

PSP-24-07 – MERRITT – V2 Submittal review cycle

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| START DATE: FEBRUARY 2025 | DUE DATE: <u>03-10-25</u> | TRC/STAFF Comments issued on: <u>03/09/2025</u> |
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| Review Group / Staff | Comments | Cleared Comments |
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| Planning & Zoning – Planning Staff & WithersRavenel | <ol style="list-style-type: none"> 1) <i>Continue to Provide a Written Response to ALL comments.</i> 2) <i>Continue to Add revision dates to all submittal materials.</i> 3) <i>Cloud / bubble changes to make it clear what has been revised.</i> 4) <u>HOLDING COMMENT - Application and Submission Requirements</u> - A Tree Survey (Section 6.2.4.2.A) and Tree Preservation Plan (Section 6.2.4.5.C) are required as a portion of Landscape Plan submitted with this application. As part of the V2 submittal, the applicant has indicated they are working with an arborist to finalize a proposal for the preservation plan. This will remain as a holding comment until a preservation plan has been reviewed and approved. 5) <u>HOLDING COMMENT – Application and Submission Requirements</u> – Copies of all environmental permits for disturbances and encroachments shall be submitted to the Town. 6) <u>REPEAT - Cover Sheet and Site Details</u> - The V2 submittal only references REZ 24-01 by listing the associated zoning conditions on the cover sheet. A reference to TA 24-01 shall also be included on the cover sheet. 7) <u>Cover Sheet and Site Details</u> - Please add the following information to the Site Data Table and/or correct the information as shown on the mark-ups: <ol style="list-style-type: none"> a.) <u>REPEAT</u> – Refer to the approved text amendment (TA 24-01) which allows these minimum building setback dimensions .A reference to the TA 24-01 case number can be added directly in this cell in the Site Data Table. b.) <u>CAUTIONARY COMMENT</u> - Vehicle use areas, streets, driveways, and sidewalks required per this LDO may not be used toward open space calculations unless explicitly stated in LDO 6.2. As open spaces are programmed, another compliance review with LDO 6.2 will take place during CIDs. Currently, the site is providing 0.97 acres more than the required open space. It should noted that elements such as parking spaces associated with the open spaces will not all count towards open space requirements. I suggest carefully reviewing LDO 6.2 to ensure open space requirements will continue to be met. 8) <u>REPEAT</u> – The required parking spaces for multifamily indicated in the updated Site Data Table is inaccurate. See the screengrab below from Table 6.4.3.G from the LDO which outlines parking requirements for Dwelling, Multiple Family and update the Site Data Table and calculations as necessary: | |

| ROLESVILLE OFF-STREET PARKING REQUIREMENTS | | | |
|--------------------------------------------|--------------------------------------------------------|-------------------|-------------------------------------------------------------------------------|
| PRINCIPAL USES | MINIMUM REQUIRED | MAXIMUM ALLOWED | ADDITIONAL NOTES |
| RESIDENTIAL USES | | | |
| Dwelling, Single Family, Attached | 2.0/Dwelling Unit Plus 0.25 Guest Spaces/Dwelling Unit | No Maximum | Exclusive of garage, which shall not be included in minimum and maximum. |
| Dwelling, Multiple Family | 1.5/Dwelling Unit Plus 0.10 Guest Spaces/Dwelling Unit | 2.5/Dwelling Unit | Maximum 10% additional guest parking of total parking count may be permitted. |

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| | <p>9) <u>PARTIAL REPEAT - Site Plan Overall (CS-100)</u> – The V2 comment response letter suggests this stub is intended for future connection to the commercial area. Will this be a vehicle connection or pedestrian? At what point in time does the applicant plan to show this connection? During CIDs, or future SDP for the commercial parcel?</p> <p>10) <u>HOLDING COMMENT - Site Plan Overall (CS-100)</u> – Applicant has indicated per the V@ comment response letter that they are in the process of receiving road names and E911 addresses from Wake county. This will remain as a holding comment until both are obtained.</p> <p>11) <u>HOLDING COMMENT - Regarding LDO Section 6.6</u> – Per the V2 comment response letter, the applicant has indicated that a lighting plan will be provided once lighting design has moved further along. This will remain as a holding comment until a lighting plan has been provided and approved.</p> | |
| <p>Parks & Recreation - Eddie Henderson</p> | <ol style="list-style-type: none"> 1. Please confirm if Sidepath is present along Rolesville Road. It looks like it is there, but the hatching does not match the Sidepath along the Fowler Road extension. 2. If the Sidepath does not continue to the western property line, a fee in lieu (FIL) for the remaining part needs to be discussed. 3. Please confirm if there will be a crosswalk across Fowler Road to connect the Greenway to the Sidepath on the north side of the Fowler Road extension. 4. Please confirm if the Greenway that runs along the creek will be privately owned and maintained, or public (Town). | |
| <p>Engineering - Jacqu Thompson</p> | <p>See the two (2) PDF's of Comments –</p> <ol style="list-style-type: none"> 1) Memo dated 03-05-2025, with 58 comments, plus 2 (A.-B.) for future CID plans; 2.) Mark-up comments, there appear to be 296 comments/entries. | |
| <p>Wake County Watershed Mgt – Elizabeth Powell</p> | <p>See PDF of the County's Pre-Submittal Plan Review Checklist, "Review Status" date of 03/04/2025.</p> | |

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| COR Public Utilities - Tim Beasley | See PDF of markup comments on Sheets G-001 (Cover) and CU-100. | |
| Wake C Fire / EMS - Brittany Hocutt | Cul-de-sacs shall have a paved diameter of 96'(radius 48'). | |
| NCDOT – Jacob Nicholson | <ol style="list-style-type: none"> 1. NCDOT review of the TIA is still pending; required improvements may impact R/W dedication. 2. After further discussions with Town staff, it is our understanding that the Town still desires for the Fowler Rd extension to be maintained by NCDOT once it connects from Rolesville Rd to US 401. Roadway plans will need to be reviewed and approved by NCDOT. We are open to discussing/working through any constraints that limit the ability to meet the requested design speed of 50 MPH. | |

