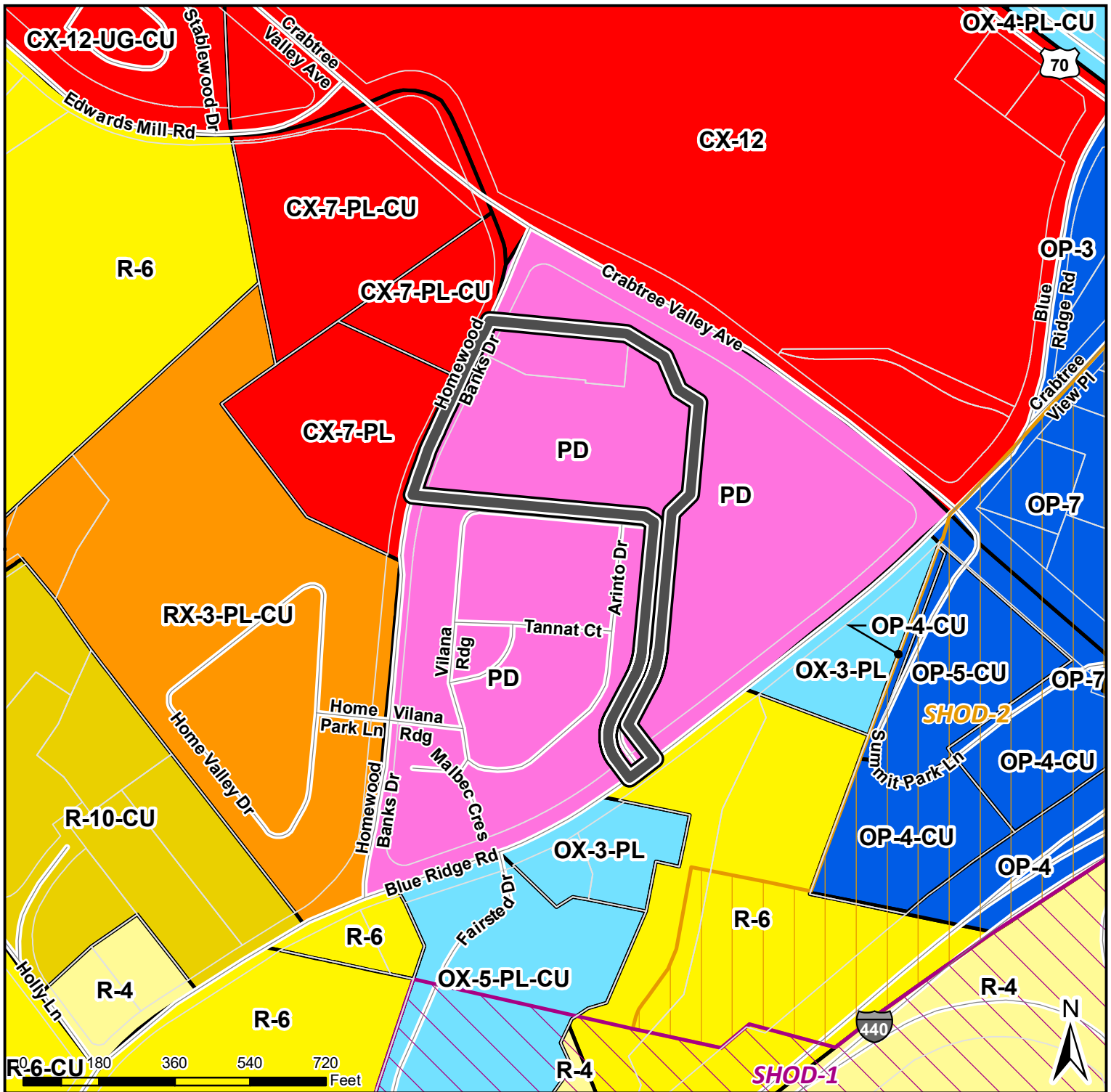
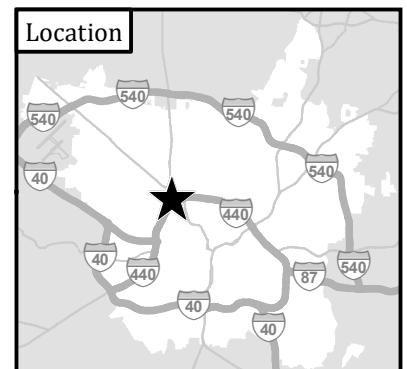


# Existing Zoning

# TCZ-4-2020



Property	5201 & 5301 Homewood Banks Dr
Size	5.77 acres
Existing Zoning	PD
Requested Zoning	PD (Amend Zoning Conditions)



To	Marchell Adams-David, City Manager
Thru	Patrick O. Young, AICP, Director
From	Ira Mabel, AICP, Senior Planner
Department	Planning and Development
Date	March 14, 2022
Subject	City Council agenda item for April 5, 2022 – TCZ-4-20 / Z-66-20

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On March 1, 2022, City Council authorized the public hearing for the following item:

**TCZ-4-20 / Z-66-20 Crabtree Valley PD**, approximately 13.4 acres located at [5201 & 5301 Homewood Banks Drive and 4401 Crabtree Valley Avenue](#).

**Current zoning:** Planned Development (PD).

**Requested zoning:** Planned Development (PD).

This rezoning proposal would change the remaining unbuilt phases of the existing PD in the following ways:

- New building footprints and amenity areas.
- Maximum of 15% of building area for residential-serving retail uses, in addition to the 60,000 square feet permitted.
  - The existing PD permitted up to 7%.
- New parking and circulation plan.
  - The existing site plan included a parking structure, which was removed, and two access points onto Homewood Banks Drive, which was reduced to one.
- Requirement to install certain traffic signal support equipment at the intersection of Crabtree Valley Avenue and Homewood Banks Drive.
- A minimum of 1 parking space required per unit.
  - The UDO standard for congregate care is a minimum of 1 space per 3 units, plus 1 space per 400 square feet of non-residential area.
- No minimum long term bicycle parking for residential uses.
  - The only residential use required by the UDO to have spaces is dormitory.
- Retaining walls for pedestrian paths that exceed 10 feet.
  - The UDO standard for maximum height is 10 feet without additional stepback and protective yards.

- Monument signs at three locations.
  - The existing PD did not specify sign types or locations.
- Removal of design requirements.
  - The existing PD required and prohibited certain building materials on visible facades.
- Removal of outdoor lighting design standards.
- Removal of seating requirements.
  - The existing PD required the provision of 12 benches in open space areas.
- General changes to accommodate new project phasing.
  - The existing PD envisions three phases instead of the proposed two.

The request is **consistent** with the 2030 Comprehensive Plan.

The request is **consistent** with the Future Land Use Map.

The request is **inconsistent** with the Urban Form Map.

The Planning Commission recommends approval of the request (7 - 0).

Attached are the Planning Commission Certified Recommendation (including Staff Report), the Master Plan, the Petition for Rezoning, and the Neighborhood Meeting Report.



# RALEIGH PLANNING COMMISSION CERTIFIED RECOMMENDATION

CR# 13104

## CASE INFORMATION: TCZ-4-20/Z-66-20 CRABTREE VALLEY PD

Location	The block bounded by Homewood Banks Drive, Blue Ridge Road, and Crabtree Valley Avenue, which is south of Crabtree Valley Mall  Address: 5201 & 5301 Homewood Banks Drive, 4401 Crabtree Valley Avenue  PINs: 0795592353, 0795592600 & 0795596214  <a href="#">iMaps</a> , <a href="#">Google Maps</a> , <a href="#">Directions from City Hall</a>
Current Zoning	PD
Requested Zoning	PD
Area of Request	13.38 acres
Corporate Limits	The subject site is within, and surrounded on all sides by, the corporate limits of the city.
Property Owner	WELL TP Crabtree Owner LLC
Applicant	Isabel Worthy Mattox, Mattox Law Firm
Council District	E
PC Recommendation Deadline	March 26, 2022

## SUMMARY OF PROPOSED MODIFICATIONS

This rezoning proposal would change the remaining unbuilt phases of the existing PD in the following ways:

- New building footprints and amenity areas.
- Maximum of 15% of building area for residential-serving retail uses, in addition to the 60,000 square feet permitted.
  - The existing PD permitted up to 7%.
- New parking and circulation plan.
  - The existing site plan included a parking structure, which was removed, and two access points onto Homewood Banks Drive, which was reduced to one.
- Requirement to install certain traffic signal support equipment at the intersection of Crabtree Valley Avenue and Homewood Banks Drive.
- A minimum of 1 parking space required per unit.
  - The UDO standard for congregate care is a minimum of 1 space per 3 units, plus 1 space per 400 square feet of non-residential area.
- No minimum long term bicycle parking for residential uses.
  - The only residential use required by the UDO to have spaces is dormitory.



- Retaining walls for pedestrian paths that exceed 10 feet.
  - The UDO standard for maximum height is 10 feet without additional stepback and protective yards.
- Monument signs at three locations.
  - The existing PD did not specify sign types or locations.
- Removal of design requirements.
  - The existing PD required and prohibited certain building materials on visible facades.
- Removal of outdoor lighting design standards.
- Removal of seating requirements.
  - The existing PD required the provision of 12 benches in open space areas.
- General changes to accommodate new project phasing.
  - The existing PD envisions three phases instead of the proposed two.

## COMPREHENSIVE PLAN GUIDANCE

<b>Future Land Use</b>	Regional Mixed Use	
<b>Urban Form</b>	City Growth Center, Urban Thoroughfare, Transit Emphasis Corridor	
<b>Consistent Policies</b> <i>Key policies are marked with a dot (●)</i>  <i>Area Specific Guidance policies are marked with a square (□)</i>	●	LU 1.2—Future Land Use Map and Zoning Consistency
		LU 4.3—Directing Transportation Investments
	●	LU 5.1—Reinforcing the Urban Pattern
	●	LU 6.1—Composition of Mixed-use Centers
	●	LU 6.2—Complementary Uses and Urban Vitality
	●	LU 8.10—Infill Development
		LU 8.11—Development of Vacant Sites
	●	LU 8.12—Infill Compatibility
		T 1.6—Transportation Impacts
		T 7.1—Vision Zero
	□	AP-CR 3—Crabtree Creek
	●	UD 1.10—Frontage
<b>Inconsistent Policies</b>		AP-CR 2—Crabtree Area Hillsides
	□	AP-CR 5—Design Unity in the Crabtree Area

## FUTURE LAND USE MAP CONSISTENCY

The rezoning case is ☒ **Consistent** ☐ **Inconsistent** with the Future Land Use Map.

## COMPREHENSIVE PLAN CONSISTENCY

The rezoning case is ☒ **Consistent** ☐ **Inconsistent** with the 2030 Comprehensive Plan.

## PUBLIC MEETINGS

First Neighborhood Meeting	Second Neighborhood Meeting	Planning Commission	City Council
11/30/2020 0 attendees	8/12/2021 6 attendees	1/25/2022 2/22/2022	3/1/2022

## PLANNING COMMISSION RECOMMENDATION

The rezoning case is **Consistent** with the Future Land Use Map and **Consistent** with the relevant policies in the Comprehensive Plan, furthermore **Approval** is reasonable and in the public interest because:

Reasonableness and Public Interest	Approval of the request is reasonable and in the public interest because it will facilitate the infill development of vacant land that is compatible with the surrounding neighborhood character.
Recommendation	Approval
Motion and Vote	Motion: O'Haver; Second: Dautel In Favor: Bennett, Dautel, Fox, Lampman, Mann, Miller, and O'Haver Opposed: None.

## ATTACHMENTS

1. Staff report
2. Rezoning Application
3. Master Plan Narrative (redline)
4. Site Plan (ASR-12-2021) Excerpts

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.



Ken A. Bowers, AICP  
Planning and Development Deputy Director

Date: 2/22/2022

Staff Coordinator: Ira Mabel: (919) 996-2652; [Ira.Mabel@raleighnc.gov](mailto:Ira.Mabel@raleighnc.gov)



# **ZONING STAFF REPORT – CASE TCZ-4-20 / Z-66-20**

## **Planned Development Use District**

### **OVERVIEW**

The request is to amend the existing Master Plan for approximately 13.4 acres of an existing 22.9 acre Planned Development (PD) district. Because the request involves a change to the text of an existing zoning district, not the addition of new district to the map, it is a zoning text change (TCZ), not a rezoning.

A Planned Development is a zoning district that is intended to provide higher design quality by allowing modifications to certain Unified Development Ordinance (UDO) standards in exchange for greater detail of development. These modifications are outlined in a Master Plan that accompanies the rezoning petition. Since this PD was approved prior to the adoption of the UDO, it still contains references to the city's former zoning code.

The subject site consists of three vacant parcels on a triangular block bounded by Homewood Banks Drive, Blue Ridge Road, and Crabtree Valley Avenue. Two parcels have frontage on Homewood Banks Drive, the larger of which has an additional access point to Blue Ridge Road via an existing private drive that also connects to the Marq at Crabtree apartments. The third parcel, which represents its easternmost third of the block and houses a tributary of Crabtree Creek, is a low lying and therefore natural drainage area. Most of it is within a floodway or floodplain. This parcel was designated in the original master plan to serve as the tree conservation area and stormwater control, and must continue to serve those functions to satisfy the requirements of the PD.

The entire block was part of the Crabtree Village Planned Development, approved in 2012 (Z-19-12) and modified in 2020 (TCZ-1-20). The block is known as Kidds Hill and contains multiple steep slopes; the grade can reach as high as 40 percent in the steepest areas. The southernmost parcel was developed as Phase I of the PD, with seven apartment buildings consisting of 293 units.

In the original master plan, two of the parcels that make up this rezoning request were envisioned as four mixed-use buildings with at least one restaurant in Phases II and III. The current entitlement permits 60,000 square feet of retail uses; 250,000 square feet of office uses; up to 230 hotel rooms; and 232 dwelling units, which can include up to 300 congregate care rooms (equivalent to 150 dwelling units).

This rezoning proposal would change the remaining unbuilt phases of the existing PD in the following ways:

- New building footprints and amenity areas.
- Maximum of 15% of building area for residential-serving retail uses, in addition to the 60,000 square feet permitted.
  - The existing PD permitted up to 7%.

- New parking and circulation plan.
  - The existing site plan included a parking structure, which was removed, and two access points onto Homewood Banks Drive, which was reduced to one.
- Requirement to install traffic signal support equipment at the intersection of Crabtree Valley Avenue and Homewood Banks Drive.
- A minimum of 1 parking space required per unit.
  - The UDO standard for congregate care is a minimum of 1 space per 3 units, plus 1 space per 400 square feet of non-residential area.
- No minimum long term bicycle parking for residential uses.
  - The only residential use required by the UDO to have spaces is dormitory.
- Retaining walls for pedestrian paths that exceed 10 feet.
  - The UDO standard for maximum height is 10 feet without additional setback and protective yards.
- Monument signs at three locations.
  - The existing PD did not specify sign types or locations.
- Removal of design requirements.
  - The existing PD required and prohibited certain building materials on visible facades.
- Removal of outdoor lighting design standards.
- Removal of seating requirements.
  - The existing PD required the provision of 12 benches in open space areas.
- General changes to accommodate new project phasing.
  - The existing PD envisions three phases instead of the proposed two.

To the north of the site is Crabtree Creek and Crabtree Valley Mall. To the west are two commercial uses (a restaurant and a hotel) and the 221-unit Crabtree Lakeside Residences. To the east and south are primarily offices, hotels, and the Marshall Park apartments. The general area has relatively intense commercial uses along Glenwood Avenue, anchored by the mall. Uses transition to somewhat less intense moving southward, from office and multi-family to ultimately single-family neighborhoods.

The subject site is designated as Regional Mixed Use on the Future Land Use Map, as are properties to the north and northwest. The properties to the east are designated as Office/Research & Development, and those to the south and southwest are High and Moderate Density Residential. Crabtree Creek and its tributaries, including the one running through the existing PD, are all designated as Public Parks & Open Space.

The Urban Form Map locates the subject site and all adjacent properties within a City Growth Center of over 600 acres in size. The subject site is also bounded by two Urban Thoroughfares (Homewood Banks Drive and Crabtree Valley Avenue) and a Transit Emphasis Corridor (Blue Ridge Road). The City Growth Center, Urban Thoroughfare, and Transit Emphasis Corridor designations suggest an urban or hybrid approach to frontage.

There are three major infrastructure projects nearby that will affect the rezoning site. One will widen Blue Ridge Road from Duraleigh Road to Crabtree Boulevard to a two-lane divided multimodal roadway. The second will construct a 10-foot multi-use path (MUP) on the west side of Blue Ridge Road in the current location of the House Creek trail. The third will replace a sewer interceptor under Crabtree Valley Avenue; the street cross-section will not change.

Transportation Department staff have concerns about the operational safety of the intersection of Crabtree Valley Avenue and Homewood Banks Drive. This request includes the requirement to install two new wooden poles and a traffic signal cabinet with controller, or pay an equivalent fee-in-lieu if installation is not possible. City staff believe this mitigation is appropriate relative to the impact the proposed development would have on the intersection.

This case was entered into a pilot program in the Planning and Development Department for simultaneous rezoning and site plan approval. At the time of Planning Commission's first discussion of this case, the plan had received two rounds of staff comments in the Administrative Site Review process (ASR-12-2021). Final site plan approval is pending the City Council's approval of the rezoning petition.

## Update for February 22, 2022 Planning Commission

On January 25, 2022 the Planning Commission deferred this case so the applicant and Raleigh Department of Transportation could discuss potential mitigations to safety concerns. The applicant has submitted the following modification to the master plan narrative:

### Section 9 - Phasing/Allocations

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

##### 2. Required Road Improvements/Dedication

~~It is acknowledged that all required right-of-way improvements were completed during Phase I of this Master Plan. No additional right of way or streetscape improvements, and no utility placement easement, shall be required beyond the existing conditions or as otherwise specifically required by the term of this Master Plan.~~

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

- (a) installation of wood traffic signal poles to be located on the northwest and southeast quadrants of the HB-CV Intersection; such poles shall be placed in locations approved by the City during the Site Plan Review ("SPR") process either on the Developer's property or within the City's existing right-of-way; and
- (b) a signal cabinet containing a controller but no other signal equipment (such as the field switch, signal heads, span wire, ped heads, loops or other signal equipment) shall be installed in the right-of-way generally at the HB-CV Intersection in a location approved by the City;
- (c) provided however in the event that the City or the developer determines that installation of the improvements described in paragraphs (a) and (b) above is not practicable because of insufficient right-of-way and/or possible interference with other City projects, the developer shall instead pay a fee in lieu of installation of such improvements in the amount of \$25,000.00 prior to the receipt of the first certificate of occupancy for the Phase 2 project.

Transportation staff believes this is an appropriate mitigation that is proportional to the estimated impact from the proposed development.

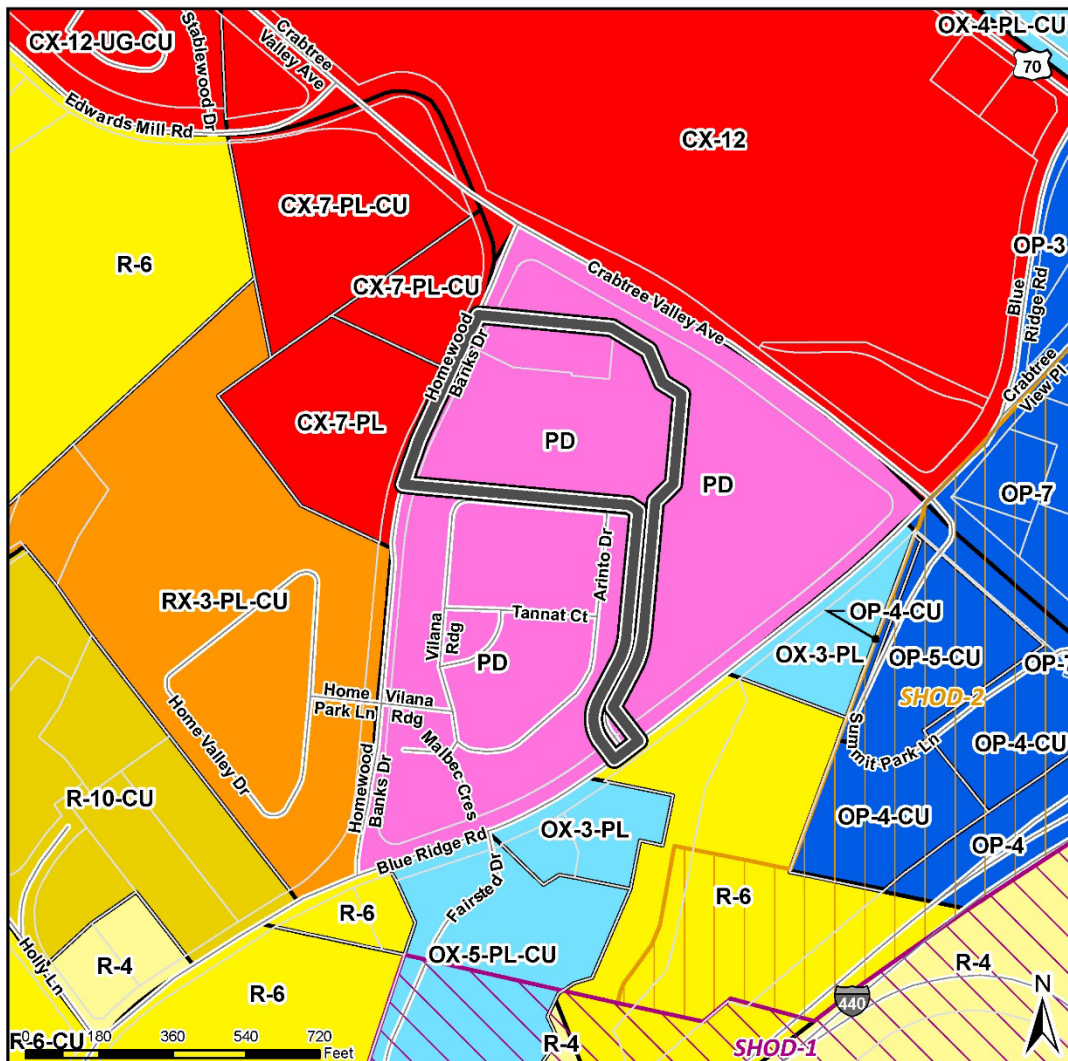
These changes have been incorporated into this staff report. The consistency determinations for policies LU 4.3, T 1.6, and T 7.1, as well as the Coordinating Land Use and Transportation vision theme have been revised from inconsistent to consistent.

## **OUTSTANDING ISSUES**

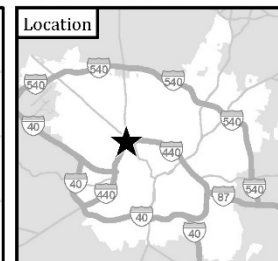
<b>Outstanding Issues</b>	<b>1. None.</b>	<b>Suggested Mitigation</b>	<b>1. None.</b>
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# Existing Zoning

TCZ-4-2020



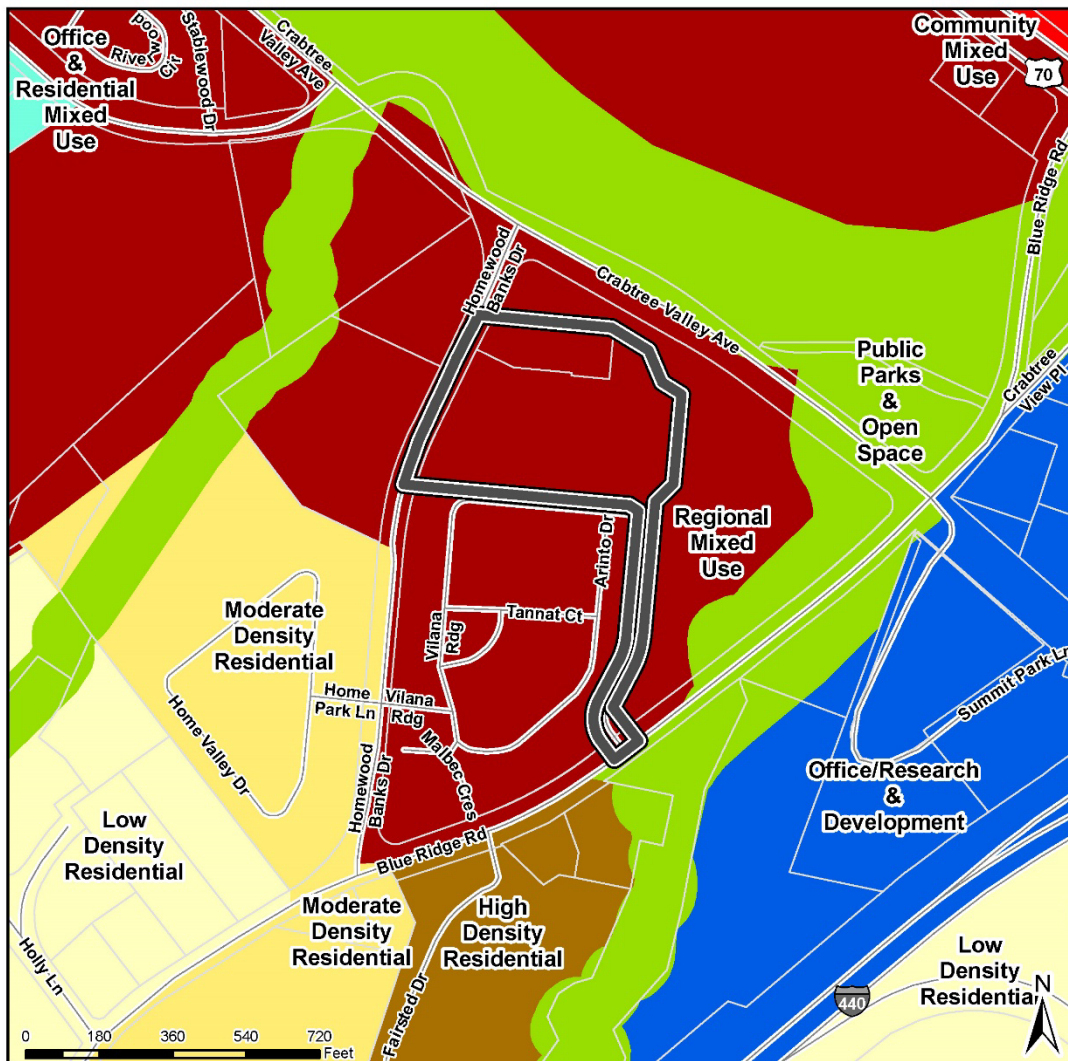
<b>Property</b>	5201 & 5301 Homewood Banks Dr
<b>Size</b>	5.77 acres
<b>Existing Zoning</b>	PD
<b>Requested Zoning</b>	PD (Amend Zoning Conditions)



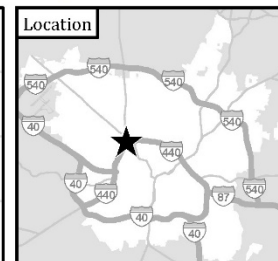
Map by Raleigh Department of City Planning (mansolf): 12/9/2020

# Future Land Use

TCZ-4-2020



<b>Property</b>	5201 & 5301 Homewood Banks Dr
<b>Size</b>	5.77 acres
<b>Existing Zoning</b>	PD
<b>Requested Zoning</b>	PD (Amend Zoning Conditions)

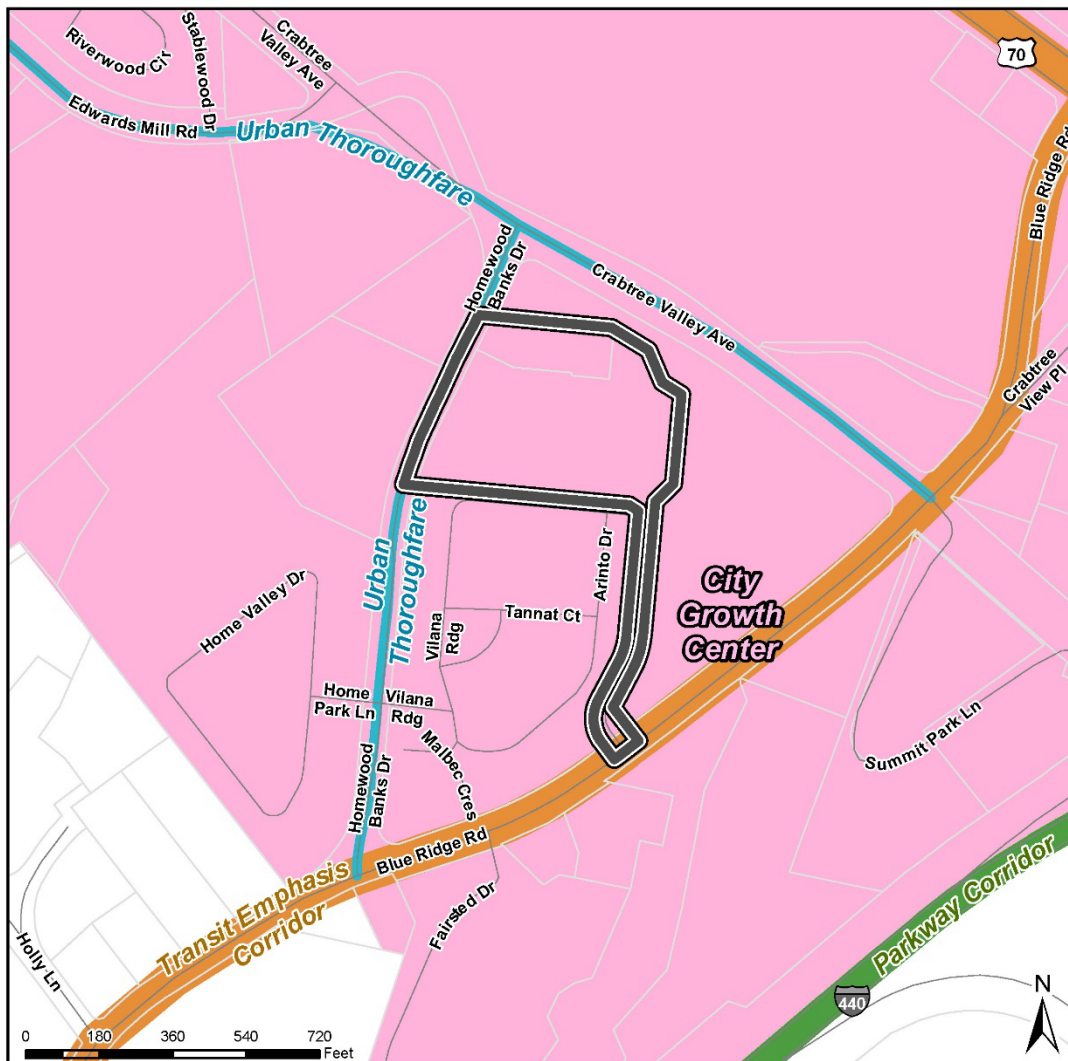


Map by Raleigh Department of City Planning (mansolf): 12/9/2020

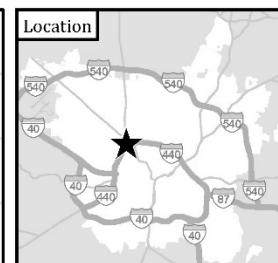


# Urban Form

TCZ-4-2020



<b>Property</b>	5201 & 5301 Homewood Banks Dr
<b>Size</b>	5.77 acres
<b>Existing Zoning</b>	PD
<b>Requested Zoning</b>	PD (Amend Zoning Conditions)



Map by Raleigh Department of City Planning (mansolf); 12/9/2020

# 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?

Overall, the request is consistent with the vision and themes in the Comprehensive Plan.

The request is consistent with the **Managing Our Growth** vision theme. This theme encourages integrated land uses; providing desirable spaces and places to live, work, and play; and development in areas where infrastructure is already in place. A dense residential or mixed-use development in close proximity to the retail, employment, and transit options available in Crabtree Valley Mall and nearby fulfills these goals.

The request is consistent with the **Coordinating Land Use and Transportation** vision theme. This theme envisions higher density residential and mixed-use development to support bicycle and pedestrian facilities and roadways that better serve us all. This request includes a requirement to improve the traffic control equipment at a street intersection with a poor safety record.

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

Yes. The subject site is designated as Regional Mixed Use on the Future Land Use Map. This designation applies to the large retail and service hubs of the Triangle Town Center area, the Brier Creek area, and the North Hills/Midtown and Crabtree Centers. Among other things, the designation contemplates high-density housing and intense commercial development.

- 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?

N/A

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

Yes. A Traffic Impact Analysis was required for the original master plan approved in 2012, but not for this request. Several major transportation and utility infrastructure improvement projects nearby are in the planning and acquisition stages. None of those projects will make meaningful improvements to the intersection of Crabtree Valley Avenue and Homewood Banks Drive, however. This request includes a requirement to install signal support equipment at that intersection.

## Future Land Use

**Future Land Use designation:** Regional Mixed Use

**The rezoning request is**

☒ **Consistent** with the Future Land Use Map.

☐ **Inconsistent**

The subject site is designated as Regional Mixed Use on the FLUM, with recommended heights of up to 20 stories. The closest corresponding zoning district is Commercial Mixed-Use (CX). The proposed amendments to the master plan are well within the range of uses and densities permitted in CX districts.

## Urban Form

**Urban Form designation:** City Growth Center, Transit Emphasis Corridor, Urban Thoroughfare

**The rezoning request is**

☐ **Consistent** with the Urban Form Map.

☒ **Inconsistent**

**Overview:** The site is located within a City Growth Center, along two Urban Thoroughfares (Homewood Banks Drive and Crabtree valley Avenue), and a Transit Emphasis Corridor (Blue Ridge Road). These designations suggest an urban (Green, Urban Limited, Urban General, and Shopfront) or hybrid (Parking Limited) approach to frontage. There is no frontage designation included in the request, but the PD site plan can be compared to frontage regulations.

**Impact:** The proposed site plan depicts a central building surrounded on all sides by two to four bays of surface parking, with one to two drive aisles. This design is close to but not exactly what is permitted under a Parking Limited frontage, which has a maximum of two bays and one aisle between buildings and the street. The steep grade of the rezoning site makes it impractical for any project at this location to create walkable development directly on Homewood Banks Drive, but the form internal to the site could be made closer to the intent of the Urban Form Map.

**Compatibility:** The Urban Form Map designations are intended to create walkable, pedestrian-oriented development. The request could be made compatible with the guidance but reducing the depth of surfacing parking in some locations, and by providing a pedestrian entrance on each building façade.

## Compatibility

### **The proposed rezoning is**

☒ **Compatible** with the property and surrounding area.

☐ **Incompatible.**

Building heights in Phase 1 of the existing PD adjacent to the subject site range from four to five stories. The proposed six story district is compatible with the adjacent building height range and with Table LU-2 of the Comprehensive Plan, which sets a maximum of 20 stories for the Regional Mixed-use category. However, it should be noted that the site is anywhere between 30 and 70 feet higher in elevation than Homewood Banks Drive, so the visual impact of development at street level would equate to buildings that are two to five stories taller than the district maximum. This also means that any development is unlikely to activate the street level of Homewood Banks Drive.

## Public Benefits of the Proposed Rezoning

- The request will facilitate the infill development of vacant land that is compatible with the surrounding neighborhood character.

## Detriments of the Proposed Rezoning

- The Crabtree Area Plan states that “Kidds Hill should be developed without extensive grading of the site.” The preliminary site plan submitted with the rezoning petition shows extensive mass grading and multiple new retaining walls.

## Policy Guidance

*Key policies are directly related to changes in zoning and are used to evaluate rezoning request consistency. They are marked with an orange dot (●).*

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

### ● **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 is consistent with the Future Land Use Map designation of Regional Mixed-use, which envisions high-density housing and regional-serving commercial uses that could be as tall as 20 stories in core/transit locations.

#### **LU 4.3 Directing Transportation Investments**

*Target transportation facilities, services, and investments to promote and accommodate the growth this Comprehensive Plan anticipates in mixed-use centers, commercial corridors, and residential neighborhoods while reducing reliance on single-occupancy vehicles.*

#### **T 1.6 Transportation Impacts**

*Identify and address transportation impacts before a development is implemented.*

#### **T 7.1 Vision Zero**

*Work with all parties necessary to improve the multimodal transportation system so that safe routes for motorists, transit riders, bicycles, and pedestrians are provided. The goal is to eliminate transportation-related fatalities and severe injuries.*

- Transportation Department staff have concerns about the operational safety of the intersection of Crabtree Valley Avenue and Homewood Banks Drive. This request includes the requirement to install two new wooden poles and a traffic signal cabinet with controller, or pay an equivalent fee-in-lieu if installation is not possible. City staff believe this mitigation is appropriate relative to the impact the proposed development would have on the intersection.

#### **● LU 5.1—Reinforcing the Urban Pattern**

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

#### **● LU 8.12—Infill Compatibility**

*Vacant lots and infill sites within existing neighborhoods should be developed consistently with the design elements of adjacent structures, including height, setbacks, and massing through the use of zoning tools including Neighborhood Conservation Overlay Districts.*

- The proposed six story district is compatible with the adjacent building height range. Larger multi-family buildings as shown in the revised site plan are now more typical of the character of this portion of Blue Ridge Road, such as in Hillcrest Raleigh, Marshall Park, Marq at Crabtree, and Crabtree Lakeside Residences.

#### **● LU 6.1—Composition of Mixed-use Centers**

*Mixed-use centers should comprise a variety of integrated residential and commercial uses – mixed both vertically and horizontally - that have well planned public spaces that bring people together and provide opportunities for active living and interaction.*

- The site's required amenity areas take the form of a central courtyard with a pool, plus a dog park that appears to be physically accessible from the apartment complex to the south.

● **LU 6.2—Complementary Uses and Urban Vitality**

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

- Additional dwelling units within the City Growth Center anchored by Crabtree Valley Mall will further diversify and compliment the mix of uses in the area. These potential uses are also more compatible with increased transit investment planned for the area.

● **LU 8.10—Infill Development**

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

**LU 8.11—Development of Vacant Sites**

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

- The subject site has been vacant for over a decade, with the previously-approved PD-based site plan not fully executed. The proposed rezoning would seek to renew site development activity by being more in-line with current market conditions.

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

● **UD 1.10—Frontage**

*Coordinate frontage across multiple sites to create cohesive places. Encourage consistency with the designations on the Urban Form Map. Development in centers and along corridors targeted for public investment in transit and walkability should use a compatible urban form.*

- The City Growth Center, Transit Emphasis Corridor, and Urban Thoroughfare Urban Form Map designations suggest an urban or hybrid approach to frontage. The proposed site plan depicts a central building surrounded on all sides by two to four bays of surface parking, with one to two drive aisles. This design is close to but not exactly what is permitted under a Parking Limited frontage, which has a maximum of two bays and one aisle between buildings and the street. The request could be made compatible with the guidance but reducing the depth of surfacing parking in some locations, and by providing a pedestrian entrance on each building façade.

## Area Plan Policy Guidance

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

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### **AP-CR 3—Crabtree Creek**

*Crabtree Creek and its tributaries should be left in a natural state with floodways, water quality, and steep slopes protected from further environmental degradation.*

- The fourth parcel in the block (4401 Crabtree Valley Avenue) contains the House Creek tributary of Crabtree Creek. It will remain in its natural state as required by the master plan and continue to serve as stormwater control and tree conservation area.

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

---

### **AP-CR 2—Crabtree Area Hillside**

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

- Phase I of the Planned Development required a tall retaining wall system on both the east and west sides; contour lines indicate some wall heights may be in excess of 30 feet. The new site plan for the rezoning site shows grading interventions of similar scale.

### **AP-CR 5—Design Unity in the Crabtree Area**

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

- The existing PD requires a number of site and architectural design elements that will be removed with this request, such as building materials, fenestration, and light fixtures.

# EQUITY AND CLIMATE CHANGE ANALYSIS

## Transportation Cost and Energy Analysis

	City Average	Site	Notes
Transit Score	30	48	The transit score will likely increase as the Wake Transit Plan is implemented.
Walk Score	30	52	The walk score for the site is higher than the citywide average.
Bike Score	41	53	The bike score for the site is higher than the citywide average.
HUD Low Transportation Cost Index	[N/A, index is expressed as a percentile.]	80	Crabtree Valley Mall is a transit hub with good access to I-40.
HUD Jobs Proximity Index	[N/A, index is expressed as a percentile.]	92	The greater Crabtree Valley Mall area is a major employment center.

Source: [Walk Score](#) is a publicly available service that measures pedestrian friendliness by analyzing population density and road metrics such as block length and intersection density. The higher the Transit Score or Walk Score, the greater the percentage of trips that will be made on transit or by walking, and the smaller the carbon footprint. HUD index scores are percentiles indicating how well the subject tract performs compared to all other census tracts in the United States. A higher percentile for Low Transportation Cost or Jobs Proximity indicates a lower the cost of transportation and higher access to jobs in the nearby area, respectively.

## Housing Energy Analysis

Housing Type	Average Annual Energy Use (million BTU)	Permitted in this project?
Detached House	82.7	Yes
Townhouse	56.5	Yes
Small Apartment (2-4 units)	42.1	Yes
Larger Apartment	34.0	Yes

Source: U.S. Energy Information Administration, 2015 survey. Statistics for residential structures in the South.



## Housing Supply and Affordability

Does the proposal add or subtract from the housing supply?	Neither	Residential entitlement would not be changed by this request.
Is naturally occurring affordable housing present on the site?	No	The site is vacant.
Does it include any subsidized units?	No	
Does it permit a variety of housing types beyond detached houses?	Yes	The proposed district does not change the types of housing allowed.
If not a mixed-use district, does it permit smaller lots than the average? *	N/A	
Is it within walking distance of transit?	Yes	Crabtree Valley Mall is a transit hub.

\*The average lot size for detached residential homes in Raleigh is 0.28 acres.

## Demographic Indicators from EJSCREEN\*

Indicator	Site Area	Raleigh
Demographic Index** (%)	31	36
People of Color Population (%)	32	46
Low Income Population (%)	31	30
Linguistically Isolated Population (%)	5	3
Population with Less Than High School Education (%)	8	9
Population under Age 5 (%)	4	6
Population over Age 64 (%)	20	11
% change in median rent since 2015	20.4	20.3

\*Environmental Justice Screening and Mapping Tool from the Environmental Protection Agency (<https://www.epa.gov/ejscreen>)

\*\*The Demographic Index represents the average of the percentage of people who are low income and the percentage of people who are minorities

## Health and Environmental Analysis

What is the life expectancy in this zip code tract? Is it higher or lower than the City average?	78.6 (yrs)	The life expectancy for residents in the area is slightly lower than the county average (80.3).
Are there known industrial uses or industrial zoning districts within 1,000 feet?	No	
Are there hazardous waste facilities are located within one kilometer?	No	
Are there known environmental hazards, such as flood-prone areas, that may directly impact the site?	Yes	The floodway and floodplain of Crabtree Creek cross the easter corner and northern boundary of the site.
Is this area considered a food desert by the USDA?	No	There are two grocery stores less than 2 miles away from the site.

## Land Use History

When the property was annexed into the City or originally developed, was government sanctioned racial segregation in housing prevalent?*	No	The site was annexed in 2007, and was mostly undeveloped save for Kidds Hill Plaza shopping center until Phase 1 of the PD was constructed in 2014.
Has the area around the site ever been the subject of an urban renewal program?*	No	
Has the property or nearby properties ever been subject to restrictive covenants that excluded racial groups?*	No	
Are there known restrictive covenants on the property or nearby properties that restrict development beyond what the UDO otherwise requires?*	No	

*\*The response to this question is not exhaustive, and additional information may be produced by further research. Absence of information in this report is not conclusive evidence that no such information exists.*

## Analysis Questions

1. Does the rezoning increase the site's potential to provide more equitable access to housing, employment, and transportation options? Does the rezoning retain or increase options for housing and transportation choices that reduce carbon emissions?

*Response: The rezoning request does not significantly change the residential or commercial entitlement of the site. It would, however, likely result in the construction of a senior living facility, in a convenient location with good access to transportation, retail, and a major regional hospital.*

2. Is the rezoning in an area where existing residents would benefit from access to lower cost housing, greater access to employment opportunities, and/or a wider variety of transportation modes? Do those benefits include reductions in energy costs or carbon emissions?

*Response: The existing residents of the area display approximately the same of degree of economic vulnerability as the average Raleigh resident, according to the gathered demographic data, although there are fewer people of color and more people aged 65 and over than there are citywide. Access to employment is very high, likely due to the heavy concentration of commercial uses in and around the mall.*

3. Have housing costs in this area increased in the last few years? If so, are housing costs increasing faster than the city average?

*Response: Housing costs in this area rose at the same rate between 2015 and 2019 as they did in Raleigh as a whole. The median rent increased 20.4% between 2015 and 2019, compared to 20.3% for the city.*

4. Are there historical incidences of racial or ethnic discrimination specific to this area that have deprived Black, Indigenous, and People of Color (BIPOC) of access to economic opportunity, public services, or housing? If so, does the rezoning request improve any current conditions that were caused, associated with, or exacerbated by historical discrimination?

*Response: No specific instances of discriminatory practices have been identified for this site. The site is the previous location of the Crossroads restaurant and a private home, which were built in the 1970s and 1950s, respectively, and damaged by fire in 2005.*

5. Do residents of the area have disproportionately low life expectancy, low access to health insurance, low access to healthy lifestyle choices, or high exposure to environmental hazards and/or toxins? If so, does the rezoning create any opportunities to improve these conditions?

*Response: The collected indicators suggest nearby residents have comparable opportunities for healthy lifestyles and outcomes than the average resident of Raleigh.*

# IMPACT ANALYSIS

## Historic Resources

1. The site is not located within or adjacent to a National Register Historic District or Raleigh Historic Overlay District. It does not include nor is adjacent to any National Register individually-listed properties or Raleigh Historic Landmarks.

**Impact Identified:** None.

## Parks and Recreation

1. This site is adjacent to the Crabtree Creek - House Creek Corridor. At the time of a subdivision or site plan, this corridor will require the dedication of a 75-foot wide greenway easement, measured from waterbody top of bank, along the entire length of the water body within the property boundary (UDO Sec. 8.6.1.B).
2. Nearest existing park access is provided by Lt. Col. George F. Marshall Memorial Park (350 feet) and Glen Eden Pilot Park (0.7 miles).
3. Nearest existing greenway trail access is provided by House Creek Greenway Trail (350 feet).
4. Current park access level of service in this area is graded an A letter grade.

**Impact Identified:** None.

## Public Utilities

Detailed comments have been provided to the applicant in the Administrative Site Review Process.

## Stormwater

Detailed comments have been provided to the applicant in the Administrative Site Review Process.

## Transportation

1. **Location:** The TCZ-4-20 site is in northwest Raleigh on Homewood Banks Drive. It forms part of the area formerly known as Kidds Hill. The site is located less than one mile from the I-440 and I-70 interchange and less than one eighth mile from Crabtree Valley Mall.
2. **Area Plans:** The TCZ-4-20 site is located north of the within the Crabtree Area Plan, which includes Crabtree Valley Mall and the surrounding properties. The plan goal is for a walkable urban community with enhanced transit services and pedestrian amenities. The plan specifies that the intersection of Homewood Banks and Crabtree Valley Avenue is an important pedestrian access point.
3. **Other Projects in the Area:** The City of Raleigh has a programmed project to improve Blue Ridge Road from Crabtree Valley Avenue to Duraleigh Road. Improvements will result in a complete street with a shared use path bikeway on one side and a sidewalk on the other, as well as widening to a 2-lane divided cross section. A roundabout is planned at the intersection of Homewood Banks Drive and Blue Ridge Road. A grade separated crossing of Blue Ridge Road and a more direct alignment for the House Creek Greenway Trail are also included in the project.

The project is in right-of-way and easement acquisition at this time; construction is scheduled to start in 2022. The City of Raleigh expects to separate the construction into two phases, one that is fully funded by the city between Duraleigh Road and Homewood Banks and will start construction in 2022 and one from Homewood Banks Drive to Crabtree Valley Avenue that includes the greenway trail improvements. The second phase will begin construction in 2023 and will include federal funding through the CAMPO Locally Administered Project Program (LAPP).

The TCZ-4-20 site is located near the NCDOT Project I-5870, which plans to improve the Glenwood Avenue/I-440 Interchange. The extent of changes and corresponding impact to this development are not yet defined. Right-of-way funding for this project is currently programmed for FY2029 in the State Transportation Improvement Program (STIP).

4. **Streets:** Homewood Banks is not designated in the Raleigh Street Plan (Map T-1 in the Comprehensive Plan). Crabtree Valley Avenue is designated as a four-lane divided avenue. Both are maintained by the City of Raleigh. In accordance with UDO section 8.3.2, the maximum block perimeter for PD zoning districts is 4,000 feet unless established in the master plan. The current block has a perimeter of approximately 4,100 feet and contains House Creek.

Transportation staff have commented on signal needs at the Homewood Banks and Crabtree Boulevard intersection since the first review of ASR-0012-2021 (associated with Z-66-2020/TCZ-4-2020). A collision diagram of the intersection shows a history of angle crashes that could be considered correctable by a traffic signal. The crash pattern is severe enough that flashers were added to try and mitigate crashes. NCDOT tracks hazardous locations through the North Carolina Highway Safety Improvement Program (HSIP). Despite prior efforts, crashes continue; the intersection was on the HSIP intersection list in 2017, 2018, 2019, 2020, and 2021. Safety is a warrant for a traffic

signal. The increase in vehicle and pedestrian traffic through the intersection generated by the development of this site will increase crash risk at the intersection. It would be consistent with Policy T 1.6 (Transportation Impacts) for the development of this site to include signalization of the intersection of Homewood Banks and Crabtree Valley Avenue.

5. **Pedestrian Facilities:** Sidewalks are complete on Homewood Banks Drive. There is no sidewalk on the south side of Crabtree Valley Avenue. The parcel previously had a fee in lieu paid for frontage improvements on Crabtree Valley Avenue. If the applicant would like to build improvements covered under a previous fee in lieu, the fee can be repaid. TCZ-4-20 is within a half mile of the Crabtree Creek and House Creek greenway trails. Sidewalks on Blue Ridge Road will be completed by a capital project currently in right-of-way acquisition.

The intersection of Homewood Banks Drive and Crabtree Valley Avenue is of particular importance in the Crabtree Area Plan. It is highlighted as an important pedestrian access point in the area plan (Map AP-CR1 in the Comprehensive Plan). The intersection separates the Crabtree Creek Greenway Trail, Crabtree Valley Mall, and the Crabtree Valley transit hub on the north from the site and other development on the south. The intersection is currently stop controlled with Crabtree Valley Avenue having free flow. There are no marked crosswalks crossing Crabtree Valley.

As discussed in the previous *Streets* section of the transportation section of this report, the intersection has a poor safety record and installation of traffic signal is appropriate. Build out of this Planned Development district could propose improvements at this intersection to improve safety and access, up to and including signalization of the intersection. Improvements would be consistent with policies AP-CR 4 and T 5.1 in the comprehensive plan.

6. **Bicycle Facilities:** There are no on street bikeways near the site. It is within a half mile of the Crabtree Creek and House Creek greenway trails. The Long-Term Bikeway Plan calls for bicycle lanes on Crabtree Valley Avenue and a separated bikeway on Blue Ridge Road. A shared use path on Blue Ridge Road will be completed by a capital project currently in right-of-way acquisition. Comments in the previous section (Pedestrian Facilities) regarding the intersection of Crabtree Valley Avenue and Homewood Banks Drive also apply to bicycle transportation.
7. **Transit:** The Crabtree Valley area serves multiple GoRaleigh Bus routes. The closest stop to the subject site is for GoRaleigh Route 27, which stops 500 feet from the site frontage on Homewood Banks Drive every 30 minutes. Nearby stops for GoRaleigh Routes 4, 6, 16, 26 and 36 with service every 30 minutes also serve this development. In the Wake Transit Plan, Crabtree Valley will be a regional transit hub where several frequent transit services connect. The existing transit center is approximately one eighth mile from the site. Comments in the previous section (Pedestrian Facilities) regarding the intersection of Crabtree Valley Avenue and Homewood Banks Drive also apply to transit.
8. **Access:** Vehicle access to the TCZ-4-20 site by Homewood Banks Drive and an existing driveway to Blue Ridge Road.

9. **Traffic Impact Analysis (TIA) Determination:** The entitlement of the site is not changing based on the changes to zoning conditions contained in the master plan. No envision analysis was prepared and no trip generation estimates were made. There is no trigger of a rezoning Traffic Impact Analysis based on the trip generation thresholds in the Raleigh Street Design Manual.

**Impact Identified:** The intersection of Crabtree Valley Avenue and Homewood Banks Drive has a poor safety record and installation of traffic signal is appropriate.

### Urban Forestry

Detailed comments have been provided to the applicant in the Administrative Site Review Process.

### Impacts Summary

The intersection of Crabtree Valley Avenue and Homewood Banks Drive has a poor safety record and staff believes that installation of a traffic signal is appropriate. This request requires the installation of signal support equipment at that intersection.

### Mitigation of Impacts

None.

## CONCLUSION

The request is to amend the existing Master Plan for approximately 13.4 acres of an existing 22.9 acre Planned Development (PD) district. This rezoning proposal would change the remaining unbuilt Phase II of the existing PD regarding building height, parking spaces, location and number of buildings, access points, and other physical elements of the site plan.

The request is **consistent** with Comprehensive Plan overall and **consistent** with the Future Land Use Map. The request is **consistent** with Comprehensive Plan policies regarding infill, and mixed-use centers. The request is **inconsistent** with policies regarding urban form and grading Kidds Hill.

The request would support the *Managing Our Growth* and *Coordinating Land Use and Transportation* Vision Themes.

## CASE TIMELINE

Date	Action	Notes
12/1/2020	Case submitted	
2/24/2021	First site plan submitted	
3/23/2021	Master Plan revised	
5/28/2021	Master Plan revised	
7/6/2021	Second site plan submitted	
12/15/2021	Third site plan submitted	
1/25/2022	Planning Commission	Held for coordination with Transportation staff.
2/22/2022	Planning Commission	Applicant has revised master plan narrative.



# APPENDIX

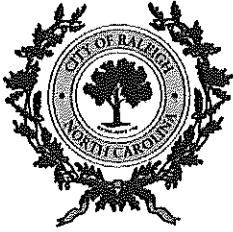
## SURROUNDING AREA LAND USE/ ZONING SUMMARY

SUBJECT PROPERTY		NORTH	SOUTH	EAST	WEST
Existing Zoning	PD	CX-12	PD, OX-5-PL, OX-3-PL, R6	OP-7, OX-3-PL	CX-7-PL
Additional Overlay	-	-	-	-	-
Future Land Use	Regional Mixed Use	Regional Mixed Use/ Public Parks & Open Space	Regional Mixed Use, High Density Residential, Public Parks & Open Space	Office Research & Development, Public Parks & Open Space	Regional Mixed Use, Moderate Density Residential
Current Land Use	Vacant	Retail	Multi-family Residential	Office and Overnight Lodging	Restaurant and Overnight Lodging
Urban Form	City Growth Center	City Growth Center	City Growth Center	City Growth Center	City Growth Center

## CURRENT VS. PROPOSED ZONING SUMMARY

EXISTING ZONING		PROPOSED ZONING
Zoning	PD	PD
Total Acreage	13.4	13.4
Setbacks:		
Front	-	-
Side	-	-
Rear	-	-
Residential Density:	17.3	17.3
Max. # of Residential Units	232	232
Max. Gross Building SF	565,000 (residential, retail, and office)	565,000 (residential, retail, and office)
Max. Gross Office SF	250,000	250,000
Max. Gross Retail SF	60,000	60,000
Max. Gross Industrial SF	110,000	110,000

\*The development intensities for proposed zoning districts were estimated using an impact analysis tool. The estimates presented are only to provide guidance for analysis.



# Planning & Development

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

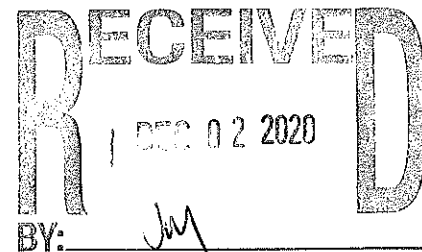
## Text Change Application

Unified Development Ordinance (UDO)	OFFICE USE ONLY
UDO Section to be altered MP-1-12 approved July 3, 2012, as revised as of January 2, 2013, and as amended by TCZ-1-20	Transaction Number
City Council authorization granted (date) November 17, 2020	

GENERAL INFORMATION		
Applicant WELL TP Crabtree Owner LP, successor in interest to Well TP Crabtree Owner LLC		Date December 1, 2020
Phone c/o Isabel Worthy Mattox (919) 624-3105	Fax N/A	Email c/o Isabel@mattoxlawfirm.com
Contact Person Isabel Worthy Mattox		
Phone (919) 828-7171	Fax N/A	Email Isabel@mattoxlawfirm.com
Applicant/Agent Signature: WELL TP CRABTREE OWNER LP, a Delaware limited partnership By: HCRI North Carolina Properties II, Inc., a North Carolina corporation, its general partner By: Name: Mary Ellen Pisanelli Title: SVP, Legal & Administration		

REQUEST
Please explain why the UDO should be amended. Cite specific development trends, if applicable. Request for text change (zoning) is to allow Applicant to change the Site Plan attached to the Master Plan and make other minor changes, as attached.
Does the existing language pose a particular problem, or is it in error? No, but UDO rules on changes to Master Plan site plan are very restrictive and require legislative approval of changes necessary for the Applicant's intended use.
Please provide a general proposal to amend the language contained within the UDO. Provide any other sections that may need to be altered as a result of this request. Applicant requests amendment to Master Plan to substitute a Site Plan and make other minor changes (as attached) which will provide lower density age-targeted housing.

City Council authorization is required for a UDO text change application.



# Rezoning Application and Checklist

Planning and Development Customer Service Center • One Exchange Plaza, Suite 400 | Raleigh, NC 27601 | 919-996-2500



Please complete all sections of the form and upload via the Permit and Development Portal ([permitportal.raleighnc.gov](http://permitportal.raleighnc.gov)). Please see page 11 for information about who may submit a rezoning application. A rezoning application will not be considered complete until all required submittal components listed on the Rezoning Checklist have been received and approved. For questions email [rezoning@raleighnc.gov](mailto:rezoning@raleighnc.gov).

Rezoning Request				
Rezoning Type	General use	Conditional use	Master plan	OFFICE USE ONLY Rezoning case #
	Text change to zoning conditions			
Existing zoning base district:		Height:	Frontage:	Overlay(s):
Proposed zoning base district:		Height:	Frontage:	Overlay(s):
<b>Helpful Tip:</b> <a href="#">View the Zoning Map</a> to search for the address to be rezoned, then turn on the 'Zoning' and 'Overlay' layers.				
If the property has been previously rezoned, provide the rezoning case number:				

General Information		
Date:	Date amended (1):	Date amended (2):
Property address:		
Property PIN:		
Deed reference (book/page):		
Nearest intersection:		Property size (acres):
For planned development applications only:	Total units:	Total square footage:
	Total parcels:	Total buildings:
Property owner name and address:		
Property owner email:		
Property owner phone:		
Applicant name and address:		
Applicant email:		
Applicant phone:		
Applicant signature(s): See attached EXHIBIT A for Property Owners' signatures.		
Additional email(s):		

Conditional Use District Zoning Conditions		
Zoning case #:	Date submitted:	<b>OFFICE USE ONLY</b> Rezoning case # <hr/>
Existing zoning:	Proposed zoning:	

Narrative of Zoning Conditions Offered
<div></div>

Rezoning Application Addendum #1	
Comprehensive Plan Analysis	OFFICE USE ONLY Rezoning case # _____
The applicant is asked to analyze the impact of the rezoning request and its consistency with the Comprehensive Plan. The applicant is also asked to explain how the rezoning request is reasonable and in the public interest.	
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.	
Public Benefits	
Provide brief statements explaining how the rezoning request is reasonable and in the public interest.	

Rezoning Application Addendum #2	
Impact on Historic Resources	<b>OFFICE USE ONLY</b> Rezoning case # _____
The applicant is asked to analyze the impact of the rezoning request on historic resources. For the purposes of this section, a historic resource is defined as any site, structure, sign, or other feature of the property to be rezoned that is listed in the National Register of Historic Places or designated by the City of Raleigh as a landmark or contributing to a Historic Overlay District.	
Inventory of Historic Resources	
List in the space below all historic resources located on the property to be rezoned. For each resource, indicate how the proposed zoning would impact the resource.	
Proposed Mitigation	
Provide brief statements describing actions that will be taken to mitigate all negative impacts listed above.	

## Urban Design Guidelines

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

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

Urban form designation:

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

<b>1</b>	<p>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.</p> <p><b>Response:</b></p>
<b>2</b>	<p>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.</p> <p><b>Response:</b></p>
<b>3</b>	<p>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.</p> <p><b>Response:</b></p>
<b>4</b>	<p>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.</p> <p><b>Response:</b></p>
<b>5</b>	<p>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.</p> <p><b>Response:</b></p>
<b>6</b>	<p>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.</p> <p><b>Response:</b></p>

7	<p>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.</p> <p><b>Response:</b></p>
8	<p>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.</p> <p><b>Response:</b></p>
9	<p>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.</p> <p><b>Response:</b></p>
10	<p>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.</p> <p><b>Response:</b></p>
11	<p>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.</p> <p><b>Response:</b></p>
12	<p>A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor "room" that is comfortable to users.</p> <p><b>Response:</b></p>
13	<p>New public spaces should provide seating opportunities.</p> <p><b>Response:</b></p>



<b>14</b>	<p>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</p> <p><b>Response:</b></p>
<b>15</b>	<p>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.</p> <p><b>Response:</b></p>
<b>16</b>	<p>Parking structures are clearly an important and necessary element of the overall urban infrastructure but, given their utilitarian elements, can give serious negative visual effects. New structures should merit the same level of materials and finishes as that a principal building would, care in the use of basic design elements can make a significant improvement.</p> <p><b>Response:</b></p>
<b>17</b>	<p>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.</p> <p><b>Response:</b></p>
<b>18</b>	<p>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</p> <p><b>Response:</b></p>
<b>19</b>	<p>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.</p> <p><b>Response:</b></p>
<b>20</b>	<p>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.</p> <p><b>Response:</b></p>

21	<p>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.</p> <p><b>Response:</b></p>
22	<p>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.</p> <p><b>Response:</b></p>
23	<p>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.</p> <p><b>Response:</b></p>
24	<p>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.</p> <p><b>Response:</b></p>
25	<p>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.</p> <p><b>Response:</b></p>
26	<p>The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.</p> <p><b>Response:</b></p>

Rezoning Checklist (Submittal Requirements)					
To be completed by Applicant			To be completed by staff		
General Requirements – General Use or Conditional Use Rezoning	Yes	N/A	Yes	No	N/A
1. I have referenced this <b>Rezoning Checklist</b> 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. Pre-application conference.					
3. Neighborhood meeting notice and report					
4. Rezoning application review fee (see <a href="#">Fee Guide</a> for rates).					
5. Completed application submitted through Permit and Development Portal					
6. Completed Comprehensive Plan consistency analysis					
7. Completed response to the urban design guidelines					
8. Two sets of stamped envelopes addressed to all property owners of area to be rezoned and properties with 500 feet of area to be rezoned.					
9. Trip generation study					
10. Traffic impact analysis					
<b>For properties requesting a Conditional Use District:</b>					
11. Completed zoning conditions, signed by property owner(s).					
<b>If applicable, see page 11:</b>					
12. Proof of Power of Attorney or Owner Affidavit.					
<b>For properties requesting a Planned Development or Campus District:</b>					
13. Master plan (see Master Plan submittal requirements).					
<b>For properties requesting a text change to zoning conditions:</b>					
14. Redline copy of zoning conditions with proposed changes.					
15. Proposed conditions signed by property owner(s).					

Master Plan (Submittal Requirements)					
To be completed by Applicant			To be completed by staff		
General Requirements – Master Plan	Yes	N/A	Yes	No	N/A
1. I have referenced this <b>Master Plan Checklist</b> 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. Total number of units and square feet					
3. 12 sets of plans					
4. Completed application; submitted through Permit & Development Portal					
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, 12 sets					
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)					
15. Major Utilities Plan/Utilities Service Plan					
16. Generalized Stormwater Plan					
17. Phasing Plan					
18. Three-Dimensional Model/renderings					
19. Common Signage Plan					

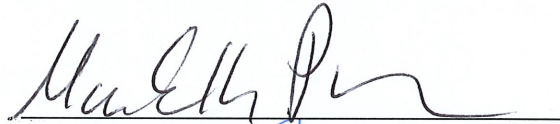
**EXHIBIT A**  
**To**  
**Text Change Rezoning Application**  
**Signature Page of Property Owners**

**Property:**    **5201 Homewood Banks Drive**  
                  **5301 Homewood Banks Drive**

WELL TP CRABTREE OWNER LP, a Delaware limited Partnership

By:    HCRI North Carolina Properties II, Inc., a North Carolina corporation, its general partner

By:  
Name:  
Title:

  
\_\_\_\_\_  
*MARY ELLEN PISANELLI*  
\_\_\_\_\_  
*SVP, Legal + Administration*

**Property:**    **4401 Crabtree Valley Avenue**

CRABTREE VILLAGE PROPERTY OWNERS ASSOCIATION, INC., a North Carolina non-profit corporation

By:  
Name:  
Title:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**EXHIBIT A**  
**To**  
**Text Change Rezoning Application**  
**Signature Page of Property Owners**

**Property: 5201 Homewood Banks Drive**  
**5301 Homewood Banks Drive**


WELL TP CRABTREE OWNER LP, a Delaware limited Partnership

By: HCRI North Carolina Properties II, Inc., a North Carolina corporation, its general partner

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_

**Property: 4401 Crabtree Valley Avenue**

CRABTREE VILLAGE PROPERTY OWNERS ASSOCIATION, INC., a North Carolina non-profit corporation

By:   
Name: Thomas R Barker  
Title: President

# MATTOX LAW FIRM

Telephone (919) 828-7171

Isabel Worthy Mattox

[Isabel@mattoxlawfirm.com](mailto:Isabel@mattoxlawfirm.com)

Matthew Joel Carpenter

[Matthew@mattoxlawfirm.com](mailto:Matthew@mattoxlawfirm.com)

November 19, 2020

TO ALL ADDRESSEES:

RE: **NOTICE OF MEETING** Regarding Potential Text Change Rezoning of:

5201 Homewood Banks Drive, Raleigh, NC 27612 (4.92 acres) (PIN 0795592353)  
Book 18162, Page 1282, owned by Well TP Crabtree Owner LLC, a Delaware  
limited liability company

5301 Homewood Banks Drive, Raleigh, NC 27612 (0.85 acres) (PIN 0795592600)  
Book 18162, Page 1282, owned by Well TP Crabtree Owner LLC, a Delaware  
limited liability company

Dear Property Owners:

You are receiving this letter because you are the owner of property located in the vicinity of the property for which a text change zoning ("TCZ") is being contemplated (the "TCZ Property"). The applicant plans to file a Text Change Application to amend the PD Master Plan zoning of MP-1-12 as amended by TCZ-1-20 to substitute a different site plan which will facilitate the development of lower density age-targeted housing (the "TCZ Application").

In accordance with the requirements of the Raleigh Unified Development Ordinance, notice is hereby given to you as the owner of the TCZ Property, or the owner of property within 500 feet of the TCZ Property, of a meeting to discuss the prospective TCZ to be held remotely **via Zoom on Monday, November 30, 2020, at 6:30 PM Eastern Time.**

You can join the meeting in any of the following ways:

1. Type the following URL into your internet browser: **<https://us02web.zoom.us/j/89717836508>**
2. Email Matthew Carpenter at [Matthew@mattoxlawfirm.com](mailto:Matthew@mattoxlawfirm.com) and receive an e-mail invitation.
3. Call in to the meeting at **929-205-6099** and enter meeting ID: **89717836508**.

To ensure that we are able to address as many questions as possible, please submit questions via email to [Matthew@mattoxlawfirm.com](mailto:Matthew@mattoxlawfirm.com) prior to the meeting. The meeting will include an introduction, answers to submitted questions, followed by a general question and answer session. To aid in your

All Addressees  
November 19, 2020  
Page 2 of 2

participation in the meeting, please find attached a GIS aerial photograph of the TCZ Property, a zoning map of the TCZ Property, and a draft of the TCZ Application.

If you plan to attend the meeting, please email Matthew Carpenter with your name and the address of your property. Your email response will assist us in assembling an accurate attendance roster.

Once the TCZ Application is filed, it will be vetted by City of Raleigh staff over the next few weeks and referred to the Planning Commission for review. Information about the TCZ process is available online and can be accessed by visiting **[www.raleighnc.gov](http://www.raleighnc.gov)** and searching for "Text Change." If you have further questions about the text change rezoning process, please contact JP Mansolf, Raleigh Planning & Development, at (919) 996-2180 or **[JP.Mansolf@raleighnc.gov](mailto:JP.Mansolf@raleighnc.gov)**. You may also contact me directly if you have any questions about the proposed TCZ Application, either before our meeting of November 30, 2020, or at any time after our meeting.

Yours very truly,

*Isabel Mattox*

Isabel Worthy Mattox

Enclosures



## SUMMARY OF ISSUES

A neighborhood meeting was held on \_\_\_\_\_(date) to discuss a potential rezoning located at \_\_\_\_\_(property address).  
The neighborhood meeting was held at \_\_\_\_\_(location).  
There were approximately \_\_\_\_\_(number) neighbors in attendance. The general issues discussed were:

Summary of Issues:


## ATTENDANCE ROSTER

# Neighborhood Zoom Meeting – November 30, 2020

## Rezoning - 5201 & 5301 Homewood Banks Drive, Raleigh, NC 27612

[illegible]

# MATTOX LAW FIRM

Telephone (919) 828-7171

Isabel Worthy Mattox

[Isabel@mattoxlawfirm.com](mailto:Isabel@mattoxlawfirm.com)

Matthew Joel Carpenter

[Matthew@mattoxlawfirm.com](mailto:Matthew@mattoxlawfirm.com)

February 11, 2021

TO ALL ADDRESSEES:

RE: **NOTICE OF MEETING - REVISED** Regarding Potential Text Change Rezoning of:

5201 Homewood Banks Drive, Raleigh, NC 27612 (Lot 3 - 4.92 acres) (PIN 0795592353) Book 18162, Pages 1282 and 1286, owned by Well TP Crabtree Owner LLC, a Delaware limited liability company

5301 Homewood Banks Drive, Raleigh, NC 27612 (Lot 2 - 0.85 acres) (PIN 0795592600) Book 18162, Pages 1282 and 1286, owned by Well TP Crabtree Owner LLC, a Delaware limited liability company

4401 Crabtree Valley Avenue, Raleigh, NC 27612 (Lot 4 - 7.61 acres) (PIN 0795596214) Book 16280, Page 779, owned by Crabtree Village Property Owners Association, Inc., a North Carolina non-profit corporation

Dear Property Owners:

You are receiving this letter because you are the owner of property located in the vicinity of the property for which a text change zoning ("TCZ") has been filed (the "TCZ Property"). In December, the applicant filed a Text Change Application to amend the PD Master Plan zoning of MP-1-12 as amended by TCZ-1-20 to substitute a different site plan which will facilitate the development of lower density age-targeted housing (the "TCZ Application") for 5201 and 5301 Homewood Banks Drive. The TCZ Application has been revised to include the property located at 4401 Crabtree Valley Avenue.

In accordance with the requirements of the Raleigh Unified Development Ordinance, notice is hereby given to you as the owner of the TCZ Property, or the owner of property within 500 feet of the TCZ Property, of a meeting to discuss the pending TCZ to be held remotely **via Zoom on Thursday, February 25, 2021, at 5:00 PM Eastern Time.**

You can join the meeting in any of the following ways:

1. Type the following URL into your internet browser: <https://us02web.zoom.us/j/86030886282>

2. Email Matthew Carpenter at [Matthew@mattoxlawfirm.com](mailto:Matthew@mattoxlawfirm.com) and receive an e-mail invitation.
3. Call in to the meeting at **929-205-6099** and enter meeting ID: **860 3088 6282**.

To ensure that we are able to address as many questions as possible, please submit questions via email to [Matthew@mattoxlawfirm.com](mailto:Matthew@mattoxlawfirm.com) prior to the meeting. The meeting will include an introduction, answers to submitted questions, followed by a general question and answer session. To aid in your participation in the meeting, please find attached a GIS aerial photograph of the TCZ Property, a zoning map of the TCZ Property, and a preliminary draft of the TCZ Application.

If you plan to attend the meeting, please email Matthew Carpenter with your name and the address of your property. Your email response will assist us in assembling an accurate attendance roster.

The TCZ Application is currently being vetted by the City of Raleigh. Information about the TCZ process is available online and can be accessed by visiting [www.raleighnc.gov](http://www.raleighnc.gov) and searching for "Text Change." If you have any questions about the pending TCZ Application, please contact JP Mansolf, Raleigh Planning & Development, at (919) 996-2180 or [JP.Mansolf@raleighnc.gov](mailto:JP.Mansolf@raleighnc.gov), or Ira Mabel at [Ira.Mabel@raleighnc.gov](mailto:Ira.Mabel@raleighnc.gov). You may also contact me directly if you have any questions about the pending TCZ Application, either before our meeting of February 25, 2021, or at any time after our meeting.

Yours very truly,

*Isabel Mattox*

Isabel Worthy Mattox

Enclosures

## SUMMARY OF ISSUES

A neighborhood meeting was held on February 25, 2021 (date) to discuss a potential rezoning located at 5201 & 5301 Homewood Banks Drive and 4401 Crabtree Valley Avenue (property address).

The neighborhood meeting was held at remotely by Zoom Meeting (location).

There were approximately 0 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:


## ATTENDANCE ROSTER

Neighborhood Zoom Meeting – February 25, 2021  
Rezoning - 5201 & 5301 Homewood Banks Drive,  
and 4401 Crabtree Valley Avenue, Raleigh, NC 27612

[illegible]

# MATTOX LAW FIRM

Telephone (919) 828-7171

Isabel Worthy Mattox  
[Isabel@mattoxlawfirm.com](mailto:Isabel@mattoxlawfirm.com)

July 21, 2021

TO ALL ADDRESSEES:

RE: **NOTICE OF MEETING** - Regarding Potential Text Change Rezoning of:

5201 Homewood Banks Drive, Raleigh, NC 27612 (Lot 3 - 4.92 acres) (PIN 0795592353) Book 18162, Pages 1282 and 1286, owned by Well TP Crabtree Owner LLC, a Delaware limited liability company

5301 Homewood Banks Drive, Raleigh, NC 27612 (Lot 2 - 0.85 acres) (PIN 0795592600) Book 18162, Pages 1282 and 1286, owned by Well TP Crabtree Owner LLC, a Delaware limited liability company

4401 Crabtree Valley Avenue, Raleigh, NC 27612 (Lot 4 - 7.61 acres) (PIN 0795596214) Book 16280, Page 779, owned by Crabtree Village Property Owners Association, Inc., a North Carolina non-profit corporation

Dear Property Owners and Tenants:

You are receiving this letter because you are the owner or tenant of property located in the vicinity of the property for which a text change zoning ("TCZ") has been filed (the "TCZ Property"). In December, the applicant filed a Text Change Application to amend the PD Master Plan zoning of MP-1-12 as amended by TCZ-1-20 to modify the Master Plan document and substitute a different site plan which will facilitate the development of lower density age-targeted housing (the "TCZ Application") for 5201 and 5301 Homewood Banks Drive and 4401 Crabtree Valley Avenue.

In accordance with the requirements of the Raleigh Unified Development Ordinance, notice is hereby given to you as the owner of the TCZ Property, or the owner of property within 1000 feet of the TCZ Property, of a meeting to discuss the pending TCZ to be held in person **at Jaycee Community Center located at 2405 Wade Avenue, Raleigh, NC 27607 on Wednesday, August 4, 2021, at 6:00 PM Eastern Time.**

We would like to discuss this case with you and will be available to answer any questions you may have regarding this Text Change Application. To aid in your participation in the meeting, please find attached a GIS aerial photograph of the TCZ Property, a zoning map of the TCZ Property, and a proposed draft of the TCZ Application.

The TCZ Application is currently being vetted by the City of Raleigh. Information about the TCZ process is available online and can be accessed by visiting [www.raleighnc.gov](http://www.raleighnc.gov) and searching for "Text Change." If you have any questions about the pending TCZ Application, please contact JP Mansolf, Raleigh Planning & Development, at (919) 996-2180 or [JP.Mansolf@raleighnc.gov](mailto:JP.Mansolf@raleighnc.gov), or Ira Mabel at [Ira.Mabel@raleighnc.gov](mailto:Ira.Mabel@raleighnc.gov). You may also contact me directly if you have any questions about the pending TCZ Application, either before our meeting of August 4, 2021, or at any time after our meeting.

Yours very truly,

*Isabel Mattox*

Isabel Worthy Mattox

[illegible]



## SUMMARY OF ISSUES

A neighborhood meeting was held on \_\_\_\_\_ (date) to discuss a potential rezoning located at \_\_\_\_\_ (property address). The neighborhood meeting was held at \_\_\_\_\_ (location). There were approximately \_\_\_\_\_ (number) neighbors in attendance. The general issues discussed were:

### Summary of Issues:

Traffic entitlement vs current PD
Age Targeted Housing
Hotel Prospects
Retail
Crabtree Valley Avenue
Blue Ridge Road
I-440 Interchange

**Crabtree Village  
Raleigh, North Carolina**

**A Mixed-Use Urban Community**

**Planned Development District**

**Revised Master Plan**

**July 3, 2012**

**MP-1-12**

**Revised as of January 2, 2013**

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

**TCZ-1-20**

**April 21, 2020**

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

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

**February 15, 2022**

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

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### **HISTORIC LEGACY NOTE:**

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

## **Section1- Summary Information**

### **Property Owner:**

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

### **Developers:**

#### **PAPPAS PROPERTIES, LLC**

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

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

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

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

### **Consultants:**

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

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

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

## Section 2 - Property Information

The subject property is a triangular shaped land assemblage comprised of ~~six (6)~~**four (4)** existing contiguous parcels ~~bound~~**bounded** by the following roads: Crabtree Valley Avenue to the north, Blue Ridge Road to the east, and Homewood Banks Drive to the west. It is anticipated that some of the lots will be recombined in the future. The property assemblage is approximately 23.75 acres in size ~~and is currently zoned Office and Institution II (O&I-2) and Shopping Center (SC) with Planned Development Overlay District.~~ The property falls within the City of Raleigh's Crabtree Valley Small Area, which provides specific recommendations for the development of this site:

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

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

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

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

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

## Section 3 - Land Use & Intensity

### PHASE 1:

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

The overall residential density for Crabtree Village will be capped at twenty-three dwelling units per acre (23 du/acre) for the entire property (23.75 acres), which yields a maximum of 525 Dwelling Units. A maximum of 315 dwelling units are proposed in Buildings 1-6 in Phase I of the development. The residential uses proposed for Crabtree Village will be primarily apartments and condominiums containing studios, one, two, and three-bedroom dwelling units oriented ~~around~~**toward open space and/or** private courtyards, offering recreation and private, secured open space reserved for residents. Phase I will include primarily apartments and/or condominiums and possibly a small amount of service retail, ~~which shall be either (i) developed as Residential Related Retail, which shall mean service and retail uses serving~~

~~multi-family residential developments, which do not allow on-premises alcohol consumption ("Residential Retail"), within that portion of the Property zoned O&I-H; or (ii) other retail development within that portion of the Property zoned SC, and office uses, and Phases II and III. Phase II~~ may contain additional dwelling units, subject to the overall residential cap of 525 dwelling units. These additional residential units in ~~Phases I and III~~ Phase II may include congregate care rooms, age targeted apartments, or residential condominiums. Phase I was developed with 293 dwelling units, meaning that ~~Phases I and III~~ Phase II can be developed for up to 232 dwelling units, subject to the allowances in UDO section 4.7.6.A.

**Tower/Mixed Use Buildings.**  
**PHASE 2:**

- A. ~~Phase II may contain dwelling units, subject to the overall residential cap of 525 dwelling units. The Crabtree Village residential units in Phase II may include congregate care rooms, age targeted apartments, or residential condominiums. Phase II of the Crabtree Village development proposes~~ Phase II may contain dwelling units, subject to the overall residential cap of 525 dwelling units. The Crabtree Village residential units in Phase II may include congregate care rooms, age targeted apartments, or residential condominiums. Phase II of the Crabtree Village development ~~proposes~~ may include one or more building(s) with ~~more than one land use, possibly including a tower building, not to exceed two hundred feet (200') in height. It is currently assumed that these buildings will be built as a later phase, apart from the initial residential components.~~ one or more building(s) with more than one land use, possibly including a tower building, not to exceed two hundred feet (200') in height. It is currently assumed that these buildings will be built as a later phase, apart from the initial residential components. ~~Phase II of the Crabtree Village Development may be constructed as one in one or more segments and may be multiple buildings or a single building massing encompassing which encompasses all or part of Lot 2 and Lot 3 and a portion of Lot 4. (or across both Lots 2 and 3) provided that the building façade articulation provides the appearance of multiple buildings, at varying heights, and the development provides internal building separations and/or firewalls within the structure.~~ Phase II of the Crabtree Village Development may be constructed as one in one or more segments and may be multiple buildings or a single building massing encompassing which encompasses all or part of Lot 2 and Lot 3 and a portion of Lot 4. (or across both Lots 2 and 3) provided that the building façade articulation provides the appearance of multiple buildings, at varying heights, and the development provides internal building separations and/or firewalls within the structure. 4). Through a recombination process: (a) the boundaries between Lot 2, Lot 3 and Lot 4 may be shifted, and/or (b) Lot 2 and Lot 3 may be merged into a single lot. Elevator shafts and stairwells may extend beyond the building footprints and will not be counted towards building height limits.

- C. ~~Building 7 (Tower) and Buildings 8-10 (exact number of buildings to be determined and can be as few as one and as many as four distinct buildings (and for the avoidance of doubt, the number of buildings will not include garage space and elevator shafts).~~

**1. Retail**

**Maximum 60,000 square feet**

**Only the following types of retail (and as defined by the City of Raleigh Code Section 10-2071), (refer to note on Table of Contents page) may be included:**

- Accessory Structures
- Bank
- Bar, Nightclub, Tavern or Lounge
- Beauty, Nail and Manicure; Cosmetic Art; Barbershop
- Eating Establishment with no Drive-Thru
- Food Store—Retail
- Movie Theater— Indoor
- ~~-Residential Related Retail-~~
- Retail Sales ~~—Residential Related Services-~~
- Retail Sales — Personal Services-Retail Sales — Convenience -Retail Sales - General
- Retail Brokerage Office
- Telecommunications Tower

**2. Office: 250,000 square feet maximum**

**3. Hotel: Maximum: 230 rooms**

~~2. Residential: Maximum shall be equal to 525 dwelling units, less the total number of dwelling units actually constructed in Buildings 1-6, including up to (a) 300 Congregate Care Rooming Units (150 dwelling units) and/or (b) apartments and/or condominiums. Phase I was developed with 293 dwelling units, meaning that Phases II and III can be developed for up to 232 dwelling units, subject to the allowances in UDO section 4.7.6.A.~~

**D. Planned Development District Retail Justification:**

In accord with the Planned Development District goals established by City of Raleigh, the following components are incorporated into the Crabtree Village PDD to justify the overall project, and especially the inclusion of retail uses:

1. Mixture of Land Uses on contiguous tracts of property
2. Incorporate Transit Oriented Design; Transit Facilities (i.e.- Transit Shelters & Easements)
3. Open Space significantly exceeds the minimum requirement for PDD and non-PDD areas
4. Economic Arrangement of Buildings
5. Incorporate parking structures to improve appearance of Crabtree Village
6. Stream Preservation
7. Urban form of Crabtree Village protects thoroughfare corridors from strip development

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

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

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

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

- Locate alternate secondary ~~tree conservation areas, which exceed the required 10%~~ tree conservation areas, on steep slopes that are internal to the site and that are strategically located to provide visual buffering;
- Preserve environmentally sensitive land areas associated with the House Creek corridor, providing cumulative overall open space at a rate of no less than 20% for the PDD, which exceeds the required 15% open space requirement for PDDs;
- Provide pedestrian connections/internal vehicle circulation among the various land uses; and
- The existing development in the Master Plan has a completed private street or driveway of twenty ~~threetwo~~ feet (23'22') in width with trees planted on both sides.

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

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

#### F. Parking Structures

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

The use of parking structures should be considered for:

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

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

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

All parking decks shall either:

1. Be constructed with a setback of at least twenty (20) feet from Homewood Banks Drive and at least fifty (50) feet from all other public street right-of-way and limited in height to sixty-five feet (65) above grade; or
2. Be designed such that
  - a) the deck provides building articulation along public right-of-way frontage at least every fifty (50) feet;
  - b) the deck is screened from the public right-of-way by a landscaping area measuring at least 10 feet in width from the public right-of-way and planted at a rate of three (3) shade trees, four (4) understory trees, and 15 shrubs per 100 linear feet, and all understory trees and shrubs shall be evergreen. If this option is chosen, then street trees that might otherwise be required by UDO Article 8.4 or 8.5 shall not be required in this area. This



- landscaping area shall not be considered a protective yard and shall not be treated as a protective yard for any purposes under the UDO; and
- c) the deck facade adjacent to the public right-of-way incorporates at least two (2) of the following elements:
- i. louvers
  - ii. decorative screens
  - iii. vertical building elements
  - iv. green screens

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

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

#### **Section 4 – Transportation**

##### **Transportation Impact Analysis**

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

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

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

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

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

## **Parking Requirements**

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

~~All proposed uses for the project shall be calculated according to City of Raleigh parking requirements under the City Code in effect as of the date of adoption of this Revised Master Plan or according to the requirements of the City code then in effect at the time the site plan for Phases II and III are approved; provided that in the event of conflict between the two parking standards referenced above, the parking standard which requires the fewest number of parking spaces shall govern. Specifically, Phases II and III may provide parking pursuant to the specialized parking standards for urban frontages in UDO section 7.1.3.C.~~

A. Phase II shall require a minimum of 1 parking space per dwelling unit.

B. As supported by a Parking Study prepared by Stantec and dated June 13, 2012, and submitted to the City Planning Department June 14, 2012, the overall parking count requirement for this project (as initially calculated in accordance with the immediately preceding paragraph) shall be further reduced by up to 30% based on the following considerations:

1. Mixed-Use and Shared-Use parking requires less parking than stand-alone use projects and, in this case, will reduce the parking need by nineteen percent (19%).
2. Internal Trip Capture of twelve percent (12%) requires less parking than traditional developments.
3. Adjacent thoroughfares with transit service will allow reduction in parking requirements. The site is located in close proximity to a transit hub at Crabtree Valley Mall and the project dedicated three (3) transit easements on site. The availability of convenient transit service will reduce necessary parking by five percent (5%).
4. The mixture of uses will not simultaneously have a peak time of use placing a heavy burden on the parking facilities.
5. It is anticipated that a portion of the retail, hotel and office visitors will be from the adjacent hotels adjoining the site and from pedestrian traffic from nearby developments and the City greenway which reduces necessary parking by two percent (2%).
6. Section 10-2082.6(c)(6) of the City Landscape Ordinance provides for a ten percent (10%) reduction in the parking requirement based on landscaped areas in this development that are provided.
7. Additional Bike Parking in excess of the Code requirement which will reduce necessary automobile parking spaces by 1%.
8. Proposed hotel with a covered entrance allowing transportation by taxi or shuttle will reduce necessary parking by 10%.
9. It is anticipated that age targeted housing will be developed and such developments generally require less parking than other multifamily developments.

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

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

Stormwater runoff will be collected and treated with surface wet ponds which shall be landscaped as site amenities, and/or with underground storage/treatment facilities such as sand filters and pipe storage facilities. These items will be designed to meet City of Raleigh and/or State of North Carolina

requirements. As the City of Raleigh and the State of NC are continuously adding new methods of acceptable stormwater management, the new methods are also applicable to Crabtree Village.

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

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

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

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

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

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

The establishment of Tree Conservation Area(s) in accord with City of Raleigh Code requirements shall be provided. No less than ~~14~~**10**% of the overall site (~~gross~~ **net** land area) shall be dedicated to Tree Conservation Areas (which for the avoidance of doubt has been satisfied on Lot 4), and the property owner may implement recombination of property lines to maintain TCA on Lot 4). Fee-in-lieu payment shall not be utilized, unless a jurisdictional mandate requires this method of compliance. Tree Conservation guidelines for this property shall recognize the unique topographical features, and the following criteria shall be utilized when establishing tree conservation areas:

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

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

**WOODED SLOPES:** Where feasible, preserve existing wooded portions of the site located on slopes as recommended by the Crabtree Area Plan (Policy AP-C2). Due to the unique physical qualities of the subject property, the benefit of preserving trees on slopes is considered equal to the criteria listed for either Primary or Secondary Tree Conservation, including tree conservation along ~~thoroughfares~~**Major Streets**, as there are direct environmental and aesthetic benefits. Proposed tree conservation areas on slopes shall still demonstrate that the trees meet minimum trunk caliper and

basal density. In the future, it is assumed that the City of Raleigh and/or NCDOT will implement improvements for Crabtree Valley Avenue. Thus, areas adjoining Crabtree Valley Avenue shall not be categorized as Primary or Secondary Tree Conservation Areas.

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

**Crabtree Village Tree ~~Preliminary~~ Conservation Area:**

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

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

**Section 7 - Buildings**

**Building Guidelines**

<del>A-</del>	<del>Floor Area Ratio-</del>	<del>N/A-</del>
<del>B-</del>	<del>Building Lot Coverage Limitation (Entire Project)-</del>	<del>70%-</del>
<del>C-</del>	<del>Impervious Surface Limitation (Entire Project)-</del>	<del>85%-</del>
<del>D-</del>	<del>Maximum Height of Tower/Hotel/Retail/Residential or Mixed Residential (C-7 or C-8)-</del>	<del>200'*-</del>
<del>E-</del>	<del>Maximum Height of Residential or Mixed Residential (R-I thru R-6)-</del>	<del>90'*-</del>
<del>F-</del>	<del>Maximum Height of Retail/Mixed Use Buildings (C-9 and C-10)-</del>	<del>60'*-</del>
<del>G-</del>	<del>Maximum Height of Office/Hotel/Retail/Residential Mixed Use Buildings (C-7-135'*-C-8)-</del>	

<u>A</u>	<u>Floor Area Ratio</u>	<u>N/A</u>
<u>B</u>	<u>Building Lot Coverage Limitation (Entire Project)</u>	<u>70%</u>
<u>C</u>	<u>Impervious Surface Limitation (Entire Project)</u>	<u>85%</u>
<u>D</u>	<u>Maximum Height of Tower/Hotel/Retail/Residential or Mixed Residential (Phase 2)</u>	<u>200'*</u>
<u>E</u>	<u>Maximum Height of Residential or Mixed Residential (R-I thru R-6)</u>	<u>90'*</u>
<u>F</u>	<u>Intentionally Omitted.</u>	
<u>G</u>	<u>Intentionally Omitted.</u>	
<u>H</u>	<u>Intentionally Omitted.</u>	
<u>I</u>	<u>Maximum Height of Parking Deck(s) (Parking Deck 1; measurement is</u>	<u>65*</u>

\_\_\_\_\_ from the finished floor elevation of the main level at the deck entrance  
 \_\_\_\_\_ near the southwest corner of the deck.) Elevator shafts and stairwells may  
 \_\_\_\_\_ extend beyond the building footprints and will not be counted towards  
 \_\_\_\_\_ building heights

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

<del>A.</del>	<del>Zoning Category</del>	<del>Maximum Height</del>
	<del>Existing SC Zoning</del>	<del>200'</del>
	<del>Existing O&amp;I-2 Zoning</del>	<del>90'</del>
	<del>Proposed PDD</del>	<del>See above</del>

~~B.~~

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

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

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

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

## **Section 8 - Committed Elements**

### **Committed Elements**

- A. Parking will may be provided in multiple one or more decks and/or surface parking areas in proximity to the uses they support, as shown on the Master Plan drawings. Parking structures that are either within fifty feet (50') of a public right-of-way or are greater than sixty-five (65)



feet above grade in height shall be constructed and screened in accordance with Section ~~3E3F~~ above. Not less than 25% of the portions of the parking structure(s) (excluding fenestration and air vents) visible from public right-of-way shall be treated with architectural materials that incorporate masonry materials found on the principal buildings. The treatment of the parking decks visible from the right-of-way shall be incorporated into the Unity of Development Statement specified by this PDD Document.

- B. ~~The C-7 and C-8~~All Phase II Buildings (which may be constructed as one or multiple buildings) ~~shall be located in the Phase II Phase III portion of the site and one may be up to two hundred feet (200') in height, or twelve (12) stories, and the other may be up to one hundred thirty five feet (135') in height, or nine (9) stories; not including parking levels below the conditioned space levels and that constitute classification as 'basement' per the NC Building Code.~~

~~A. Not less than 50% of building materials on the building facades which are viewable from the public right of way on the conditioned buildings, exclusive of fenestration, shall incorporate but not be limited to, masonry materials (i.e. stucco, brick, CMU, pre-cast concrete, stone). No wood railings on balconies may be used in the development., EIFS shall be permitted only as an accent or trim feature.~~

- C. The fenestration (doors, windows) of the elevation(s) of the building(s) ~~fronting~~facing Crabtree Valley Avenue shall be no less than 20% of the overall wall area.

- D. Trash dumpster/compactors shall be enclosed within buildings or within freestanding masonry structure(s) (i.e. dumpster enclosure with doors) with the siding material of the enclosure to match the materials used on the building; opaque doors shall screen the opening ~~F.~~

~~D.E.~~ \_\_\_\_\_ No driveway access shall be permitted from Crabtree Valley Avenue.

~~E.F.~~ \_\_\_\_\_ No more than one (1) driveway access shall be allowed from Blue Ridge Road. Such driveway shall be a full-movement driveway.

~~F.G.~~ \_\_\_\_\_ The developer acknowledges that the City of Raleigh or the North Carolina Department of Transportation has jurisdiction over the right-of-way that fronts Crabtree Village, and that in the future the City and/or the State may alter the roads, right-of-way, median breaks and traffic patterns. Such changes to these facilities shall not invalidate the PDD Master Plan approval.

~~G.~~ In lieu of traditional City of Raleigh Transitional Protective Yards, transitions between adjoining internal uses shall be through use of architectural elements (walls, fences, etc.), building offsets, courtyards, common areas (parking facilities, private streets, etc.). No planted buffer yards shall be required. As supporting uses (i.e. - parking) are shared, and principal uses (retail, residential) are purposefully incorporated in the same development, there is no need for buffering of differing uses, including parking facilities. ~~Open~~Subject to the last sentence of this paragraph, open space equal to at least 20% of the site (as compared to the required 15%) and tree conservation areas along with vegetation in close proximity to the House Creek riparian buffer and/or greenway shall be utilized in lieu of traditional transitional protective yards. The vegetation for House Creek features can be both existing and/or proposed plantings, and shall constitute alternate means of compliance for Transitional Protective Yards.

~~G.H.~~ As the majority of parking areas are shared among all users, and located within the interior of the project, there is no need to separate parking from other uses. Open Space and Tree Conservation Areas commitments required under the UDO and set forth herein shall be correspondingly reduced by the quantity and degree of the property interests acquired or impacted by the City of Raleigh in connection with improvements to Blue Ridge Road and the greenway along House Creek. In no event shall such reductions cause the property or any portion thereof to be in violation of this Master Plan, the UDO or other applicable law, regulation or ordinance.

~~H.I.~~ Upon approval of Encroachment Agreements by the City of Raleigh and/or NCDOT, street yard planting requirements may be provided within the public right-of-way. (Refer to cross sections-plan set)

~~I.J.~~ Open space area requirements may be provided through street yards, stream buffer, tree conservation areas, flood plain areas, landscape areas, and outdoor shopping plaza/sidewalk.

~~J.K.~~ Three 15' x 20' transit easements ~~shall be~~ have been provided to the City of Raleigh along (1) Crabtree Valley Avenue, (2) Blue Ridge Road, and (3) Homewood Banks Drive. The developer shall provide a transit shelter in one of the easements, the specific location of which shall be determined by City Staff. The materials and design elements of the transit shelter shall be addressed in the Unity of Development Statement specified elsewhere in this PDD Document.

~~K.L.~~ HVAC equipment, utility meters, transformers, generators and similar equipment shall be screened from view with plant material or architectural screen.

~~L.M.~~ Provision has been made to accommodate a pedestrian circulation connection (See Pedestrian Plan) between the Crabtree Village PDD and Crabtree Valley Mall. Such connection shall include wide sidewalks along Homewood Banks Drive ~~and a crosswalk crossing Crabtree Valley Avenue.~~

~~M.N.~~ The major erosion control device for the site shall be designed per the revised regulations proposed by the NCDENR, Land Quality Section, Division of Land Resources for sites in High Quality Water (HQW) Zones; these improved regulations became effective in 2007. Although this site is not in an HQW zone, the use of Efficiency-Based Sediment Basins that are site specifically designed to convey the twenty five year peak storm event in lieu of the required ten-year event shall increase the sediment trapping efficiency as well as provide for a ~~pester~~ better control of larger storm events. Interim sediment devices used for redundancy, brief amounts of time as required by the phasing of construction, and public road improvements shall be designed to comply with all City of Raleigh sedimentation control regulations.

~~N.~~ Outdoor lighting will be designed to provide minimum lighting necessary to ensure adequate security and comfort, while not causing excessive glare onto adjacent properties and public rights-of-way. All pole-mounted fixtures over sixteen feet (16') tall shall be full cutoff. The maximum height of any pole-mounted light fixture located on top of a parking structure shall be no greater than twenty-four feet (24'). All floodlights shall be directed away from right-of-way and shall be used only to accent architectural elements, or site features, but shall not illuminate entire portions of buildings. The maximum illumination at public rights-of-way shall be 2.0 foot-candles maintained. All light fixtures installed within public right-of-way for illuminating streets are exempt from these standards.



**O. Outdoor lighting will comply with the UDO.**

**P.P.** Extensive sidewalks and/or giveaway trails are provided along Blue Ridge Road and Homewood Banks Drive adjoining the property, and along the internal private drives. The sidewalks along Homewood Banks Drive shall be no less than eight feet (8') wide and internal sidewalks shall be no less than five feet (5') wide.

**P.Q.** To provide transitions in scale, at least two (2) of the residential buildings in Phase I shall be constructed on a 3-4 basis such buildings will be three (3) stories adjacent to the street and transition to four (4) stories away from the street and more central to the site.

**P.R.** Where grading permits, buildings directly adjacent to and within fifty feet (50') of public rights-of-way shall include prominent entrances emphasized with architectural treatments

such as pediments along the right-of-way with direct and convenient pedestrian access to the public sidewalk.

**P.S.** The orientation and general location of the proposed buildings, parking structures and parking fields as well as the inter-relationships between these features and public rights of way as shown on the Master Plan Drawings may be modified. Adjustments to specific sizes of these features and exact building and parking locations shall be allowed as long as the, height maximum square footage maximums and minimums and required setbacks are honored.

**Section 9 -Phasing-/Allocations**

Following is an explanation of phasing for the development Phases ~~may be sequential or done at the same time, but Phases~~. Phase II and III may not precede Phase I. ~~Phases~~Phase II and III shall both be located on the property labeled as ~~Lots 2, 3 and 4~~. Phase II ~~property~~. ~~Phases II and III~~ may be ~~combined or done developed~~ in ~~two (2) separate phases~~one or more segments and may be constructed across ~~both~~ Lots 2, 3 and 4 as provided herein. ~~Within ninety (90) days after approval~~ Lots 2, 3 and 4 may be recombined to shift property lines or to eliminate a lot. Under the 2012 version of the Revised Master Plan and prior to conveyance of any parcel of the Property, Applicant shall executeexecuted and recordrecorded a Declaration allocating residential and retail density and impervious coverage availability among the separate lots within Crabtree Village. Said Declaration, which must bewas approved by the City Attorney, shall allocateallocated maximum residential units and square footage amounts of non-residential uses (which are collectively within the maximum densities allowed under this Master Plan) to each Phase of Lot in the development. Such Declaration may be modified at any time with a written and recorded modification signed by the owners of the affected PhasesLots and approved by the City Attorney. In the event of a conveyance of any parcel which is less than an entire PhaseLot, said conveyed parcel shall be deemed to have an allocation of density equal to the pro rata share (determined on an acreage basis) of density for each type of use for the entire Phase. Lot. It is acknowledged that said declaration was recorded and will be amended following approval of this Master Plan amendment and shall reflect TCZ-01-20 and TCZ-4-20.

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

1. Planned Development The initial phase shall include
  - a. a minimum of 275 Residential dwelling units and a maximum of 315 dwelling units;

- b. Residential Retail uses as determined by Developer of up to a maximum of 5,000 square feet;
- c. up to three (3) parking decks as determined by Developer containing up to 315 parking spaces, provided that parking located under a building shall not be considered a "deck";  
~~d. surface parking of at least 150 parking spaces, but not more than 250 parking spaces; and~~  
d. e-surface parking of at least 150 parking spaces, but not more than 250 parking spaces; and
- ~~d.e.~~ Recreation facilities as determined by Developer, which may include but which shall not be limited to swimming pool(s), recreational facilities and open space areas.

2. Required Road Improvements/Dedications—~~(; these were required and completed in Phase I)~~

- a. dedicate right-of-way on the southeast side of Homewood Banks Drive as necessary to establish one-half of a 60' right-of-way;
- b. widen and improve one-half of Homewood Banks Drive to a 41' back-to-back paved road;
- c. dedicate right-of-way on the northwest side of Blue Ridge Road as necessary to establish one-half of an 80' right-of-way;
- d. widen and improve 850 feet of Blue Ridge Road adjoining the site to a 53' back-to-back paved road;
- e. pay a fee in lieu of improving the northern 700' of Blue Ridge Road adjoining the site in an amount to be determined as of building permit issuance;
- f. pay a fee in lieu of improving Crabtree Valley Avenue in an amount to be determined as of building permit issuance;
- g. dedicate three 15x20 Transit Easements along (1) Homewood Banks Drive (2) Blue Ridge Road; and (3) Crabtree Valley Avenue; and
- h. construct a transit shelter within one of the Transit Easements at a location to be determined by City Staff which shall include shelter, trash receptacle and bench.

B. Phase II —Residential, Office, Retail, Hotel and/or Mixed-Use ~~Buildings C-7—C-10-~~

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

- a) Retail uses of up to 60,000 square feet;
- b) Office uses of up to 250,000 square feet;
- c) Residential uses up to 232 dwelling units, and any allowable increase under UDO section 4.7.6.A.; including but not limited to, age targeted dwelling units.
- d) Hotel uses of up to 230 rooms;
- e) Non-Residential Retail Uses, which shall mean eating establishments and service retail uses serving primarily a building's other occupants opened no earlier than 6:00 a.m. or later than 11:00 p.m. ("Non-Residential Retail") and which shall not exceed ~~seven~~fifteen (15) percent of the floor area (net) per building ~~in Buildings C-7—C-10~~ and which shall not be counted against the maximum allowable retail square footage of 60,000 square feet and
- f) Parking and recreational facilities to serve additional uses—, in Phase II parking for residential shall include at least 1 parking spaces for each dwelling unit, as this standard may be amended pursuant to Section 4, Parking Requirements of this Master Plan.
- g) Low profile ground signs may be located at (a) the intersection of Blue Ridge Road and Vilana Ridge Way (private access road); (b) the intersection of Crabtree Valley Avenue and Homewood Banks Drive; and/or (c) along Homewood Banks Drive at an access point.

## 2. Required Road Improvements/Dedication

~~No additional right-of-way or streetscape improvements, including no utility placement easement, shall be required beyond the existing conditions or as otherwise specifically required by the terms of this Master Plan.~~

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

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

### ~~C. Phase III— Residential, Office, Retail, Hotel and/or Mixed Use Buildings~~

#### ~~1. Planned Development~~

- ~~a) Retail uses of up to 60,000 square feet, to the extent not developed in Phase II;~~
- ~~b) Office uses up to a maximum square footage of 250,000 square feet, to the extent not developed in Phase II;~~
- ~~c) Residential uses up to a maximum number of units of 232 dwelling units, and any allowable increase under UDO section 4.7.6.A., to the extent not developed in Phase II;~~
- ~~d) Hotel uses up to a maximum amount of 230 rooms, to the extent not developed in Phase II;~~
- ~~e) Non-Residential Retail Uses which shall not exceed seven percent of the floor area (net) in Buildings C 7—C 10 and which shall not be counted against the maximum retail square footage of 60,000 square feet, to the extent not developed in Phase II; and~~
- ~~f) Parking and recreational facilities to serve additional uses.~~

#### ~~2. Required Road Improvements/Dedications.~~

~~No additional right-of-way or streetscape improvements, including no utility placement easement, shall be required beyond the existing conditions or as otherwise specifically required by the terms of this Master Plan.~~

~~Phase III may include any mix of the above uses, provided that projected trip generation numbers for such a mix of uses for am and pm peak hour traffic is not increased over the trip generation levels shown on Table 4: ITE Trip Generation Proposed Crabtree Village Development-Full Build Out included in the TIA for~~

~~Crabtree Village, dated May 2012, a copy of which is attached hereto.~~

~~The developer commits to the following infrastructure phasing requirements:~~

- A. The above required easements, dedications and fees in lieu shall be made, conveyed, recorded and paid prior to the earlier of the issuance of a building permit or recordation of a subdivision plat.
- B. The above required road improvements shall be completed prior to the issuance of Certificates of Occupancy for any building on the property.
- C. The one (1) transit shelter specified for Crabtree Village shall be constructed by the landowner prior to receiving a certificate of occupancy for the 275th dwelling unit.

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

**A. Changes to:**

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

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

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

## **Section 11— Urban Design Guidelines**

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

### **Elements of Mixed-Use Areas**

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

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

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

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

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

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

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

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

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

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

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

6. *A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use. Streets should be lined*

*by buildings rather than parking lots and should provide interest especially for pedestrians. Garage entrances and/or loading areas should be located at the side or rear of a property.*

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

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

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

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

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

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

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

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

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

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

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

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



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

**RESPONSE:** See above response.

#### **Site Design/Public Seating**

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

**RESPONSE:** ~~Public benches~~Seating will be provided ~~along mixed-use private drives in residential courtyards~~ and at a new transit shelter to be located on one of the three adjacent streets.

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

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

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

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

**RESPONSE:** Again, neither parking structures nor parking lots dominate street frontage or occupy more than 1/3 of the street frontage of most planned buildings. Parking decks were removed from Phase I to satisfy this requirement. The parking decks which may be constructed as part of Phase 2 and Phase 3 of the project will be limited to 1/3 of the street frontage (as calculated across all Phases of the project).

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

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

#### **Site Design/Transit Stops**

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

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

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

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

#### Site Design/Environmental Protection

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

**RESPONSE:** *The subject property will be redeveloped with particular sensitivity to preservation of steep slopes and existing trees on the subject site. ~~The revised Master Plan is much more protective of and requires far less grading of Kidd's Hill than the previously approved Master Plan. In addition, it is anticipated that tree conservation areas will preserve more trees than previously approved TCAs. Finally, a~~ greenway easement will be granted for the House Creek greenway trail.*

#### Street Design/General Street Design Principles

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

**RESPONSE:** *~~Although no~~ No new public streets are ~~contemplated, the private drives will offer wide sidewalks, street trees, public benches, bicycle racks and trash receptacles near mixed-use buildings proposed.~~*

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

**RESPONSE:** *It is anticipated that all required sidewalks will be 56 feet wide minimum.*

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

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

#### Street Design/Spatial Definition



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

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

#### **Building Design/Facade Treatment**

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

*RESPONSE: Prominent entrances to Buildings R-1, R-2 and R-6 with architectural enhancements such as pediments will be architecturally and functionally facing the public street however, because these buildings will also be accessed from parking areas to the rear, these buildings will also have functional rear entrances. Buildings R-3, R-4, R-5, C-7, C-8, C-9 and C-10 are oriented toward courtyards and recreational areas, private drives and open spaces since the grade of the site does not lend itself well to having prominent street frontages on all sides.*

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

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

#### **Building Design/Street Level Activity**

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

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

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

### **Design Intent**

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

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

### **Site Design**

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

Parking area and roadway lighting will have similar pole lights (20' maximum pole/fixture height) and fixtures. Sidewalk lighting will be decorative fixtures based on human scale. All fixtures will be consistent throughout the site. Building lighting will be provided where appropriate to highlight architectural features and landscape lighting will be focused on lighting of specimen trees at certain strategic locations. ~~A minimum of twelve benches, not including those at the transit shelter, will be located in open space areas.~~

### **Building Design**

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

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

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

- 
-

PERMISSION TO GRADE AND CONSTRUCT  
ASSOCIATED SITE IMPROVEMENTS GRANTED  
BY LOT 4 PROPERTY OWNERS ASSOCIATION

EXISTING LOT 1  
PHASE 1 CRABTREE VILLAGE  
VEHICULAR AND PEDESTRIAN CROSS ACCESS  
(SEE 1504H PG 2136)

- GENERAL NOTES:**
1. ALL CONSTRUCTION AND MATERIALS SHALL BE IN ACCORDANCE WITH CITY OF RALEIGH AND NC DOT STANDARDS AND SPECIFICATIONS IF APPLICABLE.
  2. THE CONTRACTOR SHALL OBTAIN A RIGHT-OF-WAY PERMIT FOR ANY WORK WHICH REQUIRES THE CLOSURE OF A TRAVEL LANE, PARKING SPACE, OR SIDEWALK FROM RIGHT-OF-WAY SERVICES AT LEAST 48 HOURS IN ADVANCE.
  3. IF CONSTRUCTION PLANS FOR PUBLIC AND PRIVATE STREETS OR UTILITIES SHOWN ON THIS PLAN ARE REQUIRED, THEY MUST BE APPROVED BY THE PUBLIC WORKS DEPARTMENT AND PUBLIC UTILITIES DEPARTMENT PRIOR TO ISSUANCE OF PERMITS OR RECORDING OF ANY PLAN FOR THIS DEVELOPMENT.
  4. FIELD ADJUSTMENTS TO THIS PLAN MAY BE REQUIRED BY CITY OF RALEIGH INSPECTOR AS NEEDED DURING CONSTRUCTION.
  5. ALL SURVEY INFORMATION PROVIDED TO WITHERSRAVENEL, RALEIGH, NORTH CAROLINA OFFICE BY WITHERSRAVENEL, RALEIGH, NORTH CAROLINA OFFICE, FORMERLY WARDEN & WARDEN, AND SUPPLEMENTAL INFORMATION WAS OBTAINED FROM WARDEN COUNTY GIS.
  6. ALL PROPOSED CURBS AND GUTTERS WITHIN PUBLIC RIGHT-OF-WAY SHOWN ON THIS PLAN ARE TO BE 30" CITY OF RALEIGH STANDARD CONCRETE CURBS AND GUTTERS, AND ALL OTHER PROPOSED CURBS AND GUTTERS TO BE 30" CONCRETE CURB AND GUTTER UNLESS OTHERWISE STATED ON PLANS.
  7. ALL DIMENSIONS SHOWN ARE TO BACK TO CURB UNLESS OTHERWISE STATED ON PLANS.
  8. WITHIN THE SIGHT TRIANGLES SHOWN ON THIS PLAN, NO OBSTRUCTION BETWEEN 2 FEET AND 4 FEET IN HEIGHT ABOVE THE CURB LINE ELEVATION SHALL BE LOCATED IN WHOLE OR PART. OBSTRUCTIONS INCLUDE BUT ARE NOT LIMITED TO ANY BERM, FOLIAGE, FENCE, WALL, SIGN, OR PARKED VEHICLE.
  9. UNLESS NOTED, ACCESS ROUTE FOR EMERGENCY VEHICLES SHALL PROVIDE AN INSIDE TURNING RADIUS OF 25' MINIMUM.
  10. TRASH AND CASSEROLE (DUMPSTER) ENCLOSURE SHALL COMPLY WITH MATERIAL AND/OR COLOR OF THE PRINCIPAL BUILDING.
  11. ALL HAZARD UNITS SHALL BE SCREENED FROM VIEW OF THE PUBLIC RIGHT-OF-WAY.
  12. CONTRACTOR TO FIELD LOCATE AND VERIFY ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION AND REPORT ANY DISCREPANCIES TO LANDSCAPE ARCHITECT PRIOR TO ANY CONSTRUCTION ACTIVITIES. CONTACT NC ONE 811 FOR FIELD LOCATION OF UNDERGROUND UTILITIES.
  13. UNLESS NOTED, ACCESS ROUTE FOR EMERGENCY VEHICLES SHALL PROVIDE AN INSIDE TURNING RADIUS OF 25' MINIMUM.
  14. UNLESS NOTED, ACCESS ROUTE FOR EMERGENCY VEHICLES SHALL PROVIDE AN INSIDE TURNING RADIUS OF 25' MINIMUM.
  15. UNLESS NOTED, ACCESS ROUTE FOR EMERGENCY VEHICLES SHALL PROVIDE AN INSIDE TURNING RADIUS OF 25' MINIMUM.
  16. ALL RETAINING WALLS GREATER THAN 30" IN HEIGHT TO INCLUDE SAFETY RAIL OR FENCE. NO RETAINING WALLS ARE PERMITTED IN THE RIGHT-OF-WAY UNLESS APPROVED BY ENCROACHMENT.
  17. THE MINIMUM CORNER CLEARANCE FROM THE CURB LINE OF INTERSECTING STREETS SHALL BE AT LEAST 6 FEET FROM THE POINT OF TANGENCY OF THE CURB FOR MIXED-USE COMMERCIAL DRIVEWAY OR SIDEWALK. SEE 1504H PG 2136 FOR FIELD LOCATION OF UNDERGROUND UTILITIES.
  18. UNLESS NOTED, ACCESS ROUTE FOR EMERGENCY VEHICLES SHALL PROVIDE AN INSIDE TURNING RADIUS OF 25' MINIMUM.
  19. UNLESS NOTED, ACCESS ROUTE FOR EMERGENCY VEHICLES SHALL PROVIDE AN INSIDE TURNING RADIUS OF 25' MINIMUM.
  20. UNLESS NOTED, ACCESS ROUTE FOR EMERGENCY VEHICLES SHALL PROVIDE AN INSIDE TURNING RADIUS OF 25' MINIMUM.
  21. IF IMPROPER CONDITIONS DEVELOP DURING CONSTRUCTION, REFER TO CITY OF RALEIGH STREET DESIGN MANUAL AND CONTACT PUBLIC WORKS DEPARTMENT FOR FURTHER GUIDANCE.
  22. PRIOR TO START OF CONSTRUCTION, THE CONTRACTOR SHALL SCHEDULE A PRE-CONSTRUCTION MEETING WITH THE CITY OF RALEIGH PUBLIC WORKS DEPARTMENT, TRANSPORTATION FIELD SERVICES STAFF TO REVIEW THE SPECIFIC COMPONENTS OF THE PLAN AND OPERATION OF THEIR FACILITIES DURING CONSTRUCTION. CONTACT ENGINEERING INSPECTORS AT 919.949.8245 TO SET UP THE MEETING.
  23. THE CONTRACTOR SHALL CONDUCT THE WORK IN A SAFE MANNER AND WITH A MINIMUM AMOUNT OF INTERFERENCE TO TRAFFIC.
  24. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TRAFFIC CONTROL AND SHALL ADVISE TO THE PROVISIONS OF THE MUTCD (MOST CURRENT EDITION).
  25. ANY TEMPORARY STREET CLOSURE MUST BE SUBMITTED A MINIMUM OF 14 DAYS PRIOR TO THE START OF WORK. SEE "RIGHT-OF-WAY CLOSURE" ON 1504H PG 2136 FOR FURTHER INFORMATION AND SEND THE RIGHT-OF-WAY CLOSURE PERMIT TO [RIGHT-OF-WAY@RALA.NC.GOV](mailto:RIGHT-OF-WAY@RALA.NC.GOV).
  26. PRIOR TO CONSTRUCTION BEGINNING, ALL SIGNAGE AND TRAFFIC CONTROL SHALL BE IN PLACE.
  27. ALL WALLS WITH HEIGHTS IN EXCESS OF 30" REQUIRE A SAFETY FENCE TO BE INSTALLED ALONG THE TOP OF IT.
  28. ALL HANDICAP RAMP AND STAIRS REQUIRE A HANDRAIL TO BE INSTALLED ALONG THE LENGTH OF IT.
  29. FIRE-OLD WASTE TRUCK ROUTE TO BE PAVED WITH HEAVY DUTY ASPHALT. PAVEMENT DETAILS WILL BE PROVIDED ON SPR PLANS.
  30. CROSS ACCESS BETWEEN ALL LOTS OF PHASE 1 AND 2 HAS BEEN PROVIDED PER 08.100B PG 1076.
- ALL WORK WITHIN PUBLIC RIGHT-OF-WAY SHALL CONFORM WITH CITY OF RALEIGH AND NC DOT STANDARD SPECIFICATIONS AND DETAILS.

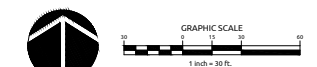
**TOTAL LOT SIZE: 5.77 AC**

NOTES: THE BELOW CALCULATIONS ARE PROVIDED FOR PHASE 2 ONLY. SEE SHEET C2.0 FOR DETAILED CALCULATIONS.

<b>AMENITY AREA</b>	
AMENITY AREA REQUIRED:	10.0% OF SITE AREA
AMENITY AREA PROVIDED:	10.0% OF SITE AREA
<b>PARKING CALCULATIONS</b>	
REQUIRED:	185 SPACES
PROVIDED:	185 SPACES (1 ADA ACCESSIBLE SPACE)
<b>BICYCLE PARKING CALCULATIONS</b>	
REQUIRED:	LONG TERM: NONE
PROVIDED:	SHORT TERM: 9 SPACES
REQUIRED:	LONG TERM: NONE
PROVIDED:	SHORT TERM: 9 SPACES

**LEGEND:**

OUTDOOR AMENITY AREA	---
RETAINING WALL	---
FENCE	---
HANDRAIL	---
ADA ACCESSIBLE ROUTE	---
SIDEWALK LANDING	⊗
WHEEL STOP	---
HANDICAP ACCESSIBLE PARKING SPACE	---
BISSAGE	---



**WithersRavenel**  
Engineers | Planners

WELLTOWER CRABTREE -  
ADMINISTRATIVE SITE  
REVIEW, PD AMENDMENT,  
TIER THREE

**SITE PLAN**

Job No: 07-005-21  
Date: 07-05-21  
Drawn By: WRS  
Reviewed By: WRS

**PRELIMINARY**  
NOT APPROVED FOR  
CONSTRUCTION

Revisions

1	COR. COMMENTS	07/01/21
2	COR. COMMENTS	12/14/21
3	COR. COMMENTS	02/02/22

Sheet No:  
**C2.0**





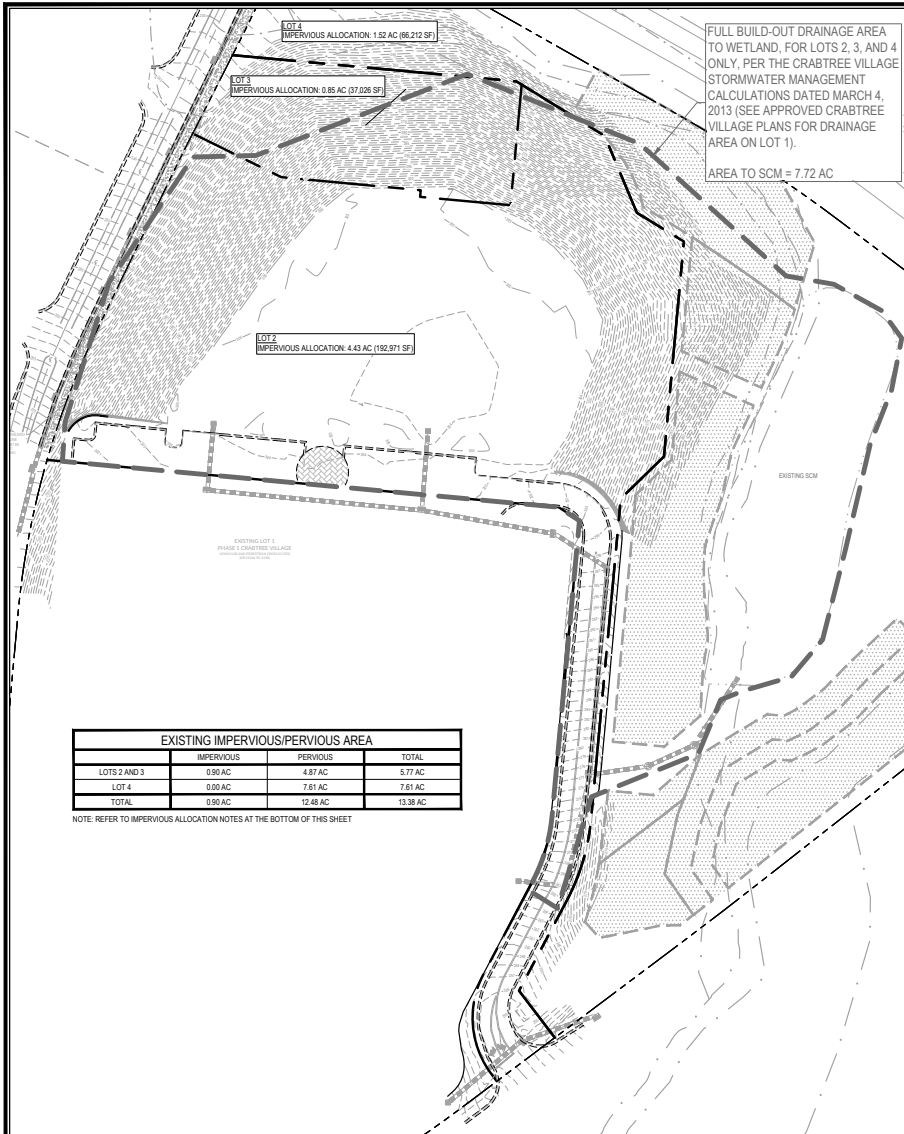
**AVERAGE GRADE CALCULATION:**

(SUM OF FINISHED GRADE ELEVATIONS) / NUMBER OF FINISHED GRADE ELEVATIONS = AVERAGE GRADE

(286.00-285.33-286.00+296.83-297.00+297.00-297.00+297.00+296.22  
+285.33-286.00) / 11 = **291.79**

**AVERAGE GRADE NOTE:** PER THE MASTER PLAN ASSOCIATED WITH THIS PROJECT (MP-1-12), THE AVERAGE GRADE SHALL BE CALCULATED BY TAKING AN AVERAGE OF THE FINISHED GRADE AT ALL CORNERS OF THE LOT. SEE THE ATTACHED "FINISHED GRADE" AT BUILDING CORNERS ON THIS PLAN SHEET.

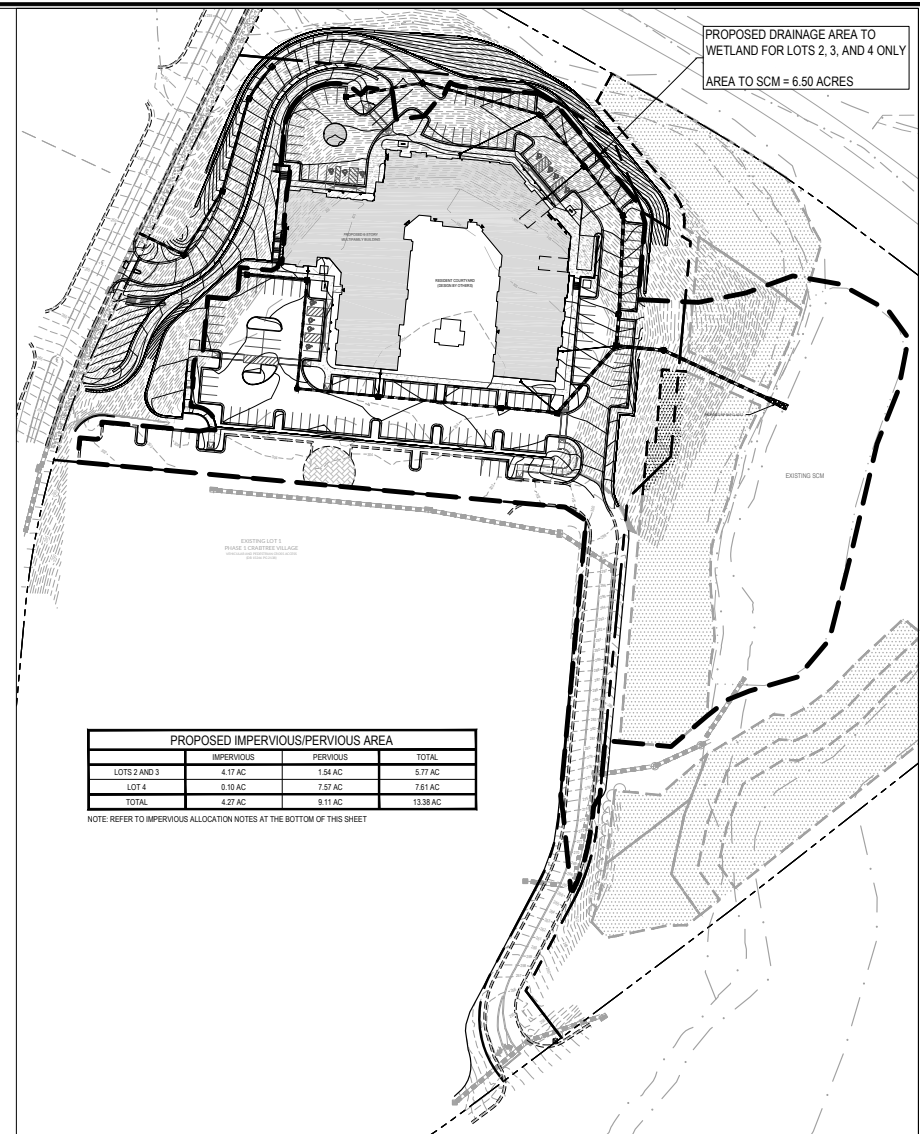
Sheet No.  
**C3.0**



PRE-DEVELOPMENT

EXISTING IMPERVIOUS ALLOCATIONS - LOTS 2 AND 3  
PER BK 015085 PG 01322, LOT 2 HAS AN IMPERVIOUS ALLOCATION OF 192,971 SF (4.43 AC) AND LOT 3 HAS AN IMPERVIOUS ALLOCATION OF 37,026 SF (0.85 AC). LOTS 2 AND 3 WILL BE RECOMBINED WITH THIS PLAN AND WILL THEREFORE HAVE A TOTAL IMPERVIOUS ALLOCATION OF 229,997 SF (5.28 AC).

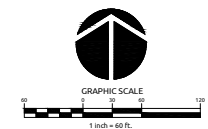
THE PROPOSED IMPERVIOUS AREA FOR LOTS 2 AND 3 IS 181,730 SF (4.17 AC), WHICH IS LESS THAN 229,997 SF (5.28 AC).



POST-DEVELOPMENT

EXISTING IMPERVIOUS ALLOCATIONS - LOT 4  
PER BK 015085 PG 01322, LOT 4 HAS AN IMPERVIOUS ALLOCATION OF 66,212 SF (1.52 AC).

THE IMPERVIOUS AREA PROPOSED ON LOT 4 IS 4,235 SF (0.10 AC), WHICH IS LESS THAN 66,212 SF (1.52 AC).

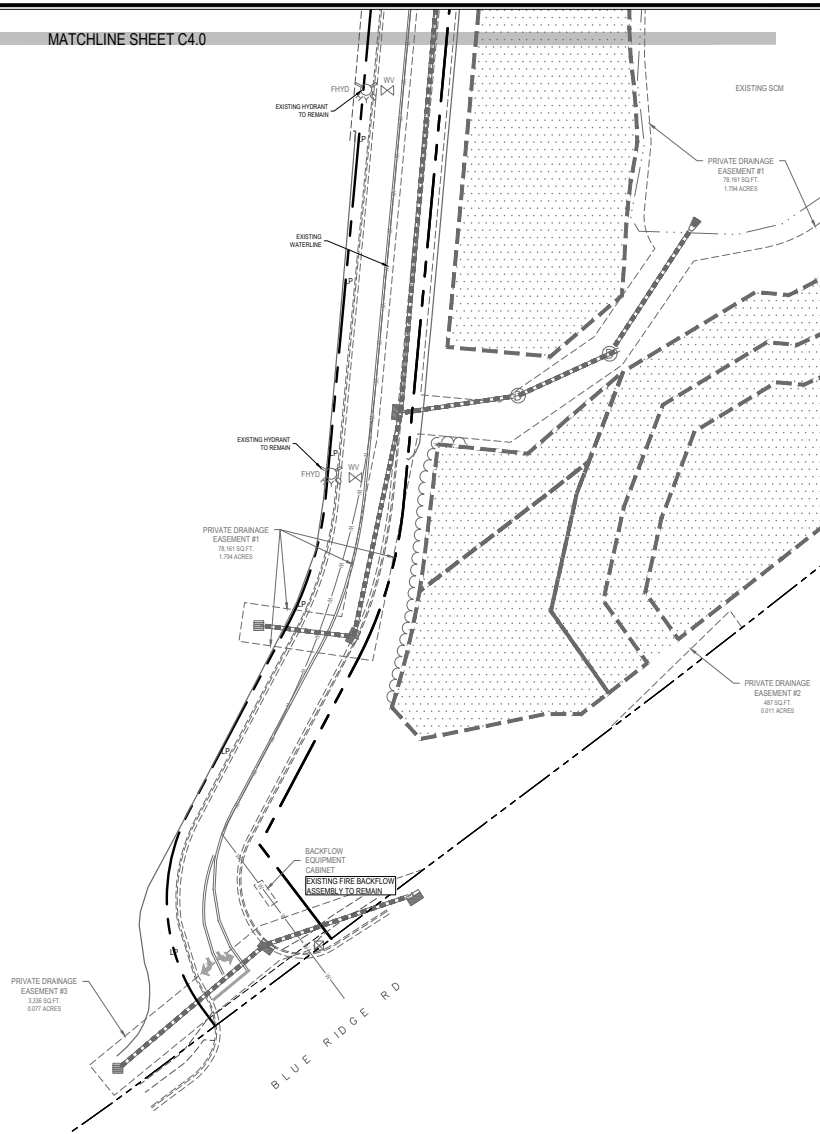


















MATCHLINE SHEET C4.0

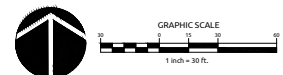


UTILITIES LEGEND:	
SYMBOL	DESCRIPTION
	PROPOSED FIRE HYDRANT
	PROPOSED FOC
	PROPOSED WATER LINE
	PROPOSED CLEAN OUT
	PROPOSED SANITARY SEWER STORM MANHOLE
	PROPOSED SANITARY SEWER LINE
	PROPOSED STORM CATCH BASIN
	PROPOSED STORM DROP INLET WITH GRATE
	PROPOSED FLARED END SECTION
	PROPOSED STORM PIPE

COR APPENDIX D STANDARD UTILITY NOTES:

1. ALL STANDARD MATERIALS & CONSTRUCTION METHODS SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE SPECIFICATIONS & REQUIREMENTS (REFERENCE CODED HANDBOOK, CURRENT EDITION).
2. UTILITY SEPARATION REQUIREMENTS:
  - a. DISTANCE OF 18" SHALL BE MAINTAINED BETWEEN ANY BURYER AND ANY OTHER PUBLIC UTILITY OR SOURCE OF WATER. IF A BURYER OR SOURCE OF WATER IS USED AS A SOURCE OF DRINKING WATER, IF ADEQUATE LATERAL SEPARATION CANNOT BE ACHIEVED, THE BURYER SHALL BE PROTECTED BY A PIPE SPECIALLY INSTALLED TO WATERLINE SPECIFICATIONS. HOWEVER, THE SEPARATION SHALL BE MAINTAINED FOR A MINIMUM OF 18" FROM THE BURYER OR FROM A PUBLIC WELL.
  - b. WHEN THE WATER MAIN OR SEWER MAIN, THE HORIZONTAL SEPARATION BETWEEN THE UTILITY SHALL BE 18". IF THIS SEPARATION CANNOT BE MAINTAINED FOR ANY REASON, THE SEPARATION SHALL BE MAINTAINED BY THE INSTALLATION OF WATER TRENCH WITH THE ELEVATION OF THE WATER MAIN AT LEAST 12" ABOVE THE TOP OF THE SEWER. A MINIMUM OF 18" SHALL BE MAINTAINED FROM THE DIRECTOR. ALL DISTANCES ARE MEASURED FROM OUTER SURFACES OF TRENCH TO OUTER SURFACES.
  - c. WHERE IT IS POSSIBLE TO OBTAIN PROPER SEPARATION, OR ANYTIME A BURYER OR SOURCE OF WATER PASSES OVER A UTILITY, THE UTILITY SHALL BE MAINTAINED AT AN ELEVATION EXCEEDING BY ONE INCH OF CHOKING MUST BE SPECIALLY INSTALLED TO WATERLINE SPECIFICATIONS.
  - d. IF 18" MINIMUM HORIZONTAL SEPARATION IS REQUIRED BETWEEN ALL SANITARY AND WATER MAINS, THE SEPARATION SHALL BE MAINTAINED BY THE INSTALLATION OF A WATER TRENCH WITH THE ELEVATION OF THE WATER MAIN AT LEAST 12" ABOVE THE TOP OF THE SEWER.
3. SANITARY SEWER:
  - a. WHENEVER A VERTICAL SEPARATION OF ALL WATER MAINS & RCP STORM DRAIN CROSSINGS, SEPARATION SHALL BE MAINTAINED AT ALL SANITARY AND RCP STORM DRAIN CROSSINGS. THE SEPARATION SHALL BE MAINTAINED BY THE INSTALLATION OF A WATER TRENCH WITH THE ELEVATION OF THE WATER MAIN AT LEAST 12" ABOVE THE TOP OF THE SEWER. A MINIMUM OF 18" SHALL BE MAINTAINED FROM THE DIRECTOR. ALL DISTANCES ARE MEASURED FROM OUTER SURFACES OF TRENCH TO OUTER SURFACES.
  - b. IF ANY OTHER UNDERGROUND UTILITIES SHALL CROSS WATER & SEWER FACILITIES, THE SEPARATION SHALL BE MAINTAINED BY THE INSTALLATION OF A WATER TRENCH WITH THE ELEVATION OF THE WATER MAIN AT LEAST 12" ABOVE THE TOP OF THE SEWER.
4. ANY NECESSARY FIELD REVISIONS ARE SUBJECT TO REVIEW AND APPROVAL OF AN AUTHORIZED PERSONNEL BY THE CITY OF FALGOUT PUBLIC UTILITIES DEPARTMENT FOR CONTROL.
5. CONTRACTORS SHALL MAINTAIN CONTINUOUS WATER & SEWER SERVICE TO EXISTING UTILITIES & SERVICES THROUGHOUT THE CONSTRUCTION OF THE PROJECT. ANY NECESSARY SERVICE INTERRUPTIONS SHALL BE PRECEDED BY A 24 HOUR ADVANCE NOTICE TO THE CITY OF FALGOUT PUBLIC UTILITIES DEPARTMENT FOR CONTROL.
6. 3.0" MINIMUM DEGREE OF REQUIRED ON ALL WATER MAINS & SEWER FORCE MAINS, 4.0" MINIMUM COVER ON ALL RIGID MAINS.
7. ALL UTILITY CROSSINGS OF SEWER OR WATER MAINS SHALL BE MAINTAINED BY THE SEWER SERVICES NOT BEING USED IN DEVELOPMENT OF A SITE UNLESS THE SEWER SERVICES ARE REQUIRED TO BE MAINTAINED BY THE SEWER SERVICES. THE SEWER SERVICES SHALL BE MAINTAINED BY THE SEWER SERVICES. THE SEWER SERVICES SHALL BE MAINTAINED BY THE SEWER SERVICES.
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97. PROVIDE ADEQUATE EASEMENT A

NOTE: THERE ARE NO  
PROPOSED IMPROVEMENTS  
SHOWN ON THIS PLAN



WELLTOWER CRABTREE -  
ADMINISTRATIVE SITE  
REVIEW, PD AMENDMENT,  
TIER THREE

## UTILITY PLAN

Job No.	09200673.00	Drawn By	WR
Date	07/01/21	Designer	WR

**PRELIMINARY**  
NOT APPROVED FOR  
CONSTRUCTION

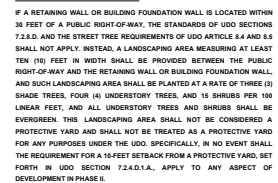
tevisions

1	COR COMMENTS	07/01/21
2	COR COMMENTS	12/14/21
3	COR COMMENTS	02/02/22

Sheet No.

C4.1

Overall Code Compliant Plant Schedule	03
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125 N. Harrington St.  
Raleigh, NC 27603  
919/833-6413  
919/836-1280 FAX  
ClineDesignAssoc.com

**Pappas Crabtree Seniors**  
Homewood Banks Drive  
Raleigh, North Carolina

ASR -0012-2021  
Review

PROJECT: 020176

DATE: 02.18.2021

REVISIONS:	DATE
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ASR RESUBMITTAL 07.01.2

ASR RESUBMITTAL 11.23.2

ASR RESUBMITTAL 12.14.2

ASB RESUBMITTAL 02.02.20

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CHECKED BY: MWM / J

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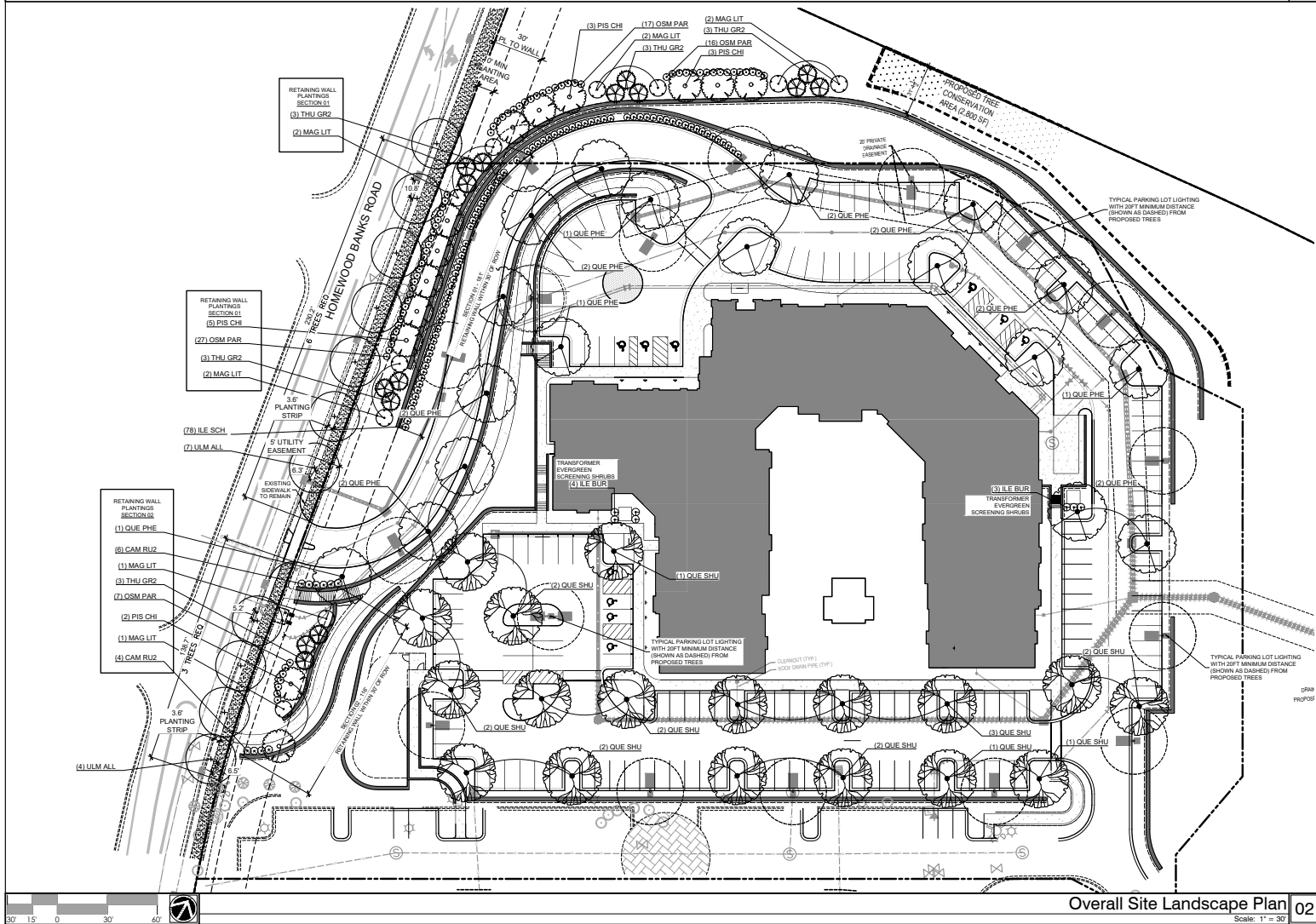
Overall Code Compliant

Landscape Plan

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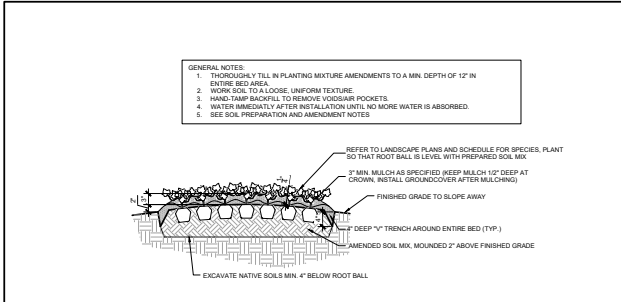
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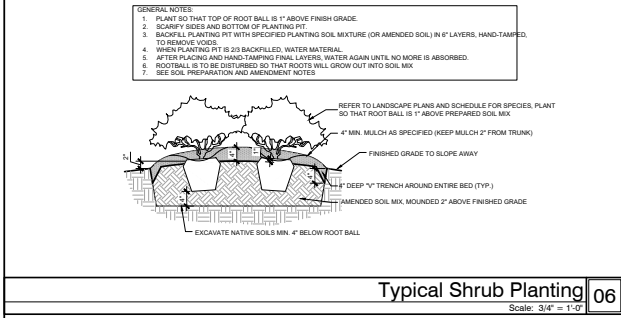
Overall Site Landscape Plan	02
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Landscape Calculations 01

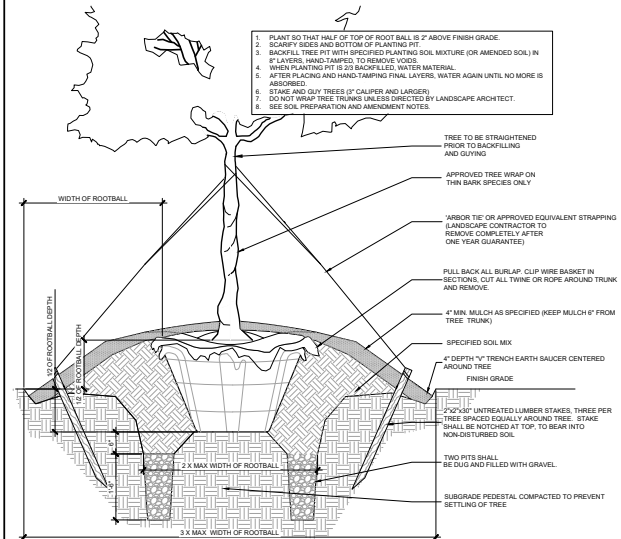
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**Typical Groundcover Planting** 07  
Scale: 3/4" = 1'-0"



**Typical Shrub Planting** 06  
Scale: 3/4" = 1'-0"



**Typical Tree Planting** 05  
Scale: 3/4" = 1'-0"

**Landscape Maintenance Notes**

A. Fertilization: Avoid any nitrogen fertilization of cool-season grasses, such as tall fescue, after the February application until September. Fertilize warm season grasses once during growing season per soil test.

B. Pruning: Purpose of pruning is to improve health and vigor of woody plants, adjustments to the foliage and branching density for visual screens and managing competition, and improving the appearance of trees and shrubs. Pruning shall be limited to removal of dead wood or branches for trees or for sight distance/safety reasons for the first year. The ANSI A800 Tree Care Operations standards shall be adhered to. The pruning of shrubs shall be limited to the pruning necessary to maintain the natural shape of the plant except for sheared hedges.

1. Shrubs in buffers allowed to remain full to ground and 8' height.

2. Shrubs in landscape buffer trimmed to continuous flat hedges below trees.

3. Shrubs in planting islands kept trimmed to 30' maximum height.

C. Pest Control: Pre-emergent weed control for lawns and shrub beds may be applied in February. Chemical treatment for insect infestation and disease may be applied and shall be specific to the problem.

D. Mowing: Mowing shall be maintained at a depth of 2"-3" in plant beds. Mow shall be rescheduled every year.

E. Mowing primary fescue lawns shall be maintained at a height of 3". Secondary turf areas may be maintained higher and less frequently. Warm season grasses shall be mowed as needed during the growing season to maintain the recommended height of the species of turf grass.

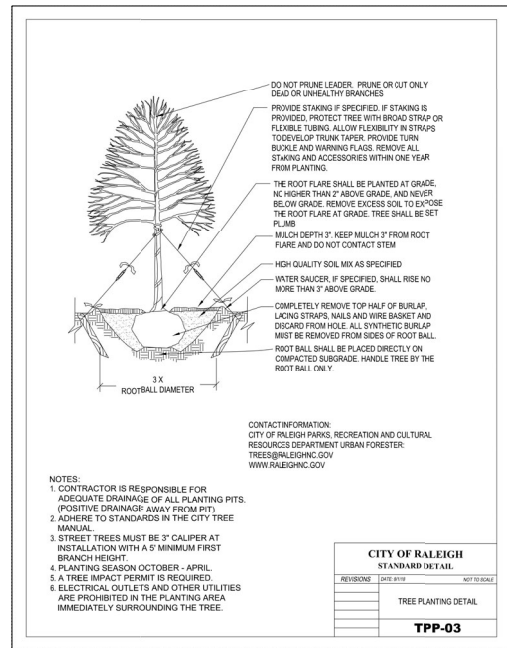
F. Plant protection: Avoid excess irrigation into the root zone area of established plantings. Install tree protection fencing as shown during construction.

G. Watering: If any irrigation system is utilized, the system shall be regulated to provide approximately 1" of rainfall per week during the growing season.

H. Maintenance notes for Bioscience Basin plant materials:

1. Visually inspect and repair erosion around bioscience areas on a monthly basis.
2. Inspect mulch cover monthly and replace any void area as needed, additional mulch shall be applied in the spring where needed.
3. Remove and replace all dead or diseased vegetation twice annually. Treat all diseased shrubs and trees as needed to insure proper growth.
4. All plant materials shall be watered by hand for two weeks after installation.
5. Replace any deficient stakes or wires whenever needed.
6. Remove all trash weekly.

**Landscape Maintenance Notes** 04



**Raleigh Street Tree Standard Detail** 03

**Landscape Planting Notes**

1. Verification of total landscape material quantities as shown on the landscape plans and in the plant list shall be the responsibility of the landscape contractor. The landscape architect shall be notified of any discrepancies prior to final bidding or installation.
2. All landscape materials shall conform to the most recent American Standards for Nursery Stock established by the American Association of Nurserymen (A.A.N.).
3. Soil analysis shall be obtained by landscape contractor prior to planting. See Soil Preparation and Amendment Notes.
4. Shrub bed area preparation is highly preferred to individually dug holes.
5. Trees with root flare covered by more than 1.5" of soil will be rejected prior to installation.
6. Landscape material placed in prepared holes shall be properly backfilled prior to the end of the working day.
7. All saucers shall be soaked with water and mulched immediately following installation.
8. All prepared ground cover and annual bed installations shall be properly soaked and mulched prior to the end of the day.
9. Landscape Architect shall approve any on-site plant storage area for accessibility, shade conditions, heating to mulch material and temporary watering methods.
10. Lift and set the tree by root ball only. Do not lift using the tree trunk. Do not use tree trunk as a lever.
11. All root balls removed from containers shall be scarified by hand prior to placement and back filling with prepared soils. Hand tools are not to be used to scarify root balls.
12. All rope and wrapping burlap shall be cut and removed from around the upper parts of the root ball. Metal basket wires and burlap shall be pulled back and tucked under the edges of the saucer rings on all trees and large shrubs. All synthetic burlap shall be removed from plant balls prior to back filling.
13. All plant balls or raised saucer rings shall be edged with smooth, continuous curves.
14. All plant material shall be planted at heights as illustrated in plant details.
15. Tree guying shall be performed within a week of planting. The landscape contractor shall be responsible for removing all tree guying shrapnel and stakes after the first full growing season or one year, whichever ever comes first.
16. B & B as listed under "root" in the plant list indicates balled and burlapped.
17. Contractor shall verify locations of underground utilities prior to planting. Any exposed or uncovered lines shall be shown to general contractor prior to backfilling.
18. All plant balls and raised saucer rings shall be graded to provide adequate drainage and shall be mulched as specified.
19. All materials, planting and landscape work shall conform to the current municipal authority's standard specifications and details.
20. All landscape areas that are not planted and mulched or paved shall be seeded or sodded per owner's direction, unless otherwise noted.
21. Tree protection fence shall be installed, inspected and approved prior to the issuance of any grading or other permits.
22. First year pruning of trees shall be limited to removal of dead & damaged wood.
23. The owner shall be responsible for the maintenance of all required landscaping by:
  - keeping lawns mowed
  - maintaining plants disease free
  - keeping all planting beds groomed and weed free per municipality requirements (except in areas of preserved existing natural vegetation i.e. thickets)
24. The owner shall be responsible for the replacement of any required planting, which is removed or dies after the first year from the date of planting. Such replacement shall occur during the next planting season.

**Soil Preparation and Amendment Notes**

1. Soil samples shall be taken and submitted to independent sources; results to be sent to Landscape Architect. Per recommendation of soils report, landscape contractor to supplement soil with lime, macro nutrients and micro nutrients.
2. Contractor to amend soil with organic material and/or sand to yield the final soil ratio:
  - 33.3% Sand/Silt
  - 33.3% Clay
  - 33.3% Organic Material \*
3. Organic material to be Compost made solely from plant-based products. Peat moss is allowed in sandy soils.
4. Native soil, Lime, Nutrients and Amendments to be filled to a minimum width of 3 x 3 not ball for trees. Shrub and groundcover planting areas shall be filled to a minimum 4" below rootball or a minimum 12" deep.

**Planting and Soil Notes** 02

125 N. Harrington St.  
Raleigh, NC 27603  
919/853-6413  
919/856-1280 FAX  
ClineDesignAssoc.com

**Pappas Properties, LLC**  
**Pappas Crabtree Seniors**  
**Homewood Banks Drive**  
**Raleigh, North Carolina**

ASR-0012-2021  
**Review**

PROJECT: 020176  
DATE: 02-18-2021  
REVISIONS: DATE

ASR RESUBMITTAL 07.01.21  
ASR RESUBMITTAL 11.23.21  
ASR RESUBMITTAL 12.14.21

DRAWN BY: SP  
CHECKED BY: MLEW  
Plant Schedule  
And Details

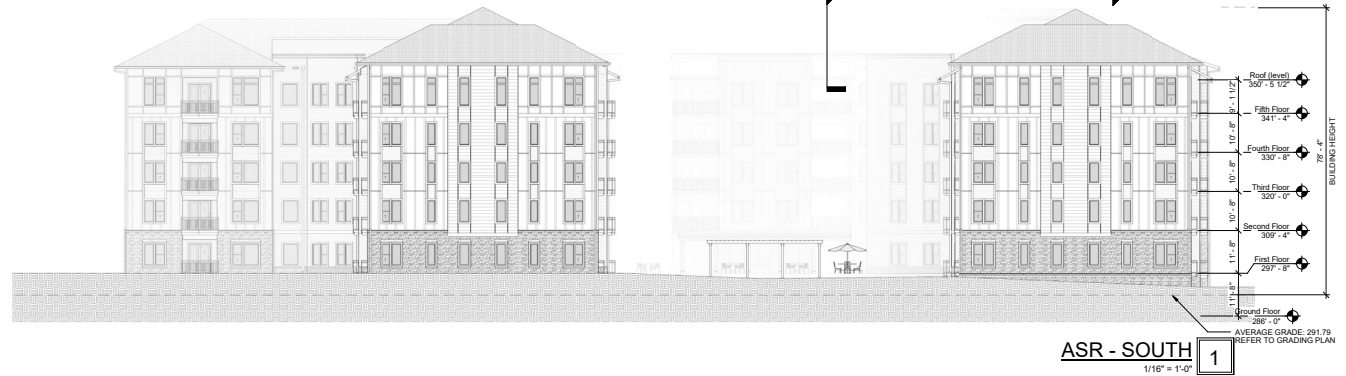
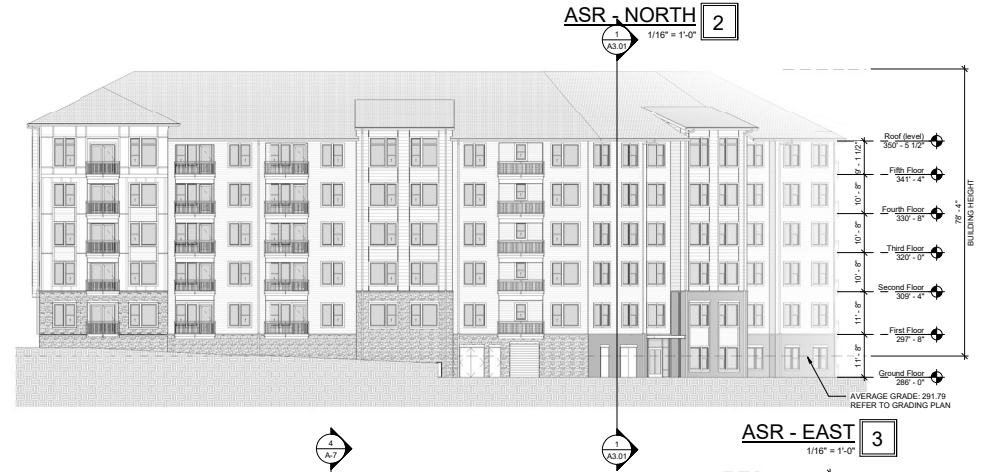
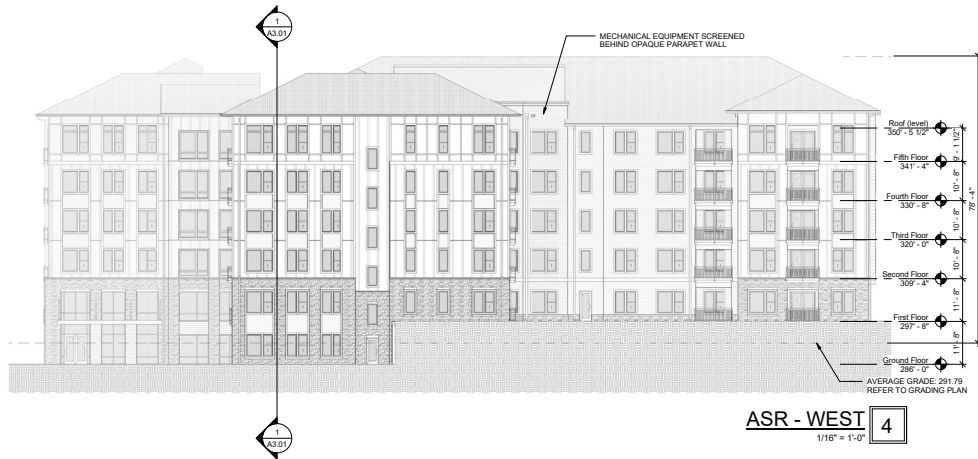
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**CRABTREE VILLAGE SECTION 7 - BUILDINGS**  
 THE FOLLOWING INFORMATION IS EXCEPTED FROM THE CRABTREE VILLAGE PD DOCUMENT BOOKLET

**BUILDING GUIDELINES**

- FLOOR AREA RATIO N/A
- BUILDING LOT COVERAGE LIMITATION (ENTIRE PROJECT) 70%
- IMPERVIOUS SURFACE LIMITATION (ENTIRE PROJECT) 85%
- MAXIMUM HEIGHT OF TOWER/HOTEL/RETAIL/RESIDENTIAL OR MIXED RESIDENTIAL (FORMERLY BUILDINGS C-7 OR C-8) 290'
- MAXIMUM HEIGHT OF OFFICE/HOTEL/RETAIL/RESIDENTIAL BUILDINGS 135'
- MAXIMUM HEIGHT OF PARKING DECKS (PARKING DECK 1: MEASUREMENT IS FROM THE FINISHED FLOOR ELEVATION OF THE MAIN LEVEL AT THE DECK ENTRANCE NEAR THE SOUTHWEST CORNER OF THE DECK) ELEVATOR SHAFTS AND STAIRWELLS MAY EXTEND BEYOND THE BUILDING FOOTPRINTS AND WILL NOT BE COUNTED TOWARDS BUILDING HEIGHTS.

\*EXCEPT AS OTHERWISE PROVIDED ABOVE, HEIGHT SHALL BE MEASURED FROM PROPOSED FINISH GRADE - AVERAGE OF ALL CORNERS OF BUILDING. VERTICAL PROJECTIONS FROM STRUCTURES, INCLUDING BUT NOT LIMITED TO STAIRWELLS, ELEVATOR SHAFTS, MECHANICAL EQUIPMENT AND LIGHTING, SHALL NOT BE CONSIDERED WHEN MEASURING HEIGHT.



**CRABTREE VALLEY AVE & HOMEWOOD BANKS RD FENESTRATION CALCULATIONS**

**NORTH ELEVATION (MIN 20%)**  
 FACADE TOTAL: 14,954 SF  
 TOTAL FENESTRATION: 4,597 (30%)

**WEST ELEVATION (MIN 20%)**  
 FACADE TOTAL: 13,708 SF  
 TOTAL FENESTRATION: 4,011 (29%)

**NORTH EAST ELEVATION (MIN 20%)**  
 FACADE TOTAL: 6,166 SF  
 TOTAL FENESTRATION: 1,866 (30%)

**AVERAGE GRADE CALCULATION:**  
 (SUM OF FINISHED GRADE ELEVATIONS) / NUMBER OF FINISHED GRADE ELEVATIONS = AVERAGE GRADE  
 (288.00 + 285.33 + 288.00 + 296.83 + 297.00 + 297.00 + 297.00 + 297.00 + 296.22 + 285.33 + 288.00) / 11 = **291.79**

**AVERAGE GRADE NOTE:** PER THE MASTER PLAN ASSOCIATED WITH THIS PROJECT (MP-112), THE AVERAGE GRADE SHALL BE CALCULATED BY TAKING AN AVERAGE OF THE FINISHED GRADE AT ALL CORNERS OF THE BUILDING. SEE SPOTS LABELED "FINISHED GRADE" AT BUILDING CORNERS ON THIS PLAN SHEET.



## CRABTREE ACTIVE ADULT

5201 HOMEWOOD BANKS DR.  
 RALEIGH, NC



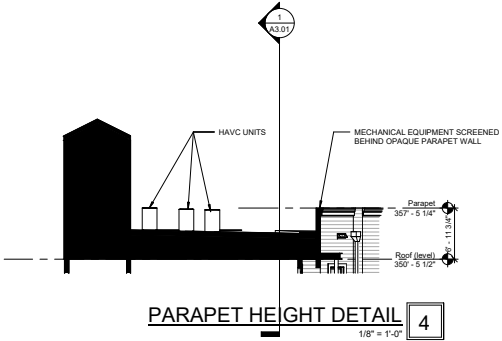
## ELEVATIONS A-5

1/16" = 1'-0" 02/176 | 02.02.2022  
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CRABTREE VILLAGE SECTION 7 - BUILDINGS		
THE FOLLOWING INFORMATION IS EXCEPTED FROM THE CRABTREE VILLAGE PD DOCUMENT BOOKLET		
<b>BUILDING GUIDELINES</b>		
FLOOR AREA RATIO		N/A
BUILDING LOT COVERAGE LIMITATION (ENTIRE PROJECT)		70%
IMPERVIOUS SURFACE LIMITATION (ENTIRE PROJECT)		85%
MAXIMUM HEIGHT OF TOWER/HOTEL/RETAIL/RESIDENTIAL OR MIXED RESIDENTIAL (FORMERLY BUILDINGS C-7 OR C-8)		200'
MAXIMUM HEIGHT OF OFFICE/HOTEL/RETAIL/RESIDENTIAL BUILDINGS		135'
*EXCEPT AS OTHERWISE PROVIDED ABOVE, HEIGHT SHALL BE MEASURED FROM PROPOSED FINISH GRADE—AVERAGE OF ALL CORNERS OF BUILDING. VERTICAL PROJECTIONS FROM STRUCTURES, INCLUDING BUT NOT LIMITED TO STAIRWELLS, ELEVATOR SHAFTS, MECHANICAL EQUIPMENT AND LIGHTING, SHALL NOT BE CONSIDERED WHEN MEASURING HEIGHT.		



ALLOWABLE BUILDING HEIGHT DIAGRAM 5



ASR - COURTYARD WEST 1



ASR - COURTYARD NORTH 2



ASR - COURTYARD EAST 3



CRABTREE ACTIVE ADULT

5201 HOMEWOOD BANKS DR.  
RALEIGH, NC



COURTYARD ELEVATIONS A-7

As indicated 02/01/76 | 02.02.2022  
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