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July 19, 2017

M&C 02735-0187
(Revised)

Lynn Richardson
Chatham County Planning
80-A East Street
Pittsboro, NC 27312-0130

RE: Briar Chapel Preliminary Plat Submittal – SD East Commercial

Ms. Richardson:

Enclosed please find the preliminary plat submittal for Briar Chapel, SD East. The EOC approved private right-of-way street name is Market Chapel Road. Another private street name, Coharie Pines Drive, has been approved by EOC for the cul de sac road serving parcels 2A, 2B and 3 as shown on the concept plan provided to the Planning Department.

The preliminary plat shows and maintains the 300' perimeter buffer along the Fearington boundary as required by the Conditional Use Permit. Also, the preliminary plat shows 11 total lots instead of the 10 lots shown for the Pre-app TRC in February 2017. Lot number 2 from February was split into two lots (parcel 2A and parcel 2B) for the preliminary plat.

Regarding the 2014 CUP conditions, paragraph 5 of the amendment states that "Commercial components of the Briar Chapel Development shall be accessible via public sidewalks, greenways, paths or trails." It does not include crosswalks across US 15-501 South and North. The language of the CUP makes this clear as the next sentence reads: "Pedestrian access to SD North is substantially complete. Such pedestrian access shall be made to SD West." There is no mention of SD East because pedestrian access to SD East by way of "sidewalks, greenways, paths or trails" is impossible without a crosswalk across US 15-501 South and North. The DOT development of the Super Street plan for 15-501 is consistent with this result because it emphasizes keeping traffic moving rather than having pedestrian crossings. On the other hand, all commercial components have and will have sidewalk accessibility between and among the commercial elements within each Special District. SD North has sidewalks that allow pedestrian access between the commercial components of SD North. The same will be true for SD West and SD East."

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Vehicular turning movements at the two driveways for SD East were established by the NCDOT approved synchronized street package prepared by Kimley Horn. At the southern drive for SD East (across from Andrews Store Road), there will be a single lane of ingress accessed by a right turn off of northbound US 15-501 traffic or a left turn from southbound US 15-501 traffic. Egress from SD East at the southern driveway is right out only. At the northern drive for SD East (across from Taylor Road), there will be a single lane of ingress accessed by a right turn off of northbound US 15-501 traffic. There will be left turn and right turn egress from SD East at the northern driveway. Controlled by a signal, there is a left turn to access US 15-501 southbound and there is also a right turn to access US 15-501 northbound.

Also, the following conditions from the 2014 CUP Revision should be noted:

1. NNP and Chatham County have reached a resolution of the Sheriff's Substation Reservation condition 14(g) of the Conditional Use Permit. With the agreement of the County attorney, the contract for sale of the CCCC site (located in SD-West) will include the following language:

14. Sheriff's Satellite Office Reservation. The Reservation for the 5,000 square feet of shell space for the Sheriff's Office required by the Conditional Use Permit shall not be applied to the Property but shall remain in full force and effect notwithstanding the conveyance of the Property. Seller shall continue to make good faith efforts to reserve said space within the agreement to convey the next lot located within the portion of SD West located North of Taylor Road

2. NNP and Chatham Transit have reached resolution of the designation of Park and Ride spaces at SD-W and the bus shelter such that 18 spaces, along with a bus shelter will be designated for the Park and Ride area within SD West.

If you have any questions during your review, please do not hesitate to give me a call at 919.233.8091.

Sincerely,
McKIM & CREED, INC.



Chris Seamster, RLA
Regional Manager

cc: Mr. Lee Bowman
Mr. Nick Robinson

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