



**Planning Board Meeting
May 18, 2026
7:00 p.m.
Rolesville Town Hall**

AGENDA

A. Call to Order

1. Pledge of Allegiance
2. Invocation
3. Approval of April 27, 2026 Meeting Minutes

B. Regular Agenda

1. Rezoning REZ-25-0002 – Opal at Main
2. Rezoning REZ-26-0002 – 1101 Averette Road
3. Rezoning REZ-26-0003 – Town Campus

C. Communications

1. Planning Director's Report
2. Town Attorney's Report
3. Other Business
4. Adjournment



Planning Board Meeting
April 27, 2026 - 7:00 PM
502 Southtown Circle, Rolesville, NC 27571

MINUTES

PRESENT: Mike Moss, Chair
Donnie Lawrence, Vice-Chair
Tisha Lowe, Board Member
Frank Pearce, Board Member
Brian Kennedy, Board Member
Jim Schwartz, Board Member
Mindy Barham, Board Member
Lenwood Long, Commissioner/Liaison
David Neill, Town Attorney
Stephen Wensman, Planning Director
Sharon Hope, Administrative Support Specialist

A. CALL TO ORDER

Chair Moss called the meeting to order at 6:59 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 MARCH 23, 2026, MEETING MINUTES

Moved by Board Member Pearce and Seconded by Board Member Lowe. Motion to approve the minutes of the March 23, 2026, meeting was carried with a 7-0 vote, 7 voted aye (Moss, Lawrence, Lowe, Pearce, Kennedy, Schwartz, Barham), 0 voted nay.

A.4. Town Attorney's Report (moved from Agenda Item C.2.)

The Town Attorney introduced our new Deputy Town Attorney, Timberly Southerland, who will be starting next month (May, 2026).

B. REGULAR AGENDA

B.1. Board AI Policy

Planning Director Stephen Wensman introduced the town-led initiative with a two-sheet document handed out to each Board Member. The town is recognizing Artificial Intelligence and Generative AI as an opportunity for operational efficiency to be used responsibly and safely. The Town formulated an AI policy

to protect the Town and has asked the Town staff as well as all Board members to sign it to show a willingness to comply with the policy. Attorney Neill commented that the Town is endorsing the use of AI in the conduct of the Town's business. If Board members use AI for the Town's business, those records created are public records and subject to public disclosure. Board Member Schwartz asked a clarifying question regarding the use of AI for research. Town Attorney Neill responded that general research to better understand your job is not the sort of thing that the AI policy is likely intending, rather information a Board Member receives that then goes into the decision that the Board member makes is the intent of the AI Policy. Specialized knowledge of a matter should be disclosed to the Board. Commissioner Long added a comment that the National League of Cities recommends that you can use AI for research and for a summary of agendas when you need a high level of detail. Town Attorney Neill commented that the prompt that you type in when you use AI is important for an elected official.

Hearing no other questions or comments, Chair Moss continued the meeting.

B.2. TA-26-0005 – Omnibus LDO Text Amendments

Planning Director Stephen Wensman introduced this Board item as a number of amendments throughout the Code and announced that he would present two parts of this amendment tonight.

Section 3 Zoning Districts: Within a particular district, if uses are BT, there are no required setbacks. There are enforced perimeter bufferyards (the bufferyard that is required based on the land use that is adjacent) and there are streetyards. There will always be some landscaping along the perimeter of the public right-of-way and the outer edge of the entire project. In a master planned community, the interior lot lines matter very little in terms of buffering because it is all being planned together.

The next amendment concerns parking within a perimeter buffer. Up to fifty percent of a perimeter buffer can be used for parking. Planning is working with a number of solutions to make sure the buffer is not compromised. This amendment would apply to the OP and BT Districts only.

In TA-25-0011, which was approved March 17, 2026, there were options for eliminating fences and walls in perimeter buffers in residential districts. Mr. Wensman presented a similar approach that gives a menu of options and expansion of this menu beyond the residential. This is not a finished product regarding the buffers; rather this is an area for Planning Board input. With Planning Board feedback, the Planning Department will finalize recommendations and present them to the Board of Commissioners. Three options using graphics from the Town of Wake Forest's UDO Re-Write project were shown to the Planning Board as examples. The Planning Department believes that a menu of options gives the developer more flexibility to solve a problem. There are currently four type of buffers in our Code. Rather than specifying a fence, wall and berm, options could be presented to the developer.

The next amendment concerns the Town Campus project. There is a lot within the Town Campus project without street frontage. Our Code currently calls for all subdivisions to have street frontage; however, for this Town Campus project, street frontage is unimportant as the project is conceived as a whole. This lot is on an easement behind a Public Safety building which is part of the Town Hall project, and we can allow it to be on an easement. Additionally, street frontage is unimportant because there is no advertising of a product or business and this project is not similar to a single-family dwelling where Public Safety would be concerned about driveways and addresses on the street. However, fire safety and other public access will be considered.

Taken all together, the Planning Department believes these changes support the comprehensive plan.

Chair Moss asked a question about the buffer and asked to see the slides again. Mr. Wensman reminded the Board that the examples presented are from the new code that Wake Forest is currently drafting. Chair Moss asked further questions about buffer widths and opacities which Mr. Wensman answered along with comments from Michael Elabarger. One further question from Board Member Kennedy was answered by Mr. Wensman regarding the lot on Town Campus that does not have street frontage.

Hearing no other questions, Chair Moss called for a Motion.

Moved by Vice Chair Lawrence and Seconded by Board Member Schwartz. Motion to recommend approval of TA-26-0005 – Omnibus Text Amendments, to the Town Board of Commissioners, because it is consistent with the Comprehensive Plan and was carried by a 7-0 vote, 7 voted aye (Moss, Lawrence, Lowe, Pearce, Kennedy, Schwartz, Barham), 0 voted nay.

C. COMMUNICATIONS

C.1. Planning Director's Report

Mr. Wensman stated that Planning has developed a new Developer Dashboard which is posted on the Planning page landing screen. The Dashboard shows how much and what type of development is occurring in Rolesville. The Dashboard will be updated quarterly.

C.2. Town Attorney's Report

The Town Attorney added nothing to his earlier comments introducing the new Deputy Town Attorney, Timberly Southerland.

C.3. Other Business

a. Town Commissioner Liaison's Report

Nothing currently.

b. Board Member Schwartz

Board Member Schwartz commented about the intersection and parking spots near the Cross Fit center. The current configuration causes traffic flow congestion at the intersection. Chair Moss asked the Planning Director and the Assistant Planning Director to look into the matter with traffic engineers.

C.4. Adjournment

A motion to adjourn was made by Vice-Chair Lawrence and Seconded by Board Member Kennedy. The motion was carried by a 7-0 vote, 7 voted aye (Moss, Lawrence, Lowe, Pearce, Kennedy, Schwartz, Barham), 0 voted nay. The meeting was adjourned at 7:28 p.m.

Mike Moss
Planning Board Chair

Sharon S. Hope
Administrative Support Specialist

Memo

To: Town of Rolesville Planning Board
From: Stephen Wensman, Planning Director
Date: Meeting Held May 18, 2026
Re: REZ-25-04 (GovWell- REZ-25-0002) - Opal at Main

Application & Site Data

The Town of Rolesville Planning Department received a Zoning Map Amendment (Rezoning) application in July 2025 for properties located at 0 North Main Street and 204 West Young Street, and a second application in December 2025 to include two additional properties located at 205 North Main Street and 108 Nortwick Road (four properties in total). The request is to change the zoning district from the existing Residential Low Density (RL) to a Residential High Density Conditional Zoning District (RH-CZ). The Applicant has included a set of proposed Conditions of Approval and a Concept Site Plan in relation to the Conditional Zoning aspect.



Opal at Main Concept Site Plan

Key information from the Rezoning application is in the Table below:

Application Details	
Application	REZ-25-04 (GovWell- REZ-225-0002) - Opal at Main
Address(es) / PINS	0 N. Main St. (1769029362), 205 N. Main St. (1769123307), 108 Nortwick Rd. (1769121549), 204 W. Young St. (1769027985)
Owners	Columbia Park East, Mary Perry, Donald H. Lawrence, III
Applicant	Laura Holloman, McAdams Engineering
Area	11.50 acres (combined)
Current Zoning	Residential Low-Density (RL) District
Proposed Zoning	Residential High-Density Conditional Zoning (RH-CZ) District
Current Use	(2) Residential single-family dwellings, (2) Vacant/undeveloped
Proposed Use	Single-Family Detached (2 lots) and Single-Family Attached (64 dwelling units) Housing

Previous Rezoning Application for Property

The Zoning Map Amendment application MA-20-03, Broughton Townhomes, was denied by the Town Board of Commissioners on February 1, 2022. Due to the timing of the submittal, the application was reviewed under the Unified Development Ordinance (UDO); the request was only for the 7.21-acre property located at 0 N. Main Street, PIN 1769029362, to rezone from Residential 1 (R-1) to a Residential 3 Conditional Zoning (R3-CZ) District. The request was brought by Columbia Park East MDP-KB, LLC, and proposed to build a maximum of 57 single-family attached (townhome) dwelling units.

Applicant Justification

The Applicant provided a Justification Statement for their rezoning request; it is included as **Attachment 5**. This notes that the proposed rezoning, from Residential Low (max 2 dwelling units per acre) to a Residential High-Conditional Zoning (max 6 Detached dwelling units, or max 9 attached dwelling units per acre) district, would allow the property to be developed with a mix of single-family housing and complete the existing Terrell Plantation neighborhood within walking distance of commercial development. The statement further says the proposed development also aligns with the Community Transportation Plan and Greenway and Bicycle Plans, and that it would dedicate/construct the planned bike lane improvements on W. Young Street, as well as the sidewalk improvements.

Proposed Conditions of Approval - Attachment 9

The Applicant’s proposed Conditions of Approval include (paraphrased):

1. General compliance with the Concept Site Plan.
2. Development of a maximum of sixty-four (64) single-family attached dwellings and two (2) single-family detached dwellings.
3. Stormwater control measure (SCM) to include trails, plantings, and a historic plaque.
4. Townhome planting commitments, installed prior to the Certificate of Occupancy.

5. Thirty (30) foot-wide buffer with Type 3 plantings adjacent to the Little House Museum.
6. Garages will have fully finished interiors, with drywall, paint, and trim.
7. Residential architectural and square footage commitments for the dwelling units.
8. Rental of dwelling units governed by the Covenants, Conditions, and Restrictions of the HOA of this development.

Neighborhood Meeting

The Applicant held two neighborhood meetings, both at the Village Church of Rolesville; the first was held on September 18, 2025, and the second (which was after the inclusion of the two additional properties) on February 19, 2026. Both neighborhood meeting reports are included as **Attachment 7**. There were 16 attendees at the first meeting, and 9 at the second.

Comprehensive Plan

Land Use

The Rolesville 2050 Comprehensive Plan's Future Land Use Map identifies two of the subject properties as Commercial Center (purple) and the other two as Mixed-Residential Community (mustard yellow) – See **Attachment 10**. Commercial Center is composed largely of conventional commercial uses (retail, entertainment, and restaurants) along primary corridors such as Main Street and West Young Street, while the Mixed-Residential is largely single-family subdivisions with limited non-residential uses at key intersections.

The Comprehensive Plan explains that in northern Rolesville, including this site, these neighborhoods are largely established, and interconnectivity and limited commercial variety will be important for future development and redevelopment. The intent of this category is to provide unique and diverse residential opportunities and amenities through the Town while encouraging interconnectivity via multi-modal connections. Most of the four parcels lie in the Priority Intersection Buffer noted by the red dashed line, as shown in **Attachment 10**. The Future Land Use Map identifies priority intersections for transportation considerations based on the Average Annual Daily Traffic (AADT). This data is published by NCDOT, then used to evaluate town-wide development patterns, evolving network constraints, and the capacity of Rolesville's roadways.

Community Transportation Plan

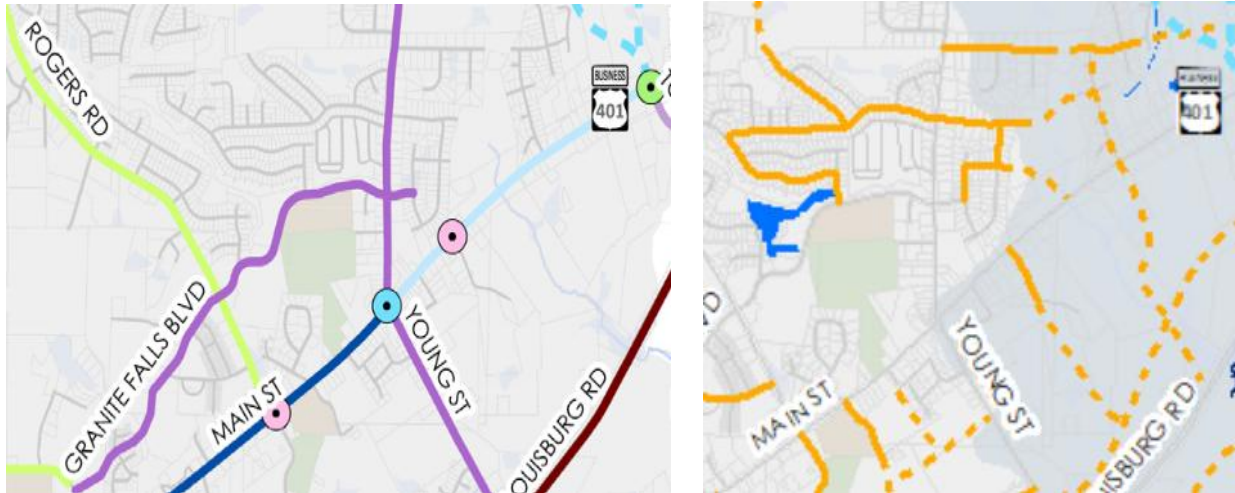
The Town's Community Transportation Plan (CTP, adopted 2021) includes recommendations for Thoroughfares, Collectors, and intersections. Below are the recommendations that affect the subject properties:

Thoroughfare Recommendations

- North Main Street: 2-lane divided (raised median) with curb & gutter, sidewalk, and side path; existing public right-of-way.
- West Young Street: 2-lane divided (narrow raised median) with two-way left turn lane, curb & gutter, bike lanes, and sidewalk.

Collector Recommendations

- The CTP Proposed Network Map shows Collector Streets located on Weathers Street and Terrell Drive but does not show any future proposed connections to West Young or Main Street.



*Proposed Network Map, Northern Rolesville
(Thoroughfares Shown in Purple and Collectors shown in Mango Yellow)*

Greenway and Bike Plans

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

- Continue sidewalk/side path along North Main Street and West Young Street.

Consistency

The Applicant’s rezoning request is **inconsistent** with the Town of Rolesville’s Comprehensive Plan for the following reasons:

- The lack of commercial and 100% proposed residential uses is inconsistent with the Mixed-Residential Community District and the Commercial Center District.

Traffic

Traffic Impact Analysis

The consulting firm, DRMP, one of the Town’s on-call transportation consultants, performed the Traffic Impact Analysis (TIA) for this project, studying a scope of development of:

- 71 Single-Family Attached Housing Dwelling Units
- 2 Single-Family Detached Housing Dwelling Units

This scope was for more dwelling units than are ultimately / currently being requested. The Final Report dated February 2026 is included as **Attachment 8** to this memo.

TIA Summary - Trip Generation

Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	Weekday AM Peak Hour Trips (vph)		Weekday PM Peak Hour Trips (vph)	
			Enter	Exit	Enter	Exit
Single-Family Detached Housing (210)	2 Du	18	2	5	2	1
Single-Family Attached Housing (215)	71 DU	467	7	20	19	14
Total Trips		485	9	25	21	15

Four intersections were studied for capacity analysis and the Level of Service (LOS) impact of this development. Recommendations for improvements are listed in the table below.

TIA Summary – Recommendations	
<i>Young Street and Scarboro Street/ Site Access A (Nortwick Road)</i>	<ul style="list-style-type: none"> • Construct Access A (westbound approach) as full movement access with one ingress and one egress lane (shared left-through-right lane). • Provide 100 feet of Internal Protected Stem (IPS) length. • Restripe the existing two-way left-turn lane (TWLTL) to provide 50 feet of storage for the southbound left-turn movement. • Restripe the existing two-way left-turn lane (TWLTL) to provide 50 feet of storage for the northbound left-turn movement. • Provide stop control for the westbound approach
<i>Main Street and Site Access B</i>	<ul style="list-style-type: none"> • Construct Access B (southbound approach) as full movement access with one ingress lane and one egress lane (shared left-right lane). • Provide 100 feet of Internal Protected Stem (IPS) length. • Restripe the existing two-way left-turn lane (TWLTL) to provide 25 feet of storage for the eastbound left-turn movement into the site. • Provide stop control for the southbound approach.
<i>Main Street and Williams Street</i>	<ul style="list-style-type: none"> • Restripe the existing 150-foot two-way left-turn lane (TWLTL) to provide 25 feet of storage for the westbound left-turn movement into Williams Street and 25 feet of storage for the eastbound left-turn movement into Site Access B.

Development Review

The Technical Review Committee (TRC) reviewed five (5) submittals of the Rezoning application and attachments, with most comments being resolved. Outstanding comments/issues include the following:

- 13. FYI – Residential High is not compatible with the Comprehensive Plan, see comment on Justification statement.
- 36. Revise Flu categories to include those in the 2050 Comp Plan: Commercial Center and Mixed-Residential Community.
- 37. NOTE - MAJOR LAND USE COMMENT - Neither Mixed Residential Community (compatible zoning is RM or NC) nor Commercial Center (compatible zoning is GC or CH) aligns with the proposed RH district - SFA/townhomes would be a component of a Mixed Residential Community by land use, but that only relates to the new PIN added (205 N Main). Staff would strongly suggest revising the request to a TC, AC, or NC District that would allow SFA/Townhome use and instill some non-residential area/uses/development along the Young and/or Main frontages. If that is not done, this request is NOT in compliance with the Comprehensive Plan, and the Justification Statement should be revised to accurately reflect that but asking the BOC to amend the Comp Plan to match this project and RH zoning.

Staff Analysis/ Recommendation

The Application seeks to change the zoning from Residential Low Density to a Residential High Density Conditional Zoning District.

- The single-family detached dwelling unit count is **two (2)**. These dwelling units would be similar to the existing lots in the Terrell Plantation Subdivision.
- The single-family attached component entails a maximum of **sixty-four (64) Townhome dwellings** at a **density of approximately 5.6** units per gross site acre.

LDO Section 3.1.3. for the RH District permits up to nine (9) single-family Attached dwelling units per acre. The proposed density of 5.6 units per acre is below this maximum allowed density.

Residential units, detached or attached, are not consistent with the Community Center land use category, but are both consistent with the Mixed Residential Community as a land use, though there is zero mix of non-residential uses/development to go with the proposed dwelling units.

Under the existing RL zoning, which permits creation of 20,000 SF minimum single-family detached lots, a theoretically lot yield of 25 home lots could be achieved on the 11.50 acre site. The reality is that major spatial requirements like minimum open space (10% for RL, or 1.3 acres), the Collector road right-of-way area (approximately 1.5 acres), stormwater management (~1 acre), and unknown amounts of 50' wide right-of-way for local streets to achieve lot frontage for every lot, the practical yield is estimated to be more like 15 - 17 lots.

The Conditions of Approval commit to a series of offers that work to improve upon the minimum development standards of the Land Development Ordinance. By-right development would yield no such conditions.

Plan Consistency and Reasonableness Statement

As noted above under the Comprehensive Plan section of this report and the Staff analysis, the rezoning request for the subject parcels is inconsistent with Rolesville's vision in Policy documents and the Board of Commissioners' legislative decisions over the past several years. Rezoning application REZ-25-04 (GovWell-REZ-25-0002) is thus inconsistent and is therefore not reasonable.

Planning Board Proposed Motions

1. Motion to recommend to the Town Board of Commissioners Denial of Zoning Map Amendment request REZ-25-04 (GovWell-REZ-25-0002) – Opal at Main based on inconsistency with Rolesville's Comprehensive Plan.
2. Motion to recommend to the Town Board of Commissioners Approval of Zoning Map Amendment request REZ-25-04 (GovWell-REZ-25-0002) – Opal at Main based on **< ___ State reasons for Plan Consistency and Reasonableness ___ >.**

Attachments to Memo

1	Applications (3) (for each of 3 different property owners)
2	Deed(s) (4 parcels / 3 property owners)
3	Legal Metes and Bounds (1) description
4	Alta Survey- April 2, 2025 (4 PINS)
5	Applicant Justification Statement – March 2, 2026
6	Concept Site Plan – April 17, 2026
7	Neighborhood Meeting Minutes – September 18, 2025, and February 19, 2026
8	Traffic Impact Analysis (TIA) Report – Signature dated February 6, 2026
9	Proposed Conditions of Approval – dated April 27, 2026
10	Future Land Use Map
11	Vicinity Map
12	Current Zoning Map

Zoning Map (Rezoning) Application

Town of Rolesville Planning Department | PO Box 250 | Rolesville, NC 27571 | 919-554-6517 | planning@rolesvillenc.gov


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

Complete one form for each parcel identification number.

APPLICATION INFORMATION:	
Site Address: 205 N Main St, 108 Nortwick Road	Site Area (in acres): 2.36
Rezoning Type: <input type="checkbox"/> General <input checked="" type="checkbox"/> Conditional	Total area requested to be rezoned (in acres):
Voluntary Annexation Application Submitted: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No ANX-	Current Location: <input type="checkbox"/> County Limits <input type="checkbox"/> ETJ <input checked="" type="checkbox"/> Town Limits
Existing Zoning District: RL- Residential Low Dens ⁺	Proposed Zoning District(s): RH- Residential High Density
PIN: 1769121549, 1769123307	Associated Previous Case(s):
Current Use(s): Residential	Proposed Use(s): Attached SF Residential

APPLICATION REQUIREMENTS:	
<input type="checkbox"/> Complete Application and checklist.	<input type="checkbox"/> Completed Property Owner's Consent Form – 1 per Owner- See page 5.
<input type="checkbox"/> If the request is for a <i>Conditional District</i> per LDO Section 3.3. The submittal shall include a separate document listing the written Conditions of Approval, which may consist of exhibits, plans, maps, and other relevant materials. Provide a Date and space for revision Dates; this document will always be referenced, including its Date.	<input type="checkbox"/> A Concept (nee site) Plan * may be submitted, considered, and approved as part of a <i>Conditional District</i> request; it shall be incorporated into a written condition for "general compliance" upon future Development Application reviews and approvals. Provide a Date and space for revision Dates. See the Next page for details.
<input type="checkbox"/> Traffic Impact Analysis (TIA), ITE Trip Generation Letter, or a Letter/Email from Planning staff confirming that a TIA is not required. (LDO Section 8.C.5)	<input type="checkbox"/> * The Activity Center (AC) and Neighborhood Commercial (NC) zoning districts require the submission of a Concept Plan (also known as a site plan) as per LDO Sections 3.4.1 and 3.4.2.
<input type="checkbox"/> Legal Metes & Bounds	<input type="checkbox"/> Deeds with Book of Map & Page Number
<input type="checkbox"/> Sketch/Pre-submittal meeting held on: _____	<input type="checkbox"/> Meeting Notes submitted
<input type="checkbox"/> Application Fee: An invoice for the application fee will be issued during the completeness check or after the application review.	

Financially Responsible Party (*REQUIRED: Who will pay invoices related to this application?)	
Name: Robert J. Hayes	Company Name: Grand Communities, LLC
Title: Planning + Entitlements Manager	Signature:
Mailing Address: 3940 Olympic Blvd, Suite 400	City/State/Zip: Erlanger, KY 41018
Phone: 859.344.3137	Email: robert.hayes@thefischergroup.com

Property Owner (First name on Deed)
 Name: Lawrence, Donald H III Signature: 
 Address: 205 N Main Street, Rolesville, NC 27104 Email: _____

Property Owner (Second name on Deed or Spouse information required if applicable)
 Name: _____ Signature: _____
 Address: _____ Email: _____

Preferred Point of Contact: Owner Agent Applicant Architect Attorney Engineer
 Please add contact information if applicable.

Agent Name: _____	Title/ Firm _____
Phone: _____	Email: _____
Applicant Name: <u>Laura Holloman, AICP</u>	Title/ Firm <u>McAdams</u>
Phone: <u>919-361-5000</u>	Email: <u>holloman@mcadamsco.com</u>
Architect Name: _____	Title/ Firm _____
Phone: _____	Email: _____
Attorney Name: _____	Title/ Firm _____
Phone: _____	Email: _____
Engineer Name: <u>Ryan Barker, PE</u>	Title/ Firm <u>McAdams</u>
Phone: _____	Email: <u>barker@mcadamsco.com</u>
Owner Name: <u>Columbia Park East MHP-KB LLC</u>	Title/ Firm _____
Phone: _____	Email: _____

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, the north arrow, and the scale reference
- Site Data Table: Typical Property Information (Property Legal Description, Acreage/Square Footage, etc.)
- * If Commercial, include the square footage of the proposed building, use, or development, the approximate proposed Impervious Coverage, approximate parking calculations, and if it is a multi-family development, the number of Dwelling units, etc.
- * If Residential - Number of proposed development lots (including by type of lot and use), density (proposed and permitted), and approximate parking calculations.
- * Calculations for open space are required and provided.
- Existing and Proposed Use and Zoning District of the property and adjacent properties
- A drawing depicting the details provided above as a general concept of the development, including such details as –
 - Residential - Lot layout and a “typical” lot size/dimension exhibit.
 - Non-res/multifamily - 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 general greenways, side paths, and bike lane locations.
 - General Utility access and points of connection/extensions,
 - Buffer Spaces (street and perimeter), open communal spaces, stormwater control measures, etc.
- Name, address, and contact information for the property owner and/or Applicant
- Name/information of the professional who created the Concept Plan
- Any other information requested by the Planning Department staff

Rezoning Justification Statement – Complete the attached form

Provide a **separate document** titled “Statement of Justification” (including Date) that addresses each/all 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. Does the application 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 when it was adopted?
4. Does the rezoning allow uses 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, stormwater 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 more significant 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.

Neighborhood Meeting- (Complete the attached form)

Per [LDO Section 2.2, Appendix A / 2.3.D., and 2.3.F Rezoning \(Zoning Map Amendment\)](#); and TA-23-01, all applicants shall conduct a neighborhood meeting prior to any public hearing or review by the Planning Board and Board of Commissioners. This meeting will enable the applicant to explain the proposed request and address the neighborhood's concerns. A summary of the meeting in the form of meeting notes or minutes, along with a list and contact information (as shown below) for all attendees and a list of property owners and Homeowners' Associations within 500 feet of the subject property as well as all property owners within 200 feet of any roadway improvements and/or utility improvements associated with an application (per Wake County tax records at the time of filing this application) as they are required to receive a Notification Letter regarding the Legislative Hearing before the Town Board of Commissioners (when scheduled).

Conditions of Approval – Provide a separate list of voluntary conditions proposed by the applicant to be signed upon presentation to the Town Board at the Legislative Hearing (if applicable).

Please visit the [Submittal Process webpage](#) for information on submission timing.

Submission Packet Document Review- Please be sure to include the following:

Required documents to be submitted with the Application

<input type="checkbox"/> Complete Application	<input type="checkbox"/> Legal Metes and Bounds
<input type="checkbox"/> Concept Plan (if applicable)	<input type="checkbox"/> Property Owner Consent form(s)
<input type="checkbox"/> Conditional Zoning Proposed List (if applicable)	<input type="checkbox"/> Rezoning Boundary Survey with Total Area Requested and Zoning Districts labeled
<input type="checkbox"/> Deeds	<input type="checkbox"/> Rezoning Justification Statement
<input type="checkbox"/> Financial Responsible Party information	<input type="checkbox"/> Sketch Plan meeting notes (if applicable)

Required documents for Planning Board and/or Town Board meeting

<input type="checkbox"/> Neighborhood Meeting Information	<input type="checkbox"/> PowerPoint slides (or other digital media) to include in the Planning Board and Town Board Agenda Packets.
<input type="checkbox"/> Signed Proposed Conditions (for approval by the Town Board at Legislative Hearing)	



Town of Rolesville Planning Department
 Property Owner Consent & Authorization Form
 planning@rolesvillenc.gov

Consent is required from the property owner(s) or legal representative. Unless otherwise specified, consent is valid for one year from the date of application.

Please provide a separate form for each parcel number. For properties with multiple owners, each owner must complete an individual form. (A husband and wife may both sign and submit one form.)

Project/ Subdivision Name: Broughton Townhomes
 Site Address: 204 W Young St, Rolesville, NC 27571
 Parcel ID: 1769029362 Deed Reference: 018297/02451

Property Owner *This field is required.

1) Name: Columbia Park East MHP-KB LLC Signature: _____
 (Type or print clearly.)
 Mailing Address: 8480 Honeycutt Road Suite 200 City/State/Zip: Raleigh, NC 27615
 Phone: _____ Email: _____

2) Name: _____ Signature: _____
 (Type or print clearly.) (spouse if applicable)
 Mailing Address: _____ City/State/Zip: _____
 Phone: _____ Email: _____
 Company Name: _____ Title: _____

Applicant P.O.A. Agent Legal Representative
 Check all that apply.

1) Name: Laura Holloman Signature: _____
 (Type or print clearly.)
 Mailing Address: 621 Hillsborough St, Ste 500 City/State/Zip: Raleigh, NC 27603
 Phone: 919-361-5000 Email: holloman@mcadamsco.com
 Company Name: McAdams Title: Director, Development Entitlement

By signing the above, I swear and affirm that I am the owner(s) or authorized representative as shown in the records of Wake County, North Carolina, which is the subject of this application. I further affirm that I am fully aware of the Town's application, fees, and procedural requirements and consent to this Application. I authorize the person(s) listed below to submit this Application and serve as the representative and point of contact for this Application.



**Town of Rolesville Planning Department
Property Owner Consent & Authorization Form
planning@rolesvillenc.gov**

Neighborhood Meeting Requirement Checklist:

	<p>1. a). Mail the required property notification letter to all property owners and Homeowners' Associations within 500 feet of the subject property, as well as all property owners within 200 feet of any roadway improvements and/or utility improvements associated with an application (per Wake County tax records at the time of filing this application).</p> <p>b) Mail a copy of the letter to the Town of Rolesville Planning Department, PO Box 250, Rolesville, NC 27571, to ensure compliance with LDO Appendix A- Handbook Section 2.3.D.</p>
	<p>2. Conduct the required meeting at a location within the Town of Rolesville.</p>
	<p>3. Mail or email at least ten (10) days before the Planning Board meeting a copy of the presentation, property owner with addresses notification list, list of attendees, meeting minutes, and any notes or questions from the meeting.</p>

Property Owner Notification List Example:

WAKE COUNTY PIN	NAME	MAILING ADDRESS	ZIP CODE



Voluntary List of Proposed Conditions: (Please use additional pages as needed)

1. _____
2. _____
3. _____
4. _____
5. _____
6. _____
7. _____
8. _____
9. _____
10. _____

Property Owner (First name on Deed)

Printed Name: Donald W. Lawrence Jr Signature: [Handwritten Signature]

***A signature is required before submitting this list to the Town Board for approval at the Legislative Hearing.**

Property Owner (Second name on Deed)

Printed Name: _____ Signature: _____

***A signature is required before submitting this list to the Town Board for approval at the Legislative Hearing.**

Zoning Map (Rezoning) Application

Town of Rolesville Planning Department | PO Box 250 | Rolesville, NC 27571 | 919-554-6517 | planning@rolesvillenc.gov

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


Complete one form for each parcel identification number.

APPLICATION INFORMATION:	
Site Address: _____	Site Area (in acres): <u>11.5</u>
Rezoning Type: <input type="checkbox"/> General <input type="checkbox"/> Conditional	Total area requested to be rezoned (in acre: <u>11.5</u>
Voluntary Annexation Application Submitted: <input type="checkbox"/> Yes <input type="checkbox"/> No ANX-	Current Location: <input type="checkbox"/> County Limits <input type="checkbox"/> ETJ <input type="checkbox"/> Town Limits
Existing Zoning District: <u>RL: Residential Low Density</u>	Proposed Zoning District(s): <u>RH: Residential High Density</u>
PIN: <u>1769029362</u>	Associated Previous Case(s): _____
Current Use(s): <u>Vacant</u>	Proposed Use(s): <u>Single-family attached</u>

APPLICATION REQUIREMENTS:	
<input type="checkbox"/> Complete Application and checklist.	<input type="checkbox"/> Completed Property Owner's Consent Form – 1 per Owner- See page 5.
<input type="checkbox"/> If the request is for a <i>Conditional District</i> per LDO Section 3.3. The submittal shall include a separate document listing the written Conditions of Approval, which may consist of exhibits, plans, maps, and other relevant materials. Provide a Date and space for revision Dates; this document will always be referenced, including its Date.	<input type="checkbox"/> A Concept (nee site) Plan * may be submitted, considered, and approved as part of a <i>Conditional District</i> request; it shall be incorporated into a written condition for “general compliance” upon future Development Application reviews and approvals. Provide a Date and space for revision Dates. See the Next page for details.
<input type="checkbox"/> Traffic Impact Analysis (TIA), ITE Trip Generation Letter, or a Letter/Email from Planning staff confirming that a TIA is not required. (LDO Section 8.C.5)	<input type="checkbox"/> * The Activity Center (AC) and Neighborhood Commercial (NC) zoning districts require the submission of a Concept Plan (also known as a site plan) as per LDO Sections 3.4.1 and 3.4.2.
<input type="checkbox"/> Legal Metes & Bounds	<input type="checkbox"/> Deeds with Book of Map & Page Number
<input type="checkbox"/> Sketch/Pre-submittal meeting held on: _____	<input type="checkbox"/> Meeting Notes submitted
<input type="checkbox"/> Application Fee: An invoice for the application fee will be issued during the completeness check or after the application review.	


Financially Responsible Party (*REQUIRED: Who will pay invoices related to this application?)

Name: _____ Company Name: _____

Title: _____ Signature:  _____

Mailing Address _____ City/State/Zip _____

Phone _____ Email _____

Property Owner (First name on Deed)
Name: _____ Signature:  _____
Address: _____ Email: _____

Property Owner (Second name on Deed or Spouse information required if applicable)
Name: _____ Signature: _____
Address: _____ Email: _____

Preferred Point of Contact: Owner Agent Applicant Architect Attorney Engineer
Please add contact information if applicable.

Agent Name: _____	Title/ Firm _____
Phone: _____	Email: _____
Applicant Name: <u>same as agent</u>	Title/ Firm _____
Phone: _____	Email: _____
Architect Name: _____	Title/ Firm _____
Phone: _____	Email: _____
Attorney Name: _____	Title/ Firm _____
Phone: _____	Email: _____
Engineer Name: _____	Title/ Firm _____
Phone: _____	Email: _____
Owner Name: _____	Title/ Firm _____
Phone: _____	Email: _____

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, the north arrow, and the scale reference
- Site Data Table: Typical Property Information (Property Legal Description, Acreage/Square Footage, etc.)
- * If Commercial, include the square footage of the proposed building, use, or development, the approximate proposed Impervious Coverage, approximate parking calculations, and if it is a multi-family development, the number of Dwelling units, etc.
- * If Residential - Number of proposed development lots (including by type of lot and use), density (proposed and permitted), and approximate parking calculations.
- * Calculations for open space are required and provided.
- Existing and Proposed Use and Zoning District of the property and adjacent properties
- A drawing depicting the details provided above as a general concept of the development, including such details as –
 - Residential - Lot layout and a “typical” lot size/dimension exhibit.
 - Non-res/multifamily - 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 general greenways, side paths, and bike lane locations.
 - General Utility access and points of connection/extensions,
 - Buffer Spaces (street and perimeter), open communal spaces, stormwater control measures, etc.
- Name, address, and contact information for the property owner and/or Applicant
- Name/information of the professional who created the Concept Plan

- Any other information requested by the Planning Department staff

Rezoning Justification Statement – Complete the attached form

Provide a **separate document** titled “Statement of Justification” (including Date) that addresses each/all 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. Does the application 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 when it was adopted?
4. Does the rezoning allow uses 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, stormwater 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 more significant 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.

Neighborhood Meeting- (Complete the attached form)

Per [LDO Section 2.2, Appendix A / 2.3.D., and 2.3.F Rezoning \(Zoning Map Amendment\)](#); and TA-23-01, all applicants **shall conduct a neighborhood meeting prior to any public hearing or review by the Planning Board and Board of Commissioners**. This meeting will enable the applicant to explain the proposed request and address the neighborhood's concerns. A summary of the meeting in the form of meeting notes or minutes, along with a list and contact information (as shown below) for all attendees and a list of property owners and Homeowners' Associations within 500 feet of the subject property as well as all property owners within 200 feet of any roadway improvements and/or utility improvements associated with an application (per Wake County tax records at the time of filing this application) as they are required to receive a Notification Letter regarding the Legislative Hearing before the Town Board of Commissioners (when scheduled).

Conditions of Approval – Provide a separate list of voluntary conditions proposed by the applicant to be signed upon presentation to the Town Board at the Legislative Hearing (if applicable).

Please visit the [Submittal Process webpage](#) for information on submission timing.

Submission Packet Document Review- Please be sure to include the following:

Required documents to be submitted with the Application

<input type="checkbox"/> Complete Application	<input type="checkbox"/> Legal Metes and Bounds
<input type="checkbox"/> Concept Plan (if applicable)	<input type="checkbox"/> Property Owner Consent form(s)
<input type="checkbox"/> Conditional Zoning Proposed List (if applicable)	<input type="checkbox"/> Rezoning Boundary Survey with Total Area Requested and Zoning Districts labeled
<input type="checkbox"/> Deeds	<input type="checkbox"/> Rezoning Justification Statement
<input type="checkbox"/> Financial Responsible Party information	<input type="checkbox"/> Sketch Plan meeting notes (if applicable)

Required documents for Planning Board and/or Town Board meeting

<input type="checkbox"/> Neighborhood Meeting Information	<input type="checkbox"/> PowerPoint slides (or other digital media) to include in the Planning Board and Town Board Agenda Packets.
<input type="checkbox"/> Signed Proposed Conditions (for approval by the Town Board at Legislative Hearing)	



Town of Rolesville Planning Department
 Property Owner Consent & Authorization Form
 planning@rolesvillenc.gov

Consent is required from the property owner(s) or legal representative. Unless otherwise specified, consent is valid for one year from the date of application.

Please provide a separate form for each parcel number. For properties with multiple owners, each owner must complete an individual form. (A husband and wife may both sign and submit one form.)

Project/ Subdivision Name: _____
 Site Address: _____
 Parcel ID: _____ Deed Reference: _____

Property Owner *This field is required.

1) Name: _____
 (Type or print clearly.)

Signature: _____

Mailing Address: _____

City/State/Zip: _____

Phone: _____

Email: _____

2) Name: _____
 (Type or print clearly.) (spouse if applicable)

Signature: _____

Mailing Address: _____

City/State/Zip: _____

Phone: _____

Email: _____

Company Name: _____

Title: _____

Applicant P.O.A. Agent Legal Representative
Check all that apply.

1) Name: _____
 (Type or print clearly)

Signature: _____

Mailing Address: _____

City/State/Zip: _____

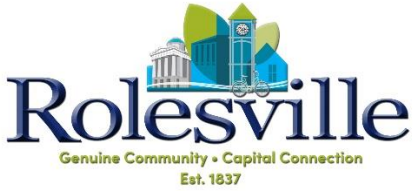
Phone: _____

Email: _____

Company Name: _____

Title: _____

By signing the above, I swear and affirm that I am the owner(s) or authorized representative as shown in the records of Wake County, North Carolina, which is the subject of this application. I further affirm that I am fully aware of the Town's application, fees, and procedural requirements and consent to this Application. I authorize the person(s) listed below to submit this Application and serve as the representative and point of contact for this Application.




Town of Rolesville Planning Department
Property Owner Consent & Authorization Form
planning@rolesvillenc.gov

Voluntary List of Proposed Conditions: (Please use additional pages as needed)

1. _____
2. _____
3. _____
4. _____
5. _____
6. _____
7. _____
8. _____
9. _____
10. _____

Property Owner (First name on Deed)

Printed Name: _____

Signature: 

***A signature is required before submitting this list to the Town Board for approval at the Legislative Hearing.**

Property Owner (Second name on Deed)

Printed Name: _____

Signature: _____

***A signature is required before submitting this list to the Town Board for approval at the Legislative Hearing.**



Zoning Map (Rezoning) Application

Town of Rolesville Planning Department | PO Box 250 | Rolesville, NC 27571 | 919-554-6517 | planning@rolesvillenc.gov

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

Complete one form for each parcel identification number.

APPLICATION INFORMATION:	
Site Address: 204 W Young St	Site Area (in acres): 1.93
Rezoning Type: <input checked="" type="checkbox"/> General <input type="checkbox"/> Conditional	Total area requested to be rezoned (in acres):
Voluntary Annexation Application Submitted: <input type="checkbox"/> Yes <input type="checkbox"/> No ANX-	Current Location: <input type="checkbox"/> County Limits <input type="checkbox"/> ETJ <input checked="" type="checkbox"/> Town Limits
Existing Zoning District: RL- Residential Low Dens	Proposed Zoning District(s): RH- Residential High Density
PIN: 1769027985	Associated Previous Case(s):
Current Use(s): Detached SF Residential	Proposed Use(s): Attached SF Residential

APPLICATION REQUIREMENTS:	
<input type="checkbox"/> Complete Application and checklist.	<input type="checkbox"/> Completed Property Owner's Consent Form – 1 per Owner- See page 5.
<input type="checkbox"/> If the request is for a <i>Conditional District</i> per LDO Section 3.3. The submittal shall include a separate document listing the written Conditions of Approval, which may consist of exhibits, plans, maps, and other relevant materials. Provide a Date and space for revision Dates; this document will always be referenced, including its Date.	<input type="checkbox"/> A Concept (nee site) Plan * may be submitted, considered, and approved as part of a <i>Conditional District</i> request; it shall be incorporated into a written condition for “general compliance” upon future Development Application reviews and approvals. Provide a Date and space for revision Dates. See the Next page for details.
<input type="checkbox"/> Traffic Impact Analysis (TIA), ITE Trip Generation Letter, or a Letter/Email from Planning staff confirming that a TIA is not required. (LDO Section 8.C.5)	<input type="checkbox"/> * The Activity Center (AC) and Neighborhood Commercial (NC) zoning districts require the submission of a Concept Plan (also known as a site plan) as per LDO Sections 3.4.1 and 3.4.2.
<input type="checkbox"/> Legal Metes & Bounds	<input type="checkbox"/> Deeds with Book of Map & Page Number
<input type="checkbox"/> Sketch/Pre-submittal meeting held on: _____	<input type="checkbox"/> Meeting Notes submitted
<input type="checkbox"/> Application Fee: An invoice for the application fee will be issued during the completeness check or after the application review.	

Financially Responsible Party (*REQUIRED: Who will pay invoices related to this application?)	
Name: Robert J. Hayes	Company Name: Grand Communities, LLC
Title: Planning + Entitlements Manager	Signature:
Mailing Address: 3940 Olympic Blvd, Suite 400	City/State/Zip: Erlanger, Kentucky 41018
Phone: 859.344.3137	Email: rhayes@fischerhomes.com

Property Owner (First name on Deed)

Name: Mary C. Perry Signature: *Mary Perry* 04/28/2026 10:07 AM EDT

Address: 204 W Young St Rolesville, NC 27571 Email: jessicachampion2@gmail.com

Property Owner (Second name on Deed or Spouse information required if applicable)

Name: _____ Signature: _____

Address: _____ Email: _____

Preferred Point of Contact: Owner Agent Applicant Architect Attorney Engineer

Please add contact information if applicable.

Agent Name: Laura Holloman Title/ Firm McAdams

Phone: 919-610-7377 Email: holloman@mcadamsco.com

Applicant Name: Same as agent Title/ Firm _____

Phone: _____ Email: _____

Architect Name: N/A Title/ Firm _____

Phone: _____ Email: _____

Attorney Name: N/A Title/ Firm _____

Phone: _____ Email: _____

Engineer Name: Ryan Barker Title/ Firm McAdams

Phone: 919-361-5000 Email: barker@mcadamsco.com

Owner Name: Mary C. Perry Title/ Firm _____

Phone: _____ Email: _____

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, the north arrow, and the scale reference
- Site Data Table: Typical Property Information (Property Legal Description, Acreage/Square Footage, etc.)
- * If Commercial, include the square footage of the proposed building, use, or development, the approximate proposed Impervious Coverage, approximate parking calculations, and if it is a multi-family development, the number of Dwelling units, etc.
- * If Residential - Number of proposed development lots (including by type of lot and use), density (proposed and permitted), and approximate parking calculations.
- * Calculations for open space are required and provided.
- Existing and Proposed Use and Zoning District of the property and adjacent properties
- A drawing depicting the details provided above as a general concept of the development, including such details as –
 - Residential - Lot layout and a “typical” lot size/dimension exhibit.
 - Non-res/multifamily - 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 general greenways, side paths, and bike lane locations.
 - General Utility access and points of connection/extensions,
 - Buffer Spaces (street and perimeter), open communal spaces, stormwater control measures, etc.
- Name, address, and contact information for the property owner and/or Applicant
- Name/information of the professional who created the Concept Plan
- Any other information requested by the Planning Department staff

Rezoning Justification Statement – Complete the attached form

Provide a **separate document** titled “Statement of Justification” (including Date) that addresses each/all 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. Does the application 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 when it was adopted?
4. Does the rezoning allow uses 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, stormwater 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 more significant 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.

Neighborhood Meeting- (Complete the attached form)

Per [LDO Section 2.2, Appendix A / 2.3.D., and 2.3.F Rezoning \(Zoning Map Amendment\)](#); and TA-23-01, all applicants **shall conduct a neighborhood meeting prior to any public hearing or review by the Planning Board and Board of Commissioners**. This meeting will enable the applicant to explain the proposed request and address the neighborhood's concerns. A summary of the meeting in the form of meeting notes or minutes, along with a list and contact information (as shown below) for all attendees and a list of property owners and Homeowners' Associations within 500 feet of the subject property as well as all property owners within 200 feet of any roadway improvements and/or utility improvements associated with an application (per Wake County tax records at the time of filing this application) as they are required to receive a Notification Letter regarding the Legislative Hearing before the Town Board of Commissioners (when scheduled).

Conditions of Approval – Provide a separate list of voluntary conditions proposed by the applicant to be signed upon presentation to the Town Board at the Legislative Hearing (if applicable).

Please visit the [Submittal Process webpage](#) for information on submission timing.

Submission Packet Document Review- Please be sure to include the following:

Required documents to be submitted with the Application

<input type="checkbox"/> Complete Application	<input type="checkbox"/> Legal Metes and Bounds
<input type="checkbox"/> Concept Plan (if applicable)	<input type="checkbox"/> Property Owner Consent form(s)
<input type="checkbox"/> Conditional Zoning Proposed List (if applicable)	<input type="checkbox"/> Rezoning Boundary Survey with Total Area Requested and Zoning Districts labeled
<input type="checkbox"/> Deeds	<input type="checkbox"/> Rezoning Justification Statement
<input type="checkbox"/> Financial Responsible Party information	<input type="checkbox"/> Sketch Plan meeting notes (if applicable)

Required documents for Planning Board and/or Town Board meeting

<input type="checkbox"/> Neighborhood Meeting Information	<input type="checkbox"/> PowerPoint slides (or other digital media) to include in the Planning Board and Town Board Agenda Packets.
<input type="checkbox"/> Signed Proposed Conditions (for approval by the Town Board at Legislative Hearing)	



Town of Rolesville Planning Department
Property Owner Consent & Authorization Form
planning@rolesvillenc.gov

Consent is required from the property owner(s) or legal representative. Unless otherwise specified, consent is valid for one year from the date of application.

Please provide a separate form for each parcel number. For properties with multiple owners, each owner must complete an individual form. (A husband and wife may both sign and submit one form.)

Project/ Subdivision Name: Broughton Townhomes
Site Address: 204 W Young St, Rolesville, NC 27571
Parcel ID: 1769027985 Deed Reference: 11-E/1986

Property Owner *This field is required.

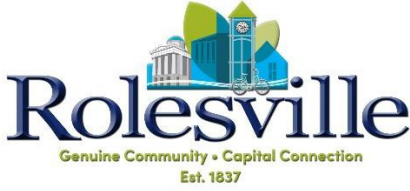
1) Name: Mary C. Perry Signature: Mary Perry 05/04/2026 08:21 AM EDT
(Type or print clearly.)
Mailing Address: 204 W Young St City/State/Zip: Rolesville, NC 27571
Phone: _____ Email: _____
2) Name: _____ Signature: _____
(Type or print clearly.) (spouse if applicable)
Mailing Address: _____ City/State/Zip: _____
Phone: _____ Email: _____
Company Name: _____ Title: _____

Applicant P.O.A. Agent Legal Representative

Check all that apply.

1) Name: Laura Holloman Signature: _____
(Type or print clearly.)
Mailing Address: 621 Hillsborough St, Ste 500 City/State/Zip: Raleigh, NC 27603
Phone: 919-361-5000 Email: holloman@mcadamsco.com
Company Name: McAdams Title: Director, Development Entitlement

By signing the above, I swear and affirm that I am the owner(s) or authorized representative as shown in the records of Wake County, North Carolina, which is the subject of this application. I further affirm that I am fully aware of the Town's application, fees, and procedural requirements and consent to this Application. I authorize the person(s) listed below to submit this Application and serve as the representative and point of contact for this Application.



**Town of Rolesville Planning Department
Property Owner Consent & Authorization Form
planning@rolesvillenc.gov**

Neighborhood Meeting Requirement Checklist:

	<p>1. a). Mail the required property notification letter to all property owners and Homeowners' Associations within 500 feet of the subject property, as well as all property owners within 200 feet of any roadway improvements and/or utility improvements associated with an application (per Wake County tax records at the time of filing this application).</p> <p>b) Mail a copy of the letter to the Town of Rolesville Planning Department, PO Box 250, Rolesville, NC 27571, to ensure compliance with LDO Appendix A- Handbook Section 2.3.D.</p>
	<p>2. Conduct the required meeting at a location within the Town of Rolesville.</p>
	<p>3. Mail or email at least ten (10) days before the Planning Board meeting a copy of the presentation, property owner with addresses notification list, list of attendees, meeting minutes, and any notes or questions from the meeting.</p>

Property Owner Notification List Example:

WAKE COUNTY PIN	NAME	MAILING ADDRESS	ZIP CODE



Town of Rolesville Planning Department
Property Owner Consent & Authorization Form
planning@rolesvillenc.gov

Voluntary List of Proposed Conditions: (Please use additional pages as needed)

1. _____
2. _____
3. _____
4. _____
5. _____
6. _____
7. _____
8. _____
9. _____
10. _____

Property Owner (First name on Deed)

Printed Name: Mary Perry

Signature: *Mary Perry*

05/04/2026
09:41 AM EDT

***A signature is required before submitting this list to the Town Board for approval at the Legislative Hearing.**

Property Owner (Second name on Deed)

Printed Name: _____

Signature: _____

***A signature is required before submitting this list to the Town Board for approval at the Legislative Hearing.**

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, Shackelford & Thomas, P.L.L.C.

PREPARED BY and RETURN TO: Warren, Shackelford & Thomas, P.L.L.C.,
 343 S. White Street, Wake Forest, NC 27587

TAX IDENTIFICATION #: 353430 REVENUE STAMPS \$ 8.00

NORTH CAROLINA GENERAL WARRANTY DEED

This deed made this 27th day of March, 2019 by and between:

GRANTOR: **HES, Inc.**

GRANTEE: **Donald H. Lawrence, III**
 205 N. Main Street, 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

BEING all of Lot 108 containing 0.15 acres as shown on plat recorded in Book of Maps 2006, Page 2675, Wake County Registry.

All or a portion of the property herein conveyed ___ includes or X 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 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.

HES, INC.

By: Debra Van Nortwick, Pres. HES, Inc.
President

STATE OF NORTH CAROLINA

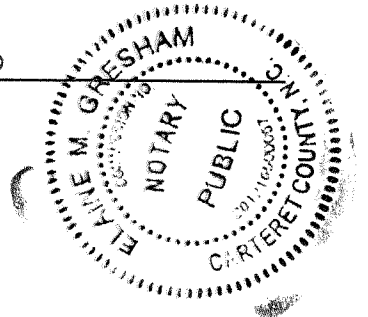
COUNTY OF Carteret

I, Elaine M. Gresham, a Notary Public for the County of Carteret, State of North Carolina, certify that Debra Van Nortwick personally appeared before me this day and acknowledged that he/she is Dr. President of HES, INC. a North Carolina corporation, and that by authority duly given and as an act of the corporation, the foregoing instrument was signed in its name by its Dr. President.

Witness my hand and official stamp or seal, this 29th day of March, 2019.

Elaine M. Gresham
Notary Public

My Commission Expires: 6/10/22



WAKE COUNTY, NC 85
 CHARLES P. GILLIAM
 REGISTER OF DEEDS
 PRESENTED & RECORDED ON
 08/08/2017 13:08:52

BOOK:016871 PAGE:00285 - 00288

✓ Excise Tax \$0

NORTH CAROLINA SPECIAL WARRANTY DEED

Tax Block: ___ Lot:

✓ Parcel Identifier No. : 0089068

✓ Prepared by: John B. South, Jr. who is a licensed North Carolina attorney.
 The South Law Firm, PLLC, 3725 National Drive Suite 100, Raleigh, NC 27612

✓ Return to: Grantee

*This property is the primary residence of the Grantor.

*Delinquent taxes, if any, to be paid by the closing attorney to the county Tax Collector upon disbursement of closing proceedings.

THIS DEED made this 3 day of August, 2017, by and between

GRANTOR	GRANTEE
<p>DONALD HERBERT LAWRENCE III (Separated) And BROOKANNE LAWRENCE (Separated)</p>	<p>DONALD H. LAWRENCE III (Separated) ✓ 205 N. Main Street Rolesville, NC 27571</p>

The designation Grantor and Grantee as used herein shall include said parties, their heirs, successors, and assigns, and shall include singular, plural, masculine, feminine or neuter as required by context.

WITNESSETH, that the Grantor, for a valuable consideration paid by the Grantee, the receipt of which is hereby acknowledged, has and by these presents does grant, bargain, sell and convey unto the Grantee in fee simple, all that certain lot or parcel of land situated in **WAKE** County, North Carolina and more particularly described as follows:

SEE ATTACHED LEGAL DESCRIPTION

TO HAVE AND TO HOLD the aforesaid lot or parcel of land and all privileges and appurtenances thereto belonging to the Grantee in fee simple.

The Grantor covenants with the Grantee, the Grantor has done nothing to impair such title as Grantor received, and Grantor will warrant and defend the title against the lawful claims of all persons claiming by, under or through Grantor.

The purpose of this conveyance is to sever the tenancy by the entirety in the property described herein pursuant to G.S. 39-13.3, to vest sole title in the name of the Grantee, and to allow the Grantee to henceforth convey and encumber said Property without the consent or joinder of **Brookanne Lawrence**

By execution hereof, **Brookanne Lawrence** relinquishes: (1) the right to an elective life estate in the Property herein conveyed as provided in N.C.G.S. 29-30 and (2) the right to dissent from Grantee's will as provided in N.C.G.S. 30-1 as to any devise of the Property herein conveyed. (3) any and all other rights marital rights in the Property herein conveyed as established by the North Carolina General Statutes.

It is the intention of **Brookanne Lawrence** that the Property herein conveyed shall be considered separate property of Grantee under the Equitable Distribution Act and **Brookanne Lawrence** relinquishes all right or claim to the Property herein conveyed provided in said act.

IN WITNESS WHEREOF, the Grantor has hereunto set his hand and seal.


DONALD HERBERT LAWRENCE III (SEAL)


BROOKANNE LAWRENCE (SEAL)

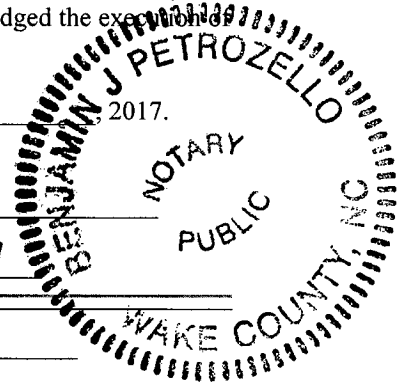
STATE OF NORTH CAROLINA COUNTY OF WAKE

I, BENJAMIN J. PETROZELLO, a Notary Public for County and State aforesaid, certify that **Donald Herbert Lawrence III** personally appeared before me this day and acknowledged the execution of the foregoing instrument.

Witness my hand and official seal, this the 3RD day of AUGUST, 2017.

[Official Seal]


NOTARY PUBLIC
My Commission expires: 03-21-2019

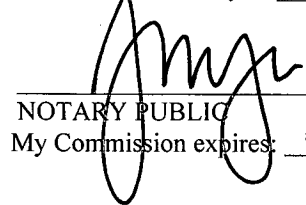


STATE OF NORTH CAROLINA COUNTY OF WAKE

I, BENJAMIN J. PETROZELLO, a Notary Public for County and State aforesaid, certify that **Brookanne Lawrence** personally appeared before me this day and acknowledged the execution of the foregoing instrument.

Witness my hand and official seal, this the 3RD day of AUGUST, 2017.

[Official Seal]


NOTARY PUBLIC
My Commission expires: 03-21-2019

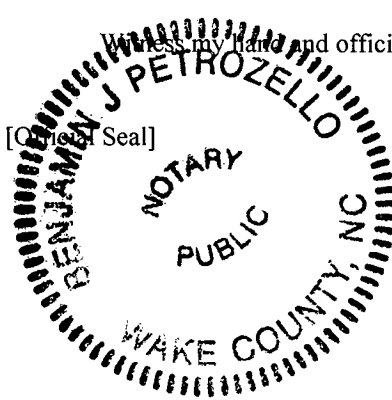
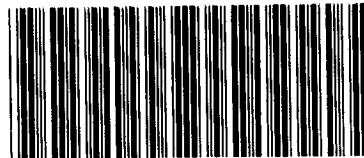


EXHIBIT "A"

BEGINNING at a point in the northwestern right of way of U.S. Highway 401, said point being North 39° 11' 35" East 190.40 feet and North 23° 17' 09" West 27.97 feet from an iron pipe at the intersection of the center line of U.S. Highway 401 and Williams Street; thence North 23° 17' 04" West 451.27 feet to an iron pipe; thence along the line of William Y. Weathers North 48° 12' 46" East 187.75 feet to an iron pipe, South 38° 53' 06" East 200.00 feet to an iron pipe and South 18° 45' 45" East 248.23 feet to a point in the northwestern right of way of U.S. Highway 401; thence along the northwestern right of way line of U.S. Highway 401 South 49° 15' 10" West 148.33 feet to a point and South 46° 21' 55" West 75.47 feet to the BEGINNING, as shown on survey by W. Keith Wrenn, R.L.S., dated May 22, 1986 and revised December 5, 1986.



BOOK:016871 PAGE:00285 - 00288



Please retain yellow trailer page

It is part of the recorded document and must be submitted with the original for re-recording.

Charles P. Gilliam
Register of Deeds
Wake County Justice Center
300 South Salisbury Street, Suite 1700
Raleigh, NC 27601

New Time Stamp

\$25 Non-Standard Fee

Additional Document Fee

Additional Reference Fee

This Customer Group

_____ # of Excessive Entities

_____ # of Time Stamps Needed

This Document

_____ 4 # of Pages J

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.
RETURN TO: GRANTEE

PREPARED BY: Warren, Shackleford & Thomas, P.L.L.C.,
343 S. White Street, Wake Forest, NC 27587

TAX IDENTIFICATION #: 8831 REVENUE STAMP \$ 1,342.00

NORTH CAROLINA GENERAL WARRANTY DEED

This deed made this 7th day of January, 2021 by and between:

GRANTOR: **KATHRYN ANN BROUGHTON AND HUSBAND, MARK MARTIN AND ROYALL M. BROUGHTON, JR. AND WIFE, DEBORAH B. BROUGHTON**

GRANTEE: **COLUMBIA PARK EAST MHP-KB LLC**
8480 Honeycutt Road Suite 200, Raleigh, NC 27615

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"

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 Easements and Restrictions 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.

Kathryn Ann Broughton (SEAL)

Mark Martin (SEAL)

[Signature]

Royall M. Broughton, Jr. (SEAL)

[Signature]

Deborah B. Broughton (SEAL)

STATE OF Alabama, COUNTY OF Lee

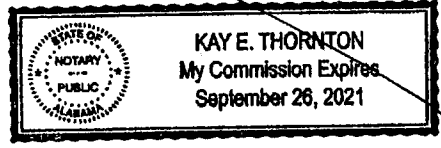
I, Kay E. Thornton, a Notary Public for the County of Lee and State of Alabama, certify that **Kathryn Ann Broughton and husband, Mark Martin** personally appeared before me this day and acknowledged the execution of the foregoing instrument.

Witness my hand and official stamp or seal, this the 12th day of January, 2021.

[Signature]

Notary Public

My Commission Expires: 9-26-21



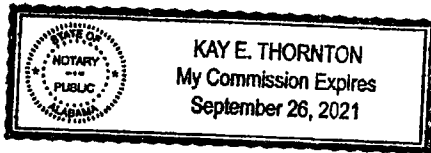
STATE OF Alabama, COUNTY OF Lee

I, Kay E. Thornton, a Notary Public for the County of Lee and State of Alabama, certify that **Royall M. Broughton, Jr. and wife, Deborah B. Broughton** personally appeared before me this day and acknowledged the execution of the foregoing instrument.

Witness my hand and official stamp or seal, this the 12th day of January, 2021.

Kay E. Thornton
Notary Public

My Commission Expires: 9-26-21



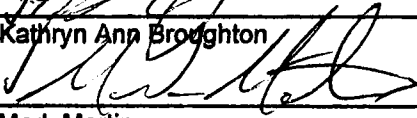
Grantor covenants with Grantee, that Grantor is seized of the premises in fee simple, has the right to convey the same in fee simple, that title is marketable and free and clear of all encumbrances, and that Grantor will warrant and defend the title to the property against the lawful claims of all others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

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

- 1. Subject to Easements and Restrictions 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.


 _____ (SEAL)
 Kathryn Ann Broughton


 _____ (SEAL)
 Mark Martin

 (SEAL)
 Royall M. Broughton, Jr.

 (SEAL)
 Deborah B. Broughton

STATE OF CALIFORNIA, COUNTY OF ALAMEDA

I, _____, a Notary Public for the County of _____ and State of _____, certify that Kathryn Ann Broughton and husband, Mark Martin personally appeared before me this day and acknowledged the execution of the foregoing instrument.

Witness my hand and official stamp or seal, this the _____ day of January, 2021.



 Notary Public

My Commission Expires: _____

CALIFORNIA ALL- PURPOSE CERTIFICATE OF ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California }

County of Alameda }

On Jan, 14, 2021 before me, Monica Chopra, Notary Public
(Here insert name and title of the officer)

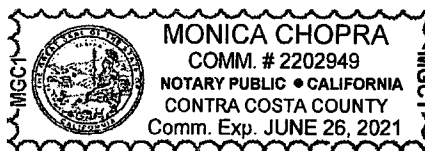
personally appeared KATHRYN ANN BROUGHTON AND MARK MARTIN who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) ~~is~~ are subscribed to the within instrument and acknowledged to me that ~~he~~ ~~she~~ ~~they~~ executed the same in ~~his~~ ~~her~~ ~~their~~ authorized capacity(ies), and that by ~~his~~ ~~her~~ ~~their~~ signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

M Chopra
Notary Public Signature

(Notary Public Seal)



ADDITIONAL OPTIONAL INFORMATION

DESCRIPTION OF THE ATTACHED DOCUMENT

(Title or description of attached document)

(Title or description of attached document continued)
Number of Pages _____ Document Date _____

CAPACITY CLAIMED BY THE SIGNER

- Individual (s)
- Corporate Officer

(Title)
- Partner(s)
- Attorney-in-Fact
- Trustee(s)
- Other _____

INSTRUCTIONS FOR COMPLETING THIS FORM

This form complies with current California statutes regarding notary wording and, if needed, should be completed and attached to the document. Acknowledgments from other states may be completed for documents being sent to that state so long as the wording does not require the California notary to violate California notary law.

- State and County information must be the State and County where the document signer(s) personally appeared before the notary public for acknowledgment.
- Date of notarization must be the date that the signer(s) personally appeared which must also be the same date the acknowledgment is completed.
- The notary public must print his or her name as it appears within his or her commission followed by a comma and then your title (notary public).
- Print the name(s) of document signer(s) who personally appear at the time of notarization.
- Indicate the correct singular or plural forms by crossing off incorrect forms (i.e. ~~he~~/~~she~~/~~they~~, is /are) or circling the correct forms. Failure to correctly indicate this information may lead to rejection of document recording.
- The notary seal impression must be clear and photographically reproducible. Impression must not cover text or lines. If seal impression smudges, re-seal if a sufficient area permits, otherwise complete a different acknowledgment form.
- Signature of the notary public must match the signature on file with the office of the county clerk.
 - ❖ Additional information is not required but could help to ensure this acknowledgment is not misused or attached to a different document.
 - ❖ Indicate title or type of attached document, number of pages and date.
 - ❖ Indicate the capacity claimed by the signer. If the claimed capacity is a corporate officer, indicate the title (i.e. CEO, CFO, Secretary).
- Securely attach this document to the signed document with a staple.

EXHIBIT "A"

DESCRIPTION OF ELIZABETH S. BROUGHTON HEIRS PROPERTY – PIN: 1769029362

BEGINNING AT AN EXISTING IRON PIPE IN THE EASTERN RIGHT-OF-WAY OF WEST YOUNG STREET, A 60 FT. PUBLIC RIGHT-OF-WAY, SAID PIPE BEING THE NORTHWEST CORNER OF TRACT 1 AS REFERENCED IN BOOK OF MAPS 2002, PAGE 1740, AND BEING THE SOUTHWEST CORNER OF THE MARY C. PERRY PROPERTY AS REFERENCED IN DEED BOOK 2022, PAGE 249, SAID PIPE ALSO HAVING N.C. GRID NAD '83 COORDINATES OF N=792765.4848 FEET AND E=2160643.6612 FEET; THENCE LEAVING THE SAID RIGHT-OF-WAY AND WITH THE COMMON LINE OF THE SAID PERRY PROPERTY, N89°30'10"E A DISTANCE OF 364.35 FEET TO A POINT IN THE LINE OF LOT 52 OF THE TERRELL PLANTATION AS REFERENCED IN BOOK OF MAPS 2012, PAGE 158; THENCE S23°18'36"E A DISTANCE OF 730.70 FEET TO A POINT IN THE NORTHWESTERN RIGHT-OF-WAY OF NORTH MAIN STREET - US 401, A VARIABLE PUBLIC RIGHT-OF-WAY; THENCE WITH THE SAID NORTH MAIN STREET RIGHT-OF-WAY, S47°04'48"W A DISTANCE OF 13.22 FEET TO A POINT; THENCE S46°17'02"W A DISTANCE OF 75.48 FEET TO A POINT; THENCE S45°42'52"W A DISTANCE OF 44.33 FEET TO A POINT BEING THE SOUTHEAST CORNER OF THE PROPERTY OF LITTLE HOUSE, LLC AND REFERENCED IN DEED BOOK 14739, PAGE 2454; THENCE WITH THE COMMON LINE OF THE SAID LITTLE HOUSE, LLC PROPERTY, N43°20'26"W A DISTANCE OF 175.10 FEET TO AN EXISTING IRON PIPE; THENCE S45°18'24"W A DISTANCE OF 124.99 FEET TO AN EXISTING IRON PIPE IN THE LINE OF THE PROPERTY OF MILDRED F. MATHENY, HEIRS AS REFERENCED IN DEED BOOK 614, PAGE 245; THENCE WITH THE SAID MATHENY HEIRS LINE, N43°20'12"W A DISTANCE OF 239.77 FEET TO AN EXISTING IRON PIPE IN THE LINE OF THE PROPERTY OF DENISE BROWN AS REFERENCED IN DEED BOOK 17010, PAGE 41; THENCE WITH THE COMMON LINE OF THE SAID BROWN PROPERTY, N01°16'09"E A DISTANCE OF 31.03 FEET TO AN EXISTING IRON PIPE; THENCE N89°00'59"W A DISTANCE OF 181.74 FEET TO A POINT IN THE AFOREMENTIONED RIGHT-OF-WAY OF WEST YOUNG STREET; THENCE WITH THE SAID WEST YOUNG STREET RIGHT-OF-WAY, N00°12'54"E A DISTANCE OF 81.17 FEET TO A POINT; THENCE N00°08'34"E A DISTANCE OF 101.84 FEET TO A POINT; THENCE N00°09'08"W A DISTANCE OF 102.45 FEET TO A POINT; THENCE N00°47'19"W A DISTANCE OF 104.25 FEET TO A POINT; THENCE N00°49'13"W A DISTANCE OF 122.35 FEET TO THE POINT AND PLACE OF BEGINNING AND CONTAINING 314,148 SQUARE FEET OR 7.2118 ACRES AS SHOWN ON THAT SURVEY ENTITLED "BOUNDARY AND TOPOGRAPHIC SURVEY FOR BROUGHTON TOWNHOMES", DATED 11-01-2019, REVISED 03-26-2020 AND PREPARED BY BASS, NIXON & KENNEDY, INC. CONSULTING ENGINEERS.

NORTH CAROLINA, Wake COUNTY THIS DEED OF TRUST, made and entered into this the 20th day of September 1976 by and between Jesse J. Perry and wife, Mary Catherine Perry

parties of the first part (whether one or more persons), QUARANTY STATE BANK, Trustee, party of the second part, and CENTRAL CAROLINA BANK & TRUST COMPANY, a corporation of the State of North Carolina, party of the third part.

WITNESSETH: That Whereas, the said parties of the first part are justly indebted to the said party of the third part for money loaned in the principal sum of \$ 6,100.00 and have executed their note of even date herewith in said sum with interest thereon from date hereof at the rate set forth in said note payable in monthly installments of not less than \$ 108.11 on or before the 1st day of November 1976 and a like amount on the same day of each month thereafter until said principal and interest thereon and all monies advanced by the Bank for the benefit of the undersigned and interest thereon are fully paid; it being understood and agreed that said installments shall be applied (1) to the payment of interest on said note, (2) to the payment of any sums advanced under the terms of said note or this deed of trust for the benefit of the party of the first part and not otherwise paid, (3) to the principal of said note.

NOW, THEREFORE, in consideration of the premises and of the sum of One Dollar to the parties of the first part in hand paid by the said party of the second part, the receipt of which is hereby fully acknowledged, and in order to carry out the intention expressed in the premises, the said parties of the first part have given, granted, bargained, and sold and do by these presents give, grant, bargain, sell, alien, assign, and convey unto said party of the second part as trustee, and its successors and assigns, all of that certain lot, tract, or parcel of land lying and being in Wake Forest Township, County of Wake and State of North Carolina, bounded and described as follows:

Being Lots Nos. 1, 2 and 3 of the lands of Mrs. Lillian Weathers, according to a map of Pittman Stell, C. S., dated February 12, 1946, and more particularly described as follows: BEGINNING at a point in the eastern boundary of the Oxford Road, line of R. M. Broughton; runs thence along the eastern boundary of said Oxford Road N. 4 deg. E. 300 feet to a stake; thence S. 86 deg. E. 280 feet to a stake; thence S. 4 deg. W. 300 feet to a stake in the Broughton line; thence N. 86 deg. W. 280 feet to the point of beginning.

The original of this instrument together with the notes thereby secured, having been exhibited to the undersigned marked paid and satisfied as required by law, the same is hereby cancelled of record by virtue of authority contained in Sec. 45-37 of the General Statutes of N.C. and recorded in Book 2437 Page 647 this 26th day of

KENNETH C. WILKINS Register of Deeds

By [Signature] Asst/Deputy

together with all heating, plumbing, electrical and air conditioning fixtures, equipment, and appurtenances thereto, including floor carpeting, and all renewals or replacements, now or hereafter attached to or used in connection with said real estate.

TO HAVE AND TO HOLD said lot, tract, or parcel of land with all privileges and appurtenances thereon and thereto, belonging unto the said party of the second part and its successors and assigns forever in fee simple. And the parties of the first part covenant for themselves and their heirs and assigns that they are seized of said land in fee and have good right to convey the same in fee simple; that the same are free and clear of all encumbrances of any kind and that they will forever warrant and defend the title thereto again - the claims of all persons whomsoever.

The parties of the first part do hereby assign, transfer, and set over to the party of the third part any and all rents and income from said property during the life of this indenture as further security to said debt, and upon any default therein set out the party of the third part shall be entitled to enter into the possession of said property for the purpose of collecting the rents and profits arising therefrom, and is hereby authorized to employ an agent to collect said rents and profits; to pay said agent a reasonable commission out of rents and profits so collected, and is directed to apply the balance upon the debt hereby secured; provided, the party of the third part may make such repairs as in its opinion are needed on the property, and first deduct the costs thereof from rents received. This rental assignment shall in no way affect or prejudice the rights of the party of the third part to have this Deed of Trust foreclosed upon breach of its terms and conditions.

IT IS UNDERSTOOD AND AGREED that the parties of the first part shall pay all taxes, or other assessments, which may be levied upon or against said property, within the time prescribed by law, shall upon demand of the Bank pay to it monthly in advance one-twelfth of the estimated taxes, assessments and insurance premiums for the current year; shall keep the buildings on said premises insured against loss or damage by fire and windstorm in such amounts and in such insurance company or companies as the Bank may require, which policy, or policies, shall be payable to said Bank, as its interest may appear, and be deposited with the Bank to be applied, in case of loss, as far as the same may extend or may be necessary to the satisfaction of this trust. If the said parties of the first part shall fail to pay said taxes, or other assessments, as and when said taxes and assessments shall fall due, or to effect said insurance, or to keep said property free and clear of encumbrances, the said Bank shall be at liberty to pay said taxes, or other assessments, or to effect said insurance, or to pay off and remove such encumbrances, as the case may be, and the amount so advanced shall be deemed principal money, bearing interest at the rate set forth in said note and be due and payable on the first day of the next succeeding month.

THE CONDITION OF THIS DEED, HOWEVER, IS SUCH that if the parties of the first part, their heirs, executors, administrators or assigns shall pay or cause to be paid the interest and principal secured hereby to the party of the third part, shall perform all other obligations herein assumed as to the payment of taxes, assessments and insurance premiums, and monies advanced by the party of the third part for the purpose of protecting its security, and shall perform and fully discharge all covenants and stipulations as herein required, then this conveyance shall be null and void.

If the said parties of the first part or their heirs, executors, administrators or assigns shall fail or neglect to pay the monthly installments of interest and principal as herein provided for, at the time and in the manner set out herein, and any and all other sums which may become due and payable hereunder, and shall fail or neglect to keep faithfully each and all of the other agreements and covenants herein made, then, in any or all of said events the whole of the debt hereby secured shall immediately become due and payable at the option of the party of the third part, and upon application of the said party of the third part, its successors and assigns, it shall be lawful for and the duty of said party of the second part or its successors, and it is hereby authorized and empowered to sell the land and premises hereinbefore described at public auction to the highest bidder for cash, on the premises or at the Court House Door in Raleigh North Carolina; and shall execute and deliver to the purchaser a good and sufficient deed in fee simple free and discharged of all the right, title, interest, estate and property of the parties of the first part. Before such sale,

the same shall be advertised once each week for four successive weeks in some newspaper published in Wake County and by posting notice of sale at the Court House Door for thirty days prior to said sale. Out of the proceeds of said sale, the party of the second part or its successor is hereby authorized and empowered to pay the necessary and reasonable costs and expenses of advertising and making such sale, including a commission of five per cent upon the gross proceeds of said sale and pay the balance of the indebtedness secured and interest thereon and all other sums which the party of the third part, its successors and assigns, may have paid by virtue of the covenants and agreements herein contained; and pay the surplus, if any, to the parties of the first part or their legal representatives.

Upon condemnation of the premises or improvements or any part thereof, the entire unpaid balance of the note secured hereby shall, at the option of the party of the third part, at once become due and payable and any amounts paid for such taking shall be paid to the party of the third part and be applied upon the indebtedness hereby secured. The Note(s) secured by this Deed of Trust, at the option of the party of the third part, shall become and be due and payable forthwith if the party of the first part shall convey said premises or if title thereto shall become vested in any other person or party in any manner whatsoever, unless the party of the third part shall, in writing, have expressly consented thereto.

The party of the third part shall have the right, in its discretion, to advance to or for the benefit of the party of the first part, or their successors in title, whatever monies may be needed for any purpose, at any time before the release or cancellation of this deed of trust, provided, that said advances together with the unpaid balance of the original indebtedness, shall not exceed the original indebtedness; and all interest, costs, expenses and advances required to be made to protect the security or to discharge a paramount lien on the property hereinbefore described shall be secured hereby without limitation in respect of the amount thereof, and the amount so advanced shall become a debt due hereunder and shall bear interest at the rate specified in the note, and the monies so advanced shall be secured by this deed of trust, and this deed of trust secures all other covenants and agreements contained in this instrument or in the notes hereinbefore referred to.

The party of the first part shall have the privilege of prepaying the outstanding debt in whole or in part in advance, upon first obtaining the consent of the party of the third part, and in such event the note hereby secured shall not be in default so long as the prepayment would reduce the balance due to an amount not greater than that due under the monthly installment schedule through the current monthly installment. Provided, that this provision shall not apply where any part of the real estate above secured has been released from under this deed of trust in consideration for said advanced payment.

In case the party of the third part or the party of the second part voluntarily or otherwise shall become a party to any suit or legal proceeding to protect the property herein conveyed or to protect the lien of this deed of trust, the party of the second part and the party of the third part shall be saved harmless and shall be reimbursed by the party of the first part for any amounts paid, including all reasonable costs, charges and attorney's fees incurred in any suit or proceeding, and the same shall be secured by this deed of trust and its payment enforced as if it were a part of the original debt.

IN TESTIMONY WHEREOF the said parties of the first part have hereunto set their hands and seals the day and year first above written

(SEAL)

(SEAL)

(SEAL)

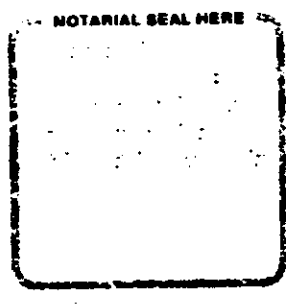
(SEAL)

JESSE J. PERRY

MARY CATHERINE PERRY



STATE OF NORTH CAROLINA, COUNTY OF Wake BOOK 2437 PAGE 648
 I, Elaine W. Powell, a Notary Public of said County do hereby
 certify that Jesse J. Perry & wife, Mary Catherine Perry
 personally appeared before me this day and acknowledged the due execution of the foregoing instrument.
 Witness my hand and notarial seal, this the 20th day of Sept., 1976.
 My commission expires April 26, 1981.
 Signature of Notary: Elaine W. Powell Notary Public



STATE OF NORTH CAROLINA, COUNTY OF
 I, a Notary Public of said County do hereby
 certify that
 personally appeared before me this day and acknowledged the due execution of the foregoing instrument.
 Witness my hand and notarial seal, this the day of 19.....
 My commission expires 19.....
 Signature of Notary: Notary Public



STATE OF NORTH CAROLINA, COUNTY OF
 This is to certify that on this day before me personally came
 with whom I am personally acquainted, who, being by me first duly sworn, says that
 is the president and
 is the secretary of
 the corporation described in and which executed the foregoing deed of trust; that he knows the common seal of said corporation, that
 the seal affixed to the foregoing instrument is said common seal and the name of the corporation was subscribed thereto by said
 president, and the said president and
 secretary subscribed their names thereto and said common seal was affixed all by order of the board
 of directors of said corporation and that the said instrument is the act and deed of said corporation.
 Witness my hand and notarial seal this the day of 19.....
 My commission expires 19.....
 Signature of Notary: Notary Public

STATE OF NORTH CAROLINA, COUNTY OF
 The foregoing certificate(s) of Notary Public(s)
 of
 is certified to be correct

NORTH CAROLINA—WAKE COUNTY
 The foregoing certificate of Elaine W. Powell
 Notary Public is
 certified to be correct. This instrument was presented for registration and recorded in this
 office in Book 2437 page 647
 This 28 day of Sept., 1976 at 12:00 o'clock — M.
 R. B. MCKENZIE, JR., Register of Deeds
 By Joyce B. Johnson
 DEPUTY REGISTER OF DEEDS

<p>DEED OF TRUST</p> <p><u>Rich & Helen</u></p> <p><u>Box 1187</u></p> <p><u>W. H. Frost</u> N.C. <u>27587</u></p>	<p>TO</p> <p>Guaranty State Bank</p> <p>Trustee for</p> <p>CENTRAL CAROLINA BANK</p> <p>and TRUST COMPANY</p> <p>Durham, N. C.</p>	<p>Consideration, \$</p>	<p>Date 19.....</p>	<p>North Carolina — County</p>
		<p>Filed for registration on the</p>	<p>day of 19.....</p>	<p>at o'clock M., and</p>
				<p>County, N. C. in Mortgage Book</p>
				<p>No. Page. etc.</p>
				<p>Register of Deeds.</p>

**PIN: 1769029362 -REID: 0008831, PIN: 1769123307 -REID: 0089068 and
PIN: 1769027985 REID: 0054708
REZONING DESCRIPTION ZONED RL
11.42 ACRES – 497, 599 SQ.FT.**

BEGINNING AT AN EXISTING IRON PIPE(EIP) AT THE INTERSECTION OF THE COMMON CORNER OF COLUMBIA PARK EAST MHP-KB LLC PIN: 1769029362 AND MARY C. PERRY PIN:1769027985 WITH THE EASTERN RIGHT-OF-WAY LINE OF WEST YOUNG STREET A VARIABLE WIDTH PUBLIC R/W, HAVING NC NAD83(2011) GRID COORDINATES OF N792765.52, E2160643.67;

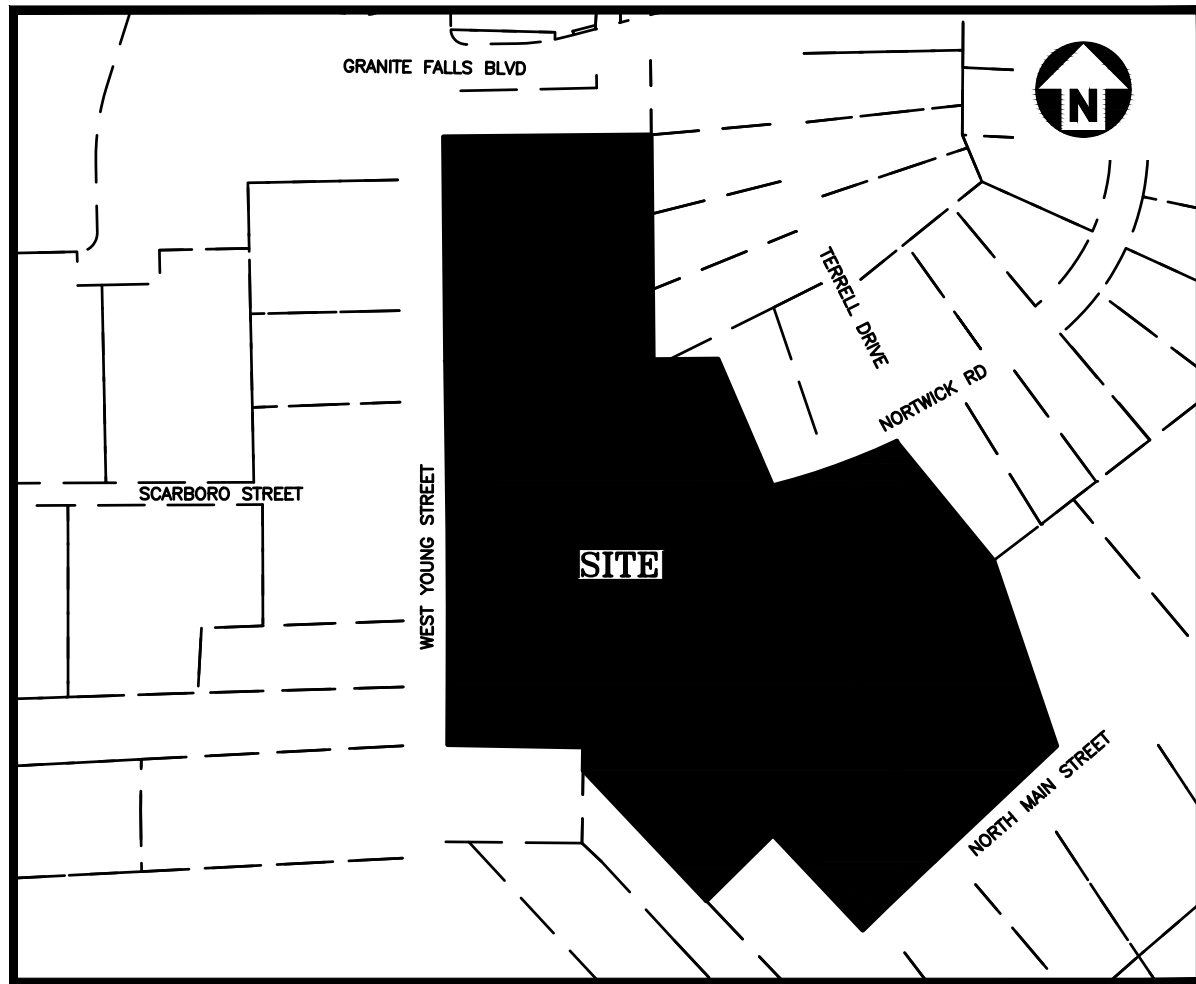
- THENCE NORTH 00°30'05" WEST A DISTANCE OF 300.11 FEET TO AN IRON PIPE SET;
- THENCE NORTH 89°29'55" EAST A DISTANCE OF 277.69 FEET TO AN EXISTING IRON PIPE WITH CAP & TACK;
- THENCE SOUTH 00°30'05" EAST A DISTANCE OF 300.09 FEET TO AN EXISTING IRON PIPE;
- THENCE NORTH 89°29'34" EAST A DISTANCE OF 86.57 FEET TO AN IRON PIPE SET;
- THENCE SOUTH 23°18'55" EAST A DISTANCE OF 259.94 FEET TO AN IRON;
- THENCE NORTH 47°26'12" EAST A DISTANCE OF 186.41 FEET TO A POINT;
- THENCE SOUTH 39°18'41" EAST A DISTANCE OF 202.62 FEET TO A BENT IRON PIPE;
- THENCE SOUTH 18°43'39" EAST A DISTANCE OF 261.51 FEET TO A IRON PIPE;
- THENCE SOUTH 46°39'34" WEST A DISTANCE OF 224.48 FEET TO AN IRON PIPE SET;
- THENCE SOUTH 47°26'07" WEST A DISTANCE OF 13.21 FEET TO AN IRON PIPE SET;
- THENCE SOUTH 46°16'05" WEST A DISTANCE OF 75.48 FEET TO AN IRON PIPE SET;
- THENCE SOUTH 45°41'55" WEST A DISTANCE OF 44.33 FEET TO AN IRON PIPE SET;
- THENCE NORTH 43°20'46" WEST A DISTANCE OF 175.00 FEET TO AN EXISTING IRON PIPE;
- THENCE SOUTH 45°18'52" WEST A DISTANCE OF 124.99 FEET TO AN EXISTING IRON PIPE;
- THENCE NORTH 43°19'59" WEST A DISTANCE OF 239.77 FEET TO AN EXISTING IRON PIPE;
- THENCE NORTH 00°46'20" EAST A DISTANCE OF 31.00 FEET TO AN EXISTING IRON PIPE;
- THENCE NORTH 88°59'39" WEST A DISTANCE OF 181.51 FEET TO AN EXISTING IRON PIPE;
- THENCE NORTH 00°13'06" EAST A DISTANCE OF 81.12 FEET TO AN IRON PIPE SET;
- THENCE NORTH 00°08'24" EAST A DISTANCE OF 101.84 FEET AN IRON PIPE SET;
- THENCE NORTH 00°09'18" WEST A DISTANCE OF 102.45 FEET AN IRON PIPE SET;
- THENCE NORTH 00°47'29" WEST A DISTANCE OF 104.25 FEET TO AN IRON PIPE SET;
- THENCE NORTH 00°49'09" WEST A DISTANCE OF 122.38 FEET TO AN EXISTING IRON PIPE;
WHICH IS THE **POINT OF BEGINNING**, HAVING AN AREA OF 11.42 ACRES – 497,599 SQUARE FEET.

**PIN: 1769121549 REID: 0353430
REZONING DESCRIPTION ZONED RM-CZ
0.15 ACRES – 6,441 SQ.FT.**

BEGINNING AT A POINT ALONG THE SOUTHERN RIGHT-OF-WAY LINE OF NORWICK ROAD A 50' PUBLIC R/W, HAVING NC NAD83(2011) GRID COORDINATES OF N792599.43, E2161080.89;

- THENCE WITH A CURVE TURNING TO THE LEFT WITH AN ARC LENGTH OF 176.49 FEET, WITH A RADIUS OF 925.00 FEET, WITH A CHORD BEARING OF NORTH 70°13'16" EAST, WITH A CHORD LENGTH OF 176.22 FEET TO A REBAR;
- THENCE SOUTH 25°09'19" EAST A DISTANCE OF 3.25 FEET TO AN IRON PIPE SET;
- THENCE SOUTH 47°26'12" WEST A DISTANCE OF 186.41 FEET TO AN EXISTING IRON PIPE;

- THENCE NORTH 23°18'55" WEST A DISTANCE OF 75.57 FEET TO THE POINT OF BEGINNING,
- HAVING AN AREA OF 6,441 SQUARE FEET, 0.15 ACRES



VICINITY MAP
NOT TO SCALE

TO FISCHER HOMES; INVESTORS TITLE INSURANCE COMPANY:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 8, 11, 13, 16, 17, 18, AND 19 OF TABLE A THEREOF.

THE FIELD WORK WAS COMPLETED ON APRIL 2, 2026.
DATE OF PLAT OR MAP: APRIL 2, 2026
LAST REVISED: APRIL 23, 2026

JAY B. TAYLOR, P.L.S. L-5472 DATE
PRELIMINARY

I, JAY B. TAYLOR, CERTIFY THAT THIS MAP WAS DRAWN UNDER MY SUPERVISION FROM AN ACTUAL GPS SURVEY MADE UNDER MY SUPERVISION AND THE FOLLOWING INFORMATION WAS USED TO PERFORM THE SURVEY:

- (1) CLASS OF SURVEY: AA
- (2) POSITIONAL ACCURACY: HORIZONTAL 0.048' VERTICAL 0.014'
- (3) TYPE OF GPS FIELD PROCEDURE: VRS
- (4) DATES OF SURVEY: 04-03-2026
- (5) DATUM/EPOCH: NAD83 (2001)
- (6) PUBLISHED/FIXED-CONTROL USE: VRS
- (7) GEOID MODEL: 18
- (8) COMBINED GRID FACTOR(S): 0.99994985794446
- (9) UNITS: U.S. FEET

JAY B. TAYLOR, PLS #5472 DATE
PRELIMINARY

TITLE COMMITMENT
(FOR TRACT 1 AND TRACT 2)

INVESTORS TITLE INSURANCE COMPANY
COMMITMENT NUMBER: 202510043CA
COMMITMENT DATE: JANUARY 2, 2025 AT 08:00 AM

SCHEDULE B, PART II
EXCEPTIONS

THE POLICY WILL NOT INSURE AGAINST LOSS OR DAMAGE RESULTING FROM THE TERMS AND CONDITIONS OF ANY LEASE OR EASEMENT IDENTIFIED IN SCHEDULE A, AND WILL INCLUDE THE FOLLOWING EXCEPTIONS UNLESS CLEARED TO THE SATISFACTION OF THE COMPANY:

1. ANY DEFECT, LIEN, ENCUMBRANCE, ADVERSE CLAIM, OR OTHER MATTER THAT APPEARS FOR THE FIRST TIME IN THE PUBLIC RECORDS OR IS CREATED, ATTACHES, OR IS DISCLOSED BETWEEN THE COMMITMENT DATE AND THE DATE ON WHICH ALL OF THE SCHEDULE B, PART II—REQUIREMENTS ARE MET. —[NOT A SURVEY MATTER]
2. TAXES FOR THE YEAR 2025, AND SUBSEQUENT YEARS, NOT YET DUE AND PAYABLE. —[NOT A SURVEY MATTER]
3. MATTERS SHOWN ON RECORDED BOOK OF MAPS 2002 AT PAGE 1740. —[SHOWN AND REFERENCED HEREON]
4. RIGHTS OF TENANTS IN POSSESSION UNDER UNRECORDED LEASE OF LESS THAN THREE (3) YEAR'S DURATION. (TO BE DELETED UPON RECEIPT OF NO TENANT AFFIDAVIT.) —[NOT A SURVEY MATTER]
5. TITLE TO THAT PORTION OF THE LAND WITHIN THE RIGHT-OF-WAY OF WEST YOUNG STREET. —[WEST YOUNG STREET SHOWN HEREON]
6. EASEMENT(S) TO CAROLINA TELEPHONE AND TELEGRAPH COMPANY RECORDED IN BOOK 926 AT PAGE 117. —[BLANKET IN TYPE, NOT PLOTTABLE]
7. DEED OF EASEMENT FOR TEMPORARY CONSTRUCTION PURPOSES TO TOWN OF ROLESVILLE RECORDED IN BOOK 6235 AT PAGE 531. —[TEMPORARY CONSTRUCTION EASEMENT TERMINATED AT COMPLETION OF INSTALLATION OF WATERLINE AND LANDSCAPING]
8. GENERAL PERMITS TO CAROLINA TELEPHONE AND TELEGRAPH COMPANY RECORDED IN BOOK 1080 AT PAGE 262 AND BOOK 1231 AT PAGE 401. —[BLANKET IN TYPE, NOT PLOTTABLE]
9. THE EFFECT OF THE TITLE OF AN ENCROACHMENT, ENCUMBRANCE, VIOLATION, VARIATION, OR ADVERSE CIRCUMSTANCE, BOUNDARY LINE OVERLAP, OR ENCROACHMENT (INCLUDING AN ENCROACHMENT OF AN IMPROVEMENT ACROSS THE BOUNDARY LINES OF THE LAND), BUT ONLY IF THE ENCUMBRANCE, VIOLATION, VARIATION, ADVERSE CIRCUMSTANCE, BOUNDARY LINE OVERLAP, OR ENCROACHMENT WOULD HAVE BEEN DISCLOSED BY AN ACCURATE AND COMPLETE LAND SURVEY OF THE LAND. PARAGRAPH 2 (C) OF THE COVERED RISKS IS HEREBY DELETED. —[SURVEY SHOWN HEREON]

NO INSURED CLOSING PROTECTION COVERAGE PROVIDED — AS TO THE TRANSACTION FOR WHICH THIS BINDER AND/OR POLICY IS ISSUED, THE COMPANY SPECIFICALLY EXCLUDES THIS TRANSACTION FROM ANY CLOSING PROTECTION SERVICES.

SCHEDULE "C"
LEGAL DESCRIPTION
(FOR TRACT 1 AND TRACT 2)

BEGINNING AT AN EXISTING IRON PIPE IN THE EASTERN RIGHT OF WAY OF WEST YOUNG STREET, A 60 FT. PUBLIC RIGHT OF WAY, SAID PIPE BEING THE NORTHWEST CORNER OF TRACT 1 AS REFERENCED IN BOOK OF MAPS 2002, PAGE 1740, AND BEING THE SOUTHWEST CORNER OF THE MARY C. PERRY PROPERTY AS REFERENCED IN DEED BOOK 2022, PAGE 249, SAID PIPE ALSO HAVING GRID NAD 83 COORDINATES OF N=792765.4848 FEET AND E=2160643.6612 FEET; THENCE LEAVING THE SAID RIGHT-OF-WAY AND WITH THE COMMON LINE OF THE SAID PERRY PROPERTY, N89°30'10"E A DISTANCE OF 364.35 FEET TO A POINT IN THE LINE OF LOT 52 OF THE TERRELL PLANTATION AS REFERENCED IN BOOK OF MAPS 2012, PAGE 158; THENCE S23°18'36"E A DISTANCE OF 730.70 FEET TO A POINT IN THE NORTHWESTERN RIGHT OF WAY OF NORTH MAIN STREET-US 401, A VARIABLE PUBLIC RIGHT OF WAY; THENCE WITH THE SAID NORTH MAIN STREET RIGHT OF WAY, S47°04'48"W A DISTANCE OF 13.22 FEET TO A POINT; THENCE S48°17'02"W A DISTANCE OF 76.48 FEET TO A POINT; THENCE S45°42'52"W A DISTANCE OF 44.33 FEET TO A POINT BEING THE SOUTHEAST CORNER OF THE PROPERTY OF LITTLE HOUSE, LLC AND REFERENCED IN DEED BOOK 14739, PAGE 2454; THENCE WITH THE COMMON LINE OF THE SAID LITTLE HOUSE, LLC PROPERTY, N43°20'12"W A DISTANCE OF 175.10 FEET TO AN EXISTING IRON PIPE; THENCE S45°18'24"W A DISTANCE OF 124.89 FEET TO AN EXISTING IRON PIPE IN THE LINE OF THE PROPERTY OF MILDRED F. MATHENY, HEIRS AS REFERENCED IN DEED BOOK 614, PAGE 245; THENCE WITH THE SAID MATHENY HEIRS LINE, N43°20'12"W A DISTANCE OF 239.77 FEET TO AN EXISTING IRON PIPE IN THE LINE OF THE PROPERTY OF DENISE BROWN AS REFERENCED IN DEED BOOK 17010, PAGE 41; THENCE WITH THE COMMON LINE OF THE SAID BROWN PROPERTY, N01°09'09"E A DISTANCE OF 81.03 FEET TO AN EXISTING IRON PIPE; THENCE N89°00'59"W A DISTANCE OF 181.74 FEET TO A POINT IN THE AFOREMENTIONED RIGHT OF WAY OF WEST YOUNG STREET; THENCE WITH THE SAID WEST YOUNG STREET RIGHT OF WAY, N00°12'54"E A DISTANCE OF 81.17 FEET TO A POINT; THENCE N00°08'34"E A DISTANCE OF 101.84 FEET TO A POINT; THENCE N00°09'08"W A DISTANCE OF 102.45 FEET TO A POINT; THENCE N00°47'19"W A DISTANCE OF 104.25 FEET TO A POINT; THENCE N00°49'13"W A DISTANCE OF 122.35 FEET TO THE POINT AND PLACE OF BEGINNING AND CONTAINING 314.148 SQUARE FEET OR 7.2118 ACRES AS SHOWN ON THAT SURVEY ENTITLED "BOUNDARY AND TOPOGRAPHIC SURVEY FOR BROUGHTON TOWNHOMES", DATED 11/01/2019, REVISED 03/26/2020 AND PREPARED BY BASS, NIXON KENNEDY, INC. CONSULTING ENGINEERS.

SURVEYOR'S CERTIFICATE

I, JAY B. TAYLOR, CERTIFY THAT THIS PLAT WAS DRAWN UNDER MY SUPERVISION FROM AN ACTUAL SURVEY MADE UNDER MY SUPERVISION (DEED DESCRIPTION RECORDED IN BOOK AND PAGE AS SHOWN); THAT THE BOUNDARIES NOT SURVEYED ARE CLEARLY INDICATED AS DRAWN FROM INFORMATION FOUND IN BOOK AND PAGE AS SHOWN; THAT THE RATIO OF PRECISION OR POSITIONAL ACCURACY IS 3:2 AND THAT THIS MAP MEETS THE REQUIREMENTS OF THE STANDARDS OF PRACTICE FOR LAND SURVEYING IN NORTH CAROLINA (21 NCAC 56.1600). WITNESS MY ORIGINAL SIGNATURE, LICENSE NUMBER AND SEAL THIS ____ DAY OF _____ A.D., ____



JAY B. TAYLOR, PROFESSIONAL LAND SURVEYOR L-5472
PRELIMINARY

TITLE COMMITMENT
(FOR TRACT 3 AND TRACT 4)

INVESTORS TITLE INSURANCE COMPANY
COMMITMENT NUMBER: 202610361CA
COMMITMENT DATE: MARCH 2, 2026 AT 08:00 AM

SCHEDULE B, PART II
EXCEPTIONS

THE POLICY WILL NOT INSURE AGAINST LOSS OR DAMAGE RESULTING FROM THE TERMS AND CONDITIONS OF ANY LEASE OR EASEMENT IDENTIFIED IN SCHEDULE A, AND WILL INCLUDE THE FOLLOWING EXCEPTIONS UNLESS CLEARED TO THE SATISFACTION OF THE COMPANY:

1. ANY DEFECT, LIEN, ENCUMBRANCE, ADVERSE CLAIM, OR OTHER MATTER THAT APPEARS FOR THE FIRST TIME IN THE PUBLIC RECORDS OR IS CREATED, ATTACHES, OR IS DISCLOSED BETWEEN THE COMMITMENT DATE AND THE DATE ON WHICH ALL OF THE SCHEDULE B, PART II—REQUIREMENTS ARE MET. —[NOT A SURVEY MATTER]
2. TAXES FOR THE YEAR 2026, AND SUBSEQUENT YEARS, NOT YET DUE AND PAYABLE. —[NOT A SURVEY MATTER]
3. MATTERS SHOWN ON RECORDED BOOK OF MAPS 2006 AT PAGE 2675 AND PLAT BOOK 1997 AT PAGE 2005. —[SHOWN AND REFERENCED HEREON]
4. RIGHTS OF TENANTS IN POSSESSION UNDER UNRECORDED LEASE OF LESS THAN THREE (3) YEAR'S DURATION. —[NOT A SURVEY MATTER]
5. EASEMENT(S) TO CAROLINA POWER & LIGHT COMPANY RECORDED IN BOOK 779 AT PAGE 296, BOOK 760 AT PAGE 65, BOOK 742 AT PAGE 357, BOOK 813 AT PAGE 388, BOOK 1504 AT PAGE 638, AND BOOK 2057 AT PAGE 617. —[BLANKET IN TYPE, NOT PLOTTABLE]
6. THE EFFECT OF THE TITLE OF AN ENCROACHMENT, ENCUMBRANCE, VIOLATION, VARIATION, ADVERSE CIRCUMSTANCE, BOUNDARY LINE OVERLAP, OR ENCROACHMENT (INCLUDING AN ENCROACHMENT OF AN IMPROVEMENT ACROSS THE BOUNDARY LINES OF THE LAND), BUT ONLY IF THE ENCUMBRANCE, VIOLATION, VARIATION, ADVERSE CIRCUMSTANCE, BOUNDARY LINE OVERLAP, OR ENCROACHMENT WOULD HAVE BEEN DISCLOSED BY AN ACCURATE AND COMPLETE LAND SURVEY OF THE LAND. PARAGRAPH 2 (C) OF THE COVERED RISKS IS HEREBY DELETED. —[SURVEY SHOWN HEREON]

THE FOLLOWING APPLIES TO PARCEL 0353430 ONLY:

7. DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS FOR TERRELL PLANTATION SUBDIVISION RECORDED IN BOOK 12360 AT PAGE 518. —[NOT A SURVEY MATTER]
8. COMMUNICATION SYSTEMS RIGHT OF WAY AND EASEMENT DEED TO CAROLINA TELEPHONE AND TELEGRAPH COMPANY RECORDED IN BOOK 12018 AT PAGE 1775. —[BLANKET IN TYPE, NOT PLOTTABLE]
9. EASEMENT(S) TO CAROLINA POWER & LIGHT COMPANY RECORDED IN BOOK 12364 AT PAGE 2203. —[BLANKET IN TYPE, NOT PLOTTABLE]

NO INSURED CLOSING PROTECTION COVERAGE PROVIDED — AS TO THE TRANSACTION FOR WHICH THIS BINDER AND/OR POLICY IS ISSUED, THE COMPANY SPECIFICALLY EXCLUDES THIS TRANSACTION FROM ANY CLOSING PROTECTION SERVICES.

SCHEDULE "C"
LEGAL DESCRIPTION
(FOR TRACT 3 AND TRACT 4)

0089068:
BEGINNING AT A POINT IN THE NORTHWESTERN RIGHT OF WAY OF U.S. HIGHWAY 401, SAID POINT BEING NORTH 39°11'35" EAST 190.40 FEET AND NORTH 23°17'09" WEST 27.97 FEET FROM AN IRON PIPE AT THE INTERSECTION OF THE CENTER LINE OF U.S. HIGHWAY 401 AND WILLIAMS STREET; THENCE NORTH 23°17'04" WEST 451.27 FEET TO AN IRON PIPE; THENCE ALONG THE LINE OF WILLIAM Y. WEATHERS NORTH 48°12'46" EAST 187.75 FEET TO AN IRON PIPE, SOUTH 38°53'06" EAST 200.00 FEET TO AN IRON PIPE AND SOUTH 18°45'45" EAST 248.23 FEET TO A POINT IN THE NORTHWESTERN RIGHT OF WAY OF U.S. HIGHWAY 401; THENCE ALONG THE NORTHWESTERN RIGHT OF WAY LINE OF U.S. HIGHWAY 401 SOUTH 49°15'10" WEST 148.33 FEET TO A POINT AND SOUTH 48°21'55" WEST 75.47 FEET TO THE BEGINNING, AS SHOWN ON SURVEY BY W. KEITH WRENNE, R.L.S., DATED MAY 22, 1986 AND REVISED DECEMBER 5, 1986.

AND

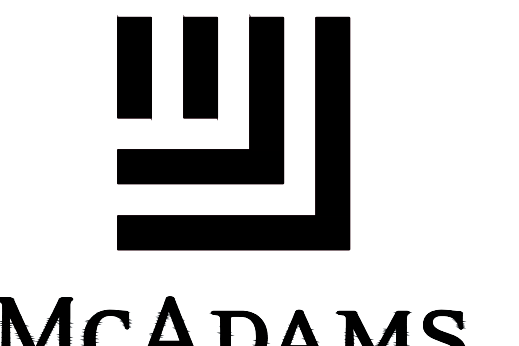
0353430:
BEING ALL OF LOT 108 CONTAINING 0.15 ACRES AS SHOWN ON PLAT RECORDED IN BOOK OF MAPS 2006, PAGE 2675. WAKE COUNTY REGISTRY.

GENERAL NOTES

1. THIS IS AN ALTA/NSPS LAND TITLE SURVEY.
2. BEARINGS FOR THIS SURVEY ARE BASED ON NC GRID NAD 83(2011).
3. ALL DISTANCES ARE HORIZONTAL GROUND DISTANCES.
4. ZONING: TRACTS 1, 2, AND 4 ARE ROLESVILLE ZONE "RL" TRACT 3 IS ROLESVILLE ZONE "RM-CZ" PER WAKE COUNTY GIS; NO ZONING REPORT PROVIDED.
5. AREA BY COORDINATE GEOMETRY.
6. FLOOD NOTE: THIS PROPERTY IS NOT LOCATED IN A SPECIAL FLOOD HAZARD ZONE. IT IS LOCATED IN ZONE "X" AS DEFINED BY F.E.M.A F.I.R.M COMMUNITY PANEL #3720176900J DATED 05/02/2006.
7. REFERENCES: AS SHOWN
8. UTILITY STATEMENT
THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.
9. NO GRID MONUMENTS FOUND WITHIN 2000' OF SITE.
10. NO EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS, RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS OBSERVED IN THE PROCESS OF CONDUCTING FIELDWORK
11. NO FIELD DELINEATION OF WETLANDS WAS PERFORMED AS A PART OF THIS SURVEY AND NO MARKERS FOR SUCH WERE OBSERVED
12. NO PARTY WALLS WERE LOCATED AS PART OF THIS SURVEY
13. NO DOCUMENTATION OF CEMETERIES PROVIDED TO THE SURVEYOR. NO PHYSICAL EVIDENCE OF CEMETERIES WERE OBSERVED DURING THE NORMAL COURSE OF THE SURVEY.
14. THE SURVEYED PROPERTY SHOWN AND DESCRIBED IN THE PROPERTY DESCRIPTION IS THE SAME PROPERTY DESCRIBED IN SCHEDULE A OF THE TITLE COMMITMENT.
15. PROPERTY HAS DIRECT ACCESS TO WEST YOUNG STREET, NORTH MAIN STREET, AND NORTHWICK ROAD, ALL PUBLIC RIGHT-OF-WAYS

LEGEND

- EXISTING IRON PIPE
- EXISTING MONUMENT (TYPE NOTED)
- CROSSWALK SIGNAL
- CALCULATED POINT
- ☞ TRAFFIC SIGNAL HAND HOLE
- ⊠ TELEPHONE PEDESTAL
- ⊕ MAPLE
- FIRE HYDRANT
- EXISTING CONCRETE MONUMENT
- ⊠ ELECTRIC BOX
- ⊠ POWER POLE
- ⊠ GUY WIRE
- ⊠ CLEAN OUT
- ⊠ SANITARY SEWER MANHOLE
- ⊠ GAS VALVE
- ⊠ GAS LINE MARKER
- ⊠ WATER METER
- ⊠ WATER VALVE
- ☆ LIGHT POLE
- ⊠ SIGN
- ⊠ BOLLARD
- ⊠ MAILBOX
- ELH ELECTRIC HAND HOLE
- TMH CABLE TV HAND HOLE
- CBH CABLE TV BOX
- FOH FIBER OPTIC HAND HOLE
- ▲ FLOOD LIGHT
- ⊠ MAIL BOX
- ⊠ SATELLITE DISH
- BOUNDARY LINE
- ADJOINER LINE
- RIGHT OF WAY LINE
- - - FENCE
- - - CANOPY/BUILDING OVERHANG
- - - OVERHEAD ELECTRIC LINE
- - - WOOD LINE/LANDSCAPING
- ⊙ CEDAR
- ⊙ CRAPE MYRTLE
- ⊙ DOGWOOD
- ⊙ MAGNOLIA
- ⊙ MAPLE
- ⊙ OAK
- ⊙ ORNAMENTAL
- ⊙ PINE
- ⊙ PERSIMMON
- DOUBLE AND TRIPLE TRUNKS
- ⊙ DOUBLE OAK
- ⊙ TRIPLE OAK
- CALIPER INCH SIZE OF TREE
- TYPE OF TREE
- FOR DOUBLE, T FOR TRIPLE, M FOR MULTI



McADAMS
The John R. McAdams Company, Inc.
621 Hillsborough Street
Suite 500
Raleigh, NC 27603
phone 919.361.5000
fax 919.361.2269
license number: C-0293, C-187
www.mcadamsco.com

CLIENT
FISCHER HOMES
3940 OLYMPIC BOULEVARD, SUITE 400
ERLANGER, KENTUCKY 41018

OPAL AT MAIN
ALTA/NSPS LAND TITLE SURVEY
WEST YOUNG STREET
WAKE FOREST TWP., ROLESVILLE, NORTH CAROLINA

REVISIONS

NO.	DATE	COMMITMENT AND DRAWING UPDATE
1	04.23.2026	COMMITMENT AND DRAWING UPDATE

PLAN INFORMATION

PROJECT NO.	SPEC24634
FILENAME	SPEC24634-AT1
CHECKED BY	JBT
DRAWN BY	LER
SCALE	N/A
DATE	04.02.2025

ALTA/NSPS
LAND TITLE SURVEY
1-2

X:\Project\ALTA\SPEC\2025\SPEC24634 Broughton Townhomes\03_Geomatics\Survey\ALTA\SPEC24634-AT1.dwg, 4/23/2026 4:36:57 PM, User: Riley



GENERAL NOTES

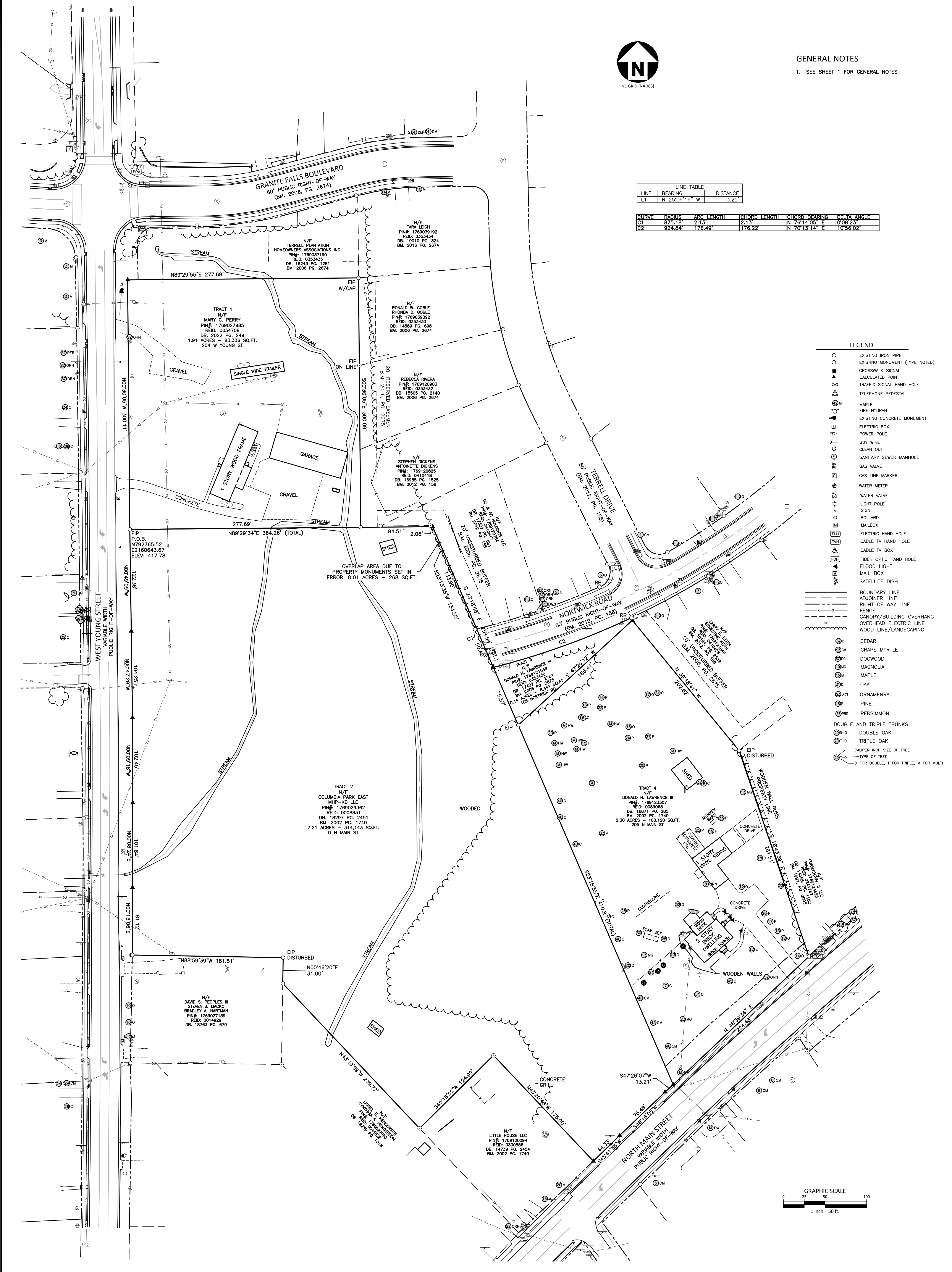
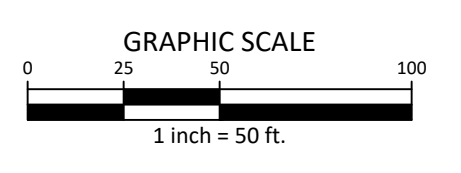
1. SEE SHEET 1 FOR GENERAL NOTES

LINE TABLE		
LINE	BEARING	DISTANCE
L1	N 25°09'19" W	3.25'

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	875.18'	2.13'	2.13'	N 76°14'05" E	0°08'23"
C2	924.84'	176.49'	176.22'	N 70°13'14" E	10°56'02"

LEGEND

- EXISTING IRON PIPE
- EXISTING MONUMENT (TYPE NOTED)
- CROSSWALK SIGNAL
- CALCULATED POINT
- TRAFFIC SIGNAL HAND HOLE
- TELEPHONE PEDESTAL
- MAPLE
- FIRE HYDRANT
- EXISTING CONCRETE MONUMENT
- ELECTRIC BOX
- POWER POLE
- GUY WIRE
- CLEAN OUT
- SANITARY SEWER MANHOLE
- GAS VALVE
- GAS LINE MARKER
- WATER METER
- WATER VALVE
- LIGHT POLE
- SIGN
- BOLLARD
- MAILBOX
- ELECTRIC HAND HOLE
- CABLE TV HAND HOLE
- CABLE TV BOX
- FIBER OPTIC HAND HOLE
- FLOOD LIGHT
- MAIL BOX
- SATELLITE DISH
- BOUNDARY LINE
- ADJOINER LINE
- RIGHT OF WAY LINE
- FENCE
- CANOPY/BUILDING OVERHANG
- OVERHEAD ELECTRIC LINE
- WOOD LINE/LANDSCAPING
- CEDAR
- CRAPPE MYRTLE
- DOGWOOD
- MAGNOLIA
- MAPLE
- OAK
- ORNAMENTAL
- PINE
- PERSIMMON
- DOUBLE AND TRIPLE TRUNKS
- DOUBLE OAK
- TRIPLE OAK
- CALIPER INCH SIZE OF TREE
- TYPE OF TREE
- D FOR DOUBLE, T FOR TRIPLE, M FOR MULTI



**ALTA/NSPS
LAND TITLE SURVEY**
2-2

PLAN INFORMATION
PROJECT NO. SPEC24634
FILENAME SPEC24634-AT1
CHECKED BY JBT
DRAWN BY LER
SCALE 1"=50'
DATE 04.02.2025
SHEET

REVISIONS
NO. DATE COMMENT AND DRAWING UPDATE
1 04.23.2025



OPAL AT MAIN
ALTA/NSPS LAND TITLE SURVEY
WEST YOUNG STREET
WAKE FOREST TWP., ROLESVILLE, NORTH CAROLINA

CLIENT
FISCHER HOMES
3940 OLYMPIC BOULEVARD, SUITE 400
ERLANGER, KENTUCKY 41018

MCADAM'S
The John R. McAdams Company, Inc.
621 Hillborough Street
Suite 500
Raleigh, NC 27603
phone 919.361.5000
fax 919.361.2269
license number: C-0293, C-187
www.mcadamsco.com

Opal at Main Rezoning Justification Statement

1. Is the application consistent with the Comprehensive Plan, Community Transportation Plan, Bicycle and Greenway Plans, and any other adopted Town policy plans?

- Yes and no. The proposed development does not align with the Comprehensive Plan, which designates this site as Commercial Center and Mixed Residential Community. These are intended to provide housing typologies such as duplexes and townhomes, as well multifamily and commercial uses. The proposed development consists of 62 townhome units and 2 single-family detached units to provide a cohesive transition with the existing neighborhood. While this does not align with the Comprehensive Plan, it provides a more logical transition of uses and density towards downtown. The lack of commercial in this proposal also means that it has significantly lower traffic impacts than it would have with commercial uses. Given the main concern of neighbors being traffic, this seems to be a way to alleviate those concerns.
- The proposed development also aligns with the Community Transportation Plan and Bikeway and Greenway Plans. No road extensions are planned through the site on the CTP. The project will dedicate/construct the planned bike lane improvements on W. Young Street, as well as the sidewalk improvements.

2. Does the application conflict with any provision of the LDO or the Town Code of Ordinances?

- No, the proposed project does not conflict with the LDO or other town ordinances. The proposed development complies with the LDO and Code of Ordinances. The proposed zoning conditions will ensure that the development is of a higher quality, above and beyond that which would be required by following the LDO alone. These conditions include enhanced architectural requirements, minimum square footage; limitations of the number of residential units in a building, minimum unit sizes, and the provision of a mailbox.

3. Does the application correct any errors in the existing zoning present when it was adopted?

- No, the project does not correct any existing zoning errors. However, the proposed development has offered zoning conditions that will enhance the quality of the development and ensure even greater compatibility with the surrounding community. Additionally, the proposed development will however help to further the goals of the Comprehensive Plan in establishing medium density residential uses in this area; the Future Land Use Map identified this part of town for Medium Density residential uses.

4. Does the rezoning allow uses compatible with existing and permitted uses on surrounding land/properties?

- The proposed zoning is compatible with existing surrounding uses. The surrounding properties are a mix of single-family homes and small, neighborhood-scale commercial uses. The proposed zoning would allow for townhomes which would be compatible with the surrounding development and would help to create a logical transition in use intensity going from the single-family homes to the commercial uses.

- 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?**
- Yes. The proposed development would ensure efficient development related to street network safety, capacity, and public facilities. Bike lanes will be added along W. Young Street, as well sidewalks, which will provide a safer option for cyclists and pedestrians to travel by, thus protecting all road users. The proposed streets will comply with the safety standards required by the Town and NCDOT.
- 6. Would the application result in a logical and orderly development pattern?**
- The proposed development application would result in a logical and orderly development pattern. The townhomes proposed for this development would help to create a stronger transition of uses from the commercial uses along Main Street and Young Street, then the proposed townhomes, and ultimately the existing single-family homes in the area. The site is located near Main Street Park, which is located on the opposite side of Young Street from the parcels included in this proposal. The development will provide housing within close proximity to the public park. This transition is logical. Though this is a deviation from the Future Land Use Plan by not providing commercial on this site, the rear loaded townhomes will activate the street frontages on Young and Main Street. There will be a transition in density up from the surrounding single-family development as you move towards Young and Main Street, which will encourage walkability and a logical development pattern. This will also lead to reduced traffic impacts compared to what commercial development of this site would have.
- 7. Would the application result in adverse impacts on water, air, noise, stormwater management, wildlife, vegetation, wetlands, and the natural functioning of the environment?**
- No, the proposed development will provide buffers for the stream on-site in accordance with state and town buffer requirements. Additionally, tree preservation areas have been identified and will be set aside for conservation, protecting the natural environment and preserving a key habitat for wildlife. The tree save will help to preserve and protect air quality. Additionally, stormwater detention will be provided on-site to manage the stormwater flows that will be impacted as part of this development.
- 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 more significant 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.**
- Yes, the conditions proposed as part this rezoning are intended to be implementable and will result in a development that is compatible with the surrounding community-reducing negative impacts to neighbors and ensuring a high-quality residential community character. The proposed zoning conditions will ensure that the development is of a higher quality, above and beyond that which would be required by following the

LDO alone. These conditions include enhanced architectural and façade material requirements, limitations of the number of residential units in a building, minimum unit sizes, and the provision of a mailbox as well garage door design and interior standards and requirements for covered entryway.

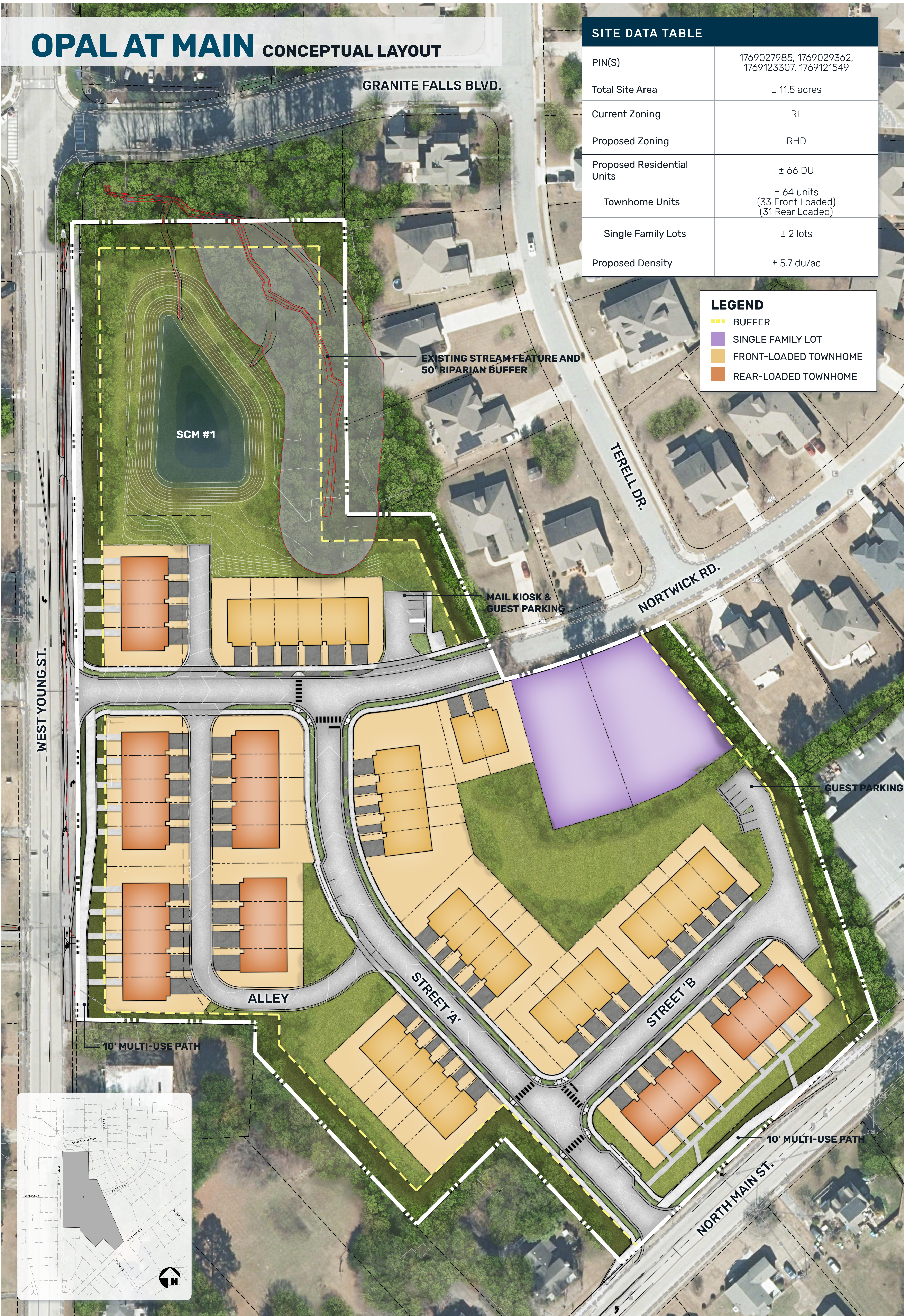
OPAL AT MAIN CONCEPTUAL LAYOUT

SITE DATA TABLE

PIN(S)	1769027985, 1769029362, 1769123307, 1769121549
Total Site Area	± 11.5 acres
Current Zoning	RL
Proposed Zoning	RHD
Proposed Residential Units	± 66 DU
Townhome Units	± 64 units (33 Front Loaded) (31 Rear Loaded)
Single Family Lots	± 2 lots
Proposed Density	± 5.7 du/ac

LEGEND

- BUFFER
- SINGLE FAMILY LOT
- FRONT-LOADED TOWNHOME
- REAR-LOADED TOWNHOME



September 18, 2025

Opal at Main Neighborhood Meeting Minutes:

- | The neighborhood was held on Thursday September 18, 2025, at 6:00pm at the Village Church Rolesville
- | Approximately 30 people attended (7 from development team, 23 neighbors).
- | Laura Holloman provided an overview of the project history and the current proposal and expected timelines.
- | Large posters of the proposed concept plan and the town's FLUM were shown.
- | Following the presentation the meeting was opened up for discussion and questions. The questions/concerns and responses are noted below.

Discussion Topics and Questions:

- | **Why is the development connecting to the neighborhood roadway? How will people be prevented from cutting through the adjacent neighborhood?**
 - This is a requirement of the town. Cross access is required. The development team stated that while they did not foresee a scenario where folks drove through the adjacent neighborhood, they would continue to evaluate potential solutions.
- | **Someone asked what the proposed density of the project would be.**
 - The development team stated that it would be around 5 dwelling units per acre, well below the maximum for the general high-density zoning in Rolesville. The team explained that they needed to proposed the high-density zoning as it is the only one that allows townhomes, but noted that they are committed to limiting the density to less than the maximum allowed. The team noted that if approved, the rezoning would mean that this developer or any other developer of this site would be held to the conditional density standard (5 du/ac) and would need to rezone again to exceed that number.
- | **Several neighbors raised concerns about the rapid growth of the Town and wanted to see a more rural community. They expressed a desire to see the site become open space in its entirety.**
 - The development noted these concerns but also explained that Town is growing due to the growth of the Triangle in general.
- | **Someone asked if the units would be for rent or for sale? And would there be protections against someone buying multiple homes to rent them out?**
 - The development team explained that North Carolina law prohibits people from dictating if homes must be for sale or for rent. The team also explained that these homes would be on individually platted lots rather than one common lot. The individual lots tend to be more conducive to for sale development. They also explained that they (the developer) don't have much control over who purchases the homes.
- | **Will there be Section 8 housing on site?**
 - The development team noted that there were no affordable housing commitments proposed as part of the development.

- | **Concerns were raised about the potential road improvements and several people mentioned that turn lanes were removed to add bike lanes which they felt made traffic worse.**
 - The developer stated that they would be providing improvements based on the TIA results. They also stated that they would be providing bike lanes along Young Street in accordance with the Transportation Plan. They could not speak to what would happen to the bike lanes after construction, as that is up to the Town and NCDOT's discretion.

- | **Several questions were asked about how the TIA would be conducted and what the process would be for requiring improvements.**
 - The traffic engineer for the project, Nate Bouquin, explained that they would obtain traffic counts, which they can do now that school is back in session, but also noted that the current road closures complicate the timing of the counts. He also added that the analysis would take into account not only the developments that are currently constructed but also any approved projects in the area. They also account for a level of assumed growth in the community- about 3%. Using these numbers they run models and simulations based on the Institute of Traffic Engineering's expert assumptions to understand the impacts to the road network that the new development would have and what improvements might help with mitigation. Nate Bouquin also noted that NCDOT is the ultimate decision-maker with regards to traffic lights and that they only allow them in very specific circumstances and at certain thresholds.

- | **One attendee raised concerns about what might be found underground on the site.**
 - The development team noted this concern and stated that they had completed a phase 1 environmental study of the site.
- | **Questions were raised about the size of the units.**
 - The developer stated that they committed to a minimum sf of 1550 sf for the homes.

- | **Someone asked if there was an expected price point for the homes and noted that they understood that would be hard to answer.**
 - The developer noted that it was hard to say exactly what the prices would be at this time but that they anticipated around 300K-400k for the homes. They added that they will reflect the market price at the time of sale which is some years away.

- | **One attendee raised concerns about water pressure.**
 - The development team noted this concern and stated that the development would need to conduct a fire flow analysis when the project goes to site plan review to evaluate the water pressure and noted that improvements could be required if the pressure is determined to be inadequate.

- | **Someone asked about the project timelines.**
 - The development team stated that if all goes well they would hope to have units for sale in 2028 and would probably break ground in 2027, but noted that would be the best case scenario.

- | **Questions were raised about what development would occur in the tree save areas.**
 - The development team noted that no development can occur in the tree save areas nor in the stream buffers. Those areas will need to remain undisturbed.

Name	Address	Email
Michelle King	316 Woodlief Farm Rd 2915711	King.mikandmichelle@gmail.com
Susan Decker	306 Norfwick Rd	Susanjdecker@gmail.com
Christymullen	219 Terrell Drive	christy_mullen78@yahoo.com
J.L. Rutens	254 Norfwick Rd	JL.Rutens@aol.com
Susan Short	313 Norfwick Rd	sueshort313@gmail.com
Sena Moore	318 Norfwick Rd.	SPMOORE65@aol.com
JOHN AU PFERB	112 TERRELL DR	
Dorine Lawrence	205 W. Main St.	919-201-4686 DorineLawrence@gmail.com

Name	Address	Email
Steve & Janice Cox	304 Woodley Farm Rd. Raleigh, N.C. 27571	5COXZ10@GMAIL.COM
Rick Edman	Rd. NC, USA	on file
Mel + Shizl Aamour		Mello me 1309@AOL.COM
Ylenia + Hassan Sharif	209 Terrell Driv.	yleniasharif11@gmail.com
RICHARD & BEVERLY STAUSS	208 TERRELL DRIVE	rebkid@sbcglobal.net
Rebecca Rivera	111 Terrell Drive	r.riveradiaz88@gmail.com
Steve + Antonette Dickens	107 Terrell DR	SNA DICKENS@GMAIL.COM
Rhonda + Ronald Gook	115 Terrell Dr	Mattiematt17@gmail.com mattiematt17@gmail.com

SITE DATA TABLE	
PIN(S)	1769027985 1769029362
Total Site Area	± 9.12 acres
Current Zoning	RL
Proposed Zoning	RHD
Tree Preservation Area Required (10% Site Area)	± 0.92 acre
Tree Preservation Area Provided	± 0.93 acre
Proposed Residential Units	51 DU
Maximum Density	± 5.59 DU/ac

- CONCEPT PLAN NOTES**
- 01 Development on this site will comply with the Town's Unified Development Ordinance and other applicable standards and plans adopted by the Town of Rolesville
 - 02 Sidewalks, trails, and open space areas shown on this plan are approximate. Final location and design to be determined at site or subdivision plan review.
 - 03 Utilities and easements shown on this plan are conceptual. Final location and design to be determined at site or subdivision plan review.
 - 04 Where a conflict between graphic representation and text information on this sheet is present, the text shall prevail.
 - 05 All base file information taken from GIS is subject to change unless otherwise stated.
 - 06 All assumptions shown herein are in accordance with current LDO standards as of the date shown on the plan. Changes to LDO standards, or jurisdictional text changes after that date may impact plan.
 - 07 Lighting requirements will comply with the standards set forth in the LDO.
 - 08 Master plan is conceptual, with final layout to be determined at subdivision plan.
 - 09 Tree coverage areas are conceptual, with final location to be determined at subdivision plan.

LEGEND

- SIDEWALK
- CBU + PARKING
- RESIDENTIAL TOWNHOUSE UNITS
- LANDSCAPE BUFFER
- PROGRAMMED OPEN SPACE
- UNPROGRAMMED OPEN SPACE
- TREE PRESERVATION AREA
- EASEMENTS
- STREAM BUFFER
- STORMWATER POND



TO MAIN STREET PARK + SANFORD CREEK ELEMENTARY
 SCARBORO STREET
 PROPOSED CROSSWALK
 PROPOSED BIKE LANE

February 19, 2026

Opal at Main Neighborhood Meeting Minutes:

- | The neighborhood meeting was held on Thursday February 19, 2026, at 6:00pm at the Village Church Rolesville
- | Approximately 15 people attended (5 from development team, 10 neighbors).
- | Laura Holloman provided an overview of the project updates and the current proposal and expected timelines.
- | Large posters of the proposed concept plan and the proposed conceptual elevations for both the townhomes and single-family detached lots were shown.
- | Following the presentation the meeting was opened up for discussion and questions. The questions/concerns and responses are noted below.

Discussion Topics and Questions:

- | **Someone asked what the proposed density of the project would be.**
 - The development team stated the latest proposed density of 5.7 dwellings per acre, and that it remained below the maximum for the general high-density zoning in Rolesville. The team reminded the community members that they needed to propose the high-density zoning as it is the only one that allows townhomes but noted that they are committed to limiting the density to less than the maximum allowed. The team noted that if approved, the rezoning would mean that this developer or any other developer of this site would be held to the conditional density standard (5.7 du/ac) and would need to rezone again to exceed that number.
- | **Several neighbors raised concerns about the rapid growth of the Town and wanted to see a more rural community. They again expressed concern with this area of town seeing a lot of growth.**
 - The development noted these concerns but also explained that Town is growing due to the growth of the Triangle in general.
- | **Someone asked if the units would be for rent or for sale? And would there be protections against someone buying multiple homes to rent them out?**
 - The development team explained that North Carolina law prohibits people from dictating if homes must be for sale or for rent. The team also explained that these homes would be on individually platted lots rather than one common lot. The individual lots tend to be more conducive to for sale development. The team also updated the group that they were attempting to propose a zoning condition that would restrict rentals, but this still needed to be vetted with planning staff.
- | **Several questions were asked about how the TIA would be conducted and what the process would be for requiring improvements.**
 - The traffic engineer for the project, Nate Bouquin, explained that the Town's traffic consultant, DRMP, had prepared and completed the TIA, and went over the findings with those in attendance.
 - They asked what peak hour meant, and Mr. Bouquin explained it was between 7-9am in the mornings and 4-6pm in the evenings.

- Attendees explained school times and traffic circulation that occurred as a result.
- Attendees also asked if all the new and planned developments were accounted for, Nate then explained the analysis had considered not only the developments that are currently constructed but also any approved projects in the area. They also account for the level of assumed growth in the community- about 3%. Using these numbers, they run models and simulations based on the Institute of Traffic Engineering's expert assumptions to understand the impacts to the road network that the new development would have and what improvements might help with mitigation.
- Like the last meeting, Nate Bouquin also noted that NCDOT is the ultimate decision-maker with regards to traffic lights and that they only allow them in very specific circumstances and at certain thresholds.

I One attendee raised the idea of wanting to see some sort of public space or park to celebrate Ms. Mary Perry being the first African American homeowner in Rolesville on a portion of this site, complete with a plaque and hopefully some yellow buttercups as that was her favorite flower.

- The development team listened intently and agreed to consider this very important suggestion and stated they would show something in concept on our concept plan exhibit, but ultimate specifics would be shown at the time of site plan.

I Questions were raised about the size of the units.

- The developer stated that they committed to a minimum sf of 1550 sf for the townhomes and over 2,000 square feet for single-family detached.

I Someone asked if there was an expected price point for the homes.

- The developer noted that it was hard to say exactly what the prices would be at this time but that they anticipated around 300K-400k for the townhomes. It was anticipated that the single-family detached homes would start at 750k.
- They added that they will reflect the market price at the time of sales, which is some years away.

I One attendee raised concerns about the buffer adjacent to the Little House Museum.

- The development team noted this concern and stated that the development team would look at what they could do to widen this buffer beyond the minimum UDO standard.

I Someone asked about the project timelines.

- The development team stated that if all went well they would hope to have units for sale in 2028 and would probably break ground in 2027 but noted that would be the best-case scenario.

I Questions were raised about what development would occur in the tree save areas.

- The development team noted that no development can occur in the tree save areas nor in the stream buffers. Those areas will need to remain undisturbed.

Name	Address	Email
Kate Muroch	621 Hillborough St Suite 500, Raleigh, NC 27603	muroch@mcadams.co.com
Tara Leigh	581 Granite Falls Blvd Raleigh NC 27571	Signe of handwriting@proformid.com
Ernestine + Larry Reith	200 Northwick Rd. Raleigh, NC 27571	knductcleaning@bellsouth.net
Joyce WARD	401 Northwick Rd Raleigh NC 27571	jward2005@nc.rr.com
JOHN LUPEK	112 ZELENC DR.	
Michelle King	316 Woodlief Falkn Rd	King.mikeara.michelle@gmail.com
Reynold Johnson	204 West Young St Raleigh N.C. 27571	
Joyce Ribbons	234 Westwick	

Name	Address	Email
Derek Vestergaard	Virginia Water Dr.	Skemning@gmail.com
Tom Eagles	Main St Riville	peagles88@gmail.com



TRAFFIC IMPACT ANALYSIS

FOR

OPAL AT MAIN

LOCATED

IN

ROLESVILLE, NC

Prepared For:

MCADAMS CO.
621 HILLSBOROUGH STREET, STE 500
RALEIGH, NC 27603

FEBRUARY 2026

DRMP Project No. 251334

Prepared By: LK

Reviewed By: CC

**TRAFFIC IMPACT
ANALYSIS**

FOR

OPAL AT MAIN

LOCATED IN

ROLESVILLE, NC



Caroline Cheeves

Prepared For:

MCADAMS CO.

621 HILLSBOROUGH STREET, STE 500

RALEIGH, NC 27603

Prepared By:

DRMP, Inc.

License #F-1524

TRAFFIC IMPACT ANALYSIS OPAL AT MAIN

Rolesville, North Carolina

EXECUTIVE SUMMARY

1. Development Overview

A Traffic Impact Analysis (TIA) was conducted for the proposed Opal at Main development in accordance with the Rolesville (Town) Unified Development Ordinance (UDO) and North Carolina Department of Transportation (NCDOT) capacity analysis guidelines. The proposed Opal at Main development to be located Rolesville, North Carolina. The proposed development, anticipated to be completed in 2030, is assumed to consist of 2 single-family detached homes and 71 single-family attached homes. Site access is proposed via two (2) full-movement driveways, one (1) along Young Street and one (1) along North Main Street. Refer to the attached site plan.

2. Existing Traffic Conditions

The study area for the TIA was determined through coordination with the North Carolina Department of Transportation (NCDOT) and the Rolesville (Town) and consists of the following existing intersections:

- Main Street (US 401) and Young Street
- Main Street (US 401) and Williams Street
- Young Street and Granite Falls Boulevard
- Young Street and Scarboro Street

Existing peak hour traffic volumes were determined based on traffic counts conducted at the study intersection listed above, in December of 2025 by DRMP during a typical weekday AM (7:00 AM – 9:00 AM) and PM (4:00 PM – 6:00 PM) peak periods. Traffic volumes were balanced between study intersections, where appropriate.

3. Future Traffic Conditions

Through coordination with the NCDOT and the Town, it was determined that an annual growth rate of 3% would be used to generate 2030 projected weekday AM and PM peak

hour traffic volumes. the following adjacent developments were identified to be included as an approved adjacent development in this study:

- Parker Ridge
- Rolesville Town Center
- Young Street PUD

Additionally, based on coordination with the NCDOT and the Town, it was determined that the roadway improvements associated with the NCDOT State Transportation Improvement Program (STIP) U-6241 should be considered in this study.

4. Site Trip Generation

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, 11.1th 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	Enter	Exit
Single-Family Detached Housing (210)	2 DU	18	2	5	2	1
Single-Family Attached Housing (215)	71 DU	467	7	20	19	14
Total Trips		485	9	25	21	15

To estimate traffic conditions with the site fully built-out, the total site trips were added to the 2030 no-build traffic volumes to determine the 2030 build traffic volumes. The study analyzes traffic conditions during the weekday AM and PM peak hours for the following scenarios:

- 2025 Existing Traffic Conditions
- 2030 No-Build Traffic Conditions
- 2030 Build Traffic Conditions

5. Capacity Analysis Summary

The analysis considered weekday AM and PM peak hour traffic for 2026 existing, 2030 no-build, and 2030 build 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

Young Street and Scarboro Street/Site Access A

- Construct Access A (westbound approach) as full movement access with one ingress and one egress lane (shared left-through-right lane).
- Provide 100 feet of Internal Protected Stem (IPS) length.
- Restripe the existing two-way left-turn lane (TWLTL) to provide 50 feet of storage for the southbound left-turn movement.
- Restripe the existing two-way left-turn lane (TWLTL) to provide 50 feet of storage for the northbound left-turn movement.
- Provide stop control for the westbound approach

Main Street and Site Access B

- Construct Access B (southbound approach) as full movement access with one ingress lane and one egress lane (shared left-right lane).
- Provide 100 feet of Internal Protected Stem (IPS) length.
- Restripe the existing two-way left-turn lane (TWLTL) to provide 25 feet of storage for the eastbound left-turn movement into the site.
- Provide stop control for the southbound approach.

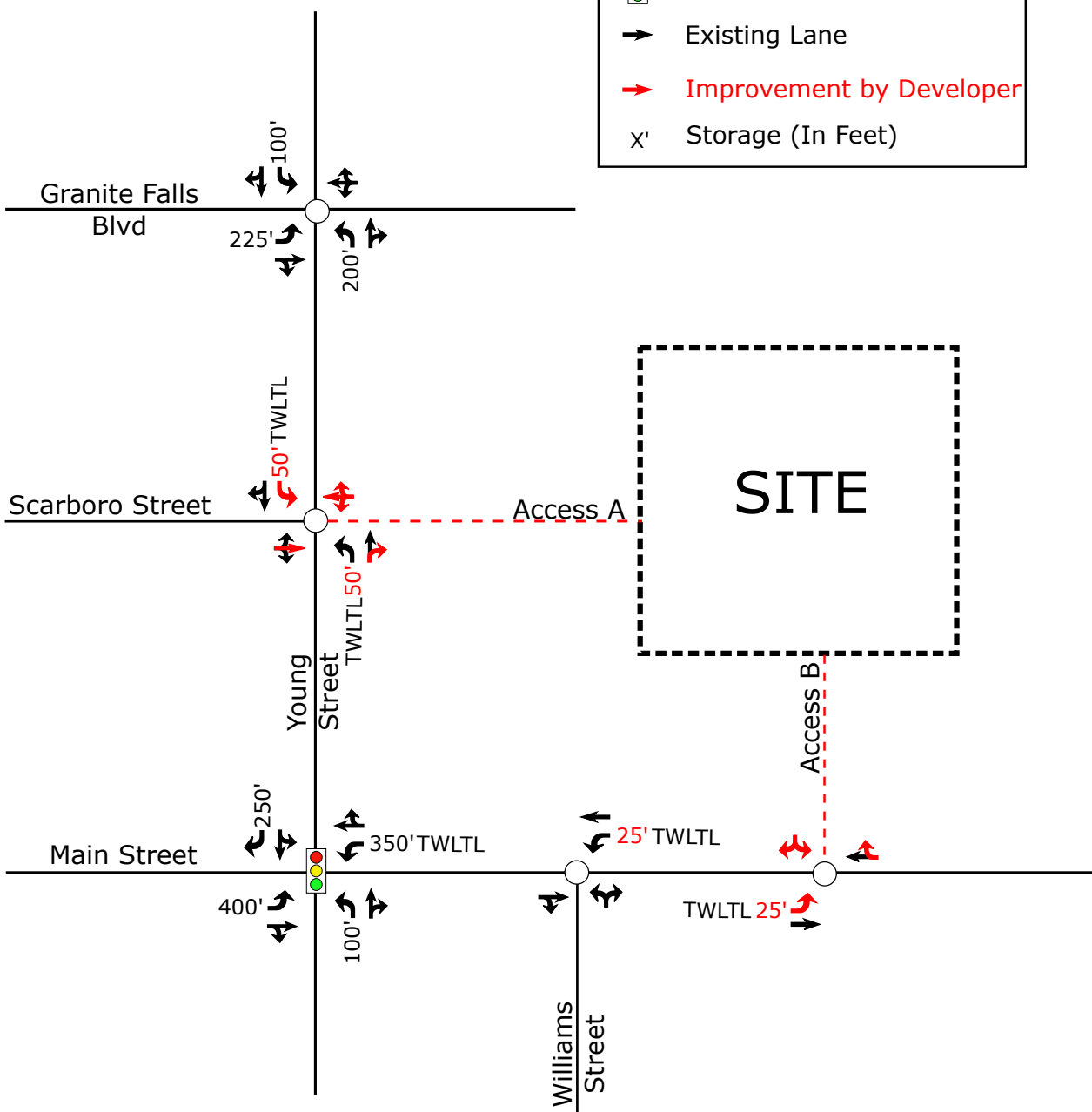
Main Street and Williams Street

- Restripe the existing 150 feet two-way left-turn lane (TWLTL) to provide 25 feet of storage for the westbound left-turn movement into Williams Street and 25 feet of storage for the eastbound left-turn movement into Site Access B.



LEGEND

- Unsignalized Intersection
- ◫ Signalized Intersection
- Existing Lane
- Improvement by Developer
- x' Storage (In Feet)



	Opal at Main Rolesville, NC	Recommended Lane Configurations	
		Scale: Not to Scale	Figure E-1

TABLE OF CONTENTS

1. INTRODUCTION	1
1.1. Site Location and Study Area	1
1.2. Proposed Land Use and Site Access	2
1.3. Adjacent Land Uses	2
1.4. Existing Roadways	2
Table 1: Existing Roadway Inventory	2
2. 2025 EXISTING PEAK HOUR CONDITIONS	6
2.1. 2025 Existing Peak Hour Traffic Volumes.....	6
2.2. Analysis of 2025 Existing Peak Hour Traffic Conditions	6
3. 2030 NO-BUILD PEAK HOUR CONDITIONS.....	8
3.1. Ambient Traffic Growth	8
3.2. Adjacent Development Traffic	8
Table 2: Adjacent Development Information	8
3.3. Future Roadway Improvements	9
3.4. 2030 No-Build Peak Hour Traffic Volumes.....	9
3.5. Analysis of 2030 No-Build Peak Hour Traffic Conditions	9
4. SITE TRIP GENERATION AND DISTRIBUTION	13
4.1. Trip Generation.....	13
Table 3: Trip Generation Summary	13
4.2. Site Trip Distribution and Assignment	13
5. 2030 BUILD TRAFFIC CONDITIONS.....	16
5.1. 2030 Build Peak Hour Traffic Volumes.....	16
5.2. Analysis of 2030 Build Peak Hour Traffic Conditions	16
6. TRAFFIC ANALYSIS PROCEDURE	18
Table 4: Highway Capacity Manual – Levels-of-Service and Delay	18
6.1. Adjustments to Analysis Guidelines	18
7. CAPACITY ANALYSIS.....	19
7.1. Main Street and Young Street	20
Table 5: Analysis Summary of Main Street and Young Street	20
7.2. Main Street and Williams Street	21
Table 6: Analysis Summary of Main Street and Williams Street	21
7.3. Young Street and Granite Falls Boulevard.....	22
Table 7: Analysis Summary of Young Street and Granite Falls Boulevard.....	22
7.4. Young Street and Scarboro Street/Site Access A	23
Table 8: Analysis Summary of Young Street and Scarboro Street/Site Access A	23

7.5. Main Street and Site Access B.....	24
Table 9: Analysis Summary of Main Street and Site Access B.....	24
8. CONCLUSIONS	26
9. RECOMMENDATIONS.....	27

LIST OF FIGURES

Figure 1 – Site Location Map.....	3
Figure 2 – Preliminary Site Plan	4
Figure 3 – Existing Lane Configurations.....	5
Figure 4 – 2025 Existing Peak Hour Traffic	7
Figure 5 – 2030 Projected Peak Hour Traffic	10
Figure 6 – Adjacent Development Trips.....	11
Figure 7 – 2030 No-Build Peak Hour Traffic	12
Figure 8 – Proposed Site Trip Distribution.....	14
Figure 9 – Proposed Site Trip Assignment.....	15
Figure 10 – 2030 Build Peak Hour Traffic.....	17
Figure 11 – Recommended Lane Configurations	28

LIST OF TABLES

Table 1: Existing Roadway Inventory.....	2
Table 2: Adjacent Development Information	8
Table 3: Trip Generation Summary.....	13
Table 4: Highway Capacity Manual – Levels-of-Service and Delay	18
Table 5: Analysis Summary of Main Street and Young Street	20
Table 6: Analysis Summary of Main Street and Williams Street	21
Table 7: Analysis Summary of Young Street and Granite Falls Boulevard.....	22
Table 8: Analysis Summary of Young Street and Scarboro Street/Site Access A	23
Table 9: Analysis Summary of Main Street and Site Access B.....	24

TECHNICAL APPENDIX

Appendix A:	Scoping Documentation
Appendix B:	Traffic Counts
Appendix C:	Signal Plans
Appendix D:	Adjacent Development Information
Appendix E:	Future Roadway Improvements
Appendix F:	Capacity Calculations – Main Street and Young Street

Appendix G:	Capacity Calculations – Main Street and Williams Street
Appendix H:	Capacity Calculations – Young Street and Granite Falls Boulevard
Appendix I:	Capacity Calculations – Young Street and Scarboro Street/Site Access A
Appendix J:	Capacity Calculations – Main Street and Site Access B
Appendix K:	SimTraffic Queueing Analysis

TRAFFIC IMPACT ANALYSIS

OPAL AT MAIN Rolesville, North Carolina

1. INTRODUCTION

The contents of this report present the findings of the Traffic Impact Analysis (TIA) conducted for the proposed Opal at Main development to be located Rolesville, North Carolina. 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 proposed development, anticipated to be completed in 2030, is assumed to consist of the following uses:

- 2 single-family detached homes
- 71 single-family attached homes

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

- 2025 Existing Traffic Conditions
- 2030 No-Build Traffic Conditions
- 2030 Build Traffic Conditions

1.1. Site Location and Study Area

The development is proposed to be located Rolesville, North Carolina. 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 Rolesville (Town) and consists of the following existing intersections:

- Main Street (US 401) and Young Street
- Main Street (US 401) and Williams Street
- Young Street and Granite Falls Boulevard
- Young Street and Scarboro Street

1.2. Proposed Land Use and Site Access

The proposed development, anticipated to be completed in 2030, is assumed to consist of 2 single-family detached homes and 71 single-family attached homes. Site access is proposed via two (2) full-movement driveways, one (1) along Young Street and one (1) along North Main Street. 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 commercial and residential development, as well as undeveloped land.

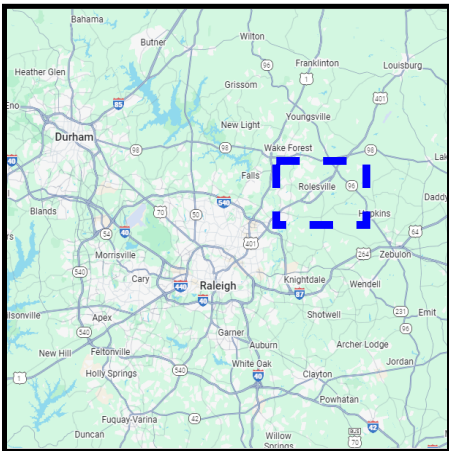
1.4. Existing Roadways

Existing lane configurations (number of traffic lanes on each intersection approach), speed limits, 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	AADT (vpd)
Young Street	SR 1945	2-lane undivided	35 mph	10,500
Main Street	US 401	2-lane undivided	35 mph	4,100
Main Street	US 401	2-lane undivided	35 mph	12,000

*AADT based on the traffic counts from 2023 and assuming the weekday PM peak hour volume is 10% of the average daily traffic.



LEGEND

- Study Intersection
- Proposed Site Access
- Study Area



Opal at Main
Rolesville, NC

Site Location Map

Scale: Not to Scale Figure 1



MCADAMS

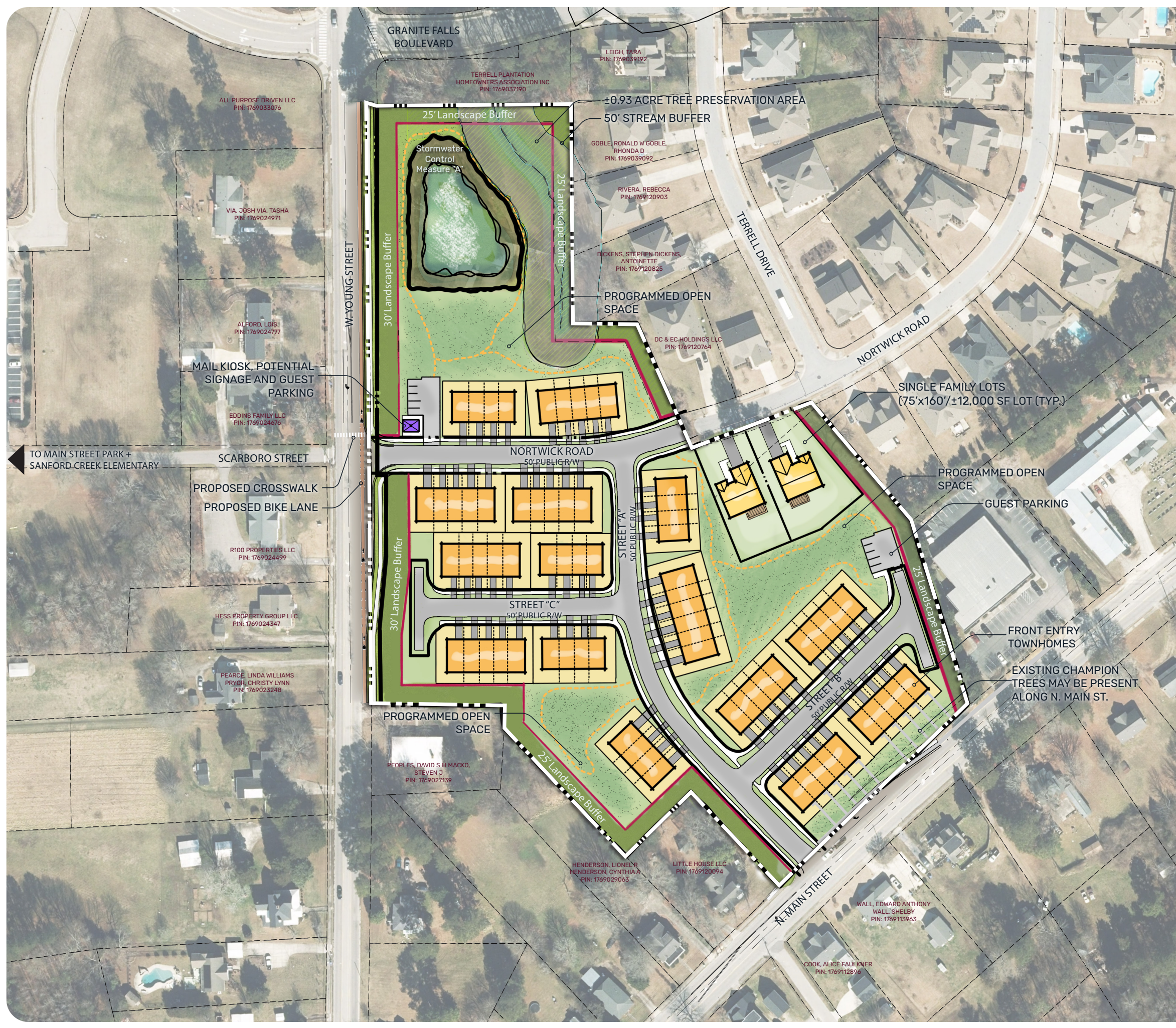
PREPARED FOR:
Fischer Homes

SITE DATA TABLE

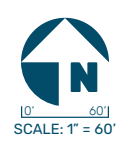
PIN(S)	1769027985 1769029362
Total Site Area	± 11.5 acres
Current Zoning	RL
Proposed Zoning	RHD
Tree Preservation Area Required (10% Site Area)	± 0.92 acre
Tree Preservation Area Provided	± 0.93 acre
Open Space Required (15% Site Area)	± 1.72 acre
Open Space Provided	± 1.75 acre
Proposed Residential Units	± 73 DU
Townhome Units	71 units
Single Family Lots	2 lots
Maximum Density	To be determined

CONCEPT PLAN NOTES

- 01 Development on this site will comply with the Town's Unified Development Ordinance and other applicable standards and plans adopted by the Town of Rolesville
- 02 Sidewalks, trails, and open space areas shown on this plan are approximate. Final location and design to be determined at site or subdivision plan review.
- 03 Utilities and easements shown on this plan are conceptual. Final location and design to be determined at site or subdivision plan review.
- 04 Where a conflict between graphic representation and text information on this sheet is present, the text shall prevail.
- 05 All base file information taken from GIS is subject to change unless otherwise stated.
- 06 All assumptions shown herein are in accordance with current LDO standards as of the date shown on the plan. Changes to LDO standards, or jurisdictional text changes after that date may impact plan.
- 07 Lighting requirements will comply with the standards set forth in the LDO.
- 08 Master plan is conceptual, with final layout to be determined at subdivision plan.
- 09 Tree coverage areas are conceptual, with final location to be determined at subdivision plan.



Opal at Main Concept Site Plan
Rolesville, North Carolina
Rolesville Case # REZ-25-04

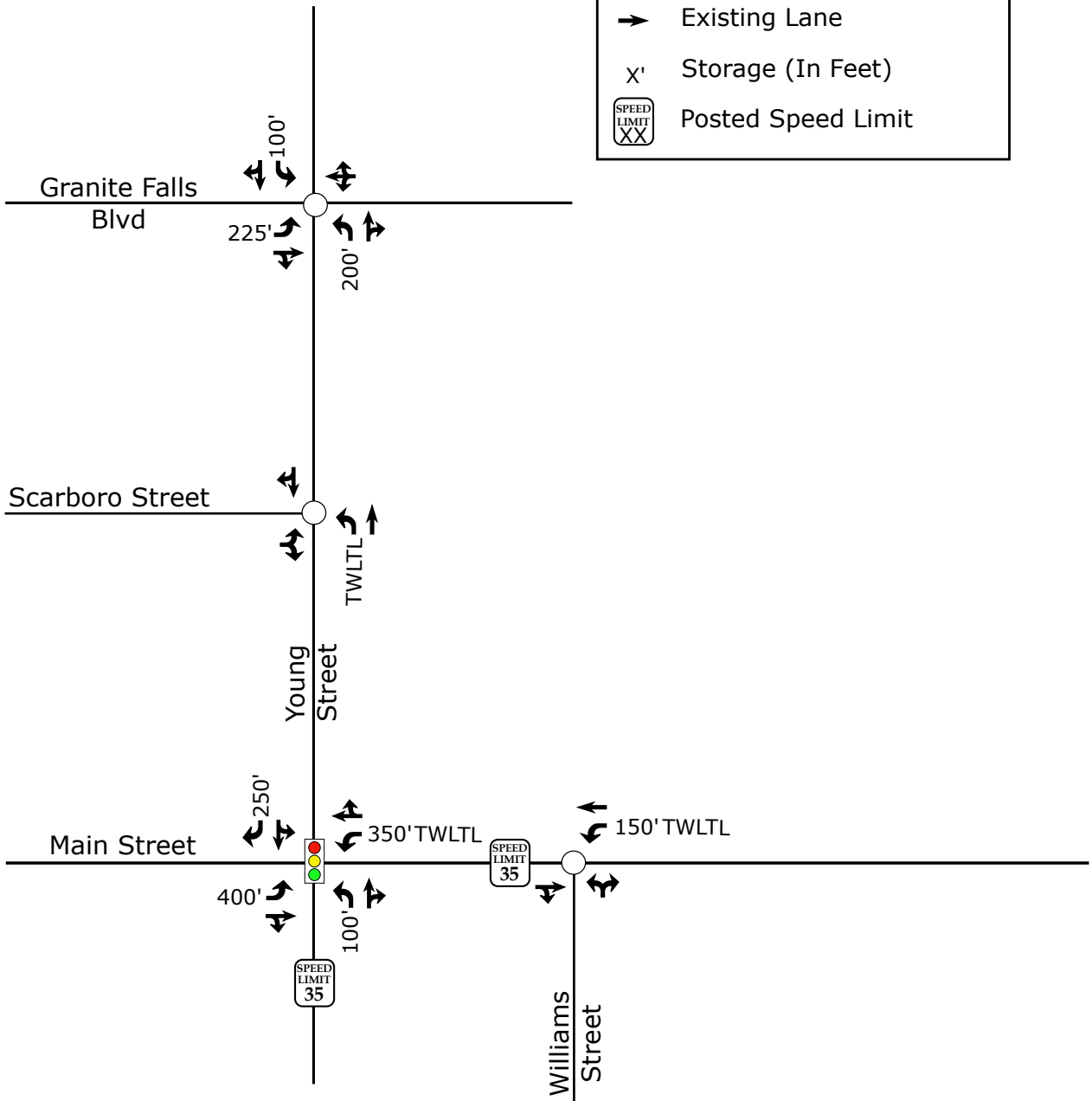



SPEC24634
10.30.2025



LEGEND

- Unsignalized Intersection
- 🚦 Signalized Intersection
- ➔ Existing Lane
- x' Storage (In Feet)
- 🚧 SPEED LIMIT XX



	Opal at Main Rolesville, NC	2025 Existing Lane Configurations	
		Scale: Not to Scale	Figure 3

2. 2025 EXISTING PEAK HOUR CONDITIONS

2.1. 2025 Existing Peak Hour Traffic Volumes

Existing peak hour traffic volumes were determined based on traffic counts conducted at the study intersections listed below, in December of 2025 by DRMP during a typical weekday AM (7:00 AM – 9:00 AM) and PM (4:00 PM – 6:00 PM) peak periods:

- Main Street (US 401) and Young Street
- Main Street (US 401) and Williams Street
- Young Street and Granite Falls Boulevard
- Young Street and Scarboro Street

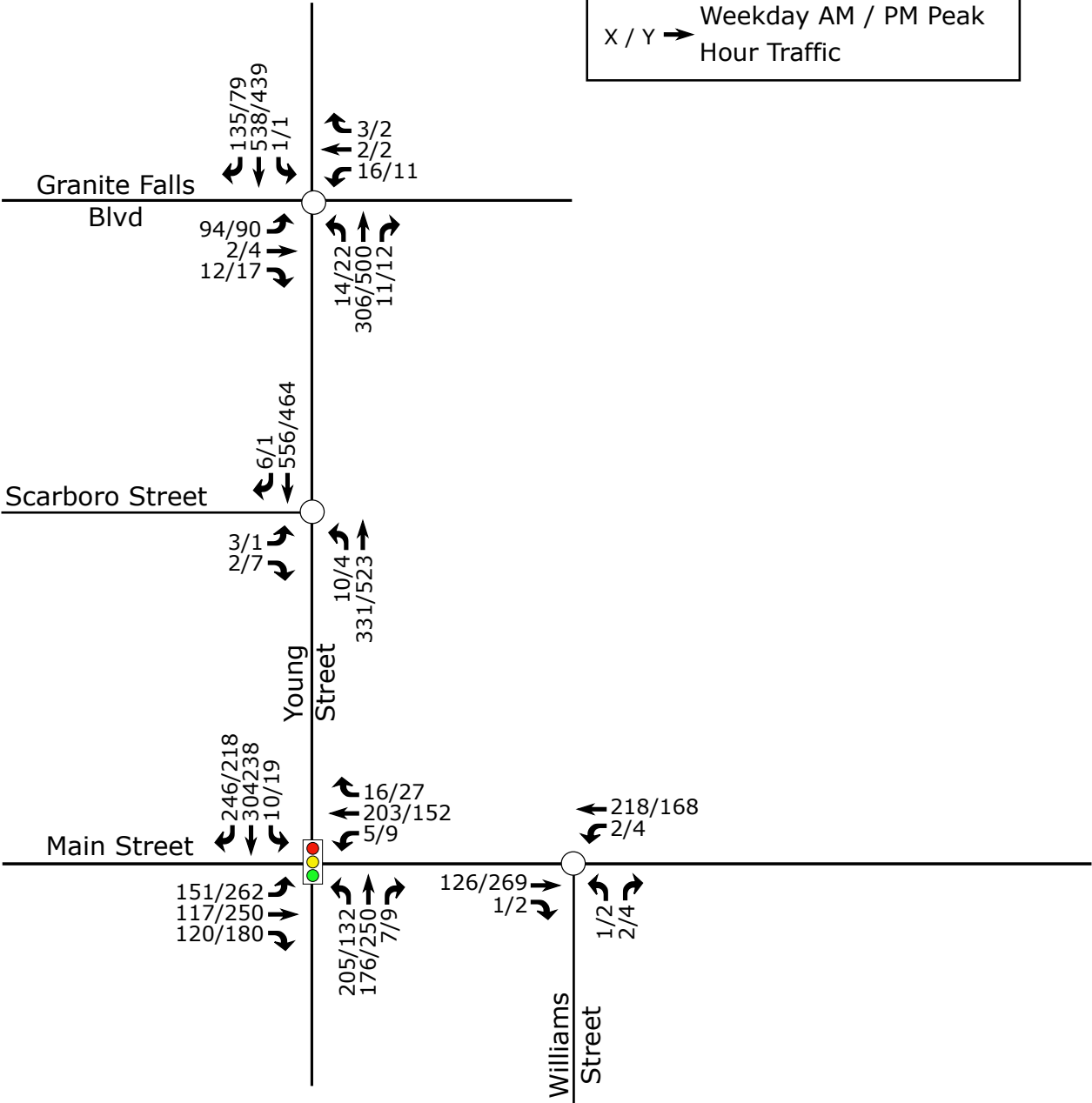
Weekday AM and PM traffic volumes were balanced between study intersections, where appropriate. Refer to Figure 4 for 2025 existing weekday AM and PM peak hour traffic volumes. A copy of the count data is located in Appendix B of this report.

2.2. Analysis of 2025 Existing Peak Hour Traffic Conditions


The 2025 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. Signal information was obtained from NCDOT and is included in Appendix C. The results of the analysis are presented in Section 7 of this report.

LEGEND

- Unsignalized Intersection
- 🚦 Signalized 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.

	<p>Opal at Main Rolesville, NC</p>	<p>2025 Existing Peak Hour Traffic</p>	
		<p>Scale: Not to Scale</p>	<p>Figure 4</p>

3. 2030 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 the NCDOT and the Town, it was determined that background traffic associated with the approved adjacent developments will be captured within the assumed 3% annual background growth rate. This growth rate was applied to develop the 2030 weekday AM and PM peak hour traffic projections. Refer to Figure 5 for the 2030 projected peak hour volumes.

3.2. Adjacent Development Traffic

Through coordination with the NCDOT and the Town, Table 2 provides a summary of the adjacent developments.

Table 2: Adjacent Development Information

Development Name	Location	Build-Out Year	Land Use / Intensity	TIA Performed
Parker Ridge	East and west sides of Redford Place Drive, south of Main Street	2028	162 single-family homes and 114 townhomes	August 2022 by Stantec
Rolesville Town Center	West side of Rolesville Road between Rolesville High School and Fowler Road	2030	20,680 s.f. fire station	September 2025 by Stantec
Young Street PUD	Along US 401, west of Young Street	2025	210 townhomes, 525 single-family homes and 320 townhomes	June 2019 by Kimley Horn

Traffic associated with the following adjacent developments will be captured within the assumed 3% annual background growth rate:

- 1216 Rolesville Road
- 302 S Main St – Learning Experience Rolesville
- 414 S. Main Street – Pine Glo Sports complex
- 6000 Rogers Road
- A-Master Team Townhomes
- Woodlief Assemblage
- Cobblestone Village
- North Wake Eye Center
- Jones Dairy Road

3.3. Future Roadway Improvements

Based on coordination with the NCDOT and the Town, it was determined that the roadway improvements associated with the NCDOT State Transportation Improvement Program (STIP) U-6241 should be considered in this study. STIP U-6241 is expected to realign the roadway and construct a new intersection with South Main Street, along with sidewalk extensions and complete streets improvements.

The STIP U-6241 future realignment plans can be found in Appendix E.

3.4. 2030 No-Build Peak Hour Traffic Volumes

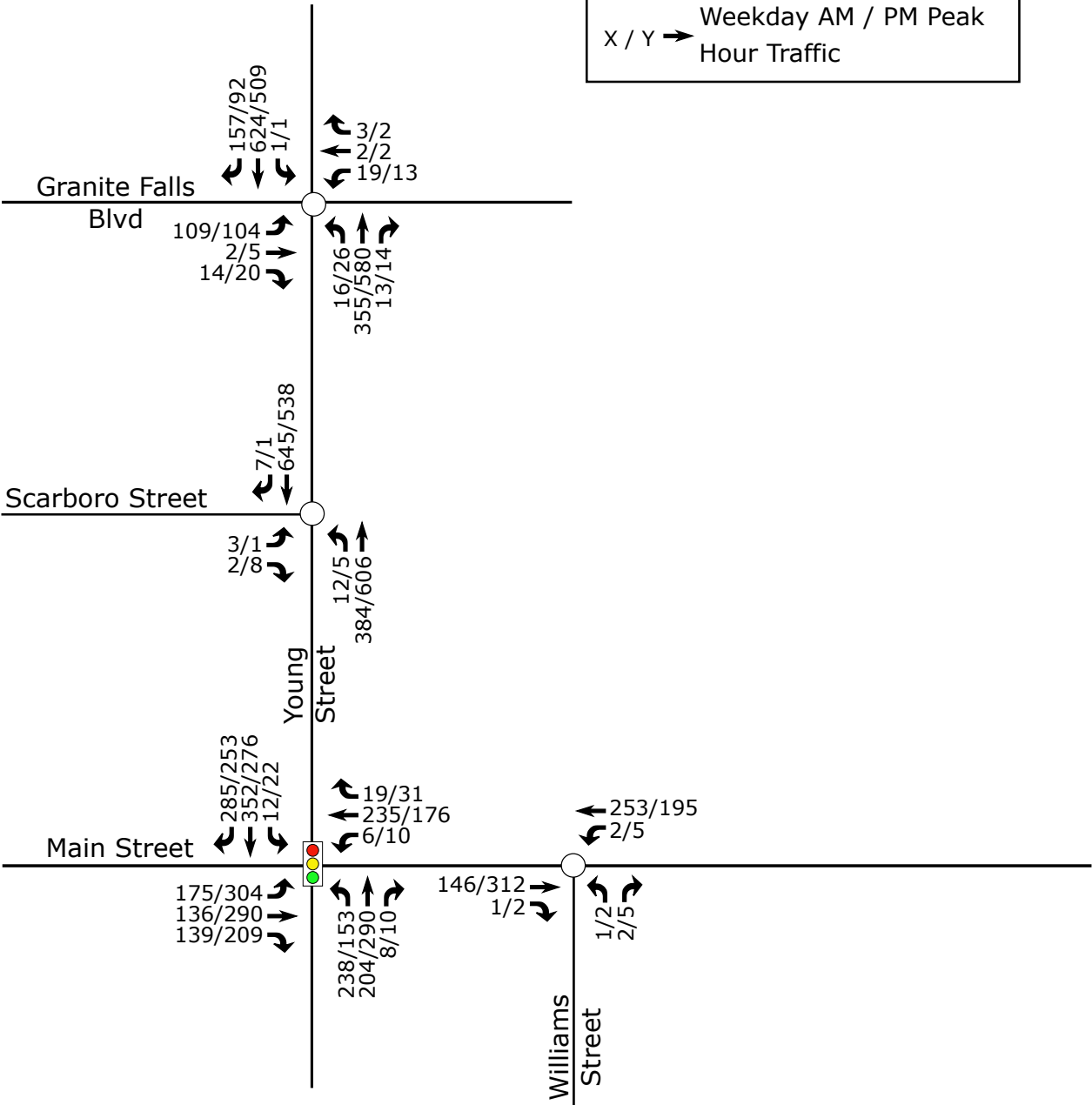
The 2030 no-build traffic volumes were determined by projecting the 2026 existing peak hour traffic to the year 2030, and adding the adjacent development trips. Refer to Figure 7 for an illustration of the 2030 no-build peak hour traffic volumes at the study intersections.

3.5. Analysis of 2030 No-Build Peak Hour Traffic Conditions

The 2030 no-build AM and PM peak hour traffic volumes at the study intersections were analyzed with future geometric roadway conditions and traffic control. The analysis results are presented in Section 7 of this report.

LEGEND

- Unsignalized Intersection
- 🚦 Signalized Intersection
- X / Y → Weekday AM / PM Peak Hour Traffic



Opal at Main
Rolesville, NC

2030 Projected
Peak Hour Traffic

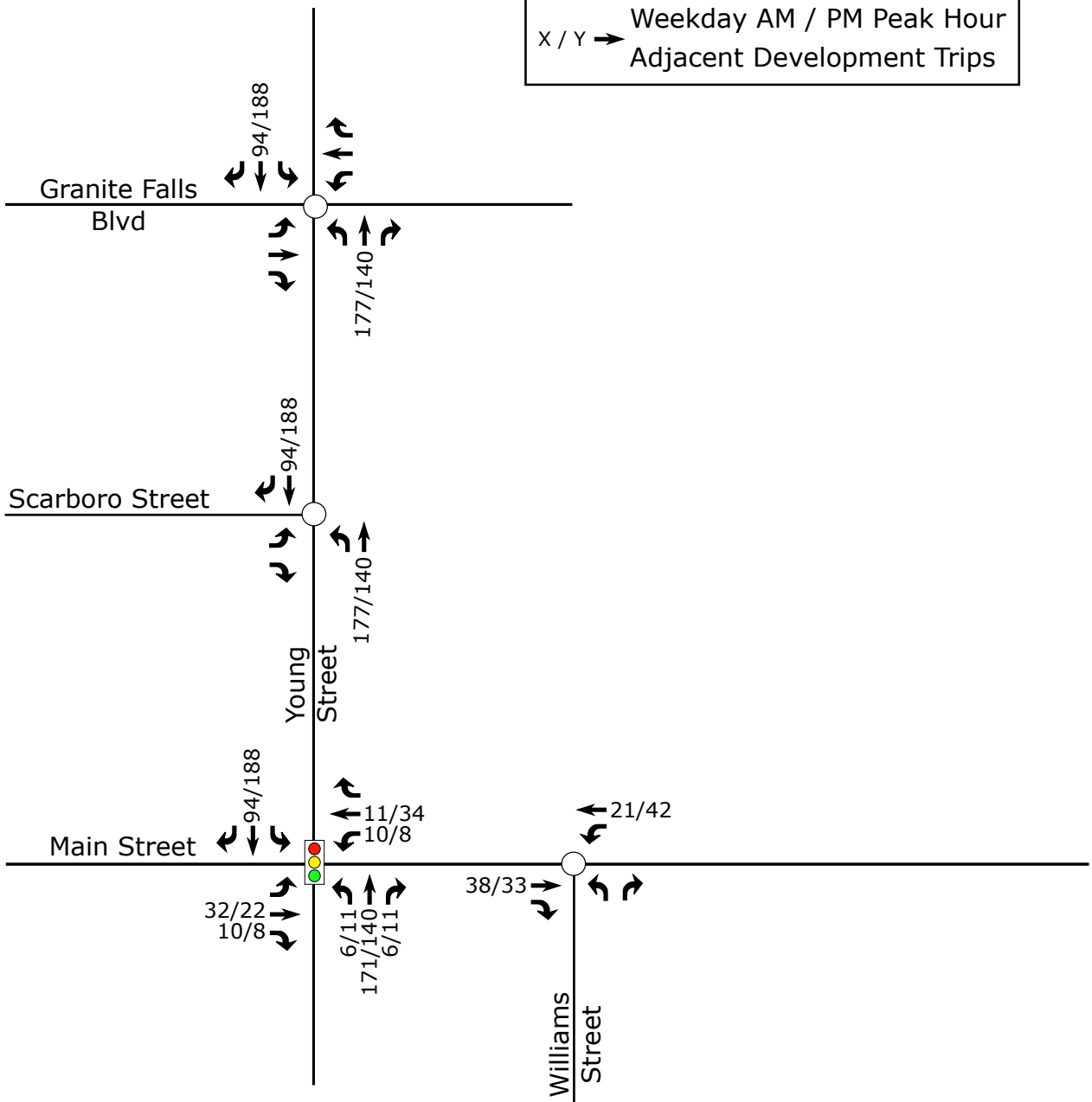
Scale: Not to Scale Figure 5

LEGEND

○ Unsignalized Intersection

🚦 Signalized Intersection

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



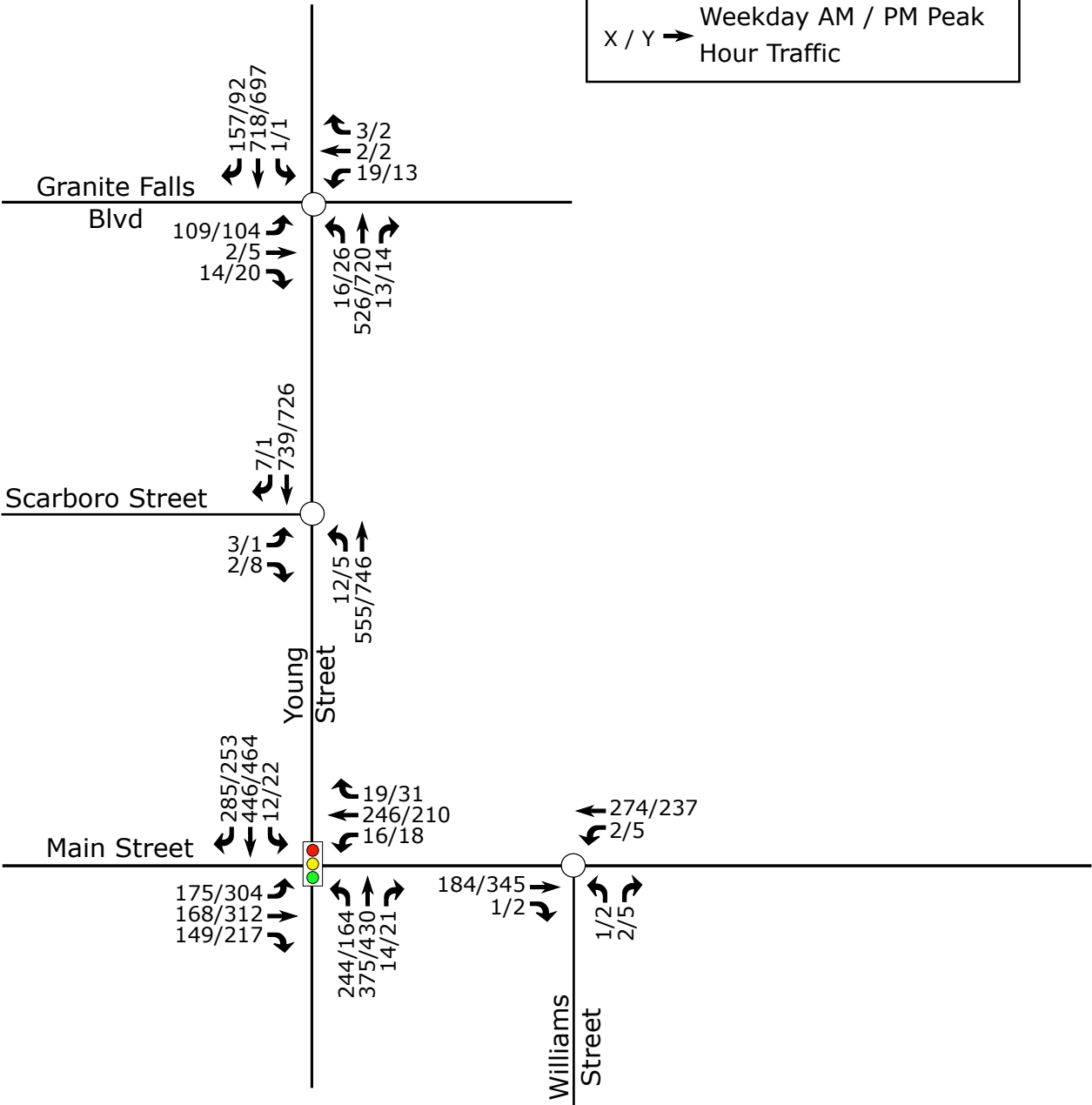
Opal at Main
Rolesville, NC

Peak Hour Adjacent
Development Trips


Scale: Not to Scale Figure 6

LEGEND

- Unsignalized Intersection
- 🚦 Signalized 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.

	<p>Opal at Main Rolesville, NC</p>	<p>2030 No-Build Peak Hour Traffic</p>	
		<p>Scale: Not to Scale</p>	<p>Figure 7</p>

4. SITE TRIP GENERATION AND DISTRIBUTION

4.1. Trip Generation

The proposed development is assumed to consist of 2 single-family detached homes and 71 single-family attached homes. 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*, 12 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	Enter	Exit
Single-Family Detached Housing (210)	2 DU	18	2	5	2	1
Single-Family Attached Housing (215)	71 DU	467	7	20	19	14
Total Trips		485	9	25	21	15

It is estimated that the proposed development will generate approximately 485 total site trips on the roadway network during a typical 24-hour weekday period. Of the daily traffic volume, it is anticipated that 34 trips (9 entering and 25 exiting) will occur during the weekday AM peak hour and 36 trips (21 entering and 15 exiting) will occur during the weekday PM peak hour.

4.2. Site Trip Distribution and Assignment

Trip distribution percentages used in assigning site traffic for this development 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 site trips will be regionally distributed as follows:

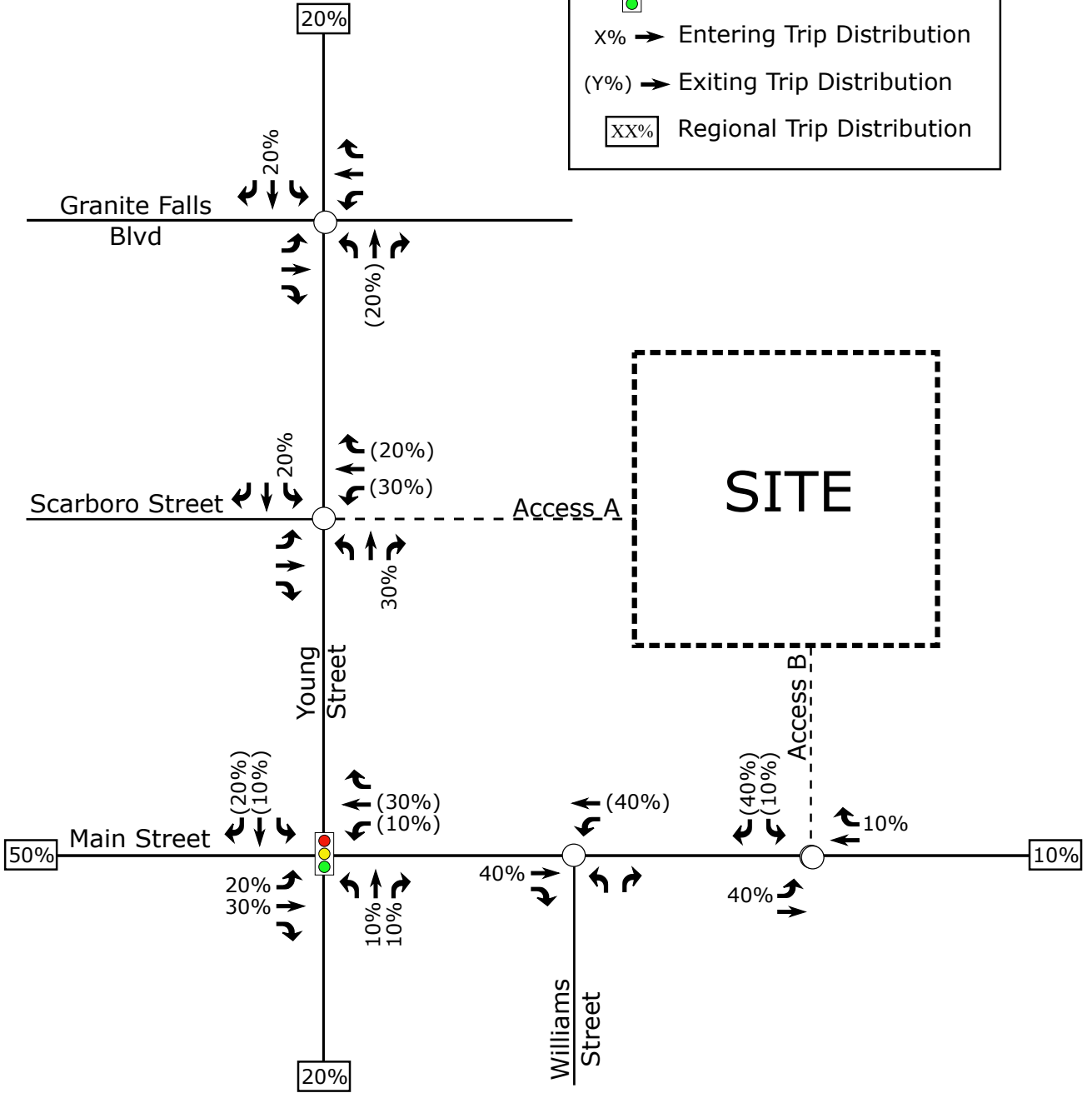
- 20% to/from the north via Young Street
- 20% to/from the south via Young Street
- 50% to/from the east via Main Street
- 10% to/from the west via Main Street

The site trip distribution is shown in Figure 8. Refer to Figure 9 for the site trip assignment.



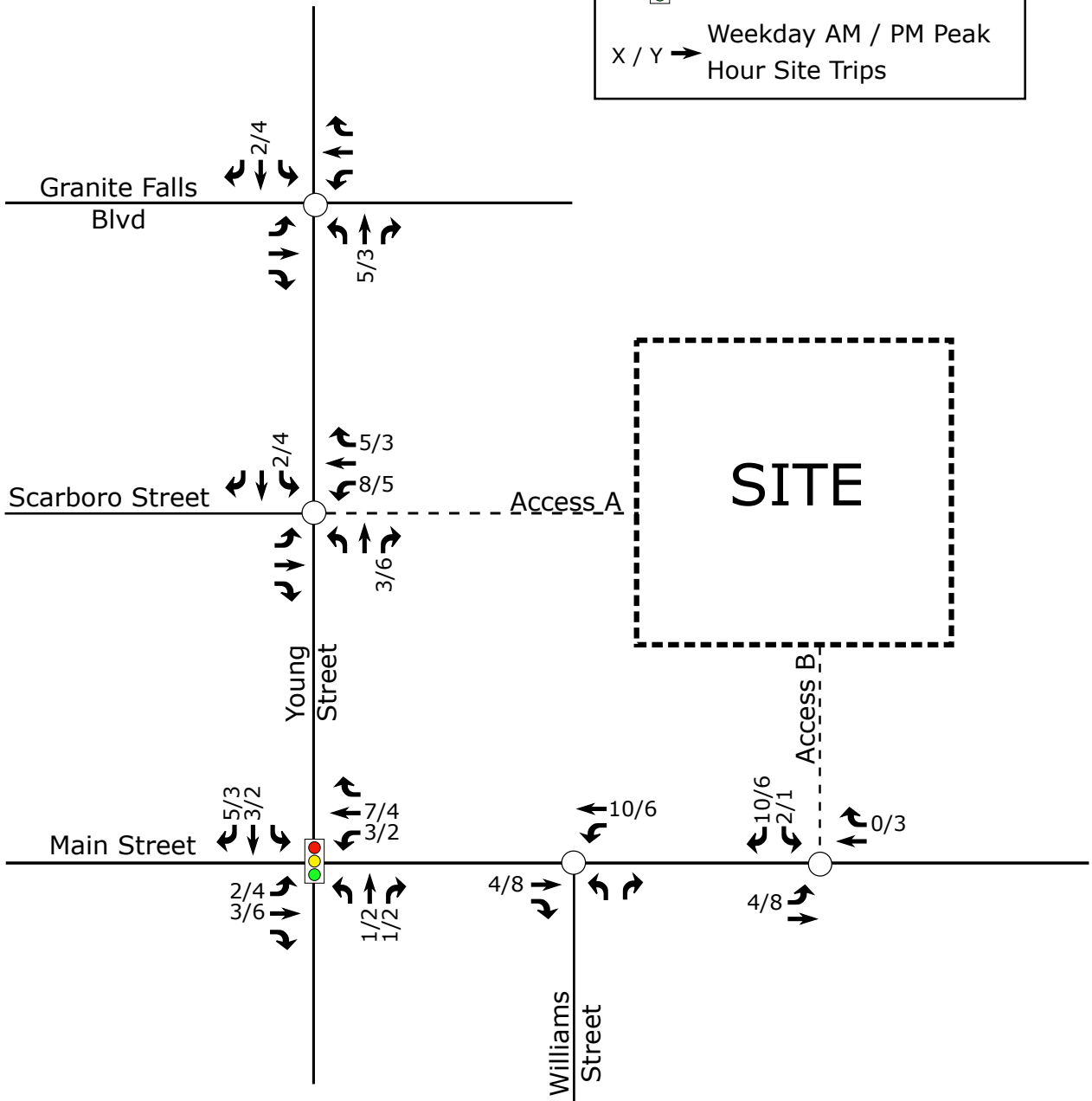
LEGEND

- Unsignalized Intersection
- 🚦 Signalized Intersection
- X% → Entering Trip Distribution
- (Y%) → Exiting Trip Distribution
- XX% Regional Trip Distribution



LEGEND

- Unsignalized Intersection
- Signalized Intersection
- X / Y → Weekday AM / PM Peak Hour Site Trips



5. 2030 BUILD TRAFFIC CONDITIONS

5.1. 2030 Build Peak Hour Traffic Volumes

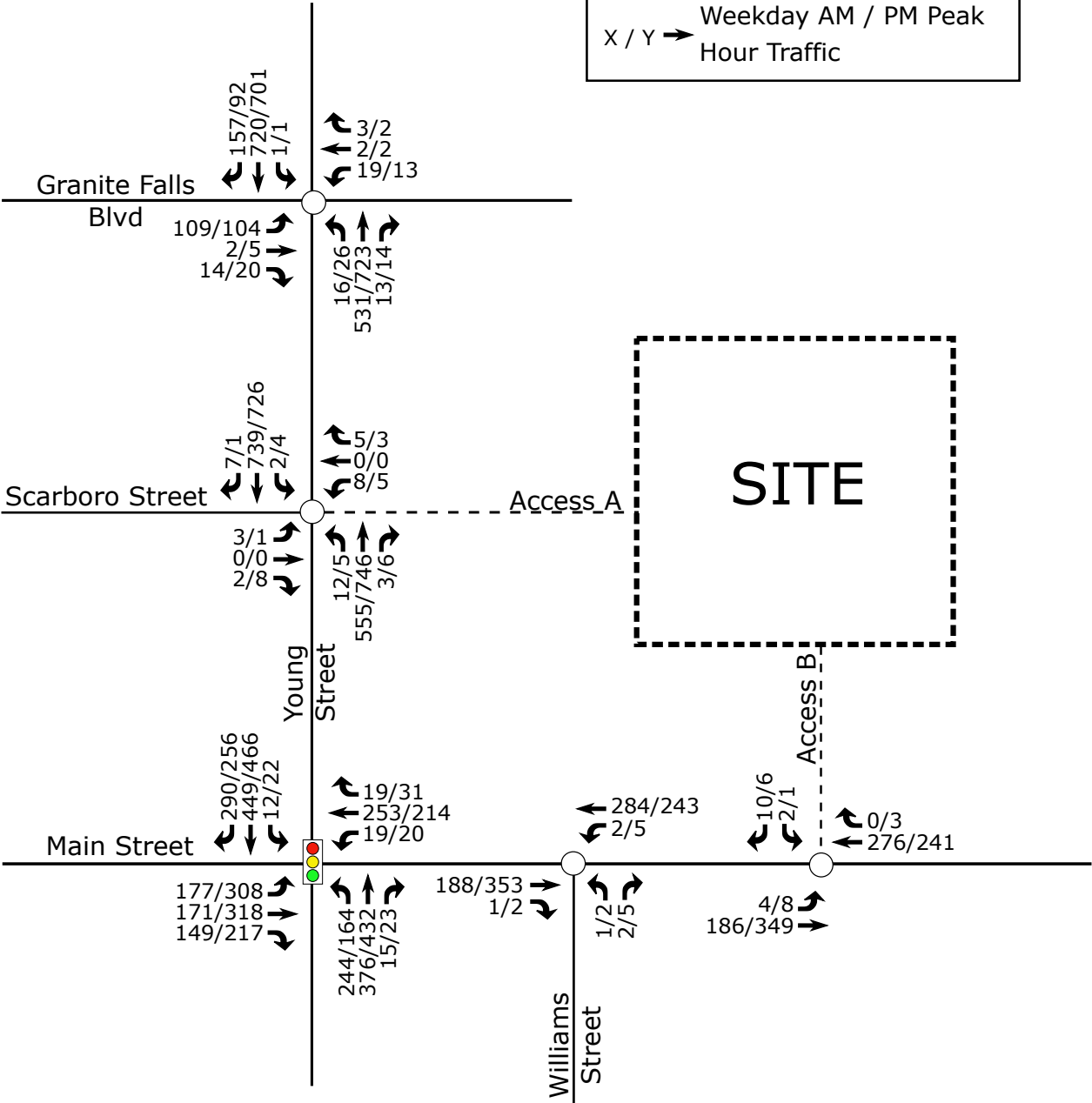
To estimate traffic conditions with the site fully built-out, the total site trips were added to the 2030 no-build traffic volumes to determine the 2030 build traffic volumes. Refer to Figure 10 for an illustration of the 2030 build peak hour traffic volumes with the proposed site fully developed.

5.2. Analysis of 2030 Build Peak Hour Traffic Conditions

Study intersections were analyzed with the 2030 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
- ◫ Signalized 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.

	<h2 style="margin: 0;">Opal at Main Rolesville, NC</h2>	<h3 style="margin: 0;">2030 Build Peak Hour Traffic</h3>	
			Scale: Not to Scale

6. TRAFFIC ANALYSIS PROCEDURE

Study intersections were analyzed using the methodology outlined in the *Highway Capacity Manual* (HCM), 6th 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 11.1), was used to complete the analyses for 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 the NCDOT Congestion Management Guidelines.

7. CAPACITY ANALYSIS

The following study intersections were analyzed under 2026 existing, 2030 no-build, and 2030 build traffic conditions:

- Main Street (US 401) and Young Street
- Main Street (US 401) and Williams Street
- Young Street and Granite Falls Boulevard
- Young Street and Scarboro Street/Site Access A
- Main Street (US 401) and Site Access B

All proposed site driveways were analyzed under 2030 build traffic conditions. Refer to Tables 5-9 for a summary of capacity analysis results. Refer to Appendices F-J for the Synchro capacity analysis reports and SimTraffic queueing reports.

capacity analysis indicates that the intersection is expected to operate at an overall Level of Service (LOS) D during the weekday AM peak hour and LOS E during the weekday PM peak hour under both 2030 no-build and build conditions. The proposed development is expected to increase queues on the westbound left-turn movement by approximately 90 feet (about four vehicles) during the PM peak hour when comparing 2030 build conditions to 2030 no-build conditions; however, the proposed development contributes only two vehicles to this movement. The overall intersection delay is projected to increase by 2.0 seconds or less, indicating minimal operational impact from the proposed development. As a result, no improvements are recommended by the developer.

7.1. Main Street and Young Street

Refer to the table below for a summary of the capacity analysis of the subject intersection during the analysis scenarios.

Table 5: Analysis Summary of Main Street and Young Street

ANALYSIS SCENARIO	A P P R O A C H	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2025 Existing	EB	1 LT, 1 TH-RT	C (26)	D (40)	C (30)	D (39)
	WB	1 LT, 1 TH-RT	D (37)		D (40)	
	NB	1 LT, 1 TH-RT	E (55)		D (52)	
	SB	1 LT-TH, 1 RT	D (39)		D (39)	
2030 No-Build	EB	1 LT, 1 TH-RT	D (45)	D (52)	F (87)	E (76)
	WB	1 LT, 1 TH-RT	E (57)		E (61)	
	NB	1 LT, 1 TH-RT	E (61)		F (83)	
	SB	1 LT-TH, 1 RT	D (48)		E (63)	
2030 Build	EB	1 LT, 1 TH-RT	D (46)	D (53)	F (91)	E (78)
	WB	1 LT, 1 TH-RT	E (59)		E (62)	
	NB	1 LT, 1 TH-RT	E (61)		F (85)	
	SB	1 LT-TH, 1 RT	D (49)		E (64)	

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

Capacity analysis indicates that the intersection is expected to operate at an overall Level of Service LOS D during the weekday AM peak hour and LOS E during the weekday PM peak hour under both 2030 no-build and build conditions. The overall intersection delay is expected to increase by 2 seconds or less, indicating minimal operational impact from the proposed development. As a result, which equates to a less than 3% delay increase from the proposed development.

The intersection is currently under construction as part of STIP Project U-6241 and is assumed to be completed by 2025. Accordingly, the analysis was conducted using the future lane configurations shown in the STIP U-6241 for all traffic conditions. Coordinated signal timings were not recorded due to ongoing construction; therefore, signal timings were optimized for all existing and future scenarios.

7.2. Main Street and Williams Street

Refer to the table below for a summary of the capacity analysis of the subject intersection during the analysis scenarios.

Table 6: Analysis Summary of Main Street and Williams Street

ANALYSIS SCENARIO	A P P R O A C H	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2025 Existing	EB WB NB	1 TH-RT 1 LT, 1 TH 1 LT-RT	-- A (8) ¹ A (10) ²	N/A	-- A (8) ¹ B (11) ²	N/A
2030 No-Build	EB WB NB	1 TH-RT 1 LT, 1 TH 1 LT-RT	-- A (8) ¹ B (10) ²	N/A	-- A (8) ¹ B (11) ²	N/A
2030 Build	EB WB NB	1 TH-RT 1 LT, 1 TH 1 LT-RT	-- A (8) ¹ B (10) ²	N/A	-- A (8) ¹ B (11) ²	N/A

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

2. Level of service for minor-street approach.

Capacity analysis indicates that the major street left turn movement and minor street approach are expected to operate at LOS B or better during the weekday AM and PM peak hours under all traffic conditions. The maximum westbound left-turn queue is approximately 25 feet during the weekday PM peak hour, which is shorter than the existing two-way left-turn lane (TWLTL) storage length. Accordingly, the effective left-turn storage length can be shortened without affecting intersection operations, allowing a portion of the TWLTL to be reallocated to provide storage for the eastbound left-turn movement into Site Access B. With the reduced storage length, major street left-turn queues are expected to remain fully contained within the TWLTL, and no queuing issues are anticipated. The following improvements are recommended by the developer under 2030 Build traffic conditions:

- Restripe the existing 150 feet of two-way left-turn lane (TWLTL) to provide 25 feet of storage for the westbound left-turn movement into Williams Street.

7.3. Young Street and Granite Falls Boulevard

Refer to the table below for a summary of the capacity analysis of the subject intersection during the analysis scenarios.

Table 7: Analysis Summary of Young Street and Granite Falls Boulevard

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)
2025 Existing	EB	1 LT, 1 TH-RT	E (40) ²	N/A	E (47) ²	N/A
	WB	1 LT-TH-RT	C (24) ²		D (26) ²	
	NB	1 LT, 1 TH-RT	A (9) ¹		A (9) ¹	
	SB	1 LT, 1 TH-RT	A (8) ¹		A (9) ¹	
2030 No-Build	EB	1 LT, 1 TH-RT	F (252) ²	N/A	F (404) ²	N/A
	WB	1 LT-TH-RT	F (54) ²		F (71) ²	
	NB	1 LT, 1 TH-RT	B (10) ¹		A (10) ¹	
	SB	1 LT, 1 TH-RT	A (9) ¹		A (10) ¹	
2030 Build	EB	1 LT, 1 TH-RT	F (264) ²	N/A	F (415) ²	N/A
	WB	1 LT-TH-RT	F (56) ²		F (71) ²	
	NB	1 LT, 1 TH-RT	B (10) ¹		A (10) ¹	
	SB	1 LT, 1 TH-RT	A (9) ¹		A (10) ¹	

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

Capacity analysis indicates that the major street left turn movements are expected to operate at LOS B or better during the weekday AM and PM peak hours under all traffic conditions. The minor street approach is expected to operate at LOS F under both 2030 no-build and build conditions. Reasonable queues are expected at the minor-street approaches. Traffic on the minor street has access to alternate routes, including the two (2) proposed full-movement driveways along Young Street and North Main Street. Poor levels of service and higher delays are not uncommon for an unsignalized minor-street approach during the weekday peak hours when mainline volumes are heaviest. A traffic signal was considered at this intersection, and 2030 build peak hour traffic volumes were analyzed utilizing the criteria contained in the Manual on Uniform Traffic Control Devices (MUTCD). A traffic signal was not warranted during either weekday peak hour. The NCDOT typically prefers the 4-hour and 8-hour warrants to be met, which is highly unlikely at this intersection due to the primarily residential traffic on the minor streets.

7.4. Young Street and Scarboro Street/Site Access A

Refer to the table below for a summary of the capacity analysis of the subject intersection during the analysis scenarios.

Table 8: Analysis Summary of Young Street and Scarboro Street/Site Access A

ANALYSIS SCENARIO	A P P R O A C H	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2025 Existing	EB NB SB	1 LT-RT 1 LT, 1 TH 1 TH-RT	B (14) ² A (9) ¹ --	N/A	B (13) ² A (9) ¹ --	N/A
2030 No-Build	EB NB SB	1 LT-RT 1 LT, 1 TH 1 TH-RT	C (17) ² A (10) ¹ --	N/A	C (17) ² A (9) ¹ --	N/A
2030 Build	EB WB NB SB	1 LT- TH-RT 1 LT-TH-RT 1 LT, 1 TH- RT 1 LT , 1 TH-RT	D (33) ² E (36) ² A (10) ¹ A (9) ¹	N/A	E (35) ² E (44) ² A (9) ¹ A (10) ¹	N/A

Improvements to lane configurations are shown in bold.

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

Capacity analysis indicates that the major street left turn movements are expected to operate at LOS A and minor street approaches are expected to operate at LOS E or better during the weekday AM and PM peak hours under 2030 build traffic conditions. No queuing issues were identified. No turn lanes are warranted based on a review of NCDOT's "Policy on Street and Driveway Access to North Carolina Highways". The following improvements are recommended by the developer under 2030 build traffic conditions:

- Construct Access A (westbound approach) as full movement access with one ingress and one egress lane (shared left-through-right lane).
- Provide 100 feet of Internal Protected Stem (IPS) length.
- Restripe the existing two-way left-turn lane (TWLTL) to provide 50 feet of storage for the southbound left-turn movement.
- Restripe the existing two-way left-turn lane (TWLTL) to provide 50 feet of storage for the northbound left-turn movement.
- Provide stop control for the westbound approach

7.5. Main Street and Site Access B

Refer to the table below for a summary of the capacity analysis of the subject intersection during the analysis scenarios.

Table 9: Analysis Summary of Main Street and Site Access B

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)
2030 Build	EB WB SB	1 LT , 1 TH 1 TH-RT 1 LT-RT	A (9) ¹ -- B (11) ²	N/A	A (8) ¹ -- B (11) ²	N/A

Improvements to lane configurations are shown in bold.

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

Capacity analysis indicates that the major street left turn movement and minor street approach are expected to operate at LOS B or better during the weekday AM and PM peak hours under 2030 build traffic conditions. No queuing issues were identified. Based on a review of NCDOT’s Policy on Street and Driveway Access to North Carolina Highways, no turn lanes are warranted.

NCDOT has raised concerns regarding the proximity of Site Access B to the existing Williams Street, as discussed during scoping and documented in the MOU, the intersection was analyzed as a full movement. Sim Traffic results indicate that the eastbound left-turn movement into the site generates a maximum queue length of approximately 25 feet during the weekday PM peak hour. Restriping the existing two-way left-turn lane (TWLTL) to provide 25 feet of storage for the eastbound left-turn movement is expected to fully accommodate projected queues at the intersection. The maximum queue length at the Williams Street intersection is 25 feet; therefore, the proposed restriping of the TWLTL will not affect intersection operations. The projected queue is fully contained within the TWLTL and does not extend into the functional area of the Williams Street intersection.

The following improvements are recommended by the developer under 2030 build traffic conditions:

- Construct Access B (southbound approach) as full movement access with one ingress lane and one egress lane (shared left-right lane).
- Provide 100 feet of Internal Protected Stem (IPS) length.
- Restripe the existing two-way left-turn lane (TWLTL) to provide 25 feet of storage for the eastbound left-turn movement into the site.
- Provide stop control for the southbound approach.

8. CONCLUSIONS

This Traffic Impact Analysis was conducted to determine the potential traffic impacts of the Opal at Main development to be located Rolesville, North Carolina. The proposed development, anticipated to be completed in 2030, is assumed to consist of 2 single-family detached homes and 71 single-family attached homes. Site access is proposed via two (2) full-movement driveways, one (1) along Young Street and one (1) along North Main Street.

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

- 2025 Existing Traffic Conditions
- 2030 No-Build Traffic Conditions
- 2030 Build Traffic Conditions

Trip Generation

Primary site trips are expected to generate approximately 34 trips (9 entering and 25 exiting) during the weekday AM peak hour and 36 trips (21 entering and 15 exiting) 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.

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 configuration for the proposed development.

Recommended Improvements by Developer

Young Street and Scarboro Street/Site Access A

- Construct Access A (westbound approach) as full movement access with one ingress and one egress lane (shared left-through-right lane).
- Provide 100 feet of Internal Protected Stem (IPS) length.
- Restripe the existing two-way left-turn lane (TWLTL) to provide 50 feet of storage for the southbound left-turn movement.
- Restripe the existing two-way left-turn lane (TWLTL) to provide 50 feet of storage for the northbound left-turn movement.
- Provide stop control for the westbound approach

Main Street and Site Access B

- Construct Access B (southbound approach) as full movement access with one ingress lane and one egress lane (shared left-right lane).
- Provide 100 feet of Internal Protected Stem (IPS) length.
- Restripe the existing two-way left-turn lane (TWLTL) to provide 25 feet of storage for the eastbound left-turn movement into the site.
- Provide stop control for the southbound approach.

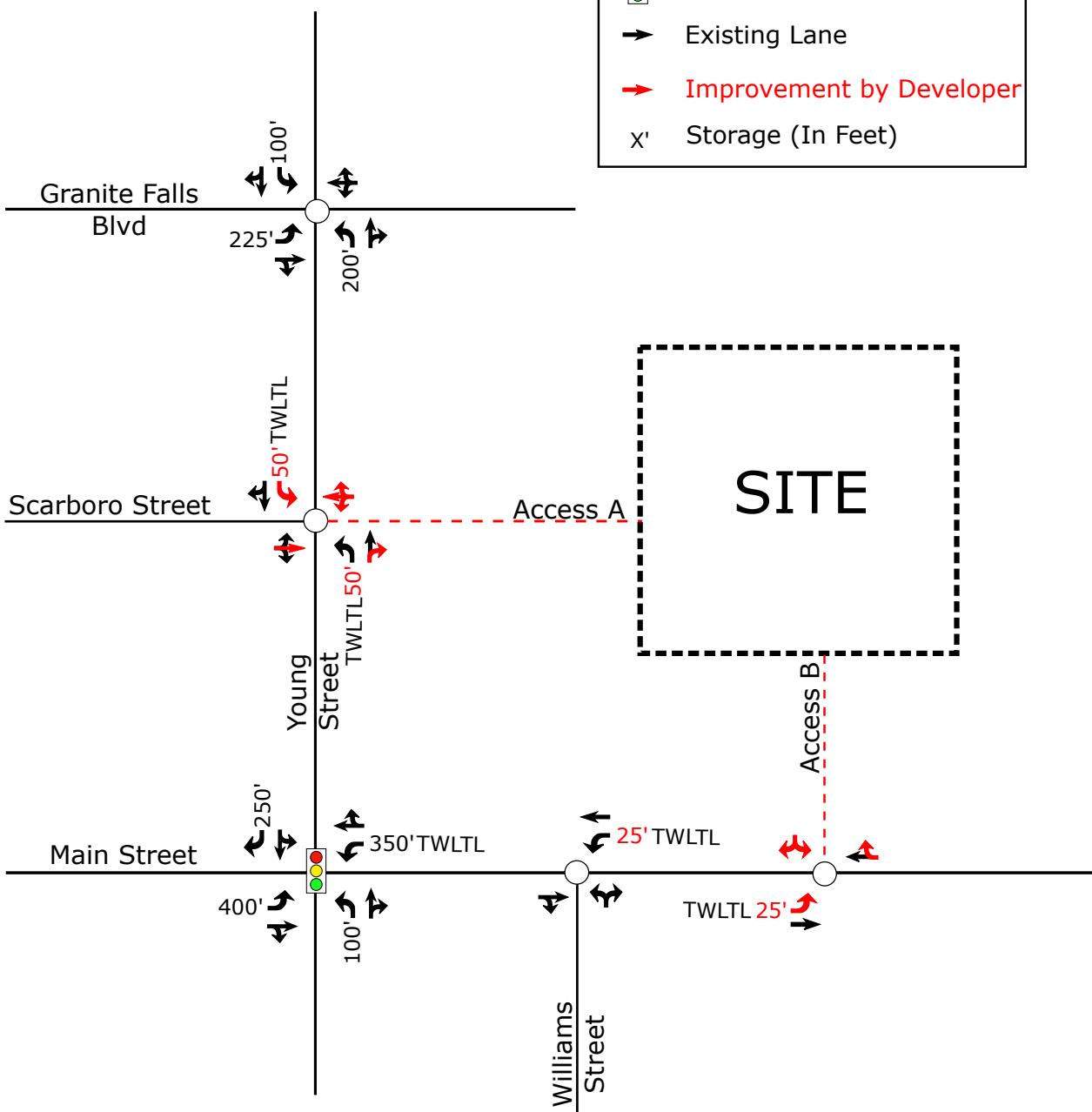
Main Street and Williams Street

- Restripe the existing 150 feet two-way left-turn lane (TWLTL) to provide 25 feet of storage for the westbound left-turn movement into Williams Street and 25 feet of storage for the eastbound left-turn movement into Site Access B.



LEGEND

- Unsignalized Intersection
- ◫ Signalized Intersection
- Existing Lane
- Improvement by Developer
- x' Storage (In Feet)



	Opal at Main Rolesville, NC	Recommended Lane Configurations	
		Scale: Not to Scale	Figure 11

REZ-25-04 Opal at Main Rezoning Conditions Revised/Submitted: 04/06/2026

1. The subject property shall be developed generally in accordance with the Concept Site Plan attached hereto and incorporated herein.
2. The development shall allow for a maximum of sixty-four (64) single-family attached dwellings and two (2) single-family detached dwellings.
3. The stormwater control measure (SCM) shall be enhanced with trails, plantings, and a plaque to commemorate the historic significance of the site. The plaque shall be located to ensure public access to the memorial. The exact location and design of the plaque shall be determined at time of site plan.
4. For all townhome lots adjacent to a public street or private alley: A minimum of one (1) evergreen tree at 2-inch caliper at the time of planting and a minimum of two (2) medium shrubs, a minimum of 3-gallon size at the time of planting; shall be installed by the developer prior to the Certificate of Occupancy.
5. A thirty (30) foot-wide buffer shall be provided along the property boundary with PIN 1769120094 (Little House Museum) where the proposed homes abut the museum. This buffer shall achieve a Type 3 planting standard in accordance with Town of Rolesville LDO.
6. Garages will have fully finished interiors, with drywall, paint and trim.
7. The architectural commitments for this development shall be:
 - a) No dwelling unit shall be clad with aluminum or vinyl siding. Vinyl windows, trim and soffit are allowed.
 - b) No townhome building shall exceed six (6) units.
 - c) The minimum square footage for townhomes shall be 1,575 square feet. Garages shall not be counted towards the minimum square footage.

General architectural requirements of the neighborhood will be governed by recorded conditions, covenants, and restrictions. The developer shall submit a copy of the conditions, covenants, and restrictions to the Town of Rolesville to allow the Town Attorney to review them before recordation.

8. Conditions restricting the rental of dwelling units shall be governed by the Covenants, Conditions, and Restrictions of the HOA of this development. The Town shall verify that the Covenants, Conditions, and Restrictions contain language that regulates rental units at the time of construction drawings however enforcement of the covenants shall be the responsibility of the HOA.

Site Address/PIN:

Property Owner Name:

Date:

Site Address/PIN:

Property Owner Signature:

Date:

Site Address/PIN:

Property Owner Name:

Date:

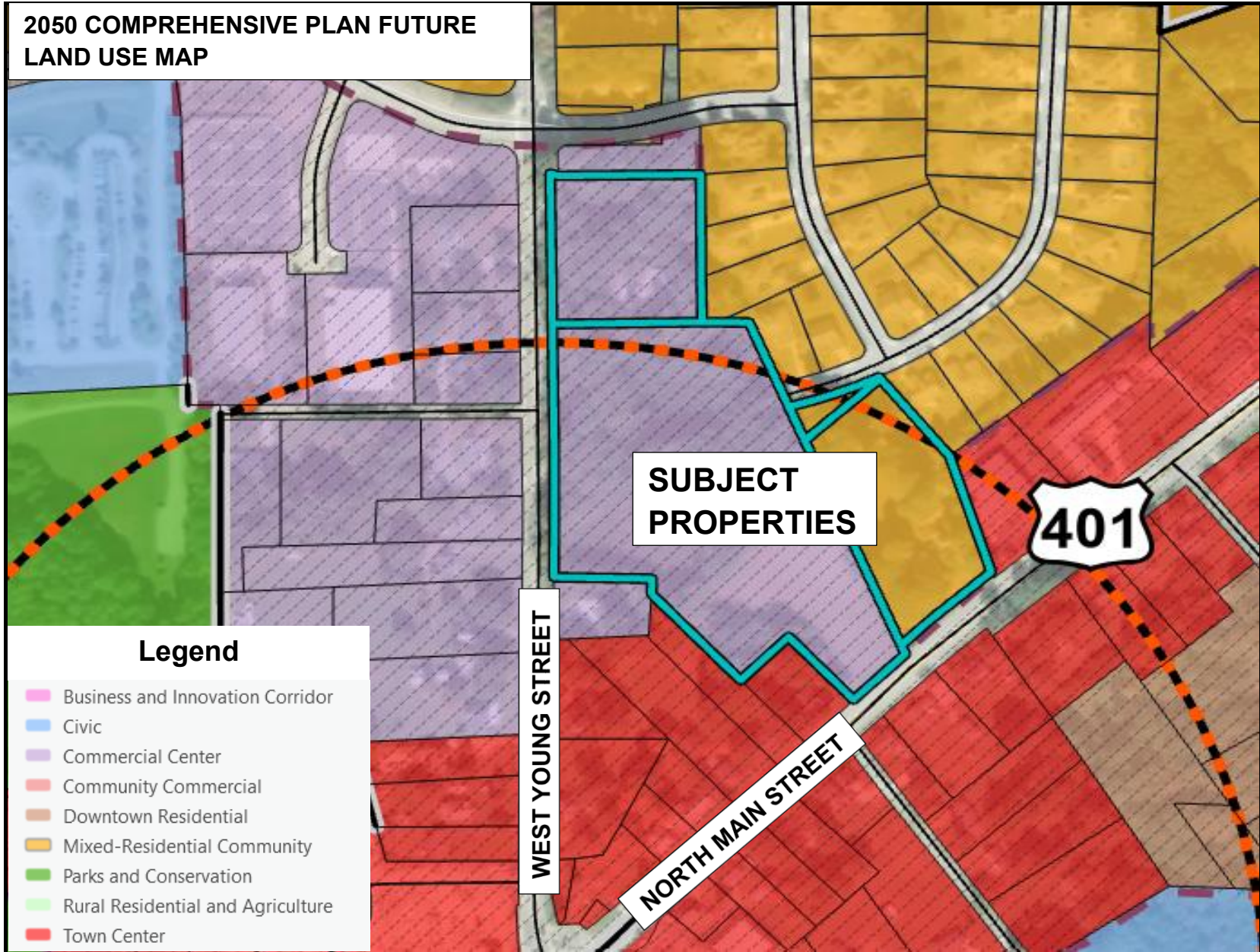


REZ-25-0002/ REZ-25-04 OPAL at MAIN

Address: 0 N. Main St., 205 N. Main St., 108 Nortwick Rd.,
204 W. Young St.

PINs:1769121549, 1769123307, 1769029362, 1769027985

**2050 COMPREHENSIVE PLAN FUTURE
LAND USE MAP**



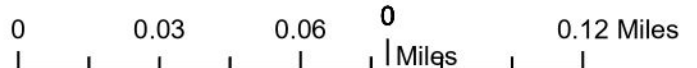
Legend

- Business and Innovation Corridor
- Civic
- Commercial Center
- Community Commercial
- Downtown Residential
- Mixed-Residential Community
- Parks and Conservation
- Rural Residential and Agriculture
- Town Center

Vicinity Map



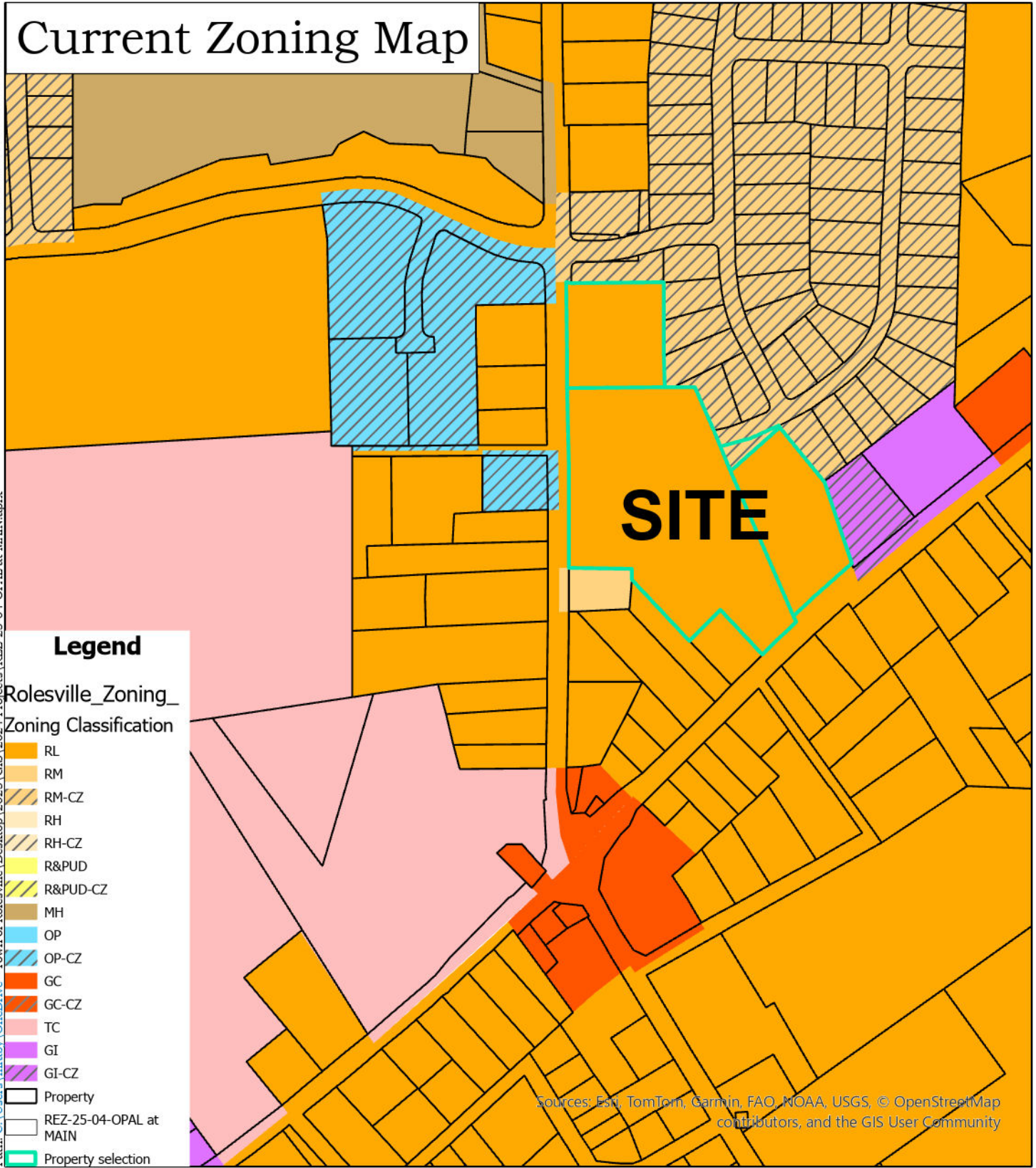
NC CGIA, Microsoft, Vantor



Current Zoning Map

Date Saved: 5/6/2026 9:48 AM

Path: C:\Users\mrabry\OneDrive - Town of Rolesville\Desktop\2025\GIS\2024 Projects\REZ-25-04-OPAL at MAIN.aprx

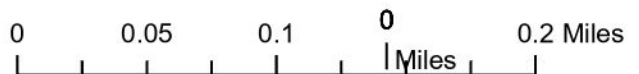


Legend

Rolesville_Zoning_ Zoning Classification

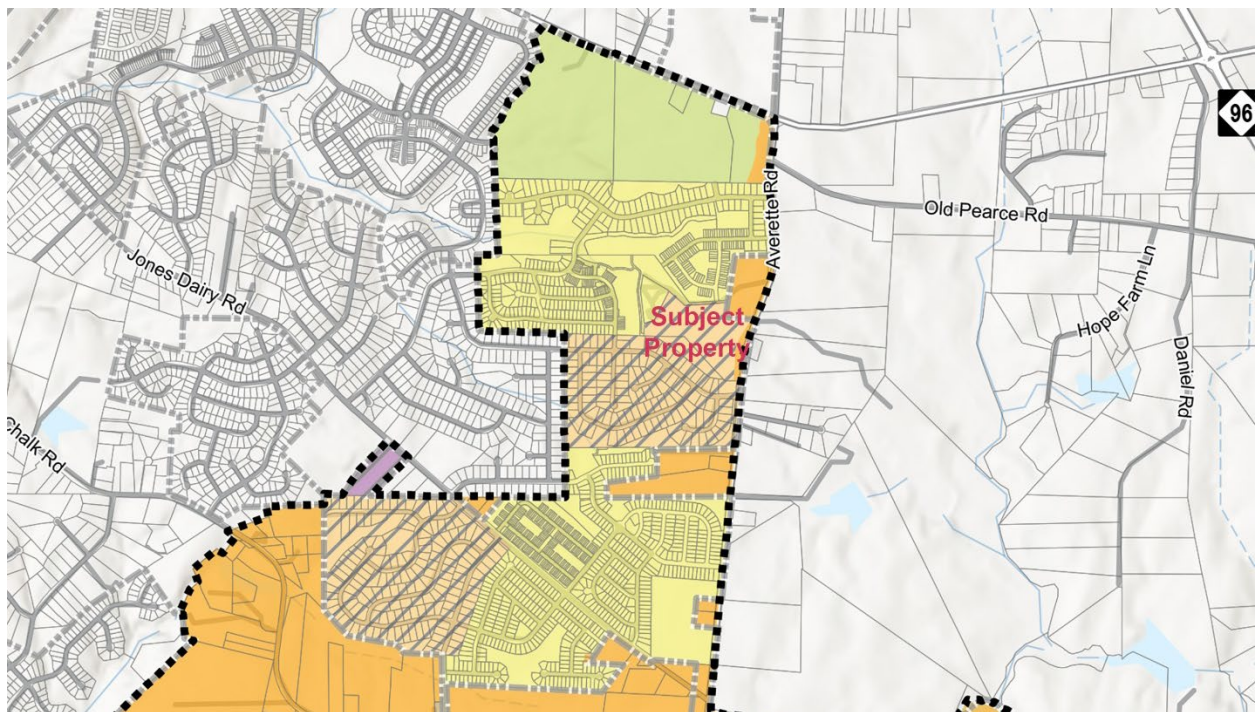
- RL
- RM
- RM-CZ
- RH
- RH-CZ
- R&PUD
- R&PUD-CZ
- MH
- OP
- OP-CZ
- GC
- GC-CZ
- TC
- GI
- GI-CZ
- Property
- REZ-25-04-OPAL at MAIN
- Property selection

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community



Key information from the Rezoning application is in the Table below:

Application Details	
Application	REZ-26-0002 – 1101 Averette Road
Address / PIN	1101 Averette Road (1860029417)
Owner	Wake Forest Church of the Nazarene
Applicant	Lock 7 Development, LLC, C/O David Gorman, Principal
Area	16.50 acres
Current Zoning	Residential Medium Conditional Zoning District (RM-CZ)
Proposed Zoning	14.75 ac. - Residential High-Density Conditional Zoning District (RH-CZ) 1.74 ac. - General Commercial Conditional Zoning District (GC-CZ)
Current Use	Vacant
Proposed Use	Single-Family Attached Housing (76 dwelling units) on 14.75 acres and Commercial Development on 1.74 acres



Town of Rolesville Zoning Map (portion of)

Applicant Justification

The Applicant provided a Justification Statement for their rezoning request; it is included as **Attachment 3**. The statement notes the request is consistent with the Town of Rolesville’s Comprehensive Plan, Community Transportation Plan, and Greenway/Bike Plans. The proposed residential and commercial uses align with policy plan guidance.

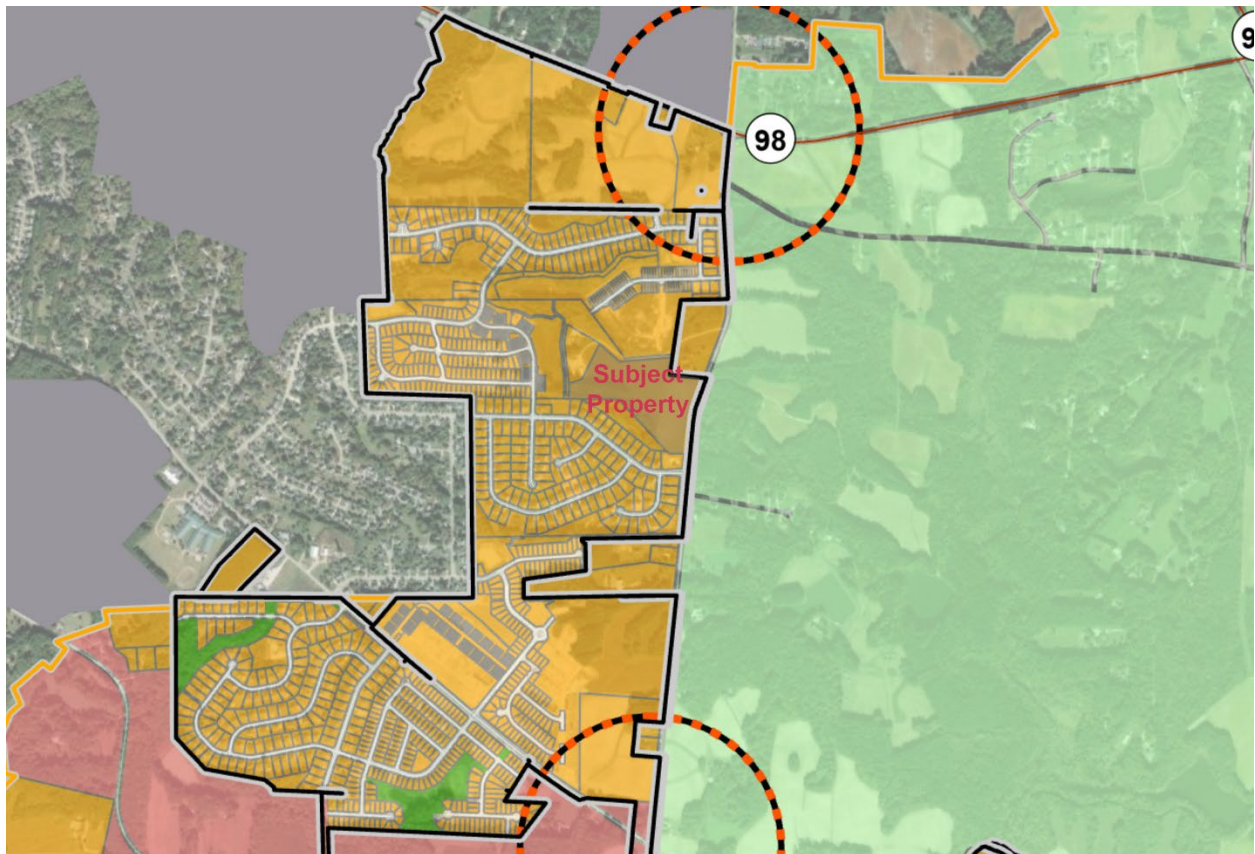
Proposed Conditions of Approval - Attachment 5

The Applicant’s proposed Conditions of Approval include (paraphrased):

1. Substantial conformance with the Concept Site Plan.
2. For the portion of the property with proposed RH-CZ zoning, the only permitted uses are Single Family Detached and Attached Dwellings. This portion includes a maximum of **76** single-family Attached dwelling units, with any Single Family Attached building containing no more than 3 units.
3. For the portion of the property with proposed GC-CZ zoning, 17 uses are prohibited such as Gas Station and Vehicle, Minor Service.
4. The development shall include at least one pollinator garden.
5. Developer shall construct a connection to the existing greenway located on the southwestern corner of the parcel.

Neighborhood Meeting

The Applicant held a neighborhood meeting on April 30, 2026 at the Rolesville Community Center. The neighborhood meeting report is included as **Attachment 6**. There were 19 attendees at the meeting.



Town of Rolesville Future Land Use Map (portion of)

Comprehensive Plan

Land Use

The Rolesville 2050 Comprehensive Plan's Future Land Use Map identifies the subject property as Mixed-Residential Community (shown above in mustard yellow). The Mixed-Residential is largely Single Family subdivisions with some non-residential uses at key intersections.

The Comprehensive Plan explains that in northern Rolesville, including this site, these neighborhoods are largely established, and interconnectivity and limited commercial variety will be important for future development and redevelopment. The intent of this category is to provide unique and diverse residential opportunities and amenities through the Town while encouraging interconnectivity via multi-modal connections.

Community Transportation Plan

The Town's Community Transportation Plan (CTP, adopted 2021) includes recommendations for Thoroughfares, Collectors, and intersections. Below are the recommendations that affect the subject property:

Thoroughfare Recommendations

- **Averette Road**: 4-lane divided (narrow raised median) with curb & gutter, bike lanes, and sidewalk within an ultimate 110' wide right-of-way.

Greenway and Bike Plans

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

- A 10' sidepath is required along the project side within the right-of-way of Averette Road.

Consistency

The Applicant's rezoning request is **consistent** with the Town of Rolesville's Comprehensive Plan, Community Transportation Plan, and Greenway Plan for the following reasons:

- As per Rolesville's 2050 Comprehensive Plan, model uses within the Mixed-Residential Community land use category include Single Family Homes, Small Townhomes, and Limited Nonresidential at key intersections. While 1101 Averette Road is not a key intersection, it is located on a major north-south route through Rolesville. Single Family Attached Housing and Commercial development are consistent with Mixed-Residential Community.
- The Concept Site Plan illustrates a 25-foot right-of-way dedication for Averette Road widening, and a proposed 10' Sidepath.

Traffic

Traffic Impact Analysis

The consulting firm, DRMP, one of the Town's on-call transportation consultants, performed the Traffic Impact Analysis (TIA) for this project, studying a scope of development of:

- 76 Single-Family Attached Housing Dwelling Units
- 5,000 SF of Strip Retail Space

The Final Report dated February 2026 is included as **Attachment 7** to this memo.

TIA Summary - Trip Generation						
Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	Weekday AM Peak Hour Trips (vph)		Weekday PM Peak Hour Trips (vph)	
			Enter	Exit	Enter	Exit
Townhomes (215)	76 DU	500	7	23	20	15
Strip Retail (822)	5 KSF	272	11	9	16	15
Total Trips		772	18	32	36	30

Two intersections were studied for capacity analysis and the Level of Service (LOS) impact of this development. Recommendations for improvements are listed in the table below.

TIA Summary – Recommendations	
<i>Wait Avenue and Averette Road – Improvements by Rosedale Development</i>	<ul style="list-style-type: none"> Extend eastbound left turn lane to provide 250 feet of storage plus appropriate deceleration and taper.
<i>Wait Avenue and Averette Road – Improvements by Others</i>	<ul style="list-style-type: none"> Construct northbound left turn lane with 200 feet of storage plus appropriate deceleration and taper. Restripe southbound approach to an exclusive left turn lane and a shared through-right lane. These improvements are based on signal plan found in NCDOT database but not constructed in the field.
<i>Averette Road and Site Access – Improvements by Developer</i>	<ul style="list-style-type: none"> Construct Site Access with one ingress / one egress lane. Construct ingress left turn lane with 50 feet of storage plus appropriate deceleration and taper. Provide stop control for Site Access.

Development Review

The Technical Review Committee (TRC) reviewed two (2) submittals of the Rezoning application and attachments, with comments being resolved.

Staff Analysis/ Recommendation

The Application seeks to change the zoning to a mix of RH-CZ and GC-CZ for:

- The single-family attached component entails a maximum of seventy-six (76) Townhome dwellings at a density of approximately 5.11 units per gross site acre.
- The commercial component entails a maximum of five thousand (5,000) square feet of strip retail development.

LDO Section 3.1.3. for the RH District permits up to nine (9) Single Family Attached dwelling units per acre. The proposed density of 5.11 units per acre is below this maximum allowed density. Residential units, detached or attached, are consistent with the Mixed Residential Community as a land use.

Under the existing RM-CZ zoning which permits creation of 15,000 SF minimum Single Family Detached lots, a theoretical yield of 48 home lots could be achieved on the 16.50-acre site. The reality is that major spatial requirements like minimum open space, major road right-of-way area, stormwater management, and unknown amounts of 50' wide right-of-way for local streets to achieve lot frontage for every lot, the practical yield is estimated to be more like 30 – 33 lots.

The Conditions of Approval commit to a series of offers that work to improve upon the minimum development standards of the Land Development Ordinance. By-right development would yield no such conditions.

Plan Consistency and Reasonableness Statement

As noted above under the Comprehensive Plan section of this report and the Staff analysis, the rezoning request for the subject parcels is consistent with Rolesville's vision in Policy documents and the Board of Commissioners' legislative decisions over the past several years. Rezoning application REZ-26-0002 – 1101 Averette Road is thus consistent and is therefore reasonable.

Planning Board Proposed Motions

1. Motion to recommend to the Town Board of Commissioners Approval of Zoning Map Amendment request **REZ-26-0002 – 1101 Averette Road** based on consistency with Rolesville's Comprehensive Plan. <__State reasons for Plan Consistency and Reasonableness____>.

Or

2. Motion to recommend to the Town Board of Commissioners Denial of Zoning Map Amendment request **REZ-26-0002 – 1101 Averette Road** based on inconsistency with Rolesville's Comprehensive Plan. <__State reasons for Plan Inconsistency and Unreasonableness____>.

Attachments to Memo

1	Property Deed
2	Legal Description
3	Applicant Justification Statement – March 5, 2026
4	Concept Site Plan – May 5, 2026
5	Proposed Conditions of Approval – May 14, 2026
6	Neighborhood Meeting Minutes – April 30, 2026
7	Traffic Impact Analysis (TIA) Report – April 30, 2026
8	Vicinity Map
9	Future Land Use Map
10	Zoning Map

NORTH CAROLINA GENERAL WARRANTY DEED

Excise Tax: \$1584.00

Parcel Identifier No Out of 0091467

This instrument was prepared by Burns, Day & Presnell, PA

Return to Grantee

Brief description for the Index: New Lot 1 BM2017-2572

THIS DEED made this 18th day of December, 2017, by and between

GRANTOR	GRANTEE
Kevin H. Jones and spouse, Rebecca S. Jones Dana Marie Jones, unmarried; Kirby Vaughn Pearce and spouse, Terry Jones Pearce	Wake Forest Church of the Nazarene 203 Capcom Ave., Suite 114 Wake Forest, NC 27587
Enter in appropriate block for each Grantor and Grantee: name, mailing address, and, if appropriate, character of entity, e.g. corporation or partnership.	

The designation Grantor and Grantee as used herein shall include said parties, their heirs, successors, and assigns, and shall include singular, plural, masculine, feminine or neuter as required by context.

WITNESSETH, that the Grantor, for a valuable consideration paid by the Grantee, the receipt of which is hereby acknowledged, has and by these presents does grant, bargain, sell and convey unto the Grantee in fee simple, all that certain lot or parcel of land situated in Wake County, North Carolina and more particularly described as follows:

Being all of New Lot 1, shown as 17.03 total acres on map entitled "Property of Kevin H. Jones, Dana Marie Jones, Kirby Vaughn Pearce & Terry Jones Pearce" recorded in Book of Maps 2017, Page 2572, Wake County Registry, North Carolina

The property hereinabove described was acquired by Grantor by instrument recorded in Book 15950, Page 2400, et seq, Wake County Registry.

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

A map showing the above described property is recorded in Book of Maps 2017, Page 2572.

TO HAVE AND TO HOLD the aforesaid lot or parcel of land and all privileges and appurtenances thereto belonging to the Grantee in fee simple.

And the Grantor covenants with the 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 against the lawful claims of all persons whomsoever, other than the following exceptions:

Ad valorem taxes

Restrictions and easements of record

Right of Way of NCSR 1945

IN WITNESS WHEREOF, the Grantors have duly executed the foregoing as of the day and year first above written.

Kirby Vaughn Pearce (Seal)
Kirby Vaughn Pearce

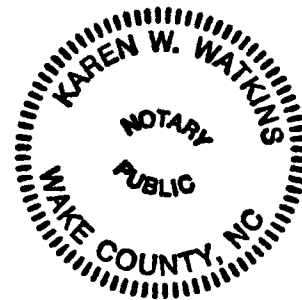
Terry Jones Pearce (Seal)
Terry Jones Pearce

State of North Carolina – County of Wake

I, the undersigned Notary Public of the County and State aforesaid, certify that Kirby Vaughn Pearce and Terry Jones Pearce personally appeared before me this day and acknowledged the due execution of the foregoing instrument for the purposes therein expressed. Witness my hand and Notarial stamp or seal this 18 day of December, 2017.

My Commission Expires: 9/21/2021
(Affix Stamped Seal – not embossed seal and not in the margins)

Karen W. Watkins
Karen W. Watkins Notary Public
Notary's Printed or Typed Name



IN WITNESS WHEREOF, the Grantors have duly executed the foregoing as of the day and year first above written.

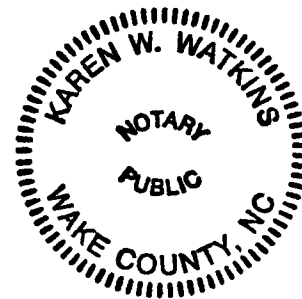
Dana Marie Jones (Seal)
Dana Marie Jones

State of North Carolina – County of Wake

I, the undersigned Notary Public of the County and State aforesaid, certify that Dana Marie Jones personally appeared before me this day and acknowledged the due execution of the foregoing instrument for the purposes therein expressed. Witness my hand and Notarial stamp or seal this 18 day of December, 2017.

My Commission Expires: 9/21/2021
(Affix Stamped Seal – not embossed/seal and not in the margins)

Karen W. Watkins
Karen W. Watkins Notary Public
Notary's Printed or Typed Name



IN WITNESS WHEREOF, the Grantors have duly executed the foregoing as of the day and year first above written.

[Signature] (Seal)
Kevin H. Jones

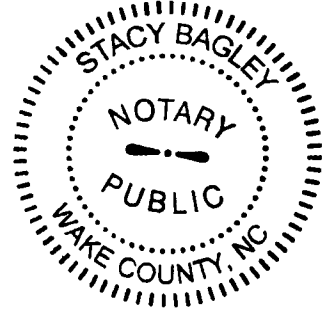
[Signature] (Seal)
Rebecca S. Jones

State of North Carolina – County of Wake

I, the undersigned Notary Public of the County and State aforesaid, certify that Kevin H. Jones and Rebecca S. Jones personally appeared before me this day and acknowledged the due execution of the foregoing instrument for the purposes therein expressed. Witness my hand and Notarial stamp or seal this 18th day of December, 2017.

My Commission Expires: 8/5/2022
(Affix Stamped Seal – not embossed seal and not in the margins)

[Signature]
Stacy Bagley Notary Public
Notary's Printed or Typed Name



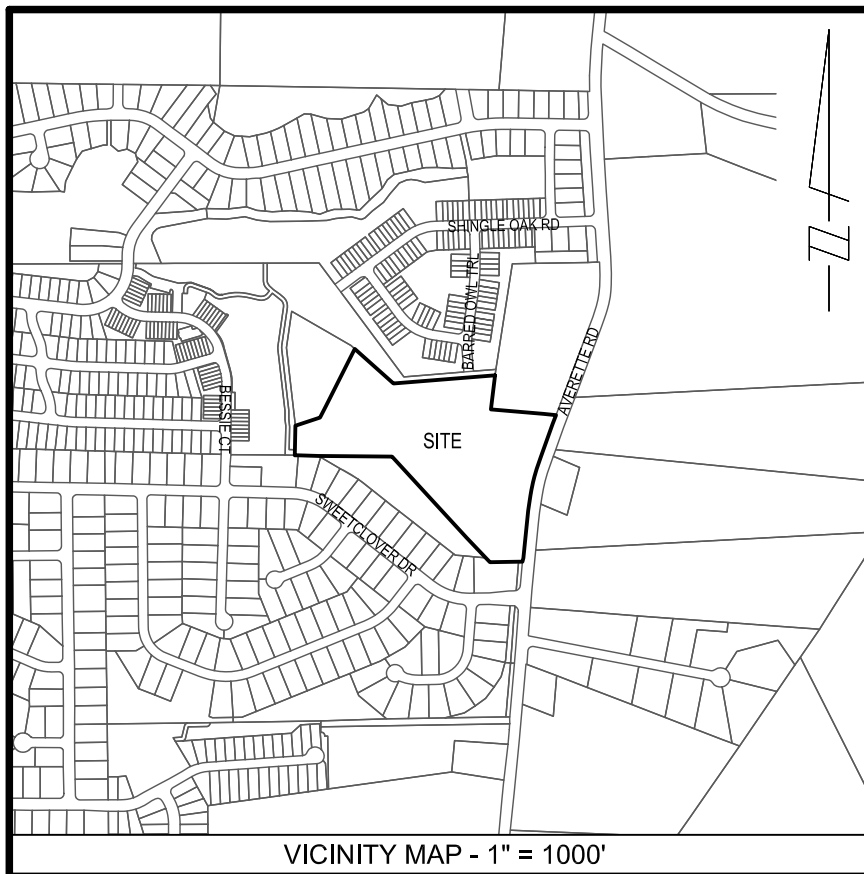
ATTACHMENT 2A

AREA TO BE REZONED "GC-CZ":

COMMENCING AT AN EXISTING IRON PIPE AT THE WESTERN RIGHT-OF-WAY OF AVERETTE ROAD, SAID PIPE BEING THE SOUTHEASTERN PROPERTY CORNER OF LOT 1 AS SHOWN IN BOOK OF MAPS 2017, PAGE 2752, WAKE COUNTY REGISTRY AND HAVING NC GRID (NAD '83/2011) COORDINATES OF N: 801865.49 FEET AND E: 2161345.62 FEET; THENCE ALONG AND WITH SAID WESTERN RIGHT-OF-WAY OF AVERETTE ROAD N 05°49'11" E A DISTANCE OF 295.80 FEET TO A POINT; THENCE N 09°19'34" E A DISTANCE OF 102.62 FEET TO A POINT; THENCE N 15°50'31" E A DISTANCE OF 102.56 FEET TO A POINT; THENCE N 19°05'52" E A DISTANCE OF 71.19 FEET TO THE POINT OF BEGINNING; THENCE LEAVING SAID WESTERN RIGHT-OF-WAY OF AVERETTE N 70°54'08" W A DISTANCE OF 243.31 FEET TO A POINT; THENCE ALONG AND WITH A CURVE TO THE RIGHT AN ARC DISTANCE OF 231.19 FEET, SAID CURVE HAVING A RADIUS OF 200.00 FEET, A CHORD BEARING OF N 37°47'14" W AND A CHORD DISTANCE OF 218.53 FEET TO A POINT; THENCE N 04°40'19" W A DISTANCE OF 153.13 FEET TO A POINT; THENCE N 85°19'41" E A DISTANCE OF 134.00 FEET TO AN EXISTING IRON PIPE; THENCE S 08°53'07" W A DISTANCE OF 205.50 FEET TO A BENT EXISTING IRON PIPE, SAID PIPE BEING THE SOUTHWESTERN PROPERTY CORNER OF TRACT 4 AS RECORDED IN DEED BOOK 19157, PAGE 894, WAKE COUNTY REGISTRY; THENCE S 85°25'29" E A DISTANCE OF 342.27 FEET TO A POINT AT SAID WESTERN RIGHT-OF-WAY OF AVERETTE ROAD; THENCE ALONG AND WITH SAID WESTERN RIGHT-OF-WAY OF AVERETTE ROAD S 19°53'53" W A DISTANCE OF 167.27 FEET TO A POINT; THENCE S 19°05'52" W A DISTANCE OF 29.87 FEET TO THE POINT OF BEGINNING, CONTAINING 1.7425 ACRES.

AREA TO BE REZONED "RH-CZ":

BEGINNING AT AN EXISTING IRON PIPE AT THE WESTERN RIGHT-OF-WAY OF AVERETTE ROAD, SAID PIPE BEING THE SOUTHEASTERN PROPERTY CORNER OF LOT 1 AS SHOWN IN BOOK OF MAPS 2017, PAGE 2752, WAKE COUNTY REGISTRY AND HAVING NC GRID (NAD '83/2011) COORDINATES OF N: 801865.49 FEET AND E: 2161345.62 FEET; THENCE LEAVING SAID WESTERN RIGHT-OF-WAY OF AVERETTE ROAD S 89°08'42" W A DISTANCE OF 168.53 FEET TO A BENT EXISTING IRON PIPE; THENCE N 43°46'49" W A DISTANCE OF 752.81 FEET TO AN EXISTING IRON PIPE; THENCE N 88°23'25" W A DISTANCE OF 499.01 FEET TO A POINT, SAID POINT BEING THE SOUTHEASTERN PROPERTY CORNER OF OPEN SPACE #4 AS SHOWN IN BOOK OF MAPS 2023, PAGE 842, WAKE COUNTY REGISTRY; THENCE N 01°29'30" E A DISTANCE OF 159.51 FEET TO AN EXISTING IRON PIPE, SAID PIPE HAVING NC GRID(NAD '83/2011) COORDINATES OF N: 802579.97 FEET AND E: 2160161.59 FEET; THENCE N 73°13'41" E A DISTANCE OF 122.26 FEET TO A POINT; THENCE N 27°43'56" E A DISTANCE OF 412.60 FEET TO AN EXISTING IRON PIPE, SAID PIPE BEING THE NORTHEASTERN PROPERTY CORNER OF TRACT 1 AS SHOWN IN BOOK OF MAPS 2007, PAGE 1763, WAKE COUNTY REGISTRY; THENCE S 47°59'56" E A DISTANCE OF 270.34 FEET TO AN EXISTING IRON PIPE; THENCE N 85°19'41" E A DISTANCE OF 397.02 FEET TO A POINT; THENCE S 04°40'19" E A DISTANCE OF 153.13 FEET TO A POINT; THENCE ALONG AND WITH A CURVE TO THE LEFT AN ARC DISTANCE OF 231.19 FEET, SAID CURVE HAVING A RADIUS OF 200.00 FEET, A CHORD BEARING OF S 37°47'14" E AND A CHORD DISTANCE OF 218.53 FEET TO A POINT; THENCE S 70°54'08" E A DISTANCE OF 243.31 FEET TO A POINT AT SAID WESTERN RIGHT-OF-WAY OF AVERETTE ROAD; THENCE ALONG AND WITH SAID WESTERN RIGHT-OF-WAY OF AVERETTE ROAD S 19°05'52" W A DISTANCE OF 71.19 FEET TO A POINT; THENCE S 15°50'31" W A DISTANCE OF 102.56 FEET TO A POINT; THENCE S 09°19'34" W A DISTANCE OF 102.62 FEET TO A POINT; THENCE S 05°49'11" W A DISTANCE OF 295.80 FEET TO THE POINT OF BEGINNING, CONTAINING 14.7574 ACRES.



- NOTE:
1. AREAS BY COORDINATE GEOMETRY UNLESS SHOWN OTHERWISE.
 2. ALL DISTANCES ARE HORIZONTAL GROUND DISTANCES.
 3. ALL STREETS ARE PUBLIC RIGHTS-OF-WAY UNLESS SHOWN OTHERWISE.
 4. OTHER INSTRUMENTS OF RECORD MAY AFFECT THIS PROPERTY.
 5. NO TITLE SEARCH PERFORMED FOR THIS SURVEY.
 6. NO NCGS MONUMENT WITHIN 2,000 FEET OF PROPERTY.
 7. NO FEMA FLOOD HAZARD AREAS PER FIRM NUMBER 3720186000K DATED JULY 19, 2022.
 8. PROPERTY IS ZONED R&PUD, RM-CZ, & RL.
 9. PROPERTY MAY BE SUBJECT TO NEUSE RIVER BUFFERS.
 10. BUFFER DELINEATION TO BE DETERMINED BY DWR BEFORE FINAL APPROVAL.
 11. THE COORDINATES SHOWN ON THIS PLAT WERE DERIVED BY REAL TIME NETWORK (RTN) GLOBAL POSITIONING SYSTEM (GPS). THIS METHOD RESULTS IN (NAD 1983/2011) - (CORS 96) POSITIONS AND NORTH AMERICAN VERTICAL DATUM '88 (MEAN SEA LEVEL) ELEVATIONS USING THE CONTINUOUSLY OPERATING REFERENCE STATIONS (CORS) MAINTAINED BY NORTH CAROLINA GEODETIC SURVEY, CLASS A SURVEY, 0.033 FT POSITIONAL ACCURACY, VRS FIELD PROCEDURE, GEOID12A AND UNITS IN FEET.

NC GRID (NAD 83/2011)

REFERENCES:
DB. 17006 PG. 934
BM. 2017 PG. 2572

EIP CONTROL CORNER
NC GRID(NAD '83/2011)
COORDINATES
N: 802579.97 FEET
E: 2160161.59 FEET

OPEN SPACE #2
MEADOW AT JONES DAIRY
COMMUNITY ASSOCIATION, INC
PIN: 1860033161
DB. 19510 PG. 2018
BM. 2023 PG. 842

OPEN SPACE #4
MEADOW AT JONES DAIRY COMMUNITY
ASSOCIATION, INC
PIN: 186003215
DB. 19510 PG. 2018
BM. 2023 PG. 842

OPEN SPACE #2
PERRY FARMS HOMEOWNERS
ASSOCIATION, INC
PIN: 1860020336
DB. 17125 PG. 223
BM. 2017 PG. 2288

LOT 12
BAKER, MARVIN &
BAKER, LAURIE
PIN: 1860022324
DB. 17734 PG. 1639
BM. 2017 PG. 2288

LOT 1
WAKE FOREST CHURCH OF THE NAZARENE
PIN: 1860029417
REID: 0452727
DB. 17006 PG. 934
BM. 2017 PG. 2752
718,735 SF OR 16.4999 AC
(VACANT)

AREA TO BE REZONED "RH-CZ"
642,833 SF OR 14.7574 AC

AREA TO BE REZONED "GC-CZ"
75,902 SF OR 1.7425 AC

CURVE TABLE	
CURVE	RADIUS
C1	200.00'

LENGTH	DELTA ANGLE	CHORD DIRECTION	CHORD
231.19'	66°13'49"	N 37°47'14" W	218.53'

LEGEND

- CP = CALCULATED POINTS
- EIP = EXISTING IRON PIPE
- XXXXX DENOTES ADDRESS
- R/W = RIGHT-OF-WAY
- ZONING = ZONING

I, DAN GREGORY, CERTIFY THAT THIS PLAT WAS DRAWN UNDER MY SUPERVISION FROM AN ACTUAL SURVEY MADE UNDER MY SUPERVISION. DEED DESCRIPTION RECORDED IN BOOK SEE PAGE REFERENCES; THAT THE BOUNDARIES NOT SURVEYED ARE CLEARLY INDICATED AS DRAWN FROM INFORMATION FOUND IN BOOK SEE PAGE REFERENCES; THAT THE RATIO OF PRECISION AS CALCULATED IS 1:10,000+; THAT THIS PLAT WAS PREPARED IN ACCORDANCE WITH G.S. 47-30 AS AMENDED.

D. THAT THIS PLAT IS OF A SURVEY OF ANOTHER CATEGORY, SUCH AS THE RECOMBINATION OF EXISTING PARCELS, A COURT-ORDERED SURVEY OR OTHER EXCEPTION TO THE DEFINITION OF SUBDIVISION;

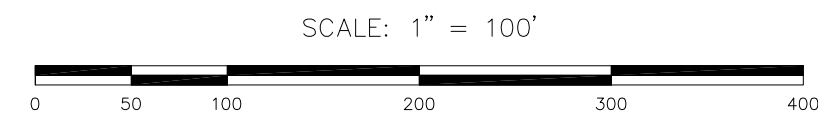
WITNESS MY ORIGINAL SIGNATURE, LICENSE NUMBER AND SEAL THIS DAY OF _____, A.D., 2026.

DAN GREGORY, PLS L-5240



NOTE:
THE LOCATIONS OF UNDERGROUND UTILITIES AS SHOWN HEREON ARE BASED ON OBSERVED ABOVE GROUND STRUCTURES, FIELD MARKINGS AND DRAWINGS PROVIDED TO THE SURVEYOR. LOCATIONS OF UNDERGROUND UTILITIES/STRUCTURES MAY VARY FROM LOCATIONS SHOWN HEREON. ADDITIONAL BURIED UTILITIES/STRUCTURES MAY BE ENCOUNTERED. NO EXCAVATIONS WERE MADE DURING THE PROGRESS OF THIS SURVEY TO LOCATE BURIED UTILITIES/STRUCTURES. BEFORE EXCAVATIONS ARE BEGUN, FIELD LOCATIONS AND THE TYPE OF UTILITIES/STRUCTURES SHOULD BE VERIFIED.

AREA TO BE REZONED "GC-CZ" = 1.7425 AC
AREA TO BE REZONED "RH-CZ" = 14.7574 AC
TOTAL AREA TO BE REZONED = 16.4999 AC



REV.	DATE	DESCRIPTION	BY
1	5-6-2026	REMOVED CREEK/BUFFER & UPDATED AREAS	CWC



BASS, NIXON & KENNEDY, INC.
CONSULTING ENGINEERS
• 6310 CHAPEL HILL ROAD, SUITE 250
RALEIGH, NORTH CAROLINA 27607
• TELEPHONE: (919)851-4422 OR (800)354-1879
FAX: (919)851-8968
• CERTIFICATION NUMBERS: NCBELS (C-0110); NCBLA (C-0267)

SURVEYED BY
MG
DRAWN BY
CWC
CHECKED BY
DG
DATE
03-13-2026

REZONING PLAT
PROPERTY OF
WAKE FOREST CHURCH OF THE NAZARENE
ROLESVILLE WAKE COUNTY NORTH CAROLINA

SHEET
1
OF
1

Statement of Justification

1101 Averette Road

The requested rezoning of 1101 Averette Road from RM-CZ and RL to RH-CZ and GC-CZ is consistent with the Comprehensive Plan, Community Transportation Plan, Bicycle and Greenway Plans, and other adopted Town policies. The proposed residential and commercial use align with long-range land use guidance and support connected, walkable neighborhoods. The project will include neighborhood focused commercial space, new greenway connections and trail amenities, enhancing pedestrian and bicycle access within the community and linking to existing and planned regional trail networks.

The application does not conflict with the Land Development Ordinance or the Town Code of Ordinances. The RH-CZ and GC-CZ districts are an appropriate zoning classification for the site and allows development in full compliance with Town standards.

The proposed RH-CZ zoning permits residential uses that are compatible with surrounding properties, which include a mix of attached and detached residential neighborhoods at similar or higher densities. The request represents a continuation of the established residential character of the area.

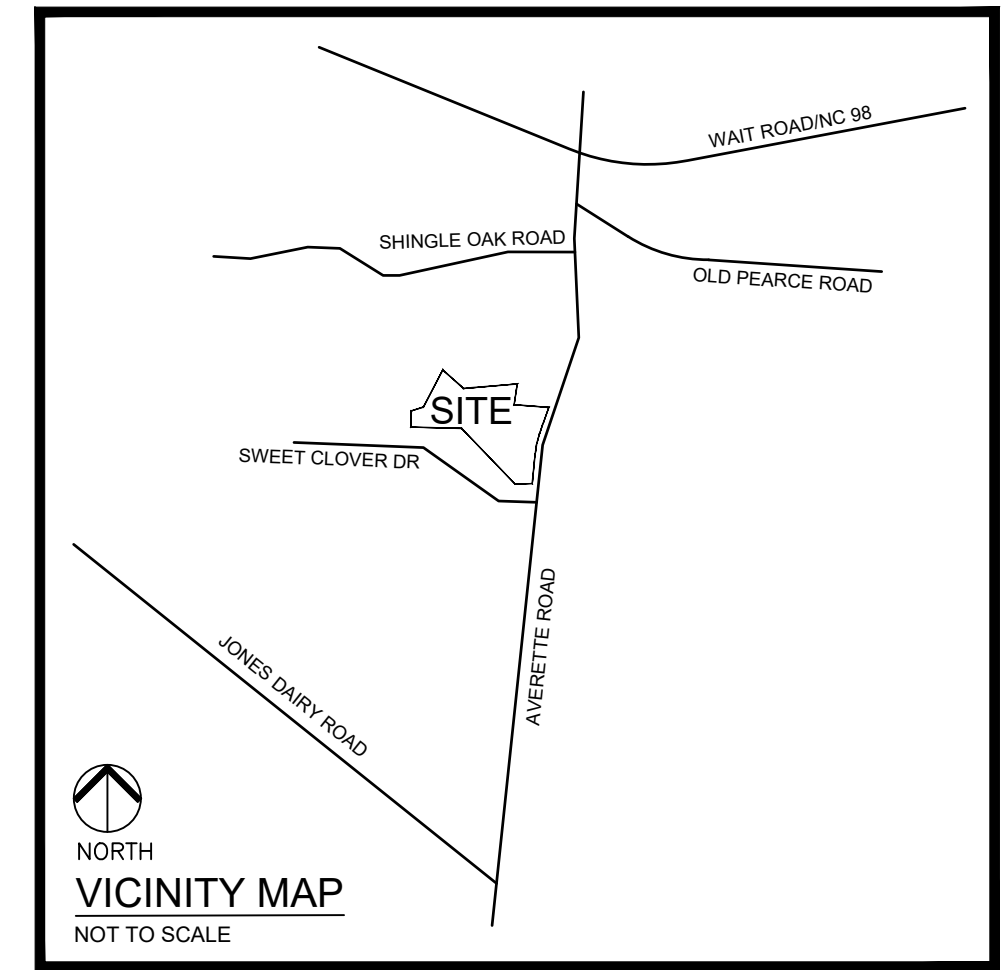
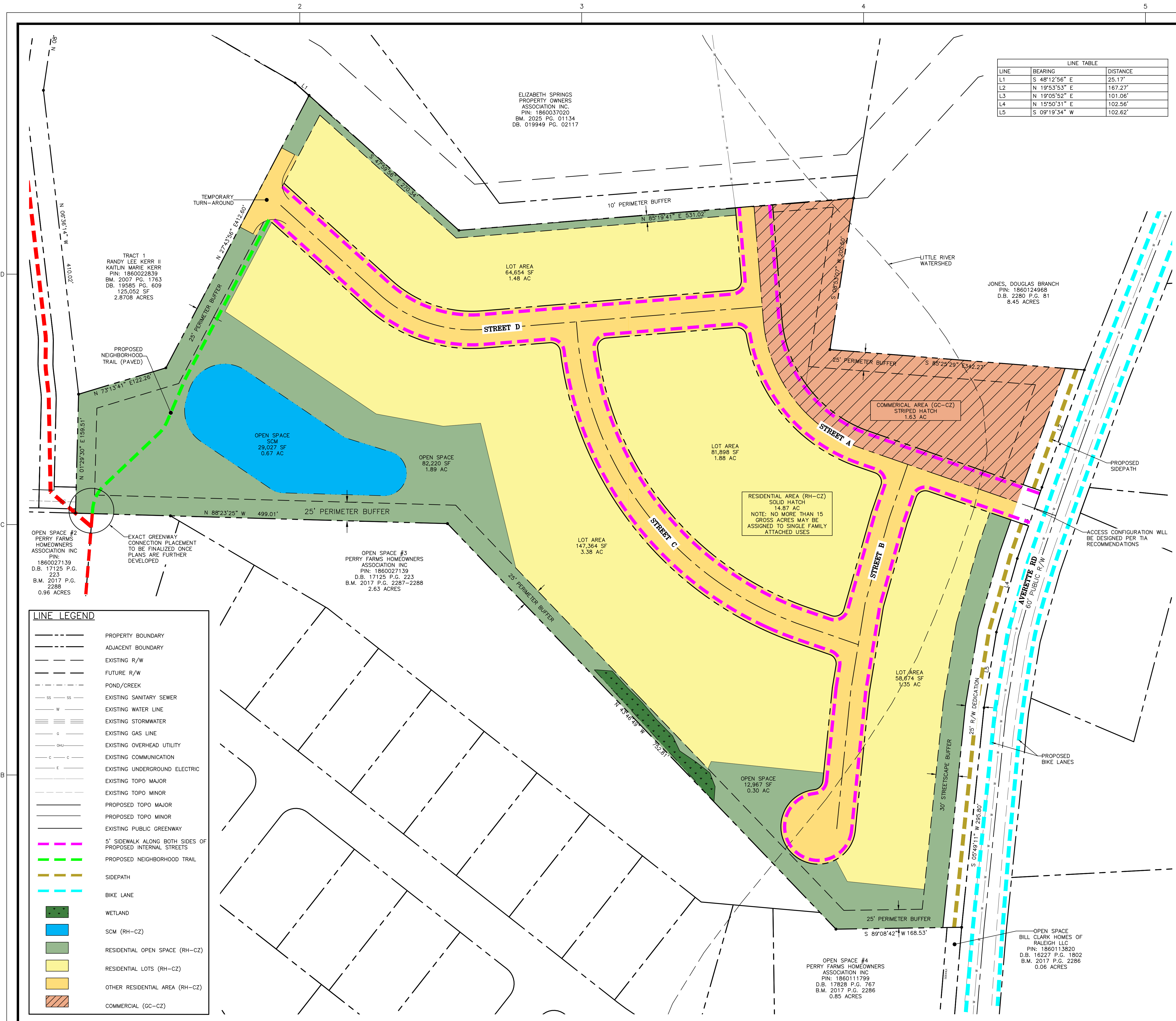
The proposed GC-CZ zoning would introduce neighborhood-serving uses in an area that currently lacks nearby commercial services. While surrounding properties consist primarily of residential development, the request provides an opportunity to complement the existing neighborhoods by establishing convenient, local-serving commercial space and enhancing the overall functionality of the area.

The site is well suited for efficient development within the Town and can be adequately served by the existing street network and public facilities. The proposal supports safe access, reasonable traffic operations, and efficient use of public services.

The proposed development is not anticipated to result in adverse impacts to water, air, noise, stormwater, wildlife, vegetation, wetlands, or overall environmental function, with detailed impacts addressed through subsequent review.

In addition to providing desirable housing and new commercial space, the project aims to support the local community through initiatives that would benefit local veterans. This might include a per-lot contribution to a veterans-focused nonprofit or a partnership to donate a home to a local veteran. Potential partners include but are not limited to; Homes for Heroes, Operation Coming Home or Habitat for Humanity. Such efforts reflect the project's broader social benefit and reinforce its positive impact on the community.

The proposed conditional zoning commitments are reasonable, enforceable, and mitigate anticipated impacts. The conditions ensure the development will have no greater impact on adjacent properties or the community than permitted under the corresponding RH-CZ and GC-CZ zoning district.



SITE DATA SUMMARY

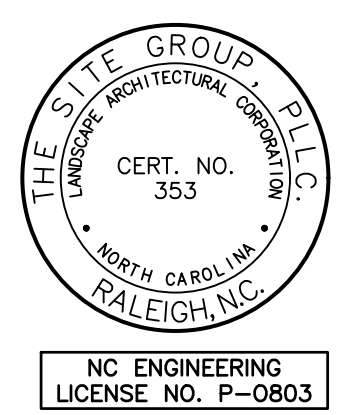
PROJECT NAME:	AVERETTE ROAD SUBDIVISION
PIN:	1860-02-9417
SITE ADDRESS:	1101 AVERETTE ROAD
EXISTING SITE ACREAGE:	16.50 ACRES
R/W DEDICATION (AREA):	0.45 ACRES
COMMERCIAL ACREAGE (GC-CZ):	1.63 ACRES
RESIDENTIAL ACREAGE (RH-CZ; NO MORE THAN 15 GROSS ACRES MAY BE ASSIGNED TO ATTACHED OR MULTIPLE FAMILY USES):	14.87 ACRES
JURISDICTION:	ROLESVILLE
EXISTING ZONING:	RM-CZ
PROPOSED ZONING:	RH-CZ, GC-CZ
CURRENT USE:	VACANT
PROPOSED USE:	DWELLING, SINGLE FAMILY, ATTACHED, COMMERCIAL

RH DEVELOPMENT STANDARDS (LDO 3.1.3.B):

BUILDING HEIGHT (MAX.):	35'
PERMITTED DENSITY (PROPOSED):	9/ACRE: 9*16.5 = 149 SINGLE-FAMILY ATTACHED DWELLING UNITS
DENSITY/MAX NUMBER OF UNITS:	16.50 ACRES
NUMBER OF UNITS PROPOSED:	76 SINGLE-FAMILY ATTACHED DWELLING UNITS
MINIMUM LOT AREA:	3,000 SF
MIN LOT WIDTH REQUIRED:	20'
MIN LOT WIDTH PROPOSED:	35'
MIN LOT DEPTH PROPOSED:	100'
SINGLE-FAMILY ATTACHED DWELLING UNIT SETBACKS:	
FRONT:	10'
SIDE:	0' INTERNAL, 10' END UNIT, MINIMUM 10' BETWEEN STRUCTURES OF 3 UNITS OR LESS
REAR:	15'
CORNER:	15'

GC DEVELOPMENT STANDARDS (LDO 3.2.1.B):

BUILDING HEIGHT (MAX.):	MAX: 42'; DESIGN ALTERNATIVE TO GO UP TO 50'
MIN LOT WIDTH REQUIRED:	100'
MIN LOT AREA REQUIRED:	20,000 SF
COMMERCIAL BLDG SETBACKS:	
FRONT:	20'
SIDE:	15'
REAR:	35'
CORNER:	25'
TOTAL OPEN SPACE REQUIRED:	2.31 AC
RH-CZ OPEN SPACE REQUIRED:	15%*14.87 AC = 2.23 AC
GC-CZ OPEN SPACE REQUIRED:	5%*16.3 AC = 0.82 AC
OPEN SPACE PROVIDED:	2.86 (RH-CZ) + 0.27 (GC-CZ) = 3.13 AC
WATERSHED OVERLAY DISTRICT - NON-CRITICAL AREA (LDO 4.2):	LITTLE RIVER



PROGRESS
04 MAY 2026

THE SITE GROUP
CIVIL ENGINEERS • LANDSCAPE ARCHITECTS
THE SITE GROUP, PLLC
1111 Oberlin Road
Raleigh, NC 27605-1136 USA
Office: 919.835.4787
Fax: 919.839.2255
E-Mail: SRN@thesitegroup.net

EXHIBIT FOR (REZ-26-0002):
AVERETTE ROAD SUBDIVISION
1101 AVERETTE ROAD
ROLESVILLE, NORTH CAROLINA

Drawn By: **LLF**
Checked By: **BDM**

DATE: 26 FEB 2026
REVISED: 03 MAR 2026
04 MAY 2026

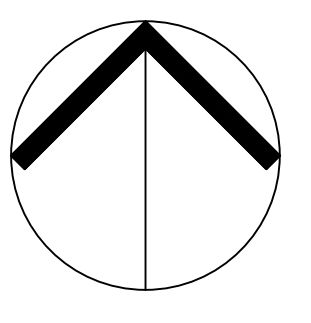
CLIENT: LOCK 7 DEVELOPMENT, LLC
C/O: DAVID GORMAN, PRINCIPAL
2201 WISCONSIN AVE, NW#200
WASHINGTON, DC 20007
PHONE: (202) 922-6540
E-MAIL: david@lock7.com

CONTACT: BRANDON MOORE
THE SITE GROUP, PLLC
1111 OBERLIN ROAD
RALEIGH, NC 27605
PHONE: (919) 835-4787
FAX: (919) 839-2255
EMAIL: bdm@thesitegroup.net

ZONING EXHIBIT

CONCEPT SITE PLAN

Job Code: **L7ARS**
Dwg No.: **EX 1.0**



REZONING CONCEPT SITE LAYOUT

SCALE: 1" = 60' (DRAWING SCALED FOR 24x36 INCH PLOTS)



Copyright © 2026 The Site Group, PLLC. ALL RIGHTS RESERVED.

Proposed Zoning Conditions
1101 Averette Road
5/14/2026

1. The development of the property shall be in substantial conformance with the accompanying Concept Site Plan. Locations shown for committed elements including, but not limited to greenways, streets, and open areas shown on the Concept Site Plan, may be adjusted to conform to LDO requirements or as permitted as a minor adjustment by the Land Development Administrator.

2. For the portion of the Property zoned, RH-CZ, there shall be a maximum of seventy-six (76) dwelling units and any townhome dwellings shall contain no more than three (3) attached units. The only permitted uses within the RH-CZ District shall be:
 - a. Dwellings, Single Family, Attached
 - b. Dwellings, Single Family, Detached

3. For the portion of the Property zoned CG-CZ, the following Principal Uses as listed in LDO Table 5.1 shall be prohibited:
 - a. Dwelling, Upper Story Unit
 - b. Lodge or Private Clubs
 - c. Schools (K-12)
 - d. Bars and Nightclubs
 - e. Funeral Home
 - f. Gas Station
 - g. Golf Course
 - h. Self-Storage Enclosed
 - i. Tattoo Establishment
 - j. Vape and Tobacco Store
 - k. Vehicle, Rental and Sales
 - l. Vehicle, Minor Service
 - m. Minor Utility
 - n. Major Utility
 - o. Minor Transportation Installation
 - p. Telecommunication Tower
 - q. Water Storage Tower

4. Pollinator Garden: 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(s) of pollinator garden shall be determined at subsequent stages of approval and will be identified on the landscape plan submitted with the

Signed by:

F922CCE91B8948C...

Property Owner: Wake Forest Church of the Nazarene

5/14/2026

Date

construction drawings. The pollinator garden shall be constructed prior to the issuance of the final residential building permit.

5. Developer shall construct a connection to the existing greenway located on the Southwest corner of the parcel.

Signed by:

F922CCE91B8948C...

Property Owner: Wake Forest Church of the Nazarene

5/14/2026

Date

1101 Averette Road Proposed Rezoning

Neighborhood Meeting

April 30, 2026

Project Team



Lock7 Development, LLC, Raleigh-based firm with 20 years of development experience, Focused on developing neighborhoods into unique and exciting places to live, shop and work with a strong emphasis on thoughtful design and creative building techniques.

Select Lock7 Development Projects:



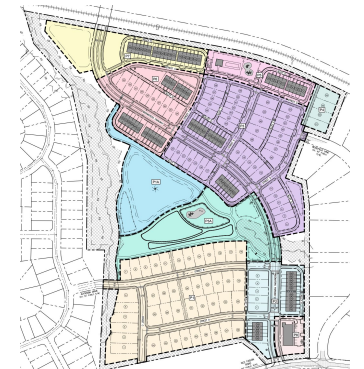
The Massey - Cary, NC



Coker Place - Chapel Hill, NC



Harvest District - Fuquay Varina, NC



Faison Reserve - Knightdale, NC

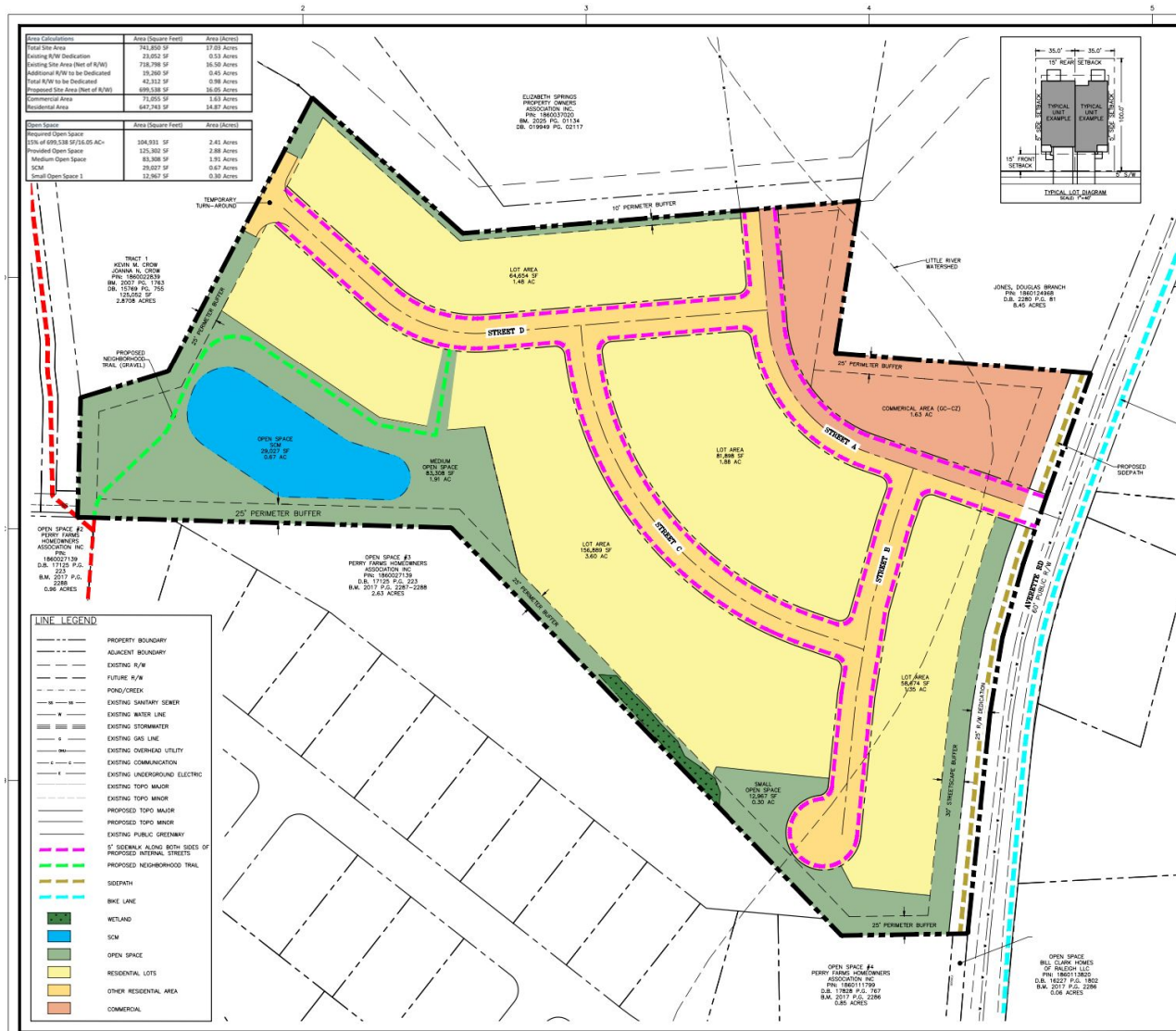
Proposed Rezoning

- Rezone from RM-CZ and RL to RH-CZ and GC-CZ
- 16.50 acre site
- Previously used for farming, this property has never been developed
- Rezoning would permit development consistent with the approved plan



Proposed Concept Plan

- 76 homes and commercial building along Averette Road
- 4.6 homes per acre, under the standard for Residential High zoning
- Up to 5,000 square feet of commercial/retail space
- Traffic study shows minimal impact
- Stormwater Control Measure will improve current conditions



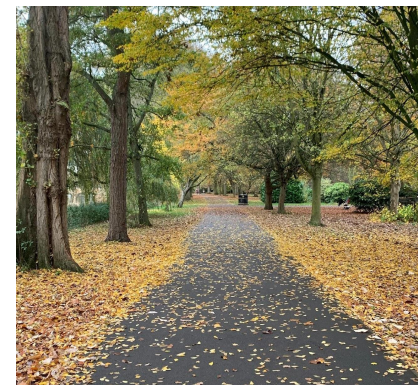
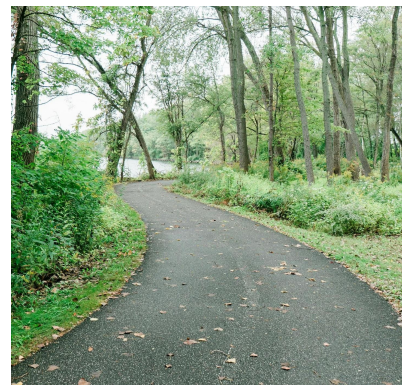
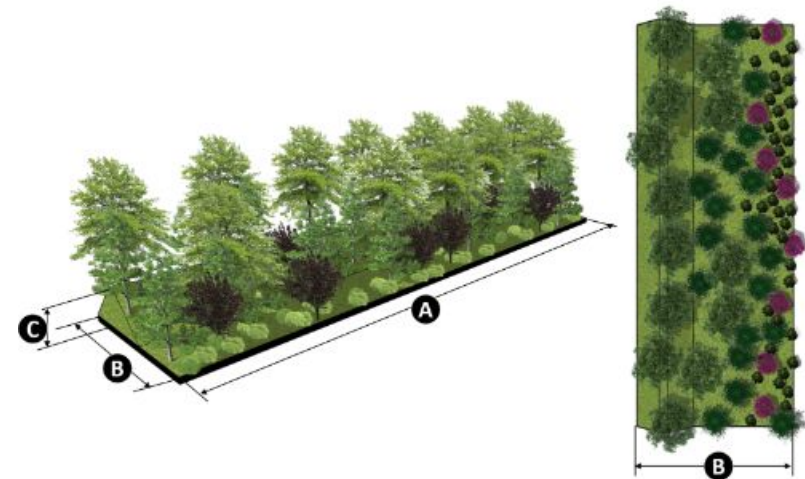
Proposed Zoning Conditions

- The project will follow the concept site plan
- The neighborhood will consist of only single family detached and attached homes
- The commercial space will be tailored to neighborhood serving users.
- There will be a maximum of 80 units
- The project will include a pollinator garden



Improvements Benefiting Neighbors

- Neighborhood commercial/retail along Averette Road
- Type 3 Landscape Buffer of 25' will border the property
- New greenway trail connections to link surrounding neighborhoods



Elevations and Renderings



Neighborhood Meeting Attendee's
 1101 Averette Road
 REZ-26-0002

Name	Address	Email
Marvin Baker	1513 Sweetclover Dr	marvbaker7@gmail.com
Phil Mitchell	1544 Sweetclover Dr	philm022506@gmail.com
Meredith Valentine	-	murphyv68@gmail.com
Debra Hall	1545 Sweetclover Dr	debrahall814@gmail.com
Andre Boilard	1601 Sweetclover Dr	-
Melissa Boilard	1601 Sweetclover Dr	cmissy18@gmail.com
Steve Casto	137 Sam Court	sskcasto@verizon.net
Roshanda Bullock	132 Sam Court	rbullockhoa@gmail.com
Samuel Lazoff	116 Sam Court	slazoff@gmail.com
Eric Surber	116 Sam Court	3ricjs@gmail.com
Sarah Owen	255 Shingle Oak Rd	sarahcrawford7347@hotmail.com
Tom Hankins	920 Averette Rd	tomhankins@snyderhankins.com
Andrew Lloyd	1532 Sweetclover Dr	alloyd@vt.edu
Randy and Kaitlin Kerr	1121 Averette Rd	kerr.kaitlinm@gmail.com
John and Kristy Myracle	1116 Bessie Ct	wedgeferd@gmail.com
Pierre Duncan	1521 Sweet Clover Dr	-
Anitra Duncan	1521 Sweet Clover Dr	-

Neighborhood Meeting Minutes
1101 Averette Road
REZ-26-0002

4/30/2026

Start Time: 5:30pm

The applicant hosted an informational meeting for the proposed project on April 30, 2026 at the Rolesville Community Center. Nineteen neighboring residents attended the meeting (attendance sheet attached). During the meeting, the applicant presented an overview of the proposed project and provided the attendees with an opportunity to ask questions and express any concerns about the project. The following topics were discussed:

- Process and timeline
 - The applicant provided an overview of the rezoning process, including key steps such as staff review, Planning Board and Board of Commissioners. An anticipated timeline was outlined, along with opportunities for continued public input throughout the process. Residents asked questions about when decisions would be made and how they could stay engaged as the project progresses.

- Overview of the project
 - What kinds of residential buildings are being considered?
 - This project will consist of single family attached residential units, which in Rolesville are classified as townhomes. There will be a maximum of 80 residential units. The zoning conditions will not allow garden style apartments or more than 3 homes per building.
 - Will this affect traffic along Averette Road?
 - Based on the traffic study recently submitted to the Town, there will be minimal impacts to the existing conditions. This project will be dedicating right-of-way frontage for future improvements to Averette Road.
 - What's the idea behind the commercial space?
 - The commercial space is intended to serve the surrounding neighborhood, with up to 5,000 square feet available for tenants. Potential uses could include a sandwich shop, ice cream spot, coffee shop, or yoga studio.
 - Will this project include amenities?
 - Yes, this project will include commercial space accessible by sidewalks and greenway trails as well as a pollinator garden.
 - How will people get in and out of the site?
 - There will be two points of ingress and egress. The main entrance will be off of Averette Road, with the second access point connecting to Barred Owl Trail at the northern border.
 - Can the utilities handle this?

- The development team will keep coordinating with the City of Raleigh and the Town of Rolesville to confirm the project is supported by existing utilities and does not negatively impact nearby communities.
- Will traffic get worse?
 - Based on the recently completed traffic study, there will be minimal impact to existing conditions.
- Are there wetlands on the site?
 - Environmental engineers have identified areas containing wetlands, and the project design has been planned to incorporate and account for them.
- Will there be buffers between this and nearby properties?
 - A Type 3, 25' landscape buffer will border the majority of the project. The buffer will include evergreen plantings.
- How will this project impact the existing trees?
 - The project is being designed to minimize impacts to existing trees as much as possible. Tree preservation is a priority, especially in buffer areas and along the site edges. We are working to incorporate existing vegetation into the overall layout wherever feasible.
- Is the greenway connection required?
 - The greenway connection is being proposed to help improve connectivity to the surrounding neighborhoods.



TRAFFIC IMPACT ANALYSIS

FOR

1101 AVERETTE ROAD

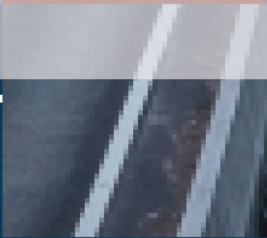
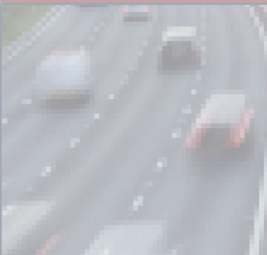
LOCATED

IN

ROLESVILLE, NC

Prepared For:

Lock7 Development
1101 Connecticut Avenue NW, Suite 450
Washington, DC



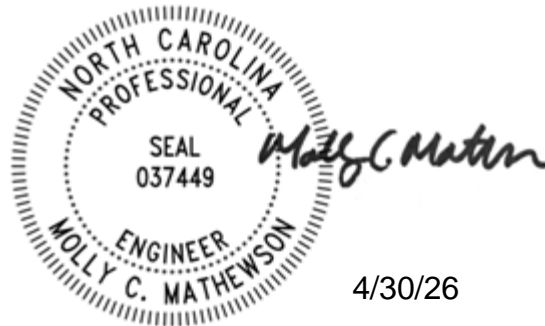
APRIL 2026

DRMP Project No. 26140

Prepared By: CDS

Reviewed By: MM

**TRAFFIC IMPACT
ANALYSIS
FOR
1101 AVERETTE ROAD
LOCATED IN
ROLESVILLE, NC**



Prepared For:

Lock7 Development
1101 Connecticut Avenue NW, Suite 450
Washington, DC

Prepared By:

DRMP, Inc.
License #F-1524

TRAFFIC IMPACT ANALYSIS 1101 AVERETTE ROAD

Rolesville, North Carolina

EXECUTIVE SUMMARY

1. Development Overview

A Traffic Impact Analysis (TIA) was conducted for the proposed mixed-use development in accordance with the Rolesville (Town) Land Development Ordinance (LDO) and North Carolina Department of Transportation (NCDOT) capacity analysis guidelines. The proposed mixed-use development is to be located at 1101 Averette Road in Rolesville, North Carolina. The proposed development, anticipated to be completed in 2029, is assumed to consist of 76 townhomes and 5,000 square feet (s.f.) of strip retail space. Access to the parcel is proposed via one (1) full-movement driveway along Averette Road.

2. Existing Traffic Conditions

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

- Wait Avenue and Averette Road
- Averette Road and Jones Dairy Road

Existing peak hour traffic volumes were determined based on traffic counts conducted at the study intersections listed above, in May of 2025 and April of 2026 during the typical weekday AM (7:00 AM – 9:00 AM) and PM (4:00 PM – 6:00 PM) peak periods. Traffic counts were already collected at the intersection of Wait Avenue and Averette Road in May of 2025. The annual approved growth rate will be applied to these traffic counts in order to grow them to the 2026 existing condition. 24-hour tube counts were also collected along Averette Road at the approximate location of the proposed access.

3. Future Traffic Conditions

Through coordination with the Town, it was determined that an annual growth rate of 1% would be used to generate 2029 projected weekday AM and PM peak hour traffic volumes.

No adjacent developments or future STIP projects were noted to be included in the future analysis of the study area.

4. Site Trip Generation

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, 12th 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	Enter	Exit
Townhomes (215)	76 DU	500	7	23	20	15
Strip Retail (822)	5 KSF	272	11	9	16	15
Total Trips		772	18	32	36	30

To estimate traffic conditions with the site fully built-out, the total site trips were added to the 2029 no-build traffic volumes to determine the 2029 build traffic volumes.

5. Capacity Analysis Summary

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

- 2026 Existing Traffic Conditions
- 2029 No-Build Traffic Conditions
- 2029 Build Traffic Conditions

Refer to Section 7 of the TIA for a summary of the capacity analysis 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 modifications and improvements are summarized below and are illustrated in Figure E-1.

Improvements by Rosedale Development

Wait Avenue and Averette Road

- Extend eastbound left turn lane to provide 250 feet of storage plus appropriate deceleration and taper.

Improvements by Others

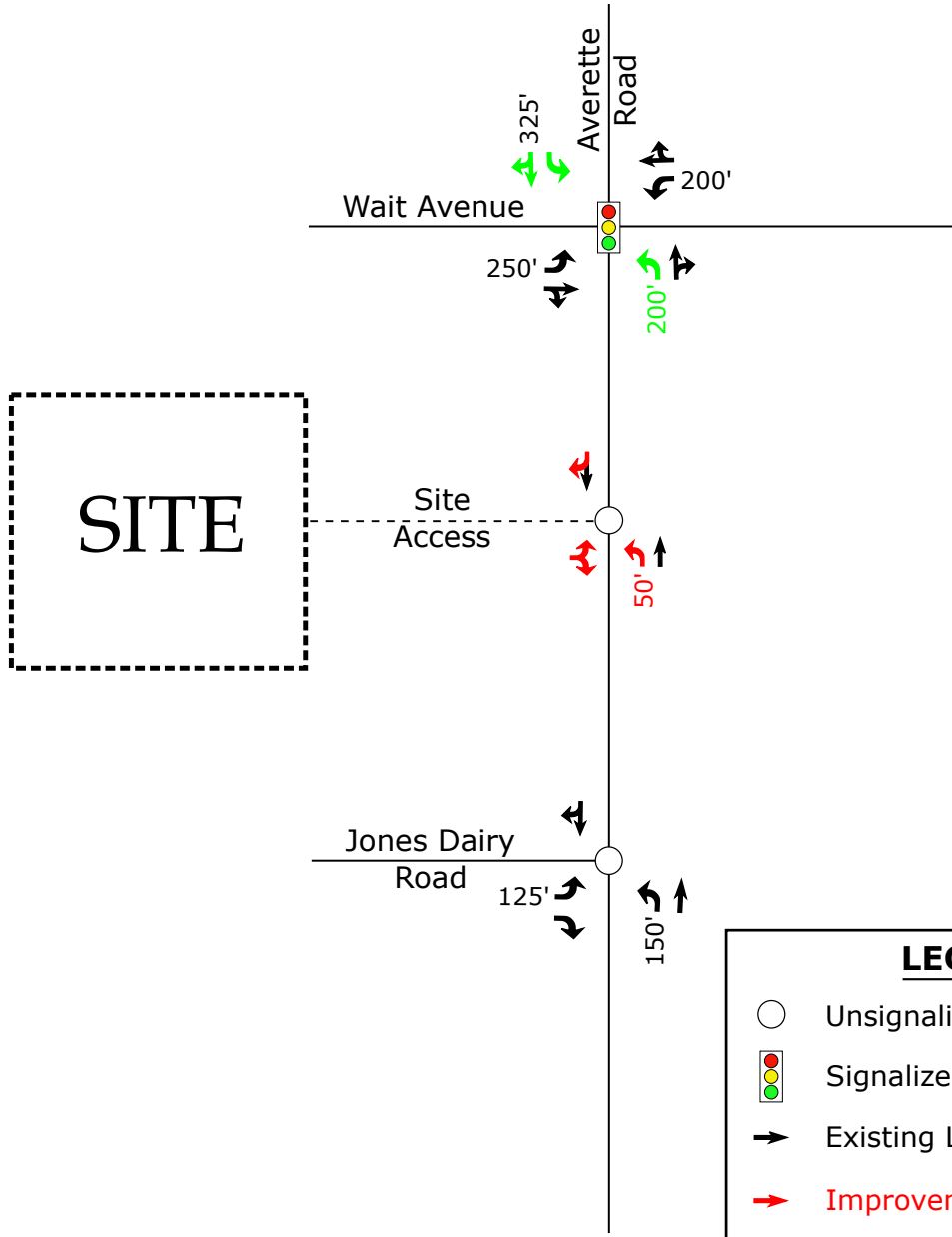
Wait Avenue and Averette Road

- Construct northbound left turn lane with 200 feet of storage plus appropriate deceleration and taper
- Restripe southbound approach to an exclusive left turn lane and a shared through-right lane.
- These improvements based on signal plan found in NCDOT database but not constructed in the field

Recommended Improvements by Developer

Averette Road and Site Access

- Construct Site Access with one ingress and one egress lane.
- Construct ingress left turn lane with 50 feet of storage plus appropriate deceleration and taper.
- Provide stop control for Site Access.



LEGEND

- Unsignalized Intersection
- ◫ Signalized Intersection
- ➔ Existing Lane
- ➔ Improvement by Developer
- ➔ Improvement by Others
- x' Storage (In Feet)


	1101 Averette Road Rolesville, NC	Recommended Lane Configurations	
		Scale: Not to Scale	Figure E-1

TABLE OF CONTENTS

1. INTRODUCTION	1
1.1. Site Location and Study Area	1
1.2. Proposed Land Use and Site Access	2
1.3. Adjacent Land Uses	2
1.4. Existing Roadways	2
2. 2026 EXISTING PEAK HOUR CONDITIONS	6
2.1. 2026 Existing Peak Hour Traffic Volumes	6
2.2. Analysis of Existing Peak Hour Traffic Conditions	6
3. 2029 NO-BUILD PEAK HOUR CONDITIONS.....	8
3.1. Ambient Traffic Growth	8
3.2. Adjacent Development Traffic	8
3.3. Future Roadway Improvements.....	10
3.4. 2029 No-Build Peak Hour Traffic Volumes	10
3.5. Analysis of No-Build Peak Hour Traffic Conditions	10
4. SITE TRIP GENERATION AND DISTRIBUTION	14
4.1. Trip Generation.....	14
4.2. Site Trip Distribution and Assignment	14
5. 2029 BUILD TRAFFIC CONDITIONS.....	19
5.1. 2029 Build Peak Hour Traffic Volumes	19
5.2. Analysis of Build Peak Hour Traffic Conditions	19
6. TRAFFIC ANALYSIS PROCEDURE	21
6.1. Adjustments to Analysis Guidelines.....	22
7. CAPACITY ANALYSIS.....	23
7.1. Wait Avenue and Averette Road	24
7.2. Averette Road and Jones Dairy Road.....	26
7.3. Averette Road and Site Access	27
8. CONCLUSIONS	28
9. RECOMMENDATIONS.....	29

LIST OF FIGURES

Figure 1 – Site Location Map	3
Figure 2 – Preliminary Site Plan	4
Figure 3 – Existing Lane Configurations	5
Figure 4 – 2026 Existing Peak Hour Traffic	7
Figure 5 – 2029 Projected Peak Hour Traffic	11

Figure 6 – Adjacent Development Trips.....	12
Figure 7 – 2029 No-Build Peak Hour Traffic	13
Figure 8 – Site Trip Distribution	15
Figure 9a – Residential Site Trip Assignment	16
Figure 9b – Retail Site Trip Assignment.....	17
Figure 10 – Total Site Trip Assignment	18
Figure 11 – 2029 Build Peak Hour Traffic	20
Figure 12 – Recommended Lane Configurations	30

LIST OF TABLES

Table 1: Existing Roadway Inventory.....	2
Table 2: Adjacent Development Information.....	9
Table 3: Trip Generation Summary	14
Table 4: Highway Capacity Manual – Levels-of-Service and Delay.....	21
Table 5: Analysis Summary of Wait Avenue and Averette Road	24
Table 6: Analysis Summary of Averette Road and Jones Dairy Road.....	26
Table 7: Analysis Summary of Averette Road and Site Access	27

TECHNICAL APPENDIX

Appendix A:	Scoping Documentation
Appendix B:	Traffic Counts
Appendix C:	Signal Plans
Appendix D:	Adjacent Development Information
Appendix E:	Capacity Calculations – Wait Avenue and Averette Road
Appendix F:	Capacity Calculations – Averette Road and Jones Dairy Road
Appendix G:	Capacity Calculations – Averette Road and Site Access
Appendix H:	SimTraffic Queueing Analysis
Appendix I:	Turn Lane Warrants

TRAFFIC IMPACT ANALYSIS

1101 Averette Road Rolesville, North Carolina

1. INTRODUCTION

The contents of this report present the findings of the Traffic Impact Analysis (TIA) conducted for the proposed mixed-use development to be located at 1101 Averette Road in Rolesville, North Carolina. 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 proposed development, anticipated to be completed in 2029, is assumed to consist of the following uses:

- 76 townhomes (LUC 215)
- 5,000 s.f. of strip retail space (LUC 822)

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

- 2026 Existing Traffic Conditions
- 2029 No-Build Traffic Conditions
- 2029 Build Traffic Conditions

1.1. Site Location and Study Area

The development is proposed to be located at 1101 Averette Road in Rolesville, North Carolina. Refer to Figure 1 for the site location map.

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

- Wait Avenue and Averette Road
- Averette Road and Jones Dairy Road

1.2. Proposed Land Use and Site Access

The proposed development, anticipated to be completed in 2029, is assumed to consist of the following uses:

- 76 townhomes (LUC 215)
- 5,000 s.f. of strip retail space (LUC 822)

Access to the parcel is proposed via one (1) full-movement driveway along Averette Road. 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 residential development and undeveloped land.

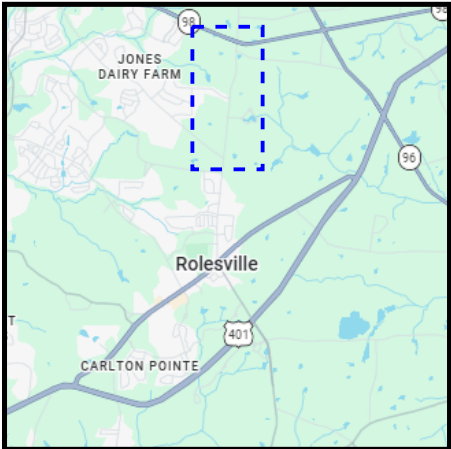
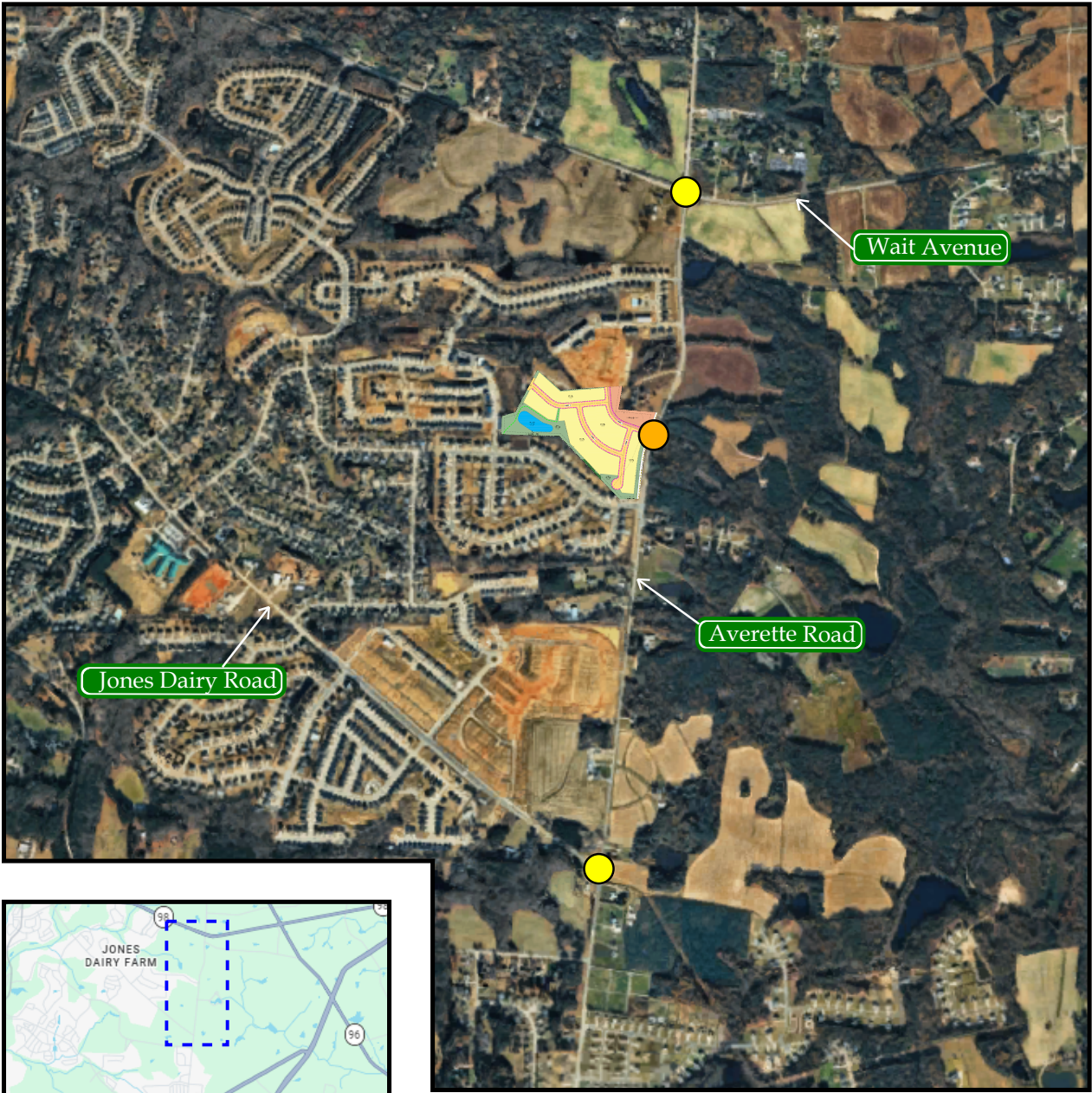
1.4. Existing Roadways

Existing lane configurations (number of traffic lanes on each intersection approach), speed limits, 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	2023 AADT (vpd)
Wait Avenue	NC-98	2-lane undivided	45 mph	13,000
Averette Road	SR 1945	2-lane undivided	45/50 mph	3,600*
Jones Dairy Road	SR 2053	2-lane undivided	45 mph	4,800*

*AADT based on historical data from 2021; no data provided by NCDOT for 2023



LEGEND

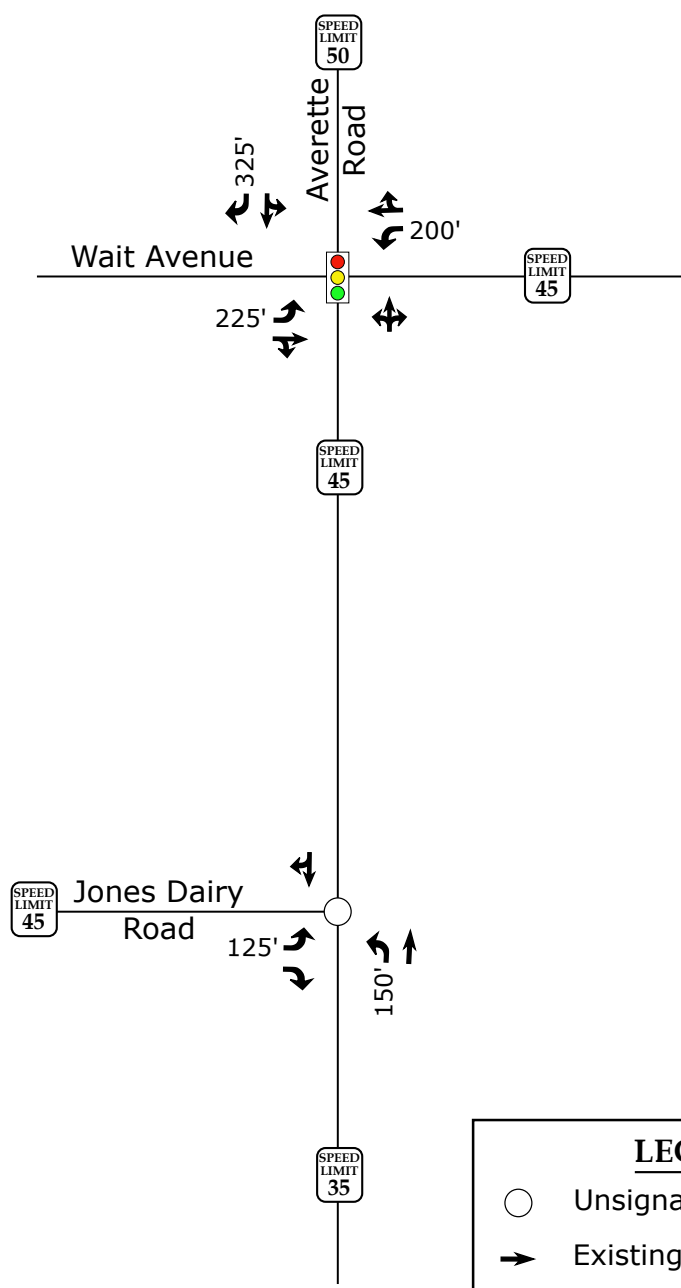
- Study Intersection
- Proposed Site Access
- Study Area



1101 Averette Road
Rolesville, NC

Site Location Map

Scale: Not to Scale Figure 1



LEGEND

- Unsignalized Intersection
- ➔ Existing Lane
- x' Storage (In Feet)
- Posted Speed Limit

	1101 Averette Road Rolesville, NC	2026 Existing Lane Configurations	
		Scale: Not to Scale	Figure 3

2. 2026 EXISTING PEAK HOUR CONDITIONS

2.1. 2026 Existing Peak Hour Traffic Volumes

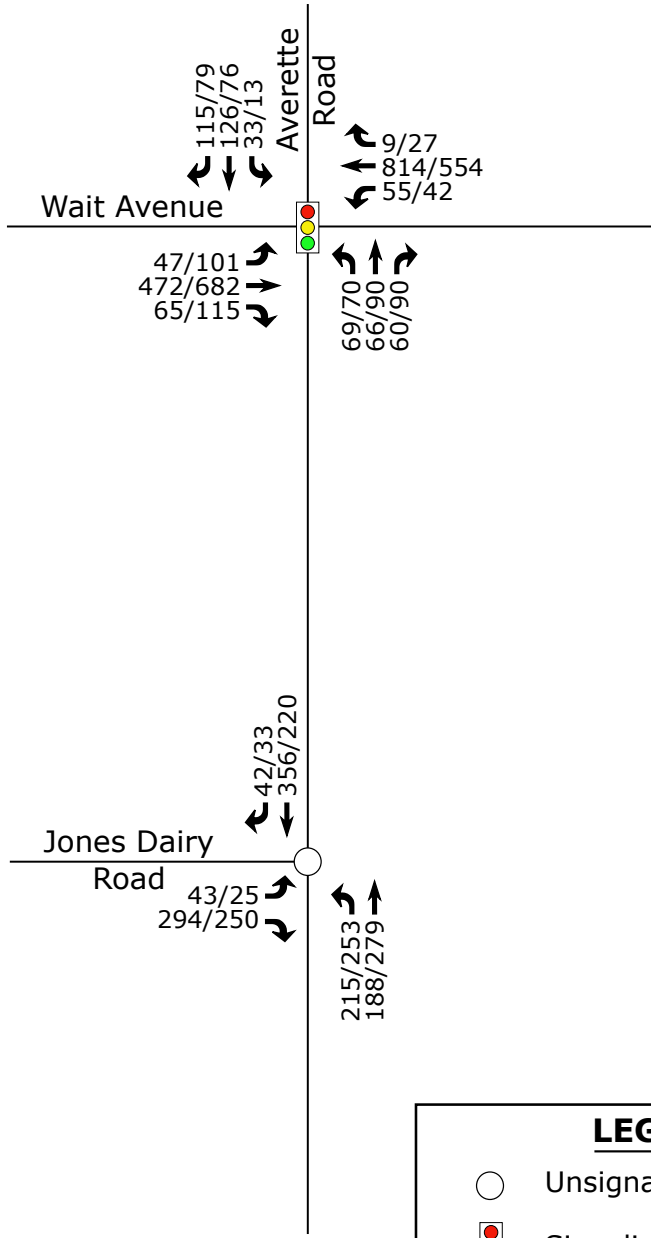
Existing peak hour traffic volumes were determined based on traffic counts conducted at the study intersections listed below in May of 2025 and April of 2026 during a typical weekday AM (7:00 AM – 9:00 AM) and PM (4:00 PM – 6:00 PM) peak periods:

- Wait Avenue and Averette Road
- Averette Road and Jones Dairy Road



Traffic counts were already collected at the intersection of Wait Avenue and Averette Road in May of 2025. The annual approved growth rate will be applied to these traffic counts in order to grow them to the 2026 existing condition. 24-hour tube counts were also collected along Averette Road at the approximate location of the proposed access. Refer to Figure 4 for 2026 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 Existing Peak Hour Traffic Conditions

The 2026 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. Signal information was obtained from NCDOT and is included in Appendix C. The results of the analysis are presented in Section 7 of this report.



LEGEND

-  Unsignalized Intersection
-  Signalized Intersection
- X / Y → Weekday AM / PM Peak Hour Traffic

	1101 Averette Road Rolesville, NC	2026 Existing Peak Hour Traffic	
		Scale: Not to Scale	Figure 4

3. 2029 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 the Town, it was determined that an annual growth rate of 2.5% would be used to generate 2029 projected weekday AM and PM peak hour traffic volumes. Refer to Figure 5 showing the 2029 projected peak hour traffic volumes.

3.2. Adjacent Development Traffic

Through coordination with the Town, the following adjacent developments were identified to be included as an approved adjacent development in this study:

- Jones Dairy Residential (Prestleigh)
- Marquis Homes
- Rosedale

Table 2, on the following page, provides a summary of the adjacent developments.

Table 2: Adjacent Development Information

Development Name	Location	Build-Out Year	Land Use / Intensity	TIA Performed
Prestleigh	North of Jones Dairy Road, west of Averette Road	Prior to completion of proposed development	250 townhomes and 600 single-family homes*	October 2018 by RKA
Marquis Homes	East of Averette Road, across from proposed development	Prior to completion of the proposed development	31 single-family homes	N/A <i>Trips generated and applied to roadway network</i>
Rosedale	North of Wait Avenue, east of Averette Road	Prior to completion of the proposed development	677 single-family homes, 288 townhomes**	September 2018 by RKA

*Prestleigh is one of three residential developments captured in the TIA for the overall site; not all units shown constructed with Prestleigh development.

**Rosedale development assumed to be 50% constructed; site trips divided in half at study intersections.

The Prestleigh development is currently under construction of strictly residential development. The TIA that captures the site also includes other residential development surrounding the Prestleigh neighborhood. Through scoping with the Town, it was noted that roughly 50% of the development was currently builtout. To accurately generate trips for the remaining homes to be constructed, the entering and exiting trips at the access points in the approved TIA were split in half and applied to the roadway network. Roadway improvements for the development were taken into account under all future conditions.

Marquis Homes is expected to construct 31 single-family homes east of Averette Road, adjacent to the proposed development. No TIA was performed for the site so trips were generated using the 12th Edition of the *ITE Trip Generation Manual* and distributed across the study area based on the proposed site’s approved distributions.

The Rosedale residential development is currently being constructed. During scoping with the Town, it was noted that the development is approximately 50% constructed. Half the site trips shown in the TIA were applied to the study area under all future conditions.

A signal plan at the intersection of Wait Avenue and Averette Road has been approved that includes the roadway improvements associated with these developments. This signal plan was utilized for modeling future conditions instead of modeling based on the capacity analysis guidelines.

A summary of all adjacent development trips is shown in Figure 6. More details for each adjacent development can be found in Appendix D.

3.3. Future Roadway Improvements

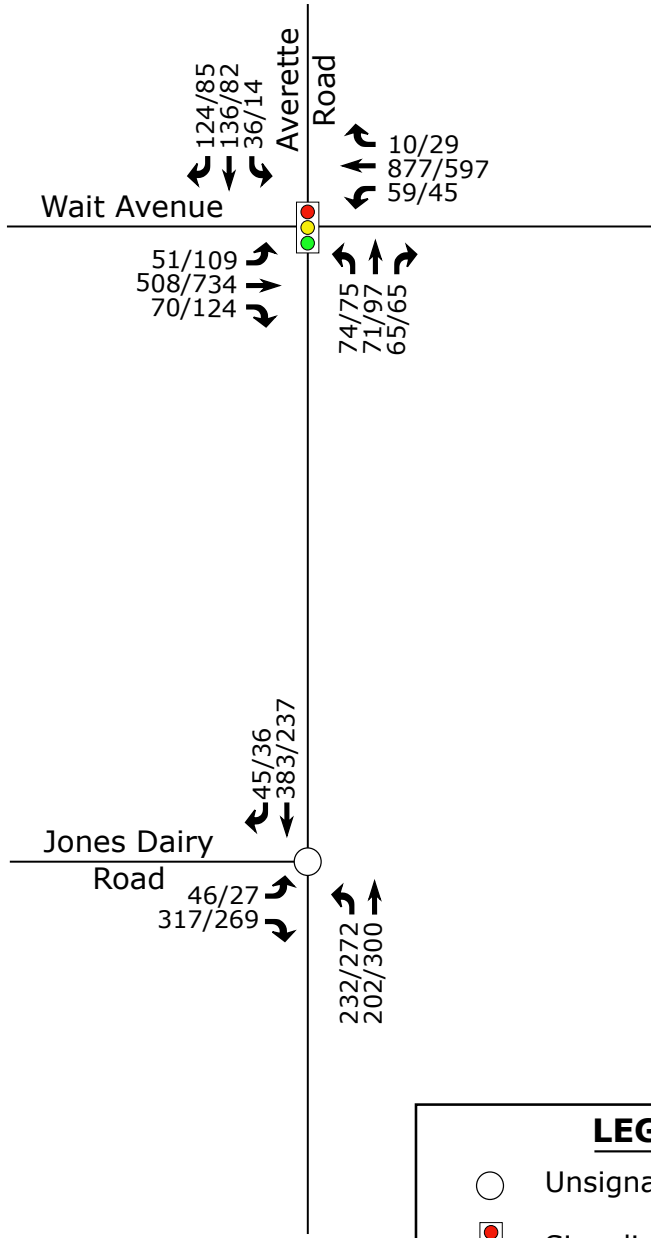
Based on coordination with the Town, it was determined there were no public future roadway improvements to consider with this study.

3.4. 2029 No-Build Peak Hour Traffic Volumes

The 2029 no-build traffic volumes were determined by projecting the 2026 existing peak hour traffic to the year 2029. Refer to Figure 7 for an illustration of the 2029 no-build peak hour traffic volumes at the study intersections.


3.5. Analysis of No-Build Peak Hour Traffic Conditions

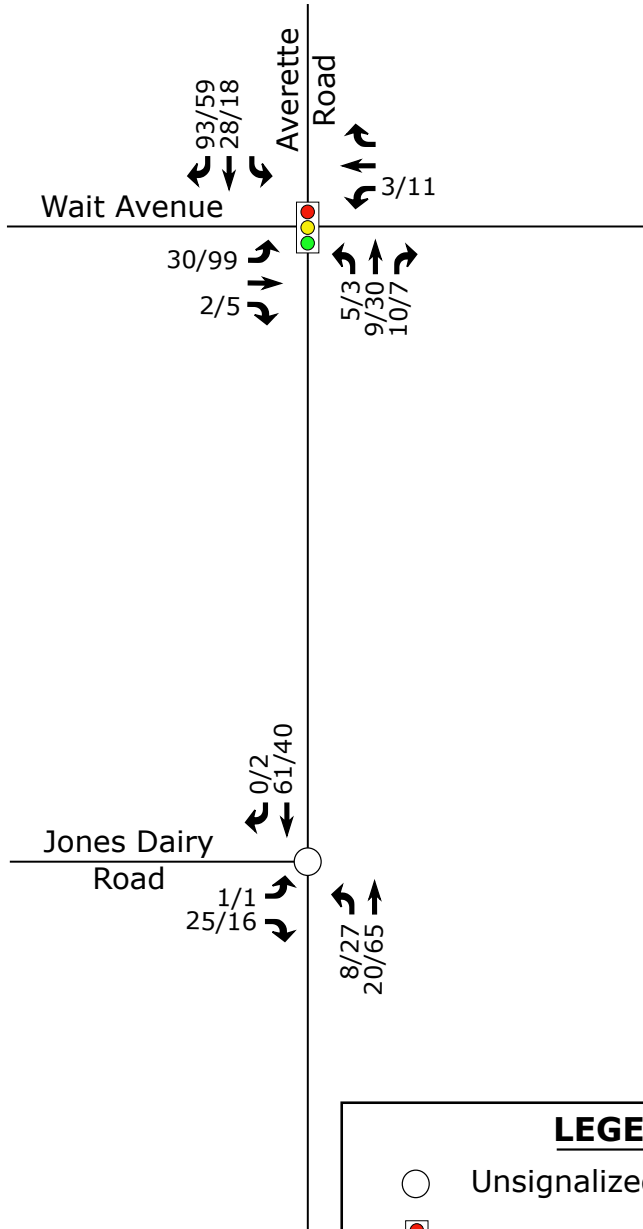
The 2029 no-build AM and PM peak hour traffic volumes at the study intersections were analyzed with future geometric roadway conditions and traffic control. The analysis results are presented in Section 7 of this report.



LEGEND

- Unsignalized Intersection
- ◫ Signalized Intersection
- X / Y → Weekday AM / PM Peak Hour Traffic

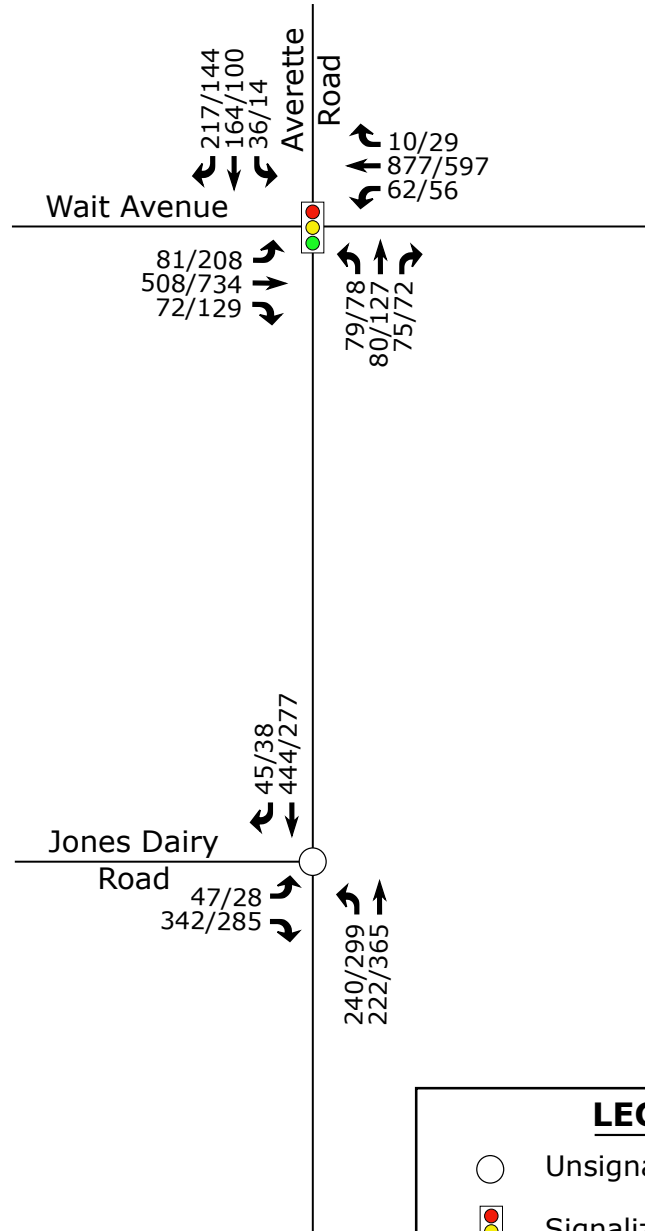
	1101 Averette Road Rolesville, NC	2029 Projected Peak Hour Traffic	
		Scale: Not to Scale	Figure 5





LEGEND


- Unsignalized Intersection
- ⬆️⬆️⬆️ Signalized Intersection
- X / Y → Weekday AM / PM Peak Hour Adjacent Development Trips

	1101 Averette Road Rolesville, NC	Peak Hour Adjacent Development Trips	
			Scale: Not to Scale Figure 6



LEGEND

-  Unsignalized Intersection
-  Signalized Intersection
- X / Y → Weekday AM / PM Peak Hour Traffic

	1101 Averette Road Rolesville, NC	2029 No-Build Peak Hour Traffic	
		Scale: Not to Scale	Figure 7

4. SITE TRIP GENERATION AND DISTRIBUTION

4.1. Trip Generation

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*, 12th 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	Enter	Exit
Townhomes (215)	76 DU	500	7	23	20	15
Strip Retail (822)	5 KSF	272	11	9	16	15
Total Trips		772	18	32	36	30

It is estimated that the proposed development will generate approximately 772 total site trips on the roadway network during a typical 24-hour weekday period. Of the daily traffic volume, it is anticipated that 50 trips (18 entering and 32 exiting) will occur during the weekday AM peak hour and 66 trips (36 entering and 30 exiting) will occur during the weekday PM peak hour.

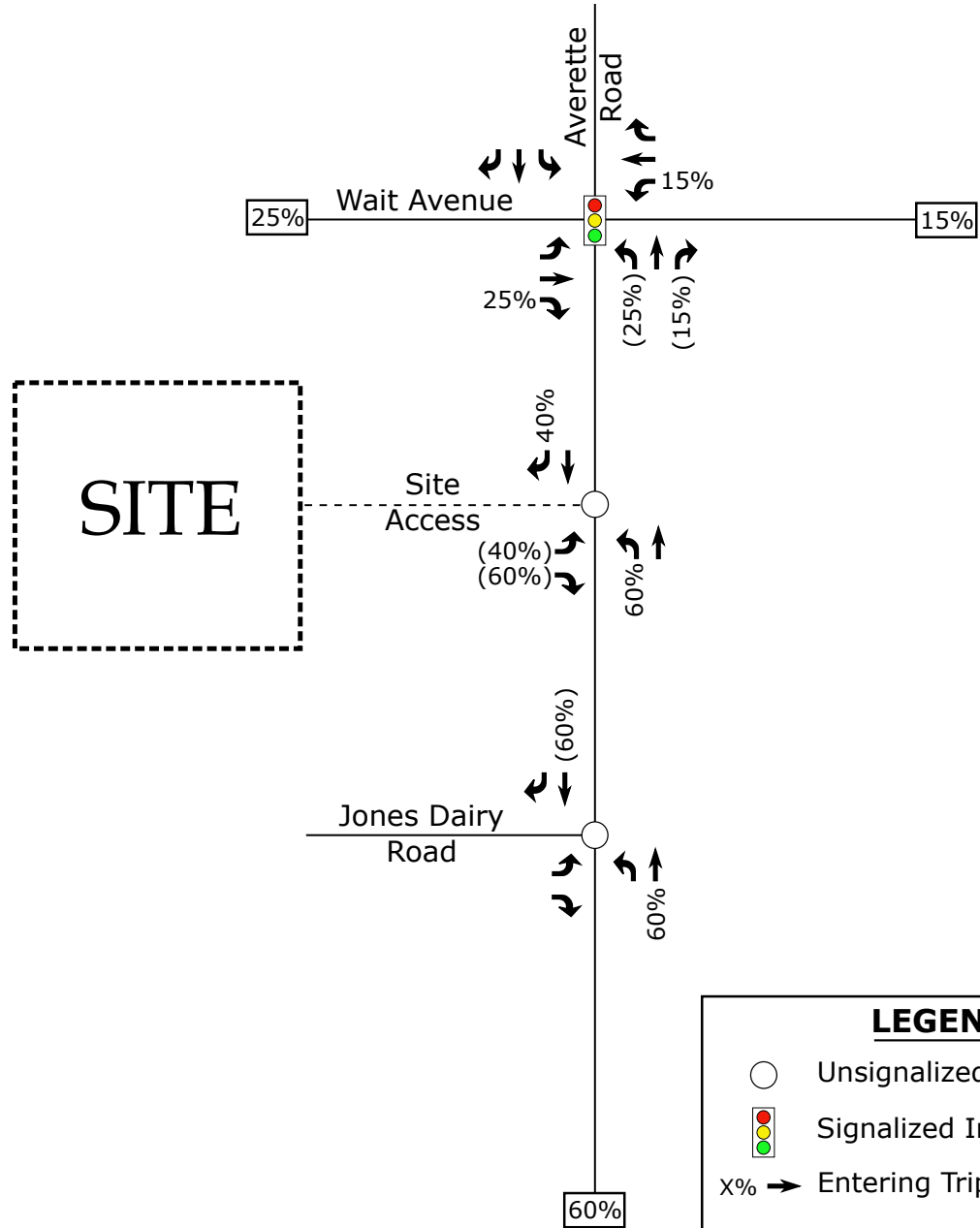
4.2. Site Trip Distribution and Assignment

Trip distribution percentages used in assigning site traffic for this development 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 site trips will be regionally distributed as follows:

- 60% to/from the south via Averette Road
- 25% to/from the west via Wait Avenue
- 15% to/from the east via Wait Avenue

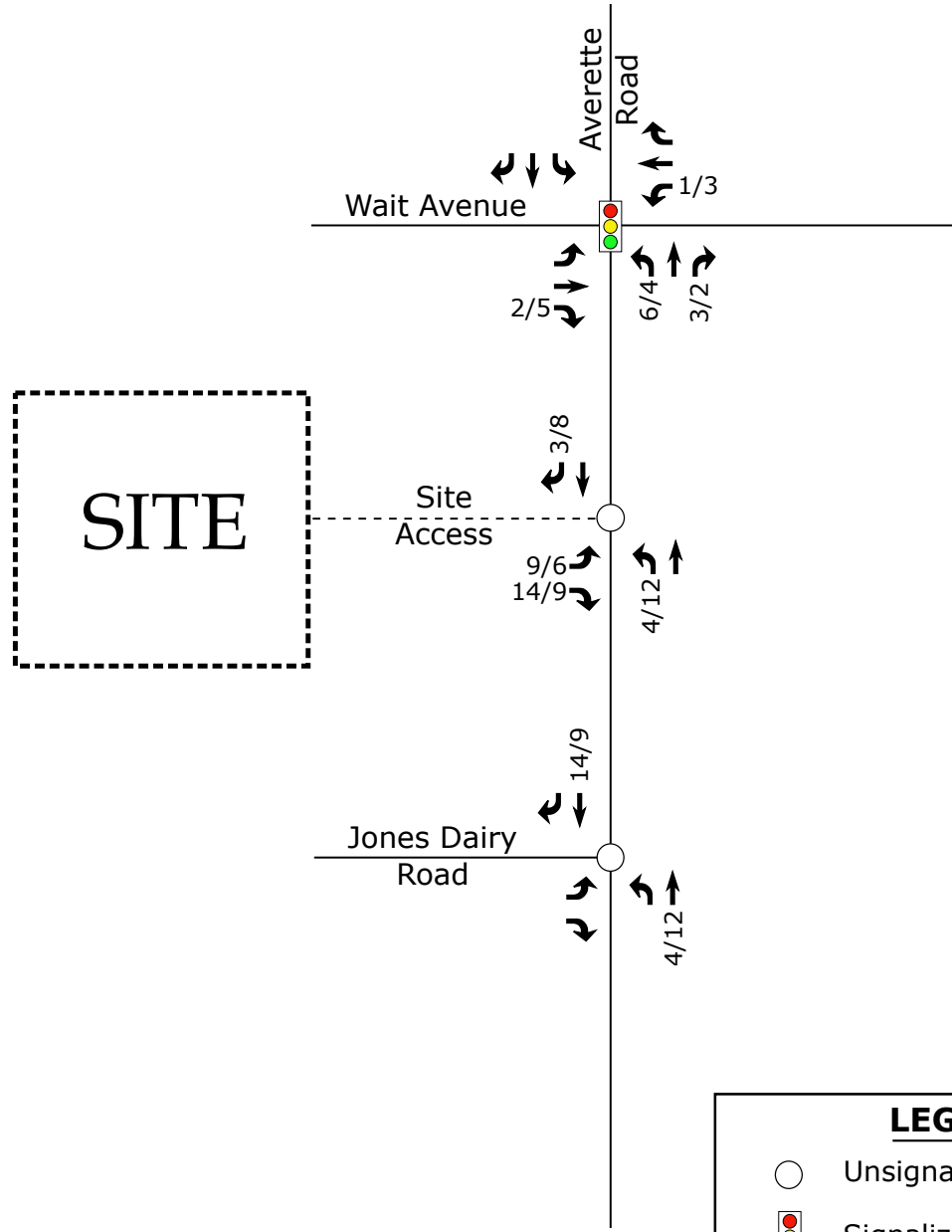
The site trip distribution is shown in Figure 8, and the residential and retail site trip assignments are shown in Figures 9a and 9b, respectively. A total site trip assignment figure can be found in Figure 10.



LEGEND


- Unsignalized Intersection
- ⬆️⬆️⬆️ Signalized Intersection
- X% → Entering Trip Distribution
- (Y%) → Exiting Trip Distribution
- XX% Regional Trip Distribution

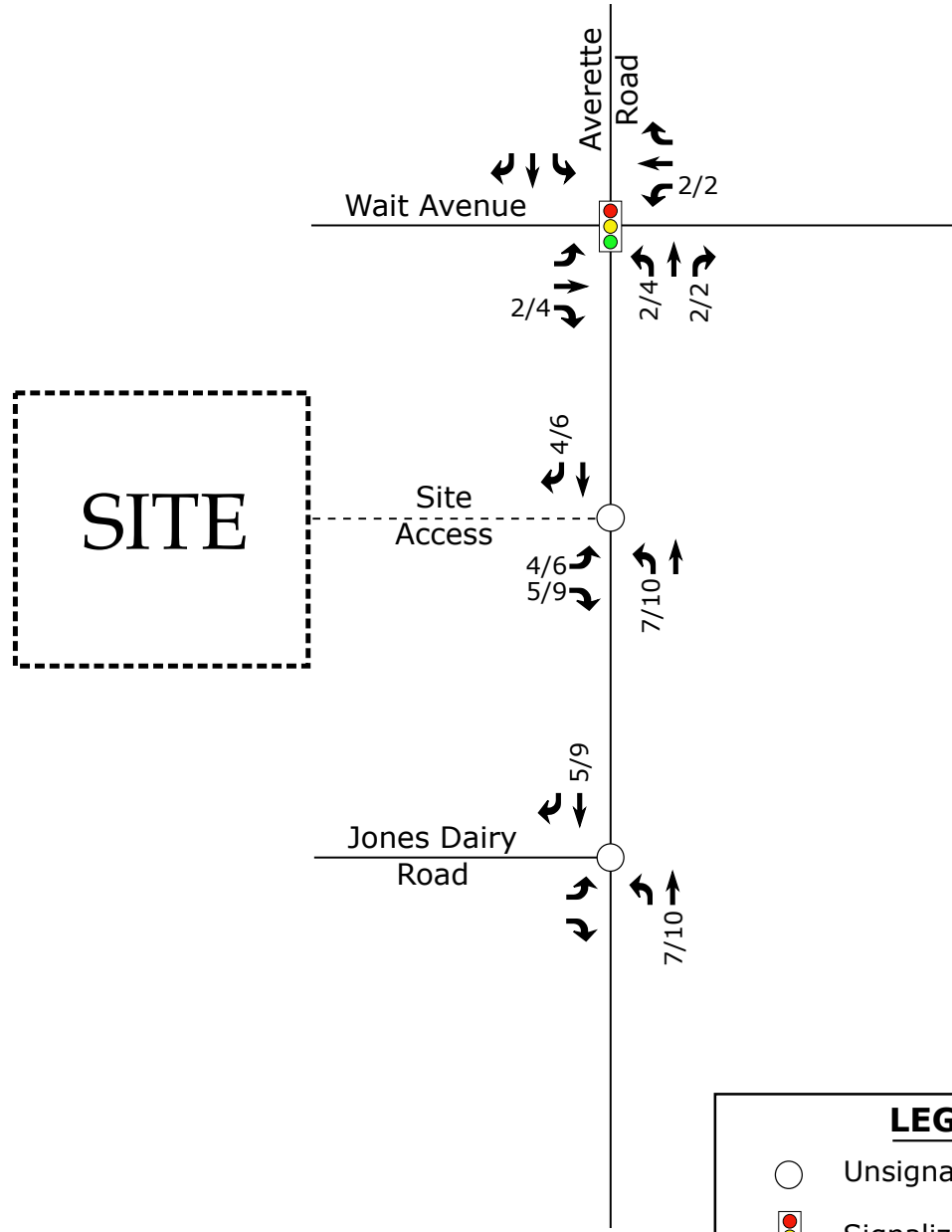
	1101 Averette Road Rolesville, NC	Site Trip Distribution	
		Scale: Not to Scale	Figure 8



LEGEND


- Unsignalized Intersection
- 🚦 Signalized Intersection
- X / Y → Weekday AM / PM Peak Hour Site Trips

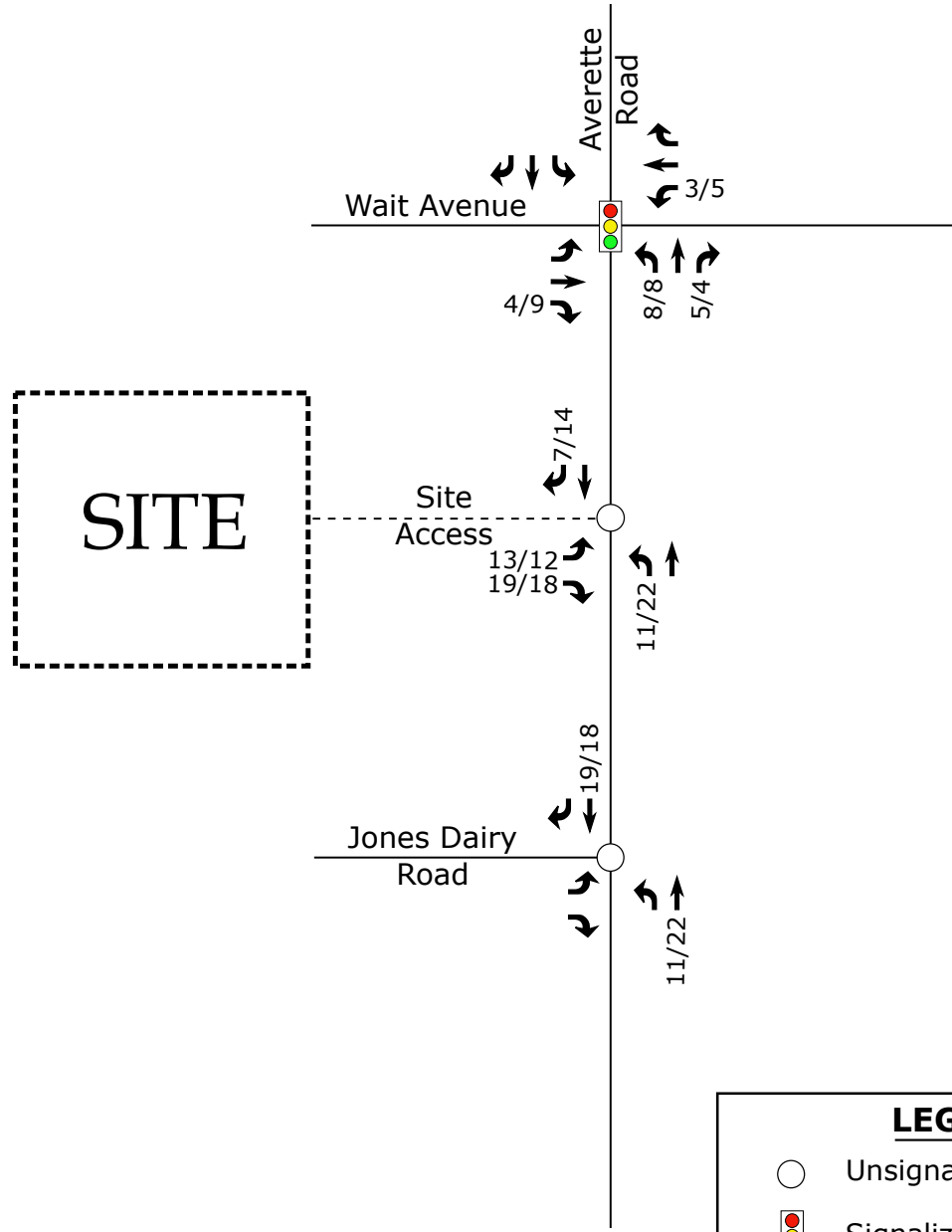
	1101 Averette Road Rolesville, NC	Residential Site Trip Assignment	
		Scale: Not to Scale	Figure 9a



LEGEND

- Unsignalized Intersection
- ⬆️⬆️⬆️ Signalized Intersection
- X / Y → Weekday AM / PM Peak Hour Site Trips

	1101 Averette Road Rolesville, NC	Retail Site Trip Assignment	
		Scale: Not to Scale	Figure 9b



LEGEND

- Unsignalized Intersection
- Signalized Intersection
- X / Y Weekday AM / PM Peak Hour Site Trips

	1101 Averette Road Rolesville, NC	Total Site Trip Assignment	
		Scale: Not to Scale	Figure 10

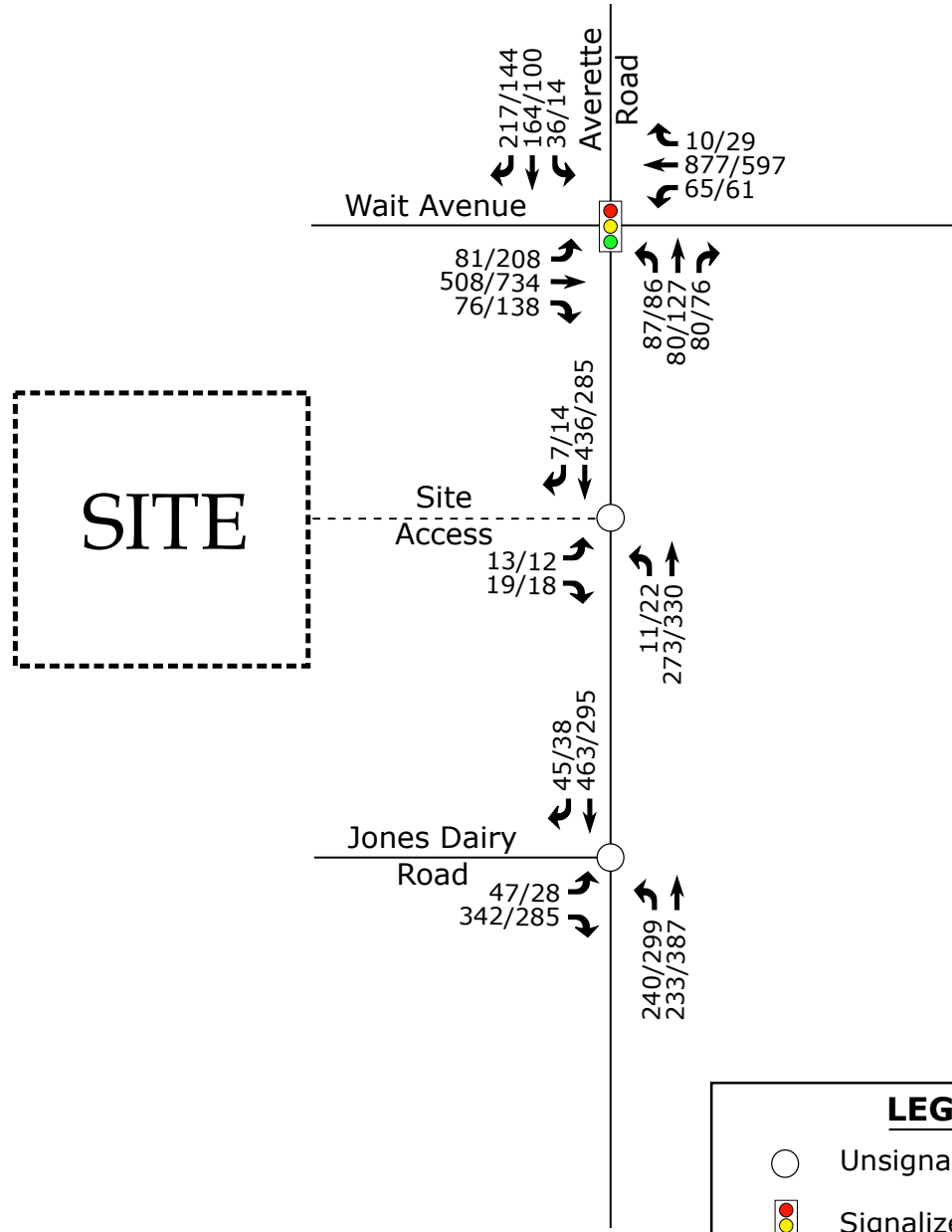
5. 2029 BUILD TRAFFIC CONDITIONS

5.1. 2029 Build Peak Hour Traffic Volumes



To estimate traffic conditions with the site fully built-out, the total site trips were added to the 2029 no-build traffic volumes to determine the 2029 build traffic volumes. Refer to Figure 11 for an illustration of the 2029 build peak hour traffic volumes with the proposed site fully developed.


5.2. Analysis of Build Peak Hour Traffic Conditions

Study intersections were analyzed with the 2029 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

-  Unsignaled Intersection
-  Signalized Intersection
- X / Y → Weekday AM / PM Peak Hour Traffic

	1101 Averette Road Rolesville, NC	2029 Build Peak Hour Traffic	
		Scale: Not to Scale	Figure 11

6. TRAFFIC ANALYSIS PROCEDURE

Study intersections were analyzed using the methodology outlined in the *Highway Capacity Manual* (HCM), 6th 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 11.1), was used to complete the analyses for 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 the NCDOT Congestion Management Guidelines, with exception of the future signal located at the intersection of Wait Avenue and Averette Road.

7. CAPACITY ANALYSIS

The following study intersections were analyzed under all traffic conditions:

- Wait Avenue and Averette Road
- Averette Road and Jones Dairy Road

The proposed site driveway was analyzed under 2029 build traffic conditions. Refer to Tables 5-7 for a summary of capacity analysis results. Refer to Appendices E-H for the Synchro capacity analysis reports and SimTraffic queueing reports.

7.1. Wait Avenue and Averette Road

Refer to the table below for a summary of the capacity analysis of the subject intersection during the analysis scenarios.

Table 5: Analysis Summary of Wait Avenue and Averette 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)
2026 Existing	EB	1 LT, 1 TH-RT	B (10)	B (18)	B (17)	B (18)
	WB	1 LT, 1 TH-RT	B (18)		B (10)	
	NB	1 LT-TH-RT	C (32)		C (34)	
	SB	1 LT-TH, 1 RT	C (25)		C (24)	
2029 No-Build	EB	1 LT, 1 TH-RT	B (14)	C (33)	B (19)	C (20)
	WB	1 LT, 1 TH-RT	B (18)		B (10)	
	NB	<u>1 LT</u> , 1 TH-RT	D (46)		C (35)	
	SB	<u>1 LT</u> , <u>1 TH-RT</u>	F (89)		D (39)	
2029 Build	EB	1 LT, 1 TH-RT	B (14)	C (33)	B (19)	C (21)
	WB	1 LT, 1 TH-RT	B (18)		B (10)	
	NB	<u>1 LT</u> , 1 TH-RT	D (52)		D (37)	
	SB	<u>1 LT</u> , <u>1 TH-RT</u>	F (89)		D (40)	

Lane improvements by others underlined based on TIA approvals and approved signal plans.

Capacity analysis of all traffic conditions indicates the intersection is expected to operate at LOS C or better during the AM and PM peak hours. Under existing conditions, all approaches are expected to operate at LOS C or better during the AM and PM peak hours. With the adjacent development traffic and regional growth added under future conditions, the southbound approach is expected to degrade to LOS F during the AM peak hour. It should be noted that under build conditions, the southbound approach delay is not expected to increase when compared to no-build conditions.

Significant queueing is expected along the northbound and southbound approaches under no-build conditions. These queueing issues are expected to persist under build conditions. The queue spillback is a result of the northbound and southbound left turn movements operating as permitted only with minimal gaps in traffic. These left turn queues are expected to spillback and block the shared through-right lanes along the northbound and southbound approaches.

Due to acceptable levels of service at the intersection and minimal impacts by the proposed development, no improvements are recommended by the developer at the intersection.

7.2. Averette Road and Jones Dairy Road

Refer to the table below for a summary of the capacity analysis of the subject intersection during the analysis scenarios.

Table 6: Analysis Summary of Averette Road and Jones Dairy Road

ANALYSIS SCENARIO	A P P R O A C H	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2026 Existing	EB NB SB	1 LT, 1 RT 1 LT, 1 TH 1 TH-RT	C (19) ² A (9) ¹ --	N/A	B (14) ² A (9) ¹ --	N/A
2029 No-Build	EB NB SB	1 LT, 1 RT 1 LT, 1 TH 1 TH-RT	D (27) ² A (10) ¹ --	N/A	C (17) ² A (9) ¹ --	N/A
2029 Build	EB NB SB	1 LT, 1 RT 1 LT, 1 TH 1 TH-RT	D (29) ² A (10) ¹ --	N/A	C (18) ² A (9) ¹ --	N/A

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

Capacity analysis of all traffic conditions indicates the major-street left turn movement is expected to operate at LOS A during the AM and PM peak hours. The minor-street approach is expected to operate at LOS D or better during the AM and PM peak hours. No significant queuing is expected at the intersection.

Due to acceptable operations, no improvements are recommended by the developer.

7.3. Averette Road and Site Access

Refer to the table below for a summary of the capacity analysis of the subject intersection during the analysis scenarios.

Table 7: Analysis Summary of Averette Road and Site Access

ANALYSIS SCENARIO	A P P R O A C H	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2029 Build	EB NB SB	1 LT-RT 1 LT , 1 TH 1 TH-RT	B (14) ² A (8) ¹ --	N/A	B (12) ² A (8) ¹ --	N/A

Improvements to lane configurations are shown in bold.

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

Capacity analysis of build traffic conditions indicates the major-street left turn movement is expected to operate at LOS A during the AM and PM peak hours. The minor-street approach is expected to operate at LOS B during the AM and PM peak hours. No significant queuing is expected at the intersection.

Turn lanes were considered based on the NCDOT *Policy on Street and Driveway Access to North Carolina Highways*. Neither a right nor a left turn lane are expected to be warranted at the intersection. Through coordination with NCDOT, a left turn lane into the site is recommended to be constructed by the developer. Turn lane warrants can be found in Appendix I.

Due to acceptable operations, no additional improvements are recommended.

8. CONCLUSIONS

This Traffic Impact Analysis was conducted to determine the potential traffic impacts of the proposed mixed-use development to be located at 1101 Averette Road in Rolesville, North Carolina. The proposed development, anticipated to be completed in 2029, is assumed to consist of the following uses:

- 76 townhomes (LUC 215)
- 5,000 s.f. of strip retail space (LUC 822)

Access is proposed via one (1) full-movement driveway along Averette Road.

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

- 2026 Existing Traffic Conditions
- 2029 No-Build Traffic Conditions
- 2029 Build Traffic Conditions

Trip Generation

It is estimated that the proposed development will generate approximately 772 total site trips on the roadway network during a typical 24-hour weekday period. Of the daily traffic volume, it is anticipated that 50 trips (18 entering and 32 exiting) will occur during the weekday AM peak hour and 66 trips (36 entering and 30 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.

9. RECOMMENDATIONS

Based on the findings of this study, specific geometric improvements have been identified to accommodate future traffic conditions. See a more detailed description of the recommended modifications and improvements below. Refer to Figure 12 for an illustration of the recommended lane configuration for the proposed development.

Improvements by Rosedale Development

Wait Avenue and Averette Road

- Extend eastbound left turn lane to provide 250 feet of storage plus appropriate deceleration and taper.

Improvements by Others

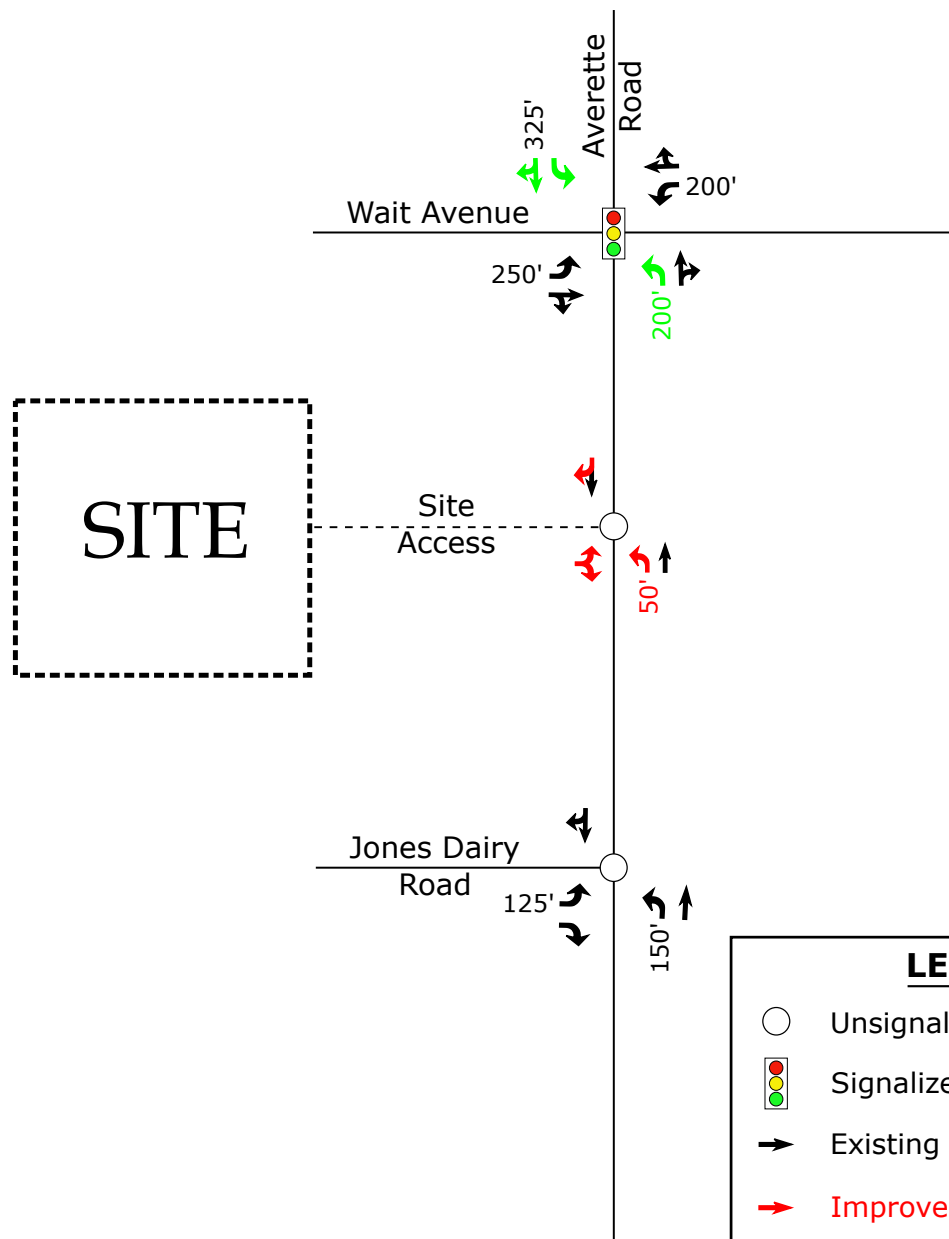
Wait Avenue and Averette Road

- Construct northbound left turn lane with 200 feet of storage plus appropriate deceleration and taper
- Restripe southbound approach to an exclusive left turn lane and a shared through-right lane.
- These improvements based on signal plan found in NCDOT database but not constructed in the field

Recommended Improvements by Developer

Averette Road and Site Access

- Construct Site Access with one ingress and one egress lane.
- Construct ingress left turn lane with 50 feet of storage plus appropriate deceleration and taper.
- Provide stop control for Site Access.



LEGEND

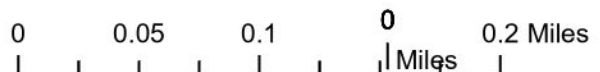
- Unsignalized Intersection
- Signalized Intersection
- Existing Lane
- Improvement by Developer
- Improvement by Others
- x' Storage (In Feet)

	1101 Averette Road Rolesville, NC	Recommended Lane Configurations	
		Scale: Not to Scale	Figure 12

Vicinity Map



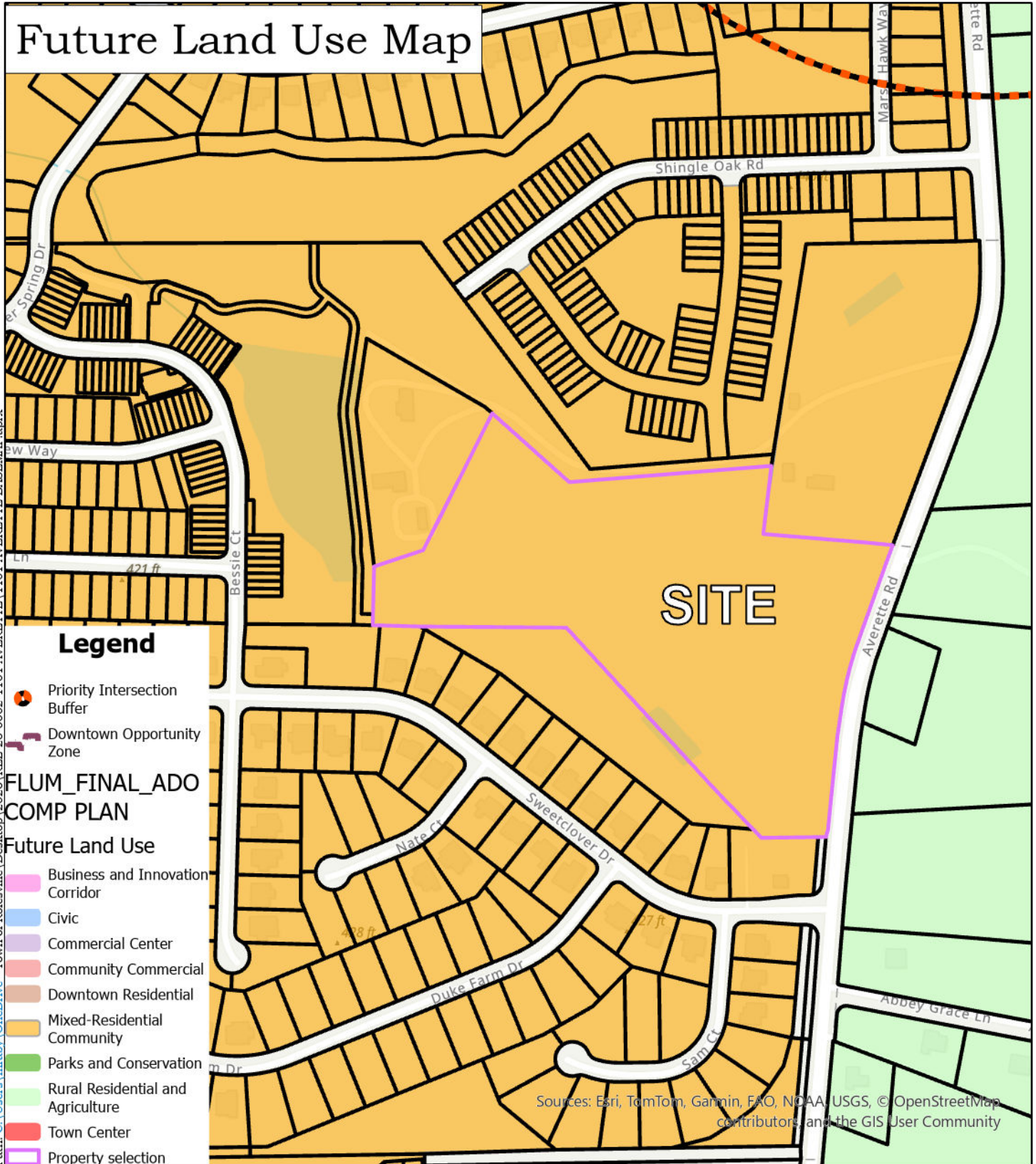
NC CGIA, Microsoft, Vantor



Future Land Use Map

Date Saved: 5/14/2026 4:47 PM

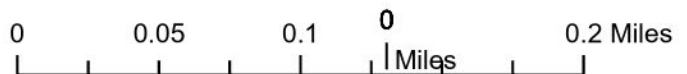
Path: C:\Users\mraby\OneDrive - Town of Rolesville\Desktop\2026\REZ-26-0002-1101 AVERETTE\1101 AVERETTE BASEMAP.aprx

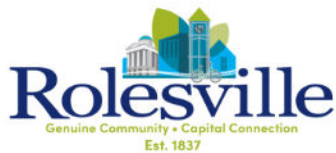


Legend

-  Priority Intersection Buffer
-  Downtown Opportunity Zone
- FLUM_FINAL_ADO
COMP PLAN**
- Future Land Use**
-  Business and Innovation Corridor
-  Civic
-  Commercial Center
-  Community Commercial
-  Downtown Residential
-  Mixed-Residential Community
-  Parks and Conservation
-  Rural Residential and Agriculture
-  Town Center
-  Property selection

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community



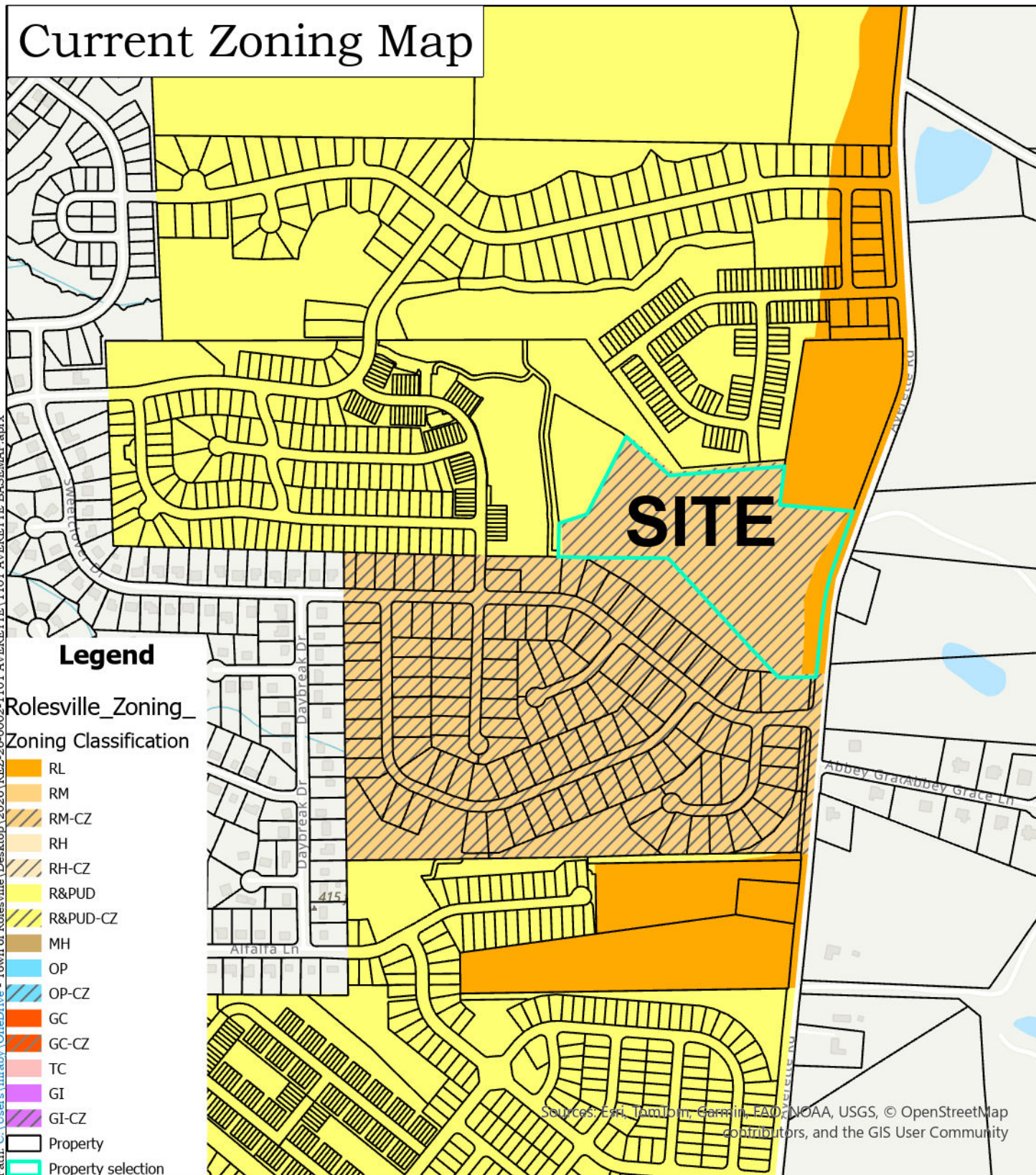


Case: REZ-26-0002
Address: 1101 AVERETTE ROAD
PINs: 1860029417
Date: 2026.05.013

Current Zoning Map

Date Saved: 5/13/2026 2:41 PM

Path: C:\Users\mrabry\OneDrive - Town of Rolesville\Desktop\2026\REZ-26-0002-1101 AVERETTE\1101 AVERETTE BASEMAP.aprx



Legend

Rolesville_Zoning_

Zoning Classification

- RL
- RM
- RM-CZ
- RH
- RH-CZ
- R&PUD
- R&PUD-CZ
- MH
- OP
- OP-CZ
- GC
- GC-CZ
- TC
- GI
- GI-CZ
- Property
- Property selection

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community





Memo

To: Town of Rolesville Planning Board
From: Stephen Wensman, Planning Director
Date: Meeting Held May 18, 2026
Re: REZ-26-0003 - Town Campus Site East Young Street

Rezoning Application & Site Data

The Town submitted a Zoning Map Amendment (Rezoning) application in April 2026 for a 17.388-acre site generally located at 408 E Young St; see table below for complete property information. The request is to change the zoning from Residential Low (RL) to a Business, Industrial, and Technology Zoning District (BT).

Site Data Table	
Application Reference	REZ-26-0003 / Town Campus
Address(es) / PINs	Two unaddressed properties, 404, 406, and 408 East Young Street
Owner/Applicant	Town of Rolesville
Area	
PIN(s)	1769101402, 1768094465, 1769101390, 1769102240, 1768098727
Current Zoning	Residential Low (RL)
Proposed Zoning	Business, Industrial, and Technology (BT)
Current Use	Vacant / undeveloped
Proposed Use	Government Facilities per LDO Sec. 5.1.3.G.

Background/History

In 2023 the Board of Commissioners pursued a design exercise for a future co-located campus of municipal offices and facilities at the grouping of properties in this application. A consultant was chosen, and after many design iterations the Board of Commissioners chose “Concept 3” as the preferred design and commissioned efforts to develop the design for construction of the project in a multi-phase manner. Currently, in 2026, the site and infrastructure design is well underway, as are architectural plans for the Police and Fire Department buildings and grounds. To accommodate the Town Campus, the development site requires a rezoning from Residential Low (RL) Density to Business, Industrial, and Technology (BT). Residential Low (RL) is not a suitable zoning district to allow the development of this large complex non-residential project despite the fact that the land use designation ‘government facilities’ is a permitted use. The Town analyzed all the LDO Zoning districts for the most appropriate to accommodate the project, and determined Business, Industrial, and Technology (BT) was best.

Comprehensive Plan

Land Use

The Rolesville 2050 Comprehensive Plan’s Future Land Use Map identifies the subject property as the “Civic” land use which is meant to host civic or institutional such as schools, places of worship, and resource centers in walkable, connected development. Model uses include schools, libraries, and civic centers, which can act as community anchors to support and strengthen adjacent commercial areas and neighborhoods.

Community Transportation Plan

The Town of Rolesville’s Community Transportation Plan (CTP, adopted 2021) includes recommendations for Thoroughfares, Collectors, and intersections. Thoroughfare and Collector recommendations apply to REZ-26-0003 Town Campus Rezoning.

Thoroughfare Recommendations

- East Young Street is prescribed as a Two-lane with Two Way left turn lane, Curb and Gutter, Bike Lanes, and Sidewalks.

Collector Recommendations

- A new generally east/west Collector that would extend from the Parker Ridge subdivision to East Young Street.
- A new generally north/south Collector from the above, to S. Main Street, through PIN 1758998909.

Greenway and Bike Plans

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

- Greenway through the northern region of the site in a generally east/west direction, from East Young eventually connecting to Redford Place Drive.
- Sidepath along the south (this property) side of East Young Street.
- Bicycle lanes within East Young Street.

Traffic

Traffic Impact Analysis

In 2025 the consulting firm, Stantec, performed the Traffic Impact Analysis (TIA) for this project on behalf of the Town; the study analyzed a development of:

- 34,000 SF of a Town Hall office building
- 26,200 SF of a Town Police Station
- 23,900 SF of a Town Fire Station
- 22,500 SF of a Town community center building
- 12,000 SF of a Wake County community library

The Final Report dated September 8, 2025 is included as **Attachment 3** to this memo.

TIA Summary - Trip Generation	Entering	Exiting	Total
<i>AM Peak (7-9 am)</i>	193	126	319
<i>PM Peak (4-6 pm)</i>	160	218	378
<i>Weekday Daily Trips</i>	3,172		

Neighborhood Meeting

Per the LDO Appendix B hand-book, a Rezoning application requires the Applicant to host and hold a Neighborhood meeting with adjacent property owners between first submittal and the time the application is presented to the Planning Board. The Town conducted this meeting on Thursday, May 7th, 2026 – see Attachment 3 for the summary documentation for/from that meeting.

Development Review

The Technical Review Committee (TRC) reviewed one (1) submittal of the Rezoning application and attachments, with no outstanding comments remaining. All minimum required documents were provided.

Staff Analysis and Recommendation

The current zoning of Residential Low density (RL) is the lowest intensity zoning district, a ‘holding’ stage for undeveloped and older residential properties. It was appropriate and typical for small agriculture-based communities like Rolesville was in the 20th century which consisted of farmland and natural vegetation with several older residences, such as along the Young Street frontage. The Residential Low (RL) zoning is no longer appropriate for a property situated between a new 4-line divided bypass highway and the reinventing Main Street corridor.

Staff recommends Approval of the request to the BT zoning district as it is appropriate to fulfill the approved Master Plan of the Town Campus government center project on the subject land. The BT District anticipates larger buildings in a coordinated campus-like setting designed around infrastructure aimed for common usage by residents of and visitors to the Town.

Consistency

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

- The intended land uses as approved by the Town for a municipal campus of multiple buildings is directly equivalent to a Civic Land Use, and the BT District is ideally suited to fulfill the Civic Land use.

Proposed Motions

1. Recommend **Approval** to the Town Board of Commissioners of Zoning Map Amendment request REZ-26-0003 Town Campus, based on *consistency* with Rolesville’s 2050 Comprehensive Plan Civic future land use designation and the Town’s approved Master Plan for this municipal complex which will locate multiple Town and County governmental facilities in one cohesive campus.
2. Recommend **Denial** to the Town Board of Commissioners of Zoning Map Amendment request REZ-26-0003 Town Campus based on *inconsistency* with Rolesville’s 2050 Comprehensive Plan Civic future land use designation for the following reasons: _____.

Attachments

1	Property Survey
---	-----------------

2	Traffic Impact Analysis (TIA) Report - August 7, 2025
3	Neighborhood Meeting Minutes - May 7, 2026
4	Resolution of Board of Commissioners on Town Campus project – October 2, 2023
5	Vicinity Map
6	Land Development Ordinance - Existing Zoning Map
7	Comprehensive Plan - Future Land Use Map

ATTACHMENT 1

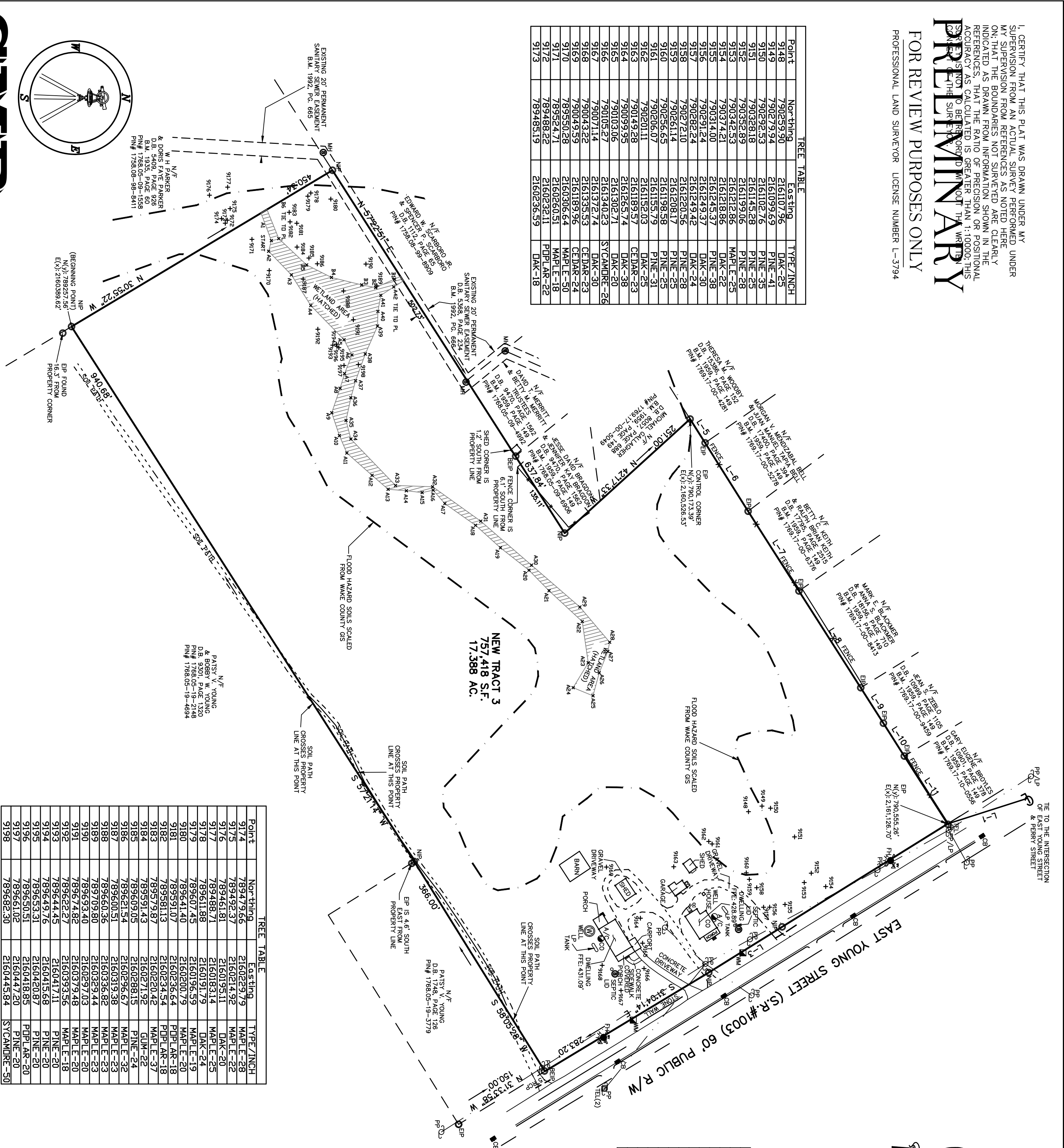
I, CERTIFY THAT THIS PLAT WAS DRAWN UNDER MY SUPERVISION FROM AN ACTUAL SURVEY PERFORMED UNDER MY SUPERVISION FROM REFERENCES AS NOTED HEREON; THAT THE BOUNDARIES NOT SURVEYED ARE CLEARLY INDICATED AS DRAWN FROM INFORMATION SHOWN IN THE RECORDS OF THE SURVEY AS CALCULATED OR POSITIONAL ACCURACY AS CALCULATED IS GREATER THAN 1:10000; THIS SURVEY IS NOT TO BE RECORDED WITHOUT THE WRITTEN CONSENT OF THE SURVEYOR.

PRELIMINARY

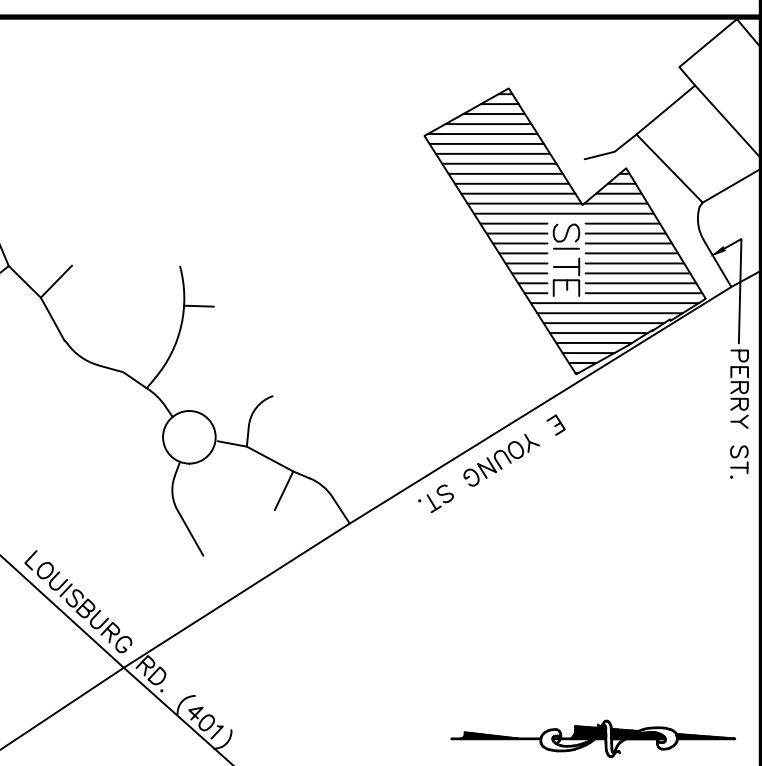
FOR REVIEW PURPOSES ONLY

PROFESSIONAL LAND SURVEYOR LICENSE NUMBER L-3794

Point	Northing	Easting	TYPE/INCH
9148	790259.90	216107.96	DAK-25
9149	790279.92	216109.93	PINE-41
9150	790292.93	216102.76	PINE-31
9151	790328.18	216143.28	PINE-25
9152	790352.89	216119.06	PINE-28
9153	790342.53	216121.86	MAPLE-25
9154	790374.21	216124.57	DAK-22
9155	790314.00	216124.37	PINE-38
9156	790291.24	216124.93	DAK-30
9157	790282.24	216124.94	DAK-24
9158	790272.10	216122.06	PINE-28
9159	790261.14	216120.81	PINE-25
9160	790256.45	216119.58	PINE-25
9161	790206.07	216115.79	PINE-31
9162	790201.11	216115.03	DAK-23
9163	790149.28	216118.95	DAK-38
9164	790103.06	216130.27	DAK-20
9165	790103.06	216130.27	SYCAMORE-26
9166	790071.14	216137.27	DAK-30
9167	790043.22	216133.53	CEGAR-24
9168	790049.59	216118.96	CEGAR-24
9170	789550.28	216030.64	MAPLE-50
9171	789524.71	216026.01	MAPLE-18
9172	789468.22	216023.21	PIPLAR-22
9173	789485.19	216026.59	DAK-18



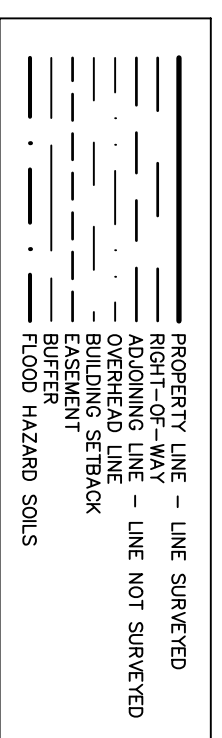
Point	Northing	Easting	TYPE/INCH
9174	789479.66	216022.97	MAPLE-28
9175	789492.37	216021.42	MAPLE-22
9176	789461.81	216019.51	DAK-20
9177	789488.71	216018.34	MAPLE-25
9178	789611.88	216019.79	MAPLE-24
9179	789607.45	216019.59	MAPLE-19
9180	789641.40	216020.79	MAPLE-20
9181	789591.07	216023.64	PIPLAR-18
9182	789581.13	216023.54	PIPLAR-18
9183	789579.87	216020.42	MAPLE-37
9184	789591.43	216021.92	MAPLE-23
9185	789609.05	216028.15	PINE-24
9186	789621.54	216029.67	MAPLE-32
9187	789600.51	216031.98	MAPLE-23
9188	789660.36	216033.62	MAPLE-23
9189	789709.80	216032.94	MAPLE-20
9190	789693.40	216029.70	MAPLE-20
9191	789674.82	216037.48	MAPLE-20
9192	789623.27	216039.56	MAPLE-18
9193	789644.45	216041.71	PINE-20
9194	789649.76	216041.68	PINE-20
9195	789633.31	216042.07	PINE-20
9196	789650.51	216041.85	PIPLAR-20
9197	789661.02	216044.72	PINE-20
9198	789682.30	216045.84	SYCAMORE-50



LINE	BEARING	DISTANCE
L-1	S 17°44'29" E	124.25
L-2	S 32°50'04" E	98.81
L-3	S 31°56'26" E	128.00'
L-4	S 32°50'04" E	125.00'
L-5	N 57°40'25" E	41.71'
L-6	N 57°53'03" E	119.63'
L-7	N 57°28'44" E	139.98'
L-8	N 57°28'23" E	170.00'
L-9	N 57°35'07" E	62.38'
L-10	N 57°35'22" E	57.66'
L-11	N 57°22'32" E	119.17'

LEGEND:
 EIP - EXISTING IRON PIPE
 EIB - EXISTING IRON BAR
 BEB - BENT IRON PIPE
 BEB - BENT IRON BAR
 BM - BENT IRON BAR
 BM - BENT IRON BAR
 CM - CONCRETE CURB
 SPK - SET PK NAIL
 NP - NEW IRON PIPE SET
 R/W - RIGHT OF WAY
 CATV - CABLE TV BOX
 TEL - TELEPHONE
 EB - ELECTRIC BOX
 P - PIERHEAD
 LP - LIGHT POLE
 WM - WATER METER
 WW - WATER VALVE
 CO - SEWER CLEAN-OUT
 CC - CONCRETE
 CO - CONCRETE
 MH - MANHOLE
 FH - FIRE HYDRANT
 [---] - ADDRESS

NOTES:
 1) AREA COMPUTED BY COORDINATE METHOD.
 2) THERE IS NO MONUMENT WITHIN 2000' OF THIS PROPERTY.
 3) NORTH ROTATION WAS OBTAINED VIA NC-VRS.
 4) RECOMBINATION PLAT UNDER REVIEW AND NOT YET RECORDED.



WETLAND DELINEATION & TREE SURVEY FOR
DONNIE WOODLIEF

404, 406, 408 & 0 EAST YOUNG STREET

OWNERS: TOWN OF ROLESVILLE

REF: D.B. 18568, PAGE 660

REF: B.M. 2008, PAGE 651

TOWN OF ROLESVILLE

WAKE COUNTY, NORTH CAROLINA



SCALE 1"=100'

NOVEMBER 9, 2023

ZONED R-1

PIN #1769.17-10-2240

PIN #1768.05-09-8727

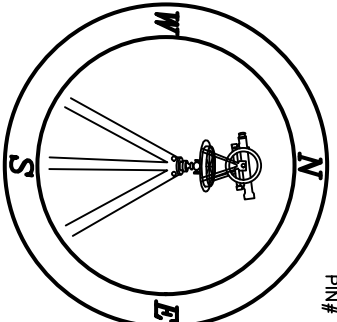
PIN #1768.05-09-4465

PIN #1769.17-10-1402

PIN #1769.17-10-1390



PROFESSIONAL LAND SURVEYORS, C-1525, 333 S. WHITE STREET, P.O. BOX 1253, WAKE FOREST N.C., 27588, (919) 556-3148



W. H. PARKER
 & DORIS FAYE PARKER
 D.B. 3023, PAGE 126
 D.B. 3023, PAGE 126
 PIN# 1768.05-09-1558
 PIN# 1768.05-19-8411

(BEGINNING POINT
 N(10) 289257.56
 E(10) 2160389.62
 EP FOUND
 18.3' FROM
 PROPERTY CORNER



**Rolesville Town Center
Traffic Impact Analysis**

Rolesville, North Carolina

September 8, 2025

Prepared for:

Town of Rolesville
502 Southtown Circle
Rolesville, NC 27571

Prepared by:

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

Sign-off Sheet

This document entitled Rolesville Town Center 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 *Austyn Beci*
(signature)

Austyn Beci, PE

Reviewed by *Pierre Tong*
(signature)

Pierre Tong, PE

Approved by *Matt Peach*
(signature)

Matt Peach, PE, PTOE

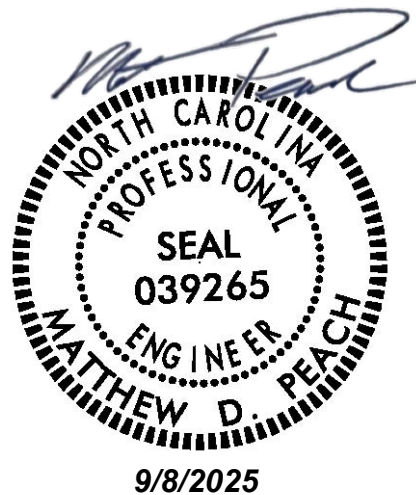


Table of Contents

EXECUTIVE SUMMARY	I
1.0 INTRODUCTION.....	1.1
2.0 INVENTORY OF TRAFFIC CONDITIONS	2.4
2.1 STUDY AREA	2.4
2.2 PROPOSED ACCESS	2.4
2.3 EXISTING CONDITIONS	2.4
2.4 FUTURE CONDITIONS	2.5
2.4.1 Broadmoor (aka Woodlief Assemblage).....	2.5
2.4.2 The Point	2.5
2.4.3 Parker Ridge.....	2.6
2.4.4 Merritt Property.....	2.6
2.4.5 U-6241	2.6
3.0 TRIP GENERATION AND DISTRIBUTION.....	3.9
3.1 TRIP GENERATION.....	3.9
3.1.1 Fire Station Trip Generation	3.9
3.1.2 Police Station Trip Generation	3.10
3.2 SITE TRIP DISTRIBUTION	3.10
4.0 TRAFFIC VOLUMES	4.13
4.1 DATA COLLECTION	4.13
4.2 BACKGROUND TRAFFIC GROWTH.....	4.13
4.3 ADJACENT DEVELOPMENT TRAFFIC.....	4.13
4.3.1 1216 Rolesville Road.....	4.13
4.3.2 Broadmoor (aka Woodlief Assemblage).....	4.14
4.3.3 Cobblestone	4.14
4.3.4 Kalas Falls	4.14
4.3.5 Merritt Property.....	4.14
4.3.6 Parker Ridge.....	4.14
4.3.7 Rolesville Crossing	4.14
4.3.8 The Point	4.15
4.3.9 The Preserve at Moody Farm.....	4.15
4.3.10 Tucker-Wilkins	4.15
4.4 NO-BUILD TRAFFIC VOLUMES	4.15
4.5 BUILD TRAFFIC VOLUMES	4.15
5.0 CAPACITY ANALYSIS	5.21
5.1 2025 EXISTING.....	5.23
5.2 2030 NO-BUILD	5.24
5.3 2030 BUILD.....	5.26
5.4 2030 BUILD IMPROVED	5.28
5.4.1 Proposed Improvements	5.28
6.0 RECOMMENDATIONS	6.30
7.0 REFERENCES.....	7.32
8.0 APPENDIX.....	8.32



LIST OF TABLES

Table 1: Existing Conditions2.5
Table 2: Trip Generation3.9
Table 3: Rolesville Police Department Collected Data.....3.10
Table 4: Level of Service Criteria5.21
Table 5: 2025 Existing Level of Service and Delay.....5.23
Table 6: 2030 No-Build Level of Service and Delay5.25
Table 7: 2030 Build Level of Service and Delay5.27
Table 8: 2030 Build Improved Level of Service and Delay5.29

LIST OF FIGURES

Figure 1: Site Location1.2
Figure 2: Site Plan1.3
Figure 3: 2025 Existing Lanes and Traffic Control.....2.7
Figure 4: 2030 No-Build Lanes and Traffic Control.....2.8
Figure 5: Trip Distribution3.11
Figure 6: Trip Assignment3.12
Figure 7: 2025 Existing Traffic Volumes4.16
Figure 8: Background Traffic Growth.....4.17
Figure 9: Adjacent Development Traffic Volumes.....4.18
Figure 10: 2030 No-Build Traffic Volumes.....4.19
Figure 11: 2030 Build Traffic Volumes4.20
Figure 12: Recommended Improvements6.31



Executive Summary

The proposed Rolesville Town Center development is located on the west side of Young Street south of the intersection of Young Street and Main Street in Rolesville, NC. The site is anticipated to be completed in 2030 and consists of the following land uses:

- 34,000 SF Town Hall
- 26,200 SF Police Station
- 23,900 SF Fire Station
- 22,500 SF Community Center
- 12,000 SF County Library

It should be noted that the current site plan lists the fire station at 20,680 square feet, while the original scoping plan had 23,900 square feet. Trip generation and analysis use the larger, original figure for a conservative estimate of traffic. Using the Institute of Transportation Engineers (ITE) Trip Generation Manual along with local data, it is estimated that at full build-out the development is expected to generate 3,172 new trips per average weekday. In the AM and PM peak hours, the development is expected to generate 319 trips (193 entering and 126 exiting) and 378 trips (160 entering and 218 exiting); respectively.

Access to the site is envisioned to be provided by the proposed Young Street Connector. A two-lane facility that will extend from the approved Parker Ridge development eastward through the Rolesville Town Center site with a full-movement intersection onto Young Street. It should be noted that there is a gated access for the Police Station proposed along Young Street near the northern property line. This is intended to remain gated and provide access for Rolesville Police Department for safety and security purposes. As it is intended to remain gated, it is not included in the traffic analysis.

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:

- 2025 Existing
- 2030 No-Build
- 2030 Build
- 2030 Build Improved

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

- US 401 Business (Main Street) at SR 1003 (Young Street)
- US 401 Bypass at SR 1003 (Young Street)
- US 401 Bypass U-Turn East of SR 1003 (Young Street)
- US 401 Bypass U-Turn West of SR 1003 (Young Street)



ROLESVILLE TOWN CENTER TRAFFIC IMPACT ANALYSIS




Additionally, this study includes capacity analysis for the AM and PM peak hours for the following planned intersections:

- Redford Place Drive at Young Street Connector
- Young Street at Young Street Connector

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)	2025 Existing		2030 No-Build		2030 Build		2030 Build-Improved	
	AM	PM	AM	PM	AM	PM	AM	PM
Main Street at Young Street	D (36.0)	C (31.7)	E (61.8)	E (75.7)	E (67.0)	F (86.1)		
US 401 Bypass Eastbound at Young Street	A (8.9)	A (8.6)	B (15.6)	B (17.1)	B (13.1)	B (18.0)		
US 401 Bypass Westbound at Young Street	A (8.4)	A (6.5)	B (16.9)	A (8.2)	B (19.4)	B (10.6)		
US 401 Bypass U-Turn East of Young Street	A (4.1)	A (2.3)	C (34.2)	B (16.6)	D (36.1)	B (16.8)		
US 401 Bypass U-Turn West of Young Street	A (2.3)	A (3.5)	B (16.6)	D (37.9)	B (17.6)	D (47.4)		
Redford Place Drive at Young Street Connector			A (3.9)	A (4.3)	A (4.3)	A (4.7)		
Young Street at Young Street Connector			C (19.0)	C (19.8)	F (60.6)	F (174.6)	B (14.2)	B (16.2)

	Signalized Intersection
	Unsignalized Intersection
	Intersection not Analyzed in Scenario

Rolesville's LDO⁸, 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.*
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.*



ROLESVILLE TOWN CENTER TRAFFIC IMPACT ANALYSIS

With the addition of traffic generated by the proposed development, the intersection of Main Street at Young Street increases in delay by greater than 5% in the AM and operates at LOS F in the PM peak hour. Per discussion with the Town of Rolesville, no mitigation is recommended at this intersection due to an ongoing project involving geometric improvements, U-6241, currently under construction. The improvements associated with the U-6241 are discussed in Section 2.4.5. As shown in Table ES-1, the proposed development also increases delay at the unsignalized intersection of Young Street at Young Street Connector to LOS F. The 2030 Build Improved scenario reflects the conversion of this intersection from stop controlled to signalized. With this conversion, it is also recommended to construct an eastbound left turn lane on Young Street Connector with 150 feet of full-width storage and appropriate taper.

Recommendations

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 meet the LOS Standards specified in the LDO⁸ or are not otherwise recommended. These recommendations are illustrated in Figure ES-1.

Main Street at Young Street

- No mitigation is recommended at this intersection due to an ongoing project involving geometric improvements, U-6241, currently under construction. The improvements associated with the U-6241 are discussed in Section 2.4.5.

US 401 Bypass at Young Street

- No improvements are recommended at this intersection.

US 401 Bypass U-Turn East of Young Street

- No improvements are recommended at this intersection.

US 401 Bypass U-Turn West of Young Street

- No improvements are recommended at this intersection.

Redford Place Drive at Young Street Connector

- No improvements are recommended at this intersection.

Young Street at Young Street Connector

- It is recommended that the intersection be considered for the installation of a traffic signal.
 - As the proposed development is shown to be constructed in phases, it is recommended that the signal be monitored if phases beyond the initial are to be constructed.
 - Before construction begins on future phases of development the intersection is recommended to be evaluated against the warrants for installation of a traffic signal as outlined in the Manual on Uniform Traffic Control Devices. If warranted and approved by NCDOT, a traffic signal is recommended to be installed.



ROLESVILLE TOWN CENTER TRAFFIC IMPACT ANALYSIS

- Construct an eastbound right turn lane on Young Street Connector with 175 feet of full-width storage and appropriate taper.
- Extend the northbound left turn lane on Young Street to 200 feet of full-width storage and appropriate taper.
- Maximize storage for the southbound right turn lane on Young Street with respect to the gated entrance shown on site plan.



Figure ES-1: Recommended Improvements

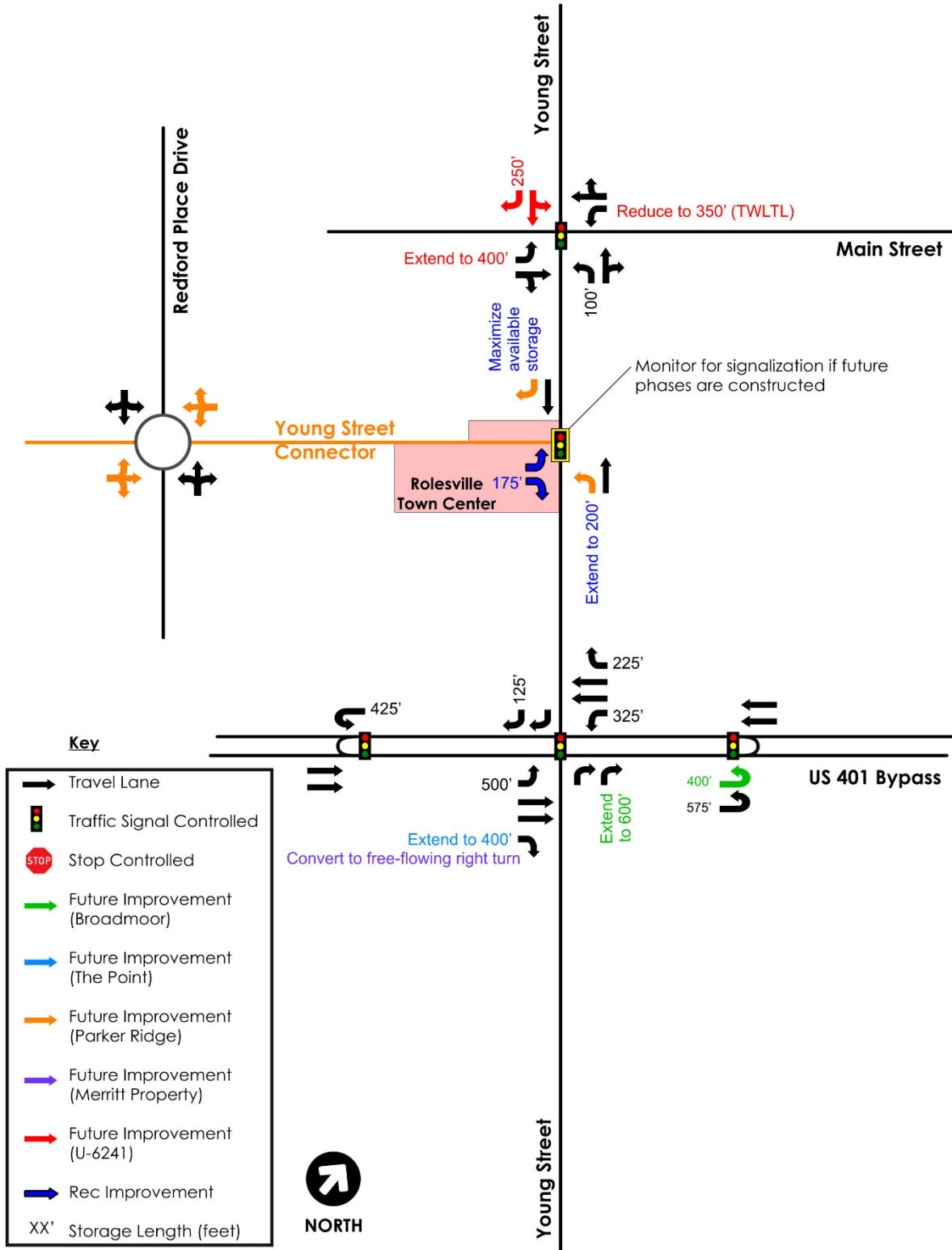


Figure is Not To Scale



ROLESVILLE TOWN CENTER TRAFFIC IMPACT ANALYSIS

Introduction
September 8, 2025

1.0 INTRODUCTION

The proposed Rolesville Town Center development is located on the west side of Young Street south of the intersection of Young Street and Main Street in Rolesville, NC. The site is anticipated to be completed in 2030 and consists of the following land uses:

- 34,000 SF Town Hall
- 26,200 SF Police Station
- 23,900 SF Fire Station
- 22,500 SF Community Center
- 12,000 SF County Library

It should be noted that the current site plan lists the fire station at 20,680 square feet, while the original scoping plan had 23,900 square feet. Trip generation and analysis use the larger, original figure for a conservative estimate of traffic. The site location is shown in Figure 1. The site plan, prepared by CLH Design, can be found in Figure 2. The traffic analysis considers future build conditions during the build-out year (2030). The analysis scenarios are as follows:

- 2025 Existing
- 2030 No-Build
- 2030 Build
- 2030 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.



ROLESVILLE TOWN CENTER TRAFFIC IMPACT ANALYSIS

Introduction
September 8, 2025

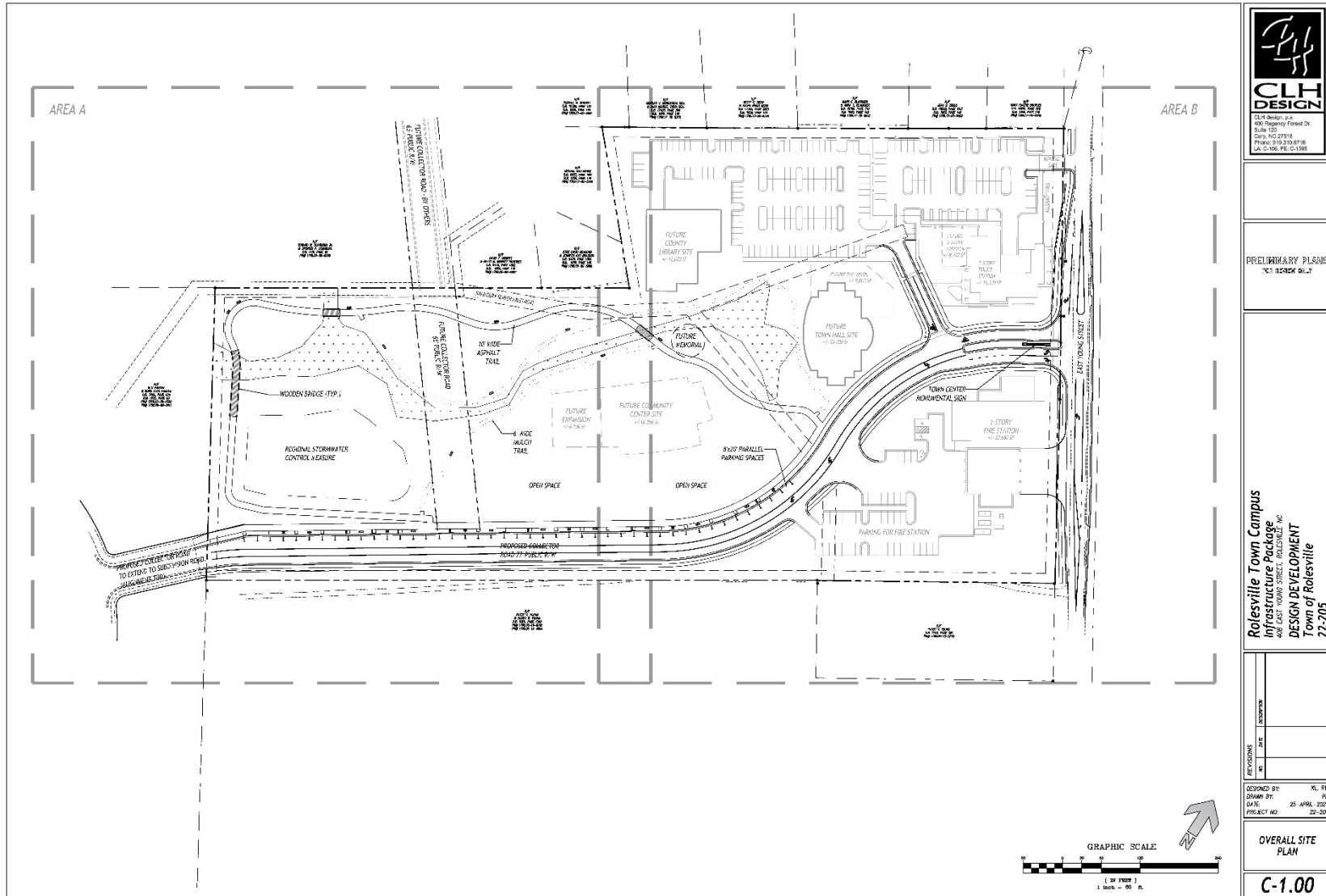
Figure 1: Site Location



ROLESVILLE TOWN CENTER TRAFFIC IMPACT ANALYSIS

Introduction
September 8, 2025

Figure 2: Site Plan



CLH DESIGN
 CLH DESIGN, P.C.
 4000 Research Forest Dr.
 Suite 100
 Cary, NC 27516
 Phone: 919.279.8716
 Fax: 919.279.8716

PRELIMINARY PLANS
NO. 22-205

**Rolesville Town Campus
 Infrastructure Package**
 400 EAST YOUNG STREET, ROLESVILLE, NC
DESIGN DEVELOPMENT
 Town of Rolesville
 22-205

DESIGNED BY: CL, RW
 DRAWN BY: RW
 DATE: 25 APRIL 2025
 PROJECT NO: 22-205

OVERALL SITE
 PLAN

C-1.00



2.0 INVENTORY OF TRAFFIC CONDITIONS

2.1 STUDY AREA

Stantec coordinated with the Town of Rolesville 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 Business (Main Street) at SR 1003 (Young Street)
- US 401 Bypass at SR 1003 (Young Street)
- US 401 Bypass U-Turn East of SR 1003 (Young Street)
- US 401 Bypass U-Turn West of SR 1003 (Young Street)

Additionally, this study includes the following planned intersections:

- Redford Place Drive at Young Street Connector
- Young Street at Young Street Connector

2.2 PROPOSED ACCESS

Access to the site is envisioned to be provided by the proposed Young Street Connector, a two-lane facility that will extend from the approved Parker Ridge development eastward through the Rolesville Town Center site with a full-movement intersection onto Young Street. This new full movement intersection is located approximately 1,300 feet south of the intersection of Main Street at Young Street. It should be noted that there is a gated access for the Police Station proposed along Young Street near the northern property line. This is intended to remain gated and provide access for Rolesville Police Department for safety and security purposes. As it is intended to remain gated, it is not included in the traffic analysis.

2.3 EXISTING CONDITIONS

Table 1 provides a detailed description of the existing study area roadway network. All functional classification¹ and average annual daily traffic (AADT)² information were obtained from NCDOT.



ROLESVILLE TOWN CENTER TRAFFIC IMPACT ANALYSIS

Inventory of Traffic Conditions
September 8, 2025

Table 1: Existing Conditions

Road Name	Road Number	Primary Cross-Section	Functional Classification ¹	AADT ² (2023)	Speed Limit (mph)	Maintenance Agency
Main Street	US 401 Business	2-Lane with TWLTL*	Other Principal Arterial	12,000	35	NCDOT
Young Street	SR 1003	2-Lane Undivided	Minor Arterial	8,200	35	NCDOT
US 401 Bypass	US 401 Bypass	4-Lane Divided	Other Principal Arterial	20,000	55	NCDOT
Redford Place Drive	-	2-Lane Undivided	Local Road	-	25	Town of Rolesville

*TWLTL = 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 2025 and the future year 2030. The future year lane configuration and traffic control for the study area intersections are illustrated in Figure 4.

2.4.1 Broadmoor (aka Woodlief Assemblage)

The following improvements are currently proposed to be implemented in association with the development of the Broadmoor site:

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.
- Restripe U-turn East of Young Street to provide a second Eastbound U-turn Lane with 400 feet of full-width storage and appropriate taper.

A copy of the TIA is contained in the Appendix. The Broadmoor development is discussed in more detail in Section 4.3.2

2.4.2 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.

A copy of the TIA is contained in the Appendix. The Point development is discussed in more detail in Section 4.3.8.



ROLESVILLE TOWN CENTER TRAFFIC IMPACT ANALYSIS

Inventory of Traffic Conditions
September 8, 2025

2.4.3 Parker Ridge

The following improvements are currently proposed to be implemented in association with the development of the Parker Ridge subdivision:

Redford Place Drive at Young Street Connector

- Construct Parker Ridge Accesses A and B (Young Street Connector) as full-movement access points with one ingress lane and one egress lane.

Young Street at Young Street Connector

- Construct the proposed driveway as a full-movement access point with one ingress lane and one egress lane.
- Construct a Northbound left-turn lane with 150 feet of full-width storage and appropriate taper.
- Construct a Southbound right-turn lane with 50 feet of full-width storage and appropriate taper.

A copy of the TIA is contained in the Appendix. The Parker Ridge development is discussed in more detail in Section 4.3.6.

2.4.4 Merritt Property

The following improvements are currently proposed to be implemented in association with the development of the Merritt Property:

US 401 Bypass at Young Street

- Modify the Eastbound right-turn such that the movement is a free-flowing right-turn from the US 401 Bypass onto Southbound Young Street.

A copy of the TIA is contained in the Appendix. The Merritt Property development is discussed in more detail in Section 4.3.5.

2.4.5 U-6241

The U-6241 project will realign Burlington Mills Road near Main Street as well as make streetscape and multimodal improvements along Main Street. As part of the project, the following geometric improvements will be made in the study area:

Main Street at Young Street

- Remove the dedicated Southbound left turn lane and re-stripe the existing Southbound through lane to a shared thru-left turn lane.
- Extend the existing Eastbound left-turn lane to 400 feet of full-width storage and appropriate taper
- Reduce the existing Westbound left-turn lane to 350' feet of full-width storage and appropriate taper



ROLESVILLE TOWN CENTER TRAFFIC IMPACT ANALYSIS

Inventory of Traffic Conditions
 September 8, 2025

Figure 3: 2025 Existing Lanes and Traffic Control

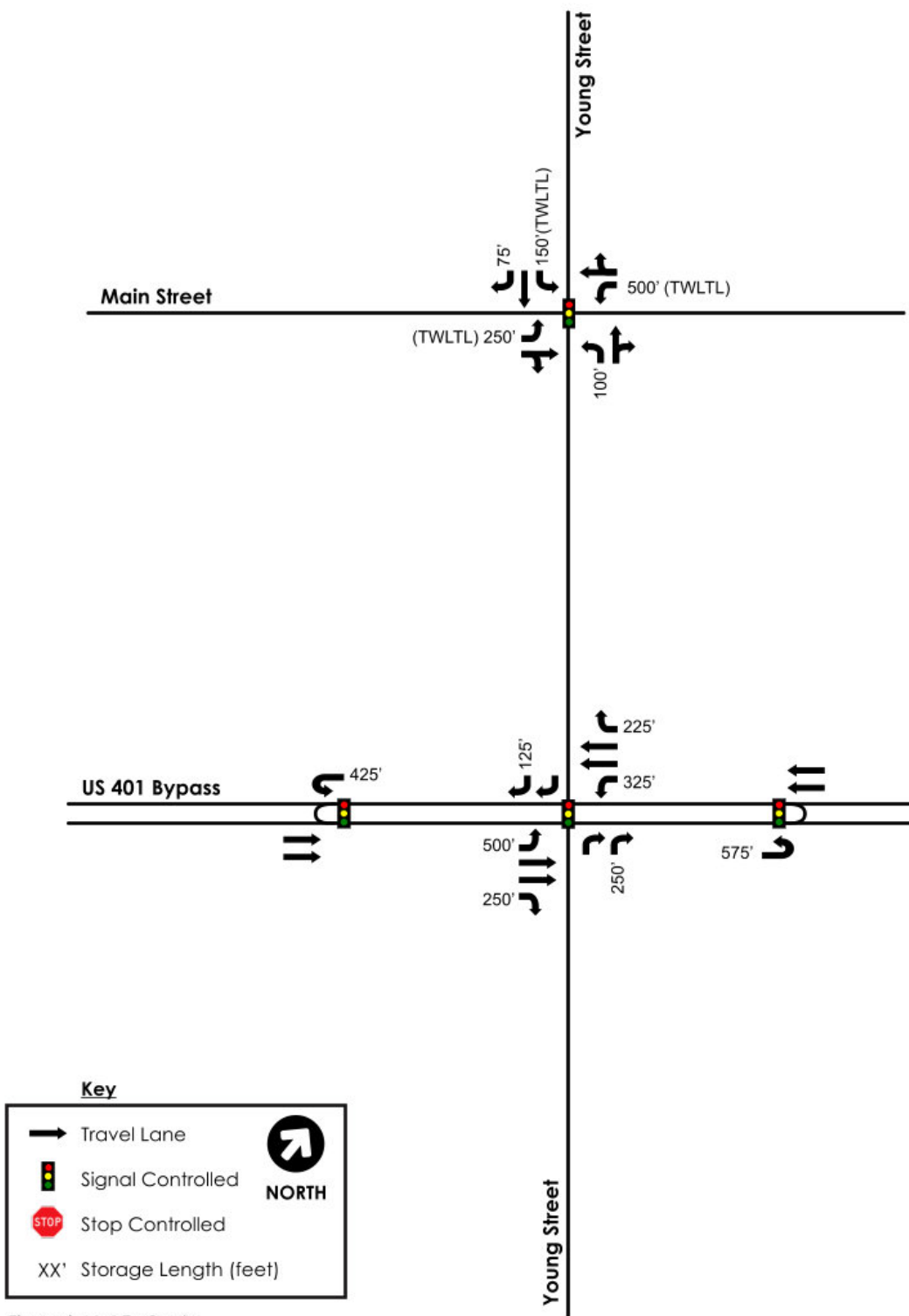


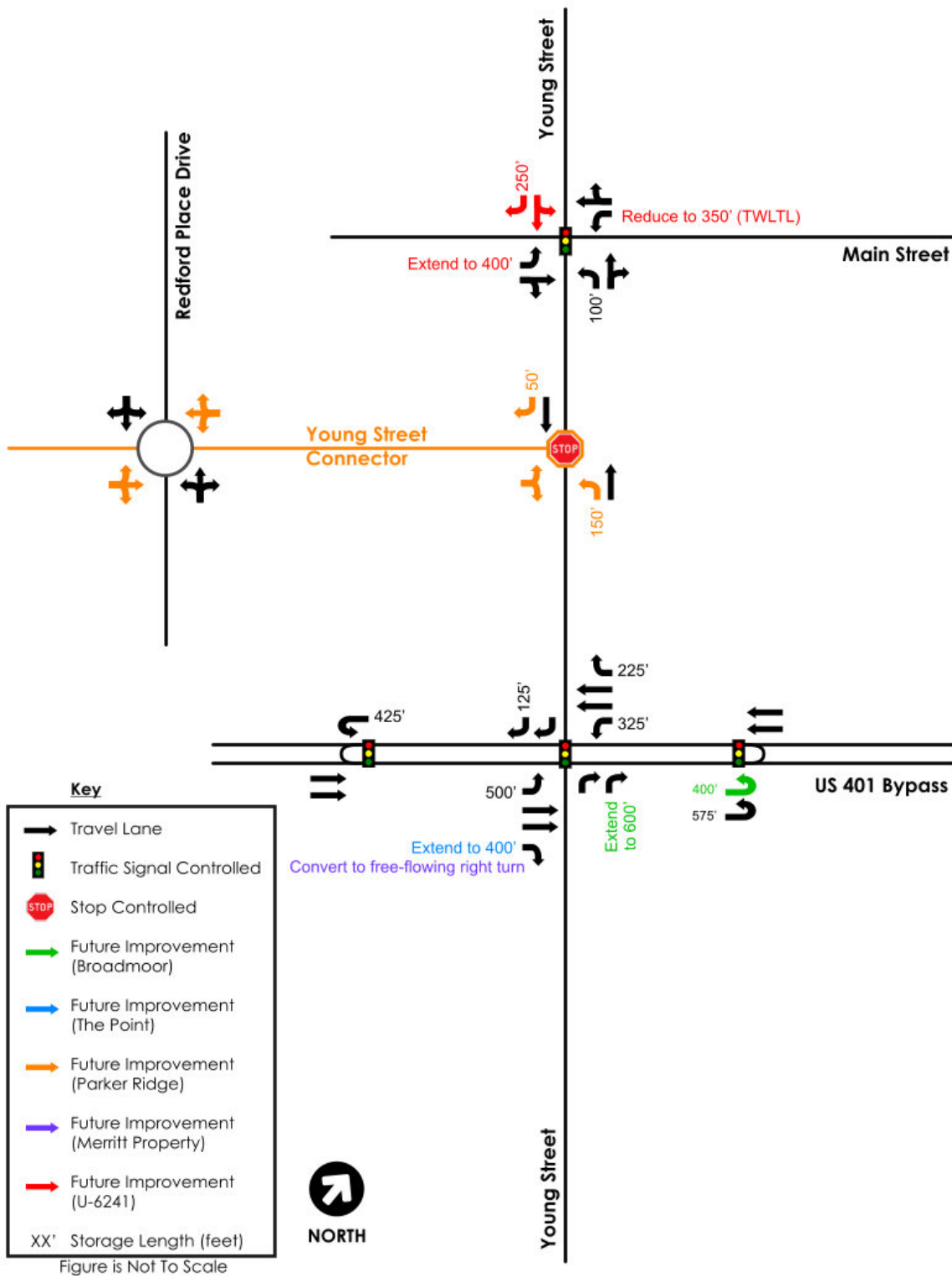
Figure is Not To Scale



ROLESVILLE TOWN CENTER TRAFFIC IMPACT ANALYSIS

Inventory of Traffic Conditions
 September 8, 2025

Figure 4: 2030 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 11th Edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual³ in addition to collecting local data. The Rate Versus Equation spreadsheet published by NCDOT⁴ was used to supplement the ITE methodology. It should be noted that exceptions to these methodologies were necessary for the Fire Station and Police Station land uses and are discussed in sections 3.1.1 and 3.1.2; respectively. Trip generation for the proposed development is shown in Table 2.

Table 2: Trip Generation

Land Use	Size (SF)	Daily	AM Peak			PM Peak		
		Total	Total	Enter	Exit	Total	Enter	Exit
Community Center (LUC 495)	22,500	646	43	28	15	92	43	49
Fire Station (LUC 575)	23,900	110	11	8	3	11	3	8
Library (LUC 590)	12,000	846	72	35	37	103	53	50
Town Hall (LUC 730)	34,000	768	114	85	29	57	14	43
Police Station (Local Data)	26,200	802	79	37	42	115	47	68
Total Trips Generated		3172	319	193	126	378	160	218

It should be noted that this study analyzes the full buildout of the site and all future uses shown on the site plan. The site plan shown in Figure 2 has the following future uses that are not anticipated to be constructed in the initial phase (2030).

- Expansion of Police Station (9,900 SF)
- Expansion of Town Hall (9,000 SF)
- County Library (12,000 SF)
- Future Community Center (16,000 SF) and expansion (6,500 SF)

3.1.1 Fire Station Trip Generation

It should be noted that the current site plan lists the fire station at 20,680 square feet, while the original scoping plan had 23,900 square feet. Trip generation and analysis use the larger, original figure for a conservative estimate of traffic.

To estimate traffic generated by the fire station, the rate provided in ITE Trip Generation for the PM peak was calculated. The AM peak hour trips were determined using the PM peak hour trip rate, and the percent of the traffic entering and exiting during the AM peak was assumed to be the converse of the PM peak. Daily trips were estimated as ten (10) times the PM peak hour trips.



ROLESVILLE TOWN CENTER TRAFFIC IMPACT ANALYSIS

Trip Generation and Distribution
September 8, 2025

3.1.2 Police Station Trip Generation

To estimate traffic generated by the police station, data was collected at the existing Rolesville Police Department located at 204 Southtown Circle. The police station shares a driveway with other uses, so a pedestrian grouping study was conducted. On February 4, 2025, data of the number of groups of pedestrians entering and exiting the police station was collected over a 24-hour period.

Each pedestrian group was assumed to be a trip either entering or exiting the police station. And resulted in the results shown in Table 3.

Table 3: Rolesville Police Department Collected Data

Land Use	Size (SF)	Daily	AM Peak			PM Peak		
		Total	Total	Enter	Exit	Total	Enter	Exit
Police Station	5,000	153	15	7	8	22	9	13

These trips were extrapolated to estimate the traffic to and from the planned police station within the proposed development. This methodology was submitted to NCDOT and subsequently approved during scoping. The methodology and further discussion are contained in the NCDOT TIA Checklist in the appendix.

3.2 SITE TRIP DISTRIBUTION

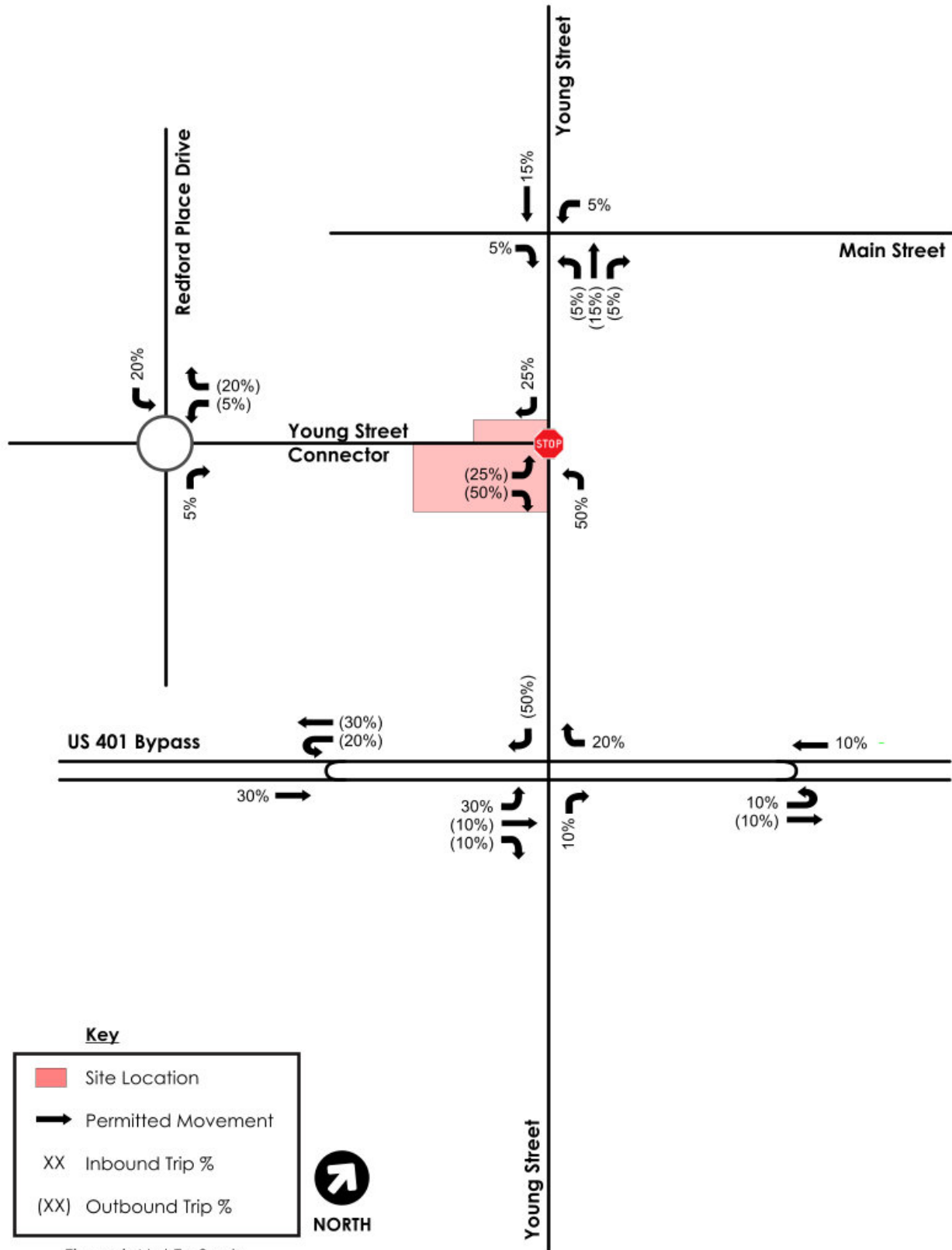
To accurately determine the effect of the proposed development on the surrounding roadway network, an estimate of the expected distribution of traffic entering and exiting the site is needed. These percentages were developed using a combination of existing traffic volume counts, historic AADTs provided 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
- 20% to/from the north on Redford Place Drive
- 15% to/from the north on Young Street
- 10% to/from the south on Young Street
- 10% to/from the east on US 401 Bypass
- 5% to/from the south on Redford Place Drive
- 5% to/from the east on Main Street
- 5% to/from the west on Main Street

The trip distribution for the proposed development is shown in Figure 5. The trip assignment is shown in Figure 6.



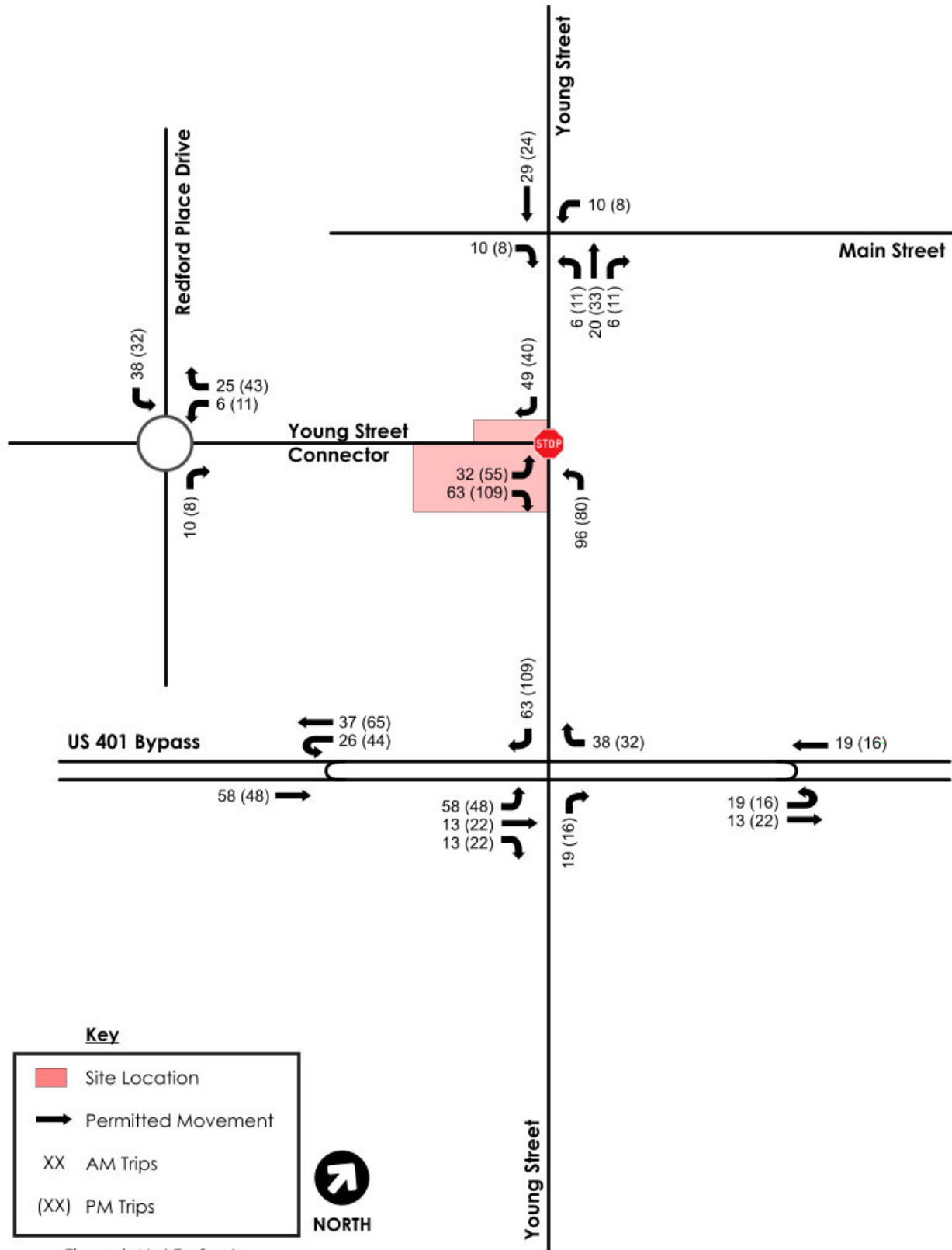
Figure 5: Trip Distribution



ROLESVILLE TOWN CENTER TRAFFIC IMPACT ANALYSIS

Trip Generation and Distribution
September 8, 2025

Figure 6: Trip Assignment



4.0 TRAFFIC VOLUMES

All traffic volume calculations can be found in the Appendix.

4.1 DATA COLLECTION

On Wednesday, May 22nd, 2024, AM (7:00 – 9:30 AM) and PM (4:00 – 6:00 PM) turning movement counts were collected at the following intersections:

- Main Street at Young Street
- Main Street at Redford Place Drive

Rolesville Elementary School was in session and operating with a normal bell schedule on the day of collection. While the intersection of Main Street at Redford Place Drive is not included in this study, the traffic counts obtained at this intersection are used to determine traffic counts at the existing roundabout on Redford Place Drive.

On Wednesday, December 11, 2024, AM (6:30 – 9:00 AM) and PM (4:00 – 6:00 PM) turning movement counts were collected at the following intersections:

- US 401 Bypass at Young Street
- US 401 Bypass U-turn East of Young Street
- US 401 Bypass U-turn West of Young Street

Rolesville High School was in session and operating with a normal bell schedule on the day of collection. Traffic counts were not balanced due to the distance between study intersections and the number of driveways between them. The 2024 counts were grown by a 2.0 percent annual rate to estimate the 2025 existing traffic volumes, shown in Figure 7. All traffic count data can be found in the appendix.

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 2024 counts were grown by a 2.0 percent annual rate to estimate the 2030 volumes. The growth in vehicles because of this future traffic growth is shown in Figure 8.

4.3 ADJACENT DEVELOPMENT TRAFFIC

There are ten (10) developments proposed to be constructed within and nearby the study area: 1216 Rolesville Road, Broadmoor, Cobblestone, Kalas Falls, Merritt Property, Parker Ridge, Rolesville Crossing, The Point, The Preserve at Moody Farm, and Tucker-Wilkins. 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 1216 Rolesville Road

1216 Rolesville Road is a mixed-use development project located along the west side of Rolesville Road between Rolesville High School and Fowler Road. The proposed development is expected to consist of 68 units of single-



ROLESVILLE TOWN CENTER TRAFFIC IMPACT ANALYSIS

Traffic Volumes
September 8, 2025

family attached housing and 30,000 square feet of retail. The development is anticipated to be fully built-out by 2029. A copy of the traffic study prepared by Ramey Kemp Associates, can be found in the Appendix.

4.3.2 Broadmoor (aka Woodlief Assemblage)

Broadmoor is a residential development project located along the east side of Rolesville Road between Fowler Road and Mitchell Mill Road. The proposed development is expected to consist of 158 units of single-family detached housing and 95 units of multifamily housing. The development is anticipated to be fully built-out by 2029. The improvements associated with the Broadmoor development are discussed in Section 2.4.1. A copy of the traffic study prepared by Stantec, can be found in the Appendix.

4.3.3 Cobblestone

Cobblestone is a mixed-use development proposed in the Northwest quadrant of the intersection of Main Street and Young Street. The proposed development is expected to consist of 180 apartments, 18,200 square feet of municipal flex space, and 50,000 square feet of retail space. The development is currently under construction and not yet completed. A copy of the traffic study prepared by Ramey Kemp & Associates, Inc., can be found in the Appendix.

4.3.4 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 currently under construction and not yet completed. A copy of the traffic study prepared by Stantec, can be found in the Appendix.

4.3.5 Merritt Property

The Merritt Property is a mixed-use development along the west side of Rolesville Road near the intersection with Fowler Road. The proposed development is expected to consist of 227 units of senior adult single-family (detached) homes, 278 units of senior adult multi-family (attached) homes, 21,000 square feet of retail, and a 15,000 square foot pharmacy with a drive thru. The development is anticipated to be fully built-out by 2028. The improvements associated with the Merritt Property development are discussed in Section 2.4.4. A copy of the traffic study prepared by Stantec, can be found in the Appendix.

4.3.6 Parker Ridge

Parker Ridge is a residential development located on both sides of Redford Place Drive south of Main Street. It is expected to consist of 162 single-family homes and 114 townhomes. The development is anticipated to be fully built-out by 2028. The improvements associated with the Parker Ridge development are discussed in Section 2.4.3. A copy of the traffic study prepared by Stantec, can be found in the Appendix.

4.3.7 Rolesville Crossing

Rolesville Crossing 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



ROLESVILLE TOWN CENTER TRAFFIC IMPACT ANALYSIS

Traffic Volumes
September 8, 2025

detached housing and 125 units of low-rise multifamily housing. The development is anticipated to be fully built-out by 2026. A copy of the traffic study prepared by Ramey Kemp & Associates, Inc., can be found in the Appendix.

4.3.8 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 currently under construction and not yet completed. The improvements associated with The Point development are discussed in Section 2.4.2. A copy of the traffic study prepared by Kimley-Horn and Associates, can be found in the Appendix.

4.3.9 The Preserve at 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. A copy of the traffic study prepared by Stantec, can be found in the Appendix.

4.3.10 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. A copy of the traffic study prepared by Stantec, can be found in the Appendix.

4.4 NO-BUILD TRAFFIC VOLUMES

The 2030 No-Build traffic volumes consist of the sum of the 2025 Existing traffic volumes (Figure 7), the Background traffic growth (Figure 8), and the adjacent development growth (Figure 9). The 2030 No-Build traffic volumes are shown in Figure 10.

4.5 BUILD TRAFFIC VOLUMES

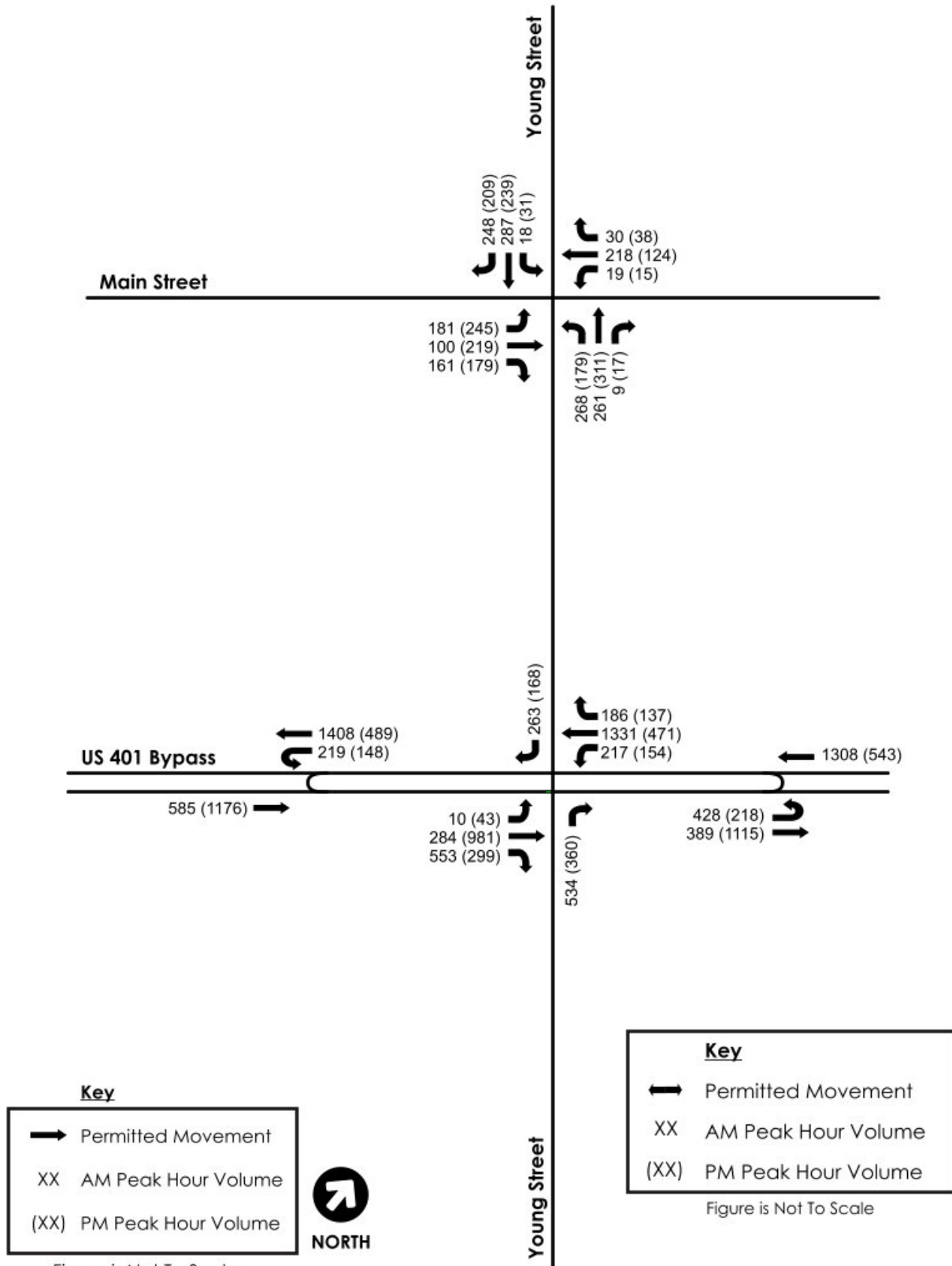
The 2030 Build traffic volumes include the 2030 No-Build traffic, and the proposed development traffic discussed in Section 3.0. The 2030 Build traffic volumes are shown in Figure 11.



ROLESVILLE TOWN CENTER TRAFFIC IMPACT ANALYSIS

Traffic Volumes
September 8, 2025

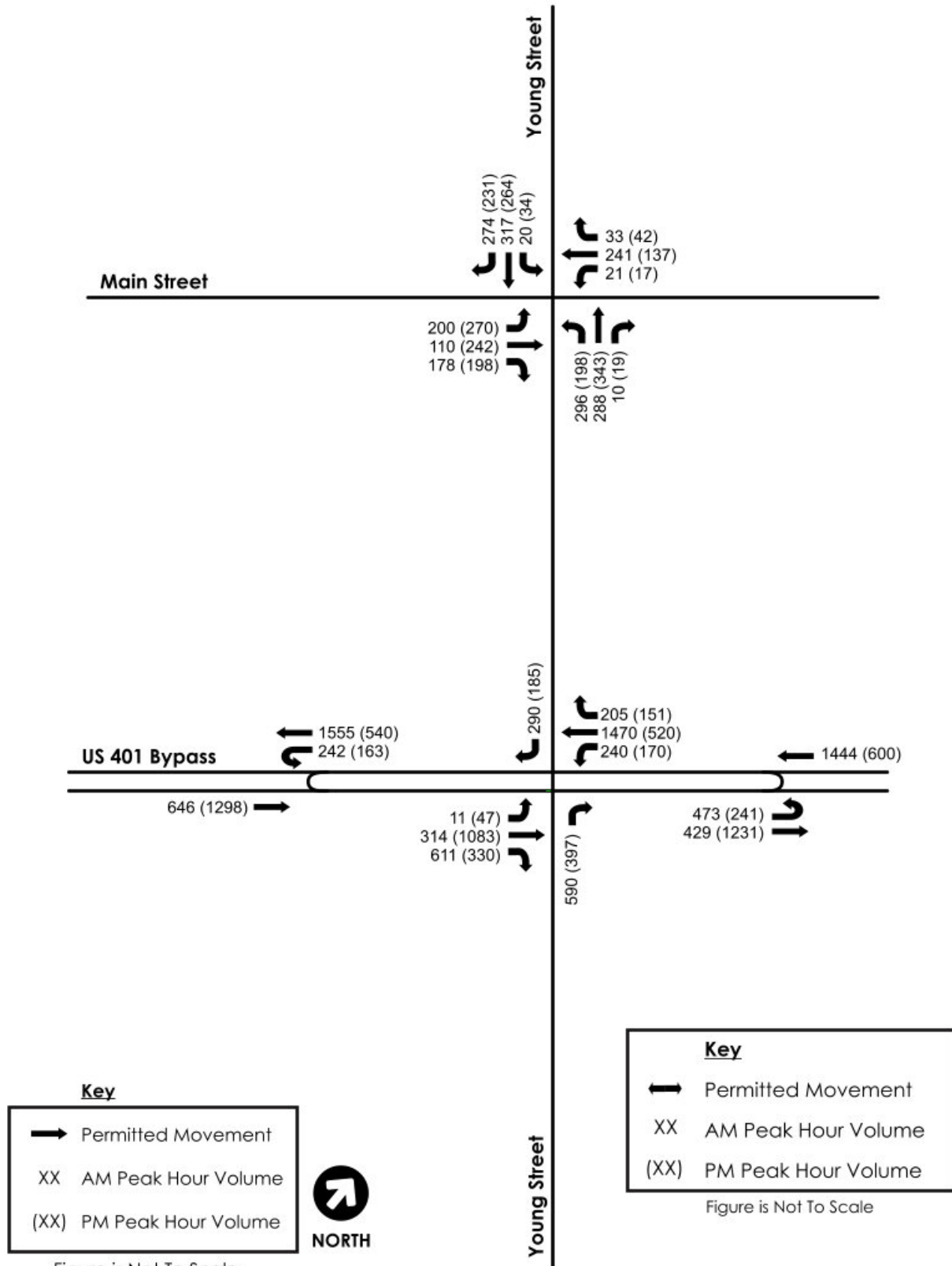
Figure 7: 2025 Existing Traffic Volumes



ROLESVILLE TOWN CENTER TRAFFIC IMPACT ANALYSIS

Traffic Volumes
September 8, 2025

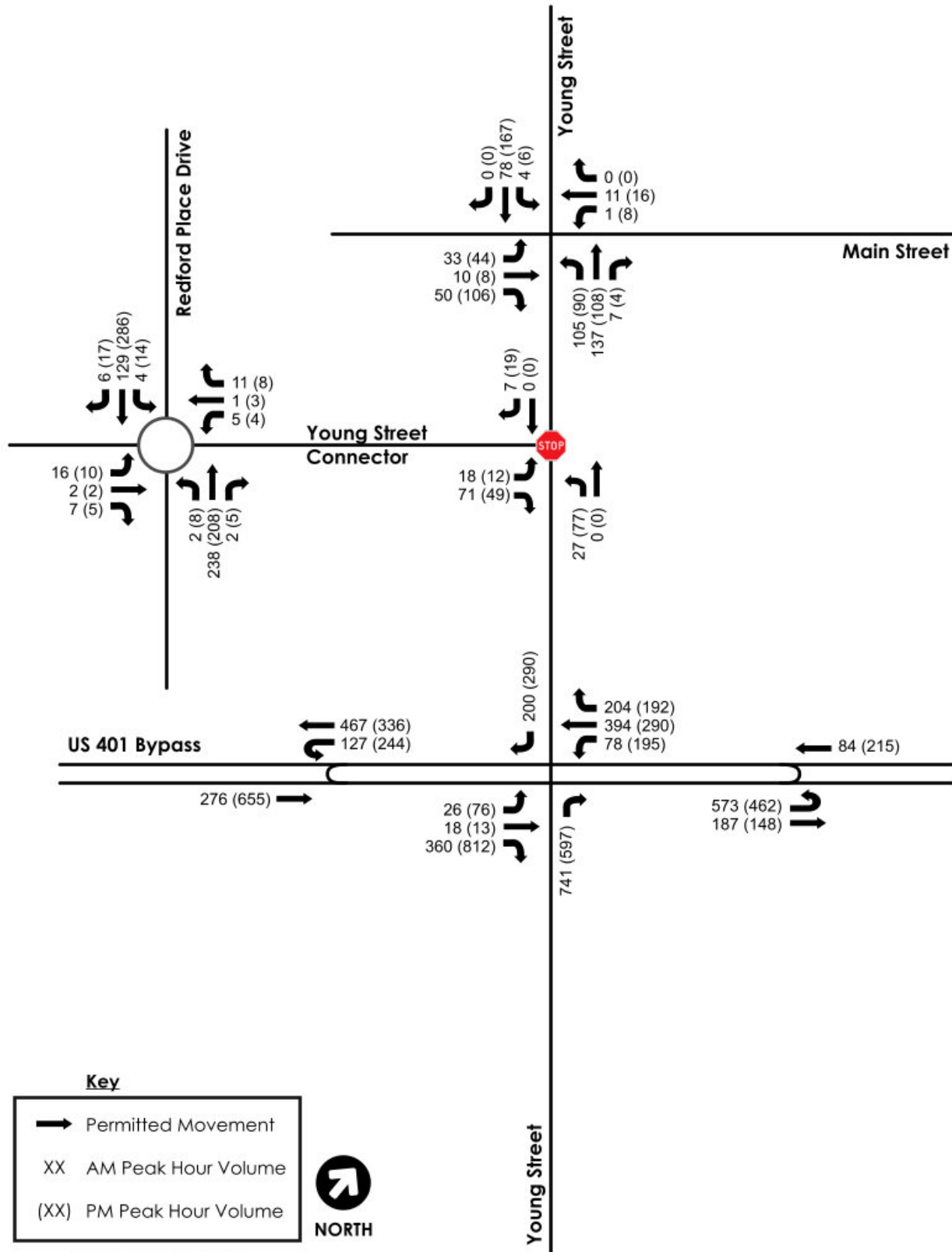
Figure 8: Background Traffic Growth



ROLESVILLE TOWN CENTER TRAFFIC IMPACT ANALYSIS

Traffic Volumes
September 8, 2025

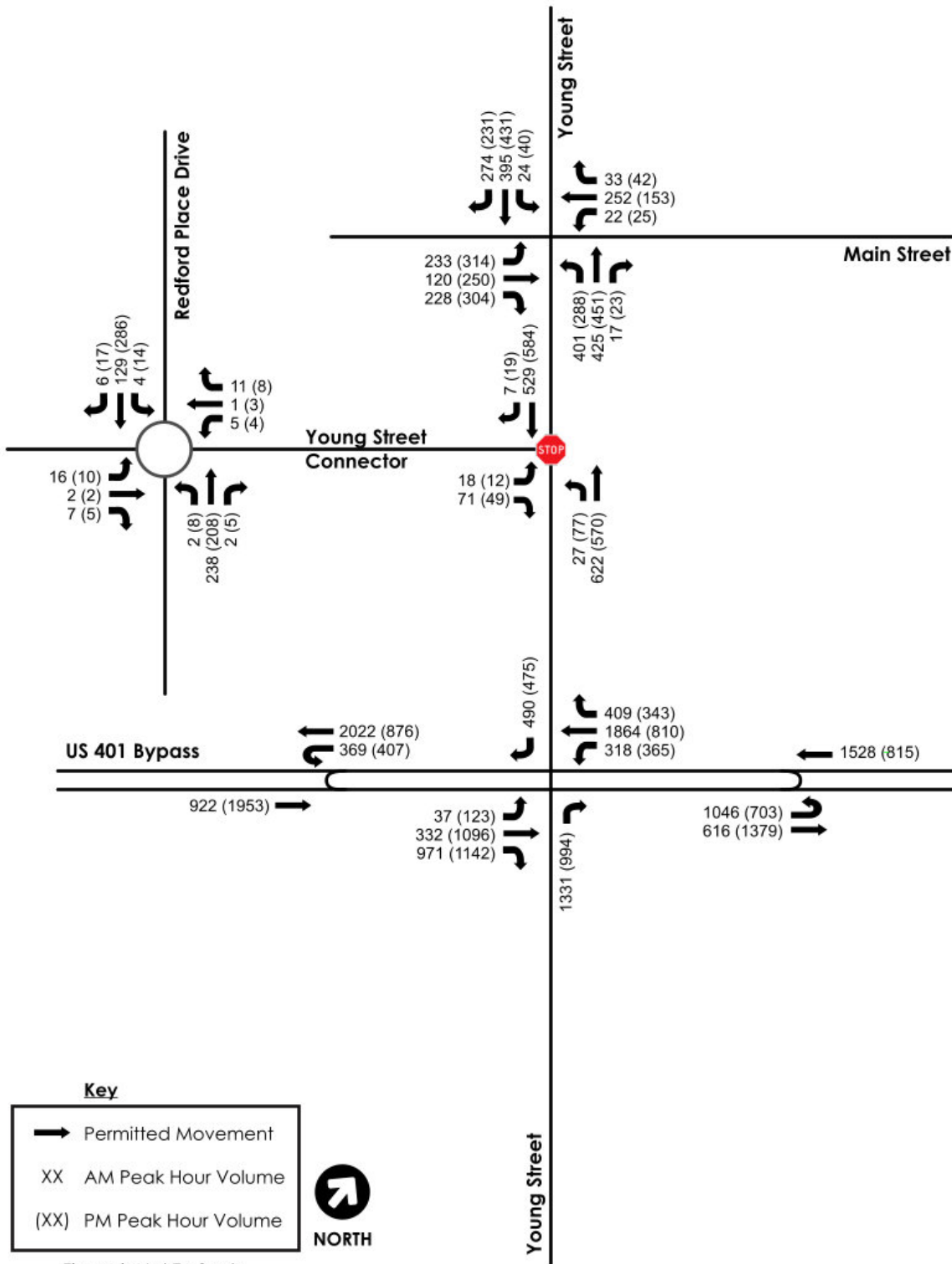
Figure 9: Adjacent Development Traffic Volumes



ROLESVILLE TOWN CENTER TRAFFIC IMPACT ANALYSIS

Traffic Volumes
September 8, 2025

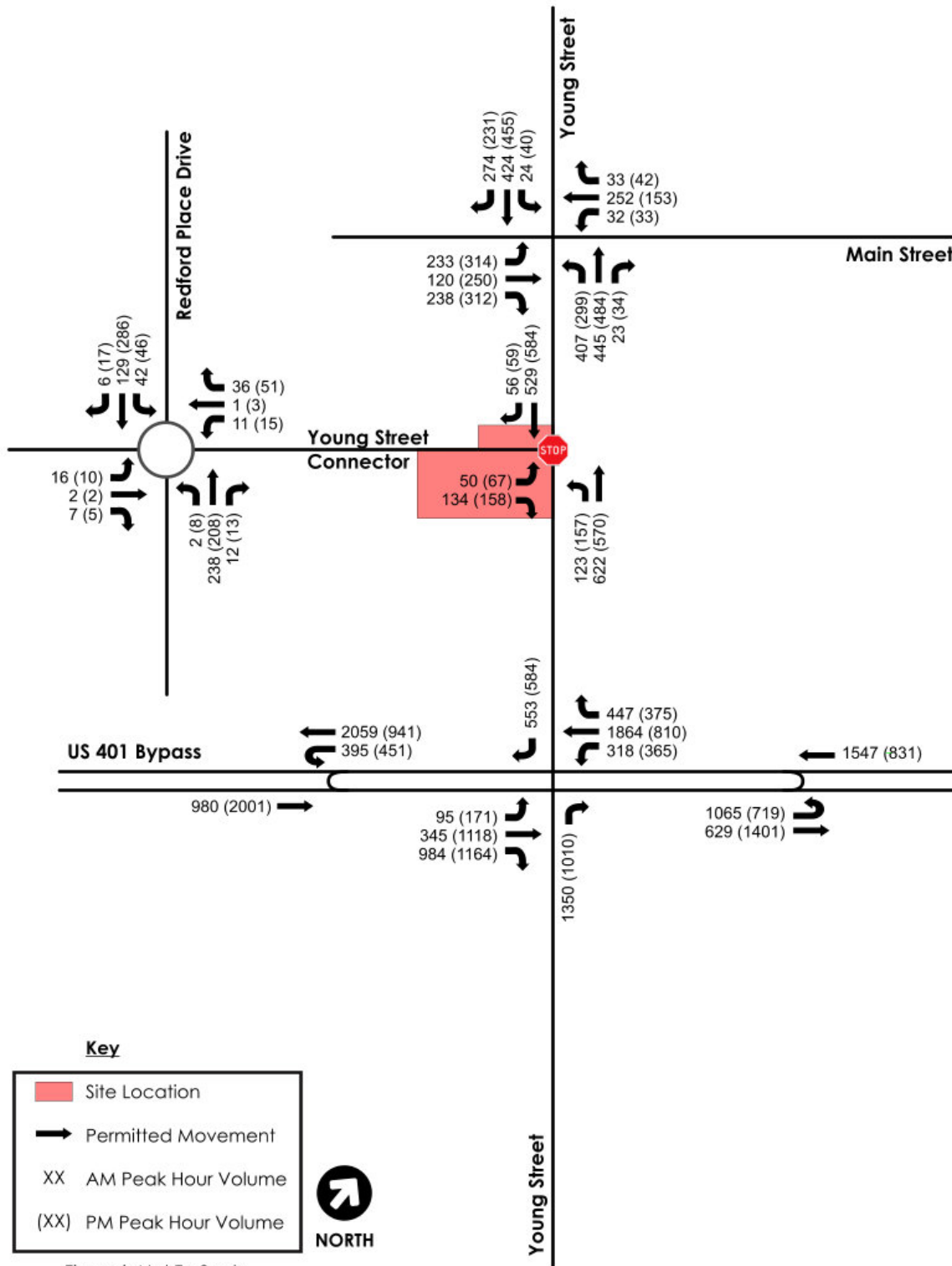
Figure 10: 2030 No-Build Traffic Volumes



ROLESVILLE TOWN CENTER TRAFFIC IMPACT ANALYSIS

Traffic Volumes
September 8, 2025

Figure 11: 2030 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 12 was used to analyze all signalized and stop-controlled intersections according to methods put forth by the Transportation Research Board’s Highway Capacity Manual⁶ (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*⁶ as well as the *Draft NCDOT Capacity Analysis Guidelines Best Practices*⁷. Table 4 presents the criteria of each LOS as indicated in the HCM.

Table 4: 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)⁸, 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.*



ROLESVILLE TOWN CENTER TRAFFIC IMPACT ANALYSIS

Capacity Analysis
September 8, 2025

- 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.








ROLESVILLE TOWN CENTER TRAFFIC IMPACT ANALYSIS

Capacity Analysis
September 8, 2025

5.1 2025 EXISTING

In the base year, under the existing geometric conditions, all study intersections and approaches operate at acceptable levels of delay with one exception. That is the southbound thru movement at the intersection of Main Street and Young Street operates at LOS E during both peak hours. The remaining study area intersections and movements operate at an acceptable level in both peak hours. The results from the 2025 Existing analysis are shown in Table 5. Instances where the overall intersection or lane group operate at LOS E are highlighted in the table.

Table 5: 2025 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	
	Main Street & Young Street	Overall	36.0	31.7	D	C					
		EB	L	20.6	16.5	C	B	156	189	201	233
			TR	20.4	18.1	C	B	229	330	223	309
		WB	L	18.9	15.3	B	B	26	21	39	33
			TR	33.9	28.8	C	C	281	186	289	159
		NB	L	46.8	39.3	D	D	236	150	200	200
			TR	26.3	35.6	C	D	213	279	427	348
		SB	L	35.3	24.2	D	C	32	37	230	234
T	64.7		64.0	E	E	324	275	729	462		
	US 401 Bypass Eastbound at Young Street	Overall	8.9	8.6	A	A					
		EB	T	7.1	6.6	A	A	37	94	117	154
			R	1.0	0.3	A	A	0	0	227	59
		NB	R	21.7	24.5	C	C	133	106	273	198
		WB	L	0.1	0.1	A	A	0	0	138	142
	US 401 Bypass Westbound at Young Street	Overall	8.4	6.5	A	A					
		WB	T	6.0	3.7	A	A	126	46	158	74
			R	0.2	0.1	A	A	0	0	0	0
		EB	L	0.0	0.0	A	A	0	0	38	64
	US 401 Bypass U-Turn East of Young Street	Overall	4.1	2.3	A	A					
		WB	T	5.4	3.2	A	A	148	43	192	65
		EB	U	0.4	0.1	A	A	0	0	433	83
	US 401 Bypass U-Turn West of Young Street	Overall	2.3	3.5	A	A					
		EB	T	3.2	4.0	A	A	46	114	73	70
		WB	U	0.1	0.1	A	A	0	0	89	113

*Maximum queue extends off the SimTraffic network and may be longer than recorded

 Intersection or Lane Group Operates at LOS E



5.2 2030 NO-BUILD

In the 2030 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.
- Modify the Eastbound right-turn such that the movement is a free-flowing right-turn from the US 401 Bypass onto Southbound 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.
- Restripe the U-Turn East of Young Street to provide a second Eastbound U-turn Lane with 400 feet of full-width storage and appropriate taper.

Main Street at Young Street

- Remove the dedicated Southbound left turn lane and re-stripe the existing Southbound through lane to a shared thru-left turn lane.
- Extend the storage of the existing Southbound right-turn lane from 75 feet to 250 feet
- Extend the storage of the existing Eastbound left-turn lane from 250 feet to 400 feet
- Reduce the storage of the existing Westbound left-turn lane from 500 feet to 350 feet

Young Street at Young Street Connector

- Construct the proposed driveway as a full-movement access point with one ingress lane and one egress lane.
- Construct a Northbound left-turn lane with 150 feet of full-width storage and appropriate taper.
- Construct a Southbound right-turn lane with 50 feet of full-width storage and appropriate taper.

Redford Place Drive at Young Street Connector

- Construct Parker Ridge Accesses A and B (Young Street Connector) as full-movement access points with one ingress lane and one egress lane.








In the future year of 2030 without the proposed development in-place, the signalized intersection of Main Street at Young Street operates at LOS E in both the AM and PM peak hour, with several movements operating at LOS E or F. Due to the long delays, these movements operating at LOS E and F also show long queues developing. These movements include the Northbound thru/right lane, the Southbound left/thru, and the Eastbound thru/right lane. All other study area intersections operate at an overall acceptable LOS.

Observation of the simulation runs showed lengthy queues along Eastbound thru movements on US 401 Bypass approaching its intersection with Young Street, as well as at the U-Turn West of Young Street in both AM and PM peak hours. Additionally, lengthy queues were observed in the Northbound movement along Young Street approaching US 401 Bypass in the AM peak hour.

Synchro LOS and delay results for the 2030 No-Build analysis 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: 2030 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	
	Main Street & Young Street	Overall	61.8	75.7	E	E					
		EB	L	67.2	52.6	E	D	275	390	357	500
			TR	38.7	67.3	D	E	348	704	400	1306*
		WB	L	26.5	48.1	C	D	33	51	59	178
			TR	56.6	52.0	E	D	321	219	368	249
		NB	L	67.9	50.2	E	D	540	335	200	200
			TR	75.9	111.7	E	F	603	684	1170	1198
SB	LT	69.8	106.0	E	F	582	670	898	1597*		
	R	50.8	46.8	D	D	349	269	350	350		
	US 401 Bypass Eastbound at Young Street	Overall	15.6	17.1	B	B					
		EB	T	19.0	24.8	B	C	96	345	165	346
			R	5.3	4.6	A	A	169	0	88	340
		WB	R	25.9	29.3	C	C	434	355	1340*	403
	US 401 Bypass Westbound at Young Street	Overall	16.9	8.2	B	A					
		WB	T	12.7	7.6	B	A	390	137	266	155
			R	0.2	0.3	A	A	0	0	0	24
		EB	L	0.0	0.1	A	A	0	0	0	124
	US 401 Bypass U-Turn East of Young Street	Overall	34.2	16.6	C	B					
		WB	T	28.6	10.8	C	B	573	171	397	176
		EB	U	42.3	23.5	D	C	414	161	326	274
	US 401 Bypass U-Turn West of Young Street	Overall	16.6	37.9	B	D					
		EB	T	11.6	29.6	B	C	207	798	358	1372
		WB	U	28.9	77.9	C	E	190	454	310	475
	Redford Place Drive at Young Street Connector / Parker Ridge Driveways	Overall	3.9	4.3	A	A					
		EB	LTR	3.6	4.2	A	A	4	3	34	35
		WB	LTR	4.0	3.9	A	A	3	3	34	32
		NB	LTR	4.2	4.1	A	A	31	28	51	57
	Young Street at Young Street Connector	Overall	1.5	1.5							
		EB	LR	19.0	19.8	C	C	28	20	77	75
		NB	L	8.8	9.3	A	A	3	8	40	65

*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



ROLESVILLE TOWN CENTER TRAFFIC IMPACT ANALYSIS

Capacity Analysis
September 8, 2025

5.3 2030 BUILD

As part of the 2030 Build analysis, the proposed driveway was added to the network as detailed in Section 2.2.

With the proposed development in place, the intersection of Main Street at Young Street experiences longer delays, with several approaches and movements operating at LOS E or F.

The intersection of US 401 Bypass at Young Street operates similarly to the no-build scenario. However, the westbound U-turn is shown to operate at LOS F in the PM peak hour whereas in the no-build scenario, the movement was shown to operate at LOS E.

The eastbound approach of the Young Street Connector at Young Street is projected to operate at LOS F during both peak hours. At unsignalized intersections, it is common for minor streets to experience higher delays due to the difficulty in making left-turn movements with the uninterrupted main street traffic.

SimTraffic simulation runs showed significant queues along the US 401 bypass; despite operating LOS B. The queueing stems from the eastbound thru movement. In the no-build scenario, this movement extended off the network (i.e. approximately 2,000 feet west of the western u-turn intersection) 66% of the PM peak hour where as this movement extended off the network 72% of the PM peak hour.

Synchro LOS and delay results for the 2030 Build scenario are listed in Table 7. Instances where the overall intersection or lane group operate at LOS E or F are highlighted in the table.



ROLESVILLE TOWN CENTER TRAFFIC IMPACT ANALYSIS

Capacity Analysis
September 8, 2025

Table 7: 2030 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
	Main Street & Young Street	Overall		67.0	86.1	E	F				
		EB	L	86.4	72.0	F	E	339	469	464	500
			TR	45.7	98.4	D	F	404	813	874	1908*
		WB	L	34.1	72.8	C	E	51	85	100	252
			TR	64.9	54.4	E	D	355	243	370	348
		NB	L	63.7	48.0	E	D	559	354	200	200
			TR	77.9	110.4	E	F	668	774	1230	1209*
		SB	LT	78.4	110.0	E	F	650	744	1014	1652*
R	51.8		47.7	D	D	342	282	350	350		
	US 401 Bypass Eastbound at Young Street	Overall		13.1	18.0	B	B				
		EB	T	22.4	26.8	C	C	104	378	181	382
			R	2.5	5.2	A	A	0	0	148	347
		NB	R	21.6	29.5	C	C	453	379	1262	406
		WB	L	0.2	0.3	A	A	0	0	126	215
	US 401 Bypass Westbound at Young Street	Overall		19.4	10.6	B	B				
		WB	T	14.9	9.4	B	A	502	154	275	151
			R	0.2	0.3	A	A	0	0	57	77
		EB	L	0.1	0.1	A	A	0	0	124	150
		SB	R	53.7	21.8	D	C	301	151	307	229
	US 401 Bypass U-Turn East of Young Street	Overall		36.1	16.8	D	B				
		WB	T	29.4	11.0	C	B	635	174	410	188
		EB	U	45.9	23.6	D	C	466	166	370	275
	US 401 Bypass U-Turn West of Young Street	Overall		17.6	47.4	B	D				
		EB	T	12.3	38.7	B	D	217	1141	394	1386
		WB	U	30.9	85.6	C	F	214	655	315	533
	Redford Place Drive at Young Street Connector / Parker Ridge Driveways	Overall		4.3	4.7	A	A				
		EB	LTR	3.8	4.4	A	A	4	3	33	35
		WB	LTR	4.4	4.4	A	A	8	11	44	44
		NB	LTR	4.8	4.6	A	A	34	30	54	61
		SB	LTR	3.7	4.9	A	A	22	47	39	64
	Young Street at Young Street Connector	Overall		8.2	25.6						
		EB	LR	60.6	174.6	F	F	158	318	211	442
		NB	L	9.5	10.1	A	B	13	18	92	112

*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



5.4 2030 BUILD IMPROVED

5.4.1 Proposed Improvements

The 2030 Build Improved capacity analysis results are shown in Table 8. 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.

Main Street at Young Street

- No mitigation is recommended at this intersection due to an ongoing project involving geometric improvements, U-6241, currently under construction. The improvements associated with the U-6241 are discussed in Section 2.4.5.

US 401 Bypass at Young Street

- No improvements are recommended at this intersection.

US 401 Bypass U-Turn East of Young Street

- No improvements are recommended at this intersection.

US 401 Bypass U-Turn West of Young Street

- No improvements are recommended at this intersection.

Redford Place Drive at Young Street Connector

- No improvements are recommended at this intersection.

Young Street at Young Street Connector


- It is recommended that the intersection be considered for the installation of a traffic signal.
 - As the proposed development is shown to be constructed in phases, it is recommended that the signal be monitored if phases beyond the initial are to be constructed.
 - Before construction begins on future phases of development the intersection is recommended to be evaluated against the warrants for installation of a traffic signal as outlined in the Manual on Uniform Traffic Control Devices. If warranted and approved by NCDOT, a traffic signal is recommended to be installed.
- Construct an eastbound right turn lane on Young Street Connector with 175 feet of full-width storage and appropriate taper.
- Extend the northbound left turn lane on Young Street to 200 feet of full-width storage and appropriate taper.
- Maximize storage for the southbound right turn lane on Young Street with respect to the gated entrance shown on site plan.



ROLESVILLE TOWN CENTER TRAFFIC IMPACT ANALYSIS

Capacity Analysis
September 8, 2025

Table 8: 2030 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
	Young Street at Young Street Connector	Overall		14.2	16.2	B	B				
		EB	L	39.4	42.5	D	D	65	84	88	141
			R	24.9	24.9	C	C	105	127	148	151
		NB	L	42.8	42.3	D	D	127	155	166	195
			T	4.7	4.1	A	A	174	128	212	229
		SB	T	14.6	16.8	B	B	323	359	326	342
			R	3.7	4.3	A	A	19	22	208	177



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. Intersections where no improvements are recommended are locations that do meet the LOS Standards specified in the LDO⁸. These recommendations are shown in Figure 12.

Main Street at Young Street

- No mitigation is recommended at this intersection due to an ongoing project involving geometric improvements, U-6241, currently under construction. The improvements associated with the U-6241 are discussed in Section 2.4.5.

US 401 Bypass at Young Street

- No improvements are recommended at this intersection.

US 401 Bypass U-Turn East of Young Street

- No improvements are recommended at this intersection.

US 401 Bypass U-Turn West of Young Street

- No improvements are recommended at this intersection.

Redford Place Drive at Young Street Connector

- No improvements are recommended at this intersection.

Young Street at Young Street Connector

- It is recommended that the intersection be considered for the installation of a traffic signal.
 - As the proposed development is shown to be constructed in phases, it is recommended that the signal be monitored if phases beyond the initial are to be constructed.
 - Before construction begins on future phases of development the intersection is recommended to be evaluated against the warrants for installation of a traffic signal as outlined in the Manual on Uniform Traffic Control Devices. If warranted and approved by NCDOT, a traffic signal is recommended to be installed.
- Construct an eastbound right turn lane on Young Street Connector with 175 feet of full-width storage and appropriate taper.
- Extend the northbound left turn lane on Young Street to 200 feet of full-width storage and appropriate taper.
- Maximize storage for the southbound right turn lane on Young Street with respect to the gated entrance shown on site plan.



ROLESVILLE TOWN CENTER TRAFFIC IMPACT ANALYSIS

Recommendations
September 8, 2025

Figure 12: Recommended Improvements

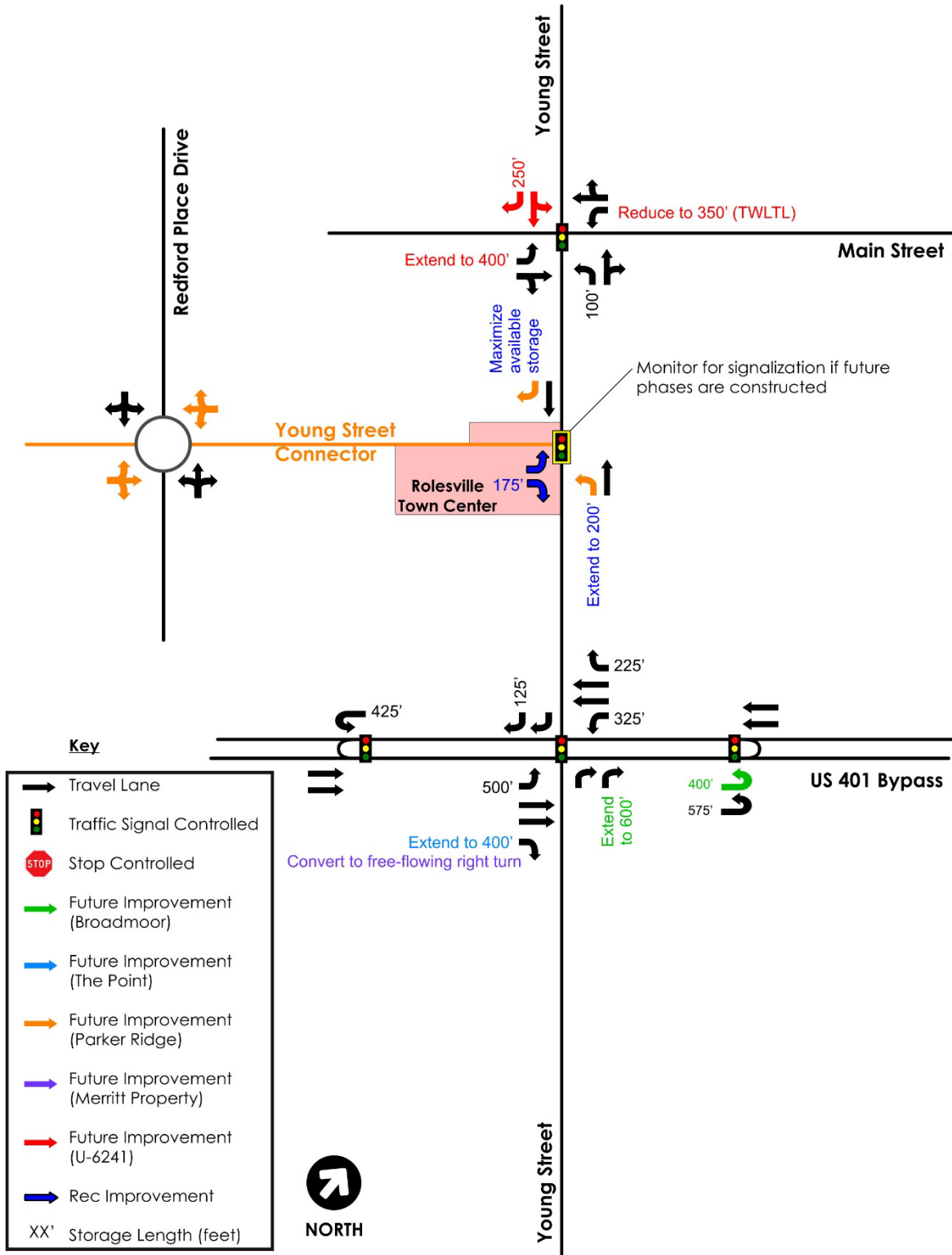


Figure is Not To Scale



ROLESVILLE TOWN CENTER TRAFFIC IMPACT ANALYSIS

References

September 8, 2025

7.0 REFERENCES

¹ **NCDOT Functional Classification Map**,

<http://ncdot.maps.arcgis.com/home/webmap/viewer.html?layers=029a9a9fe26e43d687d30cd3c08b1792>

² **2020 NCDOT Average Daily Traffic Volumes**,

<https://ncdot.maps.arcgis.com/apps/webappviewer/index.html?id=964881960f0549de8c3583bf46ef5ed4>

³ **Trip Generation (11th Edition)**, Institute of Transportation Engineers (ITE), September 2021.

⁴ **NCDOT Trip Generation Rate Equation Recommendations**,

<https://connect.ncdot.gov/resources/safety/Congestion%20Mngmt%20and%20Signing/DRAFT%20-%20Trip%20Generation%20Rate%20Eqn.xlsm>

⁵ **Highway Capacity Manual 6th Edition: A Guide for Multimodal Mobility Analysis**. Washington D.C.: Transportation Research Board, 2016.

⁶ **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>

⁷ **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>

⁸ **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
- Existing Rolesville Police Department Traffic Data
- Adjacent Development Information
- Traffic Volume Calculations
- Synchro Files
- Synchro & SimTraffic Reports



Address	Owner	City	REID	PIN
309 PERRY ST	CURRIN, CAMERON	ROLESVILLE, NC 27571	168156	1769007628
307 PERRY ST	CURRIN, CAMERON	ROLESVILLE, NC 27571	4712	1769007654
305 PERRY ST	EDDINS FAMILY LLC	ROLESVILLE, NC 27571	12732	1769006794
200 PERRY ST	WHITAKER, BARRY W WHITAKER, BETTY P	ROLESVILLE, NC 27571	75956	1769003587
108 GLENN CIR	ABERNETHY, ROBERT FRANKLIN JR ABERNETHY, BETTY YOUNG	ROLESVILLE, NC 27571	24237	1769003095
511 E YOUNG ST	YOUNG, WILLIAM C	ROLESVILLE, NC 27571	419131	1768199509
415 E YOUNG ST	YOUNG, STEVEN LAWRENCE YOUNG, REBECCA P	ROLESVILLE, NC 27571	317240	1769104481
0 SCHOOL ST	BURKE, ALBERT EMERY BURKE, KIMBERLY LUANNE	ROLESVILLE, NC 27571	33179	1768090437
206 SCHOOL ST	BURKE, ALBERT EMERY BURKE, KIMBERLY LUANNE	ROLESVILLE, NC 27571	33180	1768090349
404 PERRY ST	ZEBLO, JEAN S	ROLESVILLE, NC 27571	77374	1769009459
405 PERRY ST	NIMS, MONA	ROLESVILLE, NC 27571	8807	1769008683
306 E YOUNG ST	TOWNSEND, THOMAS NEAL	ROLESVILLE, NC 27571	266825	1769009678
102 GLENN CIR	HURLBUT, JEANNE B	ROLESVILLE, NC 27571	7256	1769002216
82 SCHOOL ST	KL LB BUY 2 LLC	ROLESVILLE, NC 27571	53006	1768081589
896 LONG MELFORD DR	KL LB BUY 2 LLC	ROLESVILLE, NC 27571	534390	1758988719
109 GLENN CIR	KL LB BUY 2 LLC	ROLESVILLE, NC 27571	534391	1758994236
100 CHURCH ST	GALLAGHER, MICHAEL	ROLESVILLE, NC 27571	346	1769005049
203 E YOUNG ST	ROLESVILLE BAPTIST CHURCH INC	ROLESVILLE, NC 27571	100037	1769118359
204 SCHOOL ST	ROLESVILLE BAPTIST CHURCH INC	ROLESVILLE, NC 27571	89763	1769100997
0 E YOUNG ST	DUNN, RICHARD E WOODS, MARDENIA	ROLESVILLE, NC 27571	23551	1758999444
112 GLENN CIR	TERRELL, VIRGINIA A HEIRS	ROLESVILLE, NC 27571	106108	1769101648
111 GLENN CIR	BARNES, GARY THOMAS BARNES, LINDA Y	ROLESVILLE, NC 27571	40548	1769005582
101 GLENN CIR	HENDERSON, EDDIE C HENDERSON, PATRICIA A	ROLESVILLE, NC 27571	47017	1768094992
505 E YOUNG ST	BRADDON, JESSE DAVID BRADDON, JENNIFER KAY	ROLESVILLE, NC 27571	72001	1768096906
106 GLENN CIR	EDDINS FAMILY, LLC	ROLESVILLE, NC 27571	57845	1769003415
204 E YOUNG ST	EDDINS FAMILY, LLC	ROLESVILLE, NC 27571	8894	1769003452
104 GLENN CIR	YOUNG, MICHAEL C TRUSTEE YOUNG, DEBORAH C TRUSTEE	ROLESVILLE, NC 27571	80504	1769109389
101 COLEY ST	COOKE, JERRY V LAPLANTE, KIMBERLY	ROLESVILLE, NC 27571	8893	1769003150
103 COLEY ST	TOWN OF ROLESVILLE	ROLESVILLE, NC 27571	7310	1769008868
202 SCHOOL ST	WILKINS, WESLEY WILKINS, ROXEY	ROLESVILLE, NC 27571	14661	1769002188
504 E YOUNG ST	LAMM, JAMES R LAMM, LOUISE S	ROLESVILLE, NC 27571	47907	1769004306
506 E YOUNG ST	IBRAHIM & ASSOCIATES LLC	ROLESVILLE, NC 27571	39402	1769004465
509 E YOUNG ST	DEBNAM, MICHAEL T	ROLESVILLE, NC 27571	22033	1758998460
104 COLEY ST	TOWN OF ROLESVILLE	ROLESVILLE, NC 27571	80445	1769101390
403 E YOUNG ST	YOUNG, PATSY V	ROLESVILLE, NC 27571	80478	1768193779
201 S MAIN ST	YOUNG, PATSY V YOUNG, HARRIET D	ROLESVILLE, NC 27571	168157	1768194694
200 SCHOOL ST	YOUNG, WESTLY CLARK TRUSTEE THE WESTLY CLARK YOUNG REVOCABLE LIVING TRUST	ROLESVILLE, NC 27571	38634	1769201025
0 E YOUNG ST	KEITH, BETTY C KEITH, RALPH BRIAN	ROLESVILLE, NC 27571	314137	1769006376
99 GLENN CIR	YOUNG MEADOW INVESTMENTS LLC	ROLESVILLE, NC 27571	57749	1769105712
402 PERRY ST	COMM DEV LLC	ROLESVILLE, NC 27571	106103	1758998909
118 SCHOOL ST	TOWN OF ROLESVILLE	ROLESVILLE, NC 27571	12316	1758998560
406 PERRY ST	CLARK BULL LLC	ROLESVILLE, NC 27571	6343	1769101402
508 E YOUNG ST	BLACKMER, MARK E BLACKMER, ANNA S	ROLESVILLE, NC 27571	98901	1769102240
300 E YOUNG ST	PENDER, DOROTHY JONES	ROLESVILLE, NC 27571	24585	1769008413
202 PERRY ST	BROYLES, GARY EUGENE	ROLESVILLE, NC 27571	37218	1758997386
0 E YOUNG ST	YOUNG, PATSY V YOUNG, BOBBY W	ROLESVILLE, NC 27571	106104	1769100556
104 E YOUNG ST	HUGHES, BRANDY NICHOLE SOREY, MICHAEL RYAN	ROLESVILLE, NC 27571	8896	1769008785
100 GLENN CIR	WHITAKER, BARRY WAYNE WHITAKER, BETTY P	ROLESVILLE, NC 27571	8899	1769002594
102 COLEY ST	TOWN OF ROLESVILLE	ROLESVILLE, NC 27571	106105	1768192148
303 PERRY ST	EDDINS FAMILY LLC	ROLESVILLE, NC 27571	54636	1769017022
	BELL, MORGAN V	ROLESVILLE, NC 27571	1209	1769001347
	SYKES, PENNY P	ROLESVILLE, NC 27571	63013	1769005278
			4705	1769006840

Rolesville Town Campus

Address	Owner	City	REID	PIN
300 PERRY ST	PYRITZ, JACK LOGAN	ROLESVILLE, NC 27571	46305	1769004695
401 PERRY ST	EDDINS FAMILY LLC	ROLESVILLE, NC 27571	4713	1769007589
303 E YOUNG ST	ROLESVILLE BAPTIST CHURCH INC	ROLESVILLE, NC 27571	1336	1769101776
408 E YOUNG ST	TOWN OF ROLESVILLE	ROLESVILLE, NC 27571	12313	1768098727
100 COLEY ST	WOODBY, THERESAM	ROLESVILLE, NC 27571	70593	1769004281

April 22, 2026

Addressee
Address Line 1
Address line 2

Re: Community Information Meeting on May 7, 2026, for Rezoning of Rolesville Town Campus at 408 East Young Street, Rolesville, North Carolina.

Dear Neighbor:

You're invited to a Neighborhood Meeting regarding the Rezoning for the Rolesville Town Campus, which is proposed on 17.388 acres of land (REIDs: 0057748, 0057749, 0106103) near your property. The site is located at 408 East Young Street (see Vicinity Map below).

An informal community meeting will be held in-person on **Thursday, May 7th** from **6:30pm - 7:30pm** at the Rolesville Town Hall (502 Southtown Circle, Rolesville, NC 27571). This project proposes a rezoning from RL (Residential Low Density) to BT (Business, Industrial, and Technology) to allow for the development of the Town Campus. Plans for the proposed development will be presented at the meeting. Attendees will have the opportunity to ask questions and share feedback with individuals knowledgeable about the project. We would appreciate your attendance and input at this community meeting. If you have questions before the meeting, you may contact the town engineer as noted below.



Sincerely,

Scott Miles

Scott Miles, PE
Town Engineer
Town of Rolesville
919.556.3506 x261

Town Campus - Rezoning (REZ-26-0003) Neighborhood Meeting

7-May-26

Name	Email	Address
Betty Abene Thy	bettyabene thy@ic.reson	108 Glen Circle
Rebecca Young	rpyoung517@gmail	415 E. Young St
Wesley Young	wesy4553@centurylink.net	509 E. Young St
Mona Nimr	Mona.Nimr@outlook.com	405 Perry St.
Jennifer Bragdon	jbragdon09@gmail.com	111 Glenn Circle

Town Campus – Rezoning

REZ-26-0003

Neighborhood Meeting

May 7, 2026

Rolesville Town Hall – Council Chambers

6:30 PM – 7:30 PM





Meet the Team

Developer/Owner:

- Town of Rolesville – Scott Miles, PE, Town Engineer

Owner Representative:

- Turner & Townsend Heery – Jessica Killian, PE, PMP, Vice President
- Turner & Townsend Heery – Charles Bostek, Senior Project Manager

Architect: adw architects

Engineer: CLH design, p.a.

Construction Manager at Risk: Samet Corporation

Agenda



- Description of Town Campus Concept Plan
- Rezoning Process
- Questions/Comments

Town Campus Concept Plan



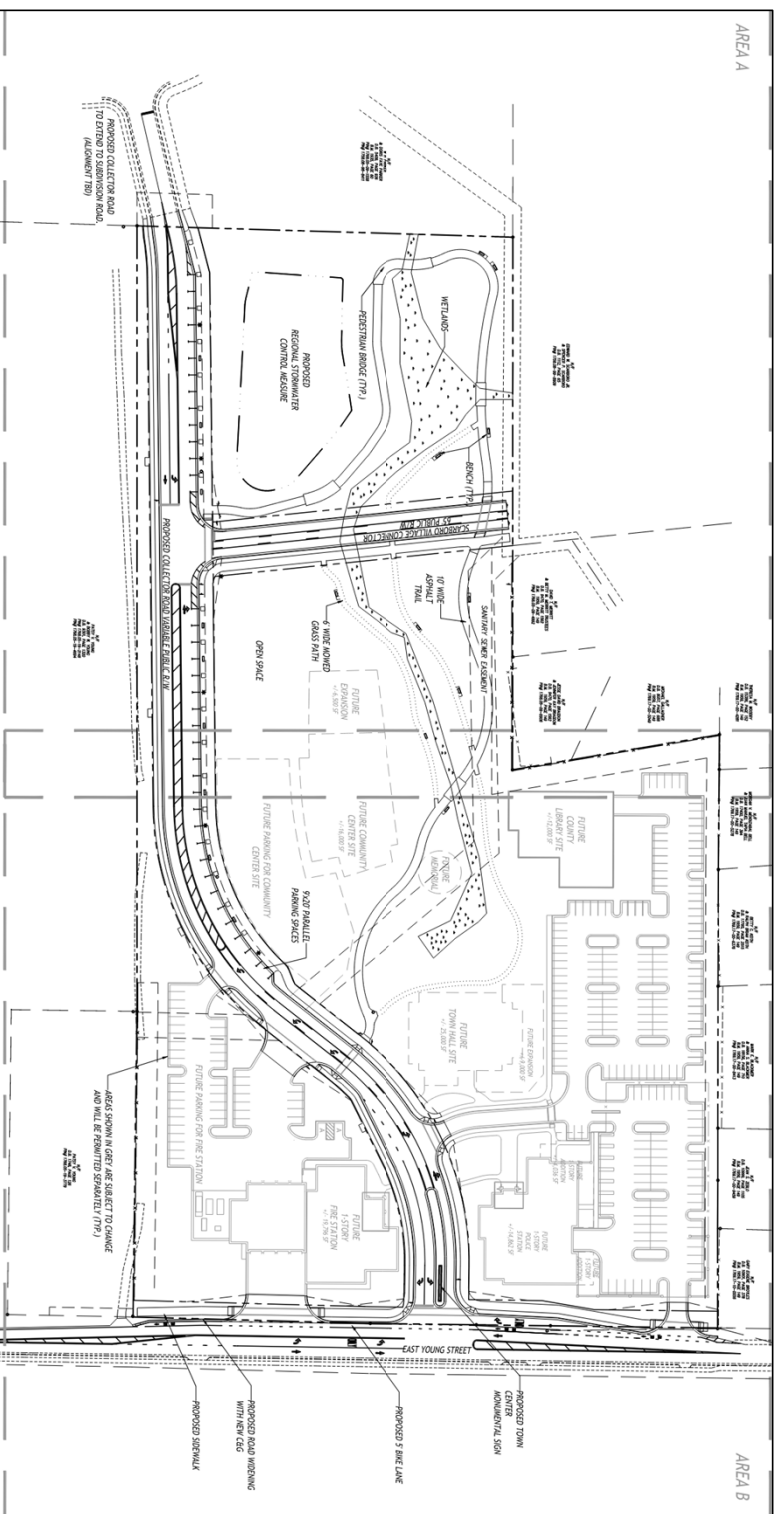
- Approved by the Town Commissioners at the October 3, 2023, Regular Board Meeting
- Purpose is to provide adequate facilities for Town staff to ensure effective service delivery
- Site is 17.388 acres
- Current zoning is Residential Low Density (RL)
- Proposed zoning is BT (Business, Industrial, and Technology)

Town Campus Concept Plan

The current plan includes the following facilities

- Fire Station (Phase 1)
- Police Station (Phase 1)
- Wake County Library (Phase 1 – designed/built through Wake County)
- Town Hall (Phase 2)
- Community Center (Future)

Town Campus Concept Plan



Town Campus Concept Plan



adw architects
 1000 ...
 ...
Rolestownville
 ...
ROLESVILLE FIRE DEPARTMENT
 ROLESVILLE, NC
 ...
AS100

Rezoning Process



Neighborhood Meeting

- Town receives feedback from neighbors

Rezoning and Development Plan Process

- Resubmit plans to the Town. Once plans are clear of staff comments the project will be scheduled for the following board reviews:
 - Planning Board Review
 - Board of Commissioners Review & Approval

Questions/Comments



Contact:

Scott Miles, PE

Town Engineer

Town of Rolesville

919.556.3506 x261

smiles@rolesvillenc.gov

May 7, 2026

Town Campus – Neighborhood Meeting Report

Attendees

- Scott Miles, PE, Town Engineer, Town of Rolesville
- Jessica Killian, PE, PMP, Vice President, Turner & Townsend Heery
- Charles Bostek, Senior Project manager, Turner & Townsend Heery
- Community Members (5 Total)

Reactions and Feedback from Neighbors:

- Neighbor comment: Is the Library funded by the County?
 - Town response: Yes, and it is moving forward.
- Neighbor comment: Is the collector road going to be complete before the buildings?
 - Town response: Yes, the road will be completed before the buildings are completed.
- Neighbor comment: Will there be a fence around the entire property?
 - Town response: There is some fencing proposed around the secure parking for the Police Department. Other areas will have buffers per the UDO (Uniform Development Ordinance)
- Neighbor comment: Will this project coincide with the townhomes?
 - Town response: The Town Campus project includes a connector road to the townhomes but the townhomes are a separate development.
- Neighbor comment: Objects to increase in traffic
 - Town response: Acknowledged
- Neighbor comment: When will onsite activity begin?
 - Town response: The beginning of construction is currently anticipated for late this year or early next year.
- Neighbor comment: How long does the rezoning process take?
 - Town response: The rezoning process is anticipated to be finished in June 2026.
- Neighbor comment: How many lanes of traffic will the collector road have?
 - Town response: The proposed collector road will have one lane each way and a central turn lane.
- Neighbor comment: Will the Police and Fire Stations be built together?
 - Town response: It is anticipated that they will be built concurrently, with a slight stagger due to the different sizes of the buildings and construction means and methods.

- Neighbor comment: When will the library be built?
 - Town response: The library is scheduled to be completed in 2029 per information provided by Wake County.
- Neighbor comment: Will the EMS (Emergency Medical Services) be relocated to the Town Campus?
 - Town response: Relocating the EMS to the Town Campus is not part of the current plan.
- Neighbor comment: Will there be any night work?
 - Town response: Overnight work is not anticipated. There may be early morning concrete placements and finishing operations could run into the evenings. If the need arises to work overnight, the community will be notified.
- Neighbor comment: How tall will the buildings be?
 - Town response: None of the buildings are planned to be more than two stories.
- Neighbor comment: Will there be blasting?
 - Town response: There is a possibility blasting will be necessary. If blasting is to be performed, the community will be notified in advance.
- Neighbor comment: When will the entire Town Campus be completed (including Town Hall and the Community Center)?
 - Town response: It could be 10+ years before the entire Town Campus is completed and is dependent on additional funding.
- Neighbor comment: Is NCDOT planning to widen East Young Street?
 - Town response: Widening of East Young Street is not part of the current proposed development. Future plans will be evaluated by NCDOT.

Summary of main concerns:

1. Timing of the multiple phases of the Town Campus project
2. Buffers/fencing at the perimeter of the project
3. Potential disruptions during construction (blasting & nightwork)



Memorandum

To: Rolesville Town Board
From: Kelly Arnold, Town Manager
Date: October 2, 2023
Re: Consent Agenda – Adoption of Resolution for Preferred Town Campus Concept Plan

Background

At the August 15th work session, the Town Board concluded the Town Campus Concept Plan effort by identifying “Concept 3” as the preferred concept. To document a direction for future planning purposes, it is appropriate for the Town Board to adopt a Resolution that acknowledges the planning effort and the preferred choice. This documentation will serve as the primary guide unless future site plans are modified and adopted.

There was a follow-up item from the work session and that was the placement of the Veteran’s Memorial. ADW provided a few alternative locations. It is ADW’s opinion that the Memorial is in the best location for the public and the programming/access of all the surrounding facilities can be structured to maintain the desired respect of the Memorial.

Relationship to Strategic Plan

The planning effort for the Town Campus marks the Strategic Plan through *Planned Investment* by planning for recreational facilities and providing support to public safety, *Mindful Growth* for committing to a town governance location that is near to the Main Street area, and *Organizational Excellence* to provide adequate facilities for Town staff to ensure effective service delivery.

Options

1. Adopt the Resolution and begin the planning process for implementing the preferred concept plan including formalizing the Wake County relationship for a new library, finalize the relationship with the developer of Parker Ridge for the construction of the street, and begin infrastructure planning.
2. Do not approve Resolution and schedule time in the future to review the concept plan further.

Recommendation

It is recommended that the Resolution be adopted.

Attachments: Resolution
Preferred Concept Plan

RESOLUTION RECOGNIZING PREFERRED CONCEPT PLAN FOR
TOWN CAMPUS AT 406 AND 408 E YOUNG STREET

Whereas, the Town of Rolesville is one of the fastest-growing communities in North Carolina; and

Whereas, Town of Rolesville facilities have reached capacity and are struggling to meet the expected service levels for a growing community and Town employees;

Whereas, the Town's Strategic Plan focuses on four key areas (Community Connection, Planned Investment, Mindful Growth, and Organizational Excellence) that can be better achieved by facilities owned by the Town for the next generations of Rolesville residents and businesses; and

Whereas, Wake County has committed to building a Wake County library in Rolesville; and

Whereas, in 2021 the Town evaluated and purchased a seventeen (17) acre tract of land located at 406 and 408 W. Young Street, that is suitable to house all Town and Wake County facilities that are needed now and into the future; and

Whereas, for the tract of land, known as Town Campus, the Town Board commissioned a concept planning process to locate a Town Hall, Police Station, Community Center, Wake County Library, Veteran's Memorial, and a Rolesville Fire Station; and

Whereas, the planning process included three Town Board reviews, Rolesville Rural Fire District review, and a public open house.

Whereas, the planning process is completed and the Board has decided to use "Concept 3" as the primary concept for locating Town and Wake County facilities. This concept includes:

- Preferred locations and public access to all facilities.
- Facility spaces that provide suitable security.
- Public open space that emphasizes and uses the natural environs of the land.
- Constructing all necessary infrastructure including a new street that will access the parcel from Young Street to the new adjacent Parker Ridge subdivision.
- Recognizing the characteristics of the surrounding neighborhood with adequate buffering.
- Serving the community for several generations with most government services located near the center of Rolesville downtown (Main Street and Young Street).
- Suitable parking for all facilities.

Now, Therefore Be It Proclaimed, the attached "Preferred Concept Plan" dated October, 2023 will serve as the primary preliminary Town Campus site plan for building and memorial locations, designing infrastructure, budgeting, developing schematic designs for the Town Campus buildings and Wake County library; and

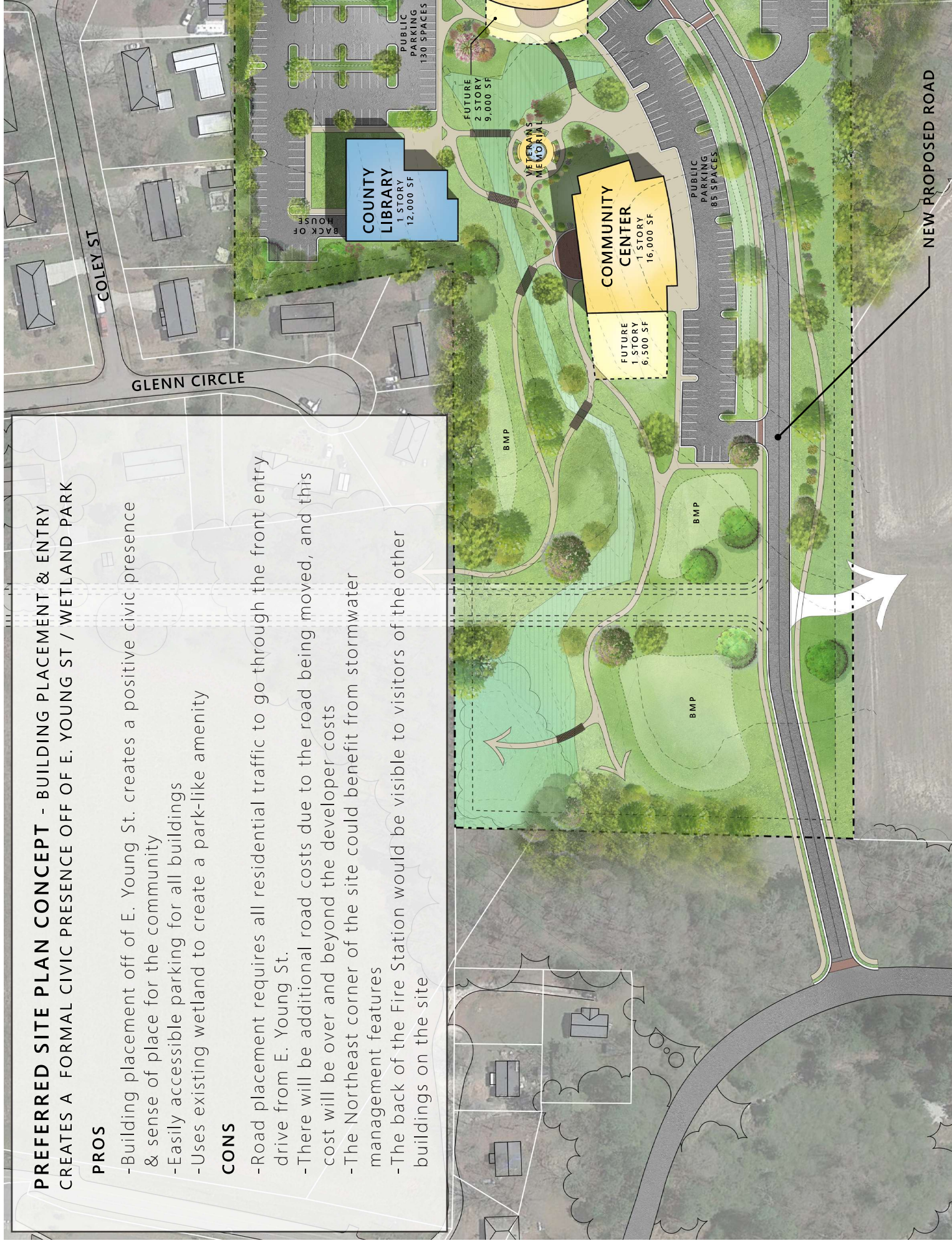
**PREFERRED SITE PLAN CONCEPT - BUILDING PLACEMENT & ENTRY
CREATES A FORMAL CIVIC PRESENCE OFF OF E. YOUNG ST / WETLAND PARK**

PROS

- Building placement off of E. Young St. creates a positive civic presence & sense of place for the community
- Easily accessible parking for all buildings
- Uses existing wetland to create a park-like amenity

CONS

- Road placement requires all residential traffic to go through the front entry drive from E. Young St.
- There will be additional road costs due to the road being moved, and this cost will be over and beyond the developer costs
- The Northeast corner of the site could benefit from stormwater management features
- The back of the Fire Station would be visible to visitors of the other buildings on the site



Now, Therefore Be it Further Proclaimed, the Town Board recognizes the “Preferred Concept Plan” will be modified as more details emerge during the next phases of design and that this Plan should be used for planning purposes only until final design and funding decisions are completed.

Now, Therefore Be it Further Proclaimed, the Town Board will use and publicize this Plan until such time the Plan is replaced with final design and schematic plans.

Adopted this 3rd day of October 2023

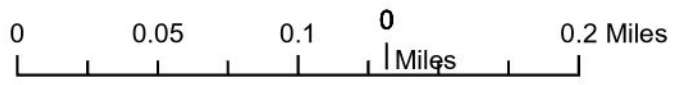
Ronnie I. Currin
Town of Rolesville Mayor

Attest: _____
Robin E. Peyton
Town Clerk

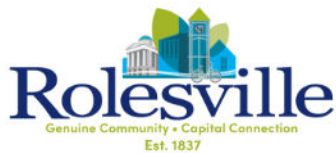


Case: REZ-26-0003- TOWN CAMPUS
Address: 0, 0, 404, 406, 408 E. YOUNG
PINs: 1768098727, 1768094465, 1769101402, 1769101390, 1769102240
Date: 2026.05.13

Vicinity Map



NC CGIA, Microsoft, Vantor

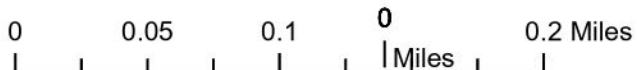
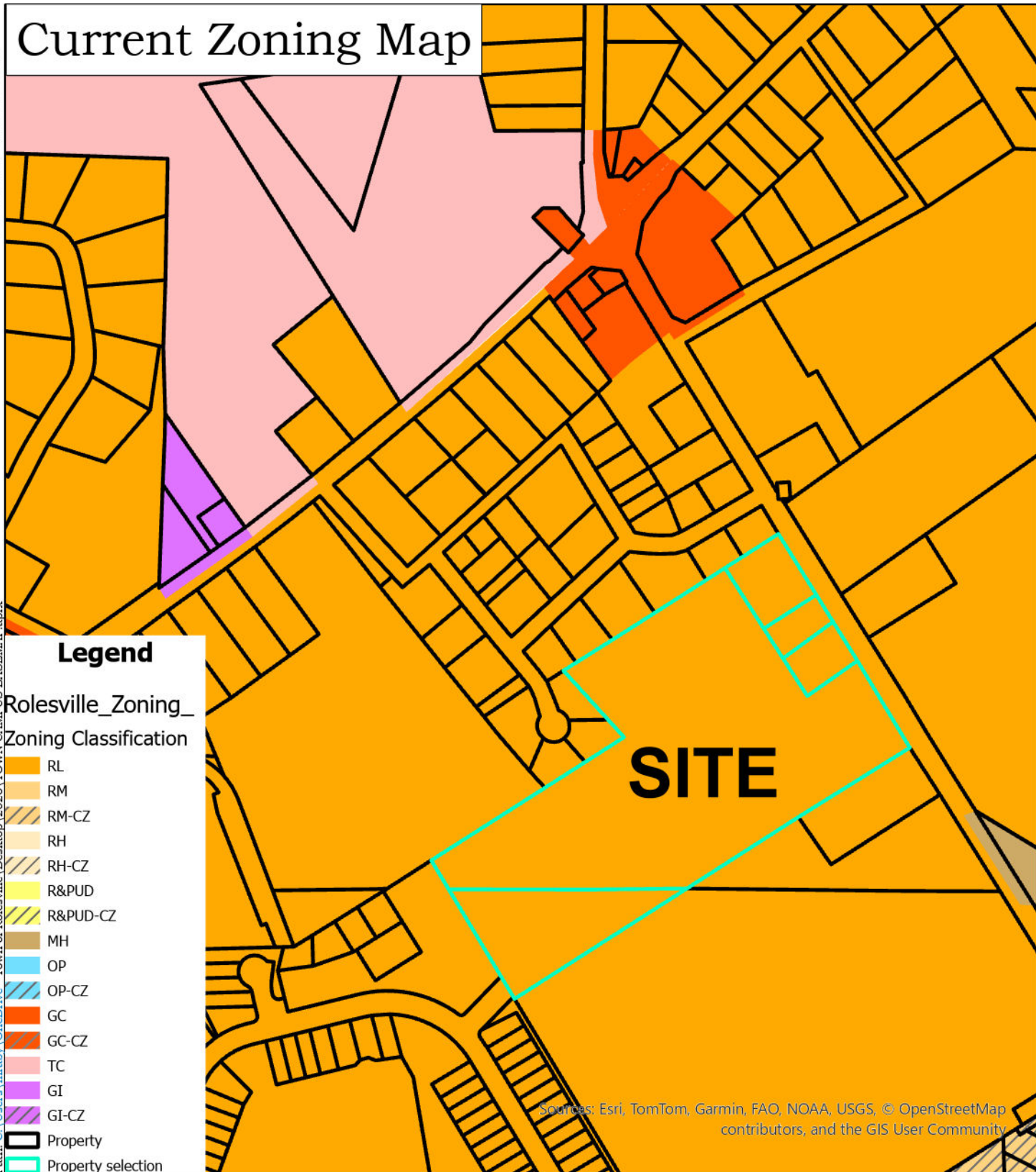


Case: REZ-26-0003- TOWN CAMPUS
Address: 0, 0, 404, 406, 408 E. YOUNG
PINs: 1768098727, 1768094465, 1769101402, 1769101390, 1769102240
Date: 2026.05.13

Current Zoning Map

Date Saved: 5/13/2026 9:55 AM

Path: C:\Users\mrabry\OneDrive - Town of Rolesville\Desktop\2026\TOWN CAMPUS BASEMAP.aprx



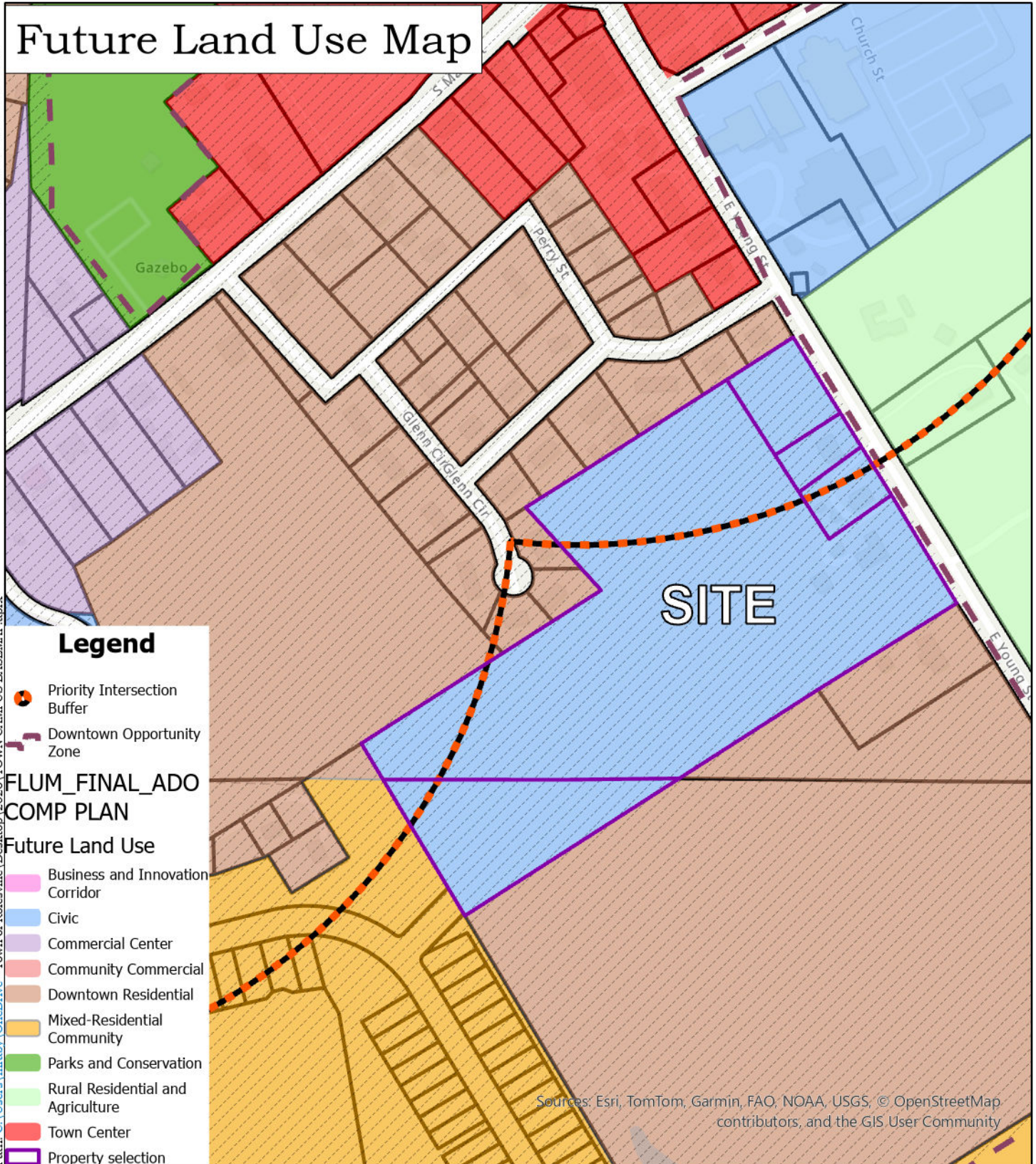


Case: REZ-26-0003- TOWN CAMPUS
Address: 0, 0, 404, 406, 408 E. YOUNG
PINs: 1768098727, 1768094465, 1769101402, 1769101390, 1769102240
Date: 2026.05.13

Future Land Use Map

Date Saved: 5/13/2026 2:03 PM

Path: C:\Users\mraby\OneDrive - Town of Rolesville\Desktop\2026\TOWN CAMPUS BASEMAP.aprx



Legend

- Priority Intersection Buffer
- Downtown Opportunity Zone
- FLUM_FINAL_ADO COMP PLAN**
- Future Land Use**
- Business and Innovation Corridor
- Civic
- Commercial Center
- Community Commercial
- Downtown Residential
- Mixed-Residential Community
- Parks and Conservation
- Rural Residential and Agriculture
- Town Center
- Property selection

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

