

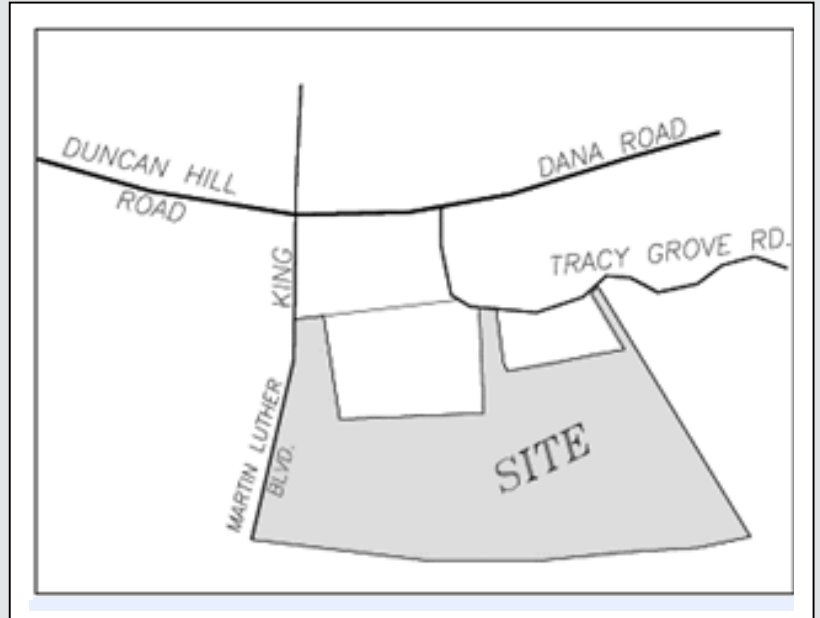
REZONING: CONDITIONAL ZONING DISTRICT
- WASHBURN TRACT DEVELOPMENT (P22-19-CZD)
CITY OF HENDERSONVILLE - COMMUNITY DEVELOPMENT STAFF REPORT

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PROJECT SUMMARY

- Project Name & Case #:
 - Washburn Tract Development
 - P22-19-CZD
- Applicant & Property Owner:
 - Mike Washburn [Applicant]
 - Thomas Family [Owner]
- Property Address:
 - 240 Wilmont Drive
- Project Acreage:
 - 162.1 Acres
- Parcel Identification (PIN):
 - 9578-39-5229 & 9579-11-8417
- Current Parcel Zoning:
 - Planned Residential Development Conditional Zoning District (PRD-CZD)
- Future Land Use Designation:
 - Medium Intensity Neighborhood & Natural Resource/Agriculture
- Requested Zoning:
 - Planned Residential Development Conditional Zoning District (PRD-CZD)
- Requested Uses:
 - Residential dwelling, multi-family & residential dwelling, single-family
- Neighborhood Compatibility Meeting:
 - March 18, 2022
- Previous Application (P21-68-CZD)
 - Withdrawn on Feb. 14, 2022



SITE VICINITY MAP

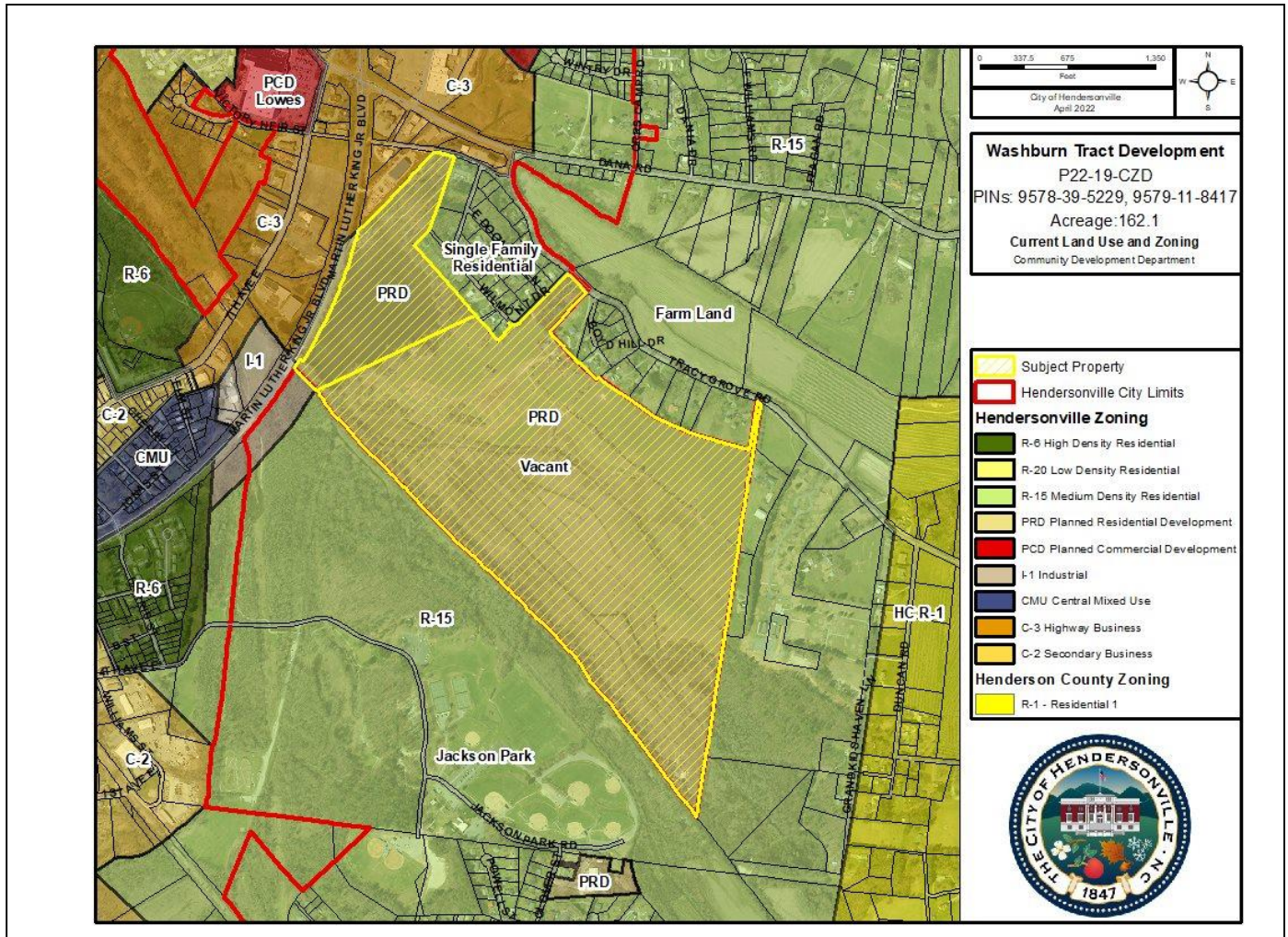
The City of Hendersonville is in receipt of an application for a conditional rezoning from Mike Washburn (developer). The applicants are requesting to rezone the subject property located off Tracy Grove Road for the for the construction of a multi-family / single-family development consisting of 300 apartment units and 160 single family homes on approximately 162 acres with a density of 2.8 Units / Acre. No other uses are proposed to be permitted by the rezoning.

There are 13 apartment buildings proposed. The apartments are proposed to be 3-Story or 3/4-Story Split and consist of 270 – 1-to-2-bedroom units and 30 – 3-bedroom units. A clubhouse and pool are also features of the apartment development.

The single-family home lots are proposed to be 50'x100' (5,000 Sq Ft or .115 Acres). They feature a 20' wide driveway in front of the building area.

The project triggers a rezoning as a result of the major change to the previously approved and now expired site plan for the site.

EXISTING ZONING & LAND USE



City of Hendersonville Current Zoning & Land Use Map

Parcels to the north and northeast are zoned R-15 and consist of single-family homes which are located along Tracy Gove Rd, along with the Woodlawn neighborhood which is accessed off of Wilmont Dr and Dogwood Ln. There is one multi-family building (East Wind Apartments) adjacent to the site. The density of this area is 1.86 units per acre not including the multi-family use. The properties to the east are zoned R-15 and consist of long, narrow, single family home lots along with a 40-Acre cemetery that abuts a portion of the eastern boundary. To the southwest, the property is bordered by Jackson Park which is owned and operated by Henderson County. This area is primarily wetlands/floodplain associated with Bat Fork Creek and a series of drainage ditches. To the west the property abuts Martin Luther King Jr. Blvd (US 64). Commercial (C-3) zoning is located across US 64 from the site. There is a large pond consisting of approximately 16 acres on the western end of the subject property.

SITE IMAGES



View looking north. Immediate foreground is proposed for single family with distant views of the knoll where multi-family is proposed.



Area proposed for single-family homes along eastern edge of property.

SITE IMAGES



*Area proposed to be developed for single-family homes
(looking back towards Wilmont Drive; North)*



*Typical existing vegetated buffer in place between proposed
site and adjacent single-family homes.*

SITE IMAGES



Grove of trees around location of old home place slated for preservation in Open Space.



Wooded area which fronts Tracy Grove Rd and abuts Wilmont Dr is slated for development. Narrow strips on either side are slated for preservation.

SITE IMAGES



Looking southeast over wetlands from site where apartments are proposed



View of 16 Acre Pond/wetland (Ewbank Swamp) on the subject property and adjacent to Route 64.

REZONING HISTORY

Prior Rezoning	Summary of Prior Petition	Status
2-7-08 (R-15 & C-3 to PRD-SU)	28.47 Acre development for skilled care, assisted living and independent living facilities, condos, and duplexes	Site Plan Expired

Full Minutes from City Council Meeting:

<https://library.municode.com/nc/hendersonville/munidocs/munidocs?nodeId=2d9a767e4edaf>

OAK PARK PLACE

Units / Buildings (Total Building Square Footage = 204,732 Sq Ft)

305 Units (79 - 1-bedroom units / 195 – 2-bedroom units / 31 additional units)

- 4 – 4-story buildings (tallest building 49' 4")
- 2 – 3-story buildings
- 2 – 2-story building
- 5 – 1-story duplexes

Circulation:

- New entrance off of Tracy Grove Rd (remainder of wooded area to be used for trails/recreation)
- Additional Access off of Wilmont Dr (Emergency Only)

Parking:

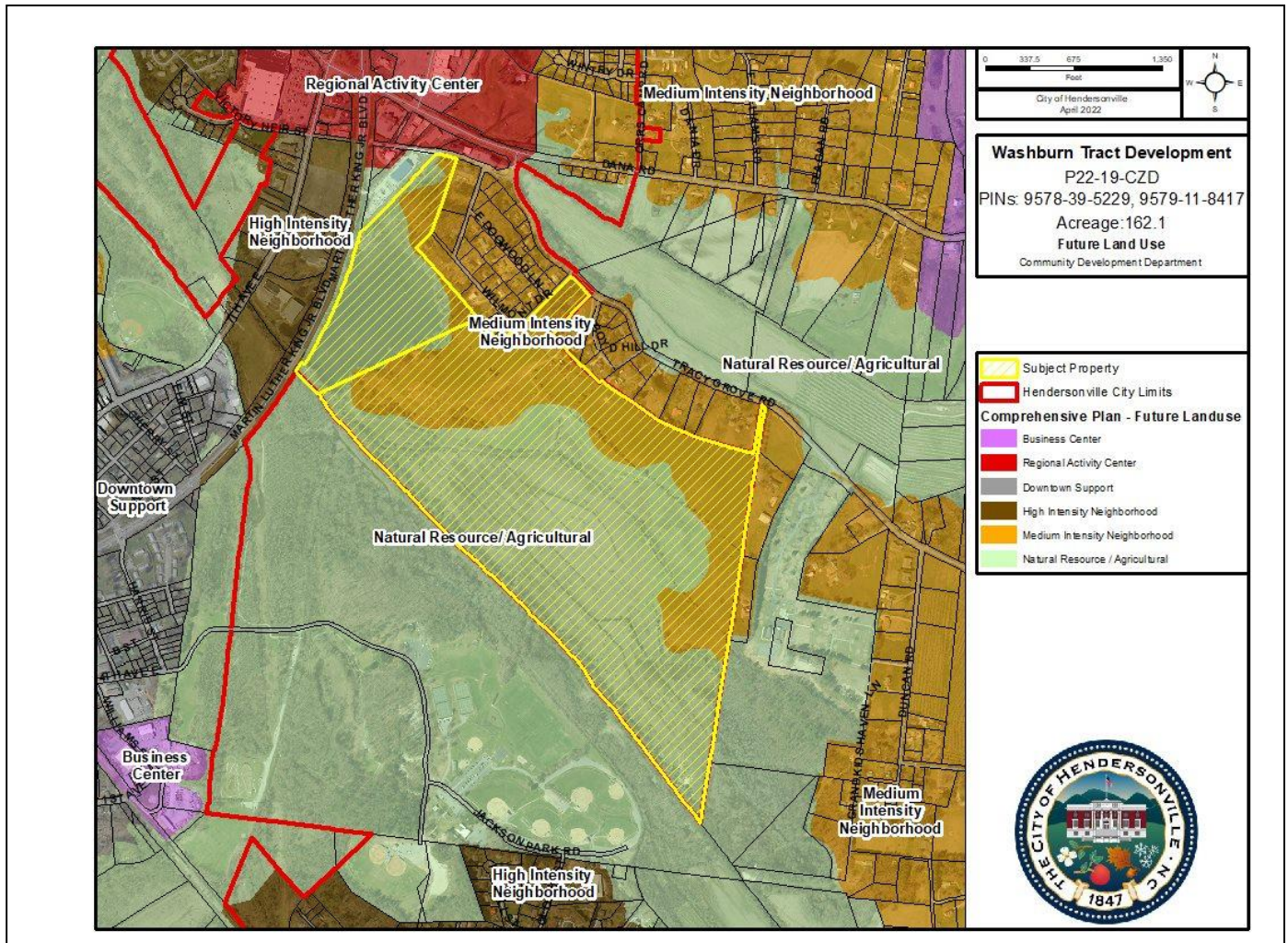
- Includes surface parking, underground parking and garage parking
 - 429 Parking Spaces for Apartment Buildings
 - 44 Parking Spaces for Duplexes

Previously Approved Conditions (only those relevant to current proposal):

- 1) City of Hendersonville Zoning Ordinance Section 17-3 Stream Buffer Protection Standards shall be applied to the entire perimeter of the marsh/pond area.
- 2) All living trees 12-in or greater in DBH shall be preserved and protected with the exception of those trees located with the proposed roadway areas that connects the project with Tracy Grove Road.
- 3) No sedimentation ponds shall be located within the 100 year floodplain.
- 4) The developer will pursue a conservation easement or mitigation program in accordance with the requirements of the City Attorney.



FUTURE LAND USE



City of Hendersonville Future Land Use Map

The majority of the site is designated Natural Resource/Agricultural due to the presence of a large floodplain/wetland area. The portion of the property not in the special flood hazard area (100 year floodplain) is designated as Medium Intensity Neighborhood, as are adjacent residential neighborhoods between the subject property and Tracey Grove Road.

Looking at surrounding properties you can see the prevalence of the floodplain (Bat Fork, Mud Cree & Devils Fork), Jackson Park and an adjacent cemetery in the large areas dedicated to Natural Resource/Agriculture on the future land use map. Looking to the border with Rte 64 and Dana Road you see Regional Activity Center and High Intensity Neighborhood designations near the site.

The primary access corridor to the site is Tracey Grove Road which is designated a Minor Thoroughfare on the Future Land Use Map and further identified on the Transportation Plan for proposed improvements.

GENERAL REZONING STANDARDS: COMPREHENSIVE PLAN CONSISTENCY	
Future Land Use	Goal LU-6 - Medium Intensity Neighborhood: Provide a transition between High and Low-Intensity Neighborhood areas while providing a wide range of housing formats and price points. Promote walkable neighborhood design and compatible infill development in new neighborhoods and as a means of preserving and enhancing existing neighborhoods.
	Strategy LU-6.2 Primary Land Uses: <ul style="list-style-type: none"> • Single Family attached and detached [CONSISTENT] • Open Space [CONSISTENT]
	Strategy LU-6.3 Secondary Land Uses: <ul style="list-style-type: none"> • Limited multi-family residential along roadways designated as Boulevards or Major Throughfares on the Future Land Use Map [INCONSISTENT] • Planned Residential Developments [CONSISTENT]
	Strategy LU-6.4 Development Guidelines: <ul style="list-style-type: none"> • 2 to 8 Units per gross acre [CONSISTENT] 2.8 Units/Acre proposed • At least 60% Open Space [CONSISTENT] 86% Open Space proposed
Land Use & Development	Development Framework: The project area is identified as a “development opportunity”
	Growth Management: The portion of the property outside the floodplain is designated as a “Preservation/Enhancement Area” on the Growth Management Map (Map 8.3a). ... respond to development or redevelopment in these areas by maintaining and enhancing existing neighborhood character and maintaining consistency with Comprehensive Plan goals and strategies. [CONSISTENT]
	Growth Management: The portion of the property in the floodplain is designated Natural Resource/Agricultural, “...areas in which...preservation of environmentally sensitive features” should be promoted. [CONSISTENT]
	Goal LU-2 - Discourage development in areas needed for protection of natural and agricultural resources and protection of citizens from natural hazards. Strategy LU-2.1 - Implement strategies under Goal NR-1 for the preservation of environmentally sensitive areas. Strategy LU-2.2. - Implement strategies identified under Goal NR-4 for the preservation of agricultural resources

GENERAL REZONING STANDARDS: COMPREHENSIVE PLAN CONSISTENCY	
Population & Housing	Goal PH-2. - Encourage a wide range of housing types and price points in order to meet the diverse and evolving needs of current and future residents, match the housing supply with the local workforce, and promote diverse neighborhoods.
	Strategy PH – 2.1 - Encourage variation in lot sizes and housing types within new developments.
	Strategy PH – 2.2 - Encourage provision of affordable housing units in new developments.
	Strategy PH-3.1 - Establish neighborhood design guidelines that promote safe walkable and bikeable neighborhoods while accommodating the automobile.
	Strategy PH-3.2. - Encourage mixed land use patterns that place residents within walking distance of services.
Natural & Environmental Resources	Goal NR-1. -Preserve environmentally sensitive areas in order to protect life and property from natural hazards, protect water resources, and preserve natural habitat.
	Strategy NR-1.1 - Discourage and reduce development of structures and impervious surfaces within the FEMA Floodway and 100 Floodplain.
	Strategy NR-1.2 Protect land adjacent to streams to protect water quality, reduce erosion and protect wildlife habitat.
	Strategy NR-1.3 Encourage restoration of natural habitat and drainage patterns in developed areas.
	NR-1.5 - Continuously assess development and preservation efforts within areas planned as Natural Resources/Agricultural on the Future Land Use Map (Map 8.3b in Chapter 8) based on their conservation value
	Goal NR-2. - Provide a variety of quality open space, distributed equitably throughout Hendersonville, that can be used for recreational opportunities and aesthetic enhancements
	Strategy NR-2.1. - Encourage clustered development that preserves open space while allowing a return on investment.
	Strategy NR-2.2. - Acquire or encourage acquisition of environmentally sensitive properties
	Strategy NR-2.3. -Promote preservation of woodlands
	Strategy NR-2.4. - Promote the location and design of open space areas within developments so that they contribute to and link individual homes to the City's green infrastructure network.
	Strategy NR-3.2. Enable and encourage Low-Impact Development practices in stormwater management
	Goal NR-4. - Preserve Hendersonville's agricultural resources in order to maintain a rich heritage and promote locally-grown food. Map 3.3a identifies areas for which the Comprehensive Plan recommends preservation of agricultural uses [subject property not indicated at "Agricultural Land" on Map 3.3a]
Cultural & Historic Resources	There are no Goals, Strategies, or Actions that are directly applicable to this petition.

GENERAL REZONING STANDARDS: COMPREHENSIVE PLAN CONSISTENCY	
Community Facilities	Strategy CF-6.1 - Encourage community open-space or play areas in new or redeveloped residential neighborhoods.
	Strategy CF-7.2 - Preserve and expand the public greenway system as a means of connecting neighborhoods to parks and increasing recreational amenities and open space.
Water Resources	Strategy WR-2.3 - Enable and encourage Low-Impact Development practices in stormwater management.
Transportation & Circulation	Strategy TC 2.2 - Preserve and expand the public greenway system as a core component of the bicycle and pedestrian transportation system. TC-2.2.1 Pursue opportunities for greenway expansion along stream corridors and rail lines; TC-2.2.2 Design and locate new greenways so that the greenways provide a logical link to neighborhoods...parks...and future regional greenways.
	Strategy TC-3.4 - Improve roadways as needed to implement the land use vision and meet level of service requirements. TC-3.4.5 widen and improve existing roadways as indicated on Map 7.3a (includes Tracey Grove)
	See “Staff Site Plan Review” for transportation consultant’s summary review of applicant’s traffic impact analysis (TIA).

GENERAL REZONING STANDARDS	
Compatibility	Whether and the extent to which the proposed amendment is compatible with existing and proposed uses surrounding the subject property -
	The surrounding land uses are single-family neighborhood, rural farmland, one multi-family apartment complex, cemetery and vacant land.
Changed Conditions	Whether and the extent to which there are changed conditions, trends or facts that require an amendment -
	The existing site plan for the site has expired. Development in vicinity of US Hwy 64 has continued to intensify and further commercial / multi-family development is anticipated. There is a continued need for housing in close proximity to goods and services and with walking connections to commercial nodes.
Public Interest	Whether and the extent to which the proposed amendment would result in a logical and orderly development pattern that benefits the surrounding neighborhood, is in the public interest and promotes public health, safety and general welfare -
	The addition of 161 single-family homes and 300 apartment units will fill a need for additional housing stock in Hendersonville.
	The proposed development will provide a greenway connection for the public to cross Mud Creek floodplain to Jackson Park/Oklawha Greenway and within one mile of downtown.
	The site does include several high-value and sensitive environmental resources. The projects clustering of development outside the floodplain and the developer's proposal to restore the wetlands and associated habitat do offer mitigation.
Public Facilities	Whether and the extent to which adequate public facilities and services such as water supply, wastewater treatment, fire and police protection and transportation are available to support the proposed amendment
	The size of the project did trigger a Transportation Impact Analysis, our transportation consultant's assessment of the TIA is provided in the "Site Plan Review – Summary Comments" section of this report.
	The Water & Sewer department has received an availability request and has indicated there are adequate facilities in the area to serve the development.
Effect on Natural Environment	Whether and the extent to which the proposed amendment would result in significantly adverse impacts on the natural environment including but not limited to water, air, noise, storm water management, streams, vegetation, wetlands and wildlife
	Site is currently a greenfield, new development reflects a significant increase in impervious surfaces. However, 86% of the Site (139.4 Acres) would be preserved as Open Space. 80,000 Sq Ft (1.84 Acres) of the tract will be dedicated to the City for parkland. The developer is working with Conserving Carolina to mitigate impacts to the wetlands and make improvements to the natural habitat on the site.
	NC Wildlife Resources Commission's Green Growth Toolbox habitat assessment tool identifies multiple portions of the site associated with the floodplain as having some level of conservation value, giving high value to the Rte. 64/Ewbank Swamp. The project's proposal is to conserve all the floodplain on the site including the Ewbank Swamp.

The petition is found to be **consistent** with the City of Hendersonville 2030 Comprehensive Plan based on the information from the staff analysis and the public hearing, and because:

The Medium Intensity Neighborhood designation calls for Planned Residential Developments as a secondary recommended land use and the proposed site plan aligns with development guidelines under strategy LU 6.4.

We **[find/do not find]** this petition to be reasonable and in the public interest based on the information from the staff analysis and the public hearing, and because:

DRAFT [Rationale for Approval]

- *The development is near the Rte 64 commercial corridor, an area of the city experiencing on-going development and redevelopment.*
- *The addition of multi-family and single-family residential addresses an ongoing supply need and is in keeping with the surrounding land uses.*
- *The proposal to conserve, via a conservation easement, the floodplain area on the site, including efforts to restore the ecological function of this important area is a general public good for the community.*
- *The site plan clusters development impacts away from the Natural Resource/Agriculture designated portions of the site, aligning with guidance from the Natural & Environmental Resource Chapter of the Comprehensive Plan. (NR-1 & LU-4)*
- *Greenway construction and ROW dedication adds to existing greenway network of aligns with specific goals established for greenways. (TC-2 & CF 7.2)*

DRAFT [Rational for Denial]

- *The comprehensive plan Medium Intensity Neighborhood does not recommend multi-family on Minor Throughfare. (LU-6)*

PROPOSED REQUEST DETAILS

- Site Plan Summary:
 - The site plan accompanying this petition contains the following provisions:
 - 300-Unit Apartment complex on approximately 14 Acres of the site
 - 13 – 3-Story / 3-4 Story Split Apartment Buildings
 - 10 - 9,420 Sq Ft Footprint
 - 3 - 12,370 Sq Ft Footprint
 - Pool and Clubhouse
 - 161 - Single-Family detached homes on the remaining 32 acres (approx.) of developable (non-floodplain) land of the site
 - Total Density = 2.8 Units/Acre
 - Open Space = 139.4 Acres (86% of site)
 - Impervious Surface = 21.67 Acres (13.4% of site)
- Proposed Uses:
 - Residential, Multi-Family
 - Residential, Single-Family
- Developer Conditions:
 - Developer Proposed Concessions:
 - Dedication of a 50' greenway easement.
 - Preservation of 62.6% of on-site trees greater than 12" dbh.
 - Stream buffer standard around the edge of the wetland. This buffer is typically required from top of bank of blue line stream.
 - Developer Proposed Conditions:
 - Access I at the southeastern corner of the property be permitted as a full movement access but will not have the 45' of ROW as required by the Subdivision Ordinance.
 - Height limitation for the project be increased from the 35' to 46' in compliance with the standards established for building height in Section 5-14-6.5 of the Zoning Ordinance.
 - A sun study was submitted to provide support for a request to allow multi-family buildings to exceed 35'. The multi-family residential is proposed to be 46'. The proposal complies with criteria established for building height in association with PRD (5-14-6.5). City Council has the authority to grant this increase in height limit and it is included as a developer proposed condition.

OUTSTANDING ISSUES & PROPOSED CONDITIONS

COMMUNITY DEVELOPMENT

Site Plan Comments:

The site plan accompanying this petition meets the standards established by the Zoning Ordinance for Planned Residential Development (5-14) and Site Plan Review (7-3) and the Subdivision Ordinance with the following exceptions:

- Site Plan does not include List of Conditions as requested.
- The proposed second access as shown does not meet city standards for a 45' ROW. Developer has proposed a 30' ROW as an alternative and included that design as a "proposed condition."
- Per the subdivision ordinance, an exemption to the standard highlighted above may be granted under certain circumstances, including if a "TIA allows a deviation." We are awaiting the updated TIA review from the City's Transportation Consultant for a recommendation on this request.
- Per the Zoning Ordinance Section 5-14-3, Wilmont Drive or the southeastern entrance will have to be improved to City standards to meet the requirement that "access...shall be by means of a boulevard or thoroughfare (major or minor). [resolved]

Proposed City-Initiated Conditions:

- None

CITY ENGINEER

Site Plan Comments:

- None

Proposed City-Initiated Conditions:

- None

WATER / SEWER

Site Plan Comments:

- None

Proposed City-Initiated Conditions:

- None

FIRE MARSHAL

Site Plan Comments:

- None

Proposed City-Initiated Conditions:

- None

STORMWATER ADMINISTRATOR

Site Plan Comments:

- The site plan accompanying this petition increases onsite impervious services from less than a 1/2 acre of impervious surface to over 22 acres of impervious surface.
- Conceptual Stormwater treatment facilities meet the standards of the City's Stormwater Ordinance.
- Due to the significant increase in impervious surface alongside the site's

proximity to valuable and sensitive natural resources, we do suggest some enhanced stormwater features to further protect and ensure the health of those resources.

Proposed City-Initiated Conditions:

- Enhance the Stormwater run-off system to treat and retain, at a minimum a 25-year event. Treatment and retention are currently required for a 10-year event.; and
- Utilize Low Impact Development practices through incorporation of bioretention ponds to retain and treat on-site stormwater (NR-3.2);

FLOODPLAIN ADMINISTRATOR

Site Plan Comments:

- The site includes over 100 acres of 100-year floodplain. No development is proposed within the floodplain.
- Proposed conservation and restoration efforts within the floodplain are permitted via state and local law and have the capacity to strengthen the function of the floodplain area.

Proposed City-Initiated Conditions:

- Provide details related to the provision of a Conservation Easement and/or Dedication of land to Conserving Carolina including commitment from Conserving Carolina as a note on the site plan; and
- Provide details related to developer proposed restoration of on-site wetlands, delineating areas proposed for restoration on the site plan; and

PUBLIC WORKS

Site Plan Comments:

- None

Proposed City-Initiated Conditions:

- None

NCDOT

Site Plan Comments:

- None

Proposed City-Initiated Conditions:

- None

TRANSPORTATION CONSULTANT

Site Plan Comments:

- The proposed development is anticipated to generate 3,244 daily trips as per the International Transportation Engineer Trip Generation Manual, 10th Edition, thus triggering the Zoning Code 1,000 daily trip threshold (Section 6-18). The City's Transportation Consultant (Jonathan Guy, Kimley Horn)

provided the following feedback on the TIA submitted by the development team:

Based on a technical review of the revised TIA report as submitted, several elements of the report and analysis do not address comments provided by Kimley-Horn on January 3, 2022. These unaddressed comments are summarized in the bulleted list below, with the relative impact on the analysis results and recommendations noted in brackets. [Staff has provided the comments noted as moderate and high impact]

- The TIA recommends a new eastbound right-turn lane from Dana Road to Tracy Grove Road with 150 feet of storage. However, the maximum queue length observed in SimTraffic for this movement (per the revised analysis results) is approximately 200 feet. The recommended storage length should be extended to accommodate this queue. [Moderate Impact]
 - **Latest Review Comment:** This has been addressed in the updated TIA. In the comments it is noted that right of way needs to be provided by a party with eminent domain. The procurement of the necessary right of way for the improvement should be the responsibility of the developing party. Furthermore, economics relative to the cost born by a developer relative to an improvement should not be a factor by which an improvement is to be considered or not.
- Protected-permissive phasing is coded at the intersection of Dana Road/Duncan Hill Road with 7th Avenue under future conditions. Per NCDOT Congestion Management Capacity Analysis Guidelines, the westbound left-turn movement should be coded to operate with protected only phasing. The analysis should be updated or justification for deviating from the guidance otherwise provided within the report text. [Moderate Impact]
 - **Latest Review Comment:** The comment responses contained in the Appendix A, notes that this item has been addressed. A review of the analysis files contained in the Appendix B indicates that the coding of Dana Road/Duncan Hill Road at 7th Avenue for the WB left is still shown with Protected Permissive phasing. Furthermore, it is noted that slits (time for each phase) were modified between the Existing, Background, and Build scenarios for signalized intersections. Phasing splits should be maintained consistent between the background and build scenarios for accurate comparison to measure the impact of the development and determine the necessary mitigation. It is appropriate to show a change in splits between existing and background as it can be reasonably assumed that timings will change from current (existing) conditions.
- A protected northbound left-turn phase (Phase 5) is coded at the intersection of Duncan Hill Road with 7th Avenue under some scenarios, but the existing signal does not operate with this phasing per the signal plans included in Appendix D. Signal phasing should be adjusted in the analysis accordingly or justification for deviating from existing phasing should otherwise be provided within the report text. [Moderate Impact]
 - **Latest Review Comment:** The synchro files contained in the Appendix still show the NB left has been coded with protected + permissive phasing. The comment response in Appendix A indicates that this has been corrected. Per Congestion Management guidelines dedicated left-turns at signalized intersection

with a phase should be coded as protected only.

- The signal cycle length and splits differ between scenarios, making comparisons of delay and queue length more convoluted. The report text should clearly state that signal splits were optimized between scenarios and provide justification. [Moderate Impact]
 - **Latest Review Comment:** See note above. The cycle lengths are consistent, but the splits are varying between scenarios.
- The Turn Lane Warrants section of the TIA report examines the need for left-turn lanes at the site access points but does not explore the potential need for right-turn lanes. [High Impact]
 - Based on the proposed site trip distribution and the nomograph provided within the NCDOT Policy on Street and Driveway Access to North Carolina Highways, a right-turn lane is warranted at the intersection of Tracy Grove Road with Proposed Site Access 1.
 - Right-turn lane warrants should be analyzed and included in revisions to the TIA report.
 - **Latest Review Comment:** Turn lane warrants were provided for Access 1, but not for Wilmont Drive and Tracy Grove Road and Wilmont Drive and Access 2. Both of these are unsignalized and will have the presence of site traffic. Clarification on why these were not analyzed should be provided.
- Based on a technical review of the revised TIA as submitted, the additional comments presented herein should be addressed as appropriate. Most critically:
 - Existing protected-permissive signal phasing should be coded as protected-only phasing under future conditions at all applicable study intersections per NCDOT guidelines.
 - The northbound left-turn movement at the intersection of Duncan Hill Road with 7th Avenue should be modeled with permissive phasing under all scenarios based on the existing signal plans included in Appendix D.
 - The Turn Lane Warrants section of the TIA report examines the need for left-turn lanes at the site access points but does not explore the potential need for right-turn lanes.
 - Based on the proposed site trip distribution and the nomograph provided within the NCDOT Policy on Street and Driveway Access to North Carolina Highways, a right-turn lane is warranted at the intersection of Tracy Grove Road with Proposed Site Access 1. [Clarification from Transportation Consultant needed to determine if this should be a recommended mitigation / condition].
 - Right-turn lane warrants should be analyzed and included in revisions to the TIA report.
- In review of the mitigation provided for the proposed development we recommend the following mitigation for the proposed development:
 - Construct a EB right turn lane on Dana Road with 200 feet of full width storage and appropriate taper

- Modify the existing traffic signal at Dana Road and Tracey Grove Road to accommodate the addition of the EB right turn lane
- Construction of a NB left-turn lane at Access I with 150 feet of storage and appropriate taper

Proposed Conditions & Recommendations:

- Revise TIA based on comments from Kimley-Horn TIA Review dated April 21, 2022
- Dedicate ROW along frontage of Tracey Grove Road. [outstanding]
- Commit to the construction of the following mitigation measures as identified in the Transportation Impact Analysis.
 - Construct a EB right turn lane on Dana Road with 200 feet of full width storage and appropriate taper
 - Modify the existing traffic signal at Dana Road and Tracey Grove Road to accommodate the addition of the EB right turn lane
 - Construction of a NB left-turn lane at Access I with 150 feet of storage and appropriate taper.
 - Based on the proposed site trip distribution and the nomograph provided within the NCDOT Policy on Street and Driveway Access to North Carolina Highways, a right-turn lane is warranted at the intersection of Tracy Grove Road with Proposed Site Access I. [Clarification from Transportation Consultant needed to determine if this should be a recommended mitigation / condition].

TREE BOARD

Site Plan Comments & Recommended Conditions:

- See attached Tree Board Summary