET SECTIONS

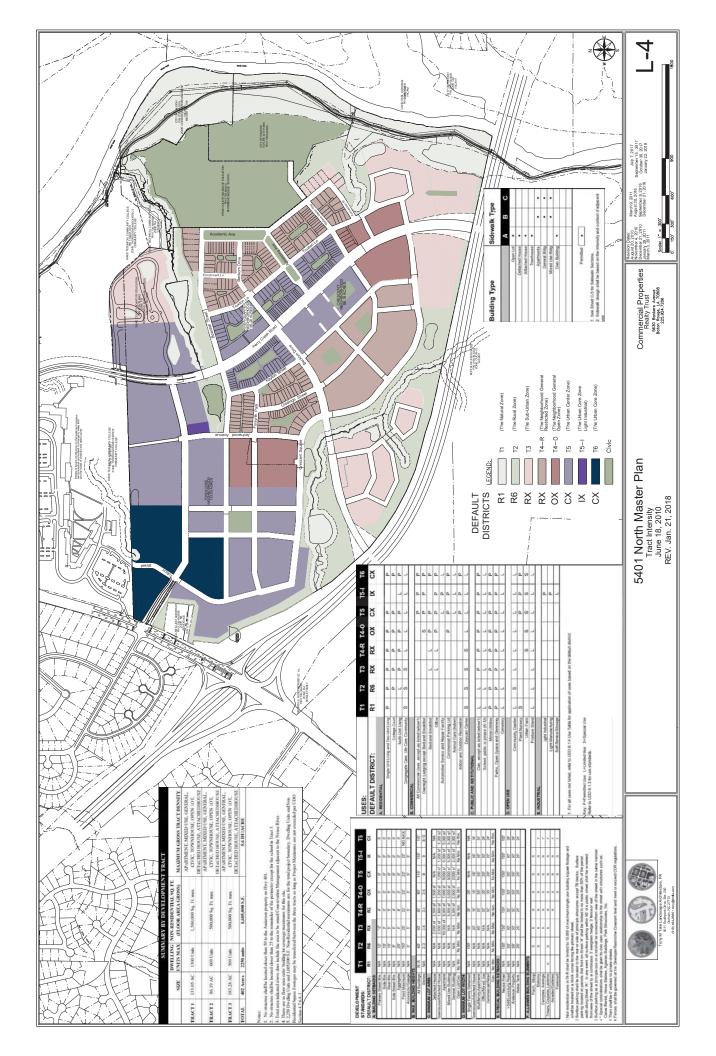


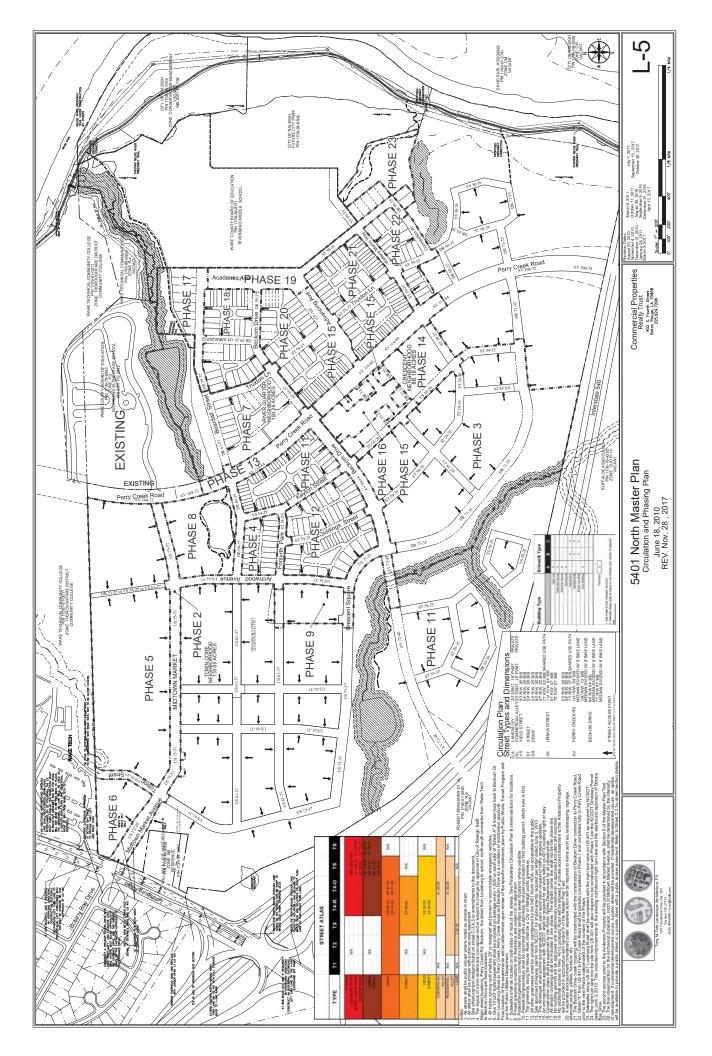
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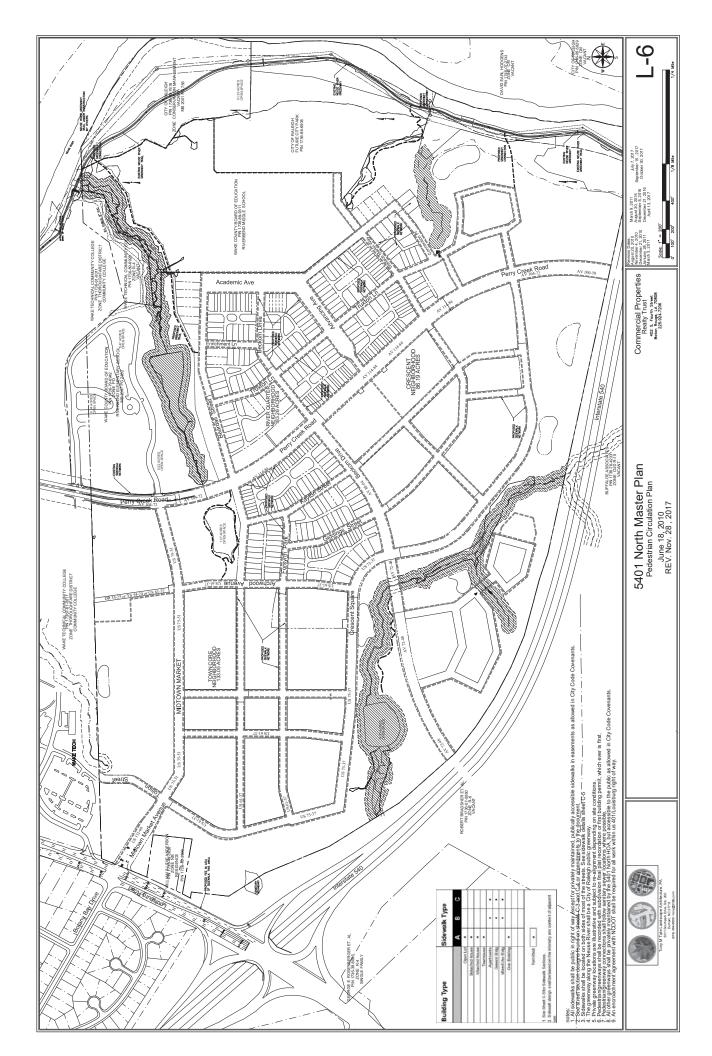


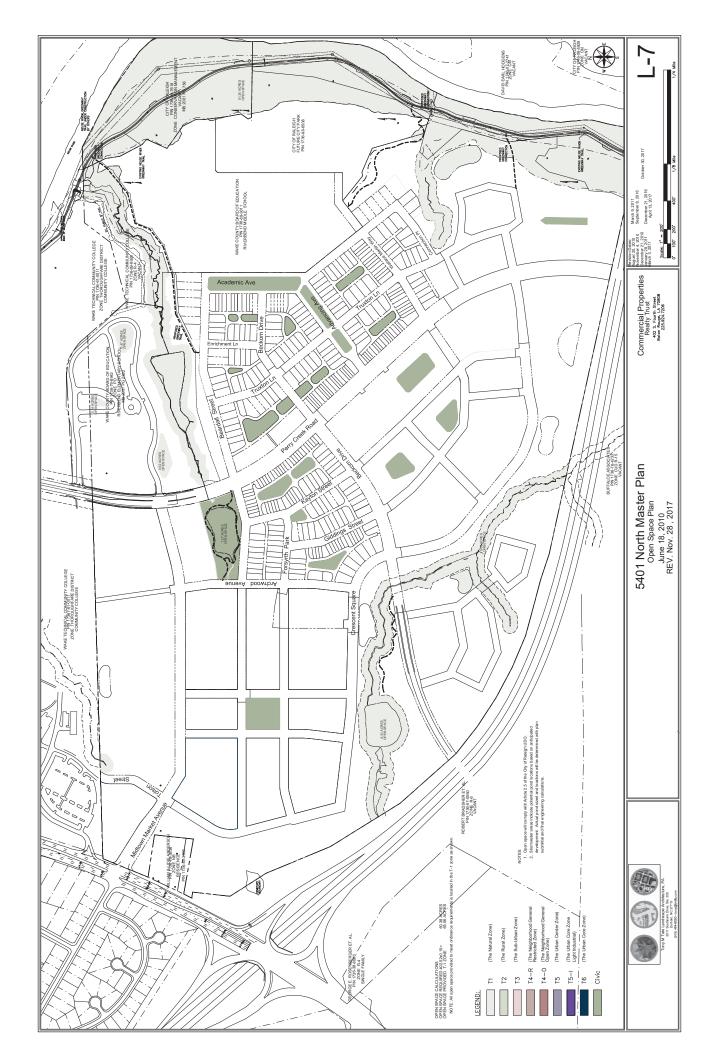












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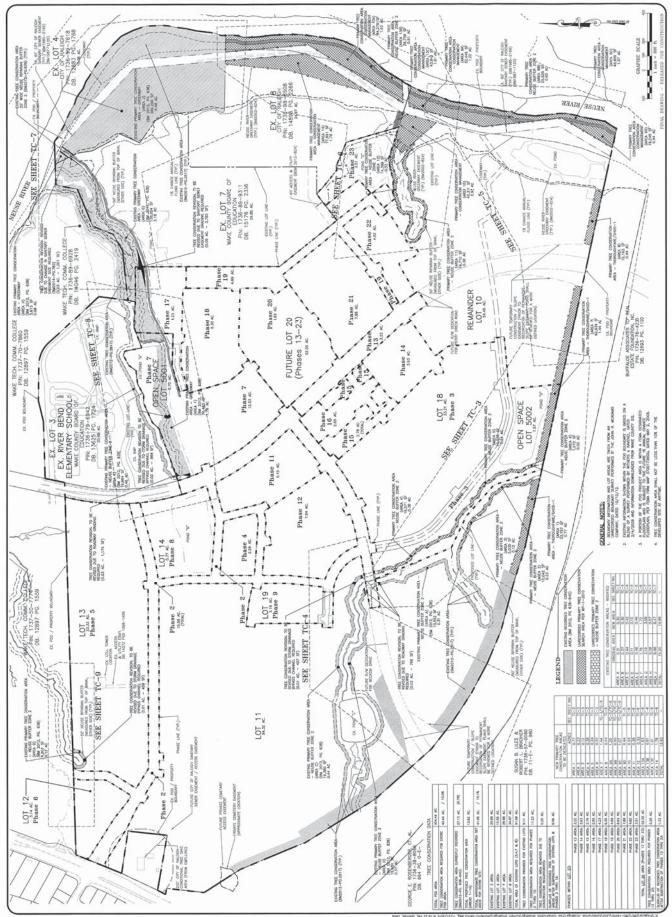


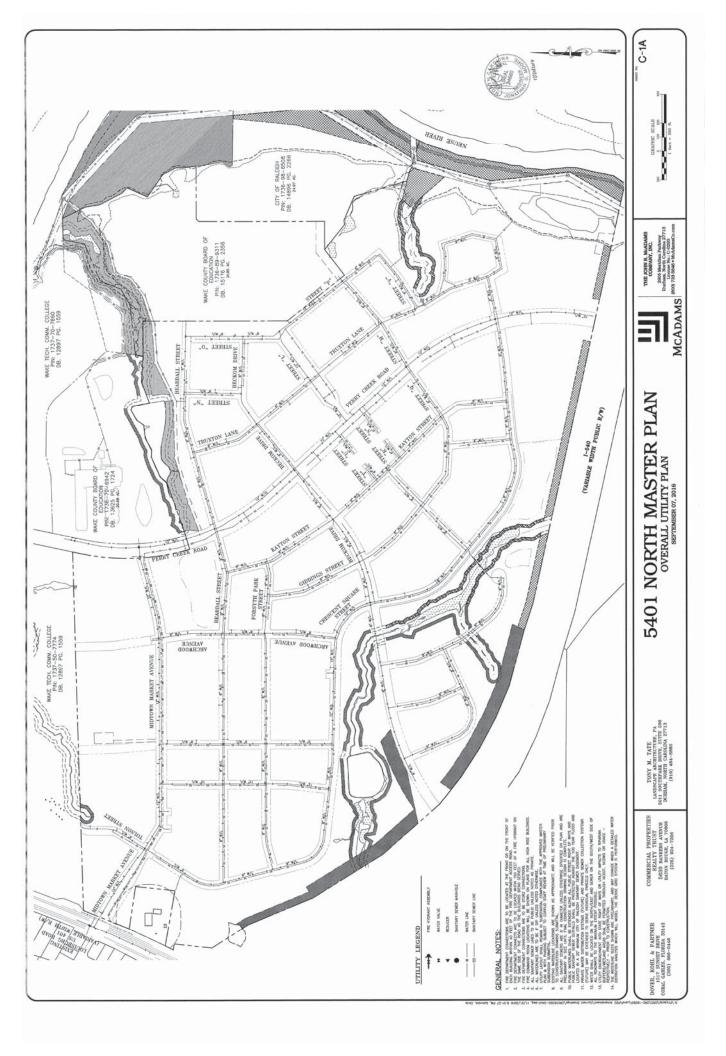
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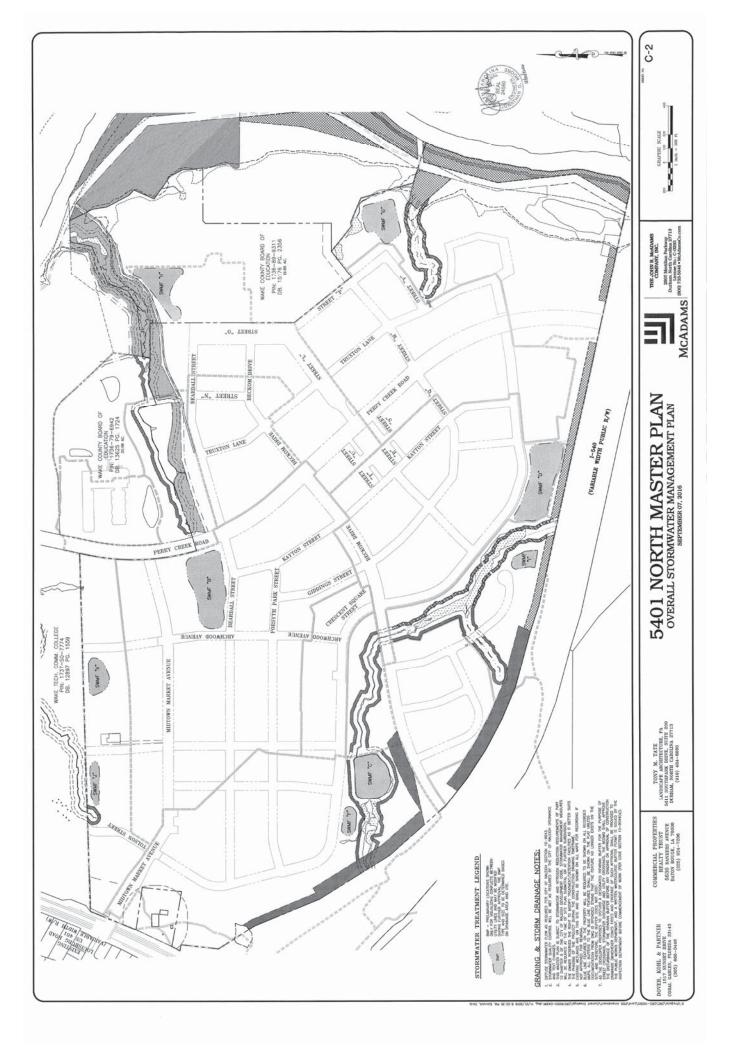
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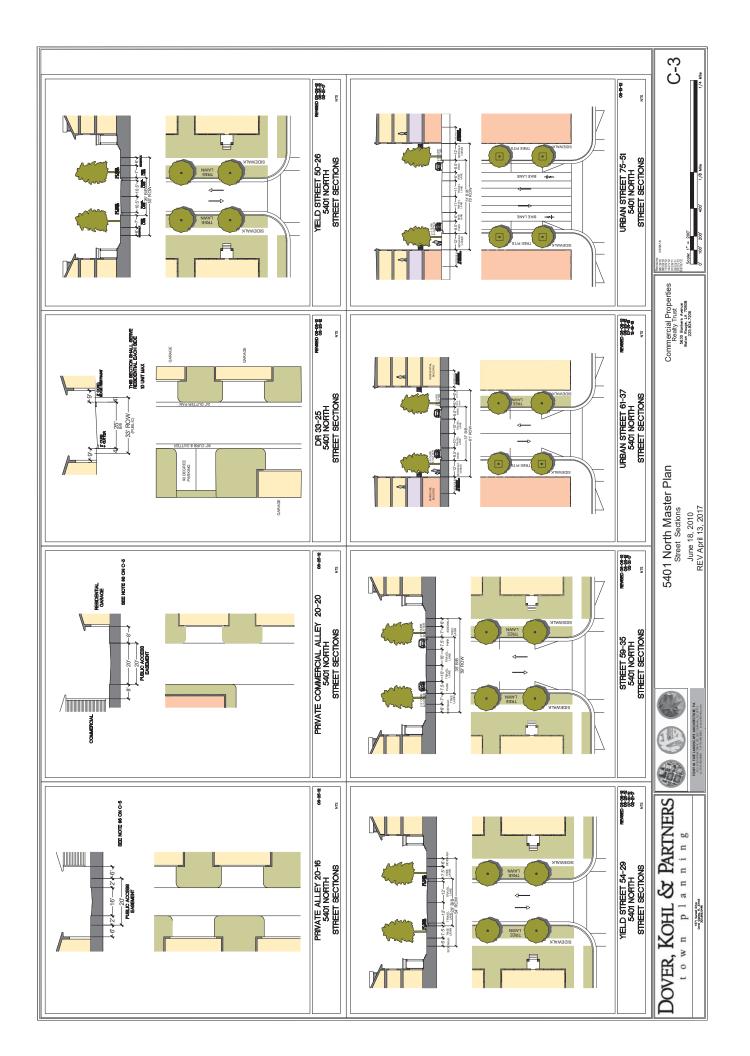
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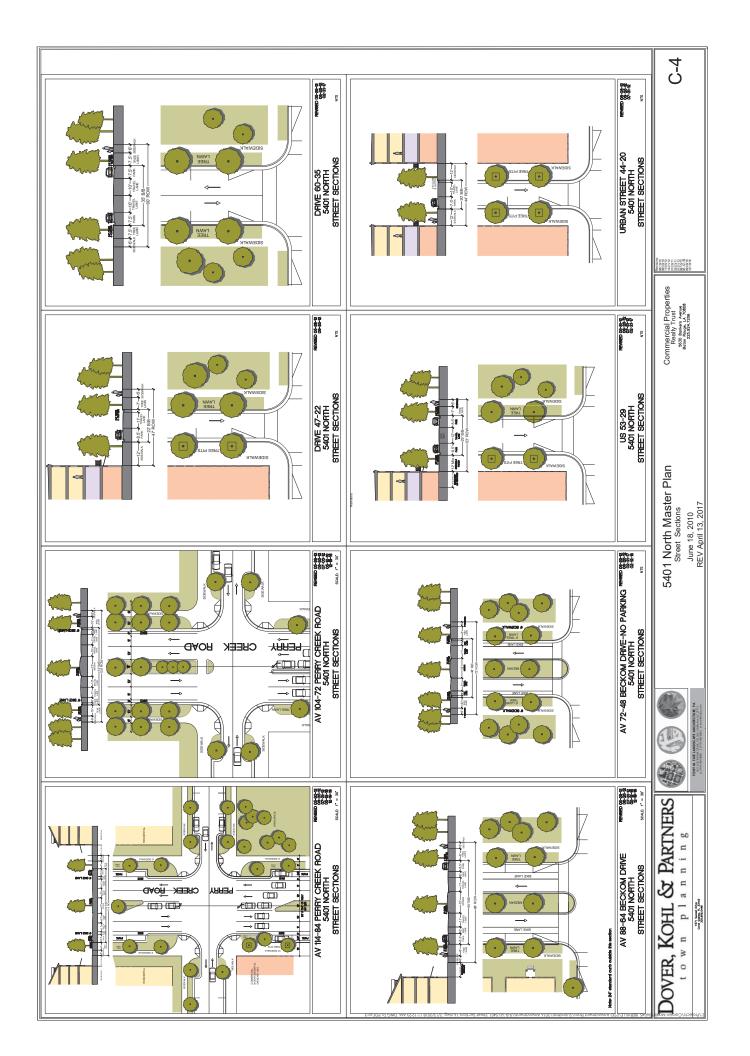


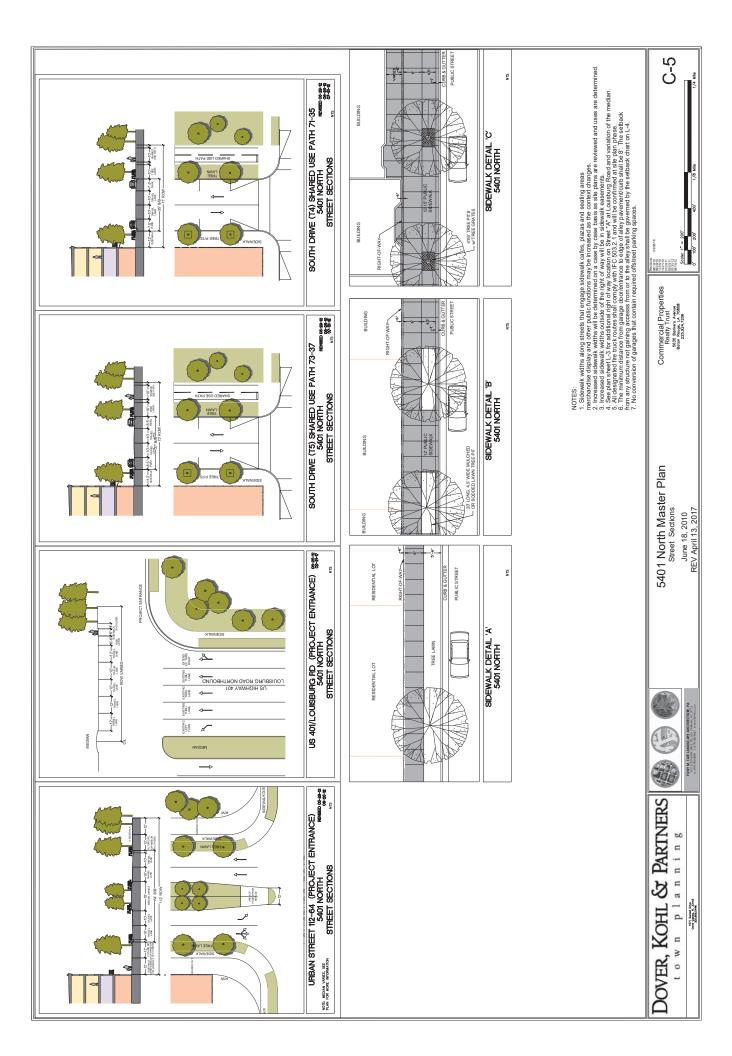


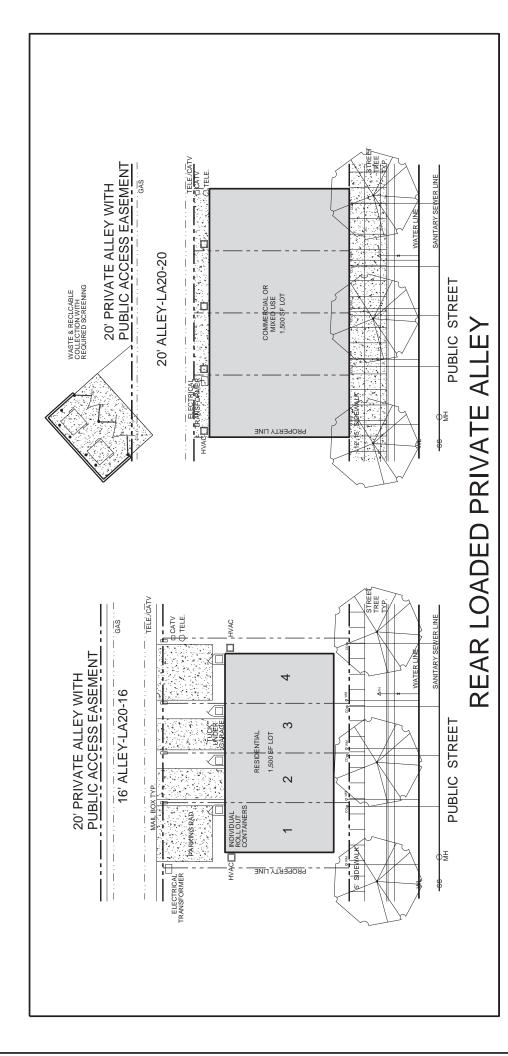












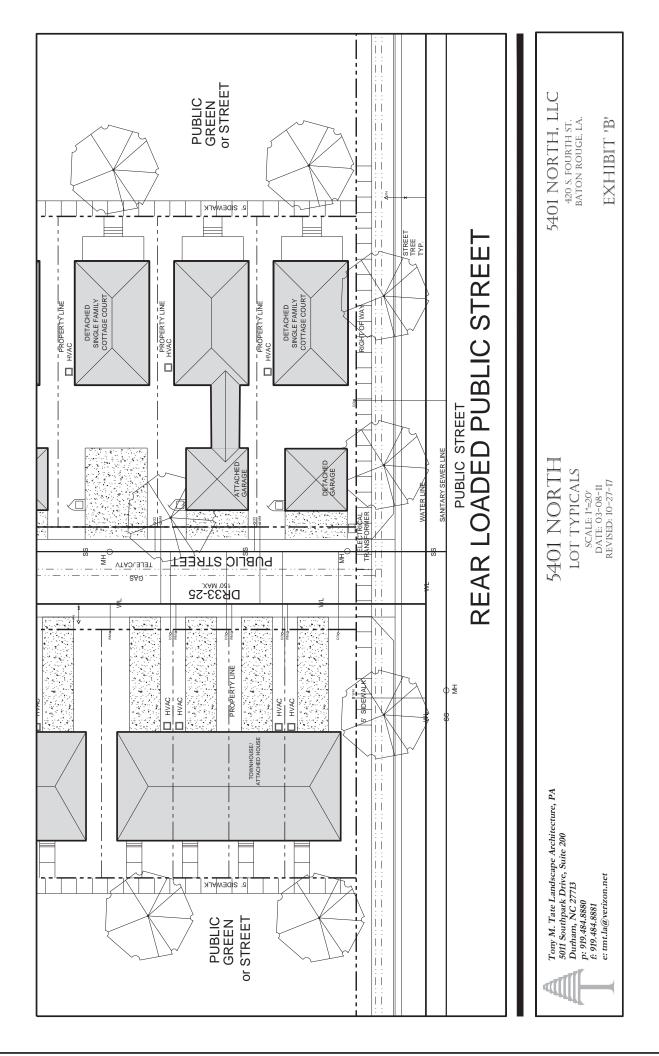
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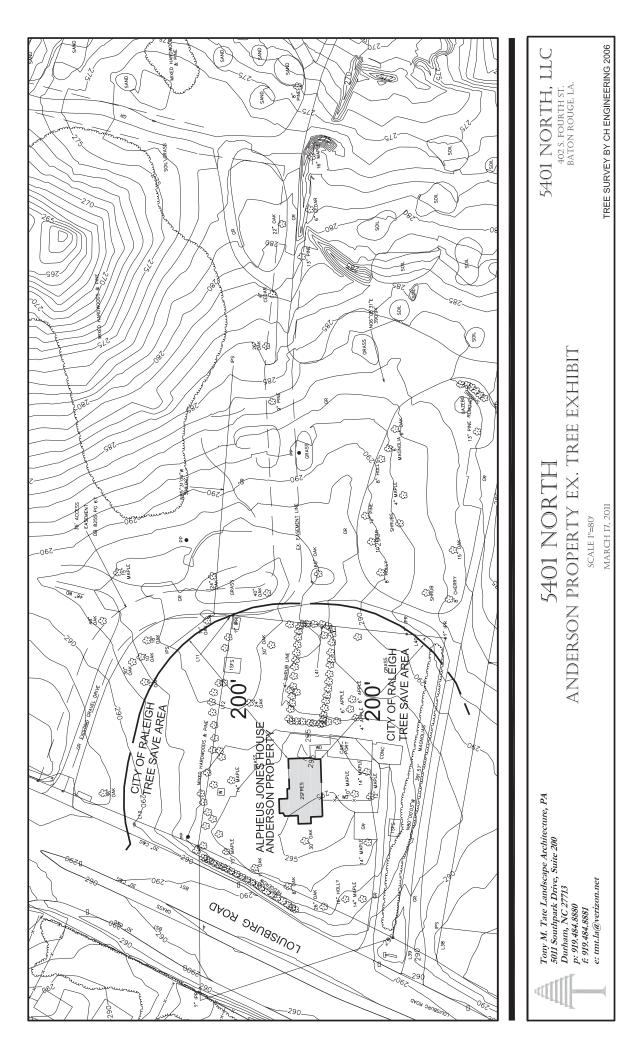
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DATE: 03-08-11
REVISED: 10-27-17

5401 NORTH, LLC 420 S. FOURTH ST. BATON ROUGE, LA.

EXHIBIT 'A'

Tony M. Tate Landscape Architecture, PA 5011 Southpark Drive, Suite 200 Durham, NC 27713 p: 919.484.8880 f: 919.484.8881 c: tmt.la@verizon.net







5401 North - Duke Office Buliding tomered Properties Really Treat Developers Administration Applications Administration Properties (Planners)

		SUM	SUMMARY BY DEVELOPMENT TRACT	TRACT
	SIZE	DWELLING UNITS MAX	NON-RESIDENTIAL SQ. FT. (FLOOR AREA GROSS)	MAXIMUM GROSS TRACT DENSITY
TRACT 1	133.05 AC	1300 Units	1,500,000 Sq. Ft. max.	APARTMENT, MIXED USE, GENERAL, CIVIC, TOWNHOUSE, OPEN LOT,
			4	DETACHED HOUSE, ATTACHED HOUSE
				APARTMENT, MIXED USE, GENERAL,
TRACT 2	86.19 AC	600 Units	500,000 Sq. Ft. max.	CIVIC, TOWNHOUSE, OPEN LOT,
				DETACHED HOUSE, ATTACHED HOUSE
				APARTMENT, MIXED USE, GENERAL,
TRACT 3	183.28 AC	500 Units	500,000 Sq. Ft. max.	CIVIC, TOWNHOUSE, OPEN LOT,
				DETACHED HOUSE, ATTACHED HOUSE
TOTAL	402 Acres	2250 units	1,605,000 S.F.	5.6 DU/ACRE

Notes:

- 1. No structure shall be located closer than 50' to the Anderson property on Hwy 401.
- 2. No structure shall be located closer than 25' to the remainder of the perimeter except for the school in Tract 3.
- 3. Total area indicated above does include the area to be zoned Conservation Management adjacent to the Neuse River.
- 4. There are no floor area ratio/ building lot coverage maximums for this site.
- Residential Square Footages may be transferred between the three tracts as long as Project Maximums are not exceeded per UDO Section 5. 2,250 Dwelling Units and 1,605,000 S.F. Non-Residential maximums are for the total project boundary. Dwelling Units and Non

PRINCIPLE GUIDELINES	KEY ELEMENTS	MASTER PLAN PROVISIONS	REFERENCE
Elements of Mixed Use	2.2 The Mixed-Use Center Core should contain some buildings that are vertically mixed in use. Retail uses should be placed at street level, while office and residential uses should be placed in the rear or on the upper stories. Residential building entrances should be raised above the sidewalk a minimum of 2 feet to reinforce a privacy zone and distinguish them from the commercial entrances.	The urban core is centrally located to the site and away from the intersection of Master Plan L-3 Interstate 540 and U.S. Highway 401. The core will contain retail, office, residential, personal service and convenience uses. The transition area between the core and the Perry Creek Road Extension is made up of medium and high density residential uses. The Edge zone is made up of low density single family residential, the amenity site and the new Riverbend Elementary School.	Master Plan L-3
Transitions to Neighborhoods	2.3.2 Within all Mixed-Use Centers, building heights should be greatest in the Core and should transition to lower heights outward from the Core to the boundary of the Mixed Use Center. Buildings at the Edge should be comparable in height and massing to the adjacent and nearby properties as well as the surrounding neighborhood. In general, housing densities should be highest within Centers, transitioning to progressively lower densities moving outwards	The street network of the project will provide for a variety of streets and access points to allow for the dispersion of traffic throughout the site and to neighboring properties, Wake Tech and vacant land across 540. The step down to lower density residential at the south and west side of the site where undeveloped residentially zoned land is located provides the necessary transitions.	Master Plan L-3
The Block, the Street, & the Corridor	2.4.1 Streets should interconnect with a development and with adjoining development. Street stubs should be provided with development adjacent to open land to provide for future connections. 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.		Master Plan L-3
Building Placement	3.1.1 Locate buildings close to the pedestrian street (within 25 feet of the curb), with off-street parking behind and/or beside buildings, except for large formar retail located in the Mixed Use Center Core. 3.1.2 If the building is with pedestrian sidewalks adjacent to the buildings will anchor street located at a street intersection, place the main building, or part of the building, at the corner. 3.1.3 To maximize the located at a street intersection, place the main building, or part of the building should be articulated so that leaves of buildings and minimize the street frontage of parking lots, building should be articulated so that leaves of the buildings maximizing pedestrian importance along the streets.		Master Plan L-3, Elevation sketches and street sections
Urban Open Space	3.2.1 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). 3.2.2 New urban open spaces should contain direct access from the adjacent streets. They should be open along the adjacent sidewalks and allow for multiple points of entry. 3.2.6 The perimeter of urban open spaces should consist of active uses that provide pedestrian traffic and uses for the space including retail cafes and restaurants and higher-density residential.	Urban plazas and pocket parks will be located throughout the core and remaining development for the enjoyment of residents and visitors to the village. Active uses will be planned for the open spaces including outdoor dining, active and passive play spaces along with reflective meditating spaces. Public seating opportunities will be provided at regular intervals along the streets, seating will be provided outside of the restaurants and in all of the park areas. Bicycle racks will be provided throughout the site adjacent to the shops, restaurants, cinema and parks.	Master Plan L-3
Public Seating, Pedestrian & Bicycle Amenities	3.3 Publicly accessible places to sit in the public realm are important not only as basic amenities, but also in sponsoring casual social interaction. Seating can be both formal and informal, including both park benches on the tops of garden walls or monumental stairs at the entrance to public buildings.		Master Plan L-3, Circulation Plan L-5, L-6
Outdoor Lighting	3.5 Use a low intensity of high-quality light, which will provide good, uniform visibility while avoiding light pollution. A substantial amount of lighting for pedestrians should be provided from the storefronts using either indirect illumination from within the building or direct illumination under canopies or awnings.	Decorative street lighting fixtures will be utilized to maximize the illumination of the sidewalks and other pedestrian walkways using low intensity fixtures. Maximum illumination will be provided along all of the storefront retail and office areas.	
Site Landscaping	3.6 The appropriate use of existing and supplemental landscaping fosters unity of design for new development and blends new development with the natural landscape. Quality landscaping is an essential component of the built urban form of the City. Existing landscaping should be retained where possible.	The site landscape plans will be developed by the same firm providing a coherent and unifying theme to the entire site. Parking lots will be screened from view. Street trees will be provided in the right of way where they shade and protect pedestrians from traffic. The entrance to the site on Highway 401 will be intensely landscaped while maintaining the majority of the existing oaks.	

PRINCIPLE GUIDELINES	KEY ELEMENTS	MASTER PLAN PROVISIONS	REFERENCE
Bicycle Amenities	3.7.5 For Commercial and Apartment House uses where more than 19 spaces are required under the City Code, provide 1 bike parking space for every 50 car spaces. Inverted U or "Cora"-type racks are suggested though others of similar durability and ease of use may be approved by City staff.	Bicycle racks shall be utilized or provided at each multi-family residential building located in the project and within the streetscapes in the commercial areas.	
Automobile Parking	3.10.1 Parking lots should be located behind buildings 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 no more than 64 feet, whichever is less, Automobile Parking except for large format retail leated in the Mixed Use Center Core. 3.10.2 Shared parking as permitted by the City Code is strongly encouraged between adjacent or vertically mixed uses whose peak demand is off-set from each other (e.g. Offices and Housing).	Parking is located behind the buildings exclusively for the innermost quadrants of the core. Parking in residential areas will be behind the homes with visitor parking on the street.	Master Plan L-3
Parking Structures	3.11.1 The ground-level of a parking structure should be wrapped by retail, office or some other active use along at least the primary façade.3.11.2 Along the pedestrian-oriented street, parking structure facades should be treated with high quality materials and emphasis compatible to the principal structure.	Parking structures may be utilized in the village core along with a minimal amount of surface parking. Any structures provided will be faced with building materials similar to adjacent buildings.	Master Plan L-3
Transit Stop	3.12.1 Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network. 3.12.2 Bus stops and routes are encouraged to be placed within the Mixed-Use Center and should not be place away from the Core.	A public transit stop will be incorporated into the urban core to allow for residents to access other parts of Raleigh, those working in the project to access their places of employment and the general public access to the goods, services and neighbors of this development without getting in an automobile.	Master Plan L-3
Environmental Protection	3.13 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%, 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 into the overall site design.	The project layout is thoughtful of existing natural environmental features on Tree Conservation Pl the site including ponds, Neuse Riparian Buffers, wetlands and the Neuse River. Open Space Plan L-7	Tree Conservation Plan T.C.2, Open Space Plan L.7
Street Design & Spatial Definition	4.1 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 to the pedestrian. 4.1.3 In Core areas, trees may be planted in tree wells with grates over the top to protect the roots.	The street network of the project will provide for a variety of streets and access Master Plan L-3, Street Sections points to allow for the dispersion of traffic throughout the site and to neighboring properties. Street trees within the core will be planted in landscaped areas and tree grates.	Master Plan L-3, Street Sections
Facades & Street Level Activity	5.4 Building facades should be varied and articulated to provide visual interest to pedestrians. Street level windows and numerous building entries are encouraged in Core areas. Streets with monotonous and unarticulated facades are hostile to pedestrian activity.	Retail, office and commercial uses shall be concentrated in street level spaces It with a mixture of office and residential in upper floors. Street level storefronts shall be transparent to stimulate visual interest for shoppers.	Elevation sketches

Design Guidelines for Mixed Use Areas

RALEIGH COMPREHENSIVE PLAN

Elements of Mixed-Use Areas

 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.

5401 North is providing three distinct mixed-use areas within the development. The Town Core Neighborhood will provide a major area of vertically and horizontally mixed retail, commercial, office and residential uses, all within walking distance. The Crescent and River Quarter Neighborhoods will provide areas of mixed-use along the frontage of Perry Creek Road consisting of retail, service commercial, office and residential. The entire development is designed to provide services to residents within a five minute walk.

Mixed-Use Areas /Transition to Surrounding Neighborhoods

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.

5401 North uses the Transect Form Base Code as its model for development patterns. The Development Standards Table located on Plan Sheet L-3 depicts the transitions in building height, minimum and maximum building setbacks, minimum lot sizes, and minimum lot widths. The Transect zones and applicable development regulations provide for transitions from the more intense mixed use areas to lower density residential uses. The Transect zones ensure that all uses within the project will be developed at appropriate intensities in relation to adjacent uses.

Mixed-Use Areas /The Block, The Street and The Corridor

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.

5401 North is divided into quadrants by a major and a minor thoroughfare. The designers have done a masterful job mitigating the negative effects of those roadways. The project has shown the maximum amount of connections to adjacent properties because of the unique situation of being bordered by Interstate 540 to the south, the Neuse River to the east, and a developing college campus to the north. Internal connections are maximized and block spacing is between 300 and 700' depending on the context of the Transect type.

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.

5401 North streets are designed in full compliance with City of Raleigh Thoroughfare Plans. There are no cul-de-sacs shown on the plan and there are no plans to build any.

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

Block faces are generally less than 660' in length. The majority of block faces are between 300 and 500'.

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.

5401 North is designed to provide the physical definition as shown in the Street Sections located on Plan Sheets C3-C5 and the maximum building setbacks noted in the Development Standards Table located on Plan Sheet L-3. Most parking lots and garages will be located behind buildings. Parking lots and garages may be located to the side of buildings in limited instances. Those that are located on the side of a building will be limited to one bay wide when located on Street A and screened from view when located within 50 feet of a public street. Notes on the Development Standards table on Plan Sheet L-3 contain these regulations.

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.

The Development Standards table on Plan Sheet L-3 provides maximum building setbacks for Transect Zones T-3 through T6. The maximum building setback in these Transect zones is 25 feet.

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.

In Transect Zones T6 through T4-O, buildings will be located on street corners. In these Transect zones, parking or loading areas will be located away from street intersections.

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.

The urban areas of the 5401 North development contain urban open spaces in the form of plazas, pocket parks and public greens. These urban open spaces are spaced so that all residents have easy access to these spaces and all are within a comfortable walking distance from residential uses. Section 8 of the Master Plan text provides for a minimum number and size of urban open space areas in each of the three development tracts.

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.

Urban open spaces will be open and visible from the public streets and will contain multiple points of entry. Small pocket parks will be located in open visible areas as well as in more intimate areas of rear yards off of alleys.

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.

Urban open spaces will be located between buildings right off the sidewalk or centrally located in a green space surrounded by buildings. Such open space will be readily accessible to and include sidewalk café's and restaurants.

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.

Urban open space within the 5401 North development will create "outdoor rooms" that are comfortable to all users with seating, lighting, vegetative or built shading.

Site Design/Public Seating

13. New public spaces should provide seating opportunities.

Seating opportunities will be provided in all open space areas. Requirements for such seating is listed in Section 8 of the Master Plan text.

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.

The physical definition of pedestrian-oriented streets are provided by the street sections shown on Plan Sheets C3-C5 and the maximum building setbacks noted in the Development Standards table located on Plan Sheet L-3. Parking lots and garages will be generally located behind buildings. In limited instances where parking lots or garages are located to the side of buildings, such lots or garages will be limited to one bay wide when located on Street A and must be screened from view when located within 50 feet of a public street, as noted in the Development Standards notes on Plan Sheet L-3.

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.

The physical definition of pedestrian-oriented streets are provided by the street sections shown on Plan Sheets C3-C5 and the maximum building setbacks noted in the Development Standards table located on Plan Sheet L-3. Parking lots and garages will be generally located behind buildings. In limited instances where parking lots or garages are located to the side of buildings, such lots or garages will be limited to one bay wide when located on Street A and must be screened from view when located within 50 feet of a public street, as noted in the Development Standards notes on Plan Sheet L-3.

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 cane make a significant improvement.

Careful attention is being paid to the design of parking structures and how they are screened from view by landscaping or building treatments and finishes. Section 12 of the written text covers this issue. Visible portions of parking structures should be broken up with articulations of sections no longer than 100' and will be skinned with materials compatible to surrounding buildings.

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.

Public transit stops are being provided at 1500' intervals as required by the City of Raleigh Transit Division.

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

The transit easements are being provided along the public right-of-way and sidewalk area. Given the maximum building setbacks in the urban areas, access between the transit stops and the buildings will be convenient, comfortable and entertaining.

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.

All environmentally sensitive areas of wetlands, floodplains, floodways, open water ponds, rivers, streams, Neuse River Riparian Buffers and steep slopes are protected within the Transect Zones T1 and T-2. All buffers for the Neuse River and adjacent tributaries are protected by state and federal law and have been delineated as such on Plan Sheet L-2.

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.

The street sections located on Plan Sheets C-3 thru C-5 provide depictions of how the streets are integral to the development design. The street widths and corresponding sidewalks are context sensitive, such that they will relate to the adjoining uses and the surrounding built environment.

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.

Sidewalks in residential areas will generally be 5' in width. Sidewalks in retail and commercial areas will be predominantly 12-15' wide. Where vendors with outdoor seating will be located, those sidewalks will be upsized accordingly.

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.

Street trees will be located in 7' tree lawns in residential areas, and in tree grated pits in Transect Zones T4-O through T6. All street trees will be located on 40' centers to allow for a continuous canopy for shading sidewalks and streets.

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.

The street designs and building placements along with the proposed street trees provide the correct special definition and ratio appropriate for urban mixed-use areas. The Development Standards table on Plan Sheet L-3 and the street sections on Plan Sheets C-3 thru C-5 show the relationships and ratios related to buildings and streets.

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.

Building entrances will be on the front street side of the buildings and will convey their prominence with architecturally interesting awnings, canopies, balconies, colonnades, and galleries as appropriate.

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.

The ground level of buildings will provide pedestrian interest and will not contain long expanses of blank and architecturally uninteresting expanses of walls without articulation and fenestration. Signage, awnings, and ornamentation will be as interesting as the City of Raleigh Public Works Department will allow through the encroachment process.

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.

Sidewalks will be designed for width and furnishings that will allow for social interaction. On-street parking and street trees will provide the spatial and physical barrier to vehicular traffic enhancing such environments. Street sections shown on Plan Sheets C-3 thru C-5 provide details and designs of on-street parking and street trees.



Master Sign Plat

Tony M. Tate Landscape Architecture







This Master Sign Plan and Unified Sign Criteria will unify and enhance the village with Federally Registered Trademarked signage that will employ many styles signage within 5401 North. The village core will likely consist of many tenants and colors. Proper signage and identification is essential to commerce and core with the community at large via controls of regulatory criteria for all business success.

it lies. All signage shall be reviewed and approved by the 5401 North Architectural Review Board and the City of Raleigh. This criteria will guide the size, location, colors and the amount of signage to achieve the goals of 5401 All signage shall compliment the building architecture of the tract in which

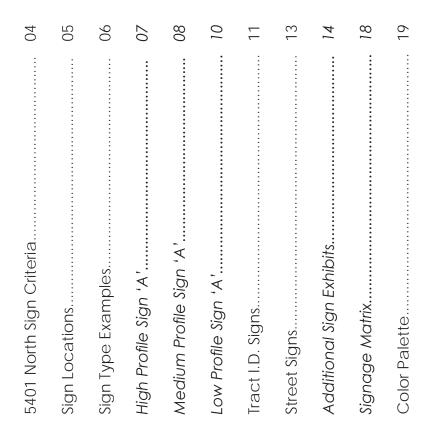
Commercial Properties Development Corporation Level Homes Residential Developer: Developer: Council:

Morningstar Law Group

Tony M. Tate Landscape Architecture Antunovich Associates Landscape Architect:

Architect:

Table of Contents



0888.484.819 .dq







Tony M. Tate Landscape Architecture

5401 North Common Signage Plan

This Common Signage Plan ("CSP") is made pursuant to Articles 4.7 and 7.3 of the Unified Development Ordinance (the "UDO"). This CSP is made applicable to each premises and open space subject to the 5401 North master plan (the "Master Plan"), and any owner of property or tenant ("Tenant") of any building in the Master Plan area.

Architectural Review Board

review and approve sign permit applications, (ii) to track the allocated square footage of 5401 North, LLC ("Owner") shall establish an architectural review board ("ARB") to (i) sign area, and (iii) report as directed by the City of Raleigh ("City") at the time of each sign permit application: Ä

Baton Rouge, LA 70808 c/o Carolyn Martin 5401 North, LLC 402 S. Fourth St.

- Prior to issuance of a sign permit by the City, the ARB shall receive City approval of this CSP, as required by section 10.2.4. of the UDO. B.
- the ARB. The ARB may approve a proposed sign if the sign complies with the UDO and The character, design, and layout of all signs shall be subject to review and approval by this CSP. However, the ARB reserves the right to deny any sign proposal. ن
- All exterior, interior, and address signs, as defined herein, even if temporary, shall comply with the applicable requirements of this section: Ö.
- Owner and/or Tenant must obtain detailed sign criteria guidelines from the ARB before submitting for ARB approval of a sign. ij
- Prior to ARB approval, Owner and/or Tenant must submit elevations and shop drawings to the ARB showing the size of letters, spacing, materials, mounting methods, and overall sign dimensions.

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Prior to applying to the City for a sign permit, Owner and/or Tenant must obtain ARB approval for the sign.

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- Prior to installation of a sign requiring a City sign permit, Owner and/or Tenant must submit a copy of the City sign permit to the ARB. 4
- No sign shall be placed in final position without ARB approval. ō.

General Provision =

Ä B. ن



- All signs permitted by the UDO are allowed, subject to approval by the ARB and the City,
- Types of signs:
- Exterior: A sign that can be seen from a public right-of-way and located on the exterior of a building, and otherwise subject to the UDO. This definition is not intended to include any sign not regulated by the UDO.
- regulated by the UDO. This sign type does not count against the total sign area Interior: A sign that is not categorized as exterior or address sign, and is not allowed for the Master Plan area. 5
- Address: A sign used to mark the physical address of a building. This sign type is regulated by the Fire Department and other emergency department regulations, and does not count against the total sign area allowed for the Master Plan area. (10") will count against the total sign area allowed for the Master Plan area, as However, that portion of any lettering for addressing that exceeds ten inches required by the UDO. 'n
- applicable building codes, building warrantees, applicable City regulations, and this USC All approved exterior signs shall be fabricated and installed in compliance with all o.

A lot containing a single-family dwelling may display one (1) temporary 2′x2′ "For Sale"

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The ARB reserves the right to amend this CSP at any time. Any revision must be approved by the City. Ľ.

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- approved by the ARB. All applicable electrical permits must be secured prior to sign sign lighting is encouraged and may be used where location and lighting means are installation. Ġ
- Owner and/or Tenant signs may include differing scripts subject to approval by the ARB and conformance with the UDO. ij

Sign Area

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product of seventy-five square feet (75 ft.2) of ground signage per two hundred feet The total amount of ground signage permitted in the Master Plan area shall be the (200') of public street frontage adjoining any non-residential or mixed-use area identified on the Master Plan.









- The total amount of ground signage permitted is subject to change, based on the actual amount of public street frontage as each phase is developed.
- Public street frontage, as used in the above section III.A., refers to all property
 within the Master Plan area adjacent to a public street, and certain streets may
 have multiple frontages when located interior to the Master Plan.
- B. The ARB, in its sole discretion, may modify the height, sign size, and/or total sign area for each type of sign listed in Article 7.3 of the UDO; but in no event may the maximum sign area, size, or height be increased over one hundred percent (100%) from those maximums established in Article 7.3 of the UDO for each particular sign type.
- The ARB, in its sole discretion, may transfer allowable ground sign area, calculated using the formula above, to each type of sign listed in Article 7.3 of the UDO located anywhere in the Master Plan area, including but not limited to landlord signage, signage for establishments in a premise without direct grade-level public access, building identification wall signage, and additional signage beyond established maximums per establishment.

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- D. No premises shall exceed the maximum signage allowed for each premises by the UDO.
- **Exterior Sign Colors**

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- Each sub-district of the Master Plan area will be subject to its own Supplemental Signage Plan governing exterior sign colors.
- Sign-Specific Regulations

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- Each type of sign permitted by the UDO is permitted within the Master Plan area and by this USC. Unless specified below, applicable UDO regulations govern each sign type.
- A-Frame Signs

B.

- Owner intends to petition the Planning Director to recommend to the City
 Council the designation of the Master Plan area, or a portion thereof, as an area
 suitable for the placement of A-frame signs.
- A-Frame signs, if permitted, will be subject to the minor encroachment procedures and requirements set forth in the Private Use of Public Spaces manual.
- Awning, Marquee, and Canopy Signs

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 A sign that extends into the public right-of-way must obtain an encroachment agreement.

- A sign suspended from the underside of an awning, marquee, or canopy shall not exceed an overall height of twelve inches (12").
- A sign shall maintain a minimum clear height of one hundred eight inches $(108^{\prime\prime}).$

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Directory Signs

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Directory signs must be interior to the Master Plan area

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- A ground directory sign visible from the public right-of-way may be located on a premise in addition to other tract identification ground signage.
- The maximum area of copy shall not exceed three inches (3") by thirty inches (30") for each identified activity, business, firm, or tenant of the premise. See Exhibit "A" for Directory Signs.
- Ground Signs (Low, Medium and High Profile)

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- There is no minimum setback requirement for buildings and structures to have a ground sign.
- No ground sign shall exceed fifteen feet (15') in height.

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- 3. No ground sign shall exceed one hundred square feet (100 ft.²) in sign area.
- No part of any ground sign, including projections, may extend into or over an existing public right-of-way, unless authorized by the City Council.
- 5. No part of a ground sign, including projections may extend into or over a proposed right-of-way as shown on the amended Five-Year Capital Improvements Program-Thoroughfare Plan (a copy of which is on file in the office of the City Clerk and Treasurer) unless the owner of the sign and the property owner agree in writing to relocate and remove the sign, including projection, at no expense to the City.

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- All ground sign braces or uprights shall be self-supporting structures permanently attached to concrete foundations in or upon the ground.
- No sign may contain more than five (5) lines of copy.

7.

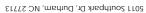
- 8. No premise may contain more than one (1) ground sign unless the sign is
- A special use permit issued by the Board of Adjustment in accordance with the UDO for ground signs for double frontage lots with parallel opposite one-way streets.











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A directory sign in accordance with UDO Section 7.3.13.

An information sign in accordance with UDO Section 7.3.13.

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Included in the approved sign criteria for Master Plans in accordance with UDO Section 10.2.12.

A directional sign in accordance with UDO Section 7.3.13. (

The sign is neither located in nor faces any pedestrian mall area. 6

Non-Residential Tract Identification Signs Ľ. The maximum extremity or structure height shall not exceed eight feet (8'). τi The area of copy shall not exceed sixteen square feet (16ft.²) or six feet (6') in

See Exhibit "A" Non-Residential Tract Identification Sign.

Projecting Signs

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The maximum distance from the building or structure is five feet (5'). ij

Wall Signs Ï More than one (1) wall sign may be erected on a premise, provided the total maximum area established by the ARB in this CSP is not exceeded. **⊢**i

A wall sign may be attached to or mounted away from a building, but shall not project more than twelve inches (12") from the wall of a building or structure, measured at the bottom of the sign. 5

An exterior wall sign affixed to a covered pedestrian walkway shall not be limited to the same colors as all other exterior signs. e,

Window Signs · A window sign is an interior sign attached to, or within twelve inches (12") of, a glass window. ۲i

The maximum allowable area is twenty percent (20%) of the glass area.

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A window sign may cover only five percent (5%) of the area between four feet (4') and seven feet (7') from the adjacent sidewalk. 'n

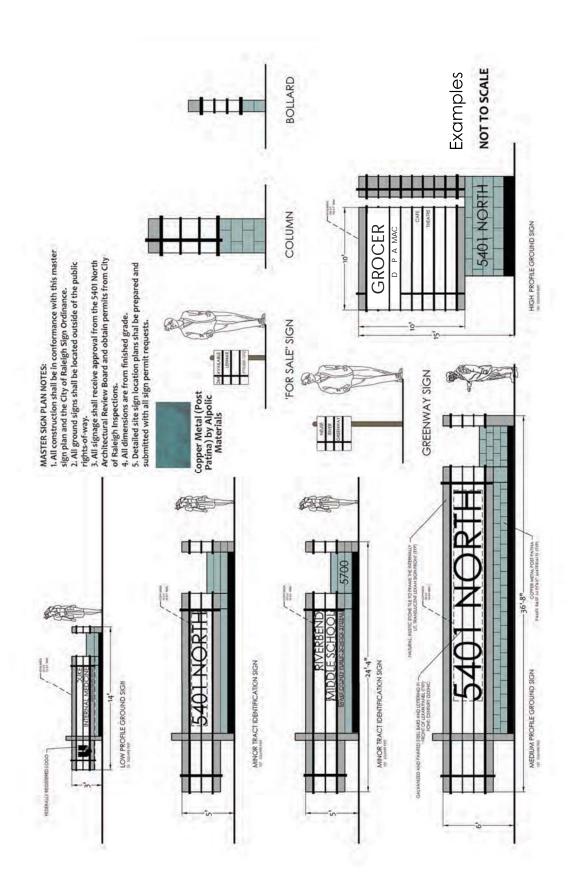












Commercial & Mixed Use SÍGN TYPES

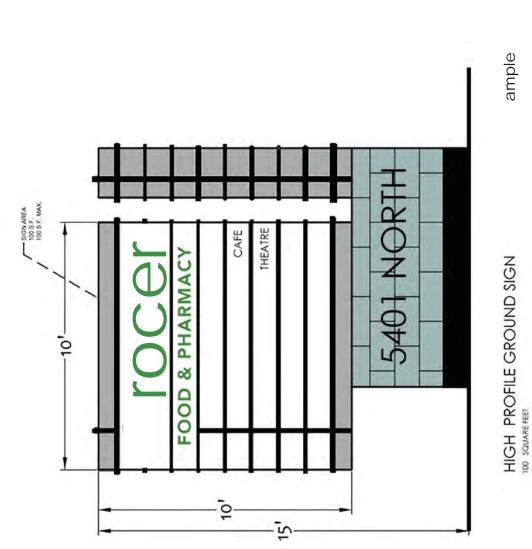






Tony M. Tate Landscape Architecture

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Sign Criteria

Max Height-Max Sign Area-Size of Copy-Lines of Copy-

Max # of signs-Min. Frontage-

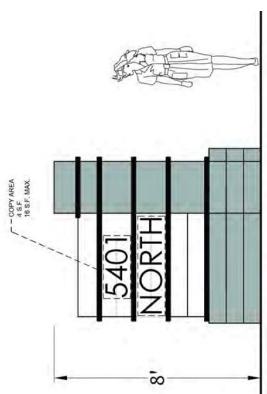
Per Site

min tall letters s are eet

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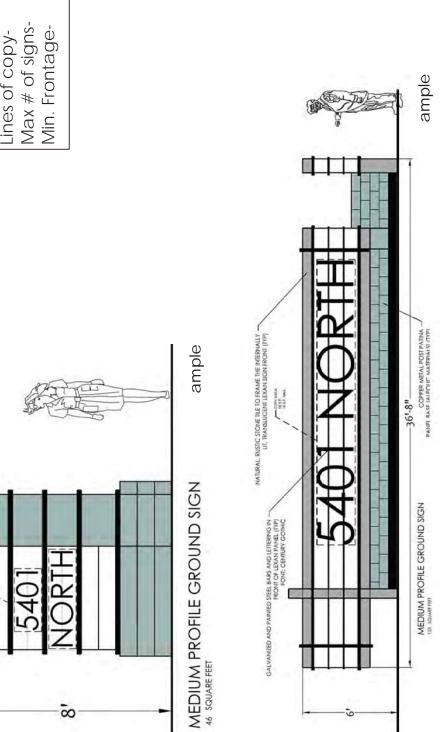








Sign Criteria









Sign Criteria



min tall letters s are eet

Max Sign Area-

Max Height-

Max # of signs-

TOOPY AREA 16 S.F. MAX.

Lines of copy-Size of Copy-







Per Site

Min. Frontage-

ample

MINOR TRACT IDENTIFICATION SIGN 107 SOUNBEFEET

20 8 F. 16 S.F. WX.

-24'-4"-

MINOR TRACT IDENTIFICATION SIGN 107 SQUAREFEET

ample

Commercial & Mixed Use

Medium Profile Sign 'A'











min tall letters s are eet

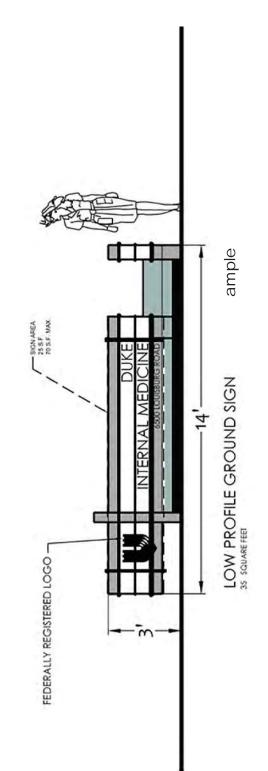
Max Sign Area-Size of Copy-

Max Height-

Sign Criteria

Lines of copy-Max # of signs-Max length-

Per Site 20'



Commercial & Mixed Use Low Profile Sign 'A

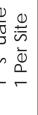






1 0s uare eet s uare eet 3.5 ma Sign Criteria Max Sign Area-Copy Height-

Max Height-



Max # of signs-

Copy Area-



Tony M. Tate Landscape Architecture 5011 Southpark Dr. Durham, NC 27713 ph. 919.484.88890



esidential round Monument

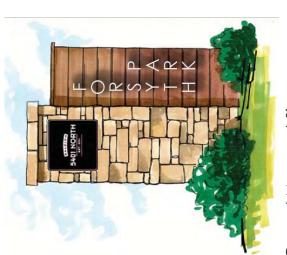
esidential round Monument

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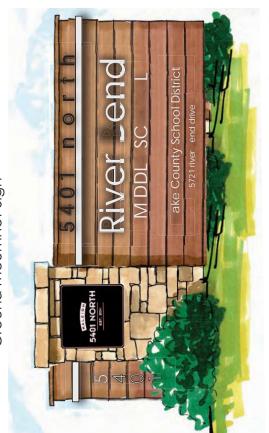








Ground Moumnet Sign





School Sign





ample





Sign Criteria

1 0s uare eet

Max Height-Max Sign Area-Copy Height-

3.5 ma

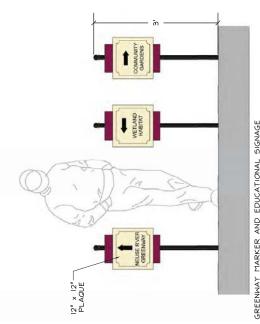


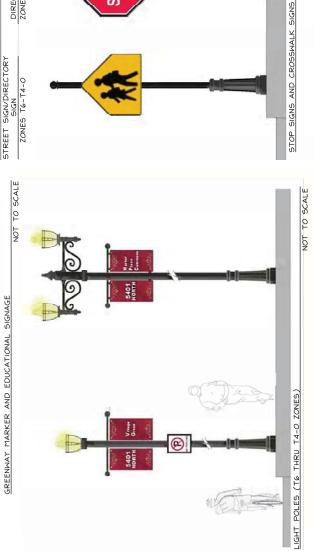
1 s uare eet 1 Per Site

Copy Area-Max # of signs-





















NOT TO SCALE

Commercial & Mixed Use Sign Exhibits























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Wall Signage Examples

Projecting/Blade Signage Examples































Directory Signage Examples















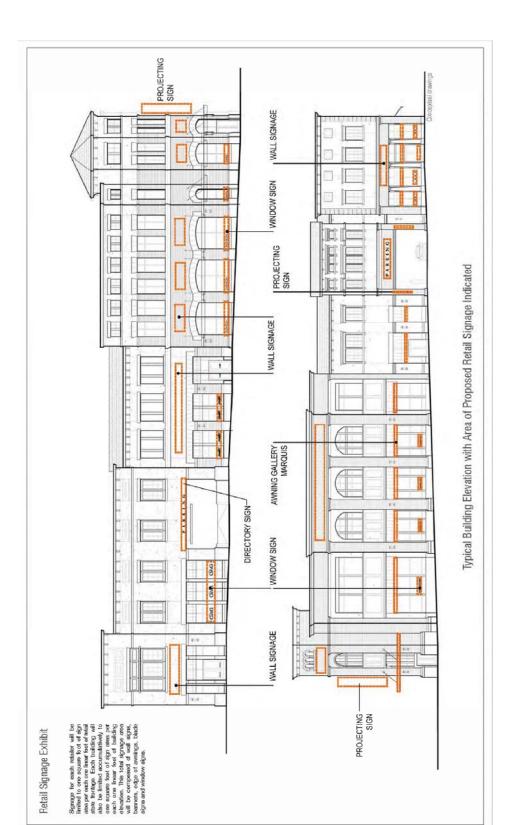
929



Awning Signage Examples









Total Allowable Area









Total Allowable Area

Total Allowable Area Date: Tenant 8 Tenant 9 Tenant 10 Current Area Tenant 6 Tenant 7 Tenant 4 Tenant 5 Signage Allowance:

Tenant 3

Tenant 2

Tenant 1

Sign Type A. Awning/Marquee

. Projecting . Directory

Ground

Linear Foot of Retail Frontage:

Façade A

Building Address:

5401 NORTH TENANT SIGN MATRIX

Linear Foot of Retail Frontage:

otal Sign Area:

Window

Façade B

Ground

Signage Allowance:

Tenant 8 Tenant 9 Tenant 10 Current Area Tenant 4 Tenant 5 Tenant 6 Tenant 7 Tenant 3 Tenant 1 Tenant 2 Sign Type A. Awning/Marquee . Projecting . Directory . Wall

Signage Allowance: _inear Foot of Retail Frontage:

otal Sign Area:

Façade C

Window

Tenant 4 | Tenant 5 | Tenant 6 | Tenant 7 | Tenant 8 | Tenant 9 | Tenant 10 | Current Area | Total Allowable Area Tenant 1 Tenant 2 Tenant 3 Sign Type A. Awning/Marquee otal Sign Area

. Ground . Projecting . Directory

Window

00 0

> Linear Foot of Retail Frontage: Façade D

nce:	Tenant 4 Tenant 5 Tenant 6 Tenant 7 Tenant 8 Tenant 9 Tenant 10 Current Area							0 0 0 0 0
Signage Allowance:	3 Tenant 4							0
	Tenant 3							0
	Tenant 2							0
rontage:	Tenant 1							0
Linear Foot of Retail Frontage: _	Sign Type	A. Awning/Marquee	B. Ground	C. Projecting	D. Directory	E. Wall	F. Window	Total Sign Area:

Commercial & Mixed Use Tenants Sign Matrix

Sofpar Dram C

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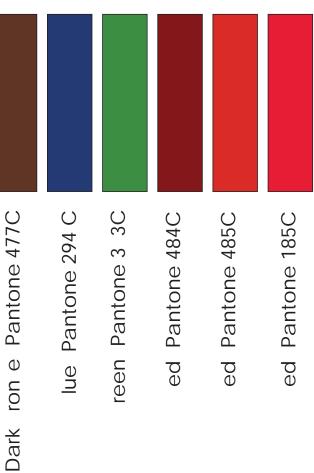








Colors hite lack



Commercial & Mixed Use Sign Types



Memorandum

P.O. Box 33068 Raleigh, North Carolina 27636

To: Tony M. Tate, RLA

From: Richard C. Adams, P.E.

Date: February 3, 2011

Subject: Parking Reduction Analysis - 5401 North Town Center, Raleigh, NC

Kimley-Horn and Associates, Inc. has performed a parking analysis for the "Town Center" portion of the 5401 North development in Raleigh, NC. The Town Center will be bounded by US 401, the northern property line, Perry Creek Road, and Beckom Drive. Parking requirements for this portion of the development are consistent with the land uses submitted in the 5401 North Mixed-Use Development PDD Amendment Traffic Impact Analysis (Kimley-Horn and Associates, Inc., June 2010). This technical memorandum documents the general framework for the parking analysis and summarizes the assumptions, calculations, and results.

The 5401 North Town Center is expected to consist of approximately 992 residential dwelling units, 236 hotel rooms, a 16 screen movie theater, 101,500 square feet (SF) of wellness space, 936,525 SF of office space, and 257,275 SF of retail space. It is estimated that Raleigh City Code would require approximately 7,420 parking spaces as shown in **Table 1** below and the attached parking demand table.

Trip Reductions

The parking required per Raleigh City Code generally reflects the assumption that each trip is generated by a vehicle with a single driver, making one stop at one destination, and driving a personal automobile. It is anticipated that some of the trips generated by 5401 North will come from alternative modes of transportation (such as transit, walking, and cycling). The 5401 North Mixed-Use Development PDD Amendment Traffic Impact Analysis estimated that 30% to 40% of the 5401 North site traffic would be internal to the site and another 5% of the site traffic would use transit. Therefore, 5% transit capture, 5% bike capture, and 20% walk capture were applied to the commercial uses.

The walking capture represents trips that in a typical suburban stand-alone use would be made by car, but in the case of 5401 North would be made on foot

between uses. It is anticipated that the office component would have a much lower walk capture, but the other commercial uses (e.g. retail, wellness, movies, etc.) are expected to have a higher walk capture because most of the retail would be tailored to the residents and workers within the 5401 North development. Also any trip chaining that happens on foot, where someone might park to go to the grocery store but walk to other businesses before going back to their car, would be a part of the parking walk capture. Thus it is anticipated that a net walking capture of 20% is appropriate for the commercial portion of the development. No walking, transit, or bike capture reductions were applied to the residential uses.

Shared Parking

The shared-use methodology assumes that one parking space may be available for two or more land uses, especially in more mixed-use development areas where land uses typically generate off-setting demand peaking conditions. The hourly variations of occupancy allow the different land uses within a mixed-use development to share the supplied parking spaces. The result is often a demand for parking spaces that is less than the demand generated by separate freestanding developments of similar size and character.

For this analysis, the Town Center was divided into 14 zones, and shared parking calculations were performed for each zone. The attached land use summary table and exhibit show the 14 zones and the corresponding land uses and intensities. For purposes of this analysis, "Phase 2" as indicated on the attached table represents full build-out of the Town Center area.

Parking Accumulation Rates

This analysis also evaluated parking demands based on nationally accepted parking accumulation rates, which have been used in similar studies and sites throughout the country. National average rates are developed based on actual field measurements of parking accumulation and more closely resemble the actual parking conditions found in current development conditions. The primary sources for national average rates used in this analysis were the Urban Land Institute's (ULI) Shared Parking Manual, Second Edition and the Institute of Transportation Engineers' (ITE) Parking Generation, Fourth Edition.

The ULI and ITE parking accumulation rates were used for the purposes of this analysis, as they most accurately reflect current parking accumulation patterns, as determined by ULI and ITE. These rates differentiate between guest and employee parking. This is beneficial when analyzing shared use parking due to the variation in peaking patterns between the two types of users. This concept was taken into account when analyzing peak demand on the site.

Local development ordinances typically require parking to sustain individual separately-considered land uses, which is not indicative of a shared-use parking strategy. The sole use of these rate sources often times results in overdevelopment of parking facilities in mixed-use developments, which leads to large areas of unused parking. Over-sized parking facilities result in several negative impacts including increased storm water impacts, additional construction costs associated with building underutilized facilities, and a reduction in the potential area available for development and open space.

Analysis Results

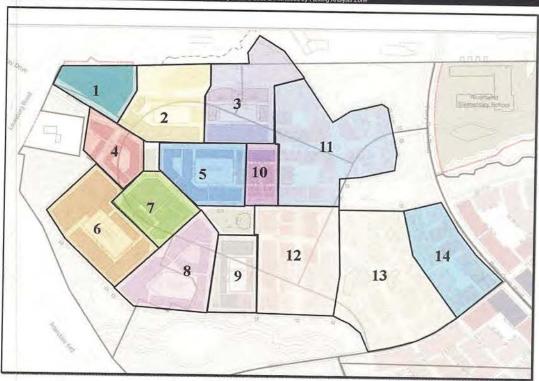
The results of the shared-use methodology (based on ULI/ITE rates and time of day adjustment factors) show that the expected peak parking demand for the 5401 North Town Center on a typical weekday is approximately 4,400 spaces as shown on **Table 1** below and the attached parking demand table. This represents an approximately 41% decrease in off-street parking spaces required per Raleigh City Code.

Table 1 – Peak	Parking Deman	d
Scenario	Demand	% Reduction
City of Raleigh Code	7,420	
Shared Parking	4,400	41%

It should also be noted that the City of Raleigh's parking requirements specifically apply to off-street parking. However, unlike smaller developments where on-street parking cannot be guaranteed for that particular site, all of the on-street parking within 5401 North will be used by 5401 North residents, workers, and shoppers. While the number of on-street parking spaces has yet to be quantified in detail, it is not expected to be insignificant and will further decrease the off-street parking demand.

Conclusion

The comparison of City of Raleigh off-street parking requirements and ULI/ITE parking accumulation rates combined with shared parking methodologies and the proposed trip reductions indicates that the 5401 North Town Center will need approximately 3,020 fewer parking spaces than required by city code. Given the proposed land use mixture, this site should only require 4,400 parking spaces to accommodate peak demand conditions. Given the amount of on-street parking that is expected to be available within the development, it is anticipated that the peak parking demand for the 5401 North Town Center can still be accommodated on-site if off-street parking requirements are reduced by 41%.



Zone 1	William .	-			Zone 2		_												
Description	IffE Code	Phose 1	Phase 2	Units	Description	ITE Code	Phase 1	Dhasa 2	Units	Zone 3	-	A Delivery		4 35	Zone 4	Van St	(1) (1) (1)	diam'r.	No. of Lot, Lot
Warehouse Storage	150	A COUNTY	Name and	s.f.	Warehouse	150	1	111000.2	s.f.	Description	150	Phase 1	Phase 2	Links	Description	ITE Code	Phase 1	Prese 2	Units
Single Family Home	210			s.f.	Storage	151		A	af,	Storage	151	1		st.	Watehouse Storage	150		-	a.f.
Aportments	221	1000		du	Strgie Family Home Apartments	210	-	38	du	Single Family Home	210			d.u.	Single Family Home	210		-	du.
Townhouse Condominiums	224	10000		du.	Townhouse	224			dit.	Apartments Townhouse	221		24	d.u.	Apartments	221			du.
Assisted Living	230 262			d.u.	Condominiums	230	.58	81	d.u.	Condominiums		24	24	du.	Townhouse	224			d.u.
Assisted Living Hotel	310			d.u. rooms	Assisted Living Histel	252			d.u.	Assisted Living	230 252			d.u.	Condominiums Assisted Living	230	- 2	29	du
Performing Arts Theater	441			soats	Performing Arts Theater	441			rooms seats	Hotel	310			rooms	Hotel	310	90	100	d.u. rooms
Move Theater Athletic Cub	490			seats	Performing Arts Theater Movie Theater	464			sests	Performing Arts Theater Movie Theater	444		100	seets	Performing Arts Theater Movie Theater	441			seets
t incary	590			s.f.	Athlesic Club	493			5.f.	Athletic Club	493	17.500	67,500	58673	Move Theater Athletic Club	444			80805
General Office	701	133,600	133,600	s.f.	Ceneral Office	751	61,500	70.644	\$1.	Library	590		Design Transport	6.f.	Library	590			s.f.
Medical Office	720			4.5.	Madical Office	720	91,000	70,875	a.f.	General Office	701	100000	72,500	a.f.	General Office	701	8,750	3,750	2.5.
General Retail Grocery	850			a.f.	General Retail	820	50,700	55,700	31.	General Retail	720	10.525	10,975	4.5.	Medical Office	720	100000710	4 SECTION SHAPE	5.f.
Convenience Market	851			s.f.	Grocery	850			8.5.	Grocery	820 850	10,323	10,975	1/	General Result Grocery	850	29,000	28,000	5.5.
(Bartic	911			8.f.	Convenience Market Bank	851 911		-	s.f.	Convenience Market	851	Upon to		2.1.	Convenience Market	851	100		6.f.
Restaurant	931			8.f.	Restaurant	931			s.f.	Bank	911	N. Contract		6.7.	Sank	911			4/.
Lourge Auto Service	936			s.f.	Lounge	936			s.f.	Restrurant Lounge	931	10000000		s.f.	Restaurert	931	Barrier .		af.
Cleaners	942			8.f.	Auto Service	942		1	1. 1. 1.	Auto Service	942			s.f.	Louige Auto Service	936			s.f.
Zone 5	200000			5.1.	Cleaners	960			M.	Cleaners	980	Victoria I	100	a.f.	Cleaners	960			8.1.
Description	ITE Core	Phase 1	I Phone 4	Units	Zone 6		- Charles	-		Zone 7		Value of the last	10000	V 100 100	Zone 8				5.7.
Wanehouse	150	110001	Trace 2	Units a.f.	Description Waterboune	ITE Code	Phase 1	Phine 2	Units	Description	ITE Code	Phase 1	Phase 2	Links	Description	ITE Costs	Phase t	Phone 2	Units
Storage	151			1.7.	Storage	151			s.f.	Watehouse	150	-		a.f.	Warehouse	150	1	1 mm 2	Units
Single Family Home Apertments	210			d.u.	Single Family Home	210			d.is.	Storage Single Family Home	210			s.f.	Storage	151			5.7.
Townhouse	224			d.u.	Apartments	221	18	18	d.u.	Apartments	221	24	24	d.u.	Single Family Home Apartments	210			d.u.
Condominiums	230	114	121	d.u.	Condominiums	234		-	d.u.	Townhouse	994			d.st.	Townhouse	221			du.
Assisted Living	252			C.U.	Assisted Living	262		- 5	6.U.	Condominiums Assistant Living	230	8.	- 4	d.u.	Condominiums	230			
Performing Arts Theater	310				Hotel	262 310			moms	Hotel	310			rooms	Asserted Living				d.u.
Movie Theater	444			seats peats	Performing Arts Theater Movie Theater	444			seats	Performing Arts Theater	441			aeots	Performing Arts Theater	310			rooms seets
Amberic Chile	493			s.f.	Alhestic Club	493			seats &f.	Move Theater Athletic Club	444	4,000	4,000	94003	Move Theater	444		- TAKE	94905
Library General Office	701	-		s.f.	li Prince	550	Name of Street		2.1.	Library	590	-		8.f. 8.f.	Ashletic Club	493		44,000	45.
Medical Office	701		A315	s.f.	General Office	701	200,225	200,228	s.f.	General Office	701	112,200	112,200	8.f.	Ceneral Office	701			4.5
General Retail	R20	61 000	83 900	a.f. a.f.	Medical Office General Retail	720 820	THE RESERVE	100000	a.f.	Medical Office	720	10000000		8.7.	Medical Office	720		325,800	s.f.
Grocery	h50	1000		87.	Grocery	850	30,000	80,000	1.f.	German Retail	820	-		a.f.	General Retail	820			a.f.
Convenience Market	851			5.1.	Convenience Market	851			s.f.	Grocery Convenience Market	850			s.f.	Grocery	850	2000		s.f.
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	942			s.f.	Lounge Auto Service	942		Street, Square,	4.5.	Lounge	938			8.5.	Louige	936			s.J.
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Description Warehouse	150	Phase 1	Phase 2	a.f.	Zonte 10: Discription Warehouse	ITE Code	Phase 1	Phase 2	Unta s.f.		ITE Code	Phase 1	Phase 2	Units	Zone 12 Description	ITE Code	Phase 1	Phino 2	Units
Description Warehouse Storage	150	Phase 1	Phase 2	al.	Zone 10: Description Warehouse Storage	ITE Code 150 151	100	Phase 2	Units s.f.	Zone 11 Description Warehouse Stoneye	ITE Code 150 151	Phase 1	Phase 2		Zone 12 Description Warehouse Storage	V 57 ()	Phase 1	Phase 2	Units s.f.
Description Warehouse Stronge Single Family Nome Apertments	150 151 210 221	Phase 1	Phase 2	af.	Zone 10: Description Warehouse Storage Single Family Home	ITE Code 150 151 210	100	Phase 2	Units B.f. B.f. d.u.	Zone 11 Description Warehouse Storage Single Family Horns	ITE Code 150 151 210	Phase 1	3	Units a.f. a.f. d.u.	Zone 12 Description Warehouse Slorage Single Family Home	ITE Code 150 151 210	Phase 1		Units s.f. s.f.
Description Warehouse Sharinge Single Family Home Apartments Townhouse	150 151 210 221 224	Phase 1		af, du du du	Zone (0) Description Warehouse Storage Single Family Home Aportments Townhouse	ITE Code 150 151 210 221 224	100	Phase 2	Units s.f. s.f. d.u. d.u.	Zone 31 Description Warehouse Sortinge Sortinge Single Family Home Apartments	ITE Code 150 151 210 221	Phase 1	3 134	Units a.f. a.f. d.u. d.u.	Zope 12 Description Warnhouse Storage Storage Family Home Apartments	ITE Code 150 151 210 221	Phase 1	114	Units s.f. s.f. d.u. d.u.
Description Warehouse Sharge Sangle Family Home Apertments Townhouse Condominatins	150 151 210 221 224 230	Phase 1		al, du du du du	Zone 10: Description Warehouse Storage Single Family Home Appointeris Townbose Condominiums	ITE Code 150 151 210 221 224 230	100	Phase 2	Units S.f. S.f. d.u. d.u. d.u. d.u. d.u.	Zone: 11 Description Warehouse Strate Single Family Home Apartments Townhouse Condom inlutes	150 150 151 210 221 224 230	Phase 1	3	Units a.f. a.f. d.u.	Zonie 12 Description Warehouse Storage Storage Single Family Home Apartments Townhouse	ITE Code 150 151 210 221 224	Phase 1		Units a.f. a.f. d.u. d.u. d.u.
Description Warehouse Sharge Sangle Family Home Apertments Townhouse Condominatins	150 151 210 221 224 230 252	Phase 1	30	61. 64. 64. 64. 64. 64.	Zone 10: Description Warehouse Storage	ITE Code 150 151 210 221 224 230 262	100	Phase 2	Units a.f. a.f. d.u. d.u. d.u. d.u. d.u. d.u. d.u. d	Zone: 11 Description Warehouse Storage Storage Single Family Home Agentments Townhouse Condomination Assessed Living	150 150 151 210 221 224 230 362		3 134	Units a.f. a.f. d.u. d.u. d.u.	Zope 12 Description Warnhouse Storage Storage Family Home Apartments	ITE Code 150 151 210 221 224	Phase 1	114	Units af. af. d.u. d.u. d.u. d.u.
Description Warehouse Sharge Sangle Family Home Apertments Townhouse Condominatins	150 151 210 221 224 230 252 310 441	Phase 1		al, du du du du	Zone 10: Description Warehouse Stockinge Stockinge Stockinge Stockinge Condoministria Assisted Living Hotel	ITE Code 150 151 210 221 224 230 262 310	100	Phase 2	Unds S.f. S.f. d.u. d.u. d.u. d.u. d.u. d.u. d.u. d	Zones II Description Warehouse Strenge Single Famby Home Apatramenta Townhouse Condominium Asstated I Iving Hotel	ITE Code 150 151 210 221 224 230 262 310		3 134	Units a.f. a.f. d.u. d.u. d.u. d.u. d.u. d.u. d.u. noons	Zoro 32 Description Warehouse Storage Storage Storage Apartmenta Townhouse Condominisma Assisted Living Hotal	TE Code 150 151 210 221 224 230 252 310	Phase 1	114	Units a.f. a.f. d.u. d.u. d.u.
Description Warehouse Stronge Family Nome Apartments Townshouse Condominating Assisted Living Hotel Performing Arts Theater Movie Theater	150 151 210 221 224 230 252 252 310 441	Phase 1	30	af. af. du du du du du du soms	Zortie 10 Description Warehouse Storage Storage Storage Storage Storage Assistances Townhouse Condomistria Assisted Living Hotel Pedicoming Ans Theater Move Theater	ITE Code 150 151 210 221 224 230 262 310 441	100	Phase 2	Units S.f. S.f. d.u. d.u. d.u. d.u. d.u. d.u. scoms seets	Zone: 11 Description Warehouse Storage Storage Single Family Home Agentments Townhouse Condomination Assessed Living	150 150 151 210 221 224 230 362		3 134	Units a.f. a.f. d.u. d.u. d.u. d.u. d.u. d.u. s.u. d.u. s.u. s	Zoro 32 Description Warehouse Storage Storage Storage Apartmenta Townhouse Condominisma Assisted Living Hotal	ITE Code 150 151 210 221 224 230 252 310 441	Phase 1	114	Units a.f. a.f. d.g. d.g. d.g. d.g. d.g. d.g. d.g. d
Description Witerhouse Blosses Blosses Blosses Blosses Blosses Blosses Condominates Assisted Living Hotel Performing Arts Theater Movie Theater Attricts Club Description	150 151 210 221 224 230 252 319 441 444 493	Phase 1	30	al. al. du du du du du soms seats	Zorbo 10. Description Warehouse Stotings Stotings Stripls Family Home Appointerias Toerrihouse Conskommiums Assisted Living Hotal Paydoming Ans Theater Movie Theater Americ Cubb	ITE Code 150 151 210 221 224 230 262 310 441 444 463	100	Phase 2	Units S.f. S.f. d.u. d.u. d.u. d.u. d.u. d.u. sponts seats seats seaf.	Zonns 11 Description Warehouse Stronge Stronge Stronge Stronge Apartments Townhouse Constorminatin Assisted Living Hotel Hotel Move Theater Move Theater Move Theater	150 150 151 210 221 224 230 262 310 441 444 493		3 134	Units a.f. a.f. d.u. d.u. d.u. d.u. d.u. d.u. s.u. s.u	Zope 52, Description Warnhouse Susage Sizigis Farity Home Apartments Townhouse Condominiums Assisted Living Hotel Performing Ara Theater Move Theater Agreed Chib	TE Code 150 151 210 221 224 230 252 310	Phase 1	114	Units af, af, d.e. d.u. d.u. d.u. rooms seats
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Description Wireldouse Sings I ranky Young Sings I ranky Young Appartments Controlled to the Controlle	1850 1811 2810 2812 282 282 283 319 444 446 466 560 770 660 661 780 770 660 661 780 770 770 770 770 770 770 770 770 770		30 146 Phase 2	M.f.,	Zorin 10 Discription Virachinas V	(FE Cose 1997) (FE Co	Phase 1	\$.400 11,790	Uoda	Const 1 Obstration Villamboun Scotting Villam	ITE Code 150 150 150 150 150 150 150 150 150 150	Prozes 1 0 0 0 42 0 42 0 42 0 40 254 4 00 57,400 516,278 0 0 0 16,278 0 0 0 0	Phone 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Under A.	Portion 2 Description Warnhouse Showage Showag	ITE Code 150 150 151 210 221 224 230 252 310 441 444 493 650 701 720 550 651 911 931 932		114	Units a.f. d.f. d.g. d.g.

Parking Demand Model - Data Output Sheet (Weekday Analysis)

Scenario	Shared Parking? ^A	Period	Peak Analysis	Rate Source
Phase 2	No	Weekday	Overall	Raleigh UDO

Zone	Peak Parking Demand ^B		
Zone 1	445		
Zone 2	675		
Zone 3	681		
Zone 4	293		
Zone 5	529		
Zone 6	1,024		
Zone 7	1,226		
Zone 8	1,305		
Zone 9	191		
Zone 10	151		
Zone 11	296		
Zone 12	285		
Zone 13	212		
Zone 14	107		
Totals	7,420		

Peak Period: 3:00 PM Scenario: =

Event: =

Parking Supply Worksheet

Notes:

- A = Shared Parking is the use of a parking space to serve two or more individual land uses without conflict or encroachment.
- B = Peak parking demand represents the total number of parking spaces required to meet peak parking accumulation with an effective parking supply. The effective parking supply allows a small cushion of spaces (10%) over the peak parking accumulation to provide for operation fluctuations, misparked vehicles, snow cover, vehicle maneuvers, and vacancies created by reserving spaces for specific users, such as disabled parking. The cushion reduces the need to search the entire system for the last few parking spaces, thus reducing patron frustration. The 85th percentile of observed peak hour accumulations is employed by the Urban Land Institute and the Institute of Transportation Engineers for determining the parking ratios used in this analysis.
- C = Parking supply includes all available parking spaces identified within the zone, whether provided in parking decks, on-street parking spaces, or surface lots.
- D = Parking supply minus peak parking demand.
- E = Available Proximity Parking shows the amount of donated spaces that each zone can receive, up to the zone's total need.
- F = Adjusted parking supply accounts for proximity parking spaces donated from adjacent zones (if available).
- G = Adjusted parking supply minus peak parking demand.

Parking Demand Model - Data Output Sheet (Weekday Analysis)

Scenario	Shared Parking? ^A	Period	Peak Analysis	Rate Source
Phase 2	Yes	Weekday	Overall	ULI & ITE

Zone	Peak Parking
20118	Demand ^B
Zone 1	262
Zone 2	403
Zone 3	431
Zone 4	180
Zone 5	322
Zone 6	615
Zone 7	665
Zone 8	790
Zone 9	115
Zone 10	91
Zone 11	171
Zone 12	164
Zone 13	127
Zone 14	64
Totals	4,400

Peak Period: 2:00 PM Scenario: = Event: =

Parking Supply Worksheet

Notes:

- A = Shared Parking is the use of a parking space to serve two or more individual land uses without conflict or encroachment.
- A = Shared marking is the use of a parking space to serve two or more individual raind uses without cominc or encroachment.

 B = Peak parking demand represents the total number of parking spaces required to meet peak parking accumulation with an effective parking supply. The effective parking supply allows a small cushion of spaces (10%) over the peak parking accumulation to provide for operation fluctuations, misparked vehicles, snow cover, vehicle maneuvers, and vacancies created by reserving spaces for specific users, such as disabled parking. The cushion reduces the need to search the entire system for the last few parking spaces, thus reducing patron frustration. The 85th percentile of observed peak hour accumulations is employed by the Urban Land Institute and the Institute of Transportation Engineers for determining the parking ratios used in this analysis.
- C = Parking supply includes all available parking spaces identified within the zone, whether provided in parking decks, on-street parking spaces, or surface lots.
- D = Parking supply minus peak parking demand.
- E = Available Proximity Parking shows the amount of donated spaces that each zone can receive, up to the zone's total need.
- F = Adjusted parking supply accounts for proximity parking spaces donated from adjacent zones (if available).
- G = Adjusted parking supply minus peak parking demand.

