



**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

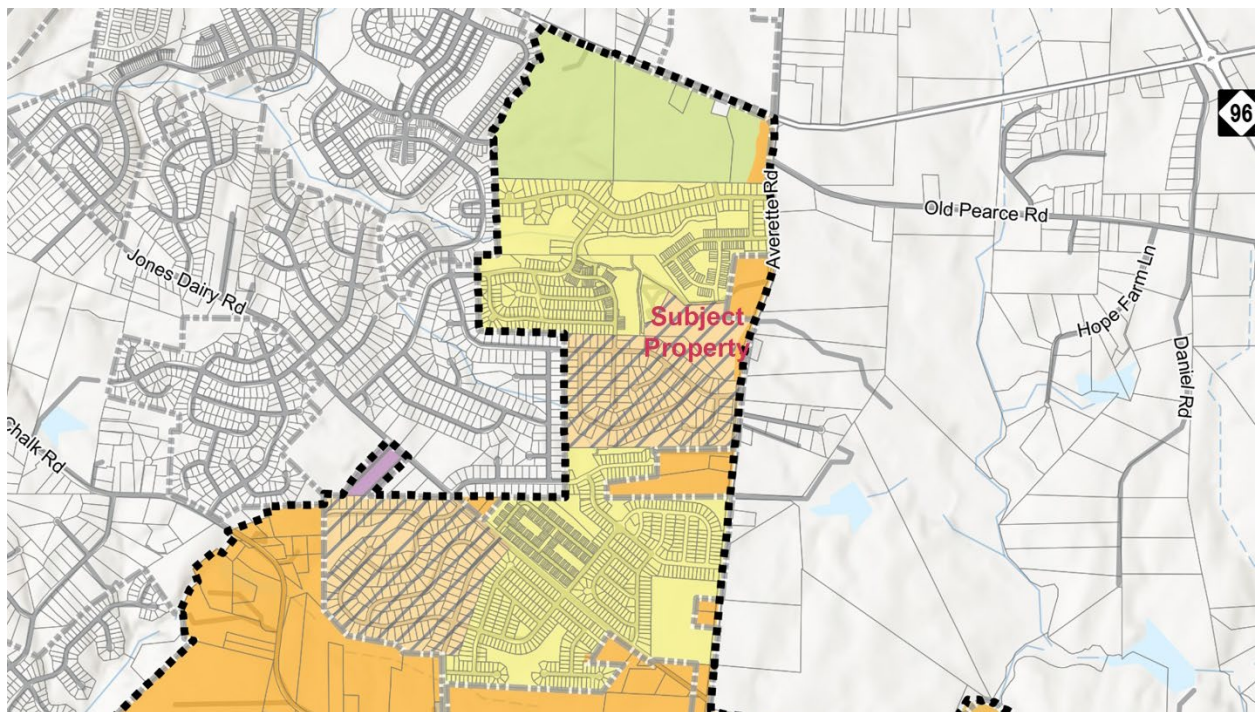
C. Communications

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



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

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

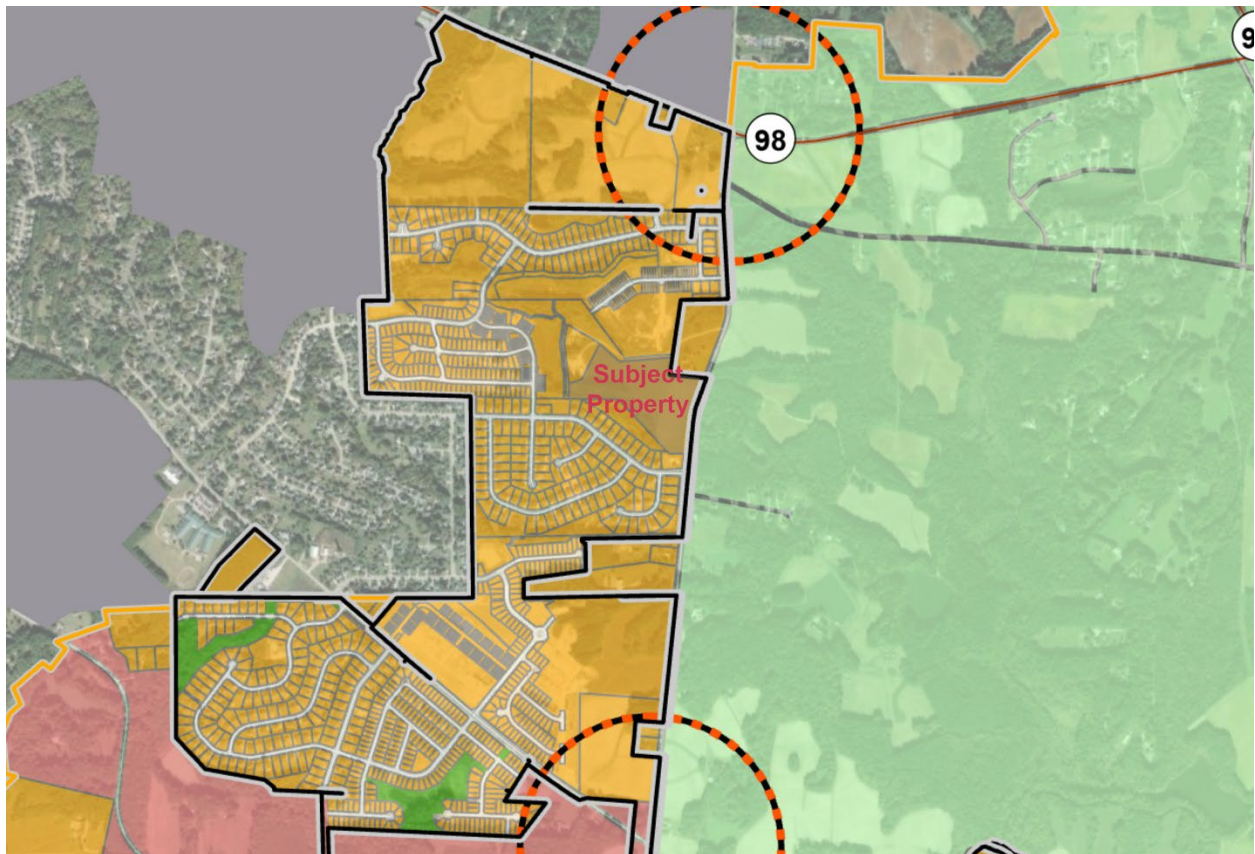
**Proposed Conditions of Approval - Attachment 5**

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.

<b>TIA Summary - Trip Generation</b>						
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
<b>Total Trips</b>		<b>772</b>	<b>18</b>	<b>32</b>	<b>36</b>	<b>30</b>

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.

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

### **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

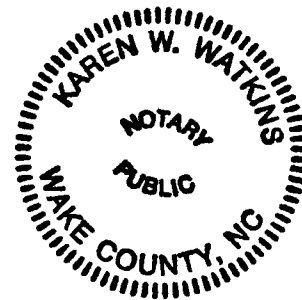
Terry Jones Pearce (Seal)  
Terry Jones Pearce

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.

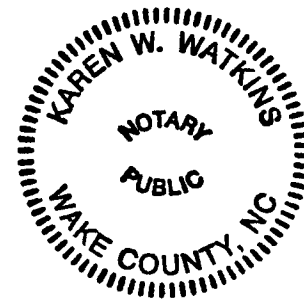
Dana Marie Jones (Seal)  
Dana Marie Jones

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

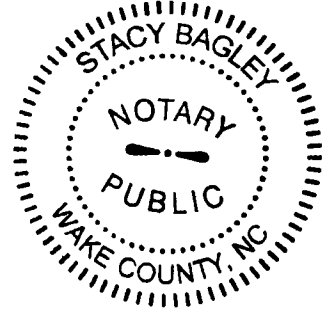
[Signature] (Seal)  
Rebecca S. Jones

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 18<sup>th</sup> 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



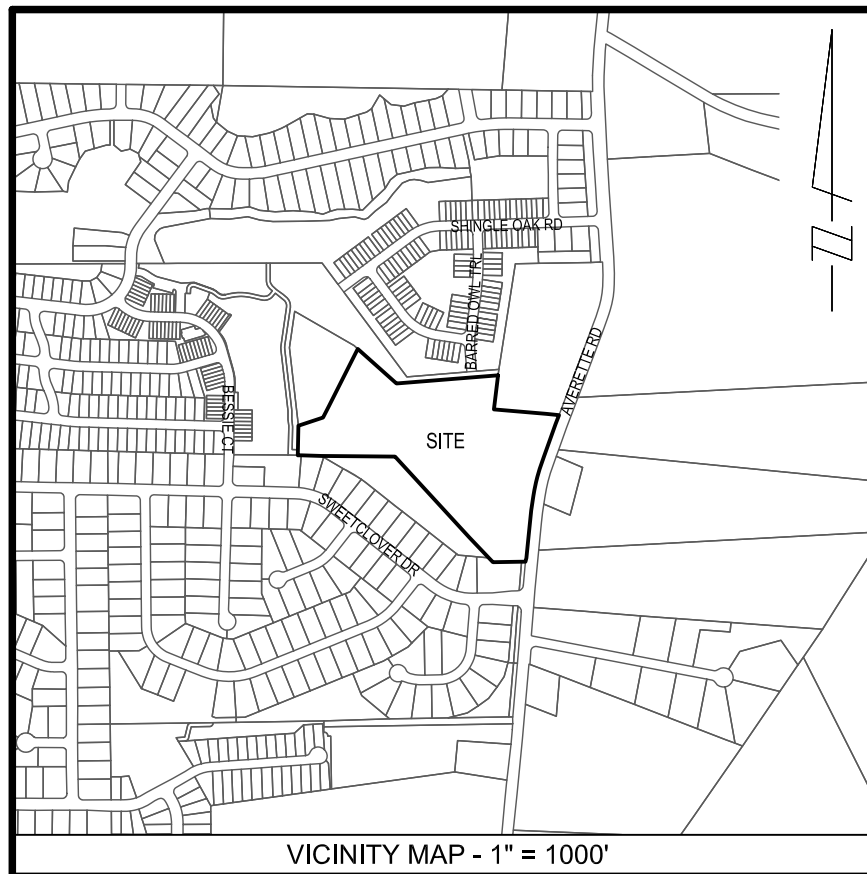
ATTACHMENT 2A

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	RADIUS	LENGTH	CURVE TABLE		
			DELTA ANGLE	CHORD DIRECTION	CHORD
C1	200.00'	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;

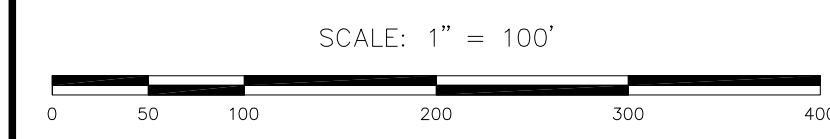
WITNESS MY ORIGINAL SIGNATURE, LICENSE NUMBER AND SEAL THIS DAY OF \_\_\_\_\_, A.D., 2026.

DAN GREGORY, PLS L-5240



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

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.



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.

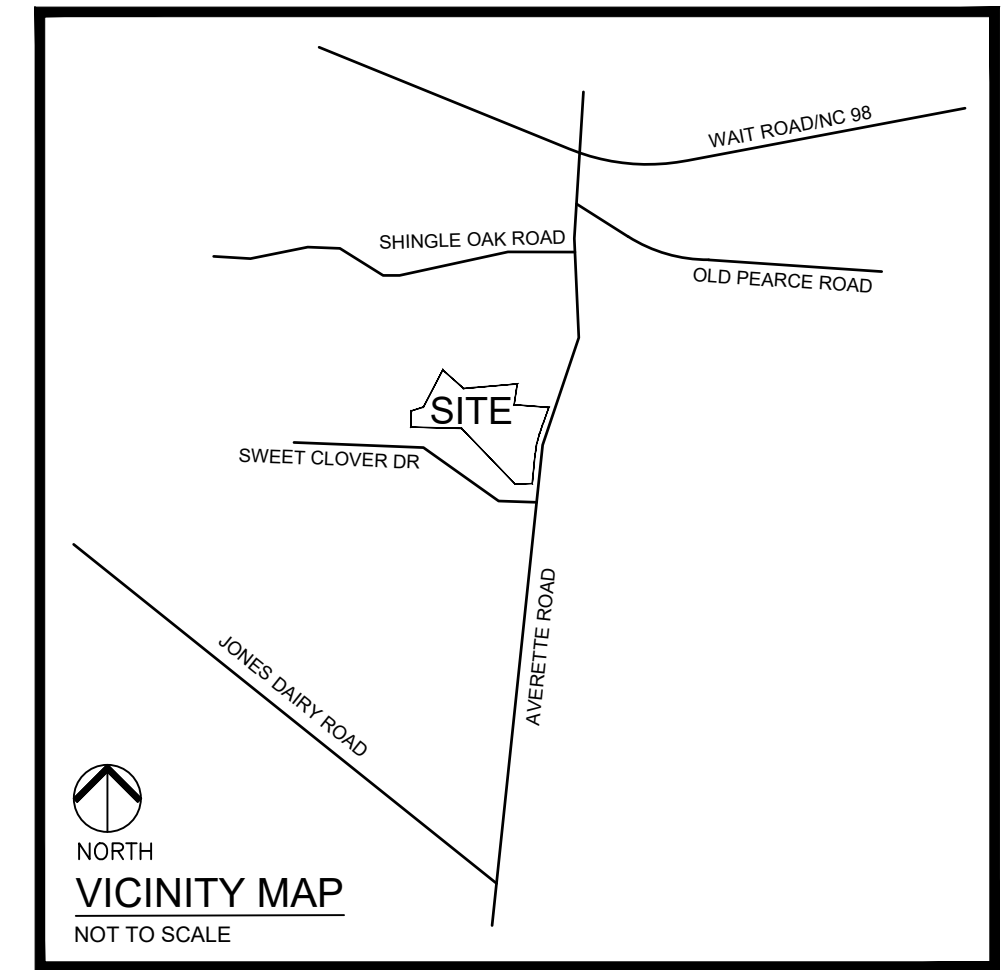
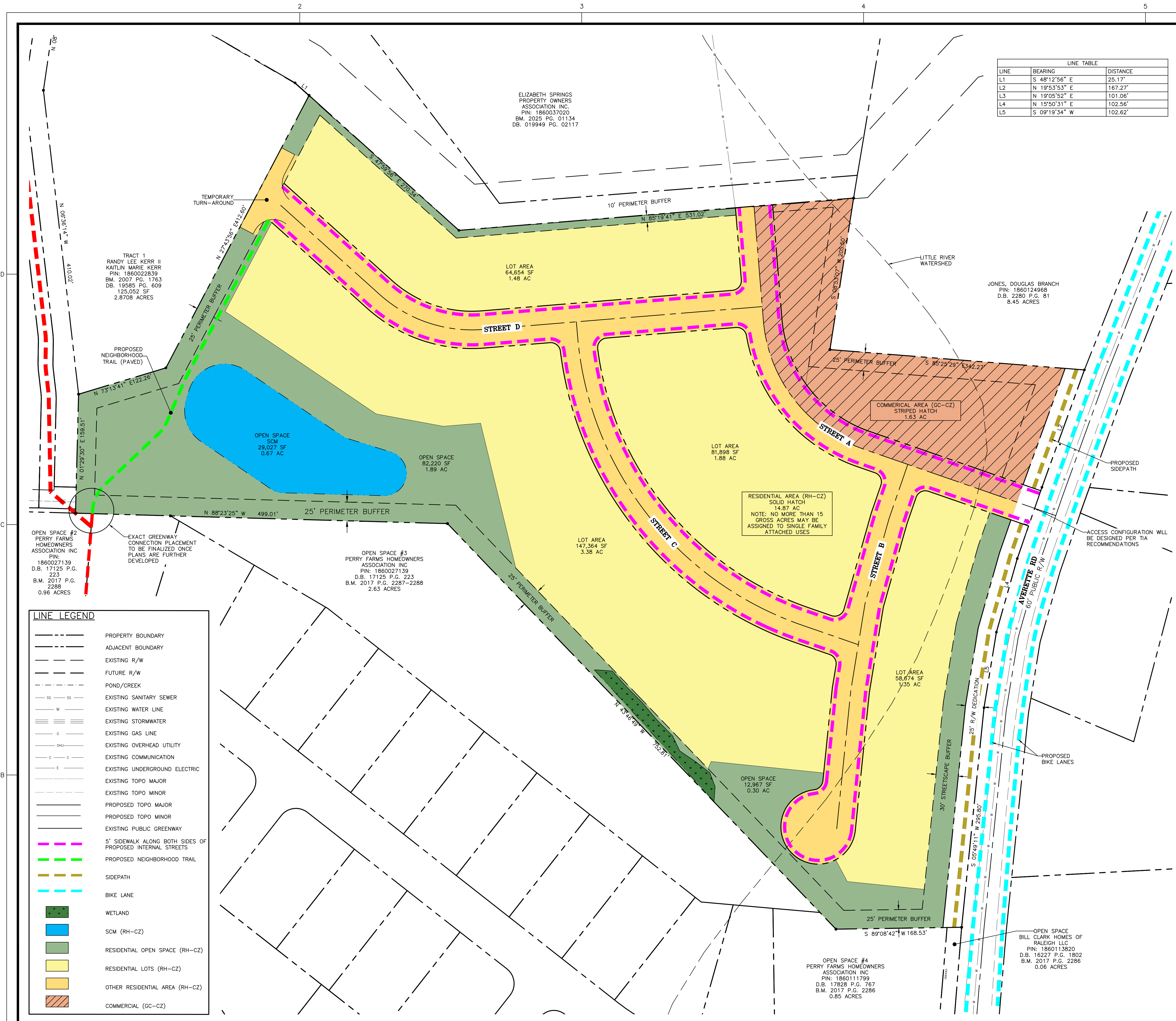
The proposed GC-CZ zoning would introduce neighborhood-serving uses in an area that currently lacks nearby commercial services. While surrounding properties consist primarily of residential development, the request provides an opportunity to complement the existing neighborhoods by establishing convenient,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

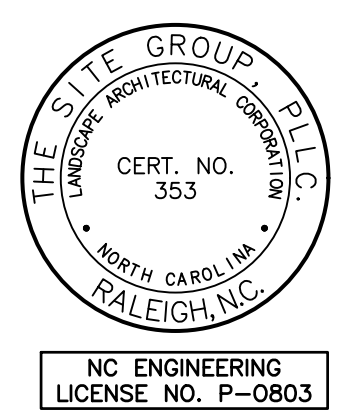
**RH DEVELOPMENT STANDARDS (LDO 3.1.3.B):**

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  
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**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

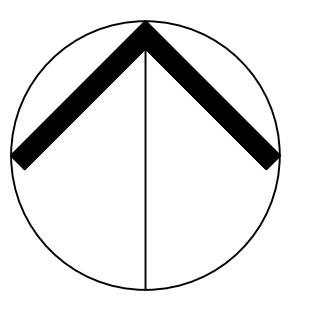
CONTACT: BRANDON MOORE  
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1111 OBERLIN ROAD  
RALEIGH, NC 27605  
PHONE: (919) 835-4787  
FAX: (919) 839-2255  
EMAIL: bdm@thesitegroup.net

**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)



**NOT FOR CONSTRUCTION**

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**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:



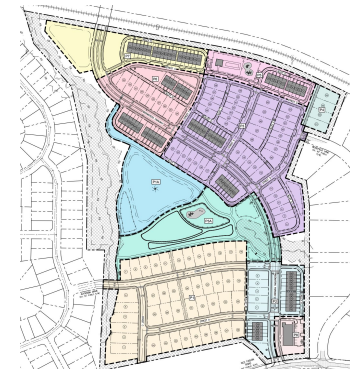
The Massey - Cary, NC



Coker Place - Chapel Hill, NC



Harvest District - Fuquay Varina, NC



Faison Reserve - Knightdale, NC

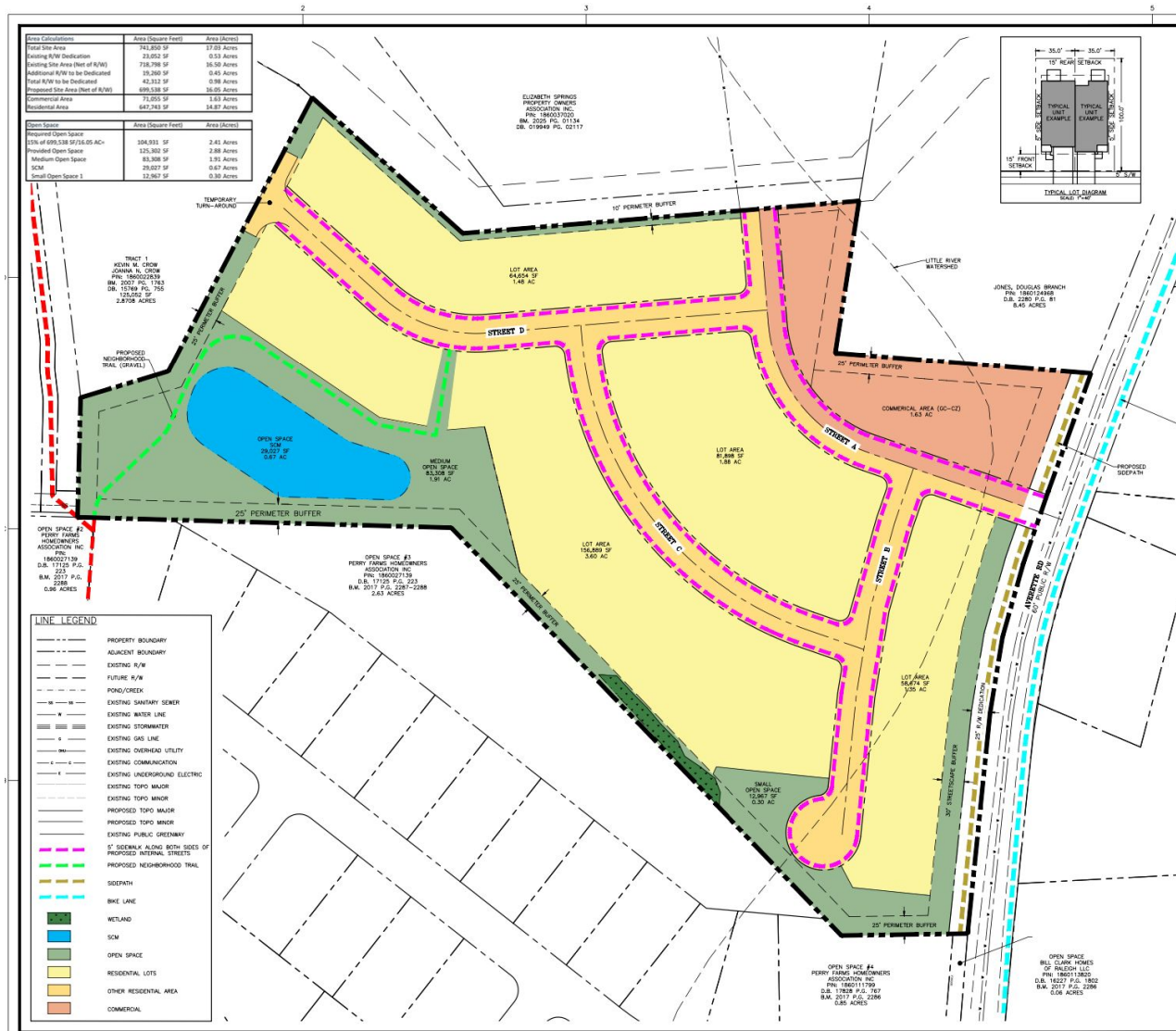
# Proposed Rezoning

- 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



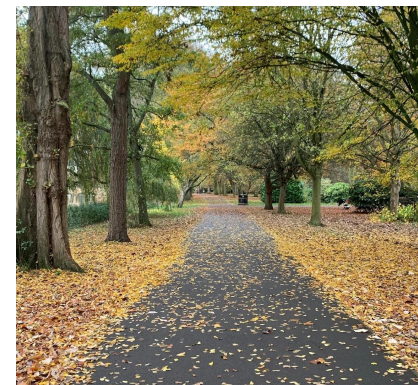
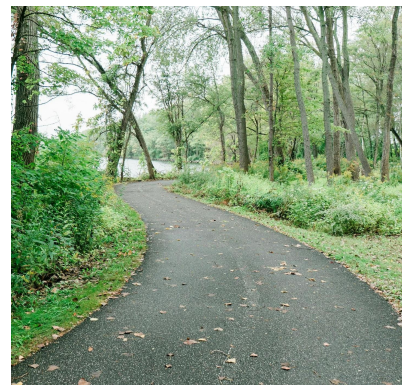
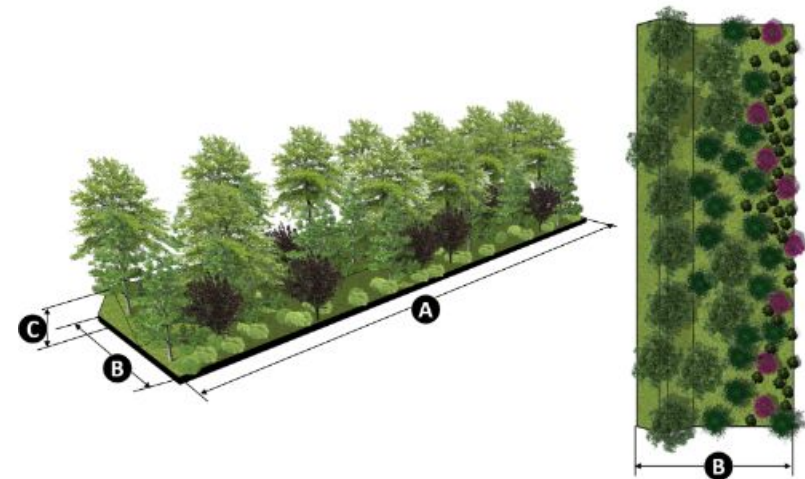
# Proposed Zoning Conditions

- 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

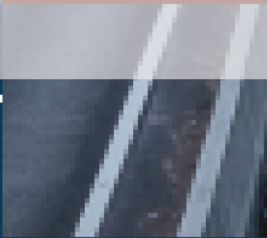
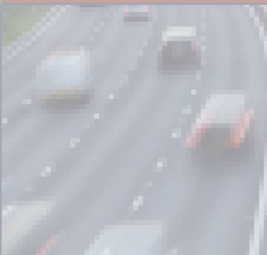
LOCATED

IN

### ROLESVILLE, NC

Prepared For:

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



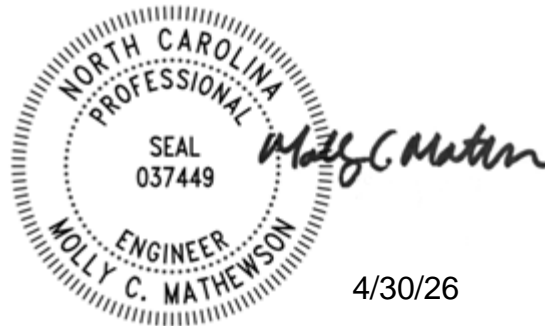
APRIL 2026

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, 12<sup>th</sup> Edition. Table E-1 provides a summary of the trip generation potential for the site.

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

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

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**

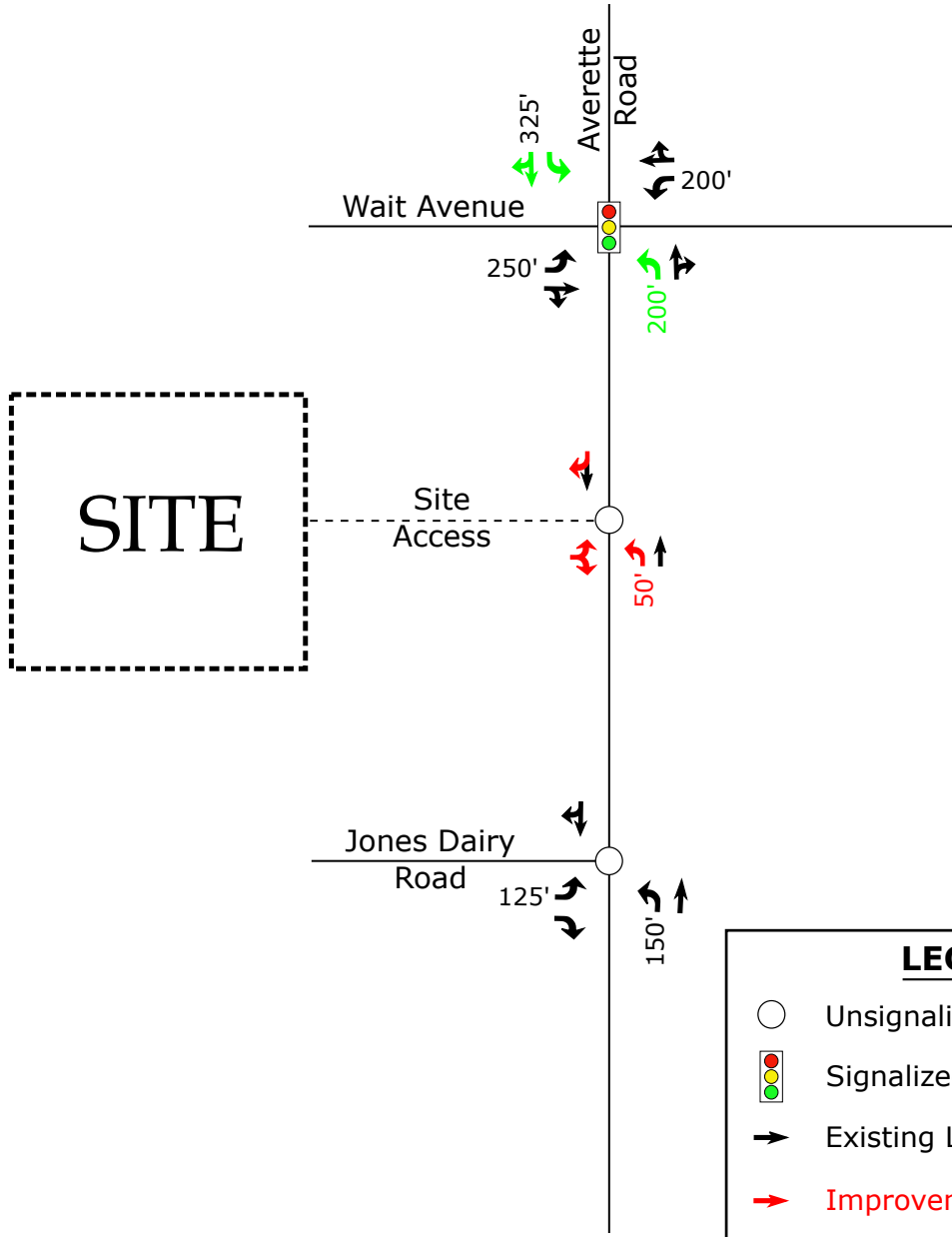
### Wait Avenue and Averette Road

- 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	<b>Recommended Lane Configurations</b>	
			Scale: Not to Scale   Figure E-1

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Appendix B:	Traffic Counts
Appendix C:	Signal Plans
Appendix D:	Adjacent Development Information
Appendix E:	Capacity Calculations – Wait Avenue and Averette Road
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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.

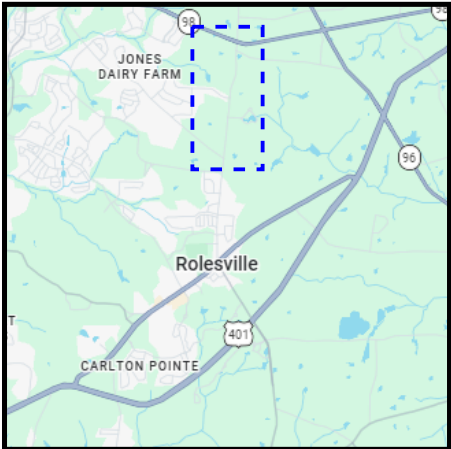
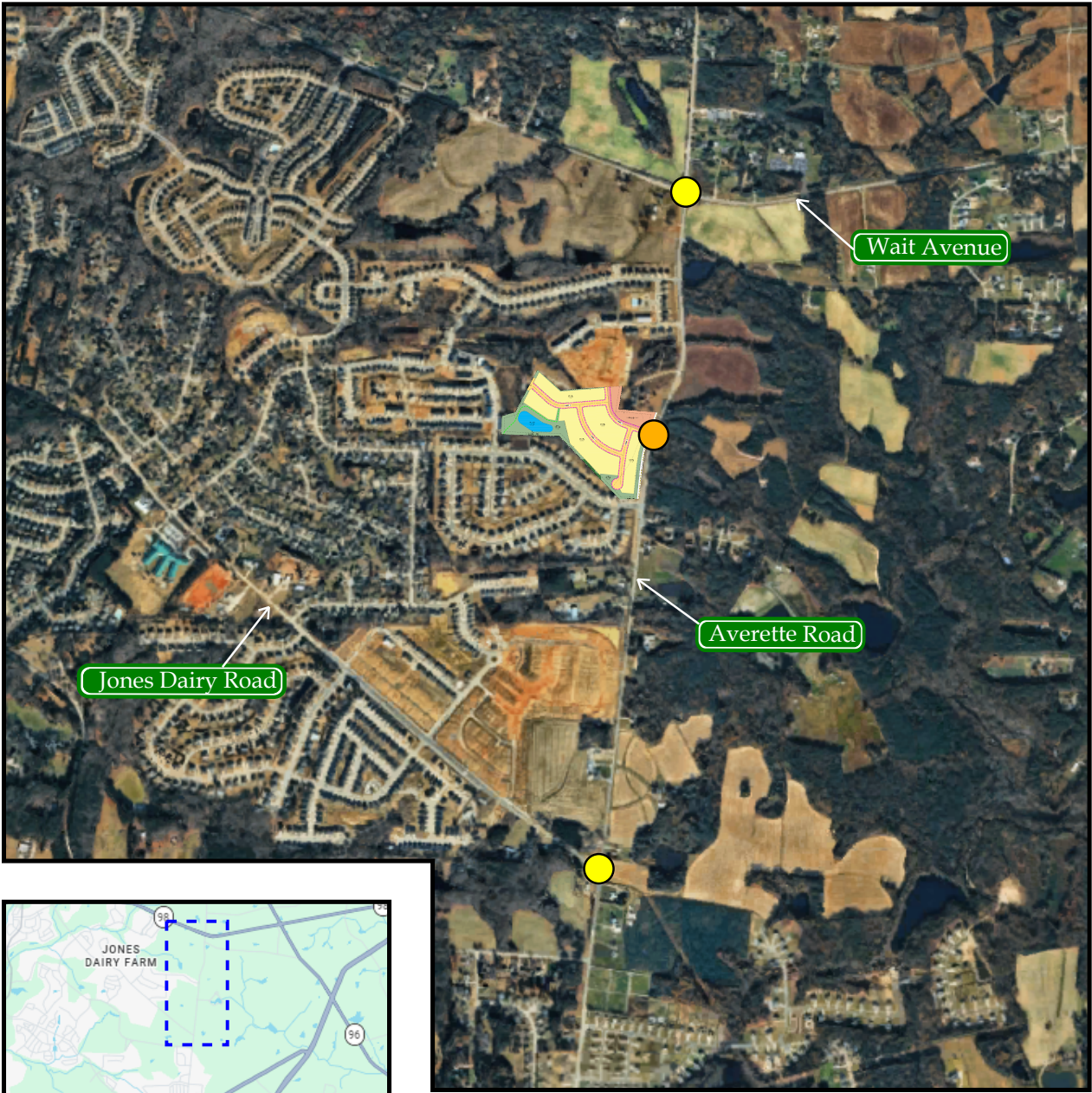
## 1.4. Existing Roadways

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

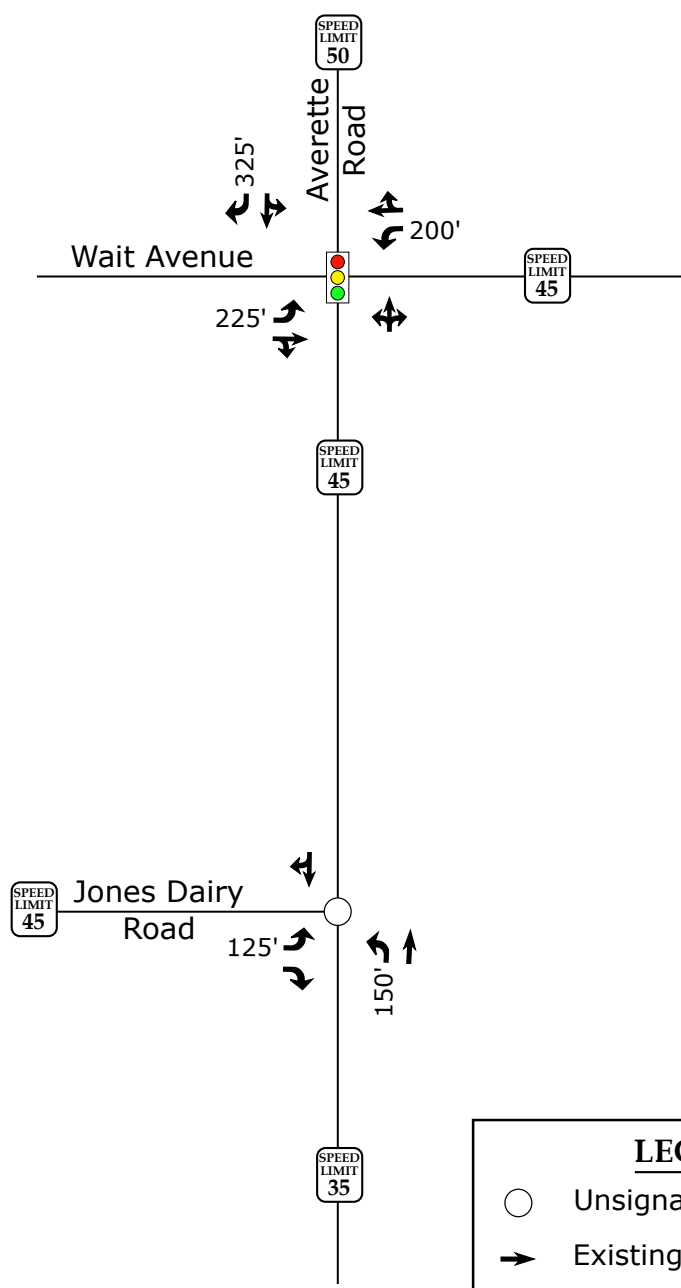


1101 Averette Road  
Rolesville, NC


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**

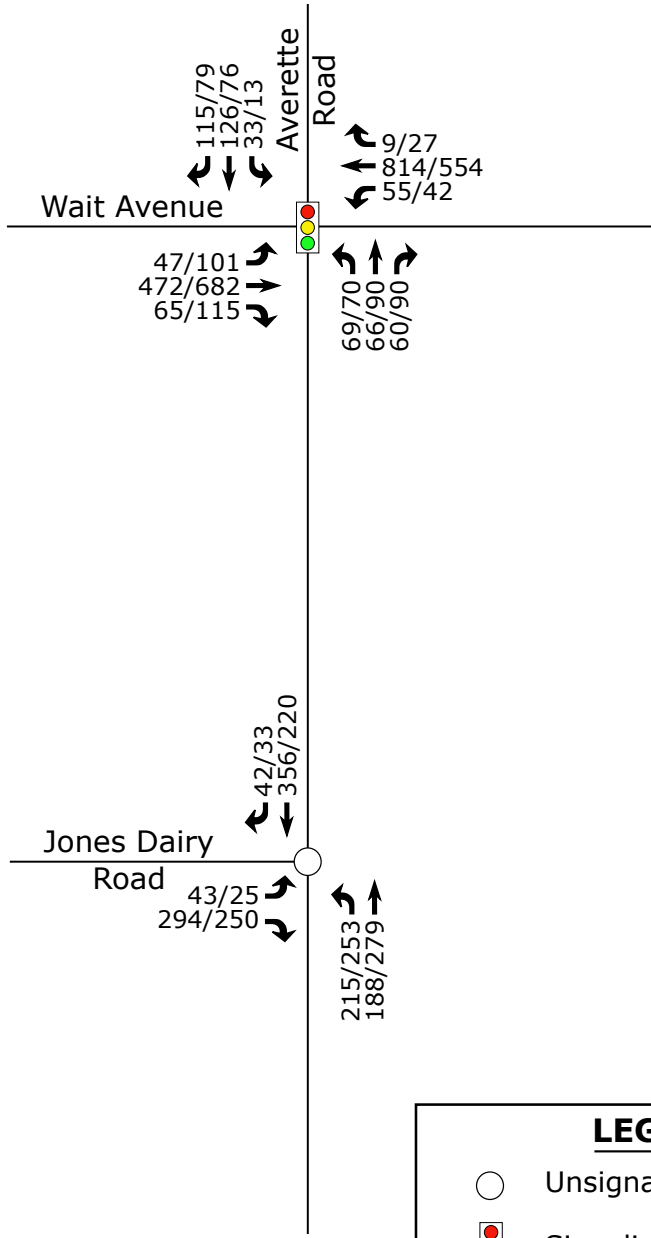
Existing peak hour traffic volumes were determined based on traffic counts conducted at the study intersections listed below in May of 2025 and April of 2026 during a typical weekday AM (7:00 AM – 9:00 AM) and PM (4:00 PM – 6:00 PM) peak periods:

- 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**

<b>Development Name</b>	<b>Location</b>	<b>Build-Out Year</b>	<b>Land Use / Intensity</b>	<b>TIA Performed</b>
Prestleigh	North of Jones Dairy Road, west of Averette Road	Prior to completion of proposed development	250 townhomes and 600 single-family homes*	<b>October 2018</b> 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**	<b>September 2018</b> 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 12<sup>th</sup> 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**

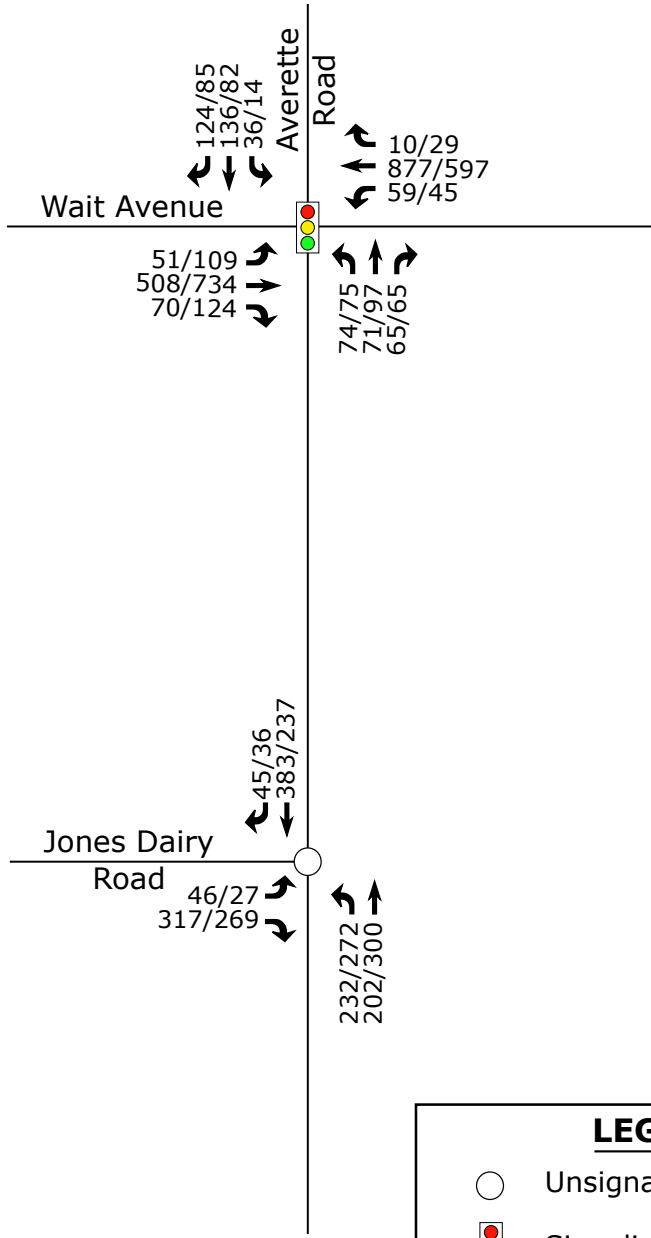
Based on coordination with the Town, it was determined there were no public future roadway improvements to consider with this study.

### **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**

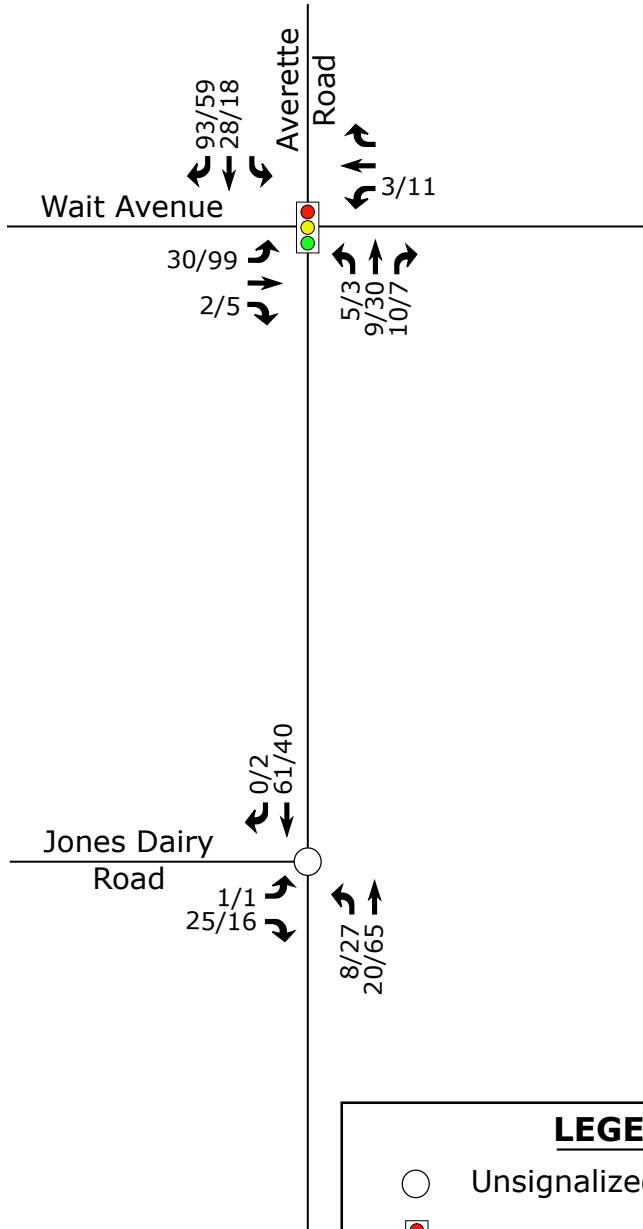
The 2029 no-build AM and PM peak hour traffic volumes at the study intersections were analyzed with future geometric roadway conditions and traffic control. The analysis results are presented in Section 7 of this report.



**LEGEND**

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

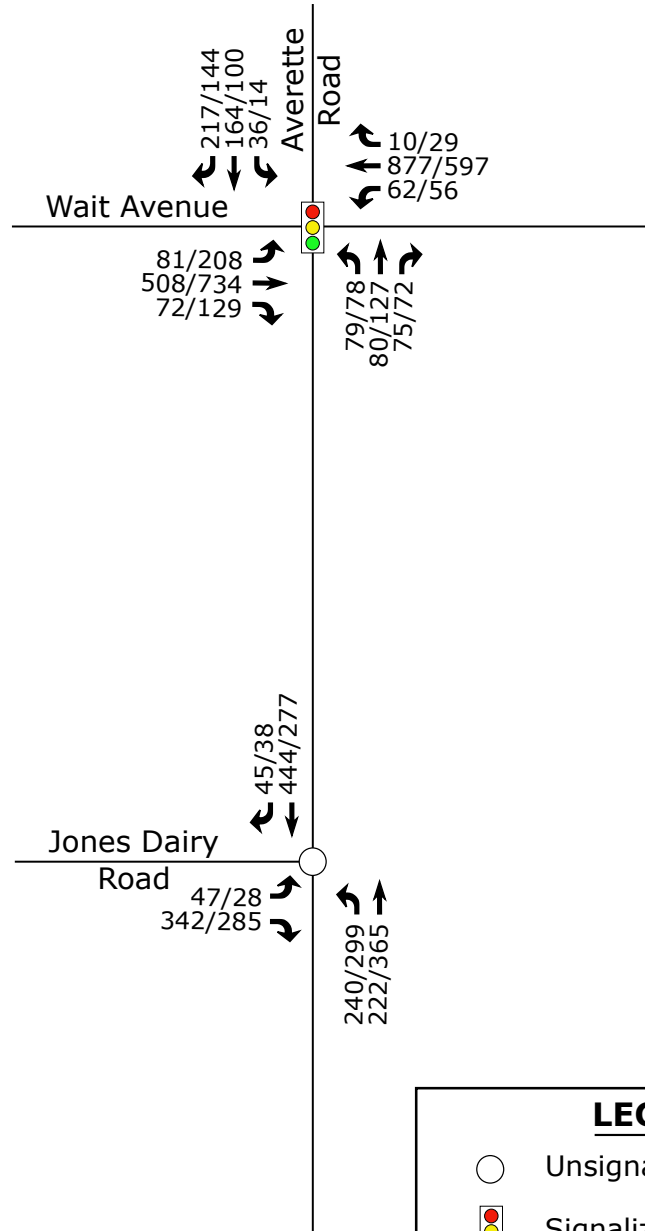
	1101 Averette Road Rolesville, NC	2029 Projected Peak Hour Traffic	
		Scale: Not to Scale	Figure 5



**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



**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*, 12<sup>th</sup> 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
<b>Total Trips</b>		<b>772</b>	<b>18</b>	<b>32</b>	<b>36</b>	<b>30</b>

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.

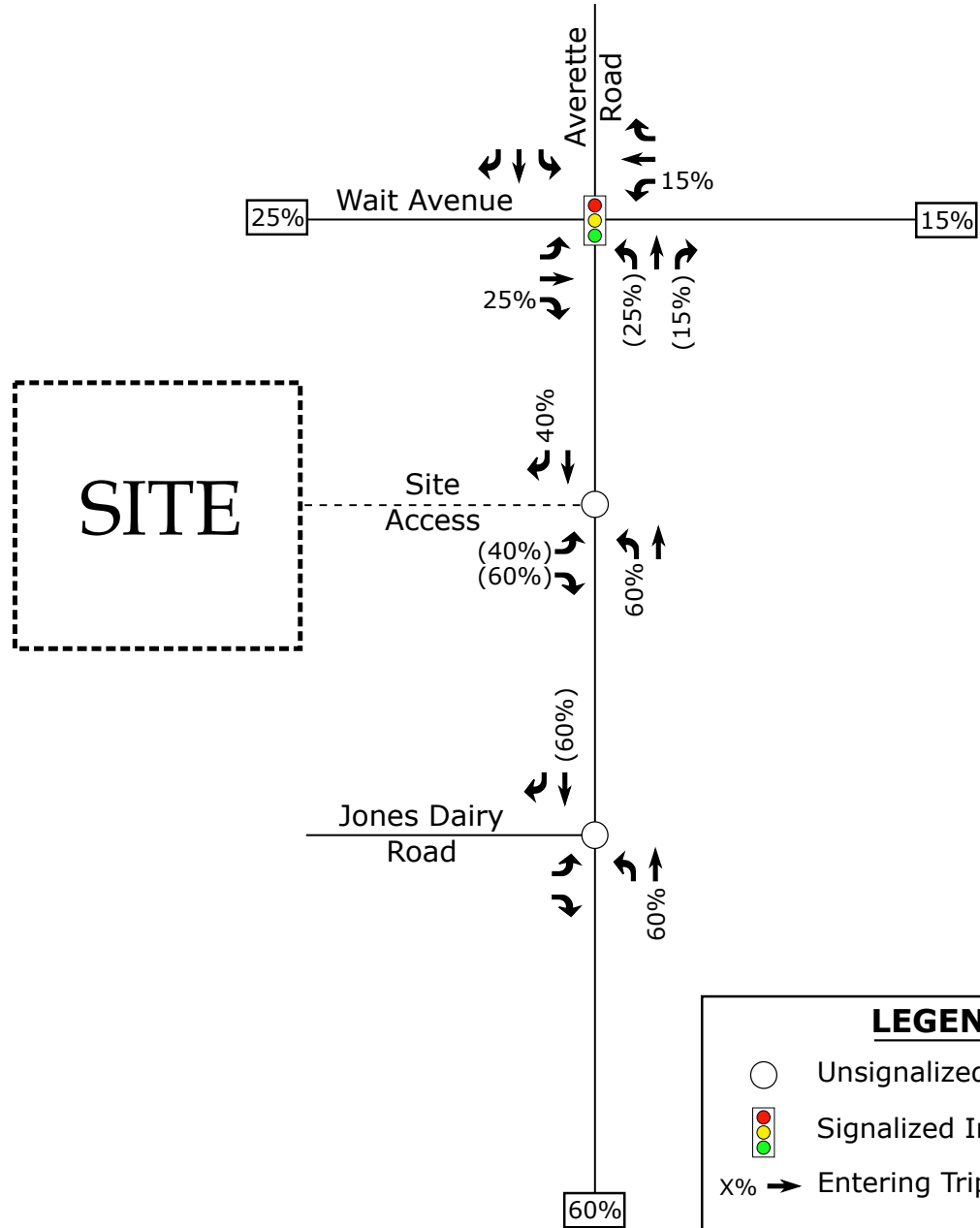
### 4.2. Site Trip Distribution and Assignment

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

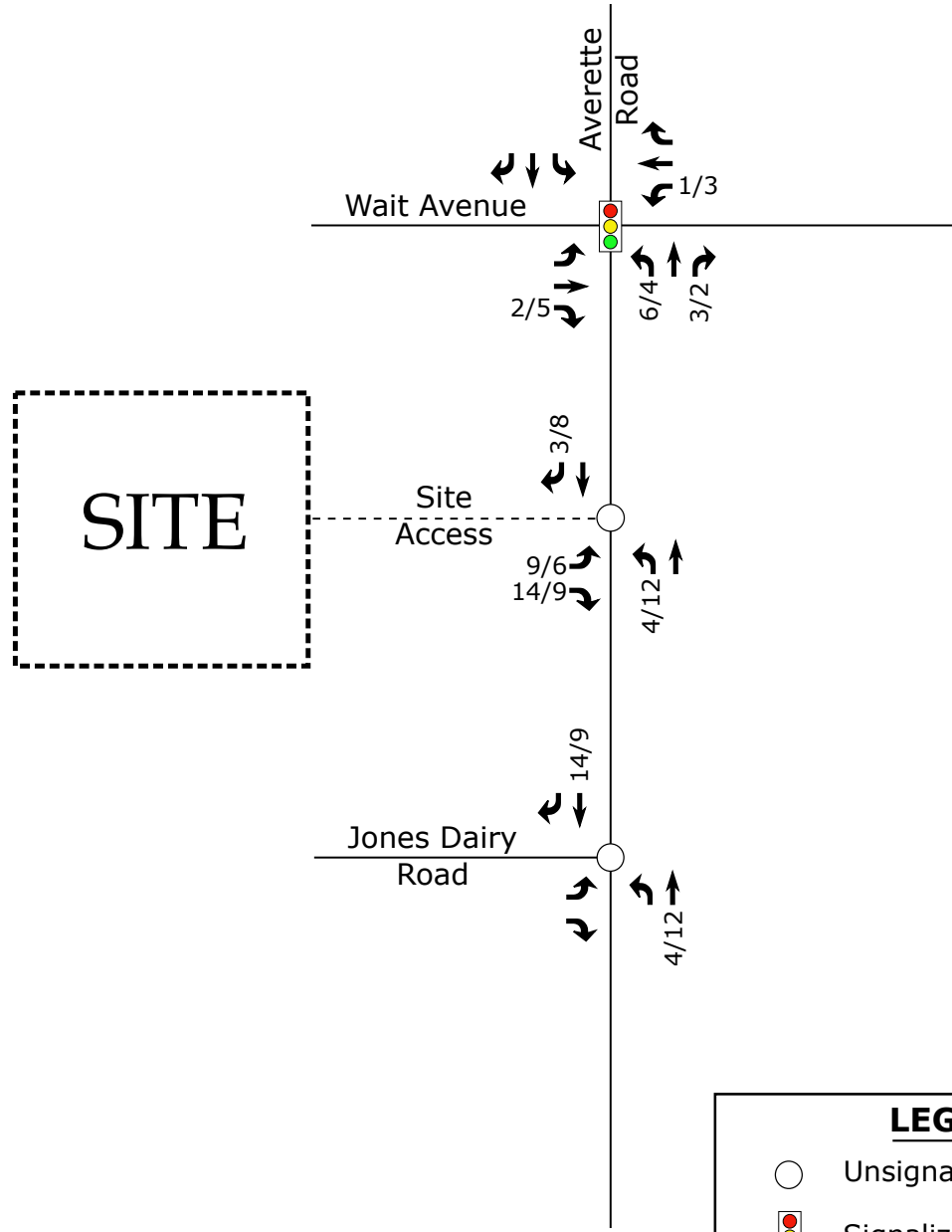
The site trip distribution is shown in Figure 8, and the residential and retail site trip assignments are shown in Figures 9a and 9b, respectively. A total site trip assignment figure can be found in Figure 10.



**LEGEND**


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

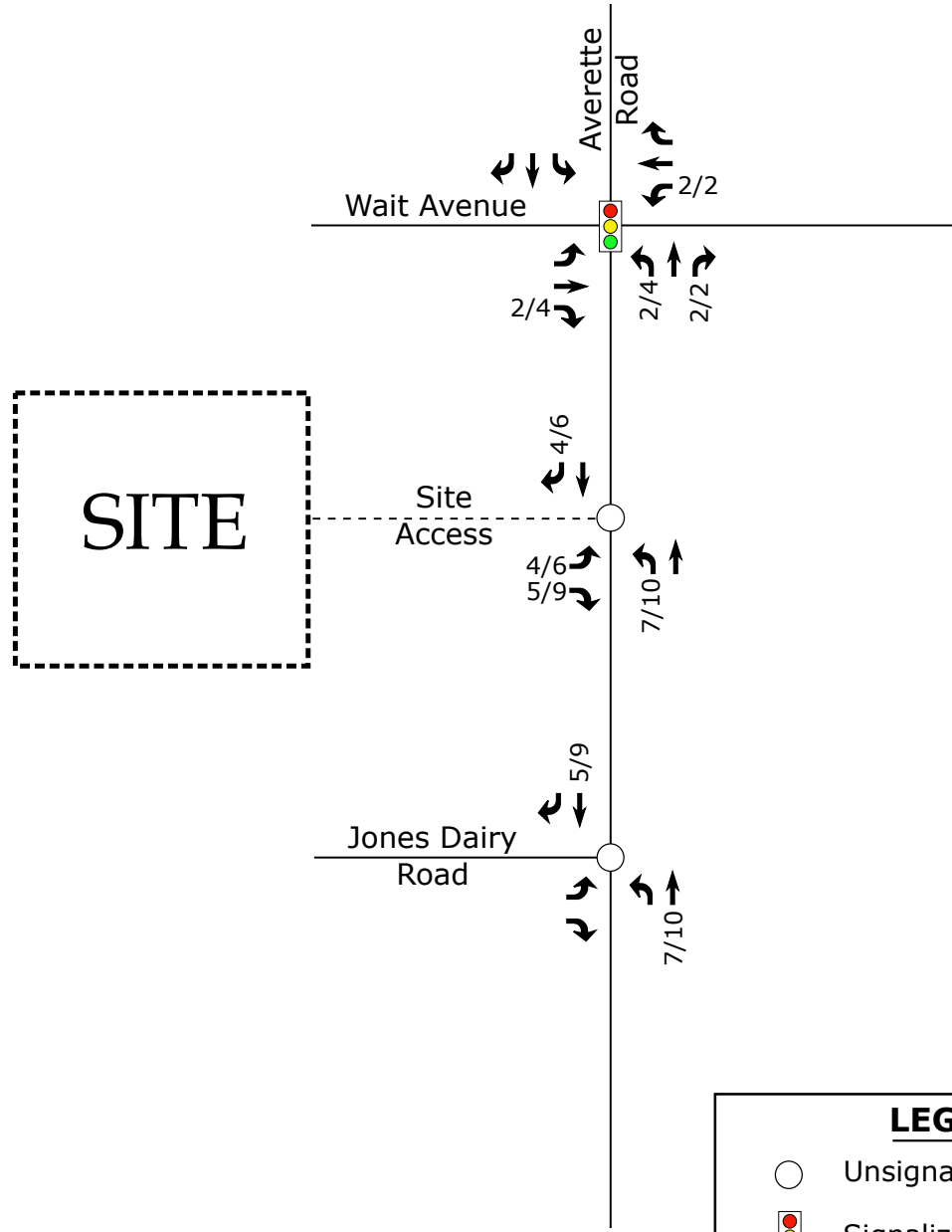
	1101 Averette Road Rolesville, NC	Site Trip Distribution	
		Scale: Not to Scale	Figure 8



**LEGEND**


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

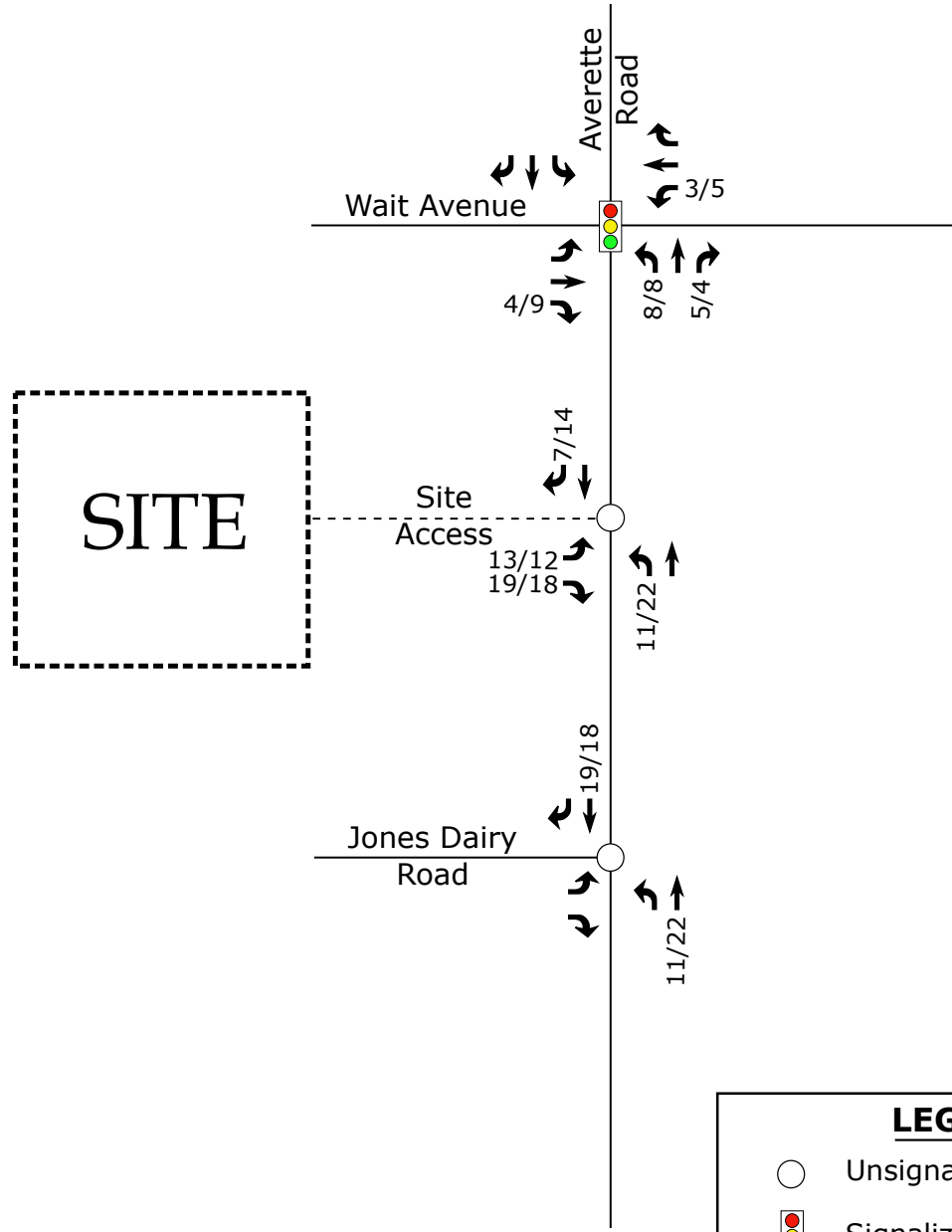
 <b>DRMP</b>	1101 Averette Road Rolesville, NC	Residential Site Trip Assignment	
			Scale: Not to Scale    Figure 9a



**LEGEND**

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

	1101 Averette Road Rolesville, NC	<b>Retail Site Trip Assignment</b>	
		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

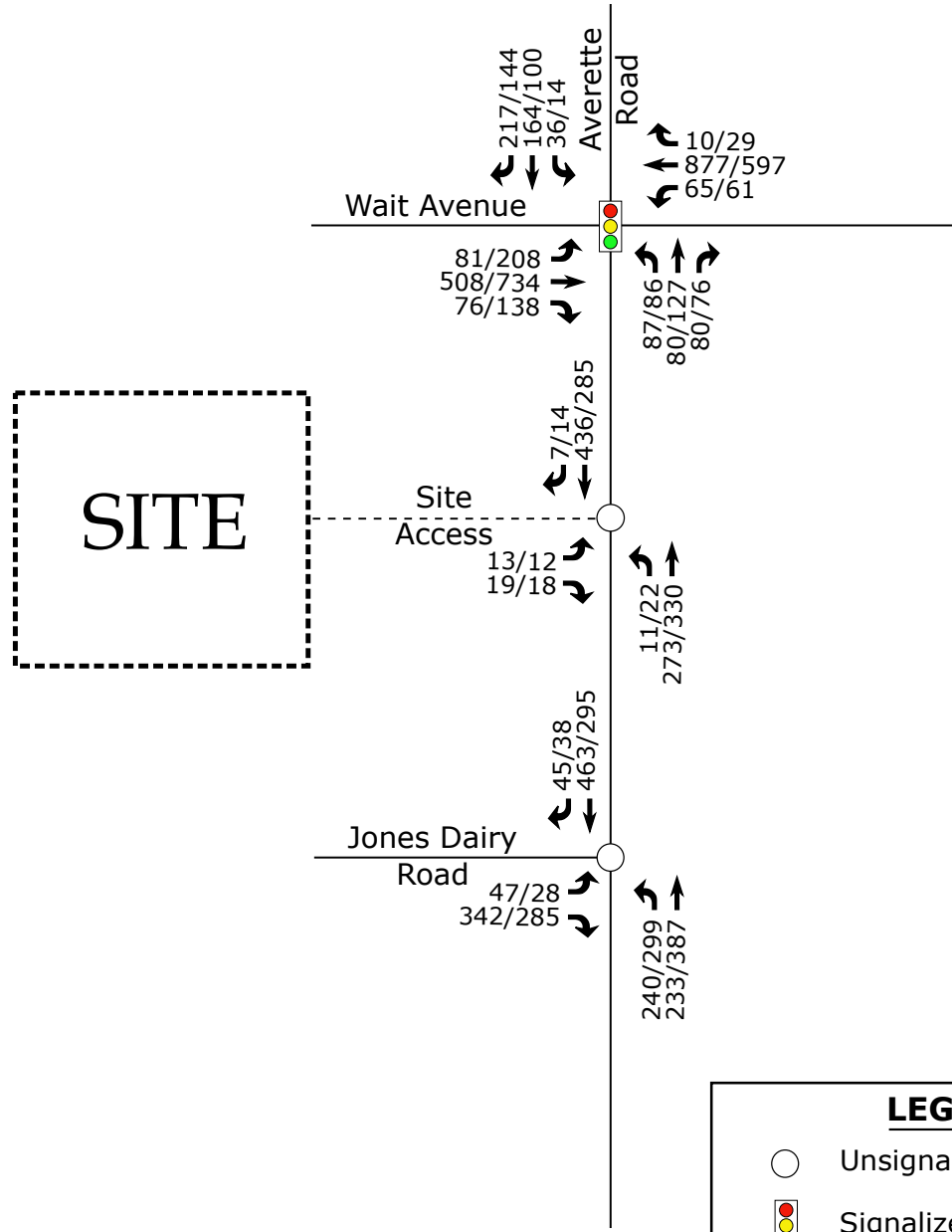
## **5. 2029 BUILD TRAFFIC CONDITIONS**

### **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**

-  Unsignalized 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), 6<sup>th</sup> Edition published by the Transportation Research Board. Capacity and level of service are the design criteria for this traffic study. A computer software package, Synchro (Version 11.1), 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) <sup>2</sup> A (9) <sup>1</sup> --	N/A	B (14) <sup>2</sup> A (9) <sup>1</sup> --	N/A
2029 No-Build	EB NB SB	1 LT, 1 RT 1 LT, 1 TH 1 TH-RT	D (27) <sup>2</sup> A (10) <sup>1</sup> --	N/A	C (17) <sup>2</sup> A (9) <sup>1</sup> --	N/A
2029 Build	EB NB SB	1 LT, 1 RT 1 LT, 1 TH 1 TH-RT	D (29) <sup>2</sup> A (10) <sup>1</sup> --	N/A	C (18) <sup>2</sup> A (9) <sup>1</sup> --	N/A

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

Capacity analysis of 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	<b>EB</b> NB SB	<b>1 LT-RT</b> <b>1 LT</b> , 1 TH 1 TH-RT	B (14) <sup>2</sup> A (8) <sup>1</sup> --	N/A	B (12) <sup>2</sup> A (8) <sup>1</sup> --	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**

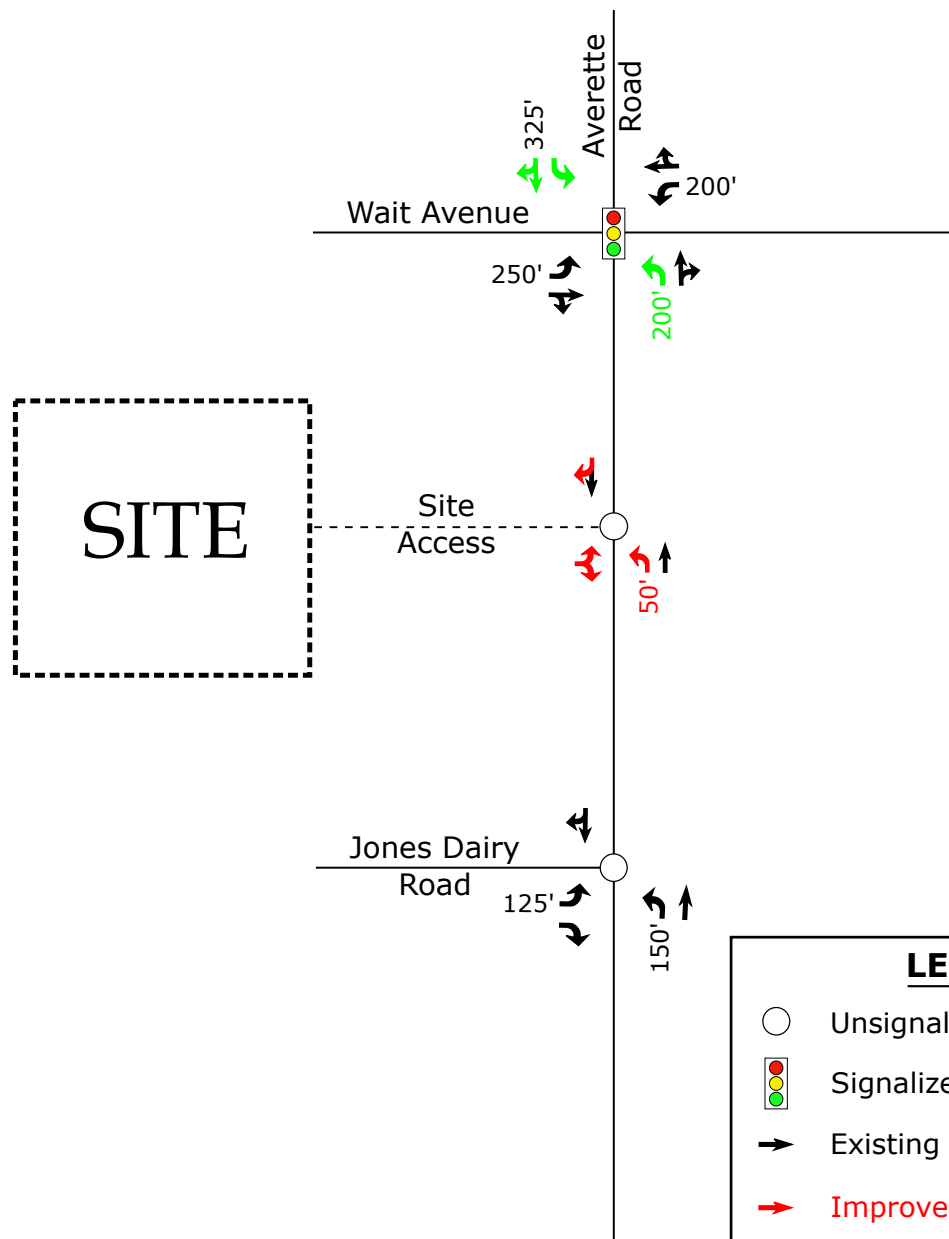
#### Wait Avenue and Averette Road

- 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



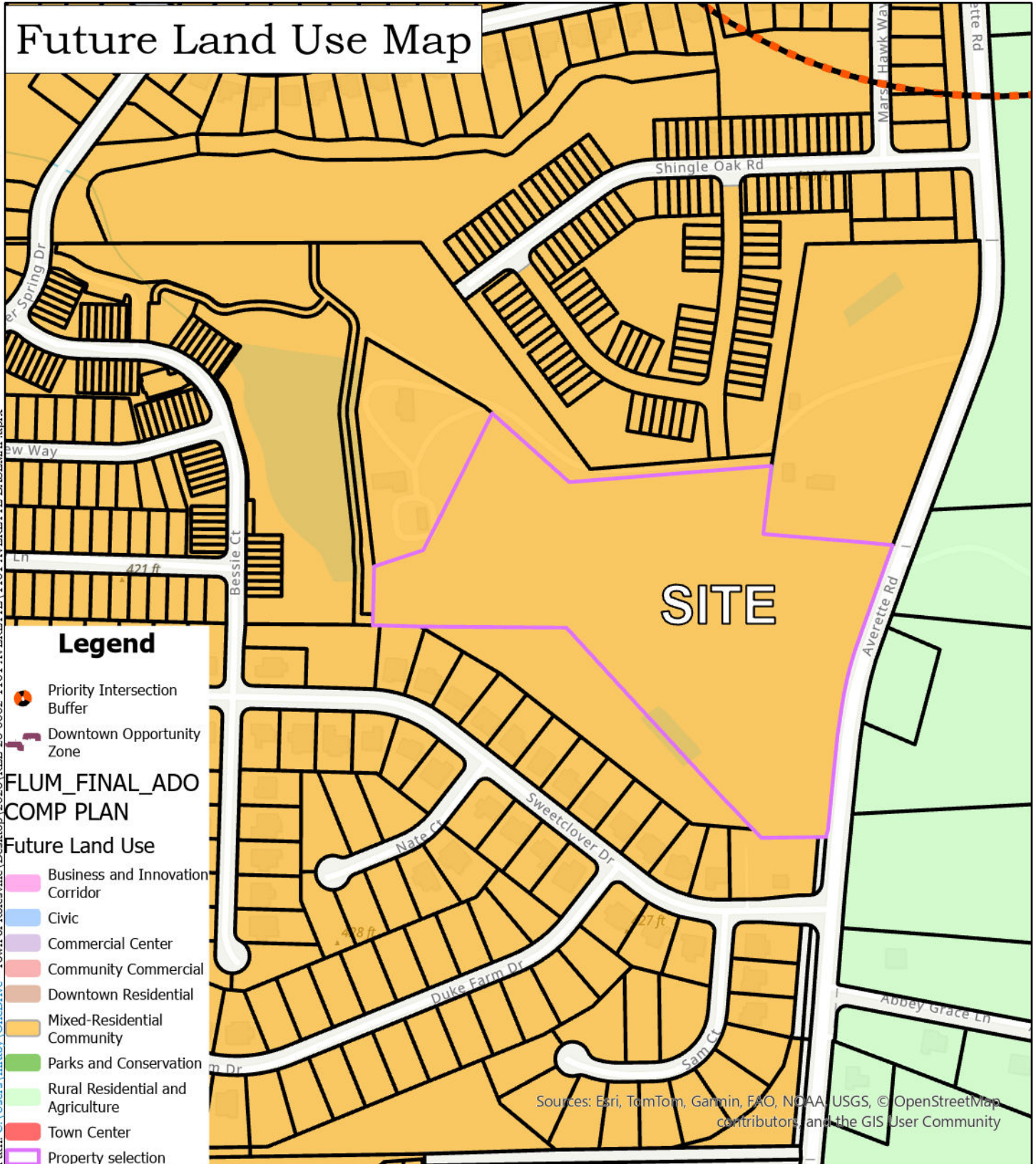
NC CGIA, Microsoft, Vantor



# Future Land Use Map

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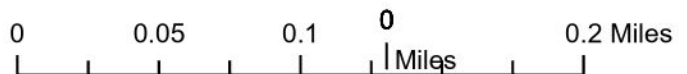
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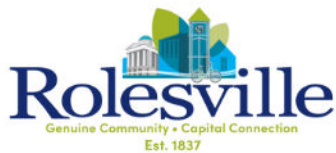


## Legend

-  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



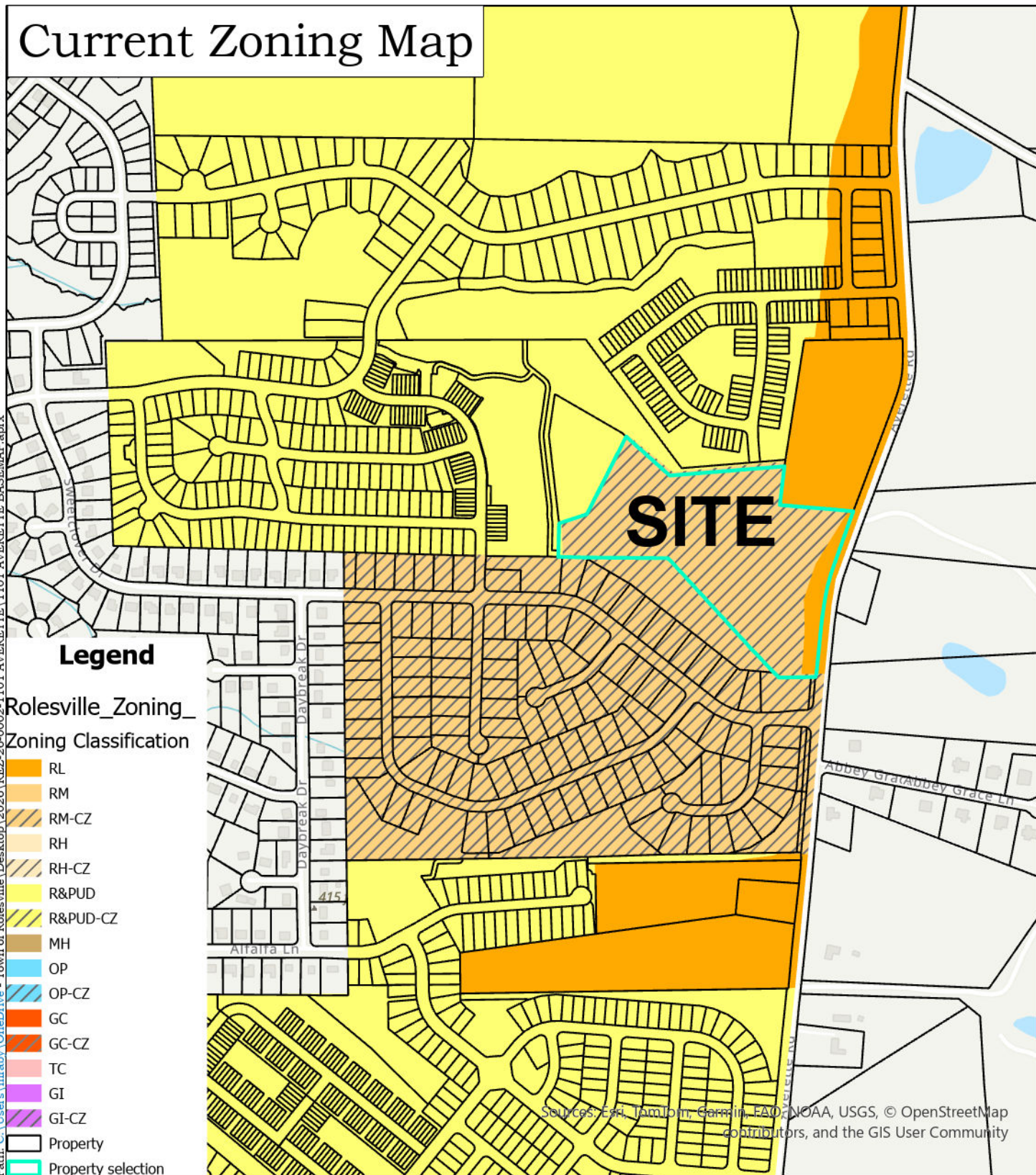


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Date: 2026.05.013

# Current Zoning Map

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

