

**Ordinance: (2012) 56ZC673**

**Effective: June 5, 2012**

**Z-16-11/MP-2-11 – Arco Corporate Drive/Brier Creek Town Center Conditional Use** west of its intersection of Glenwood Avenue and I-540 along Arco Corporate Drive at Macaw Street, being Wake County PIN(s), 0768-54-0402 and 0768-44-5641. Approximately 38.53 acre(s) to amend conditions current Planned Development District and Airport Overlay District on property with base zoning of Thoroughfare District Conditional Use with Special Highway Overlay District-2. **MP-2-11 Brier Creek Town Center II** – located on the west side of Arco Corporate Drive, south of Glenwood Avenue, between Brier Creek Parkway and I-540.

**Conditions Dated**

Narrative of conditions being requested:

- (a) Development shall be in accordance with the approved master plan document.
- (b) 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 unobscured 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.
- (c) Any residential dwelling unit developed 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 the Property, the project shall be design-verified in accordance with the above standards.
- (d) Within 45 days following the rezoning of the property, the owner will record with the local register of deeds a statement disclosing the noise contour information for the rezoned land.
- (e) The following minimum and maximum shall be established for lots 11 and 13:

**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 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.

- (f) The maximum square footage of retail allowed is 115,000 square feet

**Ordinance: (2012) 56ZC673**

**Effective: June 5, 2012**

(g) Notwithstanding the land uses limitation(s) elsewhere in this document, the subject PDD will be limited to the maximum trip generation potential analyzed in the TIA by Kimley Horn & Associates, dated September 2011, unless a new TIA is prepared, with the findings accepted by the City of Raleigh, that allow a modification.

(h) 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 developer will convert the existing southbound exclusive right turn lane on Arco Corporate Drive to a shared through right turn lane, with appropriate signs, markings and traffic signal modifications, and construct a 2nd departure lane on the 1-540 southbound (westbound) access ramp. The developer will be responsible for providing cumulative project trip generation on all subsequent site plans to track when the threshold for this improvement is met.

(i) Prior to issuance of a building permit or recordation of a subdivision plat for the Property, the owner of the Property shall cause to be recorded in the Wake County Registry restrictive covenants that allocate to all existing or newly formed lots of record the allowable net new trips in the AM and PM peak hours as limited by above condition (h). If the Property is subdivided, all lots shall be allocated trips not to exceed in total the maximum number allowed in above condition (h). Restrictive covenants shall be approved by the City Attorney or his designee prior to recordation, and it shall be promptly be recorded following its approval by City Officials.

**MASTERPLAN**

**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: April27, 2012  
Resubmitted: May 11, 2012  
Resubmitted: May 24,2012

# **PRELIMINARY MASTER PLAN DOCUMENT FORM**

Version date VOS 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: Brier Creek Town Center II POD

Owner: Brier 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@jdavisarchitects.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 retail10%)
- Lot 6 Mixed-Use Office; Retail; Parking (240,000 SF of building maximum, maximum retail110%)
- Lot 10 Mixed-Use Office; Retail; Parking (255,000 SF of building maximum, maximum retail110%)
- 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 retail10%)
- 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 retail10%)
- Lot 16 Mixed-Use Office; Retail; Parking (255,000 SF of building maximum, maximum retail10%)

\*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 1-540 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 POD 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 POD 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 115.0%.
  - 2. Provided open space 7.32 AC 118.9% (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 POD 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:  (Private)	10' min. for canopies, screen walls other features, including buildings, less than 35' in height; 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:  (Public)	10' min. for canopies, screen walls, other features, including buildings, less than 35' in height; 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 POD does not propose any alternate street sections. See POD plans for existing and proposed public and private street sections.
- c. Signage 10-2083.1.b.(6)  
The POD does not propose any alternate sign criteria at this time.
- d. Landscaping 10-2082.4  
The Brier Creek Town Center II POD 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 POD.
  - 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 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(1)(2)1.

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(1)(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 POD 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 POD 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 POD, 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 POD, 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 POD 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 POD 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 POD, 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.