



LINCOLN COUNTY PLANNING & INSPECTIONS DEPARTMENT
302 NORTH ACADEMY STREET, SUITE A, LINCOLNTON, NORTH CAROLINA 28092
704-736-8440 OFFICE 704-736-8434 INSPECTION REQUEST LINE 704-732-9010 FAX

To: Board of Commissioners
Planning Board

From: Randy Hawkins, Zoning Administrator

Date: March 17, 2017

Re: PD #2014-2-A2
MD7 Financial, LLC, applicant
Parcel ID# 91817

The following information is for use by the Lincoln County Board of Commissioners and Planning Board at their joint meeting/public hearing on April 3, 2017.

REQUEST

The applicant is requesting to amend a master plan for a planned mixed-use development to permit 135 single-family detached homes and 133 townhomes on a 74-acre tract currently approved for 220 single-family detached homes, and to amend the master plan in regard to phasing and road improvements.

This request involves the planned 116-acre Rivercross development, which was approved in a rezoning in February 2015 for 200 apartments, 40 townhomes and 100,000 square feet of commercial space in addition to 220 single-family detached homes. The approved plan also includes road improvements at the two entrances to the development and at the intersection of Optimist Club Road and Triangle Circle.

At the time of the rezoning, the Rivercross site was a single tract under one ownership. It has since been subdivided into three tracts that are now under separate ownership: the 74-acre single-family site, the 12-acre apartment site and the 29-acre commercial site. The original owner Rivercross Investments, LLC, retains the commercial site, which includes 40 proposed townhomes. No development has started on any of the three sites.

Under the original master plan, nearly all of the road improvements were assigned to the development's first phase, which called for 79 lots for single-family detached homes.

Last year, at the request of Rivercross Capital, LLC, the owner of the apartment site, the Board of Commissioners approved modifications to the master plan to allow the development of that area to proceed first with its own assigned road improvements and to allow six duplexes (12 dwelling units) in addition to the 200 apartments. (Rivercross Capital has submitted a new application to amend the plan to permit 228 apartments with no duplexes. That application is scheduled for a public hearing on May 1.)

As part of its application, MD7 Financial has submitted the results of a traffic engineer's analysis of the impact of 135 single-family detached homes and 133 townhomes. Based on trip generation figures established by the Institute of Transportation Engineers (ITE) for different housing types, the analysis showed the proposed mix of 268 dwelling units would result in a 1.8% increase in the total number of daily trips compared to 220 single-family detached homes.

The analysis also compared the impact of the proposed 268 dwelling units to the overall development. In a technical memo, transportation engineer Randy Goddard of Design Resource Group recommended that the remaining traffic improvements (those not assigned to the apartment site) be assigned to the other sites based on the percentage of the overall trip generation. MD7 Financial has agreed to contribute toward some of the improvements that weren't recommended for assignment to the single-family site.

Following is a table that lists the traffic improvements required under the rezoning, the improvements assigned to the apartment site, the improvements proposed to be assigned to the single-family site, and the remaining improvements proposed to be assigned to the commercial site:

Approved and proposed assignment of traffic improvements

<i>Traffic improvements in master plan</i>	<i>Apartment site (approved in PD #2014-2-A1)</i>	<i>Single-family site as proposed in PD #2014-2-A2</i>	<i>Remaining improvements for commercial site</i>
NC 16 Business & Cherry Point Drive at Site Access (Main Boulevard) 1) Construct right-turn lane (into the site) on southbound NC 16B with 200 feet of storage. 2) Remark northbound center lane on NC 16B as a dedicated left turn lane (into the site) with 375 feet of storage 3) Remark southbound center lane on NC 16B as a dedicated left turn (into Cherry Pointe Drive) with 100 feet of storage 4) Construct two exit lanes (left turn and right turn/through) at the site entrance with 250 feet of storage 5) Install traffic signal when warranted		NC 16 Business & Cherry Point Drive at Site Access (Main Boulevard) 1) Construct right-turn lane (into the site) on southbound NC 16B with 200 feet of storage. 2) Remark northbound center lane on NC 16B as a dedicated left turn lane (into the site) with 375 feet of storage 3) Remark southbound center lane on NC 16B as a dedicated left turn (into Cherry Pointe Drive) with 100 feet of storage 4) Construct two exit lanes (left turn and right turn/through) at the site entrance with 250 feet of storage 5) Contribute \$100,000 toward installation of signals at two locations*	5) Pay remaining costs of installing signal
Triangle Circle at Site Access 1) Construct a southbound right-turn lane (into the site) with 50 feet of storage 2) Construct a northbound left-turn lane (into the site) with 100 feet of storage 3) Construct two exit lanes (right turn and left turn) at the site entrance with 100 feet of storage	Triangle Circle at Site Access 1) Construct a southbound right-turn lane (into the site) with 50 feet of storage 2) Construct a northbound left-turn lane (into the site) with 100 feet of storage 3) Construct two exit lanes (right turn and left turn) at the site entrance with 100 feet of storage		

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<i>Traffic improvements in master plan</i>	<i>Apartment site (approved in PD #2014-2-A1)</i>	<i>Single-family site as proposed in PD #2014-2-A2</i>	<i>Remaining improvements for commercial site</i>
Optimist Club Road and Triangle Circle 1) Construct a right-turn lane on eastbound Optimist Club Road with 350 feet of storage 2) Construct a left-turn lane on northbound Optimist Club Road with 250 feet of storage 3) Install traffic signal when warranted	Optimist Club Road and Triangle Circle 1) Construct a right-turn lane on eastbound Optimist Club Road with 125 feet of storage	Optimist Club Road and Triangle Circle 1) Construct a right-turn lane on eastbound Optimist Club Road with an additional 100 feet of storage 3) Contribute \$100,000 toward installation of traffic signals at two locations*	Optimist Club Road and Triangle Circle 1) Construct a right-turn lane on eastbound Optimist Club Road with an additional 125 feet of storage 2) Construct a left-turn lane on northbound Optimist Club Road with 250 feet of storage 3) Pay remaining costs of installing signal
Other improvements 1) Construct a connector road linking Triangle Circle site access and NC 16 Business site access 2) Contribute \$75,000 toward extension of Main Boulevard into potential future phase of Airlie Business Park	Other improvements 1) Construct a connector road linking Triangle Circle site access and NC 16 Business site access		

SITE AREA AND DESCRIPTION

This property is located on the south side of the southern end of Triangle Circle near N.C. 16 Business. It is adjoined by property zoned I-G (General Industrial), PD-R (Planned Development Residential) B-N (Neighborhood Business), R-T (Transitional Residential) and R-SF (Residential Single-Family). Land uses in this area include residential, business and industrial. Public water and sewer lines are located in this area.

In November 2016, the Board of Commissioners approved the rezoning of a 73-acre site adjacent to Rivercross's northern boundary to permit 180 single-family detached homes. One of the accesses to the Wildbrook subdivision will be via a connection to Rivercross and its entrance off Triangle Circle. Other access points will be Airlie Parkway and Rufus Road.

PLAN CONFORMANCE

The front portion of the Rivercross site is identified by the NC 16 Corridor Vision Plan as a potential community center. The plan calls for a mix of commercial and office uses built in an urban or downtown-type setting with on-street parking, an urban green or open space, as well as a natural area with a small amphitheater near the creek and pond at the southern edge of this property. The plan also calls for a new road network that would provide alternate travel routes between N.C. 16 Business and Optimist Club Road, Rufus Road and Triangle Circle through this property.

Strategy 1.3.1 of the Land Use Plan calls for locating denser development in areas where it will be supported by existing public utility and transportation infrastructure with adequate capacity or where such adequate capacity will be developed concurrently.

Strategy 6.1.1 calls for encouraging mixed-use development in which residential and commercial uses are well-integrated with each other and aesthetically pleasing. Strategy 6.1.2 calls for connectivity within planned developments and with adjoining tracts.

STAFF'S RECOMMENDATION

Staff recommends that the proposed amendment be approved. See proposed statement on following page for rationale.

Included in this packet:

- An application to amend the master plan with a narrative
- The applicant's proposed terms and conditions
- The transportation technical memo
- The proposed site plan
- The original terms and conditions for the Rivercross development



LINCOLN COUNTY PLANNING & INSPECTIONS DEPARTMENT

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Zoning Amendment Staff's Proposed Statement of Consistency and Reasonableness

Case No. **PD #2014-2-A2**

Applicant **MD7 Financial, LLC**

Parcel ID# **91817**

Location **west of N.C. 16 Business, south of southern end of Triangle Circle**

Proposed master plan amendment **permit 135 single-family detached homes and 133 townhomes on a 74-acre tract currently approved for 220 single-family detached homes, and amend the master plan in regard to phasing and road improvements**

This proposed amendment **is consistent** with the Lincoln County Comprehensive Land Use Plan and other adopted plans in that:

The planned development is consistent with the NC 16 Corridor Vision Plan's goal of creating a community center built in an urban-type style and including a green and an amphitheater for community activities. It is consistent with the corridor plan's goal of creating a new road network to provide alternate travel routes between N.C. 16 Business and Optimist Club Road, Rufus Road and Triangle Circle. The planned development is consistent with Strategy 6.1.1 of the Land Use Plan, which encourages mixed-use developments in which residential and commercial uses are well-integrated and aesthetically pleasing. It is also consistent with Strategy 6.1.2, which calls for connectivity within planned developments and with adjoining tracts.

This proposed amendment **is reasonable and in the public interest** in that:

The addition of townhomes on this site will provide another option for homebuyers. The additional dwelling units will not result in a significant increase in the traffic impact. The assignment of traffic improvements is reasonably based on the percentage of the overall trip generation. In combination with the development of the apartment site and the development of the planned Wildbrook subdivision, this development will provide an alternate travel route between N.C. 16 Business and Triangle Circle, Rufus Road, Optimist Club Road and Airlie Parkway.

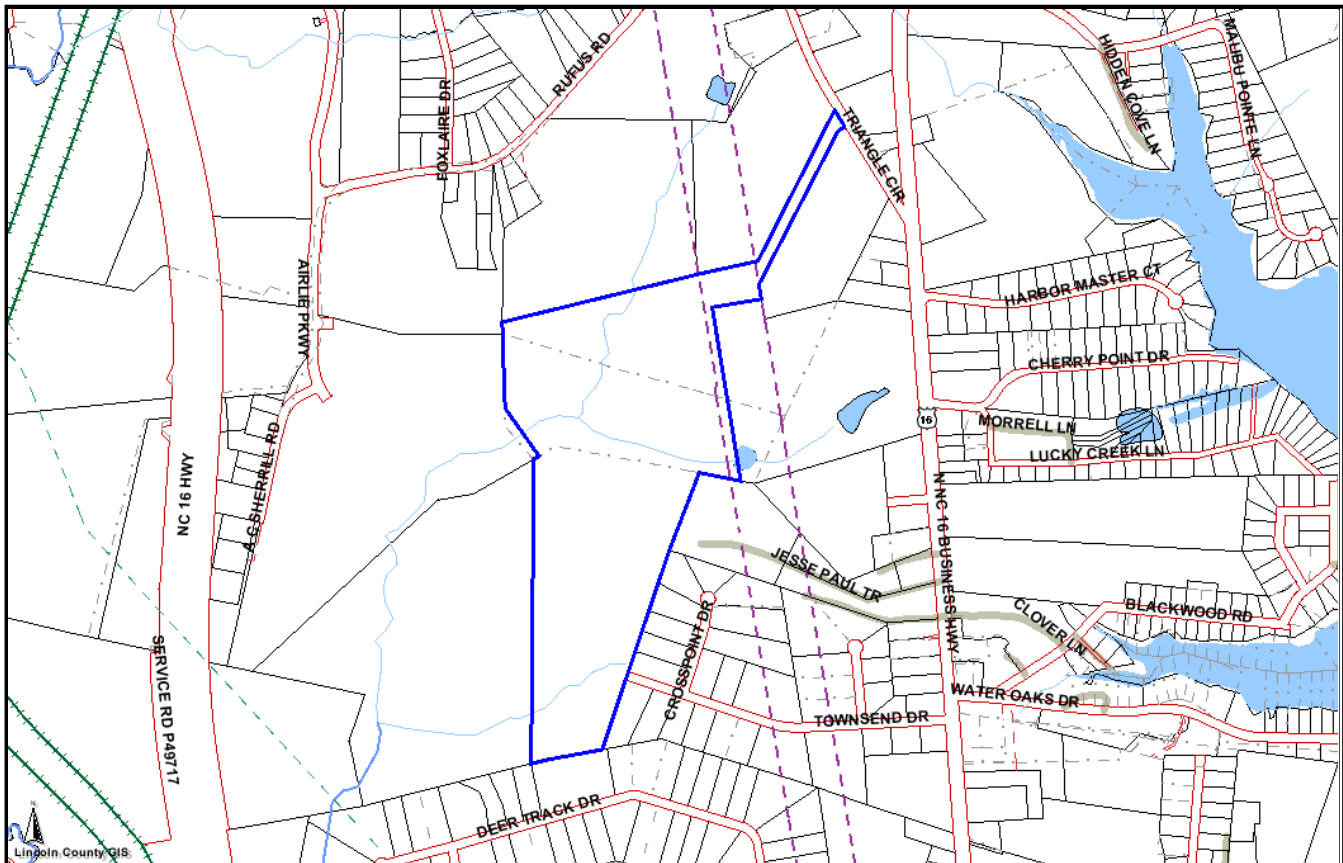
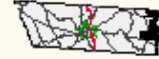


Lincoln County, NC

Office of the Tax Administrator, GIS Mapping Division

Lincoln County and its mapping contractors assume no legal responsibility for the information contained on this map. This map is not to be used for land conveyance. The map is based on NC State Plane Coordinate System 1983 NAD.

Date: 2/9/2017 Scale: 1 Inch = 1200 Feet



PHOTOS

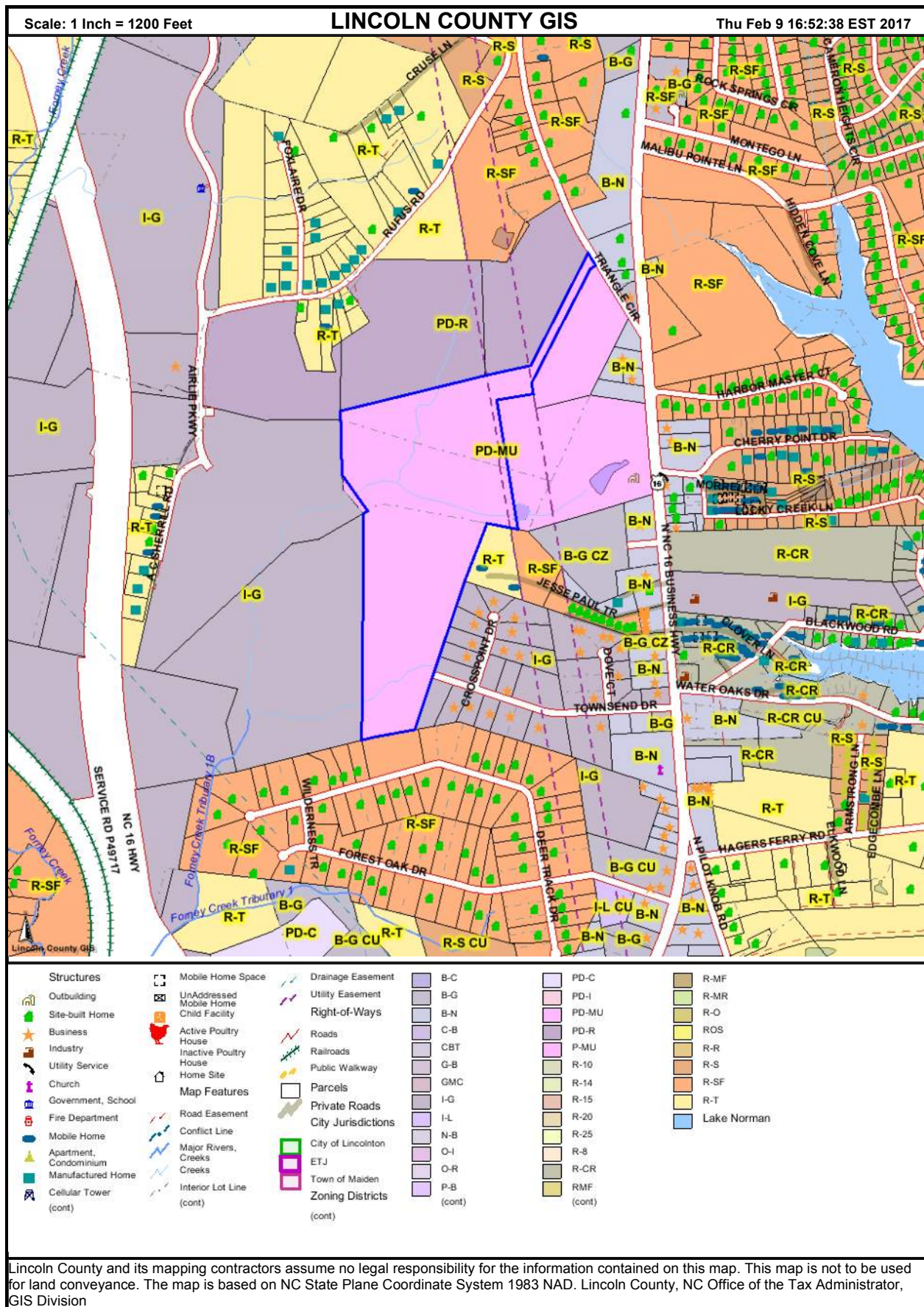


Photo Not Available

PARCEL INFORMATION FOR 4602-49-5449

Parcel ID	91817	Owner	CAPSIGNA PROPERTIES LLC
Map	4602-01	Mailing	7804 FAIRVIEW RD, PMB 327
Account	0255045	Address	CHARLOTTE NC 28226
Deed	2516-0837	Recorded	5/1/2015
Value	Work in Progress	Sale Price	0
		Previous Parcel	32954
----- All values are for tax year 2016. -----			
Description	PT OF RIVERCROSS LAND		Deed Acres
Address	N NC 16 BUSINESS HWY		Tax Acres
Township	CATAWBA SPRINGS		EAST LINCOLN
Improvement	No Improvements		
Zoning	Calculated Acres	Voting Precinct	Calculated Acres
District	73.93	TRIANGLE (TR30)	73.93
PD-MU			
Watershed Class		Sewer District	
Not in a watershed	73.61	Not in the sewer district	23.76
WS-IVC	0.31	In the sewer district	50.17
2000 Census County		Tract	Block
37109		071100	2016
Flood	Zone Description	Panel	
X	NO FLOOD HAZARD	3710460200	49.54
X	NO FLOOD HAZARD	3710460300	24.38

PD #2014-2-A2
Subject property is outlined in blue





Application to Amend Planned Development Plan

Lincoln County Planning and Inspections Department
Zoning Administrator
302 N. Academy St., Lincolnton, NC 28092
Phone: (704)736-8440 Fax: (704)732-9010

PART I

Applicant Name MD7 Financial LLC
Applicant Address 8905 Primula Dr, Gaithersburg, MD 20882
Applicant Phone Number 301-908-5522
Property Owner Name Capsignia Properties
Property Owner Address 7804 Fairview Rd, PMB #327, Charlotte, NC 28226
Property Owner Phone Number 704-309-3904

PART II

Property Location N. NC16 Business Hwy
Property ID (10 digits) 4602-49-5449 Property size Approx 74
Parcel # (5 digits) 91817 Deed Book(s) _____ Page(s) _____

PART III

Zoning District PD-MU

Briefly explain the proposed modification(s) to the Planned Development master plan.

Adjust mixture of single family detached and townhome units and clarify transportation improvements

APPLICATION FEE (\$1,000.00) MUST BE RECEIVED BEFORE PROCESSING.

*

I hereby certify that all knowledge of the information provided for this application and attachments is true and correct to the best of my knowledge.

[Signature]
Applicant's Signature

1/19/17
Date

Rivercross Residential Development
Proposed Modifications to Original Plan

The original Rivercross Master Plan was approved in February of 2015 as PD# 2014-2. The plan included single family residential, townhome, multifamily and commercial development described and defined in the Terms and Conditions that were approved as part of the plan. The plan also included a list of transportation infrastructure improvements that were to be installed as the site developed to offset the impacts of the new development. The plan contemplated a single master developer would accomplish the implementation of the master plan and as such the transportation improvements were not specifically assigned to the trip generating uses that they were to serve.

As often happens the property was not purchased by the master developer so various portions of the site will be developed by individual developers but all still in accordance with the Master Plan. But without a master developer the matter of infrastructure installation becomes more complicated. Since no single developer will be making all of the improvements, the specific improvements need to be assigned to the separate components of the site to offset the traffic generated by that part of the development. This has already occurred for one portion of the site.

In 2016, the multi-family portion of the site was modified and added additional units to the original approval and, more importantly, specified which of the transportation improvements called for in the Master Plan approval would be installed as part of the multi-family development. These improvements, approved as PD# 2014-2-A1, included roads to be constructed within the site and improvements to be made to public streets that served the site. In this way, the multifamily development took specific responsibility for improvements to offset the impacts of their development while leaving the remaining list of Master plan improvements lumped together with no correlation between the list of improvements and the traffic impacts those improvements were designed to mitigate.

Rezoning PD# 2014-2-A2 had been filed to propose changes to the single family portion of the Rivercross Master Plan. Just as in the case of PD# 2014-2-A1, the applicant is seeking a modification in the number of residential units included in that portion of the Master Plan, a change on the mix of units that increases the total number but actually reduces the traffic impact, and lists specific transportation improvements that relate to the impacts of the residential portion of the Master Plan. The Applicant has worked for several months with the County Planning Staff and NCDOT to assure that we were accommodating the necessary mitigation for this portion of the development and making those improvements in a timely fashion coordinated with the development. These improvements will include internal streets with will connect with the internal streets installed by the multi-family development and improvements to public streets that adjoin or are in proximity to the site. Those internal street connections also benefit the Wildbrook development that adjoins the Rivercross site by providing improved access to NC 16 Business. The original Rivercross Master Plan called for 220 single family

detached homes (plus 200 apartments as a separate phase and 40 town homes as part of the commercial section.) The Applicant seeks the addition of 48 single family homes but will shift the unit mix so there is a 50/50 mix of detached homes and town homes. This shift toward town homes will result in an approximately 2% change in the total number of trips from the site even though there are 48 more units. When completely developed, these changes will result in approximately 30% of the total traffic for the entire Master Plan. But the Applicant will still install the preponderance of the physical internal and external transportation facilities called for in the original Master Plan. The main entrance to the site- that will serve the future commercial site- will connect to the street that will be built as part of the multi-family development that will also serve the commercial site. This will open up the entire site for development and will also allow traffic from the Wildbrook development to have access to NC 16 Business through the Rivercross site. The needed improvements for turn lanes and the like on NC 16 Business to accommodate this new entrance to the site will also be completed by the Applicant as part of the residential development. In addition, the Applicant, in conjunction with improvements to be made as part of the multi-family development, will extend the right turn storage lane to be built on Optimist Club Rd. by an additional 100'. Finally, the Applicant will reallocate and supplement funds that had been previously tied to the site development up to a total of \$100,000.00 to be used for the installation of two traffic signals when those signals are warranted. If a decision is made not to install one or both of those signals within a reasonable time, the funds will inure to the benefit of Lincoln County to be used for road improvements in the area.

REVISED PD-R TERMS & CONDITIONS
RIVERCROSS SINGLE FAMILY AND TOWNHOME PHASE
LINCOLN COUNTY, NC

The purpose of this report is to amend the Terms and Conditions previously approved by Lincoln County for the single family section of Rivercross. The terms and conditions presented in this report will replace all previously agreed-to requirements pertaining to the single family section of Rivercross.

1. PROJECT INFORMATION

Rivercross Single Family is located generally west of Business Hwy 16 just south of South Triangle Circle. The total site area is approximately 74 acres. The original Rivercross PD-R plan included 220 single family detached homes. This new Planned Development Plan includes 135 single family detached homes and 133 single family attached townhomes for a total of 268 homes.

2. GENERAL PROVISIONS

The Planned District Plan is intended to reflect a generalized arrangement of the site in terms of lot layout, building layout, street network, and open space areas. Final configuration, placement and size of individual site elements, streets alignments, etc. may be altered or modified within the limits of the Ordinance as described in Section 9.5.13, and the standards established within these conditional notes during the design development (platting) and construction phases. The Petitioner reserves the right to make minor modifications and adjustments to the approved Planned District Plan, subject to staff approval, provided that the total number of residential units does not exceed the maximum permitted. Any major modifications will require resubmittal to the Board of Commissioners.

Throughout these Conditions,, the terms “Owner”, “Owners”, “Petitioner” or “Petitioners,” , “Applicant” or “Applicants” shall, with respect to the Site, be deemed to include the heirs, devisees, personal representatives, successors in interest and assignees of the owner or owners of the Site who may be involved in its development from time to time.

3. DEVELOPMENT STANDARDS

Pursuant to Sections 2.4.9 and 9.5 of the Lincoln County Unified Development Ordinance (UDO) entitled Planned Development Districts and Planned Development Review respectively; the Petitioner seeks to obtain approval of the use of the following Development Standards concurrently with the approval of the Rezoning Petition. These standards, as established both by the conditional notes as set out below and as depicted on the Preliminary Concept Plan shall be followed for development of the property. Unless otherwise approved as part of these conditional notes, the Lincoln County Unified Development Ordinance shall prevail when developing the site.

4. PERMITTED USES/DENSITIES

The project shall be limited to 268 residential units and any incidental or accessory uses.

Uses on the Common Open Space (COS) may include landscaping, fences, walls, berms, pedestrian trails, passive and active recreational uses, natural areas, entry signage, monuments, and storm water BMPs (if required).

5. AMENITIES

The Single family area will include a Pool and Cabana (or clubhouse) that will be constructed with the first 100 dwelling units.

6. OPEN SPACE, BUFFER YARDS, AND LANDSCAPING

The Single Family phase will meet or exceed the requirements for open space. Landscaping for the development shall meet or exceed all requirements of the UDO. A detailed landscaping plan will be submitted to County staff along with the construction plans.

7. PROPERTY OWNER'S ASSOCIATION

Property Owners Association shall be established and will be responsible for maintaining all private roadways/right-of-way landscaping, signs, amenities, storm water features, parking areas, and common open space.

8. PARKING, LIGHTING, AND SIGNAGE

Parking, lighting, and signage shall comply with all requirements in the UDO.

9. STORM WATER COMPLIANCE

Rivercross Single Family Phase shall comply with all required storm water management regulations.

10. PERMITTING

The Petitioner understands that all permits from the appropriate agencies must be obtained prior to construction activities.

11. WATER AND SEWER AVAILABILITY

This property is located in the East Lincoln Water and Sewer District and the Petitioner understands that water and sewer availability must be approved by Lincoln County prior to development. It is the

Petitioner's responsibility to incur all fees and infrastructure costs for providing water and sewer throughout the development. The Petitioner will comply with all district water and sewer standards.

12. DEVELOPMENT PHASING

The Single Family section will be developed in multiple phases as shown on the Concept Plan. The pool and clubhouse will be constructed with the first 100 units.

13. VEHICULAR ACCESS AND ROAD IMPROVEMENTS

Access to the Single Family Phase will be primarily from NC 16 (Business) and will also be provided by connections to a street being constructed as part of the Rivercross Apartment Phase of the overall Master Plan. The transportation improvements that will be constructed as part of the Single Family Phase, based on the traffic impact of that Phase, are listed below.

NC 16 Business & Cherry Point Drive/Proposed Site Access

- Remark the current northbound two-way left-turn lane (TWLTL) on NC Business 16 with a dedicated left turn lane with 375 feet of storage
- Remark the current southbound TWLTL on NC Business 16 with a dedicated left turn lane with 100 feet of storage (to Cherry Point Drive)
-
- Construct a new southbound right turn lane on NC Business 16 with 200 feet of storage and an appropriate bay taper
- Construct the Proposed Access with one westbound ingress lane, an eastbound left turn egress lane with 250 feet of storage (and an appropriate bay taper) and an eastbound combined through-right egress lane
- The \$75,000.00 that had been included in the previously approved Rivercross master plan will be deposited into an escrow account to be used for the mitigation of traffic from the overall Rivercross development and specifically for the future installation of traffic signals at the intersection of Optimist Club Rd. and Triangle Circle and at the major site entrance road, Cherry Point Dr., and NC 16 Business. The applicant will deposit an additional \$25,000.00 to this escrow fund for a total escrowed amount of \$100,000.00 to be used for future traffic signal installation. These funds will remain in escrow for a period not to exceed 7 years from the date of the deposit. If after 7 years the traffic signals have not been installed, those funds will be transferred to an escrow account for the benefit of Lincoln County for road improvements in the surrounding area to be deployed at the sole discretion of Lincoln County in conjunction with NCDOT. The first \$50,000.00 of the total amount will be escrowed at the time of plat approval for Phase 1A and the remaining \$50,000.00 will be escrowed at the time of plat approval for Phase 2A.

- The applicant, in conjunction with the developers of the multi-family portion of the Rivercross Master Plan, will construct or participate in the construction of an additional 100' of storage for an eastbound right turn lane on Optimist Club Road at Triangle Circle that is required to be constructed as part of the approved multi-family plan.

The remaining transportation improvements identified as part of the original approval of the Rivercross Master Plan will be completed as other Phases of development occur on the Master Plan site to offset the impacts of those future Phases of the development.

14. DIMENSIONAL STANDARDS FOR LOTS

Building setbacks shall be:

Front: 20'

Side: 5', 10' on corner lots

Rear: 10'

Building height shall be limited to 35'

15. MODEL HOMES/SALES OFFICES

Model homes may be constructed within residential areas at the developer's discretion. Mobile temporary sales offices shall be allowed at the developer's discretion and shall be subject to any special permits required by Lincoln County. All models shall have an approved all weather surface (stone, asphalt, etc.) prior to the issuance of a Certificate of Occupancy.



TRANSPORTATION TECHNICAL MEMORANDUM

Date: March 14, 2017

To: Timothy W. Anderson, P.E.
District Engineer
NCDOT Division 12, District 3

From: Randy E. Goddard, P.E.
Managing Principal
Design Resource Group, PA (C-2165)

Subject: **Rivercross Residential** (659-002)

EXECUTIVE SUMMARY

As discussed below, the residential portion (Phase I) of the Rivercross development generates a minor percentage of the total traffic (54% of the AM peak hour trips, 31% of the PM peak hour trips, and 29% of the total two-way daily trips) when compared to the overall Approved Development Master Plan.

In our professional opinion the only mitigation required in Phase I are the originally recommended improvements (with the exception of the traffic signal) at the site access on NC Business 16. The developer, in conjunction with improvements to be made as part of the multi-family site (Hawthorne), will extend the right turn lane storage (the right turn lane construction is a required mitigation of the Hawthorne multi-family) to be built on Optimist Club Road by an additional 100'. The developer has also agreed to deposit the previously discussed \$75,000 contribution, along with an additional \$25,000 into an escrow account to be used for the future installation of traffic signals (when warranted) at the intersections of Optimist Club Road & Triangle Circle and NC Business 16 & Cherry Point Drive/Rivercross Access (or other roadway mitigations in the surrounding area if the signals do not get installed). The remaining mitigation should be provided with the completion of the Rivercross Master Plan Development (the specifics are described later in this document). Therefore, we recommend the following mitigation phasing plan:



NC 16 Business Facing South
to Cherry Point Drive



PHASE I (Residential):

NC 16 Business & Cherry Point Drive/Proposed Site Access

- Remark the current northbound two-way left-turn lane (TWLTL) on NC Business 16 with a dedicated left turn lane with 375 feet of storage
- Remark the current southbound TWLTL on NC Business 16 with a dedicated left turn lane with 100 feet of storage (to Cherry Point Drive)
- Construct a new southbound right turn lane on NC Business 16 with 200 feet of storage and an appropriate bay taper
- Construct the Proposed Access with one westbound ingress lane, an eastbound left turn egress lane with 250 feet of storage (and an appropriate bay taper) and an eastbound combined through-right egress lane

Optimist Club Road & Triangle Circle

- In conjunction with the improvements to be made as part of the Hawthorne multi-family development, construct or participate in the construction of an additional 100' of storage for an eastbound right turn lane on Optimist Club Road at Triangle Circle that is required to be constructed as part of the approved Hawthorne multi-family plan.

The \$75,000.00 that had been included in the previously approved Rivercross master plan will be deposited into an escrow account to be used for the mitigation of traffic from the overall Rivercross Master Plan Development and specifically for the future installation of traffic signals (when warranted) at the intersection of Optimist Club Rd. and Triangle Circle and at the major site entrance road, Cherry Point Dr., and NC 16 Business. The developer will deposit an additional \$25,000.00 to this escrow fund for a total escrowed amount of \$100,000.00 to be used for future traffic signal installation. These funds will remain in escrow for a period not to exceed 7 years from the date of the deposit. If after 7 years the traffic signals have not been installed, those funds will be transferred to an escrow account for the benefit of Lincoln County for road improvements in the surrounding area to be deployed at the sole discretion of Lincoln County in conjunction with NCDOT. The first \$50,000.00 of the total amount will be escrowed at the time of plat approval for Phase I and the remaining \$50,000.00 will be escrowed at the time of plat approval for Phase II.

PHASE II (with completion of the Rivercross Master Plan Development):

NC 16 Business & Cherry Point Drive/Proposed Site Access

- Install a traffic signal at the intersection (upon meeting warrants) to be partially funded from the \$100,000 escrow account.



Optimist Club Road & Triangle Circle

- **Construct a northbound left turn lane on Triangle Circle with 250 feet of storage and an appropriate bay taper**
- **Extend the eastbound right turn lane on Optimist Club Road to 350 feet of storage and an appropriate bay taper**
- **Install a traffic signal at the intersection (upon meeting warrants) to be partially funded from the \$100,000 escrow account.**

DISCUSSION

Background/Location:

Southeastern Land Development, LLC previously proposed a development plan for a mixed-use site in Lincoln County, NC consisting of 220 single family homes, 40 townhomes, 200 apartments, and 100,000 SF of retail land uses (PD# 2014-2 which was approved as of February 23, 2015 by NCDOT and Lincoln County). The site is located on the west side of NC Business 16 in Lincoln County, NC - with access opposite Cherry Point Drive.

Per Lincoln County's Approved Rivercross Phasing Plan Modification Memorandum dated March 10, 2016, Hawthorne Development Group requested the rights to develop the 200 apartment homes as a separate development before the other Rivercross Phases were developed. The Hawthorne multi-family development agreed to roadway improvements at the site access on Triangle Circle along with a 125' right turn lane at the intersection of Optimist Club Road and Triangle Circle by their 2018 proposed buildout year (see Figure 1 for the apartment site's layout and required roadway improvements). This memo was approved by Lincoln County Board of Commissioners on March 21, 2016. It should be noted: there is currently an amendment submitted to Lincoln County to increase the apartment dwelling unit count that has yet to be approved. Since the Hawthorne multi-family development is no longer included as a part of the total Rivercross development, the 200 apartments were not included in any of the phasing calculations below.

The developer is now proposing a phasing plan, of which Phase I consists of only the residential portion of the development, now includes a modified development project of 135 single family homes & 133 townhomes. The purpose of this TTM is to evaluate the mitigation required from the original Traffic Impact Analysis (TIA) for the full buildout in comparison to the proposed Phase I plan and assign mitigation responsibilities based on the percentage of the overall trip generation.

Per MD7 Financial, LLC's request, Design Resource Group, PA (DRG) provides the following information pertaining to the location of the development, roadway/access information, proposed site trip generation, and our mitigation recommendations by development phase:

Required Mitigation:

Per the NCDOT and Lincoln County approved Development Plan dated February 23, 2015, the agreed upon roadway improvements are as follows (see Figure 1 for the location of the site and the required coinciding intersection mitigations):

NC 16 Business & Cherry Point Drive/Proposed Site Access

- Remark the current northbound two-way left-turn lane (TWLTL) on NC Business 16 with a dedicated left turn lane with 375 feet of storage
- Remark the current southbound TWLTL on NC Business 16 with a dedicated left turn lane with 100 feet of storage
- Construct a new southbound right turn lane on NC Business 16 with 200 feet of storage and an appropriate bay taper
- Construct the Proposed Access with one westbound ingress lane, an eastbound left turn egress lane with 250 feet of storage (and an appropriate bay taper) and an eastbound combined through-right egress lane
- Install a traffic signal at the intersection (upon meeting warrants)



**Cherry Point Drive Facing
West Towards NC 16
Business**

Optimist Club Road & Triangle Circle

- Construct a northbound left turn lane on Triangle Circle with 250 feet of storage and an appropriate bay taper
- Construct an eastbound right turn on Optimist Club Road with 350 feet of storage and an appropriate bay taper
- Install a traffic signal at the intersection (upon meeting warrants)



**Optimist Club Road Facing
East at Rufus Road/Triangle
Circle**

Main Boulevard Extension

- Contribute \$75,000 towards the cost of the Main Boulevard roadway extension to Airlie Parkway

Trip Generation:

The AM and PM peak-hour-trip-generation data for the mixed-use development is presented in Table 1. The values for the trips generated by the residential and commercial land uses are obtained from the Institute of Transportation Engineers, Trip Generation Manual, 9th Edition, 2012.



Table 1: Trip Generation Comparison

Land Use [ITE Code]			Weekday Daily	AM Peak Hour			PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total
February 23, 2015 Approved Development Plan (Rivercross Development Only)									
Single Family Homes [210]	220	DUs	2,169	41	123	164	135	79	214
Townhomes [230]	40	DUs	290	4	21	25	19	9	28
Retail [820]	100,000	SF	6,791	97	59	156	288	311	599
Approved Plan Total Trips			9,250	142	203	345	442	399	841
5% Internal Capture Reduction*			-463	0	0	0	-22	-20	-42
20% Passby Credit*			-1,290	-18	-11	-30	-55	-59	-114
Approved Plan Total New Trips			7,497	124	192	315	365	320	685
Proposed Phase I									
Single Family Homes [210]	135	DUs	1,384	26	78	104	87	51	138
Townhomes [230]	133	DUs	824	11	54	65	51	25	76
Proposed Phase I Total Trips			2,208	37	132	169	138	76	214
Proposed Phase I Percentage of Approved Development			29%	30%	69%	54%	38%	24%	31%

References:

Trip Generation, 9th Edition, Institute of Transportation Engineers, Washington, DC. 2012.

* Internal Capture/Passby Reductions from original Rivercross TIA.

The Approved Development Plan is expected to generate 7,497 new two-way daily trips, 315 new trips in the AM peak hour and 685 new trips in the PM peak hour (after internal capture and passby reductions).

The Proposed Phase I development is expected to generate 2,208 two-way daily trips, 169 trips in the AM peak hour and 214 trips in the PM peak hour.

When comparing the Approved Development Plan & the Proposed Phase I Plan, the retail portion of the development generates the majority of the trips. Overall, the estimated Phase I Plan trip generation only accounts for 54% of the AM peak hour trips, 31% of the PM peak hour trips, and 29% of the total two-way daily trips.

The distribution used for the site traffic trip assignment is derived from the previous Rivercross TIA and Hawthorne Apartment TTM (both previously approved) and is expected to be as follows:

- Approximately 52% of the site traffic is expected to arrive/depart from the south via NC 16 Business
- Approximately 36% of the site traffic is expected to arrive/depart from the east via Optimist Club Road/NC 16
- The remaining 12% of the site traffic is expected to arrive from the north via NC 16 Business

The site directional distribution, recommended laneage, and trip assignments for the morning and afternoon peak hour traffic volumes associated with the Approved Development and the Proposed Phase I plans are presented in Figures 2 and 3.



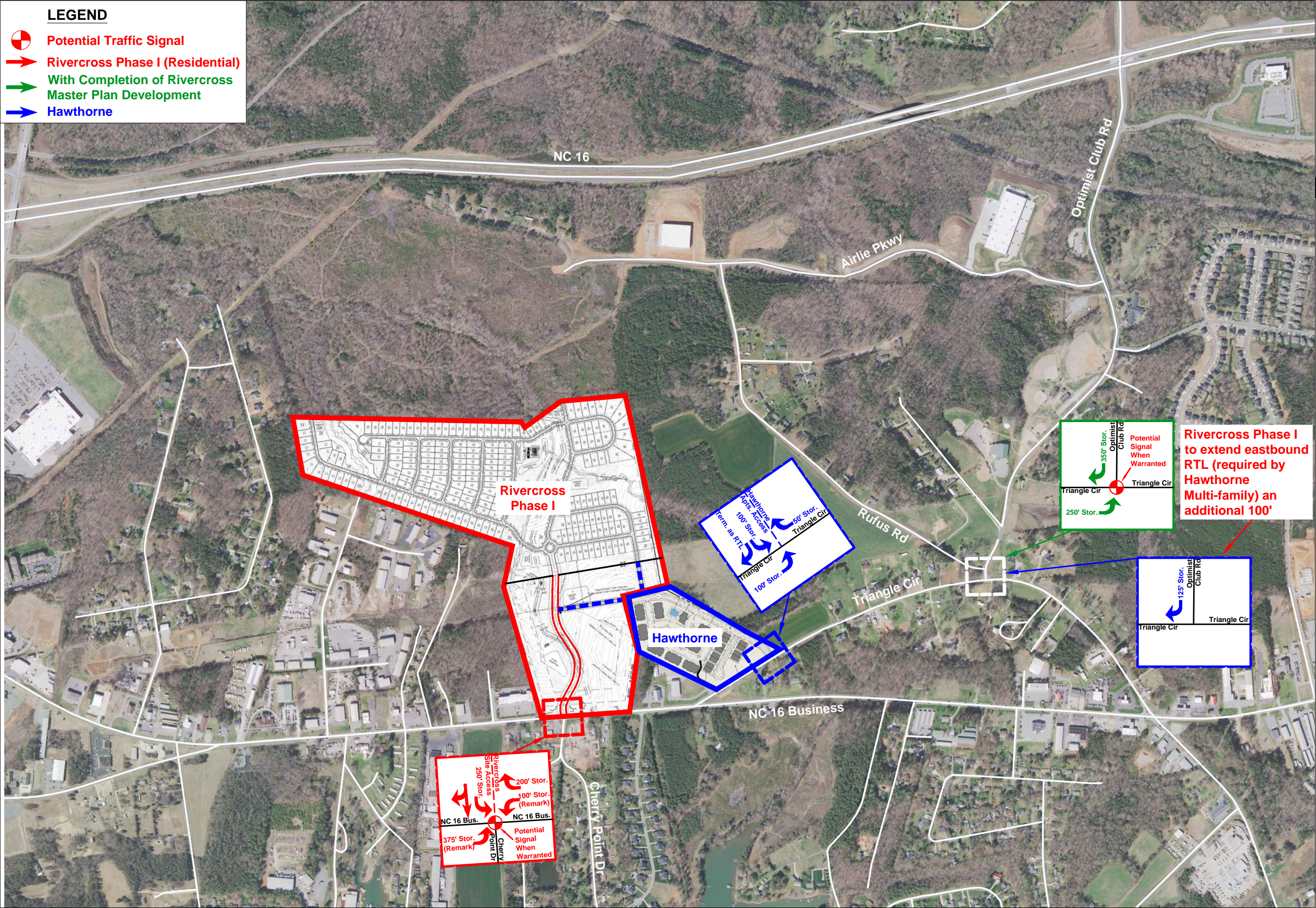
CONCLUSION

As discussed previously, the residential portion (Phase I) of the Rivercross development generates a minor percentage of the total traffic (54% of the AM peak hour trips, 31% of the PM peak hour trips, and 29% of the total two-way daily trips) when compared to the overall Approved Master Plan Development.

In our professional opinion the only mitigation required in Phase I are the originally recommended improvements (with the exception of the traffic signal) at the site access on NC Business 16. The developer, in conjunction with improvements to be made as part of the multi-family site (Hawthorne), will extend the right turn lane storage (the right turn lane construction is a required mitigation of the Hawthorne multi-family) to be built on Optimist Club Road by an additional 100'. The developer has also agreed to deposit the previously discussed \$75,000 contribution, along with an additional \$25,000 into an escrow account to be used for the future installation of traffic signals (when warranted) at the intersections of Optimist Club Road & Triangle Circle and NC Business 16 & Cherry Point Drive/Rivercross Access (or other roadway mitigations in the surrounding area if the signals do not get installed). The remaining mitigation should be provided with the completion of the Rivercross Master Plan Development (specifics as described previously in this document).

Please contact us should you need any additional information.

Attachments:	Figure 1	Rivercross/Hawthorne TIA Required Roadway Improvements on Aerial
	Figure 2	Site Directional Distribution & Recommended Improvements
	Figure 3	2/23/15 Approved Plan vs Proposed Phase I Plan AM and PM Peak Hour Site Volumes
cc:	Brian Foster	MD7 Financial, LLC
	Walter Fields	Walter Fields Group, Inc.
	File	

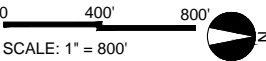


RIVERCROSS RESIDENTIAL TTM

LINCOLN COUNTY, NC

MD7 FINANCIAL, LLC
8905 PRIMULA DRIVE
GAITHERSBURG, MD 20882
301-908-5522

**RIVERCROSS &
HAWTHORE APTS
REQUIRED
IMPROVEMENTS**



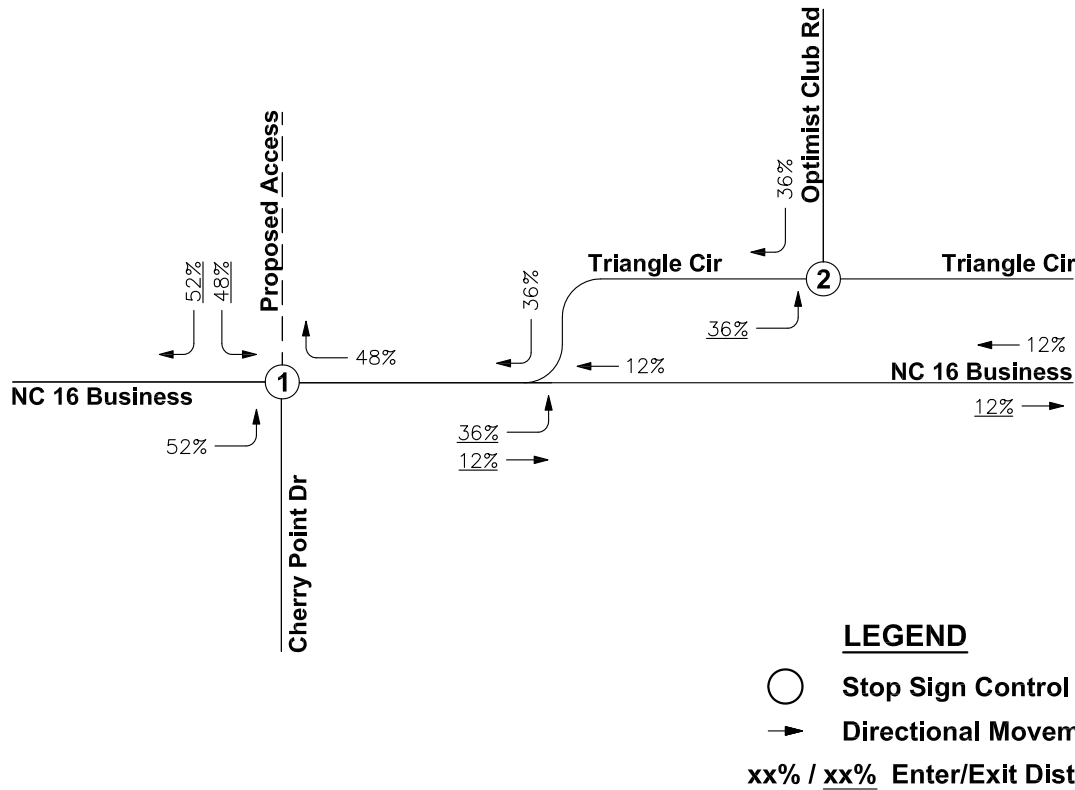
PROJECT #: 659-002
DRAWN BY: MWW
CHECKED BY: REG

MARCH 2017

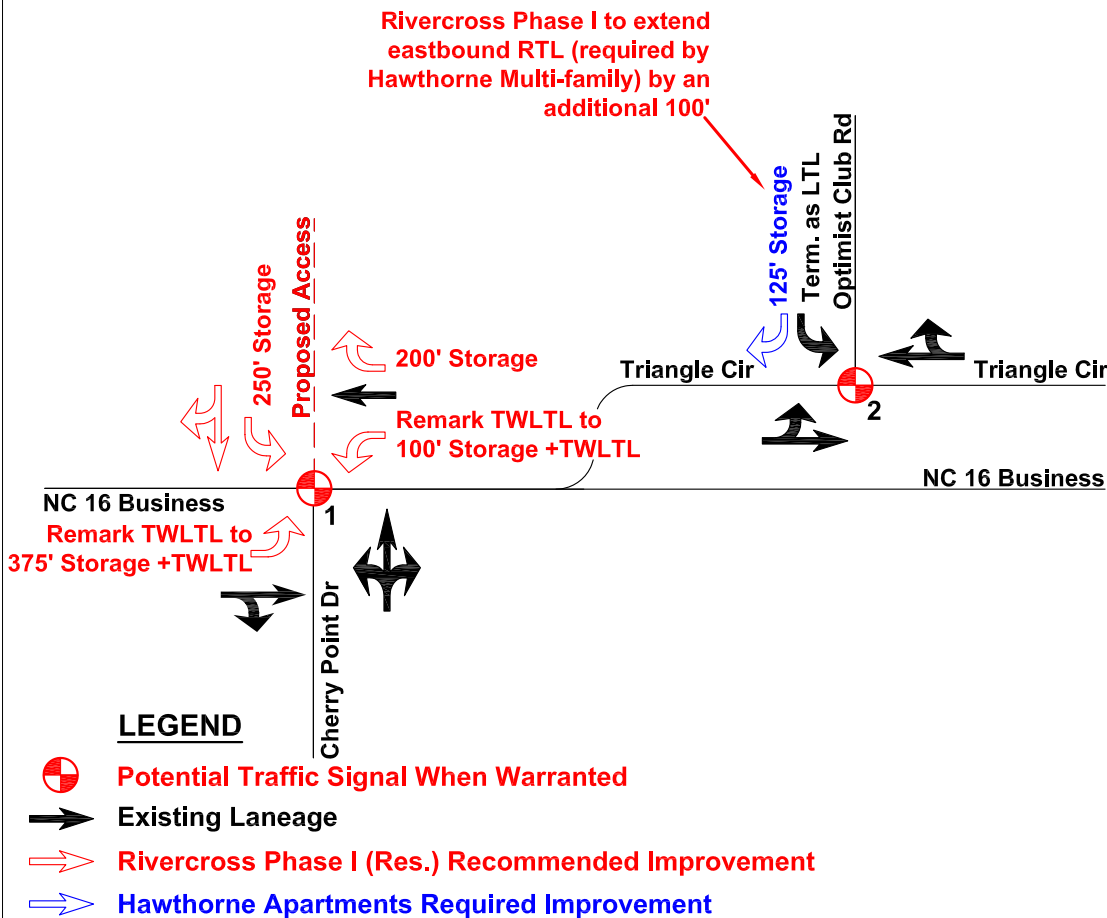
REVISIONS:

Figure 1

SITE DIRECTIONAL DISTRIBUTION



RECOMMENDED IMPROVEMENTS



LANDSCAPE ARCHITECTURE
CIVIL ENGINEERING
TRANSPORTATION PLANNING

2459 Wilkinson Blvd, Ste 200 Charlotte, NC 28208
704.343.0608
www.drggrp.com

RIVERCROSS RESIDENTIAL TTM

LINCOLN COUNTY, NC

MD7 FINANCIAL, LLC
8905 PRIMULA DRIVE
GAITHERSBURG, MD 20882
301-908-5522

SITE DIRECTIONAL DISTRIBUTION & PHASE I RECOMMENDED IMPROVEMENTS

0 NTS
SCALE: NTS

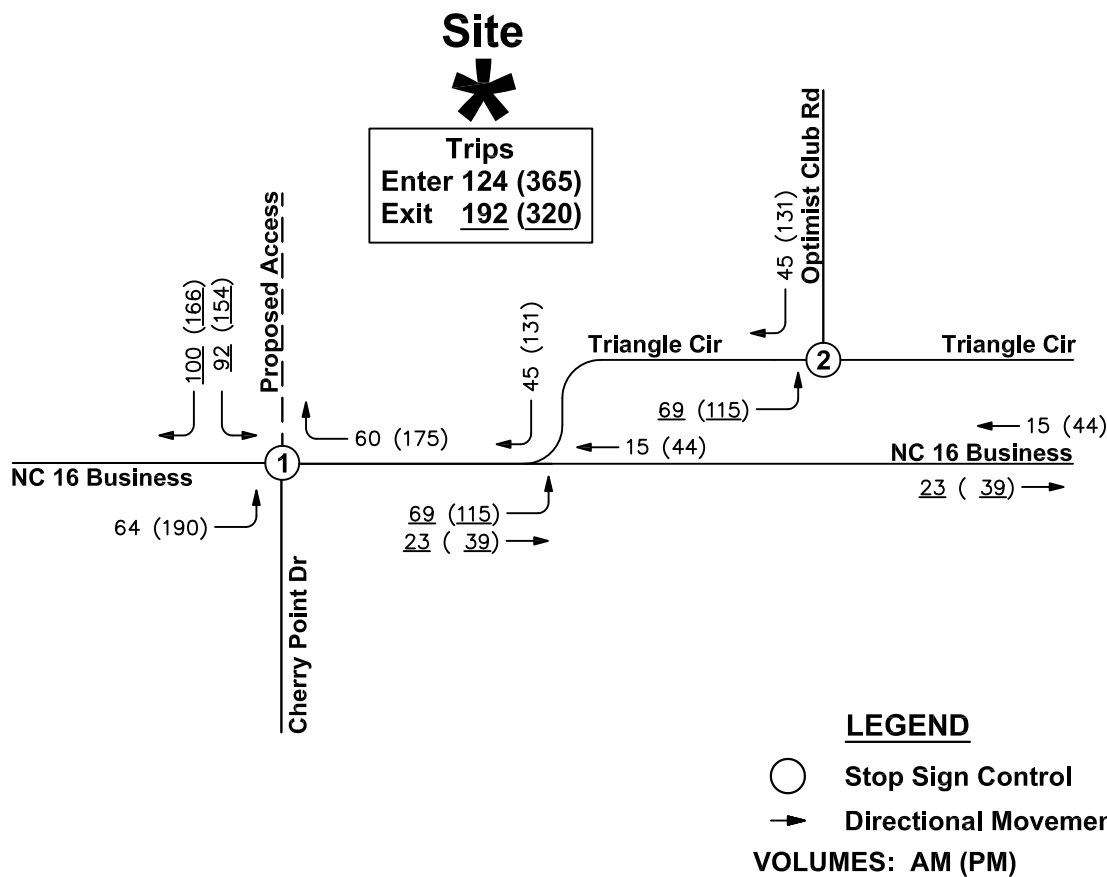
PROJECT #: 659-001
DRAWN BY: MWW
CHECKED BY: REG

MARCH 2017

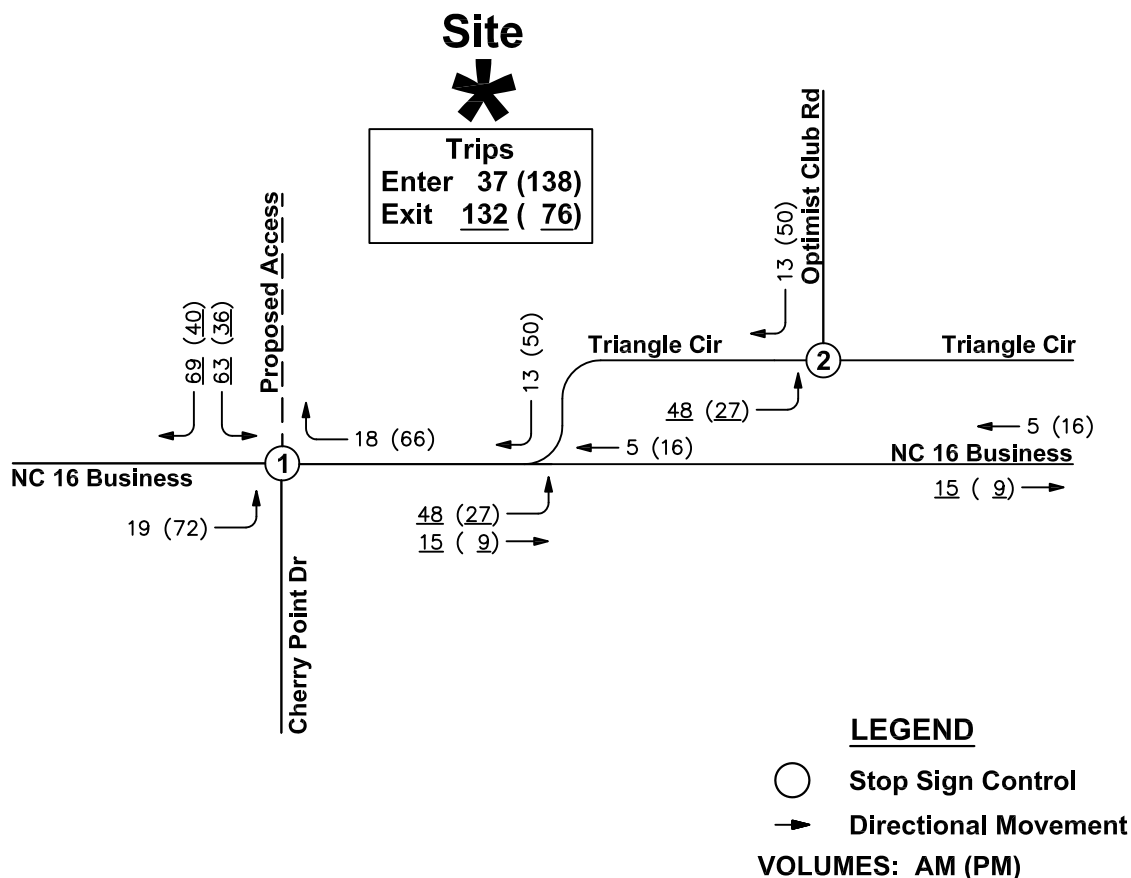
REVISIONS:

Figure 2

2/23/15 APPROVED PLAN PEAK HOUR SITE TRAFFIC VOLUMES



PROPOSED PHASE I PEAK HOUR SITE TRAFFIC VOLUMES



LANDSCAPE ARCHITECTURE
CIVIL ENGINEERING
TRANSPORTATION PLANNING

2459 Wilkinson Blvd, Ste 200 Charlotte, NC 28208
704.343.0608
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RIVERCROSS RESIDENTIAL TTM

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8905 PRIMULA DRIVE
GAITHERSBURG, MD 20882
301-908-5522

2/23/15 APPROVED
PLAN vs PROPOSED
PHASE I PLAN

0 NTS
SCALE: NTS

PROJECT #: 659-001
DRAWN BY: MWW
CHECKED BY: REG

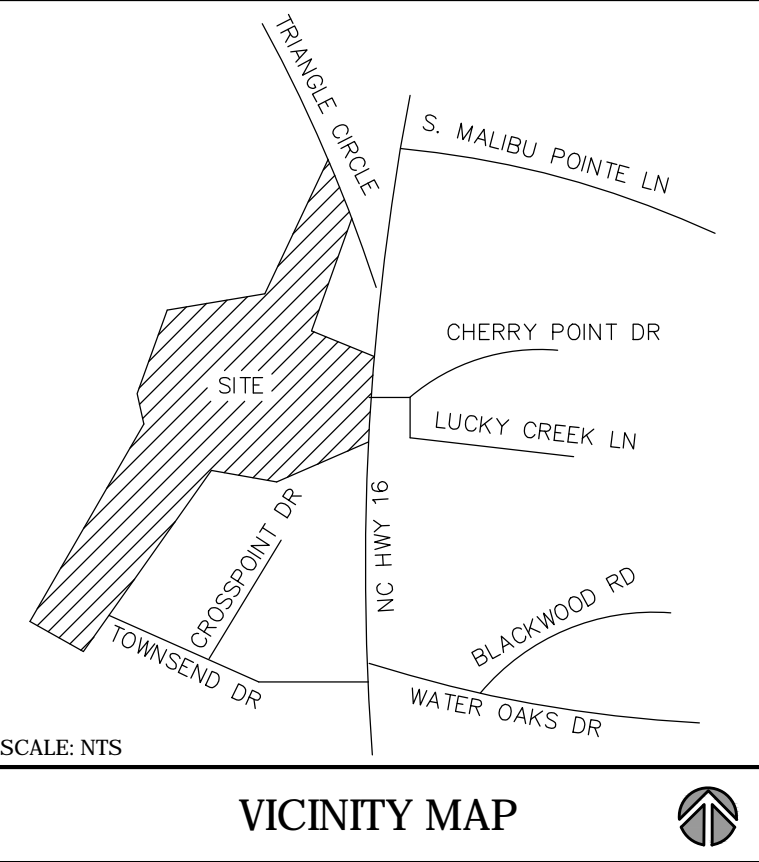
DECEMBER 2016

REVISIONS:

Figure 3

DEVELOPMENT SUMMARY

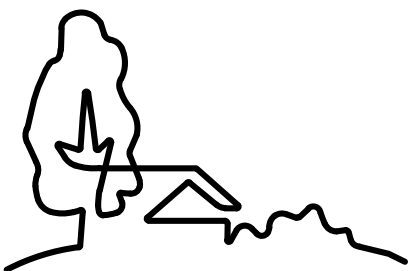
TAX PARCEL ID #:	4603-50-1197
SITE AREA:	
SINGLE FAMILY:	76.24 AC
APARTMENTS:	12.08 AC
COMMERCIAL:	27.88 AC
TOTAL SITE AREA:	116.21 AC
EXISTING ZONING:	PD-MU
OVERLAY DISTRICT:	ELDD
SINGLE FAMILY SETBACKS:	
FRONT:	20 FT
SIDE:	5 FT
REAR:	20 FT
PROPOSED USE:	
TOWNHOMES:	133
SINGLE FAMILY:	135
TOTAL UNITS/LOTS:	268



Rivercross Development

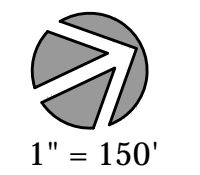
Site Plan

(Site Plan is Subject to Change)



URBAN
DESIGN
PARTNERS

1318-e6 central ave. P 704.334.3303
charlotte, nc 28205 F 704.334.3305
urbandesignpartners.com



1" = 150'

PN:15-018 February 3, 2017

Rivercross

Master Planned Terms & Conditions

This document is used in conjunction with the Master Planned exhibits submitted for the rezoning application for **Rivercross** to define the approved plan for the project. The details of this document shall control in the event of any conflict with the approved plan or zoning ordinance requirements.

General Provisions

The development depicted on the Master Plan is intended to reflect a generalized arrangement of the site in terms of buildings and uses. Final lot configuration, placement and size of individual site elements, street alignments, etc may be altered or modified within limits of the Ordinance described in Section 9.5.12, and the standards established within these notes during the design development (engineering and platting) and construction phases. Street alignments, lot layouts, and building placements may be modified in width and depth dimensions to accommodate final road alignment and lot locations. The Petitioner reserves the right to make minor modifications and adjustments to the Master Plan, including reconfiguring buildings and street layouts, subject to staff approval, provided the total office/commercial space, residential lots, and multi-family site does not exceed the maximum permitted. Any major modifications will require resubmittal to the Board of Commissioners.

I. Project Setting

The project is located off of NC Highway 16 Business 1 mile north of the intersection of Highway 73 and Highway 16 Business. It is located directly across from Cherry Point Drive and is just to the south of Triangle road South. The project is adjacent to Hecht Realty to the north and abuts a planned future phase of Airlee Business Park on the western side of the property.

II. Project Description

A. Brief Project Narrative: This project is proposed as PD-MU and shall contain up to 220 single family detached residential, 200 multi-family units (or townhomes in lieu of multi-family), 40 townhomes, and commercial uses up to 100,000 square feet. The site will also be amenitized including a 12 acre+ centralized park, pool/cabana facilities for owners, and center green located within the commercial area.

B. Location: Tax ID#: 4603-50-1197

C. Size: 116.21 Acre

D. Proposed Use(s):

1. Single Family detached

220 home sites

52' lots- approximately 123 lots

62' lots-approximately 97 lots

2. Single Family attached (Townhomes) in commercial area.

40 lots

2. Multi-family (or single-family attached in lieu of multi-family), The project will consist of 8 12, 18, or 24 unit buildings and the total will be 200 units. Primary off-street parking will be surface parking with parking primarily to the back side of the buildings. Units and bedroom counts will be primarily as listed below.

200 units

50	one-bedroom units
30	two-bedroom units
20	three-bedroom units

3. Retail/Office-100,000 square feet heated area. the commercial area identified on the Master Plan, the following uses shall be permitted, subject to a maximum 54000 square foot limit per tenant space (to allow for a potential grocer), , and subject to the Use Specific Standards of the Lincoln County Unified Ordinance where applicable.

Allowable Uses

A. Civic

- Civic Club or community center
- College
- Child day care center (7 or more persons)
- Child day care center (1-6)
- Family home care
- Hospital
- Museum, library
- Park, open area
- Place of worship<500
- Public facility
- Recreation facility, private
- Recreation facility, public
- Technical, trade, business school
- Utility, minor

B. Commercial

- Agricultural supply/equipment sales

Amusement center, indoors
Artist studio, gallery
Bank or financial institution
Bar or nightclub
Bed and breakfast
Catering, food
Contractors Office
Convenience store without fuel services
Farmers Market
Funeral Home
Gas station/ convenience store
Indoor Recreation
Machinery Repair
Newspaper Publisher
Office, general
Office, medical
Photo finishing laboratory
Post office
Radio or television studio
Recreational club, private
Restaurant, general
Restaurant, fast food
Restaurant, fast food, with drive through
Retail, neighborhood
Retail, general
Service, neighborhood
Service, general
Veterinarian, animal hospital

The following uses will not be permitted

Adult Establishments
Industrial and Manufacturing
Auto Sales Lots
Flea Markets
Boat dealer/Boat Sales

E. Amenities

Single-Family Area

The Single-Family area will include a Pool/Cabana. The Pool is to be complete during phase I of the development and prior to plat recording for additional single-family detached phases.

The Multi-Family area will include a Pool/Cabana. It will be constructed at the time of construction of the multi-family units and will be the sole responsibility of the apartment builder.

Sidewalks-Sidewalks shall be provided in front of all residential lots, around small parks, and both sides of the public streets in the townhome section and entry area.

Street Trees- will be planted along all rights of way within the single family section and conform to Lincoln County Unified Development Ordinance Article 3.

Trail System- The area along the Duke Energy transmission right-of-way will be made available for a leg of the Carolina Thread Trail.

Central Park-the single-family area will include an approximately 8 acre park surrounded by streets with parking provided on the park side of each street. Lots shall not back into the park and only be located on the opposite side of the street to allow access to all residents and visitors to the community, plus provide a visually pleasing park setting for pedestrians, bicyclers, and motorists.

Multi-Family Area

The Multi-Family area will include a Pool/Cabana. It will be constructed at the time of construction of the multi-family units and will be the sole responsibility of the apartment builder.

Central Park- multi-family residents will have access to the central park located in the single-family portion of the development, plus access to the greenway area under the Duke Energy transmission right-of-way.

Commercial Area - Exhibit E, F, G, H

The commercial area will include a centralized square to host outdoor events and exhibits.

An area within the commercial phase or to the southside of the main boulevard will be designated for a future amphitheater.

F. Densities/Intensities:

- Commercial – Allows for a maximum of 100,000 square feet, plus 40 townhomes. The commercial will be built on a portion of the property that contains approximately 30 acres.
- Residential -- Apartments (200), and Single-Family Detached (220 lots) will be constructed on the remaining 86 acres of the site. The density on that portion of the site is 5 units per acre.

G. Open Space, Buffer Yards, and Landscaping-Open Space-Exhibit K

Open Space-The project will offer almost 40% of the site as Open Space, which is greater than the 12.5% requirement. Exclusive of the Duke Power Transmission easement, open space is approximately 28%. Almost all (if not all) of the Open Space is usable. Parts of the open space will be well organized as in the Central Park, Square in the Commercial area, and Greenway along the Duke Power Transmission easement.

Buffer Yards- Class C Buffer Yards will be provide along all project boundaries per Lincoln County Unified Development Ordinance 2.4.E.3.

Landscaping- Landscaping for the development shall conform to requirements specified in the Lincoln County Unified Development Ordinance 3.4. In addition, the developer with provide appropriate Entry Monuments, Landscaping, and Identification along key locations of the development. Examples are provided in Attachments.

H. Establishment of a Property Owners Association

A Property Owners Association shall be established and will be responsible for maintaining all private roadways/right-of-way landscaping, signs, amenities, storm water features, parking areas, and common open space.

I. Restrictive Covenants

Restrictive Covenants will be created and recorded prior to final plat recordation of each portion and/or phase of the development to establish, among other items, permitted uses and maintenance responsibilities of the property management association. Restrictive Covenants will also include language that ensures stream buffers, perimeter buffers, and setback areas are protected.

J. Parking, Lighting, and Signage

Parking- parking for residential, apartments, and commercial areas shall conform to Lincoln County Unified Development Ordinance.

Lighting- lighting for residential, apartments, and commercial areas shall conform to Lincoln County Unified Development Ordinance.

Signage- signage for the development shall conform to the Lincoln County Unified Development Ordinance.

K. Storm Water Compliance

Rivercross Development will be subject to Lincoln County storm water management regulations in place at the time of preliminary plat submittal. Storm water detention ponds and/or BMPs will be incorporated into the design. Low impact (LID) measures will be incorporated into the design where feasible. All storm water measure will conform to requirements in the Lincoln County Unified Development Ordinance.

L. Permitting

The petitioner understands that all permits from Lincoln County and appropriate agencies must be obtained prior to grading or construction activities.

M. Water and Sewer Availability

The property is located within the East Lincoln Water and Sewer District and the Petitioner understands that water and sewer availability must be approved by Lincoln County prior to development. It is the Petitioner's responsibility to incur all permit fees, availability fees, infrastructure costs for providing water and sewer throughout the development. The Petitioner will comply with all district's water and sewer standards.

Water and Sewer is currently available within the property.

N. Development Phasing Plan-Exhibit A

Phase I- Entry way from Highway 16 and entry from Triangle South reaching single-family detached area containing 79 lots. The phase will also define the northern edge of the interior park. This phase also completes the connector stub to Airlie Business Park.

Phase II- Is the area south of the interior park and completes the road network surrounding the park. This area contains approximately 82 single family lots. The pool/cabana for the single-family lots in the development will begin construction and be completed during the second phase of the development.

Phase III- Is the finale single family phase. This area contains approximately 59 single family lots. This will complete the single family portion of the development.

Apartment Phase- containing 200 apartment dwellings

Commercial Phase-containing up to 100,000 square feet of commercial uses plus 40 townhomes.

O. Timing of Phases

Phase I- completion (sellout) – October 2017

Phase II- completion (sellout)- July 2019

Phase III- completion (sellout)- December 2020

Apartment- completion 2016

Commercial- completion- 2019

P. Vehicular Access and Road Improvements

Vehicular Access: There will be three primary access points into Rivercrosss.

1. The main access will be provided on the east side of the site entering from Highway 16 Business. Location of this entrance will be across from Cherry Point Lane. This access will be the main boulevard providing entrance points to all the commercial properties, and leading into the single-family residential site. The boulevard will reach an intermediate pause as it intersects into a four way traffic circle. This boulevard shall also serve at the future connection from Triangle Road South that will become the main access point from Triangle South to NC 16 Business as shown in the NC 16 Corridor Plan. This access will be provided during Phase I of the site development.
2. A second primary access will enter from Triangle Road South from the northeastern portion of the site. This access will run along the edge of the apartment phase and provide a second access to the single family residential areas of the development. This access shall also form the new route of Triangle South and its eventual connection to the main boulevard in Rivercross per item 1 above.

3. A third primary access will link the boulevard, extended from the northern most leg of the traffic circle, to a future phase of Airlie Business Park. This connection will be provided in the first phase of the development.

Improvements to Existing Roads Fronting Rivercross: A Traffic Impact Analysis has been prepared for this project. Based upon NCDOT and Lincoln County comments, road improvements will be required. Improvements by the developer include, per phase of construction and intersection location:

Phase I-the following road improvements will be complete in conjunction with Phase I of Rivercross.

1. NC 16 Business at Site Access

- a. Construct a right-turn lane on southbound NC 16 Business with 200 feet of storage and appropriate taper.
- b. Revise the pavement markings on the northbound NC 16 Business approach to provide a left-turn lane (into site) with 375 feet of storage.
- c. Revise the pavement markings on the southbound NC 16 Business approach to provide a left-turn lane (into Cherry Point Drive) with 100 feet of storage.
- d. Resurface NC 16 Business within the roadway and pavement marking construction limits.
- e. Construct two exit lanes on the eastbound Site Entrance with a minimum of 250 of storage and appropriate taper.
- f. Install a traffic signal at this intersection with appropriate signal heads, controller and cabinet, poles, loop detectors, junction boxes, etc. Signal warrant analysis should be performed before signal installation. The traffic signal shall coordinate with adjacent traffic signal (s) on NC 16 Business if required by NCDOT Div. 12.

2. Main Boulevard Extended from traffic circle for a future connection into Airlie Business Park.

3. Triangle Circle South Access Drive

- a. Construct a right-turn lane on eastbound (southbound) Triangle Circle with 50 feet of storage and appropriate taper
- b. Construct a left turn lane on westbound (northbound) Triangle Circle with 100 feet of storage and appropriate taper
- c. Construct two exit lanes on the Site Entrance approach with a minimum of 100 feet of storage and appropriate taper.

Off-site Road Improvements – The following improvements will be provided prior to the issuance of certificates of occupancy for any homes.”

1. Optimist Club Road and Triangle Circle (Alternative 1B)-Exhibit J

- Construct a right-turn lane on eastbound Optimist Club Road with 350 feet of storage and appropriate taper.
- Construct a left-turn lane on northbound Triangle Circle with 250 feet of storage and appropriate taper.
- Install a traffic signal at this intersection with appropriate signal heads, controller and cabinet, poles, loop detectors, junction boxes, etc. Signal warrants analysis should be performed before installation. This traffic signal shall coordinate with the adjacent traffic signal(s) on NC 16 Business. The traffic signal at Optimist Club and Triangle South will be installed at a time when NCDOT agrees traffic conditions warrant such installation. The developer shall provide adequate bonding as assurance to the installation of the traffic signal.

Other Roadway Improvements

1. Triangle South Site Access Connection to Main Boulevard

Install two lane connector road linking Triangle Site Access Road to Main Boulevard. This road shall be installed at the beginning of the commercial or apartment phase of the site, whichever comes first.

III. Residential Dimensional Standards

Dimensional Standards: Single-Family Detached

Alley loaded Single-Family Residential detached lots (less than 50' wide): **Note: This section has been entered to consider the possibility that parts of the single-family detached may utilize alleys. Per the current plan no alley loaded single-family are shown on the master plan.**

Front Set back: 5' ft from R/W

Side: 5', however, the home may be placed to one side of the lot for zero lot or sideyard homes. In any event the total separation of buildings on adjoining lots is 10'.

Rear: 15 ft from centerline of alley or lane

Accessory Structure Side/Rear set back: 5'

Minimum Lot Width: 32 Ft

Maximum Height: 40'

Encroachments: Eaves, cornice, or gutter may project up to 3 feet into any required yard.

Lot Coverage (Maximum Impervious): 80%

Front Loaded Single –Family Residential Detached Lots (Lots greater than 50' wide)

Front Setback: 20 ft

Side: 5 ft

Rear: 20 ft

Accessory Structure Side/rear Setback: 5 ft

Minimum Lot Width: 50 Ft

Maximum Height: 40'

Encroachments: An eight-foot (8') encroachment into the front setback is permitted for balconies, stoops, stairs, chimneys, open porches, bay windows. Eaves, cornice, or gutter may project up to 3 feet into any required yard.

Lot Coverage (Maximum Impervious): 80%

Alley Loaded Townhomes- Exhibit D

Front Setback: 0 ft

Sides: 0 ft (Corner-5 ft)

Rear: 15 ft from centerline of alley or lane

Parking and Vehicular Access: Primary vehicular access is provided using a rear lane or alley only. Off- street parking shall be located in the rear yard only. No curb cuts or driveways are permitted along the frontage.

Minimum Lot Width: 16 Ft

Maximum Height: 45 ft

Accessory Structures: Side end unit/Rear Setback: 5 ft

Lot Coverage (Maximum Impervious): 80%

Front Loaded Townhomes- Note: no front loaded Townhomes are shown on the Master site plan, However in the event developer/builder should convert some townhomes to alley loaded this section will apply.

Front (Minimum): 20 feet from R/W

Sides: 0 ft (Corner-5 ft)

Rear: 15 ft

Parking and Vehicular Access: Primary vehicular access is provided using front loaded garages with 20' from garage to R/W.

Minimum Lot Width: 20 Ft

Maximum Height: 45 ft

Encroachments: An eight-foot (8') encroachment into the front setback is permitted for balconies, stoops, stairs, chimneys, open porches, bay windows, and raised doorways.

Accessory Structures: Side/Rear Setback: 5 ft

Lot Coverage (Maximum Impervious): 80%

IV. Residential Design Standards

Standards for Single-Family Detached Development- Standards shall conform to Lincoln County Unified Development Code except as noted herein. Exhibit B and C

A. Orientation of Buildings to Streets and Open Space

All single-family detached dwellings shall be oriented so the primary entrance faces the street. In the case of corner lots, the primary entrance shall face the street from which the dwelling is addressed.

B. Design of Front Facades

1. All single-family detached dwellings shall provide a minimum of three (3) of the following design features for each residential unit fronting onto a street.
 - a. One (1) or more dormer windows or cupolas
 - b. A recessed entrance
 - c. A covered porch or stoop. The use of alternative roofing materials and design details as part of porches or stoops is strongly encouraged.
 - d. Pillars, posts, or pilasters-pillars, posts, or pilasters shall be in proportion to the architectural style of the home, but in no event shall a post or column be less than 8" in diameter unless posts are used in tandem.
 - e. One or more bay windows with a minimum twelve (12) inch projection from the façade plane.
 - f. Eaves with a minimum six-(6) inch projection from the façade plane
 - g. A parapet wall with an articulated design, which entails design variation rather than a simple rectilinear form
 - h. Multiple windows with a minimum of four-(4) inch wide trim or shutters.
2. Roofs shall have multiple planes and elements including hips, gables, and dormers reflecting required wall offsets or other architectural features of the building, with at least one additional plane or feature for every sixty (60) feet of façade frontage.

C. Building Foundation

1. Except for Assisted Living Facilities, Nursing Homes, and structures designed or intended for occupation by persons with physical disabilities, the finished floor elevation at the front façade shall be located above grade in accordance with the following standards.
 - a. For front setbacks of ten (10) feet or more, the foundation supporting the floor framing on the front façade shall be a minimum of eighteen (18") inches above grade, and

- b. For front setbacks of less than ten (10) feet, the foundation supporting the floor framing on the front façade shall be a minimum of twenty-four (24") above grade.
2. Front foundation walls or piers and side walls facing public streets shall be clad in face brick, stone, stucco or some other masonry material accurately imitating these materials. Latticework screening shall be installed between piers on the front and side building facades. Sides and rear exposed foundations may be face brick, stone, stucco, parging, or some other material imitating these materials.
3. Nothing in this subsection shall prevent the use of slab foundations, provided the slab is clad in the materials required in subsection two (2) and extends to the minimum height above grade specified in subsection (1) above.

D. Roof Penetrations and Equipment

All roof vents, pipes, antennas, satellite dishes, solar installations, and other roof penetrations and equipment (except chimneys) shall be located on the rear elevations or otherwise configured to the degree practicable to have a minimal visual impact as seen from the street. Solar installations that are visible from the street must be either composed of building- integrated components (such as solar shingles) that are not readily evident or be designed and mounted to match the shape, proportions, and slope of the roof.

E. Car Port Location- Car ports are prohibited

F. Garage Design

1. Garage Doors
Individual garage doors fronting a street and visible from a street shall not exceed sixteen (16') feet in width per door. A maximum of three garage doors may front a street but individual bays must be provided with a minimum separation of one (1') foot between doors. Garage doors must be carriage style doors, with windows, brackets and handles when facing a street.
2. Compatibility
The exterior materials, design features, and roof form of garages shall be compatible with the building it serves.

G. Building Materials

1. The following building materials are prohibited:
 - a. Metal siding and exposed smooth-finished concrete block for all building elevations; and
 - b. Synthetic stucco (EIFS) within two (2) feet of the grade level and within two (2) feet of the exterior door jamb.
2. Front facades shall have a minimum of twenty-five percent (25%) brick, stone or stucco detailing, except when a specific architectural style (i.e. Cape Cod, etc.) suggests that full siding coverage is appropriate.

H. Architectural Variability

1. Any given house façade must be distinctly different than those of the two lots on either side and the house most directly across the street.

V. Standards for Single-Family Attached, and Townhouses Structures.

A. Orientation of Buildings to Streets and Open Space

All single-family attached dwellings shall be oriented so the primary entrance faces the street. In the case of corner lots, the primary entrance shall face the street from which the dwelling is addressed.

B. Building Size

Individual building footprints shall not exceed fifteen thousand (15,000) square feet.

C. Design of Front Facades

1. Front facades shall provide a minimum of three (3) of the following design features for each residential unit fronting onto a street.
 - a. One (1) or more dormer windows or cupolas
 - b. A recessed entrance
 - c. A covered porch
 - d. Pillars, posts, or pilasters
 - e. One or more bay windows with a minimum twelve (12) inch projection from the façade plane.
 - f. Eaves with a minimum six-(6) inch projection from the façade plane
 - g. A parapet wall with an articulated design, which entails design variation rather than a simple rectilinear form
 - h. Multiple windows with a minimum of four-(4) inch wide trim or shutters.
2. Roofs shall have multiple planes and elements including hips, gables, and dormers reflecting required wall offsets or other architectural features of the building, with at least one additional plane or feature for every sixty (60) feet of façade frontage.

D. Building Foundations

1. Except for structures required to be designed or intended for occupation by persons with physical disabilities, the finished floor elevations at the front façade shall be located above grade in accordance with the following standards.
 - a. For front setbacks of ten (10) or more, the finished floor elevation of the front façade shall be a minimum of eighteen (18) inches above grade.
 - b. For front setbacks of ten (10) or less, the finished floor elevation of the front façade shall be a minimum of twenty-four (24) inches above grade.

2. Exposed front foundations walls or piers shall be clad in brick, stone, or stucco or some other masonry material accurately imitating these materials. Latticework screening shall be installed between piers on front and side building facades.
3. Nothing in this subsection shall prevent the use of slab foundations provided the slab is clad in the materials required in subsection (2) and extends to the minimum height above grade as specified in subsection (1) above.

E. Garages

1. Design
 - a. Garage doors may front a street. Garage doors must be carriage style doors, with windows, brackets and handles when facing a street.
 - b. The exterior materials, design features, and roof form of garages shall be compatible with the building it serves.
 - c. Individual garage doors facing a street shall not exceed 60% of the width of each townhome.

F. Building Materials

1. The following materials shall be prohibited:
 - a. Metal siding and exposed smooth-finished concrete block for all building elevations; and
 - b. Synthetic stucco (EFIS) within two (2) of the grade level and within two (2) feet of any exterior door jamb.
2. Buildings shall have a minimum of fifty percent (50%) brick, stone, or stucco on front facades (per building, not per unit), and thirty percent (30%) brick, stone, or stucco on side façade when facing a public street.
3. Residential roofs shall be clad in wood shingles, standing seam metal, terne, slate, asphalt shingles or similar material.

G. Off-Street Parking

Single-family attached, townhouse, or two-to four-family, dwellings shall comply with the standards of Lincoln County Unified Development Ordinance

1. Off-street parking is allowed in front of each townhome except for alley-loaded townhomes.
2. On-street parking specifically designed into new streets constructed with the buildings may be used to meet no more than twenty (20) percent of the off-street standard.

H. Roof Penetrations and Equipment

To the degree practical, all roof vents, pipes, antennas, satellite dishes, and other roof penetrations and equipment (except for chimneys) shall be located on the rear elevations or configured to have minimal visual impact as seen from the street.

VI. Multi-Family Design Standards –Exhibit I

Multi-Family Design Standards and architecture shall meet the requirements of the Lincoln County Unified Development Ordinance along with specifications, details, and/or exceptions listed below.

A. Materials

1. Apartment building walls shall be brick, cast concrete, stucco, cementitious siding, or other building materials similar in appearance and durability. All accessory buildings shall be clad in materials similar in appearance to the principle structure.
2. Pitched roofs shall be clad in wood shingles, standing seam metal, corrugated metal, slate, or asphalt shingle or similar material.

VII. Commercial Design Standards

Commercial design standards and architecture shall meet the requirements of the Lincoln County Unified Development Ordinance along with specifications, details, and/or exceptions listed below.

A. Materials

1. Commercial building walls shall be brick, cast concrete, stucco, marble, cementitious siding, or other building materials similar in appearance and durability. Regular or decorative concrete block may be used on building walls not visible from a public street or as an accent material only. All accessory buildings shall be clad in materials similar in appearance to the principle structure.
2. Pitched roofs shall be clad in wood shingles, standing seam metal, corrugated metal, slate, diamond tab asphalt shingle or similar material.
3. Flat roofs shall incorporate parapet walls to conceal the flat portions of the roof that are visible on the front and side or rear when visible from a public street.
4. Signs on the inside of glazed openings may be neon.

B. Configuration

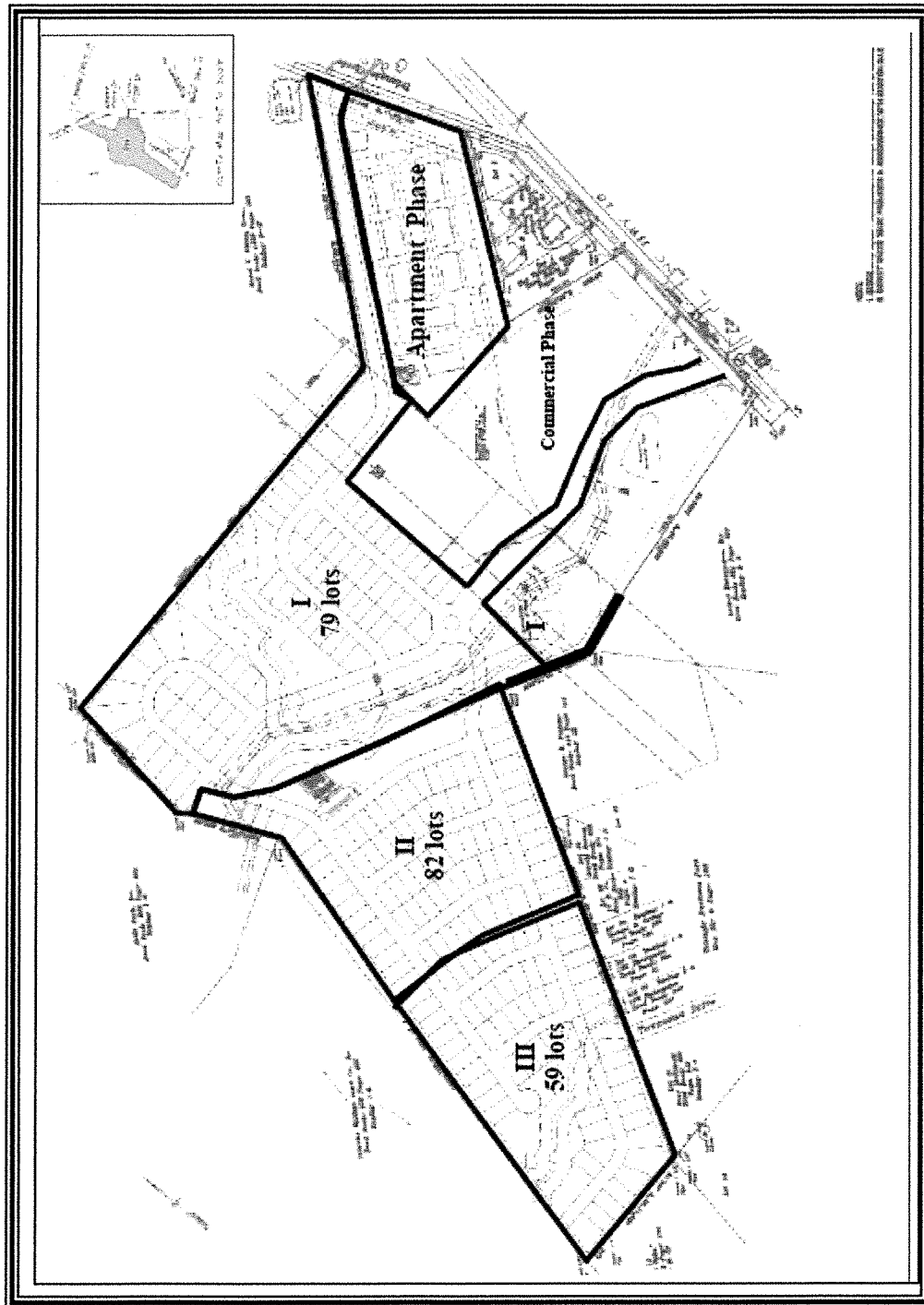
1. Two wall materials may be combined horizontally on one façade. The heavier material should be below.
2. Sky-lights shall be flat (non-bubble)
3. At least 70% of the street level frontages shall be windows or doorways. Street level windows shall be visually permeable. Mirrorized glass is not permitted in any location. Faux or display casements are not permitted in lieu of exterior window treatments for the frontage elevation.
4. No frontage wall shall remain unpierced by a window or functional general access doorway for more than 16 feet.

C. Exceptions

1. Residential above commercial uses shall not be required

EXHIBIT A

Development Phasing



EXIHBIT B

One Story Homes Representative Single-Family Detached



EXIHBIT C

Two-Story Homes
Representative Single-Family Detached



EXHIBIT D

Examples of Alley Loaded Townhomes



EXITBIT E

Community Center

(for illustration purposes)



EXHIBIT F

Commercial and Civic Buildings

Farmers Market Pavilion



General Store

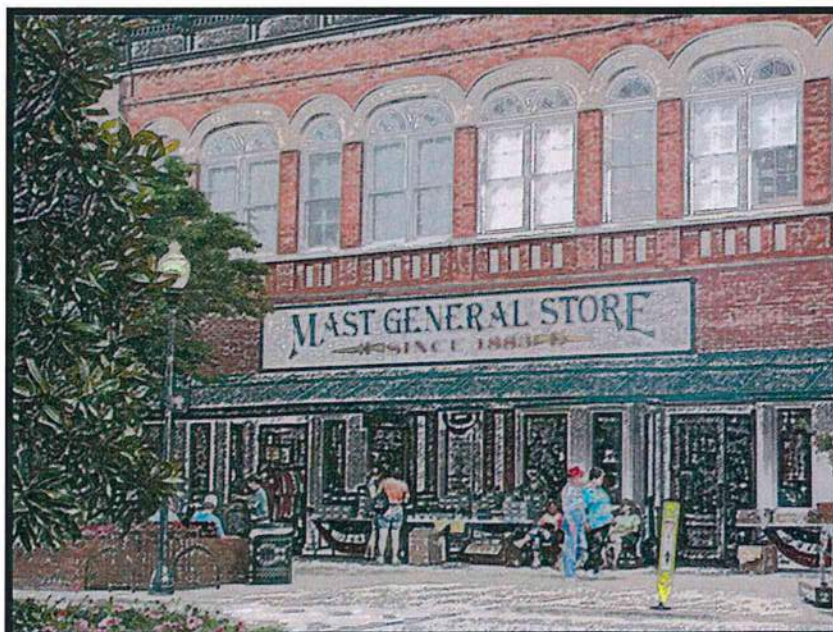


EXHIBIT G

Examples of Commercial Buildings



EXHIBIT H

Examples of Commercial Buildings

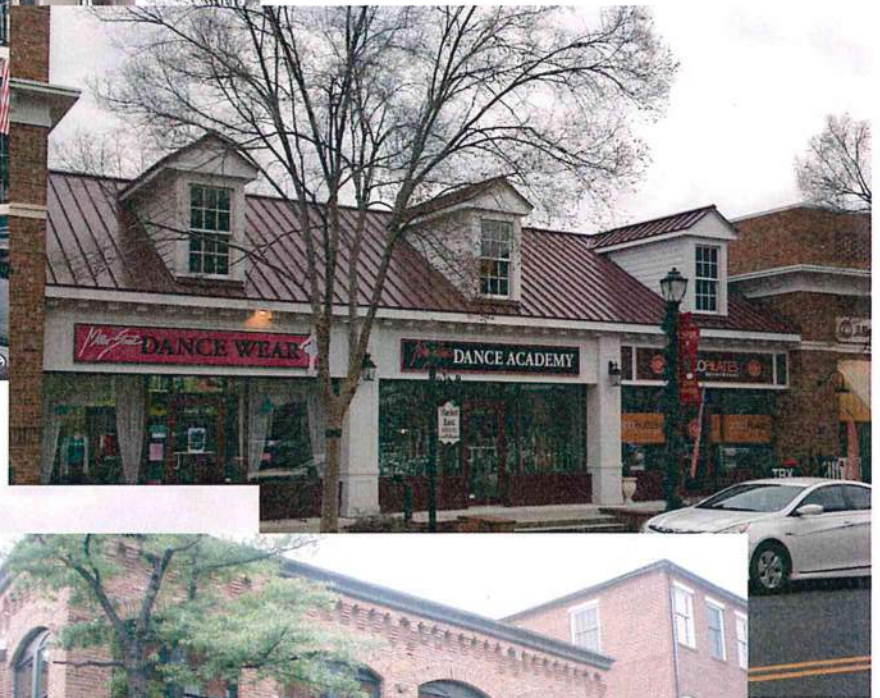


EXHIBIT I

Examples of Apartment Buildings



EXHIBIT J

Off-site Road Improvements. Optimist/Triangle

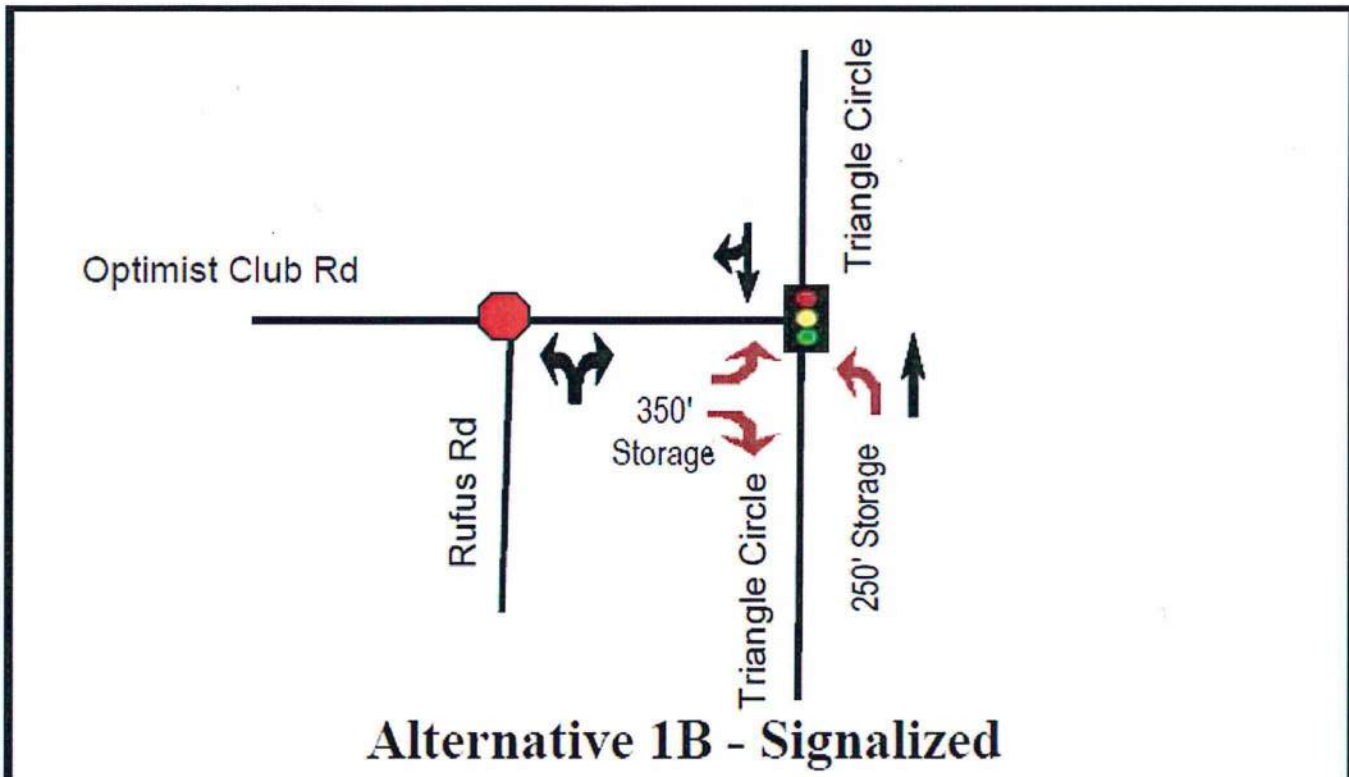


EXHIBIT K

Open Space

