

Ordinance 871 ZC 768
Effective 9/4/18

Z-15-17 (MP-2-17) - Macaw Street, several parcels on both sides, west of Arco Corporate Center Drive, consisting of Wake County PINs 0768445641, 0768447068, 0768447508, 0768448788, 0768542105, 0768542729, 0768544250, and 0768544881, approximately 37.89 acres to amend the master plan associated with a Planned Development.

Conditions dated: **See attached Master Plan dated May 10, 2018.**

MASTER PLAN (MP-2-2017)

BRIER CREEK TOWN CENTER

PLANNED DEVELOPMENT DISTRICT

± 37.90 ACRES

OWNER:

Brier Creek Corporate Center Associates Limited Partnership
Brier Creek Corporate Center Master Association, Inc.

DEVELOPER:

American Asset Corporation

CONSULTANTS:

Mack Paul
Morningstar Law Group

Brian Purdy
McAdams Company

May 10, 2018

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SUMMARY INFORMATION

- A. Name of Development: Brier Creek Town Center
- B. Name of Owner: Brier Creek Corporate Center Associates LP
Brier Creek Corporate Center Master Association Inc.
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Charlotte, NC 28210
- C. Name of Developer: American Asset Corporation
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1. INTRODUCTION

The purpose of this Master Plan is to increase the number of allowed hotel rooms within the Development. The Property, as defined below, is currently subject to an existing master plan approved in 2012 (Z-16-11/MP-2-11), which established the permitted uses, intensities and building heights that are largely carried forward in this Master Plan. Additionally, this Master Plan includes modifications to the new UDO standards being applied to this project for the first time.

This document and the accompanying exhibits submitted herewith (collectively, the "Master Plan") are provided pursuant to provisions of the Unified Development Ordinance (the "UDO") associated with the Planned Development ("PD") District for Brier Creek Town Center (the "Development"). The Development encompasses approximately 37.90 acres on the north and south side of Macaw Street, west of Arco Corporate Drive (the "Property"). The open space tract (Tract B) is owned by Brier Creek Corporate Center Master Association Inc. and the to-be-developed tract (Tract A) is owned by Brier Creek Corporate Center Associates LP. American Asset Corporation is the Developer of the Development.

2. COMPREHENSIVE PLAN

The Future Land Use Map ("FLUM") identifies the Property as split between Regional Mixed Use and Public Parks and Open Space. Regional Mixed Use identifies the major retail and service hubs of the City, and encourages high density residential, office, hotel and region-serving retail uses. This category supports building heights up to 20 stories, particularly when located in a City Growth Center identified on the Urban Form Map. The Property is located in the core of a large City Growth Center, which encourages a mix of uses and high intensity development. Public Parks and Open Space identifies permanent open space intended for recreational or resource conservation uses, such as public greenway. The portion of the Property designated Public Parks and Open Space is already subject to a public greenway easement and is already identified as open space on recorded maps. The Master Plan is consistent with the Regional Mixed Use and Public Parks and Open Space designations and the City Growth Center designation. Additionally, the Master Plan advances numerous key Comprehensive Plan policies, including those that encourage a mix of uses, pedestrian-oriented development and the development of vacant property within the City's corporate limits.

3. INTENT FOR PD DISTRICTS

The proposed Development meets the intent of the PD District in several ways. Specifically, the PD District will help the Development achieve a high-quality project design by facilitating a mix of uses in close proximity to a major retail hub and employment area with buildings located close to Macaw Street to establish a key pedestrian connection between the retail and employment areas. The Master Plan will provide living, lodging and employment opportunities in one of the fastest growing areas of the City, with access to the public greenway system and future bus transit system. Additionally, the Master Plan seeks modifications to UDO standards to achieve this vision. Finally, the Master Plan continues to ensure that the public and private infrastructure is adequate to serve the Property and the surrounding area.

4. GENERAL DESIGN PRINCIPLES AND URBAN DESIGN GUIDELINES

The Development meets the General Design Principles for PD Districts in a number of ways. The Master Plan envisions dwelling units and lodging units, including such opportunities above first-floor commercial space. It permits taller buildings and anticipates structured parking to facilitate a more

compact pattern of development. Also, the Master Plan permits a wide range of uses to fulfill the vision for a well-integrated development that complements the existing retail and employment uses in the surrounding area. The building location and design standards are intended to create a walkable development that serves as a connection between the existing retail and employment area. By using a build-to zone along Macaw Street, the built environment will frame the pedestrian realm creating a "main street" concept to encourage pedestrian movements. The Development features wider sidewalks and pedestrian promenades along Macaw Street as reflected on Plan Sheet P-3 to enhance the pedestrian experience.

The Master Plan also provides substantial open space and greenway amenities to serve the residents and occupants of the Development and the surrounding area. By providing greenway connections, more pedestrian activity is encouraged. Architecture and landscaping will provide a cohesive design to the buildings and surroundings, fitting with the topography, site, and climate. For example, new buildings will face the public streets, affording easy access for pedestrians and helping to delineate the street and mask parking and service areas from view. Finally, transit easements have been recorded for either side of Macaw Street and on the Development's side of Arco Corporate Drive to further reduce vehicle dependency.

5. TREE CONSERVATION AREA COMPLIANCE

The Property is located within the Brier Creek Corporate Center. The approved subdivision for the Brier Creek Corporate Center, with case number S-82-05, confirms that the overall Development complies with the tree conservation area requirements. The tree conservation areas provided by the Brier Creek Corporate Center are recorded in Book of Maps 2006, Pages 1636 to 1645, Wake County Registry. Given that the Property is part of an approved plan in compliance with the tree conservation area regulations, and all tree conservation areas required by that approved plan have been recorded, the Property is not required to provide any additional tree conservation area beyond what is required by approved subdivision plan S-82-05.

6. LAND USE INTENSITY

Land use intensities for the Development are described below and in the site data table on plan sheet P-2 submitted with this Master Plan. Note that the term "Commercial Uses" does not include certain uses otherwise allowed under UDO Section 6.1.4, as a Commercial Use, including pawnshop, adult establishment, vehicle fuel sales and airfield.

A. Entire Development

Use	Maximum
Commercial Uses excluding Personal service, Restaurant/Bar, and Retail Sales	1,500,000 Square Feet
Personal service, Restaurant/Bar, and Retail Sales	115,000 Square Feet
Residential	600 Dwelling Units
Hotel	300 Rooms

These uses may be established on Tract A and Tract B in any configuration provided that the aggregate amount of each use across both Tracts does not exceed the maximum allotted in the table above.

B. Tracts A & B

1. Uses and Density. Below are the maximum land use intensities for Tracts A & B:
 - a. 1,500,00 square feet of commercial uses (not including Personal Service, Restaurant/Bar, Retail Sales uses).
 - b. 115,000 square feet of Personal Service, Restaurant/Bar, Retail Sales uses.
 - c. Maximum of 600 dwelling units.
 - d. Maximum of 300 hotel rooms.
2. Building Height. Buildings shall be limited to 195 feet in height, subject to RDU Airport Authority and FAA approvals.
3. Building Type. All building types are permitted except the detached dwelling and attached dwelling building types.

C. Tract C

1. Uses and Density. Uses shall be limited to Parks, Open Space & Greenways and Open uses.
2. Building Height. Buildings shall be limited to 40 feet in height.
3. Building Type. Open Lot is the allowable building type.

D. Building Type Intensities

For Tracts A, B, and C (as applicable) - up to 600 dwellings units are permitted in the Townhouse, Apartment, Mixed-use, and Civic building types (or other permitted building types). Up to 1,615,000 sf of non-residential floor area is permitted in the Townhouse, Apartment, General, Mixed-use, and Civic building types (or other permitted building types).

E. Traffic Impact Analysis

The overall Development intensities allowed are based on the TIA prepared by Kimley-Horn and Associates, dated February 2018.

7. MODIFICATIONS REQUESTED PURSUANT TO UDO SECTION 4.7.2

This PD District proposes certain modifications to the UDO pursuant to UDO Section 4.7.2. They are as follows:

A. Base District

This Master Plan selects the Commercial Mixed Use (CX) district as its base district, which is appropriate for properties identified as Regional Mixed Use on the Future Land Use Map.

B. New Streets and Block Perimeter

Macaw Street is an existing private street and Arco Corporate Drive is an existing public street. As such, Macaw Street is not subject to the existing streets or new streets requirements contained in Article 8.4. Block perimeter standards shall be satisfied for the Development based upon the existing street network as generally depicted in this Master Plan. This is also in consideration of waterways, pre-existing development, tree conservation areas, stream buffers and other similar constraints that exist in and around the Property. Pedestrian and vehicular inter-connectivity shall be provided within the development tracts to the extent practicable.

C. Building/Structure Setbacks and Build-To

For both Tracts A and B, a build-to range along Macaw Street of 0' to 50' is hereby established, with a minimum building coverage within the build-to of 50%. The build-to along Macaw Street shall be measured from the public access easement. Along Arco Corporate Drive, a build-to range of 0' to 100' is established, with a minimum building coverage within the build-to of 20%. No more than one double bay of parking may be allowed between a building facade and Arco Corporate Drive. A minimum of one primary street facing entrance with a pedestrian connection to the public sidewalk shall be provided for any building fronting Macaw Street or Arco Corporate Drive.

The build-to coverage standard can be met on a lot-by-lot basis. When calculating the build-to coverage along Arco Corporate Drive, land area associated with Tract C and the portion of Macaw Street subject to the public access easement shall be excluded. These build-to standards shall control over any building type build-to standards, regardless of building type. Build-to areas are not required to first be satisfied prior to buildings being constructed elsewhere on the Tracts/lots.

D. Parking Setbacks, Parking Standards and Parking Reduction

1. Both surface and structured parking are allowed within Tract A and Tract B. Parking may also be provided on any portion of the property in order to serve uses in the Development, including portions of the Development not on the same lot as the use being served. No parking structure shall exceed 90 feet in height. Exterior facades of any parking structure shall incorporate design features utilized on the exterior facades of conditioned buildings within the PD. The exterior elevation of a parking structure that faces Arco Corporate Drive or a conditioned building in the PD shall incorporate a pedestrian and vehicular entrance.
2. Parking setbacks shall be per the CX District standards. No parking shall be permitted between the building and Macaw Street except for on-street parking and any drive-through, turnaround or porte-cochere.
3. Parking may be provided on any portion of the Property in order to serve uses in the Development, including portions of the Development not on the same lot as the use being served.

4. The amount of required parking for the development shall be per the approved parking study prepared by Kimley-Horn and Associates, dated February, 2018. Per the study, a minimum of 4,596 parking spaces are required at full build-out of the development. Because development intensities may be proposed that are less than the maximum build-out allotted, the following minimum parking rates as deduced from the study shall apply:
 - a. Retail uses: 2.513 spaces per 1,000 gross sf
 - b. Commercial uses: 2.275 spaces per 1,000 gross sf
 - c. Hotel uses: 0.54 spaces per room
 - d. Apartment units: 1.221 spaces per dwelling unit
5. UDO section 7.1.2.D. "Maximum Surface Parking Provided" shall not apply to this Development.
6. The requirements of UDO Section 7.1.5.B. (remote parking) shall not apply to this development.
7. Bicycle parking shall be provided in accordance with UDO standards. If there are any parking structures within the PD, at least 50% of required bicycle parking shall be provided within the parking structures.

E. Lot Dimensions

The minimum lot dimension area and width requirements applicable to the building types in Article 3.2 shall not apply.

F. Building Massing

The building massing standards of UDO section 3.3.3. shall not apply to this Development.

G. Open Space

A minimum of fifteen percent (15%) of the Development will be reserved as open space, which may include greenway, green spaces, plazas/hardscape areas, tree conservation areas, environmental features, and other areas as allowed under UDO section 2.5. Open Space areas may be shifted or reallocated between tracts or lots within the Development. A minimum of 50% of the open space requirement for the Development shall be provided with any initial administrative site review submittal, the remaining portion shall be provided prior to or in conjunction with a separate third administrative site review submittal.

H. Outdoor Amenity Area

When required by building type per UDO section 3.2, a 5% outdoor amenity area requirement meeting UDO section 1.5.3.c. shall apply within the Development. Greenways may count towards this requirement. The requirement can be satisfied among various tracts or lots within the Development and need not necessarily be satisfied on a tract-by-tract or lot-by-lot basis. Applicants of an administrative site review shall demonstrate compliance and provide appropriate documentation of any areas proposed

outside of the specific development site. This information shall then be provided and accounted for with any subsequent administrative site review submittals.

I. Common Signage Plan

The Development shall be subject to the Common Signage Plan contained in the plan sheets.

J. Ground Floor Elevation

Minimum ground floor elevation requirement shall not apply to the apartment building type.

8. ADDITIONAL DEVELOPMENT STANDARDS

- A. Prior to issuance of any building permit for the Property, the owner of the Property shall record an Avigation Easement, which shall grant in favor of the Raleigh-Durham Airport Authority a perpetual right and easement for the free and unobstructed flight of aircraft over and in the vicinity of any portion of the Property not within the Airport Overlay District and used for residential purposes.
- B. Any residential dwelling unit development on the Property shall be designed to meet a minimum Sound Level Reduction (SLR) rating of 25 and a maximum day-night average sound level (DNL) of 45 dB(A). Prior to issuance of any building permit for a residential dwelling unit on the Property, the project shall be design-verified in accordance with the above standards.
- C. Within 45 days following the rezoning of the Property, the owner will record with the Wake County Register of Deeds a statement disclosing the noise contour information for the rezoned land.
- D. The first phase of development shall include at least two of the following building types: townhouse, apartment, mixed-use building, general building, and open lot.
- E. Developer shall provide a minimum of two (2) pedestrian plazas, one of which is to be located between buildings along the north side of Macaw Street, and one of which is to be located between buildings on the south side of Macaw Street. Each plaza shall be a minimum of 5,000 square feet in size, and each shall provide a minimum of six (6) benches.

The following transportation improvements shall be required of the development (See TIA figure ES-1 for reference)

- F. Lumley Road at Arco Corporate Drive/I-540
Prior to issuance of the first Certificate of Occupancy after the issuance of Certificates of Occupancy for the first 600 apartment units and the first 300 hotel rooms, developer shall:
 - a. Restripe the existing southbound right-turn lane on Arco Corporate Drive as a shared through/right lane
 - b. Construct an additional southbound receiving lane on the I-540 westbound on-ramp

- c. Convert the exclusive northbound right-turn lane on the I-540 westbound off-ramp to a shared through/right lane and construct an additional left-turn lane to provide dual northbound left-turn lanes with 150 feet of storage
 - d. Modify the traffic signal to accommodate the recommended roadway laneage
- G. Arco Corporate Drive at Macaw Street/Office Driveway
Prior to Issuance of the first Certificate of Occupancy after the Issuance of Certificates of Occupancy for the first 300 apartment units and the first 300 hotel rooms, developer shall:
 - a. Construct an exclusive eastbound right-turn lane on Macaw Street with 100 feet of storage and appropriate tapers
 - b. Restripe the westbound approach (Office Driveway) to provide an exclusive left-turn lane and a shared through/right lane
 - c. Construct a northbound left-turn lane on Arco Corporate Drive with 150 feet of storage and appropriate tapers
 - d. Install a traffic signal when warranted
- H. Arco Corporate Drive at North Site Driveway
Upon installing North Site Driveway, developer shall:
 - a. Provide separate left-turn and right-turn egress lanes on North Site Driveway
- I. Arco Corporate Drive at South Site Driveway
Upon installing South Site Driveway, developer shall:
 - a. Provide a break in the median on Arco Corporate Drive to provide directional crossover access to the South Site Driveway
 - b. Construct an exclusive northbound left-turn lane with 150 feet of storage on Arco Corporate Drive
- J. Macaw Street at Commercial Driveway
Upon installing Commercial Driveway, developer shall:
 - a. Provide separate left-turn and right-turn egress lanes on Commercial Driveway

BRIER CREEK TOWN CENTER

PD/MASTER PLAN

REZONING CASE #Z-15-17 / TRANSACTION #504010
MASTER PLAN CASE #MP-2-17/ TRANSACTION #517986
RALEIGH, NORTH CAROLINA
PROJECT NUMBER: AAC-17000

DATE: JUNE 13, 2017
DATE: SEPTEMBER 22, 2017
DATE: NOVEMBER 17, 2017

SHEET INDEX

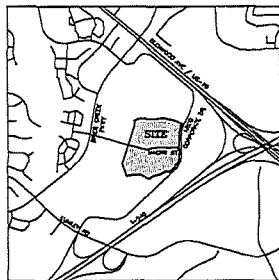
P-1	EXISTING CONDITIONS
P-2	DEVELOPMENT PLAN
P-3	STREET & BLOCK PLAN
P-4	PEDESTRIAN CIRCULATION & OPEN SPACE PLAN
P-5	UTILITY & STORMWATER PLAN
P-6	TREE CONSERVATION PLAN
P-7	COMMON SIGNAGE PLAN
P-8	SD MASSING STUDY

OWNERS

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AMERICAN ASSET CORPORATION
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BRIER CREEK CORPORATE CENTER
MASTER ASSOC INC
AMERICAN ASSET CORPORATION
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CHARLOTTE, NC 28210

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VICINITY MAP
NTS



THE JOHN R. McADAMS
COMPANY, INC.
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License No.: C-0233
(800) 733-5646 • McAdamsCo.com
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Purdy@mcadamsco.com

PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

PD/MASTER PLAN FOR
BRIER CREEK TOWN CENTER
RALEIGH, NORTH CAROLINA
PROJECT NUMBER: AAC-17000

DATE	08-12-2017
BY	TLB
CHECKED BY	TLB
DATE	08-12-2017
PROJECT	BRICK CREEK TOWN CENTER
LOCATION	RALEIGH, NORTH CAROLINA
SCALE	AS SHOWN

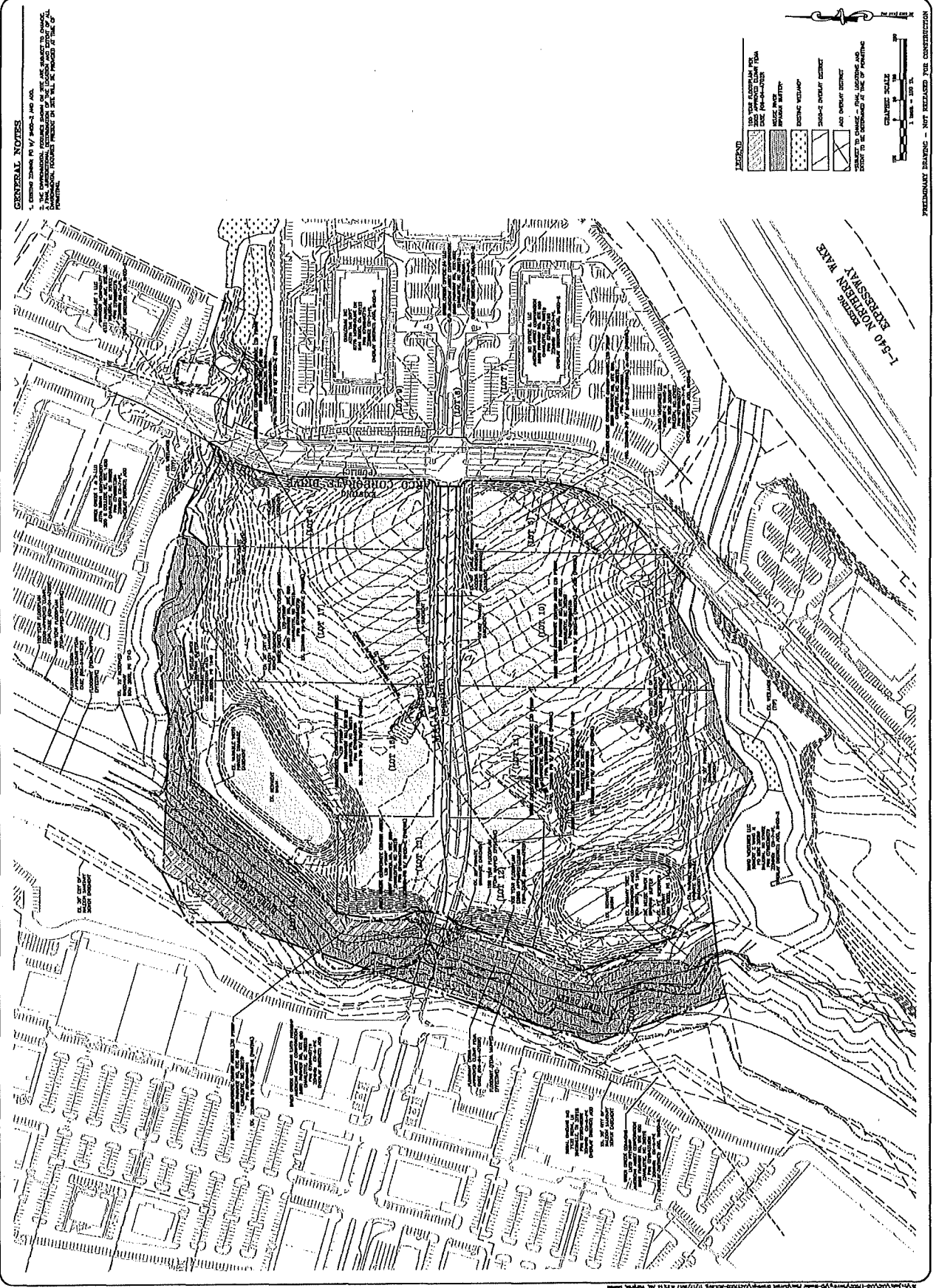
BRICK CREEK TOWN CENTER
PD/MASTER PLAN
RALEIGH, NORTH CAROLINA
EXISTING CONDITIONS

AMERICAN ASSET CORPORATION
6030 FAIRVIEW ROAD, STE. 600
CHARLOTTE, NC 28210

REVISIONS
1-12-2017 1ST SET OF PLANS
2-12-2017 2ND SET OF PLANS

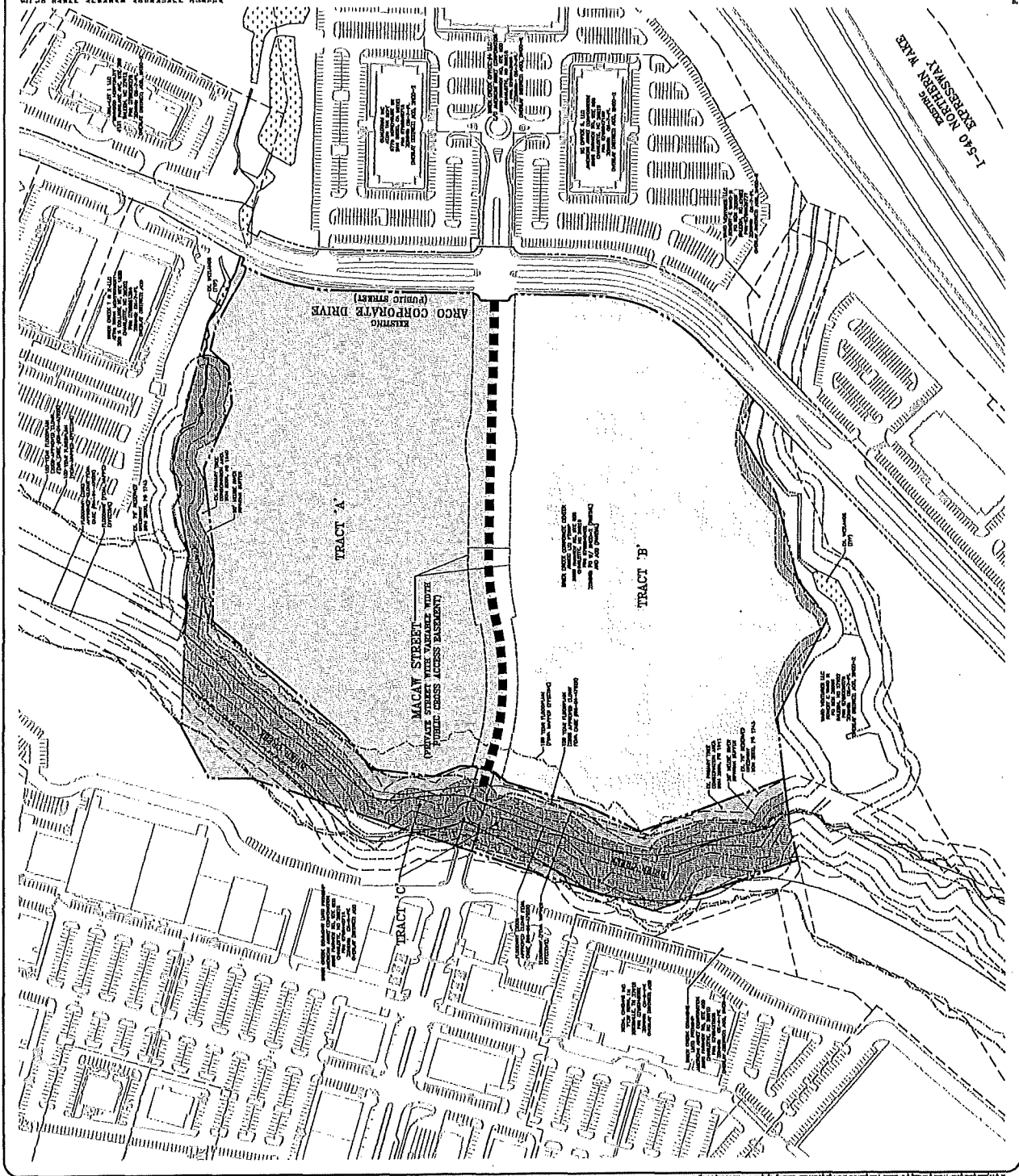


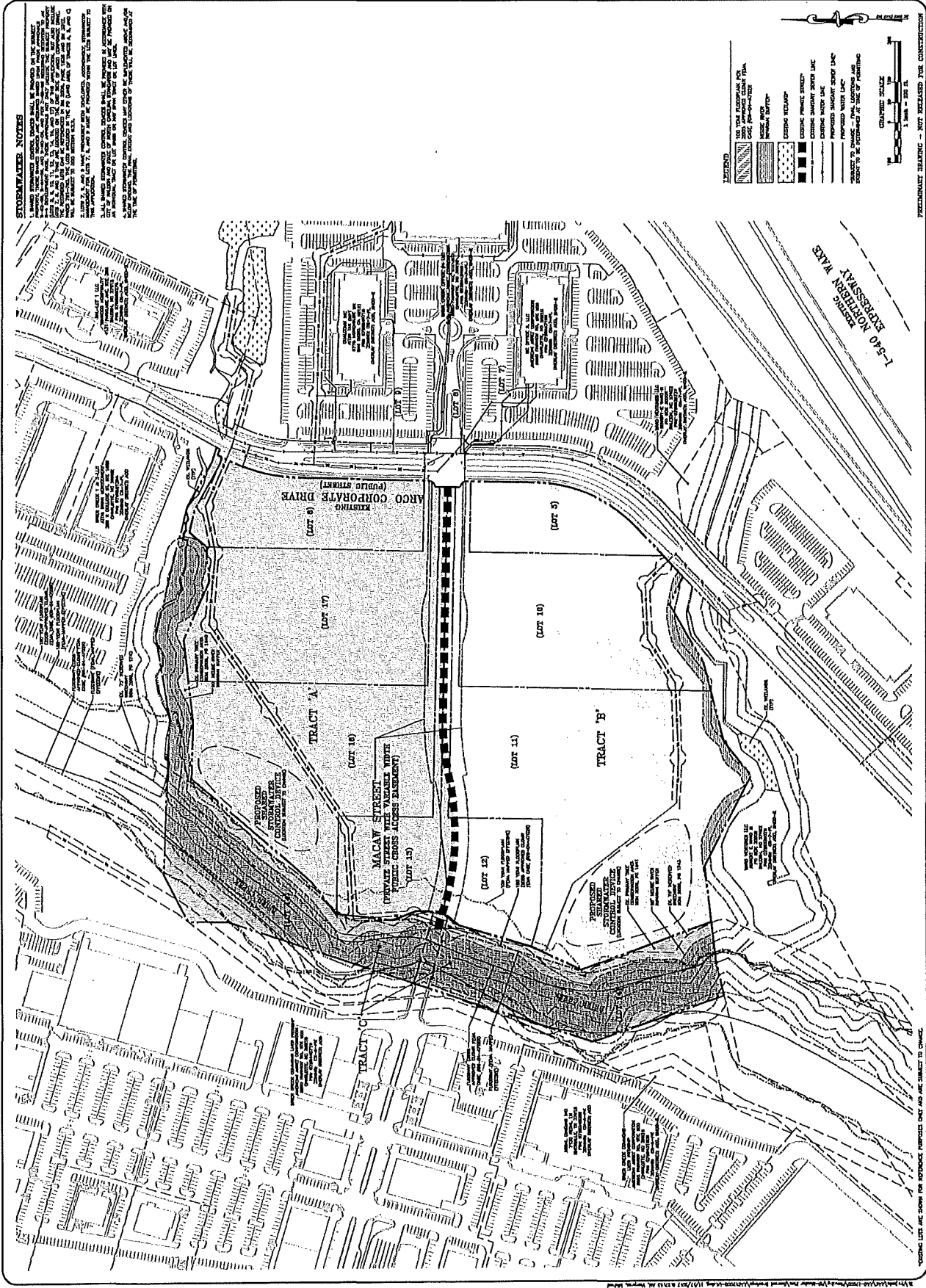
THE JOHNSON & JOHNSON
CORPORATION, INC.
2000 Lakeside Parkway
Durham, North Carolina 27718
800.735.0000 • McGADAMS.COM



GENERAL NOTES

1. THE EXISTING TOPOGRAPHY IS SHOWN BY THE CONTOUR LINES. THE EXISTING BUILDING FOOTPRINTS ARE SHOWN BY THE SOLID BLACK AREAS. THE EXISTING DRIVEWAYS ARE SHOWN BY THE DOTTED, DASHED, AND CROSS-HATCHED AREAS. THE EXISTING DRIVEWAYS ARE SHOWN BY THE DIAGONAL, HORIZONTAL, AND VERTICAL LINES. THE EXISTING DRIVEWAYS ARE SHOWN BY THE DIAGONAL, HORIZONTAL, AND VERTICAL LINES.





REZONING APPLICATION ADDENDUM #1	
<p align="center">Comprehensive Plan Analysis</p>	<p align="center">OFFICE USE ONLY</p> <p align="center">Transaction #</p> <p align="center">Rezoning Case #</p>
<p>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.</p>	
<p align="center">STATEMENT OF CONSISTENCY</p>	
<p>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.</p>	
<p>1. The majority of the property is designated as Regional Mixed Use on the Future Land Use Map, with the balance of the property designated a mix of Public Parks & Open Space and Office/Research & Development. Regional Mixed Use areas typically include high-density housing, office development, hotels, and region-serving retail uses. The proposal is consistent with this policy. The Master Plan associated with this request envisions a mix of high density residential, hotels, and retail uses.</p>	
<p>2. The property is within the core area of a City Growth Center identified on the Urban Form Map, which is an area where significant infill development is anticipated. This designation also supports a hybrid approach to frontage, especially when taking into account the surrounding built environment. The proposed rezoning is consistent with the Urban Form Map Guidance.</p>	
<p>3. Based on the Regional Mixed Use designation, the City Growth Center designation, and the property's location in an employment area with adequate buffers to low density residential areas, the Recommended Height Designations Table recommends up to 20 stories in building height. The rezoning request is consistent with this guidance.</p>	
<p>4. The proposed rezoning is consistent with the following Comprehensive Plan policies: LU 1.2 Future Land Use Map & Zoning Consistency; LU 1.3 Conditional Use District Consistency; LU 2.2 Compact Development; LU 2.5 Healthy Communities; LU 2.6 Zoning & Infrastructure Impacts; LU 4.5 Connectivity; LU 5.1 Reinforcing the Urban Pattern; LU 6.1 Composition of Mixed Use Centers; LU 6.4 Bus Stop Dedication; LU 7.6 Pedestrian Friendly Development; T 2.4 Road Connectivity; T 2.6 Preserving the Grid; T 5.2 Incorporating Bicycle and Pedestrian Improvements; T 5.3 Bicycle and Pedestrian Mobility; T 5.5 Sidewalk Requirements; T 5.9 Pedestrian Networks; EP 2.5 Protection of Water Features; EP 8.5 Airport Overlay Zone; UD 2.1 Building Orientation; UD 2.3 Activating the Street; UD 2.4 Transitions in Building Intensity; UD 2.5 Greenway Access; UD 2.6 Parking Location and Design; UD 2.7 Public Open Space; UD 6.1 Encouraging Pedestrian-Oriented Uses; and Policy UD 7.3 Design Guidelines.</p>	
<p align="center">PUBLIC BENEFITS</p>	
<p>Provide brief statements regarding the public benefits derived as a result of the rezoning request.</p>	
<p>1. The proposed rezoning will facilitate a development that provides a mix of uses in close proximity to a regional shopping destination.</p>	
<p>2. The request provides additional housing and employment opportunities in close proximity to RDU.</p>	

REZONING APPLICATION ADDENDUM #2**Impact on Historic Resources**

The applicant is asked to analyze the impact of the rezoning request on historic resources. For the purposes of this section, a historic resource is defined as any site, structure, sign, or other feature of the property to be rezoned that is listed in the National Register of Historic Places or designated by the City of Raleigh as a landmark or contributing to a Historic Overlay District.

OFFICE USE ONLY**Transaction #****Rezoning Case #****INVENTORY OF HISTORIC RESOURCES**

List in the space below all historic resources located on the property to be rezoned. For each resource, indicate how the proposed rezoning would impact the resource.

No historic resources exist on the site.

PROPOSED MITIGATION

Provide brief statements describing actions that will be taken to mitigate all negative impacts listed above.

Not applicable.

URBAN DESIGN GUIDELINES

The applicant must respond to the Urban Design Guidelines contained in the 2030 Comprehensive Plan if:

- a) The property to be rezoned is within a "City Growth Center" or "Mixed-Use Center", or
- b) The property to be rezoned is located along a "Main Street" or "Transit Emphasis Corridor" as shown on the Urban Form Map in the 2030 Comprehensive Plan.

Urban Form Designation: City Growth Center Click [here](#) to view the Urban Form Map.

1.	<p>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.</p> <p>Response: The property is located near the Brier Creek shopping area which features a mix of uses, and a mix of uses is proposed within this master plan.</p>
2.	<p>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.</p> <p>Response: The properties are not adjacent to lower density neighborhoods, so this guideline does not apply.</p>
3.	<p>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.</p> <p>Response: The overall road network for the Brier Creek community complies with this guideline.</p>
4.	<p>Streets should interconnect within a development and with adjoining development. Cul-de-sacs or dead-end streets are generally discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections. Streets should be planned with due regard to the designated corridors shown on the Thoroughfare Plan.</p> <p>Response: No new streets are proposed as part of this development, and Macaw Street already complies.</p>
5.	<p>New development should be comprised of blocks of public and/or private streets (including sidewalks). Block faces should have a length generally not exceeding 660 feet. Where commercial driveways are used to create block structure, they should include the same pedestrian amenities as public or private streets.</p> <p>Response: Due to environmental constraints, the block face along Macaw will exceed this guideline.</p>
6.	<p>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.</p> <p>Response: No parking is intended to be placed between buildings and Macaw Street.</p>
7.	<p>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.</p> <p>Response: Buildings are intended to be placed along Macaw Street with parking to the rear.</p>
8.	<p>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.</p> <p>Response: No parking is intended to be placed at the intersections.</p>
9.	<p>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.</p> <p>Response: Outdoor amenity areas will be provided consistent with the UDO.</p>
10.	<p>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.</p> <p>Response: Outdoor amenity areas will be provided consistent with the UDO.</p>
11.	<p>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.</p> <p>Response: Outdoor amenity areas will be provided consistent with the UDO.</p>
12.	<p>A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor "room" that is comfortable to users.</p> <p>Response: Outdoor amenity areas will be provided consistent with the UDO.</p>
13.	<p>New public spaces should provide seating opportunities.</p> <p>Response: Outdoor amenity areas will be provided consistent with the UDO.</p>

14.	<i>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</i> Response: <i>Parking lots are intended to be located behind buildings such that they will not dominate the frontage.</i>
15.	<i>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.</i> Response: <i>Parking lots are expected to be located behind the buildings, particularly along Macaw Street.</i>
16.	<i>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 can make a significant improvement.</i> Response: <i>Parking structures are anticipated to be located to the rear of structures fronting along the streets.</i>
17.	<i>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.</i> Response: <i>A transit easement has already been dedicated along Macaw Street.</i>
18.	<i>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</i> Response: <i>The proposed Master Plan is consistent with this guideline.</i>
19.	<i>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.</i> Response: <i>Streams nearby or on the property will be properly buffered to minimize impact to them. The area designated for Public Parks and Open Space on the FLUM is being left undisturbed.</i>
20.	<i>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.</i> Response: <i>The Master Plan incorporates wider sidewalks as well as pedestrian promenades along Macaw Street.</i>
21.	<i>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.</i> Response: <i>The Master Plan incorporates wider sidewalks as well as pedestrian promenades along Macaw Street.</i>
22.	<i>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.</i> Response: <i>Street trees and landscaping will be provided in accordance with the UDO.</i>
23.	<i>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.</i> Response: <i>It is intended for buildings will line Macaw Street, consistent with this guideline.</i>
24.	<i>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.</i> Response: <i>The building will comply with the applicable UDO standards.</i>
25.	<i>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.</i> Response: <i>The building will comply with the applicable UDO standards.</i>
26.	<i>The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.</i> Response: <i>The Master Plan incorporates wider sidewalks as well as pedestrian promenades along Macaw Street.</i>

REZONING OF PROPERTY CONSISTING OF +/- 37.89 ACRES
LOCATED ON THE NORTH AND SOUTH SIDES OF MACAW STREET WEST OF ITS INTERSECTION
WITH ARCO CORPORATE DRIVE, IN THE CITY OF RALEIGH

REPORT OF MEETING WITH ADJACENT PROPERTY OWNERS
ON MARCH 1, 2017

Pursuant to applicable provisions of the Unified Development Ordinance, a meeting was held with respect to a potential rezoning with adjacent property owners on Wednesday, March 1, 2017, at 5:30 p.m. The property considered for these potential rezoning totals approximately 37.89 acres, located on the north and south sides of Macaw Street west of its intersection with Arco Corporate Drive, in the City of Raleigh, having Wake County Parcel Identification Numbers 0768-44-5641 and 0768-54-0402. This meeting was held at the offices of American Asset Corporation located at 7990 Arco Corporate Drive, Suite 119, Raleigh, NC 27617. All owners of property within 100 feet of the subject properties were invited to attend the meeting. Attached hereto as Exhibit A is a copy of the neighborhood meeting notice. A copy of the required mailing list for the meeting invitations is attached hereto as Exhibit B. A summary of the items discussed at the meeting is attached hereto as Exhibit C. Attached hereto as Exhibit D is a list of individuals who attended the meeting.

EXHIBIT A

NEIGHBORHOOD MEETING NOTICE



Michael Birch | Partner
421 Fayetteville Street, Suite 530
Raleigh, NC 27601

919-590-0388
mbirch@morningstarlawgroup.com
www.morningstarlawgroup.com

To: Neighboring Property Owner

From: Michael Birch

Date: February 17, 2017

Re: Notice of meeting to discuss potential rezoning of two parcels located on the north and south side of Macaw Street, at the intersection with Arco Corporate Drive, containing approximately 37.89 acres, with addresses of 8030 and 8040 Arco Corporate Drive, and having Wake County Parcel Identification Numbers 0768-44-5641 and 0768-54-0402 (the "Property").

We are counsel for Brier Creek Corporate Center Associates Limited Partnership ("BCCCA"), which is considering rezoning the Property. The purpose of this proposed rezoning is to amend the master plan applicable to the Property.

The Property is currently zoned PD with SHOD-2 and is subject to the Brier Creek Town Center Master Plan (Z-16-11/MP-2-11). The proposed rezoning would maintain the PD and SHOD-2 districts and amend the Master Plan.

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 1, 2017 at 5:30 p.m. This meeting will be held at the offices of American Asset Corporation, 7990 Arco Corporate Drive, Suite 119, Raleigh, NC 27617.

The City of Raleigh requires a neighborhood meeting involving the owners of property within 100 feet of the site prior to filing a rezoning application. 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 919.590.0388 or mbirch@morningstarlawgroup.com. Also, for more information about rezoning, you may visit www.raleighnc.gov or contact the Raleigh City Planning Department at (919) 996-2626 or rezoning@raleighnc.gov.

EXHIBIT B

LIST OF PROPERTY OWNERS TO WHOM NOTICES WERE SENT

BC OFFICE 5, LLC
AMERICAN ASSET COPORATION
5950 FAIRVIEW RD STE 800
CHARLOTTE NC 28210-3194

BRIER CREEK 1 & 2 LLC
ATTN: BRIAN MONTGOMERY
200 S COLLEGE ST STE 1520
CHARLOTTE NC 28202-2065

BRIER CREEK COMMONS LMTD PRTNShP
AMERICAN ASSET CORPORATION
5950 FAIRVIEW RD STE 800
CHARLOTTE NC 28210-3194

BRIER CREEK CORP CNTR ASSOC LP
AMERICAN ASSET CORPORATION
5950 FAIRVIEW RD STE 800
CHARLOTTE NC 28210-3194

BRIER CREEK CORPORATE
CENTER ASSOC LTD PTNRP
AMERICAN ASSET CORP
5950 FAIRVIEW RD STE 800
CHARLOTTE NC 28210-3194

BRIER CREEK CORPORATE
CENTER MASTER ASSN INC
AMERICAN ASSET CORP
5950 FAIRVIEW RD STE 800
CHARLOTTE NC 28210-3194

BRIER CREEK OFFICE #4 LLC
C/O AMERICAN ASSET CORPORATION
5950 FAIRVIEW RD STE 800
CHARLOTTE NC 28210-3194

QUALCOMM INC
ATTN:TAX DEPT
5775 MOREHOUSE DR
SAN DIEGO CA 92121-1714

REGAL CINEMAS INC
7132 REGAL LN
KNOXVILLE TN 37918-5803

WARD VENTURES LLC
ROBERT E WARD III
PO BOX 30009
RALEIGH NC 27622-0009

RAL-LOT 1 LLC
WINWOOD HOSPITALITY
4131 PARKLAKE AVE STE 360
RALEIGH NC 27612-2390

EXHIBIT C

SUMMARY OF DISCUSSION ITEMS

On Wednesday, March 1, 2017, at 5:30p.m., the applicant held a neighborhood meeting for the property owners adjacent to the parcels subject to the proposed rezoning. No one attended the meeting, so no items were discussed.

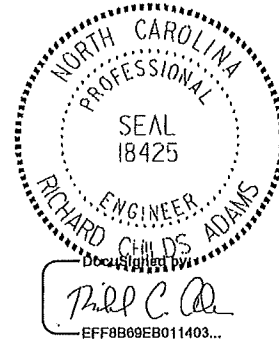
EXHIBIT D

NEIGHBORHOOD MEETING ATTENDEES

No attendees.

February 6, 2018

David A. Jarrett
Vice President of Commercial Project Management
American Asset Corporation
5950 Fairview Road, Suite 800
Charlotte, NC 28210



2/6/2018

RE: *Proposed Brier Creek Town Center Rezoning in Raleigh, North Carolina*
Shared Parking Study Letter Report

Dear Mr. Jarrett:

This letter has been prepared to summarize the results and findings of the parking analysis conducted for the proposed Brier Creek Town Center PD. The proposed Brier Creek Town Center development consists of two tracts totaling approximately 37.90 acres. These two tracts (Tract A and Tract B) are both located to the north and south of Macaw Street just west of Arco Corporate Drive in Raleigh, North Carolina. This analysis studied the build-out of the existing PD, which allowed for a maximum of 1,500,000 square feet (s.f.) of commercial (office) space, 115,000 s.f. of retail space, a 300-room hotel, and 600 residential apartment dwelling units (d.u.).

Peak Parking Accumulation Methodology

The Institute of Transportation Engineers (ITE) provides rates for peak parking requirements for the land uses proposed by the Brier Creek Town Center development. For the retail space, rates for the non-Friday non-December peak period were used. For the commercial (office) space, rates for the weekday suburban peak period were used. For the hotel, rates for the business hotel weekday peak period were used. For the apartments, rates for the low/mid-rise apartments weekday suburban peak period were used. **Table 1** summarizes ITE peak parking requirements for the development in which the peak parking requirements for each individual land use are totaled. Detailed peak parking accumulation calculations are attached.

A 10% reduction was applied to the ITE peak parking accumulation to account for internal capture and bike, pedestrian, and transit trips. A bus stop serviced by GoRaleigh Route 70X is located within walking distance of the project site. Additionally, the site is within walking distance to existing retail, offices, and hotels, all with significant existing parking supply. Sidewalk connecting these destinations to the project site already exists. Note that the ITE recommends a 12% reduction of daily trips for internal capture alone, but 10% was used in this parking analysis to be conservative.

Table 1 Brier Creek Town Center ITE Parking Requirements				
Land Use Code	Land Use	Intensity		Peak Parking Accumulation (Single-Use Methodology)
820	Retail	115,000	s.f.	321 spaces
710	Commercial (Office)	1,500,000	s.f.	3,791 spaces
312	Hotel	300	Sleeping Rooms	180 spaces
221	Residential Apartments	600	d.u.	814 spaces
Total Spaces Required per ITE Rates				5,106 spaces
10% Reduction Amount				510 spaces
Total Spaces Required with 10% Reduction				4,596 spaces

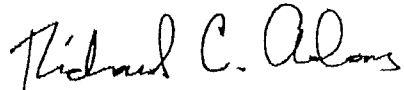
Shared-Use Parking Methodology Reductions

The Urban Land Institute (ULI) *Shared Parking Manual (2nd Edition)* provides methodology to reduce the number of parking spaces required based on variations in the accumulation of vehicles by hour, by day, or by season at the individual land uses. Due to the compatibility and mixed-use attributes for the proposed development, it is proposed that ULI shared-parking methodology be used to reduce the total number of parking spaces required. The retail and commercial development spaces demand more parking spaces during daytime hours than nighttime hours while the hotel and residential apartments demand more parking spaces during nighttime hours than daytime hours. Note that this is separate from the internal capture described above that results from different land uses being located near each other. The recommended time-of-day factors for a typical weekday for the proposed land uses as published by ULI are shown in the provided attachment. After adjusting for the recommended time-of-day factors, the peak parking demand for the combined land uses on a typical weekday is expected to be **4,297 spaces** and will occur between the hours of **2:00pm and 3:00pm**. This is less than the 4,596 parking spaces specified by the ITE Peak Parking Methodology with the 10% reduction. Note that the ULI hotel and residential mid-afternoon occupancy rates (60% and 70% occupied, respectively) appear higher than one would expect at that time of day. These rates were used, however, to be consistent with the analysis methodology. Detailed calculations using the shared-use methodology are attached.

If you have any questions regarding this analysis, please contact me at (919) 677-2131 or richard.adams@kimley-horn.com.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC



Richard C. Adams, P.E.
Vice President

Attachments: Brier Creek Town Center Shared Use Parking Study Calculations

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Brier Creek Town Center PD ITE REQUIRED PARKING

1. Development Program Summary

Retail	115,000 s.f.
Commercial (Office)	1,500,000 s.f.
Hotel (Sleeping Rooms)	300 rooms
Apartments	600 d.u.

2. Minimum Parking Requirements (ITE)

No Reduction		With 10% Reduction	
Retail (Total)	321 spaces	Retail (Total)	289 spaces
Office	3,791 spaces	Office	3,412 spaces
Hotel (Sleeping Rooms)	180 spaces	Hotel (Sleeping Rooms)	162 spaces
Apartments	814 spaces	Apartments	733 spaces
Total	5,106 spaces	Total	4,596 spaces

*Calculated using base parking accumulation factors with a 10% reduction for internal capture, bike, pedestrian, and transit trips.

3. Peak Parking Accumulation (Shared Use Parking Methodology)

Parking Demand - No Reduction	4,774 spaces
Parking Demand - With 10% Reduction	4,297 spaces

Brier Creek Town Center PD

HOURLY PARKING ACCUMULATION USING ULI SHARED PARKING METHODOLOGY (NO BASE RATE REDUCTION)

1. Time of Day Distribution (Weekday)

Time of Day	Retail	General Office	Hotel - Business (sleeping rooms)	Apartments
6:00 AM	1%	3%	95%	100%
7:00 AM	5%	30%	90%	90%
8:00 AM	15%	75%	80%	85%
9:00 AM	35%	95%	70%	80%
10:00 AM	65%	100%	60%	75%
11:00 AM	85%	100%	60%	70%
12:00 PM	95%	90%	55%	65%
1:00 PM	100%	90%	55%	70%
2:00 PM	95%	100%	60%	70%
3:00 PM	90%	100%	60%	70%
4:00 PM	90%	90%	65%	75%
5:00 PM	95%	50%	70%	85%
6:00 PM	95%	25%	75%	90%
7:00 PM	95%	10%	75%	97%
8:00 PM	80%	7%	80%	98%
9:00 PM	50%	3%	85%	99%
10:00 PM	30%	1%	95%	100%
11:00 PM	10%	0%	100%	100%
12:00 AM	0%	0%	100%	100%

2. Hourly Parking Demand

Time of Day	Retail	General Office	Hotel - Business (sleeping rooms)	Apartments	Total
6:00 AM	3	114	171	814	1,102
7:00 AM	16	1,137	162	733	2,048
8:00 AM	48	2,843	144	692	3,727
9:00 AM	112	3,601	126	651	4,490
10:00 AM	209	3,791	108	611	4,719
11:00 AM	273	3,791	108	570	4,742
12:00 PM	305	3,412	99	529	4,345
1:00 PM	321	3,412	99	570	4,402
2:00 PM	305	3,791	108	570	4,774
3:00 PM	289	3,791	108	570	4,758
4:00 PM	289	3,412	117	611	4,429
5:00 PM	305	1,896	126	692	3,019
6:00 PM	305	948	135	733	2,121
7:00 PM	305	379	135	790	1,609
8:00 PM	257	265	144	798	1,464
9:00 PM	161	114	153	806	1,234
10:00 PM	96	38	171	814	1,119
11:00 PM	32	0	180	814	1,026
12:00 AM	0	0	180	814	994

K:\RAL_TPTO_Traffic\011606024 Brier Creek Town Center\T4 - Analysis\Shared Parking Calculations\Brier Creek Town Center Shared Use Parking Model Calculations_1-30-18.xls\TEShared Parking 100%

1/30/2018

Peak Hour Volume: 4,774
Peak Hour: 2:00 PM

Kimley»Horn

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Brier Creek Town Center PD

HOURLY PARKING ACCUMULATION USING ULI SHARED PARKING METHODOLOGY (WITH 10% BASE RATE REDUCTION)

1. Time of Day Distribution (Weekday)

Time of Day	Retail	General Office	Hotel - Business (sleeping rooms)	Apartments
6:00 AM	1%	3%	95%	100%
7:00 AM	5%	30%	90%	90%
8:00 AM	15%	75%	80%	85%
9:00 AM	35%	95%	70%	80%
10:00 AM	65%	100%	60%	75%
11:00 AM	85%	100%	60%	70%
12:00 PM	95%	90%	55%	65%
1:00 PM	100%	90%	55%	70%
2:00 PM	95%	100%	60%	70%
3:00 PM	90%	100%	60%	70%
4:00 PM	90%	90%	65%	75%
5:00 PM	95%	50%	70%	85%
6:00 PM	95%	25%	75%	90%
7:00 PM	95%	10%	75%	97%
8:00 PM	80%	7%	80%	98%
9:00 PM	50%	3%	85%	99%
10:00 PM	30%	1%	95%	100%
11:00 PM	10%	0%	100%	100%
12:00 AM	0%	0%	100%	100%

2. Hourly Parking Demand

Time of Day	Retail	General Office	Hotel - Business (sleeping rooms)	Apartments	Total
6:00 AM	3	102	154	733	992
7:00 AM	14	1,024	146	660	1,844
8:00 AM	43	2,559	130	623	3,355
9:00 AM	101	3,241	113	586	4,041
10:00 AM	188	3,412	97	550	4,247
11:00 AM	246	3,412	97	513	4,268
12:00 PM	275	3,071	89	476	3,911
1:00 PM	289	3,071	89	513	3,962
2:00 PM	275	3,412	97	513	4,297
3:00 PM	260	3,412	97	513	4,282
4:00 PM	260	3,071	105	550	3,986
5:00 PM	275	1,706	113	623	2,717
6:00 PM	275	853	122	660	1,910
7:00 PM	275	341	122	711	1,449
8:00 PM	231	239	130	718	1,318
9:00 PM	145	102	138	726	1,111
10:00 PM	87	34	154	733	1,008
11:00 PM	29	0	162	733	924
12:00 AM	0	0	162	733	895

K:\RAL_TPTOTraffic\011608024 Brier Creek Town Center\T4 - Analysis\Shared Parking Calculations\Brier Creek Town Center Shared Use Parking Model Calculations_1-30-18.xls\JTEShared Parking 90%

1/30/2018

Peak Hour Volume: 4,297
Peak Hour: 2:00 PM

Kimley»Horn

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MASTER PLAN
BRIER CREEK TOWN CENTER II
PROPOSED PLANNED DEVELOPMENT DISTRICT

DEVELOPER:
American Asset Corporation

CONSULTANTS:

J Davis Architects, PLLC – Architects and Land Planners

K&L Gates – Attorneys

John R. McAdams, Inc. – Civil Engineers

Kimley-Horn Associates, Inc. – Transportation

Submitted: June 17, 2011
Resubmitted: September 1, 2011
Resubmitted: September 22, 2011
Resubmitted: December 6, 2011
Resubmitted: April 27, 2012
Resubmitted: May 11, 2012
Resubmitted: May 24, 2012

PRELIMINARY MASTER PLAN DOCUMENT FORM

Version date V08 May 24, 2012

Summary Information

(1) The name of the development, name of the owner and agent/contact person, address and telephone number

Project Name: Brler Creek Town Center II PDD

Owner: Brler Creek Corporate Center Associates LP, c/o Joe Dye

Address: 7990 Arco Corporate Drive, Suite 119; Raleigh, North Carolina 27617

Consultant: JDavis Architects; Attn: Ken Thompson

510 Glenwood Avenue, Suite 201; Raleigh, North Carolina 27603

Telephone: 919-835-1500 FAX: 919-835-1510

E-Mail Address: kent@davisarchitects.com

Property Information

(1) Property to be dedicated for public use, such as proposed or existing easements, rights-of-way; greenway, including acres, square feet, acreage and dimensions.

- Existing City of Raleigh Greenway Easement: 4.79 Acres
- Existing City of Raleigh public Right-of-Way: 0.64 Acres(Previously committed S-82-05)
- Existing City of Raleigh Utility Easements 0.45 Acres
- Exchange of City of Raleigh Utility Easements 0.55 Acres
- Proposed Private Street and Transit Easements 1.20 Acres

1. Land Use/Intensity

Description of uses proposed within each land use category specified. This plan should show a mixture of uses to provide convenient arrangements of complementary land uses.

- Lot 5: Mixed-Use Office; Retail; Parking (240,000 SF of building maximum, maximum retail 10%)
- Lot 6 Mixed-Use Office; Retail; Parking (240,000 SF of building maximum, maximum retail 10%)
- Lot 10 Mixed-Use Office; Retail; Parking (255,000 SF of building maximum, maximum retail 10%)
- Lot 11 Residential/Hotel/Retail; Parking
Minimum of 50 dwelling units with maximum of 320 dwelling units and maximum 20,000 retail if developed with residential. OR maximum 150 lodging units OR maximum 65,000 sq ft retail.
- Lot 12 Mixed-Use Office; Retail; Parking (255,000 SF of building maximum, maximum retail 10%)
- Lot 13 Residential/Hotel/Retail; Parking
Minimum of 50 dwelling units with maximum of 280 dwelling units and maximum 20,000 retail if developed with residential. OR maximum 150 lodging units OR maximum 65,000 sq ft retail.
- Lot 14 Open Space (0 SF of building maximum)
- Lot 15: Mixed-Use Office; Retail; Parking (255,000 SF of building maximum, maximum retail 10%)
- Lot 16 Mixed-Use Office; Retail; Parking (255,000 SF of building maximum, maximum retail 10%)

*Lot acreages and boundaries are proposed (refer to Preliminary Subdivision S-64-06), these boundaries and acreages are subject to change via future subdivision and/or recombination.

**Retail uses are to be provided only on the ground floor level

2. Transportation Information

a. TIA (as an attachment):

Part 1 - Preliminary Trip Analysis that compares rates for existing and proposed zoning, preliminary analysis of surrounding street capacities, and if possible trip generation rates derived from applicable Small Area Plans. AM Peak, PM Peak, and Daily trip generation for existing zoning and proposed conditions under maximum build out / worst case. Existing peak hour and ADT conditions for surrounding streets and intersections should also be submitted at this point. Perhaps preliminary traffic analysis of existing conditions might also be a good idea, as it doesn't change through the process. This part could be called TIA, Part 1.

A Traffic Impact Analysis was prepared by Kimley Horn and Associates, and sealed on September 26, 2011. City staff has reviewed this analysis and supplemental information, and as a condition of approval has recommended that the existing southbound right turn lane on Arco Corporate Drive be modified through appropriate signs, markings traffic signal modifications to function as a shared through-right turn lane. This modification will also necessitate widening the I-540 westbound (southbound) access ramp to accommodate two departure lanes. Implementation of these improvements will be triggered when the development generates greater than 340 vph inbound trips during the PM peak period, OR when the development generates more than 731 vph outbound trips during the PM peak period. The applicant has agreed to the recommended improvements and phasing.

Part 2 - Distribution of the final site traffic and intersection analysis/ADT impacts based on that distribution
See response to Part 1

3. Circulation Plan /Pedestrian/Bicycle Plan

- a. Indication of how guidelines from the Urban Design Guidelines checklist will be met under the "2. Streets and Drives" and the "6. Transit" sections.

The Brier Creek Master Plan has already established the street network, and the Brier Creek Town Center II PDD shall maintain those elements of the street network. The PDD will provide public sidewalks along both sides of any public/private street; provide connections to transit stops and the Brier Creek Greenway Trail. The sidewalk system will connect to the future COR Greenway located between the subject tract and Brier creek Shopping center.

- b. Showing circulation plan driveway and access point limitations, private street and driveway locations, existing streets within and adjoining the site, location of extended, new, and widened public streets rights of way that embrace the site. (This overlaps information noted above in Transportation).

The previously approved roadway system for Brier Creek will be implemented by the PDD plan. The road network allows convenient access to the buildings, which will be oriented to the streets. The roads will connect the subject property to other portions of Brier Creek, without having to utilize access to major thoroughfares and arterials. The project proposes wider street and ROW for Arco Corporate Drive and Macaw Street as well as wider sidewalks along the Macaw Streetscape pedestrian promenade.

- c. Any additional information on how the layout of land uses and facilities encourages transit and pedestrian access.

Transit stops are incorporated into the PDD and located near building entrances on the McCaw Street Promenade which will be linked to the existing adjacent sidewalks and future COR Greenway. The McCaw Street Promenade is designed to encourage and enhance the pedestrian experience between the existing offices and hotels to the south and the Brier Creek shopping center to the north.

- d. Pedestrian, Bicycle Circulation Plan, Pedestrian access, sidewalk widths, public and private connections, bicycle parking, Transit provision

As noted above the McCaw Street Promenade is designed to encourage and enhance the pedestrian experience. Wider sidewalks have been provided and transit stops are located on McCaw Street by building entrances and the pedestrian plazas located between the office buildings.

4. Utility/Stormwater Information

- a. Water and sewer plan for all uses proposed in the Master Plan, including location of existing and proposed sewer and water mains. Include estimate of average daily sewage flow demand for each phase.
See attached drawings for requested information.
- b. Proposed stormwater management scheme, showing general methods of retaining or conveying stormwater throughout the site, and any adjoining off-site facilities, as well as proposed drainage easements in their general location.
Existing stormwater management facilities were designed under the guidelines of the April 1999 version of the NCDENR Stormwater Best Management Practices design manual. Any proposed modifications to the existing ponds will be designed to meet the April 1999 guidelines. See attached drawings for requested information.
- c. Regulatory flood prone area elevations, flood storage easements, watercourse buffer yards.
See attached drawings for requested information.

5. Open Space Information / Greenway / Tree Preservation

- a. Existing and proposed greenways, parks and open space, including designs for screening and buffering of conflicting land uses.
An existing COR Greenway Trail easement is incorporated into the PDD proposal. Urban gathering areas (pedestrian promenade & plazas) are located adjacent to the residential and mixed use office buildings. The protected stream buffers function as buffers to adjoining properties.
- b. Indication of how guidelines from the Urban Design Guidelines checklist will be met under the "Open Space" section.
An existing COR Greenway Trail easement is incorporated into the PDD proposal. Urban gathering areas (pedestrian promenade & plazas) are located adjacent to the office uses. The protected stream buffers function as buffers to adjoining properties.
- c. Required and provided open space.
 1. **Required open space 5.78 AC / 15.0%.**
 2. **Provided open space 7.32 AC / 18.9% (lot #14).**
- d. Tree Conservation areas, Areas for preservation of the existing landscape and trees; limitations on grading and tree removal.
An approved Tree Conservation Area Plan (S-82-05) and Permit have previously been issued for the Brier Creek Corporate Center; the Brier Creek Town Center II PDD is located within a portion of the Brier Creek Corporate Center.

6. Buildings and Height 10-2057(f)(4)g.

- a. Maximum scale, floor area ratio, building lot coverage, impervious surface limitations or other proposed limitations on area and bulk.
No alternates to the above are proposed.
- b. Maximum heights of buildings in each tract or section by land use category and a schedule of minimum yard setbacks by land use area in the Master Plan. For final application, but can be submitted with preliminary application; Indication of how guidelines (if any) for building heights from the Urban Design Guidelines checklist will be met under the "1. Mixed-Use Key Elements" section.
Maximum Building Height:
Lots 5, 6, 10, 12, 15, 16: 195'
Lots 11, 13: 150'
Parking Structures: 90'
(In accord with RDU Airport Authority Maximum Ht of: 586.0 MSL)

- c. Preliminary sketch showing profile of primary buildings with street and general massing study of primary buildings.
The PDD will comply with the sidewalk widths in code section 10-2055(d)(4)a for residential uses on Macaw Street but not Arco Corporate Drive and there will be no structured parking allowed on the ground floor of proposed mixed use office buildings with the exception of parking decks. The residential buildings may provide ground floor parking if the first 20' from the building exterior wall on Macaw Street is designated retail or as a residential use and provides direct access from each unit to the Macaw Street promenade. See attached drawings.

7. Yard Setbacks 10-2057 10-2057(f)(4)g.

- a. Schedule of minimum /maximum yard setbacks and/or reference to zoning district yard standards (Setbacks cannot reduce those required by North Carolina Building Code or applicable overlay zoning districts or conditional use districts.)

Minimum Building Setbacks for all tracts and land uses (see section 12, "Special Information" for additional parking structure setbacks and street protective yard requirements.

LOCATION:

Macaw Street:	10' min. for canopies, screen walls other features, including buildings, less than 35' in height;
(Private)	20' min. and 25' max. for all portions of building greater than 35' in height (Measured from Public Right of Way or Private Access Easement) 14' min. for all building containing a residential use (Measured from back of curb)
Arco Corporate Drive:	10' min. for canopies, screen walls, other features, including buildings, less than 35' in height;
(Public)	20' min. and 25' max. for all portions of building greater than 35' in height. 20' minimum for parking structures, as noted above, see section 12, "Special Information" (Measured from Public Right of Way Line, See BM 2006, Pages 1637-1645, Wake County, North Carolina)
External perimeter:	20' (All other PDD perimeter property lines not fronting a public right of way and/or public access)
All Other:	0'

8. Urban Design Guidelines : (Complete attached checklist)

General description of how the PDD will comply with the Urban Design Guidelines, based on the Urban Design Guidelines checklist. Descriptions of compliance with specific guidelines or key elements will be made below. Include description of "Core" area of the mixed-use development, and the "Transition" area.

The PDD proposes to locate the taller, high-intensity buildings in the center of the proposed Brier Creek Town Center II PDD and transitioning in building height to the existing retail areas, but also with regard to the overall Brier Creek Corporate Center Plan, of which the PDD is a component. The mixture of uses is achieved across the entire Brier Creek Corporate Center, not specifically within the PDD. Buildings will be oriented to the streets and street corners, incorporating direct and extensive pedestrian facilities.

9. Alternative Designs as permitted by 10-2057 including specific findings or applicable standards why which the proposal is considered

List of specific information to support any requested alternative design including parking reductions, lot sizes, signage, landscaping, tree preservation, street cross sections, signage or specific subdivision standards noted in 10-2056. Provide documentation to address the specific standards for each alternate.

Information to support any requested alternative design

- a. Parking reductions 10-2057(f)(4)h.

The following parking reductions are proposed:

1. 16% overall parking reduction for all uses on lots 5, 6, 10, 11, 12, 13, 15 and 16 within the proposed residential and mixed use office buildings. The reduction request is based on standards set forth by the Urban Land Institute and NAIOP. The percent reduction was calculated based on the availability of public transit, internal capture from retail and the proximity to adjacent shopping and residential areas. See attached parking reduction study prepared by Kimley-Horn (November 8, 2007).

- b. Street cross sections 10-2057(f)(4)j.

The PDD does not propose any alternate street sections. See PDD plans for existing and proposed public and private street sections.

- c. Signage 10-2083.1.b.(6)

The PDD does not propose any alternate sign criteria at this time.

- d. Landscaping 10-2082.4

The Brier Creek Town Center II PDD proposes to provide majority of parking in deck structures, and to provide a pedestrian oriented site plan that incorporates transit facilities. TPY's are not appropriate between uses within a mixed use project. In lieu of interior TPY the site plan shall incorporate a 20' average wide streetscape with pedestrian promenade along Macaw Street (private street) and two (2) pedestrian plazas located between the four mixed-use office buildings to be located on lots 5/6 and 10/12. The plazas shall be a minimum of 5,000 SF in overall area. See Item #12 Special conditions below for additional information for the streetscape with pedestrian promenade and pedestrian plazas. Minimum dimensional standards for planting areas along the pedestrian promenade on Macaw Street shall not apply to all tracts within the PDD.

1. Minimum Streetscape with Pedestrian Promenade:

Macaw Drive: 20' average; 10' minimum, 50' maximum range

- a. No cap of impervious area within Streetscape to allow pedestrian promenade and Transit Easement
- b. Minimum dimensions to be measured from cross-access easement (back of curb).

2. Minimum Street Protective Yard:

Arco Corporate Drive: 20' average; 10' minimum, 50' maximum range

- a. Minimum dimensions to be measured from right of way.
- b. The portion of Street Protective Yard along Arco Corporate Drive and adjacent to a service areas shall also incorporate an evergreen hedge (single row) to further screen the service areas from view of the public right of way; the hedge shall be maintained a minimum of 42" height within three years of installation. Hedge plantings shall be 30" (thirty inch) height minimum at time of installation and shall be spaced no less than 36" (thirty-six inches) on center. To accommodate these plantings the depth of the Street Protective Yard may be increased to a depth of fifty feet (50').

3. Street Trees (shade tree) for both public and private streets shall be 3.5" caliper/14' height (minimum, measured 1/2 foot above grade) at time of installation; minimum installation size shall not apply to ornamental trees not utilized for landscape ordinance

4. Upon approval of Encroachment Agreements by the City of Raleigh and/or NCDOT, street protective yard planting requirements may be provided within the public right of way. (Refer to cross sections- plan set)

5. 20' Temporary vehicular screen

Macaw Drive: 20' wide

- a. The vegetative screen is a temporary screen to be provided between Macaw Street and the temporary surface parking until construction commences in these areas.
- b. Dimension to be measured from back of 14' sidewalk.
- c. Provide a meandering 1' to 3' variable height berm.
- d. An evergreen hedge (single row) to screen the parking areas from view of Macaw Street. Hedge plantings shall be 24" (twenty-four inch) height minimum at time of installation and shall be spaced no less than 36" (thirty-six inches) on center.
- e. Street tree plantings are to be installed at 25' on center and are to be at least 2-1/2 to 3" caliper at the time of planting.

e. Tree Preservation 10-2082.14

An off-site alternate to the Tree Conservation Ordinance is proposed. An approved Tree Conservation Area Plan (S-82-05) and Permit have previously been Issued for the Brier Creek Corporate Center, the Brier Creek Town Center II PDD is located within a portion of the Brier Creek Corporate Center. Please note that Tree Conservation for the Brier Creek Corporate Center exceeds City' minimum requirement (See BM 2006, Pages 1637-1645, Wake County, North Carolina)

f. Lot sizes 10-2057(f)(2)l.

No alternate to minimum lot size is proposed.

g. No alternate to minimum lot size is proposed.

Retail over 10% of the land area 10-2057(f)(4)b.4. / 10-2011(b)(3)g.

The Master Plan proposes a maximum of 115,000 square feet of principal retail use. This represents approximately 9.1% (3.52 acres of land area) of the gross land area being devoted to retail use. Since this is vertical mixed use retail w/ a 16% parking reduction, an FAR of .75 has been assigned to the total amount of retail. This equates to 153,335 square feet of land area (3.52 acres) accommodating the 115,000 square feet of retail. The difference between the retail area in square footage and the total land area allocated to retail is in the area devoted to parking, which is shared with the office use.

10. Comprehensive Plan

General description of how the PDD complies with the City Comprehensive Plan. Included would be any small area plans, neighborhood plans, focus area or other designations noted in the plan.

Applicability of how guidelines (if any) from the Urban Design Guidelines checklist will be met. See attachment.

The proposed PDD request is in conformance with the approved master plan for Brier Creek and the City's Comprehensive Plan; important components to achieving consistency with the COR Comprehensive Plan are the incorporation of many of the Urban Design Guidelines, and the substantial restrictions placed upon the retail uses. The site is part of a "City Focus Area" within the "Triangle Regional Center", and is designated for Mixed Use Development under the City's Umstead Planning District's Urban Form Plan.

11. Special Information

As each proposed Planned Development District, additional information may be requested upon review in accordance with 10-2057.

1. Macaw Streetscape with Pedestrian Promenade:

- a) From Arco Corporate Dr. to existing bridge on Macaw Street.
- b) Benches: 1 bench/200 LF (minimum); spacing & location to be determined.
- c) Public Sidewalk width: Fourteen Feet (14') min.
- d) All street trees will be planted in a minimum 4'x4' well with tree grate.

2. Pedestrian Plazas:

- a) Provide two (2) plazas, located between the mixed-use office buildings to be located on lots 10/15 and 12/16
- b) Provide six (6) benches per Plaza
- c) 5,000 SF min. overall area

3. Parking Structure Design Guidelines:

- a) The exterior facades of the parking structures shall incorporate the design features utilized on the exterior facades of conditioned buildings (office buildings) within the PDD, these features shall include materials/colors, and a pattern of voids/solids similar to those of the office building facades.
- b) Prior to issuance of building permit, a City of Raleigh Unity of Development Statement that incorporates elements found in the existing Brier Creek Corporate Center Unity Statement shall be approved by the Planning Department. (See attached Unity Statement)
- c) The exterior elevation of a parking structure that faces either Arco Corporate Drive, or a conditioned building within the PDD, shall incorporate a pedestrian and vehicular entrance. The entry feature(s) shall be placed either forward or rearward from the principal plane of the building elevation in order to differentiate the feature.
- d) Light fixtures located on top of a parking structure shall be no more than sixteen feet (16') in height, as measured from top of parking surface. Pole mounted fixtures located on the top of the deck shall be "cut-off" design.
- e) The portion of Street Protective Yard along Arco Corporate Drive and adjacent to a service areas shall also incorporate an evergreen hedge (single row) to further screen the service areas from view of the public right of way; the hedge shall be maintained a minimum of 42" height within three years of installation. Hedge plantings shall be 30" (thirty inch) height minimum at time of installation and shall be spaced no less than 36" (thirty-six inches) on center. To accommodate these plantings the depth of the Street Protective Yard may be increased to a depth of fifty feet (50').
- f) The maximum height of a parking structure shall not exceed seventy feet (90'), when measured at the ground level per the City of Raleigh Code section 10-2076(b), but excluding parapet walls (up to 5', five feet) and enclosures for stairs/elevators (up to 12', twelve feet) that project above the top parking level. The top of the parking structure shall be measured to the top parking level, exclusive of parapet screen walls.
- g) No mechanical venting equipment shall be incorporated into a parking structure unless screened from off-site view.
- h) At minimum, 50% of bicycle rack spaces shall be provided within parking structure(s). Bicycle racks shall be located primarily along the Macaw Street pedestrian promenade and within covered areas of the parking structure(s) at a rate of one (1) bike space for every fifty (50) parking spaces.

4. Sidewalks:

The Brier Creek Town Center II PDD shall provide sidewalks along both sides of public/private streets, connecting to a future greenway trail (to be provided by the City of Raleigh at later date). Transit stops are incorporated into the project – see Pedestrian Plan.

5. Transit Stop:

Transit Easement(s) shall be 10' X 20', and located behind the private access easement or public right of way. The developer shall install a bench and a shelter at an agreed upon location confirmed by the City of Raleigh Transit Division. Transit shelter and bench shall be installed no later than five (5) years from issuance of first building permit.

12. Revisions to Master Plan Approval:

Changes to Master Plan

- A. Changes resulting in an increase to building height, building square footage (retail area and/or office area) and residential density that are no greater than five percent (5%) from the original PDD standard may be approved administratively by the staff of the City of Raleigh. Changes greater than 5%, but less than 10% requires approval by the Planning Commission.
- B. City of Raleigh Staff shall be able to grant administrative approval to changes in the Master Plan pertinent to location and placement of greenway easements, transit easements as long as they are consistent with the intent of the master plan and Comprehensive Plan.
- C. The Raleigh City Council shall be able to grant administrative approval to changes in the Master Plan pertinent to public and private street width, location and cross-section design as long as they are consistent with the intent of the master plan and Comprehensive Plan.
- D. City of Raleigh Staff shall be able to grant administrative approval to changes in the Master Plan pertinent to future changes and modifications to City of Raleigh Code and Comprehensive Plan allowing other uses than what is currently prescribed under the Airport Overlay District. The change(s) shall be approved provided that the total number of vehicular trips, as determined by ITE standards established for the PDD, is not increased above the maximum number of trips in the approved master plan.
- E. Temporary surface parking areas shall be allowed for five (5) years from issuance of first building certificate of occupancy, with an additional renewal period of five (5) years upon the approval of the Raleigh City Council.

REFERENCE: MP-1-07

Date Submitted: 06.17.2011
1st Resubmittal: 09.01.2011
2nd Resubmittal: 09.22.2011
3rd Resubmittal: 04.27.2012
4th Resubmittal: 05.11.2012

8040 Arco Corporate Dr & 8030 Arco Corporate Dr,
Raleigh, North Carolina 27617

Section B.
SUCRANT INFORMATION - (FROM ON MASTER PLAN)[illegible]

CLINTON County of Delaware
 Noted by the Court Clerk, JOHN B. BROWN, L.P. CLERK OF THE COURT
 at the County of Delaware, in and for the County of Delaware, on the 11th day of
 February, 1993. (S) J.B. BROWN
 JAMES B. BROWN, JR. (S) J.B. BROWN

[illegible][illegible][illegible]

OWNER:
Brier Creek Corporation Center ASSOC
c/o American Asset Corporation
3700 ARCO Corporation Drive, Suite 350
Charlotte, North Carolina 28273
919-821-2700
919-755-2200 (fax)
jdy@aacusa.com

CONSULTANT:
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510 Glenwood Avenue, Suite 201
Raleigh, North Carolina 27603
919-835-1500
919-835-1510 (fax)
kent@jdavisarchitects.com

architect
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919-835-1510 (fax)
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engineer
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P.O. Box 14005
Research Triangle Park, NC 27709
919-361-5000
919-361-2269 (fax)
akers@ohnr-mcAdams.com

COVER	L1.0
EXISTING CONDITIONS PLAN	C1.1
PRELIMINARY SITE PLAN	L2.1
PHASING PLAN	L3.1
TRANSPORTATION & PEDESTRIAN ACCESS PLAN	L4.1
OPEN SPACE PLAN	L5.1
LANDSCAPE PLAN	L6.1
SIGNAGE PLAN	U7.1
PRELIMINARY UTILITY PLAN	C9
PRELIMINARY STORMWATER MANAGEMENT	A1.1
BUILDING ELEVATION	A2.1
BUILDING ELEVATION	A2.1

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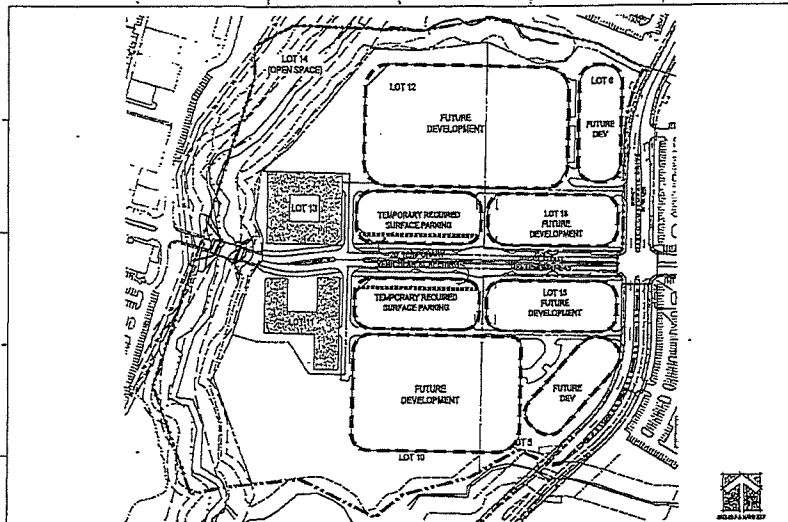
PDD Master Plan
Brier Creek Town Center II
Raleigh, North Carolina

PRELIMINARY

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CONSTRUCTION

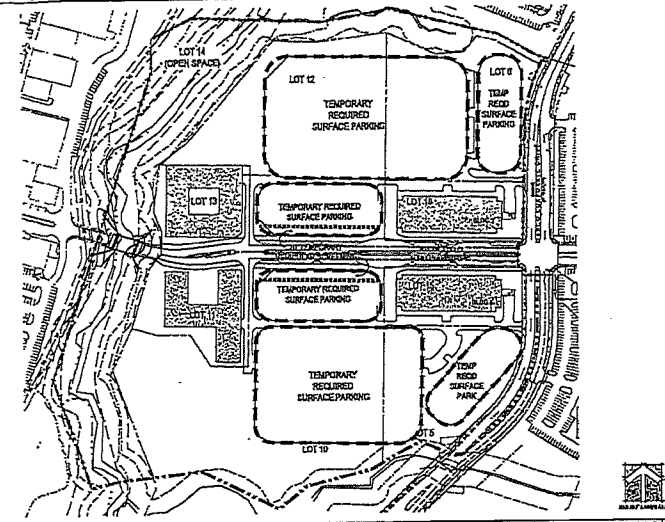
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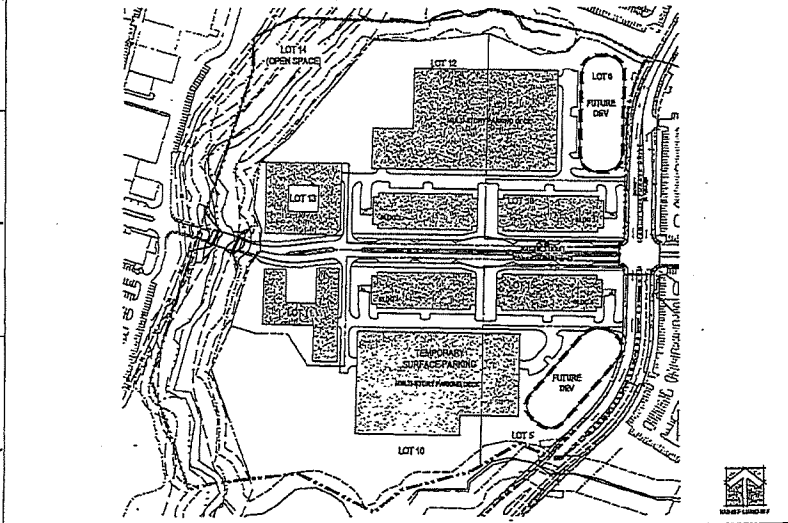
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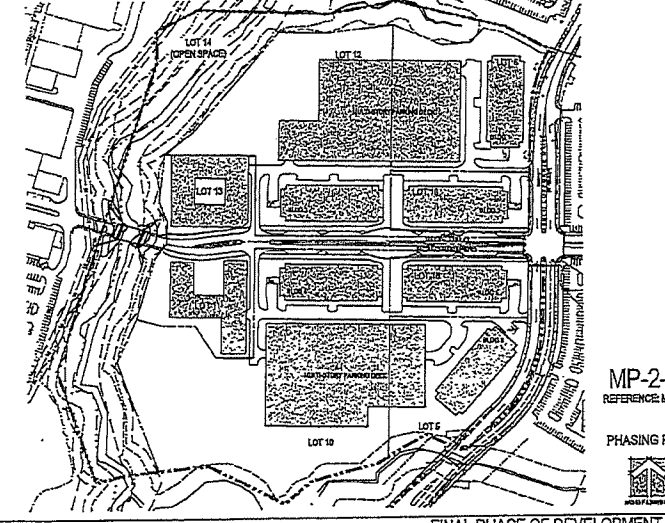
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SCALE: 1" = 150'

B



INTERMEDIATE PHASE OF DEVELOPMENT
SCALE: 1" = 150'

C



FINAL PHASE OF DEVELOPMENT
SCALE: 1" = 150'

D

MP-2-11
REFERENCE: MP-1-07

PHASING PLAN

JDAVIS ARCHITECTS
TRANSACTION 304425 (Phase 2A)
MP-2-11

PDD Master Plan
Brier Creek Town Center II
Raleigh, North Carolina

PRELIMINARY

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PROJECT	DATE
PHASE 1	08/11/2011
PHASE 2	08/11/2011
PHASE 3	08/11/2011
PHASE 4	08/11/2011
PHASE 5	08/11/2011
PHASE 6	08/11/2011
PHASE 7	08/11/2011
PHASE 8	08/11/2011
PHASE 9	08/11/2011
PHASE 10	08/11/2011
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PHASE 100	08/11/2011

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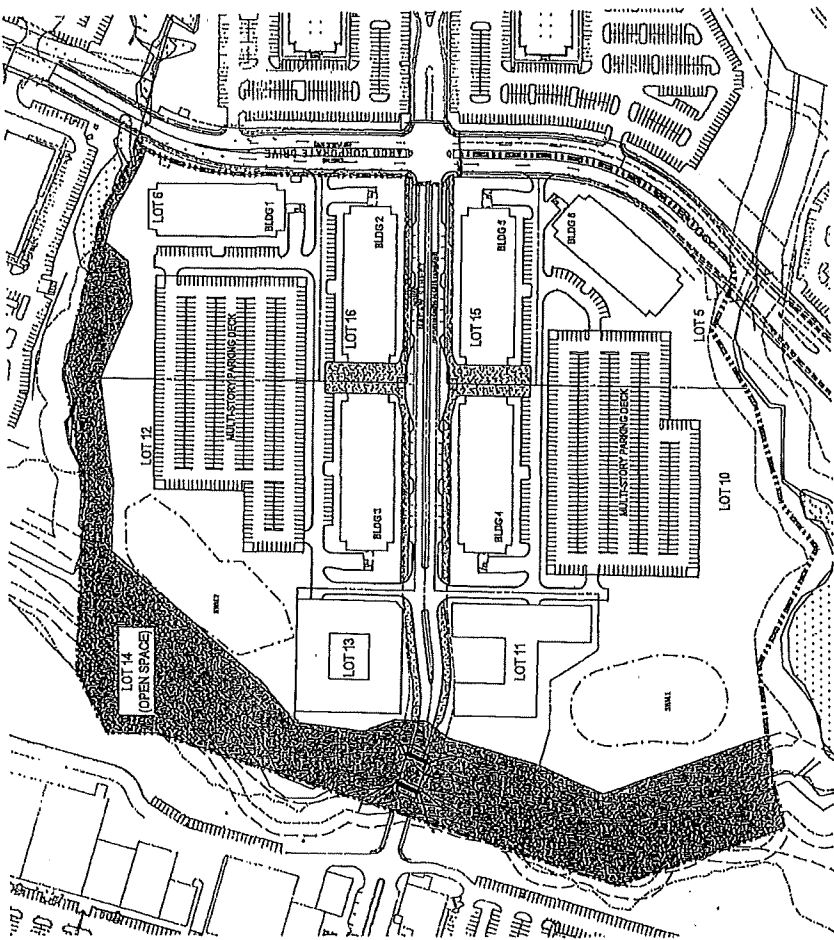
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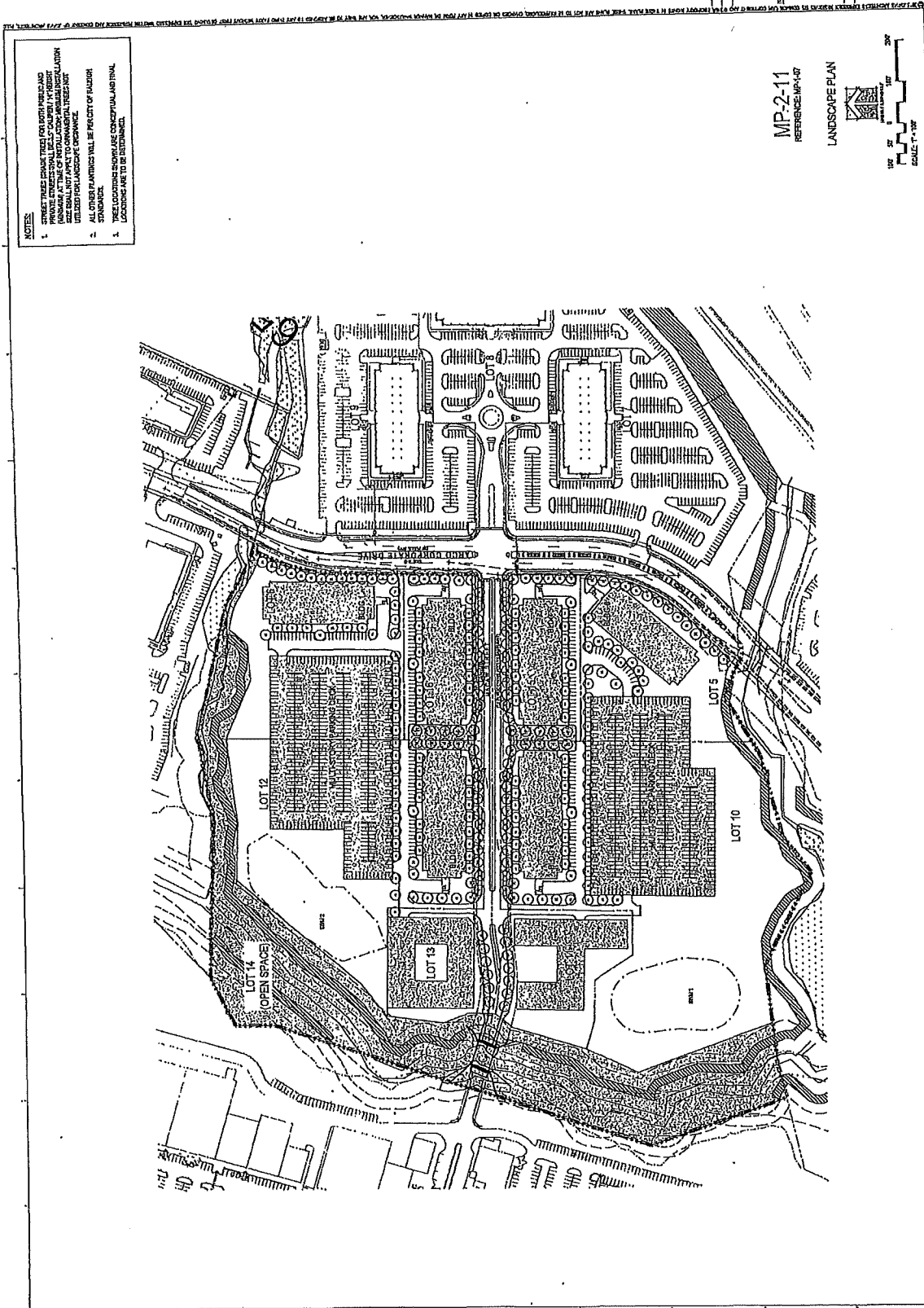
MP-2-11
REFERENCE: MP-1-07

OPEN SPACE PLAN

PROPOSED OPEN SPACE

A SUMMARY:-		
ADDRESS PROJECT AREA	363.16	
TOTAL OPEN SPACE AREA	732.16	





- NOTES:**
1. STREET TREES SHOWN HERE FOR BOTH PRELIMINARY AND FINAL PLANS. THESE TREES ARE NOT TO BE PLANTED AT THE TIME OF INSTALLATION. THESE TREES ARE TO BE PLANTED AT THE TIME OF INSTALLATION. THESE TREES ARE TO BE PLANTED AT THE TIME OF INSTALLATION.
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MP-2-11
REFERENCE MAP-4-97
LANDSCAPE PLAN

SCALE 1" = 100'

DATE	REVISION	BY	FOR REVIEW ONLY	NOT FOR CONSTRUCTION
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10/1/00	20	JDA		

PRELIMINARY

PDD Master Plan
Briar Creek Town Center II
Raleigh, North Carolina

MP-2-11
JDAVIS ARCHITECTS
004420
004420

MP-2-11
TRANSMISSION 304420
JOANAS ARCHITECTS

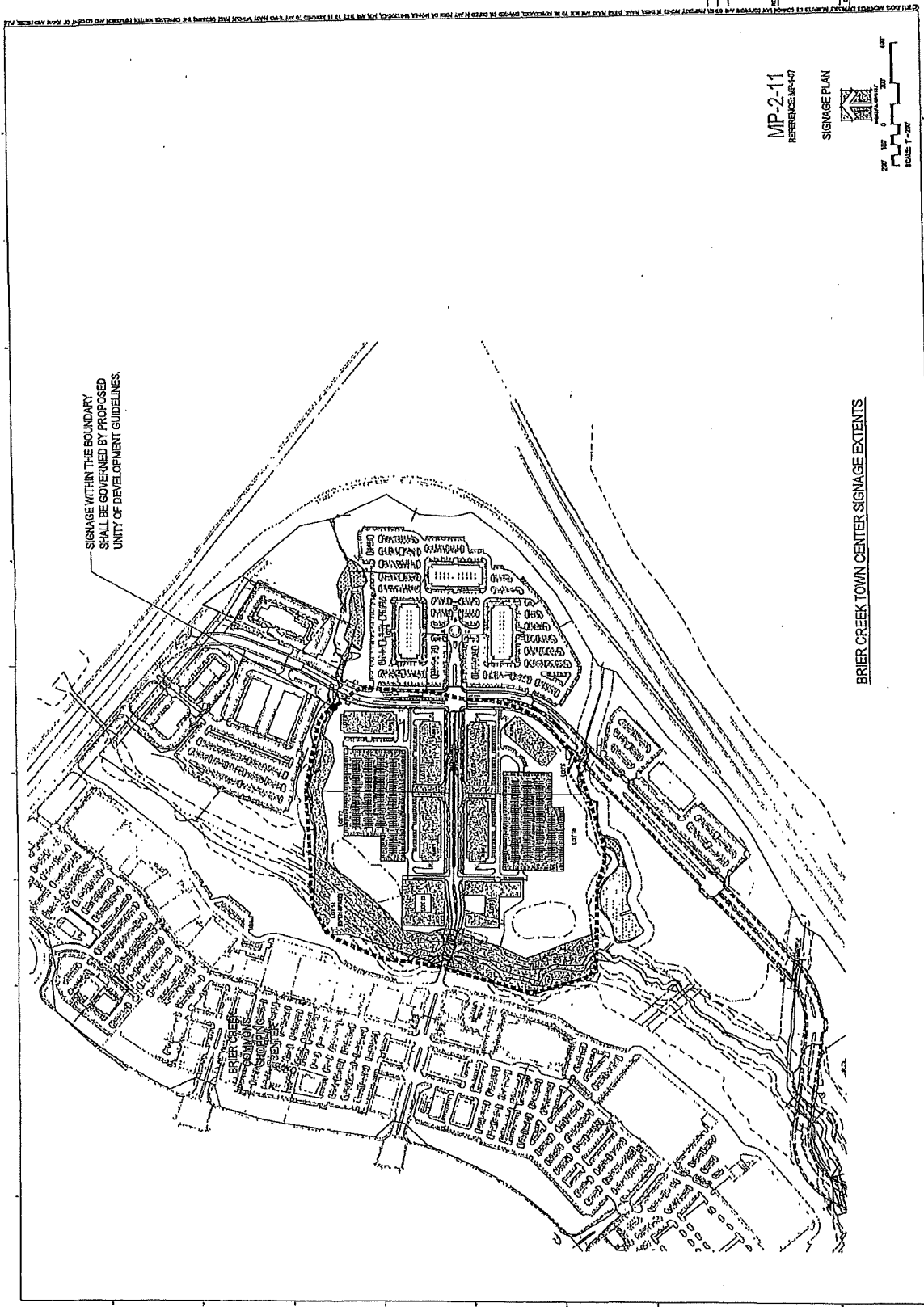
PDD Master Plan
Brier Creek Town Center II
Raleigh, North Carolina

PRELIMINARY

FOR REVIEW ONLY
NOT FOR
CONSTRUCTION

DATE	REVISION	BY	CHKD
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10/1/11	20	JAS	JAS

17.1



SIGNAGE WITHIN THE BOUNDARY
SHALL BE GOVERNED BY PROPOSED
UNITY OF DEVELOPMENT GUIDELINES.

BRIER CREEK TOWN CENTER SIGNAGE EXTENTS

MP-2-11
REFERENCE MP-1-17

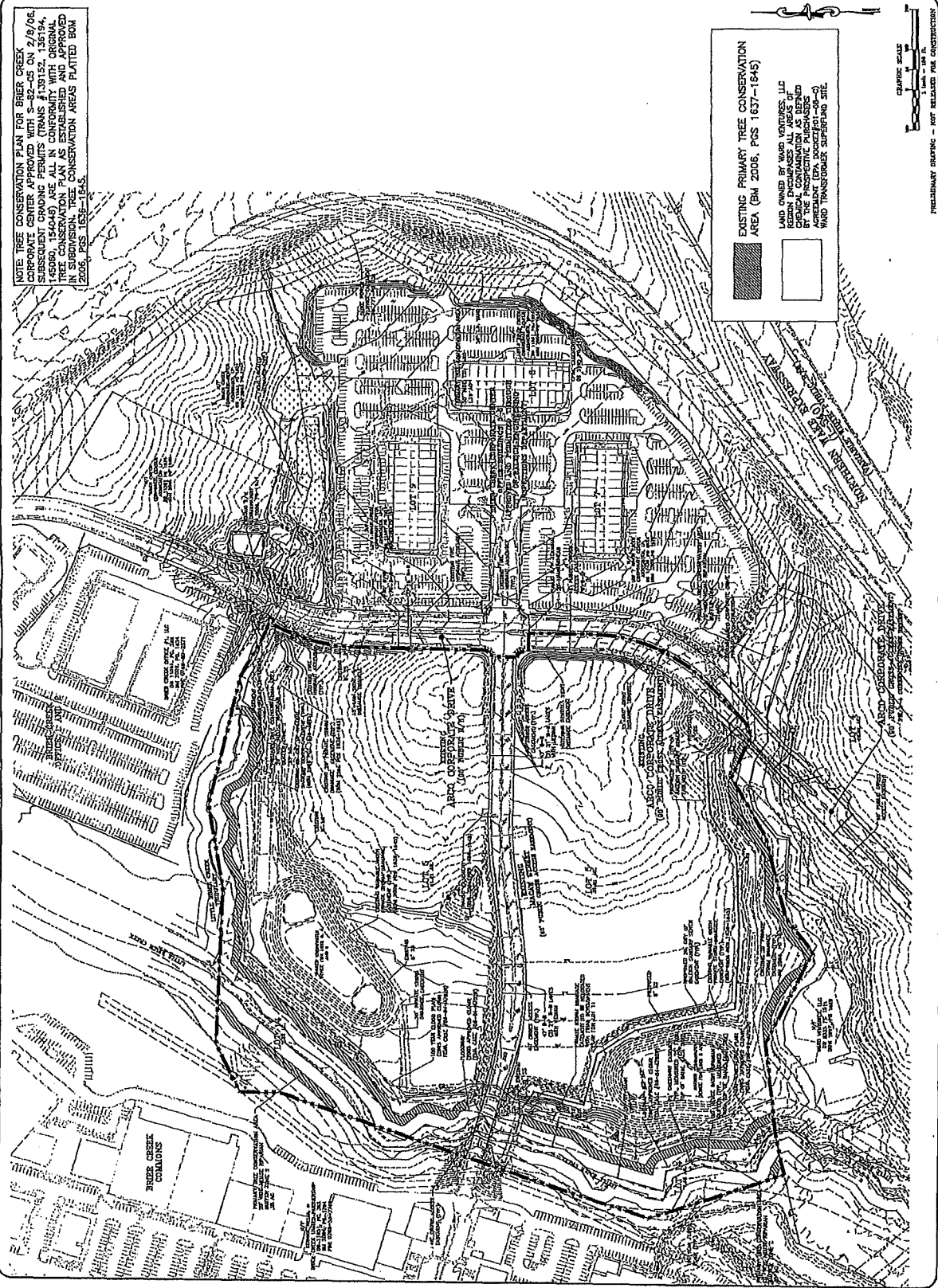
SIGNAGE PLAN



THE JOHN R. MOADAMS COMPANY, INC.
 ENGINEERS/PLANNERS/SURVEYORS
 1000 RALPH WALKER DRIVE, SUITE 100
 RALEIGH, NORTH CAROLINA 27603
 (919) 581-5000
 FAX: (919) 581-5000

BRIER CREEK TOWN CENTER 2
 RALEIGH, NORTH CAROLINA
 EXISTING CONDITIONS PLAN

MOADAMS
 SCALE: 1" = 100'
 DATE: 11/10/06
 DRAWN BY: JRM
 CHECKED BY: JRM
 APPROVED BY: JRM



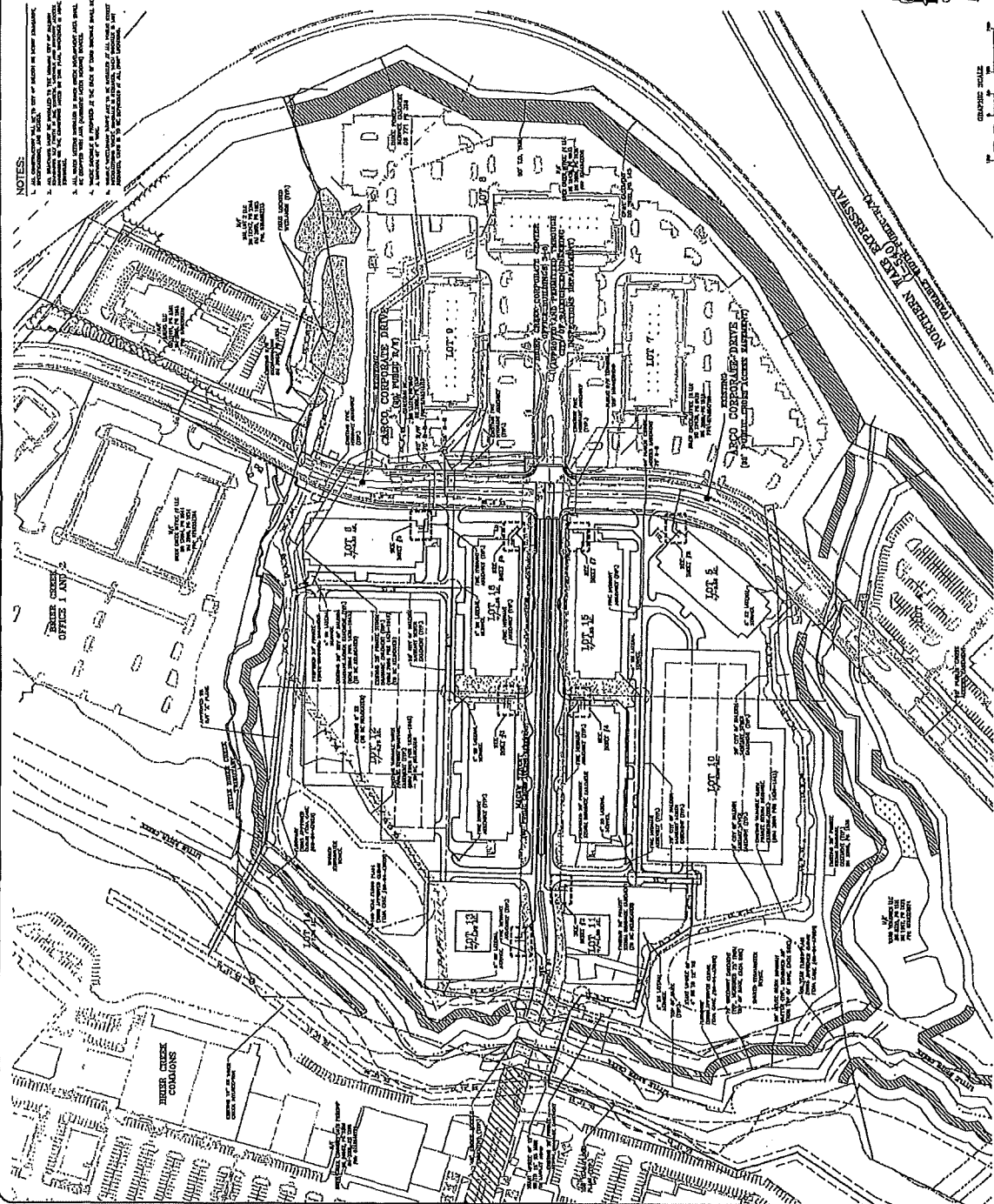
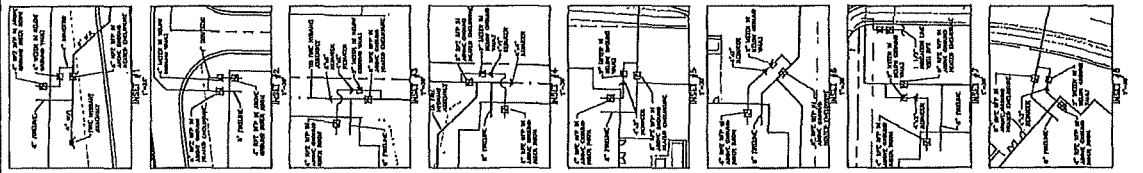
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11N-0104CIV	W. 27004
0404D-CV	W. 27004

BRINKER GREEK CORPORATE
CENTER ASSOCIATES, LP
2015 LYNN CORPORATE DRIVE, SUITE 110
ATLANTA, GEORGIA 30329

THE JOHN R. MCGADAMS
COMPANY, INC.

ENGINEERS • PLANNERS • ARCHITECTS

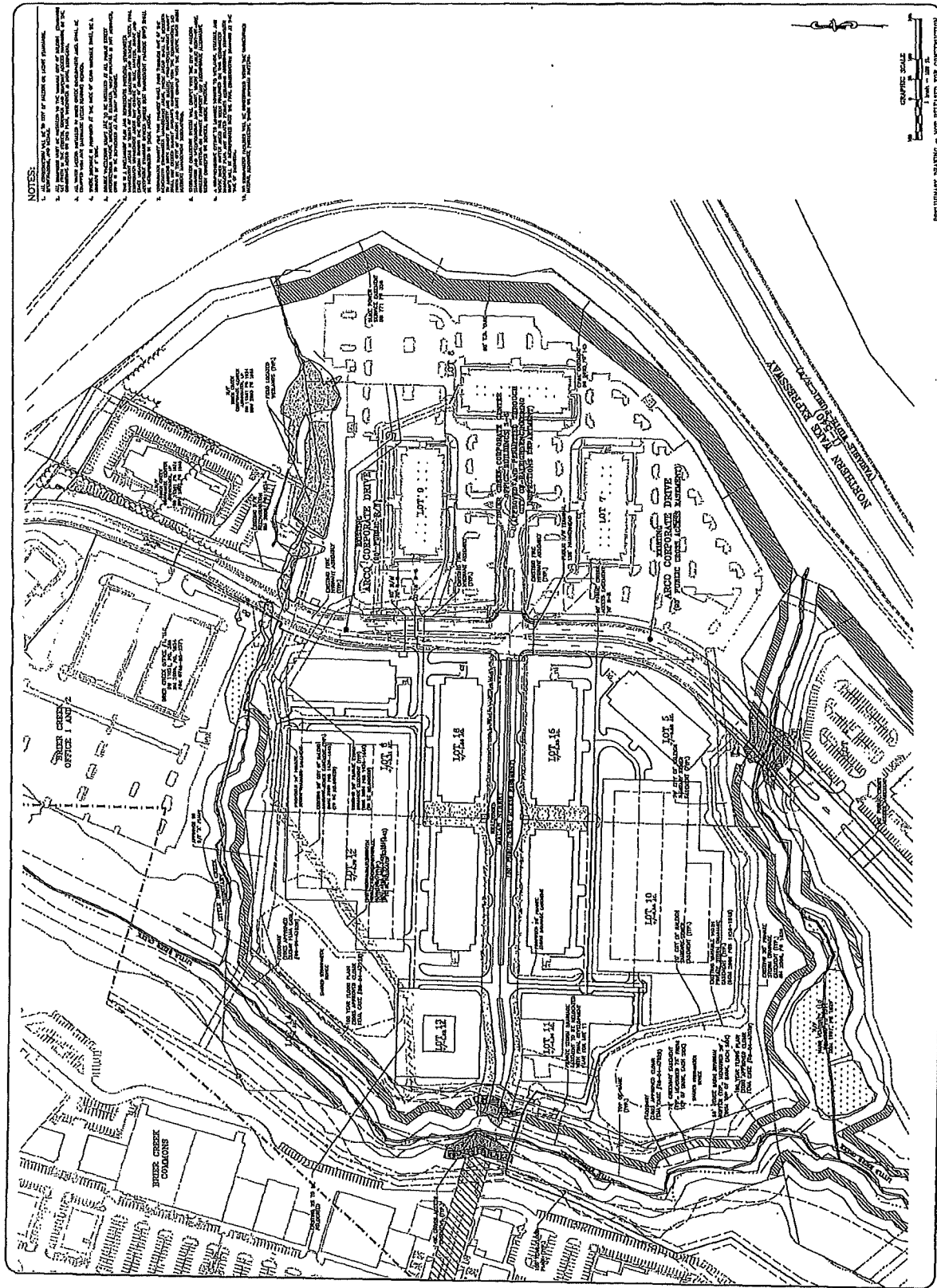
10000 RIVERSIDE DRIVE • CHICAGO, ILL. 60643
TELEPHONE (312) 462-1000 • FAX (312) 462-1001



BRIER CREEK CORPORATE
CENTER ASSOCIATES, LP
1915 ASAC CORPORATE BLVD, SUITE 191
BIRMINGHAM, NORTH CAROLINA 27517

65-11871-104
65-11871-105
IMMEDIATE

THE JOHN R. MCDAMMS
COMPANY, INC.
DISCOUNTS • PLANNING • ESTIMATING • CONTRACTING



CONCEPTUAL BUILDING ELEVATION (FRONT/BACK)
 SCALE: 3/32" = 1'-0"

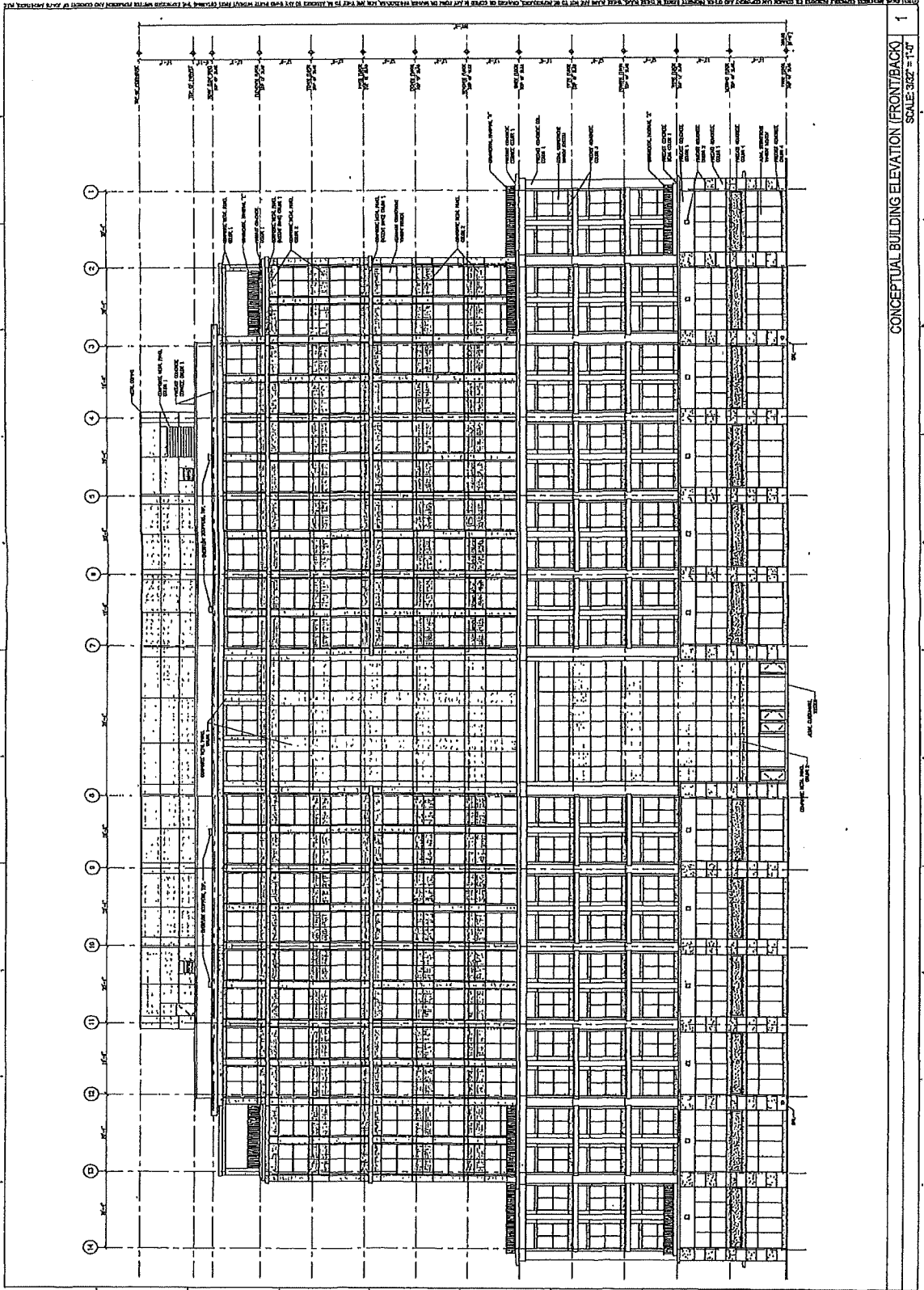
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NO.	REVISION	DATE
1	ISSUED FOR PERMIT	10/1/2011
2	FOR REVIEW ONLY	10/1/2011
3	NOTES	10/1/2011
4	CONSTRUCTION	10/1/2011

PRELIMINARY

PDD Master Plan
 Briar Creek Town Center II
 Raleigh, North Carolina

MP-2-11
 JBAVIS ARCHITECTS
 304425 (sheet 1 of 2)



FOR REVIEW ONLY
NOT FOR
CONSTRUCTION

MP-2-11
THIS ACTION MAY BE TAKEN BY THE PUBLIC &
304425 (Public File)



Certified Recommendation

Raleigh Planning Commission

CR#

Case Information: Z-16-11/ MP-2-11 Arco Corporate Dr.

<i>Location</i>	West of the Intersection of Glenwood Avenue and I-540, along Arco Corporate Drive at Macaw Street.
<i>Size</i>	38.53 acres
<i>Request</i>	To amend current Planned Development District and Airport Overlay District on property with base zoning of Thoroughfare District Conditional Use with Special highway Overlay District-2.

Comprehensive Plan Consistency

☒ Consistent

☐ Inconsistent

Consistent

<i>Future Land Use Designation</i>	<input checked="" type="checkbox"/>	Regional Mixed Use
<i>Applicable Policy Statements</i>	<input checked="" type="checkbox"/>	Policy LU 1.3 Conditional Use District Consistency
	<input checked="" type="checkbox"/>	Policy LU 2.5 Healthy Communities
	<input checked="" type="checkbox"/>	Policy LU 2.6 Zoning and Infrastructure Impacts
	<input checked="" type="checkbox"/>	Policy LU 4.5 Connectivity
	<input checked="" type="checkbox"/>	Policy LU 5.1 Reinforcing the Urban Pattern
	<input checked="" type="checkbox"/>	Policy LU 6.1 Composition of Mixed Use Centers
	<input checked="" type="checkbox"/>	Policy LU 6.4 Bus Stop Dedication
	<input checked="" type="checkbox"/>	Policy LU 7.6 Pedestrian Friendly Development
	<input checked="" type="checkbox"/>	Policy LU 8.9 Open Space in New Development
	<input checked="" type="checkbox"/>	Policy T 2.4 Road Connectivity
	<input checked="" type="checkbox"/>	Policy T 2.6 Preserving the Grid
	<input checked="" type="checkbox"/>	Policy T 5.1 Enhancing Bike/Pedestrian Circulation
	<input checked="" type="checkbox"/>	Policy T 5.2 Incorporating Bicycle and Ped. Improvements
	<input checked="" type="checkbox"/>	Policy T 5.3 Bicycle and Pedestrian Mobility
	<input checked="" type="checkbox"/>	Policy T 5.5 Sidewalk Requirements
	<input checked="" type="checkbox"/>	Policy T 5.9 Pedestrian Networks
	<input checked="" type="checkbox"/>	Policy EP 2.5 Protection of Water Features
	<input checked="" type="checkbox"/>	Policy EP 8.5 Airport Overlay Zone
	<input checked="" type="checkbox"/>	Policy UD 2.1 Building Orientation
	<input checked="" type="checkbox"/>	Policy UD 2.3 Activating the Street
	<input checked="" type="checkbox"/>	Policy UD 2.4 Transitions in Building Intensity
	<input checked="" type="checkbox"/>	Policy UD 2.5 Greenway Access
	<input checked="" type="checkbox"/>	Policy UD 2.6 Parking Location and Design
	<input checked="" type="checkbox"/>	Policy UD 2.7 Public Open Space
	<input checked="" type="checkbox"/>	Policy UD 6.1 Encouraging Pedestrian-Oriented Uses
	<input type="checkbox"/>	Policy UD 7.3 Design Guidelines

Summary of Conditions

<i>Submitted Conditions</i>	1. Will be developed in accordance with approved Master Plan.
	2. Avigation easement granted to RDU Airport Authority.
	3. Sound attenuation for all residential units.

	4. Noise disclosure. 5. Maximum number of residential units per lot. 6. Limitation on number of additional trips generated.
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Issues and Impacts

<i>Outstanding Issues</i>	1. Proposal is not consistent with Policy UD 7.3 Design Guidelines. Length of block along Macaw St. exceeds 660 feet.	<i>Suggested Conditions</i>	1. Amend Master Plan to be consistent with applicable policies.
<i>Impacts Identified</i>	1. None	<i>Proposed Mitigation</i>	1. Applicant has mitigated potential impacts through zoning conditions.

Public Meetings

<i>Neighborhood Meeting</i>	<i>Public Hearing</i>	<i>Committee</i>	<i>Planning Commission</i>
6/16/11	10/18/11	Date: Action	5/22/12: Approved

☐ *Valid Statutory Protest Petition*

Attachments

1. Staff report
2. Existing Zoning/Location Map
3. Future Land Use

Planning Commission Recommendation

<i>Recommendation</i>	The Planning Commission finds that this case is consistent with the Comprehensive Plan and recommends that this case be approved in accordance with zoning conditions dated May 22 nd , 2012 and corresponding Master Plan dated May 11 th , 2012.
<i>Findings & Reasons</i>	<ul style="list-style-type: none"> • The request is consistent with the guidelines set forth in the Comprehensive Plan. The Future Land Use Map designates this area as being appropriate for Regional Mixed Use. The proposed zoning and Master Plan are consistent with this designation. • The proposal is reasonable and in the public interest. The applicant has provided several zoning conditions that mitigate impacts associated with the request. Amending the Master Plan as proposed will have no additional impact on surrounding infrastructure. The introduction of residential within this Master Plan will help ensure a more diverse mix of uses, and provide the applicant more flexibility in the development of this property. • The proposal is consistent and compatible with the surrounding area. Located between office and hotel uses to the east, and Brier Creek Shopping Center to

	the west, this site is ideal for a mixed use pedestrian oriented development. The property is also located near the major highway intersection of Glenwood Avenue and Interstate 540 making higher intensity uses compatible and appropriate.
<i>Motion and Vote</i>	

This document is a true and accurate statement of the findings and recommendations of the Planning Commission. Approval of this document incorporates all of the findings of the attached Staff Report.

Planning Director Date

Planning Commission Chairperson Date

Staff Coordinator: Stan Wingo stan.wingo@raleighnc.gov



Zoning Staff Report

Z-16-11/ MP-2-11

Planned Development District

Request

<i>Location</i>	West of the intersection of Glenwood Avenue and I-540, along Arco Corporate Drive at Macaw Street.
<i>Request</i>	Amend PDD and AOD on property with base zoning of TD CUD with SHOD-2.
<i>Area of Request</i>	38.53 acres
<i>Property Owner</i>	Brier Creek Corporate Center Associates
<i>PC Recommendation Deadline</i>	May 31, 2012

Subject Property

	<i>Current</i>	<i>Proposed</i>
<i>Zoning</i>	TD CUD	TD CUD
<i>Additional Overlay</i>	SHOD-2, AOD, PDD	SHOD-2, AOD, PDD
<i>Land Use</i>	Vacant	Mixed Use
<i>Residential Density</i>	Residential not permitted	600 dwelling units

Surrounding Area

	<i>North</i>	<i>South</i>	<i>East</i>	<i>West</i>
<i>Zoning</i>	TD, AOD	TD CUD, SHOD-2, AOD	TD CUD, SHOD-2, AOD	TD, AOD
<i>Future Land Use</i>	ORD, PPOS	ORD, PPOS	ORD	RMU, PPOS
<i>Current Land Use</i>	Office	Office	Hotels, Office	Retail, Commercial

Comprehensive Plan Guidance

<i>Future Land Use</i>	Regional Mixed Use
<i>Area Plan</i>	None
<i>Applicable Policies</i>	Policy LU 1.3 Conditional Use District Consistency Policy LU 2.5 Healthy Communities Policy LU 2.6 Zoning and Infrastructure Impacts Policy LU 4.5 Connectivity Policy LU 5.1 Reinforcing the Urban Pattern Policy LU 6.1 Composition of Mixed Use Centers

	Policy LU 6.4 Bus Stop Dedication Policy LU 7.6 Pedestrian Friendly Development Policy LU 8.9 Open Space in New Development Policy T 2.4 Road Connectivity Policy T 2.6 Preserving the Grid Policy T 5.1 Enhancing Bike/Pedestrian Circulation Policy T 5.2 Incorporating Bicycle and Ped. Improvements Policy T 5.3 Bicycle and Pedestrian Mobility Policy T 5.5 Sidewalk Requirements Policy T 5.9 Pedestrian Networks Policy EP 2.5 Protection of Water Features Policy EP 8.5 Airport Overlay Zone Policy UD 2.1 Building Orientation Policy UD 2.3 Activating the Street Policy UD 2.4 Transitions in Building Intensity Policy UD 2.5 Greenway Access Policy UD 2.6 Parking Location and Design Policy UD 2.7 Public Open Space Policy UD 6.1 Encouraging Pedestrian-Oriented Uses Policy UD 7.3 Design Guidelines
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Contact Information

<i>Staff</i>	Stan Wingo, 516-2663
<i>Applicant</i>	Michael Birch, 743-7314, michael.birch@klgates.com
<i>Citizens Advisory Council</i>	Northwest CAC Jay Gudeman, 789-9884, jay@kilpatrickgudeman.com

Case Overview

This site is located on Arco Corporate Drive, near the intersection of Glenwood Avenue and I-540. The site is also in close proximity to Raleigh Durham International Airport. The property is currently undeveloped. Adjacent to the east are hotel developments as well as office uses. To the west is Brler Creek Shopping Center, a large scale regional retail development. There is an undeveloped greenway easement along the western edge of the site.

This property is currently zoned with a Planned Development District that was approved in 2008. The request is to amend the current Master Plan to introduce residential uses. In doing so, the applicant would also remove a portion of Airport Overlay District in order to permit residential as an allowable use. The proposed Master Plan would retain the current allowable mix of retail and office uses.

Exhibit C & D Analysis

1. Consistency of the proposed rezoning with the Comprehensive Plan and any applicable City-adopted plan(s)

1.1 Future Land Use

This rezoning proposal is located in an area designated as being appropriate for Regional Mixed Use on the Future Land Use map. Regional Mixed Use areas typically include high-density housing, office development, hotels, and region-serving retail uses. The proposal is consistent with this policy. The Master Plan associated with this request envisions a mix of high density residential, office and retail uses.

1.2 Policy Guidance

The following policy guidance is applicable with this request:

Policy LU 1.3 - Conditional Use District Consistency

All conditions proposed as part of a conditional use district (CUD) should be consistent with the Comprehensive Plan

Proposal is consistent with this policy.

Policy LU 2.5 - Healthy Communities

New development, redevelopment, and infrastructure investment should strive to promote healthy communities and active lifestyles by providing or encouraging enhanced bicycle and pedestrian circulation, access, and safety along roads near areas of employment, schools, libraries, and parks.

Proposal is consistent with this policy. The Master Plan provides pedestrian plazas, widened sidewalks, and bicycle amenities. Provides walkable mixed use in an ideal location.

Policy LU 2.6 - Zoning and Infrastructure Impacts

Carefully evaluate all amendments to the zoning map that significantly increase permitted density or floor area to ensure that impacts to infrastructure capacity resulting from the projected intensification of development are adequately mitigated or addressed.

Proposal is consistent with this policy. There is very little additional impact associated with this request. Sufficient infrastructure is in place to accommodate this proposal as conditioned. The property is currently zoned with Planned Development District that would allow a mix of retail, hotels and office. The request would potentially add 600 residential dwelling units to the current mix of allowable uses.

Policy LU 4.5 - Connectivity

New development and redevelopment should provide pedestrian and vehicular connectivity between individual development sites to provide alternative means of access along corridors.

Proposal is consistent with this policy. The request provides the extension of Macaw Street, which will provide pedestrian and vehicular access to the adjacent Brier Creek Shopping Center.

Policy LU 5.1 – Reinforcing the Urban Pattern

New development should be visually integrated with adjacent buildings, and more generally with the surrounding area. Quality design and site planning is required so that new development opportunities with the existing urban fabric of Raleigh are implemented without adverse impacts on local character and appearance.

Proposal is consistent with this policy. The Master Plan will encourage a pattern of uniform development.

Policy LU 6.1 – Composition of Mixed Use Centers

Mixed-use centers should be comprised of well-mixed and integrated developments that avoid segregated uses and have well planned public spaces that bring people together and provide opportunities for active living and interaction.

Proposal is consistent with this policy as it provides a mix of uses. The Master Plan provides large pedestrian spaces and ground floor retail which would also promote vertical mixed use.

Policy LU 6.4 – Bus Stop Dedication

The City shall coordinate the dedication of land for the construction of bus stop facilities within mixed-use centers on bus lines as part of the development review and zoning process.

Proposal is consistent with this policy. The Master Plan provides a transit stop.

Policy LU 7.6 – Pedestrian Friendly Development

New commercial developments and redeveloped commercial areas should be pedestrian-friendly.

Proposal is consistent with this policy; Master Plan includes widened sidewalks and pedestrian promenades along Macaw Street.

Policy LU 8.9 – Open Space in New Development

New residential development should be developed with common and usable open space that preserves the natural landscape.

Proposal is consistent with this policy; development will be pedestrian friendly with the inclusion of two pedestrian promenades to serve as common open space.

Policy T 2.4 - Road Connectivity

The use of cul-de-sacs and dead-end streets should be minimized.

Proposal is consistent with this policy. The Master Plan would extend Macaw Street from Arco Corporate through to Brier Creek Shopping Center creating a connected grid of streets.

Policy T 2.6 – Preserving the Grid

Existing street grid networks should be preserved and extended where feasible and appropriate to increase overall connectivity.

Proposal is consistent with this policy. The Master Plan would extend Macaw Street from Arco Corporate through to Brier Creek Shopping Center.

Policy T 5.1 – Enhancing Bicycle/Pedestrian Circulation

Enhance pedestrian and bicycle circulation, access, and safety along corridors, downtown, in activity and employment centers, at densely developed areas and transit stations, and near schools, libraries, and parks.

Proposal is consistent with this policy. Widened sidewalks and centrally located pedestrian plazas are included in the Master Plan. Bicycle amenities are also included.

Policy T 5.2 – Incorporating Bicycle and Pedestrian Improvements

All new developments, roadway construction projects, and roadway resurfacing projects in the City of Raleigh's jurisdiction should include appropriate bicycle facilities as indicated in the Recommended Bicycle Network of the 2008 City of Raleigh Bicycle Transportation Plan.

Proposal is consistent with this policy. The Master Plan includes provisions for bicycle parking.

Policy T 5.3 – Bicycle and Pedestrian Mobility
Maintain and construct safe and convenient pedestrian and bicycle facilities that are universally accessible, adequately illuminated, and properly designed to reduce conflicts among motor vehicles, bicycles, and pedestrians.

Proposal is consistent with this policy. Bicycle amenities and enhanced pedestrian improvements are included in the Master Plan.

Policy T 5.5 – Sidewalk Requirements
New subdivisions and developments should provide sidewalks on both sides of the street.

Proposal is consistent with this policy. Applicant also includes wider sidewalks as well as pedestrian promenades along Macaw Street.

Policy T 5.9 – Pedestrian Networks
New subdivisions and large-scale developments should include safe pedestrian walkways or multi-use paths that provide direct links between roadways and major destinations such as transit stops, schools, parks, and shopping centers.

Proposal is consistent with this policy. Plan provides pedestrian promenades through the center of the development along Macaw Street.

Policy EP 2.5 – Protection of Water Features
Lakes, ponds, rivers, streams, and wetlands should be protected and preserved. These water bodies provide valuable stormwater management, ecological, visual, and recreational benefits.

Proposal is consistent with this policy. The stream along the western edge of the property is adjacent to the proposed greenway easement. This area is designated as Public Parks and Open Space on the Future Land Use Map and will remain undisturbed.

Policy EP 8.5 – Airport Overlay Zone
Keep the boundaries of the Airport Overlay District current with the future expansion plans of Raleigh-Durham International Airport to protect residents from impacts of increased flight patterns and activity.

Proposal is consistent with this policy. All conditions that are required by Raleigh Durham Airport Authority to support the removal of the Airport Overlay District have been met. These conditions include an aviation easement, mitigating the potential impacts of aircraft noise for residential buildings, as well as notice to all potential owners/renters of residential dwelling units.

Policy UD 2.1 – Building Orientation
Buildings in mixed-use developments should be oriented along streets, plazas and pedestrian ways. Their facades should create an active and engaging public realm.

Proposal is consistent with this policy. Buildings are oriented along streets.

Policy UD 2.3 – Activating the Street

New retail and mixed-use centers should activate the pedestrian environment of the street frontage in addition to internal pedestrian networks and connections.

Proposal is consistent with this policy. Master Plan includes ground floor retail as well as wider sidewalks in commercial areas.

Policy UD 2.4 – Transitions in Building Intensity

Establish gradual transitions between large-scale and small-scale development. The relationship between taller, more visually prominent buildings and lower, smaller buildings (such as single family or row houses) can be made more pleasing when the transition is gradual rather than abrupt. The relationship can be further improved by designing larger buildings to reduce their apparent size and recessing the upper floors of the building to relate to the lower scale of the adjacent properties planned for lower density.

Proposal is consistent with this policy. The Master Plan will provide a transition from the office and hotel uses to the east and the high intensity retail center to the west.

Policy UD 2.5 – Greenway Access

Safe and clearly marked access points to the City's greenway system should be provided in new and existing mixed use centers where feasible.

Proposal is consistent with this policy. Proposed trail is shown on plan.

Policy UD 2.6 – Parking Location and Design

New surface parking lots should be avoided within mixed-use centers. Instead, shared parking garages with active ground floor uses and architectural treatments for all facades visible from a public right-of-way should be used.

Proposal is consistent with this policy as shown. Final build out shows parking decks, and appropriate placement of parking, behind buildings that front along Macaw Street. While the applicant does propose temporary surface parking, landscape buffers have been proposed along the Macaw Street pedestrian promenade.

Policy UD 2.7 – Public Open Space

Usable and well appointed urban public open space should be provided within mixed-use centers to serve as focal points and community gathering spots.

Proposal is consistent with this policy; plan includes two pedestrian promenades that total 5,000 sq. ft.

Policy UD 6.1 – Encouraging Pedestrian-Oriented Uses

New development, streetscape, and building improvements in Downtown and mixed-use corridors and centers should promote high intensity, pedestrian-oriented use and discourage automobile-oriented uses and drive-through uses.

Proposal is consistent with this policy. Master plan provides pedestrian promenade, as well as mixed uses within walking distance to a large scale regional shopping center.

Policy UD 7.3 – Design Guidelines

Proposal would be subject to the Urban Design Guidelines as referenced in Table UD-1

- a. Guideline #5 Block Faces – Block face along Macaw exceeds 660 feet.

2. Compatibility of the proposed rezoning with the property and surrounding area

The site is surrounded by office uses, hotels, and high intensity retail. Located between office and hotel uses to the east, and Brier Creek Shopping Center to the west, this site is ideal for a mixed use pedestrian oriented development. The diverse mix of uses; with ground floor retail, office and residential will serve as a good transition. This site is also in close proximity to RDU International Airport as well as the major intersection of Glenwood Avenue and I-540, making the addition of multi-family residential appropriate for this area. This proposal will provide additional housing within walking distance to a regional retail shopping center as well as employment within the adjacent office development. The surrounding area is primarily zoned Thoroughfare District and Thoroughfare District Conditional Use. The request to amend the current Planned Development District is consistent and compatible with the surrounding area both in terms of land use and zoning.

It should be noted that the subject area is currently within the Airport Overlay District. The Airport Overlay specifically prohibits any type of residential development. The applicant is requesting the removal of this overlay. All conditions required by the Raleigh Durham Airport authority for removal of the Airport Overlay District have been met.

3. Public benefits of the proposed rezoning

The requested Master Plan amendment could be considered a significant public benefit. The proposal would provide a pedestrian friendly mixed use development within close proximity to Brier Creek, a regional retail shopping center. The request would also provide additional housing and employment within close proximity to Raleigh Durham International Airport. The properties location near the intersection of Glenwood Avenue and I-540 make this an ideal location for mixed use development.

4. Detriments of the proposed rezoning

There are no known detriments associated with this request. The proposal would introduce up to 600 dwelling units, and the Airport Overlay does not permit residential as an allowable use. Applicant states that the property is not within the noise contour that would significantly impact residential development. All conditions suggested by Raleigh Durham Airport Authority in removal of the Airport Overlay have been met.

5. The impact on public services, facilities, infrastructure, fire and safety, parks and recreation, etc.

5.1 Transportation

<u>Primary Streets</u>	<u>Classification</u>	<u>2009 NCDOT Traffic Volume (ADT)</u>				
Arco Corporate Drive	Collector Street	N/A				
Macaw Street	Commercial Street	N/A				
<u>Street Conditions</u>						
<u>Arco Corporate Drive</u>	<u>Lanes</u>	<u>Street Width</u>	<u>Curb and Gutter</u>	<u>Right-of-Way</u>	<u>Sidewalks</u>	<u>Bicycle Accommodations</u>

Existing	4	67'	Back-to-back curb and gutter section	90'	5' sidewalks on both sides	Wide Outside Lane
City Standard	2	41'	Back-to-back curb and gutter section	60'	minimum 5' sidewalks on both sides	N/A
Meets City Standard?	YES	YES	YES	YES	YES	N/A
<u>Macaw Street</u>	<u>Lanes</u>	<u>Street Width</u>	<u>Curb and Gutter</u>	<u>Right-of-Way</u>	<u>Sidewalks</u>	<u>Bicycle Accommodations</u>
Existing	2	45'	Back-to-back curb and gutter section	Undefined	minimum 5' sidewalks on both sides	None
City Standard	2	41'	Back-to-back curb and gutter section	60'	5' sidewalks on both sides	N/A
Meets City Standard?	YES	YES	YES	YES	YES	N/A
Expected Traffic Generation [vph]	<u>Current Zoning</u>	<u>Proposed Zoning</u>	<u>Differential</u>			
AM PEAK	1,560	1,858	298			
PM PEAK	2,006	2,354	348			
Suggested Conditions/ Impact Mitigation:			Traffic Study Determination: Staff has reviewed a Traffic Impact Analysis (TIA) for Z-16-11. At full build-out, the proposed rezoning will create traffic impacts at the intersection of Arco Corporate Drive and Lumley Road that require mitigation. Per the recommendations of the TIA, the applicant has traffic impact threshold relative to the PM Peak hour trip generation for the case. When the cumulative development of the master plan exceeds either 340 vehicles per hour (vph) Inbound trips or 731 vph outbound trips during the PM Peak hour, the developer agrees to restripe this intersection to create a through/right lane on southbound Arco Corporate Drive and agrees to construct a 2 nd receiving lane on the I-540 westbound access ramp, subject to final approval by NCDOT.			
Additional Information:	Neither NCDOT nor the City of Raleigh have any roadway construction projects scheduled in the vicinity of this case.					

Impact Identified: See impact mitigation statement

5.2 Transit

There are existing transit easements in locations TBD on both sides of Macaw and a third easement on Arco Corporate at the NW corner of the lot. Depending upon building plans the easement on Arco Corporate may better serve passengers if it were more centrally located. The transit easement on the west side of Macaw currently is served by Route 70e Brier Creek express and transit amenities should be constructed as part of the building project.

Impact Identified: None

5.3 Hydrology

<i>Floodplain</i>	FEMA Floodplain is present on site.
<i>Drainage Basin</i>	Little Briar
<i>Stormwater Management</i>	Subject to Part 10, Chapter 9
<i>Overlay District</i>	none

Impact Identified: FEMA Floodway and Floodplain are present on the site. Neuse River Buffers are present on the site. Site is subject to Part 10, Chapter 4, Floodplain Regulations. Site is subject to Part 10, Chapter 9, Stormwater Control Regulations.

5.4 Public Utilities

	<i>Maximum Demand (current)</i>	<i>Maximum Demand (proposed)</i>
<i>Water</i>	481,625 gpd	481,625 gpd
<i>Waste Water</i>	481,625 gpd	481,625 gpd

The proposed rezoning would not impact the wastewater collection or water distribution systems of the City. There are existing sanitary sewer and water mains adjacent to and within the property which could serve the property.

5.5 Parks and Recreation

A greenway easement exists along the western property boundary of the subject tract. Clearing and grading is not permitted within the boundaries of the greenway easement. There are no park search areas in the vicinity of the subject rezoning case.

Impact Identified: None.

5.6 Urban Forestry

Tree Conservation has already been declared for this site including Neuse Riparian Buffers, SHOD Yards, and Greenway per S-82-05.

Impact Identified: This rezoning is not expected to have an impact on the application of the tree conservation ordinance to the property.

5.7 Wake County Public Schools

<i>School name</i>	<i>Current Enrollment</i>	<i>Current Capacity</i>	<i>Future Enrollment</i>	<i>Future Capacity</i>
Brier Creek	636	91.9%	719	103.9%
Leesville Road	1,317	109.3%	1,367	113.4%
Leesville Road	2,493	114.6%	2,529	116.3%

Impact Identified: Proposal could introduce as many as 600 dwelling units which would increase student enrollment by over 80 students at Brier Creek Elementary, potentially 50 students at Leesville Middle, and over 30 students at Leesville High School.

5.8 Designated Historic Resources

There are no historic landmarks or districts located within the proposed area of rezoning.

Impact Identified: None

5.9 Impacts Summary

- No additional impacts remain. Applicant has mitigated potential impacts through zoning conditions.

6. Appearance Commission

As a proposed Planned Development District, this proposal is subject to review by the Appearance Commission. The Master Plan was reviewed by the Commission at their October 27, 2011 meeting. The Appearance Commission had no issues with the plan as proposed.

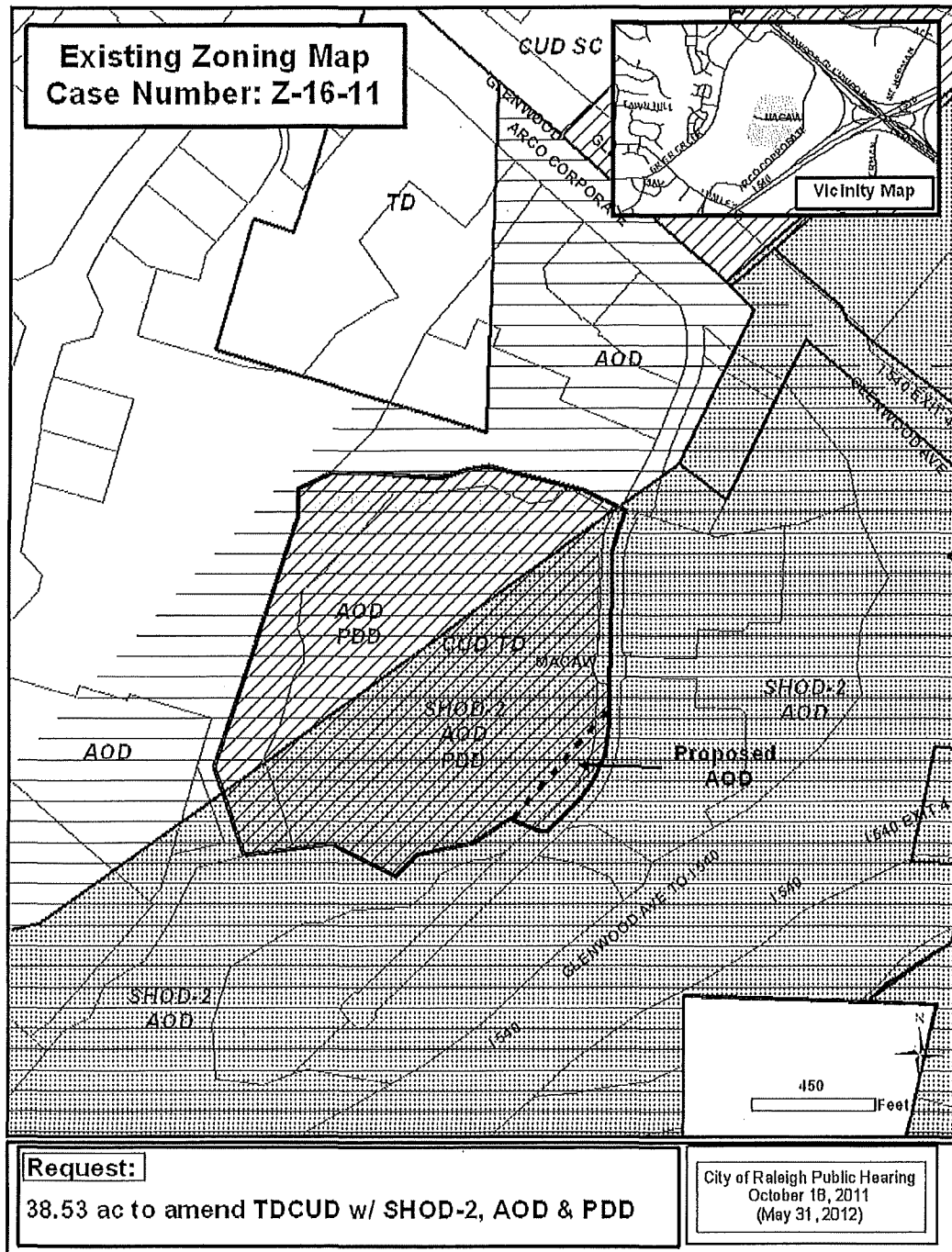
7. Conclusions

As proposed this request is consistent with the Comprehensive Plan. The Future Land Use Map designates this area as being appropriate for Regional Mixed Use. This designation envisions high-density housing, office development, hotels, and region-serving retail uses. The proposed Master Plan could include a combination of these uses in a pedestrian friendly manner, within close proximity to a major regional retail center.

The request is also compatible with surrounding land uses and zoning. This location is ideal for a walkable mixed use development, and will serve as a transition from the nearby office park to Brier Creek shopping center, a large-scale regional retail center. Providing such uses in this location could be considered a significant public benefit.

Applicant has provided all necessary zoning conditions to mitigate the impacts associated with the removal of the Airport Overlay District. The Raleigh Durham Airport Authority requires three conditions when residential development is proposed within an area previously regulated by the Airport Overlay. These conditions include sound attenuation on all residential units, noise disclosure to potential buyers, and an aviation easement. The applicant has included these conditions in their proposal.

Existing Zoning Map



[illegible]

