

# Memorandum

To: Town of Rolesville – Planning Staff  
CC: Jake Jones, Gravity Companies  
From: Drew Plato, PE WithersRavenel  
Date: October 1, 2025  
Project: PSP-25-02 – Young Street Commercial  
Subject: Private Streets in the Young Street Commercial Development

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Dear Town of Rolesville Staff,

The Preliminary Subdivision Plans (1<sup>st</sup> Revision) prepared by WithersRavenel and dated October 1, 2025, include two (2) proposed internal access roads. The proposed roads will be located within shared access easements to provide vehicular access from the private site to the adjacent public streets. The proposed Road 'A' will include one (1) driveway connection on E Young Street (public) and one (1) driveway connection to Quarry Road (public). The proposed Road 'B' will include one (1) driveway connection to Quarry Road.

Based on discussion with Town Staff on September 11, 2025, we understand that the Town is willing to permit roads 'A' and 'B' as public or private streets, pending the applicants research and justification. We have considered the benefits of private and public roads and have elected to proceed with private roads. See below justifications for proceeding with private roads.

- **Design Flexibility.** The existing site conditions include several wetlands and buffered streams, resulting in challenges to provide an efficient layout and design. Maintaining these proposed roads as private will provide design flexibility to balance roadway design best practices with the unique site conditions and provide the best end-product commercial center the site can support.
- **Impact on Wetlands and Permitting.** The project includes impacts to wetlands. Per the current design, these impacts are less than 0.50-acres, which is the threshold for an Individual Permit from the United States Army Corps of Engineering (USACE). We understand that if the roads are to be publicly dedicated the Town has requested the applicant to consider providing a traffic circle at the intersection of Roads 'A' and 'B' as opposed to a 4-way Stop condition. A traffic circle would widen the proposed roadway limits and increase the wetland impacts above the 0.50-acre threshold. An Individual Permit from USACE would delay the project's overall permitting timeline and impact developer financing and contractual obligations.
- **Impact to Site Yield.** As previously noted, the Town has requested the applicant consider a traffic circle at the intersection of roads 'A' and 'B' if the roads are to be publicly dedicated. The additional site area required for a traffic circle would reduce the developable area of adjacent outparcels and negatively impact development potential.

Based on the discussion points listed above, proceeding with the proposed Road 'A' and Road 'B' as private roads is the preferred solution for the project. Please contact me at [dplato@withersravenel.com](mailto:dplato@withersravenel.com) with any questions.

Sincerely,



Drew Plato, PE