

**Town of Cary, North Carolina
 Sketch Site and Subdivision Plan Staff Report
 The Brickyard (14-SB-020)
 Town Council Quasi-Judicial Hearing
 November 13, 2014**

REQUEST

The John R. McAdams Company and Lennar of the Carolinas, on behalf of the property owners, The Triangle Brick Company, Phillip Clayton, and Floyd Douglas Nutt, have requested approval of a sketch site and subdivision plan to develop approximately 304 townhomes, 126 detached dwellings and a private neighborhood amenity center on an approximately 100-acre assemblage of land. The applicant has also conceptually shown an area for future non-residential uses. The plan lies within the Alston Regional Activity Center, with the Alston Activity Center Concept Plan (AACCP) controlling facets of layout and design.

SUBJECT PARCELS

Property Owner	Wake County Parcel Identification Number (PIN) (10-digit)	Real Estate ID Number	Deeded Acreage
Phillip Clayton PO Box 522 Morrisville, NC 27560	0735591114	0013469	2.09
Floyd Douglas Nutt 4735 Old NC-75 Oxford, NC 27565	0735681885	0051725	13.93
The Triangle Brick Company 6523 NC-55 Durham, NC 27713	0735595724	0071195	39.25
	0736501886	0071196	38.58
	0735495878	0289282	5.92
	0736405874	0071197	0.72
Total Area			100.49

BACKGROUND INFORMATION

Applicant's Agent	The John R. McAdams Co., Inc. 2905 Meridian Parkway Durham, NC, 27703 (919) 361-5000 Ryan Akers akers@johnmcadams.com
General Location	Southeastern quadrant of the NC-55 and NC 540 Interchange
Land Use Plan Designation	MXD - Regional Activity Center (Alston – Petty Farm Neighborhood)
Zoning Districts	ORD – Office, Research and Development Mixed Use Overlay District (Alston Regional Activity Center) Watershed Protection Overlay District (Jordan Lake)
Within Town Limits	Yes - Parcels 0735681885 and 0735495878 No (as of 10/27/2014) - Parcels 0735591114, 0735595724, 0736501886, and 0736405874 (See Annexation Petition 14-A-13)
Staff Contact	Michael Gradis, AICP, Senior Planner Town of Cary Planning Department P.O. Box 8005 Cary, NC 27512-8005 (919) 469-4089 michael.gradis@townofcary.org

LIST OF EXHIBITS

The following documents incorporated into this staff report are to be entered into the record for this hearing:

- [Exhibit A:](#) Plan Review Application (4 pages)
- [Exhibit B:](#) Subdivision Plan (17 pages)
- [Exhibit C:](#) Applicant's Statement of Compliance (3 pages)
- [Exhibit D:](#) Champion Tree Report (9 pages)
- [Exhibit E:](#) 14-REZ-18 (4 pages)
- [Exhibit F:](#) Traffic Impact Analysis – The Brickyard Site (7 pages)
- [Exhibit G:](#) Traffic Impact Analysis – TAZ 15 (6 pages)

PROJECT DESCRIPTION/SUMMARY OF REQUEST

The John R. McAdams Company and Lennar of the Carolinas, on behalf of the property owners, are requesting approval of a sketch site and subdivision plan featuring 304 townhomes, 126 detached dwellings and a private neighborhood amenity center on an approximately 100-acre assemblage of land. The applicant has also conceptually shown an area for future non-residential uses. The proposed development is bounded by an NC-540 entrance ramp to the north, a CSX railroad right-of-way to the west, underdeveloped land to the south and NC-55 to the east. Stormwater from the development will be attenuated and treated in a total of seven (7) bio-retention areas located within different areas of the development.

The plan lies within the Alston Regional Activity Center Petty Farm Neighborhood, with the Alston Activity Center Concept Plan (AACCP) Neighborhood General and Neighborhood Center Design Zones controlling facets of layout and design.

The development plan includes the required 50-foot, Type A (Opaque) streetscape along NC-55, the required 50-foot, Type A (Opaque) thoroughfare corridor buffer along the entrance ramp and a 40-foot, Type A (Opaque) perimeter buffer adjacent to the CSX railroad right-of-way.

A stream buffer bisects the northern portion of the property, separating the site into three distinct portions, northeastern, northwestern and southern. The northeastern portion of the site contains the detached dwelling lots and the neighborhood amenity center, the northwestern portion contains townhome lots and the southern portion contains townhomes and an area for future non-residential uses.

The proposed plan includes vehicular and pedestrian crossings over the stream buffer, an internal road and pedestrian network, gathering spaces, and pedestrian-oriented art features as required by the Alston Activity Center Concept Plan (AACCP). While the plan technically provides access to two public streets as required by Section 7.10.3(B)(2) of the LDO, one of those public streets, Petty Farm Road, is a dead-end. Effectively, the plan proposes all traffic enter and exit the site through two access points on NC-55 located approximately 665 feet apart. With the only proposed connections being so close, Staff has concerns regarding the ingress and egress to the development site in the event of an emergency on NC-55.

The Comprehensive Transportation Plan (CTP) identifies Mahal Avenue as Collector Avenue. The proposed variable width public right-of-way will have a minimum 51-foot street cross-section within an 85-foot right-of-way to a maximum 75-foot street cross-section within a 117-foot right-of-way. The applicant proposes to construct Mahal Avenue to function as the main collector road through the site. Mahal Avenue will stub to the CSX railroad right-of-way to the west; however, no crossing is proposed. Because the AACCP contains unique road cross sections, staff has taken a hybrid approach to applying the Town's standard road cross section in order to balance the safety and efficiency of the transportation network with the desire to create a strong "sense of place" within the AACCP.

The Parks, Recreation, and Cultural Resources (PRCR) Facilities Master Plan does not identify any greenway trails or public parks within or adjacent to the proposed sketch plan. Nevertheless, as required by the Alston Activity Center Concept Plan, the applicant has provided internal pedestrian accommodations as well as along NC-55, thereby ensuring the proposed development is able to connect to future development proposed along NC-55 and within Alston Regional Activity Center.

The applicant is proposing to save all seven (7) champion trees located on site. Because the applicant submitted the sketch subdivision plan prior to Town Council's adoption of the revised Champion Tree Ordinance on August 28, 2014, the site's Champion Trees are those of any species greater than 30 inches in diameter at breast height.

The sketch plan is not required to contain architectural details of the proposed residential units at this time; however, the applicant has provided conceptual examples of building types. The architectural design of the dwelling units will be required to comply with the Town of Cary's Community Appearance Manual at time of construction plan review.

MODIFICATIONS TO LAND DEVELOPMENT ORDINANCE (LDO) REQUIREMENTS

The applicant requests a Minor Modification to Land Development Ordinance (LDO) Section 7.10.3(B)(1), which requires roadway interconnections to abutting properties to the north, south, east and west. The applicant proposes to eliminate a roadway connection to the north, across NC-540 right of way. Staff supports this modification.

SUMMARY OF PROCESS AND ACTIONS TO DATE

Pre-application Meeting

The applicant attended a pre-application meeting for the development plan on June 25, 2014.

Rezoning

The Petty Farm Neighborhood (TAZ 14 and TAZ 15) of the Alston Area Center Concept Plan (AACCP) was rezoned on August 14, 2014 (14-REZ-18). The rezoning provided for the introduction of detached dwelling units as a residential option, removal of the Town Center design zone, realignment of the Neighborhood Center design zone, introduction of the Neighborhood General design zone and a minimum non-residential square footage requirement in TAZ 15.

Plan Submittal and Review

The development plan was submitted for its initial review on July 10, 2014, and has been reviewed by the Development Review Committee (DRC) through four (4) review cycles.

Notification and Property Posting

The Planning Department provided notification of the public hearing and posted the property in accordance with local and state regulations.

**SITE PLAN WORKSHEET
AND
SUGGESTED MOTIONS**

A subdivision and/or site plan may be approved by the Town Council only if it satisfies the six (6) approval criteria listed in Section 3.9.2(l) of the LDO. As part of determining whether the first criterion is satisfied, council must determine whether to grant the requested modification(s) to the Town's development standards. A roadmap of the decisions that council must make is provided below:

WORKSHEET 1

- 1. Does the plan comply with all applicable requirements of the LDO, including the development and design standards of Chapters 7 and 8 as well as the dedication and improvements provisions of Chapter 8 as well as all applicable Town specifications?**

As indicated in the staff report, the applicant requests one Minor Modification to the Town's development standards. This modification is detailed further in the attached Worksheet 1.

Once the council has made a decision on the modification requests, it may then turn to the remaining site plan approval criteria.

WORKSHEET 2

- 2. Does the plan adequately protect other property, or residential uses located on the same property, from the potential adverse effects of the proposed development?**
- 3. Does the plan provide harmony and unity with the development of nearby properties?**
- 4. Does the plan provide safe conditions for pedestrians or motorists and prevent a dangerous arrangement of pedestrian and vehicular ways?**
- 5. Does the plan provide safe ingress and egress for emergency services to the site?**
- 6. Does the plan provide mitigation for traffic congestion impacts reasonably expected to be generated by the project?**

WORKSHEET 1

- 1. Does the plan comply with all applicable requirements of the LDO, including the development and design standards of Chapters 7 and 8 as well as the dedication and improvements provisions of Chapter 8 as well as all applicable Town specifications?

Applicant’s Statement: The site is bounded to the west by Hwy. 55, to the north by I-540, to the east by CSX Railroad, and to the south by the remainder of the Petty Farm Neighborhood property (TAZ-15). The AACCP permits residential densities at the amount proposed. With respect to parking, the development will include the code requirements. As indicated on the proposed plan and other materials submitted, the improvements have been designed in compliance with the requirements of the Town’s Land Development Ordinance, including the development and design standards of Chapters 7 and 8 as well as the dedication and improvements provisions of Chapter 8.

Staff Observations: The Development Review Committee has reviewed the proposed sketch plan for compliance with the LDO and all other applicable regulations through four (4) review cycles. As of October 27, 2014, there are 18 remaining review comments which the applicant and staff have been working together to resolve. Requests from staff for changes to the plan and requests from the applicant for clarification of Town requirements have been addressed swiftly by both parties.

TEST SATISFIED? __ YES __ NO

1. The applicant requests a Minor Modification to Land Development Ordinance (LDO) Section 7.10.3(B)(1) which requires roadway interconnections to abutting properties to the north, south, east and west.

Town Council should consider this modification request pursuant to Section 3.19.1(C)(2) and 7.10.3(B)(1) of the LDO.

Section 7.10.3(B)(1) of the LDO reads as follows:

“The proposed public or private street system shall be designed to provide vehicular and pedestrian interconnections to facilitate internal and external traffic movements in the area. In addition to the specific connectivity requirements described above, roadway interconnections shall be provided during the initial phase of any development plan between the development site and its adjacent properties with one (1) roadway interconnection every one thousand two hundred fifty (1,250) to one thousand five hundred (1,500) linear feet for each direction (north, south, east, west) in which the subject property abuts. If the common property boundary in any direction is less than one thousand two hundred fifty (1,250) linear feet, the subject property will be required to provide an interconnection if it is determined by the Planning Director that the interconnection in that direction can best be accomplished through the subject property due to physical site constraints, such as topography, presence of stream buffers or other natural features, or lot dimensions; or due to presence of existing development or infrastructure, on the subject property or other properties in the area. When the Planning Director deems a vehicular connection not practicable due to topographical and/or environmental constraints, he/she may increase the length requirement and/or require pedestrian connections. The Planning Director may delay the interconnection if such interconnection requires state approval. The intent of this standard is to improve access/egress for Town neighborhoods, provide faster response time for emergency vehicles, and improve the vehicular and pedestrian connections between neighborhoods.”

Section 3.19.1(C)(2) of the LDO reads as follows:

“The Town Council may initiate or approve a minor modification allowed under this section at any time before it takes action on a development application. The Town Council may approve the minor modification only if it finds, after conducting a quasi-judicial hearing, that the modification advances the goals and purposes of this Ordinance and either results in less visual impact or more effective environmental or open space preservation, or relieves practical difficulties in developing a site. In determining if "practical difficulty" exists, the factors set forth in Section

3.20.5, "Approval Criteria" (for Variances) shall be considered. In granting a minor modification allowed under this section, the Town Council may require conditions that will secure substantially the objectives of the standard that is modified and that will substantially mitigate any potential adverse impact on the environment or on adjacent properties, including but not limited to additional landscaping or buffering."

Applicant's Statement: None provided as of October 27, 2014.

Staff Observations:

- The applicant does not propose a connection to the north; the property is bounded on the north by NC-540.
- NC-540 is a controlled-access corridor regulated by NCDOT. NCDOT will not permit a street stubbed to their entrance ramp or toll road.
- A grade separated crossing of the toll road corridor is neither fiscally nor physically feasible.
- The development to the north (Parkside Town Commons) did not contemplate a crossing of the toll road corridor, and thus does not offer a receiving connection for a toll road crossing
- A Duke Progress overhead high voltage line runs parallel to the NC-540 entrance ramp. An above grade road crossing would adversely conflict with the high voltage line.

SUGGESTED MOTIONS FOR MODIFICATION REQUESTS

MOTION TO APPROVE THE MODIFICATION REQUEST:

For the reasons discussed, I move that we APPROVE modification request number one (1) made by the applicant as the request meets all the approval criteria of the applicable sections of the LDO.

This approval is conditioned upon the following:

1. [*insert any conditions necessary to bring the project into compliance with the LDO or other standards*]

-OR-

MOTION TO DENY THE MODIFICATION REQUEST

For the reasons discussed, I move that we DENY the modification requests made by the applicant, as they do not meet all of the approval criteria of the applicable sections of the LDO.

2. Does the plan adequately protect other property, or residential uses located on the same property, from the potential adverse effects of the proposed development?

Applicant’s Statement: The proposed development is for an integrated single family detached and townhome community. The property is appropriately buffered. The development will include landscaping as required by the Land Development Ordinance. As a mixture of single family detached and townhome dwellings, the proposed use has no inherent qualities that would adversely impact adjacent properties. The developer submits that the proposed plan adequately protects other property and residential uses on the subject property from the potential adverse effects of the proposed development.

Staff Observations:

- Detached dwelling units and townhome units are separated by a 100-foot stream buffer. The stream buffer also acts as the approximate border between the AACCP Neighborhood Center and Neighborhood General Design Zones. Streets and pedestrian pathways will cross the stream buffer.
- Areas for perimeter and streetscape buffers are provided, meeting LDO requirements and providing a visual and physical barrier between the site, NC-540 (to the north), CSX railroad right of way (to the east) and NC-55 (to the west). Development to the south will be required to provide urban style development pattern in order to transition appropriately and meet AACCP requirements.
- On-street parking is provided on all local streets, which will reduce vehicular speeds on local streets.

TEST SATISFIED? __ YES __ NO

3. Does the plan provide harmony and unity with the development of nearby properties?

Applicant’s Statement: The urban style residential setting proposed by this development will significantly compliment and provide harmony and unity with the development of nearby properties. This is especially true for the remaining undeveloped portions of TAZ 15 which, as a result of the Town’s recent amendment to the AACCP, have been reserved primarily for non-residential uses. By incorporating a TND style community, the future nonresidential uses will provide true live/work/play opportunities within Petty Farm, something that has not occurred within any of the other areas of Alston to-date. With the mixture of uses contemplated by the AACCP, this mixture of uses is the exact type of development contemplated by the Town when the plan was envisioned. As a result, the proposed community will be in harmony with the development of nearby properties.

Staff Observations:

- A portion of the site, which is in TAZ 15 and is designated for Neighborhood Center uses (i.e. non-residential uses), is not presently proposed for development and thus is not included with this development plan for approval. Staff expressed concerns to the applicant regarding the interface between these non-residential uses and the adjacent residential uses located to the north (along Mahal Avenue) and to the east (on the other side of what is identified as Main Street ‘B’ on the proposed plan). In response, the applicant subsequently shared an illustrative plan with staff to illustrate how these uses could successfully interface with each other (for example, the non-residential uses could be placed along and interact with the street rather than turning the rear of the respective buildings towards the street and adjacent residential uses).

Based on the illustrative plan that the applicant shared with staff, we believe that non-residential buildings can be situated in this area to provide an appropriate interface with the adjacent streets and adjoining residential uses, and thus meet the intent of the Alston Plan. Since we believe that this interface can work, we are expecting future development in this

area to achieve these expectations in accordance with the Alston Activity Center Concept Plan.

- The development plan is comprised of detached dwellings and townhome units. The applicant has provided a sketch showing how the development plan will transition to the south, which is zoned and planned for future non-residential. Non-residential development to the south will be required to front streets and add to the urban style development pattern in order to meet AACCP requirements.
- Areas for perimeter and streetscape buffers are provided, meeting LDO requirements and providing a visual and physical barrier between the site, CSX railroad right-of-way and NC-55.
- The development plan will be complemented by existing shopping, dining, and educational services along the NC-55 corridor.

TEST SATISFIED? ___ YES ___ NO

4. Does the plan provide safe conditions for pedestrians or motorists and prevent a dangerous arrangement of pedestrian and vehicular ways?

Applicant's Statement: The plan includes sufficient sidewalks to ensure no conflicts between vehicles and pedestrians, and the street network has been designed in a manner that will result in lower vehicle speeds that are conducive to a single-family community. The site plan provides a network of sidewalks along both sides of all internal public and private streets and the eastern NC-55 frontage to prevent a dangerous arrangement of pedestrian and vehicular ways. All sidewalks, crosswalks and ramps will be ADA compliant, providing for safe and effective pedestrian flow. The sidewalk network is supplemented by a 4,000 foot long interconnected six-foot-wide trail system. Projected future vehicular traffic volumes and speed along Mahal Avenue are not anticipated to discourage pedestrian movements to and from the future commercial area south of Mahal Avenue. Furthermore, the proposed roundabout incorporates pedestrian crossings on all four intersection approaches in accordance with Federal Highway Administration design standards, enhancing pedestrian connectivity and integrating the residential and commercial areas. The roundabout will also act as a "traffic calming element", reducing traffic speeds and providing increased safety for pedestrian crossing movements. Similarly, the street network has been designed in a manner that will result in vehicle speeds that are conducive to a single-family residential community. Additionally, with the construction of Mahal Avenue into the site, the existing Petty Farm Road, which intersects NC-55 at a 45-degree angle, will be abandoned and replaced with a 90-degree intersection into Mahal Avenue. This improves the current condition and replaces it with a safer, T-intersection, allowing motorists on Petty Farm Road to access the Mahal Avenue signalized intersection in a safer fashion. The plan provides safe conditions for pedestrians and motorists and prevents a dangerous arrangement of pedestrian and vehicular ways.

Staff Observations:

- The development plan is consistent with LDO and AACCP requirements for pedestrian accommodations along the proposed streets.
- The development plan provides trails through the stream buffer. Trails provide increased pedestrian connections between the eastern and western sections of the Petty Farm Neighborhood.
- The development plan provides a roundabout at the intersection of Mahal Avenue and Street 'B', reducing traffic speeds and providing a focal point for the Petty Farm Neighborhood.
- The development plan meets the requirement found in LDO Section 7.10.3(B)(2) which requires the proposed road network to connect to at least two (2) public streets by connecting west to NC-55 and south to the northern terminus of Petty Farm Road. The southern terminus of Petty Farm Road is a dead end. All vehicular traffic from the subdivision will enter and exit from NC-55 until either Mahal Avenue crosses the CSX railroad right-of-way (the timing of which is unknown at this time) or until a fully accessible connection is made to the south. The Town has concerns regarding site access in the event of an emergency on NC-55 (see next section).

TEST SATISFIED? __ YES __ NO

5. Does the plan provide safe ingress and egress for emergency services to the site?

Applicant's Statement: The streets internal to the site, including the alley ways, have been arranged so as to ensure that there is adequate access for emergency services to the dwellings. The traffic analysis confirms the proposed access points and transportation improvements (as discussed below) will result in efficient traffic flow with no significant congestion that would impede emergency vehicle access or circulation. The proposed plan provides street stub-outs to the south and east for future interconnectivity. Current residents to the south will be served, at a minimum, via an internal connection to Petty Farm Road. As a result, the plan provides safe ingress and egress for emergency services to and within the site.

Staff Observations:

- The internal street network provides multiple connections within the development.
- The development plan meets the requirement found in LDO Section 7.10.3(B)(2) which requires the proposed road network to connect to at least two (2) public streets by connecting west to NC-55 and south to the northern terminus of Petty Farm Road. However, the southern terminus of Petty Farm Road is a dead end. All vehicular traffic from the subdivision will enter and exit the development from NC-55 until either Mahal Avenue crosses the CSX railroad right-of-way or a fully accessible connection is made to the south. The Town has comments about access in the event of an emergency on NC-55.

Police Department Comments: One or two means of ingress and egress located very close together can be advantageous because it serves as a chokepoint to limit those trying to get away after committing a crime. On the other hand, with two access points being so close together along NC-55, a significant event on NC-55 (such as a tanker of anhydrous ammonia overturning) would make it extremely difficult to efficiently evacuate people. The police department does not see any law enforcement concerns.

Fire Department Comments: The 430-dwelling-unit Brickyard development plan located at NC-55 and NC-540 outlines limited access points that conflict with the intent of the LDO requirement for multiple points of access. Part of the rationale for requiring two (2) access points for developments was to protect public safety by facilitating civilian evacuations and enabling emergency responses by public safety agencies.

When assessing public risk for the Brickyard, the Fire Department considers the site's proximity to NC-55 and NC-540, which brings the potential for vehicle crashes involving hazardous materials that may require public evacuations. To a lesser degree, the risk assessment also considers a similar potential for hazardous materials releases resulting from railroad derailments along the CSX rail corridor that borders the eastern side of the development. An initial assessment indicates that in the event of a hazardous materials accident occurring on NC-55, NC-540 or the CSX Rail line, a majority of the dwelling units within the development lie within the minimum 500-foot evacuation area.

Specifically, the Fire Department is concerned with the possibility of a major vehicle crash at the intersection of NC-55 and Street 'A' (designated by the plan), which serves as a collector within the development. The closest fire companies would respond from Fire Station 7 (from the south) and subsequent fire companies would respond from Fire Station 1 on North Harrison Avenue from the north. Therefore, given that:

1. NC-55 is a highly travelled, high-speed limited access, median-divided road which in the event of a crash will require additional emergency response strategies to mitigate and,
2. a connection to Petty Farm Road provides no effect for evacuation or public safety, and,
3. the connection of Street 'J' and NC-55 lies within an immediate evacuation zone perimeter and this area will likely be required for additional fire department/public safety operations,

Fire Department staff believes the risk to residents of the Brickyard is greater with the limited access proposed than if the development provided separate access connections to different roads.

TEST SATISFIED? __ YES __ NO

6. Does the plan provide mitigation for traffic congestion impacts reasonably expected to be generated by the project?

Applicant's Statement: A traffic impact analysis has been performed by Kimley Horn and Associates and is submitted herewith. In addition to site-generated traffic, the traffic analysis included traffic generated by numerous other proposed developments in the area as well as an ambient annual traffic growth. The applicant has agreed to perform the improvements suggested by the TIA under these future traffic demands, and has included those on the plan. As a result, the plan provides mitigation for traffic impacts reasonably expected to be generated by the project. The proposed access points are consistent with those noted in the Alston Activity Center Plan. The traffic analysis confirms the proposed access points and transportation improvements will allow all intersections in the study area will operate at LOS D (the Town's accepted standard) or better. No additional points of access are necessary to serve this project. A supplemental traffic analysis was conducted to assess the potential traffic impacts of TAZ 15 build out on Mahal Avenue. The plan includes additional right-of-way necessary to accommodate those identified potential traffic improvements.

Staff Observations:

- The traffic analysis assumes 140 detached dwelling units and 320 townhome units. Based on those assumptions, the proposed plan will generate approximately 1,601 daily trips. The peak-hour volumes are as follows:
 - 140 detached dwelling units: AM Peak 108 PM Peak: 142
 - 320 townhome units: AM Peak: 131 PM Peak: 156
- The traffic analysis recommends the following traffic improvements which the applicant is proposing to construct as part of this development plan:
 - NC-55 Northbound: Construct an additional northbound through lane from the current terminus (approximately 470 feet south of the NC 540 Eastbound On-Ramp) extending approximately 300 feet south of Petty Farm Road.
 - NC-55 & Petty Farm Road/Mahal Avenue: Reconstruct westbound Petty Farm Road to provide an exclusive left-turn lane and a shared through/right-turn lane. In addition to the northbound through lane mentioned above, construct an exclusive northbound right-turn lane on NC-55, providing approximately 100 feet of storage. Provide necessary signal modifications to accommodate the above laneage improvements.
 - NC-55 & North Site Drive (RI/RO): Construct an exclusive right-turn lane with approximately 100 feet of storage on northbound NC-55.
- The traffic analysis mentions additional traffic improvements proposed by other site plans (Alston Town Center) which would also assist in traffic mitigations for this subdivision plan.
 - NC-55 Southbound: Extend the third southbound through lane on NC-55 from the current terminus (approximately 500 feet south of the NC 540 Westbound Exit Ramp) southward, terminating as an exclusive right turn lane at McCrimmon Parkway.
 - NC-55 & Petty Farm Road/Mahal Avenue: Construct an exclusive southbound right-turn lane with 200 feet of storage on NC-55. Construct an additional northbound left-turn lane with 250 feet of storage on NC-55. Construct dual left-turn lanes with 275 feet of storage, a through lane and an exclusive right-turn lane with 150 feet of storage on the eastbound approach of Mahal Avenue (a proposed street opposite Petty Farm Road)

- The traffic analysis did not study traffic impacts once Mahal Avenue extends across the CSX Rail line. Therefore, once Mahal Avenue crosses the CSX Rail line, the impacts on the Mahal Avenue / NC-55 intersection are unknown.

TEST SATISFIED? __ YES __ NO

SUGGESTED MOTIONS FOR SKETCH SITE AND SUBDIVISION PLAN

MOTION TO APPROVE THE SKETCH SITE AND SUBDIVISION PLAN

For the reasons discussed, I move that we **APPROVE** the proposed sketch site and subdivision plan without condition (**ALT**: with conditions as stated below), as it meets all of the approval criteria set forth in Section 3.9.2(l) of the LDO.

(ALT: This approval is conditioned upon the following:)

1. The applicant must satisfactorily address any remaining Development Review Committee comments on the master plan set submitted for signature.
2. All parcels under this site plan shall be annexed before resolution of approval is signed.
3. [*insert any conditions necessary to bring the project into compliance with the LDO or other standards*]

-OR-

MOTION TO DENY THE SKETCH SITE AND SUBDIVISION PLAN

For the reasons discussed, I move that we **DENY** the proposed sketch site and subdivision plan, as it does not meet all of the approval criteria set forth in Section 3.9.2(l) of the LDO.