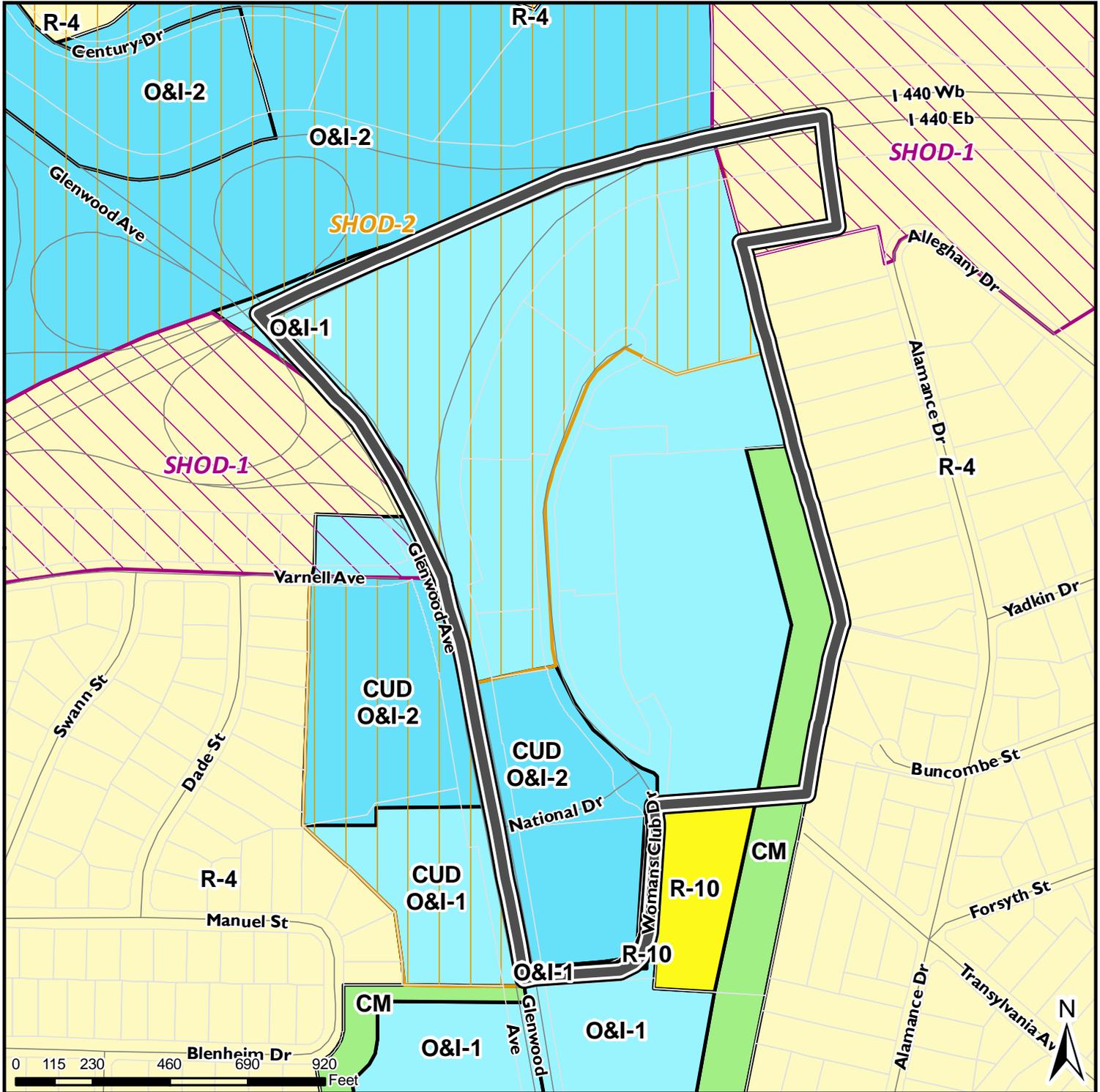


Existing Zoning Map

Z-40-2014

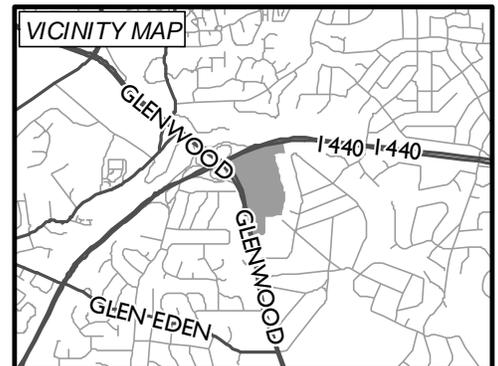


Submittal Date

12/19/2014

Request:

41.58 acres from
CUD O&I-2, O&I-1 w.SHOD-2(part),
CM. R-4 w/SHOD-1
to PD w/SHOD-1 & 2 (part)





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

Rezoning Application

| Rezoning Request | OFFICE USE ONLY |
|--|--|
| <input type="checkbox"/> General Use <input type="checkbox"/> Conditional Use <input checked="" type="checkbox"/> Master Plan (See Attached) | Transaction Number Z-40-14 414254 MP-2-14 48265 |
| Existing Zoning Classification: R4, CUD O&I-2, O&I-1 Proposed Zoning Classification Base District: PD Height: 12 Frontage If the property has been previously rezoned, provide the rezoning case number. Z-52-1983 & Z-67-2005 Provide all previous transaction numbers for Coordinated Team Reviews, Due Diligence Sessions or Pre-Submittal Conferences. | |

| GENERAL INFORMATION | | |
|---|---|--|
| Property Address: 3700 Glenwood Ave.; 3739, 3733, 3724, 3725, 3700, 3716, 3717 National Dr.; 3639 Alamance Dr.; 3701 National Dr.; 3310 Womans Club Dr.; 3709 National Dr. | | Date December 18, 2014; April 8, 2015 June 23, 2015 , Aug. 27, 2015 |
| Property PIN: 0795879441; 0795993108; 0795990214; 0795982876; 0795887960; 0795889173; 0795889544; 0795887501; 0795995448; 0795879708; 0795983272; 0795887136 | Deed Reference (Book/Page): Bk: 011802 Pg: 00243; Bk: 013198 Pg: 01773; Bk: 013198 Pg: 01773; Bk: 013198 Pg: 01773; Bk: 013198 Pg: 01777; Bk: 013198 Pg: 01777; Bk: 013198 Pg: 01777; Bk: 013198 Pg: 01777; Bk: 011757 Pg: 01072; Bk: 011757 Pg: 01072; Bk: 015065 Pg: 00223; Bk: 007360 Pg: 00089 | |
| Nearest Intersection: Glenwood Avenue at National Drive | | Property size (in acres): 41.58 A. |
| Property Owner/Address: Entities shown on attached Exhibit A by their Manager, Grubb Ventures, LLC 3700 Glenwood Ave, Suite 330 Raleigh, NC 27612 W&L Properties, LLC P.O. Box 10007 Raleigh, NC 27607 | Phone | Fax |
| | Email | |
| Project Contact Person/Address: Thomas C. Worth, Jr. Isabel Worthy Mattox P. O. Box 1799 P. O. Box 946 Raleigh, NC 27602 Raleigh, NC 27602 | Phone 919-831-1125; 919-828-7171 | Fax 919-831-1205 |
| | Email curmudgtcw@earthlink.net isabel@mattoxfirm.com | |
| Owner/Agent Signature Entities shown on attached Exhibit A by their Manager, GRUBB VENTURES, LLC, a North Carolina limited liability company (SEAL) By: _____ R. Gordon Grubb, Manager W&L PROPERTIES, LLC By: _____ Name: _____, Manager | | Email |

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



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

| Conditional Use District Zoning Conditions | | OFFICE USE ONLY |
|--|--|--------------------|
| Zoning Case Number Z-40-14 / MP-2-14 | | Transaction Number |
| Date Submitted Dec 18, 2014, resubmitted April 8, 2015, resubmitted June 23, 2015, resubmitted 8-27-15 | | Z-40-14 |
| Existing Zoning R4, CUD O&I-2, O&I-1 | Proposed Zoning PD Height: 12 Frontage | 414254 |
| | | MP-2-14 |
| | | 48265 |

| NARRATIVE OF ZONING CONDITIONS OFFERED | |
|--|--|
| 1. | |
| 2. | |
| 3. | |
| 4. | |
| 5. | |
| 6. | |
| 7. | |

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

| | |
|--|----------------------------|
| Owner/Agent Signature Entities shown on attached Exhibit A by their Manager, GRUBB VENTURES, LLC, a North Carolina limited liability company (SEAL) By: _____ R. Gordon Grubb, Manager W&L PROPERTIES, LLC By: _____ Name: _____, Manager | Print Name _____ |
|--|----------------------------|

THOMAS C. WORTH, JR.

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

December 17, 2014

Ms. DeShele Sumpter
Planner I
Department of City Planning
One Exchange Plaza, Suite 304
Raleigh, NC 27601

Re: **NEIGHBORHOOD MEETING REPORT** Regarding the Proposed Rezoning Petition of 3700 Glenwood, LLC, Glenwood Place Portfolio I, LLC, Glenwood Place Portfolio II, LLC, Glenwood Place Ventures, LLC, GP Land, LLC and W&L Properties, LLC (the "Owners") of approximately 42 acres, with addresses as follow: 3700 Glenwood Ave.; 3739, 3733, 3724, 3725, 3700, 3716, 3717 National Dr.; 3639 Alamance Dr.; 3701 National Dr.; 3310 Womans Club Dr.; 3709 National Dr. ("the Property").

Dear Ms Sumpter:

As indicated in my attached letter of November 19, 2014 the Neighborhood Meeting was held on December 3, 2014 at BB&Y Café, 3700 National Drive, Suite 101, Raleigh, NC 27612 at 7:00 pm.

The persons and organizations contacted about this meeting are indicated upon the attached list and upon the attached roster of those in attendance (with respective addresses as indicated) which roster is entitled "Attendance at Neighborhood Meeting". In addition to the neighbors identified on the attached roster Gordon Grubb of Grubb Ventures and I attended with Anne Stoddard of Grubb Ventures, David Connor of Lincoln Harris Properties, Tommy Craven of Priest Craven, David Brown of JDavis Architects and Sam Crutchfield of Grubb Ventures.

Gordon Grubb requested that the neighbors sign in on the roster and then provided the background of the projects in Raleigh in which his company had been involved over a period of approximately 15 years during which time its focus has been upon residential and office redevelopment projects. He then discussed his vision for the redevelopment of the subject property as a project to be known as Glenwood Place which is proposed to be a mixed-use project containing residential, office and retail uses and a hotel and confirmed his company will partner with Lincoln Harris Properties as it has significant experience in retail development. He confirmed that the project will be sensitive to the single family Country Club Hills Neighborhood which borders almost the entire east line of the Property (save and except for a narrow strip of land owned by the City of Raleigh in the northeast corner of the Property which is proposed to

provide a greenway connection and an adjacent lot zoned R-4 which is presently used by Grubb Ventures for stormwater control and is proposed for the same use under the Plan Development District Rezoning which is proposed to be filed in the near future).

Upon the conclusion of Gordon Grubb's opening comments I spoke about the rezoning process subsequent to the Neighbor's Meeting which will be followed by the filing of the Case, Staff Review led by the Planning Director in conjunction with other City Department heads, a presentation of the Glenwood CAC, consideration by the Planning Commission in a public meeting (perhaps followed by consideration in a public meeting of the Planning Commission's Committee of the Whole), submission to the City Council followed by a Public Hearing by the City Council with perhaps referral to a Council Committee for further consideration in a public meeting, prior to being returned for a decision by the City Council. I estimated that the process would take approximately 1 year from the date of this meeting presuming that the Case would be filed within the next 7 to 10 days.

A summary of the issues discussed follows:

1. Questions were raised by multiple neighbors concerning the prospect for the extension of Transylvania Avenue through a portion of the adjacent Womans Club of Raleigh, Inc. property (and its Conservation Management Area one hundred fifty feet (150') in width) into the property which is the subject of this proposed Case. My response was that the Womans Club property is not included in this Case and therefore there is no prospect for imposition of any extension of Transylvania Avenue upon this Case. In addition to the concerns about an extension of Transylvania Avenue there were questions about a possible extension of Yadkin Drive in a westerly direction through the 150' buffer presently zoned Conservation Management into this Property and additionally there was an inquiry as to whether there might be any prospect for a vehicular extension from this Property through the City's narrow strip of land in the northeast corner of the Property or perhaps through the R-4 Zoned lot which will continue to serve for stormwater control. My response in both instances was that there had never been any discussion whatsoever about such an extension of Yadkin Drive or about any vehicular linkage through the City owned property and/or the R-4 Lot to the point where Alamance Drive curves in a easterly direction into Allegany Drive. Also regarding Transylvania there was a question about any possible disruption of its paved surface as a result of this proposed project which was answered in the negative based upon the information now available.
2. Concerns were expressed by multiple neighbors about traffic generation by the proposed project and its adverse traffic impact upon Glenwood Avenue. There was also a concern expressed that the proposed project would draw motorists through the street system serving Country Club Hills whose destinations would be the proposed residences, offices, retail establishments and the hotel envisioned for the Property.
3. Questions were raised about a greenway connection from the Property to the existing greenway system in the Crabtree Creek area as were related questions about any other pedestrian ingress/egress to be proposed from the Property to Country Club Hills. The response was that it is expected that the City will require a greenway connection

in the northeast corner of the Property and that every effort will be made to ensure that the greenway within the Property is as far removed from the adjacent Country Club Hills lots as is physically possible. Furthermore it was confirmed that there are no pedestrian linkages in prospect between the Property and Country Club Hills other than the aforesaid greenway.

4. Questions were raised about the height of the proposed buildings, including the hotel and the approved Glenwood Place Apartments; the projected residential density, office square footage and retail square footage; the continued protection under the proposed rezoning of the 150' width Conservation Management zoned area adjacent to a number of the Country Club Hills lots and additionally about the buffer to be provided adjacent to the northeast corner of the Property for the protection of the Country Club Hills lots which are not adjacent to the aforementioned 150' width area presently zoned Conservation Management and the prospect for a wall or fence for the protection of said lots. An additional question was posed about the existence of a restrictive covenant protecting the Conservation Management Area. Also a question was raised about any change in prospect for the approved Glenwood Place Apartments and it was answered that there would be no change.
5. Questions were raised about parking for the proposed project and particularly the use of parking structures, in addition to surface parking.
6. The matter of the timing for the project if approved and specifically the stages for the development of the project were the subject of questions. It was stated that the approved Glenwood Place Apartments are likely to be the first new development in the project and that the demolition of the Allegany Building and the redevelopment of its site will likely be the second phase of redevelopment.
7. Questions were raised about stormwater control and Mr. Craven explained how stormwater was to be handled and the plan to enlarge the existing "dry" stormwater facility in the northeast corner of the property and its conversion to a "wet" facility to accommodate additional stormwater and improve stormwater quality. Discussion was had about the prospect for changes in the stormwater plan that had been previously developed for the approved Glenwood Place Apartments. Mr. Craven confirmed that all conditions of the Glenwood Place Apartment approval will continue to apply and in conjunction therewith no additional tree removal is anticipated in the 150' width area presently zoned Conservation Management.
8. Questions were raised about lighting emanating from the proposed buildings and its intrusion into the homes in Country Club Hills. The response was that the matter of lighting will be carefully reviewed.
9. Questions concerning the Traffic Impact Analysis (TIA) specifically regarding the projected residential occupancy, office square footage, retail square footage and the proposed hotel with a general discussion about the proposed traffic "budget" which will control development of the Property. There was discussion also about the

prospective off-site traffic improvements regarding matters such as signalization, lane construction, and turning movement controls.

10. Questions were raised concerning the maximum proposed footprint of a single retail entity.
11. Questions were raised concerning the specifics of the proposed hotel as to height and the incorporation therein of possible residential condominiums and/or a restaurant.
12. Lastly there were questions about the prospect for condominiums and about proposed sizes and rental price points for the apartments and whether any gated community is in prospect on the property.

In closing I request that you contact me regarding any questions or comments about this report.

Respectfully submitted,



Thomas C. Worth, Jr.

TCWjr/dsw
Enclosures

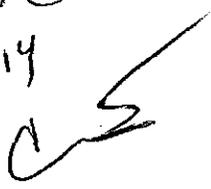
THOMAS C. WORTH, JR.

Attorney

Certified Mediator

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

November 19, 2014

Rec'd @ 1:50 pm
11/19/14


TO NOTICE NEIGHBORS

RE: **NOTICE OF MEETING** Regarding Proposed Rezoning Application of property identified on the attached Exhibit A (the "Property").

Dear Neighbors:

You are receiving this letter because you are the owner of property in the vicinity of the Property for which a rezoning is contemplated. A Rezoning Application will be filed requesting that the Property be rezoned from O&I-1, O&I-2 and Conservation Management to Planned Development District.

In accordance with the requirements of the Raleigh Unified Development Ordinance, notice is hereby given to you as the owner of a nearby property of a meeting to discuss the prospective rezoning, to be held at the BB&Y Café, 3700 National Drive, Suite 101, Raleigh, NC 27612 at 7:00 pm on Wednesday, December 3, 2014.

Gordon Grubb, representing the Property owners and I, as attorney for the Property owners, will be present to meet with you and answer any questions which you may have regarding this proposed Rezoning Application.

If the Rezoning Application is filed as now planned, it will be reviewed by City Staff over the next several months and then referred to the Planning Commission for review. To follow this process, please consult the City's website at www.raleighnc.gov/planning. If you have any questions about the proposed Rezoning Application, either before our meeting of December 3, 2014 or at any time after our meeting, I hope you will feel free to contact Mr. Grubb or me.

Sincerely,


Thomas C. Worth, Jr.

EXHIBIT A

3700 Glenwood Ave.
3739 National Dr.
3733 National Dr.
3724 National Dr.
3725 National Dr.
3700 National Dr.
3716 National Dr.
3717 National Dr.
3639 Alamance Dr.
3701 National Dr.
3709 National Dr.
3310 Womans Club Dr

0795988153
EVANS, HENRY LEE JR EVANS,
REBECCA UTTER
3513 ALAMANCE DR
RALEIGH NC 27609-6303

0795879441
3700 GLENWOOD LLC
3700 GLENWOOD AVE STE 330
RALEIGH NC 27612-5543

0795977945
STOCKS, LEWIS H III STOCKS,
JACQUELINE B
200 BUNCOMBE ST
RALEIGH NC 27609-6300

0795988527
IRBY, JOHN P IV IRBY, AMIE D
3611 ALAMANCE DR
RALEIGH NC 27609-6305

0795993108
GLENWOOD PLACE PORTFOLIO I
LLC
3700 GLENWOOD AVE STE 330
RALEIGH NC 27612-5543

0795976770
BLOOM, ALLAN A BLOOM, ANNE H
201 TRANSYLVANIA AVE
RALEIGH NC 27609-6317

0795990214
GLENWOOD PLACE PORTFOLIO I
LLC
3700 GLENWOOD AVE STE 330
RALEIGH NC 27612-5543

0795987787
OLSEN SIGMON, MARTHA ANNE
3617 ALAMANCE DR
RALEIGH NC 27609-6305

0795978948
TOLLISON, MICHAEL S TOLLISON,
JENNIFER S
201 BUNCOMBE ST
RALEIGH NC 27609-6369

0795996247
GORRELL, ROBERT G
PO BOX 33395
RALEIGH NC 27636-3395

0795995448
GLENWOOD PLACE VENTURES
LLC
3700 GLENWOOD AVE STE 330
RALEIGH NC 27612-5543

0795887136
W & L PROPERTIES LLC
C/O YORK PROPERTIES INC
PO BOX 10007
RALEIGH NC 27605-0007

0795976894
HORNBERGER, DOUGLAS C
HORNBERGER, MARY E
204 BUNCOMBE ST
RALEIGH NC 27609-6300

0795973353
WOMANS CLUB OF RALEIGH INC
ATTN: TREASURER
3300 WOMANS CLUB DR
RALEIGH NC 27612-4825

1705080158
SMYTH, THEODORE B SMYTH,
MELISSA P
3517 ALAMANCE DR
RALEIGH NC 27609-6303

0795996175
JONES, LAMAR JR JONES, MARY
HANNAH W
3629 ALAMANCE DR
RALEIGH NC 27609-6305

0795879708
GLENWOOD PLACE VENTURES
LLC
3700 GLENWOOD AVE STE 330
RALEIGH NC 27612-5543

0795987866
WORTHY, FORD S JR
PO BOX 30636
RALEIGH NC 27622-0636

0795983272
GP LAND LLC
3700 GLENWOOD AVE STE 510
RALEIGH NC 27612-5538

1705087835
RALEIGH CITY OF
PO BOX 590
RALEIGH NC 27602-0590

0795988447
BASON, DORIS P
3607 ALAMANCE DR
RALEIGH NC 27609-6305

0795988617
VITEK, MARK E VITEK, ELLEN L
6040 SIX FORKS RD STE 413
RALEIGH NC 27609-8601

0795889544
GLENWOOD PLACE PORTFOLIO II
LLC
3700 GLENWOOD AVE STE 330
RALEIGH NC 27612-5543

0795988354
MCLAIN, L WILLIAM JR
3601 ALAMANCE DR
RALEIGH NC 27609-6305

0795961818
GST INVESTMENTS LLC
C/O PROPERTY RESOURCES
3100 SMOKETREE CT STE 600
RALEIGH NC 27604-1050

0795982876
GLENWOOD PLACE PORTFOLIO I
LLC
3700 GLENWOOD AVE STE 330
RALEIGH NC 27612-5543

0795889173
GLENWOOD PLACE PORTFOLIO II
LLC
3700 GLENWOOD AVE STE 330
RALEIGH NC 27612-5543

0795997025
WALKER, NATHANIEL H WALKER,
CURRY R
3627 ALAMANCE DR
RALEIGH NC 27609-6305

0795975390
SIMPSON, DANA E SIMPSON,
STEPHANIE M
200 TRANSYLVANIA AVE
RALEIGH NC 27609-6318

0795989243
SINK, HENRY H JR SINK, SANDRA
F
PO BOX 12197
RALEIGH NC 27605-2197

0795887501
GLENWOOD PLACE PORTFOLIO II
LLC
3700 GLENWOOD AVE STE 330
RALEIGH NC 27612-5543

0795987946
VANN, JAMES R VANN, LAURA K
3625 ALAMANCE DR
RALEIGH NC 27609-6305

0795887960
GLENWOOD PLACE PORTFOLIO II
LLC
3700 GLENWOOD AVE STE 330
RALEIGH NC 27612-5543

ATTENDANCE AT NEIGHBORHOOD MEETING

Glenwood Place
 Neighborhood Meeting
 7:00 PM
 December 3, 2014
 BB&Y Restaurant
 National Drive

| NAME | ADDRESS | PHONE # |
|-------------------------|---|--------------|
| Robbie Cox | Street: 3340 Alamanca Dr Email: robbiecox13@nc.rr.com | 919-414-4424 |
| Jon McCutcheon | Street: 313 Forayth St Tom and Fay 313 @ Bell South. Net Email: | 919-782-2377 |
| Bill Janice | Street: 206 Transylvania Email: | 214-2685 |
| Allan & Anne Bloom | Street: 201 Transylvania Cove Email: | 919/782-1764 |
| Sara Rion | Street: 333, Alamanca Dr. Email: | 919/781-0824 |
| Doug & Betsy Hornberger | Street: 204 Buncombe St. Email: | 919/787-0690 |
| Anthony Marciano | Street: 3368 Alamanca - Dr. Email: | 919-782-2977 |
| Mary Voelkel | Street: 301 Transylvania Ave Email: | 919-270-1296 |
| Mary Dionne | Street: 214 Transylvania Ave Email: mdionne.cpa@att.net | 908-432-4835 |

ATTENDANCE AT NEIGHBORHOOD MEETING

Glenwood Place
 Neighborhood Meeting
 7:00 PM
 December 3, 2014
 BB&Y Café
 3700 National Drive, Suite 101
 Raleigh, NC 27612

| NAME | ADDRESS | PHONE # |
|--------------------------------|---|------------------|
| Lee Evans | Street: 3513 Alamanca Dr Email: hlee@cshlaw.com | 863-8710 |
| Brent Rice | Street: 210 Transylvania Ave Email: brent@diversifiedfloors.com | 524-4860 |
| Bill Barnes | Street: Email: SKYPIRATE@ATT.NET | 919 740-2607 |
| Gordon Poulson | Street: 414 FORTSMITH ST Email: | 345-6805 |
| Phyllis Hill | Street: Email: hillpwo@nc.rr.com | 426-4467 |
| MARTY WORTHY | Street: 3621 Alamanca Drive Email: martyworthy@mindspring.com | |
| James Vann | Street: 3625 Alamanca Dr. Raleigh, NC 27609 Email: | 786-0305 |
| Michael + Jennifer Tollison | Street: 201 BUNCOMBE STREET Raleigh, NC 27609 Email: tollison.m@gmail.com | |
| Paul Scott | Street: 3705 Marblehead Ln. Raleigh NC 27612 Email: | |
| GREG SEAMSTER | Street: 340 BUNCOMBE ST. RALEIGH NC 27609 Email: | 919-972- 1539 |
| | Street: | |

ATTENDANCE AT NEIGHBORHOOD MEETING

Glenwood Place
 Neighborhood Meeting
 7:00 PM
 December 3, 2014
 BB&Y Café
 3700 National Drive, Suite 101
 Raleigh, NC 27612

| NAME | ADDRESS | PHONE # |
|--|--|----------------------------|
| RICK McElroy | Street: 324 Yacklin Dr Email: mcelroys@aol.com | 781 801-6161 |
| Peter & Patsy Paris | Street: 3300 Alamanca Drive Raleigh 27609 Email: | (919) 781-1645 |
| Irene Kennedy & Tim Carlson | Street: 409 Forsyth St Raleigh 27609 Email: | 919 696- 0431 |
| Beverly Shearon | Street: 3300 Woman's Club Drive Email: | 919-971 4574 |
| David: Libbie Ward | Street: 327 Yacklin Email: libbiward@gmail.com | 919 783-7755 |
| Pat Reed | Street: 3300 Woman's Club Drive Raleigh, NC 27612 Email: 3300 Woman's Club Dr | 919 848-8047 |
| Bennett Cotten | Street: 301 Forsyth St 27609 Email: b.cotten@hotmail.com | 919-618- 0200 |
| William Gupston | Street: 3310 Alamanca Dr Fletcher Email: Wrgupston@gmail.com | 919 782 4737 |
| Mitchell Hazoum | Street: 3608 Alamanca Dr. Email: | |
| Carter Worthy on behalf of FS Worthy Jr et al | Street: 3621 Alamanca Drive Email: Carter@carterworthy.com | 919 961 3595 |
| Mark & Ellen Vitek | Street: 3613 Alamanca Drive MARK@MARKVITEK.PA.COM | 919-847-2981 x.11 |

GLENWOOD PLACE

RALEIGH, NC

A MIXED-USE URBAN COMMUNITY

PLANNED DEVELOPMENT DISTRICT

MASTER PLAN

DECEMBER 18, 2014

REVISED APRIL 8, 2015

REVISED JUNE 23, 2015

REVISED AUGUST 27, 2015



GRUBB
VENTURES



LINCOLN
HARRIS



PRIEST, CRAVEN
& ASSOCIATES, INC.

TOM C. WORTH, JR.
LEGAL COUNSEL

Mattox
LAW FIRM



EXHIBIT A
Property Owners

3700 Glenwood, LLC

Glenwood Place Portfolio I, LLC

Glenwood Place Portfolio II, LLC-

Glenwood Place Ventures, LLC

GP Land, LLC

W & L Properties, LLC

Table of Contents

| | <u>Page No.</u> |
|--|-----------------|
| Master Plan | |
| I. Development Team | 4 |
| II. General Information..... | 6 |
| a. Introduction | 6 |
| b. Property Information | 9 |
| c. Land Use & Intensity | 10 |
| d. Transportation | 11 |
| e. Stormwater & Utilities | 15 |
| f. Open Space/Greenway/Tree Preservation | 16 |
| g. Committed Elements..... | 16 |
| h. Public Benefits..... | 19 |
| III. Specific Information | 20 |
| Section A Submittals | 20 |
| Section B Specific Modifications/Land Use Areas | 21 |
| 1. Modified Standards | 21 |
| (a) PD District Regulations | 21 |
| (b) Use Regulations | 21 |
| (c) General Development Standards..... | 21 |
| (i) Parking | 21 |
| (ii) Landscaping and Screening | 21 |
| (iii) Signs | 21 |
| (iv) Site Lighting | 21 |
| (v) Outdoor Display and Storage | 21 |
| (d) Streets and Layout | 21 |
| (i) Blocks, Lots, Access | 21 |
| (ii) New Streets | 22 |
| 2. Maximum Dwelling Units..... | 22 |
| 3. Maximum Nonresidential Square Footage | 22 |
| 4. Statements of Conformance | 22 |
| a. Design Guidelines..... | 22 |
| b. General Design Principles | 31 |
| c. Comprehensive Plans | 34 |
| 5. Responses to UDO Sections 4.1.1.F and 4.7.4.B.6..... | 60 |
| 6. Property Owners Association | 61 |
| 7. Amendments | 62 |

| <u>Exhibits</u> | <u>Page No.</u> |
|--|-----------------|
| A – Development Matrix | 69 |
| A-1 Trip Budget | 70 |
| A-2 Proposed Glenwood Corridor Transportation Improvements | 71 |
| B – District Standards | 73 |
| C – Modification to Use Regulations | 79 |
| D – Parking | 86 |
| E - Modifications to Landscaping and Screening Regulations | 88 |
| F – Modifications to Sign Regulations | 91 |
| F-1 Common Signage Plan | 95 |
| G – Modifications to Site Lighting Regulations | 97 |
| H – Modifications to Outdoor Display and Storage Regulations .. | 98 |
| I – Modifications to Blocks, Lots, Access Regulations | 99 |

The location, shape, size, orientation and relationship of the buildings, parking, open space and outdoor amenity areas shown on the Cover are illustrative in nature and only intended to convey the intent of what could be placed on the site in the context of the Development Matrix and Trip Budget and are subject to modification, provided that any such modification shall be in compliance with the Development Matrix set forth in **Exhibit A**, the Trip Budget set forth in **Exhibit A-1**, and the Committed Elements set forth in Subsection II(g) hereof.

I. Development Team:

Property Owners:

Glenwood Place Portfolio I, LLC
Glenwood Place Portfolio II, LLC
Glenwood Place Ventures, LLC
GP Land, LLC
3700 Glenwood LLC
Glenwood Avenue, Suite 330
Raleigh, NC 27612

W & L Properties, LLC
P. O. Box 10007
Raleigh, NC 27607

Developers:

Grubb Ventures, LLC
Glenwood Avenue, Suite 330
Raleigh, NC 27612
ATTN: R. Gordon Grubb
ATTN: Anne Stoddard

Lincoln Harris
5430 Wade Park Blvd.
Raleigh, NC 27607
Attn: David Connor

Consultants:

Architect:

1. LS3P Associates, Ltd.
227 W. Trade Street, Suite 700
Charlotte, NC 28202
Attn: Jim Williams

Civil Engineer:

2. Priest Craven
3803 Computer Dr.
Raleigh, NC 27609
Attn: Tommy Craven

Land Planner:

3. J. Davis Architects
510 Glenwood Avenue, Suite 201
Raleigh, NC 27603
Attn: David F. Brown

Traffic Engineer:

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

Attorneys:

5. Thomas C. Worth, Jr.
127 W. Hargett Street, Suite 500
Raleigh, NC 27601
919-831-1125
6. Isabel Worthy Mattox
127 W. Hargett Street, Suite 500
Raleigh, NC 27601
919-828-7171

II. General Information

Introduction

As Raleigh prepares for exciting and unprecedented growth, we are submitting a rezoning proposal for Glenwood Place that carefully transforms one of Raleigh's most prominent gateways into an exceptional live-work-play center while respecting our neighbors, helping prevent sprawl and bringing high quality jobs.

The product of more than a decade of careful consideration, the Glenwood Place redevelopment is reasonable, in the public interest, and consistent with the vision and policies of the Raleigh 2030 Comprehensive Plan. Our vision for Glenwood Place closely aligns with the six goals expressed by Council for Raleigh:

Economic Prosperity and Equity: The redeveloped Glenwood Place will be an ideal destination for local business looking to expand and for companies new to our market, which at this point might choose a competing community.. Glenwood Place will give Raleigh an edge by providing what the urban workforce, corporate decision-makers, and local businesses need – high quality office space with walkable, well-placed amenities.

These companies will bring new jobs, additional tax base, and new revenues to Raleigh. As redeveloped, Glenwood Place is estimated to provide:

- \$3.0 million annually in new property tax revenue over and above the \$250,000 paid annually by the existing properties.
- \$1.0-1.5 million in annual sales tax and hotel tax revenue; and
- Over \$4.3 million in various thoroughfare (\$3.0M), open space (\$800,000) and other fee income to the City, including roughly \$500,000 in building permit fees alone.

Expanding Housing Choices: Glenwood Place will expand housing options to the benefit of a city that needs and wants more options, including rental options. Single family detached housing now dominates this northwest quadrant of Raleigh. Glenwood Place will add attractive, modern multi-family housing opportunities within a mixed-use, pedestrian-friendly neighborhood. **Managing Our Growth:** Glenwood Place will facilitate the successful management of Raleigh's exciting growth with skillful integration of four land uses – office, hotel, residential, and retail – and is located on a major transportation corridor with walkable amenities for employees, guests, and residents, as well as for workers in the Glenwood Avenue corridor.

- Glenwood Place represents an ideal location for infill redevelopment, which is far superior to sprawl;
- Adequate infrastructure is either in place or will be in place before the development comes online. The developers are proposing to make significant (\$2 million +) traffic improvements to Glenwood Avenue with the first phase of development, increasing safety as well as traffic flow;
- Elements of the proposed improvements to the I-440 / Glenwood Avenue interchange are compatible with the recommended interim and long term

improvements to that interchange recommended in the City's Crabtree Valley Transportation Study;

- With increased density within Glenwood Place, combined open space, outdoor amenity areas, and tree conservation areas of at least 30% of the net project will be integrated within the community;
- Grubb Ventures and Lincoln Harris are experienced entrepreneurs with an established track record of using environmentally-friendly development practices in meeting the demands of the marketplace.

Coordinating Land Use and Transportation: Glenwood Place is located on a transit emphasis corridor, and the proposed mix of land uses at higher densities will support a successful expansion of the public transit system.

- Glenwood Place will provide an improved transit stop on Glenwood Avenue and an internal road network which will facilitate bringing transit into the development as demand grows;
- Glenwood Place will provide a connection to the Raleigh Greenway System at the northeast corner of the project;
- Glenwood Place is committed to creative place-making, encouraging a pedestrian live, work, play environment that minimizes the number of car trips leaving the site over the course of the day, particularly at peak hours.

Greenprint Raleigh – Sustainable Development: A neighborhood listserv put it best: "Raleigh is going to grow by 50% by 2030... Does Raleigh want that growth to be through density or sprawl?" Glenwood Place proposes density on an infill redevelopment site – what's greener than that? The Master Plan contemplates the reuse of currently developed land and existing infrastructure, with limited additional impervious surfaces beyond what is already there. In addition to promoting infill over sprawl, Glenwood Place will:

- make a new Greenway connection
- provide 30% of net project area in combined open space, outdoor amenity areas, and tree conservation
- protect a sensitive Crabtree Creek tributary.

Growing Successful Neighborhoods: Glenwood Place is a great example of thoughtfully conceived infill development, which protects an older single-family neighborhood while allowing for smart, walkable growth and an expanding business sector. Glenwood Place is not connected to the adjacent Country Club Hills neighborhood and, under the Glenwood Place Master Plan, will not be connected. By providing buffers and building setbacks which exceed what is required under the UDO, limiting and screening the area of connection to the Greenway, and providing amenities not currently available within walking distance, Glenwood Place respects the character of the adjacent neighborhood while creating a new and vibrant community.

Why Create a Planned Development? We are submitting a Planned Development (PD) rezoning proposal for Glenwood Place as a customized CX district, for three reasons:

- Desirable and successful retail in the right places
- Right-sized buildings in the right places, including a first-class hotel; and
- The right guidelines for nurturing a successful community.

Successful Retail: For a retail center to be vibrant, functional and fun for office tenants, guests and area residents, retail businesses need three things:

- High visibility
- High volume of potential shoppers
- A critical mass of other retailers around them.

Neither of the site's current zoning, the remapped OX district or a CX district allows for the right combination of these critically important factors:

- The current zoning effectively eliminates retail uses at the site because of the signage and location rules of the O&I zone. Today, retail entrances must be located inside of the building. Traditional retail signage is prohibited from the exterior of the building. As a result, Glenwood Place has long had a small café and barber shop, but no ability to attract retail users beyond that.
- Under OX zoning, we could build all of the proposed retail square footage and more – just not in a configuration that our retail development expertise tells us retailers want. The retail square footage is limited to 15% of building total, meaning that the retail square footage would be scattered throughout the development. This is not desirable to retailers, who need critical mass.
- In addition, OX zoning does not allow for one of our primary goals: a dynamic retail anchor tenant tastefully nestled in a walkable mixed environment.
- If left unchanged, a CX zone would allow uses that are undesirable for this location (e.g. automotive uses) and allow more retail intensity than Glenwood Place wants or intends. The PD conditions and use table focus the retail development on our target market.

Vibrant retail is critical to the overall success of any mixed use project. Our PD includes customized OX and CX subdistricts and allows us to carefully plan retail in Glenwood Place so it flourishes in this important gateway to central Raleigh. No other sites along the Glenwood corridor from I-440 to Five Points are positioned like Glenwood Place to host a vibrant mixed-use community complete with successful retail serving this area of the city.

Right-sized buildings in the right places: The Glenwood Place PD puts building height close to Glenwood Avenue and I-440 and includes a first-class hotel as one of the four proposed uses. PD is the best option for a successful outcome because:

- Under the remapped OX-5/7, we can build the same square footage or more as proposed in the PD, with height spread evenly across the project. The result? The same old office park that is being increasingly rejected by office users in favor of buildings with amenities and views. The Glenwood Place PD with its customized OX and CX subdistricts allows for a Master Plan that moves height to the highway edges,

leaving lower density residential uses – with height restrictions greater than required under the UDO – as transitions from the adjacent neighborhood.

- In addition, an OX district would only allow a hotel as a special use, requiring a separate approval process. A hotel is an approved use under the existing O&I-2 CUD zoning and is part of what makes mixed use districts vibrant and successful, especially in the evening.
- Creating a PD, with customized CX district rules applying to areas which are adjacent to the Beltline and Glenwood Avenue , provides for the right uses and scale for a successful mixed use place.

The right guidelines for nurturing a successful community: The Master Plan will allow the developer to achieve a higher quality project by allowing the customization of:

- setbacks,
- street cross-sections,
- signage, and
- landscaping requirements.

The Glenwood Place PD Master Plan also eliminates and conditions uses typically permitted in both OX and CX. We believe the Master Plan which limits the sizes of various uses, ensures that restaurants and retail uses are part of a mixed use development and eliminates drive-throughs (other than bank drive-throughs) and automotive related businesses are appropriate modifications to the OX and CX Districts, which seek to address the City's goals for mixed use but also to ensure that the impacts on adjacent properties and the City are mitigated.

We are proposing this limited revision to rules related to signage, placement of density, buffers and landscaping in specific ways to increase the ability to create a successful mixed-use place. We have observed the manner in which our City's citizens and government have embraced the North Hills development, and although we do not strive to replicate that development, we have considered the North Hills development and its Master Plan as a model for a successful high quality Planned Development.

The proposed Glenwood Place aligns well with the City's stated vision goals and will enhance our economic competitiveness and quality of life. It is an exemplary mixed-use community for an exemplary growing city.

b. – Property Information

The subject property is a land assemblage comprised of 12 existing contiguous parcels bound by the following roads: Glenwood Avenue to the west, the I-440 Beltline to the west and north and Woman's Club Drive to the south and east. It is anticipated that some of the lots will be recombined in the future. The property assemblage is approximately 42 acres

in size (which includes the private National Drive) and is currently zoned Office and Institutional -1, Office and Institutional -2 and Conservation Management, with a SHOD-2 overlay on a portion of the property.

The subject parcel is strategically located at the intersection of Glenwood Avenue, a Transit Emphasis Corridor, and the I-440 Beltline, a Parkway Corridor. This infill area is currently underserved in terms of retail, office, hotel, and multifamily housing opportunities despite its ready access to many major roads including Interstate 440, Glenwood Avenue (U.S. Highway 70), Glen Eden Drive, Creedmoor Road, Blue Ridge Road and Edwards Mill Road.

Nearby recreational opportunities are provided by the award-winning Raleigh Greenway with connections to the Crabtree Valley and Alleghany greenway segments, leading to nearby Glen Eden Pilot Park and North Hills Park.

c. - Land Use & Intensity

1. Usage Types. The objective for Glenwood Place is to achieve successful four-pronged mixed-use, as follows:
 - A. Residential. The overall residential density for Glenwood Place will be capped at 19.5 dwelling units per acre (19.5 du/acre) for the entire property (41.58 acres), which yields a maximum of 800 Dwelling Units. The residential uses proposed by Glenwood Place will be primarily apartments and condominiums containing studios, one, two and three bedroom dwelling units oriented around private courtyards offering recreation and private, secured open space reserved for residents. There may be additional residential units in the form of townhouses, congregate care housing and/or residential condominiums possibly atop a hotel or office building.
 - B. Retail. The retail proposed for Glenwood Place envisions a variety of shopping venues including eating establishments to serve residents, workers and hotel guests of the community, but also the visitors to the development. A maximum of 140,000 square feet of retail space floor area gross shall be developed in Glenwood Place. Retail shops varying in size shall provide a variety of shopping opportunities; no single retail user or retail tenant shall exceed 50,000 square feet floor area gross and only one shall exceed 45,000 SF. No more than two single retail users shall exceed 15,000 square feet of ground floor retail square feet floor area gross.
 - C. Office. A maximum of 900,000 square feet of office space, floor area gross, including the existing 112,400 square foot 3700 Glenwood building shall be developed in Glenwood Place.
 - D. Hotel: A maximum of 250 hotel rooms may be developed at Glenwood Place.

Note that all land uses and intensities will be governed by the Development Matrix set forth on Exhibit A and the Trip Budget set forth on Exhibit A-1. The Trip Generation Budget was produced with reference to the specified uses and intensities as set forth therein; however, types of uses and their intensities may change so long as (i) the actual uses and their intensities do not exceed the limits on various types of uses set forth as the "Maximum Allowable New Construction" on the Development Matrix set forth in Exhibit A; and (ii) the trips which will be generated from such uses, as determined with reference to the ITE Trip Generation Manual do not exceed the Trip Generation Budget as set forth in Exhibit A-1

2. Development Considerations.

- A. The infill redevelopment will replace aging and obsolete office buildings with a vibrant mixed-use center that prevents sprawl by making use of existing impervious surface, utilities and transportation infrastructure.
- B. The mixed-use development will be developed along a main boulevard ("Glenwood Place Boulevard") in an integrated manner where convenient pedestrian connections /internal vehicle circulation between residential and retail/office/hotel/parking uses are desirable, and proximity to different but compatible types of uses is considered an advantage rather than an adverse impact.
- C. Preserve environmentally sensitive land areas on the perimeter of the site in the form of a SHOD-2 yard along Glenwood/440 Beltline; buffers adjacent to low density residential, including the formerly Conservation Management zoned land; and connect to the Raleigh Greenway, providing cumulative overall open space at a rate of no less than 15% for the PD, which exceeds the required 10% open space requirement for PDs and cumulative TCAs of at least 10%. In addition outdoor amenity areas of at least 10% shall be provided.
- D. Ensure adequate air and light for the development and for adjacent sites via the protection of environmentally sensitive areas, provision of at least 35% open space/TCAs/outdoor amenity areas and the placement of taller buildings closer to Glenwood and the Beltline. In addition, the fact that the subject development is bounded on 3 sides by public rights-of-way, all of which will be increased in width as a result of this development, will further support adequate air and light.

d. - Transportation

1. Transportation Impact Analysis

The foundation of the Glenwood Place PD is the Trip Generation Budget in the Transportation Impact Analysis. As previously stated, the Trip Generation Budget was produced with reference to the specified uses and intensities as set forth therein; however, types of uses and their intensities may change so long as (i) the actual uses and their intensities do not exceed the limits on various types of uses set forth as the "Maximum Allowable New Construction" on the Development Matrix set forth in Exhibit A; and (ii) the trips which will be generated from such uses, as

determined with reference to the ITE Trip Generation Manual do not exceed the Trip Generation Budget as set forth in Exhibit A-1.

In order to address the impacts identified in the TIA, the developer proposes multiple roadway improvements, estimated to cost more than \$2 million, as specified below. These improvements are expected to mitigate queues at key locations and maintain an acceptable levels of service (LOS) throughout the study area (except with regard to the Lead Mine/Glenwood intersection as discussed below), even with the additional site traffic in place. Importantly, these improvements will be made at the beginning of the development process rather than incrementally and thus will provide immediate improvements for the overall traffic flow and safety through this corridor.

The traffic in the Crabtree Valley area on the north side of the I-440 Beltline is, has been and will continue to be challenging regardless of whether the proposed Glenwood Place is developed. The LOS at the Lead Mine/Glenwood intersection is now, has been and will continue to be a LOS F without regard to any incremental increase in background traffic or traffic from Glenwood Place. The City commissioned the Crabtree Valley Transportation Study dated March 3, 2011 to study Crabtree Valley area traffic. This study recommended over \$90 million of improvements in the area; however, the study was never adopted by the City and the suggested improvements have not been made. Nevertheless, elements of the proposed improvements to the I-440 / Glenwood Avenue interchange by the Glenwood Place developers are compatible with the recommended interim and long term improvements to that interchange recommended in the City's Crabtree Valley Transportation Study.

A Transportation Impact Analysis (TIA) for Glenwood Place prepared by Stantec after scoping meetings with the City of Raleigh Transportation Department, is submitted with this Rezoning Application. The TIA includes projected traffic generation figures on which the Trip Budget, attached as Exhibit A-1 is based. The Trip Budget is discussed in the Committed Elements set forth in Section g.

A. Proposed Glenwood Corridor Transportation Improvements

The roadway improvements recommended by the TIA and embraced by the developer to mitigate traffic impacts and enhance safety, listed below and shown in Exhibit A-2 (the "Glenwood Corridor Transportation Improvements"), represent a likely investment of over \$2 million. They include the following:

1. The construction of an additional through lane from National Drive to the I-440 eastbound and westbound on ramps to facilitate easy and quick access to either direction of the Beltline.
2. Re-align I-440 westbound off-loop such that it tees into Glenwood Avenue, rather than coming in at an angle. This will allow for better sight distance for drivers

turning off of the I-440 loop onto Glenwood Avenue going towards downtown. This improvement will greatly enhance the safety of this intersection and is needed whether Glenwood Place is redeveloped or not.

3. The provision of another left-turn lane off of eastbound I-440 (adding to the two existing left-turn lanes) onto Glenwood Avenue going towards Durham.
4. The provision of a single signalized right-turn lane adjacent to the triple left-turns discussed above which is in addition to the existing free flow right-turn lane off I-440 onto downtown-bound Glenwood Avenue. This new single signalized right-turn lane adjacent to the triple left-turns will be used by motorists wishing to access Glenwood Place at National Drive.
5. Channelization of the free flowing right-turn lane off I-440 on to downtown-bound Glenwood Avenue to prevent this traffic from utilizing the National Drive access point. This channelization will improve way-finding and safety.
6. The addition of appropriate signage on the I-440 eastbound off ramp to direct motorists to the correct lanes.
7. The installation of a traffic signal at the intersection of National Drive and Glenwood Avenue.
8. The construction of dual left-turn lanes into the National Drive entrance to Glenwood Place from Glenwood Avenue.
9. The construction of dual right-turn lanes on National Drive for traffic exiting Glenwood Place to go to the Beltline or on Glenwood towards Durham.
10. The conversion of the current 3737 Glenwood office building's driveway on the west side of Glenwood Avenue to a right-in, right-out while allowing a left turn from Glenwood Avenue, but restricting left turns out of the driveway and enhancing safety.
11. The provision of a protected left-turn arrow for traffic exiting the 3737 Glenwood parking deck.
12. At the intersection of Glenwood Avenue and Woman's Club Drive, the provision of dual left-turns exiting Glenwood Place and heading towards downtown, a shared through/right-turn lane and an exclusive right-turn lane exiting Glenwood Place and heading towards the Beltline or towards Durham.
13. The retiming of the traffic signals in the Study Area to facilitate the most efficient traffic flow.

These proposed improvements will include the dedication of significant right-of-way, major road engineering and construction and the installation of traffic signals, signal improvement medians and signage. Most importantly, the mix of uses proposed for the site will result in Trip capture internal to Glenwood Place. Internal Capture will reduce the number of trips entering and exiting the site throughout the day and will spread the trips throughout the day instead of concentrating them during the peak hours as in an office park development.

2. Circulation Plan/Transit

Glenwood Place is organized around the goal of creating a mixed and multi-use infill development which works with the strategic location of the site, which provides for many

future transportation improvements to Glenwood Avenue and the I-440 Beltline. To achieve that goal, the pedestrian and bicycle circulation plan is emphasized by use of the following design initiatives:

- A. Defined pedestrian routes shall be provided through the property to connect building entrances/exits to the pedestrian crossings at Glenwood Avenue at the intersections with National Drive and Woman's Club Drive and at the intersection of National Drive, Woman's Club drive and the to be constructed Glenwood Place Boulevard.
- B. Extensive sidewalks are provided along all public streets adjoining the property, New sidewalks along the north side of National Drive shall be no less than eight feet (8') wide and sidewalks adjoining mixed-use buildings along Glenwood Place Boulevard shall be an average of 14 feet wide. In all locations, exceptions (reductions) are allowed to accommodate handicap access features, utilities, street trees or similar items. Other sidewalks internal to the site (parking areas; secondary entrances; service doors; etc) shall be no less than six feet (6') wide.
- C. Bicycle racks shall be located in multiple locations within covered areas of the parking structures in accordance with the requirements of the UDO:
- D. The existing transit stop on Glenwood Avenue will be enhanced by the construction of a transit shelter in the minimum size of 6' x 12', which is larger than the City's typical shelter, with the addition of lighting, a bench and trash receptacles.
- E. A connection to the Raleigh Greenway at the northeast corner of the property will provide a safe and enjoyable way for pedestrians and bicycle riders to connect with the wider area, including Crabtree Valley Mall.

3. Parking Requirements

Parking is provided primarily in structured parking decks, along with some surface parking areas which will encourage residents and visitors to park their vehicles, and leave them while at Glenwood Place. As a mixed and multi-use development, the following parking standards shall be utilized:

- A. All proposed uses for the project shall be calculated according to City of Raleigh parking requirements under the UDO in effect as of the date of adoption of this Master Plan, as amended by this Master Plan. As supported by a Parking Study prepared by Stantec and dated December 9, 2014, submitted herewith, the overall parking count requirement for this project shall be reduced by 20% based mixed-use and shared use, internal trip capture and the availability of convenient transit service.

- B. The Applicant acknowledges that its Parking Study is a conservative analysis of required parking for proposed uses in a mixed-use development and only minimal reductions for mixed-uses have been requested in recognition of the fact that the degree of sharing of parking space is very use specific. Consequently, the Applicant reserves its rights to come forward in the future to modify its request that shared parking meet the minimum parking requirements for mixed-use or multiuse projects in accordance with Section 7.1.5A of the UDO and/or to request an Administrative Alternate in accordance with Section 7.1.2B of the UDO when it has more specific information about a use or multiple uses and a more precise parking study can be performed and submitted.

e. - Stormwater and Utilities

1. The site is located within the Neuse River Basin, just west of Crabtree Creek. The project will comply with the provisions of Article 9.2 of the Unified Development Ordinance. The area of the existing impervious surfaces on the site is approximately 17.7 acres.
The area of the proposed impervious surfaces previously approved for the Glenwood Place Apartments under SP-24-13 located on Land Use Areas "F" and "G" is approximately 8.05 acres. The area of additional impervious envisioned with this rezoning is approximately 2.05 acres. This produces a total impervious area of approximately 27.8 acres.
The City of Raleigh Apportioning Method will be used to determine the extent of water quality treatment required for the proposed development. Water quality treatment will be provided with the development of Land Use Area "F" and "G" with a wet pond to be located on Land Use Area "E" in accordance with the approved site plan for the Glenwood Place Apartments, SP-24-13. This proposed wet pond will be sized to also provide treatment for the additional impervious proposed by the rezoning, or treatment will be provided on site for any additional impervious area beyond the treatment capacity of the proposed wet pond. Compliance with water quality requirements will require additional design and supporting calculations and will be addressed with site plan or site review submittal. At the outlet of the stormwater wet pond proposed to be built upon Land Use Area "E", stormwater detention is not warranted per UDO Section 9.2.2.E.2. d and or e, due to the proximity of the Crabtree Creek Floodplain, the lack of downstream development, and the minimal incremental depth of flow in accordance with the approved Stormwater Impact Analysis for Glenwood Place Apartments, SP-24-13. Other existing discharge points along the ditch line of Glenwood Ave., I-440 and the associated on ramp will require analysis. Compliance with runoff control will require additional design and supporting calculations and will be addressed with site plan or site review submittal.
2. Water is available to the site and will be extended and looped as part of the future development of the site. Preliminary analysis of the pressures and flows appear to be adequate to provide domestic water and fire protection sufficient for the proposed redevelopment of the site.

3. Sanitary sewer is available to the site. Based on the capacity analysis prepared for Glenwood Place Apartments, SP-24-13, an additional sewer outfall from the site to the Crabtree Creek Interceptor, or improvements to the existing downstream sewer may be required to provide sewer service for flows beyond the existing uses and the proposed Glenwood Place Apartments. Sewer capacity analysis will be provided with each site plan submittal. The timing within the day of the anticipated flows from the various uses within the project should be considered in determining the capacity of the system.

All extensions of the existing utilities shall be accomplished in accordance with the City of Raleigh Public Utilities Policies, Standards and Specifications, and Handbook.

f. – Open Space/Greenway/Tree Preservation

Open Space in the amount of at least fifteen percent (15.0%) of the overall site shall be provided which is in excess of the ten percent (10%) open space requirement for Master Plans. It is contemplated that a connection will be made to the Raleigh Greenway from the Glenwood Place property.

The establishment of Tree Conservation Area(s) in accord with City of Raleigh UDO requirements shall be provided. Ten percent (10%) of the overall site (gross land area) shall be dedicated to Tree Conservation Area. Additionally, the project includes outdoor amenity areas comprising at least 10% of the project to be calculated over the entire 41.58-acre Master Plan.

g. – Committed Elements

The subject property will be developed in accordance with this Master Plan document, including the Development Matrix set forth in Exhibit A, the Trip Budget set forth in Exhibit A-1 and the Master Plan Drawings, provided that, as to specific locations of improvements, the Master Plan Drawings are illustrative and such locations may be shifted or adjusted and such adjustments shall not be deemed amendments to the Master Plan so long as the development is within the parameters of the Development Matrix and the Trip Budget.

1. Glenwood Place may include any mix of the uses allowed on the Development Matrix attached hereto as Exhibit A, 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 A-1: ITE Trip Generation Proposed Glenwood Place Development-Full Build Out included in the TIA for Glenwood Place, dated December 4, 2014, prepared by Stantec, a copy of which is attached hereto as Exhibit A-1.
2. No more than three (3) buildings may be in excess of 7 stories and/or 115 feet and any such building taller than seven stories and/or 115 feet shall be located only in Land Use Area A, Land Use Area B, or Land Use Area C-1.

3. A single building, including a hotel (and other mixed-uses) may exceed 12 above grade stories and may be up to 195 feet in height.
4. No buildings shall exceed 195 feet.
5. No building in Land Use Area A shall exceed twelve (12) stories or 155 feet.
6. No single retail establishment shall exceed 50,000 square feet floor area gross.
7. No more than one retail establishment shall exceed 45,000 square feet floor area gross on the ground floor level.
8. Other than a single retail establishment described in Committed Element 6 above, no other retail use shall exceed 15,000 on the ground floor (but may have additional retail uses on the upper floors).
9. A 150-foot vegetative buffer in the same location as the property formerly zoned Conservation Management shown in green as "Proposed Tree Conservation Area" on the General Layout Map attached as Sheet 03 (the "150' buffer Area") shall be maintained, subject to the same restrictions and requirements of the CM zoning district and as set forth in the approved Site Plan for Tucker Apartments and S-24-13 adjacent to the following properties: Jackson (PIN 0795-97-6096); Simpson (PIN 0793-97-5390 DB 15750, Page 1135); Bloom (PIN 0795-97-6770 DB 3858, Page 498); Hornberger (PIN 0795-97-6894, DB 8867, Page 1084); Stocks (PIN 0795-97-7945 DB 8277, Page 1031); Evans (PIN 0795-98-8153 DB 6024, Page 860); Smyth (PIN 1705-08-0158 DB 5218, Page 775); Sink (PIN 0795-98-9243 DB 3143, Page 878); McLain (PIN 0795-98-8354 DB 4083, Page 542); Bason (PIN 0795-98-8447); Irby (PIN 0795-98-8527 DB 13253, Page 1849); Vitek (PIN 0795-98-8617 DB 5286, Page 680) and along a portion of the Cowan lot (PIN 0795-98-7787 DB 16023, Page 2531). In addition, with exceptions for both forestry management and stormwater management, no development shall occur within the 150' Buffer Area; provided, however, that if approved by the City of Raleigh fences shall be permitted (but shall not be required) and may be installed only under the supervision of a Certified Arborist or Registered Forester. Prior to start of any work within the 150' Buffer Area, a plan shall be approved by the City of Raleigh, and all work shall be in accordance with the approved plan. If fences are not permitted in the buffer by the City of Raleigh, they may be located outside the buffer.
10. A thirty (30) foot vegetative buffer subject to the installation and location of a fence, wall and/or berm (which shall be permitted but are not required) and an 80-foot building setback (inclusive of the 30-foot vegetative buffer), subject to the installation and location of a fence, wall and/or berm, underground sanitary sewer and stormwater drainage facilities and greenway facilities shall be maintained adjacent to the following properties to the extent such properties do not abut the 150-foot buffer described in Committed Element 8 above: Cowan (PIN 0795-98-7787 DB 16023, Page 2531; Worthy (PIN 0795-98-7866 DB 1337, Page 541; Vann (PIN 0795-98-7946 DB

7769,Page 389) Walker (PIN 0795-99-7025 DB 10566, Page 1707); Jones (PIN 0795-99-6175 DB 9275, Page 1123); Gorrell (PIN 0795-99-6247 DB 6920, Page 523). The height maximum for buildings or portions thereof at the edge of the 80-foot setback line shall be 65 feet and may increase upward by one foot for every additional foot away from the 80 foot setback line for a distance of another 100 feet, as shown on the Neighborhood Transitions drawing on Sheet 18. If fences are not permitted in the buffer by the City of Raleigh, they may be located outside the buffer.

11. No improvements other than greenway facilities, fence, wall or berm and/or stormwater or other utility facilities may be located on the parcel located at 3639 Alamance Drive, identified as (PIN 0795-99-5448 DB 11757, Page 1072).
12. Applicant shall maintain Open Space measured over the entire 41.58-acre Master Plan site of at least fifteen (15) percent and Outdoor Amenity Areas ("OAAs") of at least ten (10) percent of the gross acreage of the Master Plan property. Open Space and OAAs shall be measured over the entire Master Plan; however, no Site Plan shall be approved unless the aggregate Open Space and OAAs on the subject Site Plan and all other approved Site Plans within the Master Plan meet or exceed the Open Space and OAA commitments for the aggregate areas contained in the subject Site Plan and all approved Site Plans.
13. Applicant shall construct a transit shelter in the existing transit easement along Glenwood Avenue. The transit shelter shall be at least six (6) feet by twelve (12) feet and shall include lighting, a bench and a trash receptacle.
14. Applicant may not obtain Certificates of Occupancy for Improvements in the Master Plan, other than for an apartment development of up to 331 dwelling units located in Land Use Areas F and G, until the Glenwood Corridor Transportation Improvements shown on Sheet 19 have been completed and accepted by NCDOT.
15. Hotels, motels and inns shall be permitted only upon Land Use Areas A, B and/or C-1.
16. No more than four (4) single story principal buildings shall be permitted in the Master Plan and no more than two single story buildings shall be permitted in any single Land Use Area, provided that single story wing(s) attached to a multi-story building shall not be considered a single story building.
17. The floor area gross of Retail Sales, Restaurant/Bar and Personal Services Uses shall not in the aggregate exceed twenty percent (20%) of the floor area gross square footage of property developed within the Master Plan (including existing development in a current use unless a Site Plan has been approved for the area of the existing development) and/or for which a Site Plan has been approved.

18. No drive-through facilities other than those serving banking uses shall be permitted in the Master Plan.
19. It is the goal of this Master Plan, that it be developed as four pronged mixed use, with the four prongs being (1) retail, (2) office, (3) residential and (4) hotel (each a "Land Use Type"); as such, development of the Master Plan shall be phased such that prior to the time that Certificates of Occupancy are issued for more than seventy-five percent of the land area in the Master Plan, the Master Plan will include at least 2 different building types under Section 1.4.1 of the UDO and at least 3 different Land Use Types.

h. - Public Benefits

The proposed Master Plan will facilitate a 4-four pronged mixed-use infill redevelopment which will provide many benefits to the City of Raleigh promoting the health, safety and welfare of Raleigh citizens and which will advance the mixed-use vision expressed in the City's Comprehensive Plan, including:

The Master Plan encourages a redevelopment which will allow people to live, work, and play in the same community, encouraging walking to promote a physically active citizenry without reliance on an automobile. To that end, the Master Plan envisions the provision of restaurants, goods and services in the development.

Rather than adding to urban sprawl, the Master Plan development contemplates the use, re-use and retrofitting of previously developed land and existing infrastructure and thus the creation of only a small amount of new impervious surfaces.

The Master Plan redevelopment will bring approximately \$2 million dollars of road improvements to the Glenwood Avenue and the I-440 Beltline. These will provide incremental improvements to address the existing traffic congestion and safety issues in this area, and include additional travel lanes, new traffic signals, crosswalks and signage.

The Master Plan will provide a redevelopment site which will facilitate the construction of signature office and hotel buildings, creating an identifiable gateway to Raleigh.

The Master Plan will encourage a redevelopment which can accommodate a corporate relocation in a highly visible location.

The Master Plan will facilitate a connection to Raleigh's award winning Greenway System.

The Master Plan will facilitate an enhanced transit stop along Glenwood Avenue which will encourage the use of the City's bus system.

The Master Plan will provide additional housing types to this area of the City.

The Master Plan redevelopment of the site will represent an investment of over \$500 million in Raleigh and thus add to the City's tax base and provide jobs for Raleigh's citizens.

III. Specific Information

Section A. Submittals

The following maps, drawings and documents are hereby submitted and incorporated herein by reference. Sheet references below are to those engineering and architectural drawings entitled "A Master Plan for Glenwood Place," dated December 4, 2014, Sheets 01-10 prepared by Priest Craven & Associates, Inc. and Sheets 11-17 prepared by LS3P (Collectively the Master Plan Drawings").

1. Vicinity Map (See Sheet 01)
2. Existing Conditions Map (See Sheet 02)
3. Street and Block Plan (See Sheet 04)
4. General Layout Map delineating the boundaries of all Land Use Areas, specifying development limiting height. (See Sheet 03)
5. See Item 4 above.
6. Description of modifications to UDO regulations made in accordance with Sec. 4.7.2.E. (See Section B below.)
 - (a) PD District Regulations
 - (b) Use Regulations
 - (c) General Development Standards
 - (i) Parking
 - (ii) Landscaping and Screening
 - (iii) Signs
 - (iv) Site Lighting
 - (v) Outdoor Display and Storage
 - (d) Streets and Layout
 - (i) Blocks, Lots, Access
 - (ii) New Streets
 - (iii) Existing Streets
7. Illustrative Development Plan showing the location of proposed building types (See, Sheets 12, 13, 14 and 15)
8. Pedestrian Circulation Plan (See Sheet 06)
9. Parking Plan. (See Sheet 11)
10. Open Space Plan (See Sheet 07)
11. Tree Conservation Area Plan, if the site is 2 acres in size or larger (See Sheet 08)
12. Major Utilities Plan (See Sheet 10)
13. Generalized Stormwater Plan (See Sheet 09)
14. No Phasing Plan proposed.
15. If residential lots to be created are less than 4,000 square feet in size, a Utility Service Plan shall be required. Prior to any subdivision resulting in one or more lots which is less

than 4,000 square feet , a Utility Service Plan shall be submitted. Single family detached residential lots are not anticipated in this Master Plan.

16. An illustrative 3-dimensional model or rendering that shows building elevations, location of streets and prominent site features. The 3- dimensional model must illustrate the potential massing and scale of the proposed development, but will not be regulatory (See Sheets 16 and 17)

17. Common Signage Plan. See Exhibit F-1 attached hereto and incorporated herein by reference.

The location, shape, size, orientation and relationship of the buildings, parking, open space and outdoor amenity areas shown on the Plan Sheets submitted herewith are illustrative in nature and only intended to convey the intent of what could be placed on the site in the context of the Development Matrix and Trip Budget and are subject to modification, provided that any such modification shall be in compliance with the Development Matrix set forth in **Exhibit A**, the Trip Budget set forth in **Exhibit A-1**, and the Committed Elements set forth in Subsection II(g) hereof.

Section B. Specific Modifications, Land Use Areas

1. The following is a list of specific standards intended to be modified as part of the approval process. If a standard of this UDO is not listed as being modified, then the standard is considered applicable and must be adhered to. However, subsequent requests for alternative compliance and variances may still be submitted.

(a) PD District Regulations. This Master Plan is a customization of the Office Mixed Use (OX) District and the Commercial Mixed Use (CX) District. New district standards for the Master Plan are set forth in Exhibit B attached hereto and incorporated herein by reference.

(b) Use Regulations. Chapter 6 of the UDO which sets forth use regulations is modified as provided in Exhibit C attached hereto and incorporated herein by reference..

(c) General Development Standards

(i) Parking. Article 7.1 of the UDO which governs parking is modified as provided in Exhibit D attached hereto and incorporated herein by reference.

(ii) Landscaping and Screening. Article 7.2 of the UDO which governs signs is modified as provided in Exhibit E attached hereto and incorporated herein by reference.

(iii) Signs. Article 7.3 of the UDO which governs signs is modified as provided in Exhibit F attached hereto and incorporated herein by reference.

(iv) Site Lighting. Article 7.4 of the UDO which governs site lighting is modified as provided in Exhibit G attached hereto and incorporated herein by reference.

(v) Outdoor Display and Storage. Article 7.5 of the UDO which governs outdoor display and storage is modified as provided in Exhibit H attached hereto and incorporated herein by reference.

(d) Streets and Layout

(i) Blocks, Lots, Access, Street . Articles 8.3, 8.4 and 8.5 of the UDO which govern blocks, lots and access and new and existing streets are modified as provided in Exhibit I attached hereto and incorporated herein by reference.

(ii) New Streets. Articles 8.4 and 8.5 of the UDO which govern new and existing street are also modified by adding the new street types as set forth on Sheet 05 of the Master Plan Drawings attached hereto and incorporated herein by reference.

2. The proposed maximum number of dwelling units by building type for each PD subdistrict. See the Development Matrix set forth in Exhibit A attached hereto and incorporated herein by reference. The Development Matrix shows the maximum number of dwelling units for each Land Use Area and each subdistrict and for the Master Plan overall and indicates the allowable building types for such dwelling units..

3. The proposed maximum square footage of nonresidential floor area by building type for each PD subdistrict.
See the Development Matrix set forth in Exhibit A attached hereto and incorporated herein by reference. The Development Matrix shows the maximum square footage for non-residential uses for each Land Use Area and each subdistrict and for the Master Plan overall and indicates the allowable building types for such non-residential square footage.

4. For all Master Plans that include a Mixed-Use District, a general description of how the PD District conforms with the Urban Design Guidelines for Mixed-Use Developments in the Comprehensive Plan and the General Design Principles for PD Districts listed in Sec. 4.7.5. Statements of Conformance with Urban Design Guidelines, Comprehensive Plan and General Design Principles follow.

(a) Urban Design Guidelines. The Master Plan is responsive to the Unified Development Code as follows:

| Number | Guideline | Response |
|--|---|---|
| ELEMENTS OF MIXED USE AREAS | | |
| 1 | All mixed-use developments should generally provide retail (such as eating establishments, food stores, and banks), and other uses such as office, and residential uses within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian-friendly form. | Active streetscape uses (retail, office, housing, and residential support services) are proposed as permitted land uses in the Master Plan. These proposed street level services are organized along the central boulevard where the streetscape design places an emphasis on pedestrian and bicycle facilities as an integral component of the street. Refer to Master Plan drawings and Table of Permitted Uses for additional detail. |
| MIXED-USE AREAS / TRANSITION TO SURROUNDING NEIGHBORHOODS | | |

| Number | Guideline | Response |
|---|--|---|
| 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. | Master Plan elements addressing transition to the Country Club Hills neighborhood include restrictions for certain land uses, building height, and building setback adjacent to the neighborhood. Landscape features including vegetated buffers, tree conservation, and the stormwater management pond have been strategically located on the Master Plan to address transition to Country Club Hills. |
| MIXED-USE AREAS / THE BLOCK, THE STREET AND THE CORRIDOR | | |
| 3 | A mixed use area's road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the mixed use area. In this way, trips made from the surrounding residential neighborhood(s) to the mixed use area should be possible without requiring travel along a major street. | The Glenwood Place planned development community adjoins the built-out Country Club Hills (CCH) neighborhood, but there are no road connections between the two communities. Transylvania Avenue in CCH terminates at the eastern property line of the Raleigh Woman's Club, but that parcel is under separate ownership from Glenwood Place. I-440 is adjacent to Glenwood Place, and does not allow for any street connection. |

| Number | Guideline | Response |
|---|--|--|
| 4 | <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 Street Plan.</p> | <p>The City’s Thoroughfare Plan does not show any planned street extensions for the subject property, and there are no street extensions proposed by this project. Please see response to item #3 above, as the subject property mostly adjoins either NCDOT “control of access” right-of-way, or the adjacent built-out country Club Hills neighborhood. The existing development on the Glenwood Place assemblage proposes a central boulevard street with connections to Glenwood Avenue. Within the Glenwood Place Master Plan, interconnectivity and cross-access amongst the land parcels shall provide alternate and parallel routes of travel within the community.</p> |
| 5 | <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>There are private driveways intersecting the central boulevard or “Main Street” that serves as the organizing urban design element of Glenwood Place. Driveway intersections along the Main Street are in conformance with the block face standards established by the City of Raleigh, establishing the desired block rhythm for the community, and introduce the benefits associated with this standard.</p> |
| SITE DESIGN / BUILDING PLACEMENT | | |

| Number | Guideline | Response |
|---------------------------------------|---|---|
| 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. | With the exception of on-street courtesy parking spaces, parking is provided in structured parking decks located either below the buildings or to the rear and sides of the principal buildings. The commitment to primarily provide parking in parking structures is an important component of the Master Plan. This parking strategy is a substantial investment, but will preserve footprint for buildings to line the Main Street and create the desired pedestrian realm. |
| 7 | 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 | The buildings lining the Main Street shall adhere to this standard, where the measurement is made from the curb of the courtesy parking located along the street. |
| 8 | If the site is located at a street intersection, the main building of a complex, or main part of a single building should be placed at the corner. Parking, loading, or service should not be located at an intersection | No surface parking lots or service areas shall be permitted at the intersections of public streets in the Master Plan. |
| SITE DESIGN / URBAN OPEN SPACE | | |

| Number | Guideline | Response |
|--------|--|--|
| 9 | To ensure that urban open space is well-used, it is essential to locate and design it carefully. The space should be located where it is visible and easily accessible from public areas (building entrances, sidewalks). Take views and sun exposure into account as well. | The Master Plan provides substantial public access urban space in the wide sidewalk areas that line the Main Street. These sidewalks create the desired pedestrian environment for walking, socializing, and dining. The long vista along the Main Street terminating with the landscaped round-about/signature building will create a dynamic sense of place for tenants, residents and visitors of Glenwood Place. For residents of the community, private open space within the apartment buildings shall be located with ready access to building occupants, taking into account both views and sun exposure. |
| 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. | The buildings shall provide pedestrian entrances directly onto public sidewalks, especially along the Main Street. Commercial space along the Main Street shall provide visual transparency from the street into the buildings. |
| 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. | The proposed uses include all of the categories stated in the criteria, and they shall be located throughout the community, and organized along the Main Street. |

| Number | Guideline | Response |
|---|---|---|
| 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. | The proposed development proposes a "Main Street" along the central boulevard, and this feature shall serve as the living room of the community. In addition to the Main Street, garden courtyards shall be incorporated in the multi-family buildings, or use by residents. |
| SITE DESIGN / PUBLIC SEATING | | |
| 13 | New public spaces should provide seating opportunities. | Seating (benches, seat walls, café chairs) is a dedicated component of the Streetscape Plan. |
| SITE DESIGN / AUTOMOBILE PARKING | | |
| 14 | Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments. | With the exception of the courtesy parking along the Main Street, both the Master Plan Document and the Streetscape Plan address location of parking; where parking lots are not allowed to front on the public streets and driveway access points are minimized in quantity and their locations are strategically placed to enhance the pedestrian realm. |
| 15 | Parking lots should be located behind or in the interior of a block whenever possible. Parking lots should not occupy more than 1/3 of the frontage of the adjacent building or not more than 64 feet, whichever is less. | The majority of parking shall be located in structured decks strategically located under buildings, or to the sides/rear of buildings. With the exception for courtesy parking along the Main Street, no surface parking lot shall be located adjacent to a public street. |

| Number | Guideline | Response |
|---|--|--|
| 16 | Parking structures are clearly an important and necessary element of the overall urban infrastructure but, given their utilitarian elements, can have 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. | Parking structures shall be incorporated into or under buildings to the extent feasible. Where free-standing parking structures are implemented, the design and material selection of these facilities shall incorporate the appropriate elements so that these buildings blend into the fabric of the community. |
| 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. | Glenwood Place is located on existing transit routes. A transit stop is a committed element of the Master Plan, and the transit stop shall incorporate a larger than standard shelter, additional seating, and night-time lighting. |
| 18 | Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network. | Direct pedestrian access from the Main Street to the Transit Stop is provided, connecting front doors in the community to transit services. Please refer to the Streetscape Plan in the Master Plan Documents. |
| SITE DESIGN / ENVIRONMENTAL PROTECTION | | |
| 19 | All development should respect natural resources as an essential component of the human environment. The most sensitive landscape areas, both environmentally and visually, are steep slopes greater than 15 percent, watercourses, and floodplains. Any development in these areas should minimize intervention and maintain the natural condition except under extreme circumstances. Where practical, these features should be conserved as open space amenities and incorporated in the overall site design. | The natural resources referenced for preservation (steep slopes, streams,, floodplain) are not found on the subject property. The Master Plan incorporates Tree Conservation Areas (SHOD Yard, CM District) in accord with City of Raleigh standards. |

| Number | Guideline | Response |
|---|--|--|
| SITE DESIGN / GENERAL STREET DESIGN PRINCIPLES | | |
| 20 | 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. | All of the streets within the core of Master Plan shall be new construction, and shall be built in accord with the Streetscape Plan and Street Section Details. The design of the streets shall incorporate sidewalks at the appropriate scale for each street type. With regard to way-finding and human scale, accommodations for the pedestrians shall be an integral and committed element of the Streetscape Plan. |
| 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. | The recommended standards for both sidewalk location and width are a committed element of the Master Plan. Please refer to the Streetscape Plan in the Master Plan Documents. |
| 22 | Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees that complement the face of the buildings and that shade the sidewalk. Residential streets should provide for an appropriate tree 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 ¼" caliper and should be consistent with the City's landscaping, lighting, and street sight distance requirements. | Street trees are an important component of the Streetscape Plan, and trees are designated to line all public streets either in tree lawns or individual tree pits. The trees shall be planted in accord with all City of Raleigh standard specifications and details. |

| Number | Guideline | Response |
|---|---|--|
| 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. | For buildings located along the Main Street, their placement shall be in accord with the build-to range and location specified in the Master Plan Document. Buildings shall be located to create a strong street wall and enhance the outdoor room principal described in Urban Design Guideline #12. |
| BUILDING DESIGN / FAÇADE 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 should be designed to convey their prominence on the fronting facade. | All building elevations facing a public street shall have at least one (1) pedestrian entrance. Additional entrances shall be provided in accord with the greater standards of either the City of Raleigh UDO specifications or requirements of the Glenwood Place Master Plan Document. |
| 25 | The ground level of the building should offer pedestrian interest along sidewalks. This includes windows, entrances, and architectural details. Signage, awnings, and ornamentation are encouraged. | The Master Plan proposes a variety retail, residential, and office uses adjacent to the sidewalk along the Main Street. These uses shall gain access from the sidewalk and incorporate the pedestrian realm features listed in this criteria, including fenestration, signage, awnings and building ornamentation. These building details shall be complemented by the addition of seating and street trees to enhance the pedestrian experience along the Main Street. |

| Number | Guideline | Response |
|--------|--|---|
| 26 | The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function. | Wide sidewalks, including pedestrian furnishings, are a committed element of the Glenwood Place Master Plan. Please see Streetscape Plan/Master Plan Document. |

General Design Principles

(b)

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

It is anticipated that Glenwood Place will offer a variety of housing types, which may include apartments, townhouses, condominiums and residences above ground floor commercial uses and which will serve different income groups.

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

Given the compact nature of the site, the developer has a clear objective of a highly integrated site without wide buffers between Glenwood Place uses, however the single family residential development to the east will be well buffered from the development.

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

Great attention has been focused on the master-planning of Glenwood Place to assure a highly integrated, pedestrian oriented, mixed-use environment. Design of buildings forming the project's street walls shall use a common language of architectural elements and materials to ensure a compatible framework for the entire project yet providing for some variety in the design of individual buildings with the goal of creating a distinctive sense of place for Glenwood Place.

D. A variety of business types are accommodated, from retail and professional offices

to live-work. Office uses vary from space for home occupations to conventional office buildings. Retail uses range from corner stores to larger format supermarkets.

It is envisioned that Glenwood Place will include a variety of retail stores, including restaurants, a specialty grocer and small shops, service businesses, professional offices and a hotel.

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

Development of Glenwood Place may include a tower building visible from the Beltline or Glenwood Avenue which could serve as an identifying beacon and gateway to the center city.

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

New street types are proposed in this Master Plan and it is expected that the development will include both existing and new street types.

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

The development will accommodate bicycles through the inclusion of generous bike parking, bike lanes throughout and a connection to the Raleigh greenway.

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

Building facades create a street walk that define and enhances the public realm along the boulevard and at the round-a-bouts. Glenwood Place Boulevard is anchored at each end with a round-a-bout containing the project's signature landscape elements. The project's massing is concentrated around these central spaces. The proposed mixed-use towers terminating the boulevard to the west create an appropriate gateway to the center city from the Beltline.

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

Architecture and landscaping of the site will be attentive to the site's topography and visibility, native plant species and provision of outdoor spaces

to allow enjoyment of the area's good weather.

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

The Master Plan contemplates open space and amenity areas in excess of UDO requirements, which will include sidewalks, plazas, outdoor seating for restaurants, wooded buffers and a greenway connection.

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

The proposed development will provide ample buffers to adjacent residences and will be separated from the Woman's Club building by Woman's Club's large surface parking lot and from the and Highwoods office property by a wide public right-of-way.

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

The location of Glenwood Place at the intersection of Glenwood Avenue and the I-440 Beltline will provide an easily identifiable location for one or more landmark buildings.

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

Public art is planned for Glenwood Place.

N. Entertainment facilities, including but not limited to, live music venues and theatres, are encouraged most notably around the signature round-a-bouts.

It is anticipated that the Master Plan will include restaurants, cafes, coffee shops and bars, many of which will serve as smaller entertainment venues. The hotel will offer a larger entertainment venue from time to time.

(c) Glenwood Place is consistent with many Comprehensive Plan Policies as set forth below:

| Guideline | | Response |
|---|--|--|
| LAND USE / Policy LU1.2 / Future Land Use Map and Zoning Consistency | | |
| 1 | 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 Future Land Use Map (FLUM) designation for the subject properties is "Office Mixed Use", where a mix of land uses is recommended and desirable to meet other goals of the 2030 Comprehensive Plan. The predominant use would be office, but service, retail, and residential uses are encouraged, especially if these uses will reduce dependency on automobile travel. Glenwood Place proposes true-mixed use where there is substantial retail and residential uses to reduce car dependency, provide support services not only for tenants/residents of Glenwood Place but for nearby communities that are currently underserved for retail and housing options beyond single-family dwellings. We believe the proposed land uses for Glenwood Place are consistent with the Future Land Use Map. |
| LAND USE / Policy LU1.3 / Conditional Use District Consistency | | |
| 2 | All conditions proposed as part of a conditional use district (CUD) should be consistent with the Comprehensive Plan. | The PD zoning document has been developed with emphasis on providing compatibility with the goals of the 2030 Comprehensive Plan. |
| LAND USE / Policy LU2.1 / Placemaking | | |

| | | |
|--|---|--|
| 3 | Development within Raleigh’s jurisdiction should strive to create places, streets, and spaces that in aggregate meet the needs of people at all stages of life, are visually attractive, safe, accessible, functional, inclusive, have their own distinctive identity, and maintain or improve local character. | The implementation of the Glenwood Place Master Plan will provide for the unique community identity this policy recommends as there are few existing examples of true mixed use in the City of Raleigh. In addition to the mix land uses, this PD Master Plan establishes very specific design criteria for the community that further provides compliance with this policy. |
| LAND USE / Policy LU2.2 / Compact Development | | |
| 4 | New development and redevelopment should use a more compact land use pattern to support the efficient provision of public services, improve the performance of transportation networks, preserve open space, and reduce the negative impacts of low intensity and non-contiguous development. (1,2, 3, 4, 5, 6) | Glenwood Place proposes a walkable and compact development footprint; this is achieved by the commitment to place the majority of parking in structured parking facilities located to the side/rear or underneath the buildings. A notable exception to this parking policy is the provision of limited amount of courtesy shop-front parking spaces to be located along the main boulevard. The purpose of these shop-front parking spaces is to activate the streetscape and provide essential short-term parking. The substantial commitment to structured parking results in a community that is readily walkable, provides a mix of services, and incorporates additional open space/tree conservation beyond code-minimum standards. |
| LAND USE / Policy LU2.5 / Healthy Communities | | |
| 5 | New development, redevelopment, and infrastructure investment should strive to promote healthy communities and active lifestyles by providing or encouraging enhanced bicycle and pedestrian circulation, access, and safety along roads near areas of employment, schools, libraries, and parks. | Glenwood Place Master Plan incorporates extensive sidewalks within the community, with connections to the city’s emerging sidewalk system on Glenwood Avenue and the Greenway Trail System. |
| LAND USE / Policy LU2.6 / Zoning and Infrastructure Impacts | | |

| | | |
|---|---|--|
| 6 | Carefully evaluate all amendments to the zoning map that significantly increase permitted density or floor area to ensure that impacts to infrastructure capacity resulting from the projected intensification of development are adequately mitigated or addressed. (3, 4) | The Glenwood Place PD has been carefully evaluated for compliance with this policy regarding infrastructure. Even if no redevelopment of this property were to occur, there will be need for upgrades to existing infrastructure along Glenwood Avenue and the I-440 Beltline. These upgrades (detailed in the Traffic Impact Analysis) are committed elements of the Glenwood Place Master Plan. In addition to road improvements, an upgrade to the existing sanitary sewer system will be provided. |
| LAND USE / Policy LU3.2 / Location of Growth | | |
| 7 | The development of vacant properties should occur first within the City's limits, then within the City's planning jurisdiction, and lastly within the City's USAs to provide for more compact and orderly growth, including provision of conservation areas. | While not vacant, the existing facilities located at Glenwood Place no longer meet the needs of our city's growing population. The potential of this property is unrealized, and redevelopment is an appropriate outcome. |
| LAND USE / Policy LU4.4 / Reducing VMT Through Mixed Use | | |
| 8 | Promote mixed-use development that provides a range of services within a short distance of residences as a way to reduce the growth of vehicle miles traveled (VMT). | Glenwood Place will allow for a full range of retail and support services to serve nearby residences. |
| Policy LU 4.5 - Connectivity | | |

| | | |
|---|---|---|
| 9. | New development and redevelopment should provide pedestrian and vehicular connectivity between individual development sites to provide alternative means of access along corridors. | The Glenwood Place Master Plan includes a commitment for substantial roadway improvements to the Glenwood Avenue corridor. These improvements follow the recommendations found in the Traffic Impact Analysis that accompanied the rezoning petition. The road network improvements go beyond simple frontage improvements, and will bring much-needed enhancements to overall capacity for this section of the corridor, including improvements to the ramps at the interchange with I-440. In addition to vehicular travel, Glenwood Place will provide a direct connection to the city's Greenway System (Crabtree Creek Trail) and provide an enhanced transit stop on Glenwood Avenue, which is a Priority Transit Corridor. |
| LAND USE / Policy LU4.9 / Corridor Development | | |
| 10 | Promote pedestrian-friendly and transit supportive development patterns along multi-modal corridors designated on the Growth Framework Map, and any corridor programmed for "transit intensive" investments such as reduced headways, consolidated stops, and bus priority lanes and signals. | Where adjacent to Glenwood Place, Glenwood Avenue is designated as both a "Multi-Modal" and "Transit-Emphasis Corridor". The Master Plan provides direct access to the transit routes (existing and contemplated) serving Glenwood Avenue, and a transit shelter scaled for future ridership levels is a committed element of the project. |
| LAND USE / Policy LU4.10 / Development at Freeway Interchanges | | |

| | | |
|---|---|--|
| 11 | <p>Development near freeway interchanges should cluster to create a node or nodes located at a nearby intersection of two streets, preferably classified two-lane avenue or higher, and preferably including a vertical and/or horizontal mixture of uses. Development should be encouraged to build either frontage or access roads behind businesses to provide visibility to the business from the major street while limiting driveway connections to the major street. (4)</p> | <p>Glenwood Place is located at the interchange of Glenwood Avenue with I-440 Beltline, and the project proposes the “node” style development suggested by policy LU4.10. In addition, the Master Plan incorporates the vertical and horizontal mix of land uses and respects the number of driveway/street connections to Glenwood Avenue. Further compliance with this policy is achieved by the incorporation of the internal boulevard to provide shop-front pedestrian experience while still allowing the businesses from both Glenwood Avenue and the Beltline.</p> |
| LAND USE / Policy LU 5.1 / Reinforcing the Urban Pattern | | |
| 12 | <p>New development should be visually integrated with adjacent buildings, and more generally with the surrounding area. Quality design and site planning is required so that new development opportunities within the existing urban fabric of Raleigh are implemented without adverse impacts on local character and appearance.</p> | <p>The Master Plan includes specific land-planning and design criteria in response to this policy. The project includes generous perimeter buffers, land use designations and building height restrictions so that the project blends harmoniously with the existing character of Raleigh.</p> |
| LAND USE / Policy LU 5.2 / Managing Commercial Development Impacts | | |
| 13 | <p>Manage new commercial development using zoning regulations and through the conditional use zoning and development review processes so that it does not result in unreasonable and unexpected traffic, parking, litter, shadow, view obstruction, odor, noise, and vibration impacts on surrounding residential areas.</p> | <p>The Master Plan document, Traffic Impact Analysis, and Glenwood Place Parking Study have been developed in response to the recommendations found in this policy. Please refer to the plans and written documents for additional information.</p> |
| LAND USE / Policy LU 5.4 / Density Transitions | | |

| | | |
|---|--|---|
| 14 | <p>Low- to medium-density residential development and/or low-impact office uses should serve as transitional densities between lower-density neighborhoods and more intensive commercial and residential uses. Where two areas designated for significantly different development intensity abut on the Future Land Use Map, the implementing zoning should ensure that the appropriate transition occurs on the site with the higher intensity. (1, 3, 6)</p> | <p>The Master Plan incorporates many features to achieve the desired transition with the adjacent Country Club Hills neighborhood to the north, and these transition elements are modeled on the city's recently adopted UDO: 1. A 150-foot wide(formerly CM zoned) Tree Conservation Area located behind the Glenwood Place Apartments; An eighty foot buffer on Land Use Areas C-2 and D, where the first thirty feet (30') adjacent to Country Club Hills shall be a vegetative buffer and a total 80-foot building setback shall be observed . The more intense land uses are to be located further away from the Country Club Hills neighborhood.</p> |
| <p>LAND USE / Policy LU 5.5 / Transitional and Buffer Zone Districts</p> | | |
| 15 | <p>Maintain and enhance zoning districts which serve as transitional or buffer areas between residential and commercial districts and which also may contain institutional, non-profit, and office-type uses. Zoning regulations and conditions for these areas should ensure that development achieves appropriate height and density transitions, and protects neighborhood character. (1, 3, 6)</p> | <p>The Master Plan locates the more intense land uses away from Country Club Hills. Where adjacent to Country Club Hills, buildings of lower height and intensity are specified. In addition to land use and building height regulation, a buffer that exceeds City of Raleigh UDO standards is provided between Glenwood Place and Country Club Hills.</p> |
| <p>LAND USE / Policy LU 5.6 / Buffering Requirements</p> | | |
| 16 | <p>New development adjacent to areas of lower intensity should provide effective physical buffers to avoid adverse effects. Buffers may include larger setbacks, landscaped or forested strips, transition zones, fencing, screening, height and/or density step downs, and other architectural and site planning measures that avoid potential conflicts.</p> | <p>When compared to code standards, the Master Plan incorporates increased building setbacks; landscape areas/Tree Conservation Area/natural area; height restrictions; and land use restrictions to ensure buffering to the lower intensity development in Country Club Hills.</p> |

| | | |
|--|--|--|
| LAND USE / Policy LU 6.2 / Complementary Uses and Urban Vicinity | | |
| 17 | A complementary integration and mixture of land uses should be provided within all growth centers and mixed-use centers and developments to maintain the City's livability, manage future growth, and provide walkable and transit accessible destinations. Areas designated for mixed-use development in the Comprehensive Plan should be zoned consistent with this policy. (1, 2, 3, 4, 5, 6) | Glenwood Place is not located within a "Growth Center" or a "Mixed Use Center", and it does not readily fall into a specific designation of term as defined by the 2030 Comprehensive Plan. The Master Plan recognizes the merit of true mixed use and provides the desired mix of land uses in a walkable community with direct access to existing transit service. |
| LAND USE / Policy LU 6.3 / Mixed-Use and Multi-Modal Transportation | | |
| 18 | Promote the development of mixed-use activity centers with multi-modal transportation connections to provide convenient and accessible residential and employment areas. | Building on the response for Policy LU6.2, Glenwood Place is strategically located to nearby neighborhoods with extensive numbers of residences and the Crabtree Valley employment center. The Master Plan provides connectivity to the city's sidewalk, greenway, and transit systems which are located adjacent to Glenwood Place. |
| LAND USE / Policy LU 6.4 / Bus Stop Dedication | | |
| 19 | The City shall coordinate the dedication of land for the construction of bus stop facilities within mixed-use centers on bus lines as part of the development review and zoning process. | A transit stop that is scaled for future levels of ridership is a committed element of the Master Plan. |
| LAND USE / Policy LU 7.1 / Encouraging Nodal Development | | |

| | | |
|---|---|---|
| 20 | Discourage auto-oriented commercial "strip" development and instead encourage pedestrian-oriented "nodes" of commercial development at key locations along major corridors. Zoning and design standards should ensure that the height, mass, and scale of development within nodes respects the integrity and character of surrounding residential areas and does not unreasonably impact them. | The Master Plan envisions a pedestrian-scale "Main Street" as the organizing element of the community, and where parking is primarily located in structured parking decks. Within the Master Plan, the more intense uses and taller building are strategically located in the core area of Glenwood Place, and not adjacent to the homes in Country Club Hills. |
| LAND USE / Policy LU 7.4 / Scale and Design of New Commercial Uses | | |
| 21 | New uses within commercial districts should be developed at a height, mass, scale, and design that is appropriate and compatible with surrounding areas. (3, 6) | Building on the responses addressing transition in LU 5.4, LU5.5, and LU 5.6, the Master Plan has carefully located the more intense uses and taller buildings further away from Country Club Hills in response to this policy. |
| LAND USE / Policy LU 7.6 / Pedestrian Friendly Development | | |
| 22 | New commercial developments and redeveloped commercial areas should be pedestrian-friendly. (4, 5, 6) | With the exception of courtesy shop-front parking along the Main Street, the Master Plan locates car storage parking in structured decks located to the rear/side of major buildings. This commitment to vehicular storage allows for the desired pedestrian friendly environment encouraged under this policy. In addition to physical design, Glenwood Place provides true mixed-use development , which also further adheres to the intent of this policy. |
| LAND USE / Policy LU 8.9 - Open Space in New Development | | |

| | | |
|--|--|---|
| 23 | New residential development should be developed with common and usable open space that preserves the natural landscape and the highest quality ecological resources on the site. | Glenwood Place will allow include residential land use as a key component of a true mixed use Master Plan development. The residents of the community will have access and benefit to both public and private open space. The active streetscape with ground floor shops and offices proposed for Glenwood Place is a key component of the open space strategy. In addition to open space and support service amenities, Glenwood Place will provide generous Tree Conservation Area as perimeter buffers. |
| LAND USE / Policy LU 10.1 / Mixed-Use Retail | | |
| 24 | Encourage new retail development in mixed use developments. (3, 4) | The Master Plan incorporates retail use as a component of the permitted land uses. |
| LAND USE / Policy LU 10.3 - Ancillary Retail Uses | | |
| 25 | Ancillary retail uses in residential and office developments located in areas designated High Density Residential, Office Residential—Mixed Use and Office/Research and Development should not be larger in size than appropriate to serve primarily the residents, employees, visitors, and patrons of the primary uses in the area; should preferably be located within a mixed-use building; and should be sited to minimize adverse traffic, noise, and visual impacts on adjoining residential areas. | Glenwood Place proposes to provide retail use that will surpass the minimum expectation associated with Ancillary Retail Use. It is our belief that for a mixed-use community to be successful that the land uses must be diverse in range and provided in meaningful quantity. All projects have unique characteristics, and there is not a one-size solution or formula. Our proposed retail component is based on both a site specific market study that builds on the team’s experience with similar/successful projects. Our belief is that the highest public benefit will result with true mixed use that incorporates the opportunity for substantial retail use. |
| LAND USE / Policy LU 10.6 / Retail Nodes | | |

| | | |
|--|--|---|
| 26 | Retail uses should concentrate in mixed use centers and should not spread along major streets in a linear "strip" pattern unless ancillary to office or high-density residential use. (3, 4) | The physical design of the community is not comprised of the "strip" pattern that is discouraged by this policy. Instead, the Master Plan incorporates a pedestrian-oriented "Main Street" experience for tenants, residents and visitors of the Glenwood Place community. |
| TRANSPORTATION / Policy T 1.3 / Multi-Modal Transportation Design | | |
| 27 | New commercial developments and redeveloped commercial areas should be pedestrian-friendly. (4, 5, 6) | Please see the response to policy LU 10.6 above. |
| TRANSPORTATION / Policy T 1.6 / Transportation Impacts | | |
| 28 | Identify and address transportation impacts before a development is implemented. | A Traffic Impact Analysis has been prepared in conjunction with the development of the Master Plan and in response to this policy; please refer to the TIA for additional information. |
| TRANSPORTATION / Policy T 2.4 / Road Connectivity | | |
| 29 | The use of cul-de-sacs and dead-end streets should be minimized. (3, 5) | Due to existing built conditions on all the adjacent properties there is no opportunity to extend the street grid; the Master Plan does provide parallel access within the community via the use of interconnected private access drives and shared parking. |
| TRANSPORTATION / Policy T 2.5 / Multi-Modal Grids | | |
| 30 | All new residential, commercial, or mixed use developments that construct or extend roadways should include a multi-modal network (including non-motorized modes) that provides for a well-connected, walkable community, preferably as a grid or modified grid. (4, 6, 5) | The Master Plan incorporates these standards to the extent that is feasible: 1. The "Main Street" is multi-lane in both directions and specifies a very low speed limit(15 MPH) to assure that bikes and cars can share the same travel lanes 2. The community incorporates an over-sized transit wait shelter that is sized for future ridership levels 3. The community shall also incorporate a link to the City of Raleigh Greenway Trail System. |
| TRANSPORTATION / Policy T 2.6 / Preserving the Grid | | |

| | | |
|--|---|--|
| 31 | Existing street grid networks should be preserved and extended where feasible and appropriate to increase overall connectivity. (4,6, 5) | Please see response to policy T2.4 above. |
| TRANSPORTATION / Policy T 2.9 / Curb Cuts | | |
| 32 | The development of curb cuts along public streets—particularly on major streets—should be minimized to reduce vehicular conflicts, increase pedestrian safety, and improve roadway capacity. (3, 4, 5) | Curb cuts along Glenwood Avenue are minimized in accord with this policy. |
| TRANSPORTATION / Policy T 2.10 / Level of Service | | |
| 33 | Maintain level of service (LOS) "E" or better on all roadways and for overall intersection operation at all times, including peak travel times, unless maintaining this LOS would be infeasible and/or conflict with the achievement of other goals. (3) (LOS E: The facility is operating at capacity and there are virtually no useable gaps in the traffic. This is typically the acceptable threshold for urban areas.) | Please refer to the Glenwood Place Traffic Impact Analysis for fuller response to this policy. The TIA states that the desired Level of Service E in the study area is preserved at time of build-out of the Master Plan. |
| TRANSPORTATION / Policy T 3.4 / Pedestrian-Friendly Road Design | | |
| 34 | Design Complete Street amenities with the pedestrian in mind, avoiding the use of traffic control and safety devices that favor vehicles. | The Master Plan has a "Main Street" divided median boulevard, whose design incorporates accommodations for pedestrians and cyclists in addition to motorists. |
| TRANSPORTATION / Policy T 3.5 / Medians | | |
| 35 | Limit the use of undivided multi-lane streets and utilize raised or landscaped medians, where feasible, to improve safety and vehicle throughput while providing opportunities for pedestrian refuges and landscaping. (5) | A key design element of the Master Plan is the "Main Street" boulevard with landscaped median that is the major organizing element of the community. In addition to the divided median boulevard, the Master Plan incorporates pedestrian refuges and raised-table pedestrian crossings. |

| | | |
|--|---|---|
| TRANSPORTATION / Policy T 4.8 / Bus Waiting Areas | | |
| 36 | Developments subject to Planning Commission review and located within existing and planned bus transit corridors should coordinate with CAT to provide a stop facility that is lit and includes a shelter, bench, and other amenities (such as a waste receptacle) as appropriate. (4, 6) | The Master Plan is not subject to Planning Commission review, but the benefit of a transit wait shelter with these features is recognized. A transit shelter sized for future ridership levels incorporating the desired lighting, benches, and trash receptacle is a committed element of the Master Plan. |
| Policy T 5.1 - Enhancing Bike/Pedestrian Circulation | | |
| 37 | Enhance pedestrian and bicycle circulation, access, and safety along corridors, downtown, in activity and employment centers, at densely developed areas and transit stations, and near schools, libraries, and parks. | The Glenwood Place Master Plan includes provisions for enhanced bicycle and pedestrian access; this is demonstrated by the Master Plan provisions for direct access to the city's Greenway System (Crabtree Creek Trail) and to provide an enhanced transit stop on Glenwood Avenue. Within the Glenwood Place community, the Master Plan includes provisions for pedestrians and cyclists that include wide sidewalks; most parking located to the back, the side or underneath buildings; and traffic-calming streetscape design features (i.e. – 15 MPH speed limit, pedestrian crosswalks at key locations, speed tables, etc). |
| TRANSPORTATION / Policy T 5.2 / Incorporating Bicycle and Pedestrian Improvements | | |
| 38 | All new developments, roadway reconstruction projects, and roadway resurfacing projects in the City of Raleigh's jurisdiction should include appropriate bicycle facilities as indicated in the Recommended Bicycle Network of the 2008 City of Raleigh Bicycle Transportation Plan. (3, 4, 5, 6) | The "Main Street" proposed as a committed element of the Master Plan shall be a multi-lane boulevard that specifies a very low speed limit (15 MPH) to assure that bikes and cars can share the same travel lanes. |
| Policy T 5.3 - Bicycle and Pedestrian Mobility | | |

| | | |
|--|--|---|
| 39 | Maintain and construct safe and convenient pedestrian and bicycle facilities that are universally accessible, adequately illuminated, and properly designed to reduce conflicts among motor vehicles, bicycles, and pedestrians. | Glenwood Place will be a contemporary community where the organizing design and planning element shall be a pedestrian-scaled shopping street. The design of the shopping street shall accommodate vehicular traffic, but convenient pedestrian travel is prioritized when making decisions regarding streetscape design. Please see response above to Policy T5.1 (Enhancing Bike/Pedestrian Circulation) for a fuller response. |
| TRANSPORTATION / Policy T 5.4 / Pedestrian and Bicycle Network Connectivity | | |
| 40 | Continuous pedestrian and bicycle networks should be provided within and between existing and new developments to facilitate safe and convenient pedestrian and bicycle travel free of major barriers and impediments such as cul-de-sacs and large parking lots. (5, 6) | The Master Plan provides a paved trail to link the community to the Crabtree Creek Greenway Trail, and this connection readily allows bicycle access to the community. Pedestrians can also utilize the greenway trail in addition to the sidewalk system on Glenwood Avenue. We note that at this time the Glenwood Avenue sidewalk is not yet fully built. |
| TRANSPORTATION / Policy T 5.5 / Sidewalk Requirements | | |
| 41 | New subdivisions and developments should provide sidewalks on both sides of the street.(5, 6) | The Master Plan proposes sidewalks on both sides of all public streets. |
| TRANSPORTATION / Policy T 5.7 / Capital Area Greenway | | |
| 42 | Treat the Capital Area Greenway Trail system as part of the City's transportation network for bicycles and pedestrians and plan connections to the system accordingly. (4, 5, 6) | Please see response to policy T5.4 above. |
| TRANSPORTATION / Policy T 5.8 / Workplace Bicycle Facilities | | |

| | | |
|---|--|---|
| 43 | Encourage bicycle facilities, such as secured bicycle racks, personal lockers, and showers for new and existing office developments to encourage bicycling as an alternative mode for work commutes. | Bicycle parking will be provided in the public realm along the "Main Street" boulevard, with additional parking located on individual parcels to serve the needs of tenants, residents and visitors. |
| TRANSPORTATION / Policy T 5.9 / Pedestrian Networks | | |
| 44 | New subdivisions and large-scale developments should include safe pedestrian walkways or multi-use paths that provide direct links between roadways and major destinations such as transit stops, schools, parks, and shopping centers. | The Master Plan will provide extensive internal sidewalks that will connect to the city's greenway trail system and the public right-of-way sidewalk in Glenwood Avenue. The community will have direct pedestrian connection to a new transit shelter on Glenwood Avenue. |
| TRANSPORTATION / Policy T 5.10 / Building Orientation | | |
| 45 | All primary building entrances should front onto a publicly accessible, and easily discernible, and ADA-compliant walkway that leads directly from the street to the front door to improve pedestrian access. (4, 5, 6) | Under the recently UDO, this policy is a code requirement. Any deviation from this standard shall require an Administrative Alternate to be obtained from the Planning Director. |
| TRANSPORTATION / Policy T 5.13 / Pedestrian Infrastructure | | |
| 46 | Ensure that streets in areas with high levels of pedestrian activity (e.g., employment centers, residential areas, mixed-use areas, schools) support pedestrian travel by providing such elements as frequent and safe pedestrian crossings, large medians for pedestrian refuges, to improve pedestrian access. (4, 5, 6) | The Master Plan proposes wide sidewalks along the "Main Street" and incorporates the desired wide pedestrian refuges in the landscape median that divides the main boulevard. The community is designed for the pedestrian, with ready access to community features by foot travel. |
| TRANSPORTATION / Policy T 6.1 / Surface Parking Alternatives | | |

| | | |
|--|---|---|
| 47 | Reduce the amount of land devoted to parking through measures such as development of parking structures and underground parking, the application of shared parking for mixed-use developments, flexible ordinance requirements, maximum parking standards, and the implementation of Transportation Demand Management plans to reduce parking needs. (3, 4) | The Master Plan locates most of the parking in structured parking decks, and only courtesy surface parking located along the shop-front "Main Street". In addition to the commitment to structured parking, the Master Plan incorporates provisions for shared parking. Please refer to the Glenwood Place Parking Study for additional information regarding shared/reduced parking standards. |
| TRANSPORTATION / Policy T 6.3 / Parking as a Buffer | | |
| 48 | Encourage the location of on-street parking and drop-off areas adjacent to sidewalks as a buffer to vehicular traffic, and for customer convenience, and maximizing on-street parking turnover. Parking between sidewalk areas and building fronts should be minimized. (4, 6) | The Master Plan does not incorporate parking between a public right-of-way sidewalk and the front of a building. The design of the Main Street incorporates the desired strategy of locating street parking between the travel aisles of the road and the pedestrian realm, where the parking shall serve as buffer between these two features. |
| TRANSPORTATION / Policy T 6.4 / Shared Parking | | |
| 49 | Strongly encourage shared-use car parking for land uses where peak parking demand occurs at different times of the day, reducing the total number of spaces required. (3, 4) | Please see response to policy T6.1, above, regarding the incorporation of shared parking by the Master Plan; and the Glenwood Place Parking Study for additional information. |
| TRANSPORTATION / Policy T 6.5 / Minimum Parking Standards | | |
| 50 | Reduce the minimum parking standards over time and as appropriate to promote walkable neighborhoods and to increase use of transit and bicycles. | The Master Plan proposes site-specific parking reductions, based on the findings found in the Glenwood Place Parking Study. |
| TRANSPORTATION / Policy T 6.6 / Parking Connectivity | | |

| | | |
|--|--|--|
| 51 | Promote parking and development that encourage multiple destinations within an area to be connected by pedestrian trips. (3, 4, 5) | Glenwood Place proposes to locate mixed use development, both horizontal and vertical, where the land uses are in close proximity to encourage the desired pedestrian travel among community features. |
| TRANSPORTATION / Policy T 6.8 / Parking Lot Design | | |
| 52 | Parking areas should be designed to minimize conflicts with pedestrians. | Parking areas shall be primarily located to the rear, side, and underneath buildings. Courtesy surface parking shall be located along the "Main Street", and shall serve as a buffer between vehicular traffic in the street and pedestrian traffic on the sidewalks. |
| ENVIRONMENT / Policy EP 1.7 / Sustainable Development | | |
| 53 | Promote the adaptive use of existing buildings, infill development, and brownfield development as effective sustainability practices that take development pressure off undeveloped areas. | The Master Plan proposes to replace an outdated single-use office park with a true mixed-use community that will meet the standards proposed by this policy. |
| ENVIRONMENT / Policy EP 2.3 / Open Space Preservation | | |
| 54 | Seek to identify all opportunities to conserve open space networks, mature existing tree stands, steep slopes, floodplains, priority wildlife habitats, and significant natural features as part of public and private development plans and targeted acquisition. (3, 5, 6) | With the exception of mature trees, Glenwood Place does not possess the unique environmental features associated with this policy. Tree Conservation is a substantial feature of the Master Plan, where the actual tree conservation area provided is approximately 125% of the UDO code standard. |
| ENVIRONMENT / Policy EP 2.6 / Greenway System | | |
| 55 | Continue to build a park and greenway system that is: interconnected; protects native landscapes, water quality, and areas of ecological significance, such as priority wildlife habitats; and serves the broad and diverse outdoor recreation needs of community residents. | Glenwood Place will provide a path to connect the community to the nearby Crabtree Creek Greenway Trail. |

| | | |
|---|--|--|
| ENVIRONMENT / Policy EP 3.4 / Low Impact Systems for Parking | | |
| 56 | Well maintained pervious pavement or other low impact systems for parking areas should be encouraged throughout the City, especially in environmentally sensitive areas and floodplains, as appropriate. (5) | Glenwood Place does not include any floodplain or similar feature. The Master Plan addresses this policy by locating most of the parking spaces in structured parking decks to minimize the reliance on impervious pavement for car storage. |
| ENVIRONMENT / Policy EP 5.2 / Tree Canopy Standards | | |
| 57 | Maintain appropriate tree canopy coverage along 50 percent or more of all available sidewalk planting/landscape strips between the sidewalk and the curb. (5) | The Master Plan incorporates the recently adopted UDO street tree planting standards in response to this policy. |
| ENVIRONMENT / Policy EP 5.3 / Canopy Restoration | | |
| 58 | Promote the reforestation of tree coverage that is typically lost during urban and suburban development through tree conservation, targeted tree plantings, urban forestry, and street tree plantings. (3, 5) | The Master Plan incorporates tree conservation at a rate (125%) above the UDO Code standard. In addition to tree conservation, Glenwood Place will include new plantings along streets and buffers and screening are desired. |
| ENVIRONMENT / Policy EP 5.4 / Tree Selection | | |
| 59 | Tree species should be selected for site suitability, superior form, disease resistance, regional performance, drought tolerance, urban tolerance, diversity, and mature size by an ISA Certified Arborist or a professional approved by the Parks and Recreation Department's Urban Forestry staff. | Glenwood Place shall rely on drought-resistant turf and landscape materials to reduce demand for irrigation. Tree selection and particularly street tree selection shall be coordinated with the city's Urban Forester. |
| ENVIRONMENT / Policy EP 5.5 / Forested Buffers | | |

| | | |
|--|--|---|
| 60 | Conserve forested buffers along Raleigh's freeways and expressways through the use of Special Highway Overlay Districts and conditional use zoning. (3, 5) | With the exception of a small area along Glenwood Avenue that is far removed from the I-440 Beltline, the existing SHOD-1 Yard shall be maintained. The area along Glenwood where the SHOD-1 Yard is proposed to be removed is the result of the impact created by the required road widening |
| ENVIRONMENT / Policy EP 8.1 / Light Pollution | | |
| 61 | Reduce light pollution and promote dark skies by limiting the brightness of exterior fixtures and shielding adjacent uses from light sources, provided safety is not compromised. Minimize flood lighting and maximize low level illumination. Promote the use of efficient, full cut-off lighting fixtures wherever practical. Full cut-off fixtures emit no light above the horizontal plane. (5, 6) | All street lighting is specified to be full cut-off style fixture, and the lamp source shall be LED or a similar lamp that substantially reduces energy use. |
| ENVIRONMENT / Policy EP 8.2 / Light Screening | | |
| 62 | Prohibit unshielded exterior lamps and limit the lighting of trees and other vegetation through the use of shielded fixtures and footcandle limits. (5, 6) | All exterior lamps, with exception of seasonal and temporary lighting applications shall be shielded. |
| ENVIRONMENT / Policy EP 8.4 / Noise and Light Impacts | | |
| 63 | Mitigate potential noise and light pollution impacts from new development on adjoining residential properties. (3, 5, 6) | The Master Plan incorporates substantial buffers and building setbacks in response to this policy. |
| ENVIRONMENT / Policy EP 8.9 / LED Lighting | | |
| 64 | Use high-efficiency Light-Emitting Diode (LED) lighting for outdoor illumination where feasible; newer technologies should be considered as they become available. | Please see the response to policy EP8.1 above. |

| | | |
|---|--|---|
| ENVIRONMENT / Policy EP 9.8 / Landscaping and Gardening | | |
| 65 | Encourage environmentally responsible landscaping and gardening practices to reduce water use and water pollution, including increased use of drought-resistant plants and reduced use of pesticides. | Glenwood Place shall rely on drought-resistant turf and landscape materials to reduce demand for irrigation. |
| ECONOMIC DEVELOPMENT / Policy ED 1.1 / Corridor Revitalization | | |
| 66 | Stimulate the revitalization and redevelopment of Raleigh's aging commercial corridors and centers through the use of targeted economic development programs, zoning, land use regulations, public investments in infrastructure, and incentives. (1, 3, 5, 6) | The existing facilities at Glenwood Place (a 1960's-vintage Koger Center Office Park) are no longer economically viable and do not adequately contribute to the city's current needs or the tax base. In current form, Glenwood Place does not reflect the vitality of our city and when viewed from the I-440 Beltline and Glenwood Avenue, the current develop is not an asset for Glenwood Avenue, which is a prominent gateway corridor into Raleigh. |
| ECONOMIC DEVELOPMENT / Policy ED 1.2 / Mixed-Use Redevelopment | | |
| 67 | Promote mixed-use redevelopment strategies as a means of enhancing economic development in commercial corridors and creating transit- and pedestrian-friendly environments. (1, 2, 3, 4, 5, 6) | The proposed Master Plan will bring substantial investment to the suburban section of Glenwood Avenue, and committed elements of the plan will include the desired pedestrian and transit features. |
| ECONOMIC DEVELOPMENT / Action ED 5.5 / Retrofitting Older Office Environments | | |
| 68 | Encourage the intensification and retrofitting of existing office clusters with new pedestrian friendly residential and retail uses to provide attractive and competitive live-work destinations that reduce dependence on auto travel. | Glenwood Place will achieve all of the goals associated with this policy. |
| ECONOMIC DEVELOPMENT / Action ED 5.8 / Supporting Retail Infill and Reinvestment | | |

| | | |
|--|---|--|
| 69 | Ensure that land use patterns and zoning regulations support retail infill and do not push new retail to edge locations or promote the abandonment of existing retail centers. | Glenwood Place proposes to repurpose an under-performing property that we believe to be “infill development”; retail uses are allowed under the terms of the Master Plan document. |
| ECONOMIC DEVELOPMENT / Action ED 6.5 / Lodging | | |
| 70 | Work with developers, investors, and other local organizations to plan and provide diverse and accessible lodging and accommodations to support tourism growth. | Hotel and restaurants are permitted land uses under the Glenwood Place Master Plan. |
| HOUSING / Policy H 1.8 / Zoning for Housing | | |
| 71 | Ensure that zoning policy continue to provide ample opportunity for developers to build a variety of housing types, ranging from single-family to dense multi-family. Keeping the market well supplied with housing will moderate the costs of owning and renting, lessening affordability problems, and lowering the level of subsidy necessary to produce affordable housing. | The housing types proposed by the Master Plan will provide much-needed options for this section of the Glenwood Avenue corridor. The area along Glenwood Avenue inside the 440 Beltline has substantial areas developed as single-family dwellings, with only limited numbers of apartments and condominiums, which are contemplated in the Master Plan. |
| PARKS, RECREATION, OPEN SPACE / Policy PR 3.8 / Pedestrian Links to Greenways | | |
| 72 | Improve pedestrian linkages to existing and proposed greenway corridors. Development adjacent to a greenway trail should link their internal pedestrian network to the greenway trail where appropriate. | The Master Plan includes a provision to directly link the community to the Crabtree Creek Greenway Trail and the overall Raleigh Greenway System. |
| PUBLIC UTILITIES / Policy PU 1.1 / Linking Growth and Infrastructure | | |
| 73 | Focus growth in areas adequately served by existing or planned utility infrastructure. | Glenwood Place is strategically located, and is served by current and adequate utility infrastructure. |
| PUBLIC UTILITIES / Policy PU 3.7 / Water Conservation | | |

| | | |
|--|--|---|
| 74 | Increase the use of water conservation measures and minimization techniques. Examples include drought-resistant landscaping standards and financial incentive programs. (3, 5, 6) | Landscaping for Glenwood Place shall incorporate drought-resistant turf and plant materials in response to this policy. |
| URBAN DESIGN / Policy UD 1.1/Protecting Neighborhood Identity | | |
| 75 | Use Neighborhood Conservation Overlay Districts (NCOD), Historic Overlay Districts (HOD), or rezonings to retain the character of Raleigh's existing neighborhoods and strengthen the sense of visual order and stability. | The Glenwood Place Master Plan respects the adjoining Country Club Hills neighborhood with substantial transition elements. These transition features include landscape buffers and land use allocations where taller buildings and more intense uses are located further from single family homes. At the request of the adjoining neighborhood, this Master Plan does not provide a vehicular connection from Glenwood Place to Country Club Hills. |
| URBAN DESIGN / Policy UD 1.2 / Architectural Features | | |
| 76 | Quality architecture should anchor and define the public realm. Elements of quality architecture include architectural accents and features conducive to pedestrian scale and usage, such as a distinct base, middle, and top (for high-rise buildings); vertical and horizontal articulation; rooflines that highlight entrances; primary entrances on the front façade; transparent storefront windows and activated uses on the ground floor; and corner buildings with defining landmark features. (1, 6) <i>See also Section 1.2.7: Design Guidelines for additional policies and actions.</i> | The Master Plan shall adhere to the architectural standards in the recently adopted Raleigh Unified Development Ordinance. |
| URBAN DESIGN / Policy UD 1.3 / Creating Attractive Facades | | |

| | | |
|---|---|--|
| 77 | Well-designed building facades, storefront windows, and attractive signage and lighting should be used to create visual interest. Monolithic or box-like facades should be avoided to promote the human quality of the street. | It is anticipated that ground floors facing the "Main Street" boulevard will be largely comprised of retail and office uses along with residential support services. The buildings for such uses will incorporate design standards for transparency and façade treatment as set forth in Exhibit B. In addition to building design standards, the streetscape will provide pedestrian scaled signage, lighting and street furnishings. |
| URBAN DESIGN / Policy UD 1.5 / Pedestrian Wayfinding | | |
| 78 | Support the creation of a unified and comprehensive system of pedestrian wayfinding signs, kiosks, and other environmental graphics to provide directions to the pedestrian. | Glenwood Place will follow the sign standards found in Exhibits F and F-1. We understand that these standards will promote unified and consistent communication of wayfinding information. |
| URBAN DESIGN / Policy UD 1.6 / City Gateways | | |
| 79 | Create more distinctive and memorable gateways at points of entry to the City, and points of entry to individual neighborhoods and neighborhood centers. Gateways should provide a sense of transition and arrival, and should be designed to make a strong and positive visual impact. | Glenwood Place will serve as a northwestern gateway to Raleigh with distinctive architecture and signage on Glenwood Avenue and the I-440 Beltline. In addition, the access points into Glenwood Place will be emphasized with prominent entry features. |
| URBAN DESIGN / Policy UD 1.10 / Frontage | | |
| 80 | 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 existing SHOD-1 and SHOD-2 along the Glenwood Avenue frontage will remain mostly unchanged. |
| URBAN DESIGN / Policy UD 2.1 / Building Orientation | | |

| | | |
|---|---|--|
| 81 | Buildings in mixed-use developments should be oriented along streets, plazas, and pedestrian ways. Their facades should create an active and engaging public realm. | The Master Plan incorporates the placement of major buildings in accord with a build-to model, creating the desired street-wall and active public realm recommended by this policy. |
| URBAN DESIGN / Policy UD 2.2 / Multi-Modal Design | | |
| 82 | Mixed-use developments should accommodate all modes of transportation to the greatest extent possible. | Glenwood Place incorporates accommodations for transit riders, bicyclists, pedestrians, and motorists. Cyclists and pedestrians also have the option to access the community via the City of Raleigh Greenway System. |
| URBAN DESIGN / Policy UD 2.3 / Activating the Street | | |
| 83 | New retail and mixed-use centers should activate the pedestrian environment of the street frontage in addition to internal pedestrian networks and connections, particularly along designated Main Street corridors. | The "Main Street" of Glenwood Place will incorporate mixed-use, and shall incorporate an active streetscape component as a committed element. The pedestrian-scale streetscape along the shop-front boulevard is the central design feature of the community. |
| URBAN DESIGN / Policy UD 2.4 / Transitions in Building Intensity | | |
| 84 | Establish gradual transitions between large scale and small-scale development. The relationship can be improved by designing larger buildings to reduce their apparent size and recessing the upper floors of the building to relate to the lower scale of the adjacent properties planned for lower density. (6) | It is anticipated that the taller buildings in the development will be positioned at the ends of Glenwood Place Boulevard, and typically these buildings will have 1-3 story wings. Along the length of the Boulevard, a corridor of buildings in the 4-6 story range is proposed. The residential buildings also step down with grade changes as one moves away from the Boulevard. The structured parking for the office tower proposed to face I-440 also terraces down with the slope of the grade to minimize the visual impact from the Beltline. |
| URBAN DESIGN / Policy UD 2.5 / Greenway Access | | |

| | | |
|--|---|---|
| 85 | Safe and clearly marked access points to the City's greenway system should be provided in new and existing mixed-use centers where feasible. (4, 5, 6) | The greenway access from the community to the nearby Crabtree Creek Trail shall be well marked with appropriate signage. |
| URBAN DESIGN / Policy UD 2.7 / Public Open Space | | |
| 86 | Usable and well-appointed urban public open space should be provided within mixed-use centers to serve as focal points and community gathering spots. (6) | The wide sidewalks (with appropriate street furnishings) proposed for the "Main Street" shall fulfill the guidance suggested by this policy. |
| URBAN DESIGN / Policy UD 3.5 / Visually Cohesive Streetscapes | | |
| 87 | Create visually cohesive streetscapes using a variety of techniques including landscaping, undergrounding of utilities, and other streetscape improvements along street frontages that reflect adjacent land uses. | As Glenwood Place is essentially a complete redevelopment of the former Koger Center Office Park, the recommended treatments found in this policy will be provided. |
| URBAN DESIGN / Policy UD 3.7 / Parking Lot Placement | | |
| 88 | New parking lots on designated Main Street and Transit Emphasis corridors on the Growth Framework Map should be located at the side or rear of buildings when on-street parking is available, with only limited front door parking provided elsewhere. Where feasible, parking lots abutting these corridors should be landscaped to create a pedestrian-friendly streetscape with business visibility. | The Master Plan will incorporate the recommendations suggested in this policy – please refer to the plan sheets for additional information and detail. |
| URBAN DESIGN / Policy UD 3.8 / Screening of Unsightly Uses | | |

| | | |
|--|---|---|
| 89 | The visibility of trash storage, loading, and truck parking areas from the street, sidewalk, building entrances and corridors should be minimized. These services should not be located adjacent to residential units and useable open space. (1, 3, 6) | The Master Plan locates these necessary features on the site in accord with the recommendations of this policy. |
| URBAN DESIGN / Policy UD 3.9 / Parking Lot Design | | |
| 90 | Encourage efficient site design, shared parking between complementary uses, and reduced amounts of impervious surface in parking lot design. (1, 4, 5) | The Master Plan places the majority of parking spaces in structured parking decks; shared parking and parking reductions are specific requests of the Glenwood Place Parking Study. |
| URBAN DESIGN / Policy UD 3.10 / Planting Requirements | | |
| 91 | Enhance and expand the required planting and tree coverage for parking lots by incorporating design standards that promote long term tree growth and health. Planting standards should improve permeability and reduce the heat island effect. (4, 5, 6) | The Master Plan shall incorporate the recently adopted urban tree planting details and specifications associated with the adoption of the UDO. |
| URBAN DESIGN / Policy UD 3.11 / Parking Structures | | |
| 92 | Encourage creative solutions including landscaping and other aesthetic treatments to design and retrofit parking structures to minimize their visual prominence. Where feasible, the street side of parking structures should be lined with active and visually attractive uses to lessen their impact on the streetscape. (4, 6) | As a Part of the Master Plan structured parking is located underneath, to the side, and to the rear of buildings. In the majority of the community these structured parking facilities are adjacent to landscape buffers and are unobtrusive. For a small portion of the community along Glenwood Avenue the structured parking requires architectural treatment to address this policy. Please see Glenwood Place Master Plan Document for specific criteria in response to this policy. |
| URBAN DESIGN / Policy UD 4.6 / Activated Public Space | | |

| | | |
|--|---|---|
| 93 | Provide urban squares, public plazas, and similar areas that stimulate vibrant pedestrian street life and provide a focus for community activities. Encourage the “activation” of such spaces through the design of adjacent structures; for example, through the location of shop entrances, window displays, awnings, and outdoor dining areas. (6) | The Master Plan envisions a vibrant “Main Street” that is lined with a mixture of land uses, including retail uses that will open directly onto the sidewalk. The main street feature is the major organizational element of the community and the “shop-front” environment specified in the Glenwood Place Master Plan document addresses this policy. |
| URBAN DESIGN / Policy UD 4.7 / Indoor/Outdoor Transitions | | |
| 94 | Encourage private owners to take the “indoors” outdoors by extending interior space like dining areas and small merchandise displays onto walkways and plazas. Conversely, outdoor spaces should be integrated into the building by opening interior spaces like atriums to views, sunshine, and public use. (1, 6) | The “Main Street” and its wide sidewalks meet the intent of this policy. |
| URBAN DESIGN / Policy UD 4.8 / Private Sector Public Space Improvements | | |
| 95 | As appropriate and necessary, require publicly accessible plazas or open spaces to be provided by the private sector in conjunction with development or redevelopment of multi-family, commercial, or mixed-used developments. (5, 6) | The Master Plan incorporates a shop-front style “Main Street” with side sidewalks. The public realm along this street is the organizing element of the community provides the desired open space and public amenities encouraged by this policy. |
| URBAN DESIGN / Policy UD 4.9 / Drought Tolerant Landscaping | | |
| 96 | Encourage the use of native, drought-resistant plants, and other xeriscaping techniques in landscaping public spaces (xeriscaping is landscaping which does not require irrigation). (5, 6) | Landscaping for Glenwood Place shall incorporate drought-resistant turf and plant materials in response to this policy. |
| URBAN DESIGN / Policy UD 4.10 / Improving Pedestrian Safety | | |

| | | |
|---|--|--|
| 97 | Improve pedestrian safety by providing clear transitions between vehicular and pedestrian areas through landscaping and other streetscape improvements. (4, 5, 6) | The Master Plan proposes wide sidewalks along the "Main Street" and incorporates the desired wide pedestrian refuges in the landscape median that divides the main boulevard. The community is designed for the pedestrian, with ready access to community features by foot travel. The wide sidewalk along the "Main Street" is buffered from the vehicle travel lanes by the shop-front parking. |
| URBAN DESIGN / Policy UD 5.3 / Improving Neighborhood Connectivity | | |
| 98 | Explore opportunities to conveniently connect existing neighborhoods to adjacent commercial centers and community facilities and services. (4, 6) | The Master Plan shall incorporate a path from the community to the Crabtree Creek Greenway Trail, and this link shall provide the adjacent Country Club Hills community with the desired connection to Glenwood Place. |
| URBAN DESIGN / Policy UD 7.3 - Design Guidelines | | |
| 99 | The Design Guidelines in Table UD-1 shall be used to review rezoning petitions and development applications for mixed-use developments; or rezoning petitions and development applications along Main Street and Transit emphasis corridors or in City Growth, TOD and Mixed-Use centers, including preliminary site plans and development plans, petitions for the application of the Pedestrian Business or Downtown Overlay Districts, Planned Development Districts, and Conditional Use zoning petitions. | Please refer to the dedicated section within the Glenwood Place Master Plan document book for a complete response to the applicable twenty-six (26) Urban Design |

| | |
|--|--|
| | |
|--|--|

5. Response to Sec. 4.1.1.F and 4.7.4.B.6.
The Introduction set forth in Sec. II.a. of this Master Plan addresses the reasons for filing this PD request in accordance with the Intent Statements of the Planned Development

District established by City of Raleigh set forth in UDO Section 4.1.1F and in response to the Application requirement in UDO Section 4.7.4.B6. In addition the following components are incorporated into the Glenwood Place PD to justify the relief mechanism of a PD District from the prescriptive standards of the UDO.

- A. Mixture of Land Uses on contiguous tracts of property. The mix of living, employment, dining and recreational uses will create an environment where the resident or employee can live, work and play at Glenwood Place without reliance on an automobile. The Master Plan will provide the ability to adjust to market demand by providing a menu of uses and the flexibility to place the right uses in the right places with customized height limits, setbacks, buffers and landscaping.
- B. Infill Redevelopment. The location of Glenwood Place is at the strategic intersection of Glenwood Avenue and the I-440 Beltline and prevents sprawl by reusing previously developed land. The redevelopment proposes to replace aging 1970s vintage office buildings with newer, more relevant development. This promotes the provision of goods and services inside- the-beltline and will allow citizens to obtain such goods and services without having to travel long distances by car.
- C. Incorporation Transit Oriented Design; Transit Facilities (i.e., Transit Shelters & Easements). If workers and residents need to leave the development, an on-site transit stop, close proximity to a transit hub at Crabtree Valley and a connection to the Raleigh Greenway provide options to travel by mass transit, by bicycle or on foot.
- D. Open Space significantly exceeds the minimum 10% requirement for PD and non-PD areas. At least 15.0% of the site is allocated as Open Space; at least 10.0% is allocated as Outdoor Amenity Areas; and 10.0% of Tree Conservation Areas are provided.
- E. The Master Plan incorporates the use of parking structures to improve parking yield and the mix of uses enables use of parking spaces throughout the day and night.
- F. The urban form of Glenwood Place protects thoroughfare corridors from strip development.
- G. Density. In order to achieve the goals of walkable mixed-use, sufficient density is required. Such density demands higher density residential entitlement, taller buildings, a mix of uses and structured parking, as afforded by a PD zoning.
- H. Retail. To promote successful retail development, the flexibility to permit visible, high quality signage, as afforded by a PD District, is required.
- I. Impervious Surface. By redeveloping an existing developed site, very little new impervious surface will be added. The ability to customize street types will minimize additional impervious while still providing an efficient street network.
- J. Traffic. The mix of uses spreads trips over the course of the day, easing peak hour concerns, and the project proposes improvements to the road network improving traffic flow and safety.

6. Property Owners Association. In connection with the proposed redevelopment, the Glenwood Place Property Owners Association will be formed. All owners of parcels within

the PD District will by virtue of their ownership be members of the Association. The Association will maintain shared stormwater facilities, open space and tree conservation areas. The Association will allocate available land uses, ensure architectural compatibility, harmonious signage and compliance with use and maintenance guidelines.

7. Amendments to this Master Plan shall be made only in accordance with the provisions of Section 4.7.6 of the UDO.

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

Glenwood Place Portfolio I, LLC, a North Carolina limited liability company (SEAL)

By: Grubb Ventures, LLC, a North Carolina limited liability company (SEAL)

By: _____
R. Gordon Grubb, Manager

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

Glenwood Place Portfolio II, LLC, a
North Carolina limited liability
company (SEAL)

By: Grubb Ventures, LLC, a
North Carolina limited
liability company (SEAL)

By: _____
R. Gordon Grubb,
Manager

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

GLENWOOD PLACE VENTURES,
LLC, a North Carolina limited
liability company (SEAL)

By: Grubb Ventures, LLC, a
North Carolina limited liability
company (SEAL)

By: _____
R. Gordon Grubb,
Manager

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

GP LAND, LLC, a North Carolina limited liability company (SAL)

By: Grubb Ventures, LLC, a North Carolina limited liability company (SEAL)

By: _____
R. Gordon Grubb,
Manager

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

3700 Glenwood LLC, a North Carolina limited liability company (SEAL)

By: Grubb Ventures, LLC, a North Carolina limited liability company SEAL)

By: _____
R. Gordon Grubb,
Manager

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

W & L Properties, LLC

By: _____
Name: _____
Title: _____

EXHIBIT A

GLENWOOD PLACE DEVELOPMENT MATRIX

Issue Date: August 27, 2015

| | Proposed Sub-District | Proposed Retail SF (Max) | Proposed Hotel Room (Max) | Proposed Office SF (Max) | Maximum Proposed Dwelling Units (DU) | Maximum Height Story/Feet | Allowable Building Type | Maximum Dwelling Unit (DU) by Building Type | Maximum Non-Residential Floor Area (SF) by Building Type | Additional Height Regulation |
|------------------------------|-----------------------|--------------------------|---------------------------|--------------------------|--------------------------------------|---------------------------|---|---|--|---|
| LAND USE AREA | | | | | | | | | | |
| A | CX | 140,000 SF | 250 | 250,000 SF | 350 DU | 12 Stories / 155' | Townhouse, Apartment, General, Mixed Use, Civic | 350 DU: Townhouse, Apartment, Mixed Use | 590,000 SF: Apartment, General, Mixed Use, Civic (4) | Office Buildings limited to 10 Stories & 155'. (#5) |
| B | CX | 12,500 SF | 250 | 300,000 SF | 100 DU | 14 Stories / 195' | Townhouse, Apartment, General, Mixed Use, Civic | 100 DU: Townhouse, Apartment, Mixed Use | 512,500 SF: Apartment, General, Mixed Use, Civic, Office (4) | Office Buildings limited to 12 Stories & 195'. (#5) |
| C-1 | CX | 18,000 SF | 250 | 500,000 SF | 300 DU | 14 Stories / 195' | Townhouse, Apartment, General, Mixed Use, Civic | 300 DU: Townhouse, Apartment, Mixed Use | 718,000 SF: Apartment, General, Mixed Use, Civic (4) | Office limited to 12 Stories & 195'. (#5) Refer to Sheet #18/MasterPlan / Neighborhood Transition. (#2) |
| C-2 | OX | N/A | N/A | N/A | N/A | 5 Stories / 75' | General, Mixed Use, Civic (#6) | N/A | N/A | Refer to Sheet #18/MasterPlan / Neighborhood Transition. (#2) |
| D | OX | 12,500 SF | N/A | N/A | 350 DU | 5 Stories / 75' | Townhouse, Apartment, Mixed Use | 350 DU: Townhouse, Apartment, Mixed Use | 12,500 SF: Apartment, Mixed Use | Refer to Sheet #18/Master Plan/Neighborhood Transitions. (#2) |
| E | OX | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| F | OX | 12,500 SF | N/A | N/A | 300 DU | 4 Stories / 55.5' | Townhouse, Apartment, Mixed Use | 300 DU: Townhouse, Apartment, Mixed Use | 12,500 SF: Apartment, Mixed Use | Approved Site Plan (SP-24-13) |
| G | OX | 25,000 SF | N/A | 25,000 SF | 100 DU | 4 Stories / 55.5' | Townhouse, Apartment, General, Mixed Use, Civic | 100 DU: Townhouse, Apartment, Mixed Use | 50,000 SF: Apartment, General, Mixed Use, Civic | Approved Site Plan (SP-24-13) |
| H | CX | 20,000 SF | N/A | N/A | N/A | 7 Stories / 115' | General, Mixed Use, Civic | | 20,000 SF: General, Mixed Use, Civic | None |
| PROJECT WIDE | | | | | | | | | | |
| PD (#1) | | 140,000 SF (Max) | 250 Hotel Room (Max) | 900,000 SF (Max) | 800 DU (Max) | | | | | |
| Existing (#3) | | - | - | 112,400 SF | | | | | | |
| Approved (#3) | | | | | 292 DU | | | | | |
| To Be Demolished | | - | - | 253,493 SF | | | | | | |
| New Construction (#3) | | 140,000 SF (Max) | 250 Hotel Room | 787,600 SF (Max) | 508 DU (Max) | | | | 1,127,600 SF: Non-Residential Floor Area. (#4) | |

(#1) - The "PD" row is governed overall by the Master Plan & the ITE Trip Generation budget in the Glenwood Place Development traffic study.

(#2) - The height in Area C will be further governed by incremental setbacks illustrated on Sheet 18, Neighborhood Transitions

(#3) - New Construction does not include units (292-321) approved under SP-24-13 (not built) or the existing 3700 Glenwood office building.

(#4) - Assuming 250 Hotel Room, lobbies/public spaces, amenities and back of house = 200,000 SF.

(#5) - Office Building shall be defined as a building, which is a General or Mixed Use building type in accordance with this Master Plan, and which is limited to office uses on all floors above the ground floor.

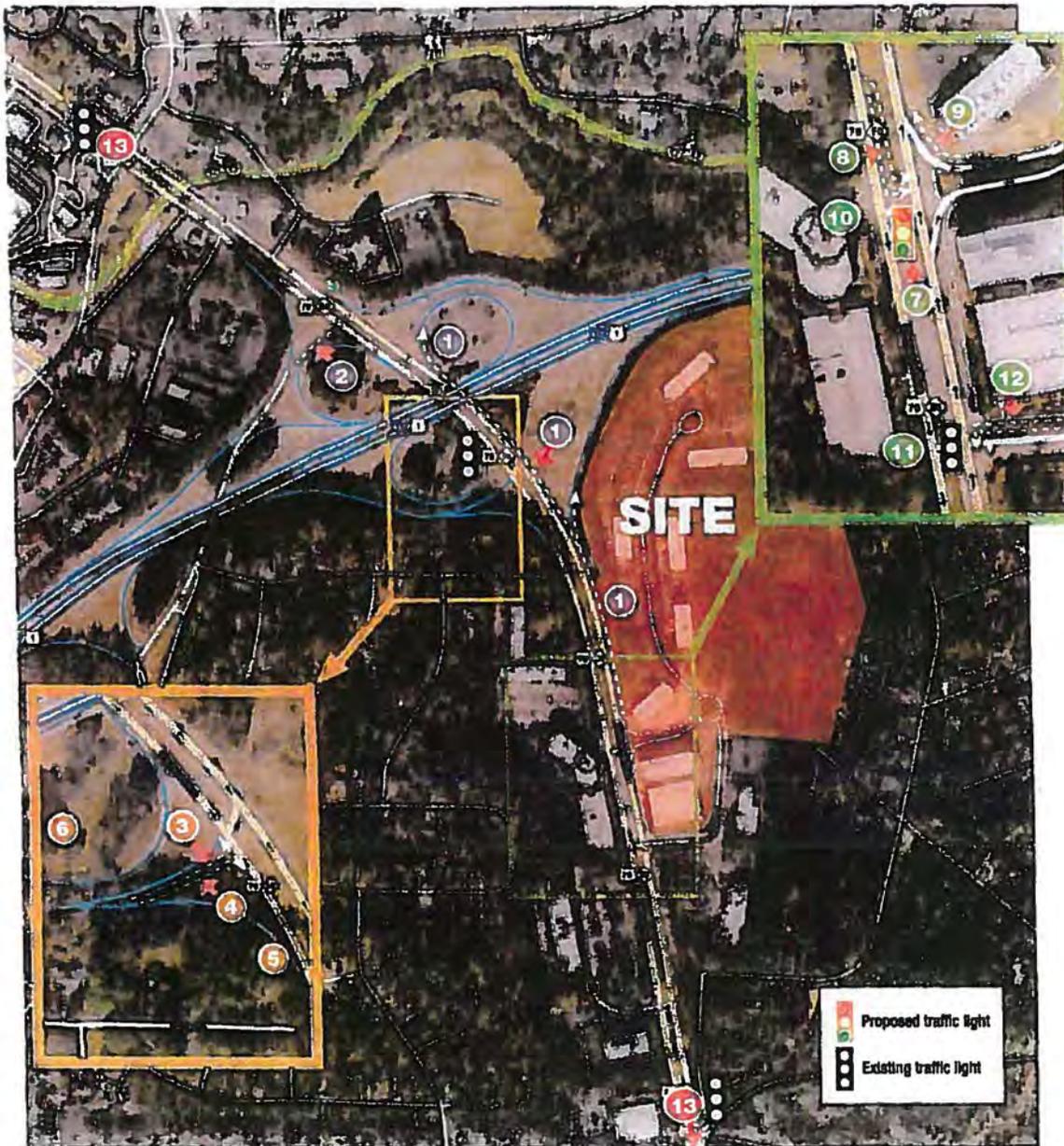
(#6) - General Building type allows structured parking

**Exhibit A-1
Trip Budget**

| ITE Trip Generation | | | | | | | |
|---|----------------------|-------------|-------------------------------|----------------|-------------|----------------|--------------|
| Glenwood Place Development | | | | | | | |
| Land Use | ITE Site Code | Size | 24 Hour Two-Way Volume | AM Peak | | PM Peak | |
| | | | | Enter | Exit | Enter | Exit |
| General Office Building | 710 | 820,640 sf | 6,501 | 907 | 124 | 170 | 828 |
| Shopping Center | 820 | 110,275 sf | 7,237 | 100 | 64 | 333 | 346 |
| Apartments | 220 | 800 units | 4,972 | 79 | 317 | 298 | 160 |
| Hotel | 310 | 200 rooms | 1,634 | 68 | 44 | 63 | 55 |
| Subtotal | | | 20,344 | 1,154 | 549 | 864 | 1,389 |
| Internal Capture (15%) | | | -3,052 | - | - | -130 | -208 |
| Pass-By Trips (Retail 34% PM) | | | | | | -96 | -100 |
| Total Glenwood Place Traffic | | | 17,292 | 1,154 | 549 | 638 | 1,081 |
| Glenwood Place Existing Traffic | | | -6,278 | -628 | 200 | -222 | -582 |
| Remaining Trip Budget for Glenwood Place | | | 11,014 | 526 | 349 | 416 | 499 |

The Trip Generation Budget was produced with reference to the specified uses and intensities as set forth therein; however, types of uses and their intensities may change so long as (i) the actual uses and their intensities do not exceed the limits on various types of uses set forth as the "Maximum Allowable New Construction" on the Development Matrix set forth in Exhibit A; and (ii) the trips which will be generated from such uses, as determined with reference to the ITE Trip Generation Manual do not exceed the Trip Generation Budget as set forth in this Exhibit A-1.

EXHIBIT A-2
Proposed Glenwood Corridor Transportation Improvements



Proposed Glenwood Corridor Road Improvements

The roadway improvements recommended by the TIA and embraced by the developer to mitigate traffic impacts include the following

- 1 The construction of an additional through lane from National Drive to the I-440 eastbound and westbound on ramps to facilitate easy and quick access to either direction of the Beltline.
- 2 Re-align I-440 westbound off-loop such that it tapers into Glenwood Avenue, rather than coming in at an angle. This will allow for better sight distance for drivers turning off of the I-440 loop onto Glenwood Avenue going towards downtown. This improvement will greatly enhance the safety of this intersection and is needed whether Glenwood Place is redeveloped or not.
- 3 The provision of another left-turn lane off of eastbound I-440 (adding to the two existing left-turn lanes) onto Glenwood Avenue going towards Durham.
- 4 The provision of a single signalized right-turn lane adjacent to the triple left-turns discussed above. This is in addition to the existing free flow right-turn lanes off I-440 onto downtown-bound Glenwood Avenue. This new single signalized right-turn lane adjacent to the triple left-turns will be used by motorists wishing to access Glenwood Place at National Drive.
- 5 Channelization of the free flowing right-turn lanes off I-440 on to downtown-bound Glenwood Avenue to prevent this traffic from utilizing the National Drive access point. This channelization will improve way-finding and safety.
- 6 The addition of appropriate signage to direct motorists to the correct lanes.
- 7 The installation of a traffic signal at the intersection of National Drive and Glenwood Avenue.
- 8 The construction of dual left-turn lanes into Glenwood Place via National Drive from Glenwood Avenue.
- 9 The construction on National Drive of dual right-turn lanes out of Glenwood Place to go to the Beltline or on Glenwood towards Durham.
- 10 The conversion of the current 3737 Glenwood office building's driveway on the west side of Glenwood Avenue to a right-in, right-out while allowing a left turn from Glenwood Avenue, but restricting left turns out of the driveway and enhancing safety.
- 11 The provision of a protected left-turn arrow for traffic exiting the 3737 Glenwood parking deck.
- 12 At the intersection of Glenwood Avenue and Woman's Club Drive, the provision of dual left-turns exiting Glenwood Place and heading towards downtown, a shared through/right-turn lane and an exclusive right-turn lane exiting Glenwood Place and heading towards the Beltline or towards Durham.
- 13 The retiming of the traffic signals in the Study Area to facilitate the most efficient traffic flow.

EXHIBIT B District Standards

Article 3.1. District Standards PD District Regulations. This Master Plan is a customization of the Office Mixed Use (OX) District and the Commercial Mixed Use (CX) District. New district standards for the Master Plan are set forth in Exhibit B attached hereto and incorporated herein by reference.

Although the Glenwood Place Planned Development District is not technically a Mixed-Use District, many standards for Mixed-Use Districts have been modified and adopted and to provide standards for this Planned Development as set forth below. Consequently, some of the numbering in this section corresponds to that in Mixed-Use Districts.

Sec. 3.1.1. Intent Statements

Planned Development PD

1. This PD is intended to provide for a variety of residential, office, retail, hospitality, service and/or commercial uses all within walking distance of the other types of uses. The Master Plan is not intended to provide for areas exclusively dominated by office or employment uses but rather to provide for developments that balance employment and housing options with access to convenience retail services and goods.

2. The Master Plan has been created with the intent of promoting pedestrian and transit friendly compact development while providing transitions from adjacent single family neighborhoods in terms of intensity of uses and heights of buildings.

3. While the Master Plan accommodates commercial uses, the inclusion of residential and employment uses are strongly encouraged in order to promote live-work and mixed-use opportunities which will increase pedestrian activity and reduce the dependence on the automobile.

4. The Master Plan seeks to achieve a complementary integration of land uses along a Transit Emphasis Corridor and adjacent to a City Growth Center to provide walkable and transit accessible destinations.

5. The Master Plan is intended to be sustainable by preventing sprawl, developing a community based on green building principles, using and upgrading existing utility infrastructure, using and upgrading existing transit assets, including roads, bus lines and pedestrian ways, including the Raleigh Greenway. Moreover, creating a mixed-use community better distributes traffic on Glenwood Avenue over the course of the day and provides the opportunity to share, and thus reduce, the amount of parking needed.

Sec. 3.1.2. Land Use Area Components. Each Land Use Area specifies a maximum height and various other development limits as set forth in the Development Matrix attached hereto as Exhibit A.

Article 3.2. Base Dimensional Standards

Sec. 3.2.1.

Sec. 3.2.3. The following building types are permitted in the Master Plan: Townhouse, Apartment, General Building, Mixed-Use Building, Civic Building and the dimensions and limitations set forth below shall apply to all such building types.

A. Site Dimensions N/A

A Lot Dimensions

| | |
|-------------------------------|-------------------------------------|
| A1 Area (min) | N/A |
| 2 Width (min) | N/A |
| A3 Outdoor amenity area (min) | 10% To be calculated over entire PD |

B. Building/Structure Setbacks

| | |
|------------------------------|-----|
| B1 From primary street (min) | 0 |
| B2 From side street (min) | 10' |
| B3 From side lot line (min) | 0' |
| B4 From rear lot line (min) | 10' |
| B4 From alley | 4' |

C. Parking Setbacks

| | |
|------------------------------|----|
| C1 From primary street (min) | 0 |
| C2 From side street (min) | 0 |
| C3 From side lot line (min) | 0' |
| C4 From rear lot line (min) | 0' |
| C4 From alley (min) | 0' |

D. Height

| | |
|------------------------------|---|
| D1 Principal building (max) | See height limits in Development Matrix |
| D2 Accessory structure (max) | 25' |

E. Floor Heights

| | |
|--|-----|
| E1 Ground floor elevation (min) | N/A |
| E2 Ground story height, floor to ceiling | N/A |

(min)
E3 Upper story height, floor to ceiling (min) N/A

F. Transparency

F1 Ground story (min) 20%

F2 Upper story (min) 15%

F3 Blank wall area (max) 35'

G. Allowed Building Elements

Porch, Stoop, Balcony

Gallery, Awning

H. Build To.

There is no
"Build To"
requirement
for any
Building Type
in the Master
Plan.

Sec. 3.2.8. Open Lot

A. Lot Dimensions

A1 Area (min) 5,000 sf

A2 Width (min) 50'

A3 Building coverage (max) N/A

B. Building/Parking Setbacks

B1 From primary street (min) 0'

B2 From side street (min) 0'

B3 From side lot line (min) 0'

B4 From rear lot line (min) 0'

B4 From alley (min) 0'

C. Height

C1 All building/structures (max) N/A

D. Allowed Building Elements

Porch, stoop

Balcony

Gallery, awning

Article 3.3. Height Requirements

Sec. 3.3.1. Applicability

A. Each of Land Use Areas includes one of the following height designations.

-3 3 stories / 50 feet max

-4 4 stories / 65 feet max

-5 5 stories / 75 feet max

- 7 7 stories / 115 feet max
- 12 12 stories /186 feet max
- 14 14 stories/195 feet max

Sec. 3.3.2. Building Height Standards

See Development Matrix for Height Limits for each Land Use Area set forth in Exhibit A.

Sec. 3.3.3 Building Massing Standards do not apply to this Master Plan.

- a. Frontage Requirements. Although the PD will not apply a specific UDO Frontage to Land Use Areas within the Master Plan, the spirit of a frontage designation will be achieved with the following requirements:
 - i. Buildings along Glenwood Place Boulevard (the "Primary Street" or the "Pedestrian Street") will adhere to the following:
 - (a) Minimum setback from Pedestrian Street Right-of-way ("ROW"): 0 feet
Maximum setback from Pedestrian Street ROW to 25 feet.
 - (b) If any parking is located between a building and the Pedestrian Street ROW, such parking shall be landscaped in accordance with the landscaping requirements for Parking Limited Streetscapes as set forth in Section 8.5.2 of the UDO.

Article 3.5. Neighborhood Transitions - The standards of the Neighborhood Transition provisions of Section 3.5 of the UDO will be exceeded by the imposition of Article II Section g Committed Elements 9 and 10 adjacent to the single family residential development located to the east of Glenwood Place. At a minimum, the following Neighborhood Transition Standards shall apply. These requirements shall be increased as set forth in Committed Elements 9 and 10 of Section g of this Master Plan document.

Sec. 3.5.1. Applicability

A. The following neighborhood transition standards apply in the Master Plan when the following occurs:

- 1. The site immediately abuts a district boundary of an R-4 district, except where the abutting property contains a civic use; or

Sec. 3.5.2. Transition Zones

A. Zone A: Protective Yard

- 1. Intent
Intended to buffer and screen. Consists of vegetative landscaping and wall or fence. No buildings or structures allowed.
- 2. Location
Immediately abutting district boundary line.
- 3. Width
Thirty feet.

B. Zone B: Use Restricted

1. Intent

Intended to be occupied by open areas and low intensity uses, such as utilities, surface parking, alleys, landscaping, playgrounds, outdoor dining, community serving buildings and service-related structures.

2. Location

Located between Zone A and Zone C. Zone B starts at the inside edge of the Zone A protective yard (edge furthest from the district boundary line) and ends 80 feet from the district boundary line.

3. Width

Eighty feet from the Master Plan boundary line.

Sec. 3.5.3.

A. Zone A: Protective Yard 30 feet

1. Width –Average 30 feet wide with a 25-foot minimum

2. Installation Requirements yard must include either existing vegetation meeting the same or higher quantities as stated below or the following;

a. Six shade trees per 100 lineal feet;

b. Five understory canopy trees per 100 lineal feet; and

c. 60 shrubs per 100 lineal feet.

3. Optional Provisions

a. A fence or wall between 6.5 and 8 feet in height may be installed.

b. In lieu of planting required shrubs, a berm with a minimum height of 3 feet may be installed.

4. Permitted uses

a. Landscaping, fences, walls and berms.

b. Swales, underground detention facilities and bioretention facilities.

Detention facilities must be located at least 20 feet from the district boundary line.

Landscaping quantities specified in Sec. 3.5.3.C.2. above may not be reduced.

B. Design and Installation

1. A required protective yard may be replaced with a tree conservation area that meets the requirements of Article 9.1.Tree Conservation.

2. Required landscaping in a protective yard must meet the design and installation requirements of Sec. 7.2.4.

3. In no case shall required landscaping exceed 30% of the total land area.

4. Protective yards must meet the location requirements of Sec. 7.2.4.C.

5. Fences, walls and berms located in a protective yard must meet the requirements of Sec. 7.2.4.D. Fences, walls and berms cannot be located in a protective yard when the protective yard is also a tree conservation area, unless permitted administratively by the City of Raleigh Planning Director.

Sec. 3.5.4. Zone B: Use Restrictions

A. Permitted Activity

1. Protective yard, landscaping, fence, wall.
2. Garden.
3. Service area.
4. Accessory garage, storage area.
5. Park, playground.
6. Stormwater detention.
7. Surface parking lot.
8. Path, walkway, sidewalk.
9. Alley.
10. Underground utility facilities including sanitary sewer, electric, telephone, gas, cable, internet.
11. Greenway easements, paths or facilities

B. Service Areas

Trash collection, trash compaction, recycling collection and other similar service areas must be located at least 45 feet from the district boundary line.

Sec. 3.5.5. Zone C: Height and Form

A. Permitted Activity

All structures and uses allowed in the zoning district are permitted in Zone C.

B. Height

1. No building or structure can be more than 65 feet in height at the Zone C line (eighty feet from district boundary line).
2. Height can increase subject to a 45 degree height plane measured from a height of 65 feet at the Zone C line, extending upward one foot for every additional foot of setback into the site.
3. The height plane applies up to 100 feet from the district boundary line.

C. Wall Articulation The rear facade of the building that faces the residential property as described in Sec. 3.5.1.A. is subject to a maximum blank wall area of 30 feet as calculated in Sec. 1.5.10. The blank wall area provisions are not subject to an Administrative Alternate.

EXHIBIT C
Modification to Use Regulations

Chapter 6. Use Regulations . The Use Regulations set forth in Section 6 of the UDO shall apply to the Master Plan, except as hereby modified.

Section 6.1.4. Allowed Principal Use Table. The Allowed Principal Use Table is amended in its entirety as set forth below and shall apply to all properties in the Master Plan, as set forth below. The specified use standards set forth below refer to the applicable Sections of the UDO, as modified in this Section of the Master Plan.

| USE CATEGORY Specific Use | Permissibility in Glenwood Place Master Plan | | Definition/Use Standards |
|---|--|----|-----------------------------|
| | OX | CX | |
| RESIDENTIAL | | | |
| HOUSEHOLD LIVING, AS LISTED BELOW: | | | |
| Single-unit living | | -- | |
| Two-unit living | | -- | |
| Multi-unit living | P | P | |
| Cottage court | | -- | |
| Conservation development | | -- | |
| Compact development | | -- | |
| Manufactured home development | | -- | |
| Multi-unit supportive housing residence | L | L | 6.2.1.I |
| Supportive housing residence | L | L | 6.2.1. J |
| GROUP LIVING, EXCEPT AS LISTED BELOW | -- | -- | |
| Boardinghouse | -- | -- | |
| Congregate Care | L | L | 6.2.2.C |
| Dormitory, fraternity, sorority | -- | -- | |
| Life-care community | L | L | 6.2.2.E |
| Rest home | P | P | 6.2.2.F |
| SOCIAL SERVICE, AS LISTED BELOW: | | | 6.2.3.A |
| Emergency shelter type A | S | S | 6.2.3.B |
| Emergency shelter type B | S | S | 6.2.3.C |
| Special care facility | -- | L | 6.2.3.D |
| PUBLIC & INSTITUTIONAL | | | |
| CIVIC, EXCEPT AS LISTED BELOW: | -- | P | 6.3.1.A and 6.3.1.E |
| Cemetery | -- | -- | |
| Church, synagogue, mosque, temple | P | P | |
| College, community college, university | -- | P | 6.3.1.C |

| USE CATEGORY Specific Use | Permissibility in Glenwood Place Master Plan | | Definition/Use Standards |
|--|--|----|-----------------------------|
| | OX | CX | |
| School, public or private (K-12) | | L | 6.3.1.D |
| PARKS, OPEN SPACE AND GREENWAYS | P | P | 6.3.2.A |
| MINOR UTILITIES | P | P | 6.3.3.A |
| MAJOR UTILITIES, EXCEPT AS LISTED BELOW | -- | -- | |
| Telecommunication tower (<250 ft) | -- | L | 6.3.3.C |
| Telecommunication tower (>250 ft) | -- | S | 6.3.3.D |
| COMMERCIAL | | | |
| DAY CARE, AS LISTED BELOW: | | | 6.4.1.A |
| Day care, home | | -- | |
| Day care, center | -- | L | 6.4.1.C |
| INDOOR RECREATION, EXCEPT AS LISTED BELOW: | -- | P | 6.4.2.A |
| Adult establishment | -- | -- | |
| Health club | P | P | 6.4.2.C |
| Sports academy | P | P | 6.4.2.D |
| MEDICAL | P | P | 6.4.3.A |
| OFFICE | P | P | 6.4.4.A |
| OUTDOOR RECREATION, EXCEPT AS LISTED BELOW | -- | -- | |
| Golf course | -- | -- | |
| Outdoor sports or entertainment facility (<250 seats) | -- | P | |
| Outdoor sports or entertainment facility (>250 seats) | -- | -- | |
| Riding stables | -- | -- | |
| OVERNIGHT LODGING, EXCEPT AS LISTED BELOW: | -- | L | 6.4.6.A and 6.4.6.B |
| Bed and Breakfast | -- | -- | |
| Hospitality house | -- | -- | |
| PARKING, AS LISTED BELOW | | | 6.4.7A |
| Commercial parking lot | P | P | |
| Remote parking lot | L | L | 6.4.7.C |
| PASSENGER TERMINAL EXCEPT AS LISTED BELOW: | | -- | 6.4.8.A |
| Airfield, landing strip | -- | -- | |
| Heliport, serving hospitals | | -- | |
| Heliport, all others | | S | 6.4.8.D |
| PERSONAL SERVICE, EXCEPT AS LISTED BELOW | | L | 6.4.9.A |

| USE CATEGORY Specific Use | Permissibility in Glenwood Place Master Plan | | Definition/Use Standards |
|---|--|----|-----------------------------|
| | OX | CX | |
| Animal care (indoor) | -- | L | 6.4.9.B |
| Animal care (outdoor) | -- | -- | |
| Beauty/hair salon | P | P | |
| Copy center | P | P | |
| Optometrist | P | P | |
| Catering Establishment | | L | 6.4.9.G |
| Cleaning Establishment (dry cleaning or laundry dropoff facility, laundromat, washeteria) | | L | 6.4.9.G |
| Funeral Home | | -- | |
| Locksmith | | L | 6.4.9.G |
| Palmist | | -- | |
| Post Office | | L | 6.4.9.G |
| Repair Service | | L | 6.4.9.G |
| Tailor, Milner, Upholsterer | | L | 6.4.9.G |
| Tattoo parlor, body piercing | -- | -- | |
| Taxidermist | | -- | |
| Wedding Chapel | | -- | |
| RESTAURANT/BAR, AS LISTED BELOW: | | | 6.4.10.A |
| Bar, nightclub, tavern, lounge | -- | L | 6.4.10.B |
| Eating establishment | L | L | |
| Food truck | L | L | 6.4.10.D |
| RETAIL SALES, EXCEPT AS LISTED BELOW: | L | L | 6.4.11.A |
| Pawnshop | | -- | |
| VEHICLE SALES RENTALS | | -- | |
| INDUSTRIAL | | -- | |
| HEAVY INDUSTRIAL, EXCEPT AS LISTED BELOW: | | -- | |
| Detention center, jail, prison | | -- | |
| Towing yard for vehicles | | -- | |
| LIGHT INDUSTRIAL | | -- | |
| LIGHT MANUFACTURING | | -- | |
| RESEARCH & DEVELOPMENT | | P | 6.5.4.A |
| SELF-SERVICE STORAGE | | -- | |
| VEHICLE SERVICE, AS LISTED BELOW: | | -- | |
| Car wash | | -- | |
| Vehicle repair (minor) | | -- | |
| Vehicle repair (major) | | -- | |
| Vehicle repair (commercial vehicle) | | -- | |
| WAREHOUSE & DISTRIBUTION | | -- | |

| USE CATEGORY Specific Use | Permissibility in Glenwood Place Master Plan | | Definition/Use Standards |
|---|--|----|-----------------------------|
| | OX | CX | |
| WASTE-RELATED SERVICE | | -- | |
| WHOLESALE TRADE | | -- | |
| OPEN | | | |
| AGRICULTURE, EXCEPT AS LISTED BELOW | | -- | |
| Community garden | L | L | 6.6.1B |
| Plant nursery | | P | |
| Produce stand | | L | 6.8.2D |
| Restricted agriculture | | -- | |
| Urban farm | | -- | |
| RESOURCE EXTRACTION | | -- | |
| ACCESSORY USES AND STRUCTURES | P | P | 6.7 |
| TEMPORARY USES | P | P | 6.8.2A |
| Outdoor Mobile Vending Cart | -- | P | |
| Residential Development Sales Office Or Model Home | P | P | |

Sec. 6.3.1.D2d is amended to provide that additional traffic to be generated to and from the site during the peak travel hours, combined with the traffic volume traveling on the roadway would not reduce the roadway or nearby (within a .20 vehicular mile trip) intersections' capacity below what existed prior to commencement of the use or level-of-service "D:", as defined in the Highway Capacity Manual, 1994, whichever is worse.

Sec. 6.4.6. Overnight Lodging is hereby amended in its entirety as follows:

A. Overnight Lodging Use Category shall be defined as accommodations arranged for short term stays in a hotel, motel or inn.

B. Use Standards. Any building with overnight lodging must be located at least 150 feet from an abutting R-4 District (measured in straight line from the nearest point of the building containing the overnight lodging establishment to the boundary line of the R-4 district boundary line.

Sec. 6.4.7 is hereby modified in its entirety as follows.

A. Parking Use Category

Facilities that provide parking as a principal use. Includes commercial parking and remote parking.

B. Commercial Parking Facility

1, Defined. A facility that provides parking as a principal use on the site. A fee may or may not be charged.

C. Remote Parking Facility

1. Defined. A facility that provides parking as a principal use that is used to meet off-site parking provisions of Sec. 7.1.2.C, as revised by this Master Plan, for a permitted use within the Master Plan.
2. Use Standards
 - a. The remote parking lot must be located completely within the Master Plan.
 - b. The principal use served must both be located completely within the Master Plan.
 - c. A Type A1 or A2 transitional protective yard (see Sec. 7.2.4.A.) or other buffer which is equal to or better than such protective yards must be established along any side of the property abutting a residential use.

Sec. 6.4.9. Personal Services

A. Defined. Facilities involved in providing personal or repair services to the general public.

B. Animal Care (Indoor)

1. Defined Any building or land used, designed or arranged for the care of animals with limited outdoor activity. Includes animal grooming, animal hospital, veterinary clinic, pet clinic, animal boarding, animal shelter, cattery, kennel and doggy day care.

2. Use Standards

- a. No overnight outdoor activity associated with care of animals is allowed.
- b. Outdoor activity, including but not limited to, walking and bathing of animals, is permitted during the day, provided that no more than 4 animals are engaged in outdoor activity at a time.
- c. Must be within, attached to or within 500 feet of a multi-tenant building;
- d. The floor area, together with the floor area of all other Personal Service, Retail Sales and Restaurant/Bar Uses cannot exceed 20% of the gross floor area of those portions of the Master Plan which are developed (including existing development in current use unless a Site Plan has been approved for the area of the existing development) or proposed under an approved Site Plan;
- e. Drive-thru or drive-in facilities are not allowed.
- f. Must be located at least 150 feet from an abutting R-4 District (measured in straight line from the nearest point of the building containing the eating establishment to the boundary line of the district boundary line).

Sec 6.4.9.G Use Standards for All Other Personal Service Uses Which are Permitted as Limited Uses

- i. Must be within or attached to or within 500 feet of a multi-tenant building:
 - ii. The floor area, together with the floor area of all other Personal Service, Retail Sales and Restaurant/Bar Uses cannot exceed 20% of the gross floor area of those portions of the Master Plan which are developed developed (including existing development in current use unless a Site Plan has been approved for the area of the existing development) or proposed under an approved Site Plan;
 - iii. Drive-thru or drive-in facilities are not allowed.
 - iv. Must be located at least 150 feet from an abutting R-4 District (measured in straight line from the nearest point of the building containing the service establishment to the boundary line of the R-4 district boundary line).

Sec. 6.4.10 Restaurant/Bar

- A. A facility that prepares and sells food and/or drinks for on- and off-premises consumption, including the following:
 - 1. Bar, nightclub, tavern, lounge.
 - 2. Eating establishment.
 - 3. Food truck.
- B. Bar, Nightclub, Tavern, Lounge
 - 1. Defined. A facility that sells food and/or drink that has alcoholic beverage sales in excess of 70% of its total sales.
 - 2. Use Standards
 - i. Must be within or attached to or within 500 feet of a multi-tenant building;
 - ii. The floor area, together with the floor area of all other Personal Service, Retail Sales and Restaurant/Bar Uses cannot exceed 20% of the gross floor area of those portions of the Master Plan which are developed (including existing development in current use unless a Site Plan has been approved for the area of the existing development) or proposed under an approved Site Plan;
 - iii. Drive-thru or drive-in facilities are not allowed.
 - iv. Must be located at least 150 feet from an abutting R-4 District (measured in straight line from the nearest point of the building containing the bar establishment to the boundary line of the R-4 district boundary line).
 - v. Alcoholic beverages sold or consumed shall limited to beer, ale, cider, wine and fortified wine.
- C. Eating Establishment
 - 1. Defined. A facility that prepares and sells food and drink that may or may not have alcoholic beverage sales. If allowed in no case can alcoholic beverage sales exceed 70% of the business's total annual sales.
 - 2. Use Standards
 - i. Must be within or attached to or within 500 feet of a multi-tenant building;
 - ii. The floor area, together with the floor area of all other Personal Service, Retail Sales and Restaurant/Bar Uses cannot exceed 20% of the gross floor area of those portions of the Master Plan which are developed (including existing development in current use unless a Site Plan has been approved for the area of the existing development) or proposed under an approved Site Plan;
 - iii. Drive-thru or drive-in facilities are not allowed.
 - iv. Must be located at least 150 feet from an abutting R-4 District (measured in straight line from the nearest point of the building containing the eating establishment to the boundary line of the district boundary line).
- D. Food Truck
 - 1. Defined
 - A licensed, motorized vehicle or mobile food unit which is temporarily stored on a premise where food items are sold to the general public.
 - 2. Use Standards.

Food trucks shall comply with all provisions of Section 6.4.10.D, Subsections d,e,f,h,i,j,k,l,m,n and o of the UDO.

Sec. 6.4.11. Retail Sales

6.4.11A is hereby amended in its entirety as follows: A. Retail Sales Use Category

Facilities involved in the sale, lease, or rental of new or used products. Retail sales includes all uses described in 6.4.11.A1 (but excluding fuel sales) and 2 of the UDO, Uses described in 6.4.11A.3 and 4 of the UDO shall not be permitted.

B. Use Standards. Retail sales are subject to the following:

- i. Must be within or attached to or within 500 feet of a multi-tenant building;
- ii. The floor area, together with the floor area of all other Personal Service, Retail Sales and Restaurant/Bar Uses cannot exceed 20% of the gross floor area of those portions of the Master Plan which are developed (including existing development under current use unless a Site Plan has been approved for the area of the existing development) or proposed under an approved Site Plan;
- iii. Drive-thru or drive-in facilities are not allowed.
- iv. Must be located at least 150 feet from an abutting R-4 District (measured in straight line from the nearest point of the building containing the retail establishment to the boundary line of the R-4 district boundary line).

Sec. 6.7.2. Accessory Structures is hereby amended in its entirety as follows:

A. Setback and height requirements for all accessory structures are established for each building type and are set forth in Exhibit B. containing the District Standards.

EXHIBIT D Parking

All proposed uses for the project shall be calculated according to City of Raleigh parking requirements under the UDO in effect as of the date of adoption of this Master Plan, as amended by this Master Plan. As supported by a Parking Study prepared by Stantec and dated December 9, 2014 and submitted herewith, the overall parking count requirement for this project shall be reduced by 20% based mixed-use and shared use, internal trip capture and the availability of convenient transit service

Section 7.1 of the UDO is incorporated by reference, as modified as set forth below.

Sec. 7.1.2.A1 is hereby modified in its entirety as follows:

Parking shall be provided in accordance with Section 7.1.2C, reduced by a factor of twenty percent (20%) in accordance with the Parking Study described above. Where a use is not specifically listed or only a broad use category is shown, the Zoning Enforcement Administrator is responsible for categorizing the use in accordance with Section 6.1.2

Sec. 7.1.2B is hereby modified to add the following statement to the beginning of Section B: The Applicant acknowledges that its Parking Study is a conservative analysis of required parking for a mixed-use development and only minimal reductions for mixed-uses have been requested and therefore reserves its rights to come forward in the future to request an Administrative Alternate in accordance with Section 7.1.2.B of the UDO when it has more specific information about a use or multiple uses and a more precise parking study can be performed and submitted.

Sec. 7.1.5.A is hereby modified to add the following statement to the beginning of Section A: The Applicant acknowledges that its Parking Study submitted with its rezoning application is a conservative analysis of required parking for a mixed-use development and only minimal reductions for mixed-uses have been requested and therefore reserves its rights to come forward in the future to modify its request that shared parking meet the minimum parking requirements for mixed-use or multiuse projects in accordance with Section 7.1.5A of the UDO when it has more specific information about a use or multiple uses and a more precise parking study or analysis can be performed and submitted.

Sec. 7.1.5.B Remote Parking is hereby modified in its entirety as follows:

1. Required parking spaces may be permitted on a separate site from the site on which the principal use is located if the remote parking is within the Master Plan.
2. Additional requirements for remote parking lots are provided under Sec. 6.4.7.C as modified by this Master Plan.

Subsections 1 and 2 of Sec. 7.1.7.D are hereby modified in their entireties as follows:

1. For parking spaces located within fifty feet (50') of a median, a landscaped interior island must be provided no less than every 12 parking spaces.
2. An interior island must be a minimum of 8 feet in width and be a minimum of 300 square feet in area; unless a tree planting detail that includes mitigation for root zone treatment is approved by the City of Raleigh Urban Forester/Dept. of Parks, Recreation, Greenway & Cultural Resources. Such request for planting approval shall be accompanied by a mitigation report prepared by a registered landscape architect or certified arborist.

EXHIBIT E
Landscaping and Screening

Article 7.2. Landscaping and Screening is hereby incorporated by reference with the following modifications:

A new Subsection C shall be added to Sec. 7.2.1 as follows:

C. New plantings shall be selected so as to reduce dependency on mechanical irrigation; turf areas and new plantings shall be composed primarily of drought tolerant plant materials.

Subsections 4 and 5 of Section 7.2.5.A are hereby modified in their entireties as follows:

4. In lieu of compact evergreen hedge, an architectural wall (wall openings no less than 15% of overall area) with a minimum height of 48 inches may be installed. The wall must be compatible with the principal building in terms of texture, quality, material and color.

5. No drive-thru window is permitted on the side of a building directly adjacent to or facing any adjacent Residential Zoning District.

New subsections 6 and 7 shall be added to Sec. 7.2.5.A as follows:

5. For buildings immediately adjacent to Glenwood Avenue, no drive-thru window is permitted on the elevation of the building that faces Glenwood Avenue.

7. Automated Teller Machines limited to bank transactions, and without speaker contact, shall not be subject to restrictions in Subsections 7.2.5A.5 and 7.2.5A.6 above.

Sec. 7.2.5.B is deleted in its entirety.

Sec. 7.2.5.D.3 is hereby modified in its entirety as follows:

- a. Wall-mounted equipment facing a public street shall be screened by fence, wall, plantings, or similar physical feature or wall-mounted equipment may incorporate a cover, grill, or similar architectural feature that is compatible with the principal building material/color.
- b. Utility meters (i.e. – electric meter, gas meter) shall not be located on a building elevation that directly faces a public right-of-way without a mechanical screen (wall, fence, solid evergreen planting).

Sec. 7.2.7.C.1 is hereby modified in its entirety as follows:

New plantings proposed within the critical root zone of an existing tree that is not located within a Tree Conservation Area shall first receive approval from the City of Raleigh Urban

Forester/Dept. of Parks, Recreation, Greenway and Cultural Resources. Such request for planting approval shall be accompanied by a mitigation report prepared by a registered landscape architect or certified arborist.

Sec. 7.2.7.C.2 is hereby modified in its entirety as follows:

- a. All shade trees planted to meet the landscaping requirements must be a locally adapted species with an expected mature height of at least 35 feet and an expected mature crown spread of at least 30 feet, unless in conflict with an overhead power line, or planted within fifteen (15) feet of a building, in which case the mature height and/or the crown spread may be less. For trees planted in response to these conditions, the species shall be approved by the City of Raleigh Urban Forester/Dept. of Parks, Recreation, Greenway and Cultural Resources.
- b. All shade trees planted to meet the landscaping requirements of the Master Plan must have a minimum caliper of three and one-half inches (3.5") and be at least twelve feet (12') tall at time of planting.

Sec. 7.2.7.C.3 is hereby modified in its entirety as follows:

Single-stem and multi-stem understory trees planted to meet the landscaping requirements of this Master Plan shall have a minimum caliper of one and one-half inches (1½") (applicable only to single-stem) and be at least eight feet (8') in height at time of installation.

A new Subsection c is hereby added to Sec. 7.2.7.C.4 as follows:

- c. Utility easements and similar easements for access shall not be included for purposes of establishing maximum tree spacing for a Protective Yard.

Subsections iii and iv of Sec. 7.2.7.C.5.b are hereby modified in their entirety as follows:

- iii. In a street protective yard, shrub planting must form at least 1 continuous row of shrubs spaced five feet on center (5' o.c.) across the entire protective yard except for driveways and easements that prohibit planting.
- iv. Outside of Tree Conservation Areas, shrubs may be planted within the critical root zone of a tree, subject to approval from the City of Raleigh Urban Forester and any such approval request shall be accompanied by a mitigation report prepared by a registered landscape architect or certified arborist.

Subsection 6 of Sec. 7.2.7.E.6 is hereby modified in its entirety as follows:

6. Outside of Tree Conservation Areas, the critical root zone of each preserved tree must be entirely protected with no tree disturbing activity within any critical root zone, unless a tree-care mitigation plan has been approved. Reasonable tree disturbing activity may be

approved by the City of Raleigh Urban Forester. Any request for tree disturbance shall be accompanied by a mitigation report prepared by a registered landscape architect or certified arborist.

EXHIBIT F
Modifications to Sign Regulations

Various sections of Article 7.3. are hereby modified as set forth below.

The regulations of UDO Section 7.3, as modified to specify the types of signs which are permitted in Planned Development Districts, as set forth below, shall apply to all signs located within the Master Plan. The regulations of UDO Section 7.3, as hereby modified, shall apply to all signage in the Master Plan.

Sec. 7.3.1. Applicability is modified in its entirety as follows:

No sign may be altered, replaced, converted, changed or otherwise modified except in accordance with the requirements of this Exhibit F and the Common Signage Plan set forth in Exhibit F-1.

Sec. 7.3.2. Signs Allowed by this Master Plan.

The following signs are permitted in the Master Plan in accordance with the standards for such sign set forth in the UDO, as hereby modified.

| | OX | CX |
|-------------------------------|----|----|
| BUILDING SIGNS | | |
| Wall Sign | P | P |
| Projecting Sign | P | P |
| Awning, Gallery, Marquee Sign | P | P |
| Window Sign | P | P |
| GROUND SIGNS | | |
| Low Profile | P | P |
| Medium Profile | -- | P |
| High Profile | -- | P |
| Tract Identification Sign | P | P |
| Directory Signs | P | P |
| A-Frame Sign | P | P |
| Special Signs | -- | P |
| Crown Signs | P | P |
| Changeable Copy Signs | P | P |
| Directory Signs | P | P |
| Omnibus Signs | P | P |
| Private Street Signs | P | P |
| Product and Information Signs | P | P |
| Temporary Signs | P | P |
| Unit Numbering Signs | P | P |
| Windblown Signs | P | P |

| | | |
|-------------------|----|---|
| ADVERTISING SIGNS | | |
| Off-Premise Sign | -- | P |

Section 7.3.4B, C1, C2 and E are hereby modified to read as follows:

B. Sign Area Allocation. The aggregate maximum amount of signage shall be as set forth in the Common Signage Plan in Section 7.3.16H, as amended as set forth below.

C. Height

1. No portion of a wall sign may extend more than two (2) feet above the roof line of a building without a parapet wall.
2. No portion of a wall sign may extend above the parapet of a building with a parapet wall.

E is modified to permit Retaining Wall Signs in the Master Plan according to the same terms as allowed in the DX zoning category.

Sec. 7.3.7.B1 is hereby modified to read in its entirety as follows:

3. Window signs may only cover 50% of window area (max combination of all windows covered by window signs).

Sec. 7.3.7B2 is hereby deleted.

Sections 7.3.8A, 7.3.9A and 7.3.10A are hereby modified in their entirety as follows:

A. Description—Ground Signs

A freestanding sign having the maximum dimensions specified. A ground sign is not attached, supported or suspended to or from any building or structure. A sign permit is required for a Low, Medium Profile ground sign. Such Low, Medium or High Profile sign may identify the Glenwood Place development and may identify up to 7 businesses within the development.

Low, Medium or High Profile ground signs may be located at each of the ingress/egress points on Glenwood Avenue to the Master Plan –on each side of National Drive as it intersects with Glenwood and on the north side of Woman’s Club Drive as it intersects with Glenwood Avenue. Low, Medium or High Profile ground signs may also be located at adjacent to Glenwood Avenue or the I-440 Beltline or along any public or private street frontage within the Master Plan.

Sections 7.3.8 B and C (Low Profile Ground Signs) are hereby modified in their entirety as follows:

- B1 Area (max) 100 sf
- B2 Height (max) 7'

B3 Size of copy (min) 8"
B4 Lines of copy (max) 9

C1 Number of Signs in the Master Plan 10.
C2 Additional signs on opposite sides of a street and for double frontage lots shall be allowed for each street frontage
C3 Street frontage required (min) 50'
C4 ROW Encroachment Allowed with Council approval

Sections 7.3.9 B and C (Medium Profile Ground Signs) are hereby modified in their entireties as follows:

B1 Area (max) 100 sf
B2 Height (max) 15'
B3 Size of copy (min) 8"
B4 Lines of copy (max) 9

C1 Number of Signs in the Master Plan 6
C2 Additional signs on opposite sides of a street and for double frontage lots shall be allowed for each street frontage
C3 Street frontage required (min) 50'
C4 ROW Encroachment Allowed with Council approval

Sections 7.3.10 B and C (High Profile Ground Signs) are hereby modified in their entireties as follows:

B1 Area (max) 100 sf
B2 Height (max) 15'
B3 Size of copy (min) 12"
B4 Lines of copy (max) 9

C1 Number of Signs in the Master Plan 6
C2 Additional signs on opposite sides of a streets and for double frontage lots shall be allowed for each street frontage
C3 Street frontage required (min) 50'

Section 7.3.13E is hereby modified in its entirety as follows:

Directory signs, which shall be allowed in addition to other allowed ground signs and notwithstanding any limits on signage for shopping centers other than the limits set forth in this Master Plan, shall meet all of the following:

The Master Plan shall contain no more than seven directory signs or two directory signs for each access point from the premise to a major or minor thoroughfare, whichever is greater. Directory signs may be located at any location within the Master Plan and/or upon a recorded sign easement in favor of the owner of a property within the Master Plan.

- (1) The maximum area of copy shall not exceed a total of twenty-four (24) square feet or six inches in height by thirty inches in width for each activity, business, firm, or tenant on the Master Plan and may not list more than seven activities, businesses, firms, or tenants on the directory sign.
- (2) The outdoor directory sign may either be a changeable copy or fixed professional nameplates, provided that the standards of each are met.
- (3) The directory sign may take the form of any sign permitted in the zoning district provided that such sign shall comply with its applicable specific sign regulations.

Section 7.3.14. is hereby modified in its entirety as follows:

Off Premise Signs shall be allowed within the Master Plan to announce or direct visitors to any establishment within the Master Plan. All such signs shall be in compliance with the Master Plan.

Section 7.3.16B is hereby modified to read in its entirety as follows:

The total maximum signage for the Master Plan is set forth in Section 7.3.16H

H. Common Signage Plan. The Common Signage Plan from the Master Plan is as follows:

1. All signage shall substantially conform to the Common Signage Plan set forth below.
2. No permit will be issued in violation of the common signage plan. Such criteria shall be as follows:
 - a. One of two types script set forth on attachment F-1 shall be observed;
 - b. Maximum and minimum letter height shall be observed.
 - c. Specified allowed sign types, all other signs shall be prohibited.
 - d. Sign placement by specifying sign parcel location or elevation.
 - e. Specified maximum of three (3) colors to be applied to the sign and its background that shall be observed provided that if Article 7.3 of the UDO is modified to allow more colors for multi-establishments, the maximum number of colors shall be increased to match the maximum number of colors permitted. Colors shall include black and white.
 - f. In addition to the three color limit, one additional color of either black or white or a color that matches the building material color of the wall on which it is attached or the dominant exterior building material such as, but not limited to, brick or marble may be allowed.
 - g. Federal and State registered trademarks or service marks may employ additional script types and colors; provided, they do not exceed the following:
 - i. 25 square feet for all establishments less than 10,000 square feet;
 - ii. 36 square feet for establishments greater than 10,000 to 30,000 square feet;
 - iii. 50 square feet for establishments greater than 30,000 to 100,000 square feet; and
 - iv. 72 square feet for establishments greater than 100,000 square feet.
 - h. The sign includes its casings, supports and backings.

EXHIBIT F-1
Common Signage Plan

A. Generally. Section 4.7.3 provides that Section 7.3 of the UDO may be amended according to an approved common signage plan developed as a part of the Master Plan. Therefore, the Common Signage Plan for Glenwood Place includes the modifications to Section 7.3 of the UDO as set forth in the foregoing Exhibit F as well as the specific details as set forth below. Typically signage criteria for a development are developed much later in the development process than the zoning phase, however since the requirements for a PD require the submission of a Common Signage Plan, this Plan is submitted. The Applicant reserves the right to modify its plan as uses and tenants are known in accordance with the requirement of Section 10.2.12 that all record owners and tenants provide written consent to same.

B. Specifically

1. No permit will be issued in violation of the common signage plan. Such criteria shall be as follows:
 - a. One of two types of the following scripts shall be observed: the two types of script are (1) Arial Narrow Bold; and (2) Arial Bold;
 - b. Letters shall not be less than two inches or more than seventy-two inches in letter height.
 - c. Specified allowed sign types as set forth in Section 7.3.2 of Exhibit F shall be permitted. All other signs shall be prohibited.
 - d. Signs may be located in the following locations:
 - Building walls
 - Tops of buildings
 - Along streets, drives and pedestrian walkways
 - In windows
 - On canopies, awnings and marquees
 - Walls and fences
 - Landscaped areas
 - Retaining walls
 - e. Only the following colors may be used for letters and sign background: Roman Bronze, MP 21085; Champagne Metallic, MP18101, Aquatic Haze, MP75A-3P, provided that if Section 7.3 of the UDO is modified to allow more colors for multi-establishments, the maximum number of colors shall be increased to match the maximum number of colors permitted for multi-establishments.
 - f. In addition to the three color limit set forth above, one additional color of either black or white or a color that matches the building material color of the wall on which it is attached or the dominant exterior building material such as, but not limited to, brick or marble may be allowed.
 - g. Federal and State registered trademarks or service marks may employ additional colors; provided, they do not exceed the following:
 - i. 25 square feet for all establishments less than 10,000 square feet;

- square feet;
- ii. 36 square feet for establishments greater than 10,000 to 30,000
- square feet; and
- iii. 50 square feet for establishments greater than 30,000 to 100,000
- iv. 72 square feet for establishments greater than 100,000 square feet.
- h. The sign includes its casings, supports and backings.

2. **Maximum Signage Allocation.** Signage in the aggregate maximum amount of 75 square feet per 200 lineal feet of street frontage adjoining land areas of the Master Plan may be located within the Master Plan. In the case of a public or private street with Master Plan land use areas on both sides of such street, the total lineal feet of street frontage include land use areas abutting such street on both sides of such street. This allocation shall apply to all signage of any type within the Master Plan.

3. The regulations of UDO Section 7.3, as modified in Exhibit F and in Exhibit F-1 shall be a part of the Common Signage Plan and shall apply to all signage in the Master Plan.

EXHIBIT G
Modifications to Site Lighting Regulations

Article 7.4 of the UDO is hereby incorporated by reference with the following modifications:

Subsections 7.4.5.D and F are amended in their entireties as follows:

D. Light fixtures within 25 feet of a street right-of-way must be forward throw fixtures. This requirement shall not apply to fixtures that do not exceed 9,500 lumens.

F. To the extent reasonably possible, as determined by the Planning and Development Officer, internal light sources within structured parking shall not be visible from the adjacent public right-of-way. Rooftop lighting for parking structures which are visible from a public right-of-way shall be mounted a minimum of 15 feet in from the edge of the structure.

EXHIBIT H
Outdoor Display and Storage

Article 7.5 Outdoor Display and Storage

The provisions of Article 7.5 of the UDO shall apply to the Master Plan, provided that Sections 7.5.2B and 7.5.3A2 are hereby modified to include the PD district when Outdoor Display and Outdoor Storage are permitted, subject to the requirements in articles 7.5.2 and 7.5.3 respectively.

EXHIBIT I

Section 8.3 of the UDO is hereby modified in its entirety as follows:

Sec. 8.3.1. is amended in its entirety as follows: Intent

1. The intent of the maximum block perimeter and connectivity regulations is to provide a well-connected street network; however, the compact nature of Glenwood Place, the mixed-used development, wide sidewalks and greenway connection encourage easy access to all buildings, streets and parking and walkability within the development and eliminate the need for specific regulations on block perimeter and connectivity.

Sec. 8.3.2 is deleted.

Sec. 8.3.3. A is hereby amended in its entirety as follows:

A. Lot Frontage

Every lot shall have frontage on a public street except for multifamily lots which may have private roads. Except as otherwise stated in this UDO, all lots must front on a street that has a pavement width of at least 20 feet.

Sec. 8.3.3 B and C of the UDO are incorporated herein by reference.

Sec. 8.3.3.D. is hereby amended in its entirety as follows:

1. Lots that are occupied or are intended to be occupied shall conform with the minimum lot size, lot width and lot depth requirements provided under Exhibit B of this Master Plan.

2. Exceptions to the minimum lot size, lot width and lot depth requirements fall under the subdivision waiver process and must be approved in accordance with Sec. 10.2.5.E.2. of the UDO.

Sec. 8.3.3E of the UDO is incorporated herein by reference.

Sec. 8.3.4. Subdivision Access

Section 8.3.4.A of the UDO is hereby incorporated by reference.

Sec. 8.3.4.B and C are hereby amended in their entirety as follows:

B. Proposed streets must be interconnected and to the extent practicable must connect with adjacent streets external to the Master Plan in order to provide multiple routes for pedestrian and vehicle trips from, to and within the Master Plan. The Master Plan will

connect to National Drive, Woman's Club Drive and Glenwood Avenue; however, connections to other public streets are not envisioned.

C. Public Street connection currently exists and will continue to exist between the Master Plan and the Woman's Club and the Highwoods projects.

Sec. 8.3.5. Site Access

Section 8.3.5A.1 of the UDO is hereby amended in its entirety as follows:

1. All existing and proposed development must provide a satisfactory means of vehicular, pedestrian and bicycle ingress and egress to and from a street or an abutting site; provided, however, that such access shall not be required to and from an abutting site for properties which are developed with single-family detached housing.

Sec. 8.3.5.A.2 and 3 of the UDO are hereby incorporated herein by reference.

Sec. 8.3.5B is hereby modified in its entirety as follows:

1. All existing and proposed development must provide safe, direct and convenient pedestrian access connecting main entrances of buildings to public streets, sidewalks and transit stops.

Sec. 8.3.5C is hereby modified as follows:

Section 8.3.5C1 a and b are incorporated herein by reference.

Sec. 8.3.5C1c is hereby deleted in its entirety.

Sec. 8.3.5C2 is hereby deleted in its entirety.

Sec. 8.3.5C3 is hereby modified as provided below:

Sec. 8.3.5.C 3 a, b, d and e are incorporated herein by reference.

Sec. 8.3.5C3c of the UDO is hereby modified as follows:

Driveways accessing street rights-of-way must be spaced 100 feet apart centerline to centerline and more than an 80-foot wide street right-of-way must be spaced 100 feet apart centerline to centerline.

Sec. 8.3.5C3 f and g of the UDO are hereby deleted and a new subsection f is added as follows:

f. Driveways accessing roundabouts must be spaced at least fifty (50) feet apart.

Sec. 8.3.5D is hereby modified in its entirety as follows:

D. Cross-Access

All lots shall provide cross access to all other lots in the Master Plan. No cross access shall be provided to the low density residential properties located to the east of the subject property.

Sec. 8.3.6. of the UDO is incorporated by reference.

Article 8.4. New Streets

Sec. 8.4.1. General Provisions

The preamble to Section 8.4.1 is incorporated by reference.

Section 8.4.1B 1 and 2 of the UDO are incorporated by reference.

Section 8.4.1B3 is deleted.

Section 8.4.1C and Sec. 8.4.1.D1,2 and 4 of the UDO are incorporated by reference.

Section 8.4.1D3 of the UDO is hereby modified as follows:

1. All required street trees must meet the design and installation requirements of either this Master Plan or Sec. 7.2.7. of the UDO.

Sec. 8.4.1.E of the UDO is incorporated by reference.

Sec. 8.4.2. Street Types set forth in UDO Section 8.4.2a-f are incorporated by reference and modified by adding a new subsection G as follows:

G. New Master Plan Streets

1. Public Boulevard 4-lane Angular Park
2. Glenwood Widening Section
3. 2-Way Private Accessway
4. 2-Way Private Accessway with Access to Parking

UDO Sections 8.4.3 – 8.4.8 (inclusive) for Street Cross Sections are hereby incorporated herein by reference, provided that Item B, the width of the paved area travelway in the Pedestrian Passage set forth in Section 8.4.8B shall be reduced from 10 feet to 8 feet. In addition, the Street Types and Cross Sections for New Master Plan Streets (set forth in Section 8.4.3.C) set forth on Sheet 5 of the Master Plan drawings are allowed in the Master Plan.

Sec. 8.5 Existing Streets

Sec. 8.5.1A1 is modified in its entirety as follows:

1. It is contemplated that all streetscapes within the Master Plan will be constructed or reconstructed with streetscape improvements as set forth herein. The intent of the existing

streets regulations and the customized street for the Master Plan as described above is to provide the application of the street typology map and the streetscapes to existing streets to reflect the character and context of areas in the City.

Sec. 8.5.1A2 and 3 of the UDO are incorporated by reference.

Sec. 8.5.1B of the UDO is hereby amended in its entirety as follows:

B. Applicability

1. General

a. Any new development activity and any addition or repair subject to the requirements of the UDO and this Master Plan, as applicable.

b. The streetscape types set forth above and in Sec. 8.5.2 of the UDO shall be applied as set forth in this Master Plan.

c. Unless otherwise specifically provided, no permit for the construction, reconstruction, extension, repair or alteration of any building, structure or use of land and no building or land or any part of any building or land, may be occupied or used until the streetscape requirements of this Master Plan have been met.

d. Gated public streets shall not be permitted.

e. Administrative design adjustments approved by the Public Works Director pursuant to Sec. 10.2.18 of the UDO may be appropriate when an existing building would impede roadway expansion; when transitioning from a different street section; or where strict compliance with this Master Plan, the UDO and the Raleigh Street Design Manual would pose a safety hazard.

Sec. 8.5.1B2 and 3 and C, D, E, F and G of the UDO are incorporated by reference.

Sec. 8.5.2. is hereby modified to add the following at the end of the preamble:

Streetscape Types

Notwithstanding the foregoing, the required streetscape type is determined by the Master Plan. Streetscape requirements for all Master Plan streets are set forth on Sheet 5 of the Master Plan Drawings.

Secs. 8.5.3 and 8.5.4 of the UDO are hereby incorporated herein by reference, provided that private streets without locked access shall be allowed in multifamily developments.

GLENWOOD PLACE

RALEIGH, NC

A MIXED-USE URBAN COMMUNITY

PLANNED DEVELOPMENT DISTRICT

MASTER PLAN
DECEMBER 18, 2014
REVISED APRIL 8, 2015
REVISED JUNE 23, 2015
REVISED AUGUST 27, 2015



PRIEST, CRAVEN
& ASSOCIATES, INC.

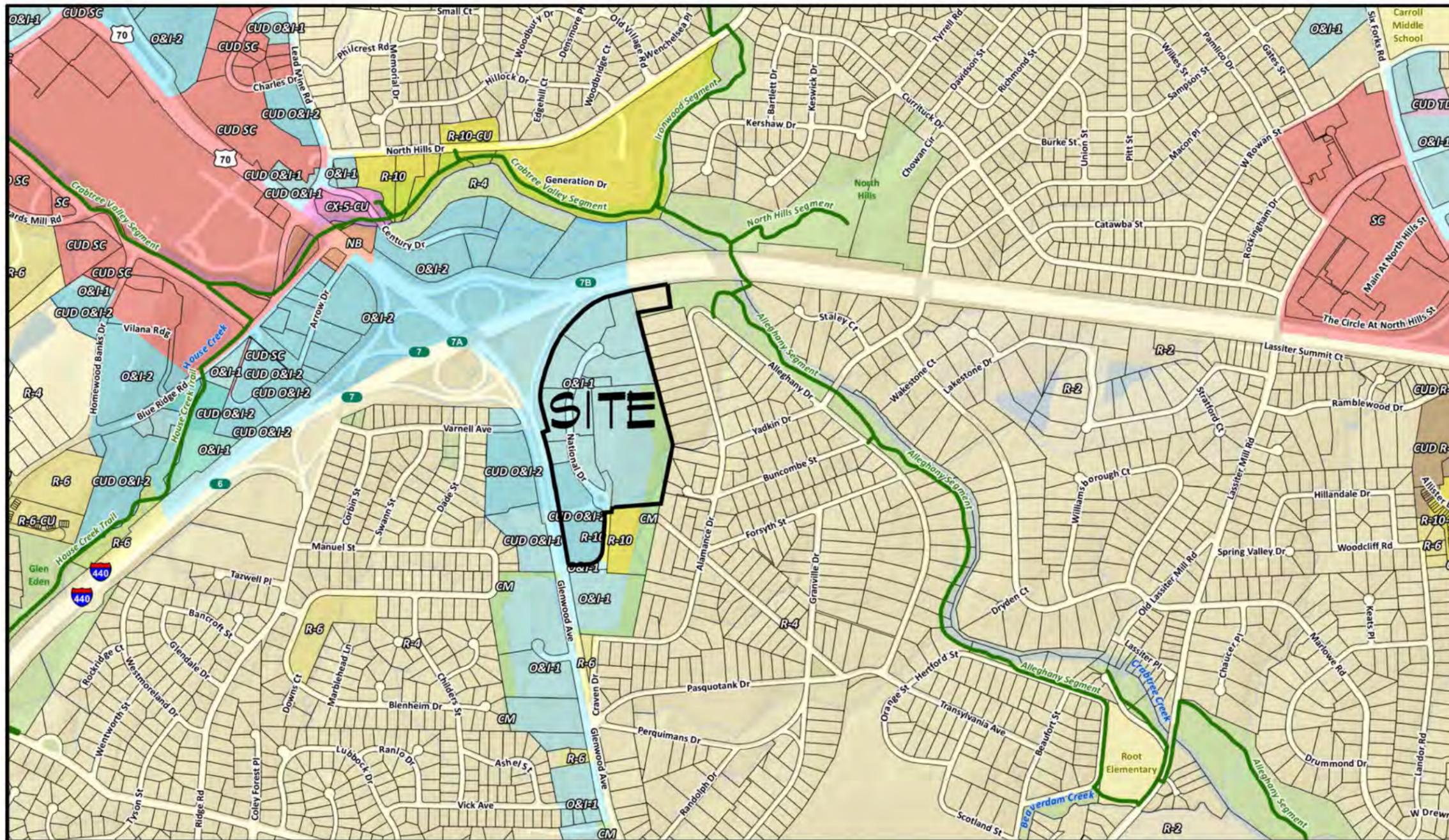
TOM C. WORTH, JR.
LEGAL COUNSEL

Mattox
LAW FIRM



THE LOCATION, SHAPE, SIZE, ORIENTATION AND RELATIONSHIP OF THE BUILDINGS, PARKING, OPEN SPACE AND OUTDOOR AMENITY AREAS SHOWN HEREON ARE ILLUSTRATIVE IN NATURE AND ONLY INTENDED TO CONVEY THE INTENT OF WHAT COULD BE PLACED ON THE SITE IN THE CONTEXT OF THE DEVELOPMENT MATRIX AND TRIP BUDGET AND ARE SUBJECT TO MODIFICATION, PROVIDED THAT ANY SUCH MODIFICATION SHALL BE IN COMPLIANCE WITH THE DEVELOPMENT MATRIX SET FORTH IN EXHIBIT A, THE TRIP BUDGET SET FORTH IN EXHIBIT A-1, AND THE COMMITTED ELEMENTS SET FORTH IN SUBSECTION 11(G) HEREOF.





SHEET INDEX:

01. VICINITY MAP
02. EXISTING CONDITIONS SHEET
03. GENERAL LAYOUT MAP
04. STREET AND BLOCK PLAN
05. STREET CROSS SECTIONS
06. PEDESTRIAN CIRCULATION PLAN
07. OPEN SPACE PLAN
08. TREE CONSERVATION PLAN
09. GENERALIZED STORMWATER PLAN
10. MAJOR UTILITIES PLAN
11. PARKING PLAN
12. ILLUSTRATIVE DEVELOPMENT PLAN STREET LEVEL
13. ILLUSTRATIVE DEVELOPMENT PLAN UPPER LEVEL
14. SITE SECTIONS - A
15. SITE SECTIONS - B, C & D
16. ILLUSTRATIVE 3D MASSING MODEL
17. ILLUSTRATIVE 3D RENDERING
18. NEIGHBORHOOD TRANSITION

REVISIONS:



PROPERTY OWNERS

- | | | |
|--|---|--|
| 1) 3100 GLENWOOD LLC 3100 GLENWOOD AVE, SUITE 330 RALEIGH NC 27612 (PIN) 0795-87-4441 (3.16 AC) | 2) W & L PROPERTIES LLC PO BOX 10007 RALEIGH NC 27605 (PIN) 0795-88-7136 (0.73 AC) | 3) GP LAND LLC 3100 GLENWOOD AVE, SUITE 330 RALEIGH NC 27612 (PIN) 0795-98-3272 (13.64 AC) |
| 4) GLENWOOD PLACE VENTURES LLC 3100 GLENWOOD AVE, SUITE 330 RALEIGH NC 27612 (PIN) 0795-99-5448 (1.36 AC) (PIN) 0795-87-9108 (2.86 AC) | 5) GLENWOOD PLACE PORTFOLIO I LLC 3100 GLENWOOD AVE, SUITE 330 RALEIGH NC 27612 (PIN) 0795-99-0214 (2.62 AC) (PIN) 0795-99-3108 (3.30 AC) (PIN) 0795-98-2876 (2.90 AC) | 6) GLENWOOD PLACE PORTFOLIO II LLC 3100 GLENWOOD AVE, SUITE 330 RALEIGH NC 27612 (PIN) 0795-88-7501 (2.01 AC) (PIN) 0795-88-7960 (2.38 AC) (PIN) 0795-88-9544 (2.08 AC) (PIN) 0795-88-9173 (1.84 AC) |

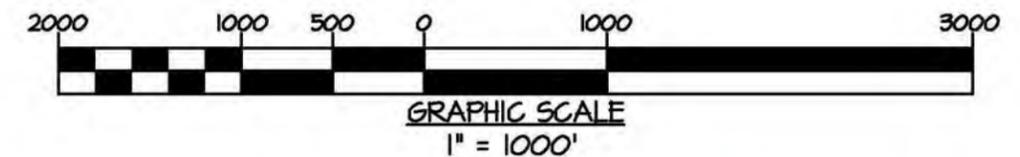
ZONING SUMMARY

EXISTING DISTRICTS.....CUD O&I-2 (Z-67-2005),
O&I-1 (Z-52-83), CM, R-4

PROPOSED DISTRICT.....PD

SITE AREAS

GROSS PROJECT AREA.....41.58 AC
 AREA IN EXISTING LOTS.....38.88 AC
 AREA IN NATIONAL DRIVE.....2.70 AC
 AREA IN FUTURE RIGHT-OF-WAY.....3.87 AC
 NET PROJECT AREA.....37.71 AC
 TREE CONSERVATION AREA.....(10%) 3.71 AC
 COMMON OPEN SPACE.....(15%) 5.65 AC
 OUTDOOR AMENITY AREA.....(10%) 3.71 AC



A MASTER PLAN FOR
GLENWOOD PLACE
 SPONSORED BY: GRUBB VENTURES, LLC RALEIGH, NORTH CAROLINA

SCALE: 1"=1000'
 DATE: DECEMBER 04, 2014
 PROJECT: 2012-011001

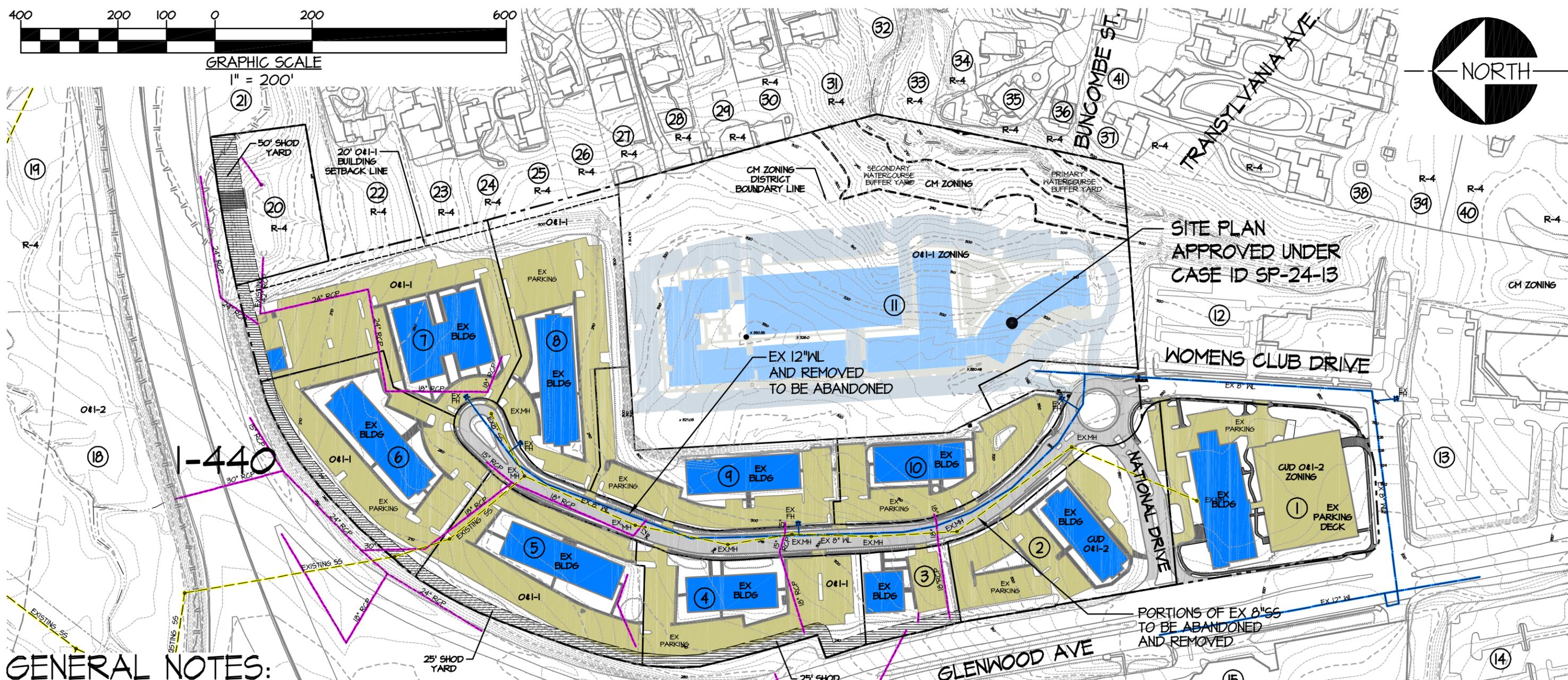
VICINITY MAP

| | | |
|-------|-------------------|-----------------|
| REV#1 | CITY STAFF REVIEW | APRIL 8, 2015 |
| REV#2 | CITY STAFF REVIEW | JUNE 23, 2015 |
| REV#3 | CITY STAFF REVIEW | AUGUST 21, 2015 |

| | | | | |
|--|---|--|---|--|
| 510 Glenwood Ave, Suite 201 Raleigh, N.C. 27603 Phone (919) 835-1500 Fax (919) 835-1510 | 227 W. Trade Street Suite 700 Charlotte, NC 28202 Phone (704) 333-6686 FAX (704) 333-2928 | 3700 Glenwood Avenue Suite 330 Raleigh, NC 27612 Phone (919) 786-9905 Fax (919) 786-9981 | 4725 Piedmont Row Drive, Suite 800 Raleigh, NC 27610 Phone (919) 714-7600 Fax (704) 718-8600 | 801 Jones Franklin Road, Suite 300 Raleigh, NC 27606-3194 Phone (919) 866-7588 Fax (919) 831-7024 |
| 127 W Hargett St #500, Raleigh, NC 27601 Phone (919) 828-7171 | 127 W Hargett St #500, Raleigh, NC 27601 Phone (919) 831-1125 | LAND USE CONSULTANTS PLANNERS / LANDSCAPE DESIGNERS / SURVEYORS / ENGINEERS 1801 - B Corporate Drive, Suite 104 Raleigh, N.C. 27607 Phone 919/778-0700 Fax 919/773-1238 Email PCA@PriestCraven.com / Fax # C-0988 | | <div style="font-size: 2em; border: 1px solid black; padding: 5px; display: inline-block;">01</div> |



GRAPHIC SCALE
1" = 200'



GENERAL NOTES:

- BOUNDARY INFORMATION IS TAKEN FROM A COMBINATION OF A FIELD SURVEY PREPARED BY THIS OFFICE AND DEEDS ON FILE WITH WAKE COUNTY.
- SITE TOPOGRAPHIC INFORMATION IS TAKEN FROM A COMBINATION OF A FIELD SURVEY BY THIS OFFICE AND GIS DATA FROM WAKE COUNTY.
- PLANIMETRIC INFORMATION FOR AREAS OUTSIDE OF THIS SITE ARE TAKEN FROM WAKE COUNTY GIS INFORMATION.
- ALL MATERIALS AND CONSTRUCTION SHALL BE IN STRICT ACCORDANCE WITH THE CITY OF RALEIGH, NCDOT, AND NCDENR STANDARDS AND SPECIFICATIONS.
- THERE ARE NO FEMA DESIGNATED FLOOD ZONES ON THIS PROPERTY.
- NO INFRASTRUCTURE TO BE CONSTRUCTED PRIOR TO CONSTRUCTION PLAN APPROVAL AND UTILITY PERMIT ISSUANCE BY THE CITY OF RALEIGH ENGINEERING DEPARTMENT.
- EXISTING UTILITIES SHOWN ARE APPROXIMATE. CONTRACTOR RESPONSIBLE FOR LOCATION OF ALL EXISTING ABOVE AND BELOW GROUND UTILITY FIELD LOCATION PRIOR TO ANY CONSTRUCTION.

| ADJACENT OWNERS | | | | |
|-----------------|--------------------------------------|------------|-----------|------|
| ID | OWNER | PIN | DEED BOOK | PAGE |
| 12 | WOMANS CLUB OF RALEIGH INC | 0795973353 | 1800 | 418 |
| 13 | GST INVESTMENTS LLC | 0795961818 | 13793 | 1139 |
| 14 | GST INVESTMENTS LLC | 0795864851 | 13793 | 1139 |
| 15 | DOBS INC | 0795874483 | 1598 | 601 |
| 16 | DOBS INC | 0795873928 | 1598 | 601 |
| 17 | DOBS INC | 0795882475 | 1598 | 601 |
| 18 | JT Hobby and Sons Inc | 0765899856 | 15229 | 2024 |
| 19 | CITY OF RALEIGH | 1705087835 | 2369 | 294 |
| 21 | RALEIGH CITY OF | 1705087835 | 2369 | 294 |
| 22 | GORRELL, ROBERT G | 0795996247 | 6920 | 523 |
| 23 | JONES, LAMAR JR JONES, MARY HANNAH W | 0795996175 | 9275 | 1123 |
| 24 | WALKER, NATHANIEL H WALKER, CURRY R | 0795997025 | 10566 | 1707 |
| 25 | VANN, JAMES R VANN, LAURA K | 0795987946 | 7769 | 389 |
| 26 | WORTHY, FORD S JR | 0795987866 | 1337 | 541 |
| 27 | OLSEN SIGMON, MARTHA ANNE | 0795987787 | | |

| ID | OWNER | PIN | DEED BOOK | PAGE |
|----|---|------------|-----------|------|
| 28 | VITEK, MARK E VITEK, ELLEN L | 0795988617 | 5286 | 680 |
| 29 | IRBY, JOHN P IV IRBY, AMIE D | 0795988527 | 13253 | 1849 |
| 30 | BASON, DORIS P | 0795988447 | | |
| 31 | MCLAIN, L WILLIAM JR | 0795988354 | 4083 | 542 |
| 32 | SINK, HENRY H JR SINK, SANDRA F | 0795989243 | 3143 | 878 |
| 33 | EVANS, HENRY LEE JR EVANS, REBECCA UTTER | 0795988153 | 6024 | 860 |
| 34 | TOLLISON, MICHAEL S TOLLISON, JENNIFER S | 0795978948 | 8660 | 727 |
| 35 | STOCKS, LEWIS H III STOCKS, JACQUELINE B | 0795977945 | 8277 | 1031 |
| 36 | HORNBERGER, DOUGLAS C HORNBERGER, MARY E | 0795976894 | 8867 | 1084 |
| 37 | BLOOM, ALLAN A BLOOM, ANNE H | 0795976770 | 3858 | 498 |
| 38 | HALL, JANE C | 0795975390 | | |
| 39 | JACKSON, ELLEN CARSON | 0795976096 | 119 | 00-E |
| 40 | BARKER, THOMAS R BARKER KATHLEEN C | 0795966966 | 9455 | 392 |
| 41 | HUTCHINS, NANCIE CLAIRE FRANCIS, WILLIAM H JR | 0795977685 | 8368 | 346 |

| INTERNAL PROJECT PARCELS | | | | | |
|--------------------------|---------------------------------|------------|-----------|------|---------------|
| ID | OWNER | PIN | DEED BOOK | PAGE | GIS AREA (AC) |
| 1 | 3700 GLENWOOD LLC | 0795879441 | 11802 | 243 | 3.16 |
| 2 | GLENWOOD PLACE VENTURES LLC | 0795879708 | 11757 | 1072 | 2.86 |
| 3 | W & L PROPERTIES LLC | 0795887136 | 7360 | 89 | 0.73 |
| 4 | GLENWOOD PLACE PORTFOLIO II LLC | 0795887501 | 13198 | 1777 | 2.01 |
| 5 | GLENWOOD PLACE PORTFOLIO II LLC | 0795887960 | 13198 | 1777 | 2.38 |
| 6 | GLENWOOD PLACE PORTFOLIO I LLC | 0795990214 | 13198 | 1773 | 2.62 |
| 7 | GLENWOOD PLACE PORTFOLIO I LLC | 0795993108 | 13198 | 1773 | 3.30 |
| 8 | GLENWOOD PLACE PORTFOLIO I LLC | 0795982876 | 13198 | 1773 | 2.90 |
| 9 | GLENWOOD PLACE PORTFOLIO II LLC | 0795889544 | 13198 | 1777 | 2.08 |
| 10 | GLENWOOD PLACE PORTFOLIO II LLC | 0795889173 | 13198 | 1777 | 1.84 |
| 11 | GP LAND LLC | 0795983272 | 15065 | 223 | 13.64 |
| 20 | GLENWOOD PLACE VENTURES LLC | 0795995448 | 11757 | 1072 | 1.36 |
| | NATIONAL DRIVE | | | | 2.70 |
| TOTAL | | | | | 41.58 |

A MASTER PLAN FOR
GLENWOOD PLACE
SPONSORED BY: GRUBB VENTURES, LLC RALEIGH, NORTH CAROLINA

SCALE: 1"=200'
DATE: DECEMBER 04, 2014
PROJECT: 2012-011.001

EXISTING CONDITIONS

REV#1 CITY STAFF REVIEW APRIL 8, 2015
REV#2 CITY STAFF REVIEW JUNE 23, 2015
REV#3 CITY STAFF REVIEW AUGUST 27, 2015

510 Glenwood Ave Suite 201
Raleigh, NC 27603
Phone (919) 834-1500
Fax (919) 834-1510
J DAVIS ARCHITECTS

227 W. Trade Street
Suite 700
Charlotte, NC 28202
Phone (704) 333-6686
Fax (704) 333-2926
LS3P

3700 Glenwood Avenue
Suite 330
Raleigh, NC 27612
Phone (919) 786-9905
Fax (919) 786-9961
GRUBB VENTURES

4735 Piedmont Row Drive, Suite 800
Raleigh, NC 27610
Phone (919) 746-7600
Fax (919) 746-8600
LINCOLN HARRIS

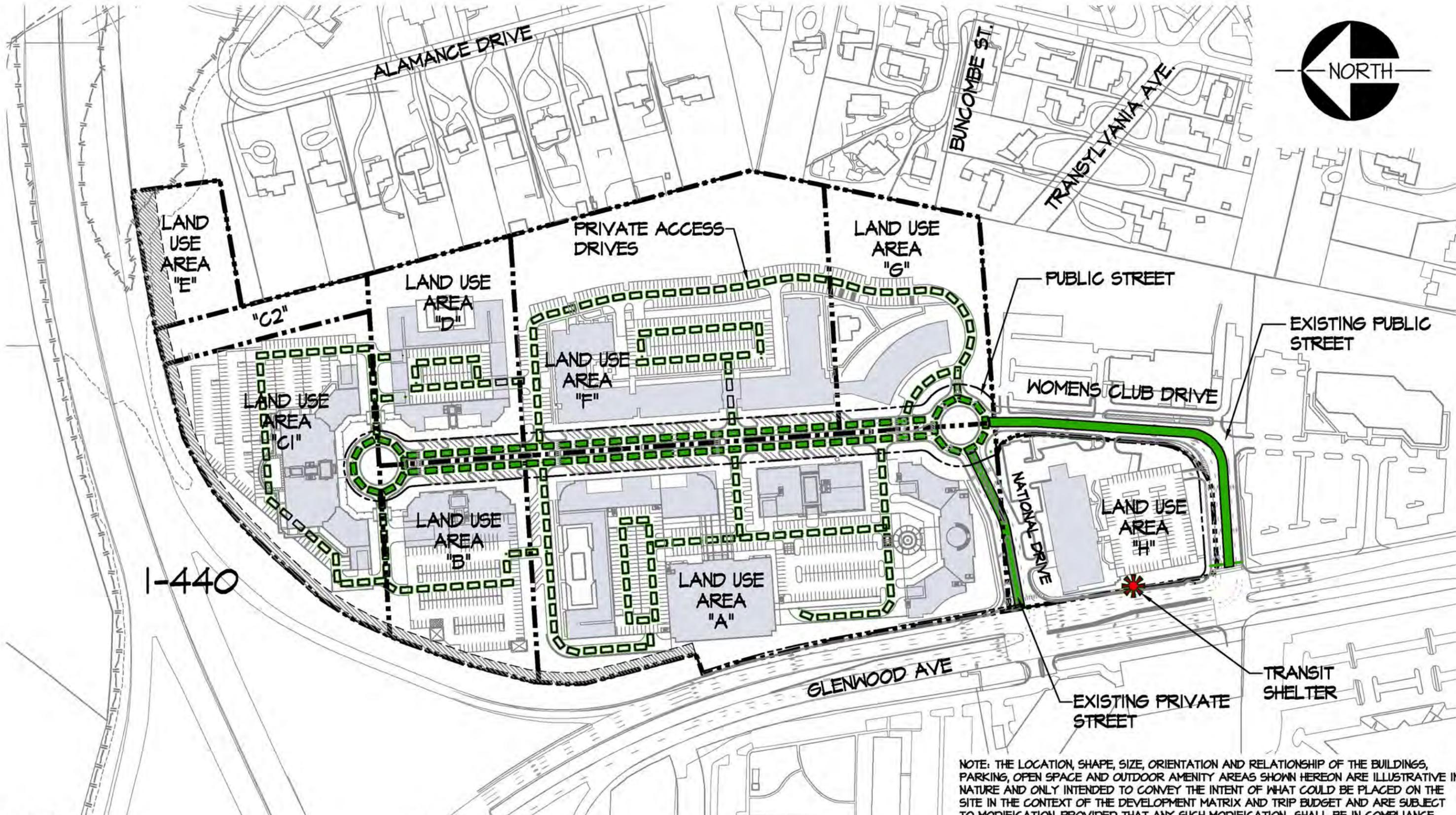
891 Jones Franklin Road, Suite 300
Raleigh, NC 27606-3194
Phone (919) 865-5588
Fax (919) 851-7024
Stantec

127 W Hargett St #500, Raleigh, NC 27601
Phone (919) 838-7171
MATTOX LAW FIRM

127 W Hargett St #500, Raleigh, NC 27601
Phone (919) 831-1125
TOM C WORTH JR

LAND USE CONSULTANTS
PLANNERS / LANDSCAPE DESIGNERS / SITE REVIEWERS / ENGINEERS
3905-B Carnegie Dr. e. Suite 104 Raleigh, NC 27609
Phone (919) 786-3300
PRIEST, CRAVEN & ASSOCIATES, INC.

02

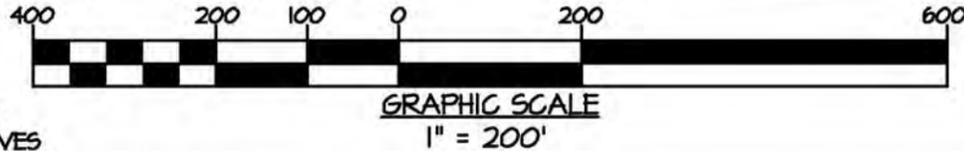


I-440

NOTE: THE LOCATION, SHAPE, SIZE, ORIENTATION AND RELATIONSHIP OF THE BUILDINGS, PARKING, OPEN SPACE AND OUTDOOR AMENITY AREAS SHOWN HEREON ARE ILLUSTRATIVE IN NATURE AND ONLY INTENDED TO CONVEY THE INTENT OF WHAT COULD BE PLACED ON THE SITE IN THE CONTEXT OF THE DEVELOPMENT MATRIX AND TRIP BUDGET AND ARE SUBJECT TO MODIFICATION, PROVIDED THAT ANY SUCH MODIFICATION SHALL BE IN COMPLIANCE WITH THE DEVELOPMENT MATRIX SET FORTH IN EXHIBIT A, THE TRIP BUDGET SET FORTH IN EXHIBIT A-I, AND THE COMMITTED ELEMENTS SET FORTH IN SUBSECTION II(G) HEREOF.

SYMBOL LEGEND

- PUBLIC BLVD STREET WITH ANGLED PARKING
- PRIVATE ACCESS DRIVES INDICATE INTERCONNECTION THROUGH AT GRADE OR STRUCTURED, MULTILEVEL DRIVES



A MASTER PLAN FOR
GLENWOOD PLACE
 SPONSORED BY: GRUBB VENTURES, LLC RALEIGH, NORTH CAROLINA

SCALE: 1"=200'
 DATE: DECEMBER 04, 2014
 PROJECT: 2012-011.001

STREET & BLOCK PLAN

REV# CITY STAFF REVIEW APRIL 8, 2009
 REV#2 CITY STAFF REVIEW JUNE 23, 2009
 REV#3 CITY STAFF REVIEW AUGUST 21, 2009

MATTOX LAW FIRM
 127 W Hargett St #500, Raleigh, NC 27601
 Phone (919) 828-7171

LS3P
 227 W. Trade Street
 Raleigh, NC 27612
 Phone (704) 333-6666
 FAX (704) 333-2926

GRUBB
 3700 Glenwood Avenue
 Suite 330
 Raleigh, NC 27612
 Phone (919) 786-9905
 Fax (919) 786-9961

LINCOLN HARRIS
 4725 Piedmont Row Drive, Suite 800
 Raleigh, NC 27621
 Phone (704) 714-1600
 Fax (704) 716-8600

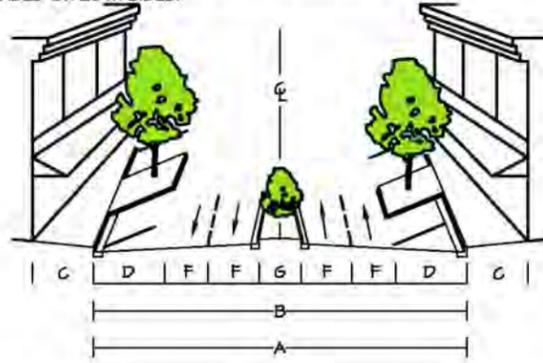
Stantec
 601 Jones Franklin Road, Suite 300
 Raleigh, NC 27606-3394
 Phone (919) 865-7500
 Fax (919) 851-7024

PRIEST, CRAVEN & ASSOCIATES, INC.
 LAND USE CONSULTANTS
 PLANNERS / LANDSCAPE DESIGNERS / SURVEYORS / ENGINEERS
 300 S. Commerce Drive, Suite 104 Raleigh, N.C. 27601
 Phone 919 / 731-8700 Fax 919 / 731-1238 Email PCA@priestcraven.com / Fax F.C.0491

04

PROPOSED PUBLIC BOULEVARD 4 LANE ANGULAR PARKING CROSS SECTION

THE FOUR LANE AVENUE PROVIDES A GOOD LEVEL OF MOBILITY FOR ALL STREET USERS, AND IS A PREFERRED STREET TYPOLOGY FOR URBAN CONTEXTS WHERE TRANSIT VEHICLES AND CYCLISTS ARE PART OF THE TRAFFIC MIX. MEDIANS PROVIDE REFUGE FOR CROSSING PEDESTRIANS. ANGULAR PARKING PROVIDES VEHICULAR ACCESS TO ADJOINING LAND USES AND BUFFERS PEDESTRIANS FROM MOVING TRAFFIC. SIDEWALKS ARE PROVIDED ON BOTH SIDES.

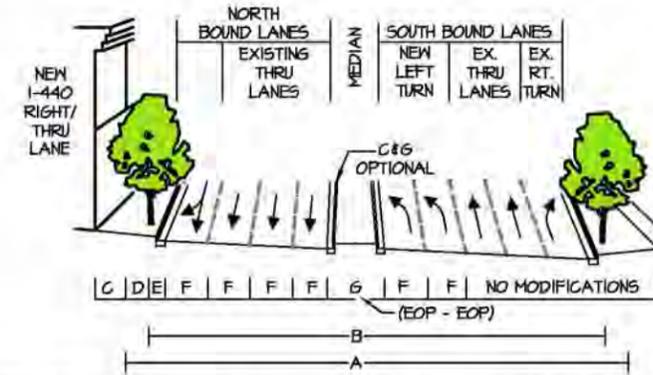


| | |
|--------------------------------|-------------------|
| WIDTH | |
| A RIGHT-OF-WAY WIDTH | 98' |
| B BACK OF CURB TO BACK OF CURB | 98' |
| STREETSCAPE | |
| C SIDEWALK | 10' MIN - 14' AVG |
| D PLANTING AREA (MIN) | 17' |
| TRAVELWAY | |
| D ANGULAR PARKING | 19.5' |
| F TRAVEL LANE | 10' |
| G MEDIAN | 12' |
| GENERAL | |
| WALKWAY TYPE | SIDEWALK |
| PLANTING TYPE | TREE GRATE / LAWN |
| TREE SPACING | 60' OC AVG |
| PARKING TYPE | PARALLEL |

| | |
|--------------------------|---|
| WIDTH | |
| DESIGN SPEED | 25 MPH |
| POSTED SPEED | 15 MPH |
| DESIGN VEHICLE | SU-30 |
| SIGNALIZED INTERSECTIONS | AS WARRANTED |
| DRIVEWAY SPACING | AS NEEDED |
| MEDIAN OPENING DISTANCE | ONLY AT INTERSECTIONS |
| PARTIAL MEDIANS / ISLAND | YES |
| CURB RADII (MIN) | 4.5' ISLANDS, 15' ALL OTHERS |
| LIGHTING | REQUIRED ON ALL PUBLIC STREETS FOR NEW DEVELOPMENT, PEDESTRIAN SCALE REQUIRED AND RESPONSIBILITY OF DEVELOPER |
| PERMITTED FURNITURE | BICYCLE RACKS, BENCHES, PARKING METERS, SHELTERS |

PROPOSED GLENWOOD WIDENING SECTION AT PRIVATE ENTRANCE

THIS CROSS-SECTION FEATURES FOUR OR SIX GENERAL TRAVEL LANES, DEDICATED TURN LANES AND BUFFERED SIDEWALKS WHERE WARRANTED. DUE TO THE EMPHASIS ON THROUGH VEHICLE MOBILITY, IT IS NOT CONDUCIVE TO ON-STREET PARKING.

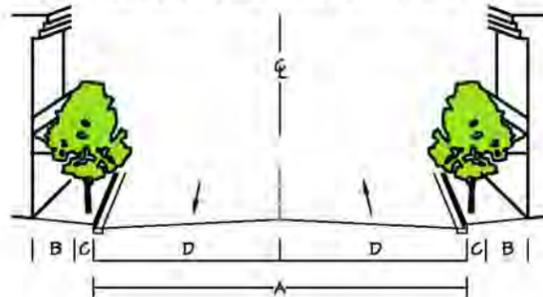


| | | | |
|--|--|------------|--------------|
| WIDTH | | EXISTING | PROPOSED |
| A RIGHT-OF-WAY WIDTH (EXISTING / FUTURE) | | VARIES | VARIES + 19' |
| B BACK OF CURB TO BACK OF CURB | | +/-102' | +/-115' |
| STREETSCAPE | | | |
| C STREET YARD | | N/A | 10' |
| D SHOULDER | | N/A | 9.5' |
| TRAVELWAY | | | |
| E CURB AND GUTTER | | 19.5' | 19.5' |
| F TRAVEL LANE | | 10' | 10' |
| G MEDIAN | | 30' | 8' (EOP-EOP) |
| GENERAL | | | |
| WALKWAY TYPE | | NONE | NONE |
| PLANTING TYPE | | LAWN | LAWN |
| TREE SPACING | | 60' OC AVG | 60' OC AVG |
| PARKING TYPE | | NONE | NONE |

| | |
|--------------------------|---|
| WIDTH | |
| DESIGN SPEED | 45 MPH |
| DESIGN VEHICLE | SU-30 |
| SIGNALIZED INTERSECTIONS | AS WARRANTED |
| DRIVEWAY SPACING | AS NEEDED |
| MEDIAN OPENING DISTANCE | ONLY AT INTERSECTIONS |
| PARTIAL MEDIANS / ISLAND | YES |
| CURB RADII (MIN) | 4.5' ISLANDS, 15' ALL OTHERS |
| LIGHTING | REQUIRED ON ALL PUBLIC STREETS FOR NEW DEVELOPMENT, PEDESTRIAN SCALE OPTIONAL AND RESPONSIBILITY OF DEVELOPER |
| PERMITTED FURNITURE | BICYCLE RACKS, BENCHES, PARKING METERS, SHELTERS |

PROPOSED 2 WAY PRIVATE ACCESSWAY CROSS SECTION

THIS INTERNAL ACCESS DRIVE TYPOLOGY CAN BE APPLIED TO THE SECONDARY ACCESSWAYS ENTERING AND EXISTING FROM THE PROPOSED 4 LANE ANGULAR PARKING BOULEVARD CROSS SECTION. IT PROVIDES VEHICULAR AND PEDESTRIAN ACCESS TO PARKING STRUCTURES LOCATED BEHIND A STRUCTURES LOCATED BEHIND AND/OR UNDER PROPOSED BUILDINGS. THIS TYPOLOGY IS APPLIED TO PRIVATE STREET EASEMENTS WITHIN THE PROPERTY. SIDEWALKS ARE LOCATED ON BOTH SIDES OF THE STREET.

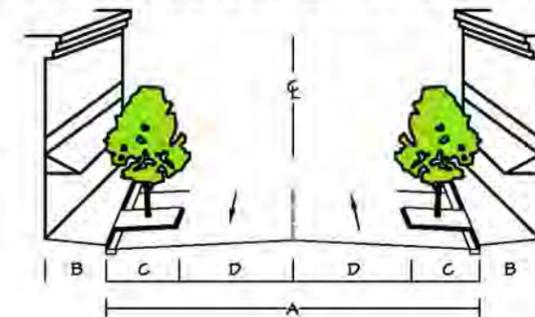


| | |
|--------------------------------|-------------------|
| WIDTH | |
| RIGHT-OF-WAY WIDTH | N/A |
| A BACK OF CURB TO BACK OF CURB | 24' |
| STREETSCAPE | |
| B SIDEWALK (MIN) | 6' |
| C PLANTING AREA (MIN) | 4' |
| TRAVELWAY | |
| D TRAVEL LANE | 12' |
| GENERAL | |
| WALKWAY TYPE | SIDEWALK |
| PLANTING TYPE | TREE GRATE / LAWN |

| | |
|--------------------------|---|
| WIDTH | |
| DESIGN SPEED | 25 MPH |
| POSTED SPEED | 15 MPH |
| DESIGN VEHICLE | SU-30 |
| SIGNALIZED INTERSECTIONS | N/A |
| DRIVEWAY SPACING | AS NEEDED |
| MEDIAN OPENING DISTANCE | N/A |
| PARTIAL MEDIANS / ISLAND | NO |
| CURB RADII (MIN) | 5-10' |
| LIGHTING | REQUIRED ON ALL PUBLIC STREETS FOR NEW DEVELOPMENT, PEDESTRIAN SCALE OPTIONAL AND RESPONSIBILITY OF DEVELOPER |
| PERMITTED FURNITURE | AS NEEDED |

PROPOSED 2 WAY PRIVATE ACCESSWAY WITH 45°, 60° & 90° PARKING CROSS SECTION

THIS INTERNAL ACCESS DRIVE TYPOLOGY CAN BE APPLIED TO THE SECONDARY ACCESSWAYS ENTERING AND EXISTING FROM THE PROPOSED 4 LANE ANGULAR PARKING BOULEVARD CROSS SECTION. IT PROVIDES VEHICULAR AND PEDESTRIAN ACCESS AREAS OFF THE BOULEVARD AND TO PARKING STRUCTURES LOCATED BEHIND AND/OR UNDER PROPOSED BUILDINGS. THIS TYPOLOGY IS APPLIED TO PRIVATE STREET EASEMENTS WITHIN THE PROPERTY. SIDEWALKS ARE LOCATED ON BOTH SIDES OF THE STREET.



| | |
|---------------------------------|-----------------------------|
| WIDTH | |
| RIGHT-OF-WAY WIDTH | N/A |
| A BACK OF CURB TO BACK OF CURB | 60' |
| STREETSCAPE | |
| B SIDEWALK (MIN) | 6' |
| C PLANTING AREA / PARKING (MIN) | 17' |
| TRAVELWAY | |
| D TRAVEL LANE | 12' |
| GENERAL | |
| WALKWAY TYPE | SIDEWALK |
| PLANTING TYPE | ISLANDS, TREE GRATES & LAWN |

| | |
|--------------------------|---|
| WIDTH | |
| DESIGN SPEED | 25 MPH |
| POSTED SPEED | 15 MPH |
| DESIGN VEHICLE | SU-30 |
| SIGNALIZED INTERSECTIONS | N/A |
| DRIVEWAY SPACING | AS NEEDED |
| MEDIAN OPENING DISTANCE | N/A |
| PARTIAL MEDIANS / ISLAND | NO |
| CURB RADII (MIN) | 5-10' |
| LIGHTING | REQUIRED ON ALL PUBLIC STREETS FOR NEW DEVELOPMENT, PEDESTRIAN SCALE OPTIONAL AND RESPONSIBILITY OF DEVELOPER |
| PERMITTED FURNITURE | AS NEEDED |

A MASTER PLAN FOR **GLENWOOD PLACE** RALEIGH, NORTH CAROLINA

SCALE: NOT TO SCALE DATE: DECEMBER 04, 2014 PROJECT: 2012-011.001

STREET SECTIONS

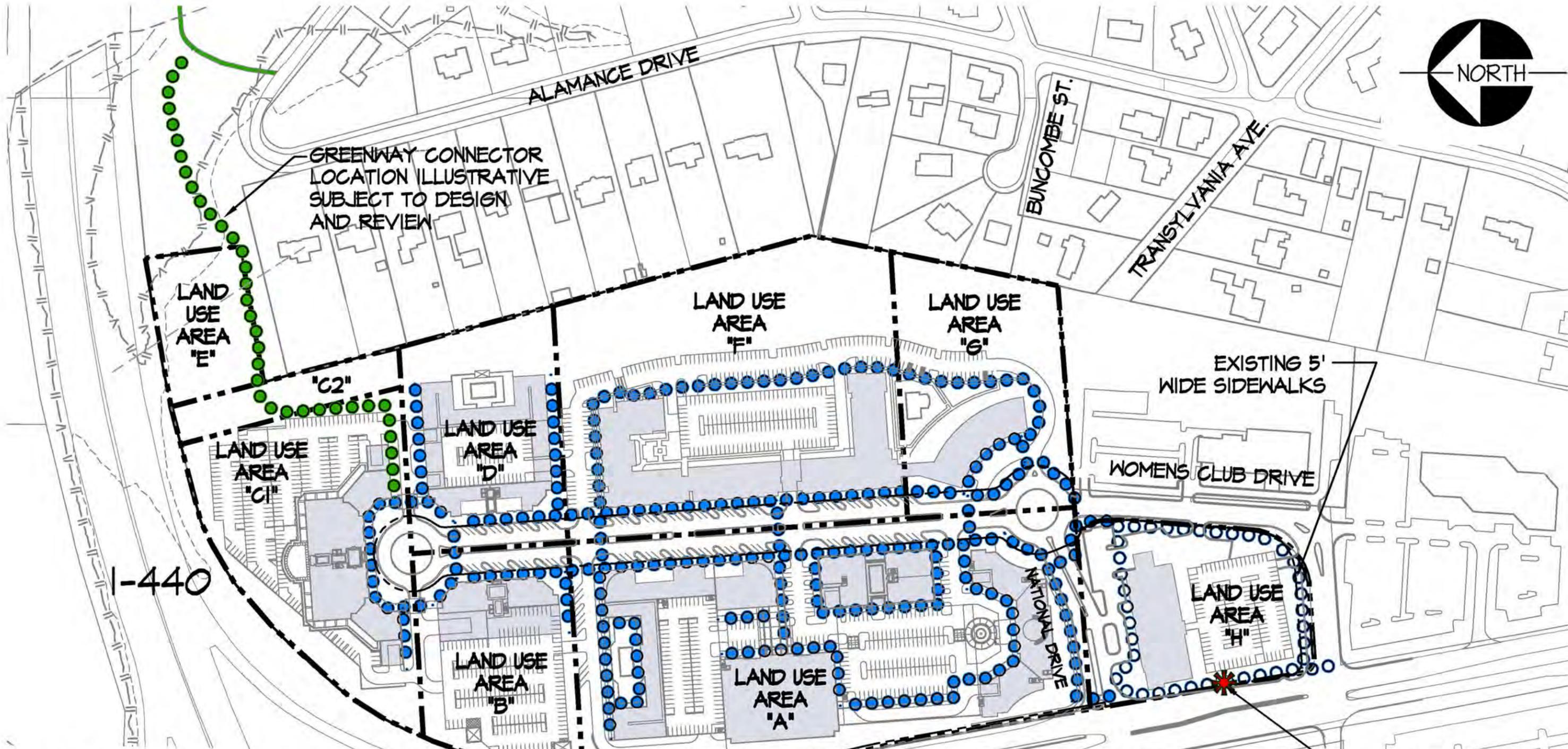
REVISIONS: CITY STAFF REVIEW APRIL 8, 2015; CITY STAFF REVIEW JUNE 23, 2015; CITY STAFF REVIEW AUGUST 21, 2015

SPONSORED BY: GRUBB VENTURES, LLC

PLANNERS / LANDSCAPE DESIGNERS / SURVEYORS / ENGINEERS: **PRIEST, CRAVEN & ASSOCIATES, INC.**

LAND USE CONSULTANTS: **MATTOX LAW FIRM** and **TOM C WORTH JR**

05



GREENWAY CONNECTOR
LOCATION ILLUSTRATIVE
SUBJECT TO DESIGN
AND REVIEW

EXISTING 5'
WIDE SIDEWALKS

TRANSIT
SHELTER

SYMBOL LEGEND

- ● ● ● ● PROPOSED PEDESTRIAN PATHWAYS
- ○ ○ ○ ○ EXISTING SIDEWALKS INTERNAL TO PROJECT TO REMAIN

NOTE: THE LOCATION, SHAPE, SIZE, ORIENTATION AND RELATIONSHIP OF THE BUILDINGS, PARKING, OPEN SPACE AND OUTDOOR AMENITY AREAS SHOWN HEREON ARE ILLUSTRATIVE IN NATURE AND ONLY INTENDED TO CONVEY THE INTENT OF WHAT COULD BE PLACED ON THE SITE IN THE CONTEXT OF THE DEVELOPMENT MATRIX AND TRIP BUDGET AND ARE SUBJECT TO MODIFICATION, PROVIDED THAT ANY SUCH MODIFICATION SHALL BE IN COMPLIANCE WITH THE DEVELOPMENT MATRIX SET FORTH IN EXHIBIT A, THE TRIP BUDGET SET FORTH IN EXHIBIT A-I, AND THE COMMITTED ELEMENTS SET FORTH IN SUBSECTION II(G) HEREOF.

A MASTER PLAN FOR
GLENWOOD PLACE
SPONSORED BY: GRUBB VENTURES, LLC RALEIGH, NORTH CAROLINA

SCALE: 1"=200'
DATE: DECEMBER 04, 2014
PROJECT: 2012-011.001

PEDESTRIAN CIRCULATION PLAN

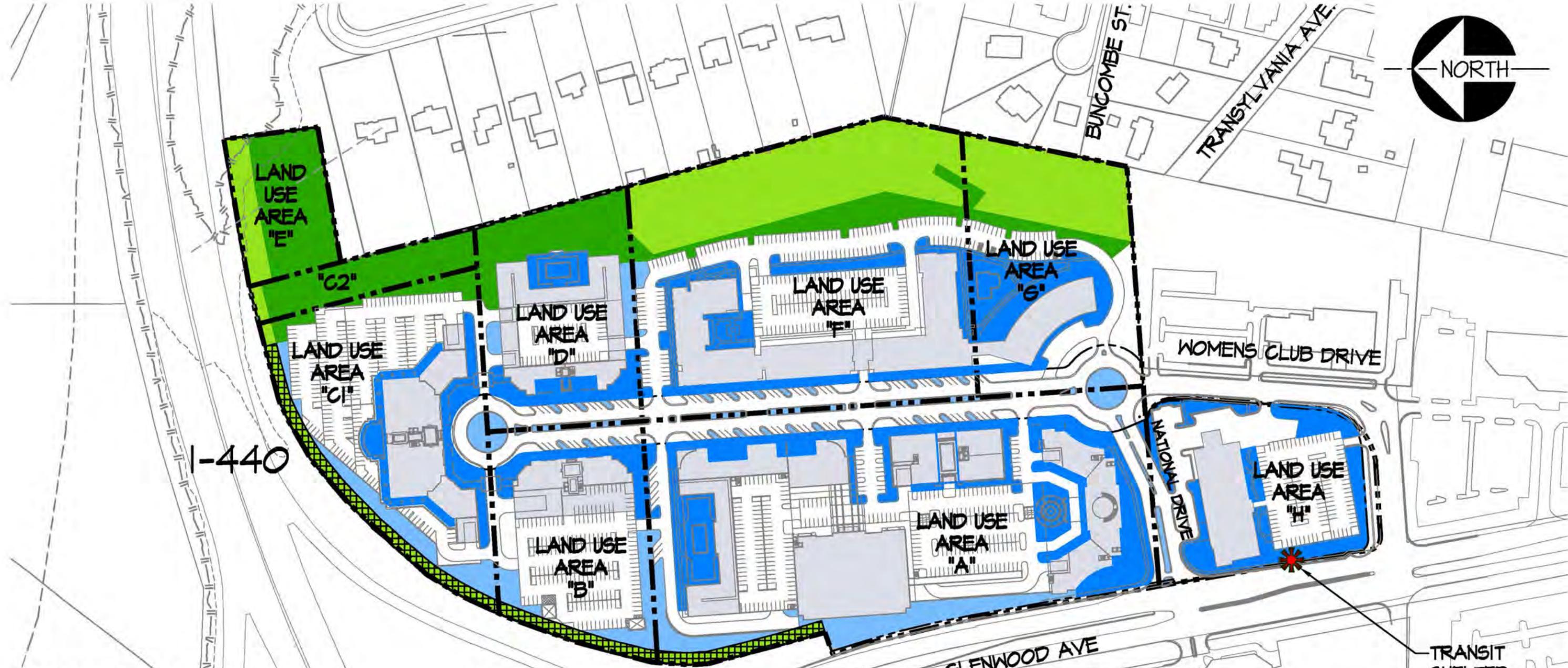
| | | |
|-------|-------------------|-----------------|
| REV#1 | CITY STAFF REVIEW | APRIL 8, 2015 |
| REV#2 | CITY STAFF REVIEW | JUNE 23, 2015 |
| REV#3 | CITY STAFF REVIEW | AUGUST 21, 2015 |

MATTOX LAW FIRM
127 W Hargett St #500, Raleigh, NC 27601
Phone (919) 831-1125

TOM C WORTH JR
127 W Hargett St #500, Raleigh, NC 27601
Phone (919) 831-1125

PRIEST, CRAVEN & ASSOCIATES, INC.
LAND USE CONSULTANTS
PLANNERS / LANDSCAPE DESIGNERS / SURVEYORS / ENGINEERS
3301 S. Computer Drive, Suite 104 Raleigh, N.C. 27605
Phone (919) 716-8700 Fax (919) 716-8700

06



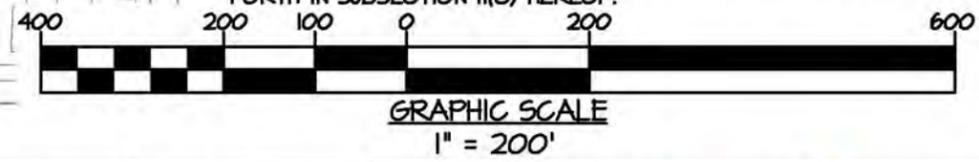
| | |
|-------------------------------|------------------|
| GROSS AREA OF PROJECT | 41.58 AC |
| AREA IN PROPOSED R/W | 3.87 AC |
| NET PROJECT AREA | 37.71 AC |
| OPEN SPACE (PER UDO SECT 2.5) | (15.0 %) 5.65 AC |
| OUTDOOR AMENITY AREA PROVIDED | (10.0 %) 3.71 AC |

THE DARK BLUE, DARK GREEN AND LIGHT GREEN SHADED AREAS ON THE PLAN REPRESENT POTENTIAL LOCATIONS WHERE THIS LAYOUT CAN MEET THE REQUIREMENTS OF UDO ARTICLE 2.5, COMMON SPACE AND UDO ARTICLE 15.3.B AND 15.3.C, OUTDOOR AMENITY AREA. THE LIGHT BLUE AND CROSS HATCHED LIGHT GREEN SHADED AREAS ON THE PLAN REPRESENT ADDITIONAL OUTDOOR AREAS THAT MAY BE USED AS OPEN SPACE OR USABLE OUTDOOR AREA BUT DO NOT MEET UDO CODE REQUIREMENTS FOR COMMON OPEN SPACE OR OUTDOOR AMENITY AREAS.

LEGEND

| | | | | | |
|--|-----------------------|--|--|--|--|
| | OUTDOOR AMENITY AREAS | | COMMON OPEN SPACE AREAS | | TREE CONSERVATION AREAS MEETING COMMON OPEN SPACE REQUIREMENTS |
| | OTHER OUTDOOR AREAS | | TREE CONSERVATION AREAS NOT MEETING COMMON OPEN SPACE REQUIREMENTS | | |

NOTE: THE LOCATION, SHAPE, SIZE, ORIENTATION AND RELATIONSHIP OF THE BUILDINGS, PARKING, OPEN SPACE AND OUTDOOR AMENITY AREAS SHOWN HEREON ARE ILLUSTRATIVE IN NATURE AND ONLY INTENDED TO CONVEY THE INTENT OF WHAT COULD BE PLACED ON THE SITE IN THE CONTEXT OF THE DEVELOPMENT MATRIX AND TRIP BUDGET AND ARE SUBJECT TO MODIFICATION, PROVIDED THAT ANY SUCH MODIFICATION SHALL BE IN COMPLIANCE WITH THE DEVELOPMENT MATRIX SET FORTH IN EXHIBIT A, THE TRIP BUDGET SET FORTH IN EXHIBIT A-I, AND THE COMMITTED ELEMENTS SET FORTH IN SUBSECTION II(G) HEREOF.



| | | | | | | | | |
|---|--|--|-------------------------------|--|---|--|--|------------------|
| <p>A MASTER PLAN FOR GLENWOOD PLACE SPONSORED BY: GRUBB VENTURES, LLC RALEIGH, NORTH CAROLINA</p> | | <p>SCALE: 1" = 200' DATE: DECEMBER 04, 2014 PROJECT: 2012-011001</p> | <p>OPEN SPACE PLAN</p> | <p>REV#1 CITY STAFF REVIEW APRIL 8, 2015 REV#2 CITY STAFF REVIEW JUNE 23, 2015 REV#3 CITY STAFF REVIEW AUGUST 21, 2015</p> | <p>MATTOX LAW FIRM 127 W Hargett St #500, Raleigh, NC 27601 Phone (919) 828-7171</p> | <p>TOM C WORTH JR 127 W Hargett St #500, Raleigh, NC 27601 Phone (919) 831-1125</p> | <p>PRIEST, CRAVEN & ASSOCIATES, INC. LAND USE CONSULTANTS PLANNERS / LANDSCAPE DESIGNERS / SURVEYORS / ENGINEERS 1805 - B Computer Blvd, Suite 104 Raleigh, NC 27608 Phone 919/778-8700 Fax 919/792-1288 Email PCA@Pricr.com / Fax C-0488</p> | <p>07</p> |
|---|--|--|-------------------------------|--|---|--|--|------------------|



PROPOSED TREE SAVE AREAS
WITHIN EXISTING CM ZONING DISTRICT

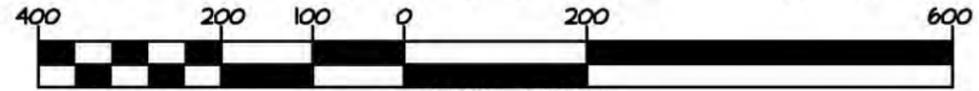
APPROVED
STORMWATER OUTLET
SEE SP-24-2013

| | |
|---|----------|
| GROSS AREA OF PROJECT | 41.58 AC |
| AREA IN PROPOSED R/W | 3.87 AC |
| NET PROJECT AREA | 37.71 AC |
| TREE CONSERVATION AREA PROVIDED (10.0%) | 3.77 AC |

NOTE: THE LOCATION, SHAPE, SIZE, ORIENTATION AND RELATIONSHIP OF THE BUILDINGS, PARKING, OPEN SPACE AND OUTDOOR AMENITY AREAS SHOWN HEREON ARE ILLUSTRATIVE IN NATURE AND ONLY INTENDED TO CONVEY THE INTENT OF WHAT COULD BE PLACED ON THE SITE IN THE CONTEXT OF THE DEVELOPMENT MATRIX AND TRIP BUDGET AND ARE SUBJECT TO MODIFICATION, PROVIDED THAT ANY SUCH MODIFICATION SHALL BE IN COMPLIANCE WITH THE DEVELOPMENT MATRIX SET FORTH IN EXHIBIT A, THE TRIP BUDGET SET FORTH IN EXHIBIT A-1, AND THE COMMITTED ELEMENTS SET FORTH IN SUBSECTION II(G) HEREOF.

SYMBOL LEGEND

TREE CONSERVATION AREAS



A MASTER PLAN FOR
GLENWOOD PLACE
SPONSORED BY: GRUBB VENTURES, LLC RALEIGH, NORTH CAROLINA

SCALE: 1"=200'
DATE: DECEMBER 04, 2014
PROJECT: 2012-011.001

TREE CONSERVATION PLAN

REV# CITY STAFF REVIEW APRIL 8, 2013
REV#2 CITY STAFF REVIEW JUNE 28, 2013
REV#3 CITY STAFF REVIEW AUGUST 21, 2013

MATTOX LAW FIRM
127 W Hargett St #500, Raleigh, NC 27601
Phone (919) 828-7171

LS3P
227 W. Trade Street
Raleigh, NC 27612
Phone (704) 333-6666
FAX (704) 333-2926

GRUBB
3700 Glenwood Avenue
Suite 330
Raleigh, NC 27612
Phone (919) 786-9905
Fax (919) 786-9961

LINCOLN HARRIS
4725 Piedmont Row Drive, Suite 800
Raleigh, NC 27610
Phone (704) 714-1600
Fax (704) 716-8600

Stantec
601 Jones Franklin Road, Suite 300
Raleigh, NC 27606-3194
Phone (919) 865-2588
Fax (919) 851-7024

PRIEST, CRAVEN & ASSOCIATES, INC.
LAND USE CONSULTANTS
PLANNERS / LANDSCAPE DESIGNERS / SITE DEVELOPERS / ENGINEERS
3301 S. Cooper Drive, Suite 104 Raleigh, N.C. 27609
Phone 919-731-8700 Fax 919-733-1288 Email PCA@PriestCraven.com / Fax P C 2495

08

STORMWATER MANAGEMENT

THE SITE IS LOCATED WITHIN THE NEUSE RIVER BASIN, JUST WEST OF CRABTREE CREEK.

THE PROJECT WILL COMPLY WITH THE PROVISIONS OF ARTICLE 9.2 OF THE UNIFIED DEVELOPMENT ORDINANCE.

THE AREA OF THE EXISTING IMPERVIOUS SURFACES ON THE SITE IS APPROXIMATELY 17.7 ACRES.

THE AREA OF THE PROPOSED IMPERVIOUS SURFACES PREVIOUSLY APPROVED FOR THE GLENWOOD PLACE APARTMENTS, LOCATED ON LAND USE AREAS "F" AND "G" UNDER SP-24-13 IS APPROXIMATELY 8.05 ACRES.

THE AREA OF ADDITIONAL IMPERVIOUS ENVISIONED WITH THIS REZONING IS APPROXIMATELY 2.05 ACRES.

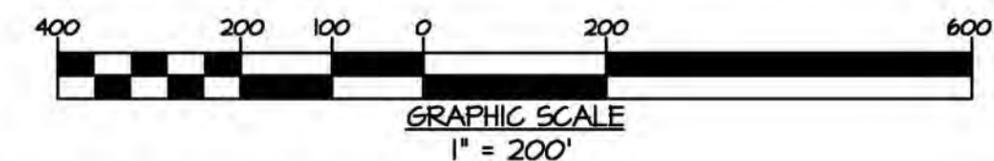
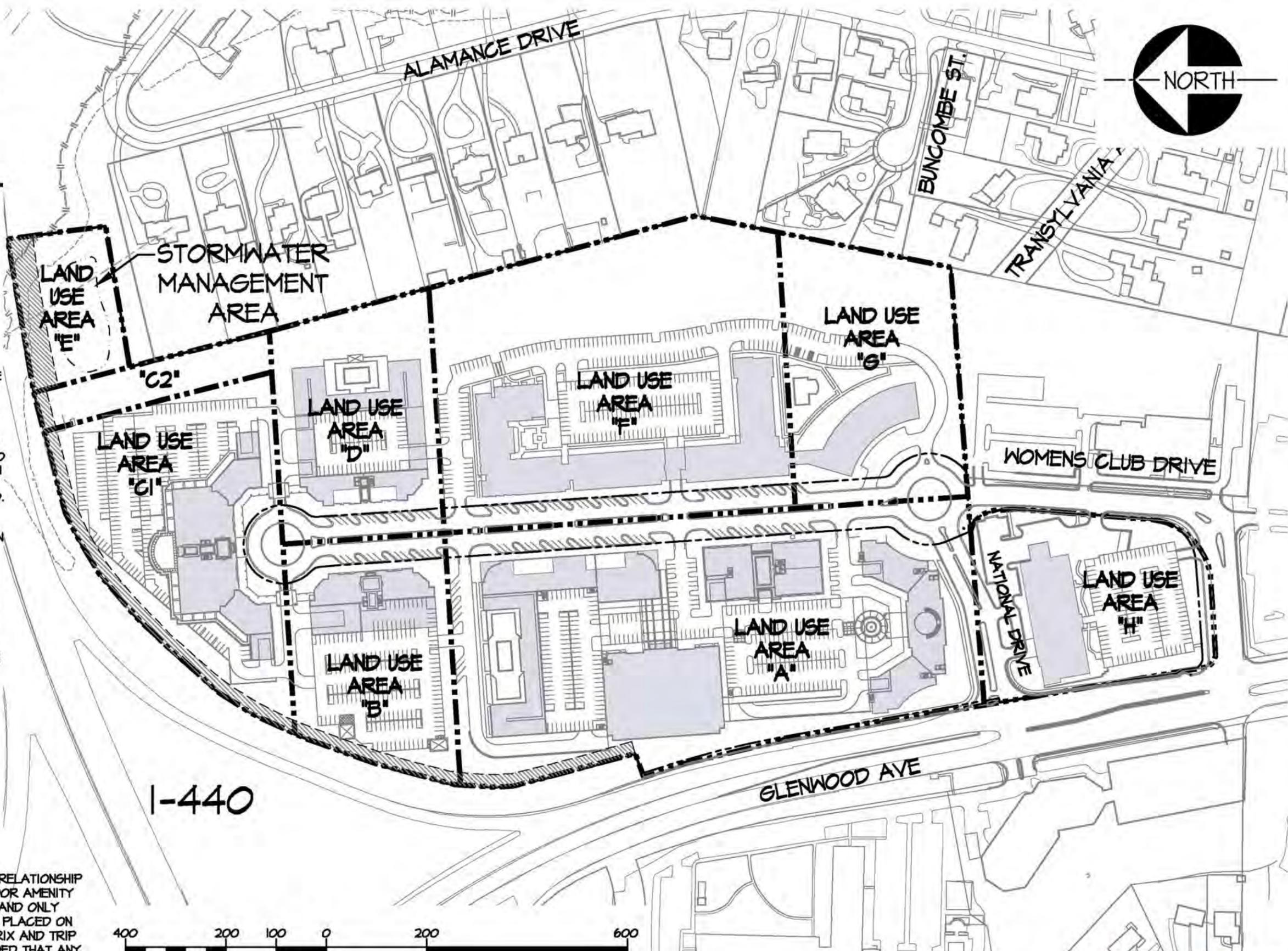
THIS PRODUCES A TOTAL IMPERVIOUS AREA OF APPROXIMATELY 27.8 ACRES.

THE CITY OF RALEIGH APPORTIONING METHOD WILL BE USED TO DETERMINE THE EXTENT OF WATER QUALITY TREATMENT REQUIRED FOR THE PROPOSED DEVELOPMENT.

WATER QUALITY TREATMENT WILL BE PROVIDED WITH THE DEVELOPMENT OF LAND USE AREA "F" AND "G" WITH A WET POND TO BE LOCATED ON LAND USE AREA "E" IN ACCORDANCE WITH THE APPROVED SITE PLAN FOR THE GLENWOOD PLACE APARTMENTS, SP-24-13. THIS PROPOSED WET POND WILL BE SIZED TO ALSO PROVIDE TREATMENT FOR THE ADDITIONAL IMPERVIOUS PROPOSED BY THE REZONING, OR TREATMENT WILL BE PROVIDED ON SITE FOR ANY ADDITIONAL IMPERVIOUS AREA BEYOND THE TREATMENT CAPACITY OF THE PROPOSED WET POND. COMPLIANCE WITH WATER QUALITY REQUIREMENTS WILL REQUIRE ADDITIONAL DESIGN AND SUPPORTING CALCULATIONS AND WILL BE ADDRESSED WITH SITE PLAN OR SITE REVIEW SUBMITTAL.

AT THE OUTLET OF THE STORMWATER WET POND PROPOSED TO BE BUILT UPON LAND USE AREA "E", STORMWATER DETENTION IS NOT WARRANTED PER UDO SECTION 9.2.2.E.2. D AND OR E, DUE TO THE PROXIMITY OF THE CRABTREE CREEK FLOODPLAIN, THE LACK OF DOWNSTREAM DEVELOPMENT, AND THE MINIMAL INCREMENTAL DEPTH OF FLOW IN ACCORDANCE WITH THE APPROVED STORMWATER IMPACT ANALYSIS FOR GLENWOOD PLACE APARTMENTS, SP-24-13. OTHER EXISTING DISCHARGE POINTS ALONG THE DITCH LINE OF GLENWOOD AVE., I-440 AND THE ASSOCIATED ON RAMP WILL REQUIRE ANALYSIS. COMPLIANCE WITH RUNOFF CONTROL WILL REQUIRE ADDITIONAL DESIGN AND SUPPORTING CALCULATIONS AND WILL BE ADDRESSED WITH SITE PLAN OR SITE REVIEW SUBMITTAL.

NOTE: THE LOCATION, SHAPE, SIZE, ORIENTATION AND RELATIONSHIP OF THE BUILDINGS, PARKING, OPEN SPACE AND OUTDOOR AMENITY AREAS SHOWN HEREON ARE ILLUSTRATIVE IN NATURE AND ONLY INTENDED TO CONVEY THE INTENT OF WHAT COULD BE PLACED ON THE SITE IN THE CONTEXT OF THE DEVELOPMENT MATRIX AND TRIP BUDGET AND ARE SUBJECT TO MODIFICATION, PROVIDED THAT ANY SUCH MODIFICATION SHALL BE IN COMPLIANCE WITH THE DEVELOPMENT MATRIX SET FORTH IN EXHIBIT A, THE TRIP BUDGET SET FORTH IN EXHIBIT A-1, AND THE COMMITTED ELEMENTS SET FORTH IN SUBSECTION II(G) HEREOF.



A MASTER PLAN FOR
GLENWOOD PLACE
 SPONSORED BY: GRUBB VENTURES, LLC RALEIGH, NORTH CAROLINA

SCALE: 1"=100'
 DATE: DECEMBER 04, 2014
 PROJECT: 2012-011.001

STORMWATER PLAN

REV# CITY STAFF REVIEW APRIL 8, 2009
 REV#2 CITY STAFF REVIEW JUNE 28, 2009
 REV#3 CITY STAFF REVIEW AUGUST 21, 2009

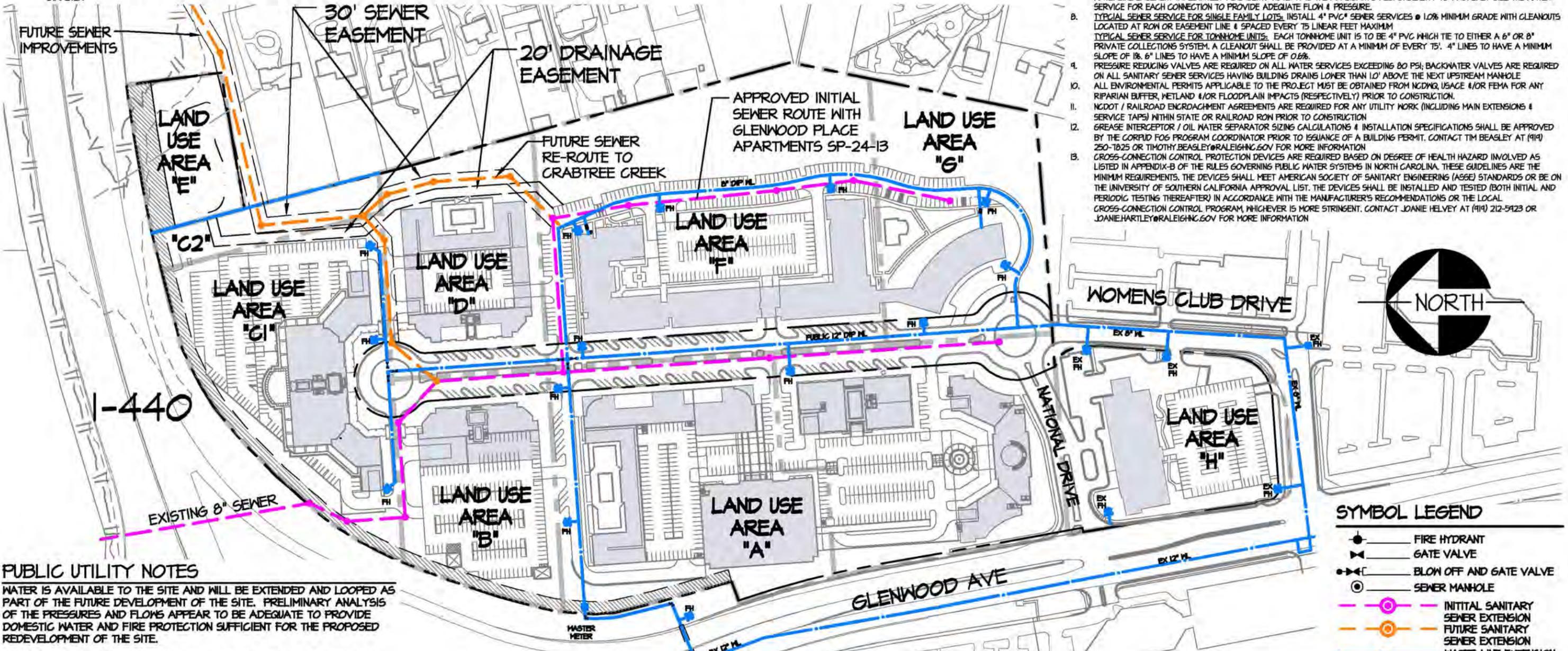
| | | | | |
|--|---|---|---|--|
| 510 Glenwood Ave, Suite 201 Raleigh, N.C. 27603 Phone (919) 835-1500 Fax (919) 835-1510 | 227 W. Trade Street Suite 700 Charlotte, NC 28202 Phone (704) 333-6666 FAX (704) 333-2926 | 3700 Glenwood Avenue Suite 330 Raleigh, NC 27612 Phone (919) 786-9905 Fax (919) 786-9961 | 4725 Piedmont Row Drive, Suite 800 Raleigh, NC 27610 Phone (704) 714-1600 Fax (704) 714-8600 | 601 Jones Franklin Road, Suite 300 Raleigh, NC 27606-3394 Phone (919) 865-2588 Fax (919) 851-7004 |
| 127 W Hargett St #500, Raleigh, NC 27601 Phone (919) 828-7171 | 127 W Hargett St #500, Raleigh, NC 27601 Phone (919) 831-1125 | LAND USE CONSULTANTS PLANNERS / LANDSCAPE DESIGNERS / SITE DEVELOPERS / ENGINEERS 3801 S. Cameron Drive, Suite 104, Raleigh, N.C. 27605 Phone (919) 771-6700 Fax (919) 773-1208 Email PCAC@PriestCraven.com / Fax # C-0491 | | 09 |

CITY OF RALEIGH UTILITY NOTES

- ALL MATERIALS & CONSTRUCTION METHODS SHALL BE IN ACCORDANCE WITH CITY OF RALEIGH DESIGN STANDARDS, DETAILS & SPECIFICATIONS (REFERENCE: CORPUD HANDBOOK, CURRENT EDITION)
- UTILITY SEPARATION REQUIREMENTS:
 - A DISTANCE OF 100' SHALL BE MAINTAINED BETWEEN SANITARY SEWER & ANY PRIVATE OR PUBLIC WATER SUPPLY SOURCE SUCH AS AN IMPOUNDED RESERVOIR USED AS A SOURCE OF DRINKING WATER. IF ADEQUATE LATERAL SEPARATION CANNOT BE ACHIEVED, FERROUS SANITARY SEWER PIPE SHALL BE SPECIFIED & INSTALLED TO WATERLINE SPECIFICATIONS. HOWEVER, THE MINIMUM SEPARATION SHALL NOT BE LESS THAN 25' FROM A PRIVATE WELL OR 50' FROM A PUBLIC WELL.
 - WHEN INSTALLING WATER &/OR SEWER MAINS, THE HORIZONTAL SEPARATION BETWEEN UTILITIES SHALL BE 10'. IF THIS SEPARATION CANNOT BE MAINTAINED DUE TO EXISTING CONDITIONS, THE VARIATION ALLOWED IS THE WATER MAIN IN A SEPARATE TRENCH WITH THE ELEVATION OF THE WATER MAIN AT LEAST 18" ABOVE THE TOP OF THE SEWER & MUST BE APPROVED BY THE PUBLIC UTILITIES DIRECTOR. ALL DISTANCES ARE MEASURED FROM OUTSIDE DIAMETER TO OUTSIDE DIAMETER.

- WHERE IT IS IMPOSSIBLE TO OBTAIN PROPER SEPARATION, OR ANYTIME A SANITARY SEWER PASSES OVER A WATERMAIN, DIP MATERIALS OR STEEL ENCASUREMENT EXTENDED 10' ON EACH SIDE OF CROSSING MUST BE SPECIFIED & INSTALLED TO WATERLINE SPECIFICATIONS
- 5.0' MINIMUM HORIZONTAL SEPARATION IS REQUIRED BETWEEN ALL SANITARY SEWER & STORM SEWER FACILITIES, UNLESS DIP MATERIAL IS SPECIFIED FOR SANITARY SEWER
- MAINTAIN 10" MIN. VERTICAL SEPARATION AT ALL WATERMAIN & RCP STORM DRAIN CROSSINGS; MAINTAIN 24" MIN. VERTICAL SEPARATION AT ALL SANITARY SEWER & RCP STORM DRAIN CROSSINGS. WHERE ADEQUATE SEPARATIONS CANNOT BE ACHIEVED, SPECIFY DIP MATERIALS & A CONCRETE GRADLE HAVING 6" MIN. CLEARANCE (PER CORPUD DETAILS W-41 & S-44)
- ALL OTHER UNDERGROUND UTILITIES SHALL CROSS WATER & SEWER FACILITIES WITH 10" MIN. VERTICAL SEPARATION REQUIRED

- ANY NECESSARY FIELD REVISIONS ARE SUBJECT TO REVIEW & APPROVAL OF AN AMENDED PLAN &/OR PROFILE BY THE CITY OF RALEIGH PUBLIC UTILITIES DEPARTMENT PRIOR TO CONSTRUCTION
- CONTRACTOR SHALL MAINTAIN CONTINUOUS WATER & SEWER SERVICE TO EXISTING RESIDENCES & BUSINESSES THROUGHOUT CONSTRUCTION OF PROJECT. ANY NECESSARY SERVICE INTERRUPTIONS SHALL BE PRECEDED BY A 24 HOUR ADVANCE NOTICE TO THE CITY OF RALEIGH PUBLIC UTILITIES DEPARTMENT
- 3.0' MINIMUM COVER IS REQUIRED ON ALL WATER MAINS & SEWER FORCE MAINS. 4.0' MINIMUM COVER IS REQUIRED ON ALL REUSE MAINS
- IT IS THE DEVELOPER'S RESPONSIBILITY TO ABANDON OR REMOVE EXISTING WATER & SEWER SERVICES NOT BEING USED IN REDEVELOPMENT OF A SITE UNLESS OTHERWISE DIRECTED BY THE CITY OF RALEIGH PUBLIC UTILITIES DEPARTMENT. THIS INCLUDES ABANDONING TAP AT MAIN & REMOVAL OF SERVICE FROM ROW OR EASEMENT PER CORPUD HANDBOOK PROCEDURE
- TYPICAL WATER SERVICE: INSTALL 3/4" COPPER WATER SERVICES WITH 5/8" METERS LOCATED AT ROW OR WITHIN A 2'X2' WATERLINE EASEMENT IMMEDIATELY ADJACENT. NOTE: IT IS THE APPLICANT'S RESPONSIBILITY TO PROPERLY SIZE THE WATER SERVICE FOR EACH CONNECTION TO PROVIDE ADEQUATE FLOW & PRESSURE.
- TYPICAL SEWER SERVICE FOR SINGLE FAMILY LOTS: INSTALL 4" PVC SEWER SERVICES @ 1.0% MINIMUM GRADE WITH CLEANOUTS LOCATED AT ROW OR EASEMENT LINE & SPACED EVERY 75' LINEAR FEET MAXIMUM
- TYPICAL SEWER SERVICE FOR TOWNHOME UNITS: EACH TOWNHOME UNIT IS TO BE 4" PVC WHICH TIE TO EITHER A 6" OR 8" PRIVATE COLLECTIONS SYSTEM. A CLEANOUT SHALL BE PROVIDED AT A MINIMUM OF EVERY 75'. 4" LINES TO HAVE A MINIMUM SLOPE OF 1/8. 6" LINES TO HAVE A MINIMUM SLOPE OF 0.6%.
- PRESSURE REDUCING VALVES ARE REQUIRED ON ALL WATER SERVICES EXCEEDING 80 PSI; BACKWATER VALVES ARE REQUIRED ON ALL SANITARY SEWER SERVICES HAVING BUILDING DRAINS LOWER THAN 10' ABOVE THE NEXT UPSTREAM MANHOLE
- ALL ENVIRONMENTAL PERMITS APPLICABLE TO THE PROJECT MUST BE OBTAINED FROM NCDM, USACE &/OR FEMA FOR ANY RIPARIAN BUFFER, WETLAND &/OR FLOODPLAIN IMPACTS (RESPECTIVELY) PRIOR TO CONSTRUCTION.
- NCDOT / RAILROAD ENCROACHMENT AGREEMENTS ARE REQUIRED FOR ANY UTILITY WORK (INCLUDING MAIN EXTENSIONS & SERVICE TAPS) WITHIN STATE OR RAILROAD ROW PRIOR TO CONSTRUCTION
- GREASE INTERCEPTOR / OIL WATER SEPARATOR SIZING CALCULATIONS & INSTALLATION SPECIFICATIONS SHALL BE APPROVED BY THE CORPUD FOG PROGRAM COORDINATOR PRIOR TO ISSUANCE OF A BUILDING PERMIT. CONTACT TIM BEASLEY AT (919) 250-1825 OR TIMOTHY.BEASLEY@RALEIGHNC.GOV FOR MORE INFORMATION
- CROSS-CONNECTION CONTROL PROTECTION DEVICES ARE REQUIRED BASED ON DEGREE OF HEALTH HAZARD INVOLVED AS LISTED IN APPENDIX-B OF THE RULES GOVERNING PUBLIC WATER SYSTEMS IN NORTH CAROLINA. THESE GUIDELINES ARE THE MINIMUM REQUIREMENTS. THE DEVICES SHALL MEET AMERICAN SOCIETY OF SANITARY ENGINEERING (ASSE) STANDARDS OR BE ON THE UNIVERSITY OF SOUTHERN CALIFORNIA APPROVAL LIST. THE DEVICES SHALL BE INSTALLED AND TESTED (BOTH INITIAL AND PERIODIC TESTING THEREAFTER) IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS OR THE LOCAL CROSS-CONNECTION CONTROL PROGRAM, WHICHEVER IS MORE STRINGENT. CONTACT JOANIE HELVEY AT (919) 212-5923 OR JOANIE.HARTLEY@RALEIGHNC.GOV FOR MORE INFORMATION



PUBLIC UTILITY NOTES

WATER IS AVAILABLE TO THE SITE AND WILL BE EXTENDED AND LOOPED AS PART OF THE FUTURE DEVELOPMENT OF THE SITE. PRELIMINARY ANALYSIS OF THE PRESSURES AND FLOWS APPEAR TO BE ADEQUATE TO PROVIDE DOMESTIC WATER AND FIRE PROTECTION SUFFICIENT FOR THE PROPOSED REDEVELOPMENT OF THE SITE.

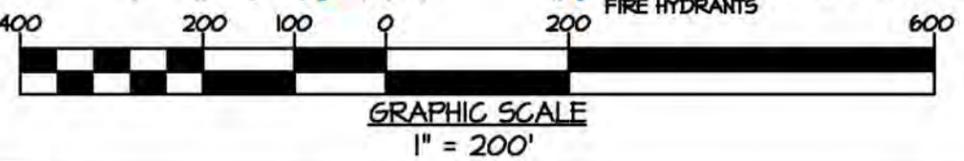
SANITARY SEWER IS AVAILABLE TO THE SITE. BASED ON THE CAPACITY ANALYSIS PREPARED FOR GLENWOOD PLACE APARTMENTS, SP-24-13, AN ADDITIONAL SEWER OUTFALL FROM THE SITE TO THE CRABTREE CREEK INTERCEPTOR, OR IMPROVEMENTS TO THE EXISTING DOWNSTREAM SEWER MAY BE REQUIRED TO PROVIDE SEWER SERVICE FOR FLOWS BEYOND THE EXISTING USES AND THE PROPOSED GLENWOOD PLACE APARTMENTS. SEWER CAPACITY ANALYSIS WILL BE PROVIDED WITH EACH SITE PLAN SUBMITTAL. THE TIMING WITHIN THE DAY OF THE ANTICIPATED FLOWS FROM THE VARIOUS USES WITHIN THE PROJECT SHOULD BE CONSIDERED IN DETERMINING THE CAPACITY OF THE SYSTEM.

FIRE HYDRANT NOTES:

FIRE HYDRANTS WILL BE INSTALLED AT ALL INTERSECTIONS AND WITHIN 300' INTERVALS ALONG THE SITE FRONTAGE. STRUCTURES WILL BE LOCATED WITHIN 300' OF FIRE HYDRANTS AND FDC'S WILL BE LOCATED WITHIN 150' OF FIRE HYDRANTS

NOTE: THE LOCATION, SHAPE, SIZE, ORIENTATION AND RELATIONSHIP OF THE BUILDINGS, PARKING, OPEN SPACE AND OUTDOOR AMENITY AREAS SHOWN HEREON ARE ILLUSTRATIVE IN NATURE AND ONLY INTENDED TO CONVEY THE INTENT OF WHAT COULD BE PLACED ON THE SITE IN THE CONTEXT OF THE DEVELOPMENT MATRIX AND TRIP BUDGET AND ARE SUBJECT TO MODIFICATION, PROVIDED THAT ANY SUCH MODIFICATION SHALL BE IN COMPLIANCE WITH THE DEVELOPMENT MATRIX SET FORTH IN EXHIBIT A, THE TRIP BUDGET SET FORTH IN EXHIBIT A-1, AND THE COMMITTED ELEMENTS SET FORTH IN SUBSECTION II(G) HEREOF.

ALL EXTENSIONS OF THE EXISTING UTILITIES SHALL BE ACCOMPLISHED IN ACCORDANCE WITH THE CITY OF RALEIGH PUBLIC UTILITIES POLICIES, STANDARDS AND SPECIFICATIONS, AND HANDBOOK.



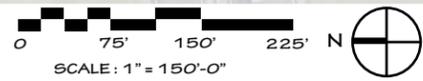
A MASTER PLAN FOR
GLENWOOD PLACE
SPONSORED BY: GRUBB VENTURES, LLC RALEIGH, NORTH CAROLINA

SCALE: 1"=200'
DATE: DECEMBER 04, 2014
PROJECT: 2012-011.001

MAJOR UTILITY PLAN

REVISIONS:
REV#1 CITY STAFF REVIEW APRIL 8, 2015
REV#2 CITY STAFF REVIEW JUNE 23, 2015
REV#3 CITY STAFF REVIEW AUGUST 21, 2015

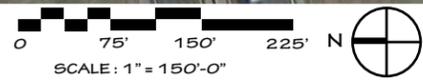
| | | | | |
|---|---|--|--|--|
| <p>510 Glenwood Ave, Suite 201 Raleigh, N.C. 27603 Phone (919) 835-1500 Fax (919) 835-1510</p> <p>J DAVIS ARCHITECTS</p> | <p>227 W. Trade Street Suite 700 Charlotte, NC 28202 Phone (704) 333-6686 FAX (704) 333-2926</p> <p>LS3P</p> | <p>3700 Glenwood Avenue Suite 330 Raleigh, NC 27612 Phone (919) 785-9905 Fax (919) 785-9951</p> <p>GRUBB</p> | <p>4725 Piedmont Row Drive, Suite 800 Raleigh, NC 27610 Phone (919) 714-1600 Fax (919) 716-8600</p> <p>LINCOLN HARRIS</p> | <p>801 Jones Franklin Road, Suite 300 Raleigh, NC 27606-3394 Phone (919) 862-5588 Fax (919) 831-7004</p> <p>Stantec</p> |
| <p>127 W Hargett St #500, Raleigh, NC 27601 Phone (919) 828-7171</p> <p>MATTOX LAW FIRM</p> | <p>127 W Hargett St #500, Raleigh, NC 27601 Phone (919) 831-1125</p> <p>TOM C WORTH JR</p> | <p>PRIEST, CRAVEN & ASSOCIATES, INC. LAND USE CONSULTANTS PLANNERS / LANDSCAPE DESIGNERS / SITE SERVICES / ENGINEERS 3301 S. Cameron Drive, Suite 104, Raleigh, N.C. 27605 Phone (919) 717-0700 Fax (919) 717-0700 Email PC@priestcraven.com / Fax (919) 717-0700</p> | | |



The location, shape, size, orientation and relationship of the buildings, parking, open space and outdoor amenity areas shown hereon are illustrative in nature and only intended to convey the intent of what could be placed on the site in the context of the Development Matrix and Trip Budget and are subject to modification, provided that any such modification shall be in compliance with the Development Matrix set forth in Exhibit A, the Trip Budget set forth in Exhibit A-1, and the Committed Elements set forth in Subsection II(g) hereof.

| | | | | | | | | | |
|-------------------------------|--|-----------------|---|---------------------------|--|---------------------------|---|--------------------|--|
| J DAVIS ARCHITECTS | 510 Glenwood Ave, Suite 201 Raleigh, N.C. 27603 Phone (919) 835-1500 Fax (919) 835-1510 | LS3P | 227 W. Trade Street Suite 700 Charlotte, NC 28202 Phone (704) 333-6686 FAX (704) 333-2626 | GRUBB VENTURES | 3700 Glenwood Avenue Suite 310 Raleigh, NC 27612 Phone (919) 786-9905 Fax (919) 786-9961 | LINCOLN HARRIS | 4725 Piedmont Row Drive, Suite 800 Raleigh, NC 28210 Phone (704) 714-7600 Fax (704) 716-8600 | Stantec | 801 Jones Franklin Road, Suite 300 Raleigh, NC 27606-3194 Phone (919) 865-7588 Fax (919) 851-7024 |
| | MATTOX LAW FIRM 127 W Hargett St #500, Raleigh, NC 27601 Phone (919) 828-7171 | | TOM C WORTH JR 127 W Hargett St #500, Raleigh, NC 27601 Phone (919) 831-1125 | | PRIEST, CRAVEN & ASSOCIATES, INC. LAND USE CONSULTANTS PLANNERS / LANDSCAPE DESIGNERS / SURVEYORS / ENGINEERS 3803-B Computer Drive, Suite 100 Raleigh, NC 27608 Phone 919 781-0300 Fax 919 782-1288 Email PCA@PriestCraven.com / Firm # C-0488 | | | | |

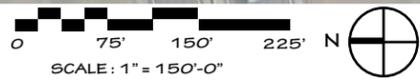
| | | | | | |
|--|-------------------------|-----------------------------------|---------------------|--|--|
| A MASTER PLAN FOR GLENWOOD PLACE | | SCALE: DATE: DECEMBER 04, 2014 | PARKING PLAN | REV #1 CITY STAFF REVIEW APRIL 8, 2015 REV #2 CITY STAFF REVIEW JUNE 23, 2015 REV #3 CITY STAFF REVIEW AUGUST 21, 2015 | |
| SPONSORED BY: GRUBB VENTURES, LLC | RALEIGH, NORTH CAROLINA | PROJECT: 2012-011.001 | | | |



The location, shape, size, orientation and relationship of the buildings, parking, open space and outdoor amenity areas shown hereon are illustrative in nature and only intended to convey the intent of what could be placed on the site in the context of the Development Matrix and Trip Budget and are subject to modification, provided that any such modification shall be in compliance with the Development Matrix set forth in Exhibit A, the Trip Budget set forth in Exhibit A-1, and the Committed Elements set forth in Subsection II(g) hereof.

| | | | | |
|--|--|---|---|--|
| <p>510 Glenwood Ave, Suite 201 Raleigh, N.C. 27603 Phone (919) 835-1500 Fax (919) 835-1510</p> <p>JDAVIS ARCHITECTS</p> | <p>227 W. Trade Street Suite 700 Charlotte, NC 28202 Phone (704) 333-6686 Fax (704) 333-2626</p> | <p>3700 Glenwood Avenue Suite 330 Raleigh, NC 27612 Phone (919) 786-9905 Fax (919) 786-9961</p> | <p>4725 Piedmont Row Drive, Suite 800 Raleigh, NC 28210 Phone (704) 714-7600 Fax (704) 716-6060</p> | <p>801 Jones Franklin Road, Suite 300 Raleigh, NC 27606-3394 Phone (919) 865-2588 Fax (919) 851-2024</p> |
|--|--|---|---|--|

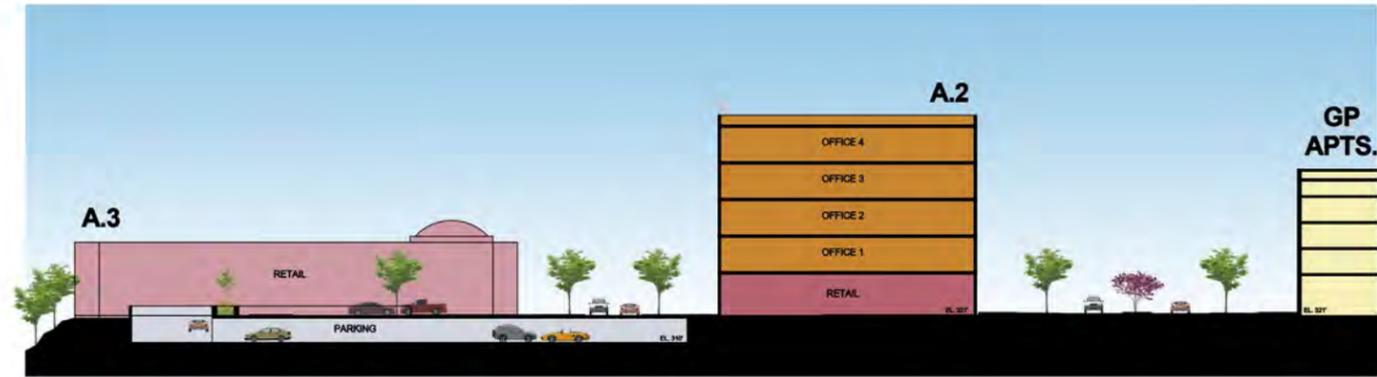
| | | | | | | | | | | | | | | | | | |
|--|-------------------|---|--|--|--------|-------------------|---------------|--------|-------------------|---------------|--------|-------------------|-----------------|---|--|---|------------------|
| <p>A MASTER PLAN FOR GLENWOOD PLACE</p> <p>SPONSORED BY: GRUBB VENTURES, LLC RALEIGH, NORTH CAROLINA</p> | | <p>SCALE: DATE: DECEMBER 04, 2014 PROJECT: 2012-011.001</p> | <p>ILLUSTRATIVE DEVELOPMENT PLAN - STREET LEVEL</p> | <table border="1"> <tr> <td>REV #1</td> <td>CITY STAFF REVIEW</td> <td>APRIL 8, 2015</td> </tr> <tr> <td>REV #2</td> <td>CITY STAFF REVIEW</td> <td>JUNE 23, 2015</td> </tr> <tr> <td>REV #3</td> <td>CITY STAFF REVIEW</td> <td>AUGUST 21, 2015</td> </tr> </table> | REV #1 | CITY STAFF REVIEW | APRIL 8, 2015 | REV #2 | CITY STAFF REVIEW | JUNE 23, 2015 | REV #3 | CITY STAFF REVIEW | AUGUST 21, 2015 | <p>MATTOX LAW FIRM 127 W Hargett St #500, Raleigh, NC 27601 Phone (919) 828-7171</p> | <p>TOM C WORTH JR 127 W Hargett St #500, Raleigh, NC 27601 Phone (919) 831-1125</p> | <p>PRIEST, CRAVEN & ASSOCIATES, INC. LAND USE CONSULTANTS PLANNERS / LANDSCAPE DESIGNERS / SURVEYORS / ENGINEERS 3803-B Computer Drive, Suite 108 Raleigh, N.C. 27608 Phone 919-781-0300 Fax 919-782-1288 Email PCA@PriestCraven.com / Firm # C-0488</p> | <p>12</p> |
| REV #1 | CITY STAFF REVIEW | APRIL 8, 2015 | | | | | | | | | | | | | | | |
| REV #2 | CITY STAFF REVIEW | JUNE 23, 2015 | | | | | | | | | | | | | | | |
| REV #3 | CITY STAFF REVIEW | AUGUST 21, 2015 | | | | | | | | | | | | | | | |



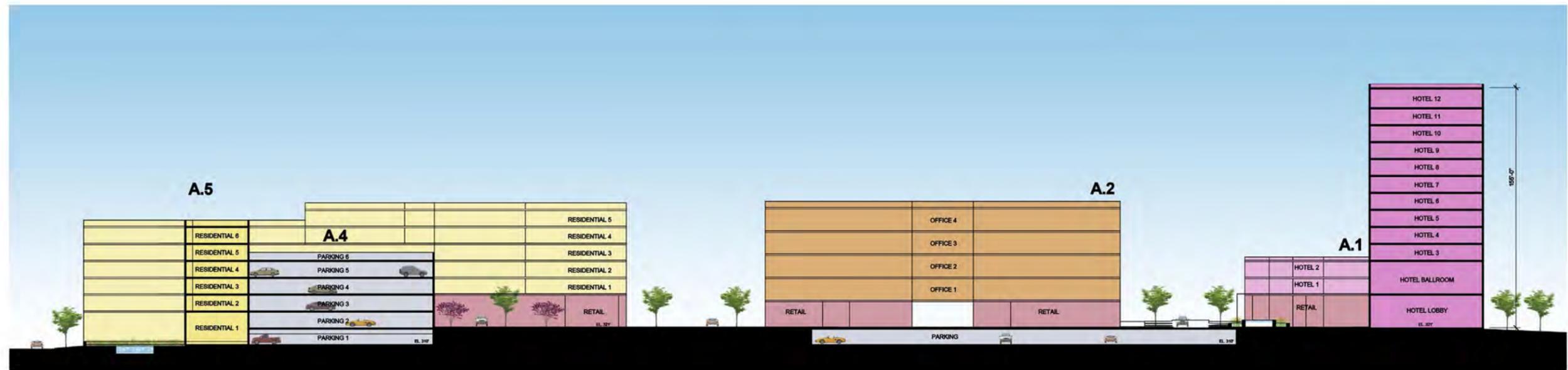
The location, shape, size, orientation and relationship of the buildings, parking, open space and outdoor amenity areas shown hereon are illustrative in nature and only intended to convey the intent of what could be placed on the site in the context of the Development Matrix and Trip Budget and are subject to modification, provided that any such modification shall be in compliance with the Development Matrix set forth in Exhibit A, the Trip Budget set forth in Exhibit A-1, and the Committed Elements set forth in Subsection II(g) hereof.

| | | | | | |
|--------------------------------|--|--|---|---|--|
| <p>JDAVISARCHITECTS</p> | <p>510 Glenwood Ave, Suite 201 Raleigh, N.C. 27603 Phone (919) 835-1500 Fax (919) 835-1510</p> | <p>227 W. Trade Street Suite 700 Charlotte, NC 28202 Phone (704) 333-6686 FAX (704) 333-2626</p> | <p>3700 Glenwood Avenue Suite 310 Raleigh, NC 27612 Phone (919) 786-9905 Fax (919) 786-9961</p> | <p>4725 Piedmont Row Drive, Suite 800 Raleigh, NC 28210 Phone (704) 714-7600 Fax (704) 716-8000</p> | <p>801 Jones Franklin Road, Suite 300 Raleigh, NC 27606-3194 Phone (919) 865-2588 Fax (919) 851-7024</p> |
| | <p>REV #1 CITY STAFF REVIEW APRIL 8, 2015</p> | | | | |
| | <p>REV #2 CITY STAFF REVIEW JUNE 23, 2015</p> | | | | |

| | | | | | | | | |
|--|--|---|---|---|---|--|---|------------------|
| <p>A MASTER PLAN FOR GLENWOOD PLACE</p> | | <p>SCALE: DATE: DECEMBER 04, 2014</p> | <p>ILLUSTRATIVE DEVELOPMENT PLAN - UPPER LEVEL</p> | <p>REV #3 CITY STAFF REVIEW AUGUST 21, 2015</p> | <p>MATTOX LAW FIRM 127 W Hargett St #500, Raleigh, NC 27601 Phone (919) 828-7171</p> | <p>TOM C WORTH JR 127 W Hargett St #500, Raleigh, NC 27601 Phone (919) 831-1125</p> | <p>PRIEST, CRAVEN & ASSOCIATES, INC. LAND USE CONSULTANTS PLANNERS / LANDSCAPE DESIGNERS / SURVEYORS / ENGINEERS 3803-B Computer Drive, Suite 100 Raleigh, NC 27608 Phone 919 781-0300 Fax 919 782-1288 Email PCA@PriestCraven.com / Firm # C-0488</p> | <p>13</p> |
| <p>SPONSORED BY: GRUBB VENTURES, LLC RALEIGH, NORTH CAROLINA</p> | | <p>PROJECT: 2012-011.001</p> | <p>PRELIMINARY NOT-RELEASED FOR CONSTRUCTION</p> | | | | | |



SECTION B-B



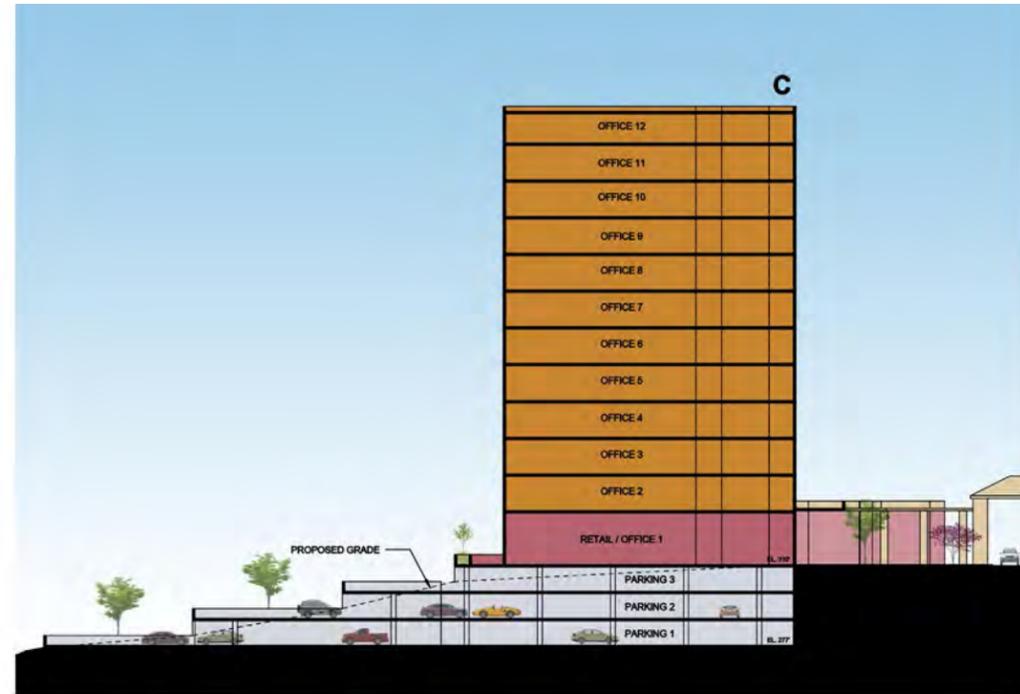
SECTION A-A



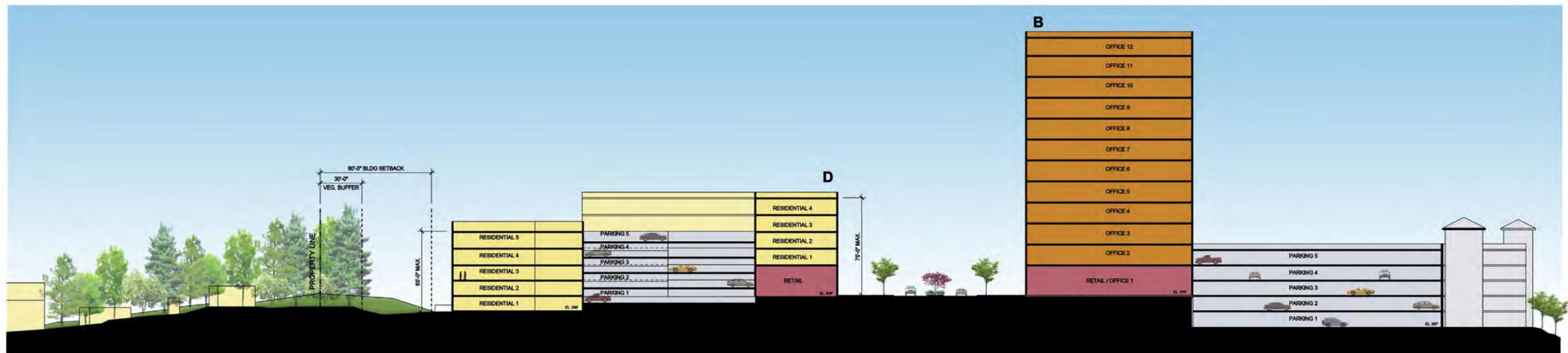
The location, shape, size, orientation and relationship of the buildings, parking, open space and outdoor amenity areas shown hereon are illustrative in nature and only intended to convey the intent of what could be placed on the site in the context of the Development Matrix and Trip Budget and are subject to modification, provided that any such modification shall be in compliance with the Development Matrix set forth in Exhibit A, the Trip Budget set forth in Exhibit A-1, and the Committed Elements set forth in Subsection 11(g) hereof.

| | | | | | | | | | |
|--|--|--|---|--|--|--|---|--|--|
| | 510 Glenwood Ave. Suite 201 Raleigh, N.C. 27603 Phone (919) 835-1500 Fax (919) 835-1510 | | 227 W. Trade Street Suite 700 Charlotte, NC 28202 Phone (704) 333-6686 FAX (704) 333-2926 | | 3700 Glenwood Avenue Suite 330 Raleigh, NC 27612 Phone (919) 786-9905 Fax (919) 786-9961 | | 4725 Piedmont Row Drive, Suite 800 Raleigh, NC 28210 Phone (704) 714-7600 Fax (704) 714-6600 | | 801 Jones Franklin Road, Suite 300 Raleigh, NC 27606-3394 Phone (919) 865-7588 Fax (919) 851-7024 |
| | JDAVIS ARCHITECTS | | LS3P | | GRUBB VENTURES | | LINCOLN HARRIS | | Stantec |

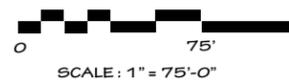
| | | | | | | | | |
|--|--|--|-------------------|--|--|---|--|-----------|
| A MASTER PLAN FOR GLENWOOD PLACE SPONSORED BY: GRUBB VENTURES, LLC RALEIGH, NORTH CAROLINA | | SCALE: DATE: DECEMBER 04, 2014 PROJECT: 2012-011.001 | SITE SECTIONS - A | REV #1 CITY STAFF REVIEW APRIL 8, 2015 REV #2 CITY STAFF REVIEW JUNE 23, 2015 REV #3 CITY STAFF REVIEW AUGUST 21, 2015 | MATTOX LAW FIRM 127 W Hargett St #500, Raleigh, NC 27601 Phone (919) 828-7171 | TOM C WORTH JR 127 W Hargett St #500, Raleigh, NC 27601 Phone (919) 831-1125 | PRIEST, CRAVEN & ASSOCIATES, INC. LAND USE CONSULTANTS PLANNERS / LANDSCAPE DESIGNERS / SURVEYORS / ENGINEERS 3803 - B Computer Drive, Suite 106 Raleigh, N.C. 27608 Phone 919 / 781-0300 Fax 919 / 782-1288 Email PCA@PriestCraven.com / Firm # C-0488 | 14 |
|--|--|--|-------------------|--|--|---|--|-----------|



SECTION C-C



SECTION D-D



The location, shape, size, orientation and relationship of the buildings, parking, open space and outdoor amenity areas shown hereon are illustrative in nature and only intended to convey the intent of what could be placed on the site in the context of the Development Matrix and Trip Budget and are subject to modification, provided that any such modification shall be in compliance with the Development Matrix set forth in Exhibit A, the Trip Budget set forth in Exhibit A-1, and the Committed Elements set forth in Subsection II(g) hereof.

| | | | | | | | | | |
|------------------------------|--|-----------------|---|---------------------------|--|---------------------------|---|--------------------|--|
| JDAVIS ARCHITECTS | 510 Glenwood Ave. Suite 201 Raleigh, N.C. 27603 Phone (919) 835-1500 Fax (919) 835-1510 | LS3P | 227 W. Trade Street Suite 700 Charlotte, NC 28202 Phone (704) 333-6686 FAX (704) 333-2926 | GRUBB VENTURES | 3700 Glenwood Avenue Suite 330 Raleigh, NC 27612 Phone (919) 786-9905 Fax (919) 786-9961 | LINCOLN HARRIS | 4725 Piedmont Row Drive, Suite 800 Raleigh, NC 28210 Phone (704) 714-7600 Fax (704) 714-6600 | Stantec | 801 Jones Franklin Road, Suite 300 Raleigh, NC 27606-3394 Phone (919) 865-7588 Fax (919) 851-7024 |
| | MATTOX LAW FIRM 127 W Hargett St #500, Raleigh, NC 27601 Phone (919) 828-7171 | | TOM C WORTH JR 127 W Hargett St #500, Raleigh, NC 27601 Phone (919) 831-1125 | | PRIEST, CRAVEN & ASSOCIATES, INC. LAND USE CONSULTANTS PLANNERS / LANDSCAPE DESIGNERS / SURVEYORS / ENGINEERS 3803 - B Computer Drive, Suite 106 Raleigh, N.C. 27608 Phone 919 / 781-0300 Fax 919 / 783-1288 Email PCA@PriestCraven.com / Firm # C-0488 | | 15 | | |

| | | |
|--|-------------------------|--|
| A MASTER PLAN FOR GLENWOOD PLACE | | SCALE: DATE: DECEMBER 04, 2014 PROJECT: 2012-011.001 |
| SPONSORED BY: GRUBB VENTURES, LLC | RALEIGH, NORTH CAROLINA | |

SITE SECTIONS - B, C, & D



The location, shape, size, orientation and relationship of the buildings, parking, open space and outdoor amenity areas shown hereon are illustrative in nature and only intended to convey the intent of what could be placed on the site in the context of the Development Matrix and Trip Budget and are subject to modification, provided that any such modification shall be in compliance with the Development Matrix set forth in Exhibit A, the Trip Budget set forth in Exhibit A-1, and the Committed Elements set forth in Subsection II(g) hereof.

510 Glenwood Ave. Suite 201
Raleigh, N.C. 27603
Phone (919) 835-1500
Fax (919) 835-1510

J DAVIS ARCHITECTS

LS3P

227 W. Trade Street
Suite 700
Charlotte, NC 28202
Phone (704) 333-6686
FAX (704) 333-2926

GRUBB VENTURES

3700 Glenwood Avenue
Suite 330
Raleigh, NC 27612
Phone (919) 786-9905
Fax (919) 786-9961

LINCOLN HARRIS

4725 Piedmont Row Drive, Suite 800
Raleigh, NC 28210
Phone (704) 714-7600
Fax (704) 716-8600

Stantec

801 Jones Franklin Road, Suite 300
Raleigh, NC 27606-3394
Phone (919) 865-7588
Fax (919) 851-7024

A MASTER PLAN FOR
GLENWOOD PLACE
SPONSORED BY: GRUBB VENTURES, LLC RALEIGH, NORTH CAROLINA

SCALE:
DATE: DECEMBER 04, 2014
PROJECT: 2012-011.001

ILLUSTRATIVE 3D MASSING MODEL

REV #1 CITY STAFF REVIEW APRIL 8, 2015
REV #2 CITY STAFF REVIEW JUNE 23, 2015
REV #3 CITY STAFF REVIEW AUGUST 21, 2015

MATTOX LAW FIRM
127 W Hargett St #500, Raleigh, NC 27601
Phone (919) 828-7171

TOM C WORTH JR
127 W Hargett St #500, Raleigh, NC 27601
Phone (919) 831-1125

PRIEST, CRAVEN & ASSOCIATES, INC.
LAND USE CONSULTANTS
PLANNERS / LANDSCAPE DESIGNERS / SURVEYORS / ENGINEERS
3883 - B Computer Drive, Suite 108 Raleigh, N.C. 27608
Phone 919 781-0300 Fax 919 782-1288 Email PCA@PriestCraven.com / Firm # C-6488

16



The location, shape, size, orientation and relationship of the buildings, parking, open space and outdoor amenity areas shown hereon are illustrative in nature and only intended to convey the intent of what could be placed on the site in the context of the Development Matrix and Trip Budget and are subject to modification, provided that any such modification shall be in compliance with the Development Matrix set forth in Exhibit A, the Trip Budget set forth in Exhibit A-1, and the Committed Elements set forth in Subsection II(g) hereof.


 510 Glenwood Ave. Suite 201
 Raleigh, N.C. 27603
 Phone (919) 835-1500
 Fax (919) 835-1510
JDAVIS ARCHITECTS


 227 W. Trade Street
 Suite 700
 Charlotte, NC 28202
 Phone (704) 333-6686
 FAX (704) 333-2626


 3700 Glenwood Avenue
 Suite 330
 Raleigh, NC 27612
 Phone (919) 786-9905
 Fax (919) 786-9961


LINCOLN HARRIS
 LAND USE CONSULTANTS
 4725 Piedmont Row Drive, Suite 800
 Raleigh, NC 28210
 Phone (704) 714-7600
 Fax (704) 716-8600


Stantec
 801 Jones Franklin Road, Suite 300
 Raleigh, NC 27606-3394
 Phone (919) 865-7588
 Fax (919) 851-2024

A MASTER PLAN FOR
GLENWOOD PLACE
 SPONSORED BY: GRUBB VENTURES, LLC RALEIGH, NORTH CAROLINA

SCALE:
 DATE: DECEMBER 04, 2014
 PROJECT: 2012-011.001

**ILLUSTRATIVE 3D
 RENDERING**

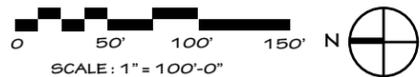
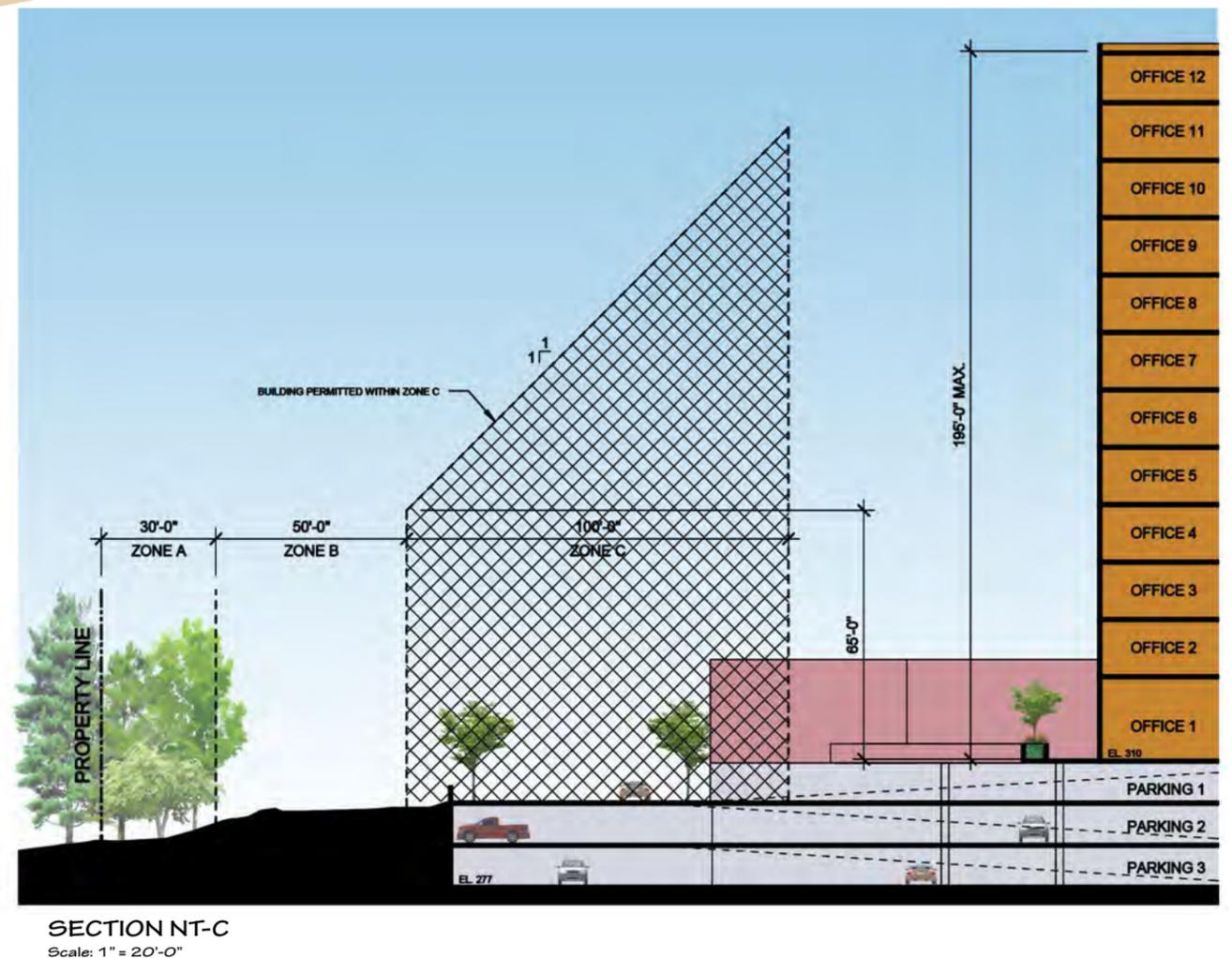
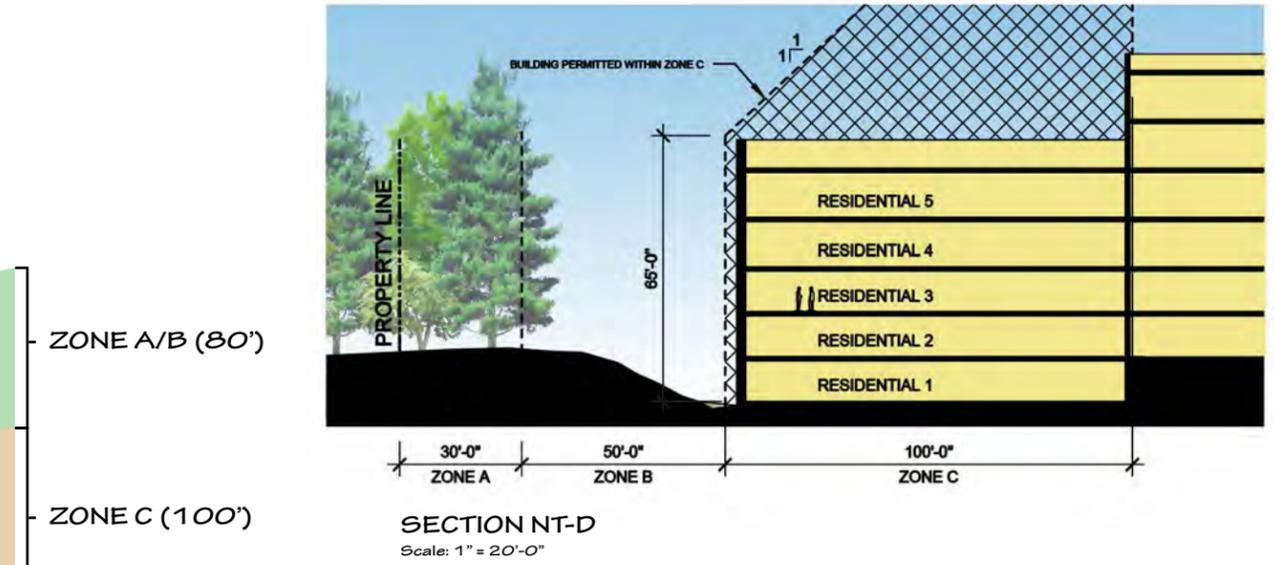
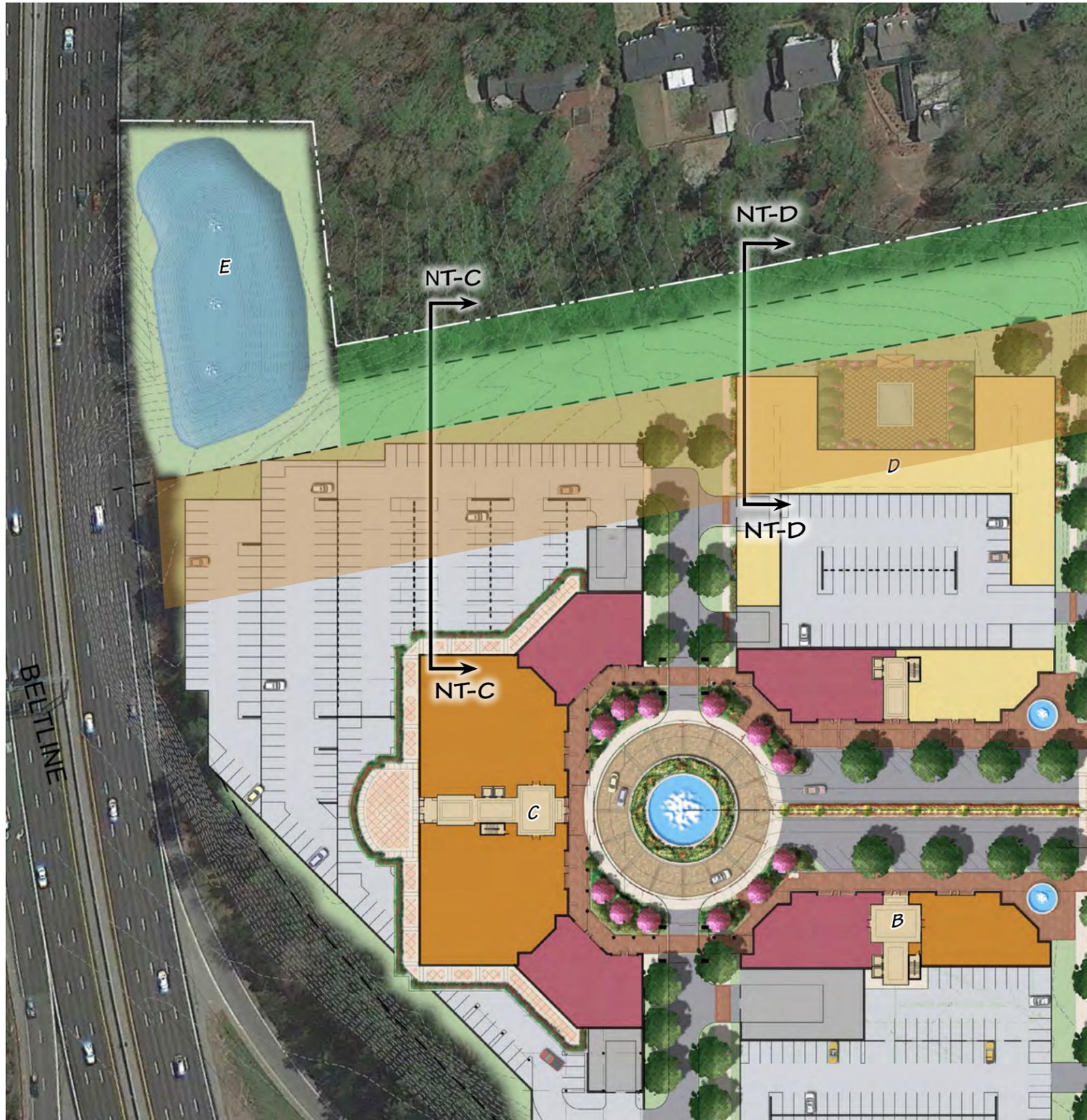
REV #1 CITY STAFF REVIEW APRIL 8, 2015
 REV #2 CITY STAFF REVIEW JUNE 23, 2015
 REV #3 CITY STAFF REVIEW AUGUST 27, 2015

MATTOX LAW FIRM
 127 W Hargett St #500, Raleigh, NC 27601
 Phone (919) 828-7171

TOM C WORTH JR
 127 W Hargett St #500, Raleigh, NC 27601
 Phone (919) 831-1125

PRIEST, CRAVEN & ASSOCIATES, INC.
 LAND USE CONSULTANTS
 PLANNERS / LANDSCAPE DESIGNERS / SURVEYORS / ENGINEERS
 3803-B Computer Drive, Suite 100 Raleigh, N.C. 27609
 Phone 919-781-0300 Fax 919-782-1288 Email PCA@PriestCraven.com / Firm # C-0488

17



The location, shape, size, orientation and relationship of the buildings, parking, open space and outdoor amenity areas shown herein are illustrative in nature and only intended to convey the intent of what could be placed on the site in the context of the Development Matrix and Trip Budget and are subject to modification, provided that any such modification shall be in compliance with the Development Matrix set forth in Exhibit A, the Trip Budget set forth in Exhibit A-1, and the Committed Elements set forth in Subsection 11(g) hereof.

| | | | | | | | | | |
|--|--|---|---|--|--|--|---|--|--|
| | 510 Glenwood Ave. Suite 201 Raleigh, N.C. 27603 Phone (919) 835-1500 Fax (919) 835-1510 | | 227 W. Trade Street Suite 700 Charlotte, NC 28202 Phone (704) 333-6686 FAX (704) 333-2626 | | 3700 Glenwood Avenue Suite 310 Raleigh, NC 27612 Phone (919) 786-9905 Fax (919) 786-9961 | | 4725 Piedmont Row Drive, Suite 800 Raleigh, NC 28210 Phone (704) 714-7600 Fax (704) 714-6600 | | 801 Jones Franklin Road, Suite 300 Raleigh, NC 27606-3394 Phone (919) 865-2588 Fax (919) 851-2024 |
| | J DAVIS ARCHITECTS | | LS3P | | GRUBB VENTURES | | LINCOLN HARRIS | | Stantec |
| MATTOX LAW FIRM 127 W Hargett St #500, Raleigh, NC 27601 Phone (919) 828-7171 | | TOM C WORTH JR 127 W Hargett St #500, Raleigh, NC 27601 Phone (919) 831-1125 | | PRIEST, CRAVEN & ASSOCIATES, INC. LAND USE CONSULTANTS PLANNERS / LANDSCAPE DESIGNERS / SURVEYORS / ENGINEERS 3803-B Computer Drive, Suite 100 Raleigh, N.C. 27608 Phone 919 781-0300 Fax 919 782-1288 Email PCA@PriestCraven.com / Firm # C-0488 | | | 18 | | |



Stantec Consulting Services Inc.
801 Jones Franklin Road
Suite 300
Raleigh, NC 27606
Tel: (919) 851-4999
Fax: (919) 851-7024
www.stantec.com
License No. F-0672

**PRELIMINARY ALTERNATIVE
WOMENS CLUB DRIVE
ROADWAY ENHANCEMENTS
RALEIGH, NORTH CAROLINA
WEDNESDAY, AUGUST 26, 2015**



50 25 0 50 100

INCOMPLETE PLANS
DO NOT USE FOR R.F.T. ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

ROLL 1 OF 1



LEGEND

- EXISTING PAVEMENT
- PROPOSED PAVEMENT WIDENING
- PROPOSED SHOULDER
- PROPOSED SIDEWALK
- PROPOSED PAVEMENT REMOVAL
- PROPOSED GRASS MEDIAN
- PROPOSED MONOLITHIC ISLAND
- PROPOSED STRUCTURES
- EXISTING TRAFFIC SIGNAL
- PROPOSED TRAFFIC SIGNAL

SHEET 1 OF 2

| | | | | | | | | | | |
|----------|-------------------------|--|-------------|---|-----------------------|--|-----------------------|---|----------------|--|
| J | D | 510 Glenwood Ave, Suite 201 Raleigh, N.C. 27603 Phone (919) 835-1500 Fax (919) 835-1510 | LS3P | 227 W. Trade Street Suite 700 Charlotte, NC 28202 Phone (704) 333-6686 FAX (704) 333-2926 | GRUBB VENTURES | 3700 Glenwood Avenue Suite 330 Raleigh, NC 27612 Phone (919) 785-9905 Fax (919) 785-9961 | LINCOLN HARRIS | 4725 Piedmont Row Drive, Suite 800 Raleigh, NC 27610 Phone (704) 714-7600 Fax (704) 714-8600 | Stantec | 801 Jones Franklin Road, Suite 300 Raleigh, NC 27606-3394 Phone (919) 862-7598 Fax (919) 851-7024 |
| A | JDAVISARCHITECTS | | | | | | | | | |

A MASTER PLAN FOR
GLENWOOD PLACE
SPONSORED BY: GRUBB VENTURES, LLC RALEIGH, NORTH CAROLINA

SCALE: NOT TO SCALE
DATE: DECEMBER 04, 2014
PROJECT: 2012-011.001

**RECOMMENDED
TIA IMPROVMENTS**

REV# CITY STAFF REVIEW DATE
REV#1 CITY STAFF REVIEW APRIL 8, 2015
REV#2 CITY STAFF REVIEW JUNE 23, 2015
REV#3 CITY STAFF REVIEW AUGUST 21, 2015

MATTOX LAW FIRM
127 W Hargett St #500, Raleigh, NC 27601
Phone (919) 828-7171

TOM C WORTH JR
127 W Hargett St #500, Raleigh, NC 27601
Phone (919) 831-1125

PRIEST, CRAVEN & ASSOCIATES, INC.
LAND USE CONSULTANTS
PLANNERS / LANDSCAPE DESIGNERS / SITE SERVICES / ENGINEERS
3801 S. Coopers Drive, Suite 104 Raleigh, NC 27608
Phone 919 / 781-6200 Fax 919 / 781-1288 Email PCA@PriestCraven.com / Thc@PCA.com

19

Stantec
 Stantec Consulting Services Inc.
 501 Jones Franklin Road
 Suite 300
 Raleigh, NC 27605
 Tel: (919) 851-6800
 Fax: (919) 851-7024
 www.stantec.com
 License No. F-0672

**PRELIMINARY ALTERNATIVE
 WOMENS CLUB DRIVE
 ROADWAY ENHANCEMENTS**
 RALEIGH, NORTH CAROLINA
 WEDNESDAY, AUGUST 26, 2015

50 25 0 50 100
 INCOMPLETE PLANS
 DO NOT USE FOR B.V. ACQUISITION
 PRELIMINARY PLANS
 DO NOT USE FOR CONSTRUCTION
 ROLL 1 OF 1



| LEGEND | |
|--------|----------------------------|
| | EXISTING PAVEMENT |
| | PROPOSED PAVEMENT WIDENING |
| | PROPOSED SHOULDER |
| | PROPOSED SIDEWALK |
| | PROPOSED PAVEMENT REMOVAL |
| | PROPOSED GRASS MEDIUM |
| | PROPOSED MONOLITHIC ISLAND |
| | PROPOSED STRUCTURES |
| | EXISTING TRAFFIC SIGNAL |
| | PROPOSED TRAFFIC SIGNAL |

SHEET 2 OF 2

**RECOMMENDED
 TIA IMPROVMENTS**

A MASTER PLAN FOR
GLENWOOD PLACE
 SPONSORED BY: GRUBB VENTURES, LLC RALEIGH, NORTH CAROLINA

SCALE: NOT TO SCALE
 DATE: DECEMBER 04, 2014
 PROJECT: 2012-011.001

REV# CITY STAFF REVIEW APRIL 8, 2015
 REV#2 CITY STAFF REVIEW JUNE 23, 2015
 REV#3 CITY STAFF REVIEW AUGUST 21, 2015

| | | | | |
|--|--|--|--|--|
| <p>J 510 Glenwood Ave, Suite 201 Raleigh, N.C. 27603 Phone (919) 835-1500 Fax (919) 835-1510</p> <p>A JDAVISARCHITECTS</p> | <p>LS3P 227 W. Trade Street Suite 700 Charlotte, NC 28202 Phone (704) 333-6686 Fax (704) 333-2926</p> | <p>GRUBB VENTURES 3700 Glenwood Avenue Suite 330 Raleigh, NC 27612 Phone (919) 785-9905 Fax (919) 785-9961</p> | <p>LINCOLN HARRIS 4725 Piedmont Row Drive, Suite 800 Raleigh, NC 27610 Phone (704) 714-7600 Fax (704) 716-8600</p> | <p>Stantec 501 Jones Franklin Road, Suite 300 Raleigh, NC 27606-3394 Phone (919) 851-7000 Fax (919) 851-7024</p> |
| <p>MATTOX LAW FIRM 127 W Hargett St #500, Raleigh, NC 27601 Phone (919) 828-7171</p> | <p>TOM C WORTH JR 127 W Hargett St #500, Raleigh, NC 27601 Phone (919) 831-1125</p> | <p>PRIEST, CRAVEN & ASSOCIATES, INC. LAND USE CONSULTANTS PLANNERS / LANDSCAPE DESIGNERS / SURVEYORS / ENGINEERS 3801 S. Coopers Drive, Suite 104 Raleigh, NC 27608 Phone 919 / 781-6200 Fax 919 / 781-1281 Email PCA@PrestCraven.com / PCA@C-0488</p> | <p>19</p> | |