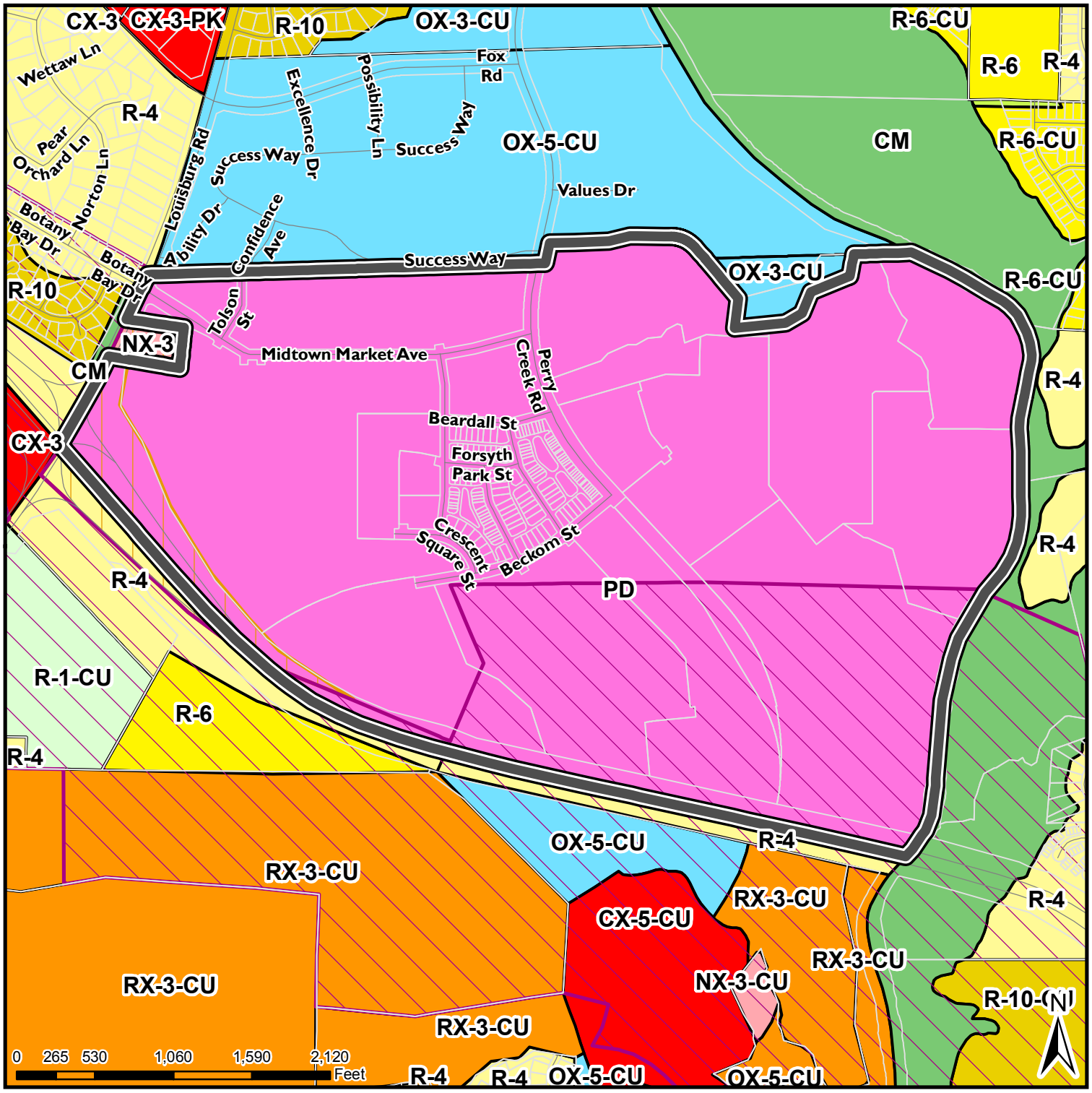
# Existing Zoning Map Z-29-2016




Submittal Date

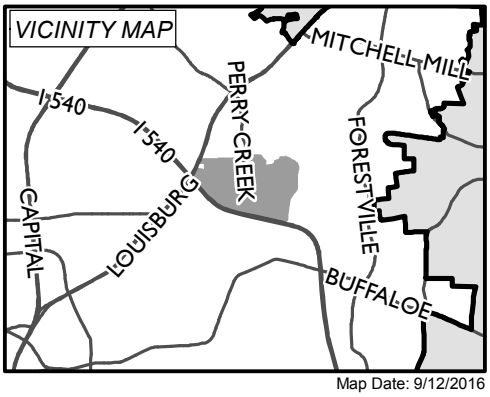
9/9/2016

**Request:**

**402.52 acres** from

**PD w/part SHOD-1**

to **PD**
**w/ SHOD-1**




Map Date: 9/12/2016

MORNINGSTAR
LAW GROUP

Mack Paul | Partner
630 Davis Drive, Suite 200
Morrisville, NC 27560
919-590-0377
mpaul@morningstarlawgroup.com
www.morningstarlawgroup.com

# MEMORANDUM

TO: Planning Department

FROM: Mack Paul

DATE: September 8, 2016

RE: 5401 North PD Submittal

---

**Overview**

5401 North is subject to a PD master plan zoning last amended with the approval of Z-20-10/MP-1-10 on March 22, 2011. The goal of the proposed rezoning of the property, which comprises approximately 402 acres at the northeast quadrant of I-540 and Highway 401/Louisburg Road, is to continue the development of 5401 North in a cohesive, integrated fashion while recognizing some minor adjustments to the development plan that have occurred since the project began. In particular, the proposed rezoning will allow for modifications to the master plan that were permissible under the original master plan's amendment section but are no longer allowed under the Unified Development Ordinance ("UDO") without a rezoning.

The amendments to the master plan include:

1. Minor adjustments to the street layout. In general, the street network follows the same town center-style layout, providing strong interconnectivity throughout the site. However, there are a few slight changes in the town center area. These changes are reflected in all of the plan sheets.
2. Modify one street section for Perry Creek Road to eliminate any requirement for tree grates in front of residential uses.
3. Eliminate a maximum setback requirement for blocks within the T6 transects. This change is reflected in plan sheets L3 and L4.
4. Modify the standards for surface parking along Street A. This change is reflected in plan sheets L3 and L4. Refer to the development standards chart in footnote 2.

# Rezoning Application

RCP RALEIGH DEPARTMENT OF CITY PLANNING

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

SEP 9 2016 PM 4:05

## REZONING REQUEST

☐ General Use ☐ Conditional Use ■ Master Plan

Existing Zoning Classification 5401 North PD with SHOD-1 and SHOD-2

Proposed Zoning Classification Base District ~~No Change~~ 5401 North PD with SHOD-1 and SHOD-2 Height _____ Frontage _____

MAP

OFFICE USE ONLY

Transaction #

If the property has been previously rezoned, provide the rezoning case number: Z-20-2010

Provide all previous transaction numbers for Coordinated Team Reviews, Due Diligence Sessions, or Pre-Submittal Conferences:

| | | | |
|---|---|---|---|
| 461993 | | | |

## GENERAL INFORMATION

| | | |
|---|---|---|
| Property Address Midtown Market Ave | | Date |
| Property PIN | Deed Reference (book/page) | |
| Nearest Intersection I-540 at Highway 401 | | Property Size (acres) 402 |
| Property Owner/Address<br>5401 North LLC<br>Carolyn Martin, President<br>100 N Street, Suite 900<br>Baton Rouge, LA 70802 | Phone 225.924.7206 | Fax 225.924.1235 |
| | Email cmartin@cprt.com | |
| Project Contact Person/Address<br>Mack Paul, Attorney for 5401 North | Phone 919-590-0377 | Fax |
| | Email mpaul@morningstarlawgroup.com | |
| Owner/Agent Signature | Email | |

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

MPT# 476883

JUN 20 2016 PM 4:32

# Rezoning Application

RCP RALEIGH DEPARTMENT OF CITY PLANNING

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

## REZONING REQUEST

☐ General Use ☐ Conditional Use ☒ Master Plan

Existing Zoning Classification 5401 North PD

Proposed Zoning Classification Base District No Change Height _____ Frontage _____

OFFICE USE ONLY

Transaction #

If the property has been previously rezoned, provide the rezoning case number: Z-20-2010

Provide all previous transaction numbers for Coordinated Team Reviews, Due Diligence Sessions, or Pre-Submittal Conferences:

| | | | |
|---|---|---|---|
| 461993 | | | |

## GENERAL INFORMATION

| | | |
|---|---|---|
| Property Address Midtown Market Ave | | Date |
| Property PIN | Deed Reference (book/page) | |
| Nearest Intersection I-540 at Highway 401 | | Property Size (acres) 402 |
| Property Owner/Address<br>5401 North LLC<br>Carolyn Martin, President<br>100 N Street, Suite 900<br>Baton Rouge, LA 70802 | Phone 225.924.7206 | Fax 225.924.1235 |
| | Email cmartin@cprt.com | |
| Project Contact Person/Address<br>Mack Paul, Attorney for 5401 North | Phone 919-590-0377 | Fax |
| | Email mpaul@morningstarlawgroup.com | |
| Owner/Agent Signature Carolyn E Martin | Email | |

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

## REZONING APPLICATION ADDENDUM

| Comprehensive Plan Analysis | OFFICE USE ONLY<br>Transaction #<br>Rezoning Case # |
|---|---|
| The applicant is asked to analyze the impact of the rezoning request. State Statutes require that the rezoning either be consistent with the adopted Comprehensive Plan, or that the request be reasonable and in the public interest. | |

### STATEMENT OF CONSISTENCY

Provide brief statements regarding whether the rezoning request is consistent with the future land use designation, the urban form map, and any applicable policies contained within the 2030 Comprehensive Plan.

1. The request is consistent with the guidelines set forth in the Comprehensive Plan. As proposed, the Master Plan is consistent with the Future Land Use designations on the site. The proposal also meets all applicable Comprehensive Plan policies.
2. The proposal is consistent and compatible with surrounding land uses and zoning. The site is bordered by natural boundary features, I-540, Highway 401, and Wake Technical Community College. It is also located at a major highway intersection, making it ideal for higher intensity mixed use development.
3. The proposal is consistent with the following Policies: LU 1.1, 1.2, 1.3, 2.4, 2.5, 4.5, 4.10, 6.1, 7.6, 8.9, 10.6, and 12.3; T 2.4, 2.5, 5.1, 5.2, 5.3, 5.5, and 5.9; EP 2.5 and 4.2; HP 2.7; and UD 2.1, 2.2, 2.3, 2.4, 2.7, and 6.1.
4.

### PUBLIC BENEFITS

Provide brief statements regarding the public benefits derived as a result of the rezoning request.

1. The Master Plan will help ensure unified development and will also increase the potential for higher intensity mixed use development in an area where that is appropriate.
2. The proposal will result in extension of the road network and the provision of pedestrian and bicycle improvements.
3. The creation of a walkable mixed use development that will allow citizens to live in close proximity to goods and services as well as places of employment thereby reducing the dependency on vehicles.
4.

| Conditional Use District Zoning Conditions | | |
|---|---|---|
| Zoning Case Number | | OFFICE USE ONLY<br>Transaction # |
| Date Submitted | | |
| Existing Zoning | Proposed Zoning | |

| NARRATIVE OF ZONING CONDITIONS OFFERED |
|---|
| 1. This is an amendment to an existing Master Plan. Please see Master Plan |
| 2. |
| 3. |
| 4. |
| 5. |
| 6. |
| 7. |
| 8. |
| 9. |
| 10. |

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

Owner/Agent Signature _____ Print Name _____

| URBAN DESIGN GUIDELINES | |
|---|---|
| **If the property to be rezoned is shown as a "mixed use center" or located along a Main Street or Transit Emphasis Corridor as shown on the Urban Form Map in the Comprehensive Plan, the applicant must respond to the Urban Design Guidelines contained in the 2030 Comprehensive Plan.** | |
| **1.** | *All Mixed-Use developments should generally provide retail (such as eating establishments, food stores, and banks), and other such uses as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian friendly form.* |
| **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.* |
| **3.** | *A mixed use area's road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the mixed use area. In this way, trips made from the surrounding residential neighborhood(s) to the mixed use area should be possible without requiring travel along a major thoroughfare or arterial.* |
| **4.** | *Streets should interconnect within a development and with adjoining development. Cul-de-sacs or dead-end streets are generally discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections. Streets should be planned with due regard to the designated corridors shown on the Thoroughfare Plan.* |
| **5.** | *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.* |
| **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.* |
| **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.* |
| **8.** | *If the site is located at a street intersection, the main building or main part of the building should be placed at the corner. Parking, loading or service should not be located at an intersection.* |
| **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.* |
| **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.* |
| **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.* |
| **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.* |
| **13.** | *New public spaces should provide seating opportunities.* |
| **14.** | *Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.* |
| **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.* |

| | |
|---|---|
| **16.** | *Parking structures are clearly an important and necessary element of the overall urban infrastructure but, given their utilitarian elements, can give serious negative visual effects. New structures should merit the same level of materials and finishes as that a principal building would, care in the use of basic design elements cane make a significant improvement.* |
| **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.* |
| **18.** | *Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.* |
| **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.* |
| **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.* |
| **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.* |
| **22.** | *Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees which complement the face of the buildings and which shade the sidewalk. Residential streets should provide for an appropriate canopy, which shadows both the street and sidewalk, and serves as a visual buffer between the street and the home. The typical width of the street landscape strip is 6-8 feet. This width ensures healthy street trees, precludes tree roots from breaking the sidewalk, and provides adequate pedestrian buffering. Street trees should be at least 6 1/4" caliper and should be consistent with the City's landscaping, lighting and street sight distance requirements.* |
| **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.* |
| **24.** | *The primary entrance should be both architecturally and functionally on the front facade of any building facing the primary public street. Such entrances shall be designed to convey their prominence on the fronting facade.* |
| **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.* |
| **26.** | *The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.* |

| REZONING APPLICATION SUBMITTAL REQUIREMENTS | | | | | |
|---|---|---|---|---|---|
| TO BE COMPLETED BY APPLICANT | | | COMPLETED BY CITY STAFF | | |
| **General Requirements – General Use or Conditional Use Rezoning** | **YES** | **N/A** | **YES** | **NO** | **N/A** |
| 1. I have referenced the **Rezoning Checklist** and by using this as a guide, it will ensure that I receive a complete and thorough first review by the City of Raleigh | ☐ | ☐ | | | |
| 2. Rezoning application review fee (see **Fee Schedule** for rate) | ☐ | ☐ | | | |
| 3. Completed application; Include electronic version via cd or flash drive | ☐ | ☐ | | | |
| 4. Two sets of stamped envelopes addressed to all property owners within 100 feet of property to be rezoned | ☐ | ☐ | | | |
| 5. Pre-Application Conference | ☐ | ☐ | | | |
| 6. Neighborhood Meeting notice and report | ☐ | ☐ | | | |
| 7. Trip Generation Study | ☐ | ☐ | | | |
| 8. Traffic Impact Analysis | ☐ | ☐ | | | |
| 9. Completed and signed zoning conditions | ☐ | ☐ | | | |
| 10. Completed Comprehensive Plan Consistency Analysis | ☐ | ☐ | | | |
| 11. Completed Response to the Urban Design Guidelines | ☐ | ☐ | | | |
| 12. For applications filed by a third party, proof of actual notice to the property owner | ☐ | ☐ | | | |
| 13. Master Plan (for properties requesting Planned Development or Campus District) | ☐ | ☐ | | | |

| MASTER PLAN SUBMITTAL REQUIREMENTS | | | | | |
|---|---|---|---|---|---|
| TO BE COMPLETED BY APPLICANT | | | COMPLETED BY CITY STAFF | | |
| **General Requirements – Master Plan** | **YES** | **N/A** | **YES** | **NO** | **N/A** |
| 1. I have referenced the **Master Plan Checklist** and by using this as a guide, it will ensure that I receive a complete and thorough first review by the City of Raleigh | ☐ | ☐ | | | |
| 2. Total number of units and square feet | ☐ | ☐ | | | |
| 3. 12 sets of plans | ☐ | ☐ | | | |
| 4. Completed application; Include electronic version via cd or flash drive | ☐ | ☐ | | | |
| 5. Vicinity Map | ☐ | ☐ | | | |
| 6. Existing Conditions Map | ☐ | ☐ | | | |
| 7. Street and Block Layout Plan | ☐ | ☐ | | | |
| 8. General Layout Map/Height and Frontage Map | ☐ | ☐ | | | |
| 9. Description of Modification to Standards | ☐ | ☐ | | | |
| 10. Development Plan (location of building types) | ☐ | ☐ | | | |
| 11. Pedestrian Circulation Plan | ☐ | ☐ | | | |
| 12. Parking Plan | ☐ | ☐ | | | |
| 13. Open Space Plan | ☐ | ☐ | | | |
| 14. Tree Conservation Plan (if site is 2 acres or more) | ☐ | ☐ | | | |
| 15. Major Utilities Plan/Utilities Service Plan | ☐ | ☐ | | | |

| | | | | | |
|---|---|---|---|---|---|
| 16. Generalized Stormwater Plan | ☐ | ☐ | | | |
| 17. Phasing Plan | ☐ | ☐ | | | |
| 18. Three-Dimensional Model/renderings | ☐ | ☐ | | | |
| 19. Common Signage Plan | ☐ | ☐ | | | |

Date:

Re: *(site location)*

Neighboring Property Owners:

You are invited to attend a neighborhood meeting on ___ (date) ____. The meeting will be held at _____(location)_____ and will begin at ____(time)____.

The purpose of this meeting is to discuss a potential rezoning of the property located at ____(site address)_____. This site is current zoned ____(zoning)_____ and is proposed to be rezoned to _____, (*Please provide any relevant details regarding the request*.)

The City of Raleigh requires that prior to the submittal of any rezoning application, a neighborhood meeting involving the property owners within 100 feet of the area requested for rezoning.

If you have any concerns or questions I (we) can be reached at:

Thank you

***At least 10 days prior to the meeting date with the owners of property, the applicant shall notify the owners of property about the meeting; notice shall be by first class mail or certified mail return receipt. If notification is to be by first class mail, the applicant shall deliver the sealed, addressed, stamped envelopes to Planning & Development prior to the aforementioned 10 day period. If notification is to be by certified mail return receipt, copies of the return receipts shall be given to Planning & Development at time of application submittal.***

SUBMITTED DATE: _____

MORNINGSTAR
LAW GROUP

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

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

To: Neighboring Property Owner

From: Mack Paul

Date: March 11, 2016

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

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

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

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

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

## ATTENDANCE ROSTER

| NAME | ADDRESS |
|---|---|
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## SUMMARY OF ISSUES

A neighborhood meeting was held on March 23, 2016 (date) to discuss a potential rezoning located at 5401 North (property address). The neighborhood meeting was held at Hill Street Park (location). There were approximately 0 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

| |
|---|
| None of the surrounding property owners attended the neighborhood meeting |
| |
| |
| |
| |
| |
| |
| |

# 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

## Pre-Application Conference

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

| Process Type |
|---|
| ☐ **Board of Adjustment** (Contact: Eric Hodge) |
| ☐ **Comprehensive Plan Amendment** (Contact: Dan Becker) |
| ☒ **Rezoning** (Contact: Daniel Band) |
| ☐ **Site Review*** (Contact: Stacy Barbour) |
| ☐ **Subdivision** (Contact: Meade Bradshaw) |
| ☐ **Subdivision (Exempt)** (Contact: Peggy Goodson) |
| ☐ **Text Change** (Contact: Travis Crane) |
| * Optional conference |

| GENERAL INFORMATION |
|---|
| **Date Submitted 2/9/16** |
| **Applicant(s) Name Mack Paul, Attorney for 5401 North, LLC** |
| **Phone 919.590.0377** |
| **Email mpaul@morningstarlawgroup.com** |
| **Property PIN # Various** |
| **Site Address / Location 5401 North** |
| **Current Zoning CUD TD, R-6-CU, CM, R-4, PDD Overlay** |
| **Additional Information (if needed)** |

| FOR OFFICE USE ONLY |
|---|
| **Transaction #** 461993 |
| **Date of Pre-Application Conference** 2/15/16 – 10 AM |
| **Staff Signature** Daniel Band |

4837-0568-3501, v. 1

# *Planned Development District Amendment*

Planning Commission/City Council Action: March 2, 2011
Revised Street Sections: August 15, 2012
PD Amendment: September 8, 2016

Commercial Properties Development Corporation

TAB

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

DEVELOPER: Carolyn Martin
Commercial Properties Development Corporation
402 North Fourth Street
Baton Rouge, Louisiana 70802
Cmartin@cpdcbr.com

Project Coordination/Land Planning/Landscape Architect
Tony M. Tate Landscape Architecture, PA
5011 Southpark Drive, Suite 200
Durham, North Carolina 27713
TMT.LA@verizon.net
Landscape Architects

Project Counsel: Mack Paul & Michael Birch
Morningstar Law Group
630 Davis Drive, Suite 200
Morrisville, North Carolina 27560
mpaul@morningstarlawgroup.com

Traffic Consultants: Richard Adams & Travis Fluitt
Kimley-Horn & Associates, Inc.
3001 Weston Parkway
Cary, North Carolina 27513
richard.adams@kimley-horn.com and travis.fluitt@kimley-horn.com

Civil Engineering Consultant: Jon Moore
John R. McAdams Company
2905 Meridian Parkway
Durham, North Carolina 27713
moore@johnrmcadams.com

Town Planners: Amy Groves
Dover, Kohl & Partners
1571 Sunset Drive
Coral Gables, Florida 33143
agroves@doverkohl.com

Environmental Consultants: Jennifer Burdette
Burdette Land Consulting, Inc.
308-D W. Millbrook Road, Suite 200
Raleigh, North Carolina 27609
jburdetteblc@bellsouth.net

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## 1. SUMMARY INFORMATION

**A. Name of Development:** 5401 North

**B. Names of Owners:** 5401 North, LLC
City of Raleigh
Wake County Board of Education

**C. Applicant:** Carolyn Martin
Commercial Properties Development Corporation
402 S. Fourth Street
Baton Rouge, Louisiana 70808
Cmartin@cpdcbr.com

**D. Attorney:** Mack Paul
Morningstar Law Group
630 Davis Drive, Suite 200
Morrisville, North Carolina 27560
Tel: 919.590.0370
mpaul@morningstarlawgroup.com

## 2. PROPERTY INFORMATION

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

**B. Project Acreage:** Approximately 402.52 acres

## 3. INTRODUCTION

This document and the accompanying attachments and exhibits submitted herewith (collectively, the "Master Plan") are provided pursuant to provisions of the Raleigh City Code (the "Code") dealing with the Planned Development Conditional Use Overlay District ("PDD") for the 5401 North Property, a mixed-use community (the "Development") proposed by Commercial Properties Development Corporation (the "Developer"), the developer of the properties located at the northeast quadrant of Highway 401 North and Interstate 540 in Northeast Raleigh. The Development will be a pedestrian-oriented, urban development with complementary residential, recreation, agriculture, open space, office, retail and other commercial land uses (as those terms are utilized in Section 10-2071 of the Code) at densities appropriate to the location of the Development, market conditions, the nature of land uses in the vicinity, and the City's investment in existing infrastructure. The Development may also contain wind, water and solar power generation facilities, as well as central physical plants.

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

The Property is designated on the City's Growth Framework Map as a Mixed Use Community Center, which envisions an integrated, walkable, mixed-use development pattern. The City's 2030 Comprehensive Plan attempts to divert a majority of the City's anticipated future growth into these types of urbanized environments. The City's Future Land Use Map classifies the Property as Community Mixed Use and Public Parks & Open Space. The Community Mixed Use category encourages larger pedestrian-oriented retail districts, and supports mixed-use projects, including residential over retail. The highest intensity uses proposed for the Development lie between Highway 401 North and the Perry Creek Road extension. The intensity steps down to low density residential and open space near the Neuse River as envisioned by Comprehensive Plan policies. The Development proposes public facilities such as a school, a community center, access to the regional greenway system and ball fields to serve Wake Tech's northern campus, all of which is consistent with the Property's Future Land Use Map classification.

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

## 4. LAND USE INTENSITY

### A. Vision Statement

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

### B. TRACT Descriptions

In order to implement this Master Plan, all residential, recreational, agriculture, institution/civic/services, office, and commercial land uses (as those terms are utilized in Section 10-2071 of the Code) will be permitted within the Development at densities appropriate to the location of the Development, the nature of adjoining and nearby land uses, and the City and State's investment in infrastructure. The Development may also contain wind, water and solar power generation facilities, as well as central physical plants. All references in this Master Plan to "office" uses shall include institution/civic/services uses and recreational and commercial uses permitted in the Office and Institution-1 District by the zoning code. Further, all references to "retail" uses shall include all commercial uses (as that term is used in Section 10-2071 of the Code), excluding office and hotel uses, which shall be treated separately for purposes of this Master Plan.

A proposed Land Use Plan ("Land Use Plan") has been submitted with this Master Plan (see Plan Sheet L-3). The Land Use Plan is intended to provide a general idea as to the development concept proposed by the Master Plan, but shall not be considered a literal depiction of the Development. Architectural design will be governed by a Unity of Development Plan submitted to the City with the exception of single family homes, townhomes and the school sites. Unified sign plans and landscaping plan will be submitted in conjunction with the Unity of Development Plan.

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

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

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

TRACT 1:

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

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

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

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

TRACT 2:

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

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

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

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

TRACT 3:

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

5401 North continues to work with Wake County Public Schools to bring a neighborhood middle school to this tract. The developer shall reserve for two years from the date of the adoption of this Master Plan the area designated as "Reserved for Middle School Site" on Plan Sheet L-3, the actual area for which will be agreed upon at a later date by the parties. 5401 North is also looking to team with City of Raleigh Parks to place the City's Community Park adjacent to the proposed middle school to share ball fields and parking. The developer shall reserve for two years from the date of the adoption of this Master Plan the area designated as "Reserved for City of Raleigh Community Park Site" on Plan Sheet L-3, the actual area for which will be agreed upon at a later date by the parties. The location of the City Park must be approved by the Director of the Parks and Recreation Department.

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

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

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

## 5. TRANSPORTATION INFORMATION

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

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

## 6. CIRCULATION PLAN

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

The Circulation Plan also provides a phasing schedule for the Development. Refer to the Circulation Plan for the proposed phasing of improvements. This proposed phasing schedule shall not

mandate the number or sequence of phases; however, the actual phasing must include the associated street network sufficient for adequate traffic flow.

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

Prior to issuance of any building permit or recordation of any tract, the Developer shall offer cross access from the Development to the Alpheus Jones House located on the Anderson Property (Described in deed recorded in Wake County Registry having Book 2979, Page 37) on the eastern and southern boundaries of the Alpheus Jones House located on the Anderson Property. However, access to the Alpheus Jones House located on Anderson Property on the southern boundary of the Alpheus Jones House located on the Anderson Property shall only become available in the event that the Alpheus Jones House located on Anderson Property is no longer used for residential purposes.

## 7. UTILITY/STORMWATER INFORMATION

### A. Utility Plan

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

(i) Water Service:

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

16" waterline along west side of US 401 (Louisburg Rd.)
12" waterline connecting to the 16" in US 401 and extending along Botany Bay Dr.
12" waterline stubbed out on Perry Creek Road immediately south of the Wake County Elementary School Campus.

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

(ii) Sewer Service:

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

**B. Storm Water Management Plan**

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

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

contains a 1.5 acre pond, which is jurisdictional, and also has a 50' buffer from the water's edge. Jurisdictional wetlands also exist at the headwaters of this stream. A fourth pond is located on the north of the site. This is a farm pond which does not fall on a jurisdictional stream.

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

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

This Master Plan is subject to stormwater and nitrogen reduction requirements of Part 10, Chapter 9 of the Raleigh City Code. Stormwater management measures will be required at the time of site plan submittal or at further subdivision.

## 8. OPEN SPACE INFORMATION/GREENWAY/TREE PRESERVATION

### A. Open Space

A minimum of fifteen percent (15%) of the Development will be reserved as open space, which will include greenways, city parks, green spaces, tree conservation areas and plazas. Based on a total area of 402.52 acres, a minimum of 60.38 acres of open space will be provided. The 15.58 acre tract of land conveyed to the City of Raleigh in 2007 will be used as open space to meet the 15% minimum

requirement. The open space areas will be commonly or publicly owned and will meet the requirements of Code Section 10-2057. Open space totals may be shifted or reallocated between the three tracts within the Development so that in any event, the Development will conserve a minimum of 15% of open space. All open space other than city parks and common areas will be controlled by the 5401 North Homeowners Association through master declarations and restrictive covenants. The remainder of open space is in plazas, recreational areas, greenways and other public space.

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

**B. Greenway**

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

**C. Tree Conservation**

As shown on Plan Sheet L-8, a minimum of ten percent (10%) tree conservation areas will be provided. All of the tree conservation will be in primary tree conservation areas. Those areas designated "Natural Protective Yard" on Plan Sheet L-8 shall be established and maintained as natural protective yards, and therefore shall qualify as primary tree conservation area under Code Section 10-2082.14(b)(1). The standards of Code Section 10-2084.14 shall be applied to the Property as a whole rather than on a tract by tract or lot by lot basis. All shifting of tree conservation areas among tracts will be shown on

recorded subdivision plats. Tree conservation areas shall be defined with metes and bounds legal descriptions.

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

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

**10. BUILDINGS**

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

**11. HEIGHTS**

See the Development Standards Chart on Plan Sheet L-4 for a list of maximum building heights. The building heights shown in the table are reasonable and justified because much of this area is designated a Mixed Use Community Center on the Growth Framework Map and classified as Community Mixed Use on the Future Land Use Map. Building heights shall be measured in accordance with City Code section 10-2076. In addition, to achieve true urban densities, while providing adequate open space and a pedestrian-friendly environment, maximizing verticality is essential. Moreover, the proposed verticality will be compatible with existing development and provide an effective sound barrier for workers in the proposed office buildings, as well as residents in and around the Development by reducing the impact of traffic noise emanating from Interstate 540 and Highway 401. Specifically, maximum building heights have been located such that there is a clear transition from the taller buildings in the urban core and along Perry Creek Road, to shorter buildings on the edges.

In order to provide a transition to the Alpheus Jones House located on the Anderson Property, special building height measures shall apply to buildings constructed in that portion of the T5 zone located immediately adjacent to the Anderson Property, west of that street labeled US 60-37 and south of Street "A". The minimum building setback from the Anderson Property is 50 feet. If the Alpheus Jones House is located on the Anderson Property at the time a parcel in the above-described area is developed, the maximum height for any portion of a building within 85 feet of the Anderson Property is 80 feet. The

maximum building height for any portion of a building more than 85 feet from the Anderson Property is 115 feet. A building within 85 feet from the Anderson Property may be constructed up to 115 feet in height if, for every foot of height above 80 feet, one foot of building stepback from the Anderson Property line is applied to that portion of the building in excess of 80 feet in height. If the Alpheus Jones House is not located on the Anderson Property at the time of development of parcels in the above-described area, the maximum building height is 115 feet with no additional setback or stepback.

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

**12. LANDSCAPING**

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

The area adjacent and parallel to Highway 401 right of way and the Alpheus Jones House located on the Anderson Property shall be landscaped and preserved in a manner to maintain the existing rural character of the area. So long as the Alpheus Jones House is located on the Anderson Property, the Developer will preserve one-half of those trees with a caliper greater than 24 inches located within 200 feet of the Alpheus Jones House, utilizing active tree preservation practices as defined in Code Section 10-2002. The landscaped area shall be planted with five (5) canopy trees, three (3) large evergreen trees,

three (3) ornamental flowering understory trees and twenty (20) small shrubs for every 100 linear feet of right of way or Alpheus Jones House located on Anderson Property frontage. Existing vegetation may be used for credit for canopy and large evergreen tree requirements. Plant sizes at installation shall be: canopy trees- 3 ½" minimum caliper, large evergreen trees- 10"minimum height, ornamental flowering understory trees- 8' minimum height and small shrubs- 18" minimum height. The planting area may contain undulating earthen berms 1-3' in height in areas devoid of existing vegetation. The plantings proposed in this paragraph can be used to satisfy any transitional protective yard requirement. In the event that the Alpheus Jones House located on the Anderson Property is no longer used for residential purposes, the landscaping requirement contained in this Section as it applies to the perimeter of the Alpheus Jones House located on the Anderson Property shall terminate and the applicable City Code requirements shall apply.

The area adjacent to the Highway 401 right of way is designated and regulated as tree conservation area per 10-2082.14 of the City Code. All plantings within this area are subject to the regulations of City Code Section 10-2082.14(f) for all other areas for proposed plantings within Primary Tree Conservation Areas.

**13. URBAN DESIGN GUIDELINES/INCENTIVES**

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

**14. ALTERNATE DESIGNS PROPOSED**

The elements of this Master Plan proposed as alternative means of compliance with respect to the provisions of Code Section 10-2057, are as follows:

**A. Street Section Designs**

Due to the pedestrian oriented, urban mixed use character of the Development, the applicant is seeking to utilize street sections as shown on the Street Section Plans submitted with this Master Plan. These street sections will require the placement of plantings within the public rights of way subject to entering in to appropriate encroachment agreements with the City. These sections show a proposed

alternate section in order to support the urban character of the neighborhood core. A minimum 20' clear aisle width for emergency vehicle access shall be provided continuously along two-way private streets.

**B. Off-Street Parking Requirements**

Off-street parking shall be as provided for in the Master Plan. Reduced parking is justified under this Master Plan per Code Section 10-2057(f)(4)(h), including access to transit, pedestrian connections and the urban mixed-use nature of the Development. The design of the Development will foster pedestrian circulation that will reduce the need for parking when combined with the mixed-use aspects of the Development. Based on the proposed intensity and mix of residential, office and commercial uses throughout the development, the availability of bicycle parking, the access to transit, opportunities for shared parking and the pedestrian-oriented nature of the development, a reduction of up to forty-five percent (45%) to the parking required by City Code for the targeted intensities is justified within the T6, T5, T4-O and T4-R transect zones.

**C. Signage**

The Signage Criteria with this Master Plan will be established for this Development through a separate action and in accordance with City Code section 10.2083.1(b)(6) based on the unique character of the development, including mixture of uses and urban, pedestrian-oriented design. The Master Sign Plan shall be submitted to and approved by the Raleigh City Council prior to the issuance of any sign permits for 5401 North PDD. This document shall include provisions for all signage in residential and non-residential tracts. Tract ID signs are only allowed in residential tracts. Further, signs shall be permitted within the Development pursuant to this Master Plan, provided that all other applicable City Code provisions are met. The Master Sign Plan submitted to and approved by the Raleigh City Council may vary from the standards and colors noted below, and may be subsequently amended by the Raleigh City Council. Approval from the 5401 North Architectural Review Board shall be required for all signage within the Development. The following exceptions shall be further supplemented by the Master Sign Plan and section 10.2083.1(b)(6):

General Requirements

a) The following entity shall be entrusted to review and approve sign permit applications and is to track the allocated square footage of sign area and report when directed by the City of Raleigh Staff Administration at the time of each application:

5401 North Architectural Review Board (5401 N ARB)

c/o Carolyn Martin

Commercial Properties

402 North Fourth Street

Baton Rouge, LA, 70802

b) 5401 North ARB shall submit a written Unified Sign Criteria for staff approval from the City of Raleigh as required for Multi-establishment developments (b) through (d) before receiving sign permits for 5401 North.

   i) Tenants/Owner signs may include differing scripts and heights subject to approval by 5401 North ARB.

c) Sign area calculations

   i) The amount of ground sign square footage for each Use within the entire 5401 North development shall be based upon 75 square feet for each 200 linear feet of non-residential or mixed use area adjoining public roadway frontage in the project adjoining nonresidential or mixed use area, defined below, and as described in Raleigh code section 10.2083.1(b) *Planned Development Conditional Use Overlay District* subsections (c) and (i)(3).

d) Exterior sign colors

   i) With exception of Federal and State registered trademarks colors which shall be approved by the 5401 North ARB, all signs shall be limited to the following colors:

      (1) Pantone Black 6

      (2) Pantone White

      (3) Tan, Pantone 466

(4) Green, Pantone 3425

ii) Federally registered logos shall not exceed 42”x42”.

iii) The 5401 North logo will be registered Federally.

Tenant/Owner signs

a) All tenants and Owners shall obtain Detailed Sign Criteria guidelines from 5401 North ARB before submitting for approval.

b) All tenants and Owners shall obtain approval from the 5401 North ARB before applying with the City of Raleigh for sign permits. City of Raleigh permits are required for all exterior signs that are visible from public right-of-way. All signs that encroach into a public right-of-way are required to get an encroachment permit from the City of Raleigh. Tenants are required to submit a permit copy to 5401 North prior to sign installation.

c) Specific Sign Regulations

i) Awning, marquee and canopy signs

a. Signs suspended from the underside of an awning, marquee or canopy shall not exceed an overall height of twelve (12) inches.

ii) Directory Signs

a. Maximum area of copy shall not exceed three (3) inches by thirty (30) inches for each identified activity, business, firm or tenant of the premise.

b. A ground directory sign visible from the public right-of-way may be located on the premise in addition to other tract identification ground signage.

iii) Product & Information Signs

a. Product and information signs shall not have any setbacks from the public right-of-way.

iv) Projecting Signs

a. Projecting signs shall be allowed in pedestrian mall areas.

b. Projecting signs may be located no higher than the second floor or twenty-four (24) feet whichever is less.

v) Tract Identification Signs

a. Residential Tract Signs

i. The area of copy for any tract identification sign shall not exceed thirty-two (32) square feet and five (5) feet in height.

b. Non-Residential Tract Signs

i. The area of copy for any tract identification sign shall not exceed thirty-two (32) square feet and seven (7) feet in height.

vi) Wall Signs

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

**D. Building Setbacks**

In accordance with Code section 10-2057(f)(4)(g) and as shown in this Master Plan, the Developer shall be authorized to use alternative building setbacks. These alternatives are justified based on their enhancement of useable open space, conformity with the 2030 Comprehensive Plan, including Urban Design Guidelines, and compatible environment for the planned development. Alternatives shall include the ability to build structures adjacent to public rights-of-way, rather than complying with the typical setback requirements of the City Code. There shall be no minimum front yard setback required for buildings located on a private street Further, front, rear, corner, side and aggregate setbacks may be zero (0) feet unless building code requirements are more stringent. Buildings shall not encroach within sight triangles. Minimum building setbacks are provided on Plan Sheet L-4. The minimum building setbacks from the perimeter of the project controls over other minimum building setbacks provided on Plan Sheet L-4.

**E. Thoroughfare Zoning District as Default**

To the extent this Master Plan does not specifically address a design standard or other regulated matter, then the standards and requirements for the City's Thoroughfare Zoning District shall control.

**F. Vehicular Parking**

Given the urban mixed-use, pedestrian friendly concepts of the Development, the parking requirements applicable to development within the T6, T5, T4-O and T4-R transect zones of this Master Plan shall be reduced up to forty-five percent (45%) of the required parking as set forth in Section 10-2081 of the Code. This reduction is justified based on the mixed-use nature of the development, the availability of public transportation, the opportunities for shared parking, and the provision of bicycle parking within the Development.

**G. Transitional Protective Yards**

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

**H. Street Protective Yards**

Because of the Development's compliance with the City's Urban Design Guidelines and the pedestrian-orientation of the Development, a reduction is sought for the Street Protective Yards for the Development. As an alternative means of compliance along those streets adjacent to transect zones T6, T5 and T4-O, the Developer shall provide a planting area of variable width and install street trees of 4 inch caliper spaced 40 feet on center located within the public rights-of-way as shown on the Street

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

**15. MODIFICATIONS**

**A. By Property Owners Only**

Only the parties owning the 5401 North Property shall have the right to request modification of this Master Plan and the exhibits hereto, but only to the extent any such modification applies to individual properties owned by such parties. Any property owners' association owning and/or maintaining common open space and/or landscape amenities must join in all amendments to this Master Plan.

**B. Administrative Modifications**

1. City Administration may approve reallocation of residential density and non-residential floor area between the three tracts, provided that the total reallocation of density or floor area to a particular tract does not exceed 120% of the original density or floor area approved for that tract.

2. City Administration may approve changes to public and private street locations, typical street sections; stormwater facilities, landscaping, decreases in the number of driveways, driveway access locations and utilities.

**C. Planning Commission Modifications**

1. The Planning Commission shall resolve any question of interpretation of this Master Plan and its exhibits that may arise in the administrative approval of any site plan upon the Development, and that is not resolved between City Administration and the owner. Either the Planning Director or the applicant may appeal the judgment of the Planning Commission to the City Council.

2. The Planning Commission may approve changes in this Master Plan or its Exhibits if such changes do not result in an overall maximum development density increase of more than ten percent (10%) of residential dwelling units, or floor area gross for non-residential uses for the Development. Any modifications shall be subject to the applicable requirements of code section 10-2132.2.

3. After the date of final adoption of this Master Plan, should the City adopt new or revised regulations that would otherwise be applicable to the Development, on application of the Developer or its designee, the Planning Commission may approve changes to the Master Plan and/or final site plans for site-specific development based on the new or revised regulations.

**D. City Council Changes**

1. The City Council, after a recommendation of the Planning Commission, shall approve any changes in this Master Plan or its Exhibits if such changes result in an increase of maximum development density of more than ten percent (10%) of residential dwelling units, or floor area gross for non-residential uses for the Development. Any modifications shall be subject to the applicable requirements of code section 10-2132.2.

2. The City Council shall approve a Master Sign Plan prior to the issuance of any sign permits for 5401 North PDD. The Master Sign Plan can take advantage of City Code section 10-2083.1(b)(6). The Master Sign Plan approved by the City Council may vary from the standards and colors noted in the Master Plan, and may be subsequently amended following approval by the City Council.

TAB

# 5401 North

## PLANNED DENSITY DEVELOPMENT MASTER PLAN AMENDMENT

Raleigh, North Carolina

Case # MP-12010  Z-20-10


property owners:

WAKE COUNTY BOARD OF EDUCATION
3600 Wake Forest Road
Raleigh, NC 27611
919.850.1600

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

CITY OF RALEIGH
222 West Hargett Street
Raleigh, NC 27602
919.996.3100

EV-5401 North, LLC
7500 Pecue Lane
Baton Rouge, LA 70809
255.338.6120

5401 East Development, LLC
7500 Pecue Lane
Baton Rouge, LA 70809
255.338.6120

developer:
Commercial Properties Realty Trust
402 S. FOurth Street
Baton Rouge, LA 70808
225.924.7206

town planners :
Dover, Kohl & Partners
1571 Sunset Drive
Coral Gables, FL 33143
305.666.0446

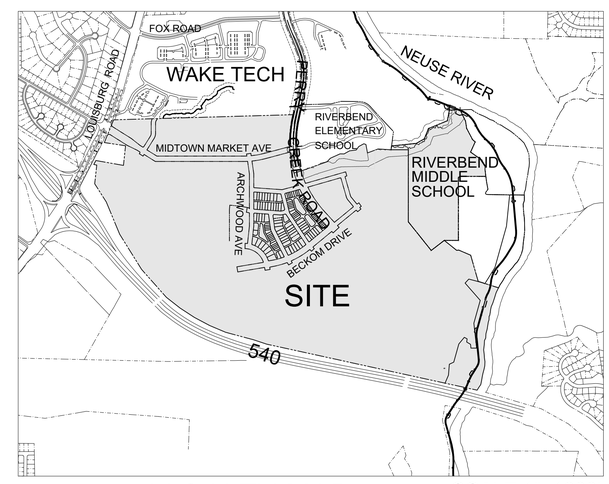
landscape architecture:
Tony M. Tate
Landscape Architecture, PA
5011 Southpark Drive, Suite 200
Durham, North Carolina 27713
919-484-8880

counsel:
Morningstar Law Group
630 Davis Drive #200
Morrisville, NC 27560
919-590-0370

civil engineering:
John R. McAdams Company
2905 Meridian Parkway
Durham, NC 27713

traffic engineering:
Kimley Horn & Associates
333 Fayetteville Street, Suite 600
Raleigh, NC 27601

COVER SHEET ____ L-1
EXISTING CONDITIONS ____ L-2
MASTER PLAN ____ L-3
LAND USE SUMMARY/TRACTS ____ L-4
CIRCULATION PLAN ____ L-5
PEDESTRIAN CIRCULATION PLAN ____ L-6
OPEN SPACE ____ L-7
TREE CONSERVATION ____ TC-2
UTILITY PLAN ____ C-1A
STORMWATER PLAN ____ C-2
STREET SECTIONS ____ C-3
STREET SECTIONS ____ C-4
STREET SECTIONS ____ C-5


VICINITY MAP  SCALE 1"=1000'


Tony M Tate Landscape Architecture, PA
5011 Southpark Drive, Ste. 200
Durham, NC 27713
(919) 484-8880 • tony@tmtla.com

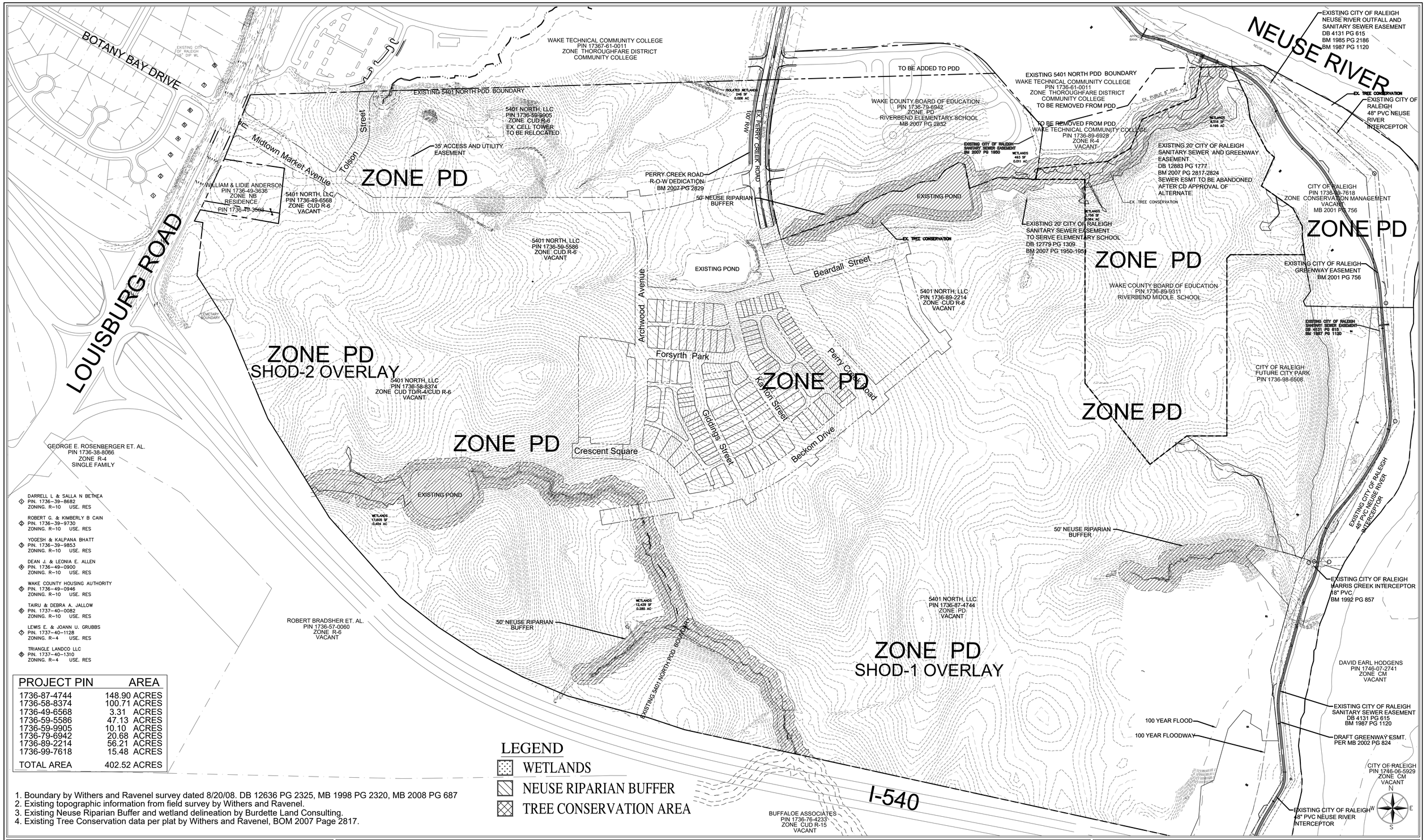

5401 North Master Plan
Cover
June 18, 2010

Revision Dates:
August 20, 2010
November 4, 2010
December 21, 2010
January 28, 2011
March 3, 2011
March 9, 2011
August 30, 2016
September 8, 2016
December 21, 2016

Scale: 1" = 600'
0' 300' 600' 1200' 1800

L-1

N W E S




| PROJECT PIN | AREA |
|---|---|
| 1736-87-4744 | 148.90 ACRES |
| 1736-58-8374 | 100.71 ACRES |
| 1736-49-6568 | 3.31 ACRES |
| 1736-59-5586 | 47.13 ACRES |
| 1736-59-9905 | 10.10 ACRES |
| 1736-79-6942 | 20.68 ACRES |
| 1736-89-2214 | 56.21 ACRES |
| 1736-99-7618 | 15.48 ACRES |
| TOTAL AREA | 402.52 ACRES |

## LEGEND

- WETLANDS
- NEUSE RIPARIAN BUFFER
- TREE CONSERVATION AREA

1. Boundary by Withers and Ravenel survey dated 8/20/08. DB 12636 PG 2325, MB 1998 PG 2320, MB 2008 PG 687
2. Existing topographic information from field survey by Withers and Ravenel.
3. Existing Neuse Riparian Buffer and wetland delineation by Burdette Land Consulting.
4. Existing Tree Conservation data per plat by Withers and Ravenel, BOM 2007 Page 2817.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# 5401 North Master Plan

Existing Conditions

June 18, 2010

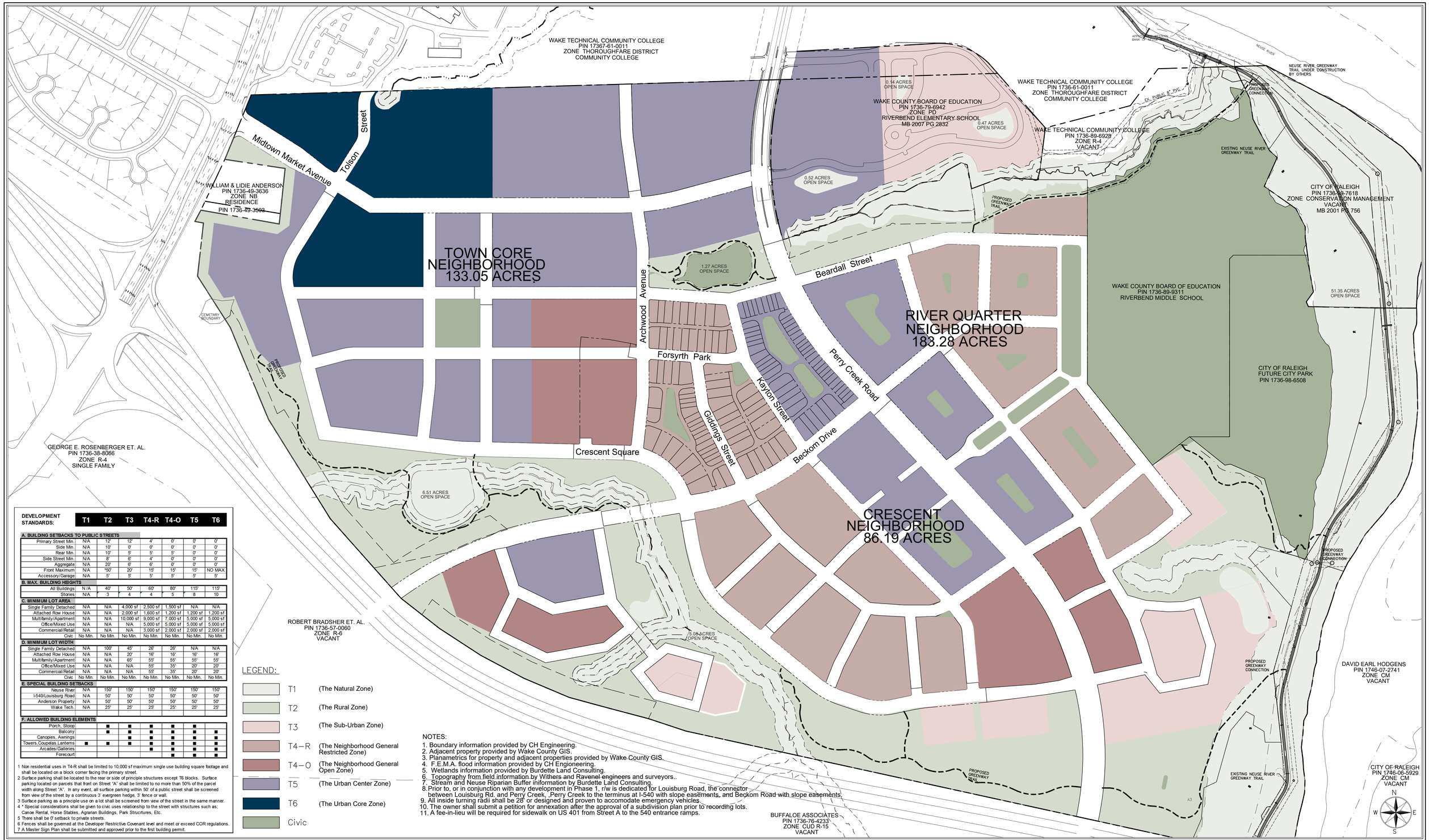

Commercial Properties Realty Trust
402 S. Fourth Street
Baton Rouge, LA 70808
225.924.7206


Revision Dates:
August 20, 2010
November 4, 2010
December 21, 2010
January 28, 2011
March 3, 2011
March 9, 2011
August 30, 2016
September 8, 2016
December 21, 2016

Scale: 1" = 200'

0' 100' 200' 400' 1/8 Mile 1/4 Mile

L-2




| DEVELOPMENT STANDARDS: | T1 | T2 | T3 | T4-R | T4-O | T5 | T6 |
|---|---|---|---|---|---|---|---|
| **A. BUILDING SETBACKS TO PUBLIC STREETS** | | | | | | | |
| Primary Street Min. | N/A | 12' | 12' | 4' | 0' | 0' | 0' |
| Side Min. | N/A | 10' | 0' | 0' | 0' | 0' | 0' |
| Rear Min. | N/A | 10' | 5' | 5' | 5' | 0' | 0' |
| Side Street Min. | N/A | 8' | 6' | 4' | 0' | 0' | 0' |
| Aggregate | N/A | 20' | 6' | 6' | 0' | 0' | 0' |
| Front Maximum | N/A | *50' | 20' | 15' | 15' | 15' | NO MAX |
| Accessory/Garage | N/A | 5' | 5' | 5' | 5' | 5' | 5' |
| **B. MAX. BUILDING HEIGHTS** | | | | | | | |
| All Buildings | N/A | 40' | 50' | 60' | 80' | 115' | 115' |
| Stories | N/A | 3 | 4 | 4 | 5 | 8 | 10 |
| **C. MINIMUM LOT AREA** | | | | | | | |
| Single Family Detached | N/A | N/A | 4,000 sf | 2,500 sf | 1,500 sf | N/A | N/A |
| Attached Row House | N/A | N/A | 2,000 sf | 1,600 sf | 1,200 sf | 1,200 sf | 1,200 sf |
| Multifamily/Apartment | N/A | N/A | 10,000 sf | 9,000 sf | 7,000 sf | 5,000 sf | 5,000 sf |
| Office/Mixed Use | N/A | N/A | N/A | 5,000 sf | 5,000 sf | 5,000 sf | 5,000 sf |
| Commercial/Retail | N/A | N/A | N/A | 3,000 sf | 2,000 sf | 2,000 sf | 2,000 sf |
| Civic | No Min. | No Min. | No Min. | No Min. | No Min. | No Min. | No Min. |
| **D. MINIMUM LOT WIDTH** | | | | | | | |
| Single Family Detached | N/A | 100' | 45' | 26' | 26' | N/A | N/A |
| Attached Row House | N/A | N/A | 20' | 16' | 16' | 16' | 16' |
| Multifamily/Apartment | N/A | N/A | 65' | 55' | 55' | 55' | 55' |
| Office/Mixed Use | N/A | N/A | N/A | 55' | 35' | 20' | 20' |
| Commercial/Retail | N/A | N/A | N/A | 55' | 35' | 20' | 20' |
| Civic | No Min. | No Min. | No Min. | No Min. | No Min. | No Min. | No Min. |
| **E. SPECIAL BUILDING SETBACKS** | | | | | | | |
| Neuse River | N/A | 150' | 150' | 150' | 150' | 150' | 150' |
| I-540/Louisburg Road | N/A | 50' | 50' | 50' | 50' | 50' | 50' |
| Anderson Property | N/A | 50' | 50' | 50' | 50' | 50' | 50' |
| Wake Tech. | N/A | 25' | 25' | 25' | 25' | 25' | 25' |
| **F. ALLOWED BUILDING ELEMENTS** | | | | | | | |
| Porch, Stoop | | ■ | ■ | ■ | ■ | ■ | |
| Balcony | | ■ | ■ | ■ | ■ | ■ | ■ |
| Canopies, Awnings | | | ■ | ■ | ■ | ■ | ■ |
| Towers, Coupelas, Lanterns | ■ | ■ | ■ | ■ | ■ | ■ | ■ |
| Arcades/Galleries | | | | ■ | ■ | ■ | ■ |
| Forecourt | | | | | ■ | ■ | ■ |

1 Non residential uses in T4-R shall be limited to 10,000 sf maximum single use building square footage and shall be located on a block corner facing the primary street.
2 Surface parking shall be located to the rear or side of principle structures except TB blocks. Surface parking located on parcels that front on Street "A" shall be limited to no more than 50% of the parcel width along Street "A". In any event, all surface parking within 50' of a public street shall be screened from view of the street by a continuous 3' evergreen hedge, 3' fence or wall.
3 Surface parking as a principle use on a lot shall be screened from view of the street in the same manner.
4 * Special considerations shall be given to civic uses relationship to the street with structures such as; Canoe Rental, Horse Stables, Agrarian Buildings, Park Structures, Etc.
5 There shall be 0' setback to private streets.
6 Fences shall be governed at the Developer Restrictive Covenant level and meet or exceed COR regulations.
7 A Master Sign Plan shall be submitted and approved prior to the first building permit.

LEGEND:

- T1 (The Natural Zone)
- T2 (The Rural Zone)
- T3 (The Sub-Urban Zone)
- T4—R (The Neighborhood General Restricted Zone)
- T4—O (The Neighborhood General Open Zone)
- T5 (The Urban Center Zone)
- T6 (The Urban Core Zone)
- Civic

NOTES:
1. Boundary information provided by CH Engineering.
2. Adjacent property provided by Wake County GIS.
3. Planametrics for property and adjacent properties provided by Wake County GIS.
4. F.E.M.A. flood information provided by CH Engioneering.
5. Wetlands information provided by Burdette Land Consulting.
6. Topography from field information by Withers and Ravenel engineers and surveyors..
7. Stream and Neuse Riparian Buffer information by Burdette Land Consulting.
8. Prior to, or in conjunction with any development in Phase 1, r/w is dedicated for Louisburg Road, the connector between Louisburg Rd. and Perry Creek, ,Perry Creek to the terminus at I-540 with slope easements, and Beckom Road with slope easements.
9. All inside turning radii shall be 28' or designed and proven to accomodate emergency vehicles.
10. The owner shall submit a petition for annexation after the approval of a subdivision plan prior to recording lots.
11. A fee-in-lieu will be required for sidewalk on US 401 from Street A to the 540 entrance ramps.

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Durham, NC 27713
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# 5401 North Master Plan

Transect Map

June 18, 2010

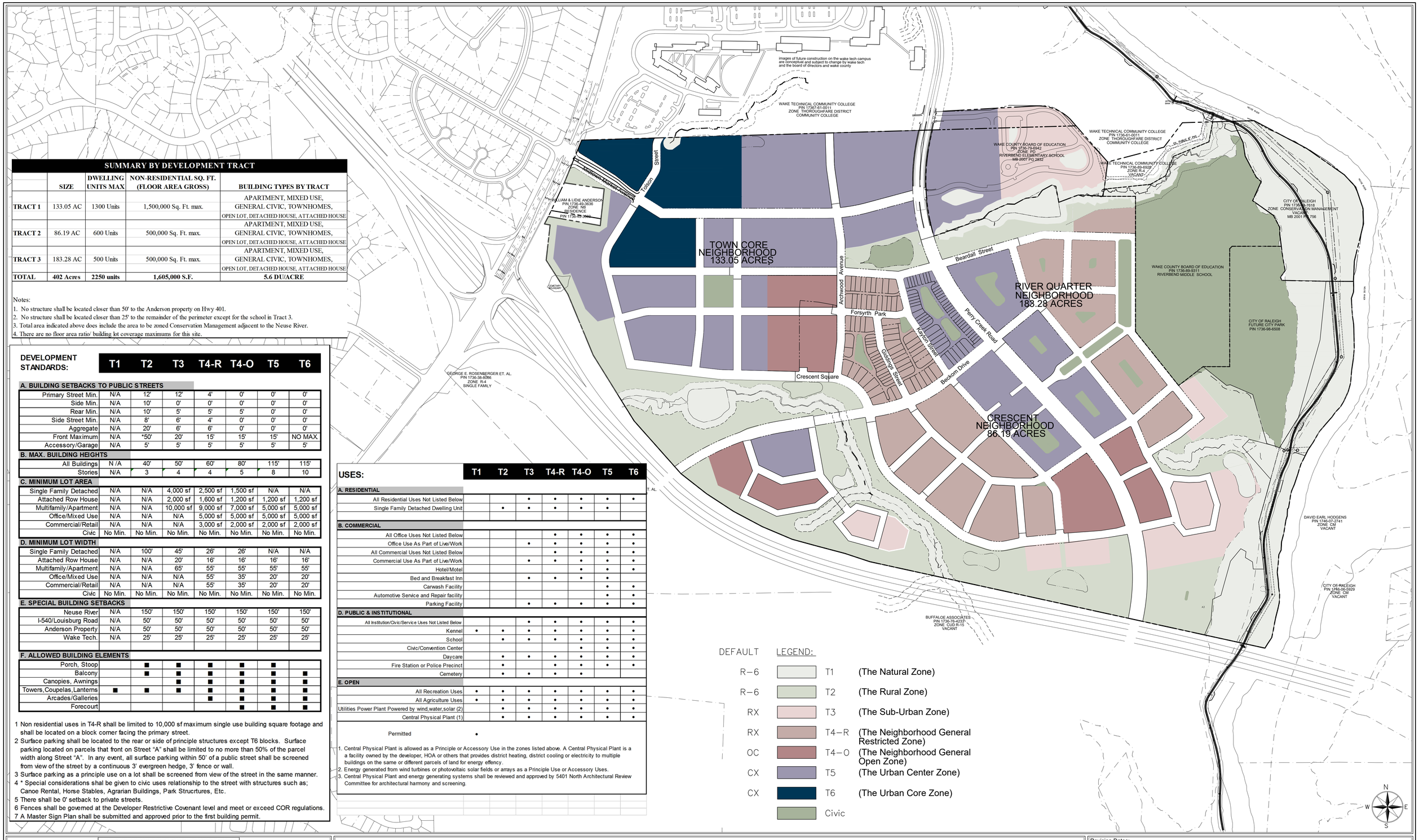
Commercial Properties Realty Trust
5630 Bankers Avenue
Baton Rouge, LA 70808
225.924.7206

Revision Dates:
August 20, 2010
November 4, 2010
December 21, 2010
January 28, 2011
March 3, 2011
March 9, 2011
August 30, 2016
September 8, 2016
December 21, 2016

Scale: 1" = 200'

0' 100' 200' 400' 1/8 Mile 1/4 Mile

L-3




## SUMMARY BY DEVELOPMENT TRACT

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

Notes:

1. No structure shall be located closer than 50' to the Anderson property on Hwy 401.
2. No structure shall be located closer than 25' to the remainder of the perimeter except for the school in Tract 3.
3. Total area indicated above does include the area to be zoned Conservation Management adjacent to the Neuse River.
4. There are no floor area ratio/ building lot coverage maximums for this site.

## DEVELOPMENT STANDARDS:

| | T1 | T2 | T3 | T4-R | T4-O | T5 | T6 |
|---|---|---|---|---|---|---|---|
| **A. BUILDING SETBACKS TO PUBLIC STREETS** | | | | | | | |
| Primary Street Min. | N/A | 12' | 12' | 4' | 0' | 0' | 0' |
| Side Min. | N/A | 10' | 0' | 0' | 0' | 0' | 0' |
| Rear Min. | N/A | 10' | 5' | 5' | 5' | 0' | 0' |
| Side Street Min. | N/A | 8' | 6' | 4' | 0' | 0' | 0' |
| Aggregate | N/A | 20' | 6' | 6' | 0' | 0' | 0' |
| Front Maximum | N/A | *50' | 20' | 15' | 15' | 15' | NO MAX |
| Accessory/Garage | N/A | 5' | 5' | 5' | 5' | 5' | 5' |
| **B. MAX. BUILDING HEIGHTS** | | | | | | | |
| All Buildings | N /A | 40' | 50' | 60' | 80' | 115' | 115' |
| Stories | N/A | 3 | 4 | 4 | 5 | 8 | 10 |
| **C. MINIMUM LOT AREA** | | | | | | | |
| Single Family Detached | N/A | N/A | 4,000 sf | 2,500 sf | 1,500 sf | N/A | N/A |
| Attached Row House | N/A | N/A | 2,000 sf | 1,600 sf | 1,200 sf | 1,200 sf | 1,200 sf |
| Multifamily/Apartment | N/A | N/A | 10,000 sf | 9,000 sf | 7,000 sf | 5,000 sf | 5,000 sf |
| Office/Mixed Use | N/A | N/A | N/A | 5,000 sf | 5,000 sf | 5,000 sf | 5,000 sf |
| Commercial/Retail | N/A | N/A | N/A | 3,000 sf | 2,000 sf | 2,000 sf | 2,000 sf |
| Civic | No Min. | No Min. | No Min. | No Min. | No Min. | No Min. | No Min. |
| **D. MINIMUM LOT WIDTH** | | | | | | | |
| Single Family Detached | N/A | 100' | 45' | 26' | 26' | N/A | N/A |
| Attached Row House | N/A | N/A | 20' | 16' | 16' | 16' | 16' |
| Multifamily/Apartment | N/A | N/A | 65' | 55' | 55' | 55' | 55' |
| Office/Mixed Use | N/A | N/A | N/A | 55' | 35' | 20' | 20' |
| Commercial/Retail | N/A | N/A | N/A | 55' | 35' | 20' | 20' |
| Civic | No Min. | No Min. | No Min. | No Min. | No Min. | No Min. | No Min. |
| **E. SPECIAL BUILDING SETBACKS** | | | | | | | |
| Neuse River | N/A | 150' | 150' | 150' | 150' | 150' | 150' |
| I-540/Louisburg Road | N/A | 50' | 50' | 50' | 50' | 50' | 50' |
| Anderson Property | N/A | 50' | 50' | 50' | 50' | 50' | 50' |
| Wake Tech. | N/A | 25' | 25' | 25' | 25' | 25' | 25' |
| **F. ALLOWED BUILDING ELEMENTS** | | | | | | | |
| Porch, Stoop | | ■ | ■ | ■ | ■ | ■ | |
| Balcony | | ■ | ■ | ■ | ■ | ■ | ■ |
| Canopies, Awnings | | | ■ | ■ | ■ | ■ | ■ |
| Towers,Coupelas,Lanterns | ■ | ■ | ■ | ■ | ■ | ■ | ■ |
| Arcades/Galleries | | | | ■ | ■ | ■ | ■ |
| Forecourt | | | | | ■ | ■ | ■ |

1 Non residential uses in T4-R shall be limited to 10,000 sf maximum single use building square footage and shall be located on a block corner facing the primary street.
2 Surface parking shall be located to the rear or side of principle structures except T6 blocks. Surface parking located on parcels that front on Street "A" shall be limited to no more than 50% of the parcel width along Street "A". In any event, all surface parking within 50' of a public street shall be screened from view of the street by a continuous 3' evergreen hedge, 3' fence or wall.
3 Surface parking as a principle use on a lot shall be screened from view of the street in the same manner.
4 * Special considerations shal be given to civic uses relationship to the street with structures such as; Canoe Rental, Horse Stables, Agrarian Buildings, Park Strucrtures, Etc.
5 There shall be 0' setback to private streets.
6 Fences shall be governed at the Developer Restrictive Covenant level and meet or exceed COR regulations.
7 A Master Sign Plan shall be submitted and approved prior to the first building permit.

## USES:

| | T1 | T2 | T3 | T4-R | T4-O | T5 | T6 |
|---|---|---|---|---|---|---|---|
| **A. RESIDENTIAL** | | | | | | | |
| All Residential Uses Not Listed Below | | | • | • | • | • | • |
| Single Family Detached Dwelling Unit | | • | • | • | • | • | |
| **B. COMMERCIAL** | | | | | | | |
| All Office Uses Not Listed Below | | | | • | • | • | • |
| Office Use As Part of Live/Work | | | • | • | • | • | • |
| All Commercial Uses Not Listed Below | | | | • | • | • | • |
| Commercial Use As Part of Live/Work | | | • | • | • | • | • |
| Hotel/Motel | | | | | • | • | • |
| Bed and Breakfast Inn | | | • | • | • | • | |
| Carwash Facility | | | | | | • | • |
| Automotive Service and Repair facility | | | | | | • | • |
| Parking Facility | | | • | • | • | • | • |
| **D. PUBLIC & INSTITUTIONAL** | | | | | | | |
| All Institution/Civic/Service Uses Not Listed Below | | | • | • | • | • | • |
| Kennel | • | • | • | • | • | • | • |
| School | | • | • | • | • | • | • |
| Civic/Convention Center | | | | | • | • | • |
| Daycare | | • | • | • | • | • | • |
| Fire Station or Police Precinct | | • | | • | • | • | • |
| Cemetery | | • | • | • | • | | |
| **E. OPEN** | | | | | | | |
| All Recreation Uses | • | • | • | • | • | • | • |
| All Agriculture Uses | • | • | • | • | • | • | • |
| Utilities Power Plant Powered by wind,water,solar (2) | | • | • | • | • | • | • |
| Central Physical Plant (1) | | • | • | • | • | • | • |

Permitted •

1. Central Physical Plant is allowed as a Principle or Accessory Use in the zones listed above. A Central Physical Plant is a a facility owned by the developer, HOA or others that provides district heating, district cooling or electricity to multiple buildings on the same or different parcels of land for energy effency.
2. Energy generated from wind turbines or photovoltaic solar fields or arrays as a Principle Use or Accessory Uses.
3. Central Physical Plant and energy generating systems shall be reviewed and approved by 5401 North Architectural Review Committee for architectural harmony and screening.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Durham, NC 27713
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# 5401 North Master Plan

Tract Intensity

June 18, 2010

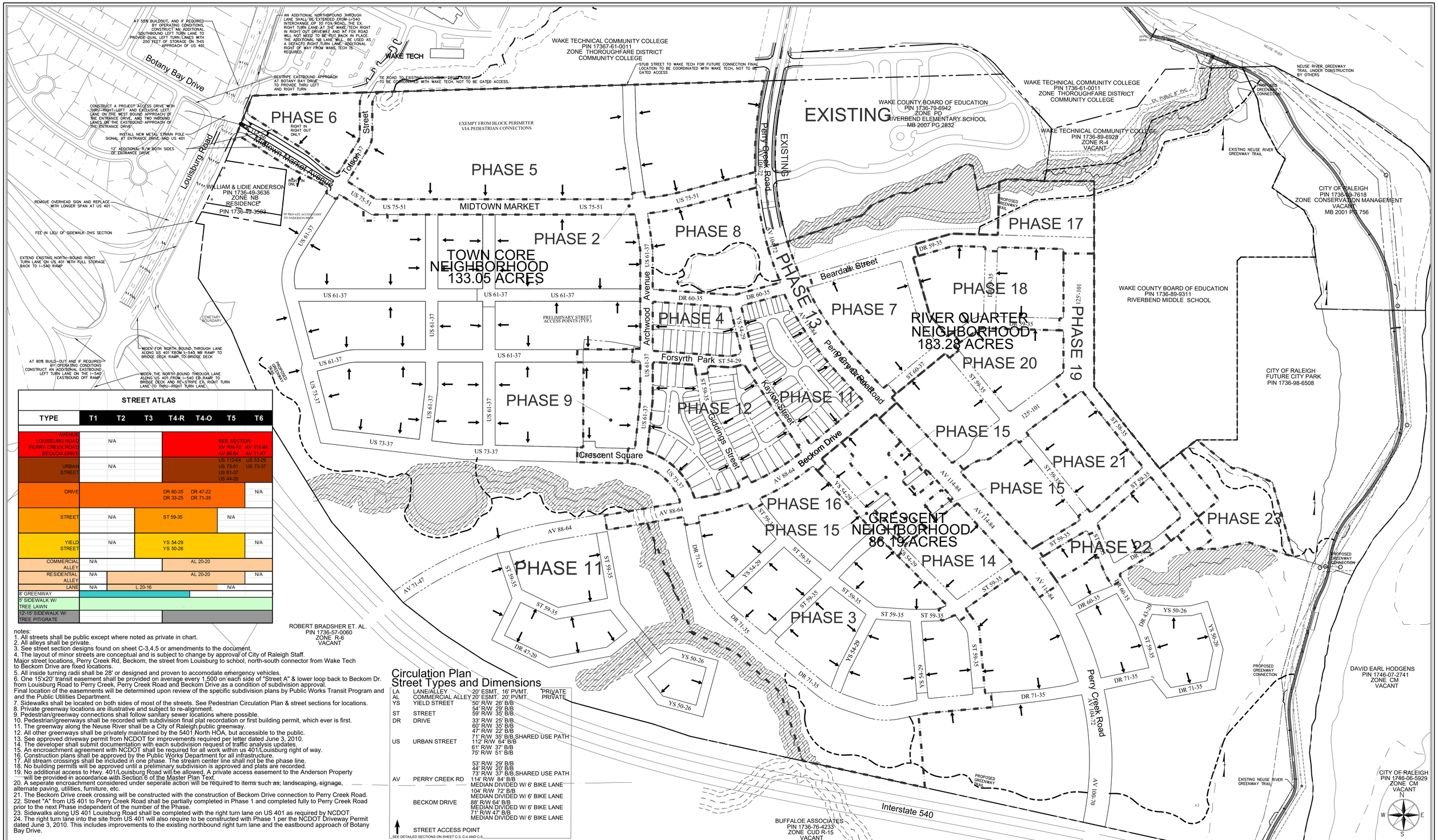

Commercial Properties Realty Trust
5630 Bankers Avenue
Baton Rouge, LA 70808
225.924.7206


Revision Dates:
August 20, 2010
November 4, 2010
December 21, 2010
January 28, 2011
March 3, 2011
March 9, 2011
August 30, 2016
September 8, 2016
December 21, 2016

Scale: 1" = 300'

0' 150' 300' 600' 900 1800

L-4




| STREET ATLAS | | | | | | | |
|---|---|---|---|---|---|---|---|
| TYPE | T1 | T2 | T3 | T4-R | T4-O | T5 | T6 |
| AVENUE<br>LOUISBURG ROAD<br>PERRY CREEK ROAD<br>BECKOM DRIVE | N/A | | | SEE SECTION<br>AV 104-72 AV 114-84<br>AV 88-64 AV 71-47 | | | |
| URBAN STREET | N/A | | | US 112-64 US 53-29<br>US 75-51 US 73-37<br>US 61-37<br>US 44-20 | | | |
| DRIVE | DR 60-35 DR 47-22<br>DR 33-25 DR 71-35 | | | | | | N/A |
| STREET | N/A | | ST 59-35 | | | N/A | |
| YIELD STREET | N/A | | YS 54-29<br>YS 50-26 | | | | N/A |
| COMMERCIAL ALLEY | N/A | | | AL 20-20 | | | |
| RESIDENTIAL ALLEY | N/A | AL 20-20 | | | | | N/A |
| LANE | N/A | L 20-16 | | | | N/A | |
| 8' GREENWAY | | | | | | | |
| 5' SIDEWALK W/ TREE LAWN | | | | | | | |
| 12'-15' SIDEWALK W/ TREE PIT/GRATE | | | | | | | |

notes:
1. All streets shall be public except where noted as private in chart.
2. All alleys shall be private.
3. See street section designs found on sheet C-3,4,5 or amendments to the document.
4. The layout of minor streets are conceptual and is subject to change by approval of City of Raleigh Staff.
Major street locations, Perry Creek Rd, Beckom, the street from Louisburg to school, north-south connector from Wake Tech to Beckom Drive are fixed locations.
5. All inside turning radii shall be 28' or designed and proven to accomodate emergency vehicles.
6. One 15'x20' transit easement shall be provided on average every 1,500 on each side of "Street A" & lower loop back to Beckom Dr. from Louisburg Road to Perry Creek, Perry Creek Road and Beckom Drive as a condition of subdivision approval.
Final location of the easements will be determined upon review of the specific subdivision plans by Public Works Transit Program and and the Public Utilities Department.
7. Sidewalks shall be located on both sides of most of the streets. See Pedestrian Circulation Plan & street sections for locations.
8. Private greenway locations are illustrative and subject to re-alignment.
9. Pedestrian/greenway connections shall follow sanitary sewer locations where possible.
10. Pedestrian/greenways shall be recorded with subdivision final plat recordation or first building permit, which ever is first.
11. The greenway along the Neuse River shall be a City of Raleigh public greenway.
12. All other greenways shall be privately maintained by the 5401 North HOA, but accessible to the public.
13. See approved driveway permit from NCDOT for improvements required per letter dated June 3, 2010.
14. The developer shall submit documentation with each subdivision request of traffic analysis updates.
15. An encroachment agreement with NCDOT shall be required for all work within us 401/Louisburg right of way.
16. Construction plans shall be approved by the Public Works Department for all infrastructure.
17. All stream crossings shall be included in one phase. The stream center line shall not be the phase line.
18. No building permits will be approved until a preliminary subdivision is approved and plats are recorded.
19. No additional access to Hwy. 401/Louisburg Road will be allowed. A private access easement to the Anderson Property will be provided in accordance with Section 6 of the Master Plan Text.
20. A seperate encroachment considered under seperate action will be required to items such as; landscaping, signage, alternate paving, utilities, furniture, etc.
21. The Beckom Drive creek crossing will be constructed with the construction of Beckom Drive connection to Perry Creek Road.
22. Street "A" from US 401 to Perry Creek Road shall be partially completed in Phase 1 and completed fully to Perry Creek Road prior to the next Phase independent of the number of the Phase.
23. Sidewalks along US 401 Louisburg Road shall be completed with the right turn lane on US 401 as required by NCDOT.
24. The right turn lane into the site from US 401 will also require to be constructed with Phase 1 per the NCDOT Driveway Permit dated June 3, 2010. This includes improvements to the existing northbound right turn lane and the eastbound approach of Botany Bay Drive.

## Circulation Plan
## Street Types and Dimensions

| | | | | |
|---|---|---|---|---|
| LA | LANE/ALLEY | 20' ESMT. | 16' PVMT. | PRIVATE |
| AL | COMMERCIAL ALLEY | 20' ESMT. | 20' PVMT. | PRIVATE |
| YS | YIELD STREET | 50' R/W | 26' B/B | |
| | | 54' R/W | 29' B/B | |
| ST | STREET | 59' R/W | 35' B/B | |
| DR | DRIVE | 33' R/W | 25' B/B | |
| | | 60' R/W | 35' B/B | |
| | | 47' R/W | 22' B/B | |
| | | 71' R/W | 35' B/B,SHARED USE PATH | |
| US | URBAN STREET | 112' R/W | 64' B/B | |
| | | 61' R/W | 37' B/B | |
| | | 75' R/W | 51' B/B | |
| | | 53' R/W | 29' B/B | |
| | | 44' R/W | 20' B/B | |
| | | 73' R/W | 37' B/B,SHARED USE PATH | |
| AV | PERRY CREEK RD | 114' R/W | 84' B/B | |
| | | MEDIAN DIVIDED W/ 6' BIKE LANE | | |
| | | 104' R/W | 72' B/B | |
| | | MEDIAN DIVIDED W/ 6' BIKE LANE | | |
| | BECKOM DRIVE | 88' R/W | 64' B/B | |
| | | MEDIAN DIVIDED W/ 6' BIKE LANE | | |
| | | 71' R/W | 47' B/B | |
| | | MEDIAN DIVIDED W/ 6' BIKE LANE | | |

STREET ACCESS POINT

SEE DETAILED SECTIONS ON SHEET C-3, C-4 AND C-5


Tony M Tate Landscape Architecture, PA
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Durham, NC 27713
(919) 484-8880 • tony@tmtla.com

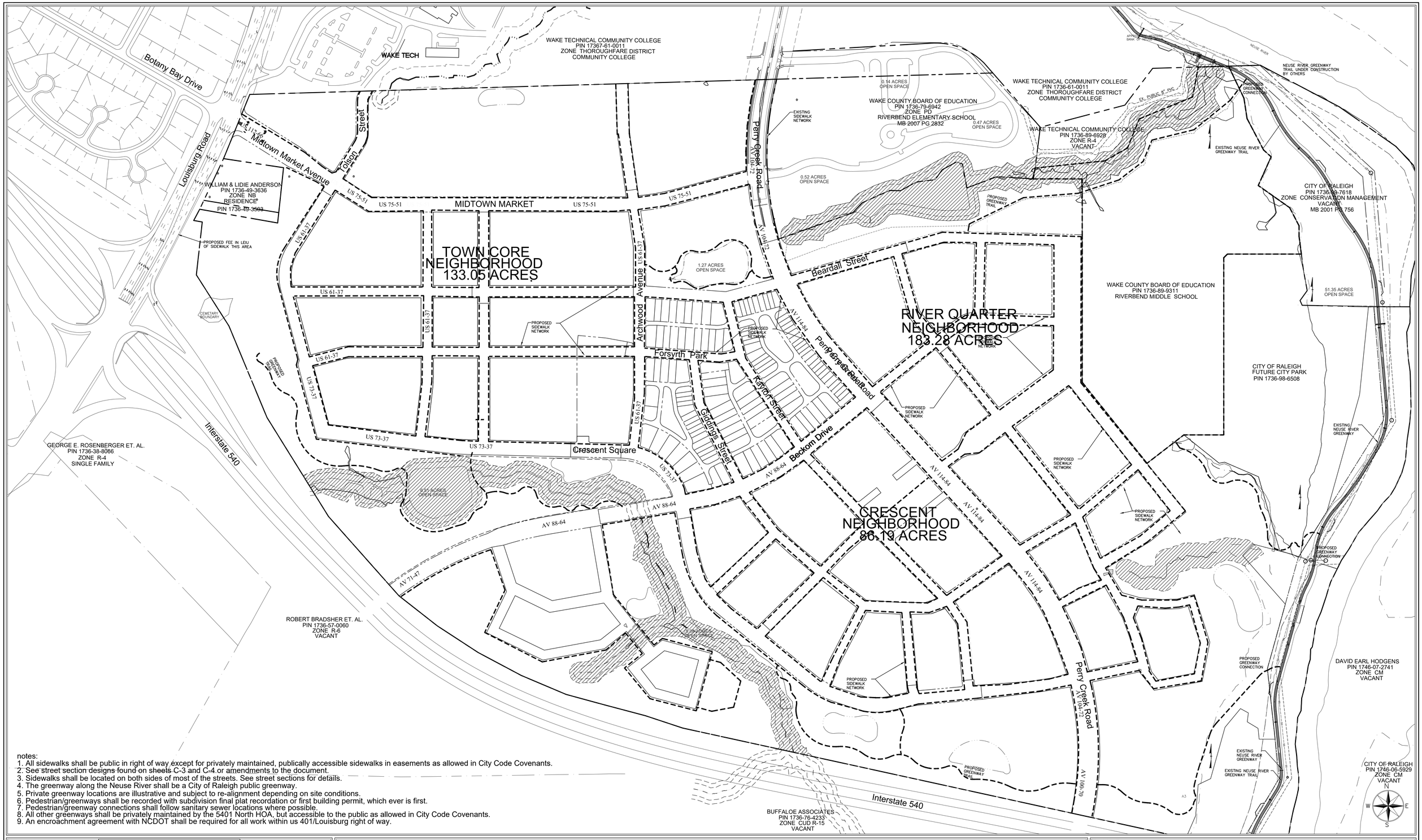

# 5401 North Master Plan
## Circulation and Phasing Plan
June 18, 2010


Commercial Properties Realty Trust
402 S. Fourth Street
Baton Rouge, LA 70808
225.924.7206


Revision Dates:
August 20, 2010
November 4, 2010
December 21, 2010
January 28, 2011
March 3, 2011
March 9, 2011
October 11, 2011
August 30, 2016
September 8, 2016
December 21, 2016

Scale: 1" = 200'
0' 100' 200' 400' 1/8 Mile 1/4 Mile

L-5




notes:
1. All sidewalks shall be public in right of way except for privately maintained, publically accessible sidewalks in easements as allowed in City Code Covenants.
2. See street section designs found on sheets C-3 and C-4 or amendments to the document.
3. Sidewalks shall be located on both sides of most of the streets. See street sections for details.
4. The greenway along the Neuse River shall be a City of Raleigh public greenway.
5. Private greenway locations are illustrative and subject to re-alignment depending on site conditions.
6. Pedestrian/greenways shall be recorded with subdivision final plat recordation or first building permit, which ever is first.
7. Pedestrian/greenway connections shall follow sanitary sewer locations where possible.
8. All other greenways shall be privately maintained by the 5401 North HOA, but accessible to the public as allowed in City Code Covenants.
9. An encroachment agreement with NCDOT shall be required for all work within us 401/Louisburg right of way.

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# 5401 North Master Plan

## Pedestrian Circulation Plan

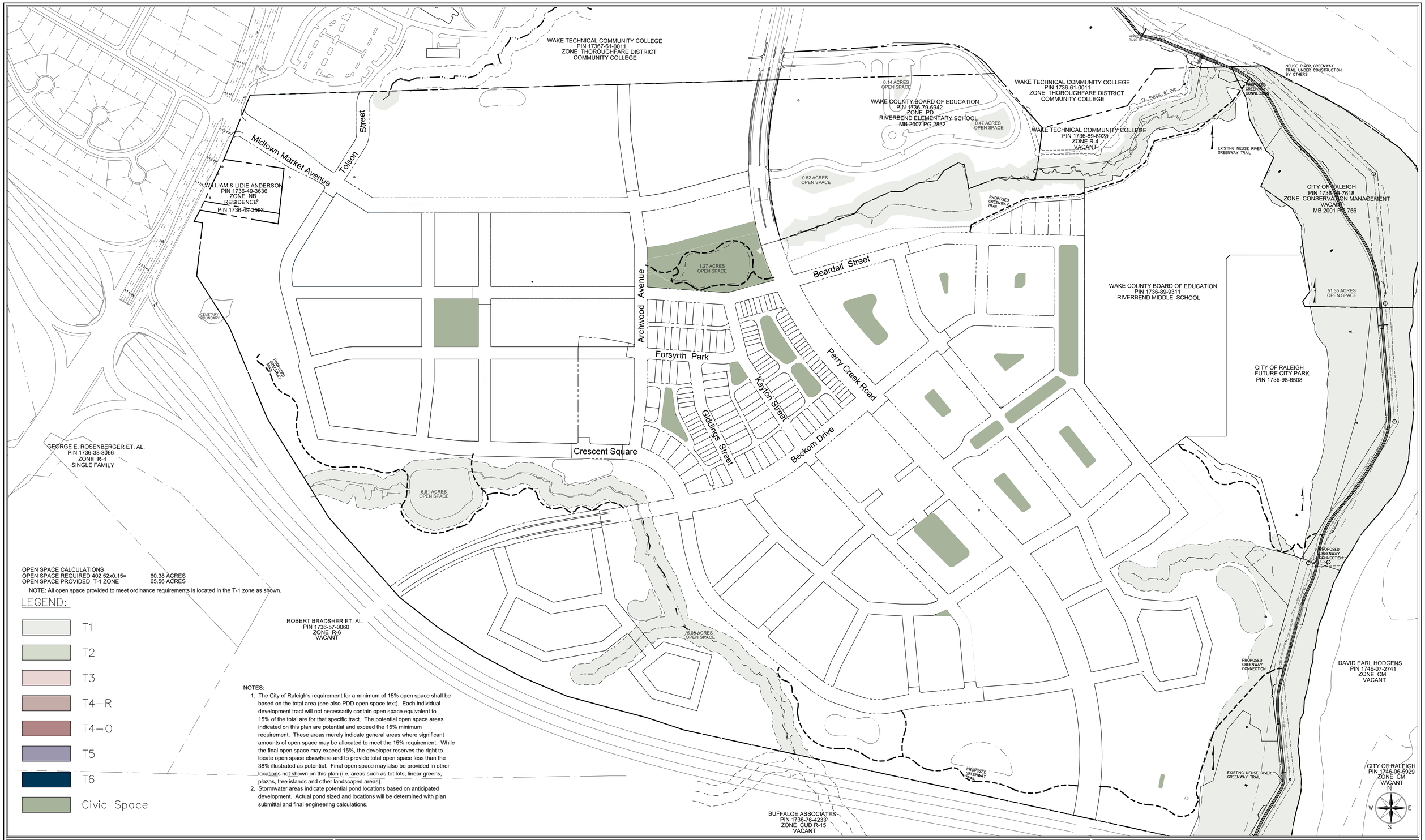
June 18, 2010

Commercial Properties
Realty Trust
402 S. Fourth Street
Baton Rouge, LA 70808
225.924.7206

Revision Dates:
August 20, 2010
November 4, 2010
December 21, 2010
January 28, 2011
March 3, 2011
March 9, 2011
August 30, 2016
September 8, 2016
December 21, 2016

Scale: 1" = 200'
0' 100' 200' 400' 1/8 Mile 1/4 Mile

L-6




OPEN SPACE CALCULATIONS
OPEN SPACE REQUIRED 402.52x0.15= 60.38 ACRES
OPEN SPACE PROVIDED T-1 ZONE 65.56 ACRES

NOTE: All open space provided to meet ordinance requirements is located in the T-1 zone as shown.

LEGEND:

- T1
- T2
- T3
- T4–R
- T4–O
- T5
- T6
- Civic Space

NOTES:

1. The City of Raleigh's requirement for a minimum of 15% open space shall be based on the total area (see also PDD open space text). Each individual development tract will not necessarily contain open space equivalent to 15% of the total are for that specific tract. The potential open space areas indicated on this plan are potential and exceed the 15% minimum requirement. These areas merely indicate general areas where significant amounts of open space may be allocated to meet the 15% requirement. While the final open space may exceed 15%, the developer reserves the right to locate open space elsewhere and to provide total open space less than the 38% illustrated as potential. Final open space may also be provided in other locations not shown on this plan (i.e. areas such as tot lots, linear greens, plazas, tree islands and other landscaped areas).
2. Stormwater areas indicate potential pond locations based on anticipated development. Actual pond sized and locations will be determined with plan submittal and final engineering calculations.

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# 5401 North Master Plan

## Open Space Plan

June 18, 2010

Commercial Properties
Realty Trust
402 S. Fourth Street
Baton Rouge, LA 70808
225.924.7206

Revision Dates:
August 20, 2010
November 4, 2010
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March 9, 2011
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December 21, 2016

L-7

Scale: 1" = 200'
0' 100' 200' 400' 1/8 Mile 1/4 Mile

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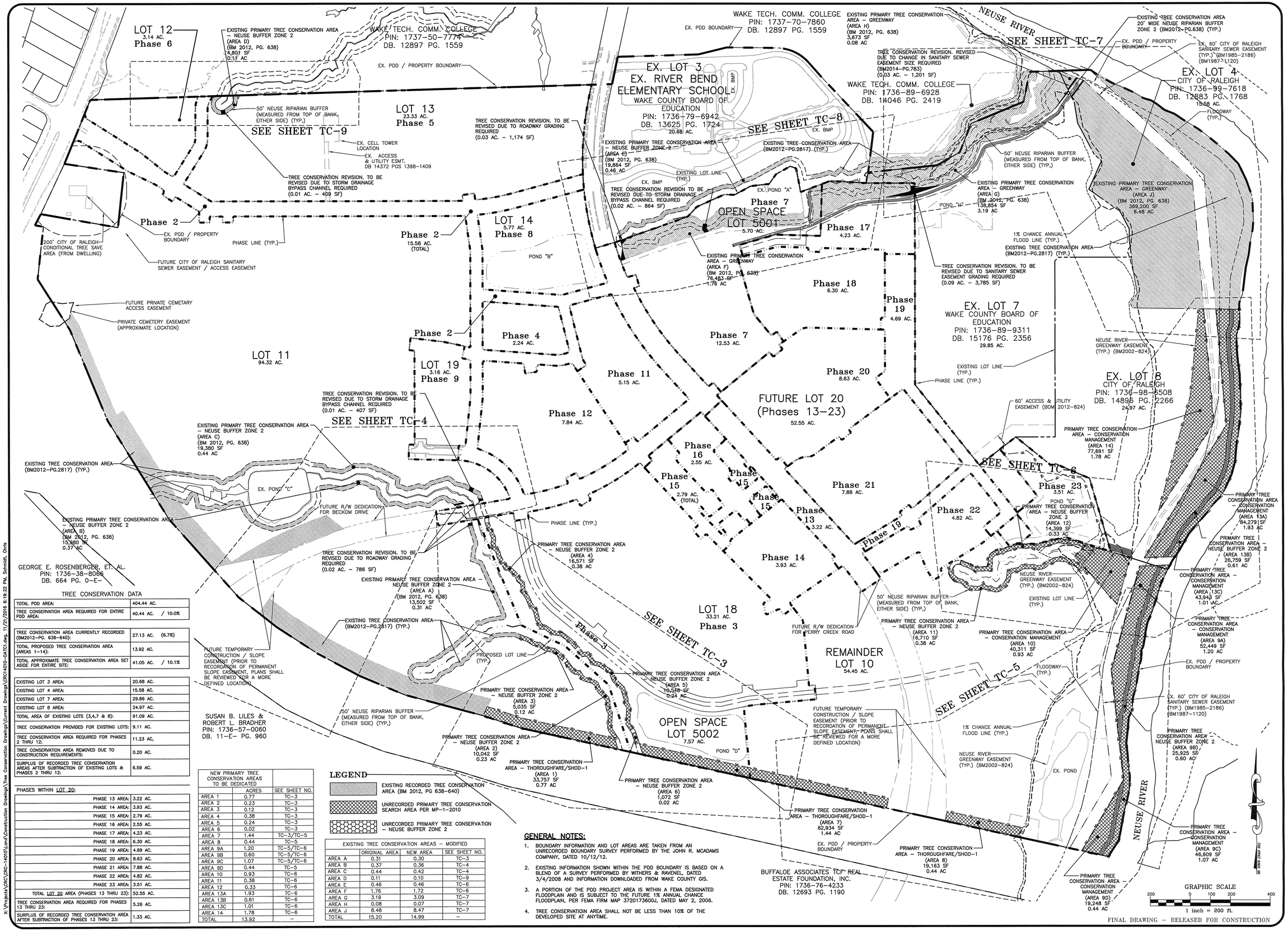


## TREE CONSERVATION DATA

| | |
|---|---|
| TOTAL PDD AREA: | 404.44 AC. |
| TREE CONSERVATION AREA REQUIRED FOR ENTIRE PDD AREA: | 40.44 AC. / 10.0% |
| TREE CONSERVATION AREA CURRENTLY RECORDED (BM2012–PG. 638–640): | 27.13 AC. (6.7%) |
| TOTAL PROPOSED TREE CONSERVATION AREA (AREAS 1–14): | 13.92 AC. |
| TOTAL APPROXIMATE TREE CONSERVATION AREA SET ASIDE FOR ENTIRE SITE: | 41.05 AC. / 10.1% |
| EXISTING LOT 3 AREA: | 20.68 AC. |
| EXISTING LOT 4 AREA: | 15.58 AC. |
| EXISTING LOT 7 AREA: | 29.86 AC. |
| EXISTING LOT 8 AREA: | 24.97 AC. |
| TOTAL AREA OF EXISTING LOTS (3,4,7 & 8): | 91.09 AC. |
| TREE CONSERVATION PROVIDED FOR EXISTING LOTS: | 9.11 AC. |
| TREE CONSERVATION AREA REQUIRED FOR PHASES 2 THRU 12: | 11.23 AC, |
| TREE CONSERVATION AREA REMOVED DUE TO CONSTRUCTION REQUIREMENTS: | 0.20 AC. |
| SURPLUS OF RECORDED TREE CONSERVATION AREAS AFTER SUBTRACTION OF EXISTING LOTS & PHASES 2 THRU 12: | 6.59 AC. |

PHASES WITHIN LOT 20:

| | |
|---|---|
| PHASE 13 AREA: | 3.22 AC. |
| PHASE 14 AREA: | 3.93 AC. |
| PHASE 15 AREA: | 2.79 AC. |
| PHASE 16 AREA: | 2.55 AC. |
| PHASE 17 AREA: | 4.23 AC. |
| PHASE 18 AREA: | 6.30 AC. |
| PHASE 19 AREA: | 4.69 AC. |
| PHASE 20 AREA: | 8.63 AC. |
| PHASE 21 AREA: | 7.88 AC. |
| PHASE 22 AREA: | 4.82 AC. |
| PHASE 23 AREA: | 3.51 AC. |
| TOTAL LOT 20 AREA (PHASES 13 THRU 23): | 52.55 AC. |
| TREE CONSERVATION AREA REQUIRED FOR PHASES 13 THRU 23: | 5.26 AC. |
| SURPLUS OF RECORDED TREE CONSERVATION AREA AFTER SUBTRACTION OF PHASES 13 THRU 23: | 1.33 AC. |

| NEW PRIMARY TREE CONSERVATION AREAS TO BE DEDICATED | | |
|---|---|---|
| | ACRES | SEE SHEET NO. |
| AREA 1 | 0.77 | TC–3 |
| AREA 2 | 0.23 | TC–3 |
| AREA 3 | 0.12 | TC–3 |
| AREA 4 | 0.38 | TC–3 |
| AREA 5 | 0.24 | TC–3 |
| AREA 6 | 0.02 | TC–3 |
| AREA 7 | 1.44 | TC–3/TC–5 |
| AREA 8 | 0.44 | TC–5 |
| AREA 9A | 1.20 | TC–5/TC–6 |
| AREA 9B | 0.60 | TC–5/TC–6 |
| AREA 9C | 1.07 | TC–5/TC–6 |
| AREA 9D | 0.44 | TC–5 |
| AREA 10 | 0.93 | TC–6 |
| AREA 11 | 0.38 | TC–6 |
| AREA 12 | 0.33 | TC–6 |
| AREA 13A | 1.93 | TC–6 |
| AREA 13B | 0.61 | TC–6 |
| AREA 13C | 1.01 | TC–6 |
| AREA 14 | 1.78 | TC–6 |
| TOTAL | 13.92 | – |

## LEGEND

- EXISTING RECORDED TREE CONSERVATION AREA (BM 2012, PG 638–640)
- UNRECORDED PRIMARY TREE CONSERVATION SEARCH AREA PER MP–1–2010
- UNRECORDED PRIMARY TREE CONSERVATION – NEUSE BUFFER ZONE 2

| EXISTING TREE CONSERVATION AREAS – MODIFIED | | | |
|---|---|---|---|
| | ORIGINAL AREA | NEW AREA | SEE SHEET NO. |
| AREA A | 0.31 | 0.30 | TC–3 |
| AREA B | 0.37 | 0.36 | TC–4 |
| AREA C | 0.44 | 0.42 | TC–4 |
| AREA D | 0.11 | 0.10 | TC–9 |
| AREA E | 0.46 | 0.46 | TC–6 |
| AREA F | 1.76 | 1.72 | TC–6 |
| AREA G | 3.19 | 3.09 | TC–7 |
| AREA H | 0.08 | 0.07 | TC–7 |
| AREA J | 8.48 | 8.47 | TC–7 |
| TOTAL | 15.20 | 14.99 | – |

## GENERAL NOTES:

1. BOUNDARY INFORMATION AND LOT AREAS ARE TAKEN FROM AN UNRECORDED BOUNDARY SURVEY PERFORMED BY THE JOHN R. MCADAMS COMPANY, DATED 10/12/12.
2. EXISTING INFORMATION SHOWN WITHIN THE PDD BOUNDARY IS BASED ON A BLEND OF A SURVEY PERFORMED BY WITHERS & RAVENEL, DATED 3/4/2008 AND INFORMATION DOWNLOADED FROM WAKE COUNTY GIS.
3. A PORTION OF THE PDD PROJECT AREA IS WITHIN A FEMA DESIGNATED FLOODPLAIN AND IS SUBJECT TO THE FUTURE 1% ANNUAL CHANCE FLOODPLAIN, PER FEMA FIRM MAP 3720173600J, DATED MAY 2, 2006.
4. TREE CONSERVATION AREA SHALL NOT BE LESS THAN 10% OF THE DEVELOPED SITE AT ANYTIME.


THE JOHN R. McADAMS COMPANY, INC.
2905 Meridian Parkway
Durham, North Carolina 27713
License No.: C-0293
(800) 733-5646 • McAdamsCo.com


McADAMS

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 24680 JONATHAN G. MOORE 11/20/2016

REVISIONS:
1 2016-06-22 REVISED PER COR COMMENTS

OWNER:
ELD–5401 NORTH, LLC
C/O ENGQUIST–LEVEL DEVELOPMENT, LLC
7500 PECUE LANE
BATON ROUGE, LOUISIANA 70809
(225) 338–6120

# 5401 NORTH
## TREE CONSERVATION DRAWINGS
RALEIGH, NORTH CAROLINA

TREE CONSERVATION MASTER PLAN

| | |
|---|---|
| PROJECT NO. | CRC–14010 |
| FILENAME: | CRC14010–OATC1 |
| CHECKED BY: | |
| DRAWN BY: | |
| SCALE: | 1" = 200' |
| DATE: | 04–15–2016 |
| SHEET NO. | TC–2 |

McADAMS

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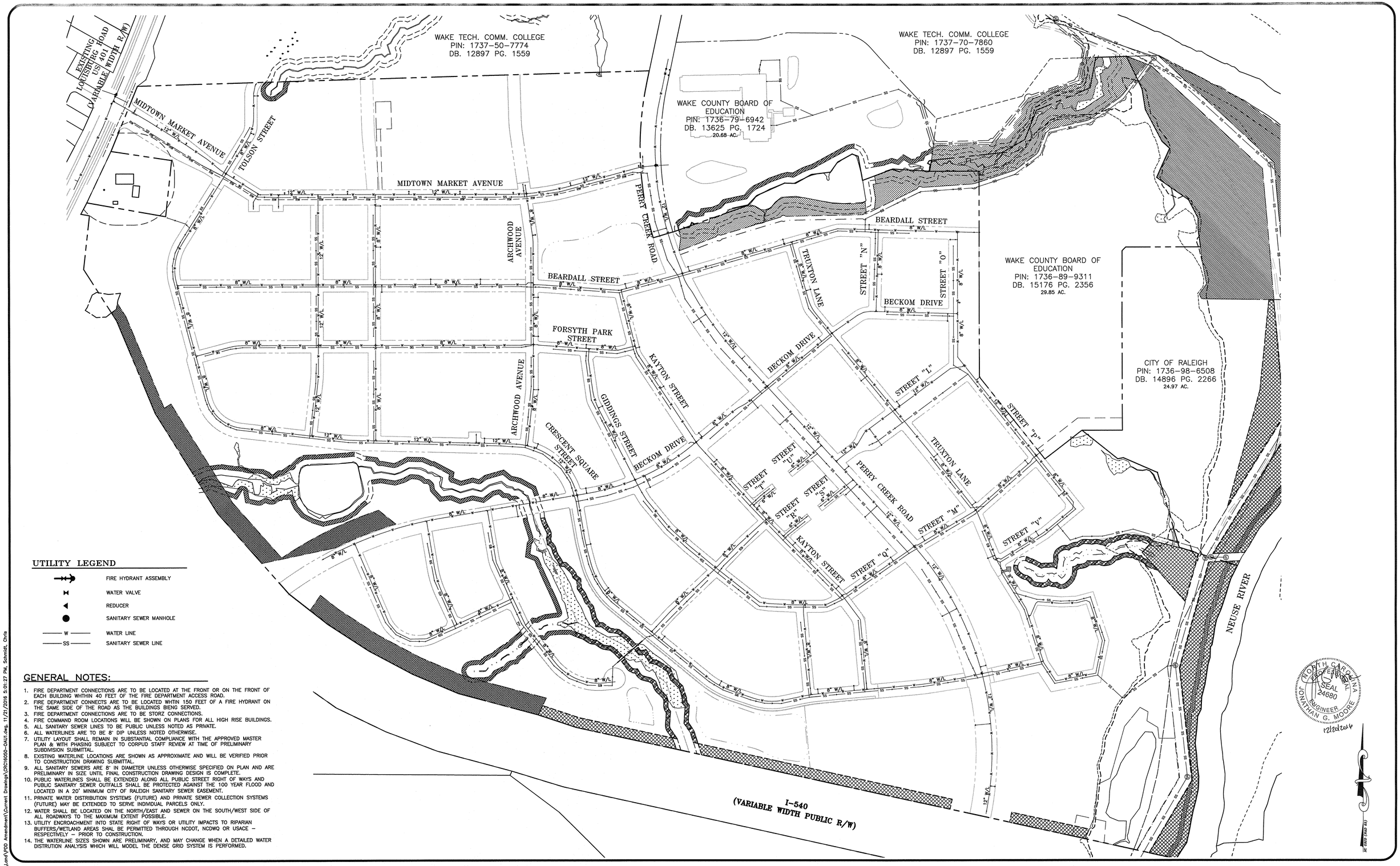


## UTILITY LEGEND

- FIRE HYDRANT ASSEMBLY
- WATER VALVE
- REDUCER
- SANITARY SEWER MANHOLE
- W — WATER LINE
- SS — SANITARY SEWER LINE

## GENERAL NOTES:

1. FIRE DEPARTMENT CONNECTIONS ARE TO BE LOCATED AT THE FRONT OR ON THE FRONT OF EACH BUILDING WHTHIN 40 FEET OF THE FIRE DEPARTMENT ACCESS ROAD.
2. FIRE DEPARTMENT CONNECTS ARE TO BE LOCATED WHTIN 150 FEET OF A FIRE HYDRANT ON THE SAME SIDE OF THE ROAD AS THE BUILDINGS BIENG SERVED.
3. FIRE DEPARTMENT CONNECTIONS ARE TO BE STORZ CONNECTIONS.
4. FIRE COMMAND ROOM LOCATIONS WILL BE SHOWN ON PLANS FOR ALL HIGH RISE BUILDINGS.
5. ALL SANITARY SEWER LINES TO BE PUBLIC UNLESS NOTED AS PRIVATE.
6. ALL WATERLINES ARE TO BE 8" DIP UNLESS NOTED OTHERWISE.
7. UTILITY LAYOUT SHALL REMAIN IN SUBSTANTIAL COMPLIANCE WITH THE APPROVED MASTER PLAN & WITH PHASING SUBJECT TO CORPUD STAFF REVIEW AT TIME OF PRELIMINARY SUBDIVISION SUBMITTAL.
8. EXISTING WATERLINE LOCATIONS ARE SHOWN AS APPROXIMATE AND WILL BE VERIFIED PRIOR TO CONSTRUCTION DRAWING SUBMITTAL.
9. ALL SANITARY SEWERS ARE 8" IN DIAMETER UNLESS OTHERWISE SPECIFIED ON PLAN AND ARE PRELIMINARY IN SIZE UNTIL FINAL CONSTRUCTION DRAWING DESIGN IS COMPLETE.
10. PUBLIC WATERLINES SHALL BE EXTENDED ALONG ALL PUBLIC STREET RIGHT OF WAYS AND PUBLIC SANITARY SEWER OUTFALLS SHALL BE PROTECTED AGAINST THE 100 YEAR FLOOD AND LOCATED IN A 20' MINIMUM CITY OF RALEIGH SANITARY SEWER EASEMENT.
11. PRIVATE WATER DISTRIBUTION SYSTEMS (FUTURE) AND PRIVATE SEWER COLLECTION SYSTEMS (FUTURE) MAY BE EXTENDED TO SERVE INDIVIDUAL PARCELS ONLY.
12. WATER SHALL BE LOCATED ON THE NORTH/EAST AND SEWER ON THE SOUTH/WEST SIDE OF ALL ROADWAYS TO THE MAXIMUM EXTENT POSSIBLE.
13. UTILITY ENCROACHMENT INTO STATE RIGHT OF WAYS OR UTILITY IMPACTS TO RIPARIAN BUFFERS/WETLAND AREAS SHAL BE PERMITTED THROUGH NCDOT, NCDWQ OR USACE – RESPECTIVELY – PRIOR TO CONSTRUCTION.
14. THE WATERLINE SIZES SHOWN ARE PRELIMINARY, AND MAY CHANGE WHEN A DETAILED WATER DISTRUTION ANALYSIS WHICH WILL MODEL THE DENSE GRID SYSTEM IS PERFORMED.


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DURHAM, NORTH CAROLINA 27713
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# 5401 NORTH MASTER PLAN

## OVERALL UTILITY PLAN

SEPTEMBER 07, 2016


McADAMS

THE JOHN R. McADAMS COMPANY, INC.
2905 Meridian Parkway
Durham, North Carolina 27713
License No.: C-0293
(800) 733-5646 ▪ McAdamsCo.com


SHEET NO. C-1A

GRAPHIC SCALE
200 0 100 200 400
1 inch = 200 ft.


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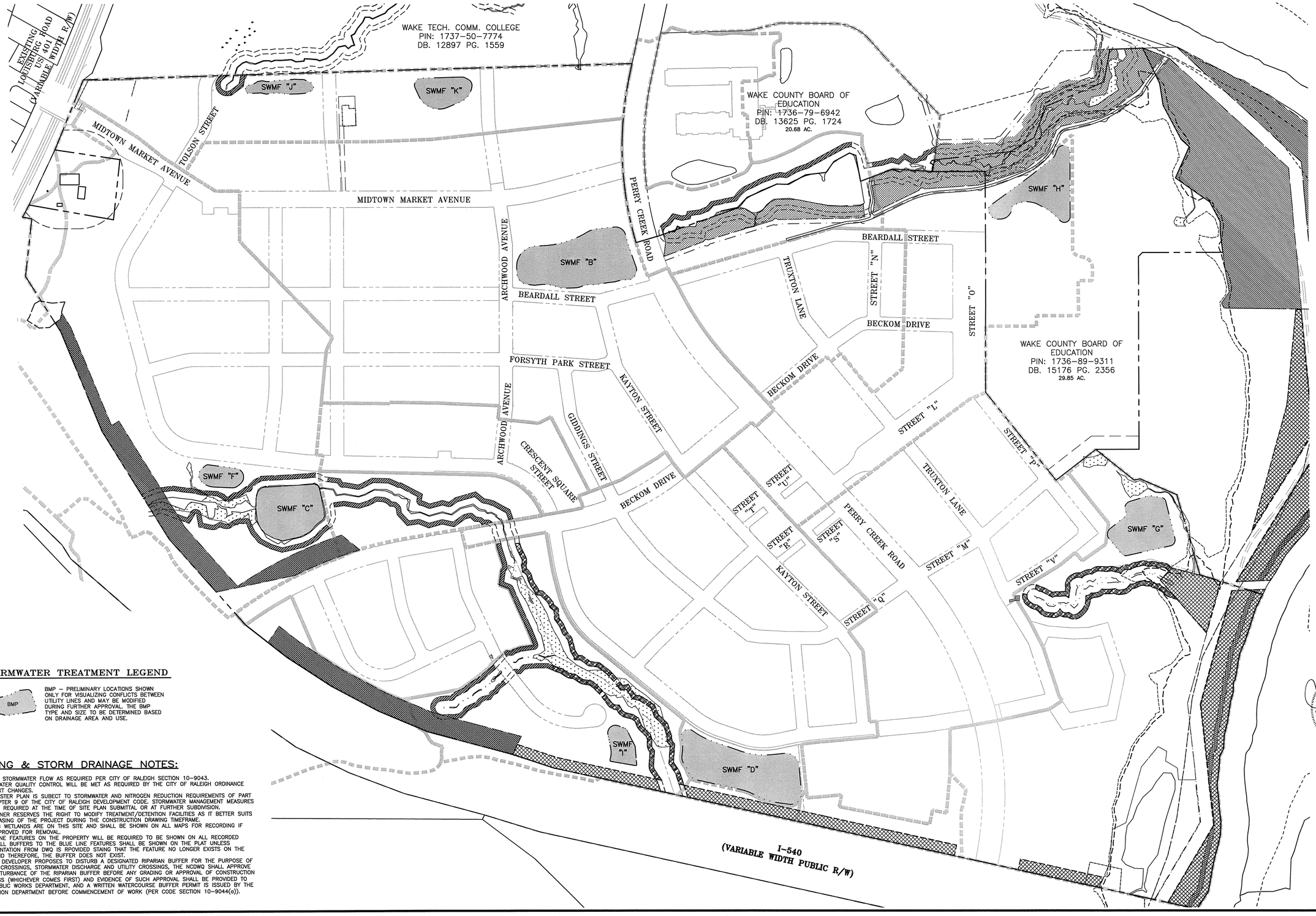


## STORMWATER TREATMENT LEGEND

BMP – PRELIMINARY LOCATIONS SHOWN ONLY FOR VISUALIZING CONFLICTS BETWEEN UTILITY LINES AND MAY BE MODIFIED DURING FURTHER APPROVAL. THE BMP TYPE AND SIZE TO BE DETERMINED BASED ON DRAINAGE AREA AND USE.

## GRADING & STORM DRAINAGE NOTES:

1. DIFFUSE STORMWATER FLOW AS REQUIRED PER CITY OF RALEIGH SECTION 10-9043.
2. STORMWATER QUALITY CONTROL WILL BE MET AS REQUIRED BY THE CITY OF RALEIGH ORDINANCE AND TEXT CHANGES.
3. THIS MASTER PLAN IS SUBECT TO STORMWATER AND NITROGEN REDUCTION REQUIREMENTS OF PART 10 CHAPTER 9 OF THE CITY OF RALEIGH DEVELOPMENT CODE. STORMWATER MANAGEMENT MEASURES WILL BE REQUIRED AT THE TIME OF SITE PLAN SUBMITTAL OR AT FURTHER SUBDIVISION.
4. THE OWNER RESERVES THE RIGHT TO MODIFY TREATMENT/DETENTION FACILITIES AS IT BETTER SUITS THE PHASING OF THE PROJECT DURING THE CONSTRUCTION DRAWING TIMEFRAME.
5. EXISTING WETLANDS ARE ON THIS SITE AND SHALL BE SHOWN ON ALL MAPS FOR RECORDING IF NOT APPROVED FOR REMOVAL.
6. BLUE LINE FEATURES ON THE PROPERTY WILL BE REQUIRED TO BE SHOWN ON ALL RECORDED MAPS. ALL BUFFERS TO THE BLUE LINE FEATURES SHALL BE SHOWN ON THE PLAT UNLESS DOCUMENTATION FROM DWQ IS RPOVIDED STAING THAT THE FEATURE NO LONGER EXISTS ON THE SITE, AND THEREFORE, THE BUFFER DOES NOT EXIST.
7. AS THE DEVELOPER PROPOSES TO DISTURB A DESIGNATED RIPARIAN BUFFER FOR THE PURPOSE OF STREET CROSSINGS, STORMWATER DISCHARGE AND UTILITY CROSSINGS, THE NCDWQ SHALL APPROVE THE DISTURBANCE OF THE RIPARIAN BUFFER BEFORE ANY GRADING OR APPROVAL OF CONSTRUCTION DRAWINGS (WHICHEVER COMES FIRST) AND EVIDENCE OF SUCH APPROVAL SHALL BE PROVIDED TO THE PUBLIC WORKS DEPARTMENT, AND A WRITTEN WATERCOURSE BUFFER PERMIT IS ISSUED BY THE INSPECTION DEPARTMENT BEFORE COMMENCEMENT OF WORK (PER CODE SECTION 10-9044(a)).

NORTH CAROLINA PROFESSIONAL SEAL 24680 ENGINEER JONATHAN G. MOORE 9/8/2016


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# 5401 NORTH MASTER PLAN

## OVERALL STORMWATER MANAGEMENT PLAN

SEPTEMBER 07, 2016


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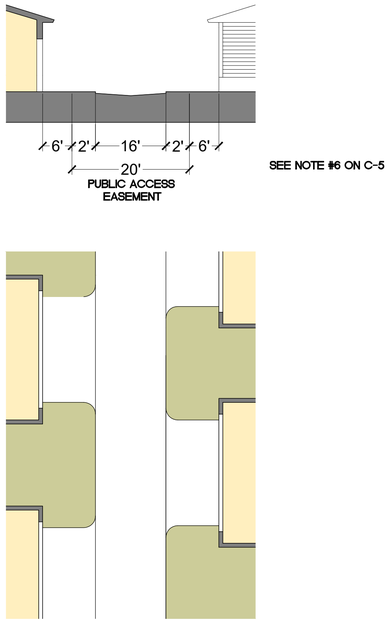
(800) 733-5646 ▪ McAdamsCo.com


SHEET NO. C-2

GRAPHIC SCALE
200 0 100 200 400
1 inch = 200 ft.

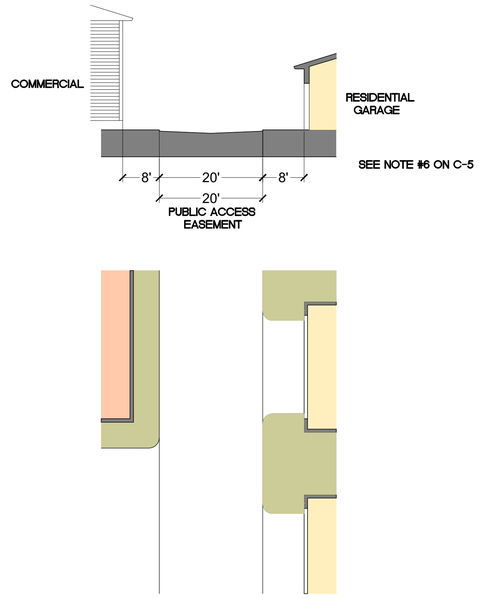
X:\Projects\CRC\CRC-16050\Land\PRD Amendment\Current Drawings\CRC16050-OASW.dwg, 11/21/2016 6:22:35 PM, Schmidt, Chris




PRIVATE ALLEY 20-16
5401 NORTH
STREET SECTIONS

06-25-12

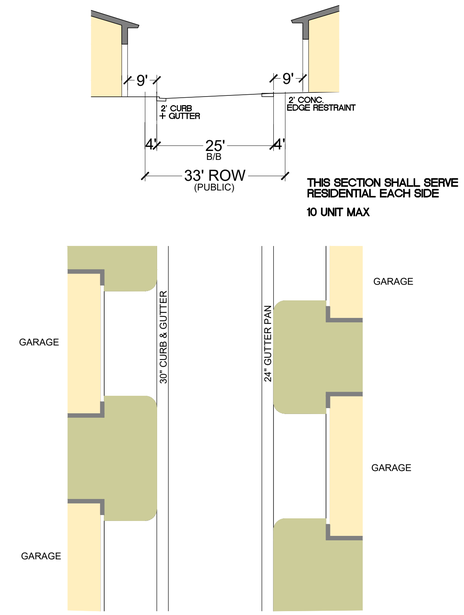
NTS




PRIVATE COMMERCIAL ALLEY 20-20
5401 NORTH
STREET SECTIONS

06-25-12

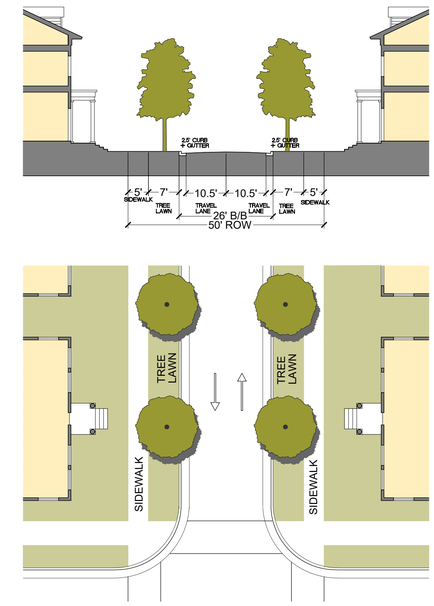
NTS




DR 33-25
5401 NORTH
STREET SECTIONS

REVISED 06-06-12
06-25-12

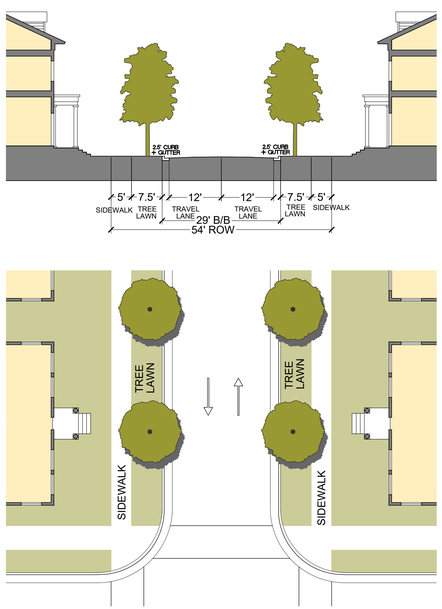
NTS




YIELD STREET 50-26
5401 NORTH
STREET SECTIONS

REVISED 06-06-12
06-25-12

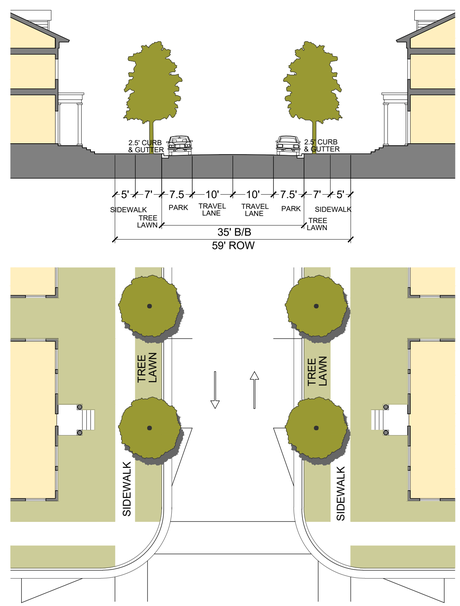
NTS




YIELD STREET 54-29
5401 NORTH
STREET SECTIONS

REVISED 06-06-12
06-25-12
07-31-12

NTS

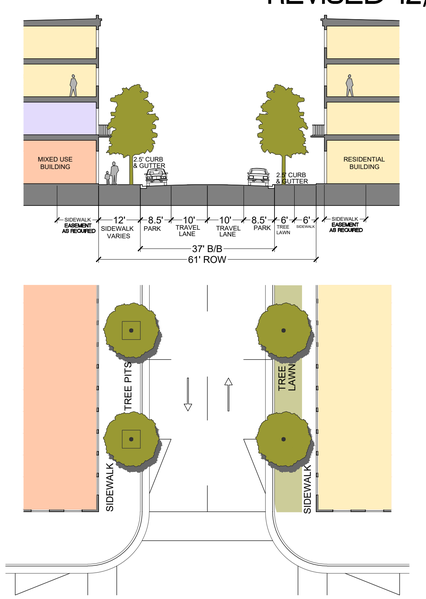



STREET 59-35
5401 NORTH
STREET SECTIONS

REVISED 06-06-12
06-25-12

NTS

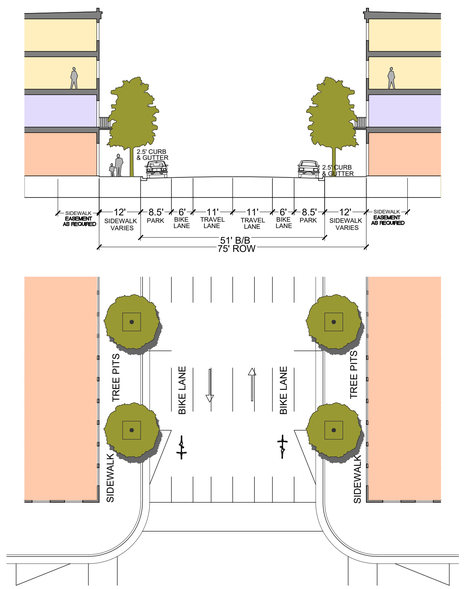
REVISED 12/19/16




URBAN STREET 61-37
5401 NORTH
STREET SECTIONS

REVISED 06-06-12
06-25-12
07-31-12
12-19-16

NTS




URBAN STREET 75-51
5401 NORTH
STREET SECTIONS

08-13-12

NTS

DOVER, KOHL & PARTNERS
town planning
1571 Sunset Drive
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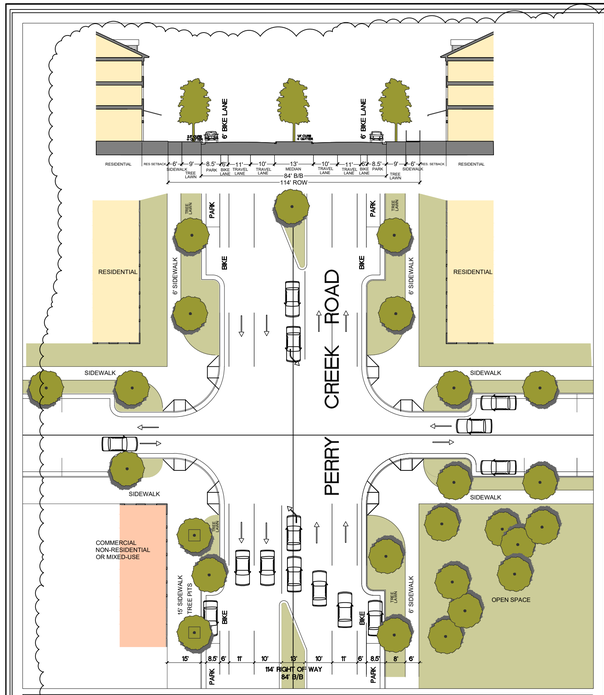
5401 North Master Plan
Street Sections
June 18, 2010

Commercial Properties Realty Trust
5630 Bankers Avenue
Baton Rouge, LA 70808
225.924.7206

Revisions:
08/19/10
09/30/10
11/05/10
12/21/10
01/28/11
03/03/11
07/31/12
08/15/12
09/08/16

Scale: 1" = 200'
0' 100' 200' 400' 1/8 Mile 1/4 Mile

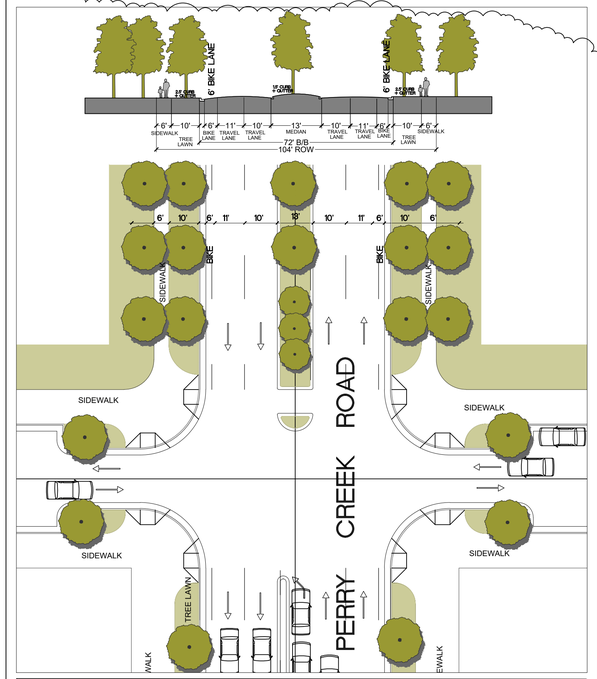
C-3




AV 114-84 PERRY CREEK ROAD
5401 NORTH
STREET SECTIONS

REVISED 05-30-12
06-25-12
07-31-12
05-12-16
12-19-16

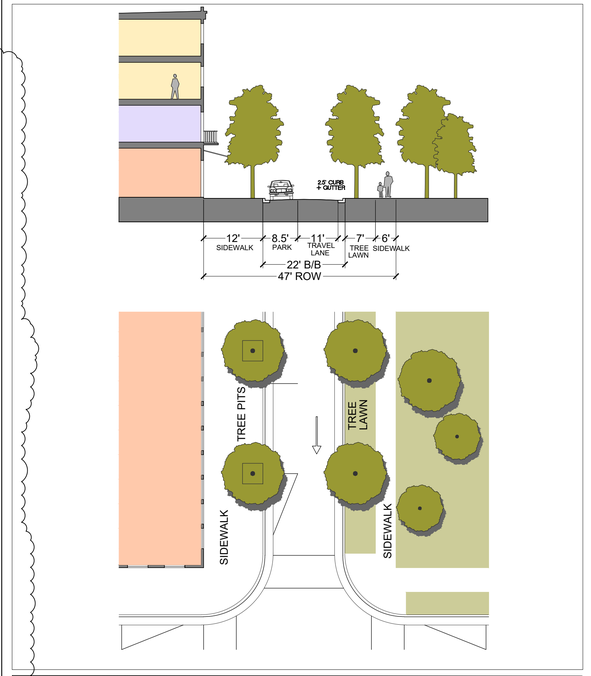
SCALE: 1" = 30'




AV 104-72 PERRY CREEK ROAD
5401 NORTH
STREET SECTIONS

REVISED 05-29-12
06-25-12
07-03-12
05-12-16
12-19-16

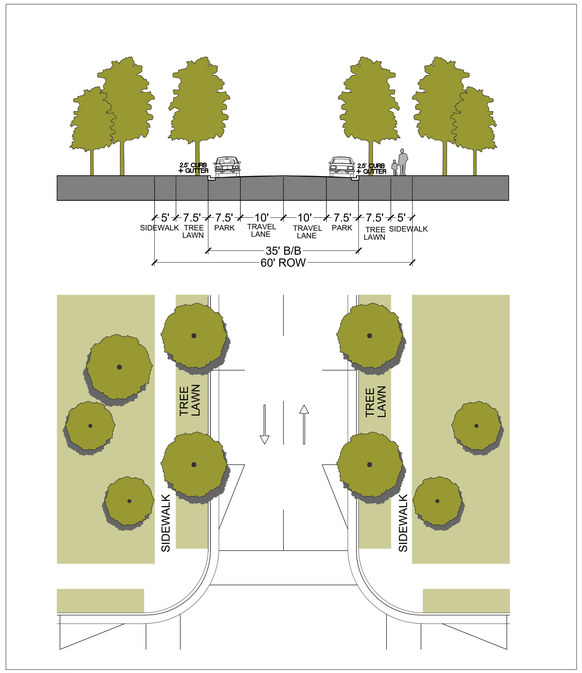
SCALE: 1" = 30'




DRIVE 47-22
5401 NORTH
STREET SECTIONS

REVISED 05-29-12
06-25-12

NTS

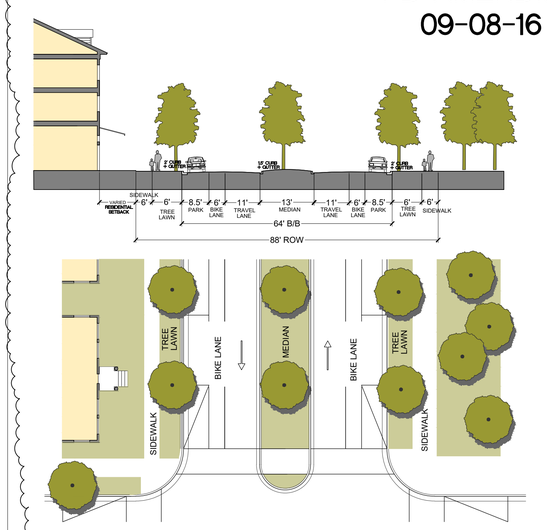



DRIVE 60-35
5401 NORTH
STREET SECTIONS

REVISED 05-29-12
06-25-12

NTS

PD AMENDMENT
09-08-16

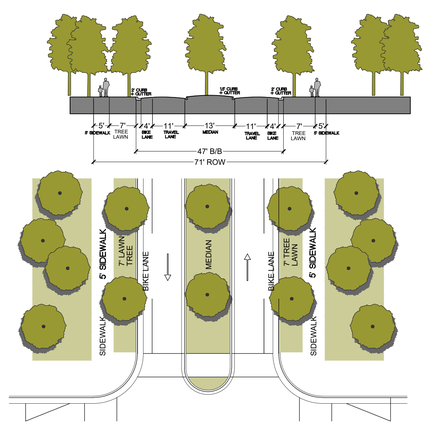



Note: 24" standard curb outside this section

AV 88-64 BECKOM DRIVE
5401 NORTH
STREET SECTIONS

REVISED 05-29-12
06-25-12
07-31-12
05-12-16
12-19-16

SCALE: 1" = 30'



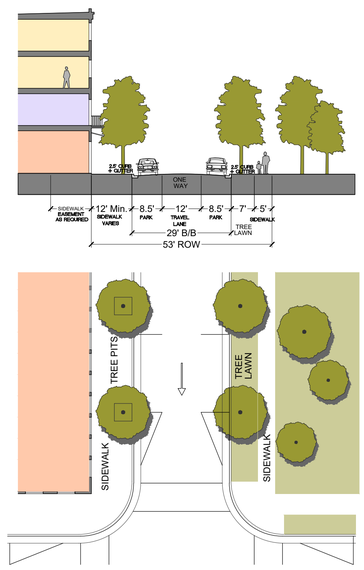

Note: 24" standard curb outside this section

AV 71-47 BECKOM DRIVE-NO PARKING
5401 NORTH
STREET SECTIONS

REVISED 05-29-12
06-25-12

NTS

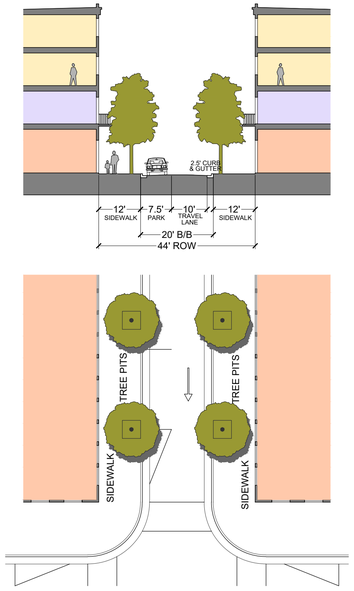
Revisions:




US 53-29
5401 NORTH
STREET SECTIONS

REVISED 05-31-12
06-25-12
07-31-12

NTS




URBAN STREET 44-20
5401 NORTH
STREET SECTIONS

REVISED 06-06-12
06-25-12
07-31-12

NTS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5401 North Master Plan
Street Sections
June 18, 2010

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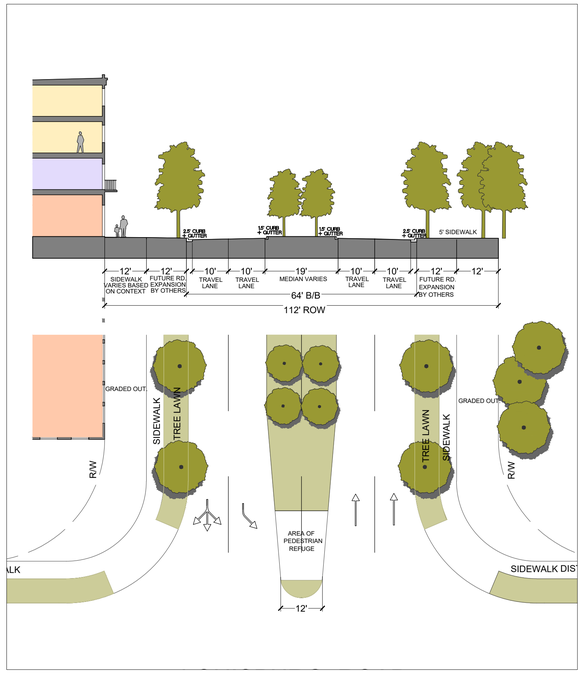
225.924.7206

Revisions:
08/19/10
09/30/10
11/05/10
12/21/10
01/28/11
03/03/11
07/31/12
09/15/12
05-12-16
09/08/16
12/19/16

C-4

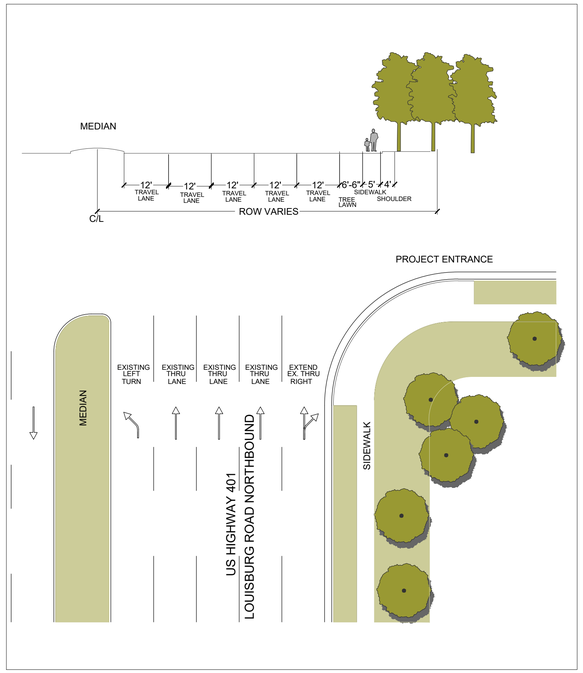



URBAN STREET 112-64 (PROJECT ENTRANCE)
5401 NORTH
STREET SECTIONS

NOTE: MEDIAN VARIES, SEE PLAN FOR MORE INFORMATION

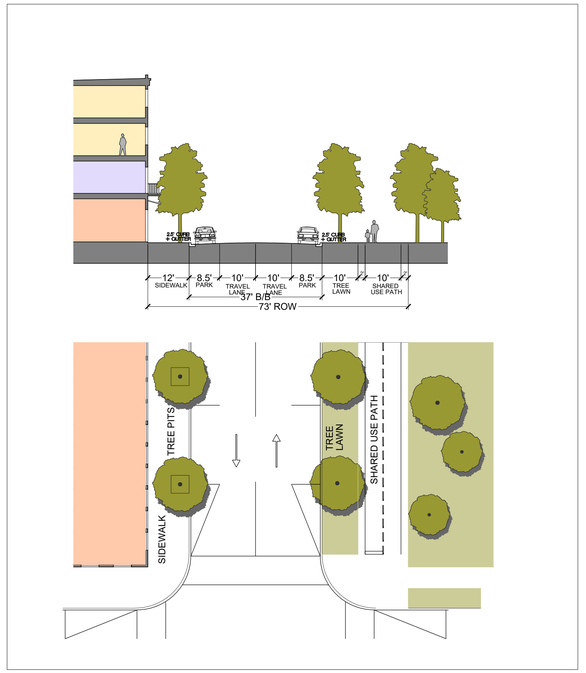
REVISED 05-29-12
06-25-12

NTS




US 401/LOUISBURG RD (PROJECT ENTRANCE) 06-25-12
5401 NORTH
STREET SECTIONS

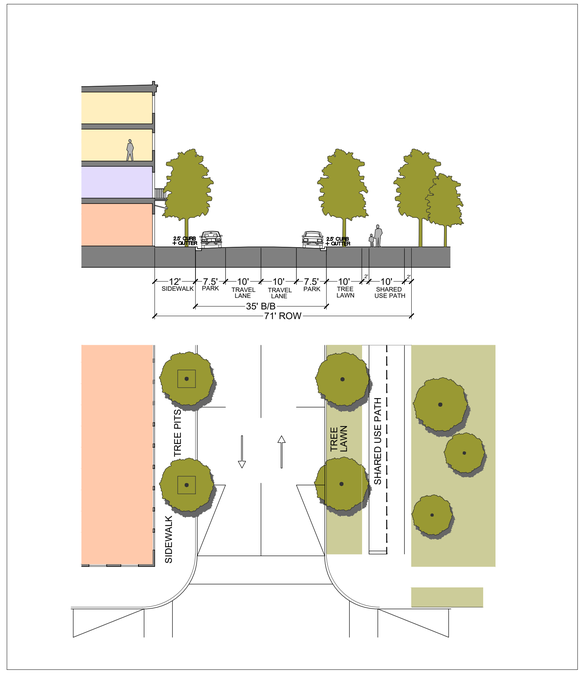
NTS




SOUTH DRIVE (T5) SHARED USE PATH 73-37
5401 NORTH
STREET SECTIONS

REVISED 05-29-12
06-25-12
07-31-12

NTS




SOUTH DRIVE (T4) SHARED USE PATH 71-35
5401 NORTH
STREET SECTIONS

REVISED 05-29-12
06-25-12
07-31-12

NTS

NOTES:
1. Sidewalk widths along streets that engage sidewalk cafes, plazas and seating areas merchandise display and other public functions may be increased as the context changes.
2. Increased sidewalk widths will be determined on a case by case basis as site plans are reviewed and uses are determined.
3. Increased sidewalk widths outside of the right of way will be in sidewalk easements.
4. See plan sheet L-3 for additional right of way location on Street "A" at Louisburg Road and variation of the median.
5. All designated fire truck routes shall comply with IFC 503.2.1 and will be confirmed at site plan phase.
6. The minimum distance from garage door/entrance to edge of alley pavement/curb shall be 8'. The setback from any structure not gaining accesss from or to the alley shall be governed by the setback chart on L-4.
7. No conversion of garages that contain required offstreet parking spaces.

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5401 North Master Plan
Street Sections
June 18, 2010

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Revisions:
08/19/10
09/30/10
11/05/10
12/21/10
01/28/11
03/03/11
07/31/12
08/15/12
09/08/16

Scale: 1" = 200'
0' 100' 200' 400' 1/8 Mile 1/4 Mile

C-5

TAB

| SUMMARY BY DEVELOPMENT TRACT | | | | |
|---|---|---|---|---|
| | **SIZE** | **DWELLING UNITS MAX** | **NON-RESIDENTIAL SQ. FT. (FLOOR AREA GROSS)** | **MAXIMUM GROSS TRACT DENSITY** |
| **TRACT 1** | 133.05 AC | 1300 Units | 1,500,000 Sq. Ft. max. | N/A |
| **TRACT 2** | 86.19 AC | 600 Units | 500,000 Sq. Ft. max. | N/A |
| **TRACT 3** | 183.28 AC | 500 Units | 500,000 Sq. Ft. max. | N/A |
| **TOTAL** | **402 Acres** | **2250 units** | **1,605,000 S.F.** | **5.6 DU/ACRE** |

Notes:

1. No structure shall be located closer than 50' to the Anderson property on Hwy 401.
2. No structure shall be located closer than 25' to the remainder of the perimeter except for the school in Tract 3.
3. Total area indicated above does include the area to be zoned Conservation Management adjacent to the Neuse River.
4. There are no floor area ratio/ building lot coverage maximums for this site.

| PRINCIPLE GUIDELINES | KEY ELEMENTS | MASTER PLAN PROVISIONS | REFERENCE |
|---|---|---|---|
| Elements of Mixed Use | 2.2 The Mixed-Use Center Core should contain some buildings that are vertically mixed in use. Retail uses should be placed at street level, while office and residential uses should be placed in the rear or on the upper stories. Residential building entrances should be raised above the sidewalk a minimum of 2 feet to reinforce a privacy zone and distinguish them from the commercial entrances. | The urban core is centrally located to the site and away from the intersection of Interstate 540 and U.S. Highway 401. The core will contain retail, office, residential, personal service and convenience uses. The transition area between the core and the Perry Creek Road Extension is made up of medium and high density residential uses. The Edge zone is made up of low density single family residential, the amenity site and the new Riverbend Elementary School. | Master Plan L-3 |
| Transitions to Neighborhoods | 2.3.2 Within all Mixed-Use Centers, building heights should be greatest in the Core and should transition to lower heights outward from the Core to the boundary of the Mixed Use Center. Buildings at the Edge should be comparable in height and massing to the adjacent and nearby properties as well as the surrounding neighborhood. In general, housing densities should be highest within Centers, transitioning to progressively lower densities moving outwards... | The street network of the project will provide for a variety of streets and access points to allow for the dispersion of traffic throughout the site and to neighboring properties, Wake Tech and vacant land across 540. The step down to lower density residential at the south and west side of the site where undeveloped residentially zoned land is located provides the necessary transitions. | Master Plan L-3 |
| The Block, the Street, & the Corridor | 2.4.1 Streets should interconnect with a development and with adjoining development. Street stubs should be provided with development adjacent to open land to provide for future connections. Cul-de-sacs or dead-end streets are generally discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. | The core is within walking distance to the majority of residential units planned and to portions of Wake Technical Community College North Campus. The mass of the most intense multistory buildings in the core address the street with pedestrian sidewalks adjacent to the buildings. All of the project streets provide the utmost in connectivity and access to surrounding properties while not creating cul-de-sacs and dead end streets. | Master Plan L-3 |
| Building Placement | 3.1.1 Locate buildings close to the pedestrian street (within 25 feet of the curb), with off-street parking behind and/or beside buildings. 3.1.2 If the building is located at a street intersection, place the main building, or part of the building, at the corner. 3.1.3 To maximize the street frontage of buildings and minimize the street frontage of parking lots, building should be articulated so that the long side fronts of the street. 3.1.4 Also arrange buildings to create view corridors between pedestrian destinations | The mass of the most intense multistory buildings in the core address the street with pedestrian sidewalks adjacent to the buildings. Buildings will anchor street corners and provide terminating vistas at the end of core blocks. The parking lots are located to the rear of the buildings maximizing pedestrian importance along the streets. | Master Plan L-3, Elevation sketches and street sections |
| Urban Open Space | 3.2.1 To ensure that urban open space is well used, it is essential to locate and design it carefully. The space should be located where it is visible and easily accessible from public areas (building entrances, sidewalks). 3.2.2 New urban open spaces should contain direct access from the adjacent streets. They should be open along the adjacent sidewalks and allow for multiple points of entry. 3.2.6 The perimeter of urban open spaces should consist of active uses that provide pedestrian traffic and uses for the space including retail cafes and restaurants and higher-density residential. | Urban plazas and pocket parks will be located throughout the core and remaining development for the enjoyment of residents and visitors to the village. Active uses will be planned for the open spaces including outdoor dining, active and passive play spaces along with reflective meditating spaces. Public seating opportunities will be provided at regular intervals along the streets, seating will be provided outside of the restaurants and in all of the park areas. Bicycle racks will be provided throughout the site adjacent to the shops, restaurants, cinema and parks. | Master Plan L-3 |
| Public Seating, Pedestrian & Bicycle Amenities | 3.3 Publicly accessible places to sit in the public realm are important not only as basic amenities, but also in sponsoring casual social interaction. Seating can be both formal and informal, including both park benches on the tops of garden walls or monumental stairs at the entrance to public buildings. | The project will be seamlessly connected with a network of sidewalks, bike/jogging trails, and greenways connecting urban plazas with pocket parks, recreation facilities and the City of Raleigh Greenway located along the Neuse River. | Master Plan L-3, Circulation Plan L-5, L-6 |
| Outdoor Lighting | 3.5 Use a low intensity of high-quality light, which will provide good, uniform visibility while avoiding light pollution. A substantial amount of lighting for pedestrians should be provided from the storefronts using either indirect illumination from within the building or direct illumination under canopies or awnings. | Decorative street lighting fixtures will be utilized to maximize the illumination of the sidewalks and other pedestrian walkways using low intensity fixtures. Maximum illumination will be provided along all of the storefront retail and office areas. | |
| Site Landscaping | 3.6 The appropriate use of existing and supplemental landscaping fosters unity of design for new development and blends new development with the natural landscape. Quality landscaping is an essential component of the built urban form of the City. Existing landscaping should be retained where possible. | The site landscape plans will be developed by the same firm providing a coherent and unifying theme to the entire site. Parking lots will be screened from view. Street trees will be provided in the right of way where they shade and protect pedestrians from traffic. The entrance to the site on Highway 401 will be intensely landscaped while maintaining the majority of the existing oaks. | |

| PRINCIPLE GUIDELINES | KEY ELEMENTS | MASTER PLAN PROVISIONS | REFERENCE |
|---|---|---|---|
| Bicycle Amenities | 3.7.5 For Commercial and Apartment House uses where more than 19 spaces are required under the City Code, provide 1 bike parking space for every 50 car spaces. Inverted U or "Cora"-type racks are suggested though others of similar durability and ease of use may be approved by City staff. | Bicycle racks shall be utilized or provided at each multi-family residential building located in the project and within the streetscapes in the commercial areas. | |
| Automobile Parking | 3.10.1 Parking lots should be located behind buildings or in the interior of a block whenever possible. Parking lots should not occupy more than 1/3 of the frontage of the adjacent building or no more than 64feet, whichever is less. 3.10.2 Shared parking as permitted by the City Code is strongly encouraged between adjacent or vertically mixed uses whose peak demand is off-set from each other (e.g. Offices and Housing). | Parking is located behind the buildings exclusively for the innermost quadrants of the core. Parking in residential areas will be behind the homes with visitor parking on the street. | Master Plan L-3 |
| Parking Structures | 3.11.1 The ground-level of a parking structure should be wrapped by retail, office or some other active use along at least the primary façade.3.11.2 Along the pedestrian-oriented street, parking structure facades should be treated with high quality materials and given vertical articulation and emphasis compatible to the principal structure. | Parking structures may be utilized in the village core along with a minimal amount of surface parking. Any structures provided will be faced with building materials similar to adjacent buildings. | Master Plan L-3 |
| Transit Stop | 3.12.1 Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network. 3.12.2 Bus stops and routes are encouraged to be placed within the Mixed-Use Center and should not be place away from the Core. | A public transit stop will be incorporated into the urban core to allow for residents to access other parts of Raleigh, those working in the project to access their places of employment and the general public access to the goods, services and neighbors of this development without getting in an automobile. | Master Plan L-3 |
| Environmental Protection | 3.13 All development should respect natural resources as an essential component of the human environment. The most sensitive landscape areas, both environmentally and visually, are steep slopes greater than 15%, watercourses, and floodplains. Any development in these areas should minimize intervention and maintain the natural condition except under extreme circumstances. Where practical, these features should be conserved as open space amenities and incorporated into the overall site design. | The project layout is thoughtful of existing natural environmental features on the site including ponds, Neuse Riparian Buffers, wetlands and the Neuse River. | Tree Conservation Plan L-8, Open Space Plan L-7 |
| Street Design & Spatial Definition | 4.1 It is the intent of these guidelines to build streets that are integral components of community design. Streets should be designed as the main public spaces of the City and should be scaled to the pedestrian. 4.1.3 In Core areas, trees may be planted in tree wells with grates over the top to protect the roots. | The street network of the project will provide for a variety of streets and access points to allow for the dispersion of traffic throughout the site and to neighboring properties. Street trees within the core will be planted in landscaped areas and tree grates. | Master Plan L-3, Street Sections |
| Facades & Street Level Activity | 5.4 Building facades should be varied and articulated to provide visual interest to pedestrians. Street level windows and numerous building entries are encouraged in Core areas. Streets with monotonous and unarticulated facades are hostile to pedestrian activity. | Retail, office and commercial uses shall be concentrated in street level spaces with a mixture of office and residential in upper floors. Street level storefronts shall be transparent to stimulate visual interest for shoppers. | Elevation sketches |

**5401 North-MP-1-2010** **January 18, 2011**

# Design Guidelines for Mixed Use Areas

RALEIGH COMPREHENSIVE PLAN

**Elements of Mixed-Use Areas**

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

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

**Mixed-Use Areas /Transition to Surrounding Neighborhoods**

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

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

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

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

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

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

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

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

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

**Site Design/Building Placement**

6. *A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use. Streets should be lined by buildings rather than parking lots and should provide interest especially for pedestrians. Garage entrances and/or loading areas should be located at the side or rear of a property.*

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

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

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

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

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

**Site Design/Urban Open Space**

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

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

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

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

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

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

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

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

**Site Design/Public Seating**

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

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

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

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

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

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

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

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

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

**Site Design/Transit Stops**

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

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

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

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

**Site Design/Environmental Protection**

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

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

**Street Design/General Street Design Principles**

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

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

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

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

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

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

**Street Design/Spatial Definition**

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

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

**Building Design/Facade Treatment**

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

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

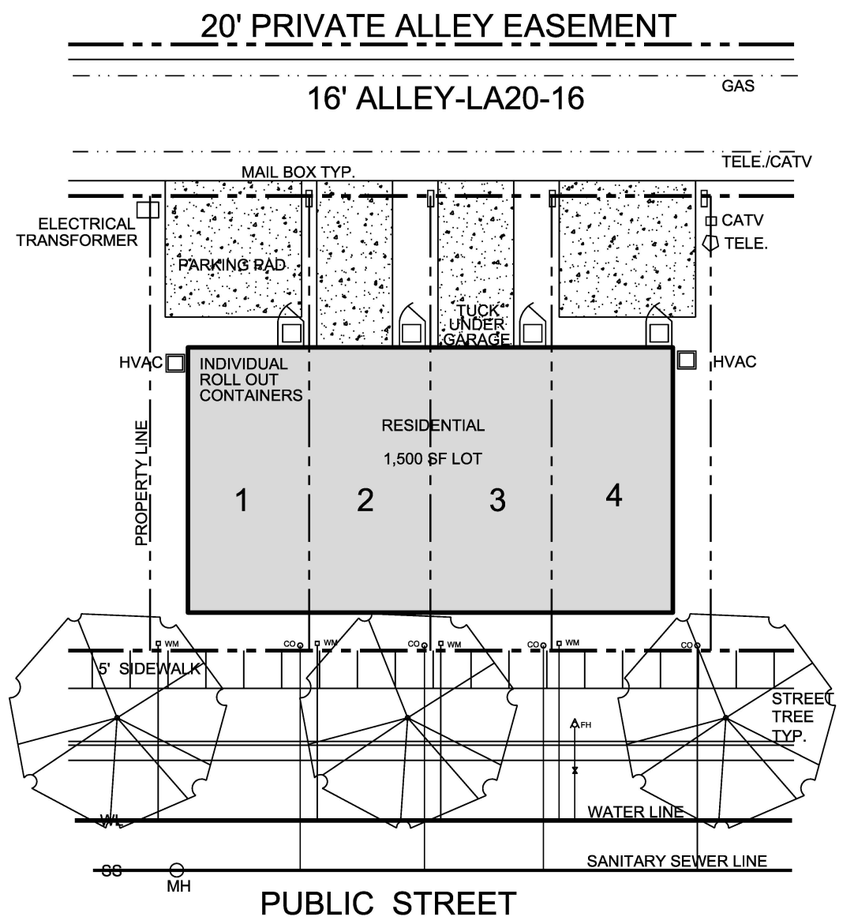
25. *The ground level of the building should offer pedestrian interest along sidewalks. This includes windows entrances, and architectural details. Signage, awnings, and ornamentation are encouraged.*

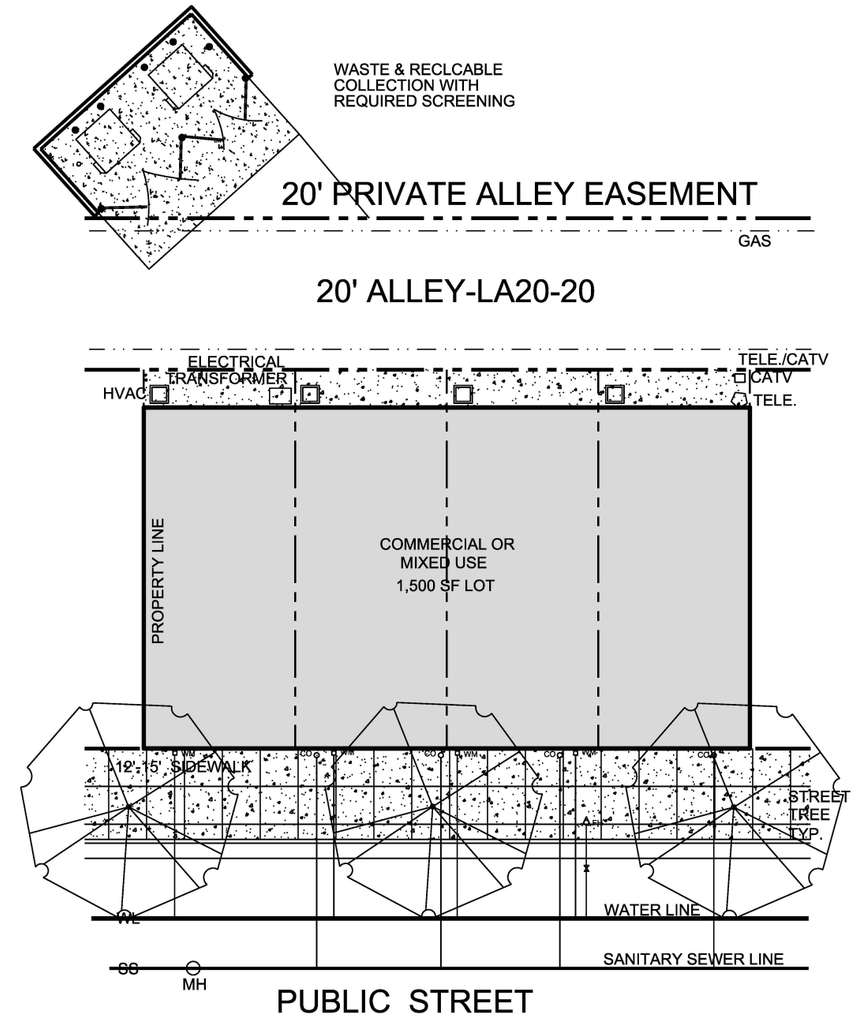
**The ground level of buildings will provide pedestrian interest and will not contain long expanses of blank and architecturally uninteresting expanses of walls without articulation and fenestration. Signage, awnings, and ornamentation will be as interesting as the City of Raleigh Public Works Department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

**Building Design/Street Level Activity**

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

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



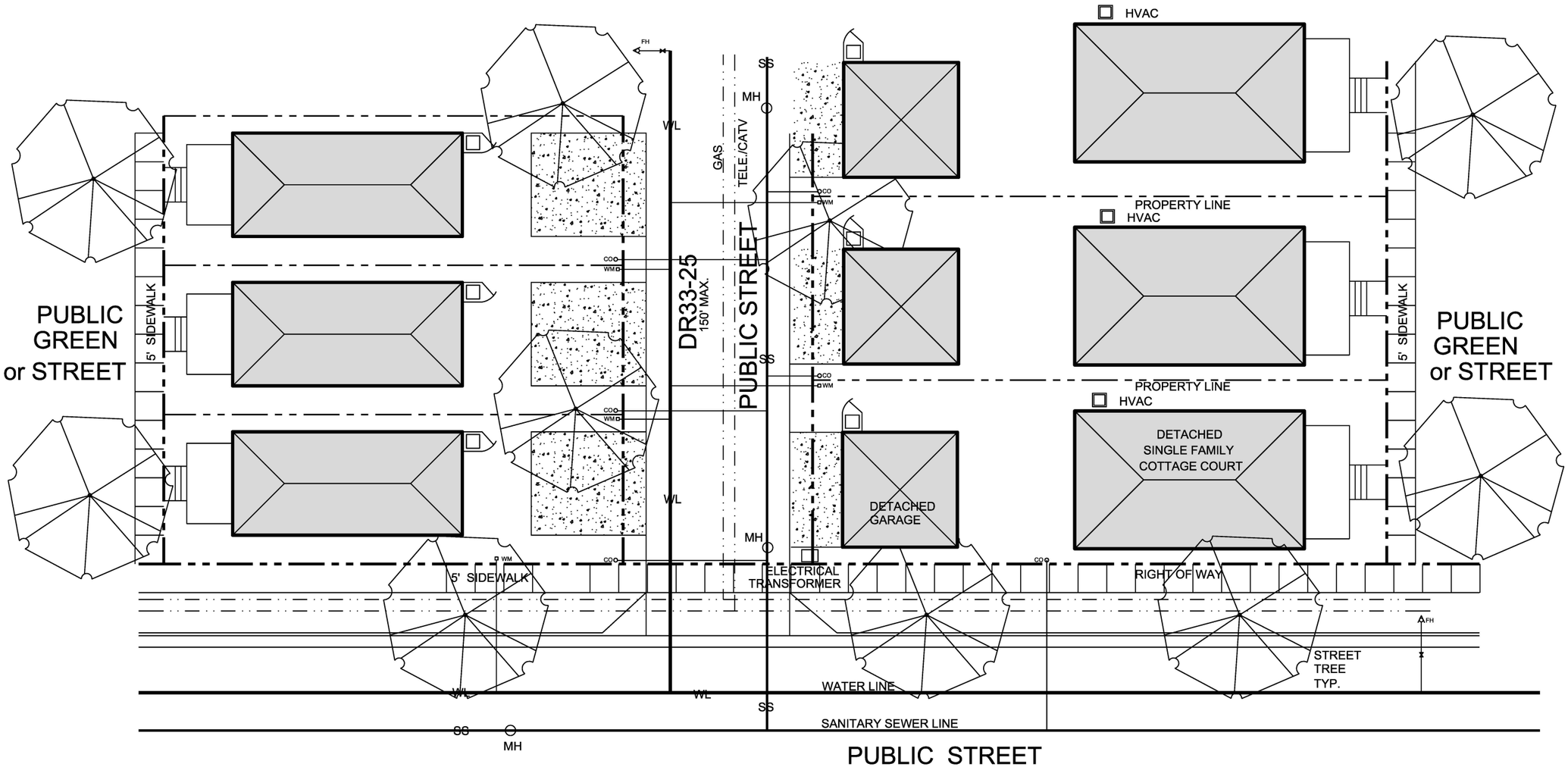

# REAR LOADED PRIVATE ALLEY

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

5401 NORTH
LOT TYPICALS
SCALE: 1"=20'

DATE:03-08-11

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




# REAR LOADED PUBLIC STREET


*Tony M. Tate Landscape Architecture, PA*
*5011 Southpark Drive, Suite 200*
*Durham, NC 27713*
*p: 919.484.8880*
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## 5401 NORTH

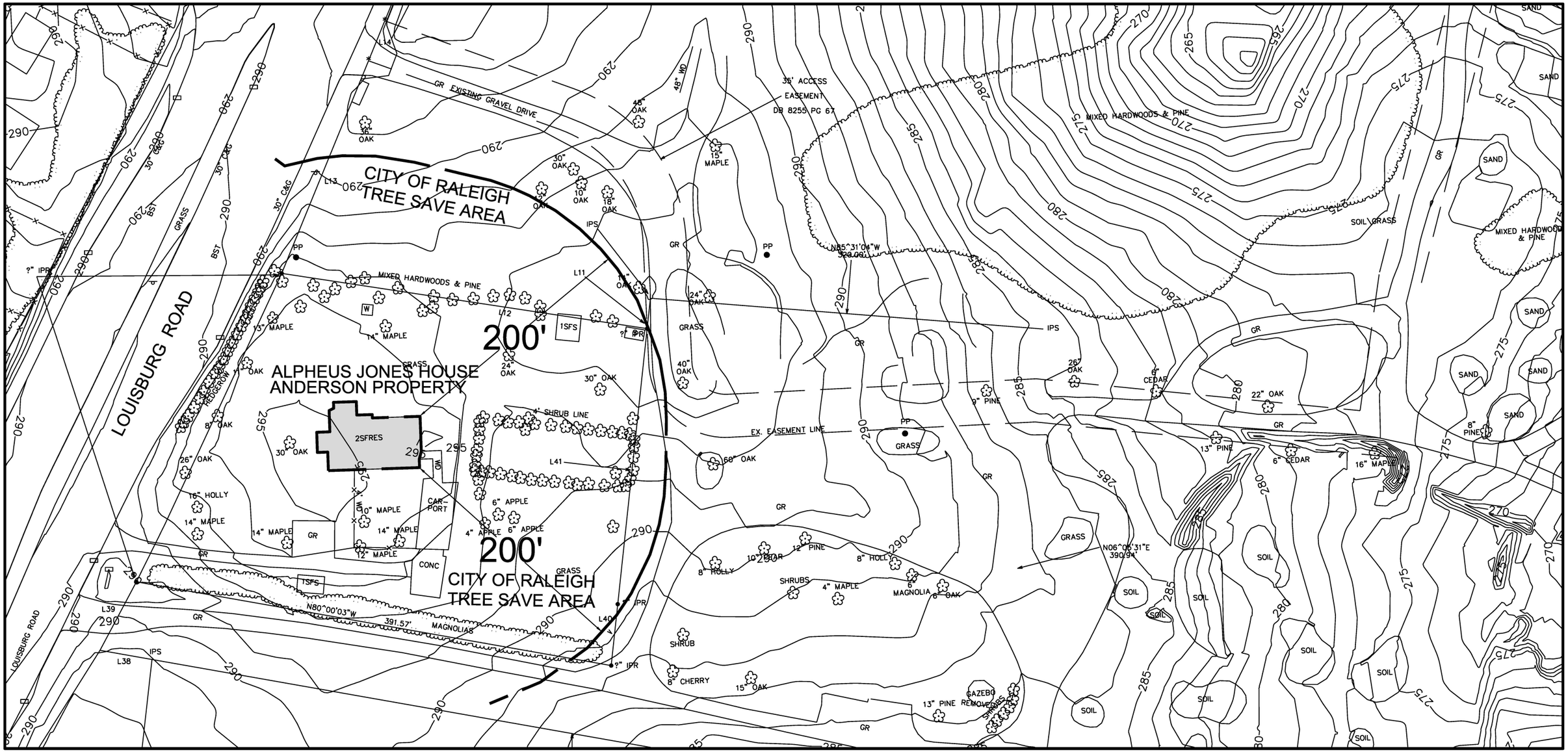
LOT TYPICALS

SCALE: 1"=20'

DATE:03-08-11

## 5401 NORTH, LLC

420 S. FOURTH ST.
BATON ROUGE, LA.

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# 5401 NORTH

## ANDERSON PROPERTY EX. TREE EXHIBIT

SCALE 1"=80'

MARCH 17, 2011

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

TREE SURVEY BY CH ENGINEERING 2006

Kimley-Horn
and Associates, Inc.

*Memorandum*

P.O. Box 33068
Raleigh, North Carolina
27636

To: Tony M. Tate, RLA

From: Richard C. Adams, P.E. RCA

Date: February 3, 2011

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

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

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

## Trip Reductions

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

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

TEL 919 677 2000
FAX 919 677 2050

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

## Shared Parking

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

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

## Parking Accumulation Rates

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

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

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

## Analysis Results

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

**Table 1 – Peak Parking Demand**

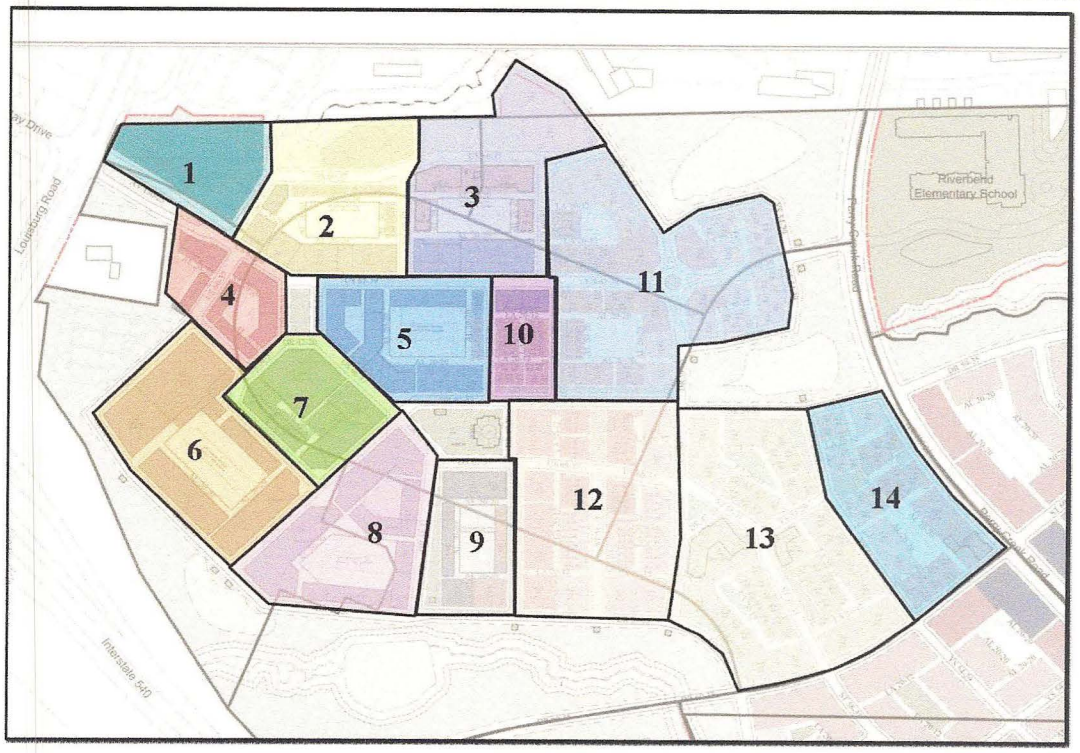
| Scenario | Demand | % Reduction |
|---|---|---|
| City of Raleigh Code | 7,420 | - |
| Shared Parking | 4,400 | 41% |

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

## Conclusion

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

# 5401 North
## Summary of Land Uses & Intensities by Parking Analysis Zone




**Zone 1**

| Description | ITE Code | Phase 1 | Phase 2 | Units |
|---|---|---|---|---|
| Warehouse | 150 | | | s.f. |
| Storage | 151 | | | s.f. |
| Single Family Home | 210 | | | d.u. |
| Apartments | 221 | | | d.u. |
| Townhouse | 224 | | | d.u. |
| Condominiums | 230 | | | d.u. |
| Assisted Living | 252 | | | d.u. |
| Hotel | 310 | | | rooms |
| Performing Arts Theater | 441 | | | seats |
| Movie Theater | 444 | | | seats |
| Athletic Club | 493 | | | s.f. |
| Library | 590 | | | s.f. |
| General Office | 701 | 133,600 | 133,600 | s.f. |
| Medical Office | 720 | | | s.f. |
| General Retail | 820 | | | s.f. |
| Grocery | 850 | | | s.f. |
| Convenience Market | 851 | | | s.f. |
| Bank | 911 | | | s.f. |
| Restaurant | 931 | | | s.f. |
| Lounge | 936 | | | s.f. |
| Auto Service | 942 | | | s.f. |
| Cleaners | 960 | | | s.f. |

**Zone 2**

| Description | ITE Code | Phase 1 | Phase 2 | Units |
|---|---|---|---|---|
| Warehouse | 150 | | | s.f. |
| Storage | 151 | | | s.f. |
| Single Family Home | 210 | | | d.u. |
| Apartments | 221 | | 36 | d.u. |
| Townhouse | 224 | | | d.u. |
| Condominiums | 230 | 58 | 81 | d.u. |
| Assisted Living | 252 | | | d.u. |
| Hotel | 310 | | | rooms |
| Performing Arts Theater | 441 | | | seats |
| Movie Theater | 444 | | | seats |
| Athletic Club | 493 | | | s.f. |
| Library | 590 | | | s.f. |
| General Office | 701 | 61,500 | 70,875 | s.f. |
| Medical Office | 720 | | | s.f. |
| General Retail | 820 | 50,700 | 55,700 | s.f. |
| Grocery | 850 | | | s.f. |
| Convenience Market | 851 | | | s.f. |
| Bank | 911 | | | s.f. |
| Restaurant | 931 | | | s.f. |
| Lounge | 936 | | | s.f. |
| Auto Service | 942 | | | s.f. |
| Cleaners | 960 | | | s.f. |

**Zone 3**

| Description | ITE Code | Phase 1 | Phase 2 | Units |
|---|---|---|---|---|
| Warehouse | 150 | | | s.f. |
| Storage | 151 | | | s.f. |
| Single Family Home | 210 | | | d.u. |
| Apartments | 221 | | 24 | d.u. |
| Townhouse | 224 | | | d.u. |
| Condominiums | 230 | 24 | 24 | d.u. |
| Assisted Living | 252 | | | d.u. |
| Hotel | 310 | | | rooms |
| Performing Arts Theater | 441 | | | seats |
| Movie Theater | 444 | | | seats |
| Athletic Club | 493 | 57,500 | 57,500 | s.f. |
| Library | 590 | | | s.f. |
| General Office | 701 | | 72,300 | s.f. |
| Medical Office | 720 | | | s.f. |
| General Retail | 820 | 16,525 | 16,975 | s.f. |
| Grocery | 850 | | | s.f. |
| Convenience Market | 851 | | | s.f. |
| Bank | 911 | | | s.f. |
| Restaurant | 931 | | | s.f. |
| Lounge | 936 | | | s.f. |
| Auto Service | 942 | | | s.f. |
| Cleaners | 960 | | | s.f. |

**Zone 4**

| Description | ITE Code | Phase 1 | Phase 2 | Units |
|---|---|---|---|---|
| Warehouse | 150 | | | s.f. |
| Storage | 151 | | | s.f. |
| Single Family Home | 210 | | | d.u. |
| Apartments | 221 | | | d.u. |
| Townhouse | 224 | | | d.u. |
| Condominiums | 230 | 29 | 29 | d.u. |
| Assisted Living | 252 | | | d.u. |
| Hotel | 310 | 90 | 90 | rooms |
| Performing Arts Theater | 441 | | | seats |
| Movie Theater | 444 | | | seats |
| Athletic Club | 493 | | | s.f. |
| Library | 590 | | | s.f. |
| General Office | 701 | 8,750 | 8,750 | s.f. |
| Medical Office | 720 | | | s.f. |
| General Retail | 820 | 29,000 | 29,000 | s.f. |
| Grocery | 850 | | | s.f. |
| Convenience Market | 851 | | | s.f. |
| Bank | 911 | | | s.f. |
| Restaurant | 931 | | | s.f. |
| Lounge | 936 | | | s.f. |
| Auto Service | 942 | | | s.f. |
| Cleaners | 960 | | | s.f. |

**Zone 5**

| Description | ITE Code | Phase 1 | Phase 2 | Units |
|---|---|---|---|---|
| Warehouse | 150 | | | s.f. |
| Storage | 151 | | | s.f. |
| Single Family Home | 210 | | | d.u. |
| Apartments | 221 | | | d.u. |
| Townhouse | 224 | | 8 | d.u. |
| Condominiums | 230 | 114 | 121 | d.u. |
| Assisted Living | 252 | | | d.u. |
| Hotel | 310 | | | rooms |
| Performing Arts Theater | 441 | | | seats |
| Movie Theater | 444 | | | seats |
| Athletic Club | 493 | | | s.f. |
| Library | 590 | | | s.f. |
| General Office | 701 | | 4,375 | s.f. |
| Medical Office | 720 | | | s.f. |
| General Retail | 820 | 63,900 | 63,900 | s.f. |
| Grocery | 850 | | | s.f. |
| Convenience Market | 851 | | | s.f. |
| Bank | 911 | | | s.f. |
| Restaurant | 931 | | | s.f. |
| Lounge | 936 | | | s.f. |
| Auto Service | 942 | | | s.f. |
| Cleaners | 960 | | | s.f. |

**Zone 6**

| Description | ITE Code | Phase 1 | Phase 2 | Units |
|---|---|---|---|---|
| Warehouse | 150 | | | s.f. |
| Storage | 151 | | | s.f. |
| Single Family Home | 210 | | | d.u. |
| Apartments | 221 | 18 | 18 | d.u. |
| Townhouse | 224 | | | d.u. |
| Condominiums | 230 | 5 | 5 | d.u. |
| Assisted Living | 252 | | | d.u. |
| Hotel | 310 | | | rooms |
| Performing Arts Theater | 441 | | | seats |
| Movie Theater | 444 | | | seats |
| Athletic Club | 493 | | | s.f. |
| Library | 590 | | | s.f. |
| General Office | 701 | 200,225 | 200,225 | s.f. |
| Medical Office | 720 | | | s.f. |
| General Retail | 820 | 80,000 | 80,000 | s.f. |
| Grocery | 850 | | | s.f. |
| Convenience Market | 851 | | | s.f. |
| Bank | 911 | | | s.f. |
| Restaurant | 931 | | | s.f. |
| Lounge | 936 | | | s.f. |
| Auto Service | 942 | | | s.f. |
| Cleaners | 960 | | | s.f. |

**Zone 7**

| Description | ITE Code | Phase 1 | Phase 2 | Units |
|---|---|---|---|---|
| Warehouse | 150 | | | s.f. |
| Storage | 151 | | | s.f. |
| Single Family Home | 210 | | | d.u. |
| Apartments | 221 | 24 | 24 | d.u. |
| Townhouse | 224 | | | d.u. |
| Condominiums | 230 | 8 | 8 | d.u. |
| Assisted Living | 252 | | | d.u. |
| Hotel | 310 | | | rooms |
| Performing Arts Theater | 441 | | | seats |
| Movie Theater | 444 | 4,000 | 4,000 | seats |
| Athletic Club | 493 | | | s.f. |
| Library | 590 | | | s.f. |
| General Office | 701 | 112,200 | 112,200 | s.f. |
| Medical Office | 720 | | | s.f. |
| General Retail | 820 | | | s.f. |
| Grocery | 850 | | | s.f. |
| Convenience Market | 851 | | | s.f. |
| Bank | 911 | | | s.f. |
| Restaurant | 931 | | | s.f. |
| Lounge | 936 | | | s.f. |
| Auto Service | 942 | | | s.f. |
| Cleaners | 960 | | | s.f. |

**Zone 8**

| Description | ITE Code | Phase 1 | Phase 2 | Units |
|---|---|---|---|---|
| Warehouse | 150 | | | s.f. |
| Storage | 151 | | | s.f. |
| Single Family Home | 210 | | | d.u. |
| Apartments | 221 | | | d.u. |
| Townhouse | 224 | | | d.u. |
| Condominiums | 230 | | | d.u. |
| Assisted Living | 252 | | | d.u. |
| Hotel | 310 | | | rooms |
| Performing Arts Theater | 441 | | | seats |
| Movie Theater | 444 | | | seats |
| Athletic Club | 493 | | 44,000 | s.f. |
| Library | 590 | | | s.f. |
| General Office | 701 | | 325,800 | s.f. |
| Medical Office | 720 | | | s.f. |
| General Retail | 820 | | | s.f. |
| Grocery | 850 | | | s.f. |
| Convenience Market | 851 | | | s.f. |
| Bank | 911 | | | s.f. |
| Restaurant | 931 | | | s.f. |
| Lounge | 936 | | | s.f. |
| Auto Service | 942 | | | s.f. |
| Cleaners | 960 | | | s.f. |

**Zone 9**

| Description | ITE Code | Phase 1 | Phase 2 | Units |
|---|---|---|---|---|
| Warehouse | 150 | | | s.f. |
| Storage | 151 | | | s.f. |
| Single Family Home | 210 | | | d.u. |
| Apartments | 221 | | 30 | d.u. |
| Townhouse | 224 | | | d.u. |
| Condominiums | 230 | | | d.u. |
| Assisted Living | 252 | | | d.u. |
| Hotel | 310 | | 146 | rooms |
| Performing Arts Theater | 441 | | | seats |
| Movie Theater | 444 | | | seats |
| Athletic Club | 493 | | | s.f. |
| Library | 590 | | | s.f. |
| General Office | 701 | | | s.f. |
| Medical Office | 720 | | | s.f. |
| General Retail | 820 | | | s.f. |
| Grocery | 850 | | | s.f. |
| Convenience Market | 851 | | | s.f. |
| Bank | 911 | | | s.f. |
| Restaurant | 931 | | | s.f. |
| Lounge | 936 | | | s.f. |
| Auto Service | 942 | | | s.f. |
| Cleaners | 960 | | | s.f. |

**Zone 10**

| Description | ITE Code | Phase 1 | Phase 2 | Units |
|---|---|---|---|---|
| Warehouse | 150 | | | s.f. |
| Storage | 151 | | | s.f. |
| Single Family Home | 210 | | | d.u. |
| Apartments | 221 | | | d.u. |
| Townhouse | 224 | | 17 | d.u. |
| Condominiums | 230 | 16 | 21 | d.u. |
| Assisted Living | 252 | | | d.u. |
| Hotel | 310 | | | rooms |
| Performing Arts Theater | 441 | | | seats |
| Movie Theater | 444 | | | seats |
| Athletic Club | 493 | | | s.f. |
| Library | 590 | | | s.f. |
| General Office | 701 | | 8,400 | s.f. |
| Medical Office | 720 | | | s.f. |
| General Retail | 820 | 11,700 | 11,700 | s.f. |
| Grocery | 850 | | | s.f. |
| Convenience Market | 851 | | | s.f. |
| Bank | 911 | | | s.f. |
| Restaurant | 931 | | | s.f. |
| Lounge | 936 | | | s.f. |
| Auto Service | 942 | | | s.f. |
| Cleaners | 960 | | | s.f. |

**Zone 11**

| Description | ITE Code | Phase 1 | Phase 2 | Units |
|---|---|---|---|---|
| Warehouse | 150 | | | s.f. |
| Storage | 151 | | | s.f. |
| Single Family Home | 210 | | 3 | d.u. |
| Apartments | 221 | | 134 | d.u. |
| Townhouse | 224 | | 46 | d.u. |
| Condominiums | 230 | | | d.u. |
| Assisted Living | 252 | | | d.u. |
| Hotel | 310 | | | rooms |
| Performing Arts Theater | 441 | | | seats |
| Movie Theater | 444 | | | seats |
| Athletic Club | 493 | | | s.f. |
| Library | 590 | | | s.f. |
| General Office | 701 | | | s.f. |
| Medical Office | 720 | | | s.f. |
| General Retail | 820 | | | s.f. |
| Grocery | 850 | | | s.f. |
| Convenience Market | 851 | | | s.f. |
| Bank | 911 | | | s.f. |
| Restaurant | 931 | | | s.f. |
| Lounge | 936 | | | s.f. |
| Auto Service | 942 | | | s.f. |
| Cleaners | 960 | | | s.f. |

**Zone 12**

| Description | ITE Code | Phase 1 | Phase 2 | Units |
|---|---|---|---|---|
| Warehouse | 150 | | | s.f. |
| Storage | 151 | | | s.f. |
| Single Family Home | 210 | | | d.u. |
| Apartments | 221 | | 114 | d.u. |
| Townhouse | 224 | | 57 | d.u. |
| Condominiums | 230 | | | d.u. |
| Assisted Living | 252 | | | d.u. |
| Hotel | 310 | | | rooms |
| Performing Arts Theater | 441 | | | seats |
| Movie Theater | 444 | | | seats |
| Athletic Club | 493 | | | s.f. |
| Library | 590 | | | s.f. |
| General Office | 701 | | | s.f. |
| Medical Office | 720 | | | s.f. |
| General Retail | 820 | | | s.f. |
| Grocery | 850 | | | s.f. |
| Convenience Market | 851 | | | s.f. |
| Bank | 911 | | | s.f. |
| Restaurant | 931 | | | s.f. |
| Lounge | 936 | | | s.f. |
| Auto Service | 942 | | | s.f. |
| Cleaners | 960 | | | s.f. |

**Zone 13**

| Description | ITE Code | Phase 1 | Phase 2 | Units |
|---|---|---|---|---|
| Warehouse | 150 | | | s.f. |
| Storage | 151 | | | s.f. |
| Single Family Home | 210 | | 6 | d.u. |
| Apartments | 221 | | 88 | d.u. |
| Townhouse | 224 | | 37 | d.u. |
| Condominiums | 230 | | | d.u. |
| Assisted Living | 252 | | | d.u. |
| Hotel | 310 | | | rooms |
| Performing Arts Theater | 441 | | | seats |
| Movie Theater | 444 | | | seats |
| Athletic Club | 493 | | | s.f. |
| Library | 590 | | | s.f. |
| General Office | 701 | | | s.f. |
| Medical Office | 720 | | | s.f. |
| General Retail | 820 | | | s.f. |
| Grocery | 850 | | | s.f. |
| Convenience Market | 851 | | | s.f. |
| Bank | 911 | | | s.f. |
| Restaurant | 931 | | | s.f. |
| Lounge | 936 | | | s.f. |
| Auto Service | 942 | | | s.f. |
| Cleaners | 960 | | | s.f. |

**Zone 14**

| Description | ITE Code | Phase 1 | Phase 2 | Units |
|---|---|---|---|---|
| Warehouse | 150 | | | s.f. |
| Storage | 151 | | | s.f. |
| Single Family Home | 210 | | | d.u. |
| Apartments | 221 | | 30 | d.u. |
| Townhouse | 224 | | 31 | d.u. |
| Condominiums | 230 | | | d.u. |
| Assisted Living | 252 | | | d.u. |
| Hotel | 310 | | | rooms |
| Performing Arts Theater | 441 | | | seats |
| Movie Theater | 444 | | | seats |
| Athletic Club | 493 | | | s.f. |
| Library | 590 | | | s.f. |
| General Office | 701 | | | s.f. |
| Medical Office | 720 | | | s.f. |
| General Retail | 820 | | | s.f. |
| Grocery | 850 | | | s.f. |
| Convenience Market | 851 | | | s.f. |
| Bank | 911 | | | s.f. |
| Restaurant | 931 | | | s.f. |
| Lounge | 936 | | | s.f. |
| Auto Service | 942 | | | s.f. |
| Cleaners | 960 | | | s.f. |

**Site Total**

| Description | ITE Code | Phase 1 | Phase 2 | Units |
|---|---|---|---|---|
| Warehouse | 150 | 0 | 0 | s.f. |
| Storage | 151 | 0 | 0 | s.f. |
| Single Family Home | 210 | 0 | 9 | d.u. |
| Apartments | 221 | 42 | 498 | d.u. |
| Townhouse | 224 | 0 | 196 | d.u. |
| Condominiums | 230 | 254 | 289 | d.u. |
| Assisted Living | 252 | 0 | 0 | d.u. |
| Hotel | 310 | 90 | 236 | rooms |
| Performing Arts Theater | 441 | 0 | 0 | seats |
| Movie Theater | 444 | 4,000 | 4,000 | seats |
| Athletic Club | 493 | 57,500 | 101,500 | s.f. |
| Library | 590 | 0 | 0 | s.f. |
| General Office | 701 | 516,275 | 936,525 | s.f. |
| Medical Office | 720 | 0 | 0 | s.f. |
| General Retail | 820 | 251,825 | 257,275 | s.f. |
| Grocery | 850 | 0 | 0 | s.f. |
| Convenience Market | 851 | 0 | 0 | s.f. |
| Bank | 911 | 0 | 0 | s.f. |
| Restaurant | 931 | 0 | 0 | s.f. |
| Lounge | 936 | 0 | 0 | s.f. |
| Auto Service | 942 | 0 | 0 | s.f. |
| Cleaners | 960 | 0 | 0 | s.f. |

# Parking Demand Model - Data Output Sheet (Weekday Analysis)

| Scenario | Shared Parking?[A] | Period | Peak Analysis | Rate Source |
|---|---|---|---|---|
| Phase 2 | No | Weekday | Overall | Raleigh UDO |

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

**Peak Period:** *3:00 PM*
**Scenario:** --
**Event:** --

Parking Supply Worksheet

Notes:

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

B = Peak parking demand represents the total number of parking spaces required to meet peak parking accumulation with an effective parking supply. The effective parking supply allows a small cushion of spaces (10%) over the peak parking accumulation to provide for operation fluctuations, misparked vehicles, snow cover, vehicle maneuvers, and vacancies created by reserving spaces for specific users, such as disabled parking. The cushion reduces the need to search the entire system for the last few parking spaces, thus reducing patron frustration. The 85th percentile of observed peak hour accumulations is employed by the Urban Land Institute and the Institute of Transportation Engineers for determining the parking ratios used in this analysis.

C = Parking supply includes all available parking spaces identified within the zone, whether provided in parking decks, on-street parking spaces, or surface lots.

D = Parking supply minus peak parking demand.

E = Available Proximity Parking shows the amount of donated spaces that each zone can receive, up to the zone's total need.

F = Adjusted parking supply accounts for proximity parking spaces donated from adjacent zones (if available).

G = Adjusted parking supply minus peak parking demand.

# Parking Demand Model - Data Output Sheet (Weekday Analysis)

| Scenario | Shared Parking?[A] | Period | Peak Analysis | Rate Source |
|---|---|---|---|---|
| Phase 2 | Yes | Weekday | Overall | ULI & ITE |

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

**Peak Period:** *2:00 PM*
**Scenario:** --
**Event:** --

Parking Supply Worksheet

Notes:

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

B = Peak parking demand represents the total number of parking spaces required to meet peak parking accumulation with an effective parking supply. The effective parking supply allows a small cushion of spaces (10%) over the peak parking accumulation to provide for operation fluctuations, misparked vehicles, snow cover, vehicle maneuvers, and vacancies created by reserving spaces for specific users, such as disabled parking. The cushion reduces the need to search the entire system for the last few parking spaces, thus reducing patron frustration. The 85th percentile of observed peak hour accumulations is employed by the Urban Land Institute and the Institute of Transportation Engineers for determining the parking ratios used in this analysis.

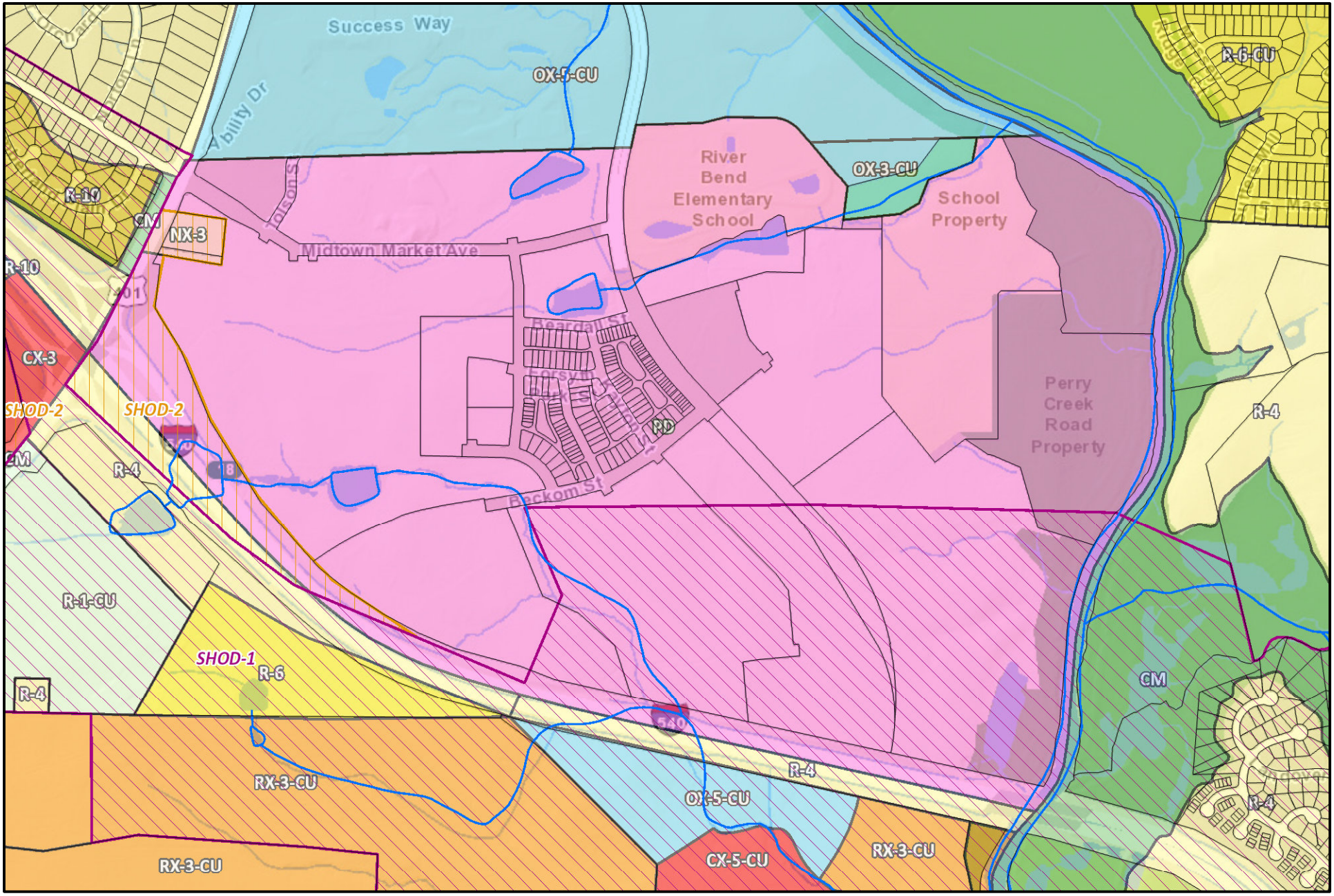
C = Parking supply includes all available parking spaces identified within the zone, whether provided in parking decks, on-street parking spaces, or surface lots.

D = Parking supply minus peak parking demand.

E = Available Proximity Parking shows the amount of donated spaces that each zone can receive, up to the zone's total need.

F = Adjusted parking supply accounts for proximity parking spaces donated from adjacent zones (if available).

G = Adjusted parking supply minus peak parking demand.




# 501 North Existing Zoning Exhibit

N

0 430 860 1,720 ft

1 inch = 800 feet

***Disclaimer***

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# 5401 North - Duke Office Buliding

Rendering

**Commercial Properties Reality Trust** Developers **Antunovich Associates** Architects & Planners

Raleigh, North Carolina | **October 26, 2010**