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

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**
AM Peak (7-9 am)	193	126	319
PM Peak (4-6 pm)	160	218	378
Weekday Daily Trips			**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

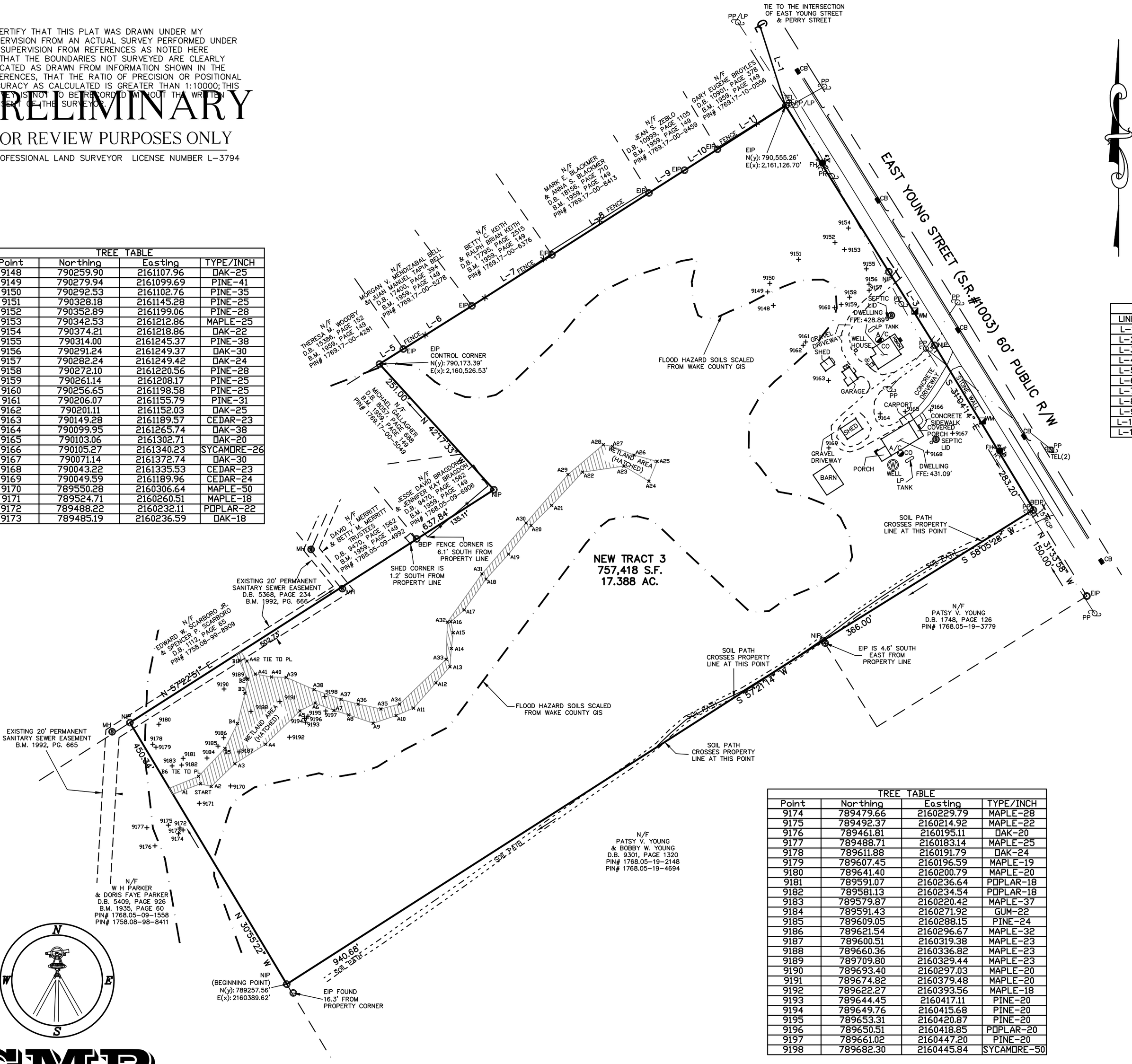
ATTACHMENT 1

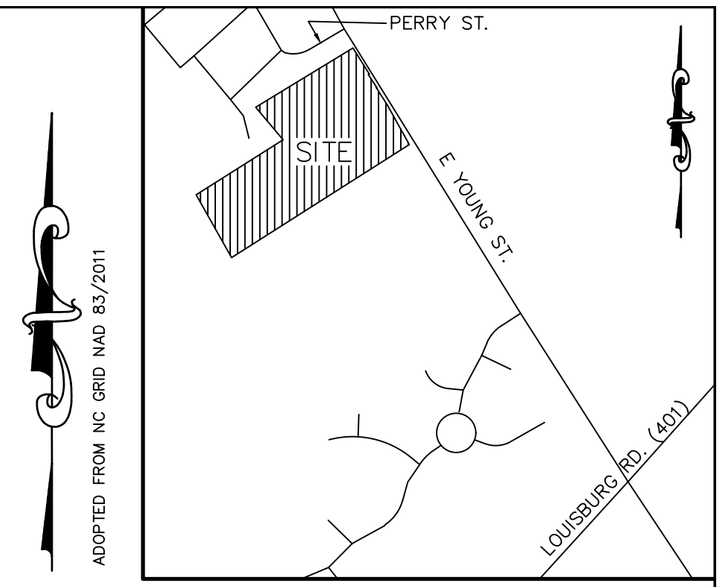
I, CERTIFY THAT THIS PLAT WAS DRAWN UNDER MY SUPERVISION FROM AN ACTUAL SURVEY PERFORMED UNDER MY SUPERVISION FROM REFERENCES AS NOTED HERE ON; THAT THE BOUNDARIES NOT SURVEYED ARE CLEARLY INDICATED AS DRAWN FROM INFORMATION SHOWN IN THE REFERENCES, THAT THE RATIO OF PRECISION OR POSITIONAL ACCURACY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

PRELIMINARY

FOR REVIEW PURPOSES ONLY

PROFESSIONAL LAND SURVEYOR LICENSE NUMBER L-3794





VICINITY MAP

TREE TABLE			
Point	Northing	Easting	TYPE/INCH
9148	790259.90	2161107.96	OAK-25
9149	790279.94	2161099.69	PINE-41
9150	790292.53	2161102.76	PINE-35
9151	790328.18	2161145.28	PINE-25
9152	790352.89	2161199.06	PINE-28
9153	790342.53	2161212.86	MAPLE-25
9154	790374.21	2161218.86	OAK-22
9155	790314.00	2161245.37	PINE-38
9156	790291.24	2161249.37	OAK-30
9157	790282.24	2161249.42	OAK-24
9158	790272.10	2161220.56	PINE-28
9159	790261.14	2161208.17	PINE-25
9160	790256.65	2161198.58	PINE-25
9161	790206.07	2161155.79	PINE-31
9162	790201.11	2161152.03	OAK-25
9163	790149.28	2161189.57	CEDAR-23
9164	790099.95	2161265.74	OAK-38
9165	790103.06	2161302.71	OAK-20
9166	790105.27	2161340.23	SYCAMORE-26
9167	790071.14	2161372.74	OAK-30
9168	790043.22	2161335.53	CEDAR-23
9169	790049.59	2161189.96	CEDAR-24
9170	789550.28	2160306.64	MAPLE-50
9171	789524.71	2160260.51	MAPLE-18
9172	789488.22	2160232.11	POPLAR-22
9173	789485.19	2160236.59	OAK-18

LINE TABLE		
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°26'23" E	170.00'
L-9	N 57°23'07" 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
BEIP – BENT IRON PIPE
BEIB – BENT IRON BAR
CM – CONCRETE MONUMENT
EPK – EXISTING PK NAIL
SPK – SET PK NAIL
NIP – NEW IRON PIPE SET
R/W – RIGHT OF WAY
CATV – CABLE TV BOX
EB – ELECTRIC BOX
TEL – TELEPHONE PEDESTAL
PP – POWER POLE
OHL – OVERHEAD LINE
LP – LIGHT POLE
WM – WATER METER
WV – WATER VALVE
CO – SEWER CLEAN-OUT
CC – CONCRETE
CB – CATCH BASIN
MH – MANHOLE
FH – FIRE HYDRANT
– ADDRESS

NOTES:

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

LINE TYPE LEGEND

PROPERTY LINE – LINE SURVEYED
RIGHT-OF-WAY
ADJOINING LINE – LINE NOT SURVEYED
OVERHEAD LINE
BUILDING SETBACK
EASEMENT
BUFFER
FLOOD HAZARD SOILS

TREE TABLE			
Point	Northing	Easting	TYPE/INCH
9174	789479.66	2160229.79	MAPLE-28
9175	789492.37	2160214.92	MAPLE-22
9176	789461.81	2160195.11	OAK-20
9177	789488.71	2160183.14	MAPLE-25
9178	789611.88	2160191.79	OAK-24
9179	789607.45	2160196.59	MAPLE-19
9180	789641.40	2160200.79	MAPLE-20
9181	789591.07	2160236.64	POPLAR-18
9182	789581.13	2160234.54	POPLAR-18
9183	789579.87	2160220.42	MAPLE-37
9184	789591.43	2160271.92	GUM-22
9185	789609.05	2160288.15	PINE-24
9186	789621.54	2160296.67	MAPLE-32
9187	789600.51	2160319.38	MAPLE-23
9188	789660.36	2160336.82	MAPLE-23
9189	789709.80	2160329.44	MAPLE-23
9190	789693.40	2160297.03	MAPLE-20
9191	789674.82	2160379.48	MAPLE-20
9192	789622.27	2160393.56	MAPLE-18
9193	789644.45	2160417.11	PINE-20
9194	789649.76	2160415.68	PINE-20
9195	789653.31	2160420.87	PINE-20
9196	789650.51	2160418.85	POPLAR-20
9197	789661.02	2160447.20	PINE-20
9198	789682.30	2160445.84	SYCAMORE-50

WETLAND DELINEATION & TREE SURVEY FOR

DONNIE WOODLIEF

404, 406, 408 & Ø 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

100 50 0 100 200

SCALE 1"=100'

NOVEMBER 9, 2023
ZONED R-L
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

(X:\PROJECTS\WOODLIEF-ROLSEVILLE - JC)

CMP

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

ATTACHMENT 2

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

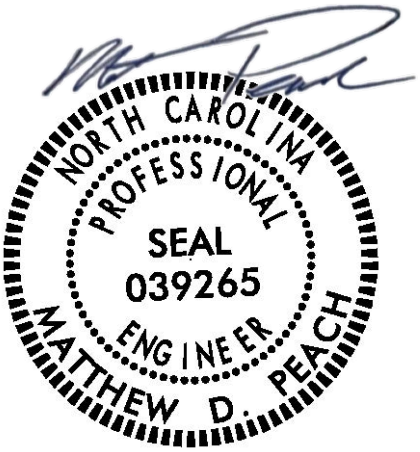
(signature)

Pierre Tong, PE

Approved by

(signature)

Matt Peach, PE, PTOE



9/8/2025

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 Conditions....2.5
Table 2: Trip Generation....3.9
Table 3: Rolesville Police Department Collected Data....3.10
Table 4: Level of Service Criteria....5.21
Table 5: 2025 Existing Level of Service and Delay....5.23
Table 6: 2030 No-Build Level of Service and Delay....5.25
Table 7: 2030 Build Level of Service and Delay....5.27
Table 8: 2030 Build Improved Level of Service and Delay....5.29

LIST OF FIGURES

Figure 1: Site Location....1.2
Figure 2: Site Plan....1.3
Figure 3: 2025 Existing Lanes and Traffic Control....2.7
Figure 4: 2030 No-Build Lanes and Traffic Control....2.8
Figure 5: Trip Distribution....3.11
Figure 6: Trip Assignment....3.12
Figure 7: 2025 Existing Traffic Volumes....4.16
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 Volumes....4.20
Figure 12: Recommended Improvements....6.31

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)

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 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.*

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.*

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 LDO[8] 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

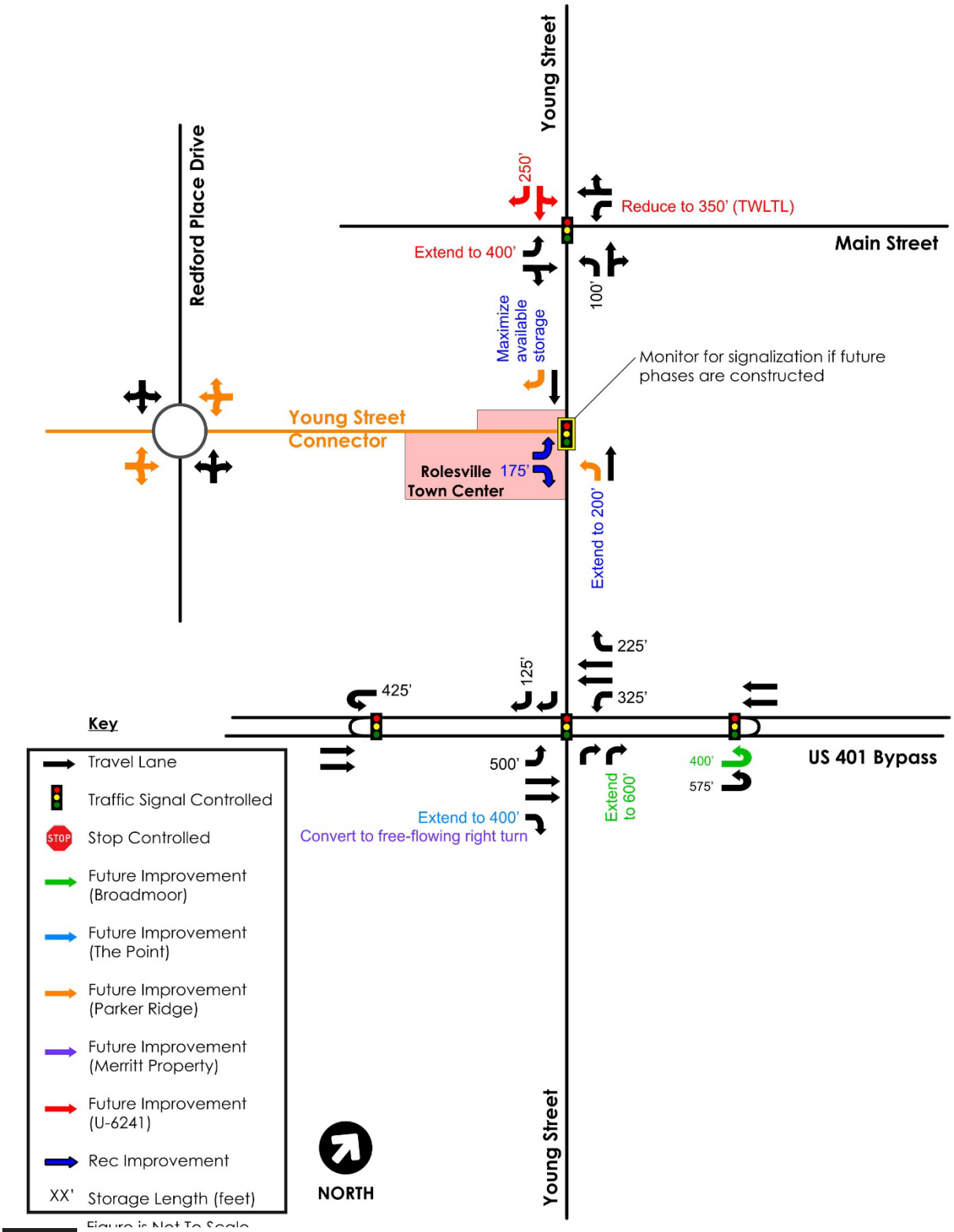
- No improvements are recommended at this intersection.

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.

- 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



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

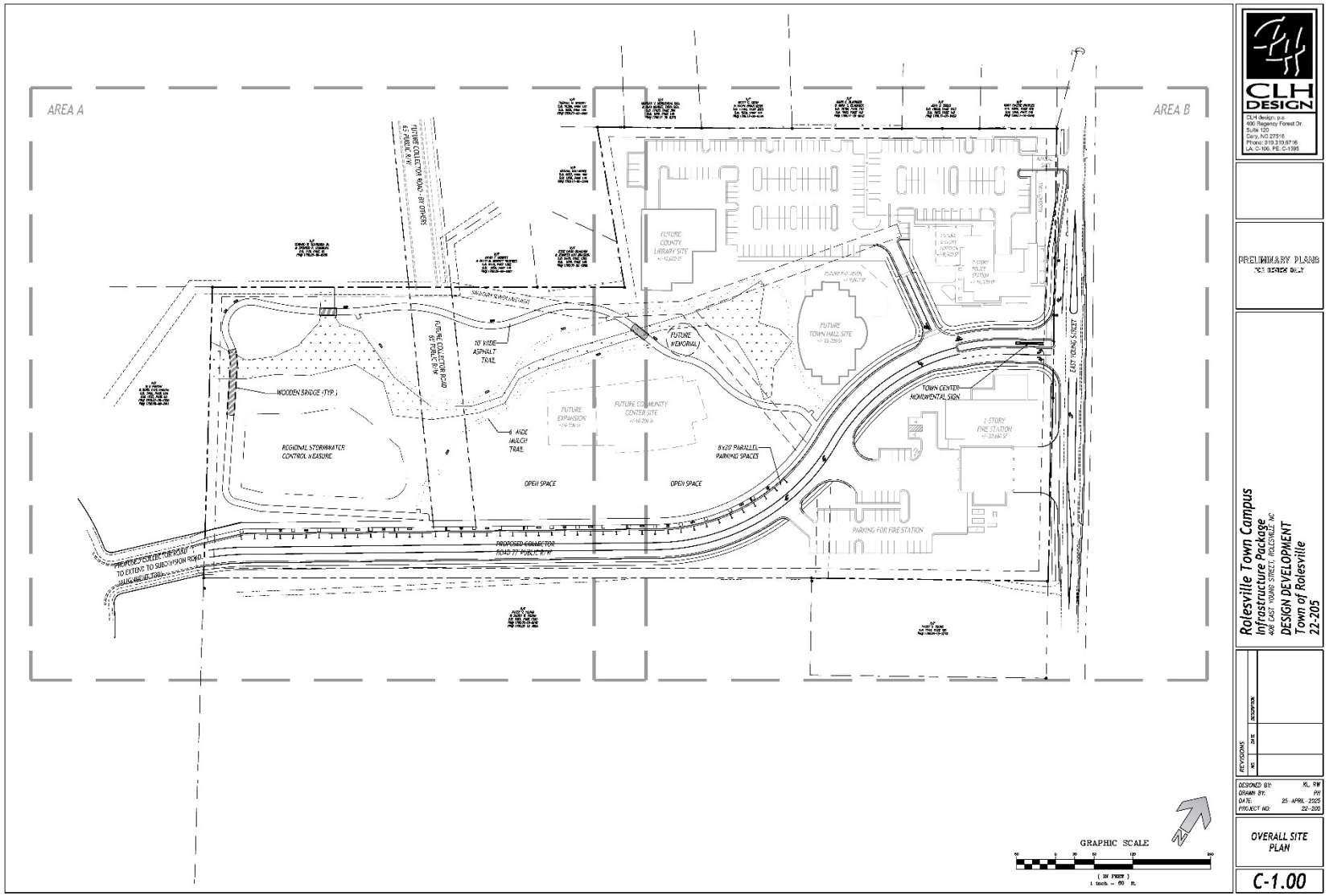
It should be noted that the current site plan lists the fire station at 20,680 square feet, while the original scoping plan had 23,900 square feet. Trip generation and analysis use the larger, original figure for a conservative estimate of traffic. The site location is shown in Figure 1. The site plan, 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.

Figure 1: Site Location

Figure 2: Site Plan



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 classification[1] and average annual daily traffic (AADT)[2] information were obtained from NCDOT.

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.

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

Figure 3: 2025 Existing Lanes and Traffic Control

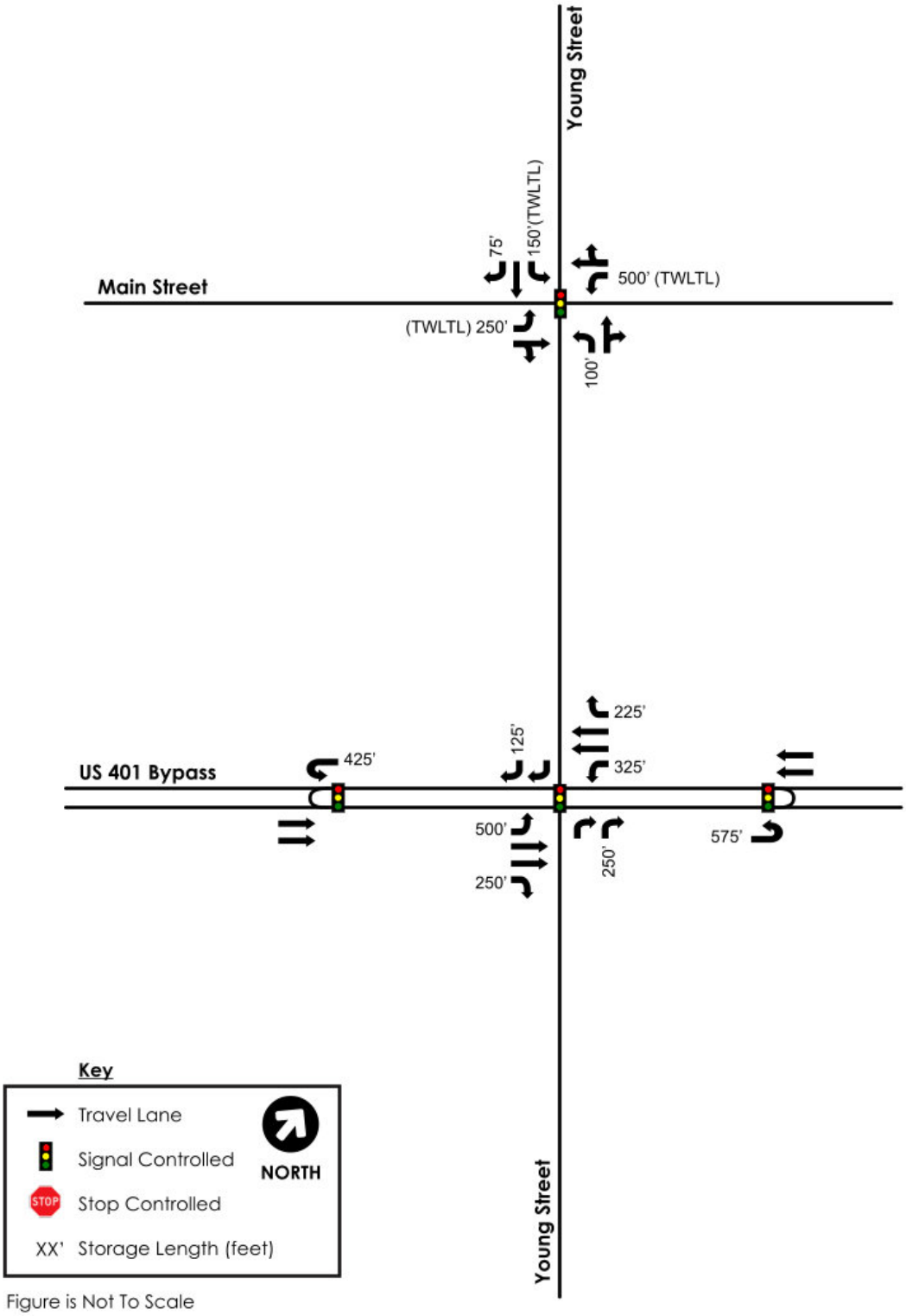
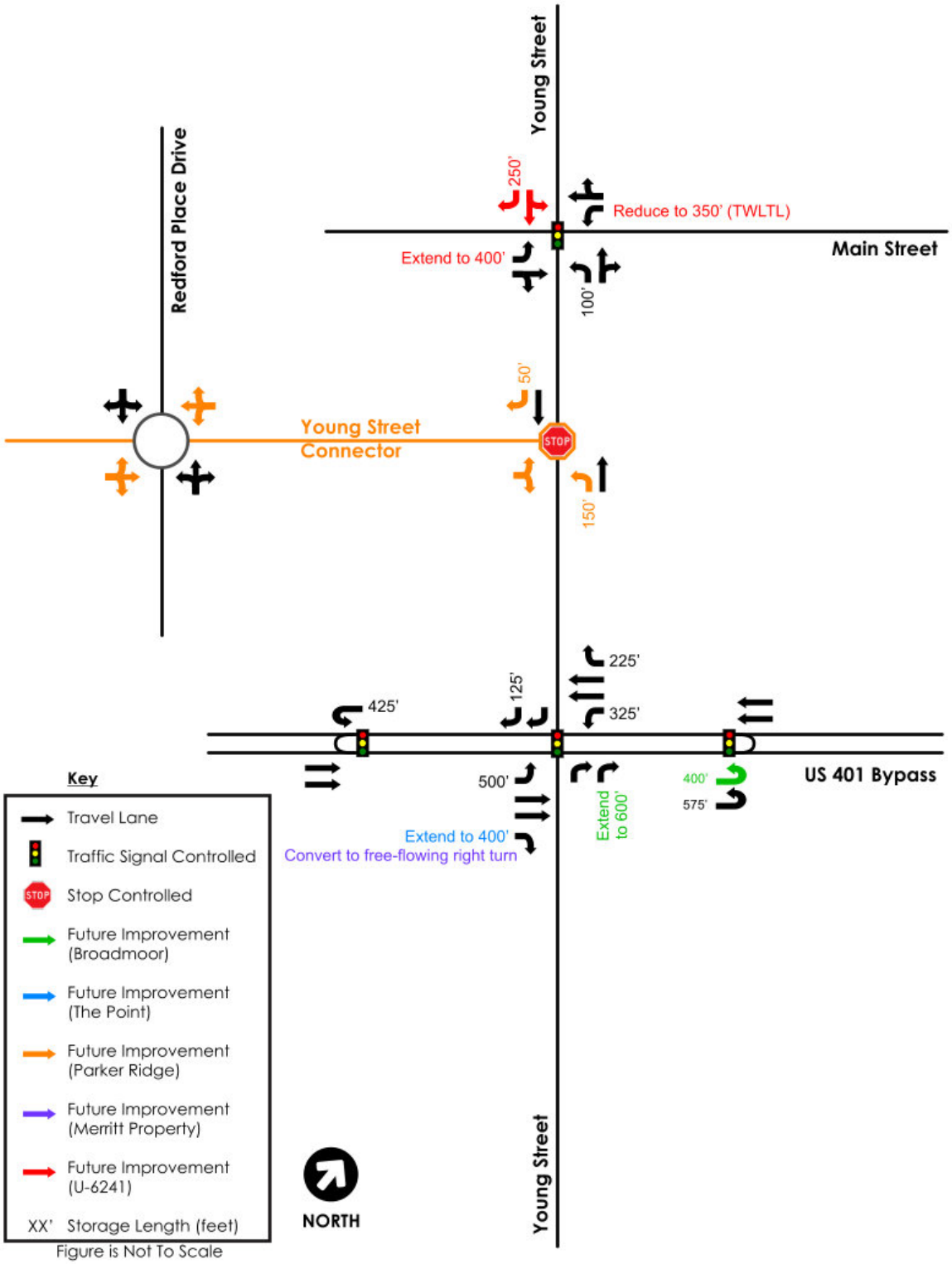


Figure 4: 2030 No-Build Lanes and Traffic Control



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 Manual[3] in addition to collecting local data. The Rate Versus Equation spreadsheet published by NCDOT[4] 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.

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

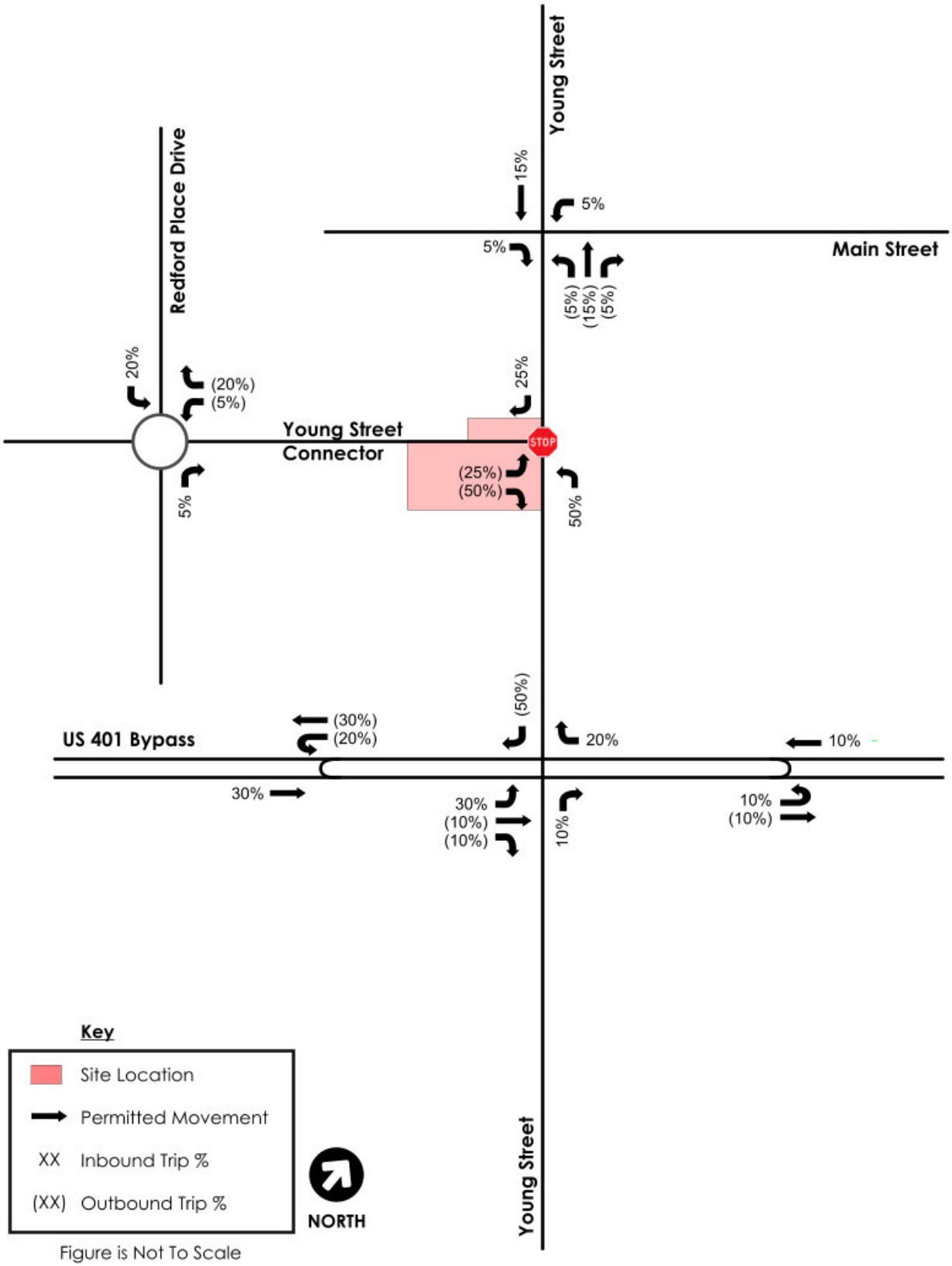
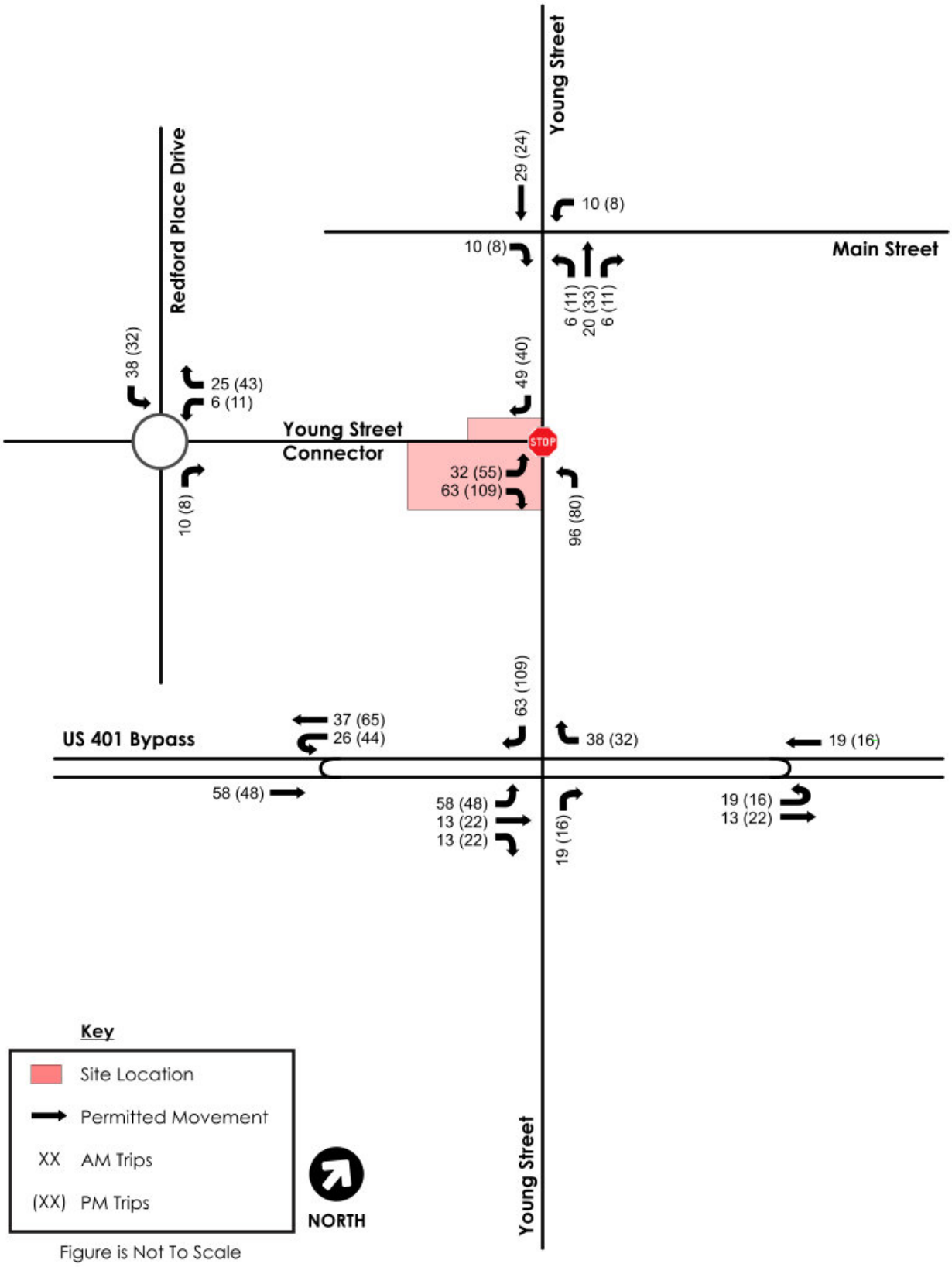


Figure 6: Trip Assignment



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-

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 build-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

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.

Figure 7: 2025 Existing Traffic Volumes

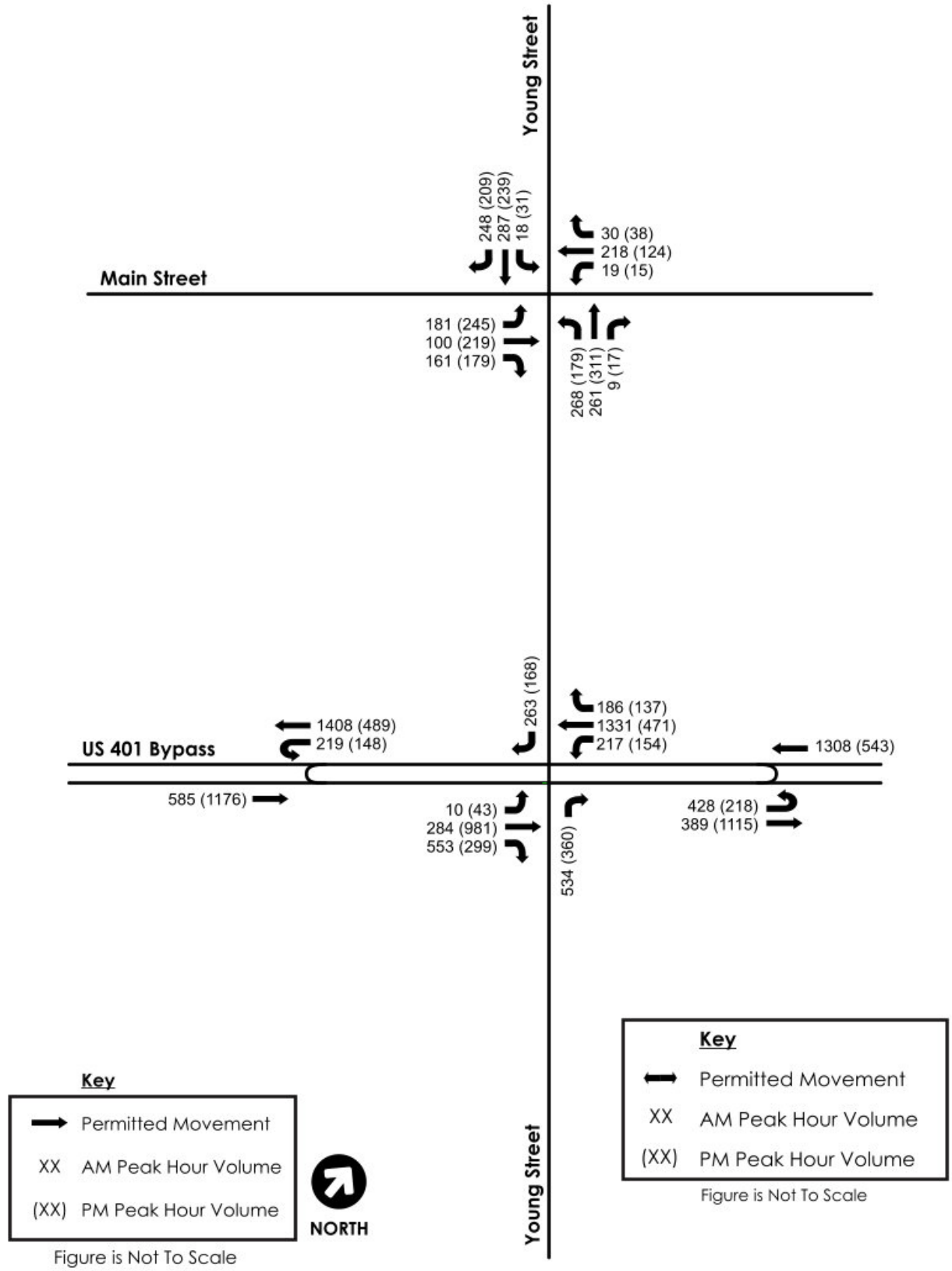


Figure 8: Background Traffic Growth

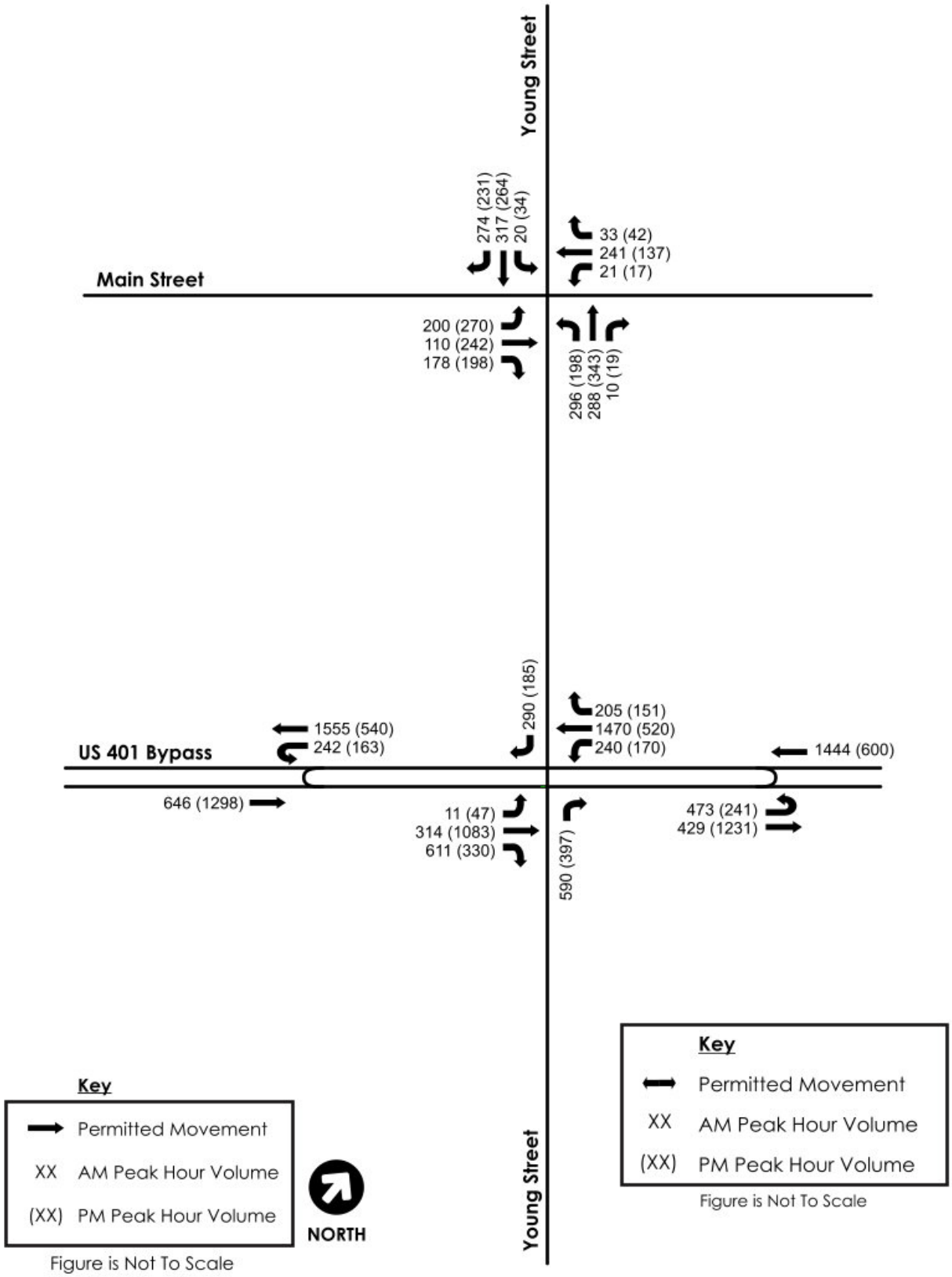


Figure 9: Adjacent Development Traffic Volumes

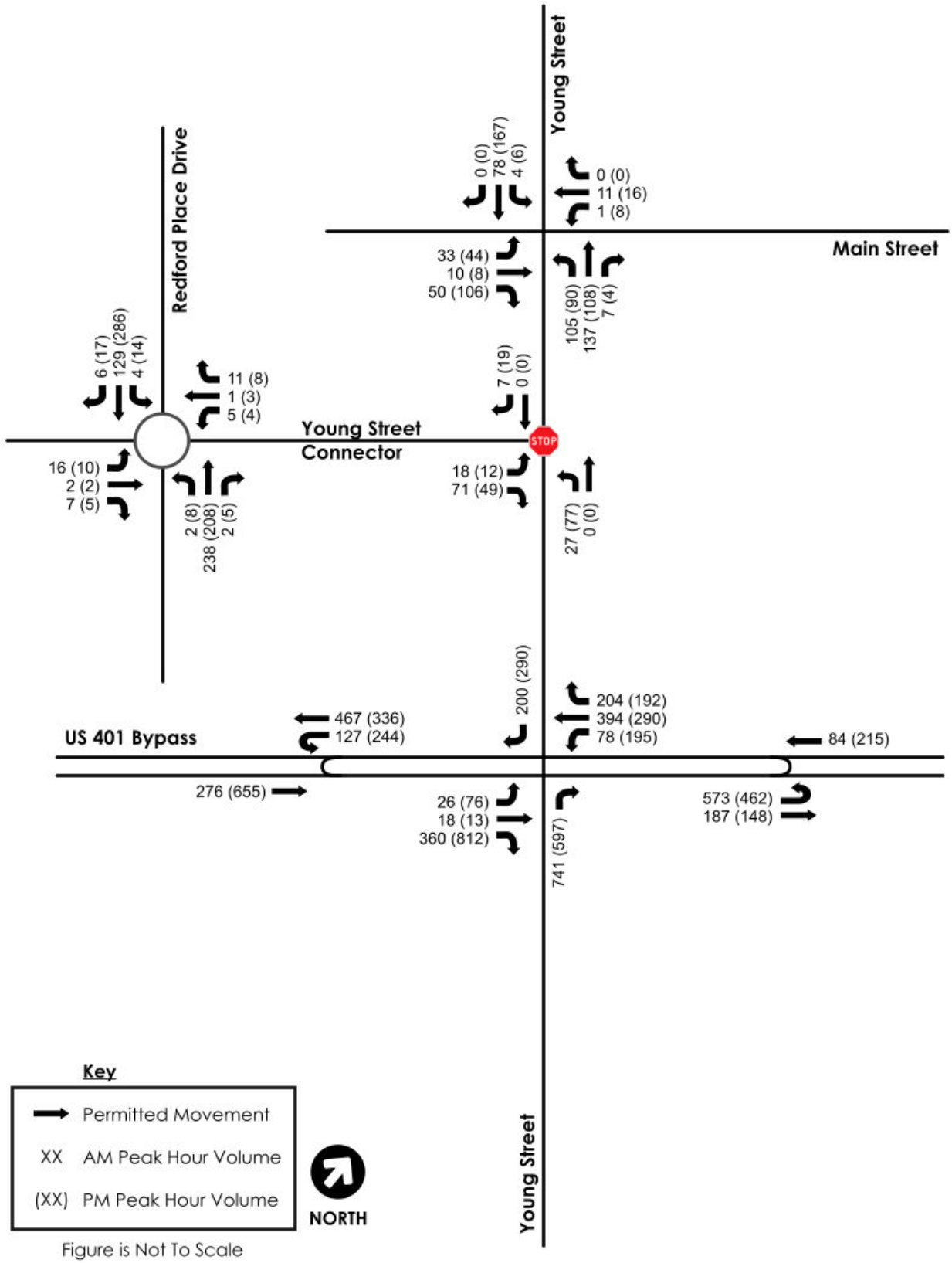


Figure 10: 2030 No-Build Traffic Volumes

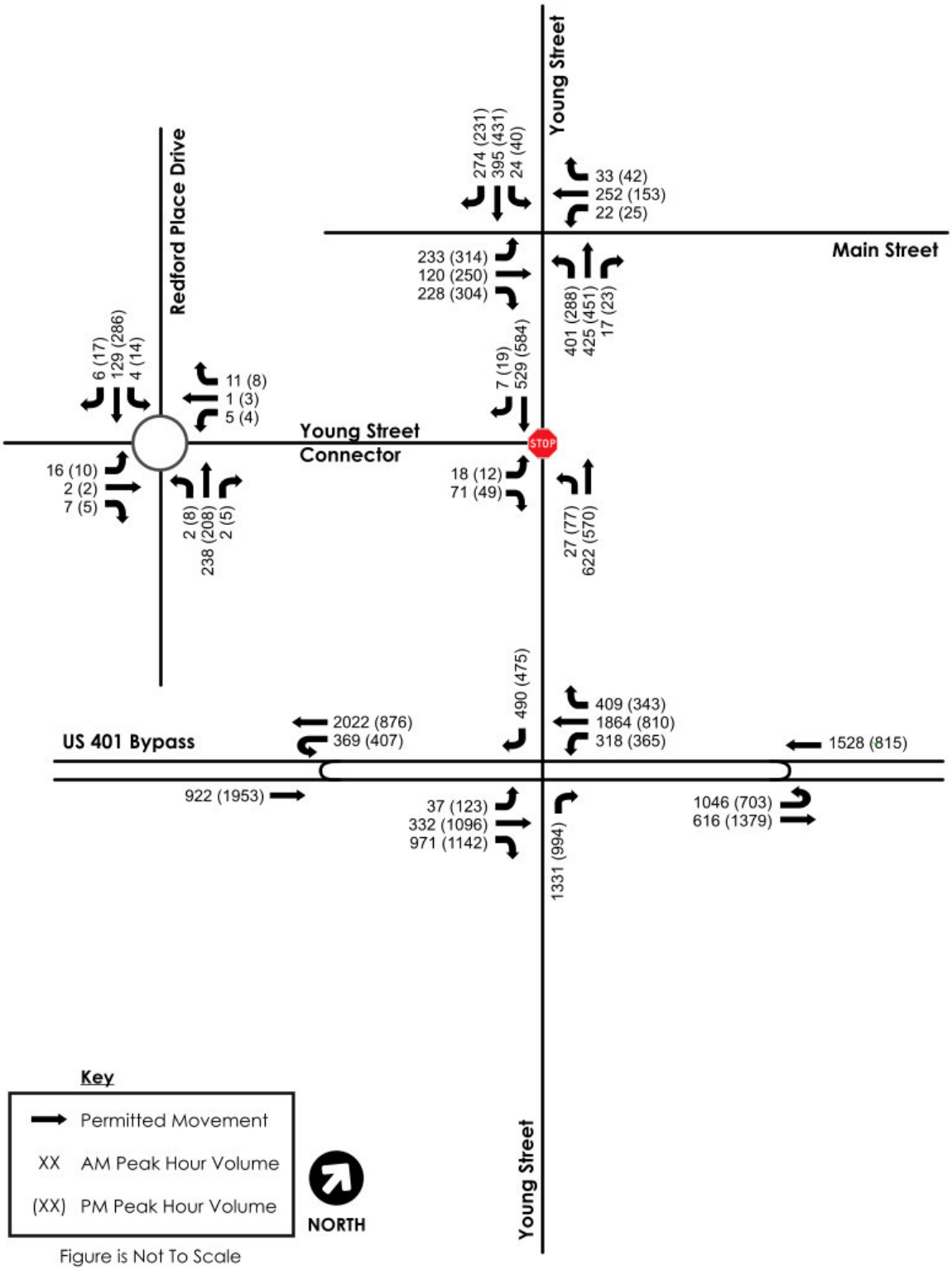
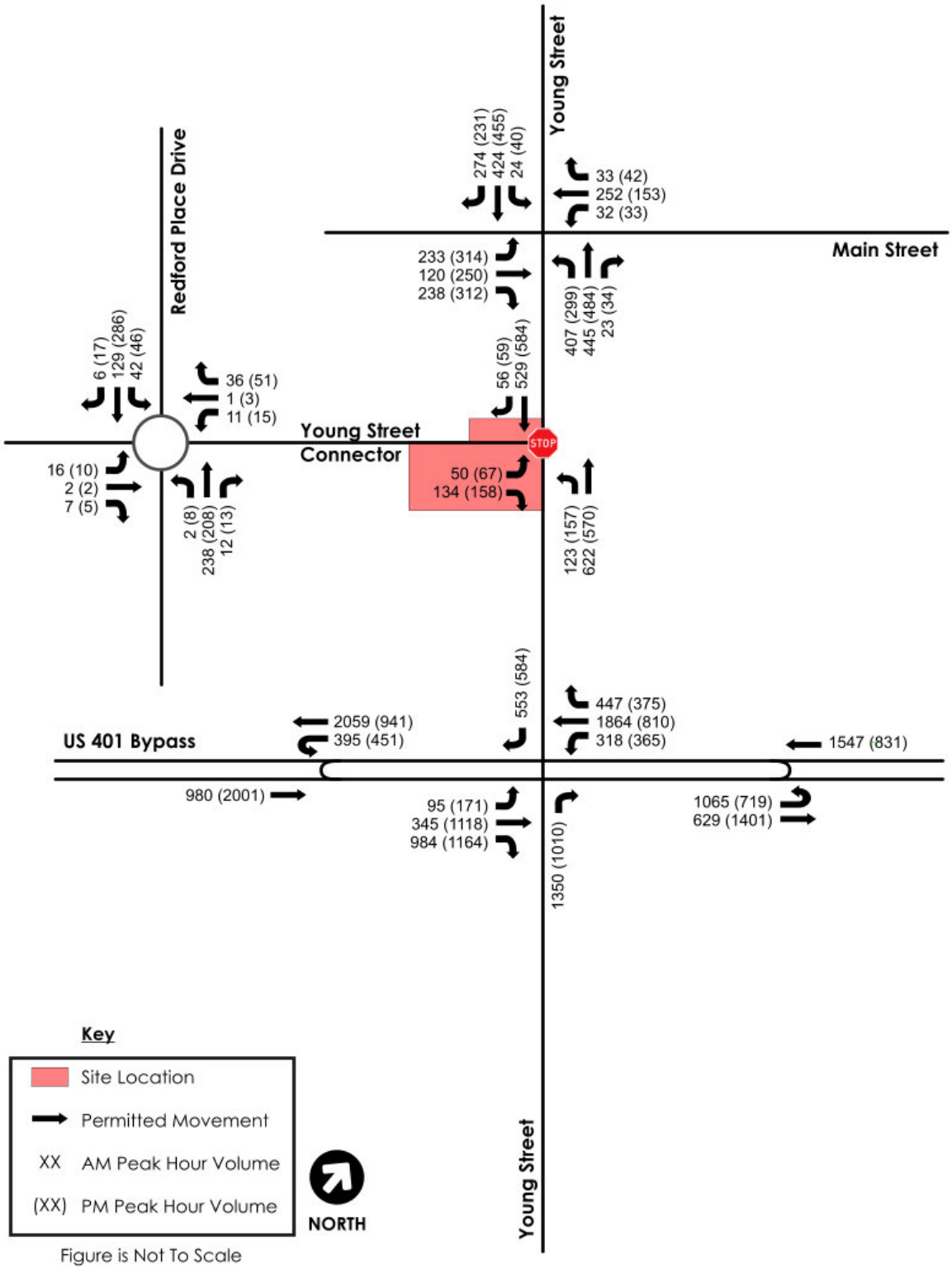


Figure 11: 2030 Build Traffic Volumes



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 Manual[6] (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.*

2. *If the road segment or intersection is already LOS "F," the traffic impact analysis must demonstrate that the proposed development, with any proposed improvements, would not cause build-out year peak-hour operation to degrade more than five (5) percent of the total delay on any intersection approach.*

All Synchro files and detailed printouts can be found in the Appendix.

5.1 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
			R	32.6	30.5	C	C	219	168	125	125
	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
		SB	R	26.9	21.1	C	C	107	51	138	115
	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
		NB	R	25.9	29.3	C	C	434	355	1340*	403
		WB	L	0.2	0.3	A	A	0	0	138	217
	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
		SB	R	48.3	17.1	D	B	244	159	258	176
	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
		SB	LTR	3.4	4.4	A	A	16	39	19	46
	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

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.

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.

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 LDO[8]. 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.

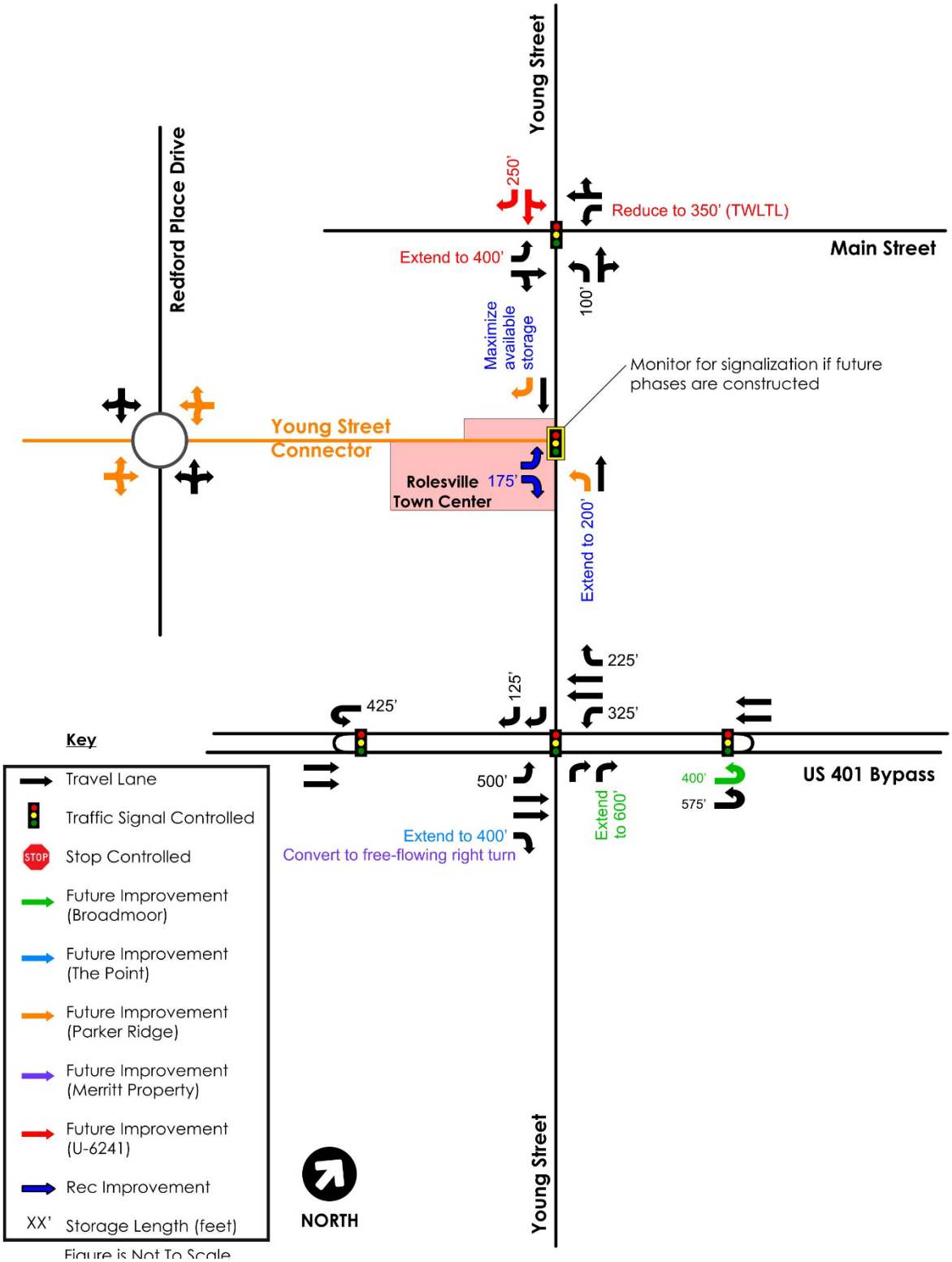
Redford Place Drive at Young Street Connector

- 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.

Figure 12: Recommended Improvements



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

ATTACHMENT 3

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
865 LONG MELFORD DR	KL LB BUY 2 LLC	ROLESVILLE, NC 27571	534391	1758994236
109 GLENN CIR	GALLAGHER, MICHAEL	ROLESVILLE, NC 27571	346	1769005049
100 CHURCH ST	ROLESVILLE BAPTIST CHURCH INC	ROLESVILLE, NC 27571	100037	1769118359
203 E YOUNG ST	ROLESVILLE BAPTIST CHURCH INC	ROLESVILLE, NC 27571	89763	1769100997
204 SCHOOL ST	DUNN, RICHARD E WOODS, MARDENIA	ROLESVILLE, NC 27571	23551	1758999444
0 E YOUNG ST	TERRELL, VIRGINIA A HEIRS	ROLESVILLE, NC 27571	106108	1769101648
105 COLEY ST	BARNES, GARY THOMAS BARNES, LINDA Y	ROLESVILLE, NC 27571	40548	1769005582
112 GLENN CIR	HENDERSON, EDDIE C HENDERSON, PATRICIA A	ROLESVILLE, NC 27571	47017	1768094992
111 GLENN CIR	BRAGDON, JESSE DAVID BRAGDON, JENNIFER KAY	ROLESVILLE, NC 27571	72001	1768096906
101 GLENN CIR	EDDINS FAMILY, LLC	ROLESVILLE, NC 27571	57845	1769003415
103 GLENN CIR	EDDINS FAMILY, LLC	ROLESVILLE, NC 27571	8894	1769003452
505 E YOUNG ST	YOUNG, MICHAEL C TRUSTEE YOUNG, DEBORAH C TRUSTEE	ROLESVILLE, NC 27571	80504	1769109389
106 GLENN CIR	COOKE, JERRY V LAPLANTE, KIMBERLY	ROLESVILLE, NC 27571	8893	1769003150
204 E YOUNG ST	TOWN OF ROLESVILLE	ROLESVILLE, NC 27571	7310	1769008868
104 GLENN CIR	WILKINS, WESLEY WILKINS, ROXEY	ROLESVILLE, NC 27571	14661	1769002188
101 COLEY ST	LAMM, JAMES R LAMM, LOUISE S	ROLESVILLE, NC 27571	47907	1769004306
103 COLEY ST	IBRAHIM & ASSOCIATES LLC	ROLESVILLE, NC 27571	39402	1769004465
202 SCHOOL ST	DEBNAM, MICHAEL T	ROLESVILLE, NC 27571	22033	1758998460
404 E YOUNG ST	TOWN OF ROLESVILLE	ROLESVILLE, NC 27571	41554	1769101390
504 E YOUNG ST	YOUNG, PATSY V	ROLESVILLE, NC 27571	80445	1768193779
506 E YOUNG ST	YOUNG, PATSY V YOUNG, HARRIET D	ROLESVILLE, NC 27571	80478	1768194694
509 E YOUNG ST	YOUNG, WESTLY CLARK TRUSTEE THE WESTLY CLARK YOUNG REVOCABLE LIVING TRUST	ROLESVILLE, NC 27571	168157	1769201025
104 COLEY ST	KEITH, BETTY C KEITH, RALPH BRIAN	ROLESVILLE, NC 27571	38634	1769006376
403 E YOUNG ST	YOUNG MEADOW INVESTMENTS LLC	ROLESVILLE, NC 27571	314137	1769105712
201 S MAIN ST	COMM DEV LLC	ROLESVILLE, NC 27571	57749	1758998909
200 SCHOOL ST	COMM DEV LLC	ROLESVILLE, NC 27571	106103	1758998560
0 E YOUNG ST	TOWN OF ROLESVILLE	ROLESVILLE, NC 27571	12316	1769101402
406 E YOUNG ST	TOWN OF ROLESVILLE	ROLESVILLE, NC 27571	6343	1769102240
99 GLENN CIR	CLARK BUILT LLC	ROLESVILLE, NC 27571	98901	1769002540
402 PERRY ST	BLACKMER, MARK E BLACKMER, ANNA S	ROLESVILLE, NC 27571	24585	1769008413
118 SCHOOL ST	PENDER, DOROTHY JONES	ROLESVILLE, NC 27571	37218	1758997386
406 PERRY ST	BROYLES, GARY EUGENE	ROLESVILLE, NC 27571	314126	1769100556
508 E YOUNG ST	YOUNG, PATSY V YOUNG, BOBBY W	ROLESVILLE, NC 27571	106104	1768192148
300 E YOUNG ST	HUGHES, BRANDY NICHOLE SOREY, MICHAEL RYAN	ROLESVILLE, NC 27571	8809	1769008785
202 PERRY ST	WHITAKER, BARRY WAYNE WHITAKER, BETTY P	ROLESVILLE, NC 27571	8896	1769002594
0 E YOUNG ST	TOWN OF ROLESVILLE	ROLESVILLE, NC 27571	106105	1768094465
104 E YOUNG ST	TOWN OF ROLESVILLE	ROLESVILLE, NC 27571	54636	1769017022
100 GLENN CIR	EDDINS FAMILY LLC	ROLESVILLE, NC 27571	1209	1769001347
102 COLEY ST	BELL, MORGAN V	ROLESVILLE, NC 27571	63013	1769005278
303 PERRY ST	SYKES, PENNY P	ROLESVILLE, NC 27571	4705	1769006840

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, THERESA M	ROLESVILLE, NC 27571	70593	1769004281

April 22, 20026

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 Abernethy	bettyabernethy@xcel.com	108 Glenn Circle
Rebecca Young	rpyoung0517@gmail	415 E. Young St
Westly Young	wcy4553@centurylink.net	509 E. Young St
Mona Nimr	mona.nimr@outlook.com	405 Perry St.
Jennifer Bragdon	jkbragdon09@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

Rolesville
Genuine Community • Capital Connection
Est. 1837

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

Rolesville
Genuine Community • Capital Connection
Est. 1837

- 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)

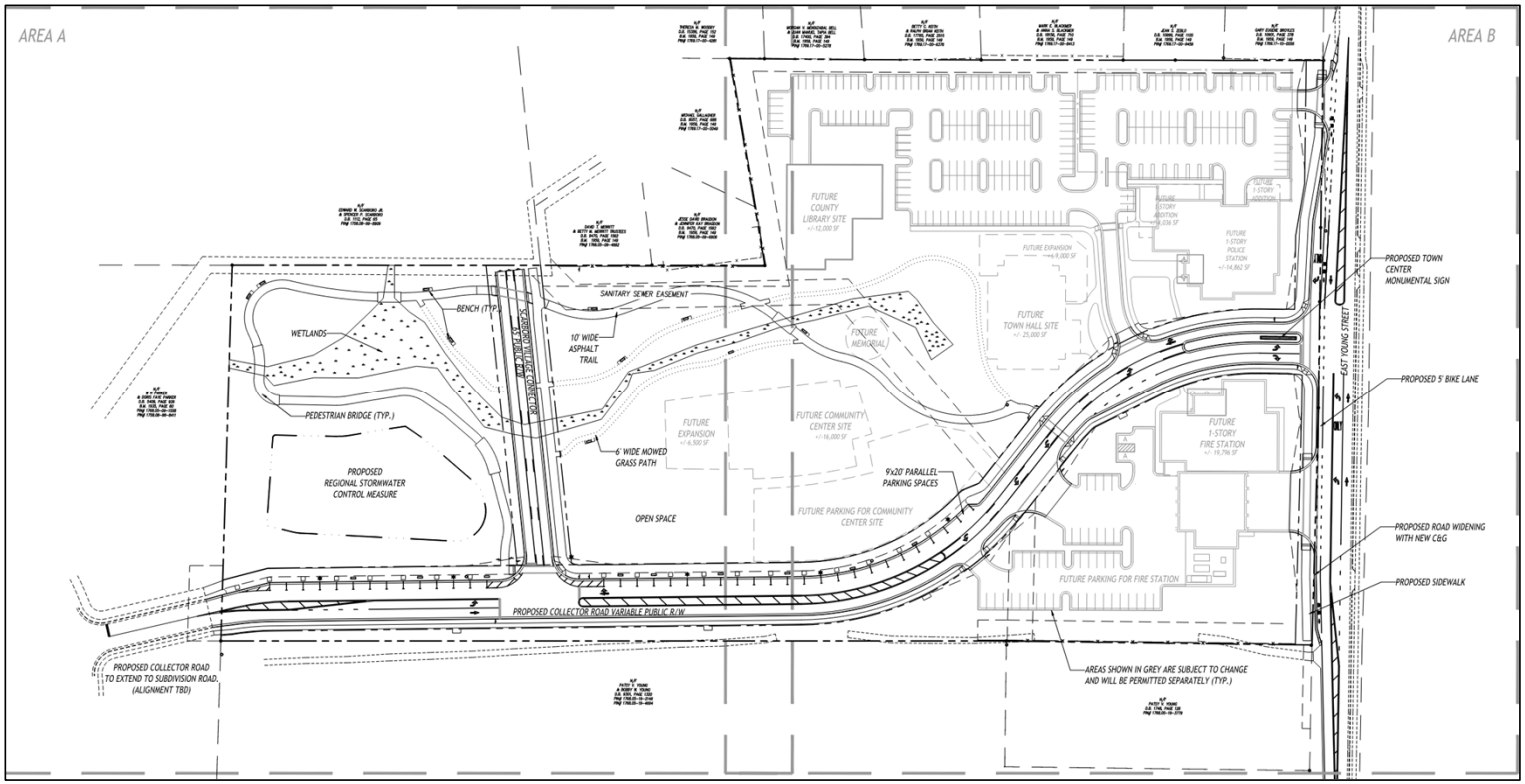
Town Campus Concept Plan

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

Rolesville
Genuine Community • Capital Connection
Est. 1837



Town Campus Concept Plan

Rolesville
Genuine Community • Capital Connection
Est. 1837

adwarchitects

ROLESVILLE FIRE DEPARTMENT

ROLESVILLE, NC

SCHEMATIC DESIGN

SITE PLAN TEST FIT

DATE 11-14-2025
PROJECT NO: 24032

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

Rolesville
Genuine Community • Capital Connection
Est. 1837

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 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

2023-R-09

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.

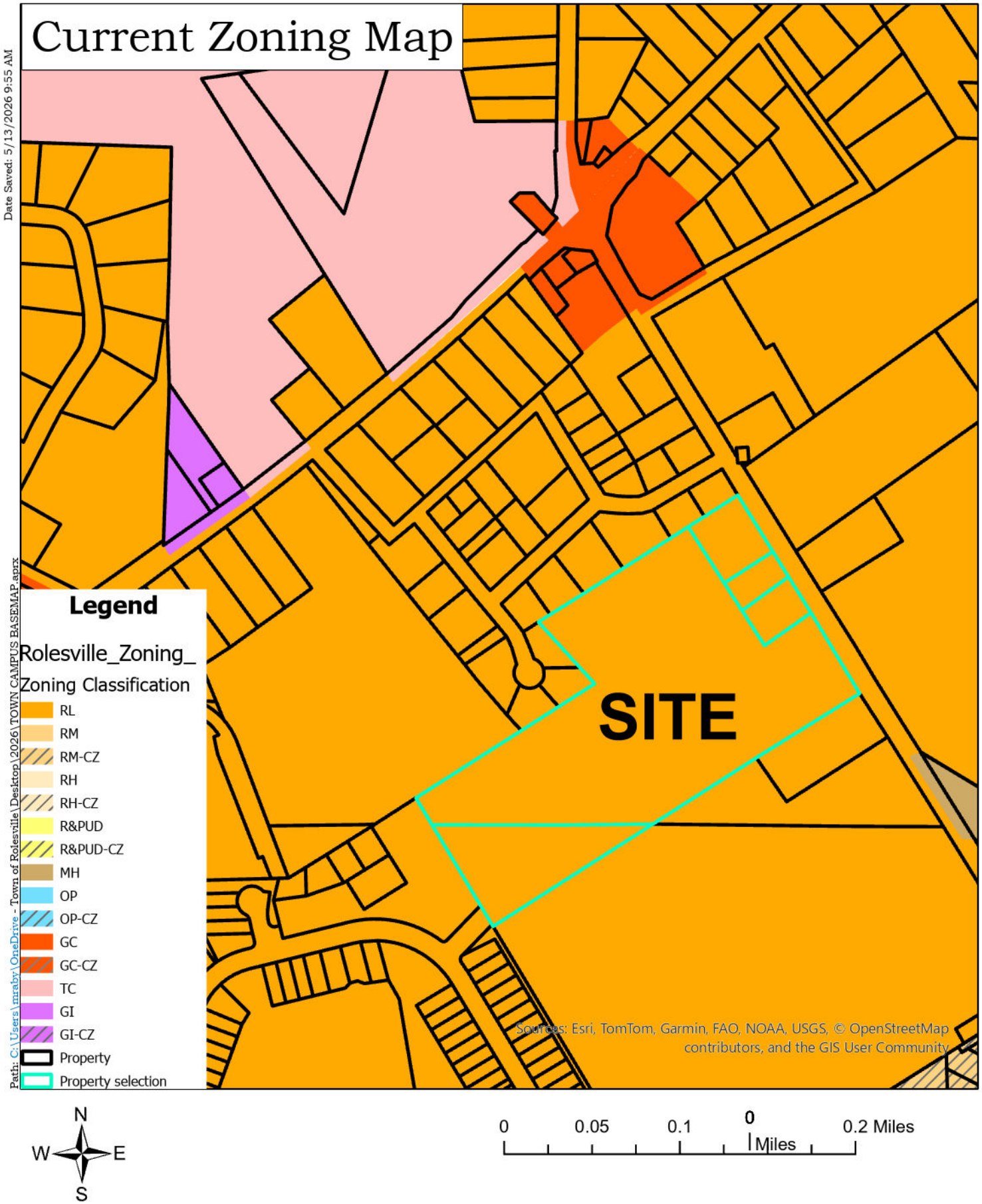
Adopted this 3rd day of October 2023

_____
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

Case: REZ-26-0003- TOWN CAMPUS
Address: 0, 0, 404, 406, 408 E. YOUNG
PINs: 1768098727, 1768094465, 1769101402, 1769101390, 1769102240
Date: 2026.05.13



ATTACHMENT 7

Case: REZ-26-0003- TOWN CAMPUS
Address: 0, 0, 404, 406, 408 E. YOUNG
PINs: 1768098727, 1768094465, 1769101402, 1769101390, 1769102240
Date: 2026.05.13