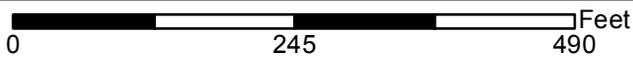
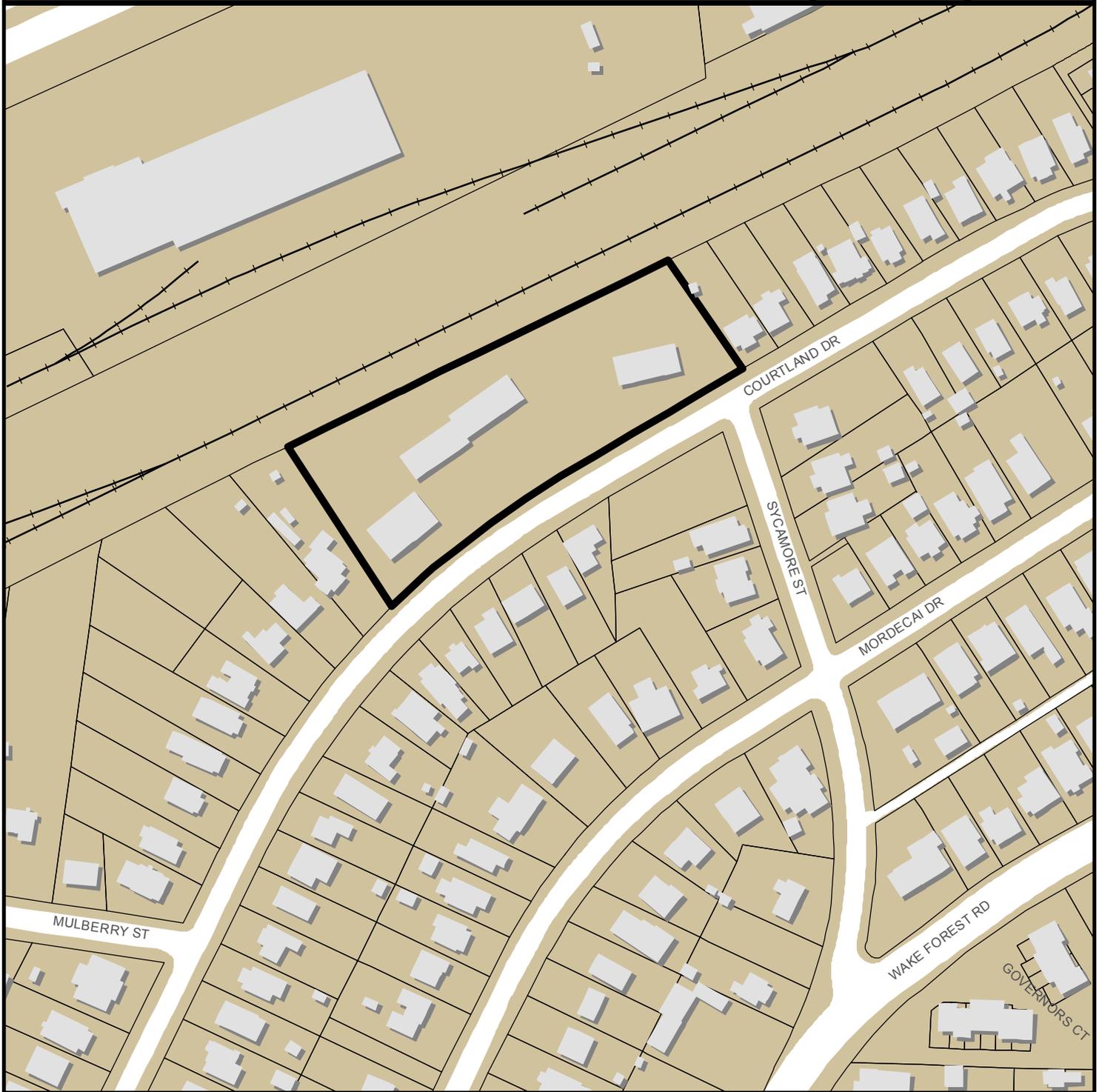


COURTLAND DRIVE MASTER PLAN MP-1-2015



Zoning: **R-10 / NCOD**

CAC: **Mordecai**

Drainage Basin: **Pigeon House**

Acreage: **2.05**

Number of Units: **19**

Planner: **Michael Walters**

Phone: **(919) 996-2636**

Applicant: **Courtland LLC**

Phone: **(919) 398-3927**



OCT 21 2015 PM 3:0

Nivan Ekstrom

Master Plan
Trans # 45087

OCT 21 2015 PM 3:0



Planning & Development

Development Services
Customer Service Center
One Exchange Plaza
1 Exchange Plaza, Suite 400
Raleigh, North Carolina 27601
Phone 919-996-2495
Fax 919-516-2685

Rezoning Application

| Rezoning Request | | OFFICE USE ONLY |
|---|--|--------------------|
| <input type="checkbox"/> General Use <input type="checkbox"/> Conditional Use <input checked="" type="checkbox"/> Master Plan | | Transaction Number |
| Existing Zoning Classification Residential-10-NCOD Proposed Zoning Classification Base District PD Height Frontage | | 443721 |
| If the property has been previously rezoned, provide the rezoning case number. | | Z-40-15 |
| Provide all previous transaction numbers for Coordinated Team Reviews, Due Diligence Sessions or Pre-Submittal Conferences. | | |

| GENERAL INFORMATION | | |
|---|---|---------------------|
| Property Address 1335 Courtland Drive | Date 10/19/2015 | |
| Property PIN 1704965009 | Deed Reference (Book/Page) 016104/02058 | |
| Nearest Intersection Courtland Drive & Sycamore Street | Property size (in acres) 1.94 | |
| Property Owner/Address 1335 Courtland LLC 1101 Haynes St., Ste 100 Raleigh, NC 27604-1455 | Phone 919-398-3927 | Fax 919-516-0705 |
| | Email stuart@fivehorizonsdevelopment.com | |
| Project Contact Person/Address C. Ross Massey, PE Director of Civil Engineering Services Edensland 2314 S. Miami Blvd., Ste 151, Durham, NC 27703 | Phone 919-316-1855 | Fax n/a |
| | Email ross.massey@edensland.com | |
| Owner/Agent Signature | Email stuart@fivehorizonsdevelopment.com | |

Stuart C. Cullinan

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

MASTER PLAN
"1335 COURTLAND DRIVE"
PLANNED DEVELOPMENT (PD)
+/- 1.969ACRES

Developer: Stuart Cullinan
Five Horizons Construction LLC
310 Heck Street
Raleigh, North Carolina 27601
stuart@fivehorizonsdevelopment.com

Civil Engineering: C. Ross Massey, PE
Edens Land Corp.
2314 S. Miami Blvd., Suite 151
Durham, North Carolina 27703
ross.massey@edensland.com

Submitted: October 21, 2015

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13. COMPREHENSIVE PLAN & MIXED USE DEVELOPMENT PLAN
14. DISTRICT INTENT STATEMENT
15. MODIFICATIONS

APPENDICES

16. MASTER PLAN - PLAN SHEETS

1. SUMMARY INFORMATION:

- A. Name of Development: 1335 Courtland Drive
- B. Name of Owners: Five Horizons Construction LLC
- C. Applicant: Stuart Cullinan
Five Horizons Construction LLC
310 Heck Street
Raleigh, North Carolina 27601
stuart@fivehorizonsdevelopment.com

2. PROPERTY INFORMATION:

1335 Courtland Drive is located on the north side of Courtland Drive, is in the Mordecai Neighborhood Conservation Overlay District and is Wake County PIN 1704965009 (the "Property"). It is approximately 1.969 acres to be rezoned from Residential-10-NCOD to Planned Development (PD) District with PD Master Plan.

3. INTRODUCTION:

This document and the accompanying attachments and exhibits submitted herewith are provided pursuant to the provisions of the Unified Development Ordinance (the "UDO") dealing with the Planned Development District ("PD") for the 1335 Courtland Drive, a small format urban home community (the "Development") proposed by Five Horizons Construction LLC (the "Developer"). Development of the Property will be in accordance with the Master Plan associated with the zoning case, refer to Section 16 - Appendices for the Master Plan sheets. The Development will be a pedestrian-oriented, urban infill residential development with detached single family uses and townhome uses consistent with the nature of the residential uses in the vicinity. The existing conditions of the properties include three apartment buildings with surface parking. The property is bounded by Courtland Drive (South) and CSX Railroad (North).

4. LAND USE INTENSITY:

- A. Land use shall be according to UDO table 6.1.4 Allowed Principal Use Table for zoning district R-10. Accessory uses and structures will be according to UDO Article 6.7.
- B. Residential density overall shall not exceed ten (10) dwelling units per acre.
- C. Land Use Plan:
A conceptual Overall Site Plan ("Land Use Plan") is included with this Master

Plan (see Plan Sheet DV2). 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. This neighborhood may provide a mix of residential detached houses and townhomes. The pedestrian scaled relationship of the buildings will form the framework of the streets will fit the more urban character of the new development.

D. Neighborhood Transitions:

Neighborhood transitions will follow UDO Article 3.5. For this project Neighborhood Transitions shall not be applicable as a result of the uses being similar to those allowed in R-10 district.

5. TRANSPORTATION INFORMATION:

The current property includes twenty (20) apartment units. Trip generations per the ITE manual are as follows:

A. Existing Use: ITE Land Use Code 220 - 20 apartments

246 average trips per day

14 peak hour AM trips per day

29 peak hour PM trips per day

B. Proposed Use: ITE Land Use Code 210 - 17 detached single family and 2 townhomes

174 average trips per day

14 peak hour AM trips per day

18 peak hour PM trips per day

Due to the small size of the development the traffic impacts would be minimal and is anticipated to have a negligible impact on traffic operations on the surrounding road network.

6. CIRCULATION PLAN:

A. The Development will provide an internal street network (Proposed Neighborhood Yield Street) that connects thru traffic to the existing Courtland Drive. Street Design will meet the requirements of the UDO Article 4.7.2(f). Street widths shall be as follows:

1. Courtland Drive: Shall meet the standards of the Street Design Manual for roadway cross-section widths: Neighborhood-Yield-Street.

2. Neighborhood Yield Street: Shall meet the standards of the Street Design Manual for roadway cross-section widths: Neighborhood-Yield-Street.

- B. Sidewalk locations and widths shall be as follows:
 - 1. Sidewalks will be located along both streets to provide connections for pedestrians.
 - 2. Sidewalk widths shall meet the roadway sections specified in the Street Design Manual.
- C. Driveway locations and widths shall be as follow:
 - 1. Driveways shall meet the minimum width requirement specified in City of Raleigh standard details (T-10.01.2).
 - 2. Corner lot Driveways shall have a distance from the end of the street curb radius to the beginning of the driveway radius of 1'.
 - 3. Driveway aprons can be shared between lots but shall not be greater than the maximum residential driveway width specified in City of Raleigh standard details (T-10.01.2).
 - 4. Driveway separation has no minimum between adjacent lots.
- D. The site circulation including access points, public street and driveway locations, existing streets adjoining the site, and improvements to Courtland Drive are shown on the Detailed Layout Map (Sheet DV2).

7. UTILITY/STORMWATER INFORMATION

A. Utility Plan

The existing utility service locations for this project were obtained from field surveys of the site. Both water and sewer service is available on-site or in proximity to the site. A conceptual water and sewer plan is illustrated in the Exhibit labeled Overall Utilities Plan (Sheet DV4)

- 1. Water Service: 12-inch waterline within Courtland Drive right-of-way
- 2. Sewer Service: 6-inch sewer line within Courtland Drive right-of-way
8-inch sewer through Property line within 20' width easement

B. Storm Water Management Plan

- 1. The site as currently developed has no stormwater management. A non-jurisdictional channel bi-sects the site. The channel is a tributary to Pigeon House Branch that is within the Neuse River Basin. There are no identified Neuse Riparian Buffer features on the site.

2. Best Management Practices (BMPs) may be utilized to meet UDO Article 9.2 Stormwater Management if deemed required at Subdivision Review. All BMP measures included in the “North Carolina Division of Water Quality Stormwater Best Management Practices Manual” may be utilized. These BMPs will be selected based on drainage area, type of stormwater (i.e. rooftop drainage), and located as needed.

3. Conditions:

- All major design elements listed in the current “North Carolina Division of Water Quality Stormwater Best Management Practices Manual” for the selected BMP must be met in order to claim TN reduction credit for the device. This must be demonstrated at the subdivision plan submittal.
- Any impact to the Buffer will require DWQ review and approval.

8. OPEN SPACE REQUIREMENT/GREENWAY/TREE PRESERVATION

A. Open Space Requirement

A minimum of ten percent (10%) of the Development will be devoted as an open space area and meet the requirements specified in the UDO Article 2.5. The open space area is illustrated on the Overall Site Plan (Sheet DV2).

B. Greenway

There are no greenways within close proximity to the site.

C. Tree Conservation

The proposed development is less than two acres and is therefore exempt from the 10% Tree Conservation Area Requirement (min.) per UDO Article 9.1.3.

9. BUILDINGS AND HEIGHTS

A. Layout Requirements:

1. Homes along Courtland Drive shall front Courtland Drive but have driveway service off on an internal street network where available.
2. All the homes facing the internal street network will include front porches or stoops. Stoops may be recessed.
3. All homes facing Courtland Drive may have porches or stoops although shall not be required to have front porches or stoops.

Fenestration: symmetrical patterns on front façade, square cut casements

Roofs: gable or hip primary roof

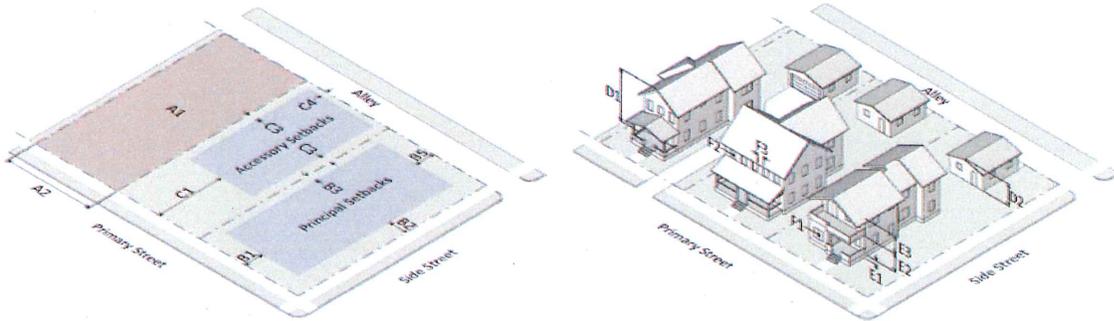
Siding: fiber cement siding with corner boards

10. YARD SETBACKS/BUILDING CHARACTERISTICS

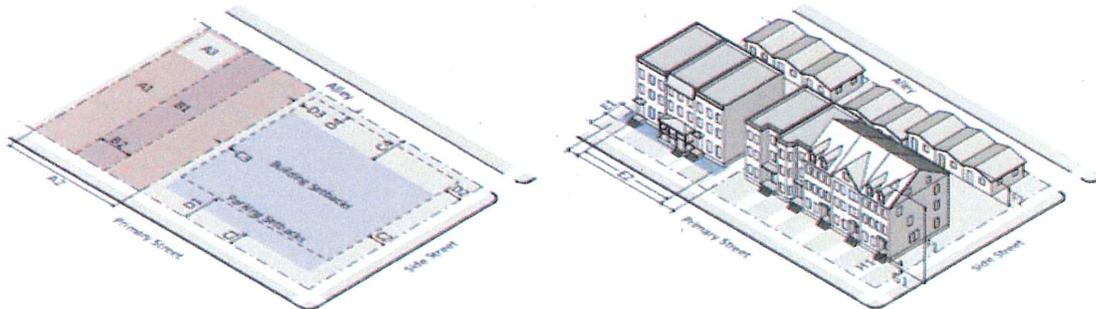
A. The Schedule of minimum /maximum yard setbacks are shown below. The building placement will be similar to historic neighborhoods providing a compact, pedestrian oriented neighborhood, while also providing sufficient parking and community gathering spaces.

B. Building Setback Encroachments will be as set forth in the UDO Sec. 1.5.4. D Setback Encroachments. Porches, stoops, balconies, galleries and awnings and steps as set forth in the UDO Sec 1.5.11.

Detached House:



Townhouse:



Setbacks/Building Characteristics:

| <u>DETACHED HOUSE</u> | | | |
|------------------------------|--|--------------------|----------------------|
| <u>A.</u> | <u>Lot Dimensions</u> | <u>R-10</u> | <u>PD</u> |
| A1 | Area (min) | 4,000 SF | 1,500 SF |
| A2 | Width (min) | 45' | 27' |
| A2 | Width – corner lot (min) | 60' | 30' |
| A3 | Depth (min) | 60' | 56' |
| A4 | Density (max) | 10 u/a | 10 u/a |
| <u>B.</u> | <u>Principal Building Setbacks</u> | <u>R-10</u> | <u>PD</u> |
| B1 | From primary street (min) | 10' | 7' |
| B2 | From side street (min) | 10' | 3' |
| B3 | From side lot line (min) | 5' | 2' |
| B4 | Sum of side setbacks (min) | 10' | 7' |
| B5 | From rear lot line (min) | 20' | 14' |
| B6 | Residential infill rules may apply | yes | no |
| <u>C.</u> | <u>Accessory Structure Setbacks</u> | <u>R-10</u> | <u>PD</u> |
| C1 | From primary street (min) | 50' | 36' |
| C2 | From side street (min) | 20' | 3' |
| C3 | From Side lot line (min) | 5' | 0' |
| C4 | From rear lot line (min) | 20' | 0' |
| C4 | From alley | 4' or 20' min | 4' |
| <u>D.</u> | <u>Height</u> | <u>R-10</u> | <u>PD</u> |
| D1 | Principal building (max) | 40'/3 stories | 45'/3 stories |
| D2 | Accessory structure (max) | 25' | 25' |
| D3 | Residential infill rules may apply | yes | no |
| <u>E.</u> | <u>Ground Floor Elevation</u> | <u>R-10</u> | <u>PD</u> |
| E1 | 20' or less from front property line (min) | 2' | 2' |
| E2 | More than 20' from front property line (min) | n/a | n/a |
| <u>F.</u> | <u>Allowed Building Elements</u> | <u>R-10</u> | <u>PDD</u> |
| | Porch, stoop | Allowed | Allowed |
| | Balcony | Allowed | Allowed |

| <u>TOWNHOUSE</u> | | | |
|------------------|--|--------------------|-------------------|
| <u>A.</u> | <u>Site Dimensions</u> | <u>R-10</u> | <u>PD</u> |
| A1 | Area (min) | 3,300 SF | 3,300 SF |
| A2 | Width (min) | 16' | 16' |
| A3 | Outdoor amenity area (min) | 10% | 10% |
| A4 | Density | 10 u/a | 10 u/a |
| <u>B.</u> | <u>Lot Dimensions</u> | <u>R-10</u> | <u>PD</u> |
| B1 | Area (min) | n/a | n/a |
| B2 | Width (min) | 16' | 16' |
| <u>C.</u> | <u>Building/Structure Setbacks</u> | <u>R-10</u> | <u>PD</u> |
| C1 | From primary street (min) | 10' | 7' |
| C2 | From side street (min) | 10' | 3' |
| C3 | From Side lot line (min) | 0'-6' | 0' |
| C4 | From rear lot line (min) | 20' | 14' |
| C4 | From alley | 4' or 20' min | 4' |
| C5 | Residential infill rules may apply | yes | no |
| <u>D.</u> | <u>Parking Setbacks</u> | <u>R-10</u> | <u>PD</u> |
| D1 | From primary street (min) | 20' | 0' |
| D2 | From side street (min) | 10' | 3' |
| D3 | From side (min) | 0'-3' | 0' |
| D4 | From rear lot line (min) | 23' | 14' |
| D4 | From alley, garage only (min) | 4' | 4' |
| <u>E.</u> | <u>Build-to (Site)</u> | <u>R-10</u> | <u>PD</u> |
| E1 | From primary street (min/max) | 10'/30' | 7'/30' |
| E2 | Building width in the primary build-to (min) | 70% | 70% |
| <u>F.</u> | <u>Height</u> | <u>R-10</u> | <u>PD</u> |
| F1 | Principal building (max) | 45'/3 stories | 45'/3 stories |
| F2 | Accessory structure (max) | 25' | 25' |
| F3 | Residential infill rules may apply | yes | no |
| <u>G.</u> | <u>Ground Floor Elevation</u> | <u>R-10</u> | <u>PD</u> |
| G1 | Within build-to(min) | 2' | 2' |
| G1 | Outside of build-to (min) | n/a | n/a |
| <u>H.</u> | <u>Pedestrian Access</u> | <u>R-10</u> | <u>PDD</u> |
| H1 | Street-facing entrance required for units fronting | yes | yes |
| <u>I.</u> | <u>Allowed Building Elements</u> | <u>R-10</u> | <u>PDD</u> |
| | Porch, stoop | Allowed | Allowed |
| | Balcony | Allowed | Allowed |

11. URBAN DESIGN GUIDELINES

- A. Elements: The development will be a pedestrian oriented, urban infill residential development with detached single family and townhouse uses arranged in a compact and pedestrian friendly form, and will not have retail or commercial establishments.
- B. Transition to Surrounding Neighborhoods: The height and massing of the development will closely resemble that of the adjacent historic neighborhoods. Heights will be limited to no more than 3 stories and 45 feet tall.
- C. Blocks, Streets and the Corridor:
1. *Interconnection*: The Development will have homes facing an existing road (Courtland Avenue), in keeping with the historic fabric of the neighborhoods in the area. An internal street network [Neighborhood Yield Street(s)] will be added with the same scale and design speed as the local neighborhood roads to connect directly into the existing road network.
 2. *Street Interconnection*: The internal streets [Neighborhood Yield Street(s)] will be designed to integrate effectively with the existing Courtland Drive and to circulate traffic with two points of connection point to Courtland Drive.
 3. *Blocks*: The maximum block perimeter will be 3,000 feet. The maximum dead end street will be 400 feet.
- D. Building placements:
1. *Shared-Use*: All streets will be lined by single family homes or the open space.
 2. *Buildings Placement*: Each detached home will be located close to the primary street and townhomes will be within the Build-To limits and will have off-street parking provided between it and the adjacent, with most driveways off the internal streets (Neighborhood Yield Streets).
- E. Urban Open Space:
1. *Urban open space*: Open space and open space areas for “parks”, “green spaces”, and other open areas. The common open space for this development will be available by access from the internal street.
- F. Public Seating: (1) Bench(s) will be provided in the common open space along the open space area.
- G. Pedestrian, bicycle amenities: All the homes and common areas of the development will be connected via sidewalks. Sidewalks will be minimum width 6 feet and will be connected to the park and to the existing streetscape. Sidewalks will be lined with trees providing shade spaced s required by the Street Design Manual and interest for

pedestrians and bicyclists. A minimum of (2) bicycle parking spaces will be provided at the common area open space.

- H. Parking lots: Each detached home will provide its own off-street parking as mentioned before in Building Placements.
- I. Parking Structures: The Development will have no parking structures.
- J. Transit Stops: Courtland Drive is nearest to GoRaleigh Bus Route 3 - Glascock. The development is within easy walking distance of the Glascock Bus Route at the intersection of Poplar Street and Mordecai Street. A transit easement is not anticipated with the development.
- K. Environmental Protection: No impacts to natural resource areas are anticipated by the project.
- L. Sidewalks: Sidewalks shall conform to the Street Design manual.
- M. Street trees: Street trees shall conform to the Street Design Manual.
- N. Spatial definition: The height to width ratio of all buildings (detached homes and townhomes) will not exceed 1:3 height to width ratio.

12. ALTERNATE DESIGNS PROPOSED

The elements of this Master Plan proposed as alternative means of compliance with respect to the provisions of Article 4.7.2, are as follows:

A. Lot Sizes – Article 4.7.2(b)

1. Single Family:

- a) Minimum Lot Area: 1,500 sq.ft.
- b) Lot width 27 feet
- c) Minimum setbacks – see paragraph 10
- d) Principal Building Height – see paragraph 10

2. Townhouse:

- a) Minimum Lot Area: 3,300 sq.ft.
- b) Building and Parking setbacks – see paragraph 10
- c) Principal Building Height – see paragraph 10

B. Solid waste collection location and screening Article 7.2.5.C.3.

Service Area Screening – trash receptacles (96-gallon residential individual roll-out refuse containers) will be located as required by the City of Raleigh Solid Waste Services

Collection Design Manual and will be screened with fencing according to Wood Spaced Picket Fence detail. (See Sheet DV2)

C. Driveway Design Article 4.7.2(b)5

Alternatives to the Driveway Details are as follows (see plan sheet DV2):

1. Corner lot Driveways shall have a distance from the end of the street curb radius to the beginning of the driveway radius of 1'.
2. With recorded access maintenance covenant, driveway aprons can be shared between lots but shall not be greater than the maximum residential driveway width specified in City of Raleigh standard details (T-10.01.2).
3. Driveway separation has no minimum between adjacent lots.

D. Parking Article 7.1.2.C.

1. A minimum of 2 parking spaces per residential unit will be provided as shown on the Detailed Layout Map (DV2).

E. Design Adjustment Article 8.3.6 (8.3.5.D. Cross-Access)

A Design Adjustment is requested to the requirement of 8.3.5 D. Cross-Access to eliminate the required cross access to adjacent parcels. Justification required by Sec. 8.3.6

1. The presence of existing buildings, and railroad;
2. Site layout of developed properties;
3. Adjoining uses or their vehicles are incompatible (rail road);

F. Design Adjustment Article 8.3.6 (8.5.2 Streetscape Types)

A Design Adjustment is requested to the requirement of 8.5.2 Streetscape Types to allow "street trees" (a requirement of the Subdivision Plan) to be placed on private property as shown on the Layout Map (sheet DV2). Justification required by Sec. 8.3.6

1. Steep topographic changes through the site;
2. Site layout of developed properties;

G. Design Adjustment Article 8.3.6 (8.4.4 Local Streets)

A Design Adjustment is requested to the requirement of 8.4.4 Local Streets to allow Public Street A as shown on the Layout Map (sheet DV2) a minimum right-of-way width of 33 feet is necessary due to site constraints in lieu of the typically required 55 foot right-of-way for a Neighborhood Yield Street. Justification required by Sec. 8.3.6

1. Steep topographic changes through the site;
2. Site layout of developed properties;

13. COMPREHENSIVE PLAN

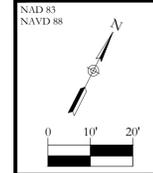
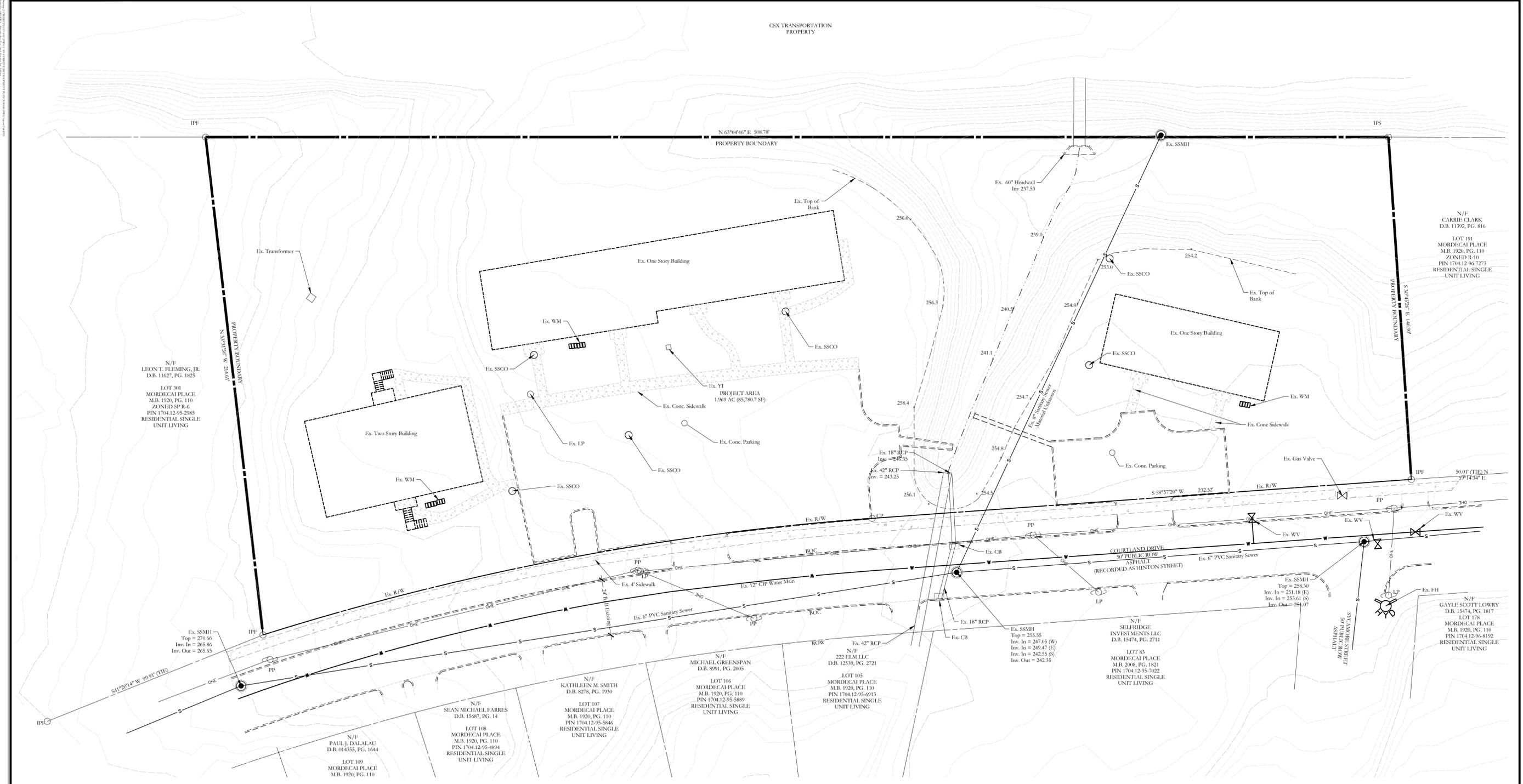
Comprehensive Plan: The Property is designated on the City's 2030 Comprehensive Plan as Moderate Density Residential. This project will implement elements of the Policy Statements by supporting Infill Development, Neighborhood Revitalization, and Conservation of Single Family Neighborhoods. To further the policies of the City's 2030 Comprehensive Plan, the Development will be pedestrian oriented residential neighborhood and will preserve open space with a compact residential footprint. It will conform to the nearby residential character with reduced setbacks and preserve the character of the area's single family neighborhoods.

14. DISTRICT INTENT STATEMENT

As required by UDO Article 4.1.1.F. Planned Development (PD), the 1335 Courtland Drive PD District will be designed to evoke local history and relate to the exiting architectural fabric of the residential homes. Many of the homes and buildings were constructed between the early 1900's through the early 1950's. Smaller lot sizes and building setbacks are supportive of connecting residents to the surrounding community.

15. MODIFICATIONS

Modifications will be according to UDO Article 4.7.6 Master Plan Amendments.



PLAN REVISIONS

| NO. | DATE | DESCRIPTION |
|-----|------|-------------|
| | | |
| | | |
| | | |
| | | |

EXISTING CONDITIONS PLAN
 COURTLAND DRIVE
 1335 COURTLAND DRIVE
 RALEIGH, NC

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Edensland
 www.edensland.com
 2314 S. Miami Blvd.
 Suite 151
 Durham, NC 27703

SCALE
 1"=20'

DATE
 OCTOBER 21, 2015

| | | |
|-----------------------|--------------|--------------|
| DESIGN | DRAFT | CHECK |
| SJK | SJK | CRM |
| PROJECT NUMBER | | |
| 1131-001 | | |
| PLAN NUMBER | | |
| DV1 | | |

GENERAL NOTES

- BOUNDARY AND UTILITY INFORMATION IS BASED UPON SURVEY BY GHANCE SURVEY COMPANY, P.A.
- TOPOGRAPHIC INFORMATION TAKEN FROM CITY OF RALEIGH GIS.
- INFORMATION REGARDING THE LOCATION OF EXISTING UTILITIES HAS BEEN BASED UPON AVAILABLE INFORMATION AND MAY BE INCOMPLETE, AND WHERE SHOWN SHOULD BE CONSIDERED APPROXIMATE. THE LOCATION OF ALL EXISTING UTILITIES SHOULD BE CONFIRMED PRIOR TO BEGINNING CONSTRUCTION. CONTRACTOR SHALL CALL "NO CALL CALL: 1-800-632-4949". CONTRACTOR SHALL MAINTAIN MARKINGS WHERE NEEDED DURING PROJECT. ALL UTILITY LOCATIONS THAT DO NOT MATCH THE VERTICAL OR HORIZONTAL CONTROL SHOWN ON THE PLANS SHALL IMMEDIATELY BE BROUGHT TO THE ATTENTION OF THE ENGINEER FOR RESOLUTION. THE CONTRACTOR SHALL VERIFY LOCATIONS OF UTILITIES AND SERVICE LATERALS PRIOR TO CONSTRUCTION. ANY CONFLICTS WITH LOCATIONS OF LIGHT POLES, TREES, ETC. SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER FOR RESOLUTION PRIOR TO CONSTRUCTION.
- EDENS LAND ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF MAPS AND DATA WHICH HAVE BEEN SUPPLIED BY OTHERS.
- ALL DIMENSIONS AND ELEVATIONS SHALL BE VERIFIED IN THE FIELD PRIOR TO CONSTRUCTION. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER.

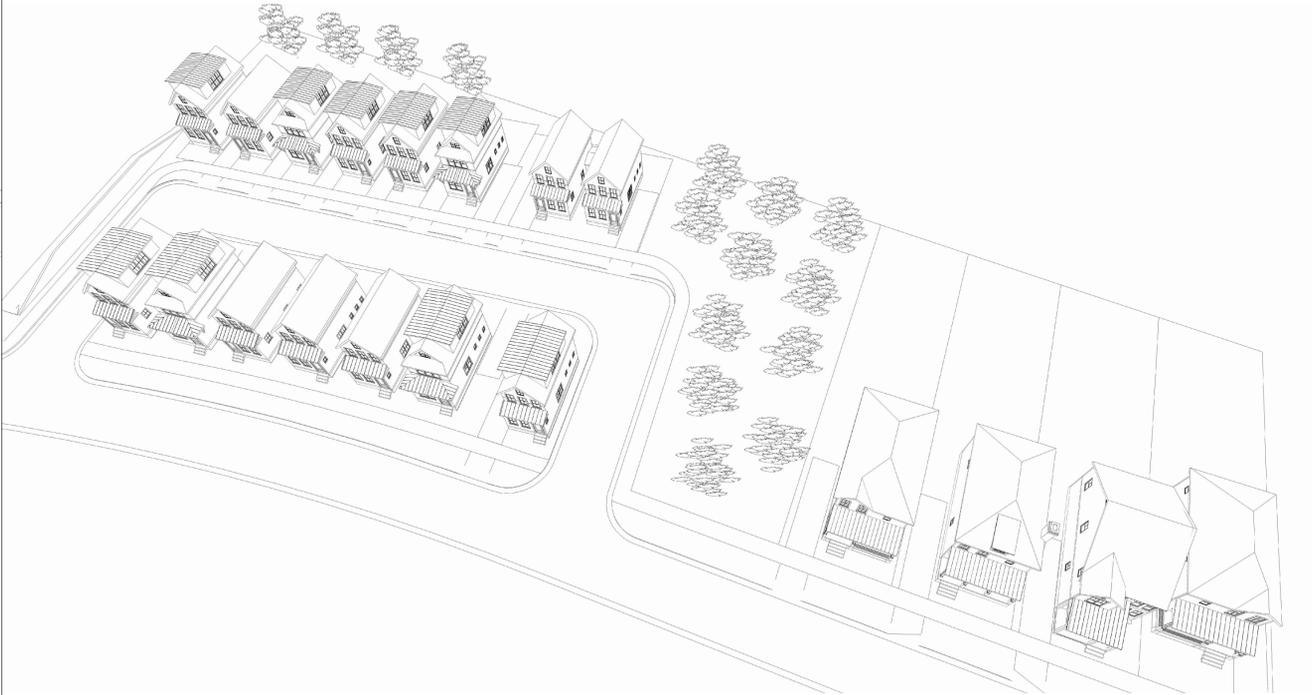
EXISTING LEGEND

| | |
|--|--------------------------|
| | STREET LINE |
| | PROPERTY LINE |
| | WETLAND BUFFER LINE |
| | SETBACK LINE |
| | MAJOR CONTOUR |
| | MINOR CONTOUR |
| | SPOT GRADE |
| | TREE LINE |
| | UTILITY POLE |
| | HYDRANT |
| | WATER METER |
| | WATER VALVE |
| | GAS VALVE |
| | SANITARY SEWER W/MANHOLE |
| | STORM PIPE W/CATCH BASIN |
| | WATER MAIN |

DATE OF PRINTING: 10/21/15 11:58 AM IN: 10/21/15 11:58 AM
DRAWING: 11331-001-DV6



COURTLAND DRIVE
CONCEPT PICTURES
BIRDS EYE LOOKING NORTHEAST
(COURTLAND DRIVE IS IN FRONT)



COURTLAND DRIVE
CONCEPT PICTURES
BIRDS EYE LOOKING SOUTHWEST
(COURTLAND DRIVE IS IN FRONT)



COURTLAND DRIVE
CONCEPT PICTURES
COURTLAND DRIVE NORTH
(FRONT OF HOMES ALONG COURTLAND DRIVE)



COURTLAND DRIVE
CONCEPT PICTURES
COURTLAND DRIVE SOUTH
(FRONT OF HOMES ALONG COURTLAND DRIVE)

NAD 83
NAVD 88

| PLAN REVISIONS | |
|----------------|--|
| | |
| | |
| | |
| | |
| | |

ARCHITECTURAL ILLUSTRATIVES

COURTLAND DRIVE
1335 COURTLAND DRIVE
RALEIGH, NC

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| | |
|----------------|------------------|
| SCALE | 1"=20' |
| DATE | OCTOBER 21, 2015 |
| DESIGN | SJK |
| DRAFT | SJK |
| CHECK | CRM |
| PROJECT NUMBER | 1131-001 |
| PLAN NUMBER | DV6 |