



**Planning Board Meeting**  
**December 18, 2023**  
**7:00 p.m.**

**AGENDA**

A. Call to Order

1. Pledge of Allegiance
2. Invocation
3. Approval of October 23, 2023 Planning Board Meeting Minutes

B. Regular Agenda

1. REZ-23-06 – 4124 Burlington Mills Road
2. MA-22-08 – Harris Creek Farms
3. REZ-23-02 – Woodlief Assemblage

C. Communications

1. Planning Director's Report
  - a. Previous Planning Board Recommendations
  - b. Other
2. Town Attorney's Report
3. Other Business
4. Adjournment



**Planning Board Meeting**  
**October 24, 2023 - 7:00 PM**  
**502 Southtown Circle, Rolesville, NC 27571**

**MINUTES**

**PRESENT:**

Mike Moss, Chair	Donnie Lawrence, Board Member
Davion Cross, Vice-Chair	Tisha Lowe, Board Member,
Steve Hill, Board Member	Derek Versteegen, Board Member
Jim Schwartz, Board Member	Michelle Medley, Commissioner/ Planning Board Liaison
Erin Catlett, Deputy Town Attorney	Michele Raby, Planner I

**ABSENT:** Meredith Gruber, Planning Director, Mike Elabarger, Senior Planner

**A. CALL TO ORDER**

Chair Moss called the meeting to order at 7:00 p.m.

**A.1. PLEDGE OF ALLEGIANCE**

The Board collectively recited the Pledge of Allegiance.

**A.2. INVOCATION**

Chair Moss delivered the invocation.

**A.3. APPROVAL of August 28, 2023, Planning Board meeting minutes.**

Moved by Board Member Lawrence and Seconded by Board Member Lowe. The motion to approve the minutes of August 28, 2023, was carried by a unanimous (7-0) vote.

**B. REGULAR AGENDA**

- B.1. Town of Rolesville Appearance Commission- Input on the establishment of a Commission and possible duties.** Planner Michele Raby, with the assistance of Commissioner Medley, gave a brief overview of the background and the purpose of establishing an Appearance Committee. The Board collectively asked what the duties of the commission would be, what authority would they have, how often would they meet, what would they look at, and to whom would the Commission report? The Board noted they would like to see an additional committee created. The Board asked for more information before moving forward with a recommendation.

**C. COMMUNICATIONS**

**C.1. Planning Director's Report**

**a. Update on Previous Planning Board Recommendations**

The applicant for MA 22-08 Harris Creek Farms Subdivision located on Universal Drive informed staff they will hold another neighborhood meeting scheduled on October 24<sup>th</sup>, and then they wish to return to the Planning Board to share updates.

**b. Averette, Young and Rolesville Road Corridor Study**

Exult Engineering presented the Averette, Young and Rolesville Road Corridor Study to the Town Board at the October 17 Work Session. The Planning Board was asked to please watch the presentation on YouTube and email Planning staff with any questions or comments.



**c. Communication of Planning Board Recommendations**

Planning staff requested feedback to see if any Planning Board member would like to be nominated to either write a memo or attend the monthly Board of Commissioners meeting generally held on the first Tuesday of each month. The Board collectively asked how this is different than the liaison role? Ms. Raby explained this is common in surrounding municipalities to nominate a Planning Board member to attend the Board of Commissioners' meetings. This task would be in addition to, not replace the liaison role, and is intended to give the Planning Board an opportunity to include additional information as well as to answer any questions the Board of Commissioner's may have. Mr. Versteegen expressed concern over one person writing a memo or speaking for the entire Planning Board, citing different points of view, and ensuring the information presented is fact based, not opinion.

**C.2. Town Attorney's Report**

Deputy Town Attorney Catlett spoke of the need for additional Board of Adjustment members. The current Board has 3 members; an additional 4 members are needed with a mix of ETJ and In-Town residents. Information can be found on the Town of Rolesville website under the Town Clerk's page.

**C.3. Other Business**

Mr. Versteegen asked the Planning Board to consider having the Town adopt a Historic District Ordinance. Surrounding municipalities have similar national study lists. Ms. Raby noted the Town is preparing to update the 2017 Comp Plan and this may be something to add to that update.

**C.4. Adjournment**

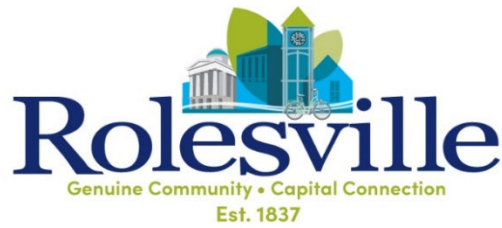
Board Member Lawrence made a motion to adjourn and Seconded by Board Member Versteegen. The motion was carried by unanimous (7-0) vote. The meeting was adjourned at 8:10 p.m.

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Mike Moss, Planning Board Chairman

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Michele Raby, Planning Board Clerk/Planner



# Memo

**To:** Town of Rolesville Planning Board  
**From:** Meredith Gruber, Planning Director and Michael Elabarger, Senior Planner  
**Date:** December 18, 2023  
**Re:** 4124 Burlington Mills Road  
Rezoning (Map Amendment) REZ-23-06

## Background

The Town of Rolesville Planning Department received a Rezoning Map Amendment (REZ) application in August of 2023, to rezone the 3.48 acre property from the current Residential Low Density (RL) District to the General Industrial Conditional Zoning (GI-CZ) District. The request includes a set of Conditions of Approval, which contain one (1) condition that limits the ultimate use of the property to either a Public Safety Facility or a Warehouse use.

The property is currently in the Town's Extraterritorial Jurisdiction (ETJ) and the Applicant does not intend to voluntarily annex the property into Town limits.

## Applicant Justification

In the submitted Application (see Attachment 1), the Applicant states the intention or purpose of seeking to change the Zoning District of the property is to build a new Fire Station for fire equipment and department use only.

## Neighborhood Meetings

The Applicant conducted a Neighborhood meeting on December 6, 2023, see Attachment 3.

## Comprehensive Plan

### **Land Use**

The 2017 Comprehensive Plan's Future Land Use Map designates the subject property, and the entire area on both sides of Burlington Mills Road, as appropriate for Medium-Density Residential development. Per the Plan, this is defined as:

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*Predominantly single-family residential uses with portion of duplex, townhouse, or multifamily residential. These are lots or tracts at a density range of three to five (3-5) dwelling units per gross acre including preserved open space areas along with limited non-residential uses under planned unit development or form base code provisions.*

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### **Community Transportation Plan**

The Town of Rolesville's Community Transportation Plan (CTP, adopted 2021) includes recommendations for Thoroughfares, Collectors, and intersections.

#### **Thoroughfare Recommendations near the property**

- Burlington Mills Road is planned to be a 4-lane, Raised Median-divided section with curb & gutter, bike lanes, and sidewalks.

With no specific development proposed as part of the Rezoning, a Traffic Impact Analysis [TIA] could not/was not performed at this stage; when development is proposed through a Site Development Plan in the future, the project will be vetted for warranting a TIA (and any off-site improvements).

### **Greenway and Bike Plans**

As per the 2022 Greenway Plan:

- A ten-foot (10') Sidepath on the 'west' side of Burlington Mills Road (this property side)

As per the 2022 Bicycle Plan:

- Bicycle lane within the travel lanes of the roadway.

### **Consistency**

The Rezoning request is not consistent with the Town of Rolesville's Comprehensive Plan for the following reasons:

- The General Industrial (GI) zoning district is not appropriate immediately adjacent an RM District (the Pearce Farm residential neighborhood).
- Minus written details in the Conditions OR a concept sketch plan of development there is no known size, height, amount, or location of buildings/square footage/exact forms of development (ie, a building, a parking lot, an accessory structure) to gauge the possible impacts of

Despite the inconsistent nature of the Rezoning request, the following should be mentioned:

- At the time of development, a GI District adjacent an RM District requires the GI zoned property to construct a Type 4 Perimeter Buffer, which is 50' in depth with a 5' high berm, a 3' wall, a continuous hedge, 4 understory trees per 100 LF, and 8 Trees per 100 LF. The property has approximately 700' of linear property line with an RM District.

Staff notes that a *Public Safety Facility* (ie, fire, police, or emergency services center) generally functions as a "community facility" and is routinely sited within or adjacent residential neighborhoods for obvious proximity and response time purposes. The proposed use of "Warehouse" is far more wide-ranging compared to Public Safety Facility. A Rezoning entitlement runs with the land, and thus if property ownership changes, the development options in the proposed Condition is valid/in effect.

### **Development Review**

The Technical Review Committee (TRC) reviewed the Rezoning application, with the only comment to expand the proposed Conditions to the extent possible to express the sought after development of the property.

### **Proposed Motion**

Motion to recommend to the Town Board of Commissioners (approval or denial, along with mention of consistency or inconsistency with the Comprehensive Plan) of Rezoning request REZ-23-06 – 4124 Burlington Mills Road.

### **Attachments**

1	Rezoning Map Amendment Application
2	Deed_Bk16369_g2073
3	Neighborhood Meeting Package – December 6, 2023
4	Proposed Conditions of Approval

REZ-23-06

Case No. \_\_\_\_\_

Date 07.25.2023



## Map Amendment Application

### Contact Information

Property Owner Rolesville Rural Fire Department  
Address 4124 Burlington Mills Road City/State/Zip Wake Forest, NC 27587  
Phone 919-556-2064 Email chief@rolesvillefire.com

Developer TBD  
Contact Name \_\_\_\_\_  
Address \_\_\_\_\_ City/State/Zip \_\_\_\_\_  
Phone \_\_\_\_\_ Email \_\_\_\_\_

### Property Information

Address 4124 Burlington Mills Road  
Wake County PIN(s) 1749808870  
Current Zoning District RL Requested Zoning District GI-CZ  
Total Acreage 3.48

### Owner Signature

I hereby certify that the information contained herein is true and completed. I understand that if any item is found to be otherwise after evidentiary hearing before the Town Board of Commissioners, that the action of the Board may be invalidated.

Signature Rolesville Rural Fire Dept. Inc. By Frank C. Pearce, Jr. Date 7-31-23

STATE OF NORTH CAROLINA

COUNTY OF WAKE

I, a Notary Public, do hereby certify that 8 Frank C. Pearce sr.  
personally appeared before me this day and acknowledged the due execution of the foregoing instrument. This  
the 07 day of 31 2023

My commission expires May 21, 2024

Signature \_\_\_\_\_ Seal

**SANDRA MCCONNELL**  
Notary Public  
Wake Co., North Carolina  
My Commission Expires May. 21, 2024

Town of Rolesville Planning

PO Box 250 / Rolesville, North Carolina 27571 / RolesvilleNC.gov / 919.554.6517

See attached Exhibit A in Deed.

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.





## Map Amendment Application

### Rezoning Justification

Rezoning requested to change from current RL zoning use to General Industrial-Conditional Zoning (GI-CZ) to build a new Fire Station for fire equipment and department use only.

Proposed Conditions: Permitted uses are Public Safety Facility.

### Property Owner Information

[illegible]



WAKE COUNTY, NC 148  
LAURA M RIDDICK  
REGISTER OF DEEDS  
PRESENTED & RECORDED ON  
04/29/2016 13:57:41  
STATE OF NC REAL ESTATE  
EXCISE TAX: \$250.00  
BOOK:016369 PAGE:02073 - 02076

This instrument prepared by: James S. Warren, a licensed North Carolina attorney. Delinquent taxes, if any, to be paid by the closing attorney to the county tax collector upon disbursement of closing proceeds.  
HOLD FOR: Warren, Shackleford & Thomas, P.L.L.C.

PREPARED BY: Warren, Shackleford & Thomas, P.L.L.C.,  
P.O. Box 1187, Wake Forest, NC 27588

TAX IDENTIFICATION #: 107673

REVENUE STAMP \$ 250.00

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## NORTH CAROLINA GENERAL WARRANTY DEED

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This deed made this 27th day of April, 2016 by and between:

GRANTOR: **STACY F. PEARCE AND JULIE H. PEARCE**

GRANTEE: **ROLESVILLE RURAL FIRE DEPT. INC.**  
P. O. Box 249, Rolesville, NC 27571

Grantor, for valuable consideration paid by Grantee, receipt of which is hereby acknowledged, does grant, convey and transfer unto Grantee in fee simple the property described as follows:

TOWNSHIP OF \_\_\_\_\_, COUNTY OF WAKE

**SEE ATTACHED EXHIBIT "A"**

The above property was acquired by Grantor by instrument recorded in Book 4269, Page 671.

All or a portion of the property herein conveyed \_\_\_ includes or \_\_\_ does not include the primary residence of a Grantor.

TO HAVE AND TO HOLD the above described property and all privileges and appurtenances thereto belonging to the Grantee in fee simple.

Grantor covenants with Grantee, that Grantor is seized of the premises in fee simple, has the right to convey the same in fee simple, that title is marketable and free and clear of all encumbrances, and that Grantor will warrant and defend the title to the property against the lawful claims of all others except for the exceptions set out below.

Title to the property described herein is subject to the following exceptions:

1. Subject to the right of way of Burlington Mills Road.
2. Subject to easement(s) and restriction(s) of record.

IN WITNESS WHEREOF, Grantor has set his hand and seal, or if corporate, has caused this instrument to be signed in its corporate name by a duly authorized officer.

Stacy F. Pearce (SEAL)  
Stacy F. Pearce

Julie H. Pearce (SEAL)  
Julie H. Pearce

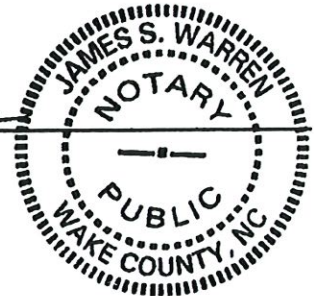
STATE OF NORTH CAROLINA, COUNTY OF Wake

I, James S. Warren, a Notary Public for the County and State aforesaid, certify that **Stacy F. Pearce** personally appeared before me this day and acknowledged the execution of the foregoing instrument.

Witness my hand and official stamp or seal, this the 29 day of April, 2016.

My Commission Expires: 10-3-2020

Notary Public



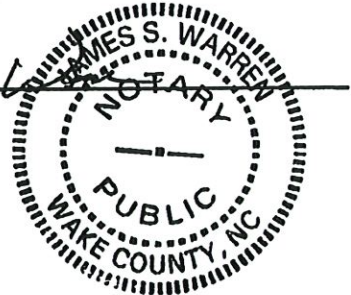
STATE OF NORTH CAROLINA, COUNTY OF Wake

I, James S. Warren, a Notary Public for the County and State aforesaid, certify that **Julie H. Pearce** personally appeared before me this day and acknowledged the execution of the foregoing instrument.

Witness my hand and official stamp or seal, this the 29 day of April, 2016.

My Commission Expires: 10-3-2020

Notary Public



## EXHIBIT A

BEGINNING at a PK nail in the centerline of State Road 2051, said iron stake being located 636 feet in a northwesterly direction along the centerline of State Road 2051 from the intersection of the centerline of State Road 2073 and the centerline of State Road 2051; runs thence from said point of beginning South 32 degrees 24 minutes West 199.39 feet to an iron stake; runs thence North 57 degrees 36 minutes West 41.17 feet to an iron stake; runs thence South 32 degrees 24 minutes West 140.85 feet to an iron stake; runs thence North 85 degrees 39 minutes West 363.71 feet to an iron stake; runs thence North 04 degrees 21 minutes East 280.74 feet to an iron stake; runs thence South 85 degrees 39 minutes East 560.00 feet to a PK nail in the centerline of SR 2051, the point and place of beginning, being all of that certain tract of land containing 3.00 acres as shown by map and survey of Williams, Pearce & Associates, P.A. dated May 13, 1988 entitled "House Location for Stacy Frank Pearce and Julie Harris Pearce, Wake Forest Township, Wake County, North Carolina."

To: Neighboring Property Owners

From: Chief Lawrence Rural Rolesville Fire Department

Date: November 13, 2023

Re: Neighborhood Meeting- 4124 Burlington Mills Road Rezoning (REZ-23-06)

Please join us to discuss the proposed rezoning (map amendment) of the Rural Rolesville Fire Department property located at 4124 Burlington Mills Road Wake Forest, NC 27587. We have scheduled an informational meeting with surrounding neighbors on December 6, 2023 at 6:00 PM. This meeting will be held at the Rolesville Fire Station 104 E Young Street Rolesville, NC 27571.

The purpose of this meeting is to discuss the proposed rezoning of 4124 Burlington Mills Road Wake Forest, NC 27587 (REZ-23-06). The property assemblage totals approximately 3.48 acres in size and is located east of the intersection at Forestville Road and Southeast along Burlington Mills Road.

The property is currently zoned Residential Low (RL) under the Town of Rolesville's Land Development Ordinance (LDO). The proposed rezoning would change the zoning to General Industrial (GI) as a Conditional Zoning (CZ) District, with a Condition that restricts the use and development of the property to only the "Public Safety Facility and Warehouse" Zoning specific use. We believe the proposed rezoning at this location, while inconsistent with the Future Land Use Map which calls for Medium Density Residential in this area will serve the area greatly in the future when needed.

The town of Rolesville requires a neighborhood meeting involving the Rural Rolesville Fire Department and tenants of property within 500 feet of the property during the rezoning process. During this information session, you will have the opportunity to hear about and ask questions regarding the proposed rezoning. After the meeting, we will prepare a report for the Planning Department regarding the items discussed at the meeting.

#### **Neighborhood Meeting Information**

- **Date: December 6, 2023**
- **Time: 6:00 PM**
- **Location: Rural Rolesville Fire Station 104 E Young Street**

Please do not hesitate to contact me directly if you have any questions or wish to discuss any issues. I can be reached at [\(919\) 556-2064](tel:9195562064) and [chief@rolesvillefire.com](mailto:chief@rolesvillefire.com). Also for more information about the rezoning, you may visit <https://www.rolesvillenc.gov/projects/4124-burlington-mills-road> or contact the Rolesville Planning Department at 919-554.6517 and [Planning@Rolesville.NC.Gov](mailto:Planning@Rolesville.NC.Gov). We look forward to meeting with you.

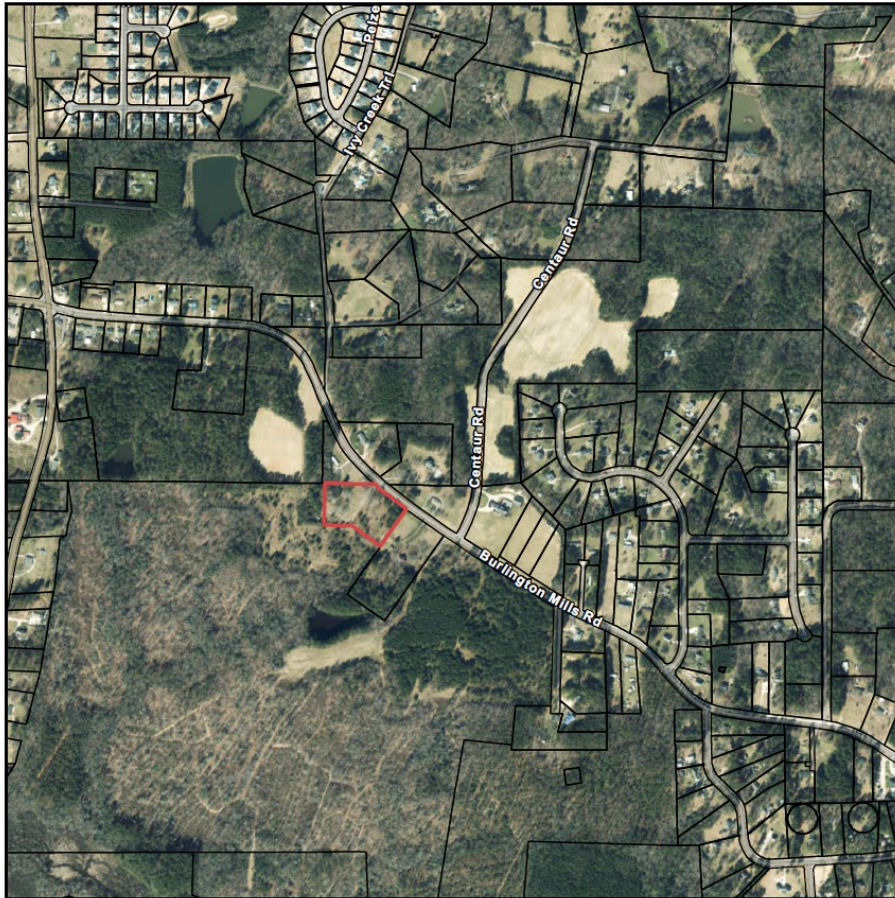
Attached to this invitation are the following materials:

1. Subject Property Map
2. Future Land Use Map

Sincerely,

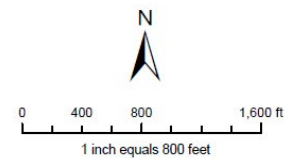
Chief Donnie Lawrence



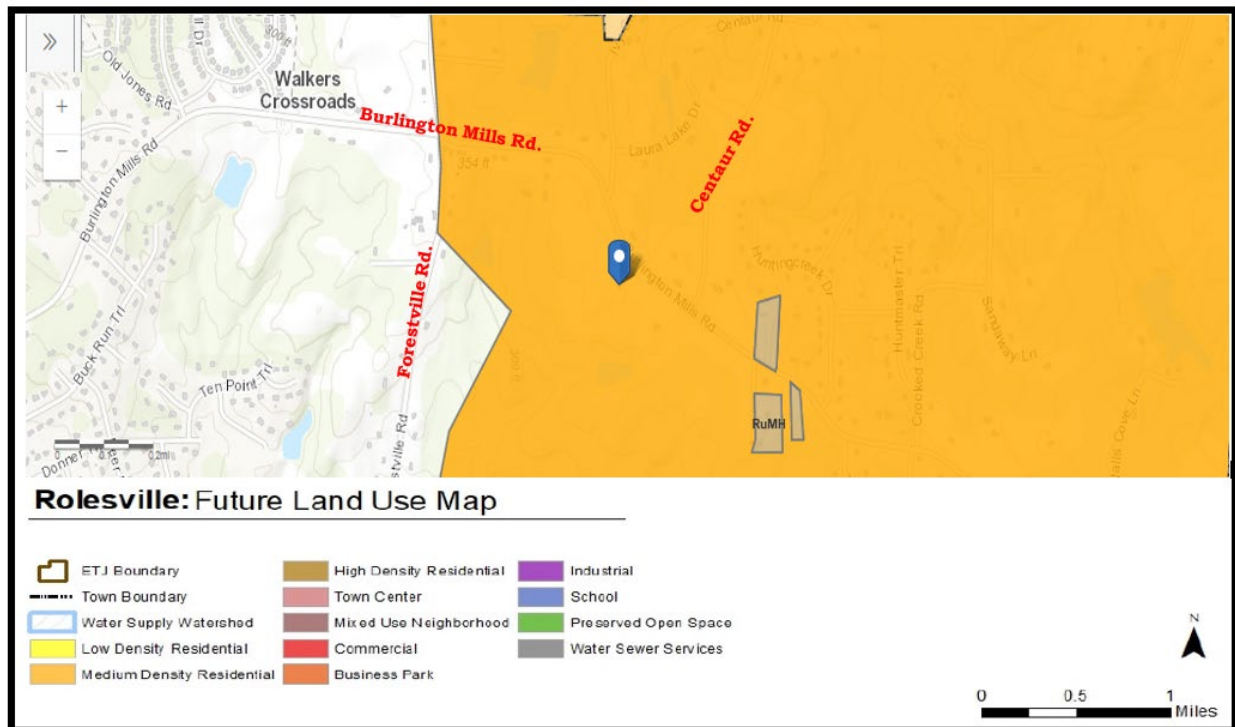


## RRFD-Proposed Rezoning

REID: 0107673  
 PIN: 1749808870  
 PIN Extension: 000  
 Land Value: \$120928  
 Total Value Assessed: \$120928  
 Deed Acres: 3.48  
 Planning Jurisdiction: RO  
 Township: Wake Forest  
 Owner: ROLESVILLE RURAL FIRE DEPT INC  
 Mailing Address 1: PO BOX 249  
 Mailing Address 2: ROLESVILLE NC 27571-0249  
 Deed Book: 016369  
 Deed Page: 02073  
 Deed Date: 4/29/2016  
 Land Class: Vacant  
 Map Name: 1749 04  
 Billing Class: Business  
 Property Description: LOT 1 ROLESVILLE FIRE DEPARTMENT BM2016-01916  
 Address: 4124 BURLINGTON MILLS RD  
 Street Name: BURLINGTON MILLS RD  
 Old Parcel Number: -  
 Total Structures: 1  
 ZIP: 27587



**Disclaimer**  
 iMaps makes every effort to produce and publish the most current and accurate information possible. However, the maps are produced for information purposes, and are NOT surveys. No warranties, expressed or implied, are provided for the data therein, its use, or its interpretation.



November 09, 2023

**REZ-23-06**  
**4124 Burlington Mills Road**

Conditions of Approval:

Permitted uses shall be:

- 1.) Public Safety Facility and
- 2.) Warehousing

<b>Owner</b>	<b>Address</b>	<b>Mailing Address 1</b>	<b>Mailing Address 2</b>	<b>PIN</b>
<b>ALEXANDER FAMILY INVESTMENTS LLC</b>	0 CENTAUR RD	<b>PO BOX 3661</b>	<b>CARY NC 27519-3661</b>	1759028216
<b>BROWN, CYNTHIA HOPE BROWN, MARTY RAY</b>	3900 BURLINGTON MILLS RD	<b>305 SOMBRERO BEACH RD</b>	<b>MARATHON FL 33050-3902</b>	1749717465
<b>BURNHAM, KENYON BURNHAM, ABIGAIL ELIZABETH</b>	4140 BURLINGTON MILLS RD	<b>8120 BENTWOOD PL</b>	<b>RALEIGH NC 27615-3506</b>	1749901404
<b>FAISON-KEITH, CATHERINE ANN</b>	4109 BURLINGTON MILLS RD	<b>4244 BURLINGTON MILLS RD</b>	<b>WAKE FOREST NC 27587-9639</b>	1749819243
<b>HARRINGTON, DAVID B HARRINGTON, CYNTHIA F</b>	4117 BURLINGTON MILLS RD	<b>4117 BURLINGTON MILLS RD</b>	<b>WAKE FOREST NC 27587-9129</b>	1749913110
<b>PEARCE, GARY L</b>	4141 BURLINGTON MILLS RD	<b>3500 QUARRY RD</b>	<b>WAKE FOREST NC 27587-6934</b>	1749904833
<b>PEARCE, STACY F</b>	4108 BURLINGTON MILLS RD	<b>PO BOX 377</b>	<b>ROLESVILLE NC 27571-0377</b>	1749817019
<b>POGE LLC ESNE LLC</b>	0 FORESTVILLE RD	<b>PO BOX 97487</b>	<b>RALEIGH NC 27624-7487</b>	1748891680
<b>ROLESVILLE RURAL FIRE DEPT INC</b>	4124 BURLINGTON MILLS RD	<b>PO BOX 249</b>	<b>ROLESVILLE NC 27571-0249</b>	1749808870
<b>TOWN OF ROLESVILLE</b>	PO Box 250		<b>Rolesville, NC 27571</b>	

**Rolesville Rural Fire Department, Inc.**

POST OFFICE BOX 249  
ROLESVILLE, NORTH CAROLINA 27571



ALEXANDER FAMILY INVESTMENTS LLC  
PO BOX 3661  
CARY, NC 27519-3661

**Rolesville Rural Fire Department, Inc.**

POST OFFICE BOX 249  
ROLESVILLE, NORTH CAROLINA 27571



CYNTHIA HOPE BROWN  
MARTY RAY BROWN  
305 SOMBRERO BEACH ROAD  
MARATHON, FL 33050-3902



**Rolesville Rural Fire Department, Inc.**

POST OFFICE BOX 249  
ROLESVILLE, NORTH CAROLINA 27571



KENYON BURNHAM  
ABIGAIL BURNHAM  
8120 BENTWOOD PLACE  
RALEIGH, NC 27615-3506

**Rolesville Rural Fire Department, Inc.**

POST OFFICE BOX 249  
ROLESVILLE, NORTH CAROLINA 27571



CATHERINE ANN FAISON-KEITH  
4244 BURLINGTON MILLS ROAD  
WAKE FOREST, NC 27587-9639

**Rolesville Rural Fire Department, Inc.**

POST OFFICE BOX 249  
ROLESVILLE, NORTH CAROLINA 27571



DAVID B HARRINGTON  
CYNTHIA F HARRINGTON  
4117 BURLINGTON MILLS ROAD  
WAKE FOREST, NC 27587-9129

**Rolesville Rural Fire Department, Inc.**

POST OFFICE BOX 249  
ROLESVILLE, NORTH CAROLINA 27571



GARY L PEARCE  
3500 QUARRY ROAD  
WAKE FOREST, NC 27587-6934

**Rolesville Rural Fire Department, Inc.**

POST OFFICE BOX 249  
ROLESVILLE, NORTH CAROLINA 27571



STACY F PEARCE  
PO BOX 377  
ROLESVILLE, NC 27571-0377

**Rolesville Rural Fire Department, Inc.**

POST OFFICE BOX 249  
ROLESVILLE, NORTH CAROLINA 27571



POGE LLC ESNE, LLC  
PO BOX 97487  
RALEIGH, NC 27624-7487



**Rolesville Rural Fire Department, Inc.**

POST OFFICE BOX 249  
ROLESVILLE, NORTH CAROLINA 27571



**Town of Rolesville  
PO Box 250  
Rolesville NC 27571**

[illegible]

# Rolesville Rural Fire Department, Inc.

Rolesville Fire District  
PO Box 249  
Rolesville, NC 27571

Rolesville Fire Department  
4124 Burlington Mills Road Property Rezoning  
Meeting Minutes

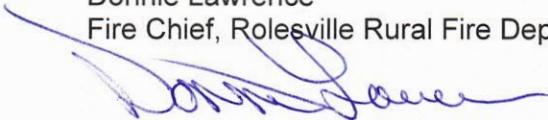
A scheduled meeting was held at the Rolesville Rural Fire Department at 104 E. Young Street, Rolesville, NC on December 6, 2023 at 6:00 PM. The purpose of this meeting was to discuss with property owners the rezoning of this property from residential to commercial. Present were homeowner Stacy Pearce, Donnie Lawrence, Rolesville Fire Department Fire Chief, Herbert Holding, Rolesville Rural Fire Department Board Member, Frank Pearce, Jr., Secretary/Treasurer of the Rolesville Rural Fire Department, and Edna Allison, Administrative Assistant at Rolesville Rural Fire Department.

Chief Lawrence displayed maps on a screen of the property being requested to be rezoned as well as a display of an architectural rendering of the fire station designed for that location. Handouts were made available of the property plot.

Chief Lawrence discussed with Stacy Pearce the request for rezoning this property from residential low to general industrial zoning. His only question and concern was when the fire station will be constructed at that property location.

There were no other property owner attendees present and the meeting was adjourned at 7:00 PM.

Donnie Lawrence  
Fire Chief, Rolesville Rural Fire Department



November 09, 2023

**REZ-23-06**

**4124 Burlington Mills Road**

Conditions of Approval:

Permitted uses shall be:

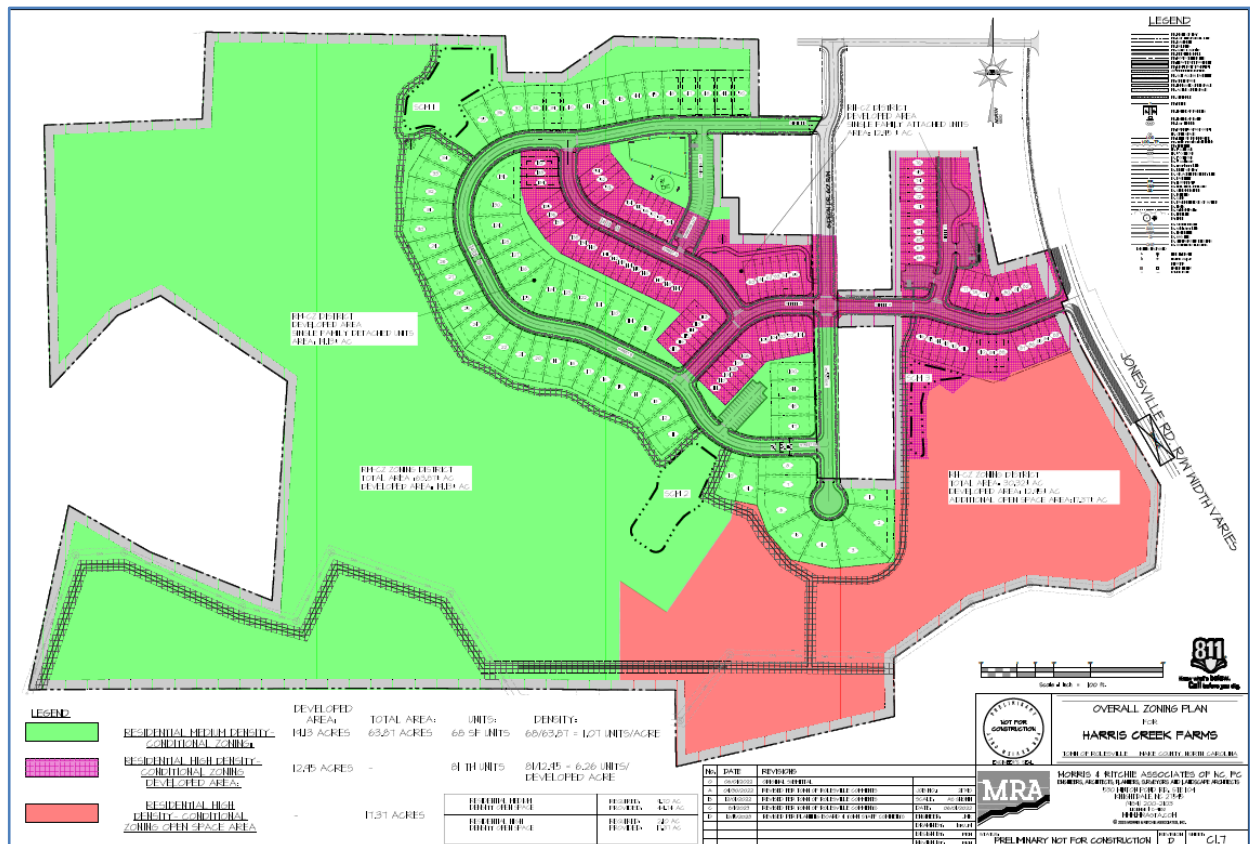
- 1.) Public Safety Facility and
- 2.) Warehousing

# Memo

**To:** Town of Rolesville Planning Board  
**From:** Meredith Gruber, Planning Director / Michael Elabarger, Senior Planner  
**Date:** December 18, 2023  
**Re:** Harris Creek Farms  
 Map Amendment Rezoning MA 22-08

## Background

The Town of Rolesville Planning Department received a Map Amendment (Rezoning) application in August of 2022 [MA 22-08] for approximately 93 acres consisting of nineteen (19) tracts of land on the West side of Jonesville Road near Universal Drive. This application requests rezoning from Wake County's R-30 Zoning District to the Town's Land Development Ordinance (LDO), with a combination of two (2) Zoning Districts; Residential Medium as a Conditional Zoning District (RM-CZ) for an approximately 63 acre portion, and; Residential High as a Conditional Zoning (RH-CZ) District for approximately 30 acres. See Attachments 6 and 7 for Proposed District Boundary map and legal descriptions. Below is Sheet C1.7 (#11 in Attachment 5) which details the RM-CZ in green, and the RH-CZ District in red. The specifics of the project include maximums of 149 total residential dwellings units (comprised of maximums of 68 single-family detached units and 81 single-family attached (Townhome) units, and a minimum of 40% gross acreage (~37 acres) preserved as undisturbed open space.





A Voluntary Annexation Petition (ANX 22-05) has also been submitted and reviewed and processed simultaneously with this Rezoning application request. There will be a combined Legislative hearing at a future Town Board of Commissioners meeting.

The Rezoning application includes a set of Conditions of Approval (see Attachment 8) and a Concept/Sketch Plan (see Attachment 5).

### **Applicant Justification**

The Applicant provided this brief statement regarding the submittal (see Attachment 4 also).

The development is proposing two zoning districts, RM-CZ and RH-CZ. The Cluster Development afforded in LDO Section 3.1.B will be utilized in the RM-CZ section of the project which will consist of single family residential uses. The RH-CZ section of the property will consist of single family attached uses in the form of townhomes. While the RH-CZ zoning allows 6-12 dwelling units per acre, the proposed density is 5.77 units/acre. A condition of a maximum allowable density of 6.0 units/acre within the RH-CZ district is proposed in order to ensure future conformance to the Site Plan proposed in this Map Amendment. The developed area within the RH-CZ portion of the site will be less than 15 acres. The RM-CZ section of the property will consist of single family detached units, the proposed density is 1.11 units/acre, under the maximum allowable density of 5.0 units/acre. The project as a whole will have a density of 1.60 units/total site area. The proposed uses are in accordance with 3.1.A.1-3-Residential Districts by providing a variety of residential housing choices with varied densities, types and designs; creating neighborhoods and preserving existing character while allowing for new, compatible development; and providing for safe, appropriately located lands for residential development consistent with the Rolesville Comprehensive Plan. The Future Land Use Map designates the subject property for residential use. The requested zoning is consistent and compatible with the Future Land Use Map and with the Rolesville 2017 Comprehensive Plan. We request your support for the proposed Zoning Map Amendment.

### **Neighborhood Meetings**

The Applicant conducted a Neighborhood meeting on July 12, 2023, at which there were 24 attendees. The Applicant held an additional Meeting on October 24, 2023, at which there were 10 attendees; see Attachment 9.

### **Comprehensive Plan**

#### **Land Use**

The 2017 Comprehensive Plan's Future Land Use Map designates the subject property, and the entire area south of Harris Creek to Mitchell Mill Road, as appropriate for Medium Density Residential development. Per the Plan, this is defined as:

---

*Predominantly single-family residential uses with portion of duplex, townhouse, or multifamily residential. These are lots or tracts at a density range of three to five (3-5) dwelling units per gross acre including preserved open space areas along with limited non-residential uses under planned unit development or form base code provisions.*

---

### ***Community Transportation Plan***

The Town of Rolesville's Community Transportation Plan (CTP, adopted 2021) includes recommendations for Thoroughfares, Collectors, and intersections. There are no plans for new Collector roadways in the vicinity of the subject property, but there is this Thoroughfare Recommendation (page 79/131):

- Jonesville Road is planned to be a 2-lane (with Two Way Left Turn Lane), curb and gutter, bike lanes, and Sidewalks.

Per the Concept Site Plan, the project is proposing one new primary site access (Street A) to Jonesville Road, located south of where Universal Drive lies and the Harris Creek bridge crossing.

### ***Intersection Recommendations***

- There are no intersection recommendations associated with the subject property.
- The closest intersection recommendations are located at Mitchell Mill and Rolesville Roads, for an intersection realignment.

Transportation Improvements: To address transportation impacts reasonably expected to be generated by the development, the following road improvements shall be installed in accordance with plans approved by NCDOT and the Town of Rolesville:

- US 401 BYPASS AND JONESVILLE ROAD
  1. Conduct a full signal warrant analysis prior to full build-out of the proposed development and install a traffic signal if warranted and approved by the Town and NCDOT.
- US401 BYPASS AND EASTERN U-TURN LOCATION
  1. Conduct a full signal warrant analysis prior to full build-out of the proposed development and install a traffic signal if warranted and approved by the Town and NCDOT.
- MITCHELL MILL ROAD AND JONESVILLE ROAD/PEEBLES ROAD
  1. Construct a Southbound (Jonesville Road) left-turn lane with at least 10 feet of storage and appropriate deceleration and taper.
  2. Construct a Westbound (Mitchell Mill Road) right-turn lane with at least 100 feet of storage and appropriate deceleration and taper.
  3. Construct an Eastbound (Mitchell Mill Road) right-turn lane with at least 100 feet of storage and appropriate deceleration and taper.
  4. Conduct a full signal warrant analysis prior to full build-out of the proposed development and install a traffic signal if warranted and approved by the Town and NCDOT.
- JONESVILLE ROAD AND SITE DRIVE
  1. Construct the Eastbound approach (site drive) with one ingress lane and one egress lane.
  2. Provide stop-control for the Eastbound approach (site drive).

### ***Greenway and Bike Plans***

As per the 2022 Greenway and Bike Plans, proposed pedestrian routes are shown in the following locations:

- A ten-foot (10') private maintained greenway trail with public access easement, turns into a twenty-foot (20') trail easement before returning to a ten-foot (10') private maintained

greenway trail with public access easement is shown on the northwest side of the property, along Harris Creek.

### Consistency

The Applicant's rezoning request is consistent with the Town of Rolesville's Comprehensive Plan for the following reasons:

- The proposed mix of residential product types with a commercial element fits the Medium Density Residential land use description.
- The proposed vehicular circulation network is in harmony/no conflict with the Town's Community Transportation Plan.
- The proposed greenways will establish pedestrian connections as recommended by Rolesville's Greenway Plan.

## Traffic

### Traffic Impact Analysis

The consulting firm, Ramey Kemp Associates, performed the Traffic Impact Analysis (TIA) for this project on behalf of the Town; the study analyzed a development of 68 Single Family Detached and 81 Single family Attached (townhome) housing units. The Final Sealed Report dated May 08, 2023, is included as Attachment 10 to this memo. Traffic conditions during weekday AM and PM peak hours were looked at in four (4) scenarios: 2022 Existing Traffic Conditions, 2027 No-build Traffic Conditions, 2027 Build Traffic Conditions and 2027 Build-Improved Traffic Conditions. See excerpted Table E-1 from the TIA report:

**Table E-1: Site Trip Generation**

Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	Weekday AM Peak Hour Trips (vph)			Weekday PM Peak Hour Trips (vph)		
			Enter	Exit	Total	Enter	Exit	Total
Single-Family Home (210)	68 DU	708	13	39	52	44	25	69
Single Family Attached (215)	81 DU	568	9	27	36	26	19	45
<b>Total Primary Trips</b>		1,276	22	66	88	70	44	114

Four intersections were studied for capacity analysis and Level of Service (LOS) impact of this development – US 401 Bypass and Jonesville Road; US 401 Bypass and Eastern U-turn location; Mitchell Mill Road and Jonesville Road / Peebles Road and Jonesville Road and Universal Drive.

### TIA Summary – Intersection Improvements

Recommendations	
<b>Future Traffic Conditions</b> A growth rate of 0% was used due to the number of developments included in the background traffic and the proximity of some of these developments to	<ul style="list-style-type: none"> <li>• Cobblestone Crossing Mixed-Use (Cobblestone)</li> <li>• Young Street PUD (The Point)</li> <li>• Wheeler Tract (Rolesville Crossing)</li> <li>• Louisbury Road Assemblage</li> <li>• Kalas / Watkins Family Property (Kalas Falls)</li> <li>• 5109 Mitchell Mill</li> <li>• Hills at Harris Creek</li> </ul>

the proposed development. The following adjacent developments were identified to be considered under future conditions:	
US 401 Bypass and Jonesville Road	<ul style="list-style-type: none"> <li>• Conduct a full signal warrant analysis prior to Full Build-out of the proposed development and install a traffic signal if warranted and approved by NCDOT and Town.</li> </ul>
Mitchell Mill Road and Jonesville Road / Peebles Road	<ul style="list-style-type: none"> <li>• Construct a south-bound (Jonesville Rd) left-turn lane with at least 100 feet of storage and appropriate deceleration and taper. <ul style="list-style-type: none"> <li>○ <i>It should be noted that this improvement was also identified by the 5109 Mitchell Mill Rd and Hills at Harris Creek TIA.</i></li> </ul> </li> <li>• Construct an eastbound (Mitchell Mill Rd) left-turn lane with at least 100 feet of storage and appropriate deceleration and taper. <ul style="list-style-type: none"> <li>• <i>It should be noted that this improvement was also identified by the 5109 Mitchell Mill Rd TIA.</i></li> </ul> </li> <li>• Construct a westbound (Mitchell Mill Road) right-turn lane with at least 100 feet of storage and appropriate deceleration and taper. <ul style="list-style-type: none"> <li>• <i>It should be noted that this improvement was also identified by the Hills at Harris Creek TIA.</i></li> </ul> </li> <li>• Conduct a full signal warrant analysis prior to Full Build-out of the proposed development and install a traffic signal if warranted and approved by NCDOT and Town.</li> </ul>
Jonesville Road and Site Drive	<ul style="list-style-type: none"> <li>• Construct the eastbound approach (Site Drive) with one ingress lane and one egress lane.</li> <li>• Provide stop control for the eastbound approach (Site Drive).</li> </ul>

## Development Review

The Technical Review Committee (TRC) reviewed three (4) versions of the Rezoning application, with all comments pertinent to the consideration of the proposed districts and the general development plan being resolved. Note that the TRC review of the Concept Plan (Attachment 5) was not an LDO subdivision and/or site development regulation review, as it is only a conceptual plan, and not an engineered and dimensioned layout. Should the proposed Zoning Districts be approved, the project would next process an Administratively reviewed/approved Major Preliminary Subdivision Plat (PSP) application, followed by Construction Infrastructure Drawings (CID).

### Overall Analysis

The proposed **Residential Medium (RM)** district (63.87 acres) entails developing a maximum of 68 single family detached (SFD) dwelling units, exercising the LDO Section 3.1.B. option of Cluster Development at the time of Major Preliminary Subdivision Plat to achieve that lot count. The resultant density – 68 dwelling units over 63.87 acres – is 0.93 dwelling units per acre. The theoretical by-right maximum density – 63.87 acres (2,782,177 SF) / 15,000 SF minimum lot size = 185 dwelling units or a density of [185 units/63.87 acres =] 2.89 d/u per acre. Therefore the proposed Density is approximately 1/3 that of the by-right density and will require a minimum of 40% preserved Open Space compared to the (LDO Section 6.2.1.D.1.) by-right minimum of 12%.

The proposed **Residential High (RH)** district (30.32 acres) entails developing a maximum of 81 single family attached (townhome) dwelling units; the Concept Site Plan is demonstrating that the project will comply with the LDO Section 3.1.3.B./Special Standard requirement that '*No more than 15 gross acres may be assigned to attached ... uses.*' Note – this standard/requirement is not the same as the acreage of the RH District, but rather, the area physically supporting 'attached uses'. This requirement shall be accurately demonstrated at the time of Major Preliminary Subdivision Plat review. The resultant density – 81 dwelling units over 30.32 acres – is 2.67 dwelling Units per acre; when only contemplating the 81 units within the maximum of 15 acres maximum area used to support the use, the density calculation rises to 5.4 dwelling units per acre. Calculating a theoretical by-right lot yield for Townhomes in the RH district is more difficult than (SFD in the RM District) but using the minimum 2,000 SF lot size across the maximum of 15 acres, that yield would be 326 dwelling units; that number would be impossible to achieve given unique aspects like the minimum 30' separation requirements be Townhome buildings.

Individually, the proposed RM and RH Districts are committing to far less than the LDO stated maximum densities and far less than the theoretical by-right subdivision yields. Collectively, the gross density of the proposed combined 149 dwelling units over 93 acres = **1.6 units per acre**. In summary, the proposed housing types are consistent with the Comprehensive Plan Future Land Use designation of Medium Density Residential, and the proposed density actually matches the **Low** Density Future Land Use category.

### **Staff Recommendation**

Staff finds the proposed Rezoning request MA 22-08 is consistent with the Comprehensive Plan and recommends Approval.

### **Proposed Motion**

Motion to recommend to the Town Board of Commissioners (approval or denial) of Rezoning request MA 22-08 – Harris Creek Farms.

**Attachments**

1	Vicinity Map
2	Zoning Map
3	Future Land Use Map
4	Map Amendment Application
5	Concept Site Plan, December 15, 2023
6	Zoning District Boundaries
7	Zoning District Legal Descriptions
8	Proposed Conditions of Approval
9	Neighborhood Meeting Package, July 12, 2023 and October 14, 2023
10	Traffic Impact Analysis (TIA), May 8, 2023



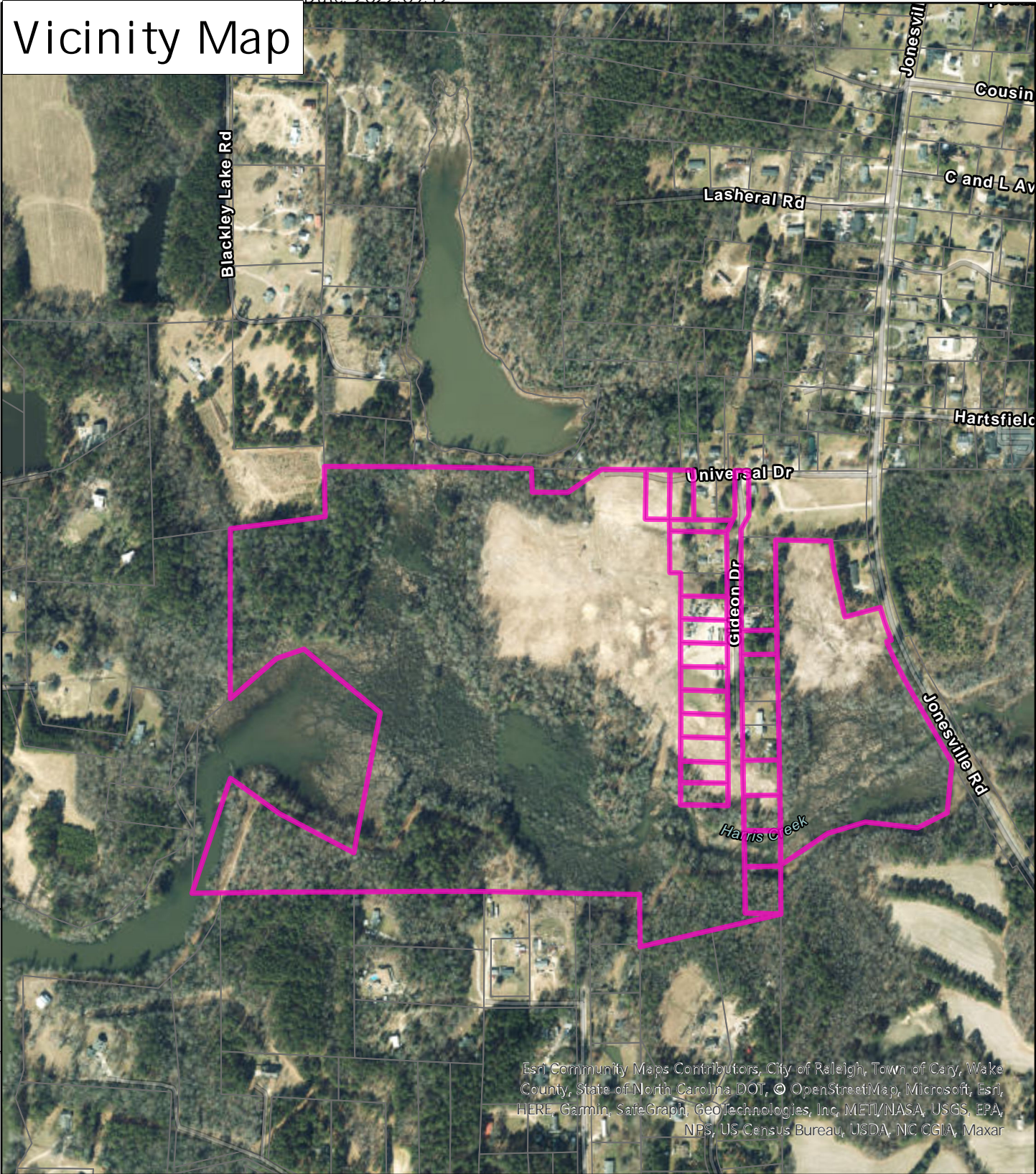


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1757471559, 1757385349  
Date: 2022.09.12

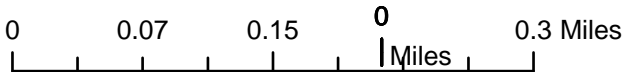
Vicinity Map

Date Saved: 9/12/2022 4:00 PM

Path: C:\Users\SRaby\Desk top\GIS\2022 Projects\MA 22-08 ANX 22-05 4928 Universal\MA 22-08 ANX 22-05 Universal.aprx



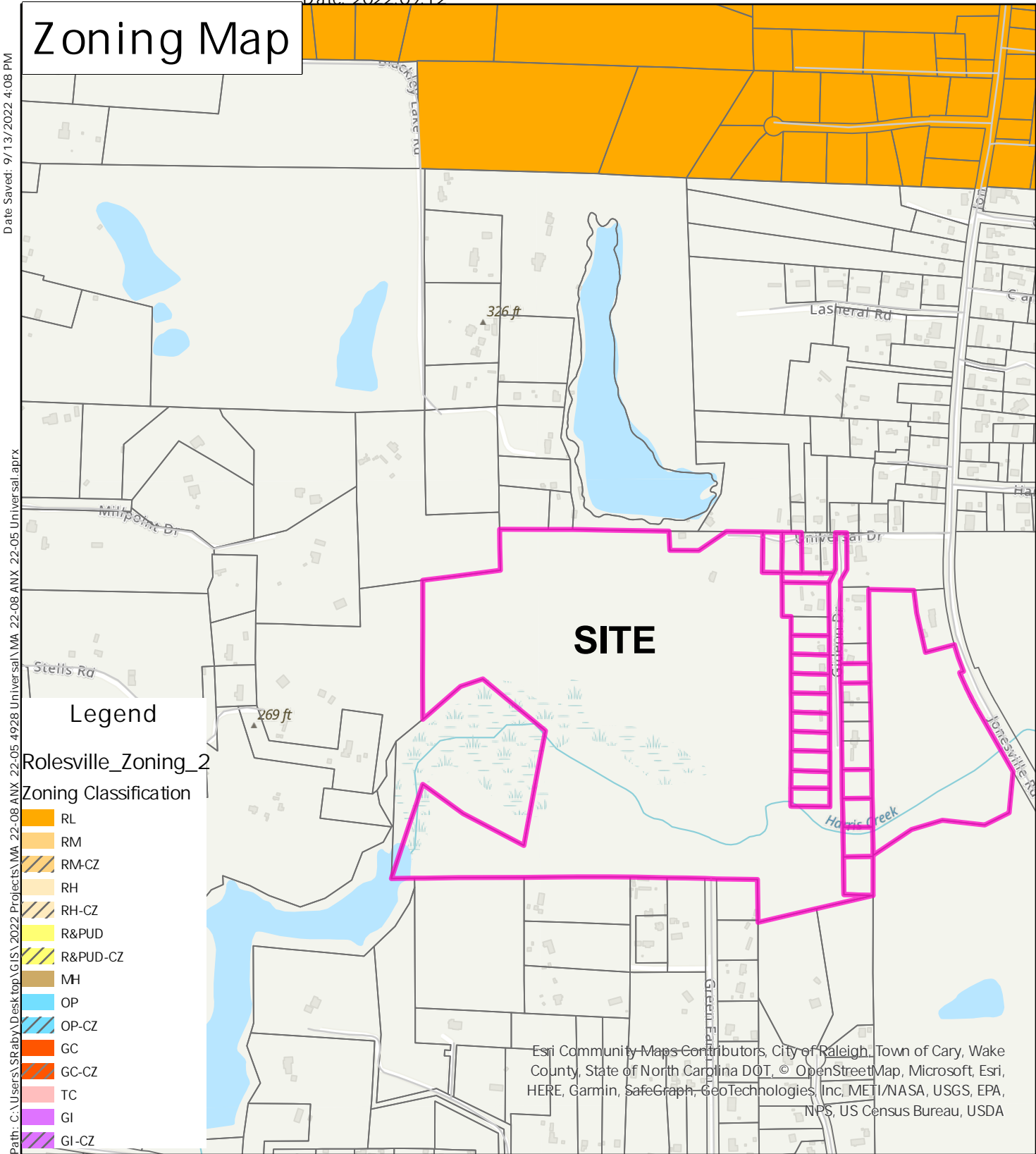
Esri Community Maps Contributors, City of Raleigh, Town of Cary, Wake County, State of North Carolina DOT, © OpenStreetMap, Microsoft, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, NC OGI, Maxar



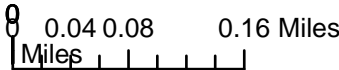




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1757368816, 1757378013, 1757378109, 1757378303, 1757377990, 1757471559,  
1757385349  
Date: 2022.09.12



**\*Site is approximately 1 mile from Carlton Pointe**





# Attachment #3

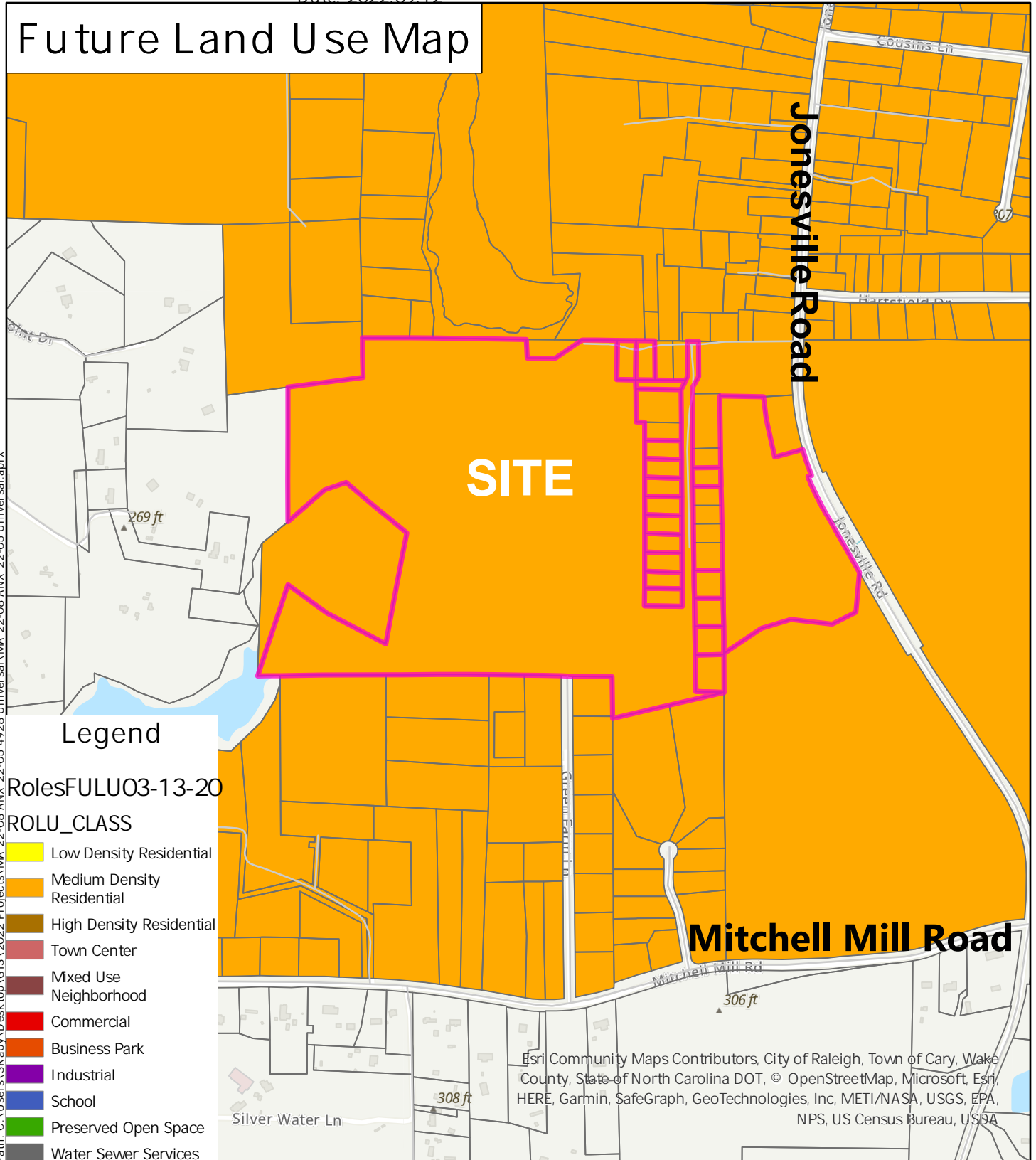


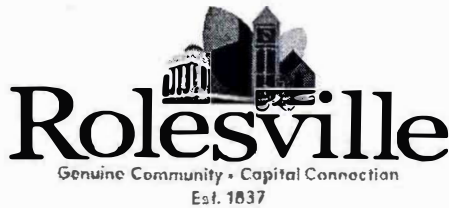
Case: MA 22-08 ANX 22-05 Harris Creek Farms  
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1757383572, 1757368816, 1757378013, 1757378109, 1757378303, 1757377990,  
1757471159, 1757385349  
Date: 2022.09.12

## Future Land Use Map

Date Saved: 9/13/2022 4:16 PM

Path: C:\Users\Sraby\OneDrive\GIS\2022 Projects\MA 22-08 ANX 22-05 4928 Universal.aprx



Case No. **MA 22-08**Date **rcvd 12/1/2022**

# Map Amendment Application

## Contact Information

Property Owner CHE, PINGAddress 10030 GREEN LEVEL CHURCH RD STE 802 #149City/State/Zip CARY NC 27519-8195Phone 919-798-0429Email ping@thescgrp.comDeveloper The CSC Group, LLCContact Name Ping ChenAddress 10030 GREEN LEVEL CHURCH RD STE 802 #149City/State/Zip CARY NC 27519-8195Phone 919-798-0429Email ping@thescgrp.com

## Property Information

Address 4928 UNIVERSAL DR.Wake County PIN(s) 1757277811, 1757375276, 1757375363, 1757375464, 1757375575, 1757375685, 1757375785, 1757375885, 1757375975, 1757385064, 1757384572, 1757383572, 1757388816, 1757378013, 1757378108, 1757378303, 1757377380, 17574715Current Zoning District R-30Requested Zoning District RM-C Z and RH C ZTotal Acreage 93.22

## Owner Signature

I hereby certify that the information contained herein is true and completed. I understand that if any item is found to be otherwise after evidentiary hearing before the Town Board of Commissioners, that the action of the Board may be invalidated.

Signature \_\_\_\_\_

Date 12/01/2022

STATE OF NORTH CAROLINA

COUNTY OF WakeI, a Notary Public, do hereby certify that Ping Chen

personally appeared before me this day and acknowledged the due execution of the foregoing instrument. This the 1st day of December 2022.

My commission expires 8/18/2027

Signature \_\_\_\_\_



Town of Rolesville Planning

PO Box 250 / Rolesville, North Carolina 27571 / RolesvilleNC.gov / 919.554.6517

## Metes and Bounds Description of Property

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.



## Map Amendment Application

### Rezoning Justification

The applicant is proposing a Conditional Rezoning Map Amendment Application to zone the subject property to Residential Medium Density Conditional Zoning (RM-CZ) and Residential High Density Conditional Zoning (RH-CZ) Zoning Districts. In support of this request the applicant offers the following information and conditions:

The subject property is approximately 93 +/- acres located west of Jonesville Road north of it's intersection of Mitchell Mill Road and bordered by Harris Creek. The property is currently zoned R-30 by Wake County, a rural holding district. The subject property is planned to come into the Town of Rolesville and to be developed as a part of the town. The subject property was included in the 2017 Rolesville Comprehensive Plan.

## Property Owner Information

[illegible]

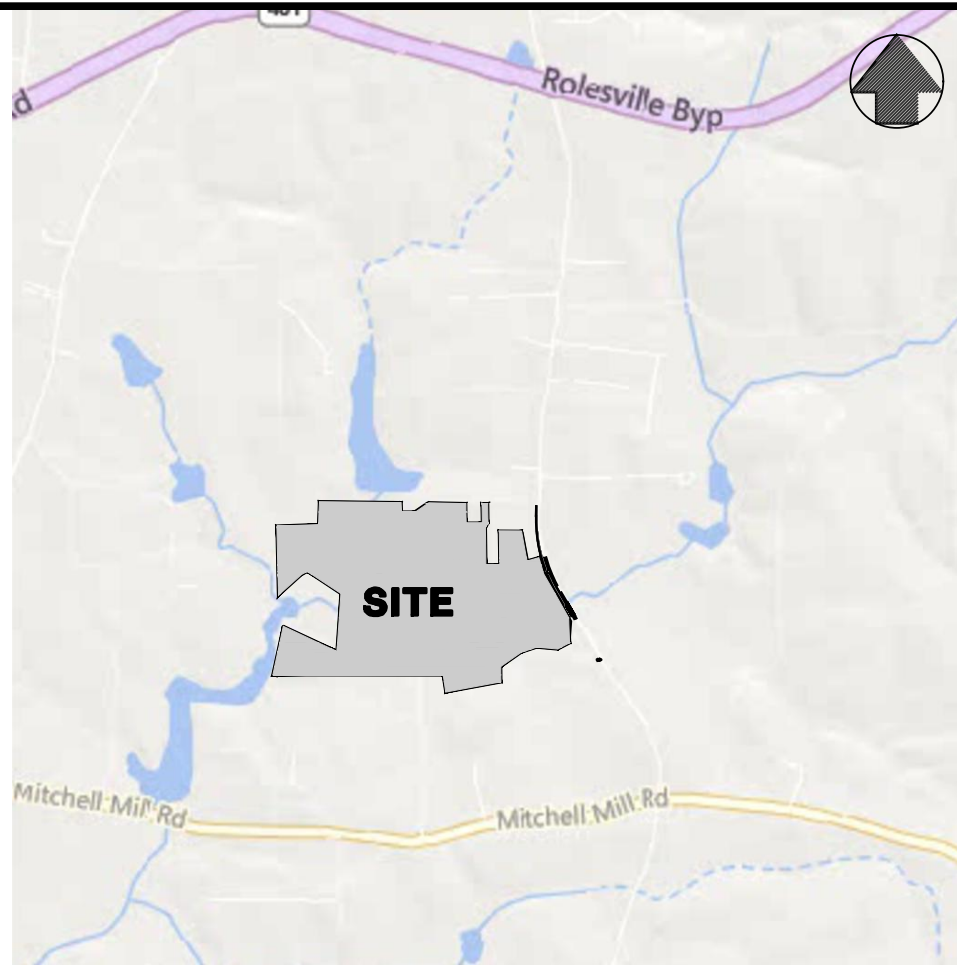


MAP AMENDMENT (CONDITIONAL REZONING) CONCEPT PLAN

FOR

HARRIS CREEK FARMS

Attachment 5



VICINITY MAP  
SCALE: 1"=2000'

AGENCY CONTACTS

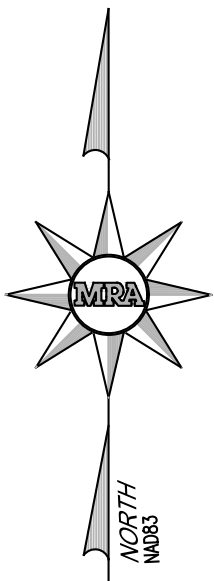
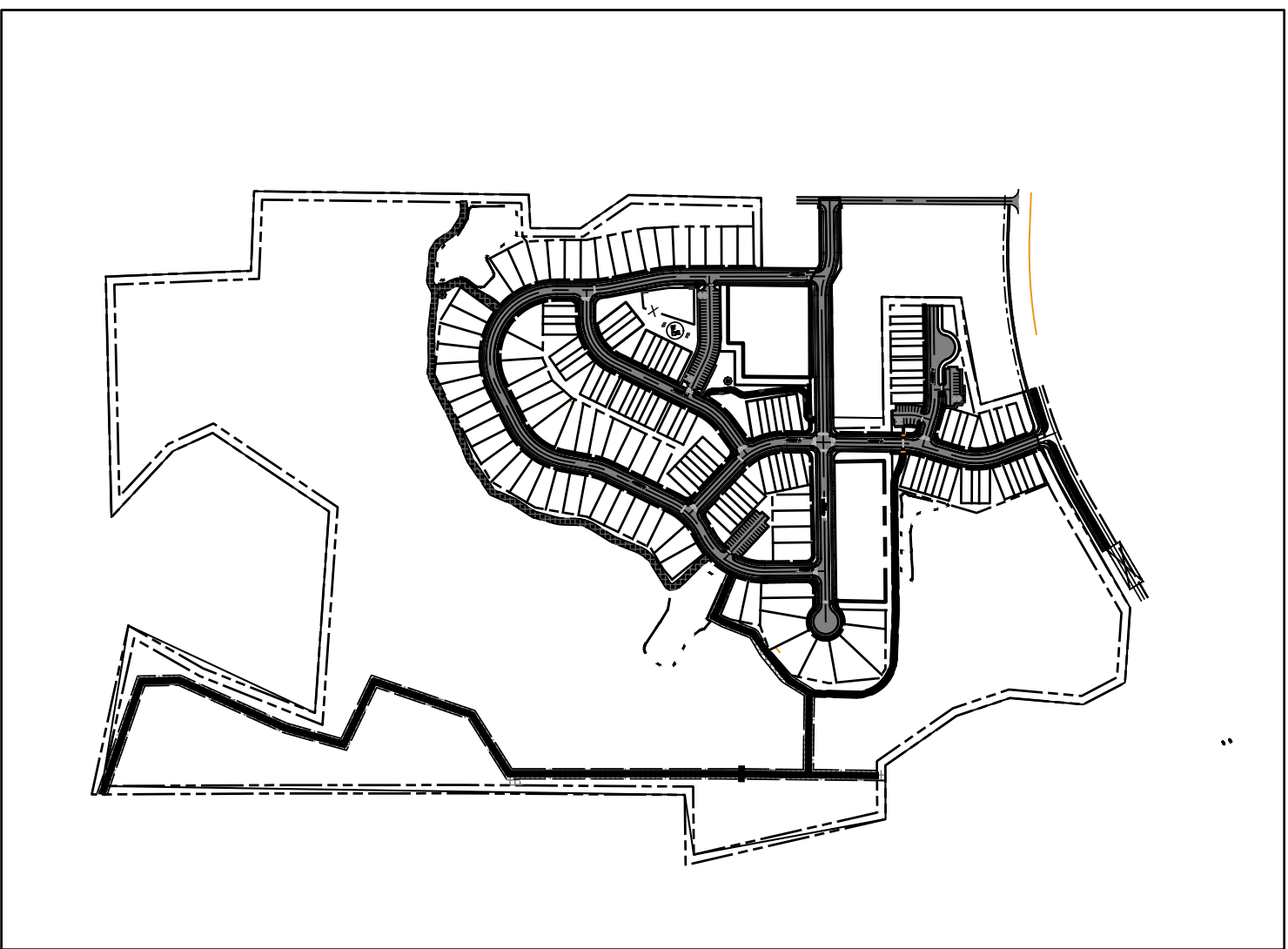
- A. Town of Rolesville  
Planning Department  
502 Southtown Circle  
Rolesville, NC 27571
- B. Wake County  
Watershed Management  
Waverly F. Akins Building  
337 S. Salisbury St  
Raleigh, NC 27601  
Contact: Karyn Pageau  
Phone: (919)-796-8769  
Email: karyn.pageau@wakegov.com
- C. City of Raleigh Public Utilities Department  
One Exchange Plaza  
Suite 620  
Raleigh, NC 27601  
P.O.Box 590  
Raleigh, NC 27602  
Phone: 919-996-3245  
Email: publicutilityinfo@raleighnc.gov
- D. NCDOT  
Division 5, District 1 Office  
4009 District Drive  
Raleigh, NC 27607  
Contact: Amy Neldringhaus, District Engineer  
Phone: 919-733-3213  
Email: anneldringhaus@ncdot.gov

Sheet List Table			
Sheet Number	Sheet Title	Date	Sheet Revision Number
CO.0	COVER - REZONING	6/1/2022	12/15/2023
CO.0A	VOLUNTARY REZONING CONDITIONS	6/1/2022	12/15/2023
CO.1	EXISTING CONDITIONS	6/1/2022	12/15/2023
CI.0	OVERALL SITE PLAN	6/1/2022	12/15/2023
CI.1	SITE PLAN - SHEET 1 OF 6	6/1/2022	12/15/2023
CI.2	SITE PLAN - SHEET 2 OF 6	6/1/2022	12/15/2023
CI.3	SITE PLAN - SHEET 3 OF 6	6/1/2022	12/15/2023
CI.4	SITE PLAN - SHEET 4 OF 6	6/1/2022	12/15/2023
CI.5	SITE PLAN - SHEET 5 OF 6	6/1/2022	12/15/2023
CI.6	SITE PLAN - SHEET 6 OF 6	6/1/2022	12/15/2023
CI.7	OVERALL ZONING PLAN	6/1/2022	12/15/2023

STREET DATA	
STREET A	1200 LF
STREET B	2368 LF
STREET C	450 LF
STREET D	743 LF

ROLESVILLE, NORTH CAROLINA

CASE NUMBER:  
MA 22-08



KEY MAP

SCALE: 1" = 500'



SCALE 1" = 500'

SITE DATA

OWNER	CHEN, PING 10030 GREEN LEVEL CHURCH RD STE 802 CARY, NC 27514
SITE ADDRESS	4928 UNIVERSAL DR WAKE FOREST, NC 27587-6356
PIN	175121781, 1751315216, 1751315365, 1751315464, 1751315575, 1751315665, 1751315765, 1751315865, 1751315945, 17513159564, 175131594512, 17513159572, 1751316086, 1751316013, 1751316109, 1751316303, 1751316440, 1751411554, 17513165344
DEED BOOK/PAGE/MAP	018453/00623/1751 01, 018453/00542/1751 01
CURRENT ZONING	R30
PROPOSED ZONING	RH-CZ, RH-CZ
MIN. LOT SIZE	5000 SQ FT (SINGLE FAMILY CLUSTER) 2000 SQ FT (TOWNHOMES)
LAND USE	RESIDENTIAL
PROPOSED DEVELOPMENT	144 UNITS 68 SINGLE FAMILY UNITS 81 TOWNHOUSE UNITS
TOTAL SITE AREA	94.19 ACRES
RESIDENTIAL HIGH DENSITY	30.32 ACRES (12.45 AC. + 17.87 AC (ADDITIONAL OPEN SPACE))
RESIDENTIAL MEDIUM DENSITY	63.87 ACRES
PROPOSED DENSITY	TOWNHOMES (RH-CZ) 90 UNITS/AC (MAX) 8/12.45 = 6.36 UNITS/DEV. AC (PROVIDED) SINGLE FAMILY (RH-CZ) 50 UNITS/AC (MAX) 68/68.97 = 1.07 UNITS/AC (PROVIDED) TOTAL PROJECT DENSITY 140 UNITS/AC
FLOOD PLAIN/ZONE	ZONE AE/ZONE X
FIRM PANEL NO	5720175100K
WATERSHED PROTECTION	NONE
MINIMUM LOT WIDTH	20' TOWNHOMES 40' SINGLE FAMILY (CLUSTER)
OPEN SPACE	RESIDENTIAL HIGH DENSITY: PASSIVE: 2.10 (REQUIRED) 44.74 (PROVIDED) RESIDENTIAL MEDIUM DENSITY: PASSIVE: 4.70 (REQUIRED) 17.37 (PROVIDED)  IMPROVED OPEN SPACES: REQUIRED: SMALL: 1 MEDIUM: 2 LARGE: 0  PROVIDED: SMALL: 1 0.73 AC (TOTAL PROVIDED) MEDIUM: 1 1.01 AC (TOTAL PROVIDED) LARGE: 1 13.74 AC (TOTAL PROVIDED)
PARKING	REQUIRED: 2.0/DWELLING UNIT PLUS 0.25 GUEST SPACES/DWELLING UNIT 81 UNITS X 2.25 = 183 SPOTS  PROVIDED: 81 UNITS X 1 (DRIVEWAY) = 81 SPOTS PARKING LOTS = 116 SPOTS TOTAL PROVIDED = 197 SPOTS
SETBACKS	TOWNHOMES: FRONT: 20' SIDE: 10' REAR: 15' CORNER: 15' MIN. WIDTH BETWEEN STRUCTURES: 30'  SINGLE FAMILY (CLUSTER): FRONT: 20' SIDE: 5' REAR: 20' CORNER: 10' (CLUSTER)

PROJECT TEAM

- DEVELOPER/  
OWNER: THE CSC GROUP LLC  
10030 GREEN LEVEL CHURCH RD STE 802  
CARY, NC 27514  
ATTN: PING CHEN  
919-798-0424
- LAND PLANNERS,  
CIVIL ENGINEER: MORRIS & RITCHIE ASSOCIATES OF NC, PC  
530 HINTON POND ROAD, SUITE 104  
KNIGHTDALE, NC 27545  
ATTN: MR. JEREMY M KEENEY, PE, PLS
- SURVEYOR: GIL CLARK SURVEYING  
P.O. BOX 1249  
KNIGHTDALE, NORTH CAROLINA 27545  
ATTN: WALLACE G. CLARK, JR
- ENVIRON.  
CONSULTANT: MORRIS & RITCHIE ASSOCIATES OF NC, PC  
530 HINTON POND ROAD, SUITE 104  
KNIGHTDALE, NC 27545  
ATTN: MR. JAMIE B. GUERRERO, PE, CPSM&R

GENERAL NOTES

- OPEN SPACE IN EXCESS OF 40% PROPOSED ON SITE PER LDO SECTION 3.1D FOR CLUSTER DEVELOPMENTS
- PROPOSED BUFFERS SHALL BE PLATTED AS SEPARATE TRACTS TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION OR SIMILAR

FOR SITE PLAN REVIEW ONLY  
NOT FOR CONSTRUCTION  
PLAN IS SUBJECT TO REVISIONS  
DURING THE CONSTRUCTION  
APPROVAL PROCESS



COVER - REZONING  
FOR  
HARRIS CREEK FARMS

TOWN OF ROLESVILLE WAKE COUNTY, NORTH CAROLINA

No.	DATE	REVISIONS	JOB NO.:
O	06/01/2022	ORIGINAL SUBMITTAL	21790
A	09/30/2022	REVISED PER TOWN OF ROLESVILLE COMMENTS	SCALE: AS SHOWN
B	12/01/2022	REVISED PER TOWN OF ROLESVILLE COMMENTS	DATE: 06/01/2022
C	01/1/2023	REVISED PER TOWN OF ROLESVILLE COMMENTS	ENGINEER: JMK
D	12/15/2023	REVISED PER PLANNING BOARD & TOWN STAFF COMMENTS	DRAWN BY: ER/JM
			DESIGN BY: PKN
			REVIEW BY: PKN



MORRIS & RITCHIE ASSOCIATES OF NC, PC  
ENGINEERS, ARCHITECTS, PLANNERS, SURVEYORS AND LANDSCAPE ARCHITECTS  
530 HINTON POND RD., STE 104  
KNIGHTDALE, NC 27545  
(984) 200-2103  
LICENSE # C-4182  
WWW.MRAGTA.COM  
© 2023 MORRIS & RITCHIE ASSOCIATES, INC.

STATUS: PRELIMINARY NOT FOR CONSTRUCTION

REVISION: D

SHEET: CO.0

CAD FILE: S:\PROJECTS\NCY 2023\21790 - Jonesville Rd\2024\DEMO Prelim\PLOT\CO-COVER.dwg      PLOT DATE/TIME: 12/15/2023 2:55 PM      USER: mcmillan, charles d.

# VOLUNTARY REZONING CONDITIONS

1.     The subject property shall be developed in general compliance with the map amendment (conditional rezoning) concept plan, dated 12/15/2023.
2.     The development shall consist of maximums of 68 single-family detached dwelling units/lots and 81 single-family attached (townhome) dwelling units/lots as detailed in the map amendment (conditional rezoning) concept plan, dated 12/15/2023.
3.     The maximum allowable density within the RH-CZ zoning shall be 6.0 units/acre.
4.     Single family detached dwelling unit facade anti-monotony: in order to promote variation in home appearance, no single-family front façade shall be duplicated for three (3) lots in a row, or directly across the street. For corner lots, this shall apply to the lots diagonally across the intersection.
5.     All garage doors shall either contain windows or carriage style adornments.
6.     Single-family detached dwelling units shall:

A.     Be a minimum of 1,500 heated square feet.

B.     Have cementitious siding that shall vary in type and color with brick, shakes, board and batten, or stone accents provided as decorative features

C.     Have at least two types of finishes on the front: lap siding, masonry, shakes, and board and batten.
7.     Single-family attached (townhomes) shall have:

A.     Cementitious siding that shall vary in type and color with brick, shakes, board and batten, or stone accents provided as decorative features.


B.     Articulation in the end unit side elevations, which includes two of the following:             side entry, windows (two or more), partial masonry, two types of finishes (i.e., Horizontal siding with board and batten or shakes in gables), and roofline changes.

C.     First floor glazing which shall consist of one or more of the following: garage doors with glass windows, or front doors with windows or sidelights.

D.     8" minimum eaves and rakes on front, rear, and sides.
8.     A homeowners' association (HOA) shall be created, and all open spaces observed in map amendment (conditional rezoning) concept plan, dated 7/24/2023, shall be owned and maintained by the HOA.
9.     Foundations: All foundations are to be monolithic poured slab foundations. Top of slabs shall be elevated a minimum of 18 inches above finished grade for all dwelling units. All foundations shall be treated with masonry on the front and street-facing sides for a minimum of 10".
10.    Recreational amenities: the following recreational amenities shall be constructed as observed in map amendment (conditional rezoning) concept plan, dated 12/15/2023. Public greenway (approximately 5,600 linear feet), private multi-use paths (approximately 410linear feet), gazebos, playgrounds, and a dog park. Amenities shall be built prior to the issuance of the building permit for the 70<sup>th</sup> lot.
11.    Landscaping. At least twenty percent (20%) of all landscaping required by the LDO, that does not already qualify under LDO Section 6.2, shall utilize plant materials that are listed as native pollinator plants by the North Carolina Wildlife Federation. Where evergreen plantings or street trees are required by the LDO, native pollinator plantings shall not be required. Such plantings shall be clearly shown in construction drawings and installed as part of subdivision infrastructure. Nothing herein shall be constructed to limit the plant materials permitted on individual residential lots.
12.    Sidewalk Easement. The development shall attempt to procure an easement from the owners of those properties with PINs 1757-48-1376 (Deed Book 19407, Page 984, Wake County Registry) and 1757-38-8408 (Deed Book 2261, Page 683, Wake County Registry), in order to provide a 5'-wide sidewalk running from the development's proposed access to Jonesville Road to the intersection with Universal Drive. If the development procures easements from both property owners, the sidewalk shall be located within said easements and constructed consistent with the Town of Rolesville Transportation Plan, and shall be completed prior to the issuance of the one hundredth (100<sup>th</sup>) building permit. If the development is unable to procure an easement from either property owner prior to the issuance of the first (1<sup>st</sup>) building permit, then the development shall pay a fee-in-lieu for the sidewalk construction to the Town of Rolesville. The fee-in-lieu shall be paid prior to the issuance of the one hundredth (100<sup>th</sup>) building permit.
13.    Universal Drive. The development shall attempt to procure a minimum 20'-wide access easement (the @Easement^A) from the owner of that property with PIN 1757-38-8408 (Deed Book 2261, Page 683, Wake County Registry) for vehicular ingress and egress to and from Gideon Drive and Jonesville Road (the @Easement Area^A). This Easement shall be recorded with the Wake County Registry. If the Easement is obtained and recorded, the development shall pave the Easement Area with a 20'-wide asphalt surface coat over top of the existing private gravel access drive. The paving shall be completed prior to the issuance of the development's one hundredth (100<sup>th</sup>) building permits. Following completion of the paving, the development shall be responsible for maintenance of the Easement Area; this maintenance responsibility shall expire if Columbia Drive is dedicated as public right-of-way. If the development can not obtain and record the Easement before the issuance of the first (1<sup>st</sup>) building permit, then the development shall have no obligation to perform any work described in this Condition.
14.    Prior to issuance of the first building permit for a dwelling unit, the development shall donate thirty-five thousand dollars and no cents (\$35,000.00) to Homes for Heroes.

No.	DATE	REVISIONS	
O	06/01/2022	ORIGINAL SUBMITTAL	
A	09/30/2022	REVISED PER TOWN OF ROLESVILLE COMMENTS	JOB NO.: 21790
B	12/01/2022	REVISED PER TOWN OF ROLESVILLE COMMENTS	SCALE: AS SHOWN
C	8/1/2023	REVISED PER TOWN OF ROLESVILLE COMMENTS	DATE: 06/01/2022
D	12/15/2023	REVISED PER PLANNING BOARD & TOWN STAFF COMMENTS	ENGINEER: JMK
			DRAWN BY: ER/JM
			DESIGN BY: PKN
			REVIEW BY: PKN

PRELIMINARY  
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CONSTRUCTION  
FOR REVIEW ONLY  
ENGINEER'S SEAL



**VOLUNTARY REZONING CONDITIONS**  
FOR  
**HARRIS CREEK FARMS**  
TOWN OF ROLESVILLE    WAKE COUNTY, NORTH CAROLINA

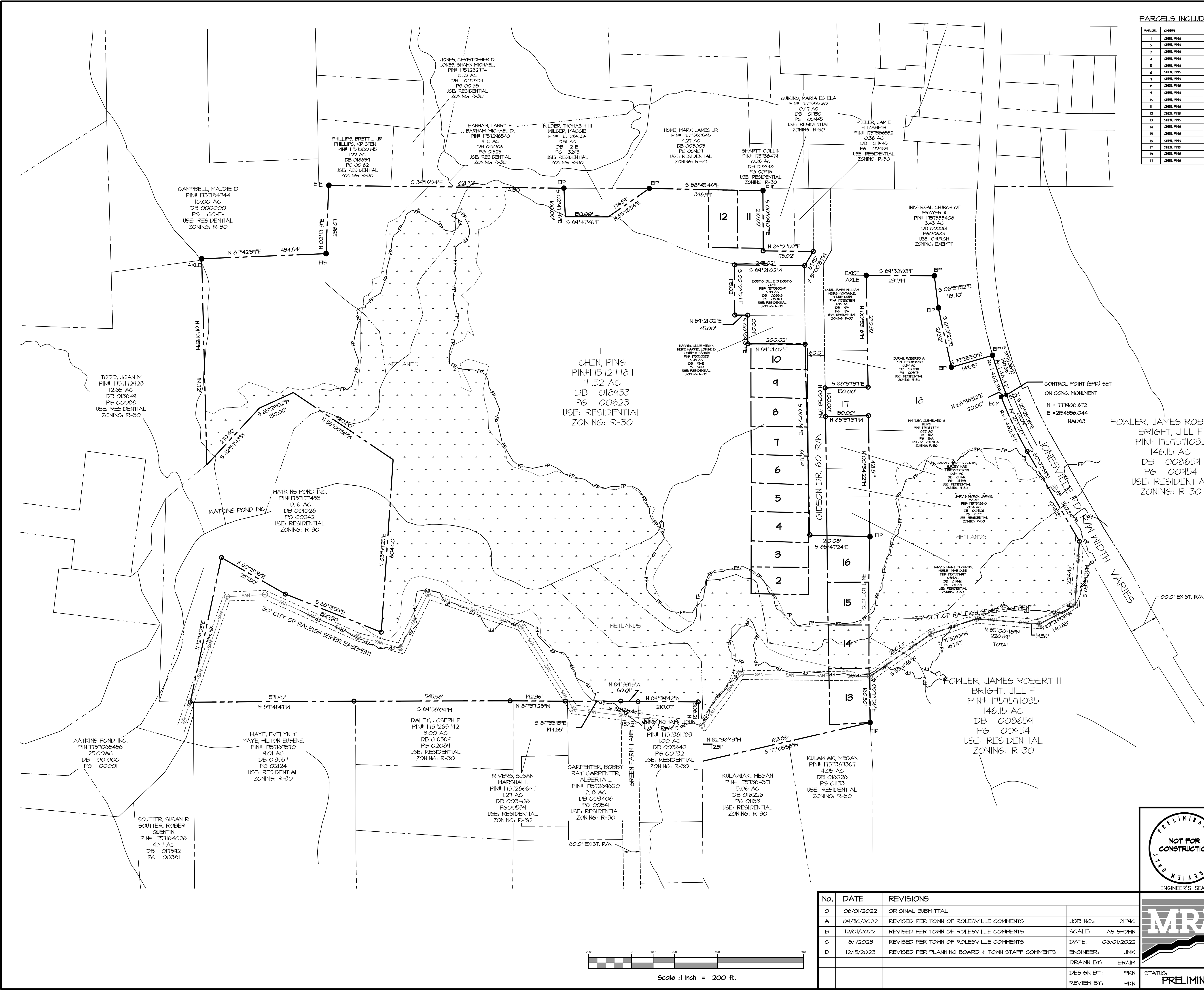
**MORRIS & RITCHIE ASSOCIATES OF NC, PC**  
ENGINEERS, ARCHITECTS, PLANNERS, SURVEYORS AND LANDSCAPE ARCHITECTS  
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LICENSE # C-4182  
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STATUS:  
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REVISION  
**D**

SHEET:  
**CO.0A**





PARCELS INCLUDED IN DEVELOPMENT

PARCEL	OWNER	PIN NUMBER	AREA	DEED BOOK	PAGE NUMBER	USE	CURRENT ZONING
1	CHEN, PING	175121781	7.52 AC	00453	00623	RESIDENTIAL	R-30
2	CHEN, PING	175125236	0.44 AC	00453	00623	RESIDENTIAL	R-30
3	CHEN, PING	175125265	0.41 AC	00453	00623	RESIDENTIAL	R-30
4	CHEN, PING	175125464	0.48 AC	00453	00623	RESIDENTIAL	R-30
5	CHEN, PING	175125575	0.45 AC	00453	00623	RESIDENTIAL	R-30
6	CHEN, PING	175125665	0.46 AC	00453	00623	RESIDENTIAL	R-30
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11	CHEN, PING	175126172	0.41 AC	00453	00623	RESIDENTIAL	R-30
12	CHEN, PING	175126272	0.48 AC	00453	00623	RESIDENTIAL	R-30
13	CHEN, PING	175126372	0.41 AC	00453	00623	RESIDENTIAL	R-30
14	CHEN, PING	175126472	0.41 AC	00453	00623	RESIDENTIAL	R-30
15	CHEN, PING	175126572	0.41 AC	00453	00623	RESIDENTIAL	R-30
16	CHEN, PING	175126672	0.41 AC	00453	00623	RESIDENTIAL	R-30
17	CHEN, PING	175126772	0.41 AC	00453	00623	RESIDENTIAL	R-30
18	CHEN, PING	175126872	0.41 AC	00453	00623	RESIDENTIAL	R-30

EXISTING CONDITIONS NOTES:

- SURVEY PREPARED BY GIL CLARK SURVEY COMPANY UNDER THE SUPERVISION OF JERRY GOWEN
- PROPERTY LIES WITHIN ZONE "X" & ZONE "AE" PER NATIONAL INSURANCE PROGRAM FLOOD INSURANCE RATE MAPS #3120151005K, DATED 01/14/2022.
- SITE ZONED "R-30" FOR WAKE COUNTY PER COUNTY GIS.

LEGEND

- FR. RIGHT OF WAY
- FR. LOT LINE/PARCEL LINE
- FR. EASEMENT
- FR. BUILDING
- FR. GROUND & WATER
- FR. RETAINING WALL
- FR. ROAD CENTER LINE
- FR. HEAVY DUTY PAVEMENT
- FR. LIGHT DUTY PAVEMENT
- FR. HANDICAP PARKING
- FR. LOT NUMBER
- FR. PARKING SPACE COUNT
- FR. CURB RADIUS
- FR. LIMIT OF DISTURBANCE
- FR. TREE PROTECTION FENCE
- FR. TREE LINE
- FR. 1' CONTOUR
- FR. 2' CONTOUR
- FR. 3' CONTOUR
- FR. 4' CONTOUR
- FR. 5' CONTOUR
- FR. PROPERTY LINE
- FR. RIGHT-OF-WAY
- FR. ADJACENT PROPERTY LINE
- FR. EASEMENT
- FR. 18" ANNUAL CHANCE FLOODPLAIN
- FR. NON-TIDEAL WETLAND
- FR. STREAM BUFFER
- FR. BUILDING
- FR. GROUND
- FR. PAVEMENT/SEWER OF WATER
- FR. HALL
- FR. STREAM/POUND
- FR. TREE LINE
- FR. TREE
- FR. FLOODPLAIN
- FR. STORM DRAIN
- FR. SANITARY LINE
- FR. WATERLINE
- FR. GAS LINE
- FR. UNDERGROUND ELECTRIC
- FR. OVERHEAD ELECTRIC
- FR. SANITARY MANHOLE
- FR. FIRE HYDRANT
- FR. WATER VALVE
- FR. WATER METER
- FR. POWER POLE
- FR. LIGHT POLE
- FR. TREE FOR DEMOLITION



Know what's below.  
Call before you dig.



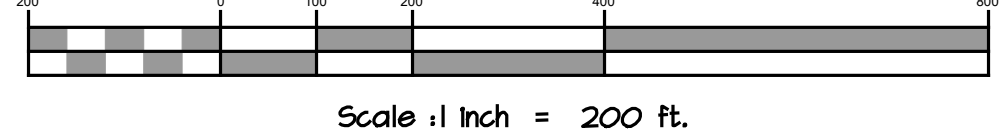
EXISTING CONDITIONS  
FOR  
HARRIS CREEK FARMS

TOWN OF ROLESVILLE WAKE COUNTY, NORTH CAROLINA



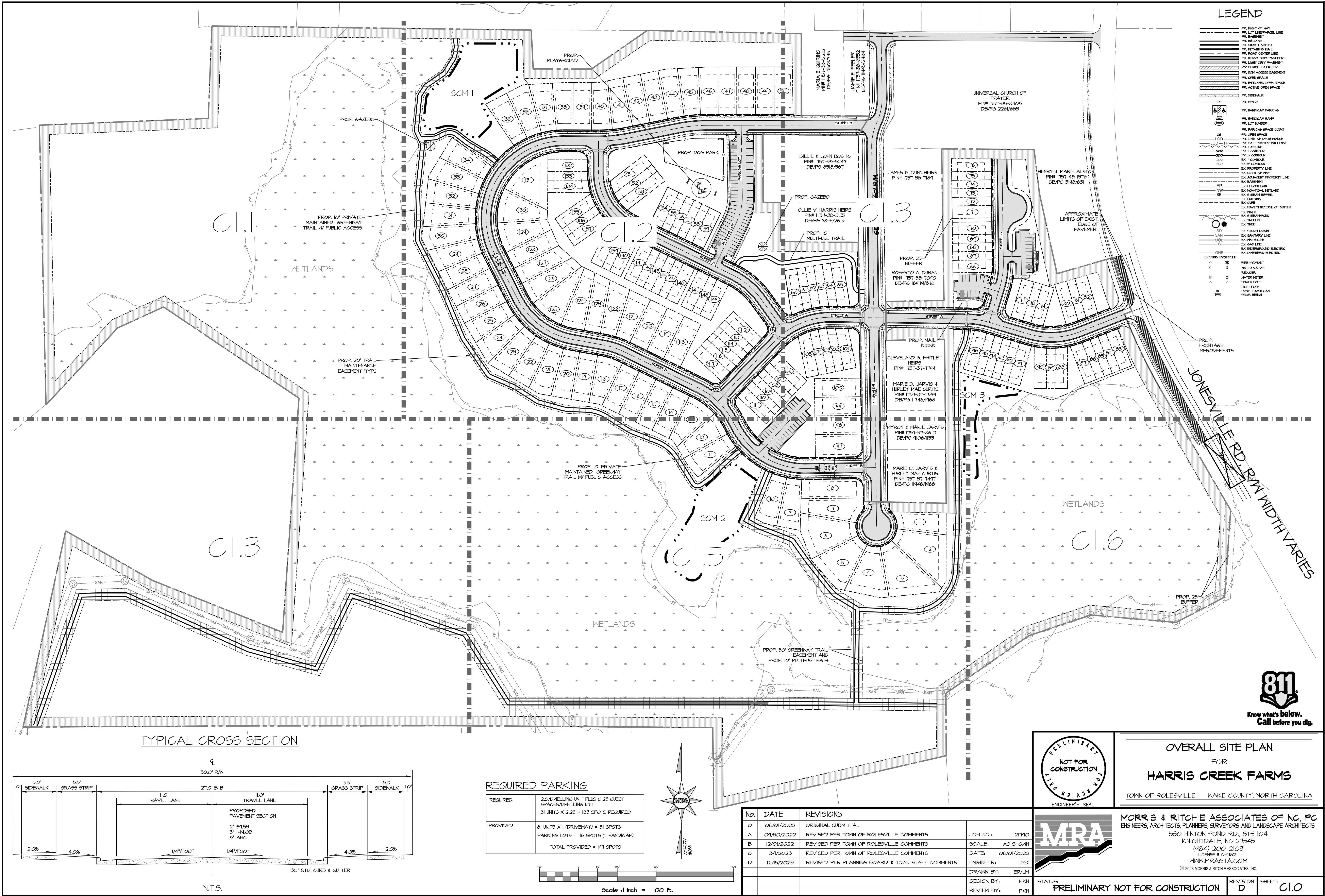
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No.	DATE	REVISIONS	JOB NO.
O	06/01/2022	ORIGINAL SUBMITTAL	21790
A	04/30/2022	REVISED PER TOWN OF ROLESVILLE COMMENTS	SCALE: AS SHOWN
B	12/01/2022	REVISED PER TOWN OF ROLESVILLE COMMENTS	DATE: 06/01/2022
C	01/10/2023	REVISED PER TOWN OF ROLESVILLE COMMENTS	ENGINEER: JMK
D	12/15/2023	REVISED PER PLANNING BOARD & TOWN STAFF COMMENTS	DRAWN BY: ER/JM
			DESIGN BY: PKN
			REVIEW BY: PKN

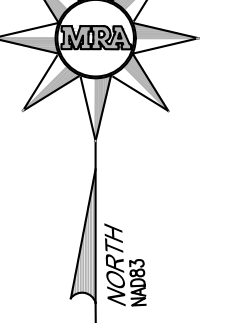


Scale: 1 inch = 200 ft.







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TOWN OF ROLESVILLE      WAKE COUNTY, NORTH CAROLINA

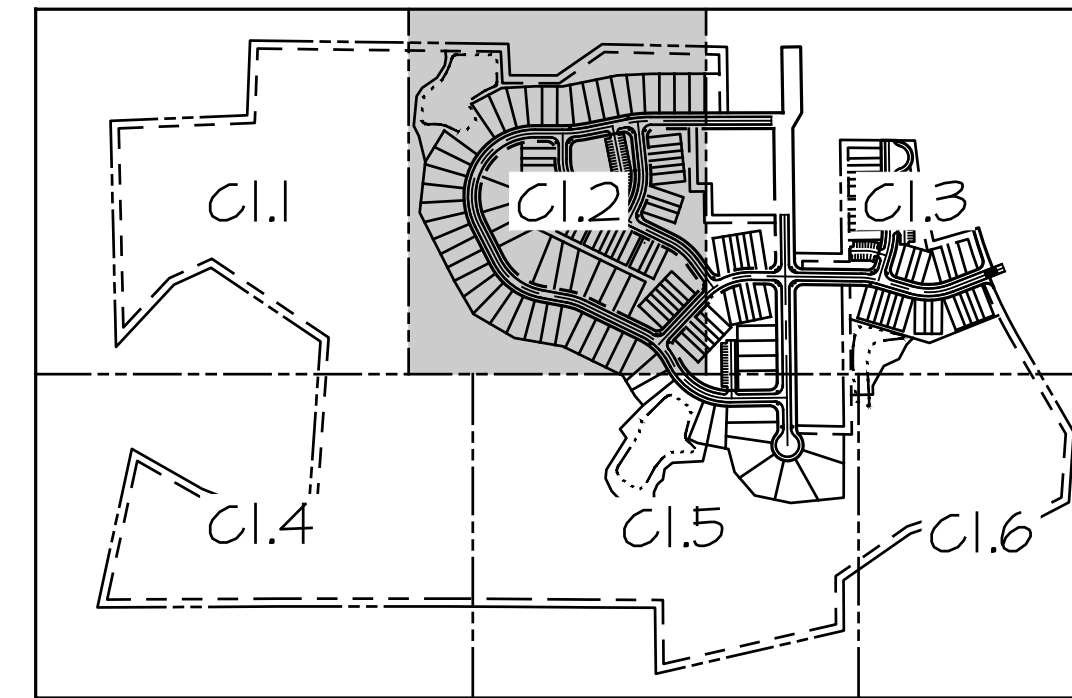
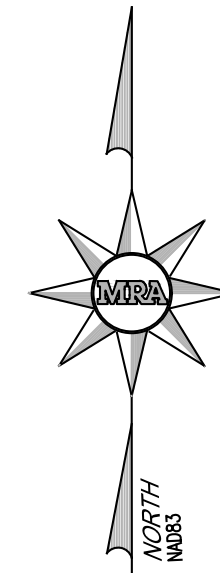
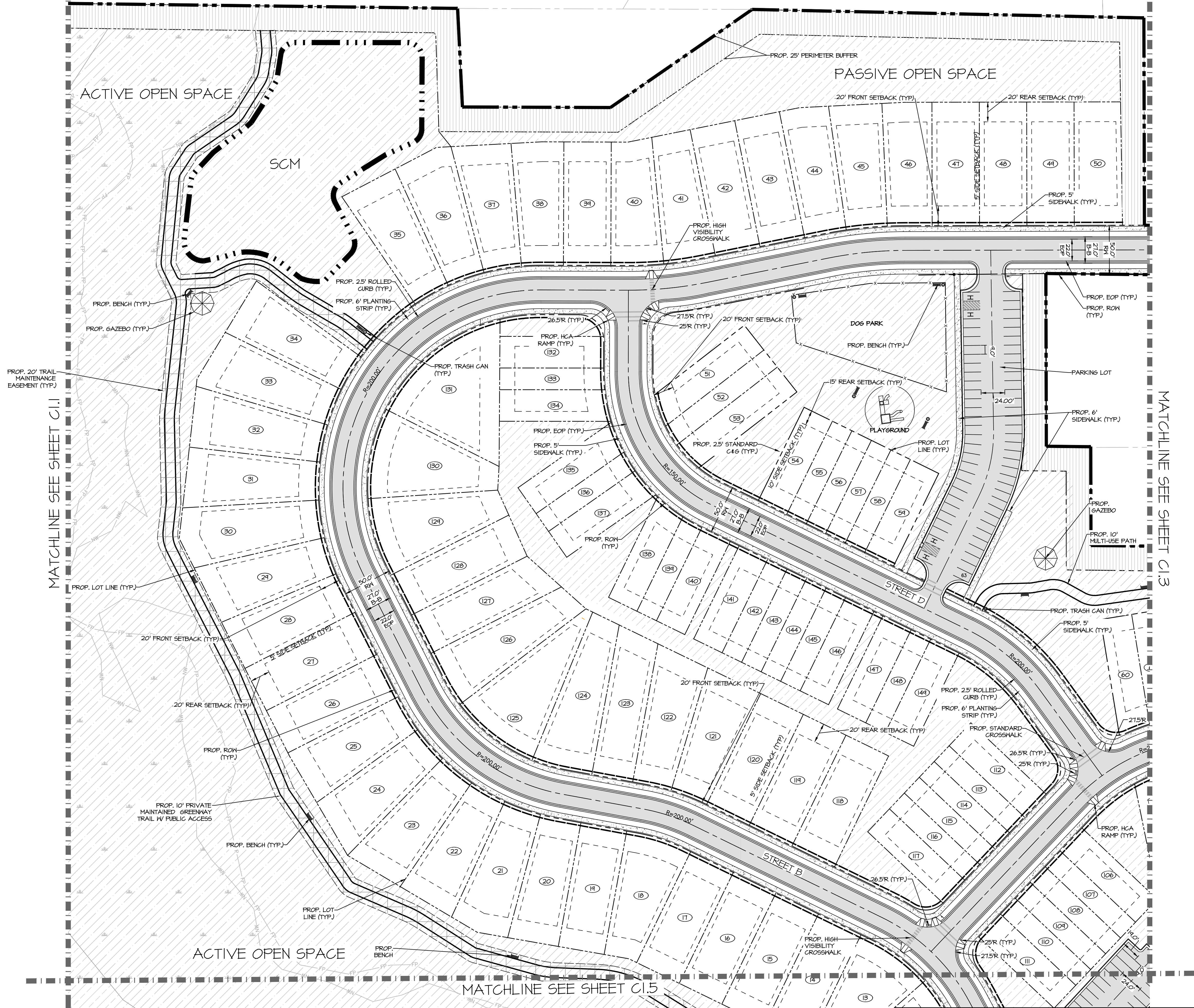
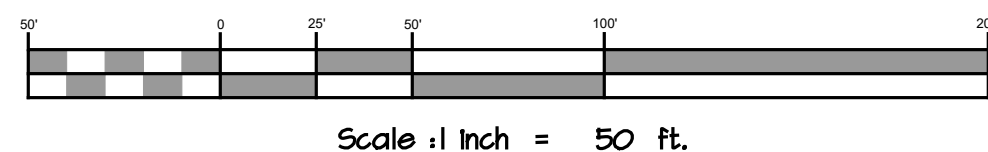
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REVISION D	SHEET: C1.1
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LEGEND	
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[Symbol]	PR. LOT LINE/PAVEMENT LINE
[Symbol]	PR. EASEMENT
[Symbol]	PR. BUILDING
[Symbol]	PR. CURB & GUTTER
[Symbol]	PR. RETAINING WALL
[Symbol]	PR. ROAD CENTER LINE
[Symbol]	PR. LIGHT DUTY PAVEMENT
[Symbol]	PR. HEAVY DUTY PAVEMENT
[Symbol]	20' PERIMETER BUFFER
[Symbol]	PR. 50% ACCESS EASEMENT
[Symbol]	PR. OPEN SPACE
[Symbol]	PR. IMPROVED OPEN SPACE
[Symbol]	PR. ACTIVE OPEN SPACE
[Symbol]	PR. SIDEWALK
[Symbol]	PR. FENCE
[Symbol]	PR. HANDICAP PARKING
[Symbol]	PR. HANDICAP RAMP
[Symbol]	PR. LOT NUMBER
[Symbol]	PR. PARKING SPACE COUNT
[Symbol]	PR. OPEN SPACE
[Symbol]	PR. LIMIT OF DISTURBANCE
[Symbol]	PR. TREE PROTECTION FENCE
[Symbol]	PR. TREE LINE
[Symbol]	PR. 1' CONTOUR
[Symbol]	PR. 5' CONTOUR
[Symbol]	EX. 1' CONTOUR
[Symbol]	EX. 5' CONTOUR
[Symbol]	EX. PROPERTY LINE
[Symbol]	EX. RIGHT-OF-WAY
[Symbol]	EX. ADJACENT PROPERTY LINE
[Symbol]	EX. EASEMENT
[Symbol]	EX. FLOODPLAIN
[Symbol]	EX. NON-TIDAL WETLAND
[Symbol]	EX. STREAM BUFFER
[Symbol]	EX. BUILDING
[Symbol]	EX. CURB
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[Symbol]	EX. MALE
[Symbol]	EX. STREAM/POUND
[Symbol]	EX. TREE LINE
[Symbol]	EX. TREE
[Symbol]	EX. SLOSH DRAIN
[Symbol]	EX. SANITARY LINE
[Symbol]	EX. WATERLINE
[Symbol]	EX. GAS LINE
[Symbol]	EX. UNDERGROUND ELECTRIC
[Symbol]	EX. OVERHEAD ELECTRIC
[Symbol]	EXISTING PROPOSED
[Symbol]	FIRE HYDRANT
[Symbol]	WATER VALVE
[Symbol]	RESDRUG
[Symbol]	WATER METER
[Symbol]	POWER POLE
[Symbol]	LIGHT POLE
[Symbol]	PROP. TRASH CAN
[Symbol]	PROP. BENCH

PRELIMINARY  
NOT FOR  
CONSTRUCTION

ENGINEER'S SEAL

SITE PLAN - SHEET 2 OF 6  
FOR  
HARRIS CREEK FARMS

TOWN OF ROLESVILLE WAKE COUNTY, NORTH CAROLINA

MORRIS & RITCHIE ASSOCIATES OF NC, PC

ENGINEERS, ARCHITECTS, PLANNERS, SURVEYORS AND LANDSCAPE ARCHITECTS

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D

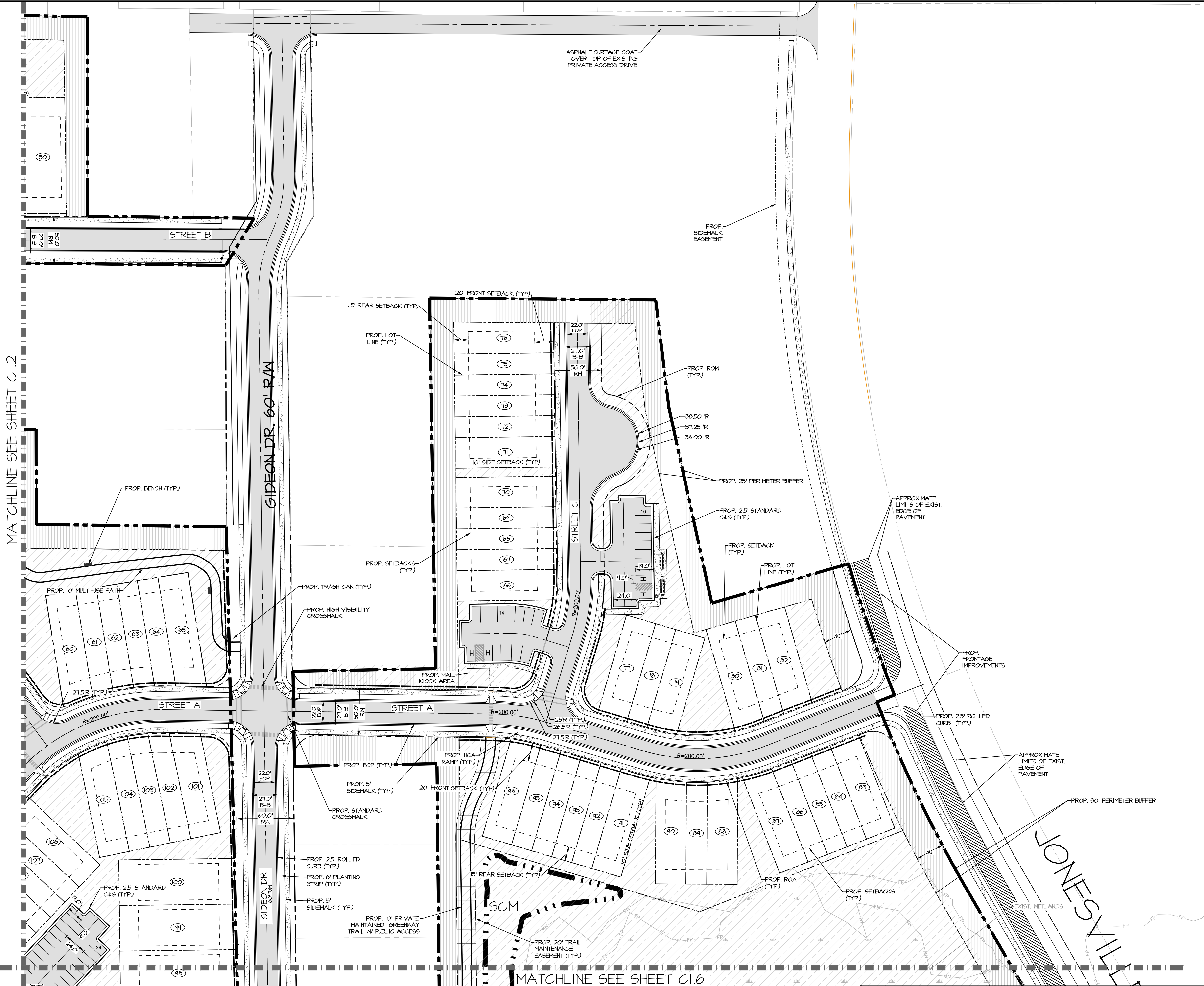
SHEET:  
C1.2

No.	DATE	REVISIONS	JOB NO.:
O	06/01/2022	ORIGINAL SUBMITTAL	21790
A	04/30/2022	REVISED PER TOWN OF ROLESVILLE COMMENTS	SCALE: AS SHOWN
B	12/01/2022	REVISED PER TOWN OF ROLESVILLE COMMENTS	DATE: 06/01/2022
C	01/10/2023	REVISED PER TOWN OF ROLESVILLE COMMENTS	ENGINEER: JMK
D	12/15/2023	REVISED PER PLANNING BOARD & TOWN STAFF COMMENTS	DRAWN BY: ER/JM
			DESIGN BY: PKN
			REVIEW BY: PKN

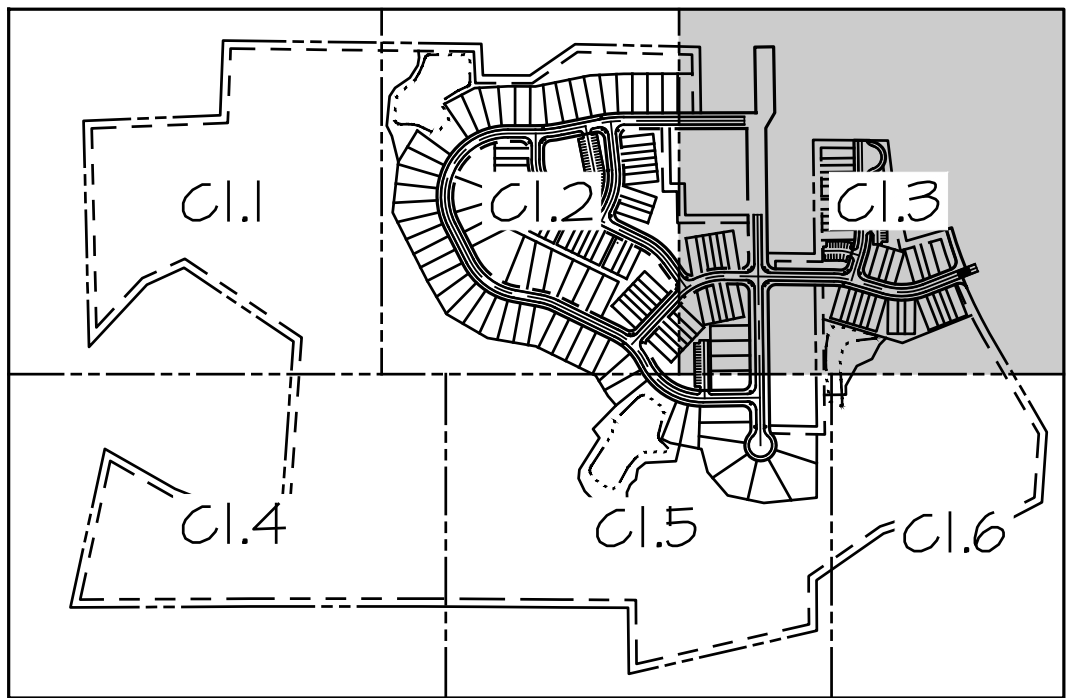


CAD FILE: S:\PROJECTS\2021\21740 - Jonesville RD\20-LENO Prelim\20-LENO SITE PLAN.dwg PLOT DATE/TIME: 12/15/2023 10:04 AM USER: morrison, charles d.

MATCHLINE SEE SHEET C1.2

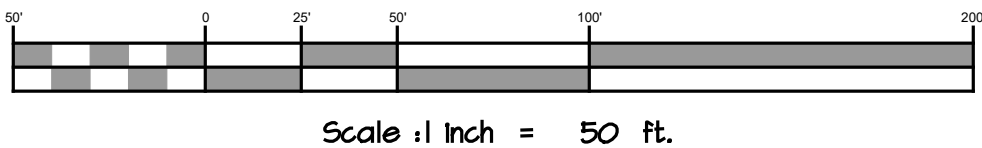


MATCHLINE SEE SHEET C1.6



#### LEGEND

---	PR. RIGHT OF WAY
---	PR. LOT LINE/PARCEL LINE
---	PR. EASEMENT
---	PR. BUILDING
---	PR. CURB & GUTTER
---	PR. RETAINING WALL
---	PR. ROAD CENTER LINE
---	PR. HEAVY DUTY PAVEMENT
---	PR. LIGHT DUTY PAVEMENT
---	20' PERIMETER BUFFER
---	PR. SIDEWALK
---	PR. OPEN SPACE
---	PR. IMPROVED OPEN SPACE
---	PR. ACTIVE OPEN SPACE
---	PR. FENCE
---	PR. HANDICAP PARKING
---	PR. HANDICAP RAMP
---	PR. LOT NUMBER
---	PR. PARKING SPACE COUNT
---	PR. OPEN SPACE
---	PR. LIMIT OF DISTURBANCE
---	PR. TREE PROTECTION FENCE
---	PR. TREE LINE
---	PR. 1' CONTOUR
---	PR. 5' CONTOUR
---	PR. 10' CONTOUR
---	EX. PROPERTY LINE
---	EX. RIGHT-OF-WAY
---	EX. ADJACENT PROPERTY LINE
---	EX. EASEMENT
---	EX. FLOODPLAIN
---	EX. NON-TIDAL WETLAND
---	EX. STREAM BUFFER
---	EX. BUILDING
---	EX. CURE
---	EX. PAVEMENT/EDGE OF GUTTER
---	EX. WALK
---	EX. STREAM/ROAD
---	EX. TREE
---	EX. STORM DRAIN
---	EX. SANITARY LINE
---	EX. WATER LINE
---	EX. GAS LINE
---	EX. UNDERGROUND ELECTRIC
---	EX. OVERHEAD ELECTRIC
---	EXIST. PROPOSED
---	EXIST. FIRE HYDRANT
---	EXIST. WATER VALVE
---	EXIST. READER
---	EXIST. WATER METER
---	EXIST. POWER POLE
---	EXIST. LIGHT POLE
---	EXIST. TRASH CAN
---	EXIST. BENCH



No.	DATE	REVISIONS	
O	06/01/2022	ORIGINAL SUBMITTAL	
A	04/30/2022	REVISED PER TOWN OF ROLESVILLE COMMENTS	JOB NO.: 21740
B	12/01/2022	REVISED PER TOWN OF ROLESVILLE COMMENTS	SCALE: AS SHOWN
C	01/1/2023	REVISED PER TOWN OF ROLESVILLE COMMENTS	DATE: 06/01/2022
D	12/15/2023	REVISED PER PLANNING BOARD & TOWN STAFF COMMENTS	ENGINEER: JMK
			DRAWN BY: ER/JM
			DESIGN BY: PKN
			REVIEW BY: PKN



#### SITE PLAN - SHEET 3 OF 6 FOR HARRIS CREEK FARMS

TOWN OF ROLESVILLE WAKE COUNTY, NORTH CAROLINA



MORRIS & RITCHIE ASSOCIATES OF NC, PC  
ENGINEERS, ARCHITECTS, PLANNERS, SURVEYORS AND LANDSCAPE ARCHITECTS  
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STATUS: PRELIMINARY NOT FOR CONSTRUCTION  
REVISION: D  
SHEET: C1.3



CAD FILE: S:\PROJECTS\2023\21790 - Jonesville RD\20-LENO Prelim\21790-4 SITE PLANNING PLOT DATE/TIME: 12/15/2023 10:10 AM USER: mcmillon, charles d.

MATCHLINE SEE SHEET C1.1

ACTIVE OPEN SPACE

PASSIVE OPEN SPACE

PROP. 25' PERIMETER BUFFER

EXIST. WETLANDS (TYP.)

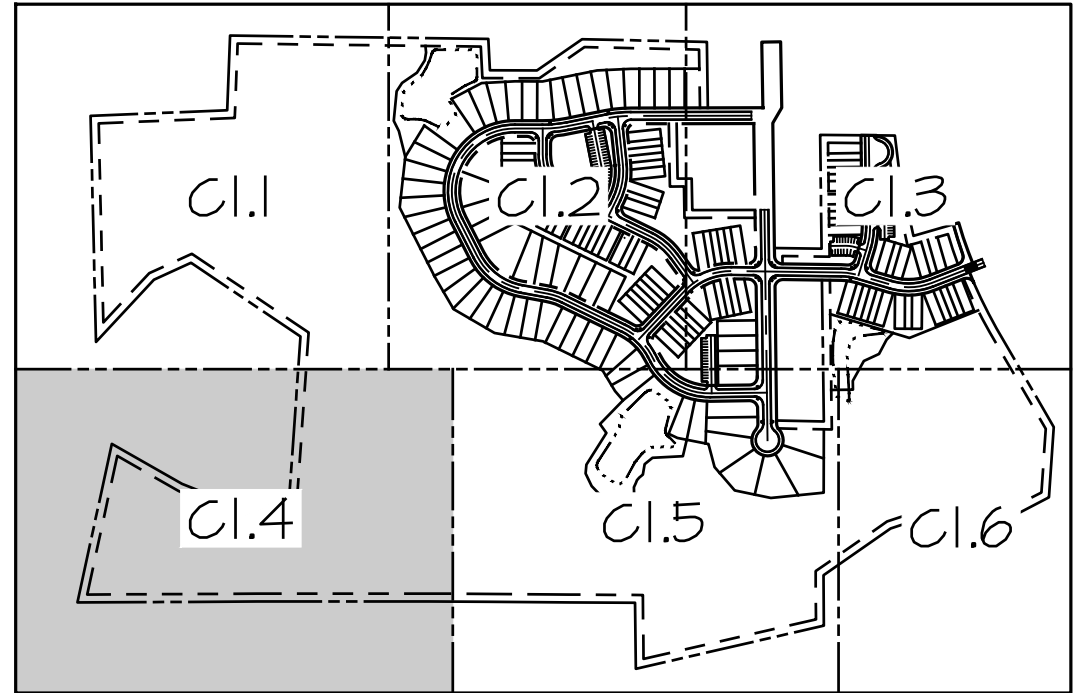
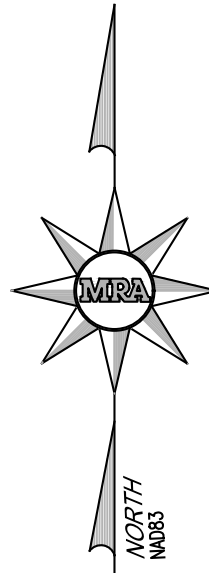
EXIST. SEWER (TYP.)

EXIST. SEWER EASEMENT (TYP.)

PROP. 30' GREENWAY EASEMENT (TYP.) AND PROP. 10' MULTI-USE PATH (TYP.)

PROP. 25' PERIMETER BUFFER

ADJACENT PROPERTY OWNER (TYP.)



KEY PLAN  
NOT TO SCALE

LEGEND

- PR. RIGHT OF WAY
- PR. LOT LINE/PARCEL LINE
- PR. EASEMENT
- PR. BUILDING
- PR. CURE + GUTTER
- PR. RETAINING WALL
- PR. ROAD CENTER LINE
- PR. HEAVY DUTY PAVEMENT
- PR. LIGHT DUTY PAVEMENT
- 20' PERIMETER BUFFER
- PR. SCH ACCESS EASEMENT
- PR. OPEN SPACE
- PR. IMPROVED OPEN SPACE
- PR. ACTIVE OPEN SPACE
- PR. SIDEWALK
- PR. FENCE
- PR. HANDICAP PARKING
- PR. HANDICAP RAMP
- PR. LOT NUMBER
- PR. PARKING SPACE COUNT
- PR. OPEN SPACE
- PR. LIMIT OF DISTURBANCE
- PR. TREE PROTECTION FENCE
- PR. TREE LINE
- PR. 1' CONTOUR
- PR. 5' CONTOUR
- PR. 10' CONTOUR
- PR. 20' CONTOUR
- EX. PROPERTY LINE
- EX. RIGHT-OF-WAY
- EX. ADJACENT PROPERTY LINE
- EX. EASEMENT
- EX. FLOODPLAIN
- EX. NON-TIDAL WETLAND
- EX. STREAM BUFFER
- EX. BUILDING
- EX. GDS
- EX. PAVEMENT/EDGE OF GUTTER
- EX. WALK
- EX. STREAM/POND
- EX. TREE LINE
- EX. TREE
- EX. STORM DRAIN
- EX. SANITARY LINE
- EX. WATERLINE
- EX. GAS LINE
- EX. UNDERGROUND ELECTRIC
- EX. OVERHEAD ELECTRIC
- EXISTING PROPOSED
- FIRE HYDRANT
- WATER VALVE
- REXISER
- WATER HEATER
- POKER POLE
- LIGHT POLE
- PROP. TRASH CAN
- PROP. BENCH



Scale : 1 Inch = 50 ft.

No.	DATE	REVISIONS	
O	06/01/2022	ORIGINAL SUBMITTAL	
A	04/30/2022	REVISED PER TOWN OF ROLESVILLE COMMENTS	JOB NO.: 21790
B	12/01/2022	REVISED PER TOWN OF ROLESVILLE COMMENTS	SCALE: AS SHOWN
C	01/1/2023	REVISED PER TOWN OF ROLESVILLE COMMENTS	DATE: 06/01/2022
D	12/15/2023	REVISED PER PLANNING BOARD & TOWN STAFF COMMENTS	ENGINEER: JMK
			DRAWN BY: ER/JM
			DESIGN BY: PKN
			REVIEW BY: PKN



SITE PLAN - SHEET 4 OF 6  
FOR  
HARRIS CREEK FARMS

TOWN OF ROLESVILLE WAKE COUNTY, NORTH CAROLINA



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SHEET: C1.4



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MATCHLINE SEE SHEET C1.2

MATCHLINE SEE SHEET C1.4

MATCHLINE SEE SHEET C1.6

ACTIVE OPEN SPACE

SCM

WETLANDS

PASSIVE OPEN SPACE

PROP. EOP (TYP.)  
PROP. 2.5' ROLLED CURB (TYP.)  
PROP. 6' PLANTING STRIP (TYP.)  
PROP. 5' SIDEWALK (TYP.)  
PROP. H&A RAMP (TYP.)

PROP. TRASH CAN (TYP.)  
PROP. BENCH (TYP.)

PROP. 10' PRIVATE MAINTAINED GREENWAY TRAIL W/ PUBLIC ACCESS

20' REAR SETBACK (TYP.)

5' SIDE SETBACK (TYP.)

20' FRONT SETBACK (TYP.)

PROP. ROW (TYP.)

STREET B

31.0'R  
28.5'R

36.0'R  
38.5'R

PROP. SETBACKS (TYP.)

PROP. LOT LINE (TYP.)

PROP. 10' PRIVATE MAINTAINED GREENWAY TRAIL W/ PUBLIC ACCESS

PROP. 20' TRAIL MAINTENANCE EASEMENT (TYP.)

PROP. 10' BOARDWALK

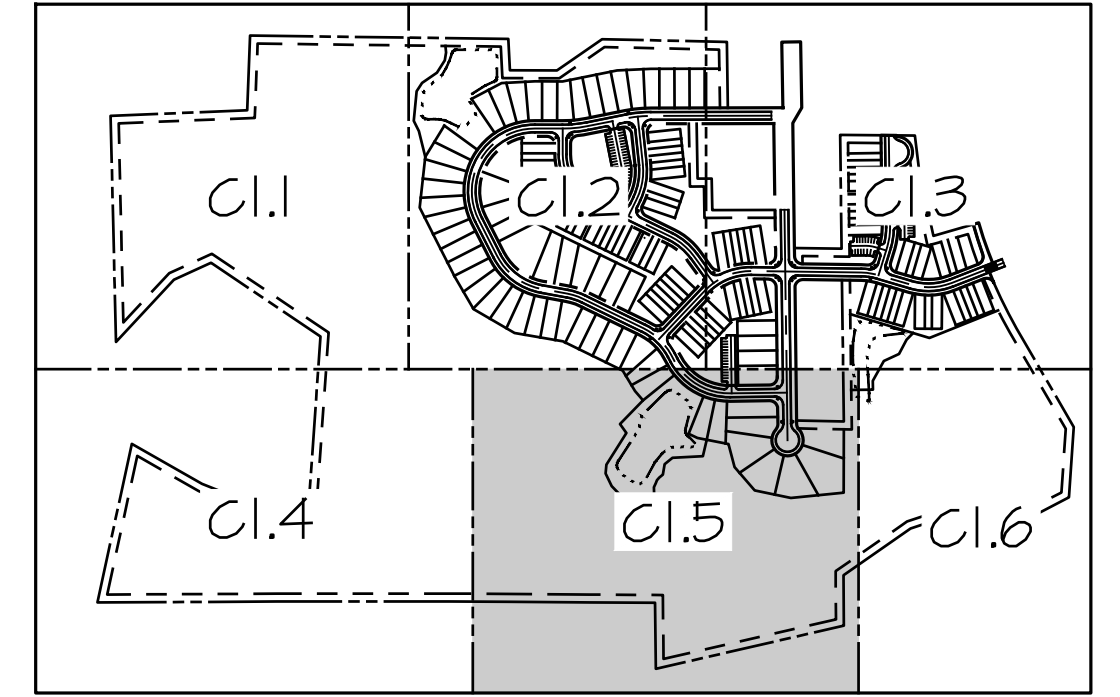
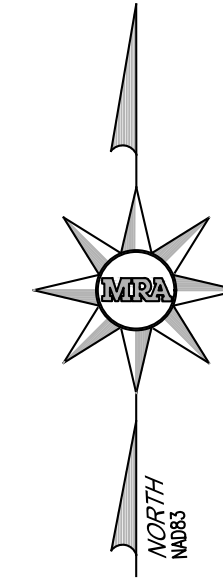
PROP. 30' BOARDWALK EASEMENT

PROP. 30' GREENWAY EASEMENT (TYP.) AND  
PROP. 10' MULTI-USE PATH (TYP.)

PROP. 25' PERIMETER BUFFER

ADJACENT PROPERTY OWNER (TYP.)

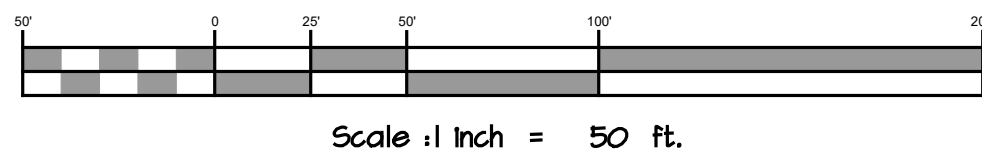
EXIST. SEWER (TYP.)  
EXIST. SEWER EASEMENT (TYP.)



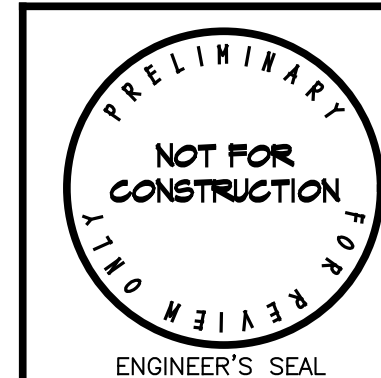
KEY PLAN  
NOT TO SCALE

### LEGEND

PR. RIGHT OF WAY	PR. LOT LINE/PARCEL LINE
PR. EASEMENT	PR. BUILDING
PR. CURB & GUTTER	PR. RETAINING WALL
PR. ROAD CENTER LINE	PR. LIGHT DUTY PAVEMENT
PR. HEAVY DUTY PAVEMENT	PR. 20' PERIMETER BUFFER
PR. 50% ACCESS EASEMENT	PR. OPEN SPACE
PR. IMPROVED OPEN SPACE	PR. ACTIVE OPEN SPACE
PR. SIDEWALK	PR. FENCE
PR. HANDICAP PARKING	PR. HANDICAP RAMP
PR. LOT NUMBER	PR. PARKING SPACE COUNT
PR. OPEN SPACE	PR. LIMIT OF DISTURBANCE
PR. TREE PROTECTION FENCE	PR. 1' CONTOUR
PR. 5' CONTOUR	EX. 1' CONTOUR
EX. 5' CONTOUR	EX. PROPERTY LINE
EX. RIGHT-OF-WAY	EX. ADJACENT PROPERTY LINE
EX. EASEMENT	EX. FLOODPLAIN
EX. FLOODPLAIN	EX. NON-TIDAL WETLAND
EX. STREAM BUFFER	EX. BUILDING
EX. GROUND	EX. PAVEMENT/EDGE OF GUTTER
EX. WALK	EX. STREAM/POUND
EX. TIRELINE	EX. TREE
EX. STORM DRAIN	EX. SANITARY LINE
EX. WATERLINE	EX. GAS LINE
EX. UNDERGROUND ELECTRIC	EX. OVERHEAD ELECTRIC
EXISTING PROPOSED	FIRE HYDRANT
WATER VALVE	REDECKER
WATER HEATER	POKER POLE
LIGHT POLE	PROP. TRASH CAN
PROP. BENCH	



No.	DATE	REVISIONS	
O	06/01/2022	ORIGINAL SUBMITTAL	
A	04/30/2022	REVISED PER TOWN OF ROLESVILLE COMMENTS	JOB NO.: 21740
B	12/01/2022	REVISED PER TOWN OF ROLESVILLE COMMENTS	SCALE: AS SHOWN
C	01/1/2023	REVISED PER TOWN OF ROLESVILLE COMMENTS	DATE: 06/01/2022
D	12/15/2023	REVISED PER PLANNING BOARD & TOWN STAFF COMMENTS	ENGINEER: JMK
			DRAWN BY: ER/JM
			DESIGN BY: PKN
			REVIEW BY: PKN



### SITE PLAN - SHEET 5 OF 6 FOR HARRIS CREEK FARMS

TOWN OF ROLESVILLE WAKE COUNTY, NORTH CAROLINA



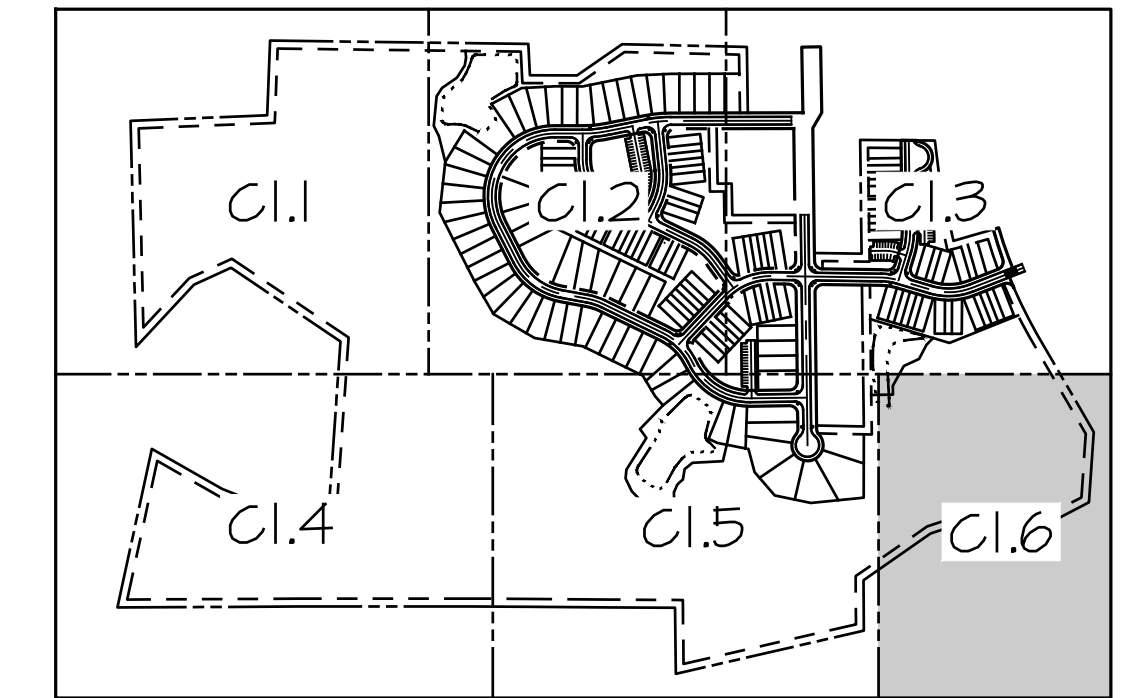
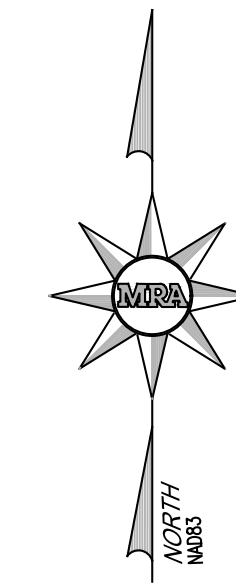
MORRIS & RITCHIE ASSOCIATES OF NC, PC  
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530 HINTON POND RD., STE 104  
KNIGHTDALE, NC 27545  
(984) 200-2103  
LICENSE # C-4182  
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STATUS: PRELIMINARY NOT FOR CONSTRUCTION

REVISION: D

SHEET: C1.5

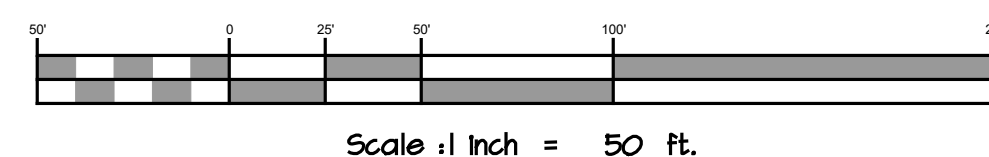




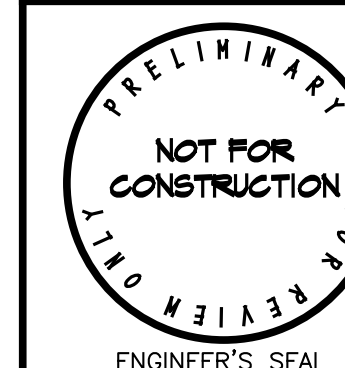
KEY PLAN  
NOT TO SCALE

# LEGEND

	RT. RIGHT OF WAY
	RT. LOT LINE/PAVEMENT LINE
	RT. EASEMENT
	RT. BUILDING
	RT. CURB & GUTTER
	RT. RETAINING WALL
	RT. ROAD CENTER LINE
	RT. HEAVY DUTY PAVEMENT
	RT. LIGHT DUTY PAVEMENT
	20' PERMETER BUFFER
	50' ACCESS EASEMENT
	RT. OPEN SPACE
	RT. IMPROVED OPEN SPACE
	RT. ACTIVE OPEN SPACE
	RT. SIDEWALK
	X RT. FENCE
	RT. HANDICAP PARKING
	RT. HANDICAP RAMP
	RT. LOT NUMBER
	RT. PARKING SPACE COUNT
	RT. OPEN SPACE
	RT. DIST. OF INTERFERENCE
	RT. TREE INTERCEPTION FENCE
	RT. TREELINE
	RT. 5' CONTIGOR
	RT. 5' CONTIGOR
	RT. 5' CONTIGOR
	RT. EX. RIGHT-OF-WAY
	RT. EX. RIGHT-OF-WAY
	RT. EX. ADJACENT PROPERTY LINE
	RT. EASEMENT
	RT. FLAGSTONE
	RT. EX. NON-TEN. NETLAND
	RT. EX. STREAM BUFFER
	RT. BILLBOARD
	RT. EX. BENCHMARK OF GUTTER
	RT. EX. HALK
	RT. EX. STREAMBED
	RT. TREELINE
	RT. EX. TREE
	RT. EX. STORM DRAIN
	RT. SANITARY LINE
	RT. EX. WATERLINE
	RT. GAS LINE
	RT. EX. UNDERGROUND ELECTRIC
	RT. OVERHEAD ELECTRIC
	ONE DISTING. PROPOSED
	0 * FIRE HYDRANT
	0 # WATER VALVE
	0 # REDUCER
	0 # WATER METER
	0 # POWER FLOOR
	0 # LIGHT POLE
	0 # TRASH CAN
	0 # PRICE REDUCER



No.	DATE	REVISIONS	
O	06/01/2022	ORIGINAL SUBMITTAL	
A	04/30/2022	REVISED PER TOWN OF ROLESVILLE COMMENTS	JOB NO.: 217
B	12/01/2022	REVISED PER TOWN OF ROLESVILLE COMMENTS	SCALE: AS SHOWN
C	8/1/2023	REVISED PER TOWN OF ROLESVILLE COMMENTS	DATE: 06/01/2024
D	12/15/2023	REVISED PER PLANNING BOARD & TOWN STAFF COMMENTS	ENGINEER: J. J. JONES
			DRAWN BY: E. J. JONES
			DESIGN BY: F. J. JONES
			REVIEW BY: F. J. JONES



SITE PLAN - SHEET 6 OF 6  
FOR  
HARRIS CREEK FARMS

TOWN OF ROLESVILLE WAKE COUNTY, NORTH CAROLINA

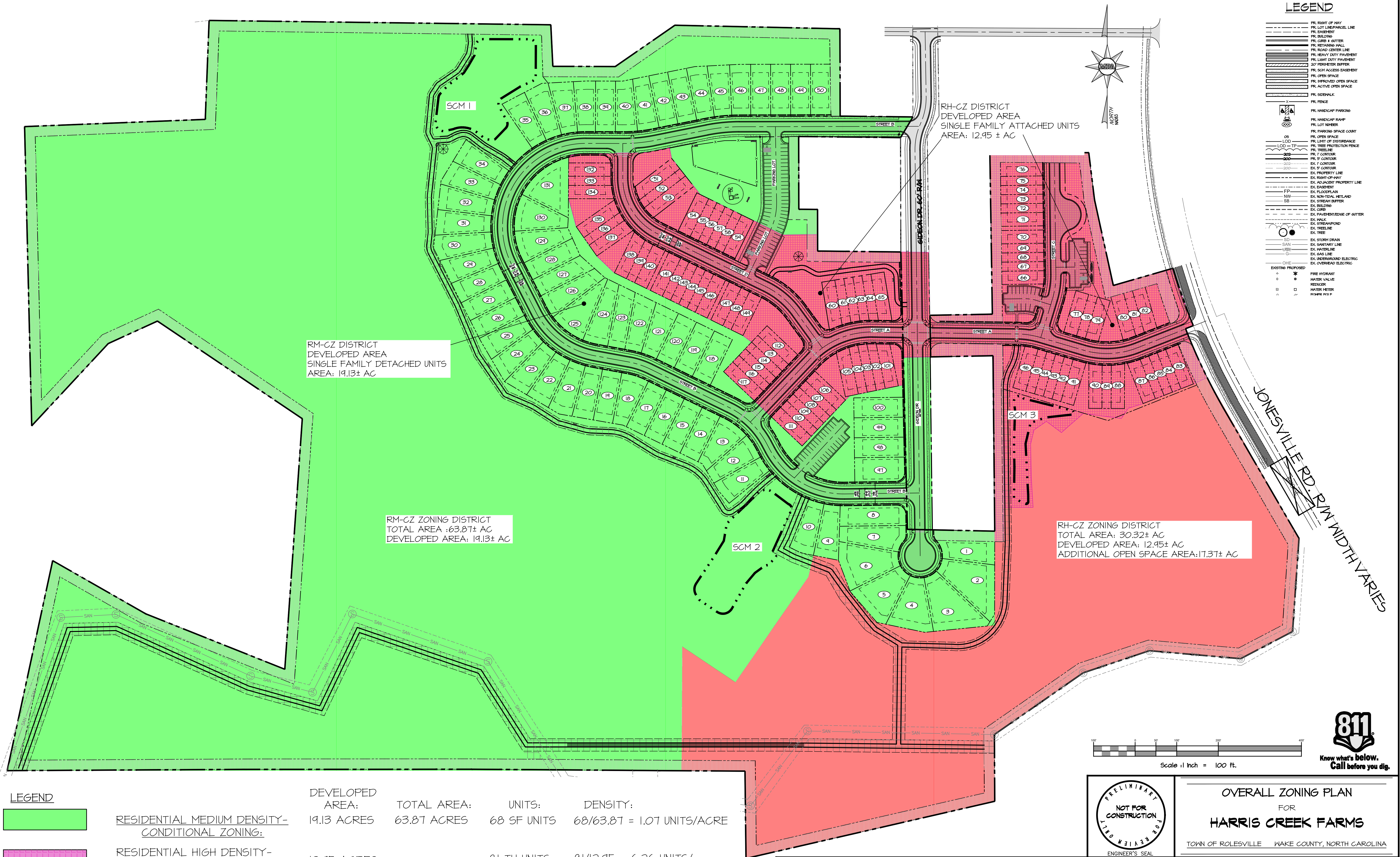
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N	STATUS:	PRELIMINARY NOT FOR CONSTRUCTION
N		

REVISION D	SHEET: C1.6
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CAD FILE: S:\PROJECTS\2021\21740 - Jonesville RD\20-LENO Prelim\21740-Overall Site Planning.dwg PLOT DATE/TIME: 12/15/2023 10:11 AM USER: mcmillan, charles d.



LEGEND		DEVELOPED AREA: 19.13 ACRES			
RESIDENTIAL MEDIUM DENSITY- CONDITIONAL ZONING:		TOTAL AREA: 63.87 ACRES			
RESIDENTIAL HIGH DENSITY- CONDITIONAL ZONING DEVELOPED AREA:		81 TH UNITS			
RESIDENTIAL HIGH DENSITY- CONDITIONAL ZONING OPEN SPACE AREA		17.37 ACRES			

RESIDENTIAL MEDIUM DENSITY OPEN SPACE	REQUIRED: PROVIDED:	4.70 AC 44.74 AC
RESIDENTIAL HIGH DENSITY OPEN SPACE	REQUIRED: PROVIDED:	2.10 AC 17.37 AC

No.	DATE	REVISIONS	JOB NO.
O	06/01/2022	ORIGINAL SUBMITTAL	21740
A	04/30/2022	REVISED PER TOWN OF ROLESVILLE COMMENTS	SCALE: AS SHOWN
B	12/01/2022	REVISED PER TOWN OF ROLESVILLE COMMENTS	DATE: 06/01/2022
C	01/1/2023	REVISED PER TOWN OF ROLESVILLE COMMENTS	ENGINEER: JMK
D	12/15/2023	REVISED PER PLANNING BOARD & TOWN STAFF COMMENTS	DRAWN BY: ER/JM
			DESIGN BY: PKN
			REVIEW BY: PKN

PRELIMINARY  
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CONSTRUCTION

ENGINEER'S SEAL

OVERALL ZONING PLAN  
FOR  
**HARRIS CREEK FARMS**  
TOWN OF ROLESVILLE WAKE COUNTY, NORTH CAROLINA

**MORRIS & RITCHIE ASSOCIATES OF NC, PC**  
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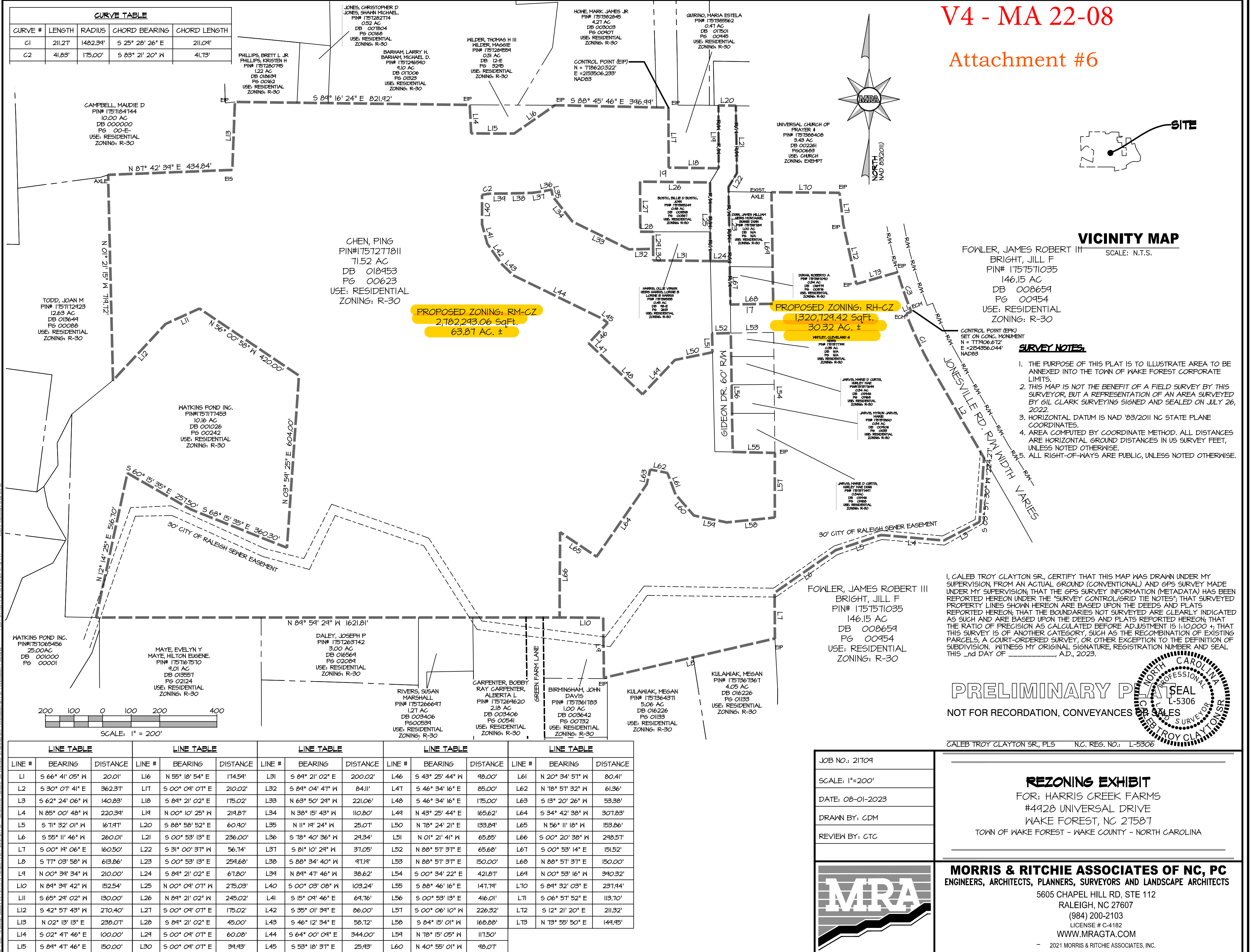
REVISION: **D**

SHEET: **C1.7**



V4 - MA 22-08

Attachment #6





**MORRIS & RITCHIE ASSOCIATES OF NC, PC**

AN AFFILIATE OF MORRIS & RITCHIE ASSOCIATES, INC. WHICH  
PROVIDES ENGINEERING, ARCHITECTURE, PLANNING, SURVEYING &  
LANDSCAPE ARCHITECTURE THROUGHOUT THE MID-ATLANTIC REGION  
AND LANDSCAPE ARCHITECTS

**RH-CZ Zoning District****Legal Description – Exhibit “A”****30.32 Acres ±****Portion of Lands of Ping Chen****Wake Forest Township – Wake County, North Carolina**

**All** that certain parcel of land lying generally easterly of Jonesville Road, being located in Wake Forest Township, Wake County, North Carolina and being a portion of those lands described in deed dated March 11, 2022 from Jerri Jo Miller, Tammy Gower Batts, Clifton Edward Blackley and spouse Joetta May Blackley, Grantor to Ping Chen and recorded in the Land Records of Wake County, North Carolina in Deed Book 18953, page 592 and page 623, being more particularly described as follows, to wit:

**Beginning** at a PK nail set in an existing concrete monument on the Southwestern right-of-way of Jonesville Road, having North Carolina state plane coordinates N: 777,906.672 E: 2,154,356.044. Thence, with said right-of way, South 66°41'05" West 20.01 feet to a concrete monument on the Southwestern right-of-way line of Jonesville Road; thence, with said right-of-way and along a curve with a cord bearing distance South 25°28'26" East 211.09 feet and a radius of 1,482.39 feet to an iron pipe; thence along said right-of-way, South 30°07'41" East 362.37 feet to an iron pipe; thence leaving said right-of-way, South 03°57'30" West 224.27 feet to a point; thence, South 62°24'06" West 140.83 feet to a point; thence, North 85°00'48" West 220.39 feet to a point; thence, South 71°32'01" West 167.97 feet to a point; thence, South 55°11'46" West 260.01 feet to a point; thence South 00°19'06" East 160.50 feet to an iron pipe; thence, South 77°03'58" West 613.86 feet to an iron pipe; thence, North 00°39'34" West 210.00 feet to an iron pipe; thence, North 89°39'42" West 152.54 feet to a point; thence, North 00°20'38" East 298.57 feet to a point; thence, South 56°11'18" East 153.86 feet to a point; thence, North 34°42'38" East 298.57 feet to a point; thence, North 13°20'26" East 53.38 feet to a point; thence, South 78°57'32" East 61.36 feet to a point; thence, South 20°34'57" East 80.41 feet to a point; thence, South 40°55'01" East 98.07 feet to a point; thence, South 78°15'05" East 117.50 feet to a point; thence, North 84°15'01" East 168.88 feet to a point; thence, North 00°06'10" East 226.32 feet to an iron pipe; thence, North 00°34'22" West 421.87 feet to a point; thence, South 88°57'37" West 150.00 feet to a point; thence, South 88°57'37" West 65.68 feet to a point; thence, South 01°21'41" East 65.85 feet to a point; thence, South 78°24'21" West 133.89 feet to a point; thence, South 43°25'44" East 165.62 feet to a point; thence, North 46°34'16" West 175.00 feet to a point; thence, North 46°34'16" West 85.00 feet to a point; thence, North 43°25'44" East 98.00 feet to a point; thence, North 53°18'37" West 25.93 feet to a point; thence, North 64°00'09" West 344.00 feet to a point; thence, North 46°12'34" West 58.72 feet to a point; thence, North 35°01'39" West 86.00 feet to a point; thence, North 15°09'46" West 69.76 feet to a point; thence, North 00°03'08" East 103.24 feet to a point; thence, along a curve with a cord bearing distance North 83°21'20" East 41.73 feet and a radius of 175.00 feet to a point; thence, South 89°47'46" East 38.62 feet to a point; thence, North 88°34'40" East 97.19 feet to a point; thence, North 81°10'29" East 37.05 feet to a point; thence, North 78°40'36" East 29.34 feet to a point; thence, South 11°19'24" East 25.07 feet to a point; thence, South 38°15'43" East 110.80 feet to an iron pipe; thence, South 63°50'29" East 221.06 feet to a point;

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# MORRIS & RITCHIE ASSOCIATES OF NC, PC

AN AFFILIATE OF MORRIS & RITCHIE ASSOCIATES, INC. WHICH PROVIDES ENGINEERING, ARCHITECTURE, PLANNING, SURVEYING & LANDSCAPE ARCHITECTURE THROUGHOUT THE MID-ATLANTIC REGION AND LANDSCAPE ARCHITECTS



thence, North 89°04'47" East 84.11 feet to a point; thence, South 00°09'07" East 39.93 feet to an iron pipe; thence, South 89°21'02" East 200.02 feet to an iron pipe on the Western right-of-way of Gideon Drive; thence, leaving said right-of-way, South 89°21'02" East 67.80 feet to a point on the Eastern right-of-way of Gideon Drive; thence, with said right-of-way, South 00°53'14" East 151.52 feet to a point; thence leaving said right of way, North 88°57'37" East 150.00 feet to a point; thence, North 00°53'16" West 390.32 feet to an axle; thence, South 89°32'03" East 237.94 feet to an iron pipe; thence, South 06°57'52" East 113.70 feet to a point; thence, South 12°21'20" East 211.32 feet to an iron pipe; thence, North 73°55'50" East 149.95 feet to an iron pipe on the Southwestern right-of-way of Jonesville Road; thence, with said right-of-way and along a curve with a bearing and distance of South 19°15'36" East 146.36 feet and a radius of 1,462.39 feet to the point of beginning. Containing **30.32 AC.±**.

The total area of the **Exhibit "A"** herein described being a portion of Tract 1 as described in deed dated March 11, 2022 from Jerri Jo Miller, Tammy Gower Batts, Clifton Edward Blackley and spouse Joetta May Blackley, Grantor to Ping Chen and recorded in the Land Records of Wake County, North Carolina in Deed Book 18953, page 592 and page 623, and containing a total area of **30.32 AC.±** and being subject to any and all matters of which a current title package would disclose.



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 LANDSCAPE ARCHITECTURE THROUGHOUT THE MID-ATLANTIC REGION  
 AND LANDSCAPE ARCHITECTS

**RM-CZ Zoning District****Legal Description – Exhibit “B”****63.87 Acres****Portion of Lands of Ping Chen****Wake Forest Township – Wake County, North Carolina**

**All** that certain parcel of land lying generally easterly of Jonesville Road, being located in Wake Forest Township, Wake County, North Carolina and being a portion of those lands described in deed dated March 11, 2022 from Jerri Jo Miller, Tammy Gower Batts, Clifton Edward Blackley and spouse Joetta May Blackley, Grantor to Ping Chen and recorded in the Land Records of Wake County, North Carolina in Deed Book 18953, page 592 and page 623, being more particularly described as follows, to wit:

**Beginning** at an existing iron pipe in the center of Universal Drive, having North Carolina state plane coordinates N: 778,620.5224 E: 2,153,506.2328. Thence, South 00°09'07" East 210.02 feet to an iron pipe; thence, South 89°21'02" East 175.02 feet to an iron pipe on the Western right-of-way of Gideon Drive; thence with said right-of-way, North 00°10'25" West 219.87 feet to a point; thence leaving said right of way, South 88°58'52" East 60.90 feet to a point on the Eastern right-of-way of Gideon Drive; thence, with said right-of-way South 00°53'13" East 236.00 feet to a point; thence, South 31°00'37" West 56.74 feet to a point; thence, South 00°53'13" East 259.68 feet to a point; thence, crossing said right-of-way, South 89°21'02" East 67.80 feet to an iron pipe; thence, with said right-of-way North 00°09'07" West 275.03 feet to an iron pipe on the Western right-of-way of Gideon Drive; thence, leaving said right-of-way, North 89°21'02" West 245.02 feet to an iron pipe; thence, South 00°09'07" East 175.02 feet to an iron pipe; thence, South 89°21'02" East 45.00 feet to an iron pipe; South 89°04'47" West 84.11 feet to a point; thence, North 63°50'29" West 221.06 feet to a point; thence, North 38°15'43" West 110.80 feet to a point; thence, North 11°19'24" West 25.07 feet to a point; thence, South 78°40'36" West 29.34 feet to a point; thence, South 81°10'29" West 37.05 feet to a point; thence, South 88°34'40" West 97.19 feet to a point; thence, North 89°47'46" West 38.62 feet to a point; thence along a curve with a cord bearing and distance, South 83°21'20" West 41.73 feet and a radius of 175.00 feet to a point; thence, South 00°03'08" West 103.24 feet to a point; thence, South 15°09'46" East 69.76 feet to a point; thence, South 35°01'39" East 86.00 feet to a point; thence, South 46°12'34" East 58.72 feet to a point; thence, South 64°00'09" East 344.00 feet to a point; thence, South 53°18'37" East 25.93 feet to a point; thence, South 43°25'44" West 98.00 feet to a point; thence, South 46°34'16" East 85.00 feet to a point; thence, South 46°34'16" East 175.00 feet to a point; thence, North 43°25'44" West 165.62 feet to a point; thence, North 78°24'21" East 133.89 feet to a point on the Western right-of-way of Gideon Drive; thence, North 01°21'41" West 65.85 feet to a point; thence, leaving said right-of-way North 88°57'37" East 65.68 feet to a point on the Eastern right-of-way of Gideon Drive; thence, with said right-of-way South 00°53'13" East 416.01 feet to a point; thence, leaving said right-of-way, South 88°46'16" East 147.79 feet to an iron pipe; thence, South 00°06'10" West 226.32 feet to a point; thence, South 84°15'01" West 168.88 feet to a point; thence, North 78°15'05" West 117.50 feet to a point; thence, North 40°55'01" West 98.07 feet to a point; thence, North 20°34'57" West 80.41 feet to a point; thence, North 78°57'32" West 61.36 feet to a point;

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LANDSCAPE ARCHITECTURE THROUGHOUT THE MID-ATLANTIC REGION  
AND LANDSCAPE ARCHITECTS



thence, South 13°20'26" West 53.38 feet to a point; thence, South 34°42'38" West 307.83 feet to a point; thence, North 56°11'18" West 153.86 feet to a point; thence, South 00°18'21" West 298.57 feet to a point; thence, North 89°59'29" West 1,621.81 feet to an iron pipe; thence, North 12°14'25" East 516.70 feet to an iron pipe; thence, South 60°15'35" East 257.50 feet to an iron pipe; thence, South 68°15'35" East 360.30 feet to an iron pipe; thence, North 03°59'25" East 604.00 feet to an iron pipe; thence, North 56°00'58" West 420.00 feet to an iron pipe; thence, South 65°29'02" West 130.00 feet to an iron pipe; thence, South 42°57'43" West 270.40 feet to an iron pipe; thence, North 01°21'15" West 719.72 feet to an axle; thence, North 87°42'39" East 434.84 feet to an iron pipe; thence, North 02°13'13" East 238.07 feet to an iron pipe; thence, South 89°16'24" East 821.92 feet to an iron pipe; thence, South 02°47'46" East 100.00 feet to an iron pipe; thence, South 89°47'46" East 150.00 feet to an iron pipe; thence, North 55°18'54" East 174.59 feet to an iron pipe; thence, South 88°45'46" East 396.99 feet to the point of beginning. Containing **63.87 AC.±**.

The total area of the **Exhibit "B"** herein described being a portion of Tract 1 as described in deed dated March 11, 2022 from Jerri Jo Miller, Tammy Gower Batts, Clifton Edward Blackley and spouse Joetta May Blackley, Grantor to Ping Chen and recorded in the Land Records of Wake County, North Carolina in Deed Book 18953, page 592 and page 623, and containing a total area of **63.87 AC.±** and being subject to any and all matters of which a current title package would disclose.



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## **HARRIS CREEK FARMS**

### **VOLUNTARY REZONING CONDITIONS**

1. The subject property shall be developed in general compliance with the map amendment (conditional rezoning) concept plan, dated 12/15/2023.
2. The development shall consist of maximums of 68 single-family detached dwelling units/lots and 81 single-family attached (townhome) dwelling units/lots as detailed in the map amendment (conditional rezoning) concept plan, dated 12/15/2023.
3. The maximum allowable density within the RH-CZ zoning shall be 6.0 units/acre.
4. Single family detached dwelling unit facade anti-monotony: in order to promote variation in home appearance, no single-family front façade shall be duplicated for three (3) lots in a row, or directly across the street. For corner lots, this shall apply to the lots diagonally across the intersection.
5. All garage doors shall either contain windows or carriage style adornments.

**6. Single-family detached dwelling units shall:**

- A. Be a minimum of 1,500 heated square feet.
- B. Have cementitious siding that shall vary in type and color with brick, shakes, board and batten, or stone accents provided as decorative features
- C. Have at least two types of finishes on the front: lap siding, masonry, shakes, and board and batten.

**7. Single-family attached (townhomes) shall have:**

- A. Cementitious siding that shall vary in type and color with brick, shakes, board and batten, or stone accents provided as decorative features.
- B. Articulation in the end unit side elevations, which includes two of the following: side entry, windows (two or more), partial masonry, two types of finishes (i.e., Horizontal siding with board and batten or shakes in gables), and roofline changes.
- C. First floor glazing which shall consist of one or more of the following: garage doors with glass windows, or front doors with windows or sidelights.
- D. 8" minimum eaves and rakes on front, rear, and sides.



8. A homeowners' association (HOA) shall be created, and all open spaces observed in map amendment (conditional rezoning) concept plan, dated 7/24/2023, shall be owned and maintained by the HOA.

9. **Foundations:** All foundations are to be monolithic poured slab foundations. Top of slabs shall be elevated a minimum of 18 inches above finished grade for all dwelling units. All foundations shall be treated with masonry on the front and street-facing sides for a minimum of 10".

10. **Recreational amenities:** the following recreational amenities shall be constructed as observed in map amendment (conditional rezoning) concept plan, dated 12/15/2023. Public greenway (approximately 5,600 linear feet), private multi-use paths (approximately 410 linear feet), gazebos, playgrounds, and a dog park. Amenities shall be built prior to the issuance of the building permit for the 70<sup>th</sup> lot.

11. **Landscaping.** At least twenty percent (20%) of all landscaping required by the LDO, that does not already qualify under LDO Section 6.2, shall utilize plant materials that are listed as native pollinator plants by the North Carolina Wildlife Federation. Where evergreen plantings or street trees are required by the LDO, native pollinator plantings shall not be required. Such plantings shall be clearly shown in construction drawings and installed as part of subdivision infrastructure. Nothing herein shall be constructed to limit the plant materials permitted on individual residential lots.

12. **Sidewalk Easement**. The development shall attempt to procure an easement from the owners of those properties with PINs 1757-48-1376 (Deed Book 19407, Page 984, Wake County Registry) and 1757-38-8408 (Deed Book 2261, Page 683, Wake County Registry), in order to provide a 5'-wide sidewalk running from the development's proposed access to Jonesville Road to the intersection with Universal Drive. If the development procures easements from both property owners, the sidewalk shall be located within said easements and constructed consistent with the Town of Rolesville Transportation Plan, and shall be completed prior to the issuance of the one hundredth (100<sup>th</sup>) building permit. If the development is unable to procure an easement from either property owner prior to the issuance of the first (1<sup>st</sup>) building permit, then the development shall pay a fee-in-lieu for the sidewalk construction to the Town of Rolesville. The fee-in-lieu shall be paid prior to the issuance of the one hundredth (100<sup>th</sup>) building permit.

13. **Universal Drive**. The development shall attempt to procure a minimum 20'-wide access easement (the "Easement") from the owner of that property with PIN 1757-38-8408 (Deed Book 2261, Page 683, Wake County Registry) for vehicular ingress and egress to and from Gideon Drive and Jonesville Road (the "Easement Area"). This Easement shall be recorded with the Wake County Registry. If the Easement is obtained and recorded, the development shall pave the Easement Area with a 20'-wide asphalt surface coat over top of the existing private gravel access drive. The paving shall be completed prior to the issuance of the development's one hundredth (100<sup>th</sup>) building permits. Following completion of the paving, the development shall be responsible for maintenance of the Easement Area; this maintenance responsibility shall expire if Columbia Drive is dedicated as public right-of-way. If the development can not obtain and record the Easement before the issuance of the first (1<sup>st</sup>) building permit, then the development shall have no obligation to perform any work described in this Condition.

14. Prior to issuance of the first building permit for a dwelling unit, the development shall donate thirty-five thousand dollars and no cents (\$35,000.00) to Homes for Heroes.

REZONING AND ANNEXATION OF PROPERTY CONSISTING OF +/- 93.609 ACRES,  
LOCATED SOUTHWEST OF THE JONESVILLE ROAD AND UNIVERSAL DRIVE  
INTERSECTION, IN THE TOWN OF ROLESVILLE

REPORT OF MEETING WITH ADJACENT PROPERTY OWNERS AND TENANTS ON  
JULY 12, 2022

Pursuant to applicable provisions of the Unified Development Ordinance, a meeting was held with respect to a potential rezoning and annexation with adjacent neighbors on Wednesday, July 12, 2023, at 6:00 p.m. The property considered for this potential rezoning totals approximately 93.609 acres, and is located along southwest of the Jonesville Road and Universal Drive intersection, in the Town of Rolesville. This meeting was held at virtually via a Zoom Meeting. All owners and tenants of property within 500 feet of the subject property were invited to attend the meeting. Attached hereto as **Exhibit A** is a copy of the neighborhood meeting notice. A copy of the required mailing list for the meeting invitations is attached hereto as **Exhibit B**. A summary of the items discussed at the meeting is attached hereto as **Exhibit C**. Attached hereto as **Exhibit D** is a list of individuals who attended the meeting.

## EXHIBIT A – NEIGHBORHOOD MEETING NOTICE



To: Neighboring Property Owners and Tenants  
From: Samuel Morris  
Date: June 23, 2023  
Re: Virtual Neighborhood Meeting for Annexation and Rezoning of Harris Creek Farm (f.k.a. 4928 Universal) (ANX 22-05 & MA 22-08)

You are invited to attend a virtual meeting to discuss the proposed annexation and rezoning of Harris Creek Farm (f.k.a. 4928 Universal) (ANX 22-05 & MA 22-08). We have scheduled an informational meeting with surrounding neighbors on Wednesday, July 12, 2023 from 6:00 PM until 7:00 PM. This meeting will be held virtually. You can participate online or by telephone.

To join with video:

<https://zoom.us/>  
**Meeting ID:** 871 7347 4235  
**Password:** 922539

To join by telephone:

**+1 646 558 8656**  
**Meeting ID:** 871 7347 4235  
**Password:** 922539

The purpose of this meeting is to discuss the proposed annexation and rezoning of Harris Creek Farm (f.k.a. 4928 Universal) (ANX 22-05 & MA 22-08). The property assemblage totals approximately 93.609 acres in size and is located southwest of the Jonesville Road and Universal Drive intersection.

The property is currently zoned Residential-30 (R-30) under Wake County zoning. The proposed rezoning would change the zoning to Residential Medium Density Conditional Zoning and Residential High Density Conditional Zoning (RM-CZ & RH-CZ) under the Town of Rolesville zoning. The purpose of the rezoning is to allow for the development of single family homes and townhomes.

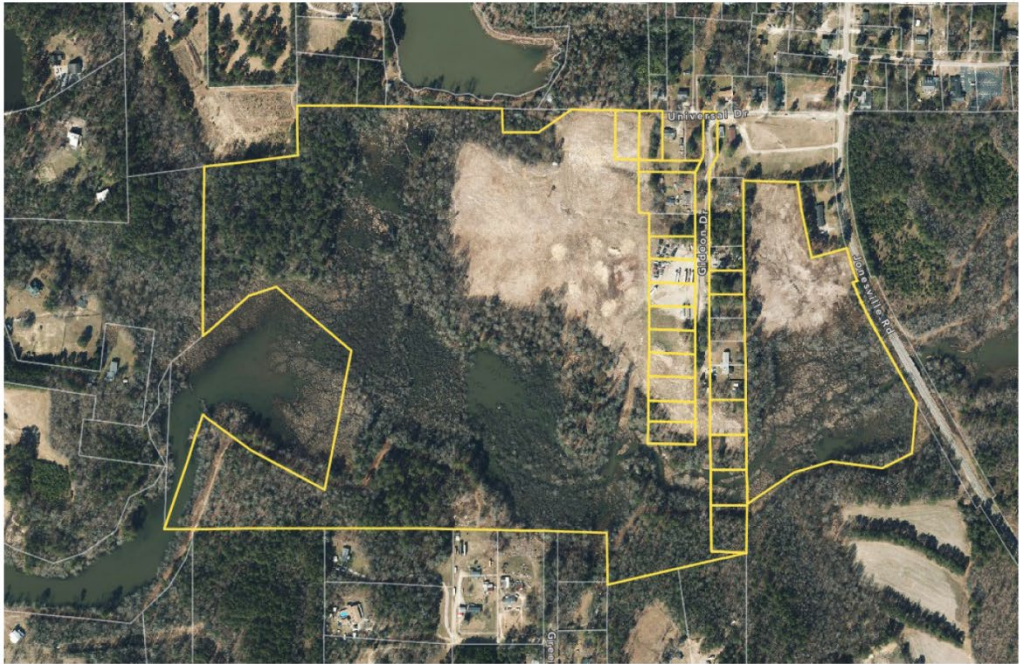
The Town of Rolesville requires a neighborhood meeting involving the owners and tenants of property within 500 feet of the properties during the rezoning process. After the meeting, we will prepare a report for the Planning Department regarding the items discussed at the meeting.

Please do not hesitate to contact me directly if you have any questions or wish to discuss any issues. I can be reached at 919.780.5438 and [smorris@longleaflp.com](mailto:smorris@longleaflp.com). Also, for more information about the rezoning, you may visit <https://www.rolesvillenc.gov/projects/harris-creek-farm-fka-4928-universal> or contact the Town of Rolesville Planning Department at 919.554.6517.

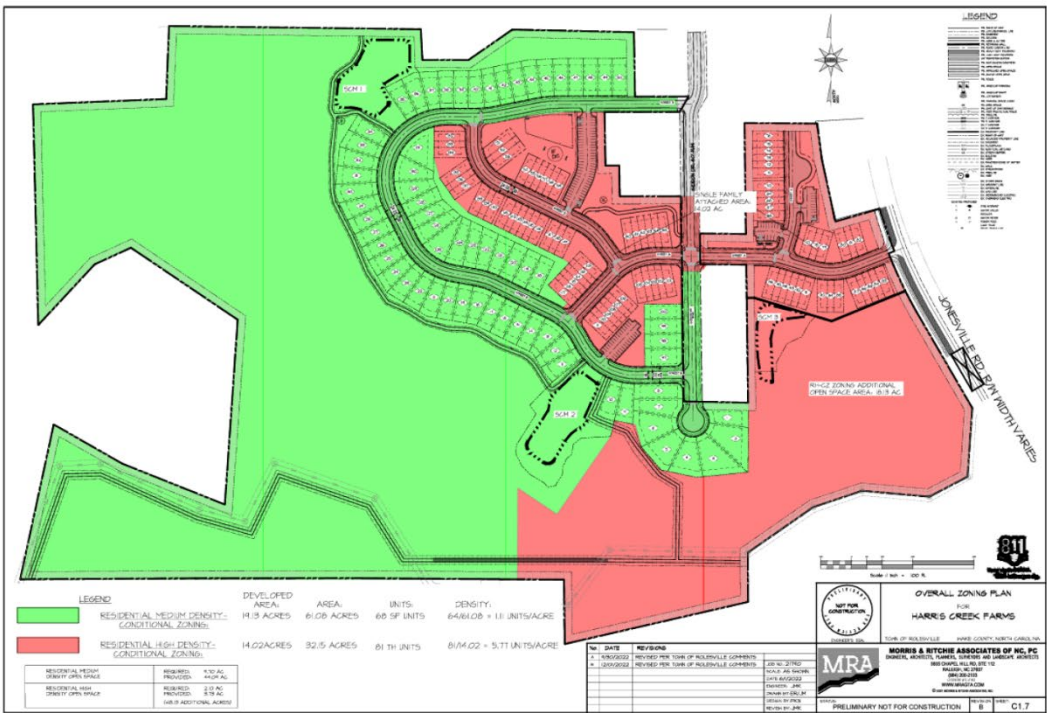
Attached to this invitation are the following materials:

1. Subject Property Current Aerial
2. Proposed Zoning Map

# CURRENT PROPERTY MAP



# PROPOSED ZONING





## EXHIBIT B – NOTICE LIST

HUNT, FERDINAND V HUNT, LYDIA L  
1000 SIMPSON ST APT 6B  
BRONX NY 10459-3348

FERRELL, CHARLES E FERRELL, GRETTA L  
3805 JONESVILLE RD  
WAKE FOREST NC 27587-8181

HOWE, MARK JAMES JR  
PO BOX 61122  
RALEIGH NC 27661-1122

JARVIS, MARIE D CURTIS, HURLEY MAE  
3704 GIDEON DR  
WAKE FOREST NC 27587-6360

JARVIS, MARIE D CURTIS, HURLEY MAE  
3704 GIDEON DR  
WAKE FOREST NC 27587-6360

DONAN, JESUS CORDON, LUCY DONAN  
3617 GREEN FARM LN  
WAKE FOREST NC 27587-6828

WATKINS POND INC  
ANTHONY BRIDGES  
98 BERKSHIRE LN  
HAMPSTEAD NC 28443-0480

TODD, JOAN M  
4180 STELLS RD  
WAKE FOREST NC 27587-6306

POWER ELEVEN CONSTRUCTION LLC  
4125 DURHAM CHAPEL HILL BLVD STE 8A  
DURHAM NC 27707-2666

WILDER, THOMAS H III WILDER, MAGGIE  
104 DARTMOUTH RD APT 326  
RALEIGH NC 27609-8409

HARTSFIELD, ROZELIA J HEIRS  
HATTIE SMITH  
2450 MINERAL SPRINGS RD  
BOYDTON VA 23917-4404

BOUTAVONG, KIT  
3521 WOOD DUCK LN  
WAKE FOREST NC 27587-6874

FERRELL, BRIAN L  
3807 JONESVILLE RD  
WAKE FOREST NC 27587-8181

BIRMINGHAM, JOHN DAVIS  
3636 GREEN FARM LN  
WAKE FOREST NC 27587-6827

PEELER, JAMIE ELIZABETH  
313 SHERWEE DR  
RALEIGH NC 27603-3521

BIRMINGHAM, JOHN D  
3636 GREEN FARM LN  
WAKE FOREST NC 27587-6827

WW OVERTIME LLC  
3728 GIDEON DR  
WAKE FOREST NC 27587-6360

BOYD, KATHERINE B PAYNE, M TRAVIS  
4220 MILLPOINT DR  
WAKE FOREST NC 27587-6377

RIVERS, SUSAN MARSHALL  
3627 GREEN FARM LN  
WAKE FOREST NC 27587-6828

LEE, BRENDA HEIRS  
BRENDX MEEKS  
3861 JONESVILLE RD  
WAKE FOREST NC 27587-8181

PHILLIPS, BRETT L JR PHILLIPS, KRISTEN HOPE  
9237 BLACKLEY LAKE RD  
WAKE FOREST NC 27587-8196

MCGEE, LORIE ANN MCGEE, BILLY RAY  
3621 GREEN FARM LN  
WAKE FOREST NC 27587-6828

ALSTON, HENRY ALSTON, MARIE F  
3741 JONESVILLE RD  
WAKE FOREST NC 27587-8179

PULLEN, MAGGIE H  
C/O SAREN GILMORE  
3833 JONESVILLE RD  
WAKE FOREST NC 27587-8181

FOWLER, JAMES ROBERT III BRIGHT, JILL F  
7400 FOWLER RD  
ZEBULON NC 27597-8318

BOSTIC, BILLIE D BOSTIC, JOHN J  
9413 WHITE CARRIAGE DR  
WAKE FOREST NC 27587-7046

WATKINS POND INC  
ANTHONY BRIDGES  
98 BERKSHIRE LN  
HAMPSTEAD NC 28443-0480

CARTER, LISA CAROL  
3604 GREEN FARM LN  
WAKE FOREST NC 27587-6827

BIRMINGHAM, JOHN D  
3636 GREEN FARM LN  
WAKE FOREST NC 27587-6827

JARVIS, MYRON JARVIS, MARIE  
3704 GIDEON DR  
WAKE FOREST NC 27587-6360

BLACKLEY LAKE FISHING CLUB  
C/O GLENN BARHAM  
9001 BLACKLEY LAKE RD  
WAKE FOREST NC 27587-8110

BURNHAM, ABRAHAM T BURNHAM, KYLA L  
3803 JONESVILLE RD  
WAKE FOREST NC 27587-8181

WHITLEY, CLEVELAND G HEIRS  
DEBRA WHITLEY  
3720 GIDEON DR  
WAKE FOREST NC 27587-6360

CURTIS, HENDELL HEIRS  
4917 UNIVERSAL DR  
WAKE FOREST NC 27587-6357

HARRIS, OLLIE VIRGIN HEIRS HARRIS, LORINE B  
LORINE B HARRIS  
PO BOX 225  
FRANKLINTON NC 27525-0225

KULAWIAK, MEGAN  
3533 WOOD DUCK LN  
WAKE FOREST NC 27587-6874

KULAWIAK, MEGAN  
3533 WOOD DUCK LN  
WAKE FOREST NC 27587-6874

DALEY, JOSEPH P  
3619 GREEN FARM LN  
WAKE FOREST NC 27587-6828

BARHAM, LARRY H. BARHAM, MICHAEL D.  
5821 WILD ORCHID TRL  
RALEIGH NC 27613-8549

PHILLIPS, BRETT LEE JR PHILLIPS, KRISTEN HOPE  
9237 BLACKLEY LAKE RD  
WAKE FOREST NC 27587-8196

DUNN, JAMES WILLIAM HEIRS MONTAGUE,  
BUNNIE DUNN  
2390 W RIVER RD  
FRANKLINTON NC 27525-7217

SMARTT, COLLIN  
147 ROLLING CREEK CIR  
CLAYTON NC 27520-5132

QUIRINO, MARIA ESTELA  
4916 UNIVERSAL DR  
WAKE FOREST NC 27587-6356

KENNETH INVESTMENT LLC  
10030 GREEN LEVEL CHURCH RD STE 802  
CARY NC 27519-8195

KENNETH INVESTMENT LLC  
10030 GREEN LEVEL CHURCH RD STE 802  
CARY NC 27519-8195

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10030 GREEN LEVEL CHURCH RD STE 802  
CARY NC 27519-8195

KENNETH INVESTMENT LLC  
10030 GREEN LEVEL CHURCH RD STE 802  
CARY NC 27519-8195

SOUTTER, SUSAN R SOUTTER, ROBERT QUENTIN  
3636 BRIDGES POND WAY  
WAKE FOREST NC 27587-5611

WILSON, TIMOTHY LEE  
5409 KNOLLWOOD RD  
RALEIGH NC 27609-4552

JP MORGAN MORTGAGE ACQUISITION CORP  
4817 LONG GREEN DR  
WAKE FOREST NC 27587-5244

GHOLSON, RYAN PATRICK  
7924 MANDREL WAY  
RALEIGH NC 27616-9503

SUAREZ, HELENA TRUSTEE THE HELENA SUAREZ  
FAMILY TRUST  
9660 FALLS OF NEUSE RD # 138-286  
RALEIGH NC 27615-2473

PHILLIPS, BRETT L JR PHILLIPS, KRISTEN H  
9237 BLACKLEY LAKE RD  
WAKE FOREST NC 27587-8196

PHILLIPS, BRETT L JR PHILLIPS, KRISTEN H  
9237 BLACKLEY LAKE RD  
WAKE FOREST NC 27587-8196

GARCIA, SALVADOR  
4901 OLD POOLE RD  
RALEIGH NC 27610

HARTSFIELD, ROZELIA J HEIRS  
HATTIE SMITH  
2450 MINERAL SPRINGS RD  
BOYDTON VA 23917-4404

JONES, CHRISTOPHER D JONES, SHAWN  
MICHAEL  
5108 CHRISTIAN SCHOOL RD  
PANTEGO NC 27860-9255

KENNETH INVESTMENT LLC  
10030 GREEN LEVEL CHURCH RD STE 802  
CARY NC 27519-8195

FERRELL, BRIAN L  
3807 JONESVILLE RD  
WAKE FOREST NC 27587-8181

FERRELL, CHARLES E FERRELL, SHARON R  
3805 JONESVILLE RD  
WAKE FOREST NC 27587-8181

KENNETH INVESTMENT LLC  
10030 GREEN LEVEL CHURCH RD STE 802  
CARY NC 27519-8195

CARPENTER, BOBBY RAY CARPENTER, ALBERTA L  
3629 GREEN FARM LN  
WAKE FOREST NC 27587-6828

RIVERS, SUSAN M  
3627 GREEN FARM LN  
WAKE FOREST NC 27587-6828

HOLLOWAY, ROY D HOLLOWAY, MARTHA L  
3613 GREEN FARM LN  
WAKE FOREST NC 27587-6828

HARTSFIELD, ROZELIA J HEIRS  
HATTIE SMITH  
2450 MINERAL SPRINGS RD  
BOYDTON VA 23917-4404

SOUTTER, SUSAN R SOUTTER, ROBERT QUENTIN  
3636 BRIDGES POND WAY  
WAKE FOREST NC 27587-5611

KENNETH INVESTMENT LLC  
10030 GREEN LEVEL CHURCH RD STE 802  
CARY NC 27519-8195

KENNETH INVESTMENT LLC  
10030 GREEN LEVEL CHURCH RD STE 802  
CARY NC 27519-8195

MAYE, EVELYN Y MAYE, HILTON EUGENE  
4725 MITCHELL MILL RD  
WAKE FOREST NC 27587-7240

NC FARM AND FORAGE LLC  
9261 BLACKLEY LAKE RD  
WAKE FOREST NC 27587-8196

UNIVERSAL CHURCH OF PRAYER &  
4912 UNIVERSAL DR  
WAKE FOREST NC 27587-6356

## EXHIBIT C – MEETING MINUTES

- What is proposed timing for construction to start on the development
  - Developer and attorney explained proposed timeline with development plan and permits
- Would you have plans to do with the area that isn't a part of development?
  - Developer explained that wetland and southern land will remain the way it is (no development)
- How do we plan to avoid pollution from construction to the wells.
  - Developer and engineer explained their precautions in the construction process and state level regulations
- What about the blacktop water runoff and drying wells
  - Engineer explains storm drainage system and pond that will be on site – state mandated process that requires permit from town to avoid flooding downstream properties.
- Worried about runoff into Watkins Pond – What guarantee that it won't "get dirtied up".
  - Engineer explains codes and state mandated permits required to help control effects to the pond. Municipality will also come out to inspect site and silt fence.
- Who is the Developer on this project
  - Attorney explained who the client is and their members
- What is the price point of the townhomes and single-family homes
  - Developer explained projections on cost per unit. Do not have final pricing due to market changes and upgrades
- Will there be any fencing on the wooded areas into the private properties to separate the areas. Worried about people passing through to private property with greenways. Worried about "higher quality resident"
  - Developer and attorney explained - Not projecting fencing due to where the wetlands are. Town of Rolesville will have public easement regarding the greenway – it is up to the Town of Rolesville regarding fencing. Unlikely due to natural features.
- What is going to happen to the property that is not accessible from the road and is not in the wetlands? Will this ever be developed?
  - Developer explains it will not be developed and remained untouched. Units will not be added later to the plan.
- Will the land owner that is located along road next to development be able to access the road?
  - Attorney and developer explained that they will have access in and out as it is today. It is a public road
- The buffer at the NE corner of the development, where the words Universal Dr are on the map, appears to back up to the front yard at 4921 (the last home on the right). Will access to that end of Universal Dr beyond Gideon be cut off?
  - Attorney explained that the owners will still have access to their property. We are not allowed to cut off access. The scope of the rezoning should not effect that.

- Does this project have anything to do with the greenway plan?
  - Attorney explained that we do not have control of greenway development – we give easement to the Town of Rolesville.
- Concerned that diesel fuel will get into the Watkins Pond
  - Engineer explained that the control of the fuel tank will be mandated at a state level by the contractor – this is handled at the construction phase.
- Is the town mandating the developer to address the traffic concerns?
  - Attorney and Developer explained that an Impact analysis was done by Ramey Kemp. The NCDOT signed off on this. Based on increased trips and conditions on site they make recommendations on monitoring and approved intersections. The results will be included in the request. The Town of Rolesville contracts that traffic engineer and the developer and are not associated with the developer
- Are there plans to pave Universal Dr as well as Gideon?
  - The town is requiring developer to pave all of Gideon Drive, not Universal
- Concerned about increased traffic load on Universal Drive
  - Developer explained access points to the development and town requirements
- Will Universal not be eligible for paving?
  - Engineer explained it has not been required by the town to be paved for this development. Not anticipate increased traffic to Universal due to it being unpaved. It is not a public road.
- Who sends out the meeting notifications for the City of Rolesville public hearings?
  - Attorney explained the notices will be coming from the Town of Rolesville. Mailed and signs are typical notification types as well as posted on their website.
- Will there be an HOA with this development?
  - Developer explained there will be an HOA that will maintain open areas as well as amenities.
- Where will the amenities be located within the development?
  - Engineer explained what amenities they are expecting to create and location of same.
- What type of barriers do you see with the proposal plan?
  - Developer and attorney explained that they have met with staff and made modification to address any of these concerns. Also explained there is a good path forward considering policies and overall plan for the Town of Rolesville
- If the church gave permission to be paved on Universal, could it be paved? Do we need to request it be paved with the Town of Rolesville?
  - Attorney explained that yes you can pave it if is your private road
- Residents on Jonesville Road – Concerned about safety on this road for children – there are no sidewalks. How do we get sidewalks put in on that road
  - Attorney and engineer explained improvements can only be made on our property. We can not take other people's property to create sidewalks. We are only required to improve along out frontage. We are building roadway and sidewalk on the property.
- Will school busses be stopping on Jonesville Road or will it go into the development? Will the roads be able to accommodate this?



- Engineer and developer explained the education department will be making that decision later on in the process. We have not control/make on that decision.
- Has any analysis been done regarding any wildlife in the wetlands on the property?
  - Attorney and engineer explained the open space requirements as well as the other preliminary environmental analysis that are required. The development will be predominantly be taking place in the already cleared areas.
- What measure will be taking place for privacy to neighboring properties? Will there be n natural buffers?
  - Attorney, developer and engineer explained the tree preservation areas and that they will keep trees where they can. There will be vegetative buffers and open space around property line.
- Is there a sidewalk plan along the eastern portion of Gideon Drive?
  - The engineer explained the town street requirements will require sidewalk improvements.
- What is the architectural design for the homes in the development?
  - Developer explained that they will be colonial type design that generally matches other developments in the area. This will not be mandated affordable housing but will be market rate but not luxury
- Neighbors are worried that the prices of the homes are not in line with others in the area – they are too inexpensive compared to the “nice homes” in the area. We are worried about property value decreasing based on this development.
  - Developer and attorney explained that the prices will change in the future based on market rate. It depends on what the market will be like in the next 3-5 years. There will be a range depending on the home type (townhomes and single family).
- Is there a date on the next meeting?
  - Attorney and developer explained that there has not been a meeting set yet. More documentation must be submitted. A link for the Town’s portal was shared in the Zoom chat

## **EXHIBIT D – MEETING ATTENDEES**

1. Sam Morris (Attorney with Longleaf Law Partners)
2. Kaline Shelton (Assistant at Longleaf Law Partners)
3. Steven George (Development Team)
4. Jeremy Keeny (Engineer)
5. Joan Todd
6. Natasha Hayes Smart
7. Marie Jarvis
8. Helena Suarez
9. Collin Smartt
10. Bill Harrell
11. Bryan Yaborough
12. Jackie
13. Lorine Harris
14. Steve
15. Brett
16. 919-453-4522
17. 919-602-5532
18. 919-621-1068
19. 984-204-0897
20. 434-265-0618
21. 919-272-1335
22. 919-438-9979
23. 919-491-6535
24. 919-827-5639



To: Neighboring Property Owners and Tenants  
From: Samuel Morris  
Date: October 13, 2023  
Re: Neighborhood Meeting for Annexation and Rezoning of Harris Creek Farm (f.k.a. 4928 Universal) (ANX 22-05 & MA 22-08)

You are invited to attend a meeting to discuss the proposed annexation and rezoning of Harris Creek Farm (f.k.a. 4928 Universal) (ANX 22-05 & MA 22-08). We have scheduled an informational meeting with surrounding neighbors on October 24, 2023 from 5:30 PM until 6:30 PM at the following location:

**Rolesville Community Center  
514 Southtown Circle  
Rolesville, NC 27571**

The purpose of this meeting is to discuss the proposed annexation and rezoning of Harris Creek Farm (f.k.a. 4928 Universal) (ANX 22-05 & MA 22-08). The property assemblage totals approximately 93 acres in size and is located southwest of the Jonesville Road and Universal Drive intersection.

The property is currently zoned Residential-30 (R-30) under Wake County zoning. The proposed rezoning would change the zoning to Residential Medium Density Conditional Zoning and Residential High Density Conditional Zoning (RM-CZ & RH-CZ) under the Town of Rolesville zoning. The purpose of the rezoning is to allow for the development of single family homes and townhomes.

Please do not hesitate to contact me directly if you have any questions or wish to discuss any issues. I can be reached at 919.780.5438 and [smorris@longleaflp.com](mailto:smorris@longleaflp.com). Also, for more information about the rezoning, you may visit <https://www.rolesvillenc.gov/projects/harris-creek-farm-fka-4928-universal> or contact the Town of Rolesville Planning Department at 919.554.6517.

Attached to this invitation are the following materials:

1. Subject Property Current Aerial
2. Proposed Zoning Map

[illegible]

JONES, CHARLES ALFONSO JONES, ALLIE V  
3800 JONESVILLE RD  
WAKE FOREST NC 27587-8180

JONES, CHARLES E JONES, DARLENE C  
3816 JONESVILLE RD  
WAKE FOREST NC 27587-8180

BADGETT, ROBIN D BADGETT, TANA F  
4817 MITCHELL MILL RD  
WAKE FOREST NC 27587-7242

HUNT, FERDINAND V HUNT, LYDIA L  
1000 SIMPSON ST APT 6B  
BRONX NY 10459-3348

FERRELL, CHARLES E FERRELL, GRETTA L  
3805 JONESVILLE RD  
WAKE FOREST NC 27587-8181

WALKER, ALESHIA FERRELL WALKER, AARON  
5012 HARTSFIELD DR  
WAKE FOREST NC 27587-9638

HOWE, MARK JAMES JR  
PO BOX 61122  
RALEIGH NC 27661-1122

JARVIS, MARIE D CURTIS, HURLEY MAE  
3704 GIDEON DR  
WAKE FOREST NC 27587-6360

JARVIS, MARIE D CURTIS, HURLEY MAE  
3704 GIDEON DR  
WAKE FOREST NC 27587-6360

DONAN, JESUS CORDON, LUCY DONAN  
3617 GREEN FARM LN  
WAKE FOREST NC 27587-6828

WATKINS POND INC  
ANTHONY BRIDGES  
98 BERKSHIRE LN  
HAMPSTEAD NC 28443-0480

PRUDENT, VIRGINIA PRUDENT, ULRICK JR  
3104 BILLIARD CT  
WAKE FOREST NC 27587-9388

TODD, JOAN M  
4180 STELLS RD  
WAKE FOREST NC 27587-6306

FERRELL, BRIAN L  
3807 JONESVILLE RD  
WAKE FOREST NC 27587-8181

PERRY, LISA R  
PO BOX 581  
ROLESVILLE NC 27571-0581

CHAPPELL, CONNIE B PERRY, BETTY ANN  
BLACKLEY  
4025 LOUISBURY RD  
WAKE FOREST NC 27587-8118

POWER ELEVEN CONSTRUCTION LLC  
4125 DURHAM CHAPEL HILL BLVD STE 8A  
DURHAM NC 27707-2666

SESSOMS, JOHN B  
5021 HARTSFIELD DR  
WAKE FOREST NC 27587-9638

WILDER, THOMAS H III WILDER, MAGGIE  
104 DARTMOUTH RD APT 326  
RALEIGH NC 27609-8409

CHRIST HOLINESS CHURCH NUMBER 1  
C/O WILIAM WHITFIELD  
5016 HARTSFIELD DR  
WAKE FOREST NC 27587-9638

BROWN, JAMES A BROWN, SHELBY W  
4141 STELLS RD  
WAKE FOREST NC 27587-5242

GILMORE, JOSEPH H GILMORE, SARAH L  
3833 JONESVILLE RD  
WAKE FOREST NC 27587-8181

ASWELL, FREDRICA T  
3508 GREEN FARM LN  
WAKE FOREST NC 27587-6825

GASPER, REGUGIO TECHICAC  
7817 S COLORADO DR  
RALEIGH NC 27616-0905

JEFFERYS, CHRISTOPHER JEFFERYS, STEPHANIE  
2933 CANDLEHURST LN  
RALEIGH NC 27616-6250

MAYE, HILTON EUGENE MAYE, EVELYN YOUNG  
4725 MITCHELL MILL RD  
WAKE FOREST NC 27587-7240

BERRY, WILLIAM ROSSER BERRY, JULIA D  
9249 BLACKLEY LAKE RD  
WAKE FOREST NC 27587-8196

HARTSFIELD, ROZELIA J HEIRS  
HATTIE SMITH  
2450 MINERAL SPRINGS RD  
BOYDTON VA 23917-4404

HARTSFIELD, ROZELIA J HEIRS  
HATTIE SMITH  
2450 MINERAL SPRINGS RD  
BOYDTON VA 23917-4404

HARTSFIELD, ROZELIA J HEIRS  
HATTIE SMITH  
2450 MINERAL SPRINGS RD  
BOYDTON VA 23917-4404



HARTSFIELD, ROZELIA J HEIRS  
HATTIE SMITH  
2450 MINERAL SPRINGS RD  
BOYDTON VA 23917-4404

PERRY, JAMES DONNELL PERRY, CYNTHIA D  
3869 JONESVILLE RD  
WAKE FOREST NC 27587-8181

HOLLINGSWORTH, JACOB BROOKS  
3509 WOOD DUCK LN  
WAKE FOREST NC 27587-6874

BOUTAVONG, KIT  
3521 WOOD DUCK LN  
WAKE FOREST NC 27587-6874

JONES, ERNESTINE  
3848 JONESVILLE RD  
WAKE FOREST NC 27587-8180

BUGG, SAMUEL WILLIAM  
9245 BLACKLEY LAKE RD  
WAKE FOREST NC 27587-8196

BROWN, JAMES ALLEN BROWN, SHELBY W  
4141 STELLS RD  
WAKE FOREST NC 27587-5242

MEDLIN, LISA C  
3520 BRIDGES POND WAY  
WAKE FOREST NC 27587-5606

FERRELL, BRIAN L  
3807 JONESVILLE RD  
WAKE FOREST NC 27587-8181

HARTSFIELD, MARY HEIRS  
C/O KAREN BUTLER  
3816 7TH ST NW  
WASHINGTON DC 20011-5902

MCDANIEL, STEPHEN MCDANIEL, SHARON K  
4213 MILLPOINT DR  
WAKE FOREST NC 27587-5239

BIRMINGHAM, JOHN DAVIS  
3636 GREEN FARM LN  
WAKE FOREST NC 27587-6827

REEVES, LISA CAROL CARTER  
3604 GREEN FARM LN  
WAKE FOREST NC 27587-6827

MAYE, HILTON EUGENE MAYE, EVELYN RUTH  
4725 MITCHELL MILL RD  
WAKE FOREST NC 27587-7240

PHILLIPS, BRETT L JR PHILLIPS, KRISTEN H  
9237 BLACKLEY LAKE RD  
WAKE FOREST NC 27587-8196

BROWN, WILHELMINIA ANNETTE  
7506 LINNET RD  
WENDELL NC 27591-7279

BROWN, WILHELMINIA ANNETTE  
7506 LINNET RD  
WENDELL NC 27591-7279

BIRMINGHAM, JOHN D  
3636 GREEN FARM LN  
WAKE FOREST NC 27587-6827

LEITSCHUH, KARI DAWN  
4605 MITCHELL MILL RD  
WAKE FOREST NC 27587-7239

RUIZ, ALICIA GUADALUPE  
3857 JONESVILLE RD  
WAKE FOREST NC 27587-8181

WW OVERTIME LLC  
3728 GIDEON DR  
WAKE FOREST NC 27587-6360

MILLER, BERNARD  
3516 WOOD DUCK LN  
WAKE FOREST NC 27587-6873

PRINCE, TINA ATKINS ATKINS, JEFFREY RAY  
PO BOX 111  
WILLOW SPRING NC 27592-0111

BLACKMON, JOE  
4805 MITCHELL MILL RD  
WAKE FOREST NC 27587-7242

TOUTLOFF, KENNETH S TOUTLOFF, BILLIE ANNE  
3512 WOOD DUCK LN  
WAKE FOREST NC 27587-6873

DUNN, WILLIE JEAN  
4821 MITCHELL MILL RD  
WAKE FOREST NC 27587-7242

COVINGTON, LINDA MANNING  
3812 JONESVILLE RD  
WAKE FOREST NC 27587-8180

CHRIST HOLINESS CHURCH  
5016 HARTSFIELD DR  
WAKE FOREST NC 27587-9638

FERRELL, BENJAMIN  
C/O JESSE FERRELL  
248 CALIFORNIA AVE  
PROVIDENCE RI 02905-2815

BOYD, KATHERINE B PAYNE, M TRAVIS  
4220 MILLPOINT DR  
WAKE FOREST NC 27587-6377

RIVERS, SUSAN MARSHALL  
3627 GREEN FARM LN  
WAKE FOREST NC 27587-6828

RIVERS, SUSAN M  
3627 GREEN FARM LN  
WAKE FOREST NC 27587-6828

LEE, BRENDA HEIRS  
BRENDX MECKS  
3861 JONESVILLE RD  
WAKE FOREST NC 27587-8181

PHILLIPS, BRETT L JR PHILLIPS, KRISTEN HOPE  
9237 BLACKLEY LAKE RD  
WAKE FOREST NC 27587-8196

MCGEE, LORIE ANN MCGEE, BILLY RAY  
3621 GREEN FARM LN  
WAKE FOREST NC 27587-6828

BERGDOLT, BRIAN H  
3612 MEDLIN WOODS RD  
WAKE FOREST NC 27587-7202

COTTON, DIANE MAYO  
5020 MISTLETOE DR  
WAKE FOREST NC 27587-6373

LEE, WILLIE O'KELLY LEE, EDITH M  
3845 JONESVILLE RD  
WAKE FOREST NC 27587-8181

PULLEN, MAGGIE H  
C/O SAREN GILMORE  
3833 JONESVILLE RD  
WAKE FOREST NC 27587-8181

CARPENTER, BOBBY RAY CARPENTER, ALBERTA L  
3629 GREEN FARM LN  
WAKE FOREST NC 27587-6828

CHRIST HOLINESS CHURCH # 1  
C/O WILIAM WHITFIELD  
5016 HARTSFIELD DR  
WAKE FOREST NC 27587-9638

CARELOCK, TABATHA R  
3513 GREEN FARM LN  
WAKE FOREST NC 27587-6826

CARELOCK, TABATHA R  
3513 GREEN FARM LN  
WAKE FOREST NC 27587-6826

FOWLER, JAMES ROBERT III BRIGHT, JILL F  
7400 FOWLER RD  
ZEBULON NC 27597-8318

JONES, TANYA ELISHA  
3517 WOOD DUCK LN  
WAKE FOREST NC 27587-6874

PAYNE, JEFFREY  
3808 JONESVILLE RD  
WAKE FOREST NC 27587-8180

MARTINEZ, ROBERTO ZETINA SANDOVAL,  
MARIA DE LOS ANGELES ORTIZ  
4916 LASHERAL RD  
WAKE FOREST NC 27587-6375

HOLDEN, MARCIE L  
3524 WOOD DUCK LN  
WAKE FOREST NC 27587-6873

VAN GORDER, JAMES  
3200 MAYEVILLE LN  
WAKE FOREST NC 27587-5637

JONES, CHRISTOPHER D JONES, SHAWN  
MICHAEL  
5108 CHRISTIAN SCHOOL RD  
PANTEGO NC 27860-9255

HOCUTT, JOHN E  
3517 GREEN FARM LN  
WAKE FOREST NC 27587-6826

BOSTIC, BILLIE D BOSTIC, JOHN J  
9413 WHITE CARRIAGE DR  
WAKE FOREST NC 27587-7046

WATKINS POND INC  
ANTHONY BRIDGES  
98 BERKSHIRE LN  
HAMPSTEAD NC 28443-0480

CARTER, LISA CAROL  
3604 GREEN FARM LN  
WAKE FOREST NC 27587-6827

BIRMINGHAM, JOHN D  
3636 GREEN FARM LN  
WAKE FOREST NC 27587-6827

JARVIS, MYRON JARVIS, MARIE  
3704 GIDEON DR  
WAKE FOREST NC 27587-6360

BLACKLEY LAKE FISHING CLUB  
C/O GLENN BARHAM  
9001 BLACKLEY LAKE RD  
WAKE FOREST NC 27587-8110

FERRELL, CHARLES E FERRELL, SHARON R  
3805 JONESVILLE RD  
WAKE FOREST NC 27587-8181

BURNHAM, ABRAHAM T BURNHAM, KYLA L  
3803 JONESVILLE RD  
WAKE FOREST NC 27587-8181

JONES, CHARLES E JONES, DARLENE  
3816 JONESVILLE RD  
WAKE FOREST NC 27587-8180

WHITLEY, CLEVELAND G HEIRS  
DEBRA WHITLEY  
3720 GIDEON DR  
WAKE FOREST NC 27587-6360

CURTIS, HENDELL HEIRS  
4917 UNIVERSAL DR  
WAKE FOREST NC 27587-6357

HAUFLER, DARREL EUGENE  
4340 MILLPOINT DR  
WAKE FOREST NC 27587-6384

HARRIS, OLLIE VIRGIN HEIRS HARRIS, LORINE B  
LORINE B HARRIS  
PO BOX 225  
FRANKLINTON NC 27525-0225

CHRIST HOLINESS CHURCH NUMBER 1  
5016 HARTSFIELD DR  
WAKE FOREST NC 27587-9638

KULAWIAK, MEGAN  
3533 WOOD DUCK LN  
WAKE FOREST NC 27587-6874

KULAWIAK, MEGAN  
3533 WOOD DUCK LN  
WAKE FOREST NC 27587-6874

GREENE, JOE L  
6415 HAWTHORNE ST  
HYATTSVILLE MD 20785-1711

DALEY, JOSEPH P  
3619 GREEN FARM LN  
WAKE FOREST NC 27587-6828

BARHAM, LARRY H. BARHAM, MICHAEL D.  
5821 WILD ORCHID TRL  
RALEIGH NC 27613-8549

PHILLIPS, BRETT LEE JR PHILLIPS, KRISTEN HOPE  
9237 BLACKLEY LAKE RD  
WAKE FOREST NC 27587-8196

DUNN, JAMES WILLIAM HEIRS MONTAGUE,  
BUNNIE DUNN  
2390 W RIVER RD  
FRANKLINTON NC 27525-7217

PERRY, ELWOOD RYAN  
2004 TRAWICK RD  
RALEIGH NC 27604-3841

ALSTON, CHRISTOPHER  
2172 WARRENTON RD  
HENDERSON NC 27537-9359

QUIRINO, MARIA ESTELA  
4916 UNIVERSAL DR  
WAKE FOREST NC 27587-6356

KENNETH INVESTMENT LLC  
10030 GREEN LEVEL CHURCH RD STE 802  
CARY NC 27519-8195

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CARY NC 27519-8195

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CARY NC 27519-8195

KENNETH INVESTMENT LLC  
10030 GREEN LEVEL CHURCH RD STE 802  
CARY NC 27519-8195

ROUSE, ELLEN CURTIS  
4009 TRESKO XING  
RALEIGH NC 27616-8473

HOLLOWAY, ROY D HOLLOWAY, MARTHA L  
3613 GREEN FARM LN  
WAKE FOREST NC 27587-6828

SOUTTER, SUSAN R SOUTTER, ROBERT QUENTIN  
3636 BRIDGES POND WAY  
WAKE FOREST NC 27587-5611

KELLY, NICOLAS KELLY, PEARLINE L  
5025 HARTSFIELD DR  
WAKE FOREST NC 27587-9638

WILSON, TIMOTHY LEE  
5409 KNOLLWOOD RD  
RALEIGH NC 27609-4552

JP MORGAN MORTGAGE ACQUISITION CORP  
4817 LONG GREEN DR  
WAKE FOREST NC 27587-5244

GHOLSON, RYAN PATRICK  
7924 MANDREL WAY  
RALEIGH NC 27616-9503

SUAREZ, HELENA TRUSTEE THE HELENA SUAREZ  
FAMILY TRUST  
9660 FALLS OF NEUSE RD # 138-286  
RALEIGH NC 27615-2473

INTROINVEST LLC  
4921 UNIVERSAL DR  
WAKE FOREST NC 27587-6357

TYNER, BRENDA W TRUSTEE NANCY H WATKINS  
IRREVOCABLE TRUST  
PO BOX 221  
ROLESVILLE NC 27571-0221

PHILLIPS, BRETT L JR PHILLIPS, KRISTEN H  
9237 BLACKLEY LAKE RD  
WAKE FOREST NC 27587-8196

PHILLIPS, BRETT L JR PHILLIPS, KRISTEN H  
9237 BLACKLEY LAKE RD  
WAKE FOREST NC 27587-8196

GARCIA, SALVADOR  
4901 OLD POOLE RD  
RALEIGH NC 27610

SOUTTER, SUSAN R SOUTTER, ROBERT QUENTIN  
3636 BRIDGES POND WAY  
WAKE FOREST NC 27587-5611

KENNETH INVESTMENT LLC  
10030 GREEN LEVEL CHURCH RD STE 802  
CARY NC 27519-8195

KENNETH INVESTMENT LLC  
10030 GREEN LEVEL CHURCH RD STE 802  
CARY NC 27519-8195

BERRY, WILLIAM R BERRY, JULIA D  
9241 BLACKLEY LAKE RD  
WAKE FOREST NC 27587-8196

NC FARM AND FORAGE LLC  
9261 BLACKLEY LAKE RD  
WAKE FOREST NC 27587-8196

MAYE, EVELYN Y MAYE, HILTON EUGENE  
4725 MITCHELL MILL RD  
WAKE FOREST NC 27587-7240

UNIVERSAL CHURCH OF PRAYER &  
4912 UNIVERSAL DR  
WAKE FOREST NC 27587-6356

REZONING AND ANNEXATION OF PROPERTY CONSISTING OF +/- 93 ACRES,  
LOCATED SOUTHWEST OF THE JONESVILLE ROAD AND UNIVERSAL DRIVE  
INTERSECTION, IN THE TOWN OF ROLESVILLE

REPORT OF MEETING WITH ADJACENT PROPERTY OWNERS AND TENANTS ON  
OCTOBER 24, 2022

Pursuant to applicable provisions of the Unified Development Ordinance, a meeting was held with respect to a potential rezoning and annexation with adjacent neighbors on Tuesday, October 24, 2023, at 5:30 p.m. The property considered for this potential rezoning totals approximately 93 acres and is located southwest of the Jonesville Road and Universal Drive intersection, in the Town of Rolesville. This meeting was held at the Rolesville Community Center. All owners and tenants of property within 1000 feet of the subject property were invited to attend the meeting. Attached hereto as **Exhibit A** is a copy of the neighborhood meeting notice. A copy of the required mailing list for the meeting invitations is attached hereto as **Exhibit B**. A summary of the items discussed at the meeting is attached hereto as **Exhibit C**. Attached hereto as **Exhibit D** is a list of individuals who attended the meeting.



**EXHIBIT A – NEIGHBORHOOD MEETING NOTICE**



To: Neighboring Property Owners and Tenants  
From: Samuel Morris  
Date: October 13, 2023  
Re: Neighborhood Meeting for Annexation and Rezoning of Harris Creek Farm (f.k.a. 4928 Universal) (ANX 22-05 & MA 22-08)

You are invited to attend a meeting to discuss the proposed annexation and rezoning of Harris Creek Farm (f.k.a. 4928 Universal) (ANX 22-05 & MA 22-08). We have scheduled an informational meeting with surrounding neighbors on October 24, 2023 from 5:30 PM until 6:30 PM at the following location:

**Rolesville Community Center  
514 Southtown Circle  
Rolesville, NC 27571**

The purpose of this meeting is to discuss the proposed annexation and rezoning of Harris Creek Farm (f.k.a. 4928 Universal) (ANX 22-05 & MA 22-08). The property assemblage totals approximately 93 acres in size and is located southwest of the Jonesville Road and Universal Drive intersection.

The property is currently zoned Residential-30 (R-30) under Wake County zoning. The proposed rezoning would change the zoning to Residential Medium Density Conditional Zoning and Residential High Density Conditional Zoning (RM-CZ & RH-CZ) under the Town of Rolesville zoning. The purpose of the rezoning is to allow for the development of single family homes and townhomes.

Please do not hesitate to contact me directly if you have any questions or wish to discuss any issues. I can be reached at 919.780.5438 and [smorris@longleaflp.com](mailto:smorris@longleaflp.com). Also, for more information about the rezoning, you may visit <https://www.rolesvillenc.gov/projects/harris-creek-farm-fka-4928-universal> or contact the Town of Rolesville Planning Department at 919.554.6517.

Attached to this invitation are the following materials:

1. Subject Property Current Aerial
2. Proposed Zoning Map

## An aerial photograph showing a large, irregularly shaped property outlined in yellow. The property is located in a rural or semi-rural area, characterized by dense green trees and several bodies of water, including a large pond on the left and a smaller one at the top. The property is bordered by Universal Dr to the north and Gideon Dr to the east. To the right of the property, a road labeled Jonesville Rd runs diagonally. The surrounding area includes various residential lots, some with houses and others with bare land or small structures. The overall scene suggests a development or subdivision project in progress.

**LEGEND**

RESIDENTIAL MEDIUM DENSITY- CONDITIONAL ZONING:	DEVELOPED AREA: 19.13 ACRES	AREA: 61.08 ACRES	UNITS: 60 SF UNITS	DENSITY: 64/61.08 = 1.11 UNITS/ACRE
RESIDENTIAL HIGH DENSITY- CONDITIONAL ZONING:	14.02 ACRES	32.5 ACRES	81 TH UNITS	81/14.02 = 5.71 UNITS/ACRE

**SCH 1**

**SCH 2**

**RH-CZ ZONING ADDITIONAL OPEN SPACE AREA: 10.13 AC.**

**JONESVILLE RD. R/W WIDTH VARIES**

**Scale: 1 inch = 100 ft.**

**NOT FOR CONSTRUCTION**

**MRA**

**OVERALL ZONING PLAN**

**HARRIS CREEK FARMS**

**TOWN OF ROSELVILLE HANCOCK COUNTY, NORTH CAROLINA**

**MORRIS & RTICHE ASSOCIATES OF NC, PC**

**ENGINEERS, ARCHITECTS, PLANNERS, SURVEYORS AND LANDSCAPE ARCHITECTS**

**8800 CHARLIE HILL RD., SUITE 110**

**RALEIGH, NC 27607**

**(919) 200-2113**

**mra@morrisrtiche.com**

**©2010 MORRIS & RTICHE ASSOCIATES OF NC, INC.**

**DATE: 12/03/2022 REVISED PER TOWN OF ROSELVILLE COMMENTS**

**DATE: 06/20/2023 REVISED PER TOWN OF ROSELVILLE COMMENTS**

**DESIGNER: JMC**

**CHECKED BY: EJC, M**

**CREATED BY: SPN**

**SCALE: AS SHOWN**

**DATE: 06/20/2023**

**PROJECT NO: 27110**

**STATUS: PRELIMINARY NOT FOR CONSTRUCTION**

**REVISED: 11/17/2023**

**BY: [Signature]**

**17**

**EXHIBIT B – NOTICE LIST**

JONES, CHARLES ALFONSO JONES, ALLIE V  
3800 JONESVILLE RD  
WAKE FOREST NC 27587-8180

JONES, CHARLES E JONES, DARLENE C  
3816 JONESVILLE RD  
WAKE FOREST NC 27587-8180

BADGETT, ROBIN D BADGETT, TANA F  
4817 MITCHELL MILL RD  
WAKE FOREST NC 27587-7242

HUNT, FERDINAND V HUNT, LYDIA L  
1000 SIMPSON ST APT 6B  
BRONX NY 10459-3348

FERRELL, CHARLES E FERRELL, GRETTA L  
3805 JONESVILLE RD  
WAKE FOREST NC 27587-8181

WALKER, ALESHIA FERRELL WALKER, AARON  
5012 HARTSFIELD DR  
WAKE FOREST NC 27587-9638

HOWE, MARK JAMES JR  
PO BOX 61122  
RALEIGH NC 27661-1122

JARVIS, MARIE D CURTIS, HURLEY MAE  
3704 GIDEON DR  
WAKE FOREST NC 27587-6360

JARVIS, MARIE D CURTIS, HURLEY MAE  
3704 GIDEON DR  
WAKE FOREST NC 27587-6360

DONAN, JESUS CORDON, LUCY DONAN  
3617 GREEN FARM LN  
WAKE FOREST NC 27587-6828

WATKINS POND INC  
ANTHONY BRIDGES  
98 BERKSHIRE LN  
HAMPSTEAD NC 28443-0480

PRUDENT, VIRGINIA PRUDENT, ULRICK JR  
3104 BILLIARD CT  
WAKE FOREST NC 27587-9388

TODD, JOAN M  
4180 STELLS RD  
WAKE FOREST NC 27587-6306

FERRELL, BRIAN L  
3807 JONESVILLE RD  
WAKE FOREST NC 27587-8181

PERRY, LISA R  
PO BOX 581  
ROLESVILLE NC 27571-0581

CHAPPELL, CONNIE B PERRY, BETTY ANN  
BLACKLEY  
4025 LOUISBURY RD  
WAKE FOREST NC 27587-8118

POWER ELEVEN CONSTRUCTION LLC  
4125 DURHAM CHAPEL HILL BLVD STE 8A  
DURHAM NC 27707-2666

SESSOMS, JOHN B  
5021 HARTSFIELD DR  
WAKE FOREST NC 27587-9638

WILDER, THOMAS H III WILDER, MAGGIE  
104 DARTMOUTH RD APT 326  
RALEIGH NC 27609-8409

CHRIST HOLINESS CHURCH NUMBER 1  
C/O WILIAM WHITFIELD  
5016 HARTSFIELD DR  
WAKE FOREST NC 27587-9638

BROWN, JAMES A BROWN, SHELBY W  
4141 STELLS RD  
WAKE FOREST NC 27587-5242

GILMORE, JOSEPH H GILMORE, SARAH L  
3833 JONESVILLE RD  
WAKE FOREST NC 27587-8181

ASWELL, FREDRICA T  
3508 GREEN FARM LN  
WAKE FOREST NC 27587-6825

GASPER, REGUGIO TECHICAC  
7817 S COLORADO DR  
RALEIGH NC 27616-0905

JEFFERYS, CHRISTOPHER JEFFERYS, STEPHANIE  
2933 CANDLEHURST LN  
RALEIGH NC 27616-6250

MAYE, HILTON EUGENE MAYE, EVELYN YOUNG  
4725 MITCHELL MILL RD  
WAKE FOREST NC 27587-7240

BERRY, WILLIAM ROSSER BERRY, JULIA D  
9249 BLACKLEY LAKE RD  
WAKE FOREST NC 27587-8196

HARTSFIELD, ROZELIA J HEIRS  
HATTIE SMITH  
2450 MINERAL SPRINGS RD  
BOYDTON VA 23917-4404

HARTSFIELD, ROZELIA J HEIRS  
HATTIE SMITH  
2450 MINERAL SPRINGS RD  
BOYDTON VA 23917-4404

HARTSFIELD, ROZELIA J HEIRS  
HATTIE SMITH  
2450 MINERAL SPRINGS RD  
BOYDTON VA 23917-4404

HARTSFIELD, ROZELIA J HEIRS  
HATTIE SMITH  
2450 MINERAL SPRINGS RD  
BOYDTON VA 23917-4404

PERRY, JAMES DONNELL PERRY, CYNTHIA D  
3869 JONESVILLE RD  
WAKE FOREST NC 27587-8181

HOLLINGSWORTH, JACOB BROOKS  
3509 WOOD DUCK LN  
WAKE FOREST NC 27587-6874

BOUTAVONG, KIT  
3521 WOOD DUCK LN  
WAKE FOREST NC 27587-6874

JONES, ERNESTINE  
3848 JONESVILLE RD  
WAKE FOREST NC 27587-8180

BUGG, SAMUEL WILLIAM  
9245 BLACKLEY LAKE RD  
WAKE FOREST NC 27587-8196

BROWN, JAMES ALLEN BROWN, SHELBY W  
4141 STELLS RD  
WAKE FOREST NC 27587-5242

MEDLIN, LISA C  
3520 BRIDGES POND WAY  
WAKE FOREST NC 27587-5606

FERRELL, BRIAN L  
3807 JONESVILLE RD  
WAKE FOREST NC 27587-8181

HARTSFIELD, MARY HEIRS  
C/O KAREN BUTLER  
3816 7TH ST NW  
WASHINGTON DC 20011-5902

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UNIVERSAL CHURCH OF PRAYER &  
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## EXHIBIT C – MEETING MINUTES

- **Introduction of Development Team:**

- Developer Steve George with The CSC Group, Attorney Samuel Morris with Longleaf Law Partners, and Engineer Jeremy Keeney with Morris & Ritchie Associates.

- **Development Team Presentation:**

- Purpose of this neighborhood meeting and past meetings.
- Discussion regarding rezoning and annexation process in Rolesville.
- Description and location of the Subject Property.
- Discussion regarding current zoning of the property under Wake County.
- Discussion regarding Rolesville Future Land Use Map and Comprehensive Plan guidance
- Description of proposed rezoning and reasons for the request.
- Explanation of proposed building types and densities on the Subject Property.
- Discussion regarding wetlands and open space that will be preserved on the property.
- Forecast future meetings and public hearings.

- **Q & A:**

- What is the name of the development company?
  - The CSC Group, which is a local real estate development group.
- What is the price point and square footage of the townhomes and single-family homes?
  - Developer explained potential projections on cost per unit for townhouses and detached units. They will likely be between 1,800 and 3,000 square feet. Do not have final pricing due to potential market changes.
- Was there a traffic impact analysis?
  - The development team explained that a Traffic Impact Analysis was done by Ramey Kemp, who was retained by the Town. The NCDOT signed off on this. Based on increased trips and conditions on site they make

recommendations on monitoring and approved intersections. The results and requirements have been included in the rezoning request.

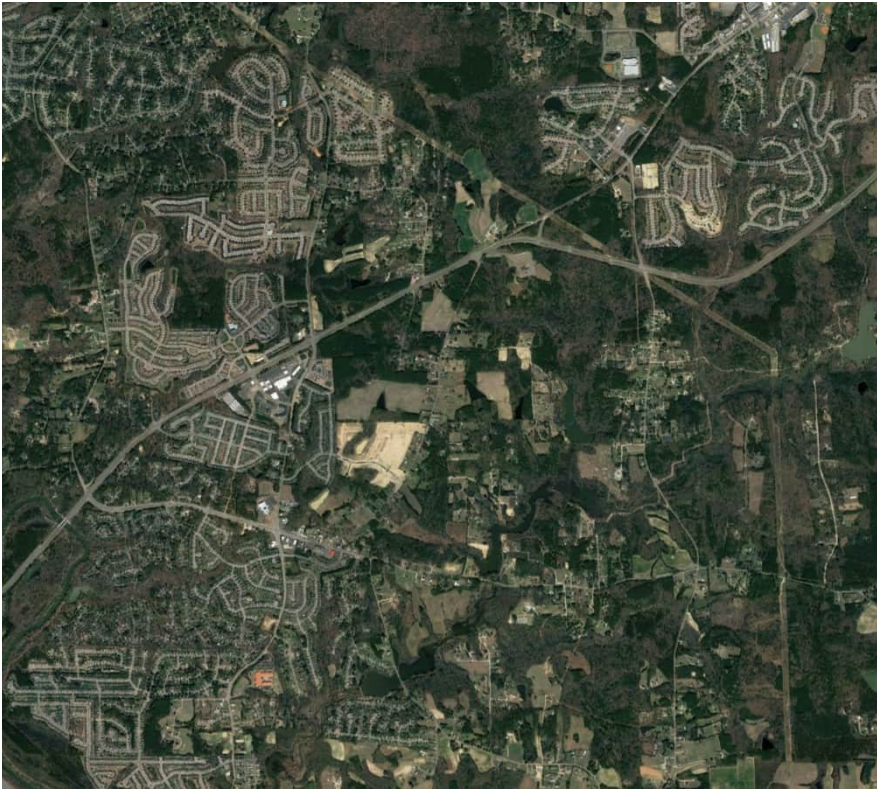
- Will Universal Dr Gideon Dr be paved/improved?
  - The town is requiring the developer to pave and improve all of Gideon Drive, not Universal, but we are working privately with the Church regarding Universal Drive.
- What measure will be taking place for privacy to neighboring properties? Will there be any natural buffers?
  - The development team explained that there will be 25' vegetative buffers around all adjacent private property.
- Will there be sidewalks Gideon Drive?
  - The engineer explained the town street requirements will require sidewalk improvements along Gideon.
- What is proposed timeline for the development?
  - Development team explained the typical rezoning timeline with development plan and permits, and that construction would not likely occur over a year.
- Inquiry regarding the size, location, and purpose of stormwater ponds.
  - The engineer explained the details and purpose of the proposed stormwater pond.
- Questions regarding density, configuration, and approval process for nearby Mitchell Mill Reserve development.
  - The development team explained the details and nature of the approved Mitchell Mill Reserve case. Engineer explained that background traffic data from that rezoning was considered and used during our TIA.
- Will the homes be built-to-rent, or will they be for sale? What is to stop an owner from renting out a unit that they purchase?
  - The homes will be for sale. NC law limits the ability to prohibit people from leasing their property. Individual owners could buy a unit as an investment.

## **EXHIBIT D – MEETING ATTENDEES**

1. Sam Morris
2. Steven George
3. Jeremy Keeny
4. John Birmingham
5. Guy Jones
6. Myron Jarvis
7. Marie Jarvis
8. Matthew Jarvis
9. Darlene Jones
10. Bryan Harris



**RAMEY KEMP ASSOCIATES**  
*TOGETHER WE ARE LIMITLESS*



Harris Creek Farm  
**Traffic Impact Analysis**  
**Rolesville, North Carolina**

**TRAFFIC IMPACT  
ANALYSIS**

**FOR**

**HARRIS CREEK FARM**

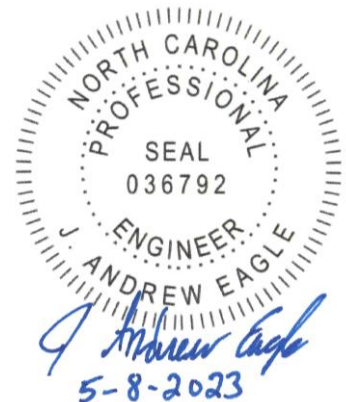
**LOCATED**

**IN**

**ROLESVILLE, NORTH CAROLINA**

Prepared For:  
Town of Rolesville  
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Prepared By:  
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MAY 2023

RKA Project No. 20498 - 009

Prepared By: DAR

Reviewed By: IAE

**TRAFFIC IMPACT ANALYSIS**  
**HARRIS CREEK FARM**  
**ROLESVILLE, NORTH CAROLINA**

**EXECUTIVE SUMMARY**

**1. Development Overview**

A Traffic Impact Analysis (TIA) was conducted for the proposed Harris Creek Farm development in accordance with the Town of Rolesville (Town) Land Development Ordinance (LDO) and North Carolina Department of Transportation (NCDOT) capacity analysis guidelines. The proposed development, anticipated to be completed in 2027, is to be located on the west side of Jonesville Road near Universal Drive in Rolesville, NC. The proposed development is expected to consist of 68 single-family homes and 81 townhomes. Site access is proposed via two (2) full-movement driveway connections: one on Universal Drive and one on Jonesville Road approximately 700 feet south of Universal Drive.

The study analyzes traffic conditions during the weekday AM and PM peak hours for the following scenarios:

- 2022 Existing Traffic Conditions
- 2027 No-Build Traffic Conditions
- 2027 Build Traffic Conditions
- 2027 Build-Improved Traffic Conditions

**2. Existing Traffic Conditions**

The study area for the TIA was determined through coordination with the Town and NCDOT and consists of the following existing intersections:

- US 401 Bypass and Jonesville Road
- US 401 Bypass and Eastern U-Turn Location
- Mitchell Mill Road and Jonesville Road / Peebles Road
- Jonesville Road and Universal Drive

Existing peak hour traffic volumes were determined based on traffic counts conducted at the study intersections listed above except for Jonesville Road and Universal Drive, in November of 2021 during typical weekday AM (7:00 AM – 9:00 AM) and PM (4:00 PM – 6:00 PM) peak periods, while schools were in session for in-person learning.

Existing peak hour turning movement volumes at the intersection of Jonesville Road and Universal Drive were estimated by generating and assigning trips for the nine (9) homes that are accessed via Universal Drive. It was estimated that there will be 8 AM trips: 2 enter 6 exit and 10 PM trips: 7 enter 3 exit. The trips were distributed to the north and south along Jonesville Road the same as site trips. Through traffic volumes were balanced from the Mitchell Mill Road/Jonesville Road intersection.

Previously collected counts from the year 2021 were projected to the 2022 existing analysis year using a compounded annual growth rate of 2%. Weekday AM and PM traffic volumes were balanced between study intersections, where appropriate.

### 3. Site Trip Generation

The proposed development is assumed to consist of 68 single-family homes and 81 townhomes,. Average weekday daily, AM peak hour, and PM peak hour trips for the proposed development were estimated using methodology contained within the *ITE Trip Generation Manual*, 11<sup>th</sup> Edition. Table E-1 provides a summary of the trip generation potential for the site.

**Table E-1: Site Trip Generation**

Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	Weekday AM Peak Hour Trips (vph)			Weekday PM Peak Hour Trips (vph)		
			Enter	Exit	Total	Enter	Exit	Total
Single-Family Home (210)	68 DU	708	13	39	52	44	25	69
Single Family Attached (215)	81 DU	568	9	27	36	26	19	45
<b>Total Primary Trips</b>		<b>1,276</b>	<b>22</b>	<b>66</b>	<b>88</b>	<b>70</b>	<b>44</b>	<b>114</b>

#### 4. Future Traffic Conditions

Through coordination with the Town and NCDOT, it was determined that an annual growth rate of 0% would be used to generate 2027 projected weekday AM and PM peak hour traffic volumes. A growth rate of 0% was used due to the number of developments included in the background traffic and the proximity of some of these developments to the proposed development. The following adjacent developments were identified to be considered under future conditions:

- Cobblestone Crossing Mixed-Use (Cobblestone)
- Young Street PUD (The Point)
- Wheeler Tract (Rolesville Crossing)
- Louisbury Road Assemblage
- Kalas / Watkins Family Property (Kalas Falls)
- 5109 Mitchell Mill
- Hills at Harris Creek

#### 5. Capacity Analysis Summary

The analysis considered weekday AM and PM peak hour traffic for 2022 existing, 2027 no-build, 2027 build, and 2027 build-improved conditions. Refer to Section 7 of the TIA for the capacity analysis summary performed at each study intersection.

#### 6. Recommendations

Based on the findings of this study, specific geometric and traffic control improvements have been identified at study intersections. The improvements are summarized below and are illustrated in Figure E-1.

##### **Recommended Improvements by Developer**

###### US 401 Bypass and Jonesville Road

- Conduct a full signal warrant analysis prior to full build-out of the proposed development and install a traffic signal if warranted and approved by the Town and NCDOT.

US 401 Bypass and Eastern U-Turn Location

- Conduct a full signal warrant analysis prior to full build-out of the proposed development and install a traffic signal if warranted and approved by the Town and NCDOT.

Mitchell Mill Road and Jonesville Road / Peebles Road

- Construct a southbound (Jonesville Road) left-turn lane with at least 100 feet of storage and appropriate decel and taper.
  - It should be noted that this improvement was also identified by the 5109 Mitchell Mill Road TIA and Hills at Harris Creek TIA
- Construct a westbound (Mitchell Mill Road) right-turn lane with at least 100 feet of storage and appropriate decel and taper.
  - It should be noted that this improvement was also identified by the Hills at Harris Creek TIA
- Construct an eastbound (Mitchell Mill Road) left-turn lane with at least 100 feet of storage and appropriate decel and taper.
  - It should be noted that this improvement was also identified by the 5109 Mitchell Mill Road TIA
- Conduct a full signal warrant analysis prior to full build-out of the proposed development and install a traffic signal if warranted and approved by the Town and NCDOT.

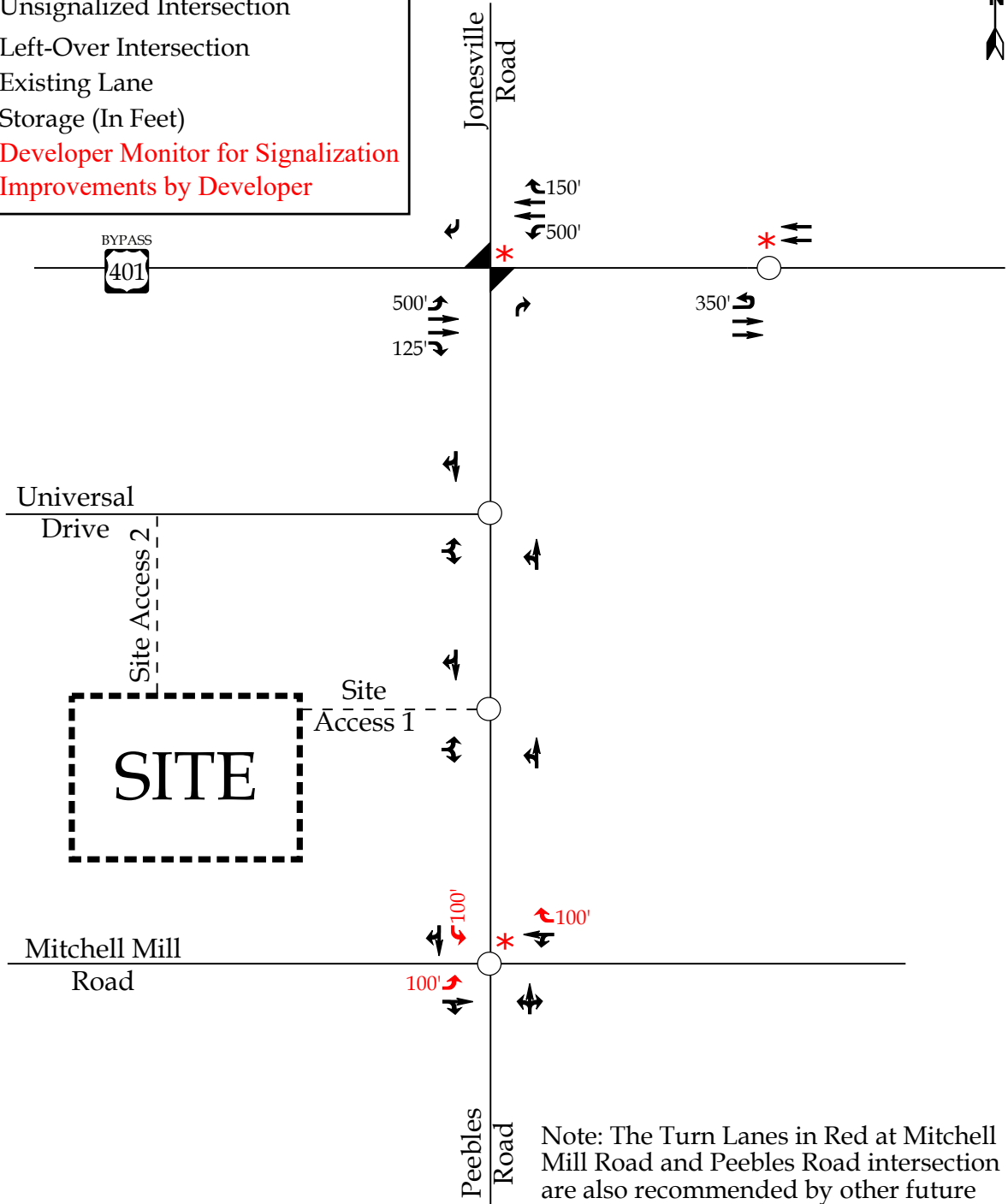
Jonesville Road and Site Drive

- Construct the eastbound approach (Site Drive) with one ingress lane and one egress lane.
- Provide stop-control for the eastbound approach (Site Drive).



## LEGEND

- Unsignalized Intersection
- ◼ Left-Over Intersection
- Existing Lane
- x' Storage (In Feet)
- \* Developer Monitor for Signalization
- Improvements by Developer



Harris Creek Farm  
Rolesville, NC

Recommended Lane  
Configurations

Scale: Not to Scale Figure E-1

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- Appendix D: Capacity Calculations – US 401 Bypass & Jonesville Road
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- Appendix F: Capacity Calculations – Mitchell Mill Road & Jonesville Road / Peebles Road
- Appendix G: Capacity Calculations – Jonesville Road & Universal Drive
- Appendix H: Capacity Calculations – Jonesville Road & Site Drive
- Appendix I: Turn Lane Warrants
- Appendix J: MUTCD / ITRE Signal Warrant Analysis

**TRAFFIC IMPACT ANALYSIS**  
**HARRIS CREEK FARM**  
**ROLESVILLE, NORTH CAROLINA**

**1. INTRODUCTION**

The contents of this report present the findings of the Traffic Impact Analysis (TIA) conducted for the proposed Harris Creek Farm development in Rolesville, North Carolina. The proposed development, anticipated to be completed in 2027, is to be located on the west side of Jonesville Road near Universal Drive in Rolesville, NC. The proposed development is expected to consist of 68 single-family homes and 81 townhomes. The purpose of this study is to determine the potential impacts to the surrounding transportation system created by traffic generated by the proposed development, as well as recommend improvements to mitigate the impacts.

The study analyzes traffic conditions during the weekday AM and PM peak hours for the following scenarios:

- 2022 Existing Traffic Conditions
- 2027 No-Build Traffic Conditions
- 2027 Build Traffic Conditions

**1.1. Site Location and Study Area**

The proposed development is to be located on the west side of Jonesville Road near Universal Drive in Rolesville, NC. Refer to Figure 1 for the site location map. The study area for the TIA was determined through coordination with the North Carolina Department of Transportation (NCDOT) and the Town of Rolesville (Town) and consists of the following existing intersections:

- US 401 Bypass and Jonesville Road
- US 401 Bypass and Eastern U-Turn Location
- Jonesville Road and Universal Drive
- Mitchell Mill Road and Jonesville Road / Peebles Road

Refer to Appendix A for the approved scoping documentation.

### **1.2. Proposed Land Use and Site Access**

The site is to be located on the west side of Jonesville Road near Universal Drive. The proposed development is anticipated to be completed in 2027, and is assumed to consist of the following uses:

- 68 single-family homes
- 81 townhomes

Site access to the proposed development is expected to be provided via two (2) full-movement driveway connections: one on Universal Drive and one on Jonesville Road approximately 700 feet south of Universal Drive. Refer to Figure 2 for a copy of the preliminary site plan.

### **1.3. Adjacent Land Uses**

The proposed development is located in an area consisting primarily of undeveloped land and residential development.

### **1.4. Existing Roadways**

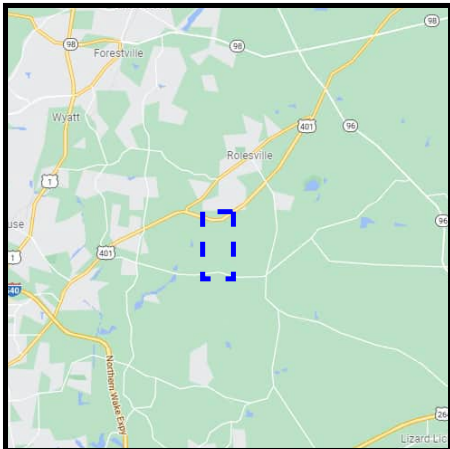
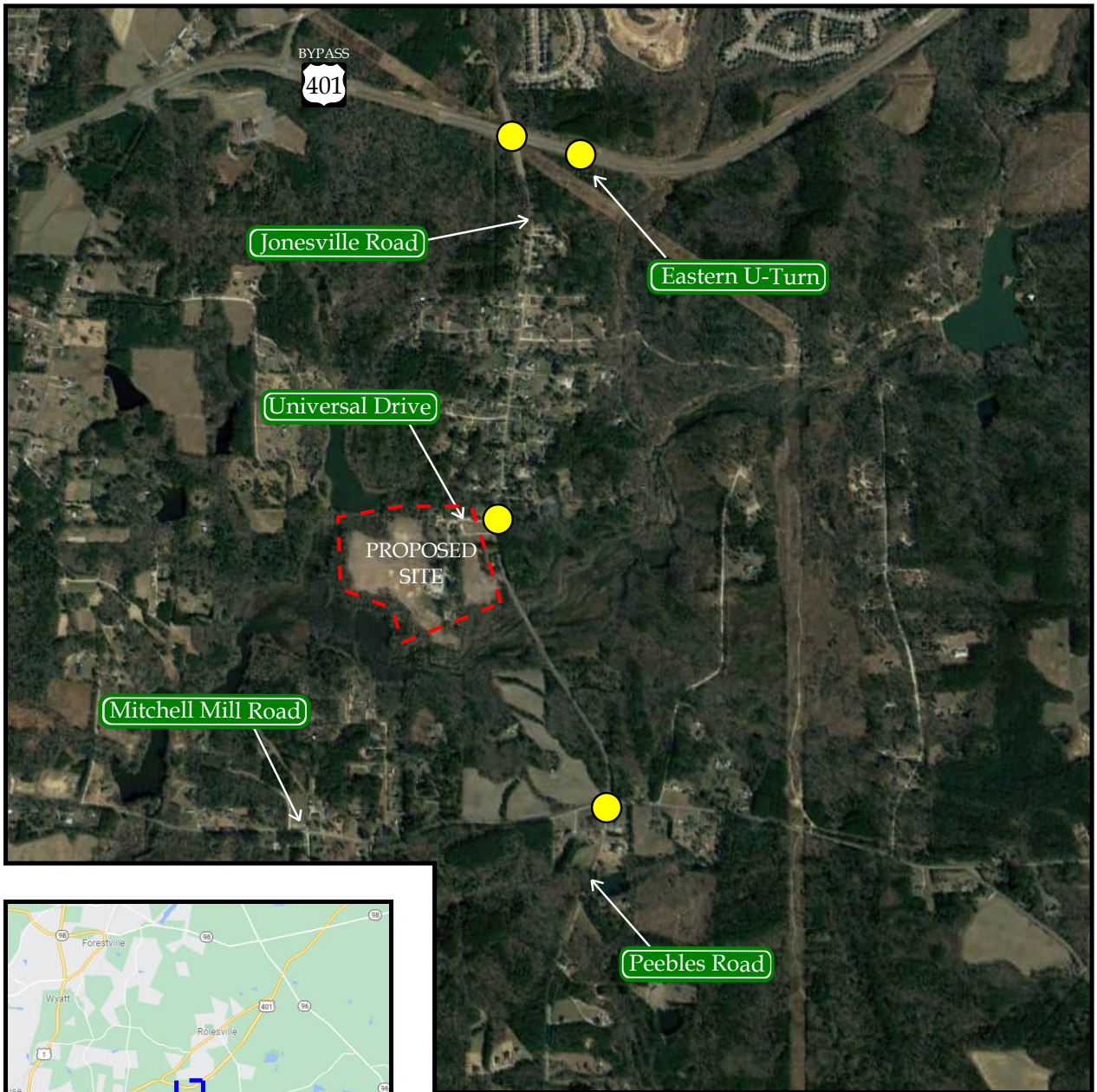
Existing lane configurations (number of traffic lanes on each intersection approach), storage capacities, and other intersection and roadway information within the study area are shown in Figure 3. Table 1 provides a summary of this information, as well.

**Table 1: Existing Roadway Inventory**

Road Name	Route Number	Typical Cross-Section	Speed Limit	Maintained By	2019 AADT (vpd)
US 401 Bypass		4-lane divided	55 mph	NCDOT	17,500
Jonesville Road	SR 2226	2-lane undivided	35 mph / 45 mph	NCDOT	2,210*
Mitchell Mill Road	SR 2224	2-lane undivided	45 mph	NCDOT	4,000
Peebles Road	SR 2929	2-lane undivided	45 mph	NCDOT	1,700*

\*ADT based on 2022 existing traffic volumes and assuming the weekday PM peak hour volume is 10% of the average daily traffic.





### LEGEND

- Proposed Site Location
- Existing Study Intersection
- Study Area




Harris Creek Farm  
Rolesville, NC

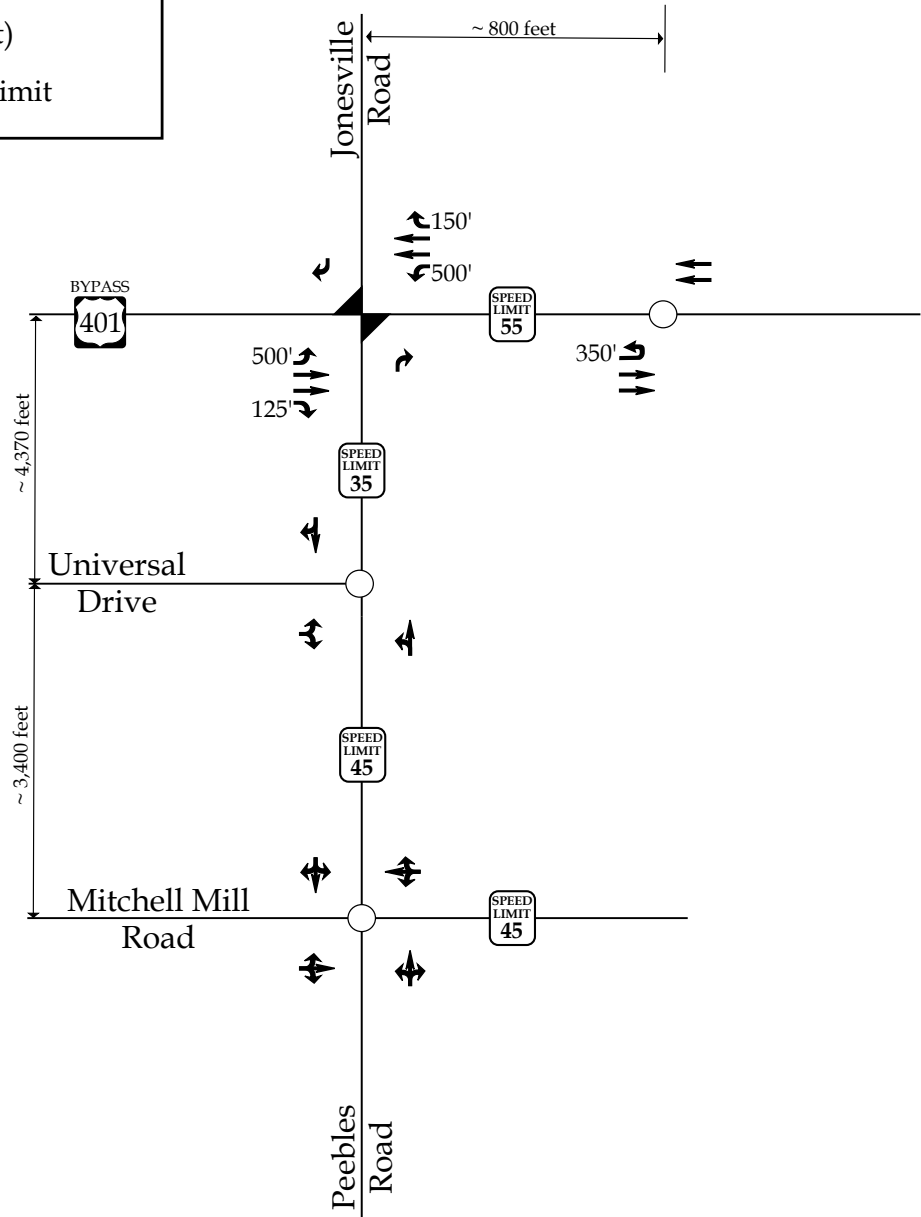
Site Location Map

Scale: Not to Scale    Figure 1



## LEGEND

- Unsignalized Intersection
- ◼ Left-Over Intersection
- ➔ Existing Lane
- X' Storage (In Feet)
-  Posted Speed Limit



Harris Creek Farm  
Rolesville, NC

2022 Existing  
Lane Configurations

Scale: Not to Scale Figure 3

## **2. 2022 EXISTING PEAK HOUR CONDITIONS**

### **2.1. 2022 Existing Peak Hour Traffic Volumes**

Existing peak hour traffic volumes were determined based on previously collected traffic counts conducted at the study intersections listed below, in November of 2021 during typical weekday AM (7:00 AM – 9:00 AM) and PM (4:00 PM – 6:00 PM) peak periods, while schools were in session for in-person learning:

- US 401 Bypass and Jonesville Road
- US 401 Bypass and Eastern U-Turn Location
- Mitchell Mill Road and Jonesville Road / Peebles Road

Previously collected counts from the year 2021 were projected to the 2022 existing analysis year using a compounded annual growth rate of 2%.

Existing peak hour turning movement volumes at the intersection of Jonesville Road and Universal Drive were estimated by generating and assigning trips for the nine (9) homes that are accessed via Universal Drive. It was estimated that there will be 8 AM trips: 2 enter 6 exit and 10 PM trips: 7 enter 3 exit. The trips were distributed to the north and south along Jonesville Road the same as site trips. Through traffic volumes were balanced from the Mitchell Mill Road/Jonesville Road intersection.

Weekday AM and PM traffic volumes were balanced between study intersections, where appropriate. Refer to Figure 4 for 2022 existing weekday AM and PM peak hour traffic volumes. A copy of the count data is located in Appendix B of this report.

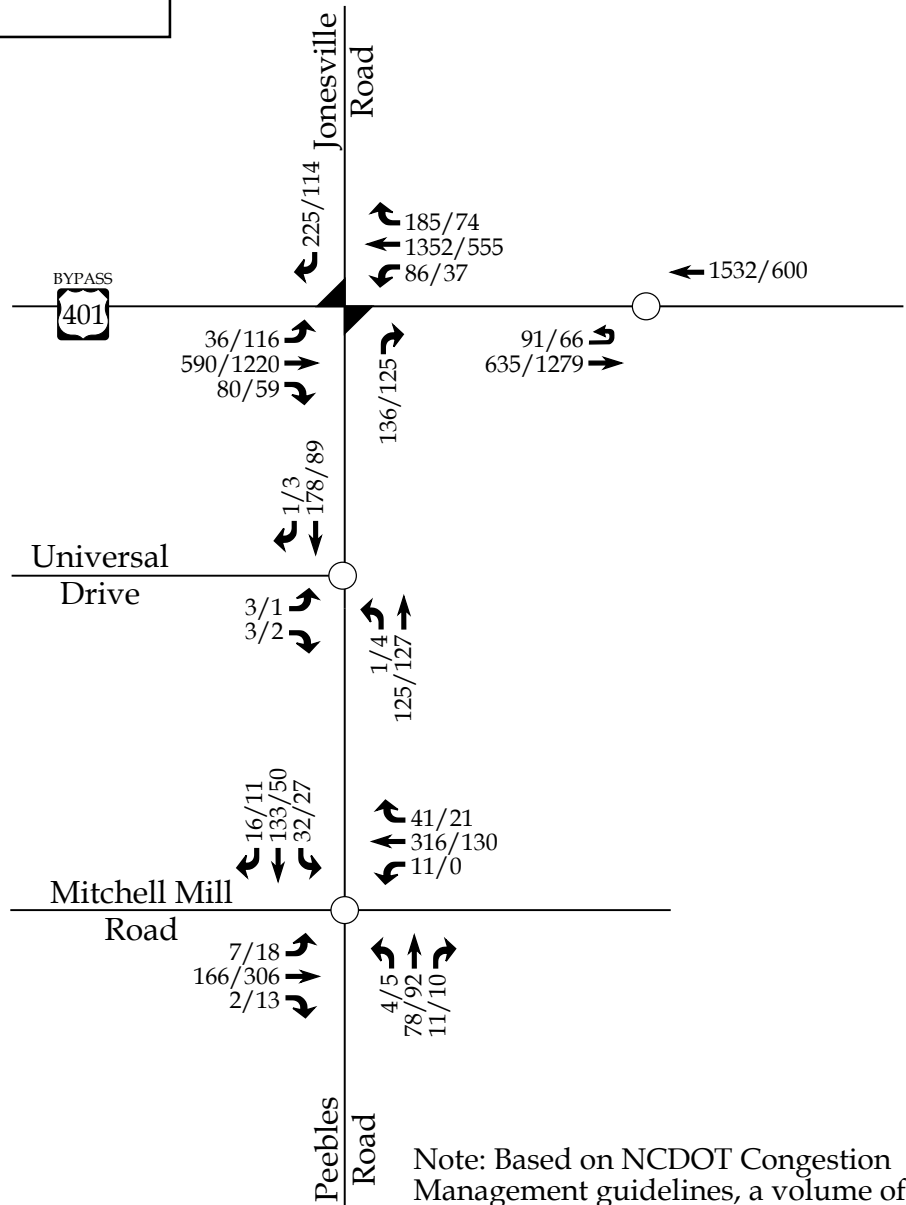
### **2.2. Analysis of 2022 Existing Peak Hour Traffic Conditions**

The 2022 existing weekday AM and PM peak hour traffic volumes were analyzed to determine the current levels of service at the study intersections under existing roadway conditions. The results of the analysis are presented in Section 7 of this report.



# **LEGEND**

- Unsignalized Intersection
- ◄ Left-Over Intersection
- X / Y → Weekday AM / PM Peak Hour Traffic



Note: Based on NCDOT Congestion Management guidelines, a volume of 4 vehicles per hour (vph) was analyzed for any movement with less than 4 vph.



Harris Creek Farm  
Rolesville, NC

2022 Existing  
Peak Hour Traffic

Scale: Not to Scale

Figure 4

### **3. 2027 NO-BUILD PEAK HOUR CONDITIONS**

In order to account for growth of traffic and subsequent traffic conditions at a future year, no-build traffic projections are needed. No-build traffic is the component of traffic due to the growth of the community and surrounding area that is anticipated to occur regardless of whether or not the proposed development is constructed. No-build traffic is comprised of existing traffic growth within the study area and additional traffic created as a result of adjacent approved developments.

#### **3.1. Ambient Traffic Growth**

Through coordination with NCDOT and the Town, it was determined that an annual growth rate of 0% would be used to generate 2027 projected weekday AM and PM peak hour traffic volumes. A growth rate of 0% was used due to the number of developments included in the background traffic and the proximity of some of these developments to the proposed development. Refer to Figure 5 for 2027 projected peak hour traffic.

#### **3.2. Adjacent Development Traffic**

Through coordination with NCDOT and the Town, the following adjacent developments were identified to be included in this study:

- Cobblestone Crossing Mixed-Use (Cobblestone)
- Young Street PUD (The Point)
- Wheeler Tract (Rolesville Crossing)
- Louisbury Road Assemblage
- Kalas / Watkins Family Property (Kalas Falls)
- 5109 Mitchell Mill
- Hills at Harris Creek

Table 2, on the following page, provides a summary of the adjacent developments. Adjacent development trips are shown in Figure 6. Adjacent development information can be found in Appendix C.

**Table 2: Adjacent Development Information**

<b>Development Name</b>	<b>Location</b>	<b>Build-Out Year</b>	<b>Land Use / Intensity</b>	<b>TIA Performed</b>
Cobblestone Crossing Mixed-Use	Northwest quadrant of the intersection of Main Street and Young Street	2023	180 multi-family homes 18,200 sq. ft. municipal flex space 50,000 sq. ft. general retail	March 2021 by RKA
Young Street PUD	Along both sides of US 401 Bypass west of Young Street	2025	96 single-family homes 525 single-family homes 320 multi-family homes 122,800 sq. ft. general retail	June 2019 by Kimley Horn
Wheeler Tract	Northeast quadrant of the intersection of Rolesville Road and Mitchell Mill Road	2026	233 single-family homes 125 multi-family homes	June 2019 by RKA
Louisbury Road Assemblage	West of Louisbury Road and south of Stells Road	2025	152 single-family homes	May 2020 by RKA
Kalas / Watkins Family Property	Along the west side of Rolesville Road, north of Mitchell Mill Road	2025	439 single-family homes 96 multi-family homes	August 2019 by Stantec
5109 Mitchell Mill	Along both sides of Jonesville Road north of Mitchell Mill Road	2028	69 single-family homes 195 single-family homes 129 multi-family homes 50,000 sq. ft. shopping center	August 2022 by RKA
Hills at Harris Creek	North of Mitchell Mill Road, west of Manly Farm Road and east of Gro Peg Lane	2027	211 single-family homes 109 multi-family homes 25,400 sq. ft. general retail	May 2022 by RKA

### **3.3. Future Roadway Improvements**

Based on coordination with NCDOT and the Town, it was determined there were two previously approved TIA's that recommended roadway improvements that were considered under future conditions with this study. Both developments are to construct improvements at the intersection of Jonesville Road and Mitchell Mill Road. An exclusive eastbound left-turn lane was identified in the 5109 Mitchell Mill Road TIA. An exclusive westbound right-turn lane was identified in the Hills at Harris Creek TIA. In both the 5109 Mitchell Mill Road TIA and the Hills at Harris Creek TIA an exclusive southbound left-turn lane improvement was identified. It should be noted that per the Rolesville Community Transportation Plan (dated May 2022), the ultimate cross-section of Jonesville Road is identified as a 2-lane roadway with a center two-way-left-turn-lane (TWLTL) and Mitchell Mill Road is identified as a 4-lane median-divided roadway.

### **3.4. 2027 No-Build Peak Hour Traffic Volumes**

The 2027 no-build traffic volumes were determined by projecting the 2022 existing peak hour traffic to the year 2027 and adding the adjacent development trips. Refer to Figure 7 for an illustration of the 2027 no-build peak hour traffic volumes at the study intersections.

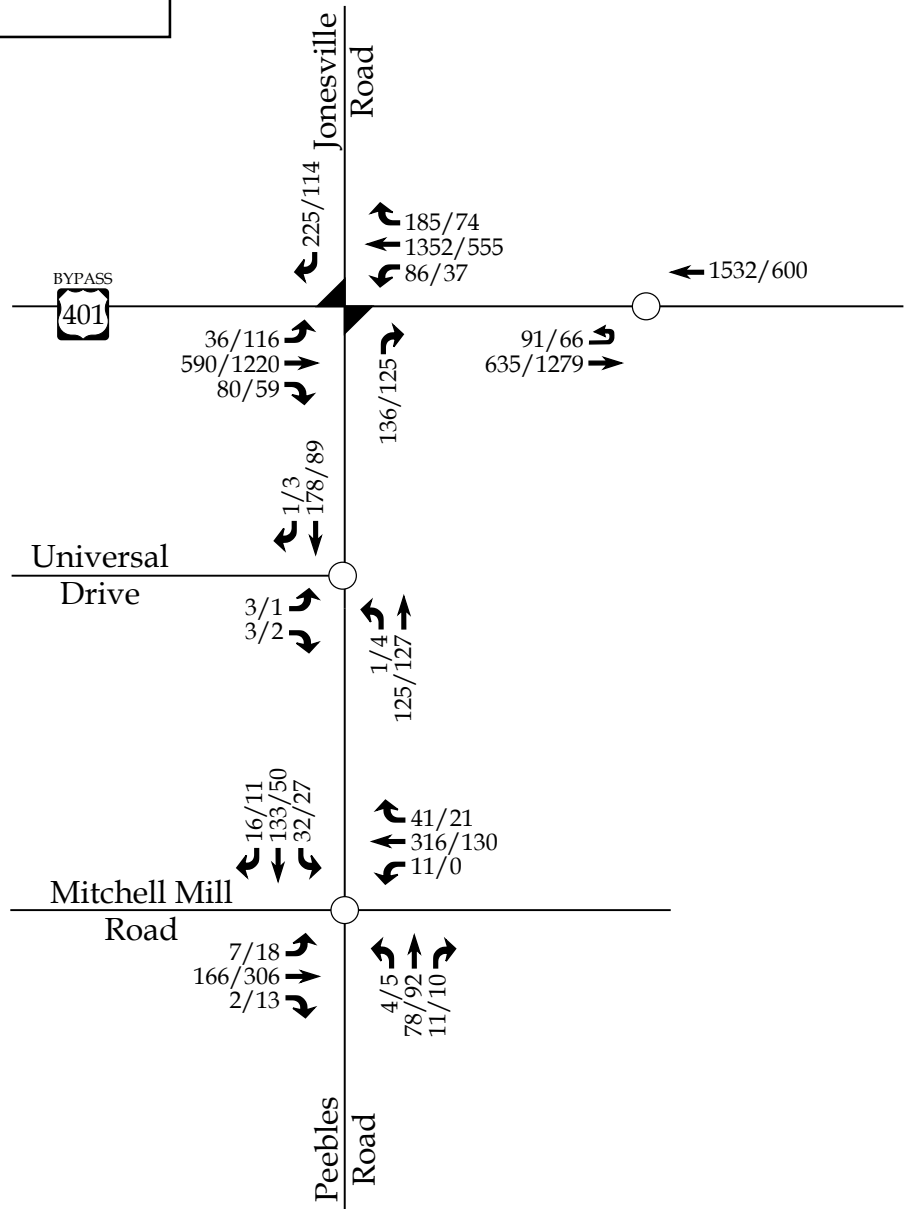
### **3.5. Analysis of 2027 No-Build Peak Hour Traffic Conditions**

The 2027 no-build AM and PM peak hour traffic volumes at the study intersections were analyzed with existing geometric roadway conditions and traffic control. The analysis results are presented in Section 7 of this report.



# **LEGEND**

- Unsignalized Intersection
- ◄ Left-Over Intersection
- X / Y → Weekday AM / PM Peak Hour Traffic



Harris Creek Farm  
Rolesville, NC

2027 Projected  
Peak Hour Traffic

Scale: Not to Scale

Figure 5

## LEGEND

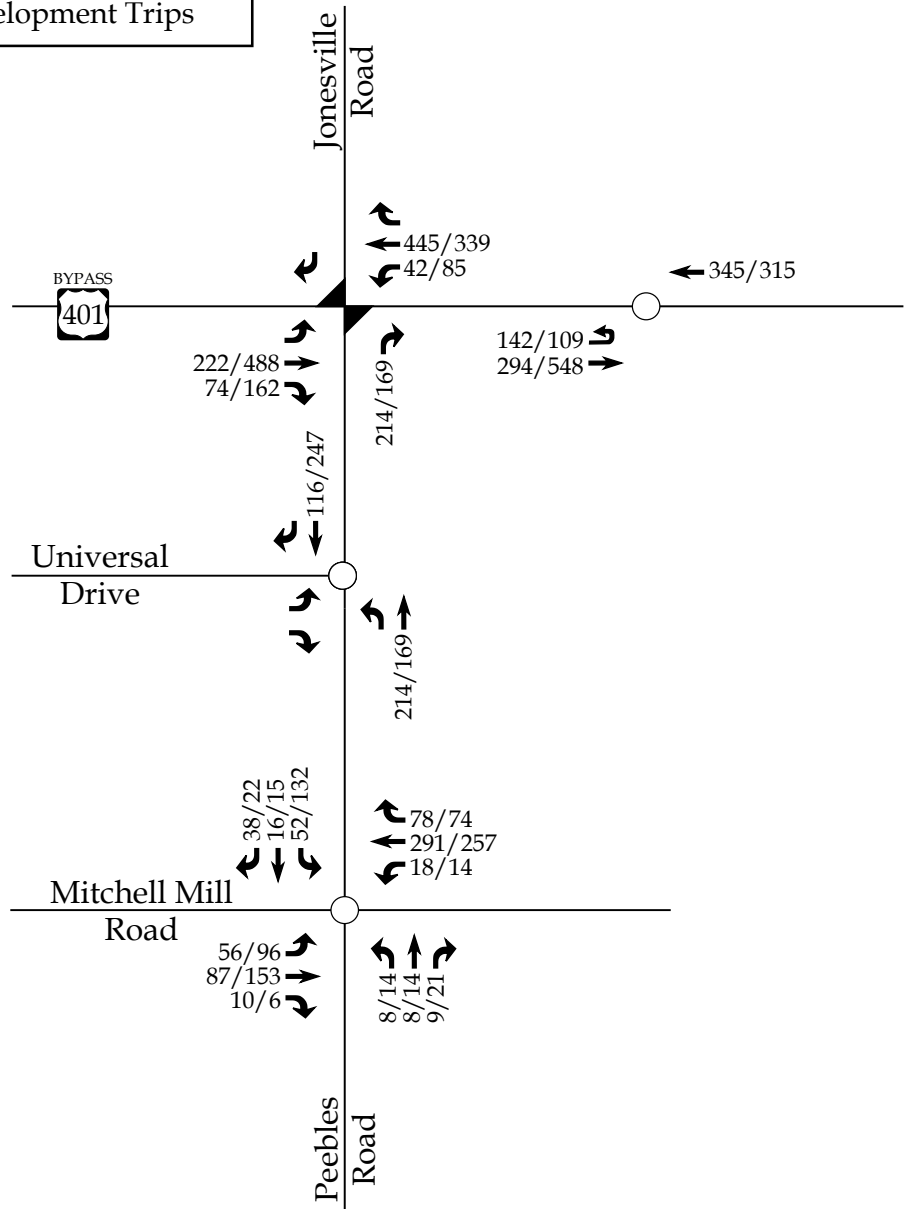


Unsignalized Intersection



Left-Over Intersection

X / Y →  
Weekday AM / PM Peak Hour  
Adjacent Development Trips



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Rolesville, NC

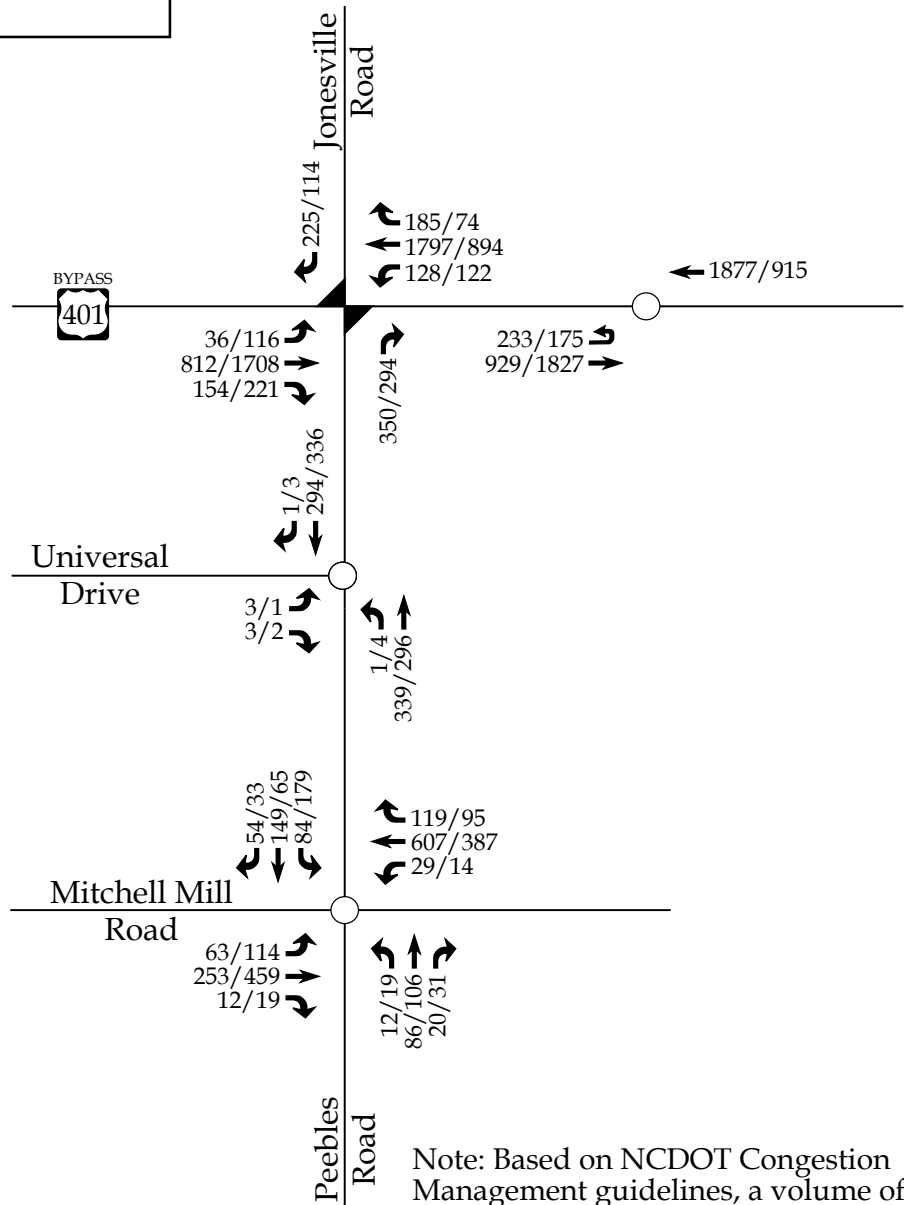
Peak Hour Adjacent  
Development Trips

Scale: Not to Scale

Figure 6

# **LEGEND**

- Unsignalized Intersection
- ◄ Left-Over Intersection
- X / Y → Weekday AM / PM Peak Hour Traffic



Note: Based on NCDOT Congestion Management guidelines, a volume of 4 vehicles per hour (vph) was analyzed for any movement with less than 4 vph.



Harris Creek Farm  
Rolesville, NC

2027 No-Build  
Peak Hour Traffic

Scale: Not to Scale

Figure 7

#### 4. SITE TRIP GENERATION AND DISTRIBUTION

##### 4.1. Trip Generation

The proposed development is assumed to consist of 68 single-family homes and 81 townhomes. Average weekday daily, AM peak hour, and PM peak hour trips for the proposed development were estimated using methodology contained within the *ITE Trip Generation Manual*, 11th Edition. Table 3 provides a summary of the trip generation potential for the site.

**Table 3: Trip Generation Summary**

Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	Weekday AM Peak Hour Trips (vph)			Weekday PM Peak Hour Trips (vph)		
			Enter	Exit	Total	Enter	Exit	Total
Single-Family Home (210)	68 DU	708	13	39	52	44	25	69
Single Family Attached (215)	81 DU	568	9	27	36	26	19	45
<b>Total Primary Trips</b>		<b>1,276</b>	<b>22</b>	<b>66</b>	<b>88</b>	<b>70</b>	<b>44</b>	<b>114</b>

It is estimated that the proposed development will generate approximately 1,276 total site trips on the roadway network during a typical 24-hour weekday period. Of the daily traffic volume, it is anticipated that 88 trips (22 entering and 66 exiting) will occur during the weekday AM peak hour and 114 trips (70 entering and 44 exiting) will occur during the weekday PM peak hour.



#### 4.2. Site Trip Distribution and Assignment

Trip distribution percentages used in assigning site trips for this development were approved during the scoping process and were estimated based on a combination of existing traffic patterns, population centers adjacent to the study area, and engineering judgment.

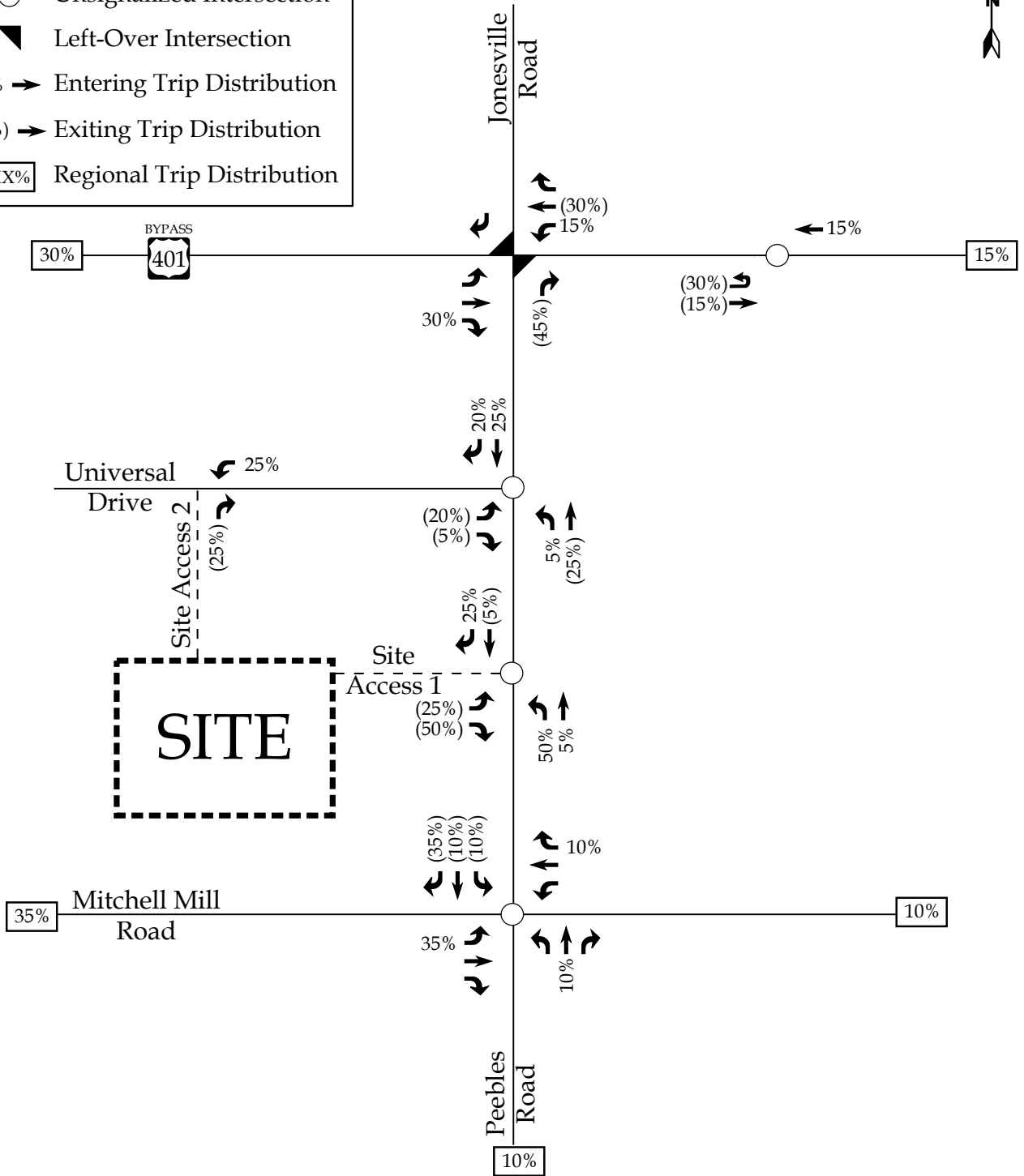
It is estimated that the residential site trips will be regionally distributed as follows:

- 35% to/from the west via Mitchell Mill Road
- 30% to/from the west via US 401 Bypass
- 15% to/from the east via US 401 Bypass
- 10% to/from the south via Peebles Road
- 10% to/from the east via Mitchell Mill Road

The site trip distribution is shown in Figure 8 and the peak hour site trip assignment is shown in Figure 9.

## LEGEND

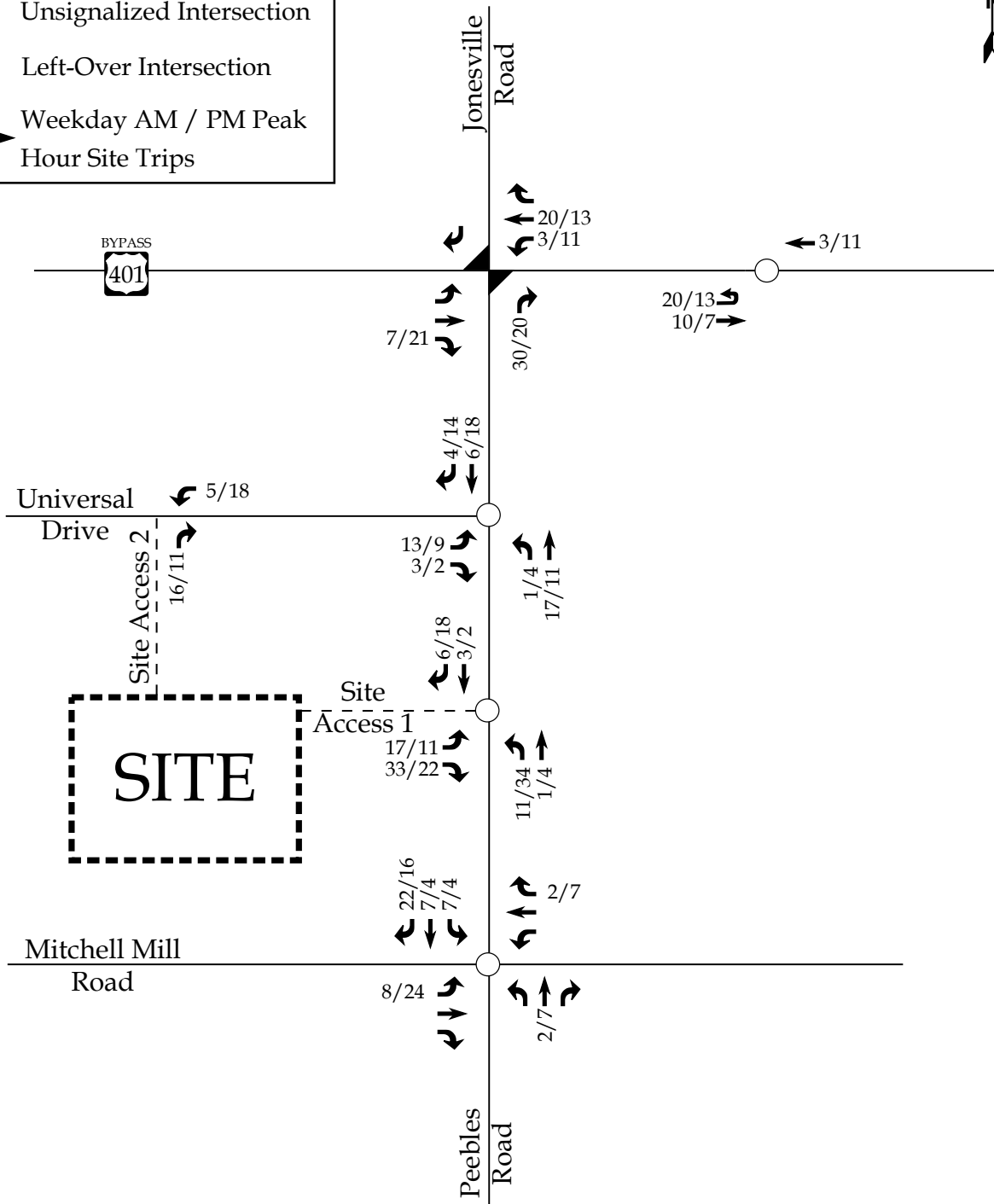
- Unsignalized Intersection
- ◼ Left-Over Intersection
- X% ➡ Entering Trip Distribution
- (Y%) ➡ Exiting Trip Distribution
- XX% Regional Trip Distribution



Harris Creek Farm  
Rolesville, NC

## Site Trip Distribution

Scale: Not to Scale Figure 8



## **5. 2027 BUILD TRAFFIC CONDITIONS**

### **5.1. 2027 Build Peak Hour Traffic Volumes**

To estimate traffic conditions with the site fully built-out, the total site trips were added to the 2027 no-build traffic volumes to determine the 2027 build traffic volumes. Refer to Figure 10 for an illustration of the 2027 build peak hour traffic volumes with the proposed site fully developed.

### **5.2. Analysis of 2027 Build Peak Hour Traffic Conditions**

Study intersections were analyzed with the 2027 build traffic volumes using the same methodology previously discussed for existing and no-build traffic conditions. Intersections were analyzed with improvements necessary to accommodate future traffic volumes. The results of the capacity analysis for each intersection are presented in Section 7 of this report.



# LEGEND

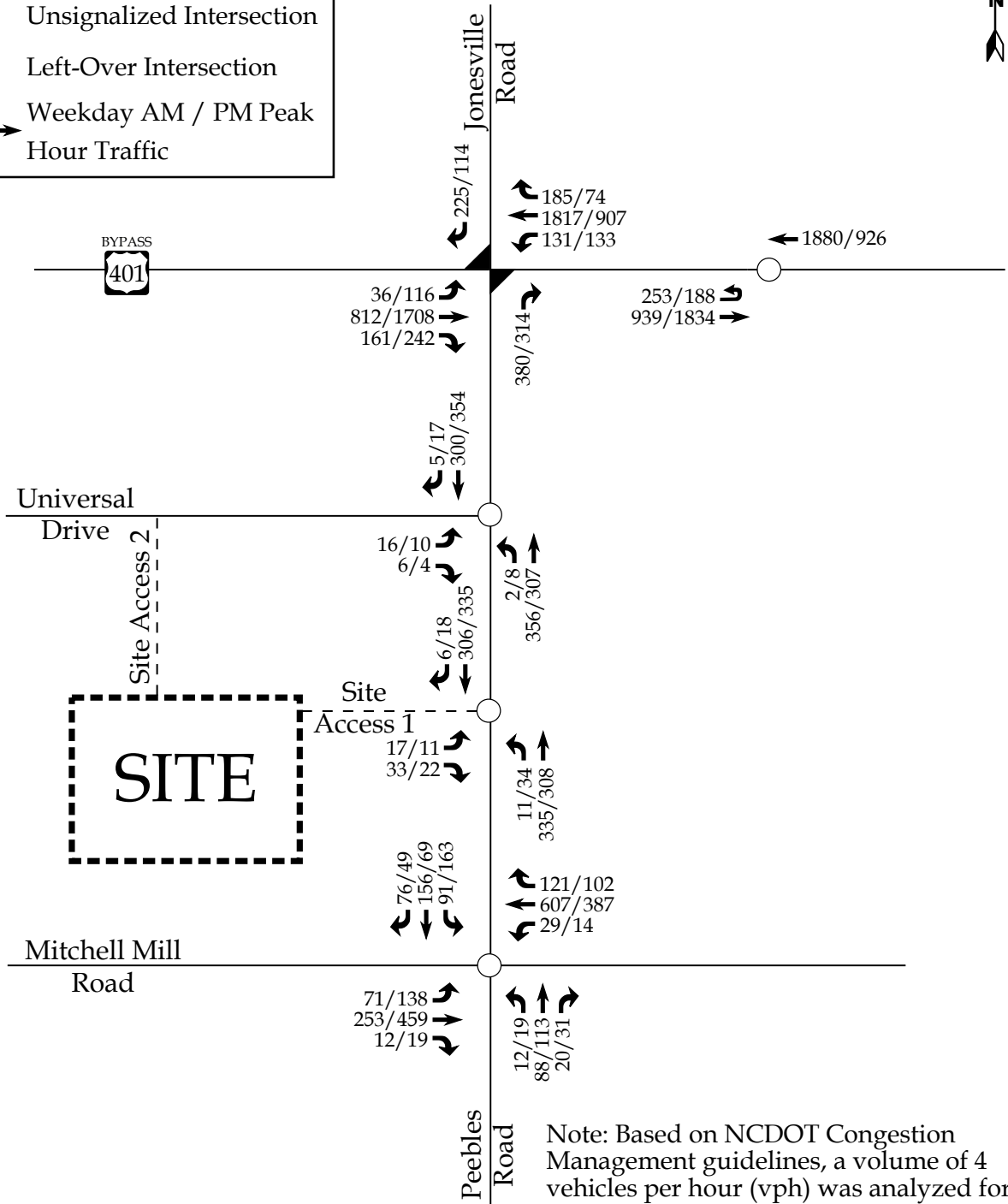


Unsignalized Intersection



Left-Over Intersection

X / Y →  
Weekday AM / PM Peak  
Hour Traffic



Note: Based on NCDOT Congestion Management guidelines, a volume of 4 vehicles per hour (vph) was analyzed for any movement with less than 4 vph.



RAMEY KEMP ASSOCIATES

Harris Creek Farm  
Rolesville, NC

2027 Build  
Peak Hour Traffic

Scale: Not to Scale Figure 10

## 6. TRAFFIC ANALYSIS PROCEDURE

Study intersections were analyzed using the methodology outlined in the *Highway Capacity Manual* (HCM), 6<sup>th</sup> Edition published by the Transportation Research Board. Capacity and level of service are the design criteria for this traffic study. A computer software package, Synchro (Version 11), was used to complete the analyses for most of the study area intersections. Please note that the unsignalized capacity analysis does not provide an overall level of service for an intersection; only delay for an approach with a conflicting movement.

The HCM defines capacity as “the maximum hourly rate at which persons or vehicles can reasonably be expected to traverse a point or uniform section of a lane or roadway during a given time period under prevailing roadway, traffic, and control conditions.” Level of service (LOS) is a term used to represent different driving conditions, and is defined as a “qualitative measure describing operational conditions within a traffic stream, and their perception by motorists and/or passengers.” Level of service varies from Level “A” representing free flow, to Level “F” where breakdown conditions are evident. Refer to Table 4 for HCM levels of service and related average control delay per vehicle for both signalized and unsignalized intersections. Control delay as defined by the HCM includes “initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.” An average control delay of 50 seconds at a signalized intersection results in LOS “D” operation at the intersection.

**Table 4: Highway Capacity Manual – Levels-of-Service and Delay**

UNSIGNALIZED INTERSECTION		SIGNALIZED INTERSECTION	
LEVEL OF SERVICE	AVERAGE CONTROL DELAY PER VEHICLE (SECONDS)	LEVEL OF SERVICE	AVERAGE CONTROL DELAY PER VEHICLE (SECONDS)
A	0-10	A	0-10
B	10-15	B	10-20
C	15-25	C	20-35
D	25-35	D	35-55
E	35-50	E	55-80
F	>50	F	>80

### 6.1. Adjustments to Analysis Guidelines

Capacity analysis at all study intersections was completed according to Town LDO and NCDOT Congestions Management Guidelines.

## 7. CAPACITY ANALYSIS

### 7.1. US 401 Bypass and Jonesville Road

The existing unsignalized intersection of US 401 Bypass Road and Jonesville Road was analyzed under 2022 existing, 2027 no-build, and 2027 build traffic conditions with the lane configurations and traffic control shown in Table 5. Refer to Table 5 for a summary of the analysis results. Refer to Appendix D for the Synchro capacity analysis reports.

**Table 5: Analysis Summary of US 401 Bypass and Jonesville Road**

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2022 Existing	EB WB* NB	2 TH, 1 RT 1 LT 1 RT	-- C <sup>1</sup> B <sup>2</sup>	N/A	-- E <sup>1</sup> C <sup>2</sup>	N/A
	EB** WB SB	1 LT 2 TH, 1 RT 1 RT	F <sup>1</sup> -- E <sup>2</sup>	N/A	C <sup>1</sup> -- B <sup>2</sup>	N/A
2027 No-Build	EB WB* NB	2 TH, 1 RT 1 LT 1 RT	-- D <sup>1</sup> D <sup>2</sup>	N/A	-- F <sup>1</sup> F <sup>2</sup>	N/A
	EB** WB SB	1 LT 2 TH, 1 RT 1 RT	F <sup>1</sup> -- F <sup>2</sup>	N/A	E <sup>1</sup> -- B <sup>2</sup>	N/A
2027 Build	EB WB* NB	2 TH, 1 RT 1 LT 1 RT	-- D <sup>1</sup> D <sup>2</sup>	N/A	-- F <sup>1</sup> F <sup>2</sup>	N/A
	EB** WB SB	1 LT 2 TH, 1 RT 1 RT	F <sup>1</sup> -- F <sup>2</sup>	N/A	E <sup>1</sup> -- B <sup>2</sup>	N/A
2027 Build-Improved	EB WB* NB	2 TH, 1 RT 1 LT 1 RT	B B B	B (16)	B D C	C (23)
	EB** WB SB	1 LT 2 TH, 1 RT 1 RT	F <sup>1</sup> -- F <sup>2</sup>	N/A	E <sup>1</sup> -- B <sup>2</sup>	N/A

\*Synchro analyzed the WB left-turns as SB through movements due to the nature of the superstreet and synchro limitations.

\*\*Synchro analyzed the EB left-turns as NB through movements due to the nature of the superstreet and synchro limitations.

1. Level of service for major-street left-turn movement.
2. Level of service for minor-street approach.

Capacity analysis of 2022 existing traffic conditions indicates that the major-street left-turn movements and minor-street approaches are expected to operate at LOS D or better with the exception of the eastbound left-turn movement during the weekday AM peak hour (LOS F), the westbound left-turn movement during the weekday PM peak hour (LOS E), and the southbound minor-street approach during the weekday AM peak hour (LOS E).

Under 2027 no-build and 2027 build traffic conditions, the major-street left-turn movements are expected to operate at LOS E/F during the weekday AM and PM peak hours with the exception of the westbound left-turn movement during the weekday AM peak hour (LOS D) under 2027 no-build and 2027 build traffic conditions. The minor-street approaches are expected to operate at LOS E/F during the weekday AM and PM peak hours with the exception of the northbound approach during the weekday AM peak hour (LOS D) and the southbound approach during the weekday PM peak hour (LOS B) under 2027 no-build and 2027 build traffic conditions. It should be noted that the proposed development is expected to account for approximately 2% of the overall traffic at this intersection during the weekday AM and PM peak hours. The proposed development is expected to account for 8% and 6% of the northbound right movements during the AM and PM peak hours, respectively.

Due to the poor levels-of-service expected at this intersection, a traffic signal was considered under 2027 build traffic conditions to achieve acceptable levels of service. Weekday AM and PM peak hour traffic volumes were utilized in evaluating the potential need for signalization based on the guidelines contained within the *Manual on Uniform Traffic Control Devices* (MUTCD) and within the *Guidelines for Signalization of Intersections with Two or Three Approaches Final Report*, published by ITRE. Based on a review of the peak hour signal warrant at this intersection, the intersection is expected to meet the peak hour warrant for both the weekday AM and PM peak hours under 2027 no-build and 2027 build traffic conditions. It is not expected that this intersection would satisfy the MUTCD 8-hour (warrant 1) or 4-hour (warrant 2) warrants, which NCDOT favors for installation of a traffic signal. These longer period warrants are not typically met for residential areas due to the distinct peak traffic periods for these types of development. Based on a review of ITRE 95<sup>th</sup> percentile queue length calculations, the northbound right-turn movement demand is expected to be over 85%



capacity during the weekday AM peak hour and exceed capacity during the weekday PM peak hour under 2027 no-build and 2027 build traffic conditions. Refer to Appendix J for a copy of the MUTCD warrants and the ITRE 95<sup>th</sup> percentile queue length calculations.

Based on the Town's LDO, improvements must be identified to maintain no-build levels-of-service under build traffic conditions or to limit the degradation to less than a five percent increase in total delay on any approach for those operating at failing levels-of-service under no-build traffic conditions. Therefore, additional turn-lanes were considered for the northbound right-turn and westbound left-turn movements at this intersection to achieve acceptable operation per the Town's LDO. However, additional turn-lanes are not a realistic or practical improvement at an unsignalized intersection operating with superstreet configurations.

Based on the Town's LDO, it is recommended that this intersection be monitored for signalization and a full signal warrant analysis be conducted prior to the full build-out of the proposed development and install a traffic signal if warranted and approved by the Town and NCDOT. With signalization, it is expected that this intersection will operate at acceptable levels-of-service during the weekday AM and PM peak hours.

## 7.2. US 401 Bypass and Eastern U-Turn Location

The existing unsignalized intersection of US 401 Bypass and Eastern U-Turn Location was analyzed under 2022 existing, 2027 no-build, and 2027 build traffic conditions with the lane configurations and traffic control shown in Table 6. Refer to Table 6 for a summary of the analysis results. Refer to Appendix E for the Synchro capacity analysis reports.

**Table 6: Analysis Summary of US 401 Bypass and Eastern U-Turn Location**

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2022 Existing	EB* WB	1 UT 2 TH	C <sup>1</sup> --	N/A	B <sup>1</sup> --	N/A
2027 No-Build	EB* WB	1 UT 2 TH	F <sup>1</sup> --	N/A	C <sup>1</sup> --	N/A
2027 Build	EB* WB	1 UT 2 TH	F <sup>1</sup> --	N/A	C <sup>1</sup> --	N/A
2027 Build – Improved	EB* WB	1 UT 2 TH	D B	C (21)	B A	B (11)

\*Synchro analyzed the EB u-turn as a NB left-turn movement due to the nature of the superstreet and synchro limitations.

1. Level of service for major-street u-turn movement.

Capacity analysis of 2022 existing and 2027 no-build traffic conditions indicates that the major-street u-turn movement is expected to operate at LOS C or better during the weekday AM and PM peak hours, with the exception of the weekday AM peak hour under 2027 no-build conditions (LOS F).

Under 2027 build traffic conditions, the major-street u-turn movement is expected to operate at LOS F during the weekday AM peak hour and at LOS C during the weekday PM peak hour. It should be noted that the proposed development is expected to account for approximately 1% of the overall traffic at this intersection during the weekday AM and PM peak hours. The proposed development is expected to account for approximately 8% and 7%

of the overall eastbound u-turn movements at this intersection during the weekday AM and PM peak hours, respectively.

Due to the poor levels-of-service expected at this intersection, a traffic signal was considered under 2027 build traffic conditions to achieve acceptable levels of service. Weekday AM and PM peak hour traffic volumes were utilized in evaluating the potential need for signalization based on the guidelines contained within the *Manual on Uniform Traffic Control Devices* (MUTCD) and within the *Guidelines for Signalization of Intersections with Two or Three Approaches Final Report*, published by ITRE. Based on a review of signal warrants at this intersection, the peak hour warrant (warrant 3) from the MUTCD is expected to be met for the weekday AM peak hour under 2027 no-build and build traffic conditions. It is not expected that this intersection would satisfy the MUTCD 8-hour (warrant 1) or 4-hour (warrant 2) warrants, which NCDOT favors for installation of a traffic signal. These longer period warrants are not typically met for residential areas due to the distinct peak traffic periods for these types of development. Based on a review of ITRE 95<sup>th</sup> percentile queue length calculations, the eastbound u-turn movement demand is expected to exceed capacity during the weekday AM peak hour under 2027 no-build and 2027 build traffic conditions. Refer to Appendix J for a copy of the MUTCD warrants and the ITRE 95<sup>th</sup> percentile queue length calculations.

Based on the Town's LDO, improvements must be identified to maintain no-build levels-of-service under build traffic conditions or to limit the degradation to less than a five percent increase in total delay on any approach for those operating at failing levels-of-service under no-build traffic conditions. Therefore, additional turn-lanes were considered for the eastbound u-turn movement at this intersection to achieve acceptable operation per the Town's LDO. However, additional turn-lanes are not a realistic or practical improvement at an unsignalized intersection operating with superstreet configurations.

Based on the Town's LDO, it is recommended that this intersection be monitored for signalization and a full signal warrant analysis be conducted prior to the full build-out of the proposed development and install a traffic signal if warranted and approved by the Town

and NCDOT. With signalization, it is expected that this intersection will operate at acceptable levels-of-service during the weekday AM and PM peak hours.



### 7.3. Mitchell Mill Road and Jonesville Road / Peebles Road

The existing unsignalized four-way stop intersection of Mitchell Mill Road and Jonesville Road / Peebles Road was analyzed under 2022 existing, 2027 no-build, and 2027 build traffic conditions with the lane configurations and traffic control shown in Table 7. Refer to Table 7 for a summary of the analysis results. Refer to Appendix F for the Synchro capacity analysis reports.

**Table 7: Analysis Summary of Mitchell Mill Road and Jonesville Road / Peebles Road**

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2022 Existing	EB WB NB SB	1 LT-TH-RT 1 LT-TH-RT 1 LT-TH-RT 1 LT-TH-RT	B <sup>1</sup> B <sup>1</sup> B <sup>1</sup> B <sup>1</sup>	B (13)	B <sup>1</sup> A <sup>1</sup> A <sup>1</sup> A <sup>1</sup>	B (11)
2027 No-Build	EB WB NB SB	1 LT, 1 TH-RT 1 LT-TH, 1 RT 1 LT-TH-RT 1 LT, 1 TH-RT	C <sup>1</sup> F <sup>1</sup> C <sup>1</sup> C <sup>1</sup>	F (95)	F <sup>1</sup> E <sup>1</sup> C <sup>1</sup> C <sup>1</sup>	F (57)
2027 Build	EB WB NB SB	1 LT, 1 TH-RT 1 LT-TH, 1 RT 1 LT-TH-RT 1 LT, 1 TH-RT	C <sup>1</sup> F <sup>1</sup> C <sup>1</sup> C <sup>1</sup>	F (104)	F <sup>1</sup> F <sup>1</sup> C <sup>1</sup> C <sup>1</sup>	F (61)
2027 Build - Improved	EB WB NB SB	1 LT, 1 TH-RT 1 LT-TH, 1 RT 1 LT-TH-RT 1 LT, 1 TH-RT	A B B C	B (14)	B B B B	B (13)

1. Level of service for all-way stop controlled approach.

Capacity analysis of 2022 existing indicates that the intersection is expected to operate at an overall LOS B or better during the weekday AM and PM peak hours. Under 2027 no-build and 2027 build traffic conditions, this intersection is expected to operate at an overall LOS F during the weekday AM and PM peak hours. It should be noted that the proposed development is expected to account for approximately 3% and 4% of the overall traffic at this

intersection during the weekday AM and PM peak hours, respectively. The proposed development is expected to account for approximately 11% and 17% of the eastbound left movement and 17% and 7% of the westbound right movements during the weekday AM and PM peak hours, respectively.

Several turn lanes expected to be constructed by adjacent developments were included in the 2027 no-build and 2027 build scenarios. An exclusive eastbound left-turn lane was identified in the 5109 Mitchell Mill Road TIA. An exclusive westbound right-turn lane was identified in the Hills at Harris Creek TIA. In both the 5109 Mitchell Mill Road TIA and the Hills at Harris Creek TIA an exclusive southbound left-turn lane improvement was identified.

Due to the poor levels-of-service expected at this intersection, a traffic signal was considered under 2027 build traffic conditions to achieve acceptable levels-of-service. The peak hour warrant (warrant 3) from the *Manual on Uniform Traffic Control Devices* (MUTCD) was considered. Based on a review of the peak hour signal warrant at this intersection, the intersection is expected to meet the peak hour warrant for both the weekday AM and PM peak hours under 2027 no-build and 2027 build traffic conditions. It is not expected that this intersection would satisfy the MUTCD 8-hour (warrant 1) or 4-hour (warrant 2) warrants, which NCDOT favors for installation of a traffic signal. These longer period warrants are not typically met for residential areas due to the distinct peak traffic periods for these types of development. Refer to Appendix J for a copy of the MUTCD warrants.

Based on the Town's LDO, it is recommended that this intersection be monitored for signalization and a full signal warrant analysis be conducted prior to the full build-out of the proposed development and install a traffic signal if warranted and approved by the Town and NCDOT. With signalization, it is expected that this intersection will operate at acceptable levels-of-service during the weekday AM and PM peak hours.

#### 7.4. Jonesville Road and Universal Drive

The existing unsignalized intersection of Jonesville Road and Universal Drive was analyzed under 2027 build traffic conditions with the lane configurations and traffic control shown in Table 8. Refer to Table 8 for a summary of the analysis results. Refer to Appendix G for the synchro capacity analysis reports.

**Table 8: Analysis Summary of Jonesville Road and Universal Drive**

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2022 Existing	EB NB SB	1 LT-RT 1 LT-TH 1 TH-RT	A <sup>2</sup> A <sup>1</sup> --	N/A	A <sup>2</sup> A <sup>1</sup> --	N/A
2027 No-Build	EB NB SB	1 LT-RT 1 LT-TH 1 TH-RT	B <sup>2</sup> A <sup>1</sup> --	N/A	B <sup>2</sup> A <sup>1</sup> --	N/A
2027 Build	EB NB SB	1 LT-RT 1 LT-TH 1 TH-RT	B <sup>2</sup> A <sup>1</sup> --	N/A	B <sup>2</sup> A <sup>1</sup> --	N/A

1. Level of service for major-street left-turn movement.
2. Level of service for minor-street approach.

Capacity analysis of 2027 build traffic conditions indicates that the major-street left-turn movement is expected to operate at LOS A during the weekday AM and PM peak hours. The minor-street approach is expected to operate at LOS B or better during the weekday AM and PM peak hours.

Right and left-turn lanes were considered based on the NCDOT *Policy on Street and Driveway Access to North Carolina Highways*. Based on the estimated low volume of right-turn and left-turn movements into the proposed development at this intersection, exclusive right-turn and left-turn lanes are not recommended. Refer to Appendix I for a copy of the turn lane warrants. No improvements are recommended by the developer.

### 7.5. Jonesville Road and Site Drive

The proposed intersection of Jonesville Road and Site Drive was analyzed under 2027 build traffic conditions with the lane configurations and traffic control shown in Table 9. Refer to Table 9 for a summary of the analysis results. Refer to Appendix H for the synchro capacity analysis reports.

**Table 9: Analysis Summary of Jonesville Road and Site Drive**

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2027 Build	EB	1 LT-RT	B <sup>2</sup>	N/A	B <sup>2</sup>	N/A
	NB	1 LT-TH	A <sup>1</sup>		A <sup>1</sup>	
	SB	1 TH-RT	--		--	

1. Level of service for major-street left-turn movement.
2. Level of service for minor-street approach.

Capacity analysis of 2027 build traffic conditions indicates that the major-street left-turn movement is expected to operate at LOS A during the weekday AM and PM peak hours. The minor-street approach is expected to operate at LOS B or better during the weekday AM and PM peak hours.

Right and left-turn lanes were considered based on the NCDOT *Policy on Street and Driveway Access to North Carolina Highways*. Based on the estimated low volume of right-turn and left-turn movements into the proposed development at this intersection, exclusive right-turn and left-turn lanes are not recommended. Refer to Appendix I for a copy of the turn lane warrants. No improvements are recommended by the developer.



## 8. CONCLUSIONS

This Traffic Impact Analysis was conducted to determine the potential traffic impacts of the proposed Harris Creek Farm development to be located on the west side of Jonesville Road near Universal Drive in Rolesville, North Carolina. The development is expected to consist of 68 single-family homes and 81 townhomes and to be built-out in 2027. Site access is proposed via two (2) full-movement driveway connections: one on Universal Drive and one on Jonesville Road approximately 700 feet south of Universal Drive.

The study analyzes traffic conditions during the weekday AM and PM peak hours for the following scenarios:

- 2022 Existing Traffic Conditions
- 2027 No-Build Traffic Conditions
- 2027 Build Traffic Conditions

### Trip Generation

It is estimated that the proposed development will generate approximately 1,276 site trips on the roadway network during a typical 24-hour weekday period. Of the daily traffic volume, it is anticipated that 88 trips (22 entering and 66 exiting) will occur during the weekday AM peak hour and 114 trips (70 entering and 44 exiting) will occur during the weekday PM peak hour.

### Adjustments to Analysis Guidelines

Capacity analysis at all study intersections was completed according to NCDOT Congestion Management Guidelines. Refer to section 6.1 of this report for a detailed description of any adjustments to these guidelines made throughout the analysis.

### Intersection Capacity Analysis Summary

All the study area intersections (including the proposed site driveways) are expected to operate at acceptable levels-of-service under existing and future year conditions with the exception of those identified in Section 7 of this report.

## 9. RECOMMENDATIONS

Based on the findings of this study, specific geometric improvements have been identified and are recommended to accommodate future traffic conditions. See a more detailed description of the recommended improvements below. Refer to Figure 11 for an illustration of the recommended lane configurations for the proposed development.

### **Recommended Improvements by Developer**

#### US 401 Bypass and Jonesville Road

- Conduct a full signal warrant analysis prior to full build-out of the proposed development and install a traffic signal if warranted and approved by the Town and NCDOT.

#### US 401 Bypass and Eastern U-Turn Location

- Conduct a full signal warrant analysis prior to full build-out of the proposed development and install a traffic signal if warranted and approved by the Town and NCDOT.

#### Mitchell Mill Road and Jonesville Road / Peebles Road

- Construct a southbound (Jonesville Road) left-turn lane with at least 100 feet of storage and appropriate decel and taper.
  - It should be noted that this improvement was also identified by the 5109 Mitchell Mill Road TIA and Hills at Harris Creek TIA
- Construct a westbound (Mitchell Mill Road) right-turn lane with at least 100 feet of storage and appropriate decel and taper.
  - It should be noted that this improvement was also identified by the Hills at Harris Creek TIA
- Construct an eastbound (Mitchell Mill Road) left-turn lane with at least 100 feet of storage and appropriate decel and taper.
  - It should be noted that this improvement was also identified by the 5109 Mitchell Mill Road TIA

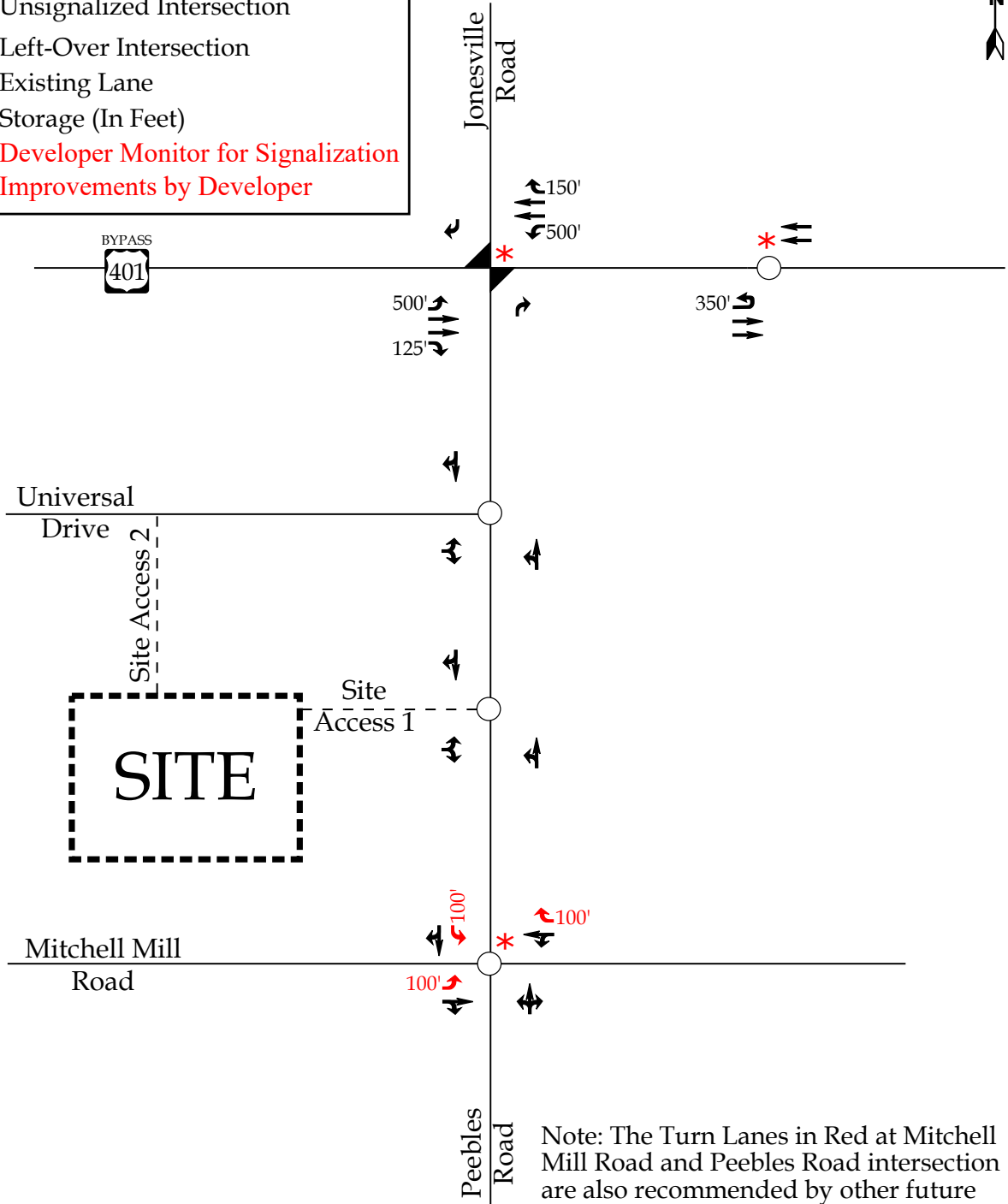
- Conduct a full signal warrant analysis prior to full build-out of the proposed development and install a traffic signal if warranted and approved by the Town and NCDOT.

Jonesville Road and Site Drive

- Construct the eastbound approach (Site Drive) with one ingress lane and one egress lane.
- Provide stop-control for the eastbound approach (Site Drive).

# LEGEND

- Unsignalized Intersection
- ◼ Left-Over Intersection
- ➔ Existing Lane
- x' Storage (In Feet)
- \* Developer Monitor for Signalization
- ➔ Improvements by Developer



Note: The Turn Lanes in Red at Mitchell Mill Road and Peebles Road intersection are also recommended by other future developments

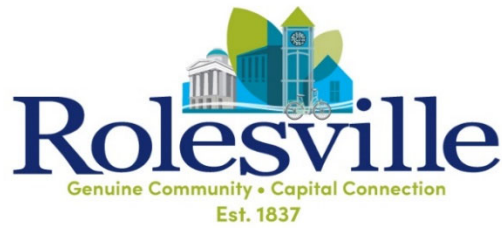


Harris Creek Farm  
Rolesville, NC

Recommended Lane  
Configurations

Scale: Not to Scale Figure 11





# Memo

**To:** Town of Rolesville Planning Board  
**From:** Meredith Gruber, Planning Director and Michele Raby, Planner II  
**Date:** December 18, 2023  
**Re:** Woodlief Assemblage  
Rezoning (Map Amendment) REZ-23-02

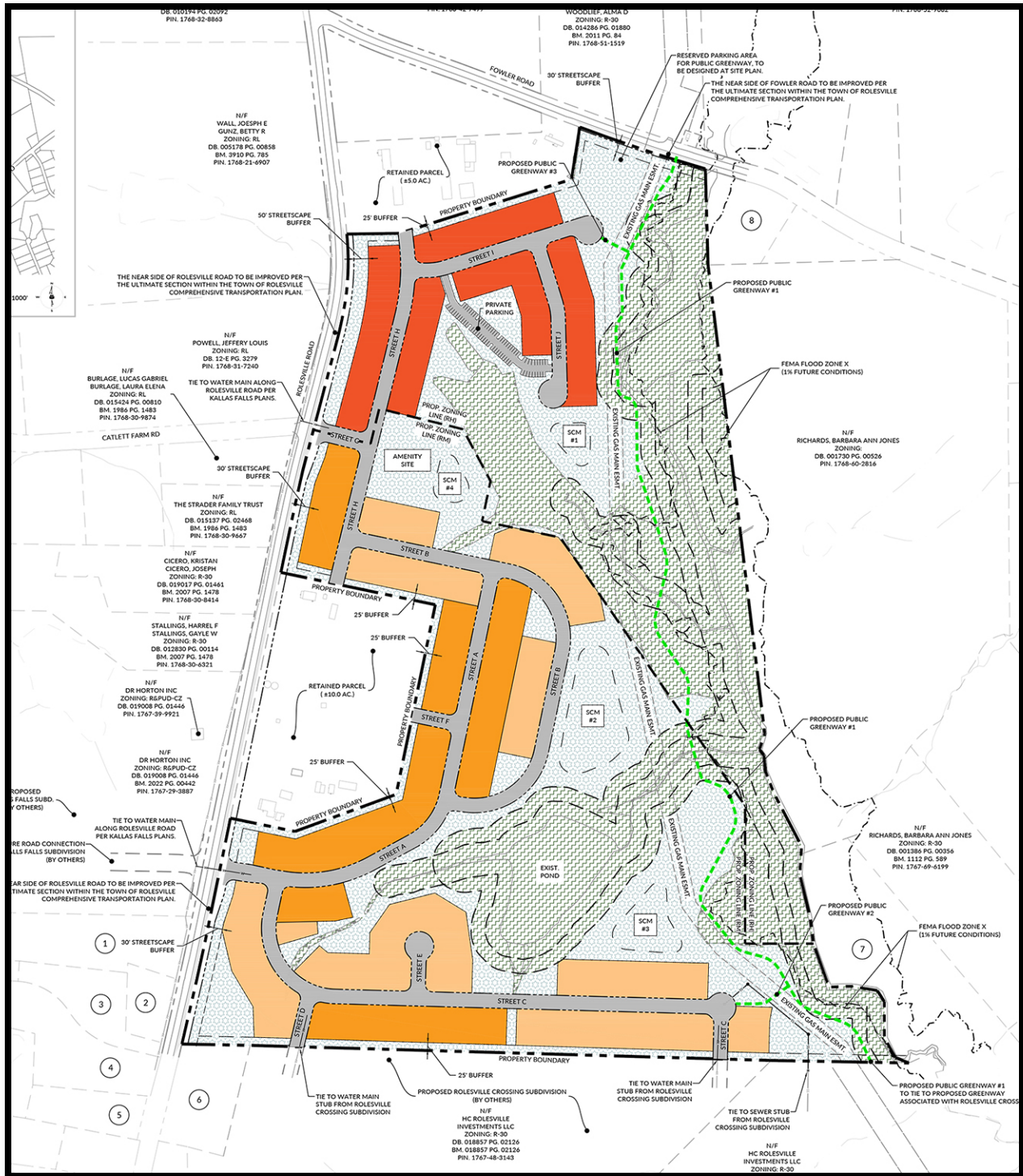
## Background

The Town of Rolesville Planning Department received an initial Rezoning application in March 2023 for 106.92 acres consisting of six (6) tracts of land located on the eastern side of Rolesville Road, south of Fowler Road, and north of Mitchell Mill Road, currently within Wake County's jurisdiction. The request is to change the zoning from Wake County's Residential-30 (R-30) zoning district to the Town's Land Development Ordinance (LDO) Residential Medium (RM) zoning district to the west (consisting of 68.77 acres - shown in orange on the Concept Site Plan on the next page of this report) and Residential High (RH) zoning district to the north (consisting of 36.79 acres- shown in red on the Concept Site Plan) all as Conditional Zoning (CZ) Districts. In November 2023, the Applicant submitted a fourth (4th) revised application with updated proposed Conditions of Approval and an updated Concept Site Plan. The specifics of the project include a maximum of 255 total residential lots (combined single-family detached and attached), consisting of 157 single family lots and 98 townhome lots.

In addition to the Site Concept Plan below, the applicant is proposing a series of conditions that are included as an attachment to this report. The conditions cover architectural commitments, neighborhood amenities, and propose three affordable housing units.

There is a Voluntary Annexation Petition (ANX 23-01) associated with this rezoning request. A combined legislative hearing will be held at a future Town Board of Commissioners' meeting.

*Note: This application was received before [\*\*TA 23-02 LDO Round 4 Cluster Development\*\*](#) was approved by the Board of Commissioners on April 4, 2023. Under NC G.S. [\*\*§ 160D-108. Permit choice and vested rights\*\*](#), the applicant has chosen to use the lot sizes and setbacks as stated in the LDO at the time the application was submitted.*



Woodlief Assemblage Concept Site Plan

## **Applicant Justification**

The applicant included a zoning justification statement with their initial application for the Woodlief Assemblage rezoning request. It is included as an attachment.

## **Neighborhood Meetings**

Under the header of REZ-23-02, the Applicant conducted two neighborhood meetings; the first being on July 25, 2023, and the second on November 1, 2023, see Attachment 09.

## **Comprehensive Plan**

### **Land Use**

The 2017 Comprehensive Plan's Future Land Use Map designates the subject property as appropriate for Medium Density Residential development. Per the Plan, this is defined as:

---

*Predominantly single-family residential uses with portion of duplex, townhouse, or multifamily residential. These are lots or tracts at a density range of three to five (3-5) dwelling units per gross acre including preserved open space areas along with limited non-residential uses under planned unit development or form base code provisions.*

---

### **Community Transportation Plan**

The Town of Rolesville's Community Transportation Plan (CTP, adopted 2021) includes recommendations for Thoroughfares, Collectors, and intersections.

#### Thoroughfare Recommendations

- Rolesville Road is proposed to be a two (2) lane with Two Way Left Turn Lane, Curb & Gutter, Sidewalk, and Side path.

#### Intersection Recommendations

- There are no intersection recommendations associated with the subject property.
- The closest intersection recommendations are located at Fowler Road and Rolesville Road.

### **Greenway and Bike Plans**

As per the 2022 Greenway and Bike Plans, proposed pedestrian and bicycle routes are shown in the following locations:

- A greenway is proposed along the western side of Buffalo Creek.
- Bike lanes and sidepaths are proposed along Rolesville Road.

### **Consistency**

The applicant's rezoning request is consistent with the Town of Rolesville's Comprehensive Plan for the following reasons:

- The proposed mix of residential product types fits the Medium Density Residential land use category.

- The proposed vehicular circulation network provides reasonable connectivity through the subject property.
- The proposed greenway will establish pedestrian connections as recommended by Rolesville's Greenway Plan.

## Traffic

### ***Traffic Impact Analysis***

The consulting firm, Stantec, performed the Traffic Impact Analysis (TIA) for this project on behalf of the Town; the study analyzed the development of 158 Single Family Detached dwellings and 95 Single Family Attached (townhome) housing units. The Draft Final Report dated July 28, 2023, is included as Attachment 10 to this memo. Traffic conditions during weekday AM and PM peak hours were looked at in four (4) scenarios: 2023 Existing Traffic Conditions, 2028 No-build Traffic Conditions, 2028 Build and 2028 Build-Improved Traffic Conditions. See TIA report Table 2 below:

**Table 2: Trip Generation**

Land Use	Size	Daily			AM Peak			PM Peak		
		Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Single-Family Detached Housing (LUC 210)	158 Units	1,538	769	769	113	29	84	153	96	57
Multifamily Housing (Low-Rise) (LUC 220)	95 Units	684	342	342	52	12	40	61	38	23
<b>Total Trips Generated</b>		<b>2,222</b>	<b>1,111</b>	<b>1,111</b>	<b>165</b>	<b>41</b>	<b>124</b>	<b>214</b>	<b>134</b>	<b>80</b>

Capacity analysis for the AM and PM peak hours in each scenario was performed for the following existing intersections:

- US 401 Bypass at SR 1003 (Young Street)
- US 401 Bypass at SR 1003 (Young Street)
- US 401 Bypass East U-Turn
- US 401 Bypass West U-Turn
- SR 1003 (Young Street) at SR 2305 (Quarry Road)
- SR 1003 (Young Street / Rolesville Road) at Rolesville High School
- SR 1003 (Rolesville Road) at SR 2308 (Fowler Road)
- SR 1003 (Rolesville Road) at SR 4318 (Catlett Farm Road)
- SR 1003 (Rolesville Road) at SR 2224 (Mitchell Mill Road)

Specific Improvements identified by the traffic study include the following:

#### **US 401 Bypass at Young Street**

- Extend the northbound right-turn lane from 250 feet of full-width storage to 600 feet of full-width storage and appropriate taper.

#### **Young Street at Quarry Road / The Point North Driveway**

- No improvements are recommended at this intersection.

#### **Young Street at Rolesville HS Driveway / The Point South Driveway**

- Monitor the intersection for the installation of a traffic signal. When signalized, the westbound approach should be striped as an exclusive left-turn lane with a shared thru/right-turn storage lane to avoid the use of split-phasing.

#### **Rolesville Road at Fowler Road**

- No improvements are recommended at this intersection.

#### **Rolesville Road at Catlett Farm Road / Site Access A**

- Construct Site Access A as a full-movement access point consisting of an exclusive left-turn lane with 100 feet of storage and a shared thru/right-turn lane. It is recommended that the internal protective stem (IPS) be maximized as the site layout permits.
- Construct an exclusive southbound left-turn lane on Rolesville Road with 100 feet of storage and appropriate taper.
- Construct an exclusive northbound left-turn lane on Rolesville Road with 50 feet of storage and appropriate taper.
- Construct an exclusive northbound right-turn lane on Rolesville Road with 50 feet of storage and appropriate taper.

#### **Rolesville Road at Kalas Falls Driveway A / Site Access B**

- Construct Site Access B as a full-movement access point consisting of an exclusive left-turn lane with 100 feet of storage and a shared thru/right-turn lane. If possible, provide 175 feet of IPS.
- Construct an exclusive southbound left-turn lane on Rolesville Road with 100 feet of storage and appropriate taper.
- Construct an exclusive northbound right-turn lane on Rolesville Road with 50 feet of storage and appropriate taper.

#### **Rolesville Road at Mitchell Mill Road**

- No improvements are recommended at this intersection.

### **Development Review**

The Technical Review Committee (TRC) reviewed four (4) versions of the Rezoning application, with all comments pertinent to the consideration of the proposed districts and the general development plan being resolved. Note that this does not mean that all LDO subdivision and/or site development regulations have been demonstrated, as Attachment 05 is only a conceptual plan, and not an engineered and dimensioned layout.

### **Proposed Motion**

Motion to recommend (approval or denial, along with mention of consistency or inconsistency with the Comprehensive Plan) to the Town Board of Commissioners of REZ-23-02 Woodlief Assemblage.

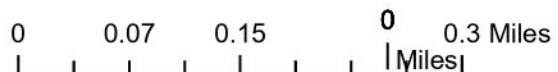
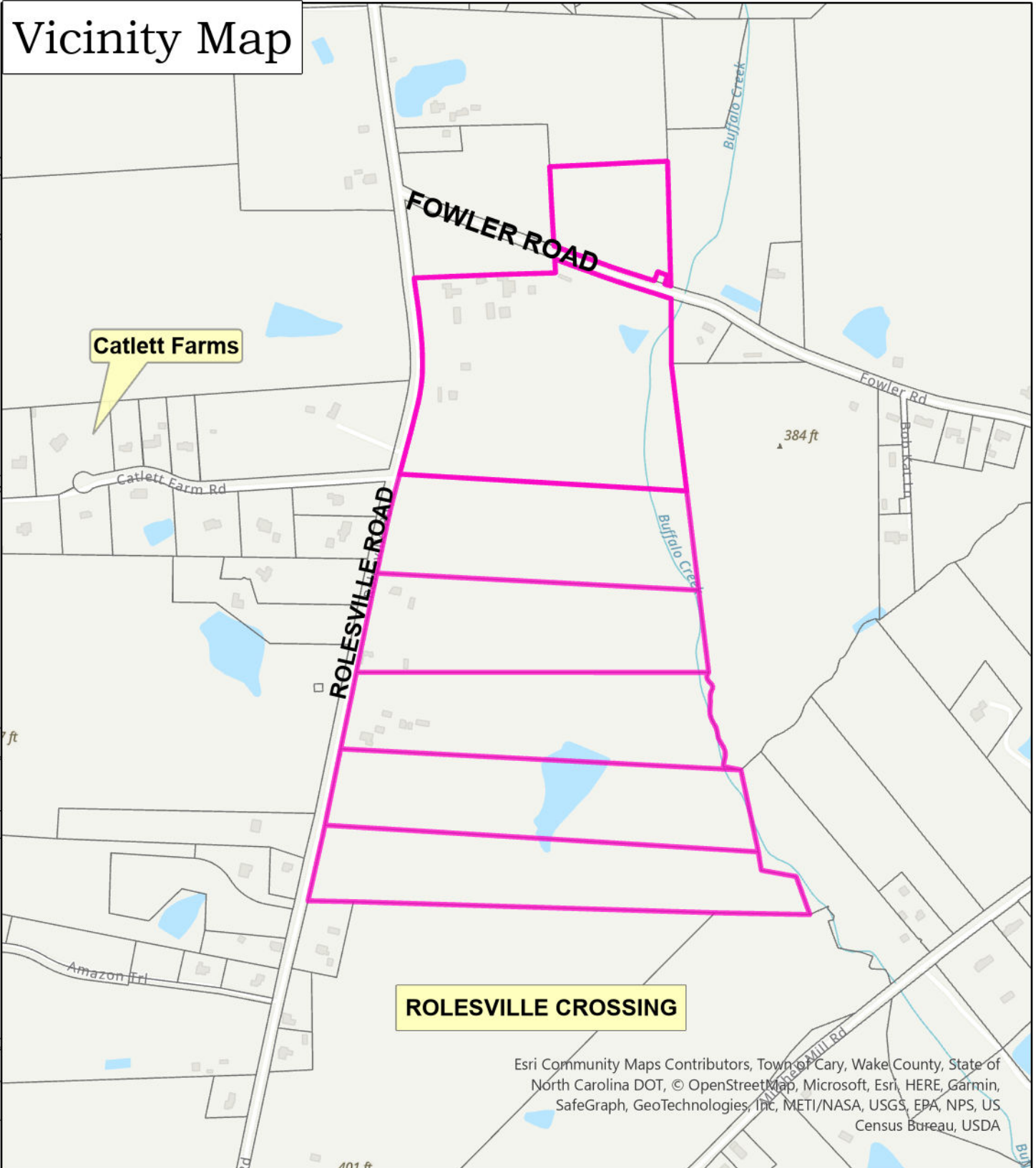


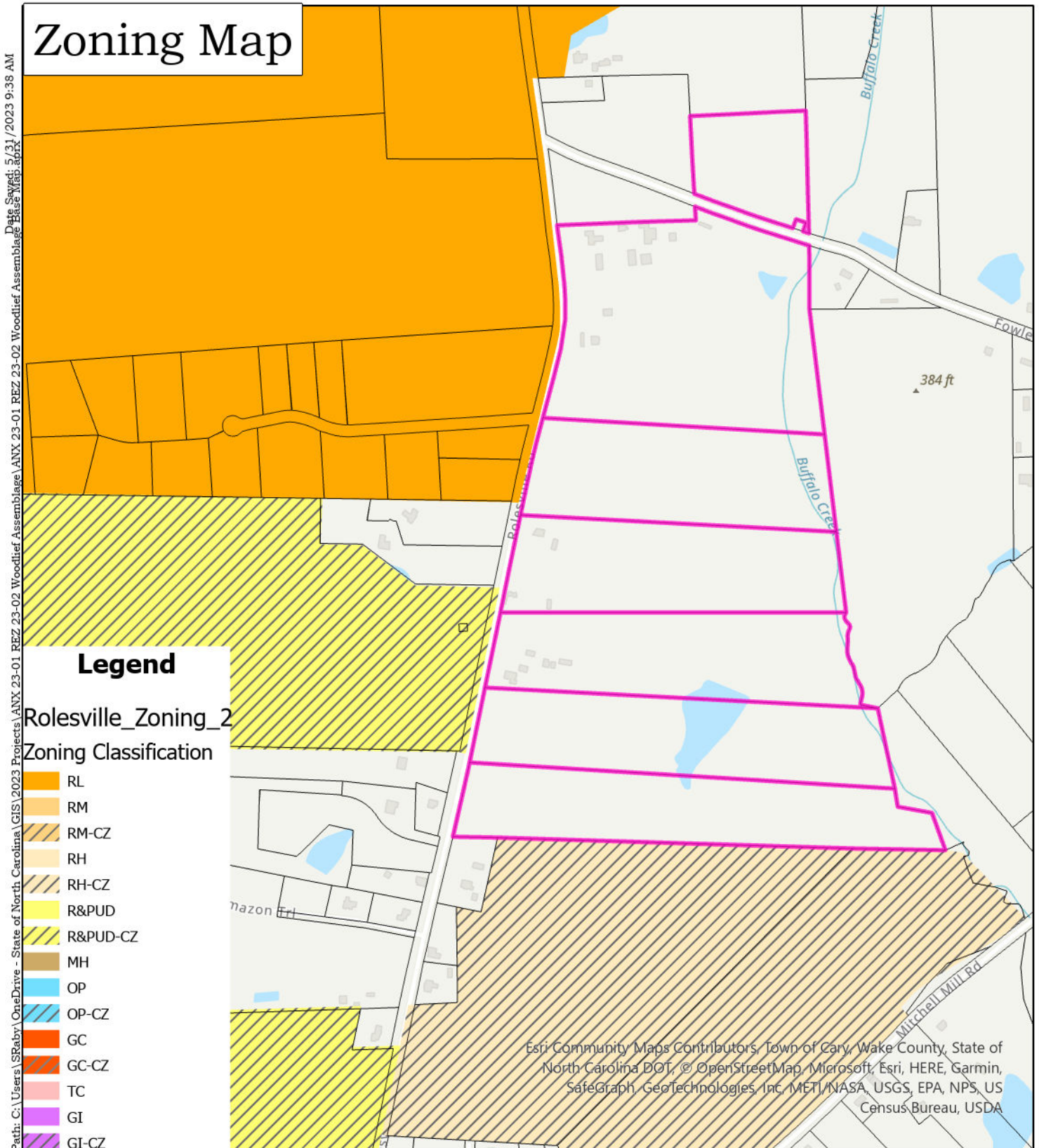
**Attachments**

1	Vicinity Map
2	Zoning Map
3	Future Land Use Map
4	Map Amendment Application and Statement of Justification
5	Concept Site Plan (dated November 20, 2023)
6	Zoning District boundary sketch
7	Zoning District Metes & Bounds (Legal Descriptions)
8	Proposed Conditions of Approval
9	Neighborhood Meeting Package – November 01, 2023
10	Traffic Impact Analysis (TIA) Draft Report dated- July 28, 2023

# Vicinity Map

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0 0.07 0.15 0 0.3 Miles  
Miles



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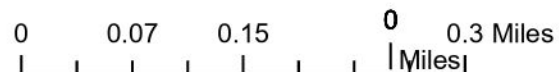
# Future Land Use Map

## Legend

RolesFULU03-13-20  
ROLU\_CLASS

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Town Center
- Mixed Use Neighborhood
- Commercial
- Business Park
- Industrial
- School
- Preserved Open Space
- Water Sewer Services

Esri Community Maps Contributors, Town of Cary, Wake County, State of North Carolina DOT, © OpenStreetMap, Microsoft, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA



# Zoning Map Change (Rezoning) Application

Town of Rolesville Planning Department | PO Box 250 | Rolesville, NC 27571 | 919-554-6517 | [planning@rolesville.nc.gov](mailto:planning@rolesville.nc.gov)

Planning Department Home Page: [Official Town Webpage](#)

## APPLICATION INFORMATION:

Site Address(es): 1321 Rolesville Rd., 1501 Rolesville Rd.	Site Area (in acres): 105.9
Rezoning Type: General <input checked="" type="checkbox"/> Conditional	Location: <input checked="" type="checkbox"/> County Limits <input type="checkbox"/> Town Limits <input type="checkbox"/> ETJ
Existing Zoning District(s): R30 (Wake County)	<b>Proposed Zoning District(s): RH (Residential High Density) &amp; RM (Residential Medium Density) – Conditional District</b>
Zoning Overlay(s):	Associated Previous Case Number(s):
PIN(s): 1768511519 (portion), 1768500618, 1768409261 (portion), 1767590716 (portion), 1767590335, 1767580938	
PID(s):	
Current Use(s): Vacant, Farmland, Single Family	Proposed Use(s): Townhomes, Single Family Homes

## APPLICATION MINIMUM REQUIREMENTS / GUIDANCE::

<input checked="" type="checkbox"/> Completed application and checklist below.	
<input checked="" type="checkbox"/> If the request is for a <i>Conditional District</i> per LDO Section 3.3., submittal shall include a separate document being a list of written Conditions of Approval that can include exhibits, plans, maps, etc. Provide a Date and space for revision Dates; this document will always be referenced including its Date.	<input checked="" type="checkbox"/> A <b>Concept (nee site) Plan</b> may be submitted, considered, and approved as part of a <i>Conditional District</i> request; it shall be clearly incorporated into a written condition for “general compliance” upon future Development Application reviews and approvals. Provide a Date and space for revision Dates; this document will always be referenced including its Date. See Next page for details.
<input checked="" type="checkbox"/> Completed <a href="#">Property Owner's Consent Form</a> . If multiple owners, each owner must complete their own form.	<input checked="" type="checkbox"/> Presubmittal meeting notes and date (if applicable).
<input checked="" type="checkbox"/> Traffic Impact Analysis (TIA), ITE Trip Generation Letter, or Letter/Email from Planning staff confirming TIA is not required. (LDO Section 8.C.5)	<input type="checkbox"/> The Activity Center (AC) and Neighborhood Commercial (NC) zoning districts <b>shall require submittal of a Concept (nee site) Plan</b> per LDO Sections 3.4.1 and 3.4.2.
<input checked="" type="checkbox"/> Upon application receipt and completeness check, an INVOICE for the application fee will be created and issued via email to Applicant.	
<input type="checkbox"/> Any additional supporting documents that may have been requested by Staff may have been provided.	

## Contact Information

**Property Owner(s)** Carlyle Woodlief & Alma Woodlief

Address 1321 Rolesville Rd. City/State/Zip Wake Forest, NC 27587

Phone \_\_\_\_\_ Email \_\_\_\_\_

**Property Owner(s)** Billy Craig Woodlief & Ellen Woodlief

Address 5101 Old Milburnie Rd. City/State/Zip Wendell, NC 27591

Phone \_\_\_\_\_ Email \_\_\_\_\_



**Property Owner(s)** Janice Gayle W Stallings, Harrell Stallings

Address 1512 Rolesville Rd. City/State/Zip Wake Forest, NC 27587

Phone \_\_\_\_\_ Email \_\_\_\_\_

**Property Owner(s)** Donnie Woodlief & Patsy Woodlief

Address 6609 Fowler Rd. City/State/Zip Zebulon, NC 27597

Phone \_\_\_\_\_ Email \_\_\_\_\_

**Property Owner(s)** Betty Joyce Woodlief

Address 1501 Rolesville Rd. City/State/Zip Wake Forest, NC 27587

Phone \_\_\_\_\_ Email \_\_\_\_\_

**Property Owner(s)** Dwight Thomas Woodlief

Address 6608 Fowler Rd. City/State/Zip Zebulon, NC 27597

Phone \_\_\_\_\_ Email \_\_\_\_\_

**Applicant / Agent (Business & Contact Name)** Pulte Group – Chris Raughley

Address 1225 Crescent Green Dr. Suite 250 City/State/Zip Cary NC 27518

Phone 919-816-1100 Email [Chris.Raughley@pultegroup.com](mailto:Chris.Raughley@pultegroup.com)

**Engineer/Architect (Business & Contact Name)** WithersRavenel – Nick Antrilli, PE

Phone 919-469-3340 Email [NAntilli@withersravenel.com](mailto:NAntilli@withersravenel.com)

**Preferred Point of Contact:** ☐ Owner ☒ Applicant ☒ Engineer/Architect ☐ Registered Agent/Attorney

**Concept Plan Minimum Requirements ( Required for AC or NC Districts, optional for Conditional Districts. ) :**

- ☒ A vicinity map of the site, illustrating the boundaries of the site, north arrow, and scale reference
- ☒ Site Data Table of typical property information (Property Legal Description, acreage/square footage, etc)
  - ☐ If Commercial - Square footage of proposed building/use/development on, approximate proposed Impervious Coverage, approximate parking calculations, if multi-family the number of Dwelling units, etc.
  - ☒ If Residential – Number of proposed development lots (including by type of lots/use), density (proposed/permitted), approximate parking calculations,
  - ☒ Required/Provided calculations for open space
- ☒ Existing and Proposed Use and Zoning District of property and adjacent properties
- ☒ Drawing depicting the details provided above and general concept of development such as –
  - Lot layout and size/dimension of lots,
  - Proposed building layout and/or general footprint locations
  - Vehicular circulation / street layout including existing/proposed right-of-way widths (public, alley, private)
  - Pedestrian circulation including Greenways / Sidepaths / Bike Lanes,
  - General Utility access and points of connection / extensions,
  - Buffers (Street/Perimeter), Open/communal spaces, stormwater control measures etc.
- ☒ Name, address, and contact information for property owner and/or Applicant
- ☒ Name/information of professional who created Concept Plan
- ☐ Any other information requested by Planning Department staff

**Rezoning Justification**

Provide a **separate document** titled “Statement of Justification” (including Date) that addresses each/all of the following:

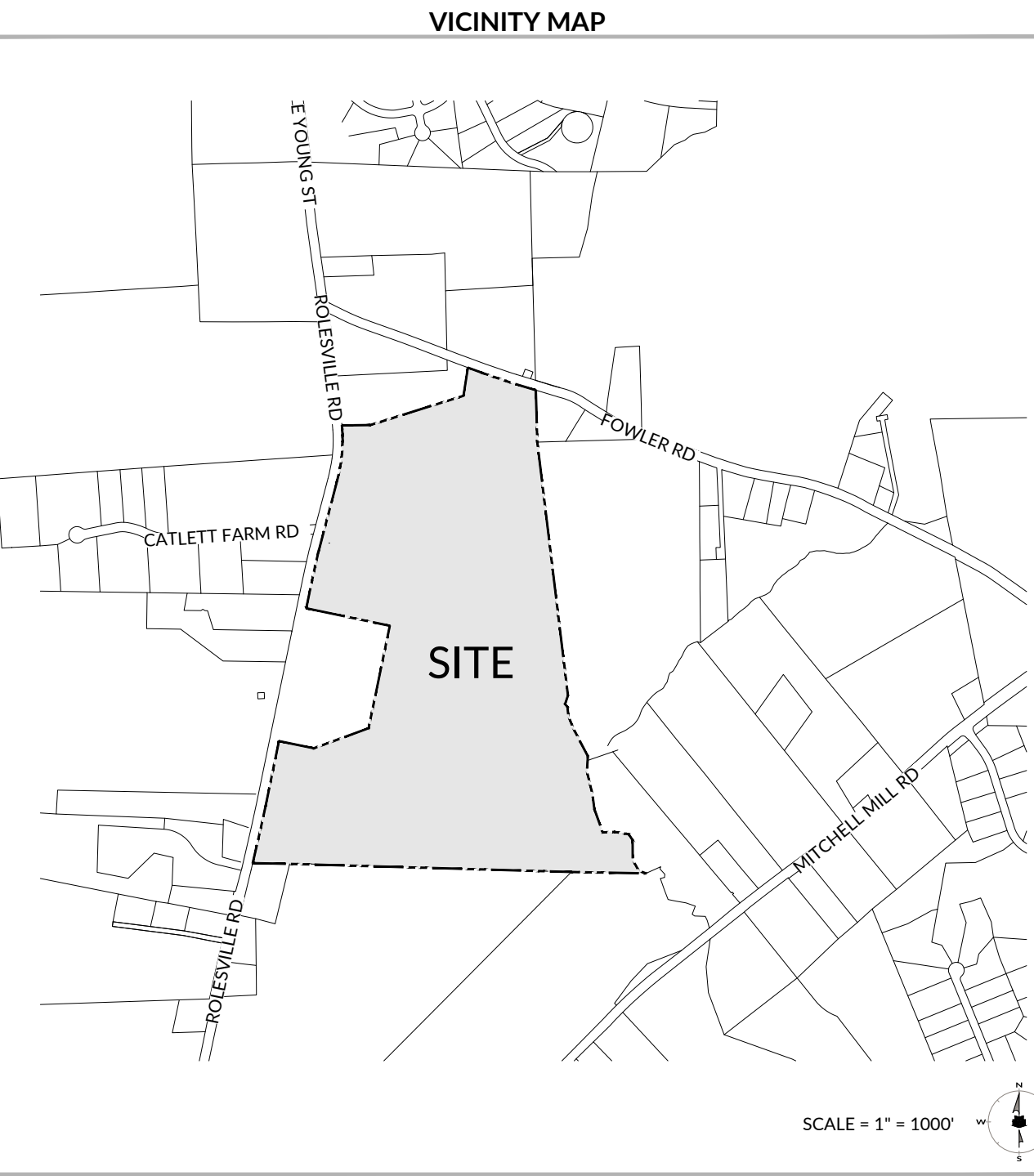
1. Is the application consistent with the Comprehensive Plan, Community Transportation Plan, Bicycle and Greenway Plans, and any other adopted Town policy plans?
2. Is the application in conflict with any provision of the LDO or the Town Code of Ordinances?
3. Does the application correct any errors in the existing zoning present at the time it was adopted?
4. Does the rezoning allow uses that are compatible with existing and permitted uses on surrounding land/properties?
5. Would the application ensure efficient development within the Town, including the capacity and safety of the street network, public facilities, and other similar considerations?
6. Would the application result in a logical and orderly development pattern?
7. Would the application result in adverse impacts on water, air, noise, storm water management, wildlife, vegetation, wetlands, and the natural functioning of the environment?
8. If a **Conditional district** providing proposed Conditions of Approval, do they address and mitigate the impacts reasonably expected to be generated by the development or use of the property, can they reasonably be implemented, and can they be enforced for the subject property, and will they result in no greater impact on adjacent properties or the community at large than would be expected to occur by the permitted uses and the minimum development standards of the corresponding General zoning district.

#### Property Owner Notification List

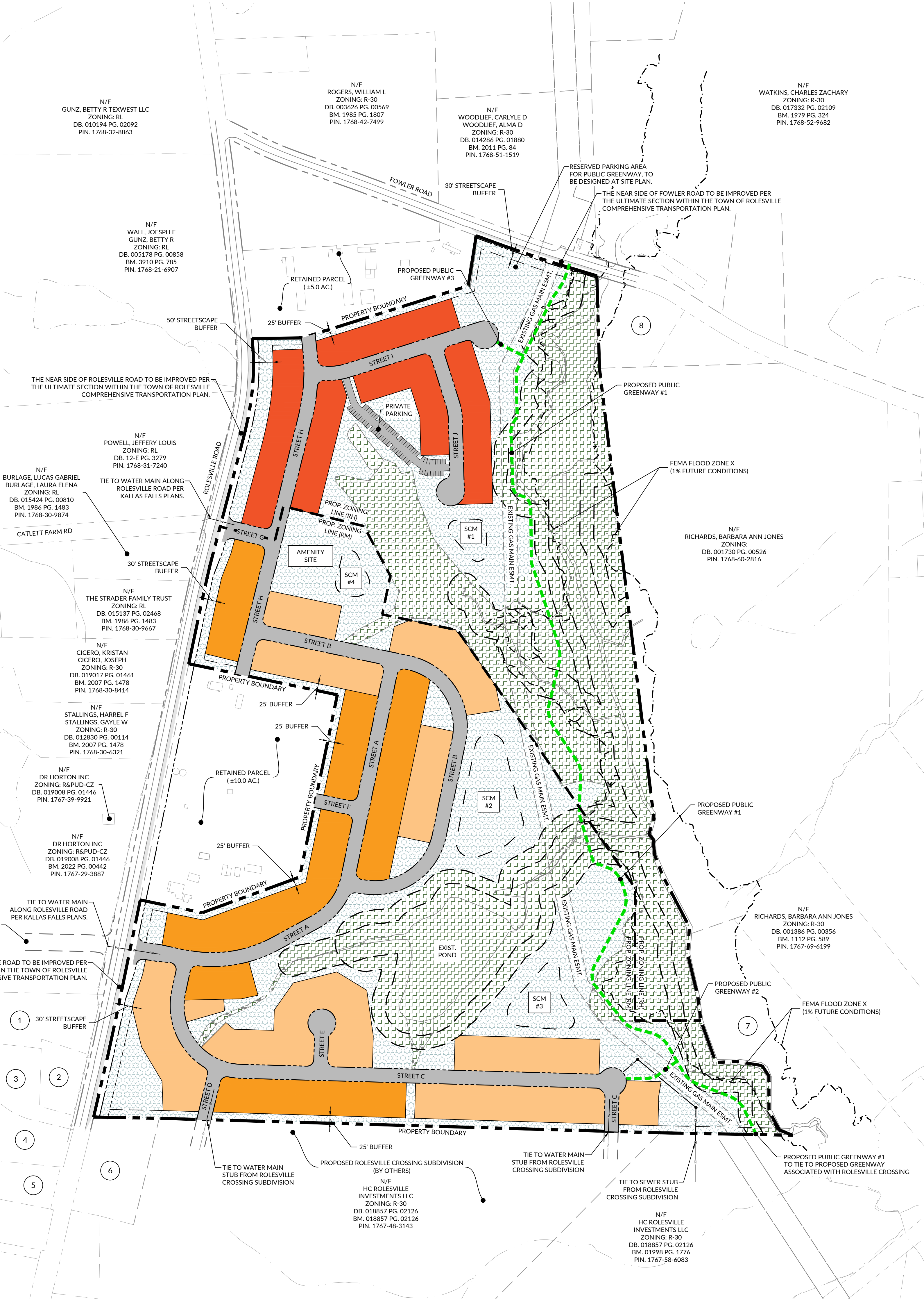
Per UDO \_\_\_\_\_, provide list of all property owners within 300 feet of the subject site (per Wake County tax records at the time of filing this application) as they will be required to receive a Notification Letter regarding the Public Hearing before the Town Board of Commissioners (when scheduled). If needed, provide additional sheets to insure all are included.

WAKE COUNTY PIN	NAME	MAILING ADDRESS	ZIP CODE
		See Attached Exhibit E	





V5 -  
Rcvd 12-13-2023  
REZ-23-02



ADJACENT PARCEL DATA

PARCEL NUM	OWNER [N/F]	ZONING	DB.	PG.	BM.	PG.	PIN.
1	WILDER, CHRISTIAN C WILDER, CINDY E	R-30	010927	01494	2019	01188	1767-39-2260
2	MALDONADO, RAUL	R-30	017784	01955	2022	01097	1767-38-7947
3	GLOVER, RICO D SR GLOVER, TIFFANY N	R-30	017360	01716	2018	02222	1767-38-5959
4	SHORE, JOHN L SHORE, ANNETTE P	R-30	013782	01145	2004	01971	1767-38-1953
5	RODRIGUEZ, ALEJO MORIN MARIA OLIVIA LOPEZ	R-30	019067	02293	2018	02222	1767-38-5643
6	CLARK, CHARLES T CLARK, PATRICA H	R-30	004572	00246	4572	0246	1767-38-9615
7	AGUILAR, NORMA	R-30	012647	01286	-	-	1767-68-5863
8	ALFORD, LARRY W SR ALFORD, BETTY D	R-30	007081	00072	1985	2003	1768-51-8609

PROJECT SITE PARCEL DATA

PARCEL NUM	OWNER [N/F]	ZONING	DB.	PG.	BM.	PG.	PIN.
1	WOODLIEF, CARLYE D WOODLIEF, ALMA D	R-30	014289	01880	2011	00084	1768-51-1519
2	WOODLIEF, BILLY CRAIG HOLDING, ELLEN WOODLIEF	R-30	014286	01885	2011	00084	1768-50-0618
3	STALLINGS, JANICE GAYLE W STALLINGS, HARRELL L	R-30	014286	01890	2011	00084	1768-40-9261
4	WOODLIEF, DONNIE L WOODLIEF, PATSY	R-30	014286	01896	2011	00084	1767-59-0716
5	WOODLIEF, BETTY JOYCE	R-30	014286	01902	2011	00084	1767-59-0335
6	WOODLIEF, DWIGHT THOMAS	R-30	018654	00863	2011	00084	1767-58-0938

PRELIMINARY SITE DATA

PROJECT SIZE: ±105.5 AC.

EXISTING ZONING: R30 (WAKE COUNTY)

PROPOSED ZONING: RH & RM

ESTIMATED YIELD: ±255 DWELLING UNITS:

- ± 77 SINGLE-FAMILY LOTS @ 41'X120' TYP.
- ± 80 SINGLE-FAMILY LOTS @ 51'X120' TYP.
- ± 98 TOWNHOMES (26' ENDS, 22' INTERIORS, 60' DEEP)

PROPOSED DENSITY: ±2.42 D.U./AC.

REQUIRED OPEN SPACE:

RH ZONING (±41.5 AC.): 15% MIN. (±6.2 AC.)  
MIN. 80% OF REQUIRED O.S. MUST BE ON BUILDABLE LAND  
6.2 AC. X 0.8 = MIN. 5.0 AC. OF O.S. MUST BE ON BUILDABLE LAND

RM ZONING (±64.0 AC.): 40% MIN. (±25.6 AC.)  
MIN. 80% OF REQUIRED O.S. MUST BE ON BUILDABLE LAND  
25.6 AC. X 0.8 = MIN. 20.5 AC. OF O.S. MUST BE ON BUILDABLE LAND

PROPOSED OPEN SPACE:

RH ZONING  
BUILDABLE OPEN SPACE (OUTSIDE OF "ENVIRONMENTAL AREAS"): ±9.3 AC.  
NON-BUILDABLE OPEN SPACE (WETLANDS, STREAM BUFFERS, FLOODPLAIN): ±22.7 AC.  
TOTAL OPEN SPACE PROPOSED: ±32.0 AC. (±77.1%)

RM ZONING  
BUILDABLE OPEN SPACE (OUTSIDE OF "ENVIRONMENTAL AREAS"): ±21.0 AC.  
NON-BUILDABLE OPEN SPACE (WETLANDS, STREAM BUFFERS, FLOODPLAIN): ±12.1 AC.  
TOTAL OPEN SPACE PROPOSED: ±33.1 AC. (±51.7%)

TOWNHOME SITE PARKING TABULATION:

OFF-STREET PARKING REQUIRED (NOT INCLUDING GARAGES):  
98 UNITS x 2.25 SP/UNIT = 221 SPACES REQUIRED

OFF-STREET PARKING PROVIDED (NOT INCLUDING GARAGES):  
40 UNITS @ 2-CAR DRIVEWAY = 80 SPACES  
58 UNITS @ 1-CAR DRIVEWAY = 58 SPACES  
PARKING LOT IN TOWNHOME AREA = 76 SPACES  
SURPLUS PARKING AT AMENITY SITE = 7 SPACES

- TOTAL OFF-STREET PARKING = 221 SPACES
- NOTES:
- THIS PLAN HAS BEEN COMPILED FROM A VARIETY OF SOURCES INCLUDING GIS DATA AND IS NOT AN OFFICIAL DESIGN OR SURVEY DOCUMENT.
  - THE LAYOUT SHOWN ON THIS PLAN IS PURELY THEORETICAL IN NATURE AND MAY BE SUBJECT TO SIGNIFICANT REVISION UPON FURTHER DUE-DILIGENCE REVIEW AND EVALUATION. THIS PLAN HAS NOT BEEN REVIEWED BY ANY MUNICIPALITY OR OTHER REVIEW AGENCY, AND IS PROVIDED SOLELY FOR ILLUSTRATION AND CONCEPTUAL PLANNING CONSIDERATIONS.
  - LIMITS OF THE RIPARIAN BUFFERS, WETLANDS AND STREAMS SHOWN ON THIS PLAN ARE BASED ON PRELIMINARY WETLAND/ BUFFER DELINEATION FIELD EVALUATION AND EXHIBIT PREPARED BY WITHERSRAVENEL, INC DATED 01/17/23.
  - ALL STREETS SHOWN AND LABELED ON THIS PLAN SHALL BE 50' PUBLIC RIGHT-OF-WAY
  - PURSUANT TO N.C.G.S 160D-108, THIS CONCEPT PLAN AS PROPOSED IS REQUESTED TO BE REVIEWED UNDER THE LAND DEVELOPMENT ORDINANCE (LDO) EFFECTIVE JUNE 1, 2021, AND AMENDED IN DECEMBER, 2021 AND OCTOBER 4, 2022.

OPEN SPACE HATCHING LEGEND

"ENVIRONMENTAL" OPEN SPACE AREAS (WETLANDS, STREAM BUFFERS, FLOODPLAIN). THESE AREAS ARE ONLY ELIGIBLE TO ACCOUNT FOR A MAXIMUM OF 20% OF THE MINIMUM REQUIRED OPEN SPACE.

"BUILDABLE" OPEN SPACE AREAS (OUTSIDE OF WETLANDS, STREAM BUFFERS, FLOODPLAIN). THESE AREAS MUST ACCOUNT FOR AT LEAST 80% OF THE MINIMUM REQUIRED OPEN SPACE.

LOT SHADING SUMMARY

- SINGLE-FAMILY LOTS (TYP. 41' X 120')
- SINGLE-FAMILY LOTS (TYP. 51' X 120')
- TOWNHOMES (26' ENDS, 22' INTERIORS, 60' DEEP)

AVERAGE SINGLE-FAMILY LOT SIZE = 6,268 SF

CONTACT INFORMATION

PULTEGROUP, INC.

CONTACT: CHRIS RAUGHLEY  
ADDRESS: 1225 CRESCENT GREEN DR.  
SUITE 250  
CARY NC, 27518  
PHONE: 919-816-1100  
EMAIL: Chris.Raughley@pulte.com

WITHERSRAVENEL

CONTACT: BRYANT INGE, PE  
PHONE: 919-469-3340  
EMAIL: bing@withersravenel.com

TOWN OF ROLESVILLE  
PROJECT NUMBER:  
REZ-23-02

WithersRavenel

115 McKean Drive | Cary, NC 27511  
License #: F-1479 | T: 919.469.3340 | www.withersravenel.com

PULTEGROUP

WOODLIEF ASSEMBLAGE

1321 ROLESVILLE RD | ROLESVILLE, NC 27587 | WAKE COUNTY

PRELIMINARY  
NOT APPROVED  
FOR CONSTRUCTION

0 100 200  
SCALE: 1 inch = 200 ft.

INITIAL PLAN DATE: 03/01/2023


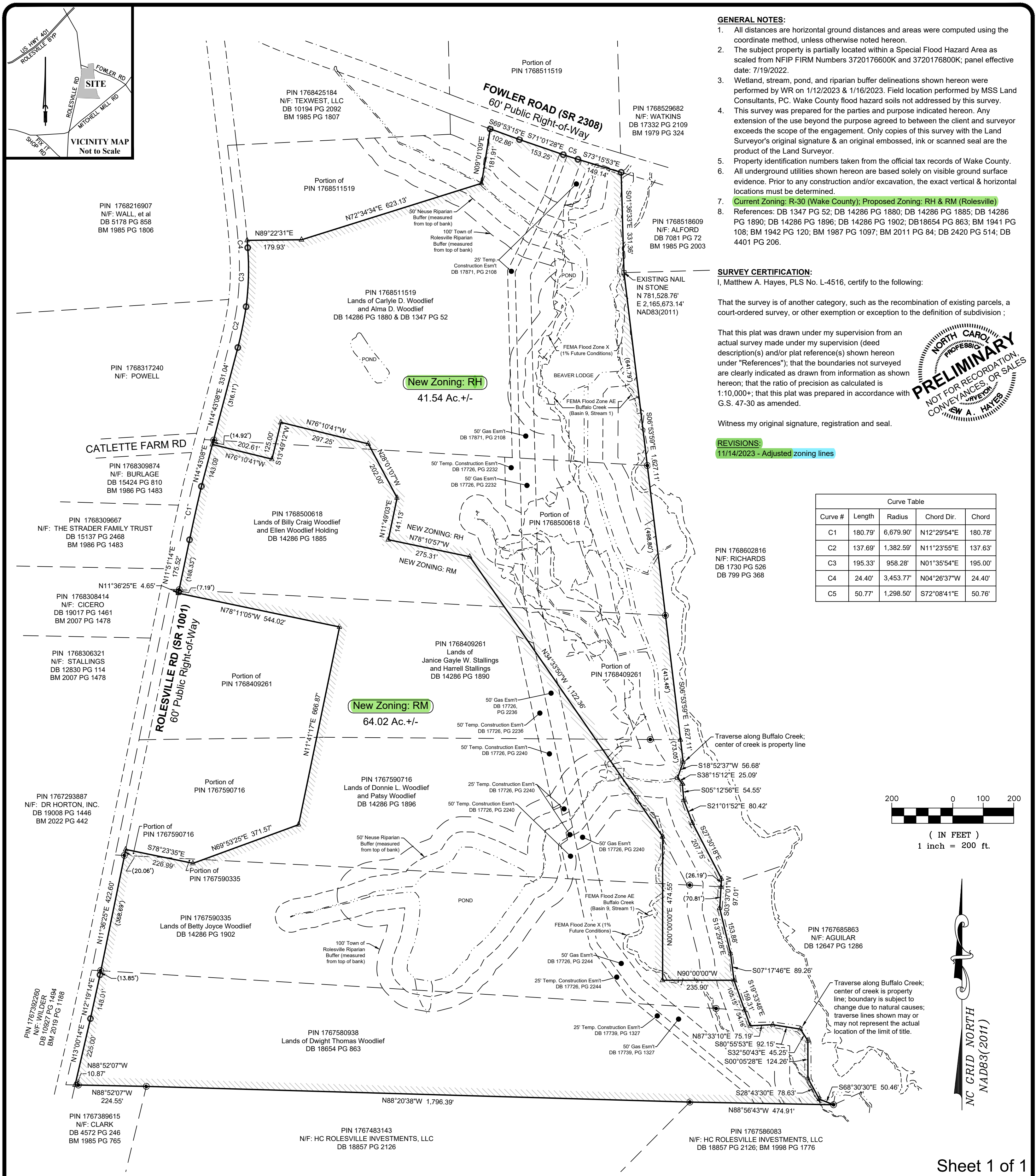
REVISIONS:

1	08/01/2023	WR	PER TOWN COMMENTS
2	08/22/2023	WR	REVISED PRODUCT MIX
3	10/02/2023	WR	PER TOWN COMMENTS
4	11/20/2023	WR	PER TOWN COMMENTS
5	12/13/2023	WR	PER TOWN COMMENTS

EXHIBIT C -  
CONCEPT PLAN

C1.00





1 CM

**LEGEND**

PB	Plat Book
DB	Deed Book
N/F	Now or Formerly
EIP	Existing Iron Pipe
EPIP	Existing Pinched Iron Pipe
GALV	Galvanized
ECM	Existing Concrete Marker
●	EIP, unless otherwise noted
○	Iron Pipe Set
△	Computed Point

Wake Forest	Wake	North	Date of Map:	Drawn by:	Checked by:
-------------	------	-------	--------------	-----------	-------------

Wake Forest	Wake
-------------	------

North

North	Date of Man:
-------	--------------

Drawn by:

Checked by:



6118 Saint Giles St. Phone (919) 510-4464  
Suite E Fax (919) 510-9102  
Raleigh, NC 27612 Email: [gowersw@mssland.com](mailto:gowersw@mssland.com)

***"Committed to Total Quality Service"***



**MSS LAND CONSULTANTS, PC**  
6118 SAINT GILES STREET, SUITE E  
RALEIGH, NC 27612

**MAP AMENDMENT (REZONING) OF LANDS OF:**  
**CARLYLE D. WOODLIEF AND ALMA D. WOODLIEF**  
**BILLY CRAIG WOODLIEF AND ELLEN WOODLIEF HOLDING**  
**JANICE GAYLE W. STALLINGS AND HARRELL STALLINGS**  
**DONNIE L. WOODLIEF AND PATSY WOODLIEF**  
**BETTY JOYCE WOODLIEF**  
**DWIGHT THOMAS WOODLIEF**

**NEW ZONING: RM**

**SURVEY DESCRIPTION:**

**Reference: Survey map titled "MAP AMENDMENT (REZONING) MAP FOR THE TOWN OF ROLESVILLE: ROLESVILLE ASSEMBLAGE" by MSS Land Consultants, PC, dated July 26, 2023, and last revised November 11, 2023.**

All that tract, piece, or parcel of land lying and being situated in the Township of Wake Forest, County of Wake, State of North Carolina, and being more particularly bounded and described as follows:

COMMENCING at an existing nail in stone marking a northwestern corner of lands of, now or formerly, Barbara Ann Jones Richards (Deed Book 1730, page 526; Deed Book 799, page 368), and a southwestern corner of lands of, now or formerly, Larry Wayne Alford, Sr., and wife, Betty Dean Alford (Deed Book 7081, page 72; Book of Maps 1985, page 2003); said point having an NC State Plane Coordinate (NAD83(2011)) of North 781,528.76' East 2,165,673.14'; thence, from said point of commencement, along western lines of said lands of Richards, the following four courses: 1) S 06° 53' 59" E 641.79' to a point marked by an existing iron pipe; 2) S 06° 53' 59" E 498.80' to a point marked by an existing iron pipe; 3) S 06° 53' 59" E 413.48' to a point; 4) S 06° 53' 59" E 73.05' to a point in the center of Buffalo Creek; thence, along the center of Buffalo Creek, the following six courses: 1) S 18° 52' 37" W 56.68' to a point; 2) S 38° 15' 12" E 25.09' to a point; 3) S 05° 12' 56" E 54.55' to a point; 4) S 21° 01' 52" E 80.42' to a point; 5) S 27° 30' 18" E 207.75' to a point; 6) S 03° 37' 01" W 26.19' to a point; said point being a northwestern corner of lands of, now or formerly, Norma Aguilar (Deed Book 12647, page 1286); thence, continuing along the center of Buffalo Creek, the following three courses: 1) S 03° 37' 01" W 70.81' to a point; 2) S 13° 29' 28" E 153.88' to a point; 3) S 07° 17' 46" E 89.26' to a point; said point being the POINT OF BEGINNING; thence, from said point of beginning, continuing along the center of Buffalo Creek, the following eight courses: 1) S 19° 33' 48" E 105.15' to a point; 2) S 19° 33' 48" E 54.16' to a point; 3) N 87° 33' 10" E 75.19' to a point; 4) S 80° 55' 53" E 92.15' to a point; 5) S 32° 50' 43" E 45.25' to a point; 6) S 00° 05' 28" E 124.26' to a point; 7) S 28° 43' 30" E 78.63' to a point; 8) S 68°



30' 30" E 50.46' to a point marked by an existing iron pipe; said point being a southwestern corner of said lands of Aguilar; said point also being a northeastern corner of lands of, now or formerly, HC Rolesville Investments, LLC (Deed Book 18857, page 2126; Book of Maps 1998, page 1776); thence, along said lands of HC Rolesville Investments, the following two courses: 1) N 88° 56' 43" W 474.91' to a point marked by an existing iron pipe; 2) N 88° 20' 38" W 1,796.39' to a point marked by an existing iron pipe; said point being a northeastern corner of lands of, now or formerly, Charles T. Clark, and wife, Patricia H. Clark (Deed Book 4572, page 246; Book of Maps 1985, page 765); thence, along said lands of Clark, the following two courses: 1) N 88° 52' 07" W 224.55' to a point marked by an existing iron pipe; 2) N 88° 52' 07" W 10.87' to a point on the eastern right-of-way margin of Rolesville Road; thence, along the eastern right-of-way margin of Rolesville Road, the following five courses: 1) N 13° 00' 14" E 225.00' to an iron pipe set; 2) N 12° 19' 14" E 148.01' to an iron pipe set; 3) N 11° 36' 25" E 13.85' to an iron pipe set; 4) N 11° 36' 25" E 388.69' to a point marked by an existing iron pipe; 5) N 11° 36' 25" E 20.06' to a point; thence, through lands of Betty Joyce Woodlief (Deed Book 14286, page 1902), lands of Donnie L. Woodlief and Patsy Woodlief (Deed Book 14286, page 1896), and lands of Janice Gayle W. Stallings and Harrell Stallings (Deed Book 14286, page 1890), the following four courses: 1) S 78° 23' 35" E 226.99' to a point; 2) N 69° 53' 25" E 371.57' to a point; 3) N 11° 41' 17" E 666.87' to a point; 4) N 78° 11' 05" W 544.02' to a point on the eastern right-of-way margin of Rolesville Road; thence, along the eastern right-of-way margin of Rolesville Road, the following five courses: 1) N 11° 36' 25" E 4.65' to an iron pipe set; 2) N 11° 51' 14" E 7.19' to a point marked by an existing iron pipe; 3) N 11° 51' 14" E 168.33' to an iron pipe set; 4) through the arc of a curve to the right, having a radius of 6,679.90', an arc length of 180.79', and chord course of N 12° 29' 54" E 180.78' to an iron pipe set; 5) N 14° 43' 08" E 143.09' to a point; thence, through lands of Billy Craig Woodlief and Ellen Woodlief Holding (Deed Book 14286, page 1885), lands of Carlyle D. Woodlief and Alma D. Woodlief (Deed Book 14286, page 1880, and Deed Book 1347, page 52), lands of Janice Gayle W. Stallings and Harrell Stallings (Deed Book 14286, page 1890), lands of Donnie L. Woodlief and Patsy Woodlief (Deed Book 14286, page 1896), lands of Betty Joyce Woodlief (Deed Book 14286, page 1902), the following nine courses: 1) S 76° 10' 41" E 202.61' to a point; 2) N 13° 49' 12" E 125.00' to a point; 3) S 76° 10' 41" E 297.25' to a point; 4) S 28° 01' 07" E 202.00' to a point; 5) S 11° 49' 03" W 141.13' to a point; 6) S 78° 10' 57" E 275.31' to a point; 7) S 34° 33' 50" E 1,122.36' to a point; 8) S 00° 00' 00" W 474.55' to a point; 9) S 90° 00' 00" E 235.90' to the point of beginning; containing 64.02 acres of land, more or less.



**MSS LAND CONSULTANTS, PC**  
6118 SAINT GILES STREET, SUITE E  
RALEIGH, NC 27612

**MAP AMENDMENT (REZONING) OF LANDS OF:  
CARLYLE D. WOODLIEF AND ALMA D. WOODLIEF  
BILLY CRAIG WOODLIEF AND ELLEN WOODLIEF HOLDING  
JANICE GAYLE W. STALLINGS AND HARRELL STALLINGS  
DONNIE L. WOODLIEF AND PATSY WOODLIEF  
BETTY JOYCE WOODLIEF**

**NEW ZONING: RH**

**SURVEY DESCRIPTION:**

**Reference: Survey map titled "MAP AMENDMENT (REZONING) MAP FOR THE TOWN OF ROLESVILLE: ROLESVILLE ASSEMBLAGE" by MSS Land Consultants, PC, dated July 26, 2023, and last revised November 11, 2023.**

All that tract, piece, or parcel of land lying and being situated in the Township of Wake Forest, County of Wake, State of North Carolina, and being more particularly bounded and described as follows:

BEGINNING at an existing nail in stone marking a northwestern corner of lands of, now or formerly, Barbara Ann Jones Richards (Deed Book 1730, page 526; Deed Book 799, page 368), and a southwestern corner of lands of, now or formerly, Larry Wayne Alford, Sr., and wife, Betty Dean Alford (Deed Book 7081, page 72; Book of Maps 1985, page 2003); said point also being the POINT OF BEGINNING, having an NC State Plane Coordinate (NAD83(2011)) of North 781,528.76' East 2,165,673.14'; thence, from said POINT OF BEGINNING, along western lines of said lands of Richards, the following four courses: 1) S 06° 53' 59" E 641.79' to a point marked by an existing iron pipe; 2) S 06° 53' 59" E 498.80' to a point marked by an existing iron pipe; 3) S 06° 53' 59" E 413.48' to a point; 4) S 06° 53' 59" E 73.05' to a point in the center of Buffalo Creek; thence, along the center of Buffalo Creek, the following six courses: 1) S 18° 52' 37" W 56.68' to a point; 2) S 38° 15' 12" E 25.09' to a point; 3) S 05° 12' 56" E 54.55' to a point; 4) S 21° 01' 52" E 80.42' to a point; 5) S 27° 30' 18" E 207.75' to a point; 6) S 03° 37' 01" W 26.19' to a point; said point being a northwestern corner of lands of, now or formerly, Norma Aguilar (Deed Book 12647, page 1286); thence, continuing along the center of Buffalo Creek, the following three courses: 1) S 03° 37' 01" W 70.81' to a point; 2) S 13° 29' 28" E 153.88' to a point; 3) S 07° 17' 46" E 89.26' to a point; thence, through lands of Betty Joyce Woodlief (Deed Book 14286, page 1902), lands of Donnie L. Woodlief and Patsy Woodlief (Deed Book 14286, page 1896), Janice Gayle W. Stallings and Harrell Stallings (Deed Book 14286, page 1890), lands of Billy Craig Woodlief and Ellen Woodlief Holding (Deed Book 14286, page 1885), and lands of Carlyle D. Woodlief and Alma D. Woodlief (Deed Book 14286, page 1880, and Deed Book 1347, page 52), the following nine

courses: 1) N 90° 00' 00" W 235.90' to a point; 2) N 00° 00' 00" E 474.55' to a point; 3) N 34° 33' 50" W 1,122.36' to a point; 4) N 78° 10' 57" W 275.31' to a point; 5) N 11° 49' 03" E 141.13' to a point; 6) N 28° 01' 07" W 202.00' to a point; 7) N 76° 10' 41" W 297.25' to a point; 8) S 13° 49' 12" W 125.00' to a point; 9) N 76° 10' 41" W 202.61' to a point on the eastern right-of-way margin of Rolesville Road; thence, along the eastern right-of-way margin of Rolesville Road, the following five courses: 1) N 14° 43' 08" E 14.92' to a point marked by an existing iron pipe; 2) N 14° 43' 08" E 316.11' to an iron pipe set; 3) through the arc of a curve to the left, having a radius of 1,382.59', an arc length of 137.69', and a chord course of N 11° 23' 55" E 137.63' to a point; 4) through the arc of a curve to the left, having a radius of 958.28', an arc length of 195.33', and a chord course of N 01° 35' 54" E 195.00' to a point; 5) through the arc of a curve to the left, having a radius of 3,453.77', an arc length of 24.40', and a chord course of N 04° 26' 37" W 24.40' to a point; thence, through lands of Carlyle D. Woodlief and Alma D. Woodlief (Deed Book 14286, page 1880; Deed Book 1347, page 52), the following three courses: 1) N 89° 22' 31" E 210.00' to a point; 2) N 72° 34' 34" E 623.13' to a point; 3) N 09° 01' 09" E 181.91' to a point on the southern right-of-way margin of Fowler Road (SR 2308) (an existing 60' public right-of-way); thence, along the southern right-of-way margin of Fowler Road, the following four courses: 1) S 69° 53' 15" E 102.86' to a point; 2) S 71° 01' 28" E 153.25' to a point; 3) through the arc of a curve to the left, having a radius 1,298.50' of, an arc length of 50.77', and a chord course of S 72° 08' 41" E 50.76' to a point; 4) S 73° 15' 53" E 149.14' to a point; thence, along said lands of Alford, S 01° 36' 33" E 331.36' to the point of beginning; containing 41.54 acres of land, more or less.





Woodlief Rezoning REZ-23-02

Conditions Of Approval

December 13, 2023

1. The development of the property shall be in substantial conformance with the accompanying Concept Plan. Locations shown for committed elements including, but not limited to greenways, streets, and open areas shown on the Concept Plan, are conceptual and provided for illustration and context only. Final locations of elements shall be determined at subsequent stages of approval.
2. The following uses shall be prohibited on the portion of the property zoned Residential High Density (The “RH Parcel”):
  - a. Live-work unit;
  - a. Residential Care (ALF, ILF, CCF);
  - b. Telecommunications tower.
3. The following uses shall be prohibited on the portion of the property zoned Residential Medium Density (The “RM Parcel”):
  - a. Telecommunications tower.
4. The RH-CZ District shall develop a maximum of 98 townhouse lots.
5. The RM-CZ District shall develop a maximum of 157 single-family detached lots.
6. All single-family detached dwellings shall adhere to the following conditions:
  - a. If masonry is not the predominant first floor finish (greater than 50%), then the front elevation shall have at least two (2) types of siding (i.e. lap and shake, or board and batten);
  - b. A minimum 2-car garage shall be provided;
  - c. All garage doors shall have windows;
  - d. Roof materials shall be asphalt shingles, metal, copper or wood.
  - e. Building foundations shall have an exposed height of at least 18” along the front façade and must be finished with masonry product;
  - f. A covered front porch or covered stoop of at least 20 square feet with a minimum depth of 5’;
  - g. All windows along the front façade shall have shutters and/or trim;
  - h. An outdoor patio, deck, or screened-in porch of at least 64 square feet;
  - i. At least one window on each side elevation;
  - j. A varied color palette shall be used throughout the subdivision.
7. All townhome buildings shall adhere to the following conditions:

- a. If masonry is not the predominant first floor finish (greater than 50%), then the front elevation shall have at least two (2) types of siding (i.e. lap and shake, or board and batten);
  - b. A minimum 1-car garage shall be provided;
  - c. All garage doors shall have windows;
  - d. Roof materials shall be asphalt shingles, metal, copper or wood.
  - e. A covered front porch or covered stoop of at least 20 square feet with a minimum depth of 4’;
  - f. All windows along the front façade shall have shutters and/or trim;
  - g. An outdoor patio, deck, or screened-in porch of at least 64 square feet;
  - h. At least one window on each side elevation (excluding interior units);
  - i. A varied color palette shall be used throughout the subdivision.
8. The main amenity area shall include a minimum 1,500 square foot cabana with an outdoor covered seating area, bathrooms, and a minimum 2,000 square foot pool. The main amenity area shall be constructed prior to the issuance of the 200<sup>th</sup> residential building permit.
  9. The development shall include at least one pollinator garden. The pollinator garden shall be a landscaped garden in which at least seventy five percent (75%) of all plants, excluding grasses, are native milkweeds and other nectar-rich flowers. The final location of pollinator garden shall be determined at subsequent stages of approval. The pollinator garden shall be constructed prior to the issuance of the 150<sup>th</sup> residential building permit.
  10. The development shall include one tot-lot and one dog park. Locations will be determined at subsequent stages of approval. The tot-lot and dog park shall be constructed prior to the issuance of the 150<sup>th</sup> residential building permit.
  11. The Development shall include a minimum of three (3) affordable housing attached townhome ownership units (the “Affordable Units”).
    - a. The Affordable Units shall be occupied by low or median-income households earning no more than eighty percent (80%) of the Raleigh NC Metropolitan Statistical Area (MSA), Area Median Income (AMI), adjusted for family size as most recently published by HUD (the “Income Limit”).
    - b. The Affordable Units shall be designated on the Master Subdivision Final Plat, which may be amended from time to time, prior to the issuance of the 200<sup>th</sup> residential building permit.
    - c. Final Affordable Housing Unit floor plan selection which includes the unit size and bedroom size will be at the discretion of the developer.



- d. The Affordable Units may be provided in multiple phases or in one single phase.
- e. Developer will work with the Town to identify qualifying buyers for the first sale of the Affordable Units (the “First Sale”).
- f. Following the First Sale of the Affordable Units, Developer shall not be responsible for managing the Affordable Units or performing marketing, applicant screening, and selection related to future sales of the Affordable Units.

October 20, 2023

**Re: Notice of Second Neighborhood Meeting**

Dear Property Owner:

This letter is to notify you of a pending Rezoning Map Amendment Application (Case# **REZ-23-02**) and corresponding Voluntary Annexation Petition (Case# **ANX-23-01**) for a development near your property. The applicant is holding a neighborhood meeting November 1, 2023 at 6:00pm to explain the proposal and to provide updates on the project since the last neighborhood meeting. The meeting will be at the Rolesville Community Center located at 514 Southtown Circle, Rolesville, NC 27571. Questions or comments on the proposed project prior to the meeting are welcome – please see my contact information below.

This case involves a request to rezone 6 parcels of land located at 0 Rolesville Road (PIN 1767580938), 0 Rolesville Road (PIN 1767590335), 0 Rolesville Road (PIN 1768500618) a portion of 1501 Rolesville Road (PIN 1767590716), a portion of 1421 Rolesville Road (PIN 1768409261), and a portion of 1321 Rolesville Road (PIN 1768511519) (the “Site”), as more specifically shown on the attached vicinity map. The Site is subject to the zoning and development authority of Wake County and is zoned Residential-30 (R-30) under Wake County’s Unified Development Ordinance (“UDO”). This proposal would annex the Site into Rolesville’s Town Limits and apply Residential High Density-Conditional Zoning (RH-CZ) and Residential Medium Density-Conditional Zoning (RH-CZ) designations to allow for the development of a residential community consisting of single family and townhome uses. Enclosed for your reference are: (1) a vicinity map outlining the location of the subject parcels; and (2) an updated Concept Plan.

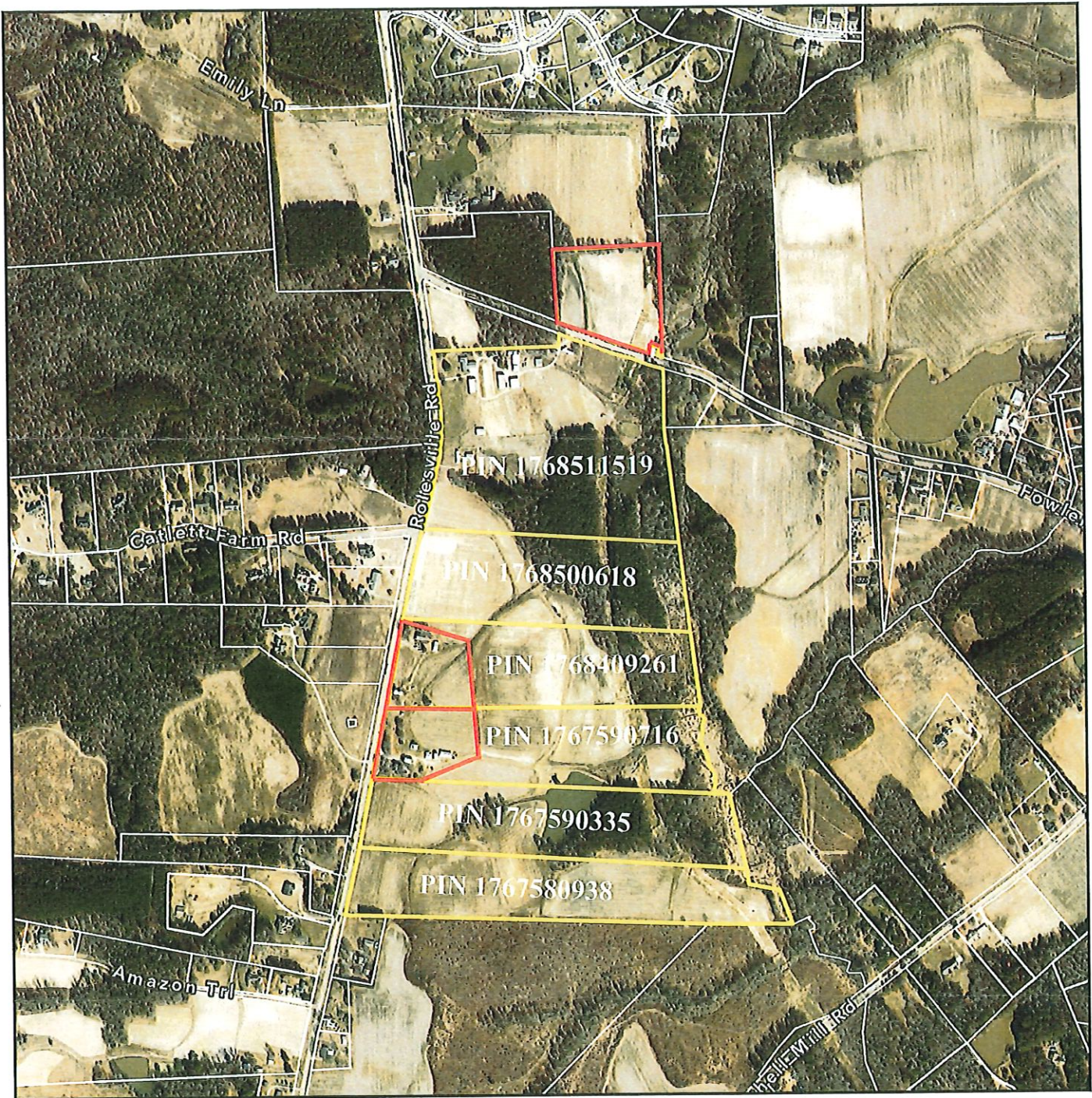
During the meeting, the applicant will describe the nature of the proposed rezoning request, provide updates since the first neighborhood meeting, and field questions from the public. A public hearing will be conducted and action taken by the Town Board of Commissioners at a future date. The Town Board of Commissioners is the elected body that will make the final determination and decision on this proposal.

If you have any questions, please contact me directly at (919) 835-4663 or by email at [colliermarsh@parkerpoe.com](mailto:colliermarsh@parkerpoe.com).

Sincerely,

Collier R. Marsh  
Applicant

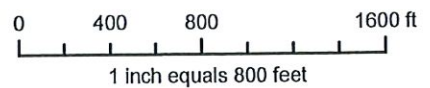




0; 0; 0; 1321; 1421; & 1501 Rolesville Road



## Vicinity Map

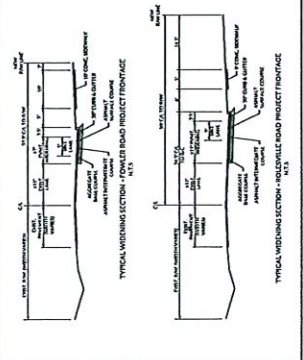


Portions of 1321, 1421, and 1501 Rolesville Road not included in rezoning request

### Disclaimer

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**Woodlief Rezoning****November 1, 2023 Neighborhood Meeting Minutes**

The Applicant held a neighborhood meeting for the Woodlief rezoning at the Town of Rolesville Community Center on November 1, 2023. The following members of the project team were in attendance to present and answer questions: Kelly Race from Pulte, Bryant Inge and Greg Feldman from WithersRavenel, and Mark Frederick from Parker Poe. Approximately 5 neighbors were in attendance. Mark Frederick began by introducing the project team, gave an overview of the rezoning process, and then described the proposed rezoning. The floor was then opened to questions from the attending neighbors. The following is a summary of the questions asked by neighbors and the applicant's responses.

**Question:** When is construction expected to begin.

**Applicant Response:** Timing will largely depend on how long the entitlement and permitting process will take. Construction would likely being in about 12-16 months if the process goes smoothly.

After the question and answer session, the applicant team had informal discussions with several neighbors and the meeting concluded at 7:40 pm



**November 1, 2023**

## REZ-23-02 & ANX-23-01 2nd Neighborhood Meeting

**Location: Rolesville Community Center**

[illegible]



**REZ 23-02: Woodlief Assemblage  
Traffic Impact Analysis**

Rolesville, North Carolina

September 18, 2023

Prepared for:

Town of Rolesville  
502 Southtown Circle  
Rolesville, NC 27571

Applicant:

Pulte Home Company LLC  
1225 Crescent Green Drive  
Cary, NC 27518

Prepared by:

Stantec Consulting Services Inc.  
801 Jones Franklin Road  
Suite 300  
Raleigh, NC 27606

## Sign-off Sheet

This document entitled REZ 23-02: Woodlief Assemblage Traffic Impact Analysis was prepared by Stantec Consulting Services Inc. ("Stantec") for the account of Town of Rolesville (the "Client"). Any reliance on this document by any third party is strictly prohibited. The material in it reflects Stantec's professional judgment in light of the scope, schedule and other limitations stated in the document and in the contract between Stantec and the Client. The opinions in the document are based on conditions and information existing at the time the document was published and do not take into account any subsequent changes. In preparing the document, Stantec did not verify information supplied to it by others. Any use which a third party makes of this document is the responsibility of such third party. Such third party agrees that Stantec shall not be responsible for costs or damages of any kind, if any, suffered by it or any other third party as a result of decisions made or actions taken based on this document.

Prepared by Pierre Tong  
(signature)

**Pierre Tong, PE**

Reviewed by Jeff A Weller  
(signature)

**Jeff Weller, PE**

Approved by Matt Peach  
(signature)

**Matt Peach, PE, PTOE**



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## Executive Summary

The proposed Woodlief Assemblage development (Rezoning Application 23-02) is located on the east side of Rolesville Road north of Mitchell Mill Road in Rolesville, NC. The parcel is currently zoned as Wake County's R-30 Zoning District. The applicant is pursuing a rezoning to the following Town of Rolesville Land Development Ordinance (LDO)<sup>8</sup> Zoning Districts: approximately 25% of the site will be Residential High Density as a Conditional Zoning District (RH-CZ) whereas the remaining 75% of the site will be Residential Medium Density as a Conditional Zoning District (RM-CZ).

The 106.92-acre site is anticipated to be completed in 2028 and consists of 158 units of single-family (detached) homes and 95 units of low-rise multifamily homes (i.e., townhomes). Using the Institute of Transportation Engineers (ITE) Trip Generation Manual, it is estimated that, at full build-out, the development is expected to generate 2,222 new trips per average weekday. In the AM and PM peak hours, the development is expected to generate 165 trips (41 entering and 124 exiting) and 214 trips (134 entering and 80 exiting); respectively. Access to the site is envisioned to be provided by two full-movement driveways located along Rolesville Road. The first and northernmost driveway (Site Access A) is planned to connect to the existing intersection of Rolesville Road at Catlett Farm Road. Site Access A will add a fourth leg to this existing stop-controlled intersection. The second and southernmost driveway (Site Access B) is planned to connect to the future intersection of Rolesville Road at Kalas Falls Driveway A. Site Access B will add a fourth leg to this planned stop-controlled intersection. The Kalas Falls development is currently in review and is anticipated to be constructed before the proposed development.

The purpose of this report is to evaluate the proposed development in terms of traffic conditions, evaluate the ability of the adjacent roadways to accommodate the additional traffic volumes, and recommend transportation improvements needed to mitigate congestion that may result from the additional site traffic. This report presents trip generation, trip distribution, traffic analysis, and recommendations for transportation improvements needed to meet anticipated traffic demands.

This report examines the following scenarios for the AM and PM peak hours:

- 2023 Existing
- 2028 No-Build
- 2028 Build
- 2028 Build Improved

Capacity analysis for the AM and PM peak hours in each scenario was performed for the following existing intersections:

- US 401 Bypass at SR 1003 (Young Street)
- US 401 Bypass at SR 1003 (Young Street)
- US 401 Bypass East U-Turn
- US 401 Bypass West U-Turn
- SR 1003 (Young Street) at SR 2305 (Quarry Road)
- SR 1003 (Young Street / Rolesville Road) at Rolesville High School
- SR 1003 (Rolesville Road) at SR 2308 (Fowler Road)
- SR 1003 (Rolesville Road) at SR 4318 (Catlett Farm Road)



## REZ 23-02: WOODLIEF ASSEMBLAGE TRAFFIC IMPACT ANALYSIS

- SR 1003 (Rolesville Road) at SR 2224 (Mitchell Mill Road)

The study will also include the following planned (i.e., future) intersections:

- SR 1003 (Rolesville Road) at Kalas Falls Driveway A

The results of the capacity analysis at these existing and planned intersections, in addition to the aforementioned driveways, are summarized in Tables ES-1:

**Table ES-1: Level of Service Summary Table**

Level of Service (Delay in seconds/vehicle)	2023 Existing		2028 No-Build		2028 Build		2028 Build- Improved	
	AM	PM	AM	PM	AM	PM	AM	PM
US 401 Bypass Eastbound at Young Street	B (13.9)	B (11.8)	F (91.6)	E (73.5)	F (106.7)	F (90.3)	F (106.7)	F (90.3)
US 401 Bypass Westbound at Young Street	A (8.8)	A (1.0)	B (19.9)	A (7.6)	B (19.9)	A (7.9)		
US 401 Bypass U-Turn East of Young Street	A (4.4)	A (1.9)	A (5.4)	A (2.5)	A (6.9)	A (2.8)		
US 401 Bypass U-Turn West of Young Street	A (2.3)	A (2.4)	A (1.2)	A (2.9)	A (1.2)	A (3.1)		
Young Street at Quarry Road / The Point North Driveway	F (53.4)	C (18.2)	C (30.2)	C (218)	C (32.7)	C (24.7)		
Rolesville Road at Rolesville HS Driveway / The Point South Driveway	F (85.2)	B (14.7)	F (2,560.2)	F (74.3)	F (3,304.7)	F (101.4)	D (40.3)	A (9.8)
Rolesville Road at Fowler Road	B (11.5)	B (10.5)	C (19.7)	C (16.7)	D (26.0)	E (35.7)		
Rolesville Road at Catlett Farm Road / Site Access A	B (11.9)	B (11.1)	C (22.0)	C (24.5)	E (41.1)	F (59.4)	F (63.1)	F (71.3)
Rolesville Road at Kalas Falls Driveway A / Site Access B			F (67.3)	F (53.7)	F (227.0)	F (167.8)	F (220.8)	F (158.3)
Rolesville Road at Mitchell Mill Road	C (22.7)	B (13.4)	D (37.5)	C (20.1)	D (41.9)	C (21.6)		



Signalized Intersection  
Unsignalized Intersection  
Intersection not Analyzed in Scenario

Rolesville's LDO<sup>8</sup>, Section 8.E, establishes the following Level of Service Standards:

- The traffic impact analysis must demonstrate that the proposed development would not cause build-out-year, peak-hour levels of service on any arterial or collector road or intersection within the study area to fall below Level of Service (LOS) "D," as defined by the latest edition of the Highway



*Capacity Manual, or, where the existing level of service is already LOS "E" that the proposed development would not cause the LOS to fall to the next lower letter grade.*

2. *If the road segment or intersection is already LOS "F," the traffic impact analysis must demonstrate that the proposed development, with any proposed improvements, would not cause build-out year peak-hour operation to degrade more than five (5) percent of the total delay on any intersection approach.*

As shown in Table ES-1, the proposed development impacts the intersections of US 401 Bypass at Young Street, Rolesville Road at the Rolesville High School / The Point Driveway, Rolesville Road at Catlett Farm Road / proposed site driveway, and Rolesville Road at Kalas Falls Driveway / proposed site driveway.

Based on the findings of this study, specific improvements have been identified and should be completed as part of the proposed development. Intersections where no improvements are recommended are locations that do not meet the LOS Standards specified in the LDO<sup>8</sup> or are not otherwise recommended.

### **Averette Road, Young Street, and Rolesville Road Corridor Study**

It is recommended that the applicant coordinate their site plan and improvements with the findings of the Averette Road, Young Street, and Rolesville Road Corridor Study to ensure consistency with future addendums to the Community Transportation Plan.

### **US 401 Bypass at Young Street**

- Extend the northbound right-turn lane from 250 feet of full-width storage to 600 feet of full-width storage and appropriate taper.

### **Young Street at Quarry Road / The Point North Driveway**

- No improvements are recommended at this intersection.

### **Young Street at Rolesville HS Driveway / The Point South Driveway**

- Monitor the intersection for the installation of a traffic signal. When signalized, the westbound approach should be striped as an exclusive left-turn lane with a shared thru/right-turn storage lane to avoid the use of split-phasing.

### **Rolesville Road at Fowler Road**

- No improvements are recommended at this intersection.

### **Rolesville Road at Catlett Farm Road / Site Access A**

- Construct Site Access A as a full-movement access point consisting of an exclusive left-turn lane with 100 feet of storage and a shared thru/right-turn lane. It is recommended that the internal protective stem (IPS) be maximized as the site layout permits.
- Construct an exclusive southbound left-turn lane on Rolesville Road with 100 feet of storage and appropriate taper.





- Construct an exclusive northbound left-turn lane on Rolesville Road with 50 feet of storage and appropriate taper.
- Construct an exclusive northbound right-turn lane on Rolesville Road with 50 feet of storage and appropriate taper.

### **Rolesville Road at Kalas Falls Driveway A / Site Access B**

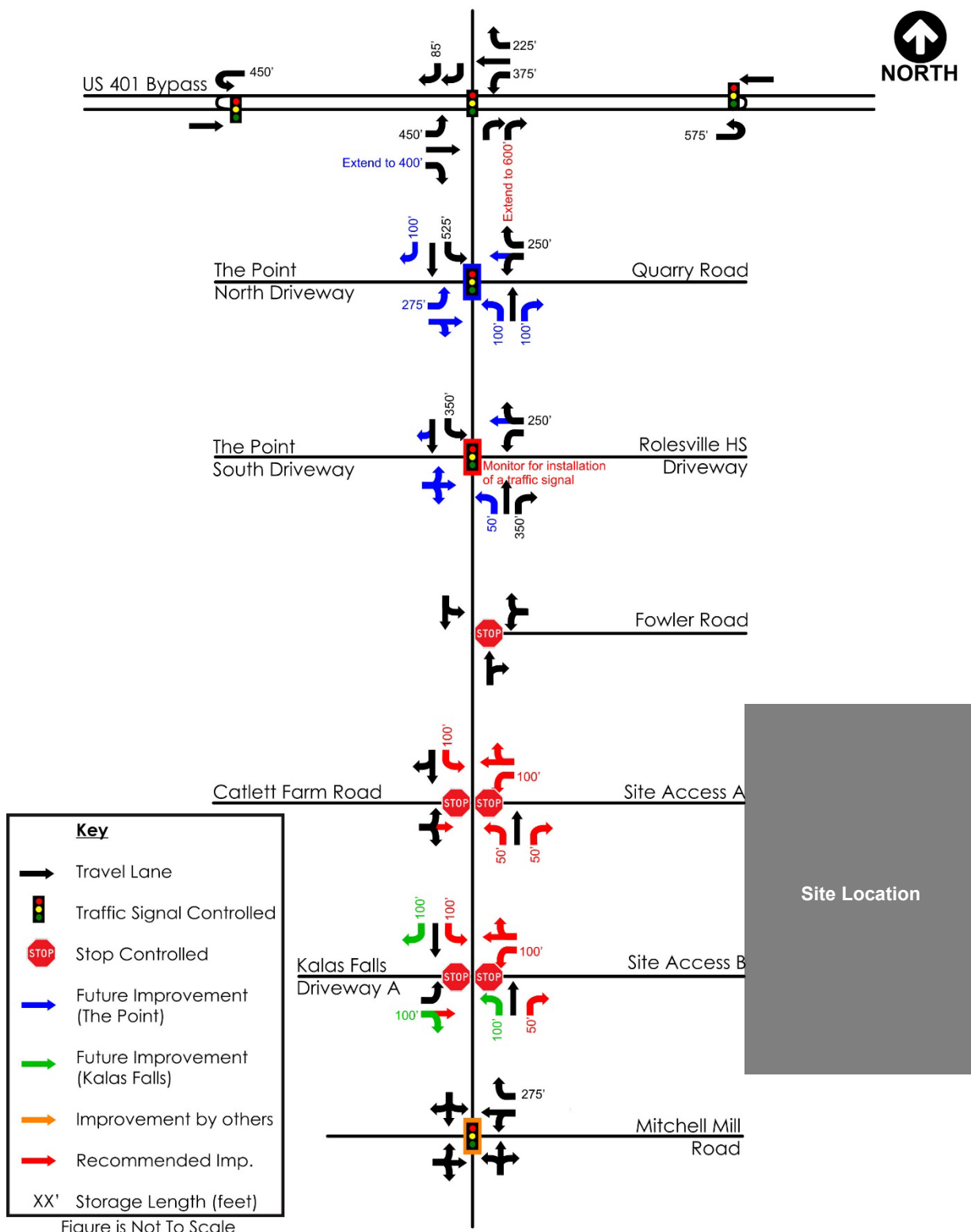
- Construct Site Access B as a full-movement access point consisting of an exclusive left-turn lane with 100 feet of storage and a shared thru/right-turn lane. If possible, provide 175 feet of IPS.
- Construct an exclusive southbound left-turn lane on Rolesville Road with 100 feet of storage and appropriate taper.
- Construct an exclusive northbound right-turn lane on Rolesville Road with 50 feet of storage and appropriate taper.

### **Rolesville Road at Mitchell Mill Road**

- No improvements are recommended at this intersection.

These recommendations are illustrated in Figure ES-1.





# 1.0 INTRODUCTION

The proposed Woodlief Assemblage development (Rezoning Application 23-02) is located on the east side of Rolesville Road north of Mitchell Mill Road in Rolesville, NC. The parcel is currently zoned as Wake County's R-30 Zoning District. The applicant is pursuing a rezoning to the following Town of Rolesville Land Development Ordinance (LDO)8 Zoning Districts: approximately 25% of the site will be Residential High Density as a Conditional Zoning District (RH-CZ) whereas the remaining 75% of the site will be Residential Medium Density as a Conditional Zoning District (RM-CZ).

The 106.92-acre site is anticipated to be completed in 2028 and consists of 158 units of single-family (detached) homes and 95 units of low-rise multifamily homes (i.e., townhomes). Using the Institute of Transportation Engineers (ITE) Trip Generation Manual, it is estimated that at full build-out the development is expected to generate 2,222 new trips per average weekday. In the AM and PM peak hours, the development is expected to generate 165 trips (41 entering and 124 exiting) and 214 trips (134 entering and 80 exiting); respectively. Access to the site is envisioned to be provided by two full-movement driveways located along Rolesville Road. The project location is shown in Figure 1. The site plan, prepared by WithersRavenel, can be found in Figure 2.

The traffic analysis considers future build conditions during the build-out year (2028). The analysis scenarios are as follows:

- 2023 Existing
- 2028 No-Build
- 2028 Build
- 2028 Build Improved

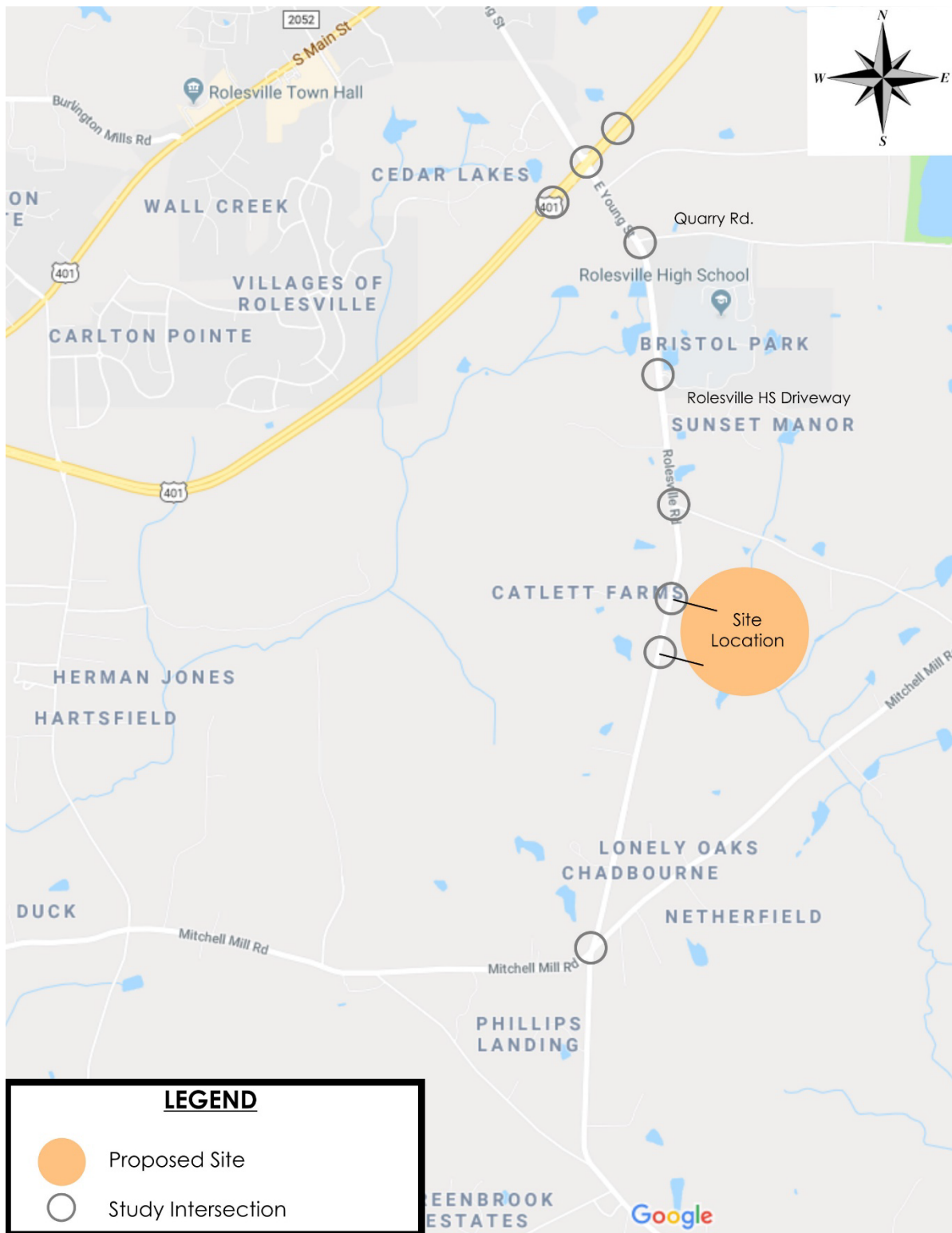
The purpose of this report is to evaluate the development in terms of projected vehicular traffic conditions, evaluate the ability of the adjacent roadways to accommodate the additional traffic, and recommend transportation improvements needed to mitigate congestion that may result from additional site traffic. This report presents trip generation, trip distribution, traffic analyses, and recommendations for improvements needed to meet anticipated traffic demands. The analysis examines the AM and PM peak hours for the aforementioned analysis scenarios.



## REZ 23-02: WOODLIEF ASSEMBLAGE TRAFFIC IMPACT ANALYSIS

Introduction  
September 18, 2023

**Figure 1: Site Location**

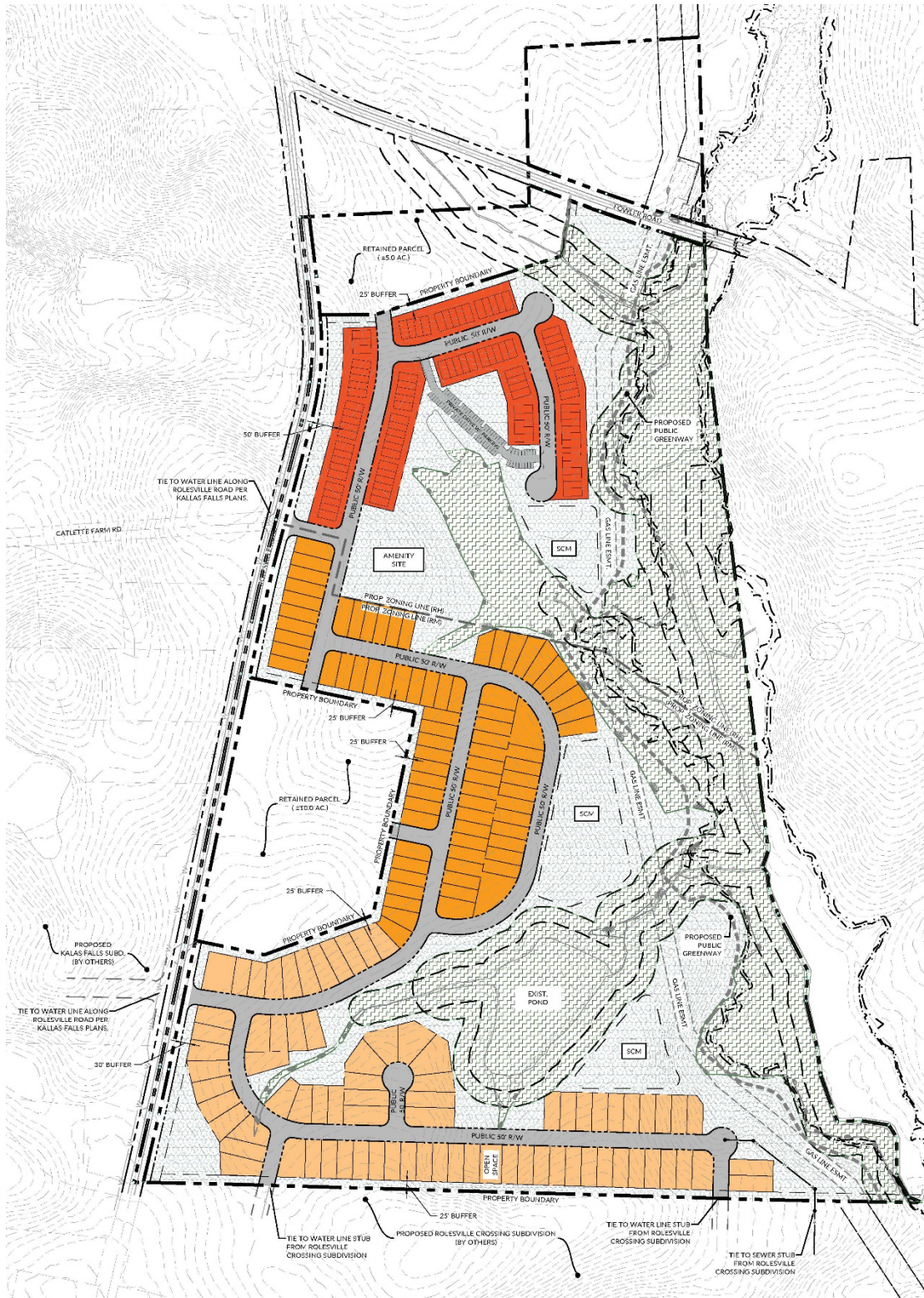




## REZ 23-02: WOODLIEF ASSEMBLAGE TRAFFIC IMPACT ANALYSIS

Introduction  
September 18, 2023

Figure 2: Site Plan



## 2.0 INVENTORY OF TRAFFIC CONDITIONS

### 2.1 STUDY AREA

Stantec coordinated with the Town of Rolesville, the applicant, and the North Carolina Department of Transportation (NCDOT) to determine the appropriate study area and assumptions. The following existing intersections were agreed upon to be analyzed to determine the impacts associated with this development. These intersections are shown in Figure 1.

- US 401 Bypass at Young Street
- US 401 Bypass at Young Street
- US 401 Bypass East U-Turn
- US 401 Bypass West U-Turn
- Young Street at Quarry Road
- Young Street / Rolesville Road at Rolesville High School
- Rolesville Road at Fowler Road
- Rolesville Road at Catlett Farm Road
- Rolesville Road at Mitchell Mill Road

### 2.2 PROPOSED ACCESS

Access to the site is envisioned to be provided by two full-movement driveways located along Rolesville Road. The first and northernmost driveway (Site Access A) is planned to connect to the existing intersection of Rolesville Road at Catlett Farm Road. Site Access A will add a fourth leg to this existing stop-controlled intersection. The second and southernmost driveway (Site Access B) is planned to connect to the future intersection of Rolesville Road at Kalas Falls Driveway A. Site Access B will add a fourth leg to this planned stop-controlled intersection. The Kalas Falls development is currently in review and is anticipated to be constructed before the proposed development.

### 2.3 EXISTING CONDITIONS

Table 1 provides a detailed description of the existing study area roadway network. All functional classification<sup>1</sup> and average annual daily traffic (AADT)<sup>2</sup> information were obtained from NCDOT.



## REZ 23-02: WOODLIEF ASSEMBLAGE TRAFFIC IMPACT ANALYSIS

Inventory of Traffic Conditions  
September 18, 2023

**Table 1: Existing Conditions**

Road Name	Road Number	Primary Cross-Section	Functional Classification <sup>1</sup>	AADT <sup>2</sup> (year)	Speed Limit (mph)	Maintenance Agency
US 401 Bypass	US 401	4-Lane Divided	Other Principal Arterial	18,500 vpd (2021)	55	NCDOT
Young Street / Rolesville Road	SR 1003	2-Lane Undivided	Minor Arterial	5,400 vpd (2021)	45	NCDOT
Quarry Road	SR 2305	2-Lane Undivided	Local Road	1,000 vpd (2015)	35	NCDOT
Rolesville High School Driveway	-	2-Lane Undivided	-	-	-	Private
Fowler Road	SR 2308	2-Lane Undivided	Major Collector	1,300 vpd (2021)	45	NCDOT
Catlett Farm Road	SR 4318	2-Lane Undivided	Local Road	-	-	NCDOT
Mitchell Mill Road	SR 2224	2-Lane Undivided	Major Collector	2,400 vpd (2021)	45	NCDOT4-

<sup>1</sup>TWLT = Continuous Two-Way Left-Turn Lane

The existing lane configuration and traffic control for the study area intersections are illustrated in Figure 3.

## 2.4 FUTURE CONDITIONS

The following sub-sections discuss the projects that are anticipated to modify the study area intersections between 2023 and the future year 2028. The future year lane configuration and traffic control for the study area intersections are illustrated in Figure 4.

### 2.4.1 The Point

The following improvements are currently proposed to be implemented in association with the development of The Point:

#### US 401 Bypass at Young Street

- Extend the existing eastbound right-turn lane to 400 feet of full-width storage and appropriate taper.

#### Young Street at Quarry Road / The Point North Driveway

- Construct the North Driveway as a full-movement driveway onto Young Street across from Quarry Road.
- Construct the North Driveway with one ingress lane and one egress lane with an exclusive eastbound left-turn lane with 275 feet of full-width storage and appropriate taper.
- Construct a northbound left-turn lane with 100 feet of full-width storage and appropriate taper.
- Construct a northbound right-turn lane with 100 feet of full-width storage and appropriate taper.
- Construct a southbound right-turn lane with 100 feet of full-width storage and appropriate taper.
- Install a traffic signal at the intersection.



## REZ 23-02: WOODLIEF ASSEMBLAGE TRAFFIC IMPACT ANALYSIS

Inventory of Traffic Conditions  
September 18, 2023

### Young Street at Rolesville High School Driveway / The Point South Driveway

- Construct the South Driveway as a full-movement driveway onto Young Street across from the Rolesville High School Driveway.
- Construct the North Driveway with one ingress lane and one egress lane.
- Construct a northbound left-turn lane with 50 feet of full-width storage and appropriate taper.

A copy of the TIA is contained in the Appendix. The Point development is discussed in more detail in Section 4.3.1.

### 2.4.2 Kalas Falls

The following improvements are currently proposed to be implemented in association with the development of the Kalas Falls site:

#### Young Street at Kalas Falls Driveway A

- Construct Driveway A as a full-movement driveway onto Young Street across from Quarry Road.
- Construct Driveway A with one ingress lane and one egress lane with an exclusive eastbound right-turn lane with 100 feet of full-width storage and appropriate taper.
- Construct a northbound left-turn lane with 100 feet of full-width storage and appropriate taper.
- Construct a southbound right-turn lane with 100 feet of full-width storage and appropriate taper.

A copy of the TIA is contained in the Appendix. The Kalas Falls development is discussed in more detail in Section 4.3.2.

### 2.4.3 Rolesville Road at Mitchell Mill Road

Currently, several developments along the Young Street / Rolesville Road corridor have committed to monitoring the intersection of Rolesville Road at Mitchell Mill Road for the installation of a traffic signal. When warranted, a traffic signal will be installed at the intersection. This report assumes that a traffic signal is installed and operational in the future year of 2028.

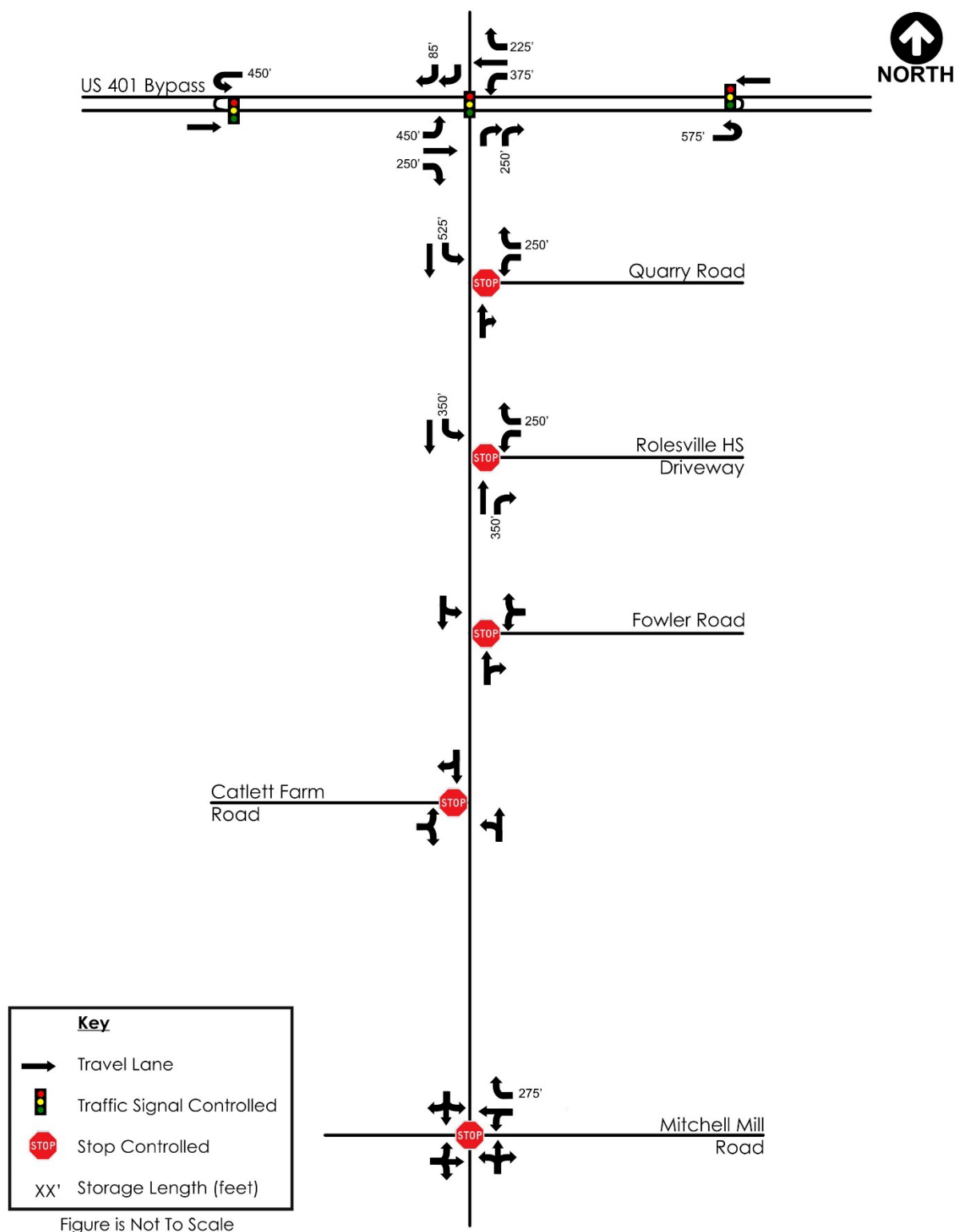




# REZ 23-02: WOODLIEF ASSEMBLAGE TRAFFIC IMPACT ANALYSIS

Inventory of Traffic Conditions  
September 18, 2023

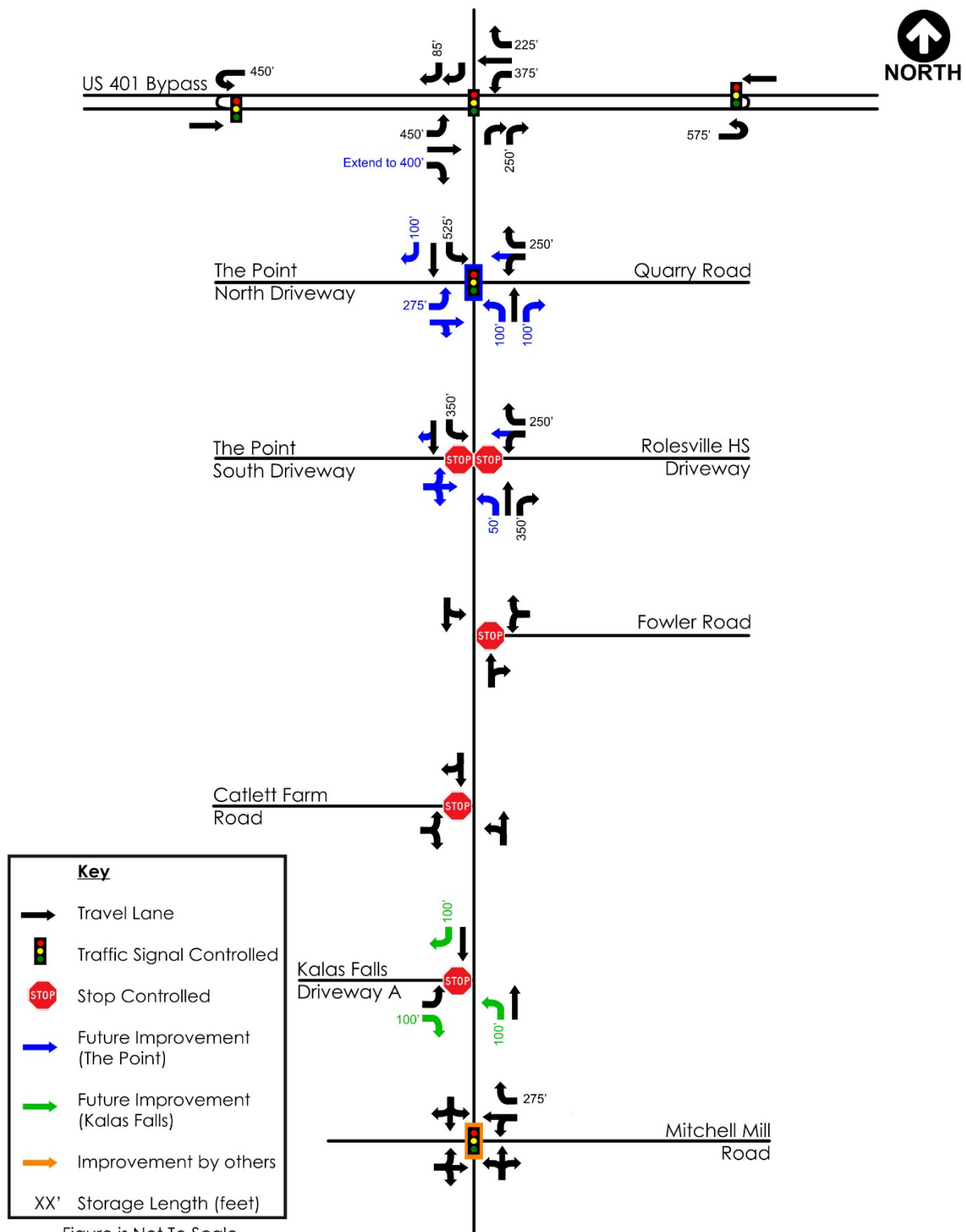
Figure 3: 2023 Existing Lanes and Traffic Control



## REZ 23-02: WOODLIEF ASSEMBLAGE TRAFFIC IMPACT ANALYSIS

Inventory of Traffic Conditions  
September 18, 2023

**Figure 4: 2028 No-Build Lanes and Traffic Control**



## 3.0 TRIP GENERATION AND DISTRIBUTION

### 3.1 TRIP GENERATION

Trip generation for the proposed development was performed using the 11<sup>th</sup> Edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual<sup>3</sup>. The Rate Versus Equation spreadsheet published by NCDOT<sup>4</sup> was used to supplement the ITE methodology. No trip reductions were taken for internal capture or pass-by traffic. Trip generation for the proposed development is shown in Table 2.

**Table 2: Trip Generation**

Land Use	Size	Daily			AM Peak			PM Peak		
		Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Single-Family Detached Housing (LUC 210)	158 Units	1,538	769	769	113	29	84	153	96	57
Multifamily Housing (Low-Rise) (LUC 220)	95 Units	684	342	342	52	12	40	61	38	23
<b>Total Trips Generated</b>		<b>2,222</b>	<b>1,111</b>	<b>1,111</b>	<b>165</b>	<b>41</b>	<b>124</b>	<b>214</b>	<b>134</b>	<b>80</b>

### 3.2 SITE TRIP DISTRIBUTION

To accurately determine the effect of the proposed development on the surrounding roadway network, an estimate of the expected distribution of traffic entering and exiting the site is needed. These percentages were developed using a combination of existing traffic volume counts, historic AADTs provided by NCDOT, and engineering judgment. This trip distribution was submitted as part of NCDOT's TIA Scoping Checklist contained in the Appendix. All traffic volume calculations can be found in the Appendix.

- 30% to/from the west on US 401 Bypass
- 15% to/from the north on Young Street
- 15% to/from the east on US 401 Bypass
- 15% to/from the west on Mitchell Mill Road
- 10% to/from the east on Fowler Road
- 10% to/from the south on Rolesville Road
- 5% to/from the east on Quarry Road

The trip distribution for the proposed development is shown in Figure 5. The trip assignment is shown in Figure 6.



Figure 5: Trip Distribution

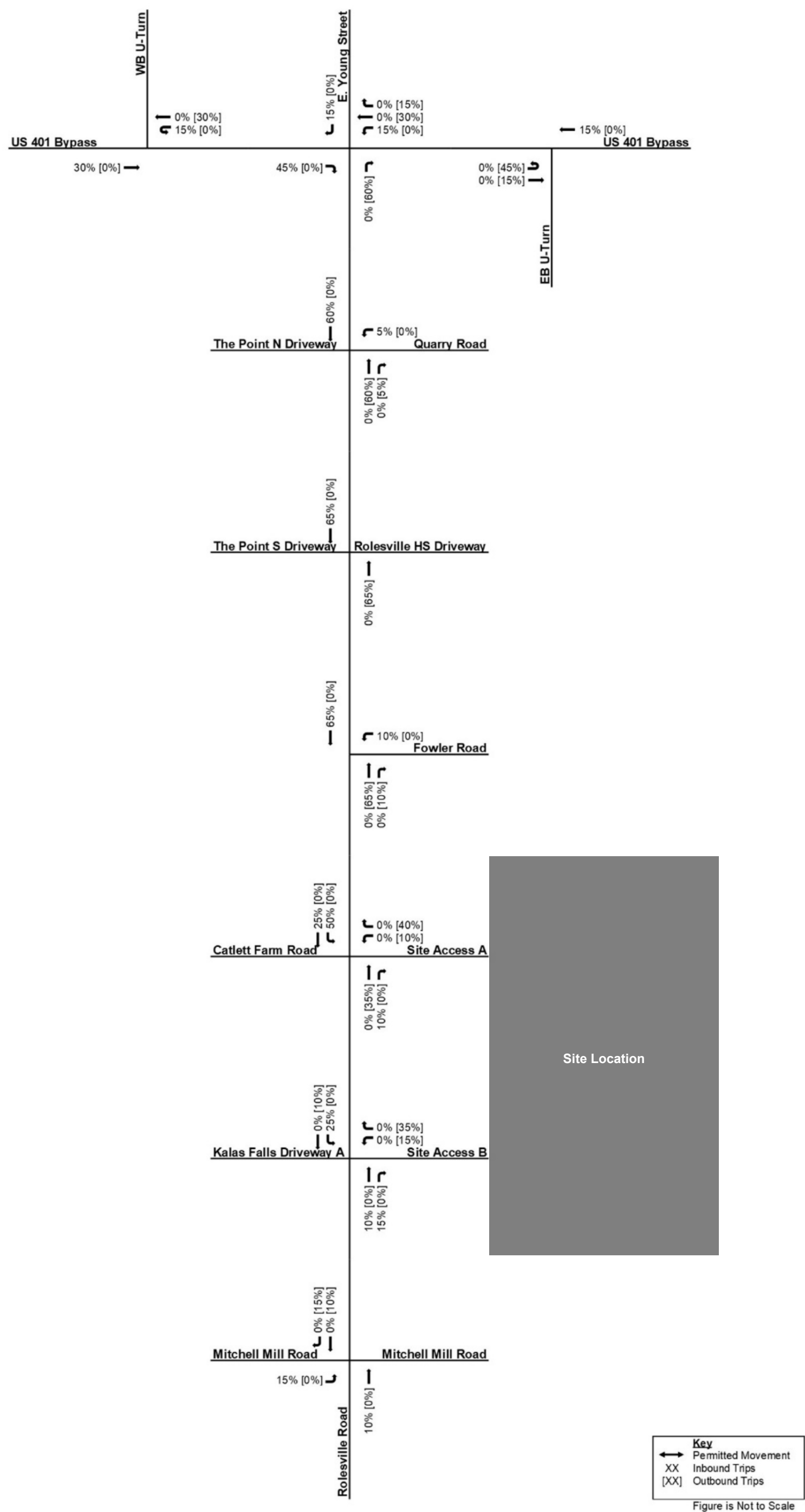
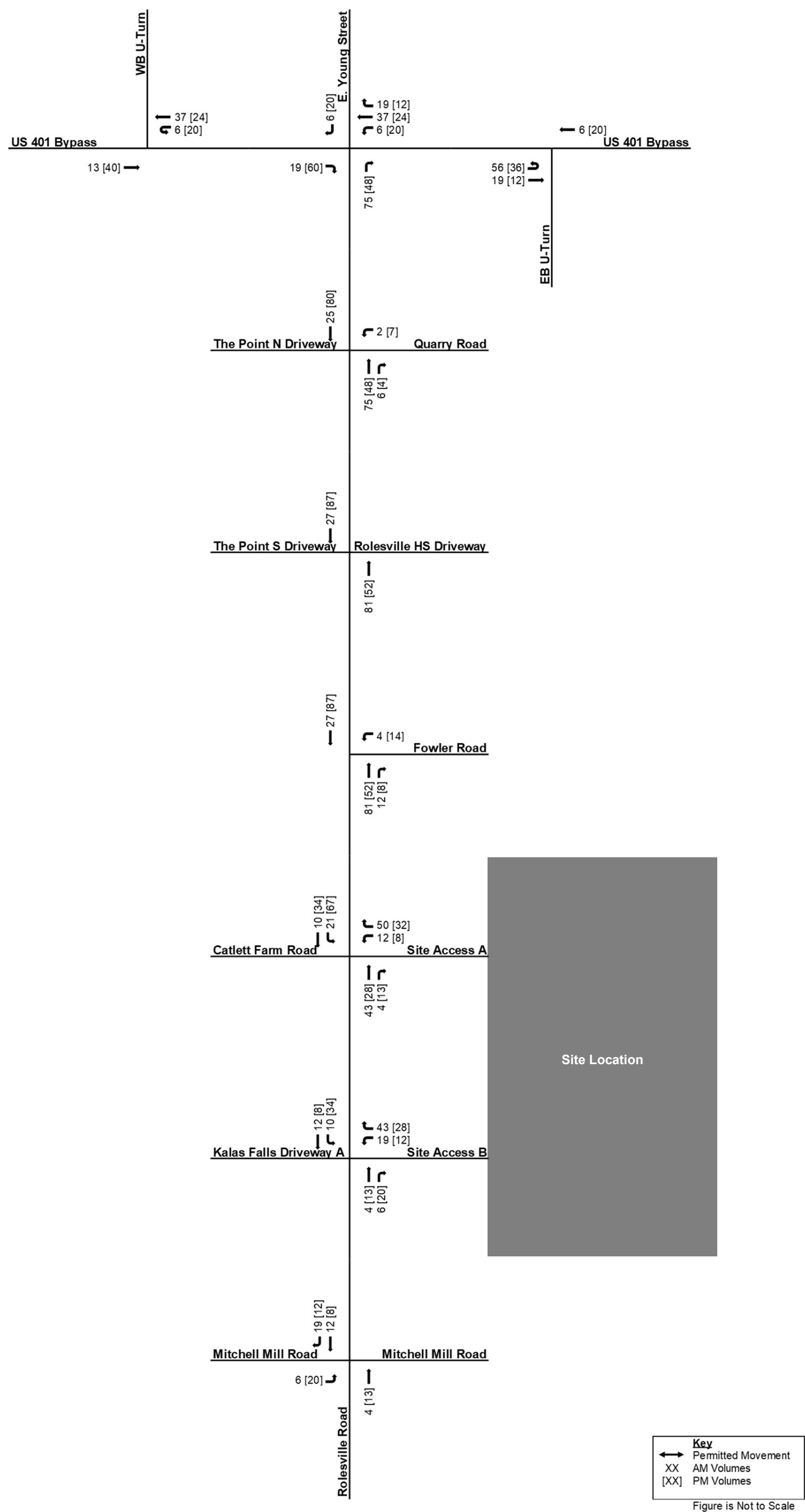




Figure 6: Trip Assignment



## 4.0 TRAFFIC VOLUMES

All traffic volume calculations can be found in the Appendix.

### 4.1 DATA COLLECTION

Morning (6:30 – 9:00 AM) and evening (4:00 – 6:00 PM) turning movement counts were taken at the study intersections on Thursday, June 1, 2023, while schools were in session. Traffic counts were balanced between the study intersections along US 401. Otherwise, traffic counts were not balanced due to the distance between study intersections and the number of driveways between them. All traffic count data can be found in the appendix. The existing (2023) traffic volumes are shown in Figure 7.

### 4.2 BACKGROUND TRAFFIC GROWTH

Background traffic growth is the increase in traffic volumes due to usage growth and non-specific growth throughout the area. The 2023 existing volumes were grown by a 2.0 percent annual rate to estimate the 2028 volumes. The growth in vehicles because of this future traffic growth is shown in Figure 8.

### 4.3 ADJACENT DEVELOPMENT TRAFFIC

There are five (5) developments proposed to be constructed within and nearby the study area: The Point, Kalas Falls, Moody Farm, Tucker-Wilkins, and Rolesville Crossing. The total trips associated with these developments are shown in Figure 9. The following subsections highlight salient data for each of the approved developments.

#### 4.3.1 The Point

The Point is a proposed mixed-use development project located along the west side of Young Street near the US 401 Bypass. The proposed development is expected to consist of up to 621 units of single-family detached housing, 320 units of low-rise multifamily housing, and 112,800 square-feet of retail space. The development is expected to be built in phases and is estimated to be fully built-out by 2025. The improvements associated with The Point development are discussed in Section 2.4.1. The trips attributed to The Point development, as well as a copy of the traffic study prepared by Kimley-Horn and Associates, can be found in the Appendix.

#### 4.3.2 Kalas Falls

Kalas Falls is a residential development project located along the west side of Rolesville Road between Fowler Road and Mitchell Mill Road. The proposed development is expected to consist of 487 units of single-family detached housing and 108 units of low-rise multifamily housing. The development is anticipated to be fully built-out by 2025. The improvements associated with Kalas Falls are discussed in Section 2.4.2. The trips attributed to the Kalas Falls development, as well as a copy of the traffic study prepared by Stantec, can be found in the Appendix.



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### 4.3.3 Moody Farm

Moody Farm is a residential development project located along the west side of Rolesville Road between Fowler Road and Mitchell Mill Road. The proposed development is expected to consist of 82 units of single-family detached housing. The development is anticipated to be fully built-out by 2028. The trips attributed to the Moody Farm development, as well as a copy of the traffic study prepared by Stantec, can be found in the Appendix.

### 4.3.4 Tucker-Wilkins

The Tucker-Wilkins property is a residential development project located along the west side of Rolesville Road between Fowler Road and Mitchell Mill Road. The proposed development is expected to consist of 27 units of single-family detached housing and 64 units of low-rise multifamily housing. The development is anticipated to be fully built-out by 2028. The trips attributed to the Tucker-Wilkins property, as well as a copy of the traffic study prepared by Stantec, can be found in the Appendix.

### 4.3.5 Rolesville Crossing (fka Wheeler Tract)

Rolesville Crossing (formerly known as the Wheeler Tract) is a residential development project located in the northeast quadrant of the intersection of Rolesville Road and Mitchell Mill Road. The proposed development is expected to consist of 233 units of single-family detached housing and 125 units of low-rise multifamily housing. The development is anticipated to be fully built-out by 2026. The trips attributed to Rolesville Crossing, as well as a copy of the traffic study prepared by Ramey Kemp & Associates, Inc., can be found in the Appendix.

## 4.4 NO-BUILD TRAFFIC VOLUMES

The 2028 No-Build traffic volumes consist of the sum of the 2023 Existing traffic volumes (Figure 7), the Background traffic growth (Figure 8), and the adjacent development growth (Figure 9). The 2028 No-Build traffic volumes are shown in Figure 10.

## 4.5 BUILD TRAFFIC VOLUMES

The 2028 Build traffic volumes include the 2028 No-Build traffic and the proposed development traffic discussed in Section 3.0. The 2028 Build traffic volumes are shown in Figure 11.



Figure 7: 2023 Existing Traffic Volumes

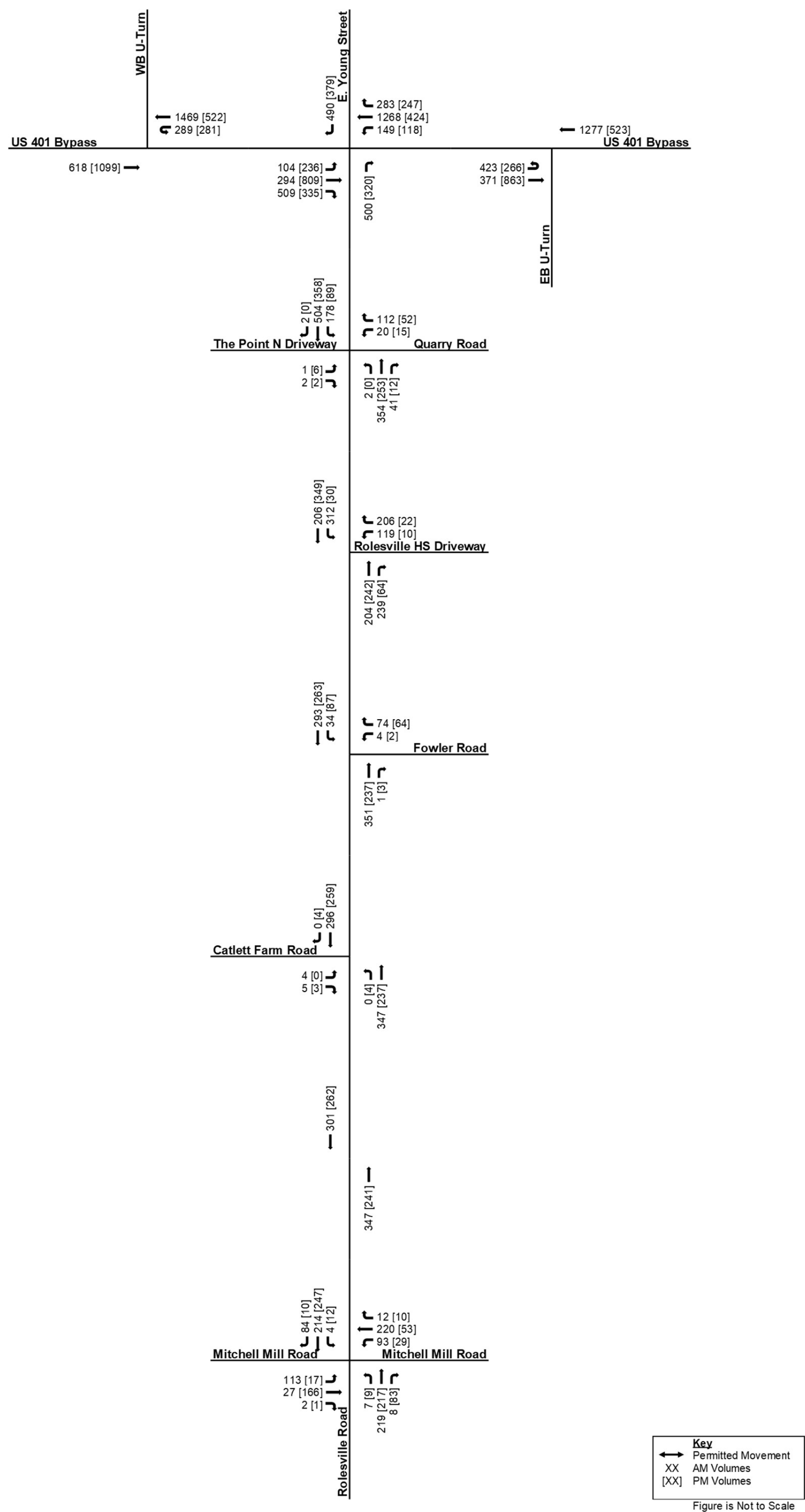




Figure 8: Background Traffic Growth

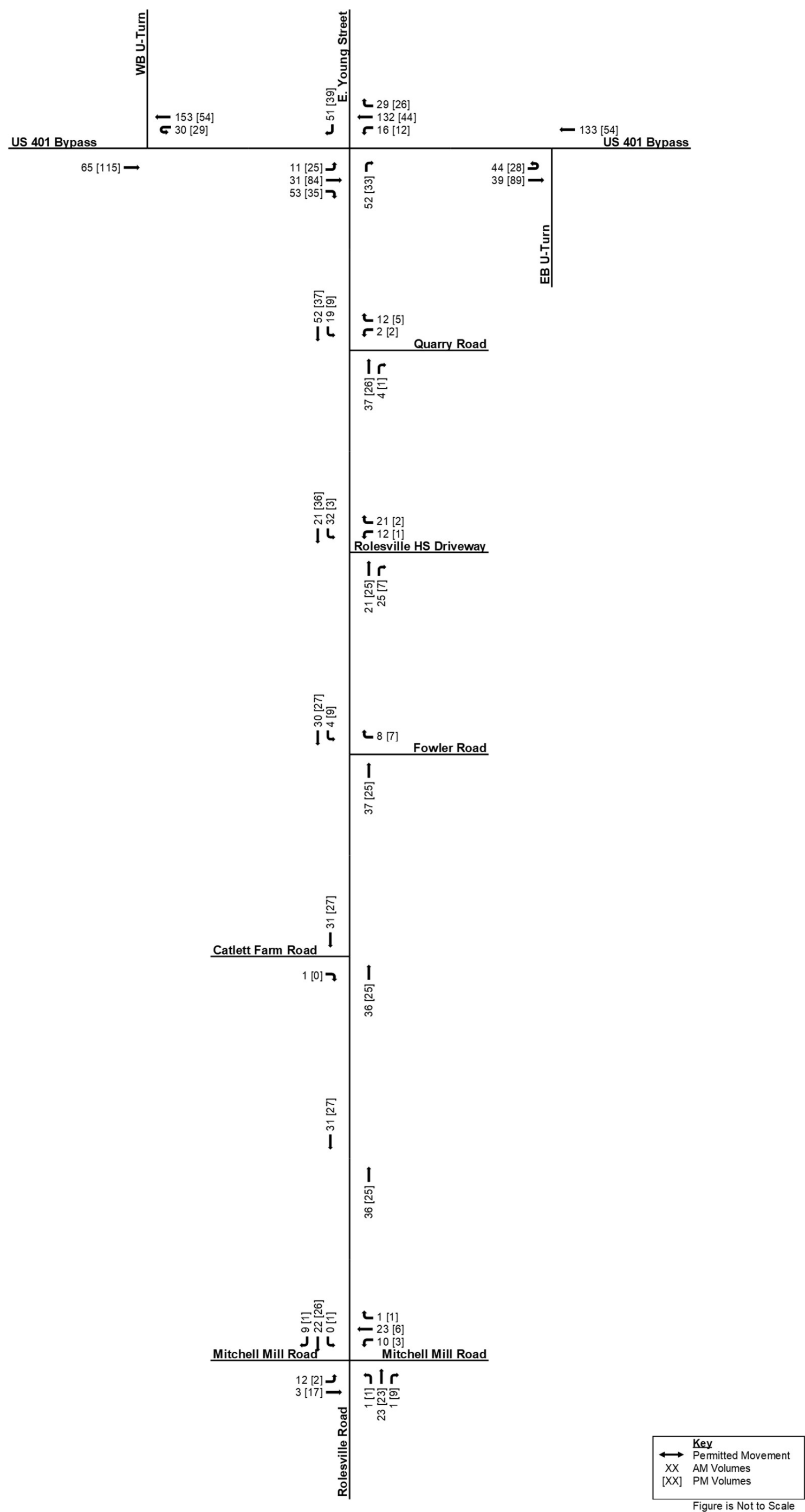
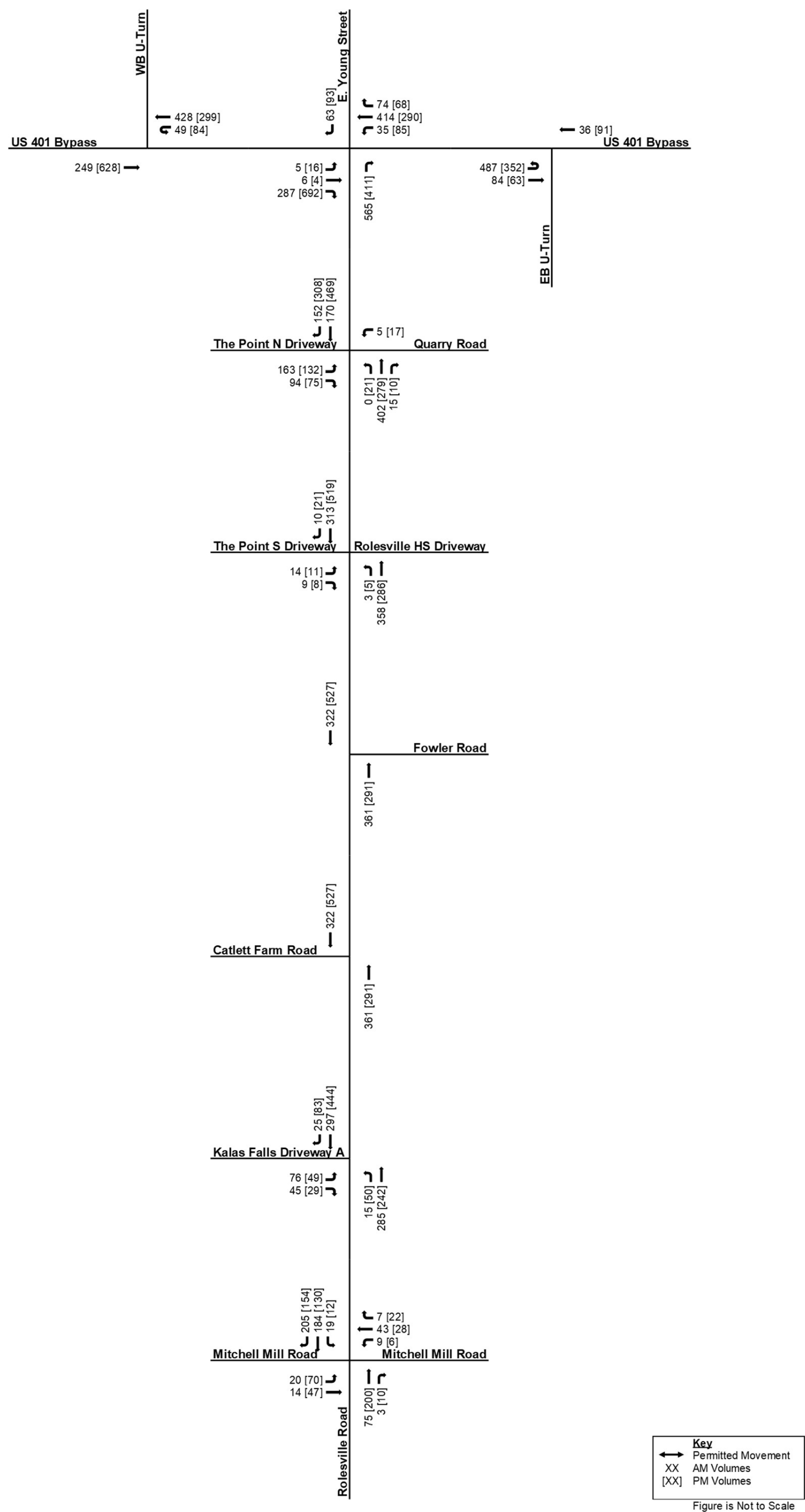


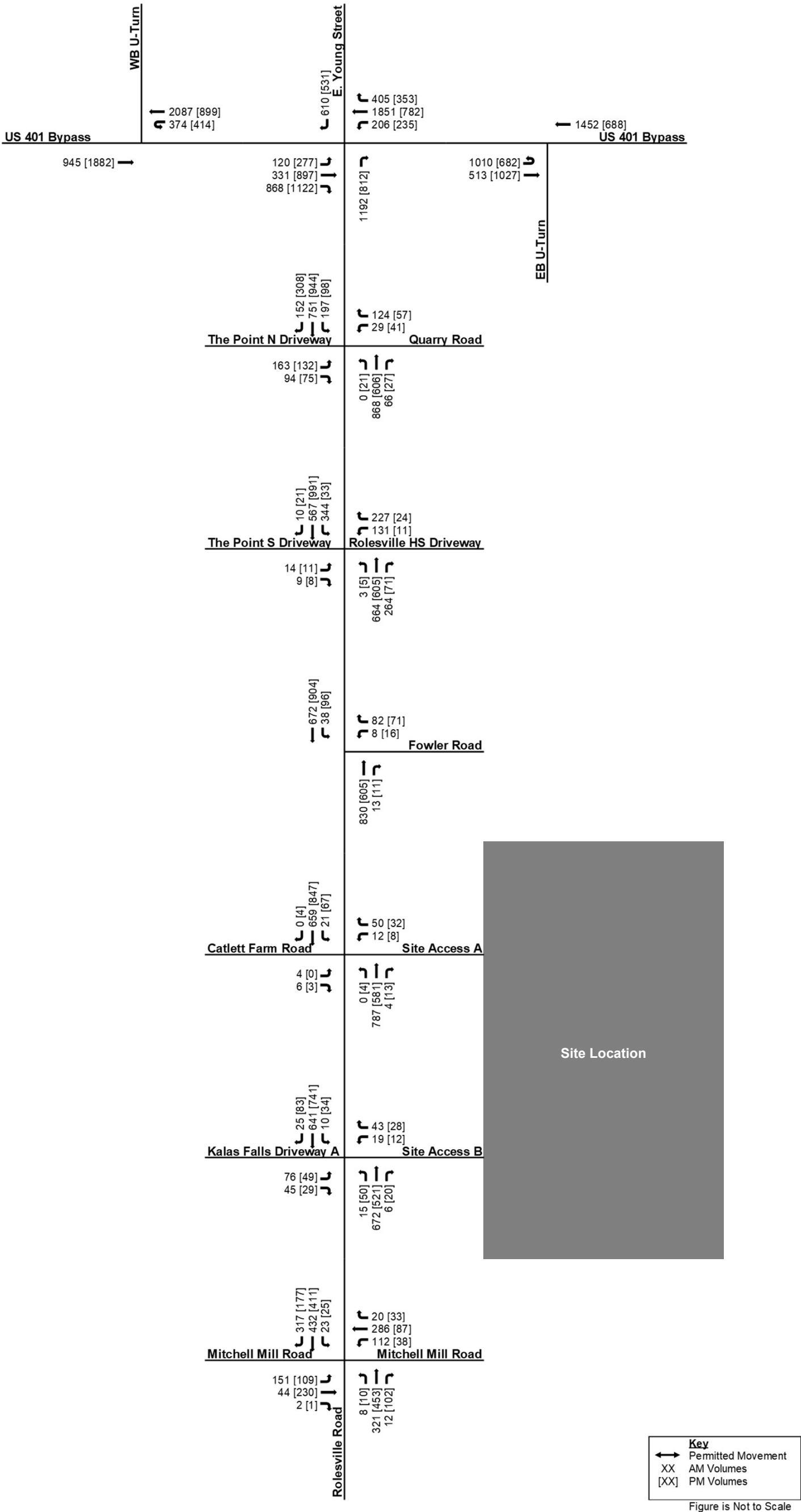
Figure 9: Adjacent Development Traffic Volumes





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Figure 11: 2028 Build Traffic Volumes





## 5.0 CAPACITY ANALYSIS

Capacity analyses were performed for the roadway network in the study area. The traffic analysis program Synchro Version 11 was used to analyze all signalized and stop-controlled intersections according to methods put forth by the Transportation Research Board's Highway Capacity Manual<sup>6</sup> (HCM). The HCM defines capacity as the "maximum rate or flow at which persons or vehicles can be reasonably expected to traverse a point or uniform section of a line or roadway during a specified period under prevailing roadway, traffic, and control conditions, usually expressed as vehicles per lane per hour."

Level of service (LOS) is a term used to describe different traffic conditions and is defined as a "qualitative measure describing operational conditions within a traffic stream, and their perception by motorists or passengers." LOS varies from Level A, representing free flow, to Level F where traffic breakdown conditions are evident. At an unsignalized intersection, the primary traffic on the main roadway is uninterrupted. Therefore, the overall delay for the intersection is usually less than what is calculated for minor street movements. The overall intersection delay and the delay for the intersections' minor movement(s) are reported in the summary tables of this report. LOS D is acceptable for signalized intersections in suburban areas during peak periods. For unsignalized intersections, it is common for some of the minor street movements or approaches to be operating at LOS F during peak hour conditions and that is not necessarily indicative of an area that requires improvements.

Capacity analyses were completed following *NCDOT Capacity Analysis Guidelines*<sup>6</sup> as well as the *Draft NCDOT Capacity Analysis Guidelines Best Practices*<sup>7</sup>. Table 3 presents the criteria of each LOS as indicated in the HCM.

**Table 3: Level of Service Criteria**

Level of Service (LOS)	Signalized Intersection Control Delay (seconds/vehicle)	Unsignalized Intersection Control Delay (seconds/vehicle)
A	≤ 10	≤ 10
B	>10 and ≤ 20	>10 and ≤ 15
C	>20 and ≤ 35	>15 and ≤ 25
D	>35 and ≤ 55	>25 and ≤ 35
E	>55 and ≤ 80	>35 and ≤ 50
F	>80	>50

The Town of Rolesville's Land Development Ordinance (LDO)<sup>8</sup>, Section 8.E, establishes the following Level of Service Standards:

1. *The traffic impact analysis must demonstrate that the proposed development would not cause build-out-year, peak-hour levels of service on any arterial or collector road or intersection within the study area to fall below Level of Service (LOS) "D," as defined by the latest edition of the Highway Capacity Manual, or, where the existing level of service is already LOS "E" that the proposed development would not cause the LOS to fall to the next lower letter grade.*



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2. *If the road segment or intersection is already LOS "F," the traffic impact analysis must demonstrate that the proposed development, with any proposed improvements, would not cause build-out year peak-hour operation to degrade more than five (5) percent of the total delay on any intersection approach.*










All Synchro files and detailed printouts can be found in the Appendix.



## 5.1 2023 EXISTING

In the base year, under the existing geometric conditions, the westbound left-turn from Quarry Road and the westbound left-turn from Rolesville High School onto Rolesville Road operate at LOS F in the AM peak hour. The remaining study area intersections and movements operate at an acceptable level in both peak hours. The results from the 2023 Existing analysis is shown in Table 4. Instances where the overall intersection or lane group operate at LOS E or F are highlighted in the table.

**Table 4: 2023 Existing Level of Service and Delay**

Intersection		Approach	Lane Group	Delay (sec./veh.)		Level of Service (LOS)		95th % Queue (feet)		Max. Obs. Queue (feet)	
				AM	PM	AM	PM	AM	PM	AM	PM
	US 401 Bypass Eastbound at Young Street	Overall		13.9	11.8	B	B				
		EB	T	3.1	4.9	A	A	30	123	85	146
			R	11.1	5.5	B	A	282	123	179	49
		WB	L	0.1	0.1	A	A	0	0	140	134
		NB	R	27.2	40.2	C	D	153	147	362	264
	US 401 Bypass Westbound at Young Street	Overall		8.8	1.0	A	A				
		EB	L	0.1	0.1	A	A	0	0	127	240
		WB	T	5.0	0.4	A	A	36	0	174	86
			R	0.6	0.7	A	A	1	0	23	12
		SB	R	25.2	2.5	C	A	139	0	214	182
	US 401 U-Turn East of Young Street	Overall		4.4	1.9	A	A				
		EB	U	2.0	1.4	A	A	44	19	258	188
		WB	T	5.2	2.1	A	A	142	38	154	21
	US 401 U-Turn West of Young Street	Overall		2.3	2.4	A	A				
		EB	T	3.2	2.9	A	A	49	95	64	106
		WB	U	0.2	0.2	A	A	0	0	167	209
	Young Street at Quarry Road	WB	L	53.4	18.2	F	C	20	5	34	25
			R	12.0	10.2	B	B	17.5	5	42	26
		SB	L	8.9	8.1	A	A	15	7.5	90	46
	Rolesville Road at Rolesville HS Driveway	WB	L	85.2	14.7	F	B	135	2.5	139	35
			R	11.2	9.8	B	A	30	2.5	131	42
		SB	L	8.6	7.9	A	A	25	2.5	83	33
	Rolesville Road at Fowler Road	WB	LR	11.5	10.5	B	B	12.5	7.5	48	41
		SB	L	8.2	8.0	A	A	2.5	5	58	71
	Rolesville Road at Catlett Farm	EB	LR	11.9	11.1	B	B	2.5	0	30	28
		NB	L	7.9	7.8	A	A	0	0	11	13
	Rolesville Road at Mitchell Mill Road	EB	LTR	13.3	12.2	B	B	32.5	37.5	111	100
		WB	LT	22.7	11.0	C	B	122.5	15	233	60
			R	9.0	8.8	A	A	2.5	2.5	0	0
		NB	LTR	15.2	13.4	C	B	62.5	70	96	103
		SB	LTR	17.4	12.9	C	B	92.5	57.5	266	148

\*Maximum queue extends off the SimTraffic network and may be longer than recorded

Intersection or Lane Group Operates at LOS E  
 Intersection or Lane Group Operates at LOS F



## 5.2 2028 NO-BUILD

In the 2028 No-Build conditions, the analysis assumes the improvements associated with the adjacent developments and NCDOT projects are constructed. These improvements, discussed in Section 2.4, are listed below:

### US 401 Bypass at Young Street

- Extend the existing eastbound right-turn lane to 400 feet of full-width storage and appropriate taper.

### Young Street at Quarry Road / The Point North Driveway

- Construct the North Driveway as a full-movement driveway onto Young Street across from Quarry Road.
- Construct the North Driveway with one ingress lane and one egress lane with an exclusive eastbound left-turn lane with 275 feet of full-width storage and appropriate taper.
- Construct a northbound left-turn lane with 100 feet of full-width storage and appropriate taper.
- Construct a northbound right-turn lane with 100 feet of full-width storage and appropriate taper.
- Construct a southbound right-turn lane with 100 feet of full-width storage and appropriate taper.
- Install a traffic signal at the intersection.

### Young Street at Rolesville High School Driveway / The Point South Driveway

- Construct the South Driveway as a full-movement driveway onto Young Street across from the Rolesville High School Driveway.
- Construct the South Driveway with one ingress lane and one egress lane.
- Construct a northbound left-turn lane with 50 feet of full-width storage and appropriate taper.

### Young Street at Kalas Falls Driveway A

- Construct Driveway A as a full-movement driveway onto Young Street across from Quarry Road.
- Construct Driveway A with one ingress lane and one egress lane with an exclusive eastbound right-turn lane with 100 feet of full-width storage and appropriate taper.
- Construct a northbound left-turn lane with 100 feet of full-width storage and appropriate taper.
- Construct a southbound right-turn lane with 100 feet of full-width storage and appropriate taper.

### Rolesville Road at Mitchell Mill Road











- Install a traffic signal at the intersection.

Synchro LOS and delay results for the 2028 No-Build analysis scenario are listed in Table 5. Instances where the overall intersection or lane group operate at LOS E or F are highlighted in the table. In the future year of 2028 without the proposed development in-place, the US 401 Bypass Eastbound at Young Street intersection operates at LOS F in the AM peak hour and LOS E in the PM peak hour. All other signalized intersections in the study area operate at acceptable overall LOS. Stop-controlled movements turning left onto Rolesville Road from the Rolesville High School Driveway, The Point's South Driveway, and the Kalas Falls Driveway operate at LOS F. This is attributed to high thru volumes on Rolesville Road during the peak hours. Long queues were observed at the northbound right-turn from Young Street onto the US 401 Bypass and on thru movements at the following intersections:

- Northbound Young Street at Quarry Road / The Point's North Driveway
- Southbound Rolesville Road at Mitchell Mill Road



Table 5: 2028 No-Build Level of Service and Delay

Intersection		Approach	Lane Group	Delay (sec./veh.)		Level of Service (LOS)		95th % Queue (feet)		Max. Obs. Queue (feet)	
				AM	PM	AM	PM	AM	PM	AM	PM
	US 401 Bypass Eastbound at Young Street	Overall		91.6	73.5	F	E				
		EB	T	19.1	11.6	B	B	135	242	412	460
			R	109.0	97.6	F	F	1,414	1,707	343	346
		WB	L	0.1	0.1	A	A	0	0	218	302
		NB	R	116.3	133.3	F	F	1,007	737	375	1,358
	US 401 Bypass Westbound at Young Street	Overall		19.9	7.6	B	A				
		EB	L	0.1	0.2	A	A	0	0	134	240
		WB	T	15.2	6.5	B	A	423	130	240	174
			R	0.8	1.1	A	A	0	0	100	72
		SB	R	49.1	17.5	D	B	309	102	398	666
	US 401 U-Turn East of Young Street	Overall		5.4	2.5	A	A				
		EB	U	1.6	0.7	A	A	0	0	632	342
		WB	T	8.0	4.3	A	A	354	79	300	142
	US 401 U-Turn West of Young Street	Overall		1.2	2.9	A	A				
		EB	T	1.6	3.5	A	A	68	221	116	329
		WB	U	0.3	0.4	A	A	0	0	258	568
	Young Street at Quarry Road / The Point North Driveway	Overall		30.2	21.8	C	C				
		EB	L	64.9	45.6	E	D	272	178	375	375
			TR	39.5	30.7	D	C	123	98	723	700
		WB	LT	58.4	50.6	E	D	61	70	389	170
			R	44.5	36.3	D	D	156	84	347	187
		NB	L	13.0	19.5	B	B	7	26	122	200
			T	38.0	23.4	D	C	852	437	2,110	2,110
			R	13.3	14.0	B	B	47	23	200	200
		SB	L	46.4	9.6	D	A	246	50	175	75
			T	12.2	22.7	B	C	438	676	296	406
			R	1.5	2.1	A	A	28	58	198	200
	Rolesville Road at Rolesville HS Driveway / The Point South Driveway	EB	LTR	770.3	61.0	F	F	105	27.5	204	178
		WB	LT	2560.2	74.3	F	F	465	22.5	659	47
			R	21.2	12.7	C	B	77.5	5	355	187
		NB	L	8.7	10.4	A	B	0	0	105	125
		SB	L	11.5	8.9	B	A	50	2.5	157	30
	Rolesville Road at Fowler Road	WB	LR	19.7	16.7	C	C	27.5	20	249	160
		SB	L	9.7	9.1	A	A	5	10	227	287
	Rolesville Road at Catlett Farm	EB	LR	22.0	24.5	C	C	5	2.5	34	27
		NB	L	9.1	9.7	A	A	0	0	287	95
	Rolesville Road at Kalas Falls Driveway A	EB	L	67.3	53.7	F	F	82.5	47.5	91	86
			R	14.2	15.4	B	C	10	7.5	48	61
		NB	L	9.2	10.2	A	B	2.5	5	38	59
	Rolesville Road at Mitchell Mill Road	Overall		37.5	20.1	D	C				
		EB	LTR	72.3	24.2	E	C	255	196	340	251
		WB	LT	32.7	16.0	C	B	332	74	378	134
			R	18.0	14.0	B	B	23	26	91	4
		NB	LTR	15.2	17.3	B	B	191	261	966	850
		SB	LTR	41.7	21.8	D	C	680	325	1,045	1,207

\*Maximum queue extends off the SimTraffic network and may be longer than recorded



Intersection or Lane Group Operates at LOS E  
 Intersection of Lane Group Operates at LOS F





### 5.3 2028 BUILD

As part of the 2028 Build analysis, the proposed driveways were added to the network as detailed in Section 2.2. In the future year of 2028 with the proposed development in-place, the Eastbound US 401 Bypass at Young Street intersection operates at LOS F both peak hours. All other signalized intersections in the study area operate at acceptable overall LOS. Stop-controlled movements turning left onto Rolesville Road from the Rolesville High School Driveway, The Point's South Driveway, and the Kalas Falls Driveway operate at LOS F. This is attributed to high thru volumes on Rolesville Road during the peak hours. Long queues were observed at the northbound right-turn from Young Street onto the US 401 Bypass and on thru movements at the following intersections:











- Northbound Young Street at Quarry Road / The Point's North Driveway
- Southbound Rolesville Road at Mitchell Mill Road

Proposed Site Access A operates at LOS E and F in the AM and PM peak hours, respectively. Proposed Site Access B operates at LOS E in both peak hours.

Synchro LOS and delay results for the 2028 Build scenario are listed in Table 6. Instances where the overall intersection or lane group operate at LOS E or F are highlighted in the table.



Table 6: 2028 Build Level of Service and Delay

Intersection		Approach	Lane Group	Delay (sec./veh.)		Level of Service (LOS)		95th % Queue (feet)		Max. Obs. Queue (feet)	
				AM	PM	AM	PM	AM	PM	AM	PM
	US 401 Bypass Eastbound at Young Street	Overall		106.7	90.3	F	F				
		EB	T	21.1	12.0	C	B	146	250	398	479
			R	127.6	129.6	F	F	1,549	1,870	340	346
		WB	L	0.1	0.2	A	A	0	0	237	347
		NB	R	133.7	148.7	F	F	1,150	793	1360	1,358
	US 401 Bypass Westbound at Young Street	Overall		19.9	7.9	B	A				
		EB	L	0.1	0.2	A	A	0	0	131	224
		WB	T	14.1	6.9	B	A	158	120	243	199
			R	0.8	1.1	A	A	0	0	190	82
		SB	R	54.2	17.8	D	B	300	109	534	2,425
	US 401 U-Turn East of Young Street	Overall		6.9	2.8	A	A				
		EB	U	1.8	0.8	A	A	0	0	678	367
		WB	T	10.4	4.8	B	A	392	90	278	175
	US 401 U-Turn West of Young Street	Overall		1.2	3.1	A	A				
		EB	T	1.5	3.7	A	A	69	233	127	618
		WB	U	0.3	0.4	A	A	0	0	267	565
	Young Street at Quarry Road / The Point North Driveway	Overall		32.7	24.9	C	C				
		EB	L	76.4	53.3	E	D	284	192	375	375
			TR	41.7	33.8	D	C	124	101	710	714
		WB	LT	60.3	57.6	E	E	63	89	316	130
			R	47.2	38.3	D	D	158	84	281	185
		NB	L	12.0	24.4	B	C	7	30	143	200
			T	40.2	23.7	D	C	967	475	2,110	2,109
			R	12.3	13.0	B	B	48	24	200	200
		SB	L	56.8	9.6	E	A	266	47	160	75
			T	11.7	27.9	B	C	450	787	260	394
			R	1.5	2.5	A	A	28	58	184	200
	Rolesville Road at Rolesville HS Driveway / The Point South Driveway	EB	LTR	1464.3	84.4	F	F	117.5	35	295	229
		WB	LT	3304.7	101.4	F	F	480	27.5	674	49
			R	25.9	13.4	D	B	95	5	355	139
		NB	L	8.8	10.8	A	B	0	0	119	138
	Rolesville Road at Fowler Road	WB	LR	26.0	35.7	D	E	40	55	532	260
		SB	L	10.1	9.4	B	A	5	10	221	340
	Rolesville Road at Catlett Farm / Site Access A	EB	LTR	41.1	59.4	E	F	10	12.5	50	39
		WB	LTR	34.9	34.5	D	D	42.5	27.5	167	93
		NB	L	9.1	9.9	A	A	0	0	740	350
		SB	L	9.7	9.2	A	A	2.5	7.5	93	189
	Rolesville Road at Kalas Falls Driveway A / Site Access B	EB	L	227.0	167.8	F	F	152.5	97.5	219	93
			TR	17.1	20.6	C	C	12.5	12.5	105	58
		WB	LTR	41.7	42.3	E	E	50	35	152	77
		NB	L	9.2	10.2	A	B	2.5	5	52	61
		SB	L	9.3	8.8	A	A	0	2.5	118	176
	Rolesville Road at Mitchell Mill Road	Overall		41.9	21.6	D	C				
		EB	LTR	84.0	27.6	F	C	268	238	326	281
		WB	LT	33.2	16.3	C	B	332	74	346	148
			R	18.0	14.1	B	B	23	26	0	0
		NB	LTR	15.3	17.6	B	B	195	270	835	910
		SB	LTR	47.9	23.3	D	C	724	377	1,172	1,098

\*Maximum queue extends off the SimTraffic network and may be longer than recorded



Intersection or Lane Group Operates at LOS E  
 Intersection of Lane Group Operates at LOS F



## 5.4 2028 BUILD IMPROVED

### 5.4.1 Proposed Improvements

The 2028 Build Improved capacity analysis results are shown in Table 7. Instances where the overall intersection or lane group operate at LOS E or F are highlighted in the table. Based on the findings of this study, specific improvements have been identified and should be completed as part of the proposed development.

#### Averette Road, Young Street, and Rolesville Road Corridor Study

It is recommended that the applicant coordinate their site plan and improvements with the findings of the Averette Road, Young Street, and Rolesville Road Corridor Study to ensure consistency with future addendums to the Community Transportation Plan.

#### US 401 Bypass at Young Street

- Extend the northbound right-turn lane from 250 feet of full-width storage to 600 feet of full-width storage and appropriate taper.

The proposed development causes the intersection to degrade from LOS E to LOS F between the no-build and build scenarios at this intersection. Extending the turn-lane is intended to reduce queuing on the northbound approach. As development occurs along the Rolesville Road corridor, it is recommended that the timing of the traffic signals at the intersection be evaluated to accommodate changes in traffic.

#### Young Street at Quarry Road / The Point North Driveway

- No improvements are recommended at this intersection.

With the proposed development in-place, the intersection is projected to operate at LOS C in both peak hours.

#### Young Street at Rolesville HS Driveway / The Point South Driveway

- Monitor the intersection for the installation of a traffic signal. When signalized, the westbound approach should be striped as an exclusive left-turn lane with a shared thru/right-turn storage lane to avoid the use of split-phasing.

The proposed development increases delay on both side-street approaches at the intersection. It is recommended that the intersection be monitored for the installation of a traffic signal. If installed, the intersection is projected to operate at acceptable LOS in both peak hours.

#### Rolesville Road at Fowler Road

- No improvements are recommended at this intersection.

The proposed development increases the delay on Fowler Road in the PM peak hour causing the approach to operate at LOS E. However, traffic volumes on Fowler Road are low and it is typical for unsignalized approaches to operate with higher delays during the peak hours.



### **Rolesville Road at Catlett Farm Road / Site Access A**

- Construct Site Access A as a full-movement access point consisting of an exclusive left-turn lane with 100 feet of storage and a shared thru/right-turn lane. It is recommended that the internal protective stem (IPS) be maximized as the site layout permits.
- Construct an exclusive southbound left-turn lane on Rolesville Road with 100 feet of storage and appropriate taper.
- Construct an exclusive northbound left-turn lane on Rolesville Road with 50 feet of storage and appropriate taper.
- Construct an exclusive northbound right-turn lane on Rolesville Road with 50 feet of storage and appropriate taper.

### **Rolesville Road at Kalas Falls Driveway A / Site Access B**

- Construct Site Access B as a full-movement access point consisting of an exclusive left-turn lane with 100 feet of storage and a shared thru/right-turn lane. If possible, provide 175 feet of IPS.
- Construct an exclusive southbound left-turn lane on Rolesville Road with 100 feet of storage and appropriate taper.
- Construct an exclusive northbound right-turn lane on Rolesville Road with 50 feet of storage and appropriate taper.

### **Rolesville Road at Mitchell Mill Road**





- No improvements are recommended at this intersection.




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**Table 7: 2028 Build Improved Level of Service and Delay**

Intersection		Approach	Lane Group	Delay (sec./veh.)		Level of Service (LOS)		95th % Queue (feet)		Max. Obs. Queue (feet)	
				AM	PM	AM	PM	AM	PM	AM	PM
	US 401 Bypass Eastbound at Young Street	Overall		106.7	90.3	F	F				
		EB	T	21.1	12.0	C	B	146	250	432	482
			R	127.6	129.6	F	F	1,549	1,870	344	346
		WB	L	0.1	0.2	A	A	0	0	266	288
		NB	R	133.7	148.7	F	F	1,150	793	1,359	1,359
	Rolesville Road at Rolesville HS Driveway / The Point South Driveway	Overall		40.3	9.8	D	A				
		EB	LTR	43.6	52.3	D	D	49	46	114	62
			WB	L	55.6	50.5	E	D	176	28	670
		TR		80.7	52.6	F	D	346	54	355	96
		NB	L	19.0	7.4	B	A	9	7	122	101
			T	43.6	9.2	D	A	763	357	2,116	2,112
			R	24.7	6.4	C	A	229	39	450	450
		SB	L	67.7	50.3	E	D	453	61	450	80
			TR	7.8	6.5	A	A	244	477	1,739	314
	Rolesville Road at Catlett Farm / Site Access A	EB	LTR	40.3	53.6	E	F	10	12.5	61	38
		WB	L	63.1	71.3	F	F	15	12.5	108	54
			TR	20.0	18.2	C	C	17.5	10	296	94
		NB	L	9.1	9.9	A	A	0	0	59	47
		SB	L	9.7	9.2	A	A	2.5	7.5	29	57
	Rolesville Road at Kalas Falls Driveway A / Site Access B	EB	L	220.8	158.3	F	F	150	95	459	105
			TR	17.1	20.3	C	C	12.5	12.5	148	66
		WB	L	68.6	76.9	F	F	25	17.5	44	41
			TR	17.7	17.9	C	C	12.5	10	172	51
		NB	L	9.2	10.2	A	B	2.5	5	151	61
		SB	L	9.3	8.8	A	A	0	2.5	28	38

\*Maximum queue extends off the SimTraffic network and may be longer than recorded

 Intersection or Lane Group Operates at LOS E

 Intersection or Lane Group Operates at LOS F





## 6.0 RECOMMENDATIONS

Based on the findings of this study, specific improvements have been identified and should be completed as part of the proposed development. These recommendations are shown in Figure 12. Intersections where no improvements are recommended are locations that do not meet the LOS Standards specified in the LDO<sup>8</sup>.

### Averette Road, Young Street, and Rolesville Road Corridor Study

It is recommended that the applicant coordinate their site plan and improvements with the findings of the Averette Road, Young Street, and Rolesville Road Corridor Study to ensure consistency with future addendums to the Community Transportation Plan.

#### US 401 Bypass at Young Street

- Extend the northbound right-turn lane from 250 feet of full-width storage to 600 feet of full-width storage and appropriate taper.

#### Young Street at Quarry Road / The Point North Driveway

- No improvements are recommended at this intersection.

#### Young Street at Rolesville HS Driveway / The Point South Driveway

- Monitor the intersection for the installation of a traffic signal. When signalized, the westbound approach should be striped as an exclusive left-turn lane with a shared thru/right-turn storage lane to avoid the use of split-phasing.

#### Rolesville Road at Fowler Road

- No improvements are recommended at this intersection.

#### Rolesville Road at Catlett Farm Road / Site Access A

- Construct Site Access A as a full-movement access point consisting of an exclusive left-turn lane with 100 feet of storage and a shared thru/right-turn lane. It is recommended that the internal protective stem (IPS) be maximized as the site layout permits.
- Construct an exclusive southbound left-turn lane on Rolesville Road with 100 feet of storage and appropriate taper.
- Construct an exclusive northbound left-turn lane on Rolesville Road with 50 feet of storage and appropriate taper.
- Construct an exclusive northbound right-turn lane on Rolesville Road with 50 feet of storage and appropriate taper.



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### **Rolesville Road at Kalas Falls Driveway A / Site Access B**

- Construct Site Access B as a full-movement access point consisting of an exclusive left-turn lane with 100 feet of storage and a shared thru/right-turn lane. If possible, provide 175 feet of IPS.
- Construct an exclusive southbound left-turn lane on Rolesville Road with 100 feet of storage and appropriate taper.
- Construct an exclusive northbound right-turn lane on Rolesville Road with 50 feet of storage and appropriate taper.

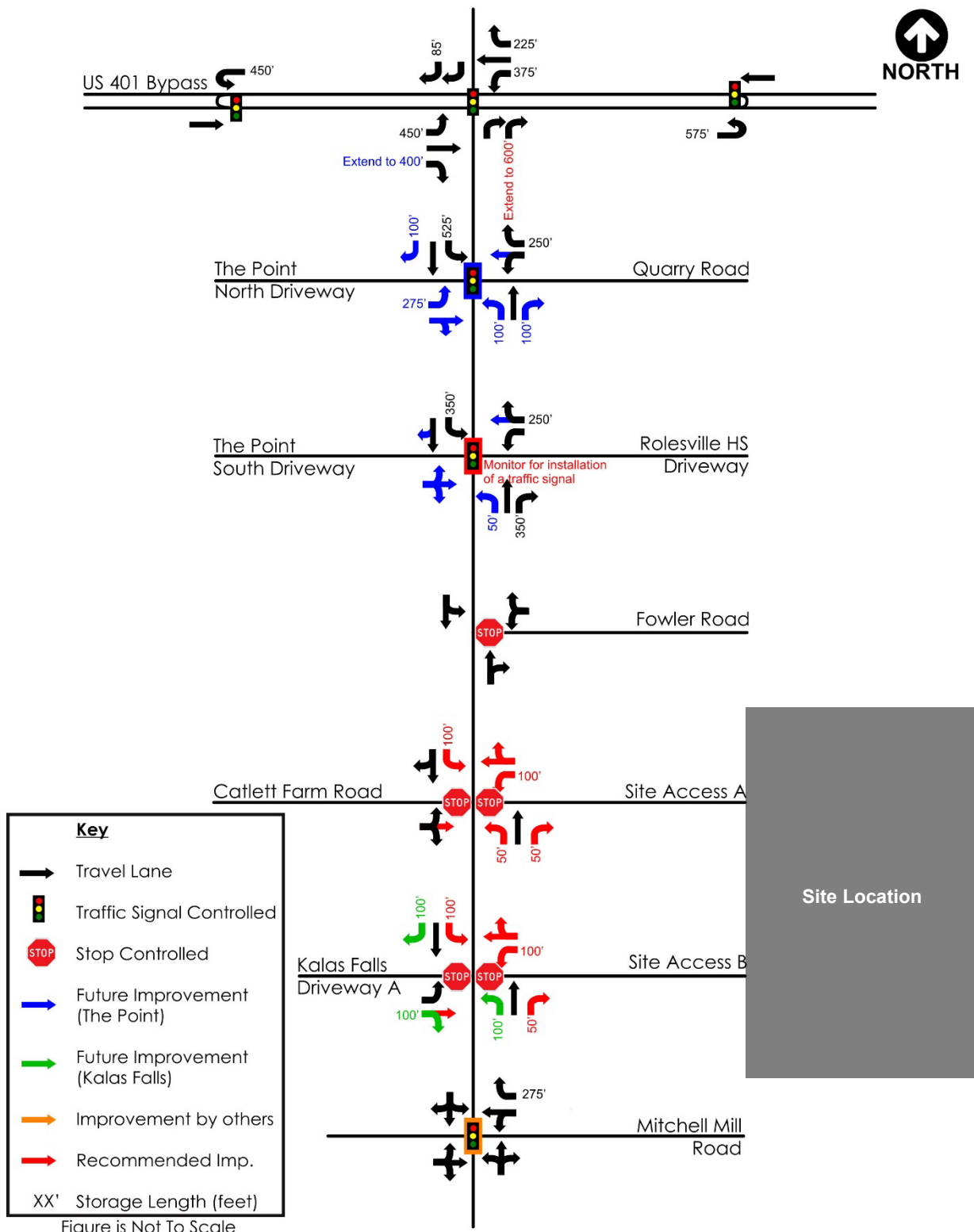
### **Rolesville Road at Mitchell Mill Road**

- No improvements are recommended at this intersection.



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Figure 12: Recommended Improvements



References

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## 7.0 REFERENCES

<sup>1</sup> **NCDOT Functional Classification Map**,

<http://ncdot.maps.arcgis.com/home/webmap/viewer.html?layers=029a9a9fe26e43d687d30cd3c08b1792>

<sup>2</sup> **2020 NCDOT Average Daily Traffic Volumes**,

<https://ncdot.maps.arcgis.com/apps/webappviewer/index.html?id=964881960f0549de8c3583bf46ef5ed4>

<sup>3</sup> **Trip Generation (11<sup>th</sup> Edition)**, Institute of Transportation Engineers (ITE), September 2021.

<sup>4</sup> **NCDOT Trip Generation Rate Equation Recommendations**,

<https://connect.ncdot.gov/resources/safety/Congestion%20Mngmt%20and%20Signing/DRAFT%20-%20Trip%20Generation%20Rate%20Eqn.xlsm>

<sup>5</sup> **Highway Capacity Manual 6<sup>th</sup> Edition: A Guide for Multimodal Mobility Analysis**. Washington D.C.: Transportation Research Board, 2016.

<sup>6</sup> **NCDOT Capacity Analysis Guidelines**. North Carolina Department of Transportation (NCDOT), March 2022,

<https://connect.ncdot.gov/resources/safety/Congestion%20Mngmt%20and%20Signing/Standards%20-%20Capacity%20Analysis%20Guidelines.pdf>

<sup>7</sup> **Draft NCDOT Capacity Analysis Guidelines: Best Practices**. North Carolina Department of Transportation (NCDOT), March 2022,

<https://connect.ncdot.gov/resources/safety/Congestion%20Mngmt%20and%20Signing/Best%20Practices%20-%20Capacity%20Analysis%20Guidelines.pdf>

<sup>8</sup> **Land Development Ordinance**. Town of Rolesville, June 1, 2021,

<https://www.rolesvillenc.gov/code-ordinances>

## 8.0 APPENDIX

- Scoping Correspondence
- Site Plan
- Raw Traffic Count Data
- Adjacent Development Information
- Traffic Volume Calculations
- Synchro Files
- Synchro & SimTraffic Reports

