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# CRABTREE PLACE

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## Streetscape and Parking Plan

Raleigh, North Carolina  
Case Number Z-09-11

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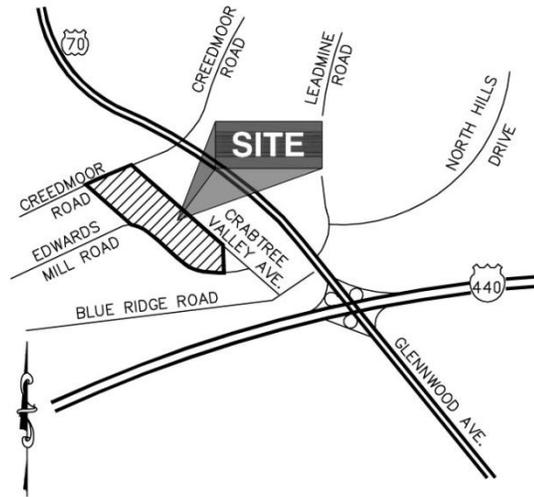
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## Introduction

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### Location Map



### Site History

This 11.73 acre site, once containing a traditional shopping center and a couple of standalone restaurants, was demolished in 2004 in association with plans for re-development. This site's prominent location, adjacent to Crabtree Valley Mall and at the crossroads of two major thoroughfares, makes it a prime candidate for redevelopment into a vibrant center containing a mixture of uses and providing a place for people to live, shop and recreate. The property is currently subject to a Planned Development District that was instigated by a previous owner. As time has passed and the market has changed, the constraints of the current PDD have proven impractical to abide by and thus the current owner is seeking alternate zoning through the implementation of a Shopping Center CUD with a PBOD to facilitate a mixture of complimentary uses on the site.

### Planning Objective

Crabtree Place will incorporate a high density, urban infill residential development located immediately adjacent to Crabtree Valley Mall which is one of the largest retail malls in North Carolina. The incorporation of the PBOD at this location will complete a key link to Crabtree Valley Mall which will help draw pedestrian traffic from the residential at Crabtree Place as well as the existing neighboring communities to the south.

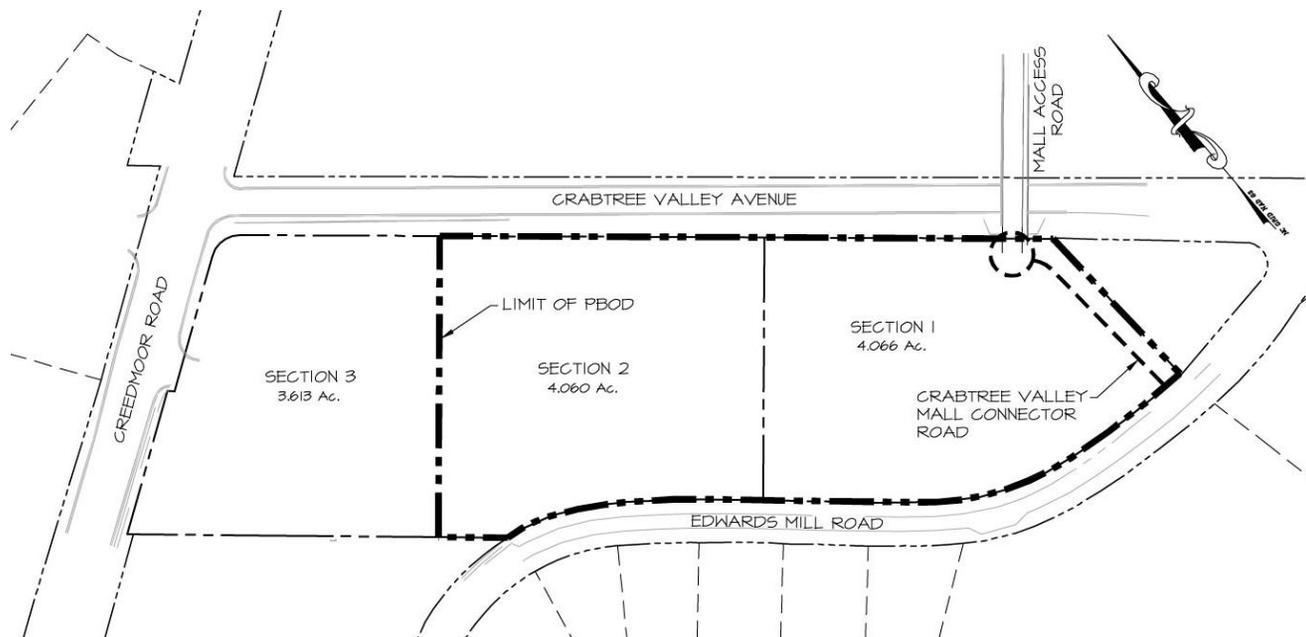
Through the use of site features such as expanded walkways, decorative crosswalks, pedestrian scale lighting and enhanced street furnishings, the project will provide an inviting corridor for pedestrian travel both to and through the project.

The goal of this streetscape and parking plan is to provide a framework for development of sections 1 and 2 of the project as shown on the rezoning exhibit below. The site is currently a missing piece in the framework of this vibrant retail node. By providing these guidelines for development, we can insure that this void is ultimately filled with a pedestrian friendly urban project, unified by a common streetscape theme.

The streetscape and public spaces are intended to support the urban nature this site offers. In order to facilitate an inviting pedestrian scale streetscape, the plan will regulate items such as building setbacks, pedestrian walkways, paving patterns and finishes, landscaping and street furnishings.

By providing this framework, the project will have the opportunity to develop over time and yet still maintain a cohesive development pattern that holds together as a unified project that will stand the test of time.

### Zoning/PBOD Boundary Exhibit



## **Transportation**

The site is located in the southeast quadrant of Creedmoor Road and Crabtree Valley Avenue. In addition, the site is immediately adjacent to Crabtree Valley Mall at a major crossroads of activity for vehicular and bus traffic.

One of the potential challenges this site faces is the unique topography along both the north and south frontages of the site. Crabtree Valley Avenue is currently 20'-25' below the elevation of the site, while Edwards Mill Road to the south rises to 25' above the site. This configuration makes access to the site very difficult. In addition, the City of Raleigh has plans to re-align Crabtree Valley Avenue to intersect with Creedmoor Road on the south side of the property. Under this scenario, the current location of Crabtree Valley Avenue would be vacated. We support the concept of these plans and are working with the City to help define the best approach to accommodating the future conditions along our project's southern frontage. It is unclear at this point as to the timing of these improvements, but for the sake of designing our streetscape, we have assumed that Crabtree Valley Avenue will be relocated. In the event the road is not relocated, we will propose alternate streetscape concepts as discussed below on pages 6-7.

In addition to vehicular transportation, there are bus lines currently running along all frontages of the property, with a transfer station located within walking distance of the site inside the parking structure of Crabtree Valley Mall. Upon approval of a site plan or plans for the development of all or a portion of the 11.73 acres subject to this zoning case, if requested by the City's Transit Division, the owner shall dedicate a transit easement upon the respective site or sites of a size, nature and location acceptable to such Division and provide any improvements, such as a bench and/or shelter, specified by such Division that will be in accordance with its standard policies. The owner shall dedicate up to three (3) transit easements upon the 11.73 acres subject to this zoning case.

This framework of transportation modes offer excellent support for a high density residential project mixed with a number of other uses such as retail, office and/or hospitality.

## **Streetscape Concept**

The overall streetscape concept has been designed to provide a pedestrian scale experience. It is very likely that both of our frontages will ultimately carry a great deal of vehicular traffic, especially after the relocation of Crabtree Valley Avenue. As such, it is important to incorporate streetscape elements that give the pedestrian a sense of safety as they pass through the property.

### ***Re-Aligned Crabtree Valley Avenue Frontage***

In order to protect the pedestrian from vehicular traffic, we plan to intersperse a series of curbside planting beds between the sidewalk and curb, allowing for a row of low plantings as well as seasonal color. In addition, street trees located in tree grates will be provided at a minimum

of 40' o.c. with decorative pedestrian scale lighting, benches, trash receptacles and bike racks placed regularly along the streetscape. The pedestrian walkways will also incorporate brick banding to further accentuate the edges of the walkway and tree grates. We have also incorporated a planting strip between the back of the sidewalk and the building in order to break up the façade of the building and soften the streetscape with additional plantings. Final location of the brick bands and street furnishing will be finalized at site plan approval.

### ***Crabtree Valley Mall Connector Road Frontage***

This connector road will ultimately act as a major access point to Crabtree Valley Mall. As such, we have designed this frontage to slow pass-through traffic by providing on-street parallel parking on both sides of the street. It is likely that this frontage will contain access points to the building so we would anticipate the facade location closer to the back of curb than along the Edwards Mill Frontage. This streetscape contains a mixture of curbside and building-side planters as well as sections where the entire streetscape is paved to facilitate pedestrian circulation. This frontage will also incorporate street trees at a minimum of 40' o.c. with decorative pedestrian scale lighting, benches, trash receptacles and bike racks placed regularly along the streetscape. The actual location of the "Crabtree Valley Mall Connector Road" shown on pages 4 and 16 will be established at the time of site plan approval.

### **Alternative Streetscape Concept (if Crabtree Valley Avenue is not Re-Aligned)**

#### ***Existing Edwards Mill Road***

In the event the re-alignment of Crabtree Valley Avenue is not approved, or, if approved, is unfunded and delayed and existing Edwards Mill Road stays in place, in view of the drastic grade separation between Edwards Mill Road and the finished grade of the project, an alternate streetscape concept will be implemented that locates the 14' wide pedestrian walk adjacent to the building(s) and at the same finished elevation.

#### ***Existing Crabtree Valley Avenue***

If Crabtree Valley Avenue is re-aligned as proposed, or if such re-alignment is approved and funded, there will be no improvements to the streetscape along the existing right of way of Crabtree Valley Avenue. If such re-alignment is approved and is unfunded, and development of the PBOD site commences, streetscape improvements along the right-of-way of existing Crabtree Valley Avenue will be delayed for a period of two years following issuance of a final certificate of occupancy for the project. Upon the expiration of that period, if the re-alignment has been funded, there will be no improvements to the streetscape along such right of way. If funding for the approved re-alignment has not been provided at that time, and if the Planning Director so directs, a walkway 14' in width (consistent with that proposed for re-aligned Crabtree

Valley Avenue) will be constructed along such frontage of the site adjacent to, and at the same grade as, building(s) on the site. If the re-alignment of Crabtree Valley Avenue is not approved, upon development of the PBOD site, the 14' wide walkway adjacent to, and at the grade of, the building(s) will be constructed. If under any circumstance the developer is required to provide a sidewalk at the grade of existing Crabtree Valley Avenue and at the grade of the project, the cumulative width of sidewalks along such frontage of existing Crabtree Valley Avenue will not exceed 14'.

## **Streetscape Standards**

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### **Width of Pedestrian Ways**

There are currently no existing sidewalks adjacent to the boundary of the proposed PBOD. As required, we will provide new sidewalks in accordance with the foregoing text and, as applicable, the sections and plans illustrated below.

**Re-Aligned Crabtree Valley Avenue Frontage** – This frontage will be improved with a full 14' wide streetscape in accordance with City of Raleigh PBOD standards (see illustration below).

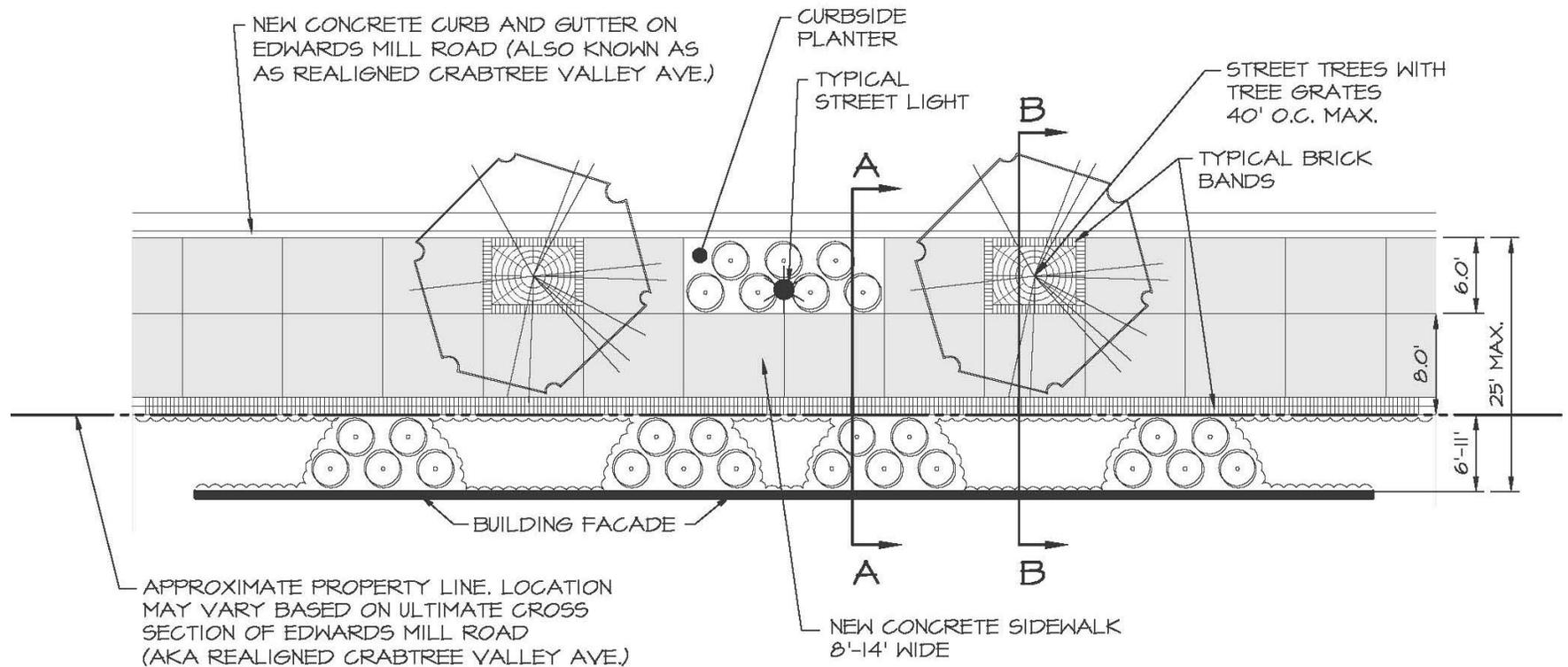
**Crabtree Valley Mall Connector Road** (east frontage) – The connector road between Edwards Mill Road and Crabtree Valley Mall will be improved with a full 14' wide streetscape in accordance with City of Raleigh PBOD standards (see illustration below).

### **Pedestrian Crosswalk locations**

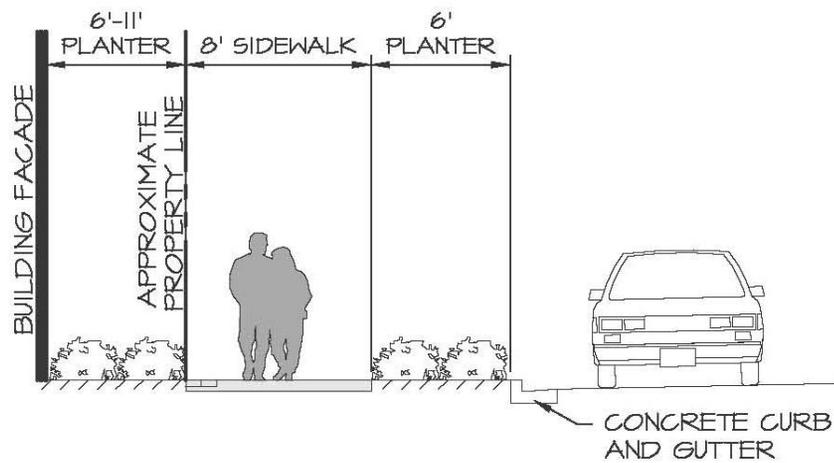
Pedestrian crosswalks will be provided at the intersection of Edwards Mill and Crabtree valley Mall Connector Roads as well as at any point where a street or driveway crosses the pedestrian travel way. Crosswalks will be designed in accordance with accessibility requirements.

## Re-Aligned Crabtree Valley Avenue Plan

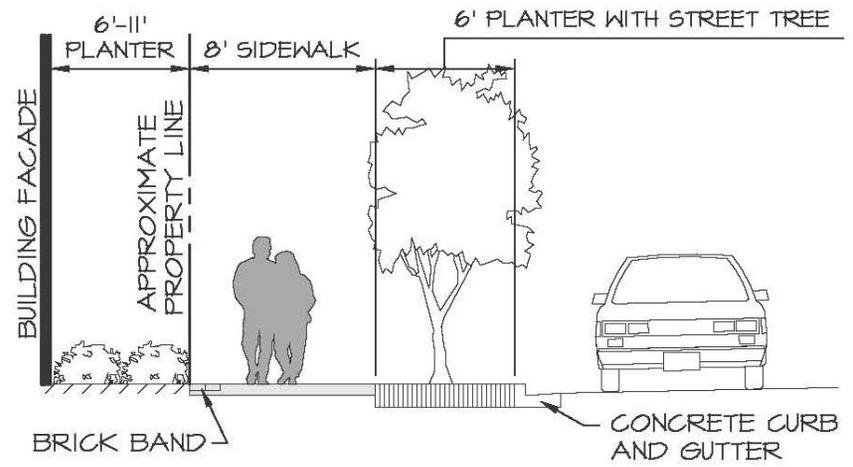
Note: Final location of site furnishings, planters and brick bands to be determined at site plan approval.  
 Plan illustrates the minimum level of brick banding proposed.



## Re-Aligned Crabtree Valley Avenue Sidewalk Sections



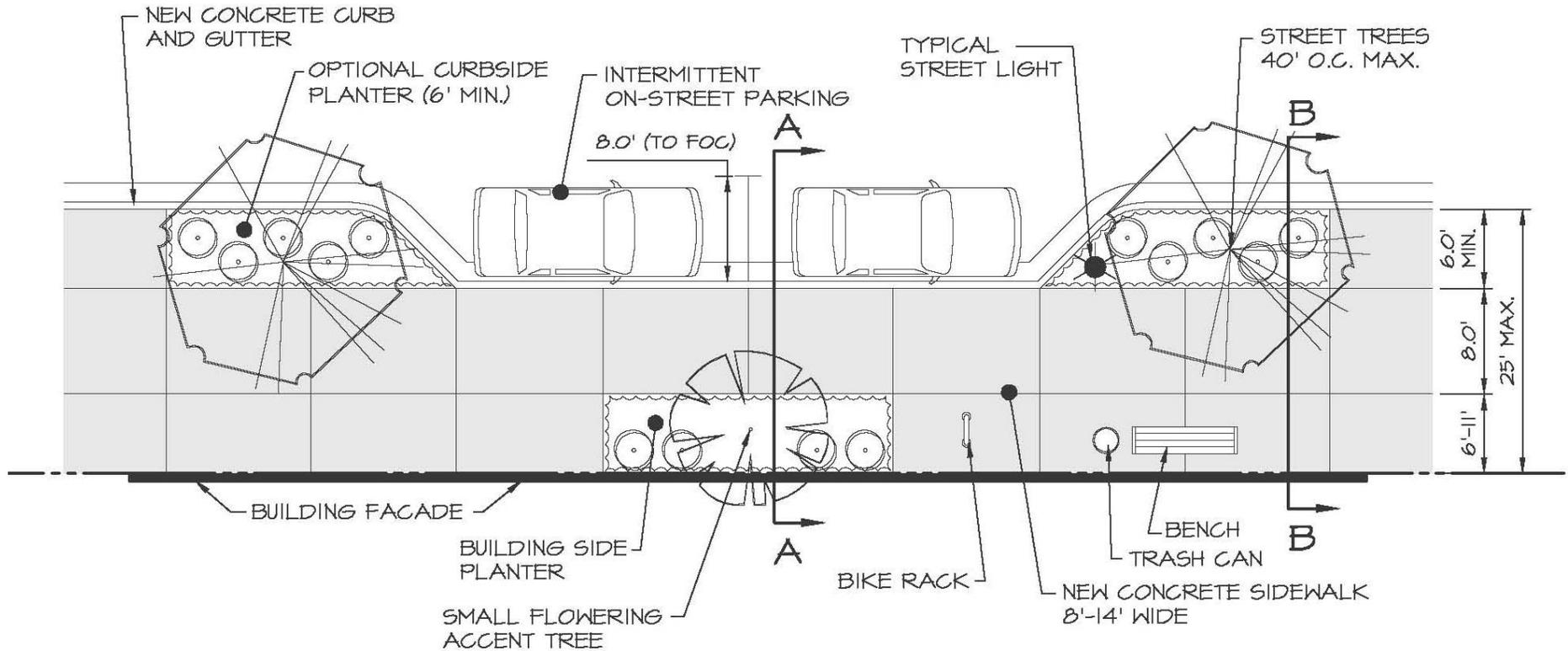
SECTION A



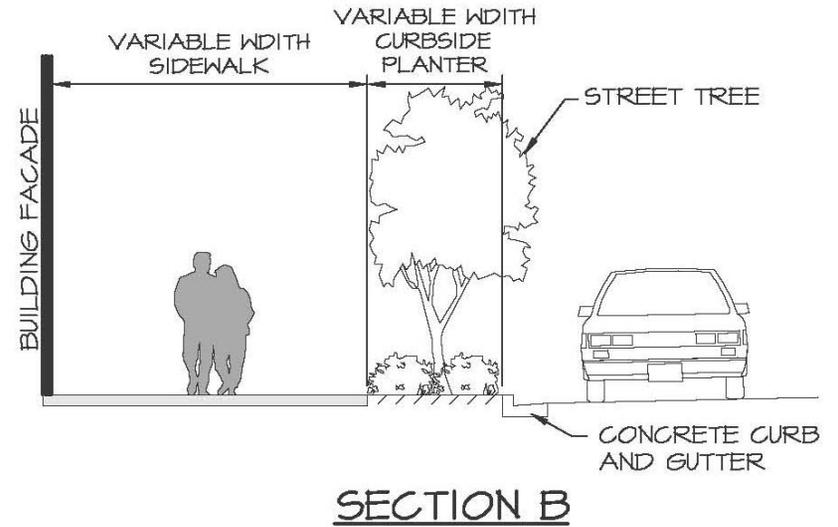
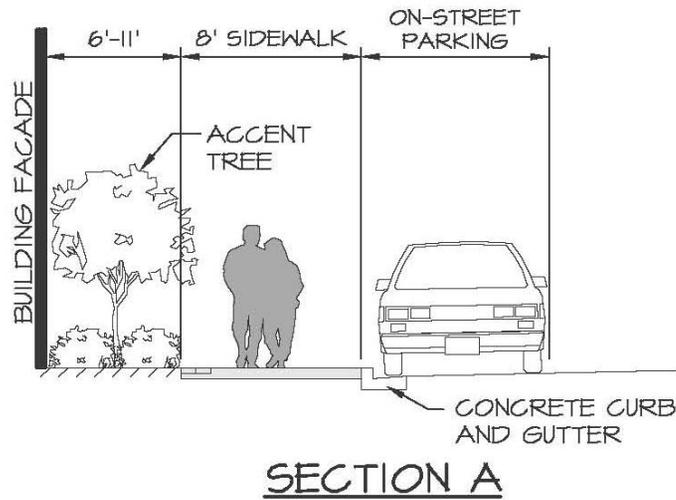
SECTION B

# Crabtree Valley Mall Connector Road Sidewalk Plan

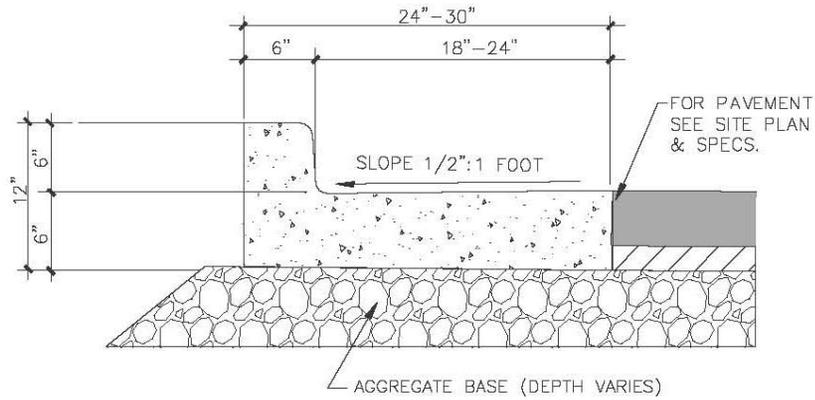
Note: Final location of planters and site furnishings to be determined at site plan approval.



# Crabtree Valley Mall Connector Road Sidewalk Sections



### Curb Detail



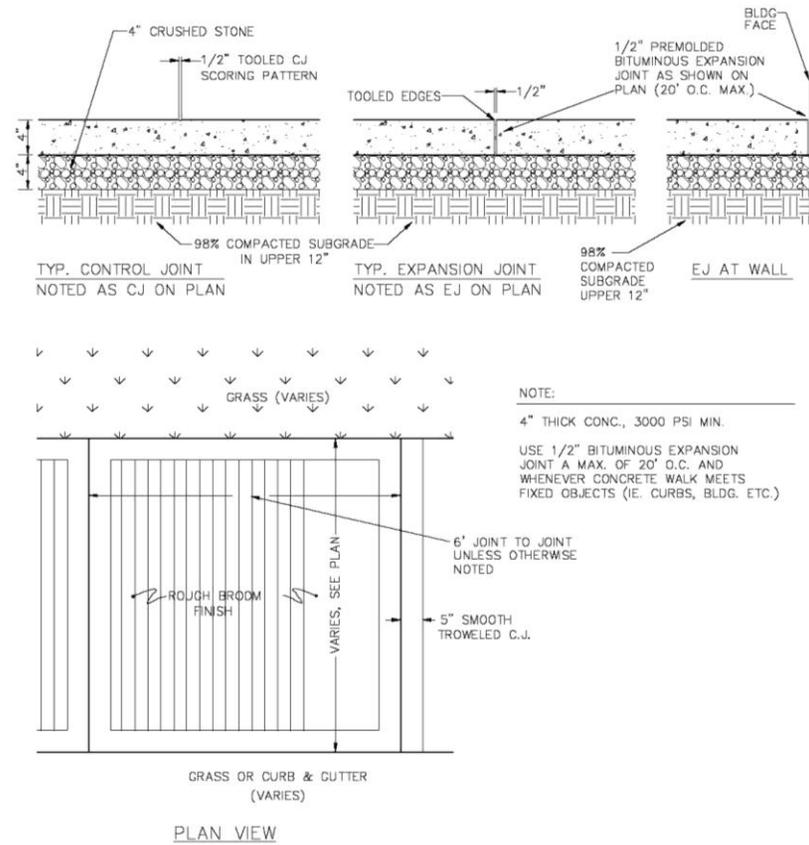
### Accent Paver Detail

**Manufacturer:** Pine Hall Brick

**Specification:** Cocoa Full Range (or equal as approved by staff at the time of site plan approval).



### Sidewalk Details



## **Streetscape Standards Continued**

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### **Utilities**

Utilities are currently in place in the area. Subject to approval by the City of Raleigh and the utility provider, all utilities will be either located underground and behind the back of curb or on poles in the right of way.

### **Maintenance Plan**

A maintenance plan will be enforced as part of the PBOD for the care of the streetscape improvements up to the public right-of-way. Maintenance in excess of that customarily provided by the municipality within public right-of-ways will require an encroachment agreement and will be the responsibility of the individual property owners. This includes maintenance of sidewalks and planters and street furnishings required by the PBOD but within the property lines, watering of plant materials and keeping the sidewalks free of debris and trash. A draft of the maintenance plan will be submitted at the time of site plan approval.

### **Signage**

The design and location of signage will compliment the architectural styles of the structures and will be oriented toward vehicular and pedestrian traffic. The following signage types are encouraged: Awning signs, window stencils and wall signs. Low profile ground signs will also be allowed on the property in accordance with the signage code. Paddle signs oriented toward pedestrian traffic will also be permitted in accordance with the signage code and shall maintain a clear minimum height of 9'-0" above the ground.

### **Canopies and Awnings**

In the event canopies or awnings are incorporated along the streetscape; they will be of sufficient height to accommodate the free flow of pedestrian traffic. In no case will the awnings be less than 9'-0" above the ground.

### **Street Lights**

Appropriate light levels along the streetscapes and parking areas are critical in creating a safe and inviting environment for pedestrians. The project will provide a mix of low level lighting as well as pedestrian scale lighting similar to the illustrations provided below. A lighting plan will be provided at the time of site plan approval.

## Pedestrian Lighting

Manufacturer: Landscapeforms

Specification: Alcott 12' Pedestrian light  
(or approved equal)

## Low Level Lighting

Manufacturer: Landscapeform

Specification: Alcott 12' Pedestrian light  
(or approved equal)



## **Building Facades**

Structures will address the public and private rights of ways. Ground level residential units will have one or more of the following elements: balconies, porches, stoops or similar active elements that address the street in order to help mitigate the interface between the proposed residential structure and the existing residential to the south.

Along the streetscape, the facades will be broken up to provide a pedestrian scale experience by the interspersions of street trees, street furnishings, decorative lighting, movement in the sidewalk, changes in paving material as well as other similar elements.

## **Building Setbacks**

Building setbacks from street right of ways within the PBOD shall be a minimum of 0' and the south and east frontages of the site will accommodate a 14' wide pedestrian walkway as shown on the sidewalk plans and sections on pages 5-10.

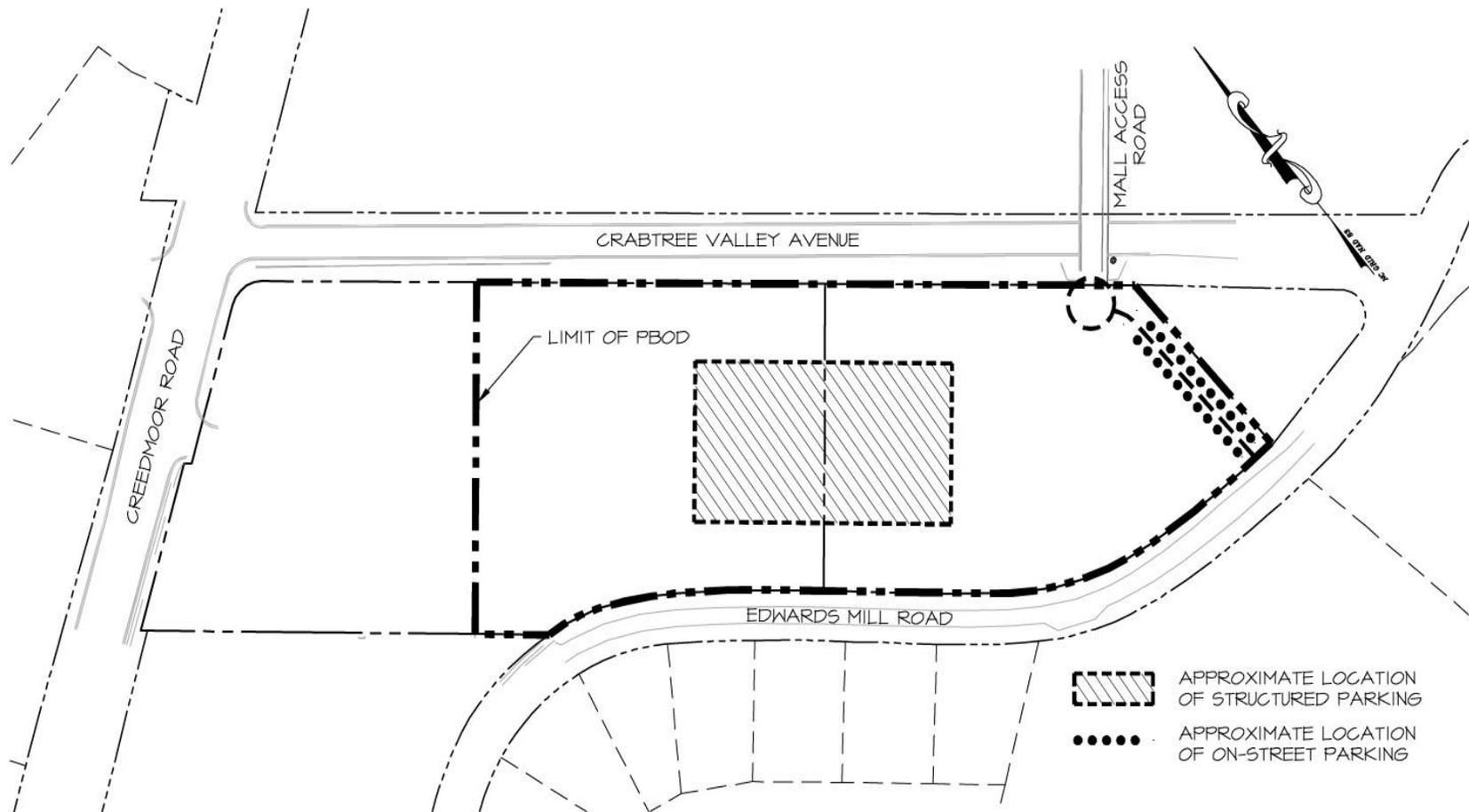
## **Building Height**

The current PDD zoning of this site allows for a maximum building height of 132' or eight stories. We are proposing to further limit the maximum building height within the PBOD overlay to 120' measured in accordance with the City of Raleigh code of ordinance. It is also important to note that the relationship of the site to the residential property to the south is greatly mitigated by the fact that Edwards Mill Road rises to 25' above the site along this frontage.

## **Parking**

The project will provide both on-street and off-street parking. Parking will be provided through a combination of both surface and structured parking. It is anticipated that the majority of the parking within the Crabtree Place PBOD will be contained in multi-level structures. The project will meet or exceed the minimum parking requirements of the City of Raleigh. Any surface parking (other than drop-off, delivery and temporary parking areas) visible from a public street will be screened from view in accordance with City standards. Bicycle parking will be provided at a rate of 1/20 car spaces unless a higher standard is required by the Code and will be located within the parking structures or near the main entrances to the structure.

## Parking Location Diagram



*Note: The actual location of the "Crabtree Valley Mall Connector Road" and associated on-street parking shown on pages 4 and 16 of this Streetscape and Parking Plan will be established at the time of site plan approval*

## Proposed Street Tree Palette

Street trees will be installed per the streetscape plan at the time of development of the parcels at the public right of ways prior to the issuance of a certificate of occupancy for the development of the parcel. Trees will be installed at a minimum size of 3" caliper. Alternate similar street tree species may be substituted at the time of site plan as approved by staff to accommodate availability of species and direction from the City of Raleigh urban forester.

### Japanese Zelkova

(Zelkova serrata)

Shape: Urn Shaped

Foliage: Green with sawtooth margins

Fall Color: Yellow to dark red



### Chinese Pistache

(Pistacia Chinensis)

Shape: Oval

Foliage: Dark green leaflets

Fall Color: Orange to red



**Columnar European Hornbeam**

(Carpinus betulus fastigiata)

Shape: Dense pyramidal form

Foliage: 2-5" clean leaves

Fall Color: Yellow to dark red



**Willow Oak**

(Quercus phellos)

Shape: Oval to spreading

Foliage: Long willow-like thin leaves

Fall Color: Yellow or russet red

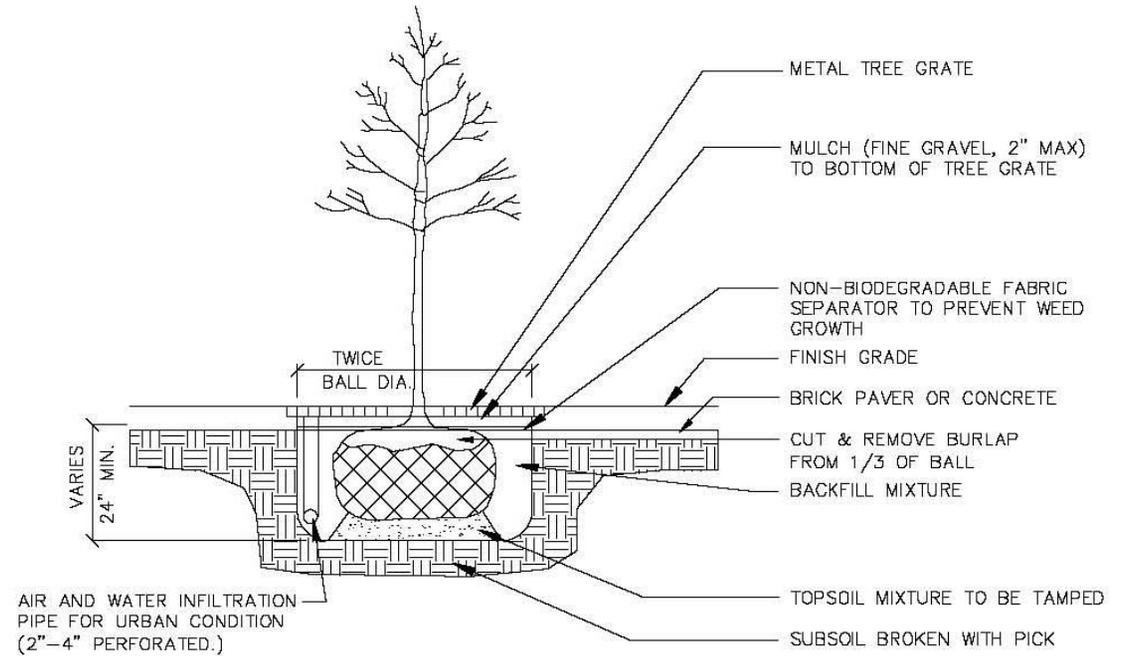


## Tree Grates

Manufacturer: Neenah foundry Products  
Specification: Adirondack Collection  
(or approved equal)



## Tree Planting Detail



## Benches

Manufacturer: Landscape Forms  
Specification: Austin Series bench with arms  
(or approved equal)

## Trash Receptacles

Manufacturer: Landscape Forms  
Specification: Austin Series litter receptacle  
(or approved equal)



## Bike Racks

Manufacturer: Landscape Forms

Specification: Bola Series bike rack  
(or approved equal)



*Note: Certain items are specified in this Plan with the phrase “(or approved equal).” At the time of site plan approval, for these items staff may allow a substitution of another manufacturer or design upon a determination that the item substituted is of equivalent quality and function.*

**Appendix – City Code Section 10-2055 – Pedestrian Business Overlay District**