

Sketch Plan Application
Twin Lakes PDD
Twin Lakes Center
Parcel MU-II

I. Project Description and Concept

A. Scope

Leyland Twin Lakes LLC submits this Sketch Plan Application for Parcel MU-II of the Twin Lakes PDD, 03-REZ-017, approved May 13, 2004. MU-II is an approximately 22.8 acre parcel bordered by Airport Boulevard to the north, Davis Drive to the west, Parcel MU-III to the south, and Hatches Pond to the east. We have designated the property “Twin Lakes Center” for the purposes of this Application. The proposed uses include 145,400 sf of retail space, 16,100 sf of office space and 11,500 sf of restaurant space. As shown on the Sketch Plan, the site consists of a 130,000 sf building on the northern portion of the site (of which approximately 8,500 sf may be located on a mezzanine level), which includes 127,000 sf of retail grocery use and 3,000 sf of restaurant use. There are four smaller pads of mixed uses on the southern portion of the site, including a 25,000 sf retail/restaurant and office mixed use building (Building A), a 7,200 sf retail/restaurant and office mixed use building (Building B), a 7,800 sf retail/restaurant building with drive-through capacity (Building C) and a 3,000 sf retail/restaurant building with drive through capacity (Building D). *See* Sketch plan Sheets C-5 and C-6.

B. Planning Concept

In recent years, the recognition of the importance of creating a sense of place, oriented toward mixed-use, walkable communities, has taken a more prominent place in planning discussions. This is true at every level of development, regardless of size. The way in which a development can enhance the visitor’s experience has become a primary concern in the planning profession. The proposed Sketch Plan is designed to respond to this important goal of creating a sense of place.

Hatches Pond stands out as one of the principal amenities of the entire Twin Lakes PDD. After one walks to the edge of the pond, one is left with no doubt that the proposed design should respond to the pond and seek to embrace it. The significance of Hatches Pond is underscored by the fact that both the Town and the PDD recognize and provide for preservation of the pond for public use via a trail system. As a result, the proposed plan features a pedestrian-oriented “main street” that overlooks Hatches Pond. *See* Illustrative Renderings, attached as Exhibit A.

The program of this site includes a large retail building that will house a first class grocery store and accompanying restaurant owned by Wegmans Food Markets, Inc. Fortunately, Wegmans recognizes the importance of place-making attributes in a mixed-use development. Therefore, in order to achieve this goal, and also to improve access to the grocery store, this building is located at the portion of the property most distant from Hatches Pond and closest to the major intersection of Davis Drive and Airport Blvd.

The smaller commercial buildings (A-D) line an internal private street overlooking Hatches Pond and its public trails. Restaurants along with retail and office tenants will enjoy the proximity to the pond. Pedestrians will be able to walk the main street with generous hardscapes at the building front, or enjoy views of the pond from the sidewalk or future public trail system. The street will be lined on both sides with on-street parking and trees which serve important roles in creating a lively atmosphere. To encourage pedestrian activity, pedestrians must feel safe. The on-street parking meets the very practical need for parking close to the merchant's door, but also provides an important buffer between pedestrians and moving traffic. The trees also reinforce the sense of security, but more importantly shade the sidewalk and create a sense of spatial definition and enclosure, making it ideal for outdoor dining. To that end, we believe the smaller-scaled retail spaces will most likely attract sit-down restaurants.

Shopfronts placed at the back of the sidewalk will serve to activate the sidewalk and strengthen connections to the public trails. While the "parking lot in front" is a high priority for some retailers, we are willing to risk that others will be quick to recognize that the well-designed main street and the views of the pond are stronger assets for their businesses. We believe that restaurants, along with health-conscious businesses such as bike shops, outdoor outfitters, cross-fit health clubs and the like will be drawn by the proximity to the park trails and pond.

The construction of the Twin Lakes Center in accordance with the proposed plan will bring new life to the existing portions of Twin Lakes. Phase 2 of our project (to the south of the subject site) is expected to continue the main street further south along Hatches Pond onto Parcel MU-III. The expectation is that future development, which will be the subject of a separate application, will also face the pond and extend the pedestrian-friendly street, completing this mixed-use center in accordance with the intent of the PDD.

II. Sketch Plan Approval Criteria

Because the Sketch Plan includes construction of new drive-through facilities and over 100,000 sf of nonresidential floor area, the sketch plan application will be reviewed by the Town Council as part of a Quasi-Judicial proceeding. See LDO § 3.9.2(F)(1)(d); 3.9.2(H)(1). The Sketch Plan meets all of the following approval criteria, LDO § 3.9.2(I)(1)-(6):

(1) The plan complies with all applicable requirements of this Ordinance, including the development and design standards of Chapters 7 and 8 as well as the dedication and improvements provisions of Chapter 8 as well as all applicable Town specifications. (Note: Plans within Planned Developments may be subject to different requirements based on the approval). Except as to noted alternative requests, the plan complies with the requirement of the PDD, LDO Chapters 7 and 8, and applicable town requirements.

A. Land Use

The land use for Twin Lakes Center provides for maximum square footages spread throughout the MU parcels. This is the first MU parcel to be developed. It is in compliance with the PDD, Master Plan Ex. 1.9.1, pp. 8, 27, because the mix of uses does not exceed the following combinations:

Parcel	Maximum SF	Units	Max. Building SF
MU-I	Retail – 250,000 sf		
MU-II	Office – 110,000 sf 4 restaurants – 25,000 sf total	~ 25 units	150,000 sf
MU-III	50 Apartments/Condos, Assisted	~ 25 units	30,000 sf
MU-IV	Living [+/- 150 Rooms]		
MU-V			

The uses proposed are authorized in the Table of Permitted Uses, Table 5.1-1. *See* PDD § 1.5, pp. 8-12. The uses will meet all of the additional Development Standards in PDD §§ 1.7.1 to 1.7.3, as applicable:

- up to 6 primary colors and 6 accent colors will be used, § 1.7.1(A);
- building facades will be similarly detailed and architecturally compatible, § 1.7.1(B);
- buildings are clustered where feasible, § 1.7.1(D);
- decorative lighting will be incorporated into the site, § 1.7.1(G);
- parking will be internal to the site where practical, and screened if not, § 1.7.1(H);
- no individual building footprint exceeds 150,000 square feet, § 1.7.2(A);
- an architectural feature will be incorporated into the retail use, § 1.7.2(B); a clock tower will be included on the Wegmans building;
- 15% of the buildings shall include a minimum of two uses, § 1.7.2(C); either of the mixed-use buildings on Pads A and B is sufficient to satisfy this requirement;
- Mixed-use buildings will be incorporated, § 1.7.3(A); either of the mixed-use buildings on Pads A and B is sufficient to satisfy this requirement.

B. Streetscape

Streetscapes are 30' along Airport Boulevard.¹ PDD § 1.82. Streetscapes are 30' along the entire frontage of Davis Drive, parking is screened with evergreen shrubs, and canopy trees will be planted 25' on center. PDD § 1.82.

Buildings will face either an internal public or private street, per LDO § 7.7.3(1). Buildings B – D will face Road B and Building A will face both Road A and Road B. The grocery building will front Davis Drive and will have one (1) double-loaded bay of parking between it and Davis Drive. Accordingly, the grocery building is sited to front a street. LDO § 7.7.3(1).

Sidewalks will be provided on both sides of all streets, as required by PDD § 1.6.2(E). Sidewalks and pedestrian crossings will be installed in accordance with the overall plan. PDD § 1.7.1(I).

¹ *See* Streetscape reduction, Section III. B below.

C. Buffers, Setbacks and Open Space

Within all nonresidential parcels, there are no buffers. *See* PDD § 1.6.2(C). Perimeter buffers will remain undisturbed, or re-vegetated to Town of Cary Type-B buffer requirements. PDD § 1.8.4. Stream buffers shall remain undisturbed, per PDD § 1.8.3.

As required by PDD § 1.7, the commercial uses have a minimum building setback of 20' from all public streets, and a minimum 20' side setback, plus 1' for each 1' additional height above 4 stories. The rear setbacks are 20' and height is limited to 96 feet, which more than supports the one- and two-story buildings proposed as well as Wegmans' approximately 85 foot clock tower. PDD § 1.7. Buildings along Davis Drive have been set back 20' where no parking is located between building and right of way, and 30' where parking is in such location. PDD § 1.7.3(B).

The open space for the Twin Lakes PDD has been provided throughout the remainder of the development. None of the open space depicted in the PDD exhibits show open space on Parcel MU-II. Configuration of open space shall be determined at the time of site plan approval of other MU parcels. § 1.6.2(D).

D. Utilities

All newly installed utility lines will be buried underground, per LDO § 8.1.4(E). The water main construction referred to in PDD § 1.3.4 has already been completed. Twin Lakes Center will, as described in the PDD, connect to the 16" main in Davis Drive and the 12" main in Airport Boulevard. An internal distribution system will be installed to serve each building, or parcel, and provide a stub for future connection into MU-III. Sanitary sewer will connect via gravity sewer lines to the existing 14" diameter outfall running on the project side of Hatches Pond. Thus, Twin Lakes Center will comply with applicable portions of PDD §§ 1.3.4, 1.3.5, and other utility-related standards.

(2) The plan adequately protects other property, or residential uses located on the same property, from the potential adverse effects of the proposed development;

There are no residential uses on MU-II. MU-II is separated from the already-developed residential portions of Twin Lakes by Davis Drive and Airport Boulevard, as well as by Hatches Pond, each of which provides a separation between uses that will minimize noise or light from the subject property affecting surrounding property owners. The potential adverse effects of traffic have been addressed by a Traffic Impact Analysis (TIA), discussed below in Subsection (6).

(3) The plan provides harmony and unity with the development of nearby properties;

Twin Lakes Center's mixed use parcels are the only portions of the Twin Lakes PDD which have not been developed. Twin Lakes Center will comply with the Design Guidelines approved in the PDD, which will ensure that MU-II will be developed in harmony with the rest of Twin Lakes. *See* Illustrative Elevations, Exhibit A. Twin Lakes Center will also be consistent

with the retail and mixed-use properties nearby, such as the Grace Park, Harris Teeter and Food Lion centers.

(4) The plan provides safe conditions for pedestrians or motorists and prevents a dangerous arrangement of pedestrian and vehicular ways;

The Sketch Plan provides sidewalks throughout, separated from the vehicular traffic by a 10-foot wide planting area with street trees or on-street parking with the sidewalk / hardscape area beyond. Pedestrian crossings of the streets are proposed where vehicular traffic is required to stop.

(5) The plan provides safe ingress and egress for emergency services to the site.

Emergency access to all sides of each building is provided with required access aisle widths.

(6) The plan provides mitigation for traffic congestion impacts reasonably expected to be generated by the project.

A Traffic Impact Analysis (TIA) dated September 2016 was prepared by Kimley Horn, and is submitted herewith. The TIA reflects anticipated traffic generated from uses on Parcel MU II. After analyzing the 2016 existing traffic conditions and the 2018 projected background and build-out traffic conditions, Kimley Horn has concluded that the proposed uses on parcel MU-II are “expected to generate fewer trips than the uses assumed in the original PDD.” TIA, p. ES-1. The recommended improvements include an additional northbound lane along the project frontage on Davis Drive, additional turn lanes on Davis Drive, a new approach lane along Airport Blvd. to access the site, a new approach lane along Davis Drive, and traffic signals at Davis Drive & Airport Blvd. and Davis Drive & Holley Creek Road. Based on the recommended improvements, the TIA concluded that “all of the signalized study intersections are expected to operate at an acceptable level of service at project build-out with the exception of the Davis Drive-McCrimmon Parkway intersection. However, the Davis Drive-McCrimmon Parkway intersection is expected to operate at LOS-E in the afternoon peak hour in the year 2018 with or without the proposed Twin Lakes Retail development in place.” TIA, p. ES-4. Based on the TIA, with these improvements in place, all of which the applicant is committed to undertake, the traffic impact resulting from Twin Lakes Center will be sufficiently mitigated.

III. Minor Modifications / Alternate Requests

A. Retaining Wall

LDO § 7.2.8(A) requires BMPs to be designed, constructed, and maintained to contribute to the aesthetic values of development. “Visible hardscape transitions or edges (walls) for stormwater devices should not be used outside of Mixed Use (Activity) Centers.” The Planning Director may allow for the use of hardscape transitions for developments outside of a mixed use center pursuant to § 3.19.1, minor modifications. Under 3.19.1 this minor modification shall be approved if 1) it otherwise meets all requirements of this ordinance an applicable town specifications, 2) the applicant can establish that compliance with the provision sought to be

modified is not practicable due to physical site constraints, such as topography, presence of stream buffers or other natural features, or lot dimensions; or due to presence of existing development or infrastructure; and 3) if applicant establishes that the modification requested represents the least deviation required to make compliance practicable.” § 3.19.1(C)(1)(b).

A retaining wall is required to be installed adjacent to the southern stormwater BMP due to the existing topography from west to east across the site. See Modification Detail, attached as Exhibit B. The site drops 30 or more feet across the very narrow section where the commercial buildings and parking will be located. The existing topography slope is between 6 and 8 percent whereas the commercial buildings and parking must be graded between 2 and 3 percent. Therefore decorative terraced retaining walls are proposed between the stormwater BMP and the commercial drive. The retaining walls will meet the design criteria 1 – 3 listed and LDO § 7.2.8(A).

B. Streetscape Modification

The internal streets (Road A along Building A and Road B along Buildings B-C) require a 15’ streetscape per LDO § 7.2.4(C)(5). Recognizing the unique character of the Twin Lakes MU Parcels, the PDD § 1.6.2(F) allows the developer to “request alternate street designs from the Town of Cary standards that may include, but not be limited to, one-way circulation, reduced right-of-way and street widths and alleyways.” The Sketch Plan proposes two alternate street designs: a 31’ back-to-back street, and a 25’ back-to-back street with on street parking. *See Sketch Plan Sheet C-2, Typical Sections.*

The 31’ back-to-back street is for customer and service vehicles, from Davis Drive to Airport Boulevard. The street is flanked at the back-of-curb, on each side, by a 15’ streetscape incorporating a 10-foot landscape strip for street trees and a 5-foot sidewalk. The second street section is 25’ back-to-back with parallel parking on one side and angled parking on the other through the main street portion of the project in this phase. This narrower section maintains the project’s standard streetscape opposite the retail shops but provides a 15’ streetscape that incorporates a full hardscape area with street trees in tree grates along the retail shop frontages. This area in front of retail shops will include street trees in tree grates, hardscape pedestrian areas, benches and pedestrian level lighting.

Both sections allow the creation of tree lined streets throughout the project with the pedestrian sidewalks separated from the street. The trees are incorporated into the street design, as a modification to the ordinance location outside the right-of-way, which would create a visible and physical barrier between the street and the commercial uses and define a vehicular corridor separated from the project. The proposed street design allows for pedestrians to enjoy the benefit of street trees while providing separation from the vehicular traffic which would not be accomplished by a streetscape on the outside of the sidewalk.

A third, unique street design is a proposed 10’ streetscape section, inclusive of sidewalk, located on the eastern bend in the drive adjacent to Hatches Pond. This area is pinched by a section that requires a 5’ setback from the Neuse buffer, which requires the streetscape along the eastern edge of the drive to be reduced by 5 feet, for a total of 10 feet. In this location, the

elevation of the street will be 30' above the pond elevation, and will be separated by a retaining wall. Reducing the streetscape in this location will allow the retaining wall to meet the setback requirements on the east portion of the site and avoid interference with the stream buffer.

C. Increase to Parking Maximums

The PDD authorizes 737 parking spaces for the mix of uses proposed on the MU-II parcel. We are requesting 929 spaces. *See Site Data Table, attached as Exhibit C.* This is a 26.1% increase to the parking maximums associated with the commercial uses on Parcel MU-II, and thus approvable by the Planning Director under LDO § 7.8.2(C)(4). However, we are offering to build the vast majority of the additional spaces – 144 of the requested 192 – in underground structured parking beneath the grocery store, and to designate same solely to park employees of Wegmans in this structured parking area. This significant investment will allow Twin Lakes Center to vastly reduce additional impervious surfaces, and to ensure that the surface spaces are available for close, convenient parking in a quantity that meets the anticipated need. If these 144 underground spaces were not counted toward the maximum, the Sketch Plan would only require 48 additional spaces, which would be a mere **6.5% increase**. We recognize that the LDO does not expressly differentiate between surface and structured parking in terms of the calculation of the maximum parking spaces allowed to be provided on the MU-II Parcel. However, given that the clear intent of the LDO is to, among other things, reduce impervious surface as well as screen parking areas, the underground spaces embody the spirit and intent of the LDO and thus should not be counted. As stated above, this calculation would make the actual increase, as a practical matter, only 6.5% above the maximum parking expressly permitted. Therefore, based on the demonstrated need, as discussed below, this modification should be granted by the Planning Director.

The Sketch Plan proposes retail, restaurant and office uses on parcel MU-II. *See Sketch Plan, Sheet C-4.* The PDD is silent as to parking ratios for office or restaurant, and thus the following ratios in parking Table 7.8-1 of the LDO apply: 1 space/150sf for restaurant and 1 space/300sf for office. The PDD requires the retail parking on this parcel to be a minimum of 1 space/240sf. PDD § 1.7.1(C). The PDD contains no maximum parking space amount. Although LDO Table 7.8-1 includes a maximum of 1 space/250sf for Retail Store, in order for PDD Section 1.7.1(C) to have effect, the retail parking maximum must be at least equal to the minimum ratio of 1/240sf. Thus, the applicable parking ratios and maximums by use, per the attached Site Data Table, are as follows:

			Maximum	Proposed	Space type
Use	Sf	Ratio	Spaces		
Retail	145,400	1/240 sf	606	654	Surface
				144 ²	Underground structured
Restaurant	11,500	1/150 sf	77	77	
Office	16,100	1/300 sf	54	54	
Totals			737	929	(192 additional spaces)

² The parking increase is calculated including all spaces from all commercial uses, regardless if those spaces are surface spaces or in underground structured parking.

The 192 additional spaces represent a 26.1% parking increase above the 737 spaces allowed on the parcel. Retail, restaurant, and office uses are considered commercial uses under Table 7.8-1. For uses classified as commercial, the space counts in Table 7.8-1 are the maximum allowed “for purpose of reducing unnecessary/ rarely-used parking and decreasing the amount of impervious surface on sites.” LDO § 7.8.2(C)(4). The Planning Director may approve an increase of up to 30% in the maximum number, “provided that the applicant provides adequate information regarding the nature of the use to justify the additional parking requested.” The Planning Director may approve this increase “if the additional parking is necessary to satisfy the parking expected of the use, based on factors including, but not limited to, the number of employees per square foot, the number of trips generated by the use, and the time of day when the use generates the most trips.” LDO § 7.8.2(C)(4). Thus, the Planning Director may approve an increase to the parking maximums for the proposed uses where the application shows (1) adequate information regarding the nature of the use and (2) that the additional parking is necessary to satisfy the expected use.

1. Nature of the Proposed Uses

The commercial uses on Parcel MU-II – retail stores, restaurants, and office, are all service-oriented uses which require substantial parking. The retail use consists of a planned 130,000 sf Wegmans grocery store which includes a 3,000 sf Market Café restaurant, 18,400 sf of other retail uses, 8,500 sf of other restaurants, and 16,100 sf of second floor office in Buildings A-D. *See* Sketch Plan, Sheet C-4. This mix of uses and resulting parking demand was anticipated by the PDD. *See* PDD p. 4, § 1.1 (“The MU parcels are part of a Mixed Use Village, the purpose of which was to “offer services, retail, and offices”) and § 1.7.1(C) (approving parking minimums unique to the MU Parcels, without imposing any maximums).

At present, Wegmans is the only tenant committed to Twin Lakes Center and thus the only use with concrete information on the parking needs for its particular use. Wegmans is a high-quality, first class, family-oriented grocer whose stores include a market café and several eateries. Their typical store is 120,000 – 140,000 sf, employs 500-600 people, and is located in a high-end suburb of a mid-sized city. Elevations from a prototypical Wegmans store are included in Exhibit A. At any given time, 125-200 employees are working on site. At Twin Lakes Center, the parking demand for employees alone has been calculated to be 144 spaces. Even where transit is available near store locations, customers typically drive to the store to effectively transport purchases home. Thus, while other types of retail may fall within the maximums in the LDO, grocery stores are naturally more parking-dependent. Due to Wegmans’ business model of including the market café and eateries within the store, customers tend to spend a longer time in the store, and the turnover rate in parking is slower than other more standard grocery store chains.

2. Additional Parking Necessary to Satisfy Expected Use

Wegmans has a customer-demonstrated need for parking. That is, in addition to the spaces indicated under the LDO for other retail, office, and restaurant uses, Wegmans (a combination of retail and restaurant use) is expected to need 750 spaces, 144 of which are

provided as underground structured parking. This need is supported by a recent parking study, as discussed below.

Wegmans conducted a parking study of its stores in areas with similar demographics to Cary, with the similar proportion of grocery and restaurant use as that proposed here. *See* Wegmans Parking Study summary (“Parking Study”), attached as Exhibit D. The Parking Study was done over a non-holiday weekend, Friday June 3 through Sunday, June 5, 2016. Parking accumulation was counted during peak times: Friday early evening, and Saturday and Sunday mid-day. The two stores are located just outside of larger cities: Fairfax, Virginia is outside of Washington, D.C., and Johnson City, New York is a suburb of Binghamton. Their populations and demographics are similar to those of Cary, outside of Raleigh.

The Parking Study calculations and data from similar Wegmans stores, provides strong support that during peak hours Wegmans will need the 750 spaces proposed. The stores studied had average peak hour usage of just under 800 spaces, which demonstrates that the proposed parking is not excessive. It is important to recognize that the 750 spaces proposed includes 144 underground employee spaces, which will have no visual impact and will not increase impervious surface at the site.

Without an increase in permitted parking, the PDD and LDO would allow for only 550 spaces associated with the Wegmans use, which is clearly insufficient to meet the anticipated demand. Thus, the additional spaces requested are required to satisfy a demonstrated parking need based on data from the committed anchor tenant, which represents over 75% of the square footage to be developed in Twin Lakes Center.

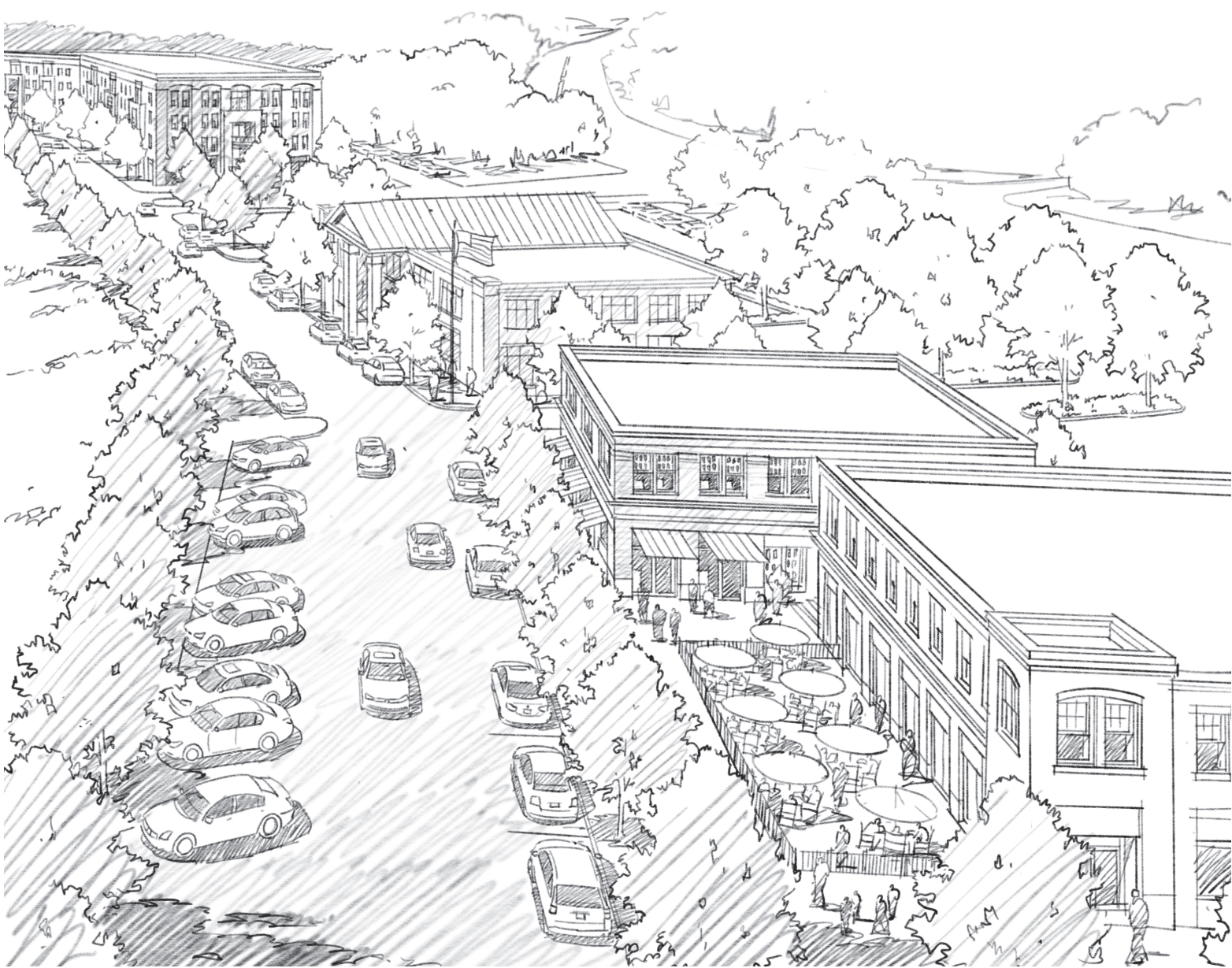
3. Reducing Visual Impact of Parking

The 929 proposed spaces include the 144 spaces located in structured parking beneath the Wegmans building, designated for employee parking. This significant investment will allow Wegmans to accommodate its employees’ needs, while minimizing the visual impacts of parking, as encouraged in the PDD.

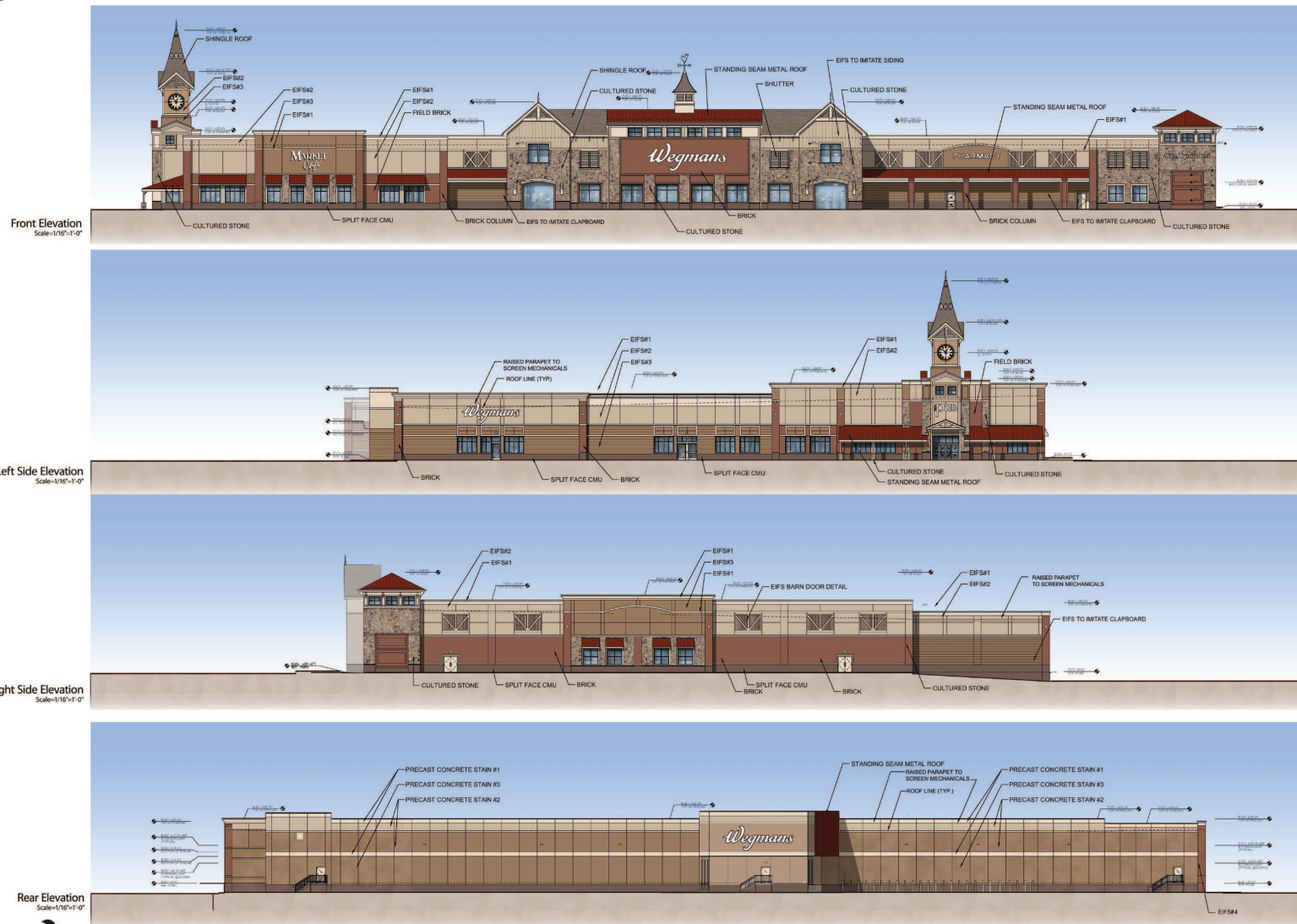
The MU development standards require parking to be “internal to the site where practical. In areas where this is not practical, screening/planting will be provided.” *See* PDD § 1.7.1(H). One of the goals of the Design Guidelines was to reduce parking impacts throughout the project. *See* PDD Design Guidelines § A.9, Sec. V. For example, the site design elements suggest using “buildings as a screen for parking, so that some of the parking is located to the sides and rear of buildings.” PDD § A, 1.

The proposed underground structured parking not only screens the parking, it completely removes it from the visual field. The underground parking will also minimize the amount of impervious surface on the site, while meeting the demonstrated need for the number of parking spaces proposed.

EXHIBIT A



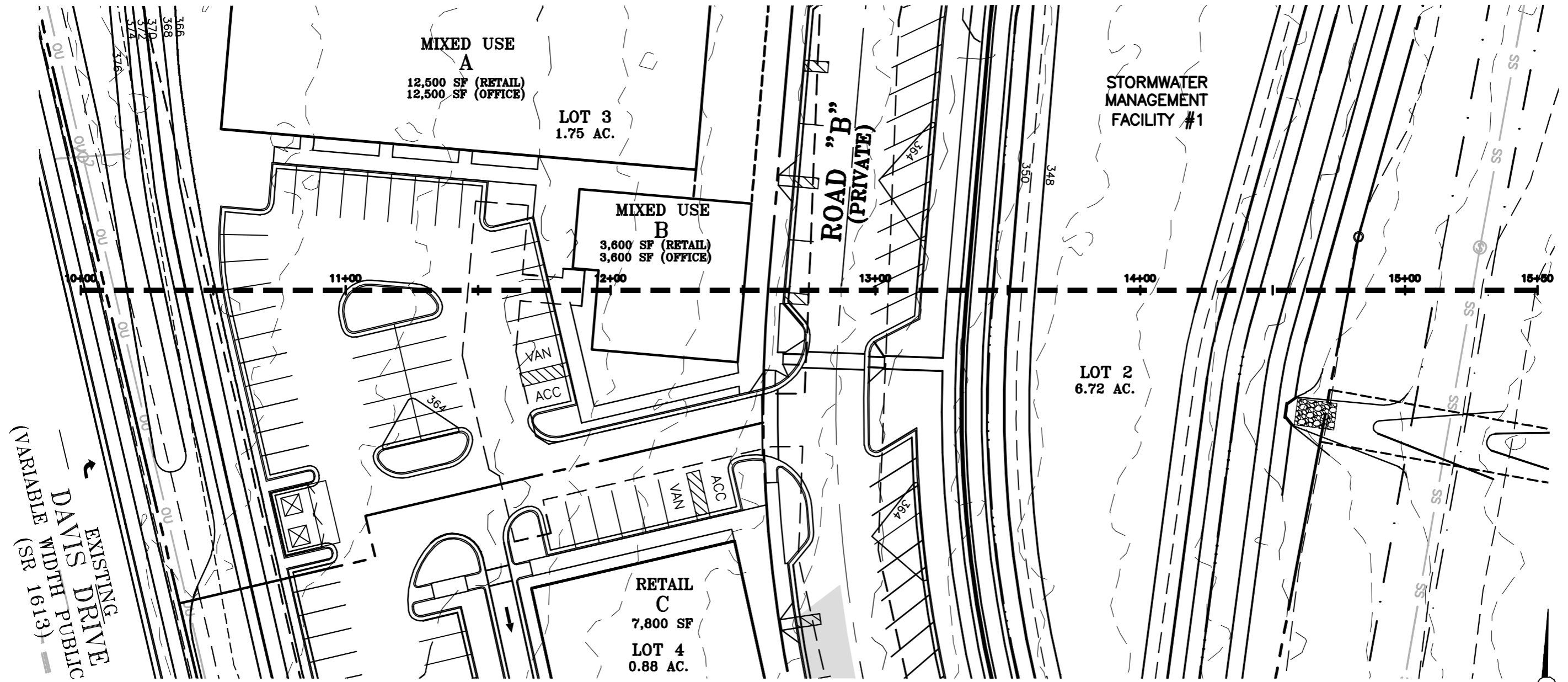
Illustrations
Parkside Drive



Wegmans

Twin Lakes

6/02/16
Bignell Watkins Hasser
 ARCHITECTS P.C.



EXISTING
DAVIS DRIVE
R/W)
(VARIABLE WIDTH PUBLIC SR 1613)

MIXED USE
A
12,500 SF (RETAIL)
12,500 SF (OFFICE)

LOT 3
1.75 AC.

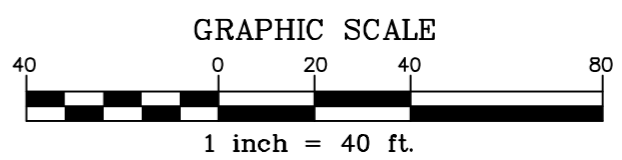
MIXED USE
B
3,600 SF (RETAIL)
3,600 SF (OFFICE)

LOT 2
6.72 AC.

STORMWATER
MANAGEMENT
FACILITY #1

RETAIL
C
7,800 SF
LOT 4
0.88 AC.

ROAD "B"
(PRIVATE)



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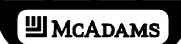
PROJECT NO. LEY-15010
FILENAME: LEY15010-E1
SCALE: 1" = 40'
DATE: 10-06-2016

TWIN LAKES CENTER
EXHIBIT-B SITE CROSS SECTION
PLAN VIEW

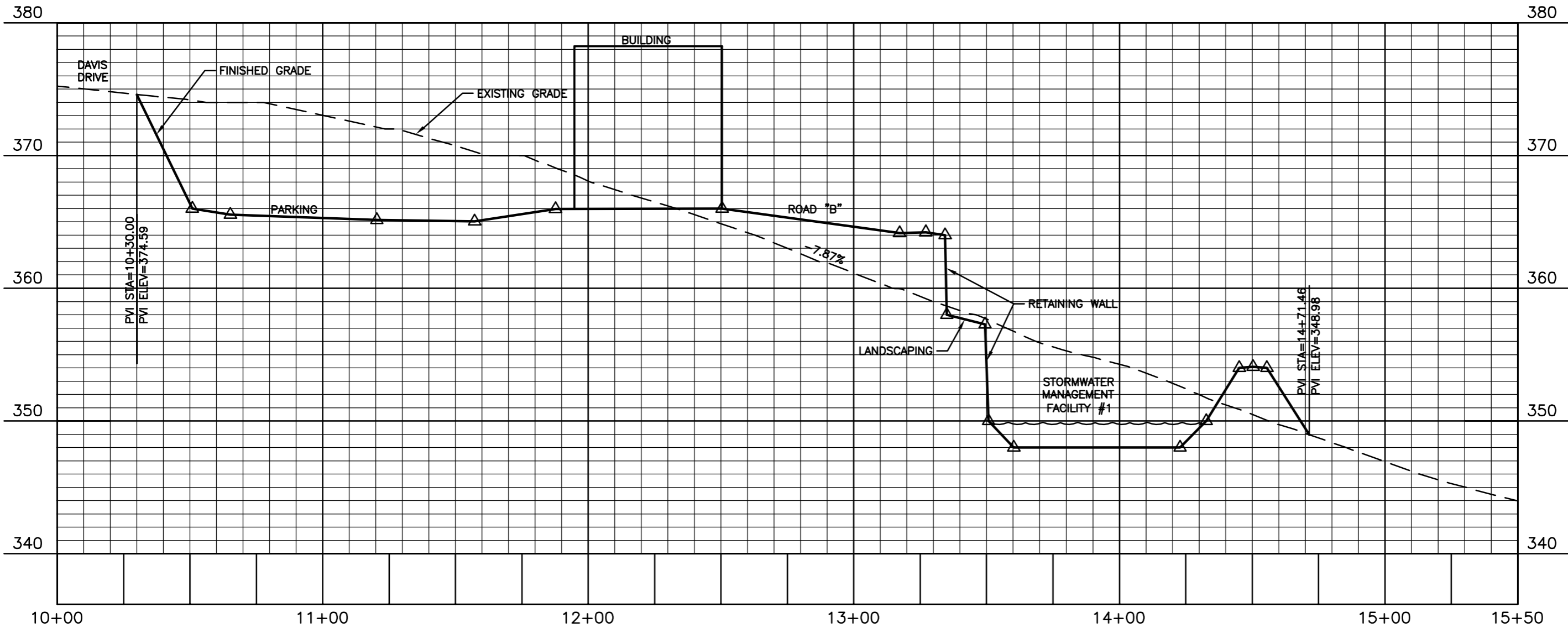


MCADAMS

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MCADAMS



HORIZ. SCALE: 1" = 40'
 VERT. SCALE: 1" = 8'

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PROJECT NO. LEY-15010
 FILENAME: LEY15010-E1
 SCALE:
 DATE: 10-06-2016

TWIN LAKES CENTER
EXHIBIT-B SITE CROSS SECTION
PROFILE VIEW



THE JOHN E. MCADAMS COMPANY, INC.
 2909 Meridian Parkway
 Durham, North Carolina 27713
 Phone: 919-488-8289
 (800) 733-5648 • McAdamsCo.com

Twin Lakes Center

EXHIBIT C

Site Data Table

Address	0 Davis Drive
Total acreage	33.86 ac
Phase 1 acreage	21.66 ac
Zoning	PDD (Twin Lakes)
Real Estate ID	29320

Land Uses

Twin Lakes - PDD (MU-1, MU-2 & MU-3)			
Retail	250,000	sf	
Office	110,000	sf	
Assisted Living	150	rooms	

Lots

Existing	1
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Buffers & Setbacks

Twin Lakes - PDD			
Streetscape	30'		
Perimeter buffer	20'		
Building Setback (Non-Residential)			
Public Street	20'		
Side	20' (+1' addl for each 1' over 4-stories)		
Corner side	25'		
Rear	20'		
Open Space	76.56	acres	

Building Height

PDD	
	Maximum
Non-Residential	96'

Parking

Twin Lakes - PDD					
	Vehicular		Bike		
	Ratio	# Spaces	Ratio	# Spaces	
Retail	1/240 sf*	606	1/100 auto	6	
Restaurant	1/150 sf	77	1/100 auto	1	
Office	1/300 sf	54	1/50,000 sf	1	
Total Spaces		737		7	

* Minimum retail parking ratio

Proposed - Phase 1 (MU-II)

Retail	145,400	sf
Restaurant	11,500	sf
Office	16,100	sf
Assisted Living	0	rooms

Proposed - Phase 1

5

Proposed - Phase 1 (MU-2)

Proposed - Phase 1 (MU-2)			
Streetscape	30'	(Averaged per LDO)	
Perimeter buffer	20'		
Building Setback (Non-Residential)			
Public Street	20'		
Side	20' (+1' addl for each 1' over 4-stories)		
Corner side	25'		
Rear	20'		
Open Space	N/A	Provided in the greater Twin Lakes PDD	

Proposed - Phase 1 (MU-2)

Proposed - Phase 1 (MU-2)	
	Maximum
Non-Residential	50'

Proposed - Phase 1 (MU-2)

	Vehicular		Bike		
	Ratio	# Spaces	Ratio	# Spaces	
Retail	Surface	1/222 sf	654	1/100 auto	7
	Under Bldg.		144		
Restaurant		1/150 sf	77	1/100 auto	1
Office		1/300 sf	54	1/50,000 sf	1
			929		8

Surface Parking Increase	6.51%
Total Parking Increase	26.05%

EXHIBIT D

Wegmans Parking Demand Study June 2016

Table 1

Johnson City, NY				
	Time of Day	Parking Accumulation	Parking Supply	Percent Occupied
Friday, June 3rd	16:30	573	879	65%
	17:30	564	879	64%
	18:30	501	879	57%
Saturday, June 4th	11:00	484	879	55%
	12:00	532	879	61%
	13:00	508	879	58%
	14:00	511	879	58%
Sunday, June 5th	12:00	707	879	80%
	13:00	741	879	84%
	14:00	771	879	88%

Table 2

Fairfax, VA				
	Time of Day	Parking Accumulation	Parking Supply	Percent Occupied
Friday, June 3rd	16:30	588	845	70%
	17:30	678	845	80%
	18:30	709	845	84%
	11:00	604	845	71%
Saturday, June 4th	12:00	693	845	82%
	13:00	767	845	91%
	14:00	788	845	93%
	12:00	754	845	89%
Sunday, June 5th	13:00	815	845	96%
	14:00	820	845	97%

Table 3

Parking Demand Summary			
	Time of Day	Average Accumulation	Average % Occupied
Friday, June 3rd	16:30	581	67%
	17:30	621	72%
	18:30	605	70%
Saturday, June 4th	11:00	544	63%
	12:00	613	71%
	13:00	638	74%
	14:00	650	76%
Sunday, June 5th	12:00	731	85%
	13:00	778	90%
	14:00	796	92%

Table 4

Twin Lakes - Cary			
	Time of Day	Avg. Peak Demand*	% Occupied Based on 750 Spaces
Friday	16:30	581	77%
	17:30	621	83%
	18:30	605	81%
Saturday	11:00	544	73%
	12:00	613	82%
	13:00	638	85%
	14:00	650	87%
Sunday	12:00	731	97%
	13:00	778	104%
	14:00	796	106%