

Agenda Item F.2



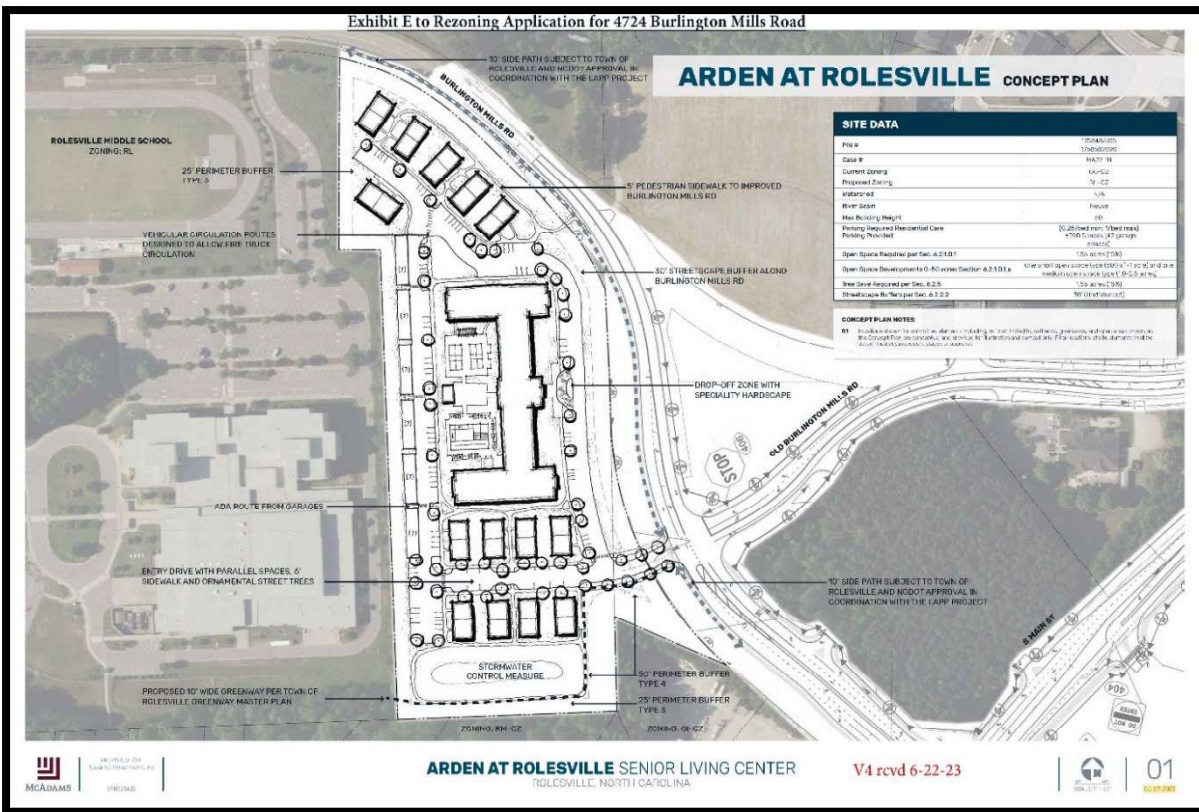
Memo

To: Town of Rolesville Planning Board
From: Meredith Gruber, Planning Director and Michael Elabarger, Senior Planner
Date: September 5, 2023
Re: 4724 Burlington Mills Road (aka Arden at Rolesville) Map Amendment MA 22-10 and Voluntary Annexation Petition ANX 22-09

Background

Rezoning (MA 22-10)

The Town of Rolesville Planning Department received a Map Amendment (Rezoning) application in October 2022 for approximately 11 acres located at 4724 Burlington Mills Road and a portion of an unaddressed property on South Main Street with Wake County PINs 1758486155 and 1758582090 (portion of). The applicant, FC Rolesville, LLC, is requesting to change the zoning from General Commercial Conditional Zoning District (GC-CZ) to Residential High Conditional Zoning District (RH-CZ).



Arden at Rolesville Concept Site Plan

The applicant has proposed the following conditions as part of the Arden at Rolesville rezoning request:

1. Development of the property shall be in substantial conformance with the accompanying Concept Site Plan.
2. Residential Care and associated accessory uses are the only permitted uses on the property.
3. Development shall be limited to a maximum of 164 residential units.

Annexation Petition (ANX 22-09)

The Town of Rolesville received a contiguous voluntary annexation petition for 10.58 acres, located at 4724 Burlington Mills Road with Wake County PIN 1758486155, to be annexed into the Town of Rolesville Town Limits. The petition was investigated by the Town Clerk as to its sufficiency of meeting G.S. 160A-31, and the legislative hearing is scheduled for September 5, 2023.

Applicant Justification

The applicant provided a justification statement for their rezoning request; it is included as an attachment. The justification statement notes Arden seeks to serve missing middle seniors.

Neighborhood Meeting

The applicant held a neighborhood meeting at the Town of Rolesville Community Center on June 12, 2023. A neighborhood meeting package is included as an attachment.

Comprehensive Plan

Land Use

The Future Land Use Map shows the subject parcels as Commercial – Suburban commercial centers serving the daily needs of surrounding residential neighborhoods. Common types include single tenant buildings on individual lots, single and multi-tenant buildings, or multi-tenant units with big box or anchor retail businesses in commercial shopping facilities.

The proposed residential care facility is not a commercial use; however, the Arden development concept includes some services that are commercial in nature.

Community Transportation Plan

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

Thoroughfare Recommendations

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

It is noteworthy that NCDOT project U-6241 is actively under construction currently, which includes a brand new right-of-way for Burlington Mills Road across much of this property's frontage and means of access. See the analysis part for more about the impact of this major capital project and this Rezoning request.

Greenway and Bike Plans

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

- A ten foot (10') greenway is shown on the southern end of the property between Burlington Mills Road and properties to the west, include Rolesville Middle School and the Hampton Pointe subdivision.
- A ten foot (10') side path is illustrated on the western side of Burlington Mills Road, subject to Town of Rolesville and NCDOT approval in coordination with the Main Street LAPP Project.

Consistency

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

- The proposed residential care facility use is different than typical suburban commercial uses; however, some support services are included in the Arden development concept that are commercial. If this rezoning request is approved, a Comprehensive Plan Amendment will automatically be approved to update the Future Land Use Designation to High Density Residential.
- The proposed vehicular circulation network will establish a thoroughfare recommended by the Town's Community Transportation Plan.
- The proposed greenway and sidepath will establish pedestrian connections as recommended by Rolesville's Greenway and Bike Plans.

Traffic

Traffic Impact Analysis

The consulting firm, Stantec, performed the Traffic Impact Analysis (TIA) for this project on behalf of the Town; the study analyzed a development of 164 Senior Adult Housing Multifamily units. The Draft Final Report dated July 7, 2023 is included as an attachment to this memo. The TIA report will be final when comments are received from NCDOT Congestion Management.

TIA Summary - Trip Generation	Entering	Exiting	Total
Senior Adult Housing – 164 Units			
<i>AM Peak (7-9 am)</i>	<i>11</i>	<i>21</i>	<i>32</i>
<i>PM Peak (4-6 pm)</i>	<i>23</i>	<i>18</i>	<i>41</i>
<i>Weekday Daily Trips</i>	<i>250</i>	<i>249</i>	<i>499</i>

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

TIA Summary – Recommendations	
<i>Burlington Mills Road at Forestville Road</i>	<ul style="list-style-type: none"> • <i>No improvements are recommended at this intersection</i>
<i>Burlington Mills Road at Old Burlington Mills Road /</i>	<ul style="list-style-type: none"> • <i>Construct the site driveway as a full-movement access point</i>

<p><i>Rolesville Senior Living Driveway</i></p>	<ul style="list-style-type: none"> • <i>Construct the site driveway with one ingress lane and two egress lanes consisting of an exclusive left-turn lane and a shared thru/right-turn lane. Construct the access with 75 feet of internal protective stem</i> • <i>Provide a westbound left turn lane with 50 feet of full-width storage and appropriate taper</i> • <i>Restripe the southbound approach of Old Burlington Mills Road to provide an exclusive left-turn lane and a shared thru/right-turn lane.</i> • <i>Restripe the eastbound approach of Burlington Mills Road to provide a shared thru/right-turn lane.</i>
<p><i>Main Street at Old Burlington Mills Road</i></p>	<ul style="list-style-type: none"> • <i>No improvements are recommended at this intersection</i>
<p><i>Realigned Burlington Mills Road at Main Street</i></p>	<ul style="list-style-type: none"> • <i>No improvements are recommended at this intersection</i>

Development Review

The Technical Review Committee (TRC) reviewed three versions of the Map Amendment/Rezoning application, with all comments being resolved, except the complete review and approval in concept of the site’s entrance onto New Burlington Mills Road, and the exact specification of off-site road improvements to Burlington Mills Road. The applicant/developer will continue to work with transportation staff/members of the TRC and the Main Street LAPP Project on turn lane improvements, required storage, etc. at the time of Site Development Plan submittal and review. In terms of intersection improvements, the applicant will need to work within the confines of the Main Street LAPP Project and with NCDOT. The applicant/developer will be required to make all necessary improvements at the intersection, whether they are recommended now or during Site Development Plan review.

Planning Board Meeting

At their meeting on July 24, 2023, the Planning Board voted to unanimously recommend approval of MA 22-10, 4724 Burlington Mills Road – Arden at Rolesville.

LDO Appendix A / 2.3.G. Review Standards with Staff Responses

The Land Development Ordinance (LDO) Handbook, Appendix A, includes the following standards that may be considered when reviewing a rezoning request.

1. Is the application consistent with the Comprehensive Plan and other applicable adopted Town plans;
Staff Response: *The application is consistent with the Comprehensive Plan and other adopted plans. While the Future Land Use Designation is not completely aligned, the Comprehensive Plan includes an important major recommendation: Create a Diversity of New Houses and Ensure High Quality and Limited Locations for Multi-Family Units. The applicant’s proposed use, residential care (senior multifamily), would add to the diversity of housing choices in Rolesville. The proposed location would provide a reasonable use transition between commercial uses to a school use and lower density residential uses.*

2. Is the application in conflict with any provision of the LDO or the Town Code of Ordinances;
Staff Response: *The applicant has proposed an LDO text amendment (TA 22-01) to clarify residential care uses.*

3. Does the application correct any errors in the existing zoning present at the time it was adopted;
Staff Response: *There are no zoning errors to correct.*

4. Does the application allow uses that are compatible with existing and allowed uses on surrounding land;
Staff Response: *The proposed use would provide a reasonable transition between existing, proposed, and future commercial uses to a school site and lower density residential uses.*

5. Would the application ensure efficient development within the Town, including the capacity and safety of the street network, public facilities, and other similar considerations;
Staff Response: *The application can enhance the Town's capacity and safety of the street network through compliance with the Community Transportation Plan, working with the Main Street LAPP Project and NCDOT, and building of required roadway improvements.*

6. Would the application result in a logical and orderly development pattern; and
Staff Response: *The Concept Site Plan, included as a condition of this rezoning request, illustrates a logical and orderly development pattern through the layout of the vehicular and pedestrian circulation network as well as the building placement.*

7. Would the application result in adverse impacts on water, air, noise, storm water management, wildlife, vegetation, wetlands, and the natural functioning of the environment.
Staff Response: *The subsequent future development submittals that may follow this rezoning application are required to meet LDO standards and other state and/or federal regulations.*

8. If a conditional rezoning, the Board of Commissioners may also consider if the conditional rezoning addresses the impacts reasonably expected to be generated by the development or use of the site, can reasonably be implemented and enforced for the subject property, and if it will mitigate specific issues that would likely result if the subject property were zoned to accommodate all the uses and the minimum standards of the corresponding general zoning district.
Staff Response: *The applicant's second proposed condition of approval limits the allowed use of the subject property to Residential Care and associated accessory uses. Allowing only one use lessens the impact of a typical multifamily development with higher traffic generation that would be allowed in the Residential High (RH) zoning district.*

Staff Recommendation

Map Amendment/Rezoning MA 22-10

Staff recommends approval of MA 22-10, 4724 Burlington Mills Road – Arden at Rolesville.

Annexation Petition ANX 22-09

Staff finds the annexation petition to be complete, and the Town Clerk has provided a Certificate of Sufficiency.

Consistency and Reasonableness

As noted above under the Comprehensive Plan and Review Standards sections of this report, the rezoning request for the subject parcel is consistent with Rolesville's vision. Map Amendment MA 21-10 is thus consistent with the Comprehensive Plan and other applicable Plans and is therefore reasonable.

Proposed Motions

1. Motion to (approve or deny) rezoning Map Amendment request MA 22-10 – 4724 Burlington Mills Road – Arden at Rolesville.
2. (Following Approval) Motion to adopt a Plan Consistency Statement and Statement of Reasonableness for MA 22-10.
3. Motion to (approve or deny) the Voluntary Annexation Petition received under G.S. 160A-31 for ANX 22-09 – 4724 Burlington Mills Road – Arden at Rolesville.

Or

4. Motion to continue the legislative hearing for MA 22-10 and ANX 22-09 to a future Town Board of Commissioners' meeting.

Attachments

1	Application
2	Property Information
3	Legal Description
4	Applicant Justification Statement
5	Conditions of Approval
6	Concept Site Plan
7	Neighborhood Meeting Package
8	Draft Final Traffic Impact Analysis (TIA)
9	Vicinity Map
10	Future Land Use Map
11	Zoning Map
12	ANX 22-09 Certificate of Sufficiency
13	ANX 22-09 Ordinance 2023-O-06
14	Applicant Presentation



Case No. MA 22-10

Date _____

Map Amendment Application

Contact Information

Property Owner See attached Exhibit A

Address See attached Exhibit A City/State/Zip See attached Exhibit A

Phone c/o Matthew J. Carpenter; 919-835-4032 Email matthewcarpenter@parkerpoe.com

Developer FC Rolesville, LLC, a Delaware limited liability company d/b/a Arden

Contact Name c/o Matthew J. Carpenter

Address 301 Fayetteville Street, Suite 1400 City/State/Zip Raleigh, NC 27601

Phone 919-835-4032 Email matthewcarpenter@parkerpoe.com

Property Information

Address 4724 Burlington Mills Road; a portion of 0 S Main Street as more particularly described in the attached Exhibit A and Exhibit B

Wake County PIN(s) 1758486155; a portion of 1758582090 as more particularly described in the attached Exhibit A and Exhibit B

Current Zoning District General Industrial Conditional (GI-CZ) Requested Zoning District Residential High Density Conditional (RH-CZ)

Total Acreage 10.5

Authorized Agent Signature

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

Signature *Matthew J. Carpenter* Date 6/12/2023

STATE OF NORTH CAROLINA

COUNTY OF Wake

I, a Notary Public, do hereby certify that Matthew Carpenter personally appeared before me this day and acknowledged the due execution of the foregoing instrument. This the 12th day of June 20 23

My commission expires April 11, 2026

Signature *Maria Stalling* Seal

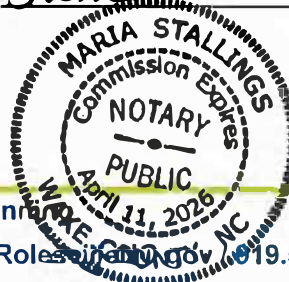


Exhibit A
Property Information

PIN 1758486155

Address: 4724 Burlington Mills Road

Owner: Brothers Forty-Six, LLC,
a North Carolina limited liability company

Owner Address: 4558-B Capital Boulevard, Suite 129, Raleigh, NC 27604

Deed Reference (book/page): 13125/2343

Current Zoning: General Commercial Conditional (GC-CZ)

a portion of PIN 1758582090

Address: 0 S. Main Street

Owner: Wallbrook Landco LLC,
a North Carolina limited liability company

Owner Address: 4700 Six Forks Road, Suite 150, Raleigh, NC 27609

Deed Reference (book/page): 17801/1550

Current Zoning: General Commercial Conditional (GC-CZ)

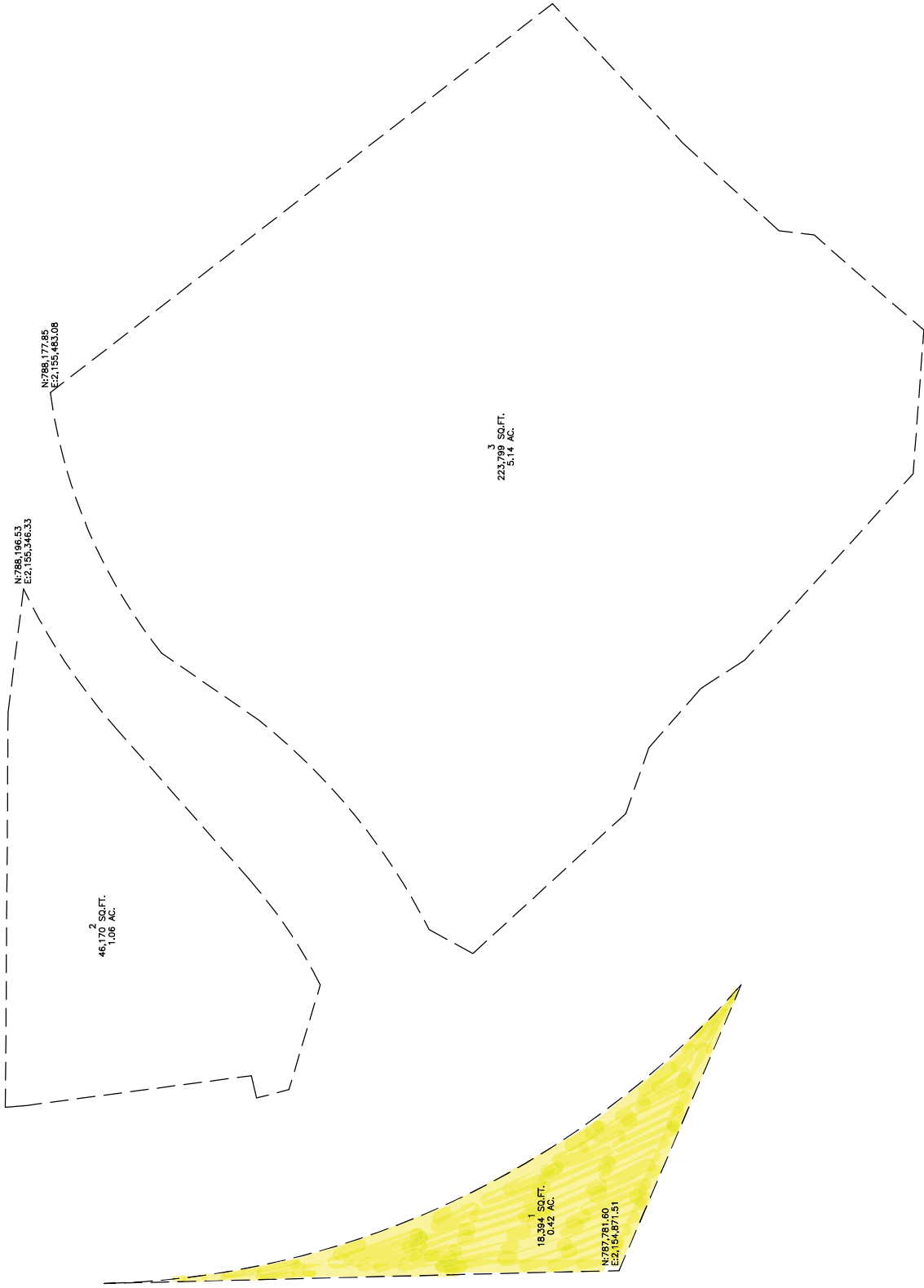


Exhibit B
Legal Description of the Property

THE LAND REFERRED TO HEREIN IS SITUATED IN THE COUNTY OF WAKE, STATE OF NORTH CAROLINA, AND IS DESCRIBED AS FOLLOWS:

BEGINNING AT A FOUND IRON PIPE, SAID PIPE BEING A COMMON CORNER TO THE CITY OF RALEIGH AND GRAND PARK PROPERTIES, LLC, AND HAVING NC STATE GRID COORDINATES N=787,610.29' AND E=2,154,875.83', THENCE, RUNNING WITH THE LINE OF THE CITY OF RALEIGH AND CONTINUING WITH THE LINE OF BRIAND, S 87°51'59" W 397.34 FEET TO AN IRON PIPE FOUND, SAID IRON PIPE BEING THE SOUTHEASTERN CORNER OF THE WAKE COUNTY BOARD OF EDUCATION, THENCE, DEPARTING THE LINE OF BRIAND AND RUNNING WITH THE LINE OF WAKE COUNTY BOARD OF EDUCATION THE FOLLOWING COURSES AND DISTANCES; N 02°08'01" W 851.84 FEET TO A FOUND IRON PIPE, N 89°46'21" W 75.00 FEET TO AN IRON ROD SET, N 00°13'39" E 353.18 FEET TO AN IRON ROD SET ALONG THE SOUTHERN RIGHT OF WAY LINE OF BURLINGTON MILLS ROAD, STATE ROUTE 2051, VARIABLE WIDTH, THENCE, RUNNING WITH THE SOUTHERN RIGHT OF WAY LINE OF BURLINGTON MILLS ROAD THE FOLLOWING COURSES AND DISTANCES; ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 567.00 FEET, AN ARC DISTANCE OF 311.36 FEET, THE CHORD OF SAID ARC RUNNING S 61°41'13" E 307.46 FEET TO AN IRON ROD SET, S 46°37'46" E 42.97 FEET TO AN IRON ROD SET, S 37°52'38" E 106.82 FEET TO AN IRON ROD SET, S 41°24'08" E 166.49 FEET TO AN IRON ROD SET, S 63°24'00" E 51.01 FEET TO AN IRON ROD SET, ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 503.00 FEET, AN ARC DISTANCE OF 12.83 FEET, THE CHORD OF SAID ARC RUNNING S 25°56'33" E 12.83 FEET TO AN IRON ROD SET, SAID IRON PIPE BEING ALONG THE WESTERLY LINE OF WALLBROOK LANDCO LLC, THENCE, DEPARTING THE SOUTHERN RIGHT OF WAY LINE OF BURLINGTON MILLS ROAD AND RUNNING WITH THE LINE OF WALLBROOK LANDCO LLC, AND CONTINUING WITH THE LINE OF AFOREMENTIONED GRAND PARK PROPERTIES LLC, S 01°11'11" E 193.90 FEET TO AN IRON PIPE FOUND AT THE SOUTHWEST CORNER OF LOT 2-3 AS SHOWN ON BOOK OF MAPS 1996, PAGE 1582 OF THE WAKE COUNTY REGISTRY AND ON THE EAST LINE OF TRACT 2 AS SHOWN ON BOOK OF MAPS 2008, PAGE 1281, THENCE S 01°26'42" E 69.96 FEET TO A POINT ON THE WESTERN RIGHT OF WAY AS DESCRIBED IN DEED BOOK 18992, PAGE 416; THENCE WITH SAID RIGHT OF WAY, A CURVE TO THE LEFT, A RADIUS OF 610.00 FEET, AN ARC LENGTH OF 504.59 FEET, A CHORD BEARING OF SOUTH 25°08'32" EAST, A CHORD LENGTH OF 490.33 FEET TO A CORNER OF THE NORTHERN LINE OF LOT 2-2 AS SHOWN ON BOOK OF MAPS 1996, PAGE 1582; THENCE WITH SAID COMMON LINE NORTH 66°51'28" WEST A DISTANCE OF 216.72 FEET TO A POINT; THENCE S 01°26'42" E 171.42 FEET TO THE POINT OF BEGINNING, AND CONTAINING 457,024 SQUARE FEET OR 10.49 ACRES OF LAND, MORE OR LESS.

Exhibit C

Rezoning Justification

This Rezoning Application (the “Rezoning”) is filed concurrently with a Text Amendment Application (“Text Change”) to facilitate the development of Arden – a senior housing community (the “Project”) located along the Town’s Main Street corridor at 4724 Burlington Mills Road (the “Property”).

The current senior housing market is characterized by government subsidized affordable senior housing on one end, and luxury all-inclusive senior housing on the other; leaving a large demographic of seniors unserved. This group is referred to as the missing middle – seniors who earn too much in retirement to qualify for medicare but not enough to afford all-inclusive congregate care facilities; often retired teachers, police officers, and nurses.

Arden seeks to serve missing middle seniors as an active adult, age-restricted community with congregate-care style living, controlled access, interior corridors and elevators, walking paths, fitness centers, and natural areas. Arden will offer residents the opportunity to live independently in a community designed specifically for active seniors with amenities such as a community dining room, craft/business center, library, pool, and fitness center. To ensure affordability to middle market senior residents, Arden will provide some services, including access to care and personal services such as dining, housekeeping, home and grounds maintenance, and security, on an a la carte basis through third party partnerships. This model allows residents to control costs by tailoring their level of services to their specific needs.

The Project – which will diversify housing options in Rolesville and allow residents to age in place – is consistent with the Town’s long range plans as set forth in the Comprehensive Plan, the Main Street Vision Plan, the Parks and Recreation Comprehensive Master Plan, and the Greenway Plan. Specifically, the Project is consistent with the following policies:

- Main Street Vision Plan, Corridor Development Strategy 1 for the Central – Lifestyle Village (Main & Burlington Mills): “Support market rate housing development with mix of product types: townhomes, apartments, senior housing.” *Main Street Vision Plan, pg. 80.*
- Main Street Vision Plan, Corridor Development Strategy 3 for Central – Lifestyle Village (Main & Burlington Mills): “Housing product to incorporate higher densities.” *Main Street Vision Plan, pg. 80.*
- Main Street Vision Plan, Corridor Development Strategy 1 for All Areas – “Facilitate expanded new housing options along the corridor.” *Main Street Vision Plan, pg. 80.*
- Main Street Vision Plan, Goal #2: Promote diverse housing stock for multiple age groups and income levels: “One of the top issues raised by residents of Rolesville and people who want to move to Town is the lack of diverse housing. There are ***few multifamily options*** and most of the single-family housing starts at \$300,000, well out of the budget for workforce buyers and renters. By ***diversifying the housing for*** millennials and ***aging***

retirees, the opportunity arises for more people to live, work, and shop in Rolesville, boosting the local economy and creating the **opportunity for multiple generations of families to remain in the community they made a life in.**” *Main Street Vision Plan, pg. 16 (emphasis added).*

- Comprehensive Plan Goal LU1. Encourage a walkable, connected Town in the face of rapid growth. *Comprehensive Plan pg. 42.*
- Comprehensive Plan Goal D1.1. Take actions to ensure that new housing stock provides diverse options around Main Street. “New neighborhoods that are developed should provide **a mix of housing options for** young adults, families, **senior citizens**, etc. **so that citizens can age in place** and have options for their housing expectations.” *Comprehensive Plan pg. 83 (emphasis added).*

- Response: The Project will diversify housing options along the Main Street corridor by offering a new housing option for active seniors that’s not currently available. Aging Rolesville residents will have the option to age in place rather than move to neighboring cities and towns.

The Project is also strategically located to take advantage of the Main Street improvements already underway and future redevelopment along the Main Street corridor. It will front on the new realigned Burlington Mills Road, just a short walk from existing shops and restaurants along Main Street and directly across Main Street from the planned Wallbrook development. Residents will have convenient access to a grocery store and the Project will bring much needed daytime foot traffic to Rolesville to patronize shops and restaurants and promote the development of additional retail shops downtown.

- Comprehensive Plan Goal D2.3. Support biking and walking facilities. “Identify important routes that connect multiple neighborhoods and improve these for non-vehicle traffic by adding unique facilities like a cycle track multiuse path, or extending greenway facilities. Creating a trail system that connects neighborhoods with downtown will create an alternative transportation system to the street network.” *Comprehensive Plan pg. 84.*
 - Response: As shown on the Concept Plan, the Project will feature the construction of a 10-foot greenway path along the southern portion of the Property as envisioned by the Greenway Plan. Additionally, the Project will feature sidewalks that will connect with improvements along Main Street to provide interconnectivity between the Project and future neighborhoods and commercial uses along Main Street.

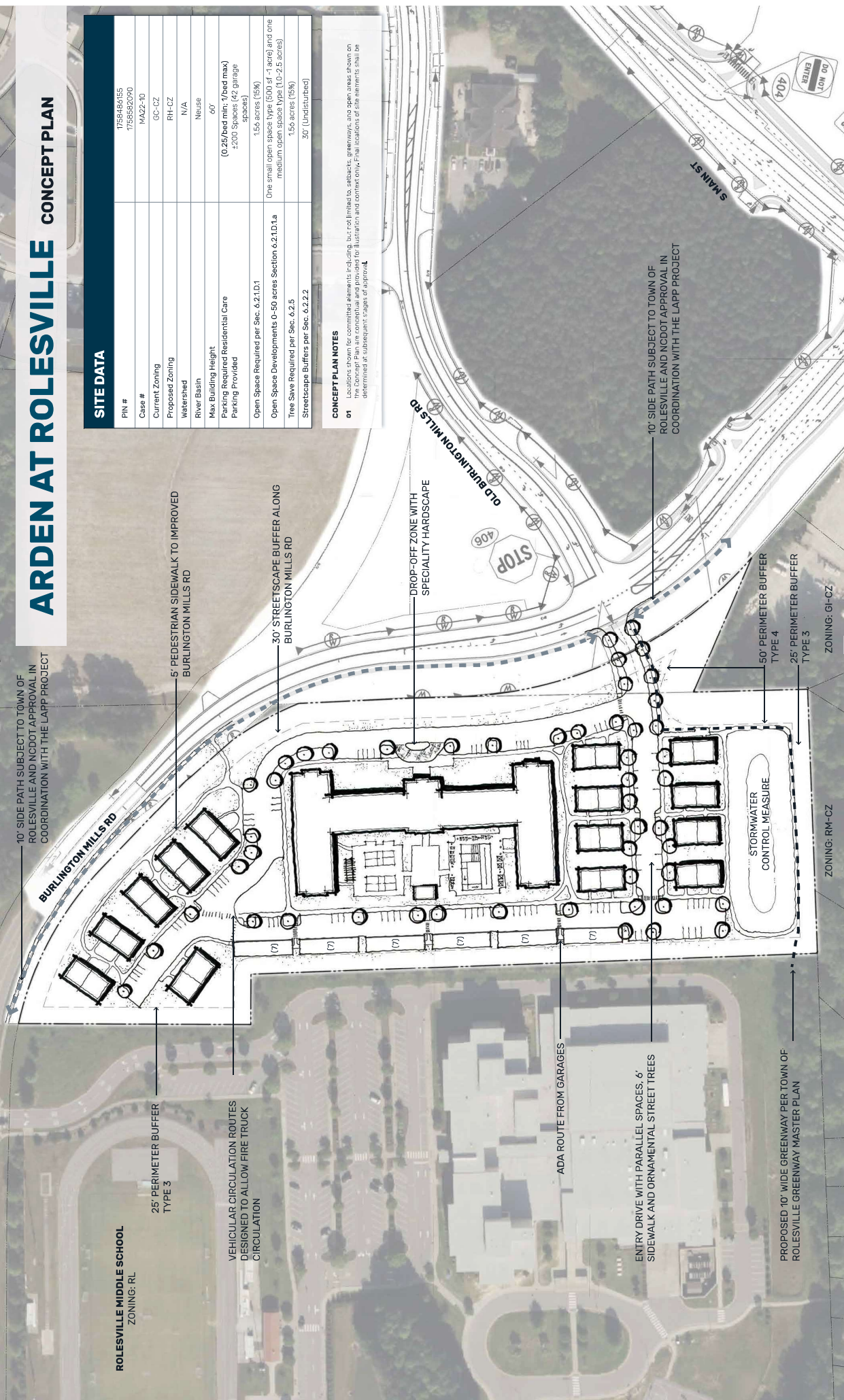
Finally, the Project will add to the Town’s tax base without placing an undue burden on the Town’s infrastructure. In operating senior housing communities, Arden has found that residents typically drive and consume less than residents of market rate apartment communities, placing less stress on transportation, water, and sewer infrastructure. Potential negative effects of the Project will be mitigated by the proposed rezoning conditions which restrict permitted uses to Residential Care and limit the Project to a maximum of 160 senior housing units.

Exhibit D
Proposed Rezoning Conditions

1. Development of the property shall be in substantial conformance with the accompanying **Exhibit E** Concept Plan. Locations shown for committed elements including, but not limited to, setbacks, greenways, streets, and open areas shown on the Concept Plan are conceptual and provided for illustration and context only. Final locations of elements shall be determined at subsequent stages of approval.
2. Only the following uses shall be permitted on the property:
 - a. Residential Care and associated accessory uses
3. Development shall be limited to a maximum of 164 residential units.

Exhibit E to Rezoning Application for 4724 Burlington Mills Road

ARDEN AT ROLESVILLE CONCEPT PLAN



SITE DATA	
PIN #	1758468155 1758562090
Case #	MAZZ-10
Current Zoning	GC-CZ
Proposed Zoning	RH-CZ
Watershed	N/A
River Basin	Neuse
Max Building Height	00'
Parking Required Residential Care	(0.25/bed min./1/bed max) ±200 Spaces (42 garage spaces)
Open Space Required per Sec. 6.2.1.D.1	1.56 acres (6%)
Open Space Developments 0-50 acres Section 6.2.1.D.1.a	One small open space type (500 sf + 1 acre) and one medium open space type (1.0-2.5 acres)
Tree Save Required per Sec. 6.2.5	1.56 acres (6%)
Streetscape Buffers per Sec. 6.2.2.2	30' (Undisturbed)

CONCEPT PLAN NOTES
 01 Locations shown for committed elements including, but not limited to, setbacks, greenways, and open areas shown on this plan are for informational purposes only. Final locations of the elements shall be determined at subsequent stages of approval.

REPORT OF NEIGHBORHOOD MEETING ON JUNE 12, 2023
REZONING OF 4724 BURLINGTON MILLS ROAD
MA 22-10 (the “Rezoning”)

Pursuant to applicable provisions of the Rolesville Land Development Ordinance, a meeting was held with neighbors to discuss the Rezoning on Monday, June 12, 2023, at 6:00 PM. The property considered for this rezoning totals approximately 10.5 acres in the Town of Rolesville having Wake County Parcel Identification Numbers 1758486155 and 1758582090 (portion west of Burlington Mills Road right of way). The meeting was held in person at the Rolesville Community Center at 514 Southtown Circle, Rolesville, NC 27571. All owners of property within 500 feet of the subject property were invited. A copy of the neighborhood meeting notice is attached as **Exhibit A**. A copy of the required mailing list for the meeting invitations is attached as **Exhibit B**. A summary of items discussed at the meeting is attached as **Exhibit C**. A list of questions from neighbors submitted prior to the meeting and applicant responses is attached as **Exhibit D**. A list of individuals who attended the meeting is attached as **Exhibit E**.

EXHIBIT A - Neighborhood Meeting Notice Letter and Attachments

June 2, 2023

Re: Notice of Neighborhood Meeting

Dear Property Owner:

This letter is to notify you of a pending Zoning Map Amendment Application (Case# MA-22-10), corresponding Voluntary Annexation Petition (Case# ANX-22-09), and Text Amendment Application (TA-22-01) for a development near your property. The applicant is holding a neighborhood meeting June 12, 2023 at 6:00pm to explain the proposal. The meeting will be at the Rolesville Community Center located at 514 Southtown Circle, Rolesville, NC 27571. Questions or comments on the proposed project prior to the meeting are welcome – please see my contact information below.

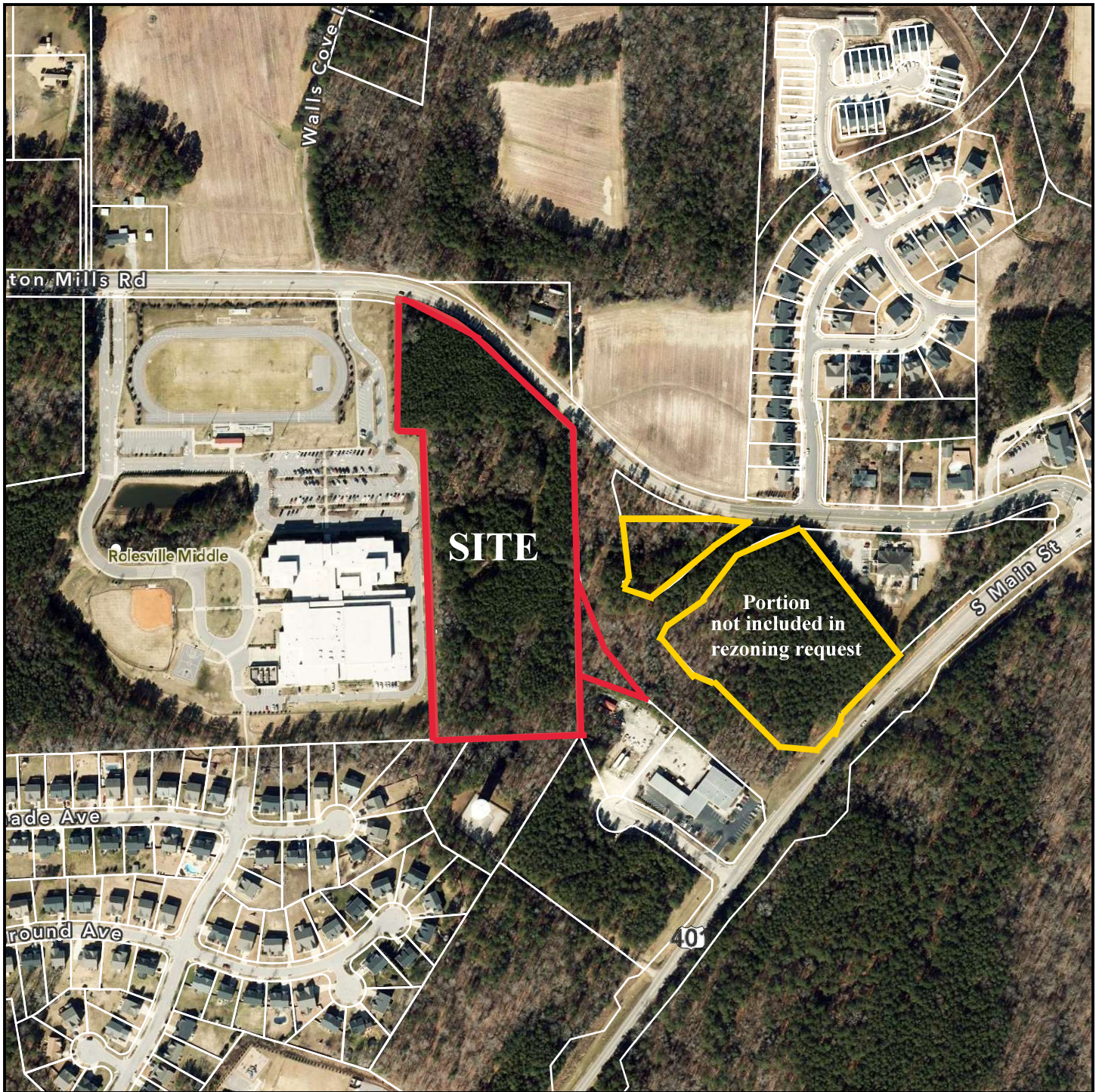
This case involves a request to rezone two parcels of land located at 4724 Burlington Mills Road (PIN 1758486155) and a portion of 0 S. Main Street (PIN 1758582090) (the “Site”), as more specifically shown on the attached vicinity map. The Site is subject to the zoning and development authority of the Town of Rolesville (“Rolesville”) and is zoned General Commercial-Conditional Zoning (GC-CZ) under Rolesville’s Land Development Ordinance (“LDO”). This proposal would annex the Site into Rolesville’s Town Limits and apply a Residential High Density-Conditional Zoning (RH-CZ) designation to allow the development of an age-restricted senior living community. The purpose of the Text Amendment request is to amend the LDO to, among other things, define the proposed uses. Enclosed for your reference is a vicinity map outlining the location of the subject parcels and a Concept Plan.

During the meeting, the applicant will describe the nature of the requests and field questions from those attending. After the neighborhood meeting, the applications will be presented to the Town Planning Board for review and recommendation, and then a public hearing will be conducted and action taken by the Town Board of Commissioners at a future date. The Town Board of Commissioners is the elected body that will make the final determination and decision on these applications. You will receive another similar notification from the Town of Rolesville about the date, time, and location of these public hearings.

If you have any questions, please contact me directly at (919) 835-4032 or by email at matthewcarpenter@parkerpoe.com.

Sincerely,

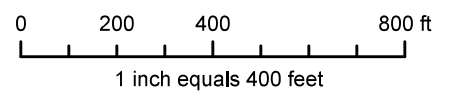
Matthew J. Carpenter
Applicant



4724 Burlington Mills Road & 0 S. Main Street

Vicinity Map

 Portions of 0 S. Main Street parcel not included in rezoning request

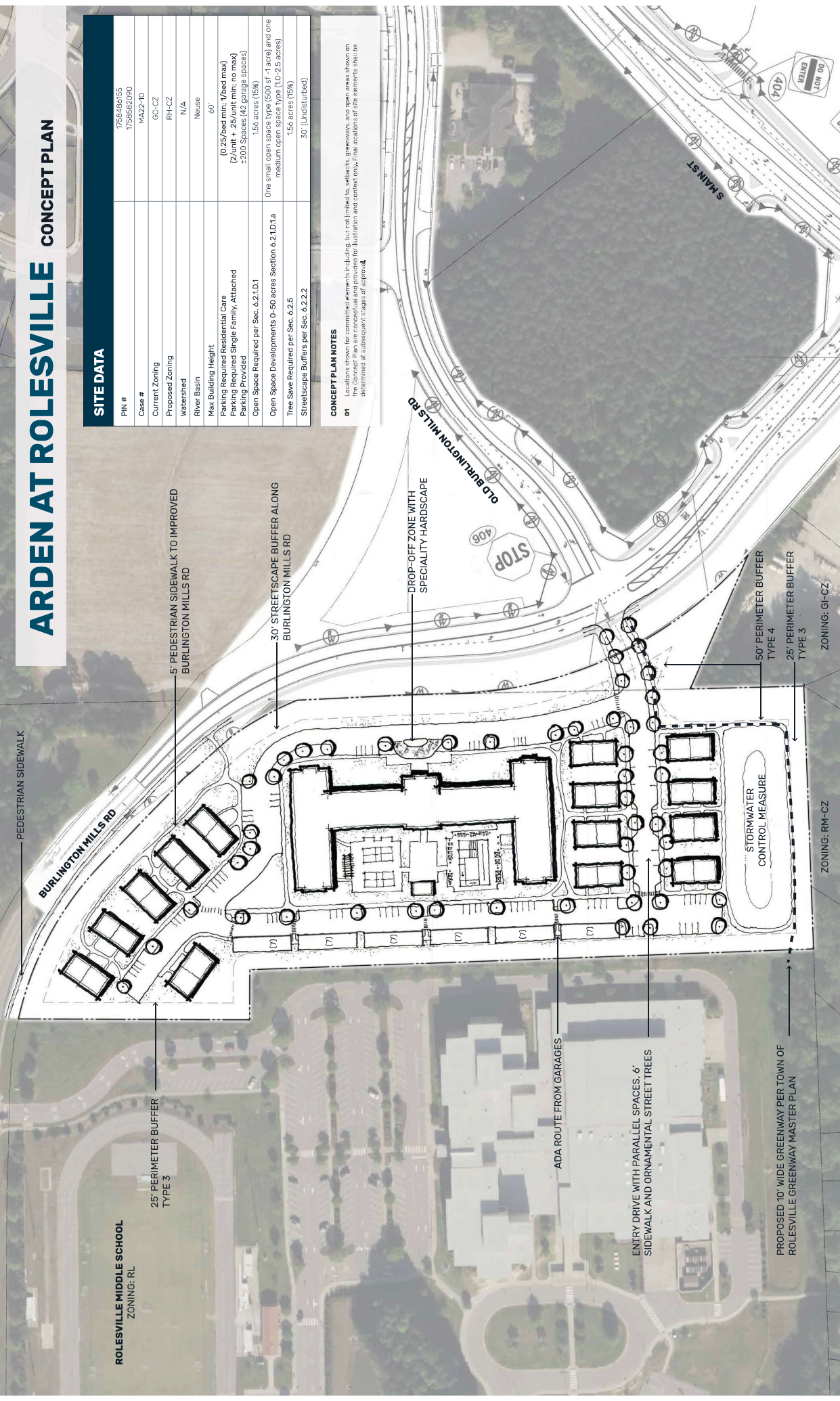


Disclaimer
iMaps makes every effort to produce and publish the most current and accurate information possible. However, the maps are produced for information purposes, and are **NOT** surveys. No warranties, expressed or implied, are provided for the data therein, its use, or its interpretation.

ARDEN AT ROLESVILLE CONCEPT PLAN

SITE DATA	
PIN #	1758468185 1758562090
Case #	MAZZ-10
Current Zoning	GC-CZ
Proposed Zoning	RH-CZ
Watershed	N/A
River Basin	Neuse
Max Building Height	00'
Parking Required Residential Core	(0.25/bed min; 1/bed max)
Parking Required Single Family Attached	(2/unit + .25/unit min; no max)
Parking Provided	±200 Spaces (42 garage spaces)
Open Space Required per Sec. 6.2.1.D.1	1.56 acres (16%)
Open Space Developments 0-50 acres Section 6.2.1.D.1.a	One small open space type (500 sf + 1 acre) and one medium open space type (1.0-2.5 acres)
Tree Save Required per Sec. 6.2.5	1.56 acres (16%)
Streetscape Buffers per Sec. 6.2.2.2	30' (Undisturbed)

CONCEPT PLAN NOTES
 01 Locations of items for committed elements including, but not limited to, setbacks, greenways, and open areas shown on this plan are for illustration and control only. Final locations of the elements shall be determined at subsequent stages of approval.



ROLESVILLE MIDDLE SCHOOL
 ZONING: RL

25' PERIMETER BUFFER
 TYPE 3

5' PEDESTRIAN SIDEWALK TO IMPROVED
 BURLINGTON MILLS RD

30' STREETSCAPE BUFFER ALONG
 BURLINGTON MILLS RD

DROP-OFF ZONE WITH
 SPECIALTY HARDSCAPE

ADA ROUTE FROM GARAGES

ENTRY DRIVE WITH PARALLEL SPACES, 6'
 SIDEWALK AND ORNAMENTAL STREET TREES

PROPOSED 10' WIDE GREENWAY PER TOWN OF
 ROLESVILLE GREENWAY MASTER PLAN

50' PERIMETER BUFFER
 TYPE 4

25' PERIMETER BUFFER
 TYPE 3

ZONING: RH-CZ

ZONING: GI-CZ

EXHIBIT B - Neighborhood Meeting Notice List

4724 Burlington Mills Road -- 500ft Property Owner List

OWNER	ADDR1	ADDR2	
AMIANO, MITCHELL C AMIANO, SAMANTHA A	4900 BURLINGTON MILLS RD	ROLESVILLE NC 27571-9623	
BARRINGTON COMMUNITY ASSOCIATION INC	10244 DURANT RD STE 107	RALEIGH NC 27614-9783	
BRIAND, JOHN PHILIP III BRIAND, JENNIFER ANN	1000 EVENING SHADE AVE	ROLESVILLE NC 27571-9347	
BROTHERS FORTY SIX LLC	1220 OLD WATKINS RD	RALEIGH NC 27616-8534	
CALVO, MICHAEL D CALVO, HANNA K	1005 EVENING SHADE AVE	ROLESVILLE NC 27571-9348	
CRAWFORD, ERIC G CRAWFORD, ANNE M	801 MIDDLE GROUND AVE	ROLESVILLE NC 27571-9342	
DAVIS, JASON DAVIS, JULIA	544 BARRINGTON HALL DR	ROLESVILLE NC 27571-9539	
DVM SERVICES REALTY LLC	4935 RALEIGH ROAD PKWY W	WILSON NC 27896-9701	
FERNICOLA, ROBERT FERNICOLA, SUSAN	1003 EVENING SHADE AVE	ROLESVILLE NC 27571-9348	
GEORGE, CHRISTOPHER S GEORGE, AMBER MICHELLE	655 PRISTINE LN	ROLESVILLE NC 27571-9368	
GOMEZ, ADELIA M ESPIN	1008 EVENING SHADE AVE	ROLESVILLE NC 27571-9347	
GRAND PARK PROPERTIES LLC	2636 WAIT AVE	WAKE FOREST NC 27587-6808	
HANDSCHUMACHER, JEFFREY D HANDSCHUMACHER, SHANNON F	818 MIDDLE GROUND AVE	ROLESVILLE NC 27571-9341	
HAYMAN, PETER M HAYMAN, MEGAN P	1012 EVENING SHADE AVE	ROLESVILLE NC 27571-9347	
HUNTER, LINDA J	4904 BURLINGTON MILLS RD	ROLESVILLE NC 27571-9623	
KENION, LEONARD LEMONT KENION, TONI LAKETHEA	520 BARRINGTON HALL DR	ROLESVILLE NC 27571-9539	
KLINE, SHAWN K STEWART, MICHELLE	809 MIDDLE GROUND AVE	ROLESVILLE NC 27571-9342	
MASON, DONNA RAE AUTERI, DONALD WAYNE II	1007 EVENING SHADE AVE	ROLESVILLE NC 27571-9348	
MICHELLE H GAY REVOCABLE TRUST THE	C/O RHYMES & REASONS INC	PO BOX 568	ROLESVILLE NC 27571-0568
MOUNT, JAMES RICHARD MOUNT, AMELIA WILLIS	524 BARRINGTON HALL DR	ROLESVILLE NC 27571-9539	
MUHAMMAD, MAMOON SEHWEIL, MAJEDA LABEEB	1004 EVENING SHADE AVE	ROLESVILLE NC 27571-9347	
PARKS, WILLARD PARKS, BARBARA FREEMAN	4725 BURLINGTON MILLS RD	ROLESVILLE NC 27571-9620	
POWELL, ROY POWELL, SHORENA	417 LINDSAYS RUN	ROLESVILLE NC 27571-9540	
PRIVETTE, NATASHIA M JONES, JIMMY D	810 MIDDLE GROUND AVE	ROLESVILLE NC 27571-9341	
PURCELL, LYNDA	4906 BURLINGTON MILLS RD	ROLESVILLE NC 27571-9623	
RACHIS, JOSEPH J RACHIS, SUSAN T	540 BARRINGTON HALL DR	ROLESVILLE NC 27571-9539	
RALEIGH CITY OF	PO BOX 590	RALEIGH NC 27602-0590	
RIDGE, KATHRYN E RIDGE, ADAM H	528 BARRINGTON HALL DR	ROLESVILLE NC 27571-9539	
ROBERTS, MICHAEL A ROBERTS, MARY G	532 BARRINGTON HALL DR	ROLESVILLE NC 27571-9539	
RYAN, LINDA	413 LINDSAYS RUN	ROLESVILLE NC 27571-9540	
STEFFENHAGEN, COURTNEY MARY MYERS, BENJAMIN MICHAEL	409 LINDSAYS RUN	ROLESVILLE NC 27571-9540	
TAYLOR, REGINALD TAYLOR, PENNY	1011 EVENING SHADE AVE	ROLESVILLE NC 27571-9348	
THAXTON, WILLIAM JR THAXTON, SHARON T	536 BARRINGTON HALL DR	ROLESVILLE NC 27571-9539	
TOWN OF ROLESVILLE	PO BOX 250	ROLESVILLE NC 27571-0250	
TRAN, HOANG M NGUYEN, HIANG	800 MIDDLE GROUND AVE	ROLESVILLE NC 27571-9341	
TRUSTEE OF LAURA V LARGEY SEPARATE PROPERTY TRUST	421 LINDSAYS RUN	ROLESVILLE NC 27571-9540	
WAKE CNTY BOARD OF EDUCATION	RE SERVICES DIRECTOR	1551 ROCK QUARRY RD	
WAKE CNTY BOARD OF EDUCATION	RE SERVICES DIRECTOR	1551 ROCK QUARRY RD	RALEIGH NC 27610-4145
WALLBROOK LANDCO LLC	J AUSTIN WILLIAMS	4700 SIX FORKS RD STE 150	
WALLBROOK LANDCO LLC	HARBOUR RETAIL PARTNERS	3 KEEL ST STE 2	
WALLBROOK LANDCO LLC	3 KEEL ST STE 2	WRIGHTSVILLE BEACH NC 28480-1709	
WIGGINS, BERTIE WALL DIXON, BESSIE WAKE	PO BOX 70	ROLESVILLE NC 27571-0070	

4724 Burlington Mills Road

June 12, 2023 Neighborhood Meeting Minutes

The Applicant held a neighborhood meeting for the 4724 Burlington Mills Road rezoning at the Town of Rolesville Community Center on June 12, 2023 at 6:00 PM. The following members of the project team were in attendance to present and answer questions: Jim Lindsey with Arden and Matthew Carpenter with Parker Poe. Four neighbors were in attendance. Matthew Carpenter began by introducing the project team, gave an overview of the rezoning process, and then described the proposed rezoning. The floor was then opened to questions from the attending neighbors. Following is a summary of the questions asked by neighbors and the applicant's responses.

Question: What is the timeframe for development.

Applicant Response: There are several steps to go in the process. We are currently in the rezoning process, which is followed by the site plan process. We are targeting late 2024/early 2025 for the start of construction.

Question: What is the project?

Applicant Response: The project is an active adult living community and will be leased to those 55 and older. Arden focuses on individuals with incomes too high to qualify for government assisted senior living but too low to afford all inclusive luxury continuing care communities. Residents can tailor their level of services to their specific needs. For example, if a resident is still very active and likes to cook, they do not have to order meals. On the other hand, if a resident wants all meals provided, they can also select that as an option. This flexibility allows residents to limit overall costs while ensuring their needs are met.

The overall goal is to allow residents of the community to stay in the community and age in place, rather than having to go to a facility out of Town.

Question: What type of amenities will be provided?

Applicant Response: Although the final mix of amenities has not been determined, we will likely have a fitness center, pool, meetings rooms, and classrooms. Arden also offers programs where residents can learn new hobbies, volunteer, and be involved in the community.

Question: What about traffic impacts?

Applicant Response: As part of the rezoning review process, we are completing a traffic study which will be finalized before the Planning Board meeting. The traffic study takes into account all proposed traffic

NEIGHBORHOOD MEETING MINUTES

from the project as well as traffic from proposed development in the area. This site is unique because it's also adjacent to the LAPP Grant project which is a Town/NCDOT led project to realign Burlington Mills Road. The LAPP project recently started construction and is expected to be completed around the time we are ready to start construction.

Question: What type of parking will be provided?

Applicant Response: The LDO sets parking standards for each use. We will meet the minimum parking requires for Residential Care in the LDO.

Question: How can we stay up to date on the project?

Applicant Response: [Applicant handed out business cards with contact information including phone number and email address] After this meeting, we will likely go to Planning Board in July and the Board of Commissioners in early September. Please call or email us at any time with questions. You can also stay up to date by checking the Town's website. Town staff do a great posting all pending development cases on the website with updated application materials.

After the question and answer session, the applicant team had informal discussions with several neighbors and the meeting concluded at 7:15 pm

EXHIBIT D - Responses to Neighbor Questions Received Via Email

We're currently in the midst of rezoning which is the first step in the development process. We requested the rezoning to permit the anticipated Active Adult Living use on the property. Although we've included a preliminary sketch plan to provide a better idea of what the community will look like, full site engineering has not been done. Greater engineering detail will be provided at site plan, the next stage of the approval process following rezoning.

1. Potential Rock Removal and Blasting

- a. Has a geotechnical investigation been performed to understand if blasting and/or rock removal will be required for development of the site? If so, what mechanisms are going to be in place for monitoring the vibrations from the site and confirming no damage will occur to the nearby residences?
- b. Our side of the neighborhood has experienced blasting over the past few weeks as part of the Burlington Mills Realignment work by the town and NCDOT. Pre-construction surveys were offered prior to blasting for residents within a specific distance due to the blasting activities for the hard granite.

Geotech studies are being done and it's likely that some blasting will be required. The exact locations are dependent on how the site is balanced. We will have more specific information at site plan (following the rezoning) and will do everything we can to communicate blasting schedules and to prevent/mitigate impact to our neighbors.

2. Lighting-Related Items

- a. What type of lighting is anticipated in the parking lots for the development?
 - i. All fixtures are required to be cutoff fixtures that project light in a downward motion. The Town has very extensive lighting regulations in LDO Section 6.6, many of which are standards we often add as zoning conditions in other municipalities. You can read the full section in the LDO, but some of the highlights are:
 1. Awning/canopy lighting, flashing lights, floodlights, and tube lighting are prohibited.
 2. A lighting plan must be submitted at the site plan stage (after the rezoning).
 3. All fixtures shall be constructed and designed to prevent light from emitting upwards toward the dark night sky.
 4. All fixtures must be cutoff fixtures and project light in a downward motion.
 5. Wood light poles are prohibited.

6. Walkways, bikeways, parks and trail lighting, and pedestrian facilities such as building connections shall be lit at a maximum of 0.2 foot candles.
7. Wall packs may only be used at entrances or to light unsafe areas and shall be fully shielded, cutoff type fixtures with concealed light sources. Lighting must be directed downward.
8. All outdoor lighting fixtures not mounted on buildings (ground based) shall be located a minimum of 10 feet from a property line or right-of-way line and should be no closer than 2 feet from any required perimeter or streetscape buffer.
9. Light fixtures shall not exceed 30 feet in height in parking lots.
10. Light fixtures shall be 12-15 feet in height in nonvehicular areas (such as sidewalks).
11. Lighting in parking lots is limited to 1 foot candle (see Table 6.6)

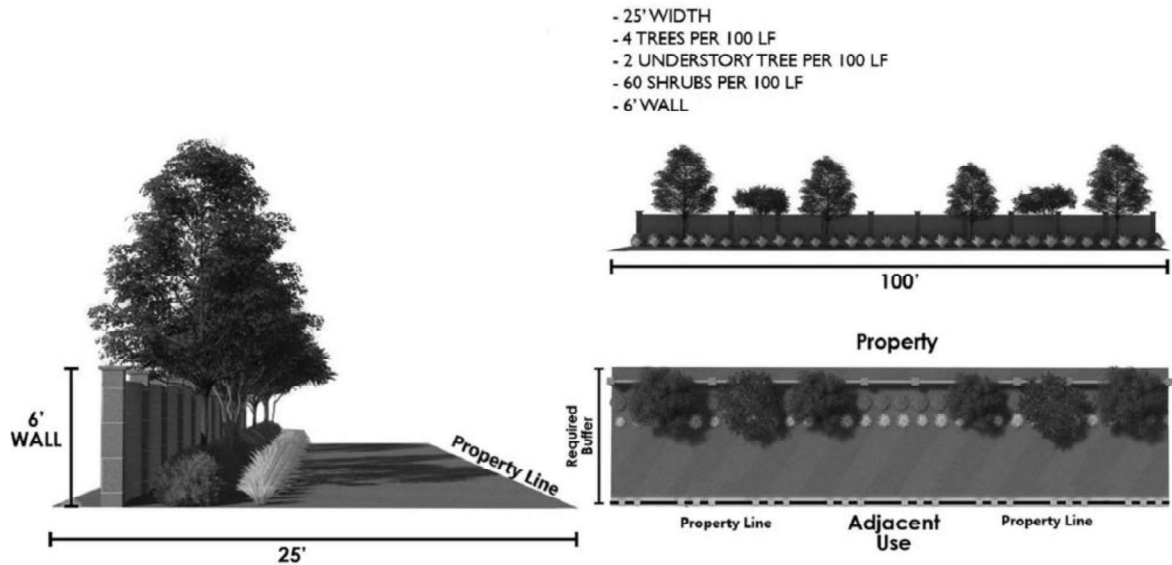
- b. Will there be maximum heights on the light poles to reduce light pollution to the nearby residences, especially nearest the residential boundaries?
 - i. Yes, the LDO requires that light fixtures in parking lots not exceed 30 feet in the center of the parking area and decrease height to 12-15 feet at the boundary of the parking area.
- c. Will there be nighttime cut-offs for the lights to reduce nighttime light pollution?
 - i. Yes, provided some security lighting will be required - primarily at the main entrance which will be facing Burlington Mills Road.

3. Line-of-Sight Considerations

- a. Will a boundary fence be installed at all to break sight lines? If so, what type of fence (such as 6' opaque wood fence)? This was included in agreement with the Wallbrook development adjacent to our neighborhood.
 - i. The Town's LDO (Section 6.2.2.2) requires a 25-foot wide planted Type 3 buffer. The Type 3 buffer requires a 6-foot wall along the property line and the following plantings per 100 linear feet:
 1. 4 canopy trees
 2. 2 understory trees
 3. 60 shrubs
- b. What will the landscape buffer look like? See above
- c. Will any smaller tree or bush plantings to fill in gaps between the larger pines trees to maximize opacity? Yes, see planting requirements above. Our goal is to

work with the Town to keep existing tree cover everywhere we can and supplement plantings to fill in the gaps. The LDO also includes a graphic of the typical Type 3 buffer.

3. Perimeter Buffer Type 3



4. Stormwater Pond

- a. What design storm is the stormwater pond sized for?
 - i. The LDO sets the following minimum stormwater standards:
 1. Shall control and treat runoff from the first inch of rain. Runoff volume drawdown time shall be a minimum of 48 hours, but not more than 120 hours.
 2. Stormwater devices shall be designed to have a minimum of 85% average annual removal for Total Suspended Solids (TSS).
 3. BMP shall be designed to ensure no net increase in peak flow leaving the site from pre-development conditions for the one year, 24-hour storm.
- b. Where will the stormwater pond overflow to? The creek along Evening Shade Avenue?
 - i. This question a bit ahead of the design stage we are currently in; however, the creek along Evening Shade Avenue would be the creek we discharge and overflow to. It would be discharging at the very tip of the creek along the property's eastern property line. Further engineering at the Site Plan stage will determine the exact location of the discharge point.

- c. Will the stormwater pond be a built-up embankment or excavated into existing grade?

- i. Likely excavated with some form of embankment.

5. Miscellaneous

- a. Is there an anticipated start date for site development (I understand this is pending permits and approvals)?
- b. We're still in the staff review process of rezoning but hope to go to Planning Board in July and to the Board of Commissioners in September. Following rezoning, we'll file a site plan application which will be reviewed and approved by Town staff and will likely take until early spring 2024. After that, we file for construction drawing approval which we hope to receive Fall 2024. So, best case scenario, construction will begin in late 2024/early 2025.

I have also attached our neighborhood's recent agreements with the Wallbrook development for commitments regarding the buffers for your information.

Thanks. Based on my quick review of your agreement with Wallbrook, it appears the LDO already requires greater buffer and planting standards for our project than Crosland agreed to. We're happy to consider and discuss any other items.

Please let me know if you have any questions and look forward to our discussion.



**MA 22-10: Rolesville Senior Living
Traffic Impact Analysis**

Rolesville, North Carolina

July 7, 2023

Prepared for:

Town of Rolesville
502 Southtown Circle
Rolesville, NC 27571

Applicant:

FC Rolesville LLC
301 Fayetteville Street
Suite 1400
Raleigh, NC 27601

Prepared by:

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

DRAFT

Sign-off Sheet

This document entitled MA 22-10: Rolesville Senior Living 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 _____

(signature)

Pierre Tong, PE

Reviewed by _____

(signature)

Jeff Weller, PE

Approved by _____

(signature)

Matt Peach, PE, PTOE

DRAFT

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Executive Summary

The proposed Rolesville Senior Living development (Map Amendment 22-10) is located on the south side of Burlington Mills Road west of Main Street (US 401 Business) in Rolesville, NC. The parcel is currently zoned as a General Commercial-Conditional Zoning (GC-CZ) District under the Land Development Ordinance (LDO). The applicant is pursuing a rezoning to a Residential High-Density Conditional Zoning (RH-CZ) District.

The 10.13-acre site is anticipated to be completed in 2028 and consists of 164 units of multifamily senior adult housing. Using the Institute of Transportation Engineers (ITE) Trip Generation Manual, it is estimated that at full build-out the development is expected to generate 499 new trips per average weekday. In the AM and PM peak hours, the development is expected to generate 32 AM peak hour trips (11 entering and 21 exiting) and 41 PM peak hour trips (23 entering and 18 exiting). Access to the site is envisioned to be provided by a single driveway located at the future intersection of Burlington Mills Road at Old Burlington Mills Road.

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

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

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

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

- US 401 Business (Main Street) at SR 2051 (Burlington Mills Road)
- SR 2051 (Burlington Mills Road) at SR 2049 (Forestville Road)

The study will also include the following planned (i.e., future) intersections:

- US 401 Business (Main Street) at SR 2051 (Old Burlington Mills Road)
- SR 2051 (Old Burlington Mills Road) at Burlington Mills Road

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 per vehicle)	2023 Existing		2028 No-Build		2028 Build		2028 Build Imp.	
	AM	PM	AM	PM	AM	PM	AM	PM
Burlington Mills Road at Forestville Road	C (34.8)	C (28.1)	E (59.9)	F (81.2)	E (61.3)	F (81.7)	E (61.3)	F (81.7)
Burlington Mills Road at Old Burlington Mills Road / Site Driveway.			F (120.2)	C (19.8)	F (263.3)	D (26.2)	F (263.3)	D (26.2)
Main Street at Old Burlington Mills Road	B (19.5)	B (12.9)	C (23.8)	C (18.9)	C (23.9)	C (19.0)	C (23.9)	C (19.0)
Main Street at Realigned Burlington Mills Road / Virginia Water Drive			E (62.1)	D (42.4)	E (62.8)	D (42.9)	E (62.8)	D (42.9)
Not Included:		Signalized:			Stop-Controlled:			

Rolesville's LDO⁸, Section 8.E, establishes the following Level of Service Standards:

1. *The traffic impact analysis must demonstrate that the proposed development would not cause build-out-year, peak-hour levels of service on any arterial or collector road or intersection within the study area to fall below Level of Service (LOS) "D," as defined by the latest edition of the Highway Capacity Manual, or, where the existing level of service is already LOS "E" that the proposed development would not cause the LOS to fall to the next lower letter grade.*
2. *If the road segment or intersection is already LOS "F," the traffic impact analysis must demonstrate that the proposed development, with any proposed improvements, would not cause build-out year peak-hour operation to degrade more than five (5) percent of the total delay on any intersection approach.*

As shown in Table ES-1, the proposed development accounts for a minimal increase in average delay at the study intersections. In many instances, this increase is less than one second per vehicle when comparing results between the No-Build and Build scenarios. The one exception is the intersection of Burlington Mills Road at Old Burlington Mills Road / Site Driveway. Long delays at this intersection during the AM peak hour are attributed to traffic traveling to / from Rolesville Middle School. The school, located just to the west of the proposed development, operates from 8:15 AM to 3:00 PM.

At the intersection of Burlington Mills Road at Old Burlington Mills Road / Site Driveway, the delay on the southbound approach increases from 120 seconds per vehicle to 263 seconds per vehicle between the no-build and build scenarios. Improvements are recommended at the intersection, but these improvements do not reduce the delay on the southbound approach. While delay per vehicle is high on the approach, there is a minimal amount of traffic (22 vehicles total) in the AM peak hour and the queues are contained within the turn-lanes. A traffic signal was evaluated at the intersection and is not recommended due to low side-street traffic volumes.



Based on the findings of this study, specific improvements have been identified and should be completed as part of the proposed development. Intersections where no improvements are recommended are locations that do not meet the standards specified in the LDO⁸.

Burlington Mills Road at Forestville Road

- No improvements are recommended at this intersection

Burlington Mills Road at Old Burlington Mills Road / Rolesville Senior Living Driveway

- Construct site driveway as a full-movement access point
- Construct site driveway with one ingress lane and two egress lanes consisting of an exclusive left-turn lane and a shared thru/right-turn lane. Construct the access with 75 feet of internal protective stem
- Provide a westbound left turn lane with 50 feet of full-width storage and appropriate taper
- Restripe the southbound approach of Old Burlington Mills Road to provide an exclusive left-turn lane and a shared thru/right-turn lane.
- Restripe the eastbound approach of Burlington Mills Road to provide a shared thru/right-turn lane.

Main Street at Old Burlington Mills Road

- No improvements are recommended at this intersection

Realigned Burlington Mills Road at Main Street

- No improvements are recommended at this intersection

These recommendations are illustrated in Figure ES-1. A conceptual design is provided in Figure ES-2.



Figure ES-1: Recommended Improvements

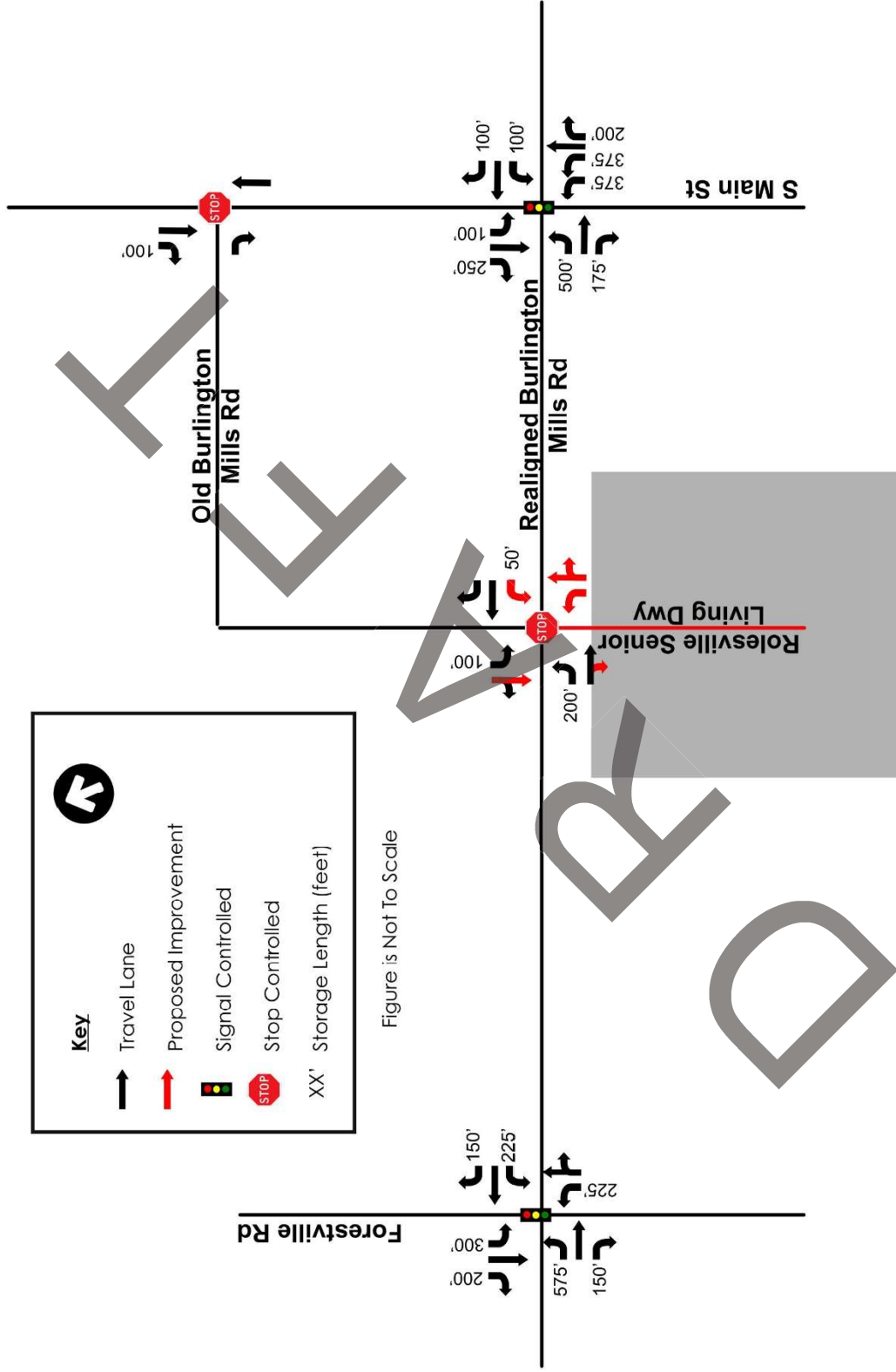
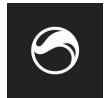
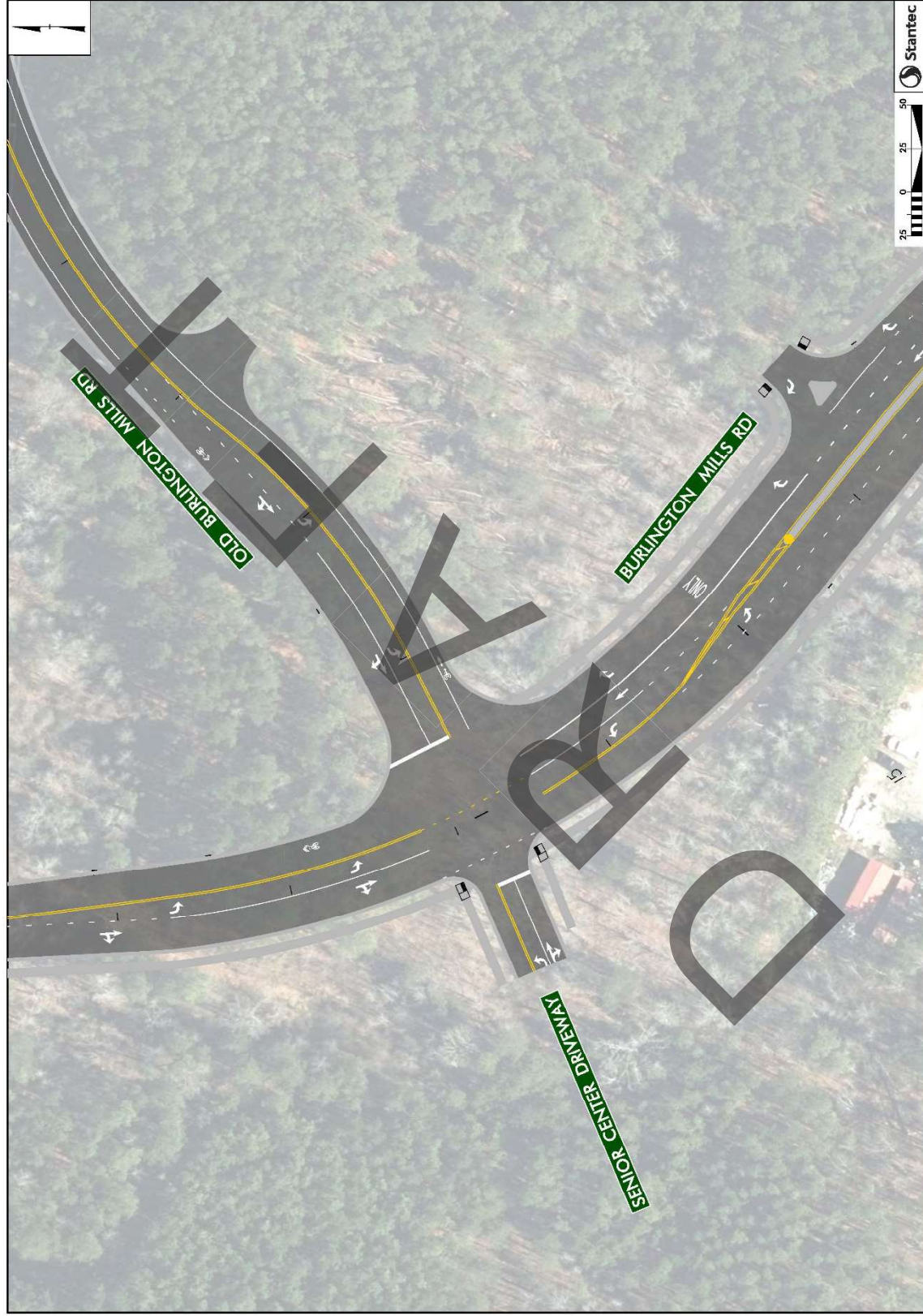


Figure ES-2: Conceptual Design



Introduction
July 7, 2023

1.0 INTRODUCTION

The proposed Rolesville Senior Living development (Map Amendment 22-10) is located on the south side of Burlington Mills Road west of Main Street (US 401 Business) in Rolesville, NC. The parcel is currently zoned as a General Commercial-Conditional Zoning (GC-CZ) District under the Land Development Ordinance (LDO). The applicant is pursuing a rezoning to a Residential High-Density Conditional Zoning (RH-CZ) District. The 10.13-acre site is anticipated to be completed in 2028 and consists of 164 units of multifamily senior adult housing. The project location is shown in Figure 1. The site plan, prepared by McAdams, can be found in Figure 2.

The traffic analysis considers future build conditions during the build-out year (2028). Access to the site is anticipated to be provided by one driveway on Burlington Mills Road. The analysis scenarios are as follows:

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

The purpose of this report is to evaluate the development in terms of projected vehicular traffic conditions, evaluate the ability of the adjacent roadways to accommodate the additional traffic, and recommend transportation improvements needed to mitigate congestion that may result from additional site traffic. This report presents trip generation, trip distribution, traffic analyses, and recommendations for improvements needed to meet anticipated traffic demands. The analysis examines the AM and PM peak hours for the aforementioned analysis scenarios.



Figure 1: Site Location

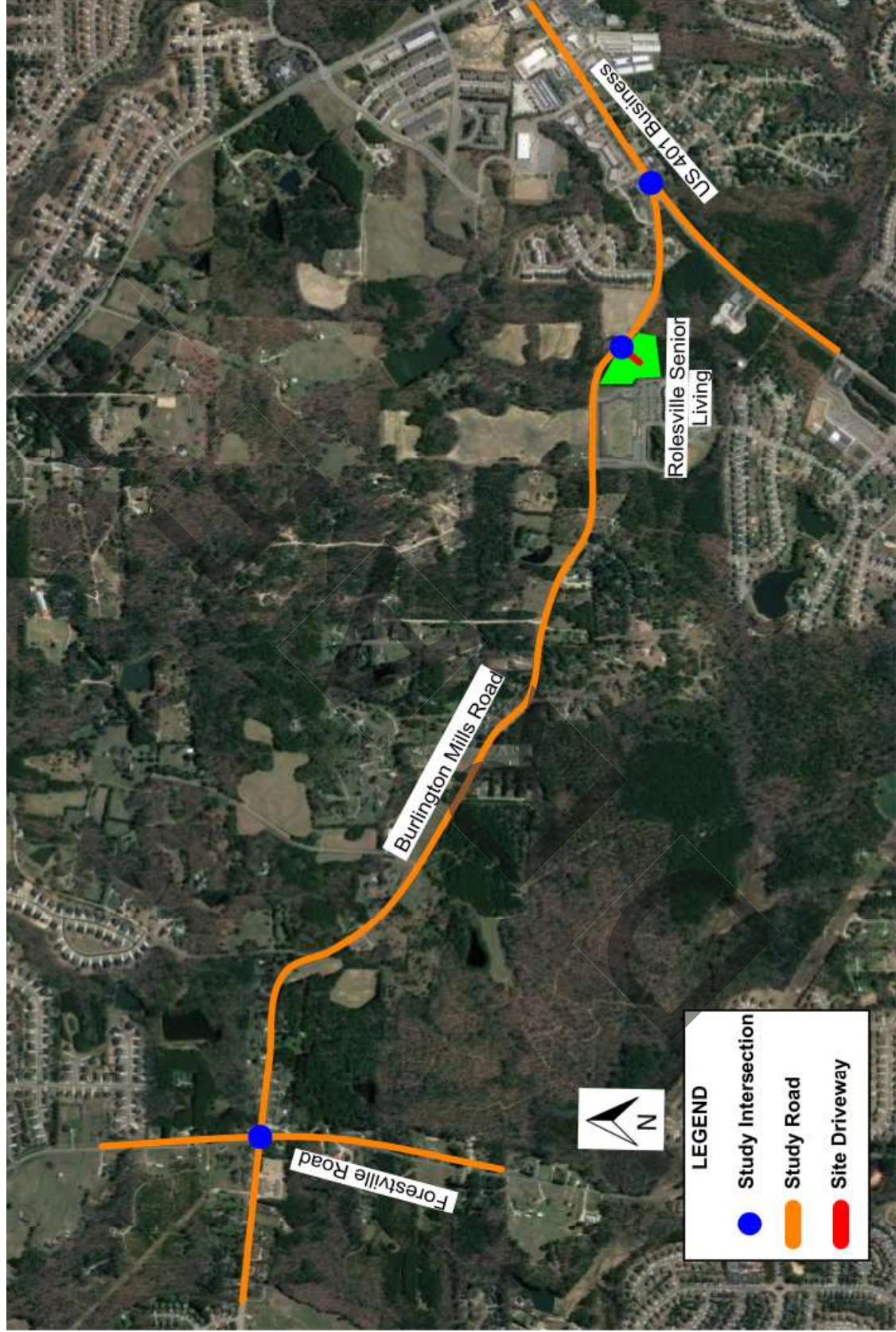
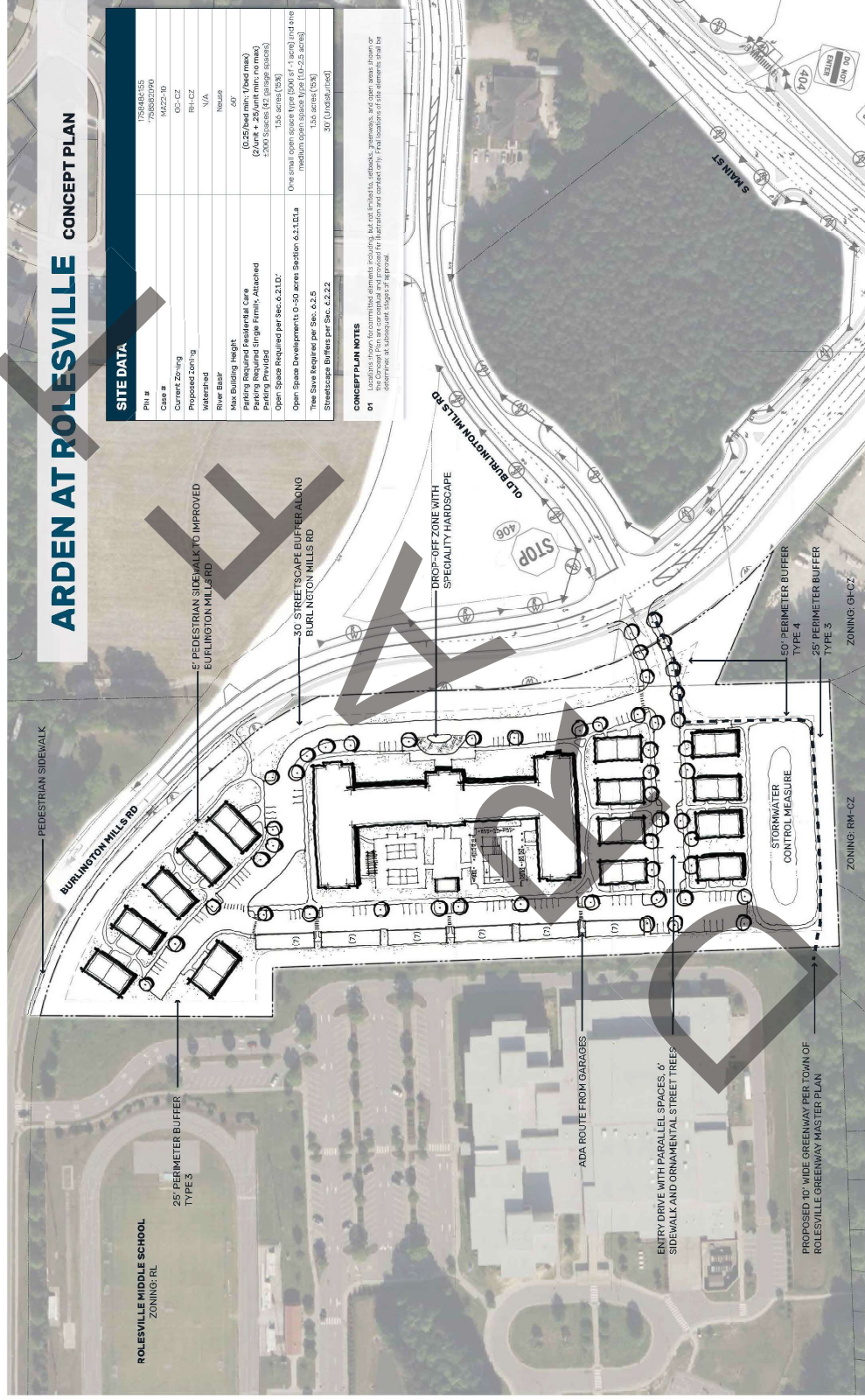


Figure 2: Site Plan



AR DEN AT ROLESVILLE SENIOR LIVING CENTER
ROLESVILLE, NORTH CAROLINA

SCALE: 1" = 60'
01
04/12/2023

PREPARED FOR:
McAuleys Architects, Inc.
SP#23242



2.0 INVENTORY OF TRAFFIC CONDITIONS

2.1 STUDY AREA

Stantec coordinated with the Town of Rolesville, the applicant, and the North Carolina Department of Transportation (NCDOT) to determine the appropriate study area and assumptions. The following existing intersections were agreed upon to be analyzed to determine the impacts associated with this development. These intersections are shown in Figure 1.

- US 401 Business (Main Street) at SR 2051 (Burlington Mills Road)
- SR 2051 (Burlington Mills Road) at SR 2049 (Forestville Road)

2.2 PROPOSED ACCESS

Access to the site is envisioned to be provided by one access point at the intersection of Burlington Mills Road at Old Burlington Mills Road. This will add a fourth leg to the future three-legged, stop-controlled intersection.

2.3 EXISTING CONDITIONS

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

Table 1: Existing Conditions

Road Name	Road Number	Primary Cross-Section	Functional Classification ¹	AADT ² (year)	Speed Limit (mph)	Maintenance Agency
Burlington Mills Road	SR 2051	Two-Lane Undivided	Major Collector	4,000-8,200 vpd (2021)	35-45	NCDOT
Forestville Road	SR 2049	Two-Lane Undivided	Minor Arterial	13,500-17,000 vpd (2021)	45	NCDOT
Main Street	US 401 Business	Two-Lane w/ TWLTL*	Principal Arterial	10,000-13,500 vpd (2021)	35	NCDOT

*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 2023 and the future year 2028. The future year lane configuration and traffic control for the study area intersections are illustrated in Figure 4.



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2.4.1 U-6241 (Main Street)

The U-6241 project will realign Burlington Mills Road near Main Street as well as make streetscape and multimodal improvements along Main Street. The access point to the proposed development is located approximately 700 feet west of where the realigned Burlington Mills Road will tie into the existing alignment of Burlington Mills Road (a.k.a. Old Burlington Mills Road). This will create a new, three-legged, stop-controlled intersection.

The project will convert the existing signalized intersection of Main Street at Burlington Mills Road to an unsignalized (i.e., stop-controlled) intersection. Furthermore, Burlington Mills Road will be converted from full-movement access onto Main Street to right-in / right-out only access.

2.4.2 Pearce Farm (fka Tom's Creek)

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

Burlington Mills Road at Forestville Road

- Extend the existing eastbound left-turn lane to 575 feet of full-width storage and appropriate taper
- Extend the existing westbound left-turn lane to 225 feet of full-width storage and appropriate taper
- Construct a westbound right-turn lane with 150 feet of full-width storage and appropriate taper
- Extend the existing northbound left-turn lane to 225 feet of full-width storage and appropriate taper
- Extend the existing southbound left-turn lane to 300 feet of full-width storage and appropriate taper
- Construct a southbound right-turn lane with 200 feet of full-width storage and appropriate taper

A copy of the TIA is contained in the Appendix. The Pearce Farm is discussed in more detail in Section 4.3.3.

2.4.3 Wallbrook

The following improvements were committed to by the Wallbrook development:

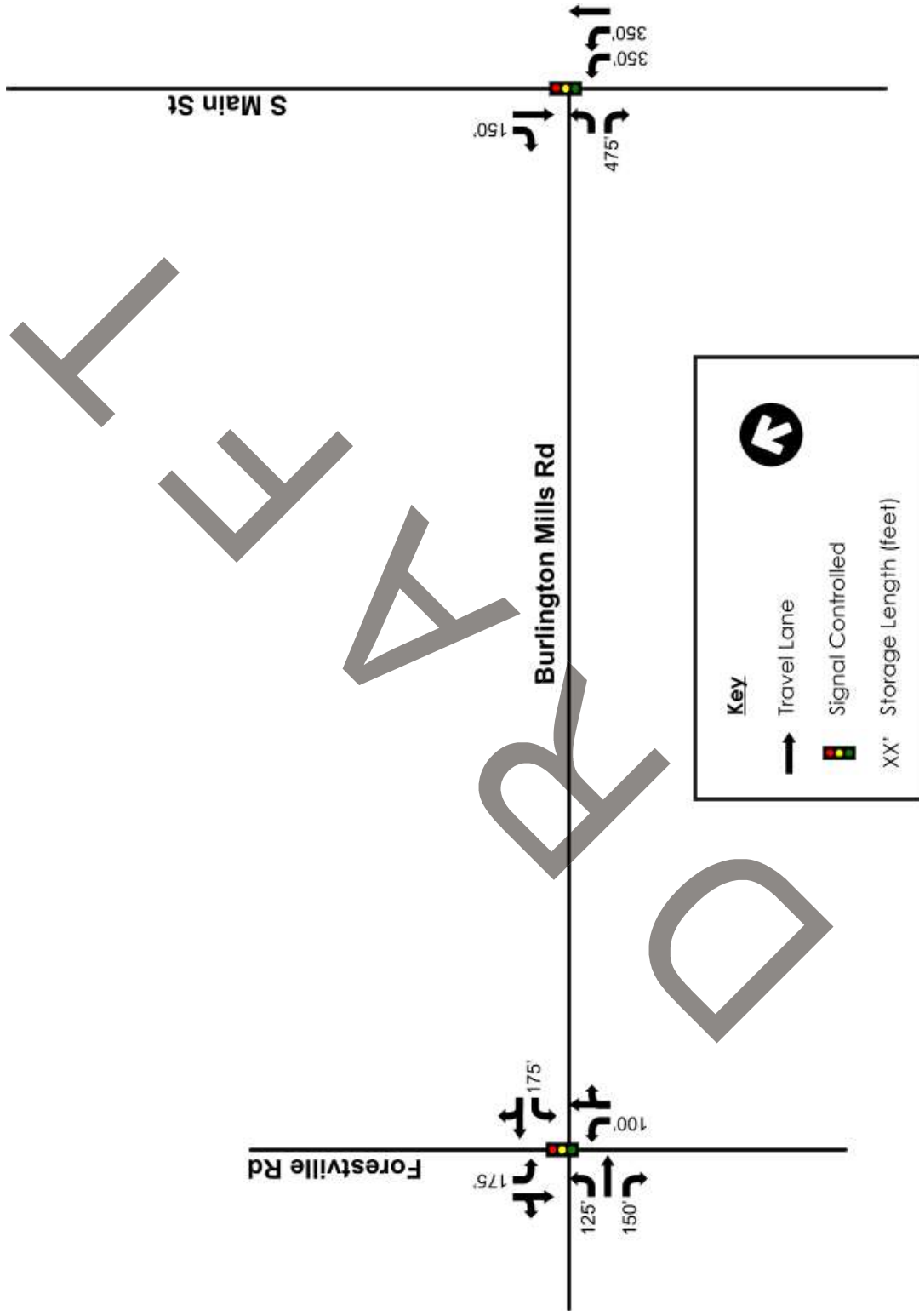
Main Street at Realigned Burlington Mills Road

- Construct dual northbound exclusive left-turn lanes with 375 feet of full-width storage and appropriate taper
- Construct an exclusive northbound right-turn lane with 200 feet of full-width storage and appropriate taper
- Construct an exclusive westbound left-turn lane with 100 feet of full-width storage and appropriate taper
- Construct an exclusive westbound right-turn lane with 100 feet of full-width storage and appropriate taper
- Construct an exclusive eastbound left-turn lane with 500 feet of full-width storage and appropriate taper
- Construct an exclusive eastbound right-turn lane with 175 feet of full-width storage and appropriate taper
- Construct an exclusive southbound left-turn lane with 100 feet of full-width storage and appropriate taper
- Construct an exclusive southbound right-turn lane with at least 250 feet of full-width storage and appropriate taper

A copy of the TIA is contained in the Appendix. The Wallbrook development is discussed in more detail in Section 4.3.4.



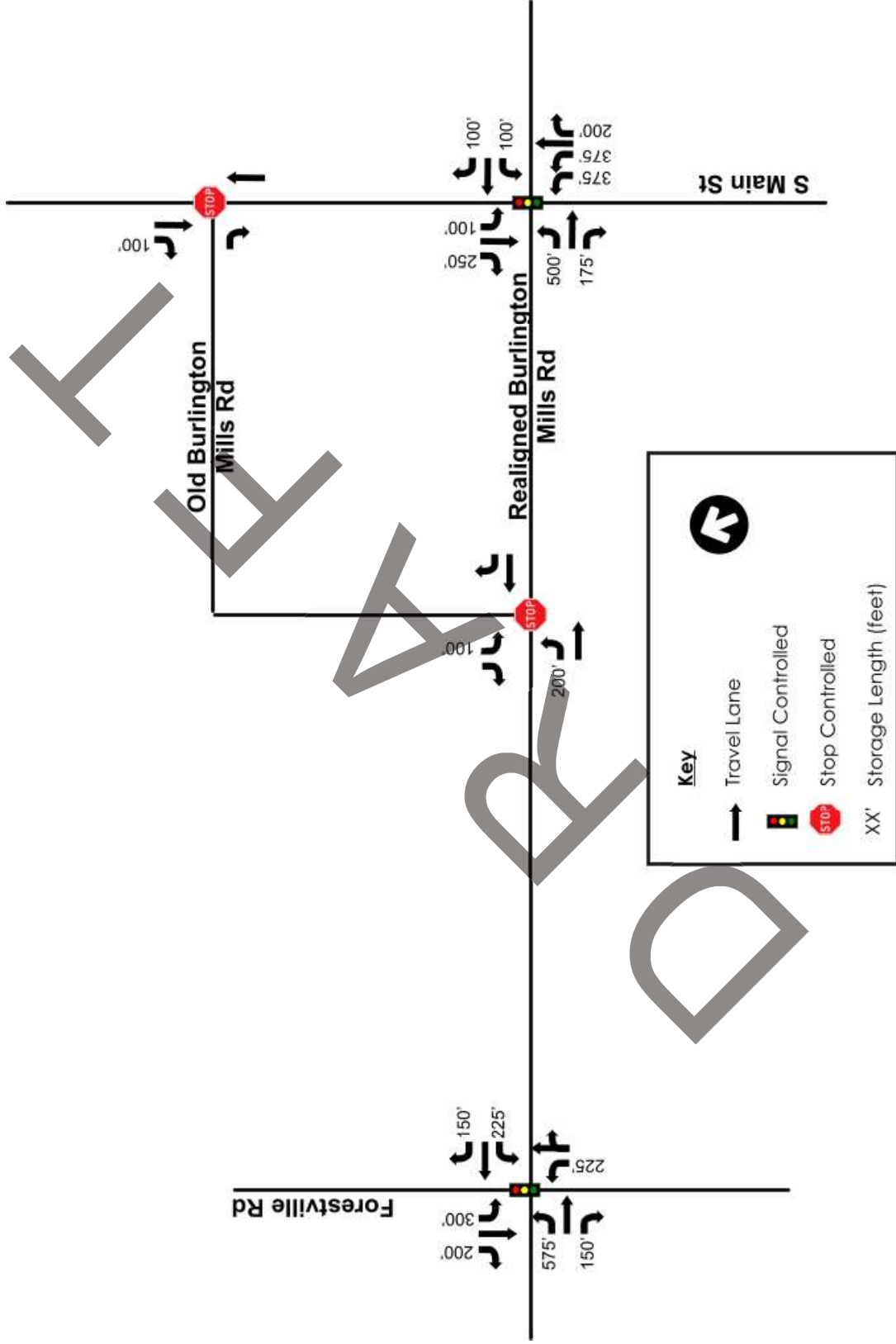
Figure 3: 2023 Existing Lanes and Traffic Control



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Figure 4: 2028 No-Build Lanes and Traffic Control



3.0 TRIP GENERATION AND DISTRIBUTION

3.1 TRIP GENERATION

Trip generation for the proposed development was performed using the 11th Edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual³. The Rate Versus Equation spreadsheet published by NCDOT⁴ was used to supplement the ITE methodology. No trip reductions were taken for internal capture or pass-by traffic. Trip generation for the proposed development is shown in Table 2.

Table 2: Trip Generation

Land Use	Size	Daily			AM Peak			PM Peak		
		Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Senior Adult Housing - Multifamily (LUC 252)	164 Units	499	250	249	32	11	21	41	23	18
Total Trips Generated		499	250	249	32	11	21	41	23	18

3.2 SITE TRIP DISTRIBUTION

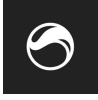
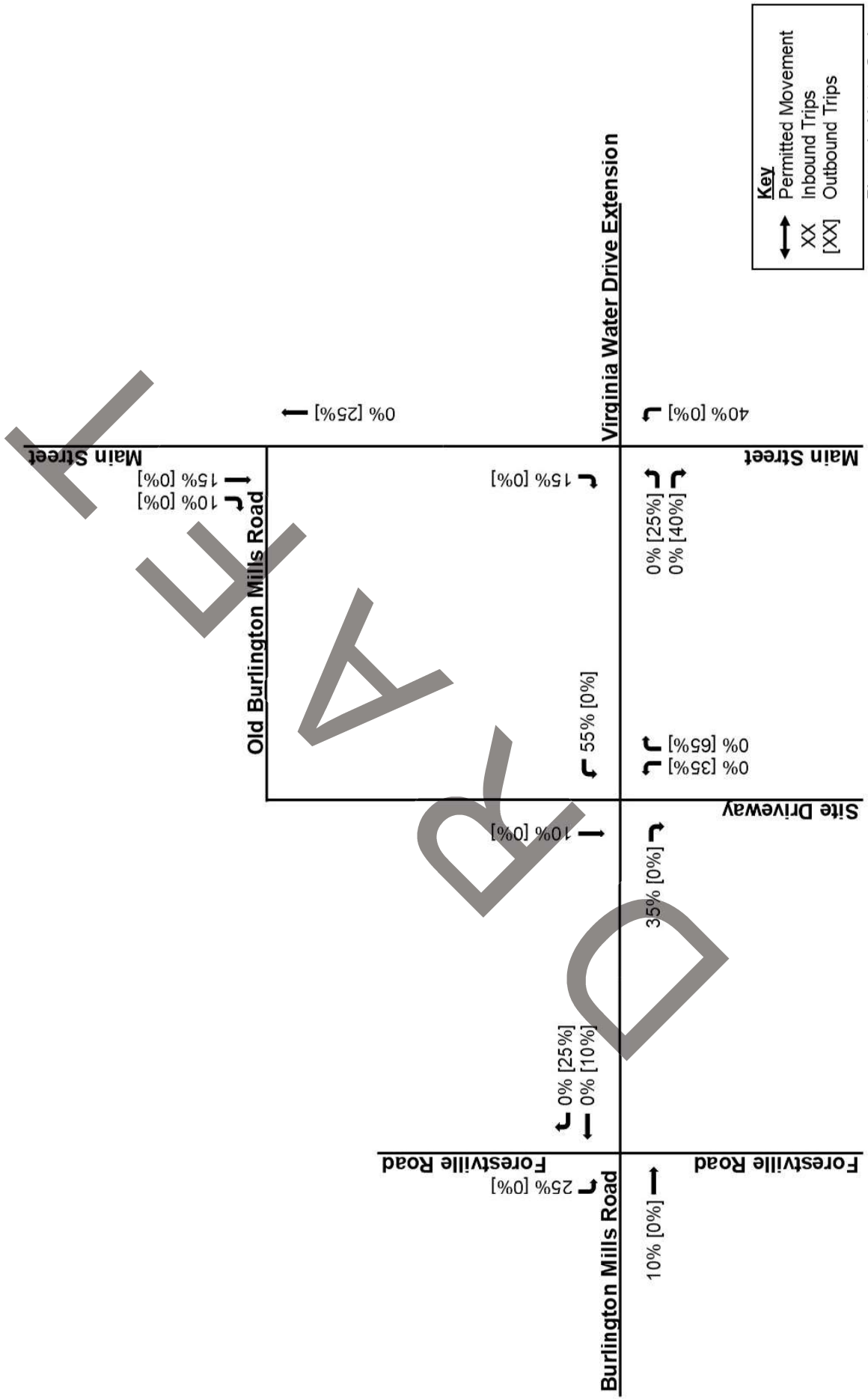
To accurately determine the effect of the proposed development on the surrounding roadway network, an estimate of the expected distribution of traffic entering and exiting the site is needed. These percentages were developed using a combination of existing traffic volume counts, historic AADTs provided 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.

- 40% to/from the south on Main Street
- 25% to/from the north on Main Street
- 25% to/from the north on Forestville Road
- 10% to/from the west on Burlington Mills Road

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



Figure 5: Trip Distribution



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Figure 6: Trip Assignment

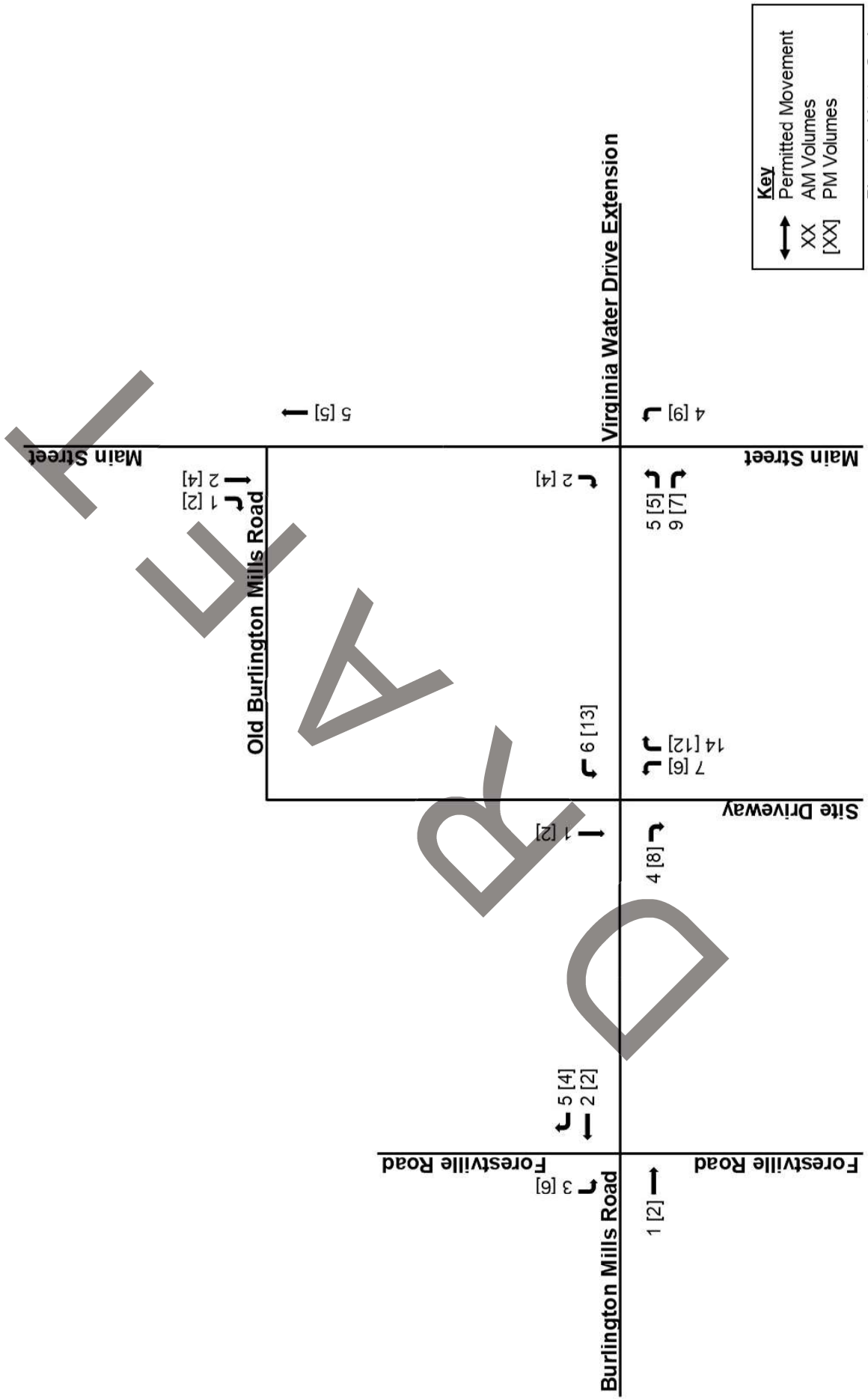


Figure is Not to Scale



Traffic Volumes
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4.0 TRAFFIC VOLUMES

All traffic volume calculations can be found in the Appendix.

4.1 DATA COLLECTION

Morning (7:00 – 9:00 AM) and evening (4:00 – 6:00 PM) turning movement counts were taken at the study intersections on May 24, 2023, while schools were in session. Due to the distance between study intersections and the number of driveways between them, the traffic counts were not balanced. All traffic count data can be found in the appendix. The existing (2023) traffic volumes are shown in Figure 7.

4.2 BACKGROUND TRAFFIC GROWTH

Background traffic growth is the increase in traffic volumes due to usage increases and non-specific growth throughout the area. The 2023 existing volumes were grown by a 2.0 percent annual rate to estimate the 2028 volumes. The growth in vehicles as a result of this future traffic growth is shown in Figure 8.

4.3 ADJACENT DEVELOPMENT TRAFFIC

There are four (4) developments proposed to be constructed within and nearby the study area: Marshall Village, Perry Farms, Pearce Farm (fka Tom's Creek), and Wallbrook. The total trips associated with these developments are shown in Figure 9. Figures showing the individual development trips can be found in the appendix. The following subsections highlight salient data for each of the approved developments.

4.3.1 Marshall Village

Marshall Village is a residential development located in the northwest quadrant of the Forestville Road and Burlington Mills Road intersection. The proposed development is expected to consist of 171 townhomes and is estimated to be built out in 2024. A figure illustrating the trips attributed to Marshall Village, as well as a copy of the traffic study prepared by Ramey Kemp & Associates is provided in the Appendix.

4.3.2 Perry Farms

Perry Farms is a mixed-use development project located in the northeast quadrant of the US 401 (Louisburg Road) and Forestville Road intersection. The development will consist of 224 units of mid-rise multi-family housing, 160 units of low-rise multi-family housing, a 10,000-square-foot daycare center, a 5,000-square-foot medical-dental office building, and a 5,000-square-foot convenience market/gas station. The Perry Farms development is estimated to be built out by 2025. The trips attributed to the Perry Farms development, as well as a copy of the traffic study prepared by Davenport is provided in the Appendix.

4.3.3 Pearce Farm (fka Tom's Creek)

Pearce Farm is a residential development project located in the southeast quadrant of the Forestville Road and Burlington Mills Road intersection. It is currently assumed that the project will consist of 606 units of single-family



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detached housing and that the project will be built out by 2029. The improvements associated with the Wallbrook development are discussed in Section 2.4.3. To provide a conservative analysis, it was assumed that the entire project would be built out and completed by the construction of the Rolesville Senior Living facility. The trips attributed to the Pearce Farm development, as well as a copy of the traffic study prepared by Stantec is provided in the Appendix.

4.3.4 Wallbrook

Wallbrook is a proposed mixed-use development project located along Main Street. The proposed development is expected to consist of 107,000 square feet of office space, 17,000 square feet of restaurants, 143,000 square feet of retail space, and 170 townhomes. The development is estimated to be built out by 2025. The improvements associated with the Wallbrook development are discussed in Section 2.4.3. The trips attributed to the Wallbrook development, as well as a copy of the traffic study prepared by Stantec, can be found in the Appendix.

4.4 NO-BUILD TRAFFIC VOLUMES

The 2028 No-Build traffic volumes consist of the sum of the 2023 Existing traffic volumes, the Background traffic growth, and the adjacent development growth. The 2028 No-Build traffic volumes are shown in Figure 10.

4.5 BUILD TRAFFIC VOLUMES

The 2028 Build traffic volumes include the 2028 No-Build traffic and the proposed development traffic discussed in Section 3.0. The 2028 Build traffic volumes are shown in Figure 11.



Figure 7: 2023 Existing Traffic Volumes

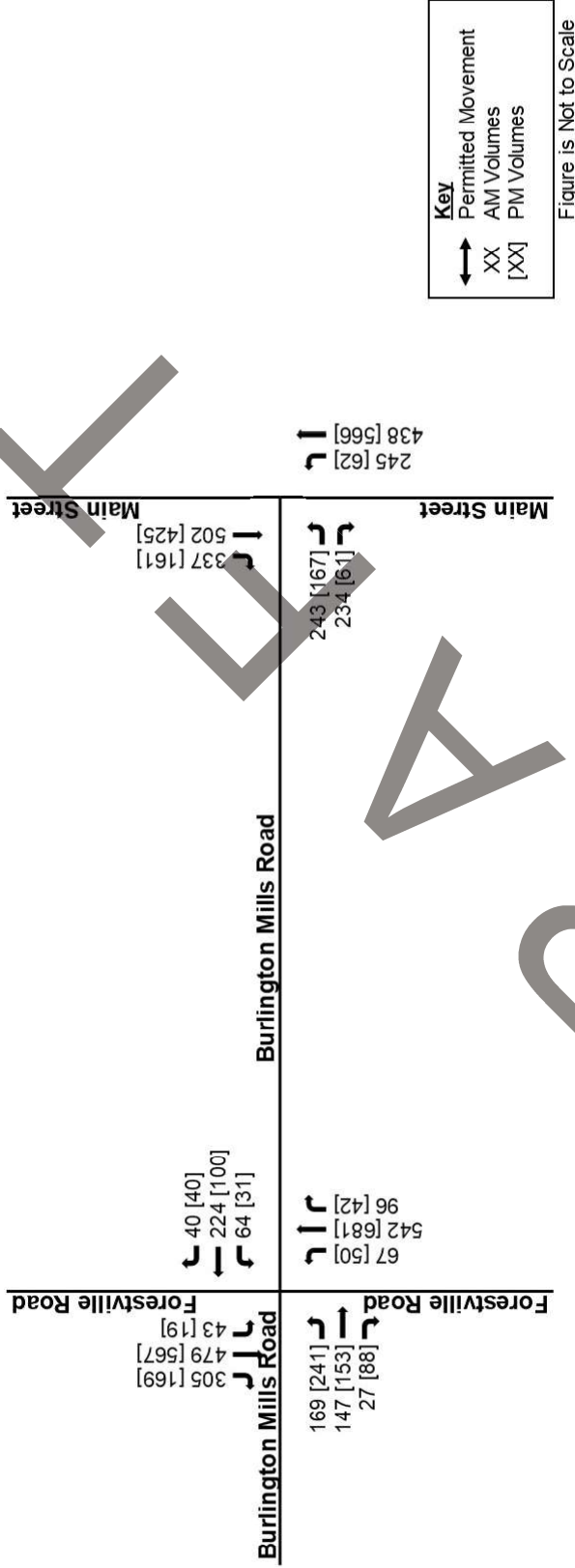
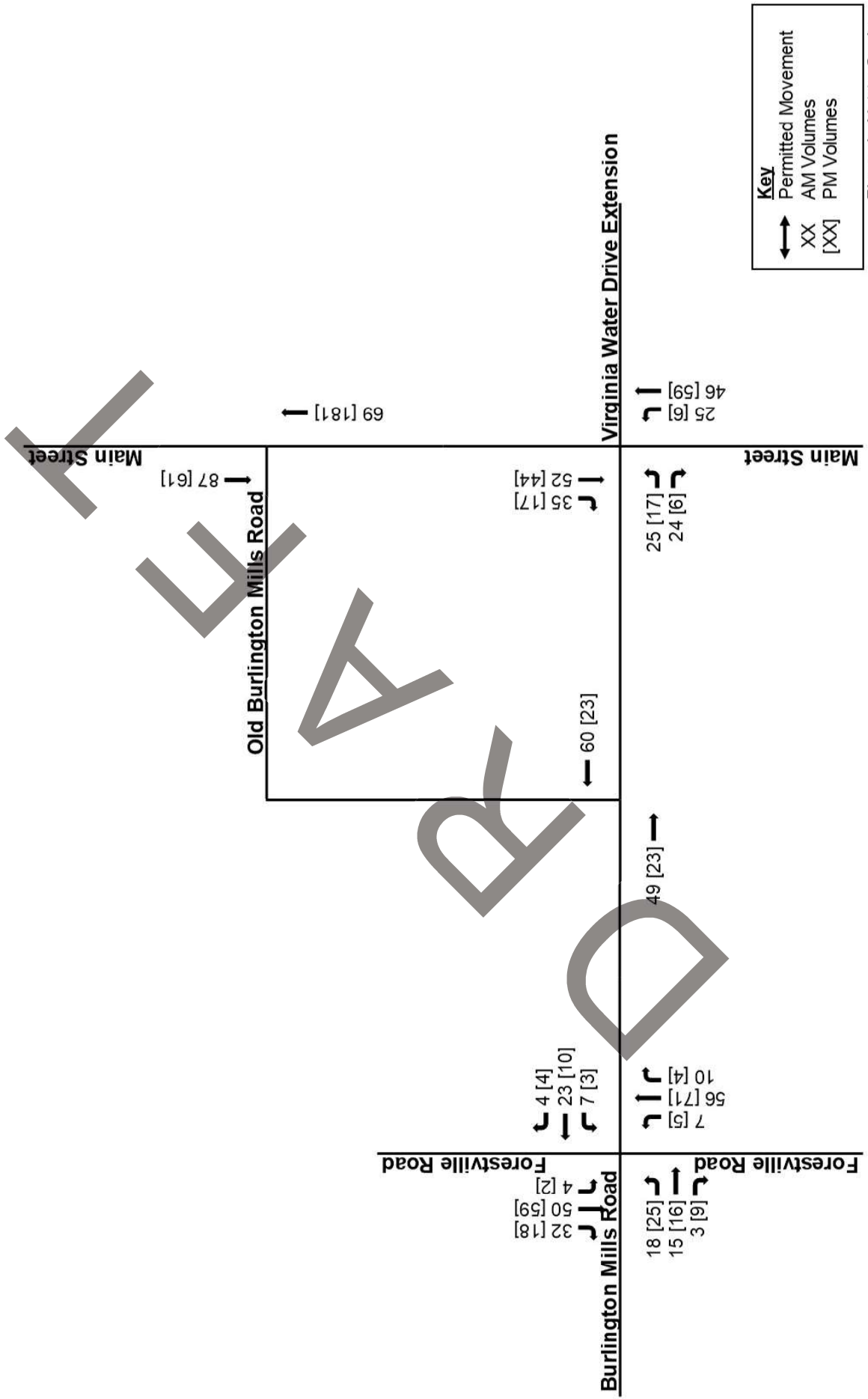


Figure 8: Background Traffic Growth



Key

- ↔ Permitted Movement
- XX AM Volumes
- [XX] PM Volumes

Figure is Not to Scale



Figure 9: Adjacent Development Traffic Volumes

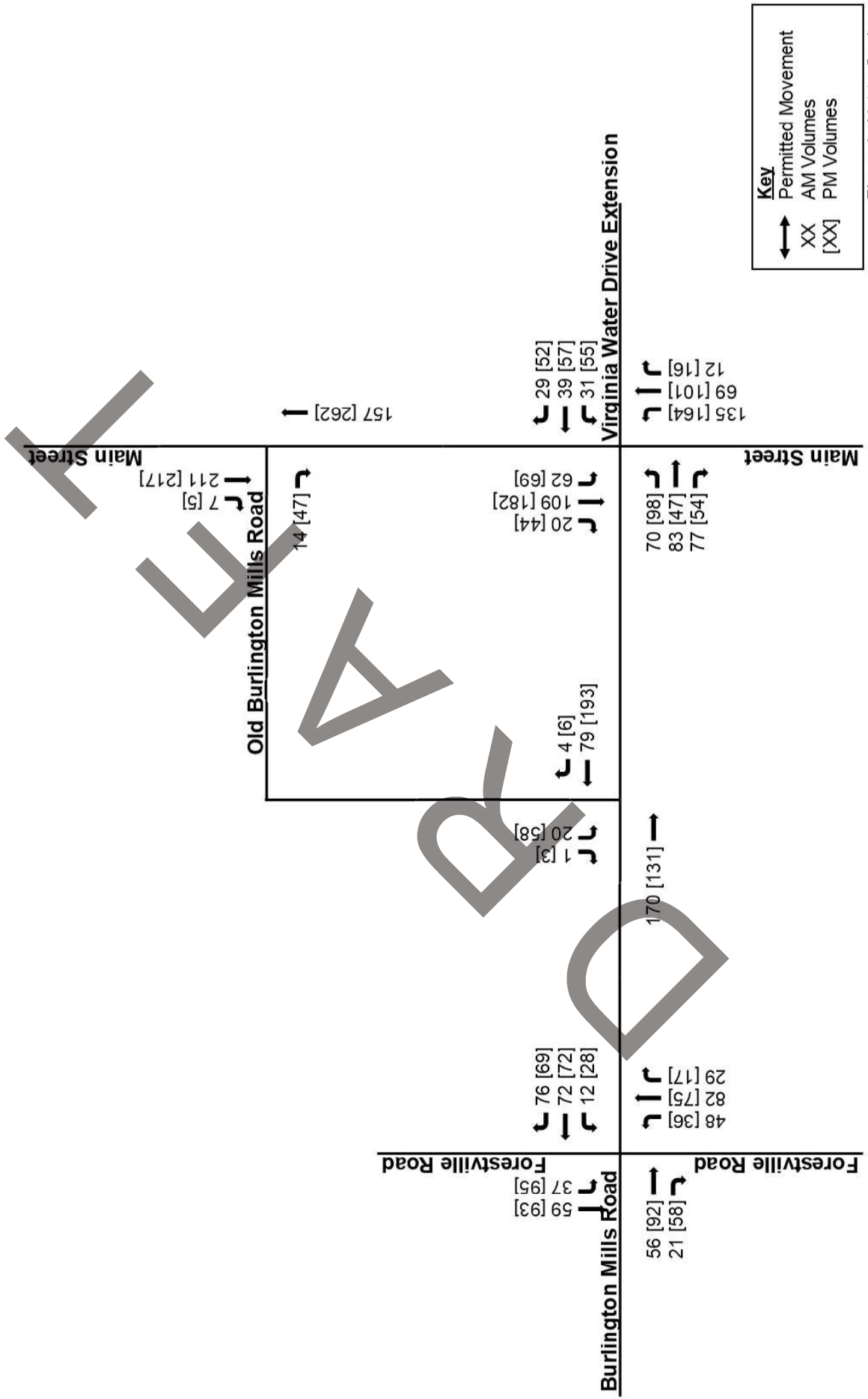


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Figure 10: 2028 No-Build Traffic Volumes

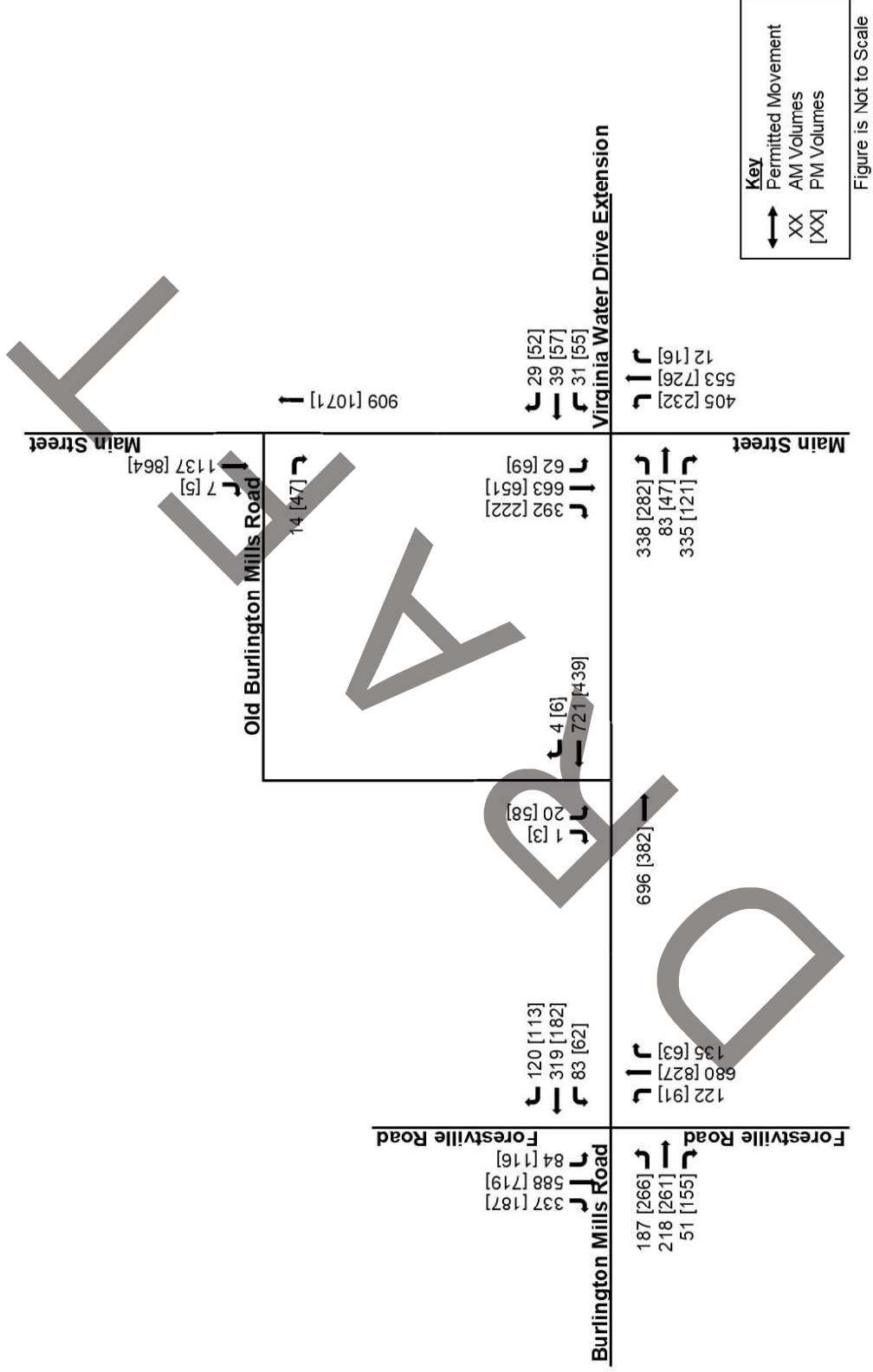
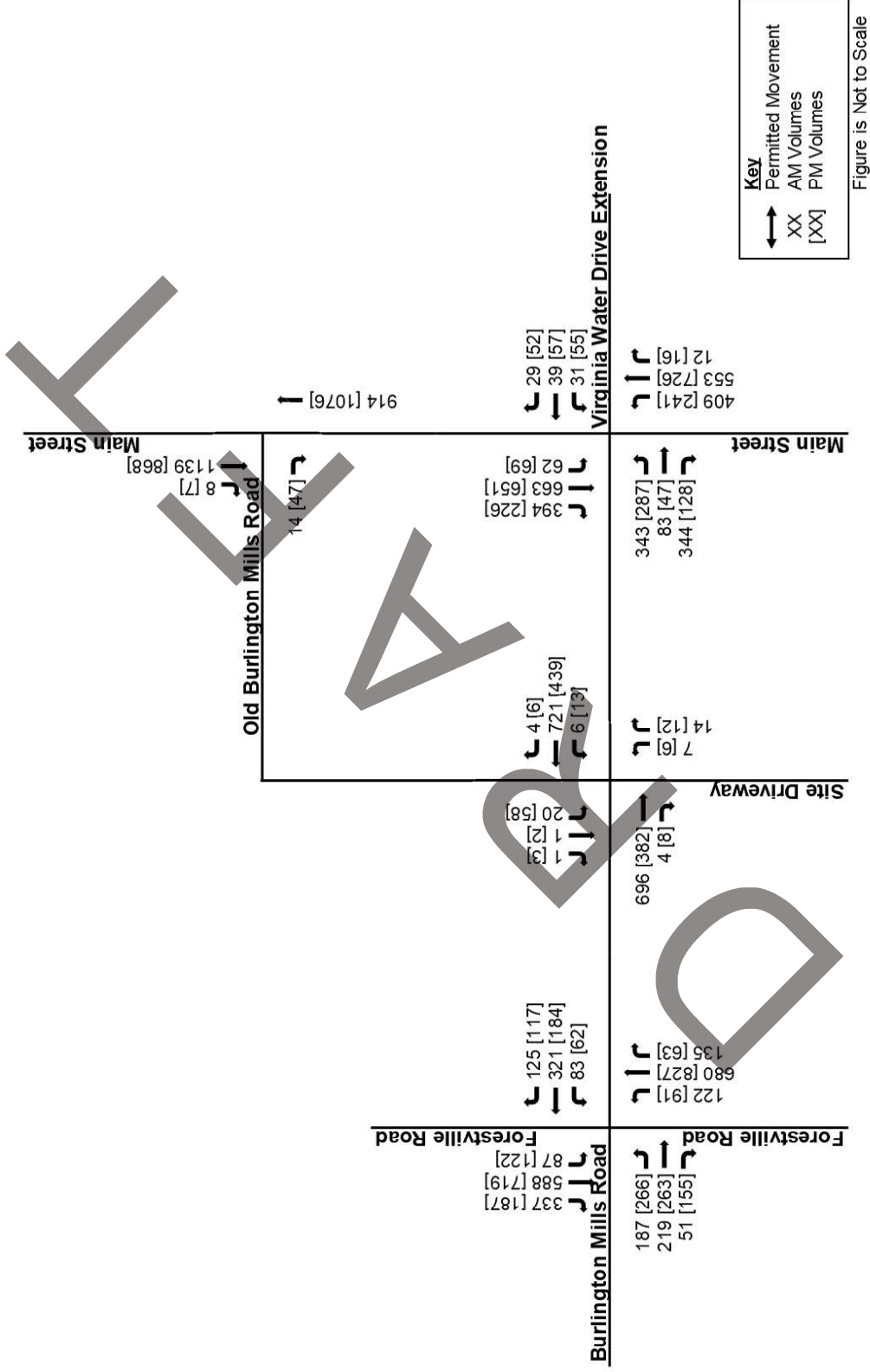


Figure 11: 2028 Build Traffic Volumes



5.0 CAPACITY ANALYSIS

Capacity analyses were performed for the roadway network in the study area. The traffic analysis program Synchro Version 11 was used to analyze all signalized and stop-controlled intersections according to methods put forth by the Transportation Research Board’s Highway Capacity Manual⁵ (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 virtually 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 3 presents the criteria of each LOS as indicated in the HCM.

Table 3: Level of Service Criteria

Level of Service (LOS)	Signalized Intersection Control Delay (seconds/vehicle)	Unsignalized Intersection Control Delay (seconds/vehicle)
A	≤ 10	≤ 10
B	>10 and ≤ 20	>10 and ≤ 15
C	>20 and ≤ 35	>15 and ≤ 25
D	>35 and ≤ 55	>25 and ≤ 35
E	>55 and ≤ 80	>35 and ≤ 50
F	>80	>50

The Town of Rolesville’s Land Development Ordinance (LDO)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.*



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



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

5.1 2023 EXISTING

In the base year under the existing geometric conditions, both study intersections operate at an overall acceptable LOS. It should be noted that the Burlington Mills Road at Forestville Road eastbound left, operates at LOS E and LOS F in the AM and PM peak hours; respectively. The results from the 2023 existing analysis are shown in Table 4. Instances where the overall intersection or lane group operate at LOS E or F are highlighted in the table.

Table 4: 2023 Existing Level of Service and Delay

Intersection	Approach	Lane Group	Delay (sec./veh.)		Level of Service (LOS)		95th % Queue (feet)		Max. Obs. Queue (feet)		
			AM	PM	AM	PM	AM	PM	AM	PM	
	Burlington Mills Road at Forestville Road	Overall	34.8	28.1	C	C					
		EB	L	88.8	63.1	F	E	235	280	225	221
			T	26.9	27.4	C	C	124	129	863	363
			R	14.9	16.4	B	B	25	64	233	163
		WB	L	21.1	18.5	C	B	45	26	114	65
			TR	25.5	21.2	C	C	151	83	243	142
		NB	L	9.6	8.6	A	A	31	26	198	199
			TR	13.5	15.0	B	B	342	421	354	405
		SB	L	15.3	14.3	B	B	38	20	274	182
			TR	50.0	34.5	D	C	779	693	1065	574
	Burlington Mills Road at Main Street (US 401 Business)	Overall	19.5	12.9	B	B					
		EB	L	42.3	38.5	D	D	118	38	193	87
			T	7.2	6.7	A	A	175	230	172	38
		WB	T	19.0	11.9	B	B	331	246	473	232
			R	3.9	2.1	A	A	71	30	250	280
		SB	L	40.9	37.8	D	D	231	63	431	316
			R	20.3	11.6	C	B	185	23	252	127

 Intersection or Lane Group Operates at LOS E
 Intersection or Lane Group Operates at LOS F



5.2 2028 NO-BUILD

In the 2028 No-Build conditions, the analysis assumes the improvements associated with the adjacent developments and NCDOT projects are constructed. These improvements, discussed in Section 2.4, are listed below:

Burlington Mills Road at Forestville Road

- Extend the existing eastbound left-turn lane to 575 feet of full-width storage and appropriate taper
- Extend the existing westbound left-turn lane to 225 feet of full-width storage and appropriate taper
- Construct a westbound right-turn lane with 150 feet of full-width storage and appropriate taper
- Extend the existing northbound left-turn lane to 225 feet of full-width storage and appropriate taper
- Extend the existing southbound left-turn lane to 300 feet of full-width storage and appropriate taper
- Construct a southbound right-turn lane with 200 feet of full-width storage and appropriate taper

Main Street at Realigned Burlington Mills Road

- Construct dual northbound exclusive left-turn lanes with 375 feet of full-width storage and appropriate taper
- Construct an exclusive northbound right-turn lane with 200 feet of full-width storage and appropriate taper
- Construct an exclusive westbound left-turn lane with 100 feet of full-width storage and appropriate taper
- Construct an exclusive westbound right-turn lane with 100 feet of full-width storage and appropriate taper
- Construct an exclusive eastbound left-turn lane with 500 feet of full-width storage and appropriate taper
- Construct an exclusive eastbound right-turn lane with 175 feet of full-width storage and appropriate taper
- Construct an exclusive southbound left-turn lane with 100 feet of full-width storage and appropriate taper
- Construct an exclusive southbound right-turn lane with at least 250 feet of full-width storage and appropriate taper

Main Street at Old Burlington Mills Road

- The existing signalized and full-movement intersection will be converted to a stop-controlled right-in / right-out intersection.

Synchro LOS and delay results for the 2028 No-Build analysis scenario are listed in Table 5. Instances where the overall intersection or lane group operate at LOS E or F are highlighted in the table.





SimTraffic observations noted queues approaching 1,000 feet on the westbound approach of Burlington Mills Road at Forestville Road. On the northbound approach of Forestville Road at Burlington Mills Road, queues were observed exceeding 1,000 feet. Similarly, the southbound approach of Main Street resulted in a maximum observed queue greater than 1,000 feet in the AM peak hour.





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Table 5: 2028 No-Build Level of Service and Delay

Intersection		Approach	Lane Group	Delay (sec./veh.)		Level of Service (LOS)		95th % Queue (feet)		Max. Obs. Queue (feet)	
				AM	PM	AM	PM	AM	PM	AM	PM
	Burlington Mills Road at Forestville Road	Overall		59.9	81.2	E	F				
		EB	L	121.7	93.2	F	F	377	496	413	541
			T	39.8	37.5	D	D	259	296	272	559
			R	23.2	24.4	C	C	59	151	85	244
		WB	L	60.4	137.8	E	F	71	132	325	287
			T	89.9	53.5	F	D	473	160	684	954
			R	31.7	32.5	C	C	85	93	250	230
		NB	L	114.8	111.7	F	F	264	213	325	324
			TR	66.5	135.2	E	F	1177	1433	2343	2783
		SB	L	127.4	123.1	F	F	205	260	359	400
T	38.4		56.5	D	E	670	1005	728	1016		
R	10.0		6.7	B	A	152	75	300	300		
	Burlington Mills Road at Old Burlington Mills Road	EB	L	10.0		B		0	0	81	23
		SB	L	141.7	20.5	F	C	45	20	81	67
			R	12.5	10.0	B	B	0	0	49	26
	Main Street (US 401 Business) at Old Burlington Mills Road	EB	R	23.8	18.9	C	C	5	15	253	76
	Realigned Burlington Mills Road at Main Street (US 401 Business)	Overall		62.1	42.4	E	D				
		EB	L	229.8	61.6	F	E	655	394	594	409
			T	47.7	28.3	D	C	120	56	671	134
			R	39.5	16.4	D	B	248	50	269	181
		WB	L	74.8	82.0	E	F	71	110	83	103
			T	72.9	74.4	E	E	82	108	99	125
			R	50.0	37.5	D	D	56	63	76	95
		NB	L	91.2	78.0	F	E	345	208	398	222
			T	23.6	34.9	C	C	549	888	509	899
			R	9.8	7.5	A	A	14	13	158	271
		SB	L	76.5	105.0	E	F	116	162	199	199
			T	35.3	37.0	D	D	768	781	1100	979
R	7.4		4.8	A	A	138	58	350	350		

 Intersection or Lane Group Operates at LOS E
 Intersection or Lane Group Operates at LOS F



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5.3 2028 BUILD

As part of the 2028 Build analysis, the proposed driveway was added to the network as detailed in Section 2.2. In 2028, with the proposed development in place, a minimal increase in average delay at the study intersections was observed when compared with the 2028 No-Build analysis. In many instances, this increase is less than one second per vehicle.

The one exception is the intersection of Burlington Mills Road at Old Burlington Mills Road / Site Driveway. Long delays at this intersection during the AM peak hour are attributed to traffic traveling to / from Rolesville Middle School. The school, located just to the west of the proposed development, operates from 8:15 AM to 3:00 PM. At the intersection of Burlington Mills Road at Old Burlington Mills Road / Site Driveway, the delay on the southbound approach increases from 120 seconds per vehicle to 263 seconds per vehicle between the no-build and build scenarios.

Queuing observed in the No-Build analysis is still present in the Build scenario with long queues observed at the intersections of Burlington Mills at Forestville Road and Realigned Burlington Mills Road at Main Street.

Synchro LOS and delay results for the 2028 Build scenario are listed in Table 6. Instances where the overall intersection or lane group operate at LOS E or F are highlighted in the table.

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Table 6: 2028 Build Level of Service and Delay

Intersection		Approach	Lane Group	Delay (sec./veh.)		Level of Service (LOS)		95th % Queue (feet)		Max. Obs. Queue (feet)	
				AM	PM	AM	PM	AM	PM	AM	PM
	Burlington Mills Road at Forestville Road	Overall		61.3	81.7	E	F				
		EB	L	121.7	93.7	F	F	377	496	364	558
			T	39.8	37.6	D	D	261	298	285	467
			R	23.2	24.4	C	C	59	151	93	250
		WB	L	60.1	137.0	E	F	68	128	325	279
			T	91.5	53.4	F	D	472	157	945	664
			R	31.3	32.4	C	C	88	94	250	230
		NB	L	114.8	111.7	F	F	264	213	325	324
			TR	66.5	135.4	E	F	1177	1433	2130	2788
		SB	L	159.5	134.0	F	F	243	276	398	400
T	38.4		56.5	E	E	670	1005	876	1157		
		R	10.0	6.7	B	A	152	75	300	300	
	Burlington Mills Road at Rolesville Senior Living Driveway	EB	L	10.0	8.3	B	A	0	5	55	15
		WB	LT	9.3	8.2	A	A	0	0	304	88
		NB	LTR	101.2	15.8	F	C	42.5	5	84	42
		SB	L	343.8	27.2	F	D	67.5	27.5	58	69
			TR	61.9	14.0	F	B	10	0	29	31
	Main Street (US 401 Business) at Old Burlington Mills Road	EB	R	23.9	19.0	C	C	5	15	213	82
	Realigned Burlington Mills Road at Main Street (US 401 Business)	Overall		62.8	42.9	E	D				
		EB	L	234.6	62.6	F	E	633	396	579	385
			T	46.1	29.2	D	C	115	56	656	188
			R	40.7	17.0	D	B	293	53	274	186
		WB	L	76.1	79.6	E	E	71	110	76	121
			T	72.9	74.4	E	E	82	108	122	133
			R	49.6	37.2	D	D	56	63	86	94
		NB	L	89.6	80.4	F	F	372	224	366	475
			T	24.2	35.2	C	D	560	889	525	950
			R	10.4	7.2	B	A	14	13	139	245
		SB	L	75.0	104.0	E	F	116	162	199	199
			T	35.5	37.2	D	D	760	781	1100	977
			R	7.2	4.7	A	A	126	58	350	350

Intersection or Lane Group Operates at LOS E
 Intersection or Lane Group Operates at LOS F



5.4 2028 BUILD IMPROVED

5.4.1 Proposed Improvements

Burlington Mills Road at Old Burlington Mills Road / Rolesville Senior Living Driveway


- Construct site driveway as a full-movement access point
- Construct site driveway with one ingress lane and two egress lanes consisting of an exclusive left-turn lane and a shared thru/right-turn lane. Construct the access with 75 feet of internal protective stem
- Provide a westbound left turn lane with 50 feet of full-width storage and appropriate taper
- Restripe the southbound approach of Old Burlington Mills Road to provide an exclusive left-turn lane and a shared thru/right-turn lane.
- Restripe the eastbound approach of Burlington Mills Road to provide a shared thru/right-turn lane.



5.4.2 Analysis Results

The 2028 Build Improved capacity analysis results are shown in Table 7. Instances where the overall intersection or lane group operate at LOS E or F are highlighted in the table. Based on the findings of this study, specific improvements have been identified and should be completed as part of the proposed development. The proposed development accounts for a minimal increase in average delay at the study intersections. In many instances, this increase is less than one second per vehicle. Intersections where no improvements are recommended are locations that do not meet the LOS Standards specified in the LDO⁸.

The one exception is the intersection of Burlington Mills Road at Old Burlington Mills Road / Site Driveway. Long delays at this intersection during the AM peak hour are attributed to traffic traveling to / from Rolesville Middle School. The school, located just to the west of the proposed development, operates from 8:15 AM to 3:00 PM. At the intersection of Burlington Mills Road at Old Burlington Mills Road / Site Driveway, the delay on the southbound approach increases from 120 seconds per vehicle to 263 seconds per vehicle between the no-build and build scenarios. Improvements are recommended at the intersection, but these improvements do not reduce the delay on the southbound approach. While delay per vehicle is high on the approach, there is a minimal amount of traffic (22 vehicles total) in the AM peak hour and the queues are contained within the turn-lanes. A traffic signal was evaluated at the intersection and is not recommended due to low side-street traffic volumes. This is discussed in section 5.4.3.

Table 7: 2028 Build Improved Level of Service and Delay

Intersection	Approach	Lane Group	Delay (sec./veh.)		Level of Service (LOS)		95th % Queue (feet)		Max. Obs. Queue (feet)		
			AM	PM	AM	PM	AM	PM	AM	PM	
	Burlington Mills Road at Old Burlington Mills Road / Rolesville Senior Living Driveway	EB	L	10.0	8.3	B	A	0	0	52	22
		WB	L	9.3	8.2	A	A	0	0	31	33
	NB	L	177.2	20.8	F	C	22.5	2.5	39	27	
		TR	37.4	13.4	E	B	12.5	2.5	69	40	
	SB	L	343.8	27.0	F	D	67.5	27.5	62	67	
		TR	61.9	14.0	F	B	10	0	38	27	

 Intersection or Lane Group Operates at LOS E
 Intersection or Lane Group Operates at LOS F



Capacity Analysis
July 7, 2023

5.4.3 Traffic Signal Warrants

The results shown in Table 7 show that high delays (in seconds per vehicle) are anticipated on the side street approaches of Old Burlington Mills Road and the proposed site driveway. These high delays are observed in the AM peak hour which can be attributed to traffic traveling to/from Rolesville Middle School. The intersection operates at acceptable levels of service and delays in the PM peak hour.

The intersection is planned to be located approximately 650 feet from the future signalized intersection of Main Street at Burlington Mills Road / Virginia Water Drive. If signalized, queues could spill back and affect operations at either Main Street or the proposed driveway.

Volumes on the side streets of Old Burlington Mills Road and the proposed driveway are lower than the threshold established by the Manual on Uniform Traffic Control Devices (MUTCD)⁹ peak hour warrant for the installation of a traffic signal (i.e., Warrant 3). As a result, the intersection of Burlington Mills Road at Old Burlington Mills Road / Rolesville Senior Living Driveway is not recommended for the installation of a traffic signal.

5.4.4 Conceptual Design

A conceptual design of the intersection of Burlington Mills Road at Old Burlington Mills Road / Rolesville Senior Living Driveway has been produced to determine the amount of storage that can be provided with minimal impact to U-6241 currently under construction. The design shown in Figure 13 provides the following:

Left-Turn Lane at the Proposed Rolesville Senior Living Driveway

The design shown provides 100 feet total of full-width turn lane which can be broken down into 50 feet of full-width deceleration length and 50 feet of full-width storage. The combined length is greater than the SimTraffic maximum observed queueing of 52 feet as shown in Table 7.

U-6241 Left-Turn Lanes at Main Street

The conceptual design reduces the storage of the left-turn lanes by approximately 15 feet.



Recommendations
July 7, 2023

6.0 RECOMMENDATIONS

Based on the findings of this study, specific improvements have been identified and should be completed as part of the proposed development. These recommendations are shown in Figure 12. A conceptual design is provided in Figure 13. Intersections where no improvements are recommended are locations that do not meet the LOS Standards specified in the LDO⁸.

Burlington Mills Road at Forestville Road

- No improvements are recommended at this intersection

Burlington Mills Road at Old Burlington Mills Road / Rolesville Senior Living Driveway

- Construct the site driveway as a full-movement access point
- Construct the site driveway with one ingress lane and two egress lanes consisting of an exclusive left-turn lane and a shared thru/right-turn lane. Construct the access with 75 feet of internal protective stem
- Provide a westbound left turn lane with 50 feet of full-width storage and appropriate taper
- Restripe the southbound approach of Old Burlington Mills Road to provide an exclusive left-turn lane and a shared thru/right-turn lane.
- Restripe the eastbound approach of Burlington Mills Road to provide a shared thru/right-turn lane.

Main Street at Old Burlington Mills Road

- No improvements are recommended at this intersection

Realigned Burlington Mills Road at Main Street

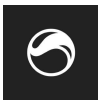
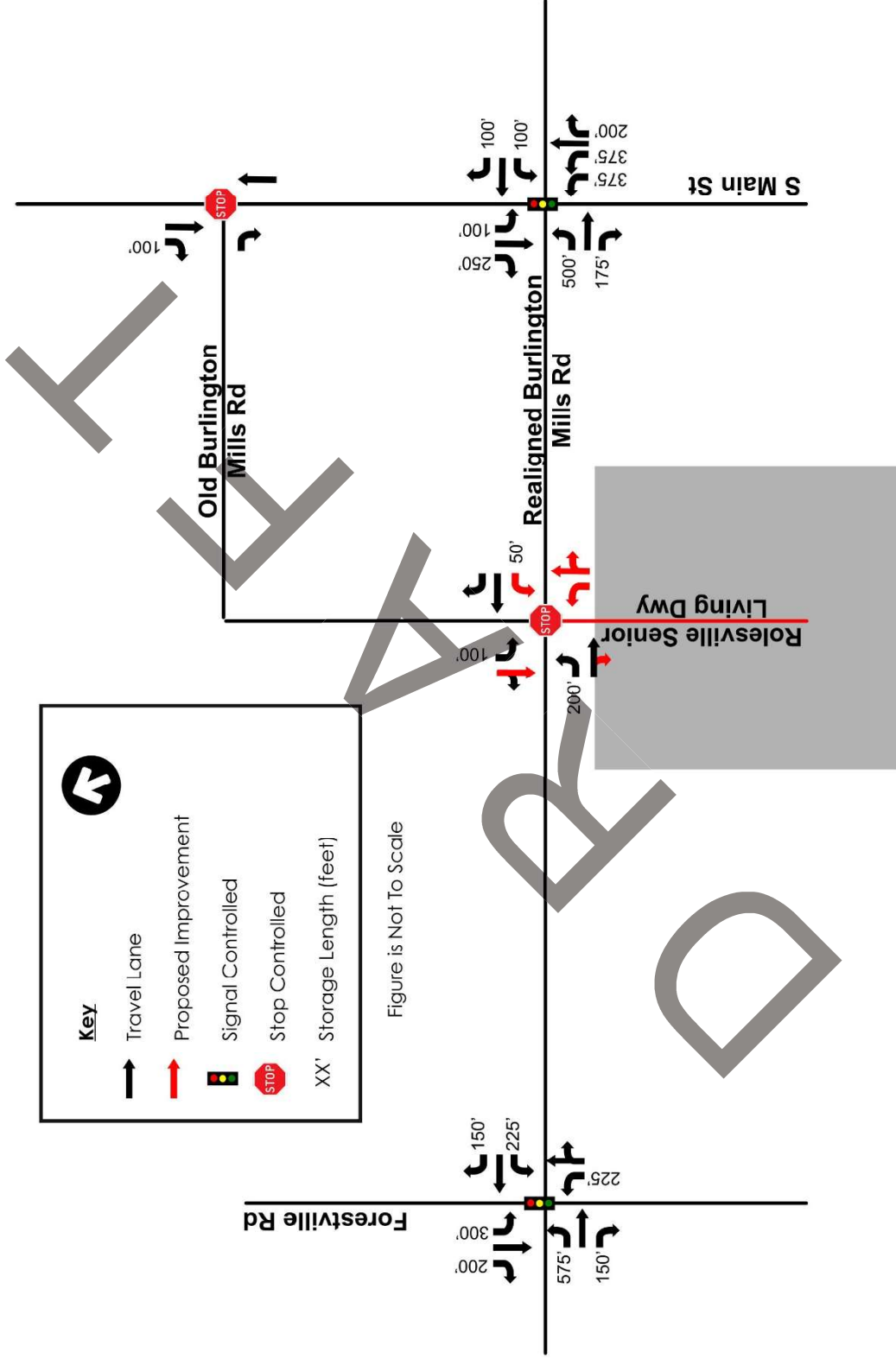
- No improvements are recommended at this intersection



MA 22-10: ROLESVILLE SENIOR LIVING TRAFFIC IMPACT ANALYSIS

Recommendations
July 7, 2023

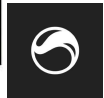
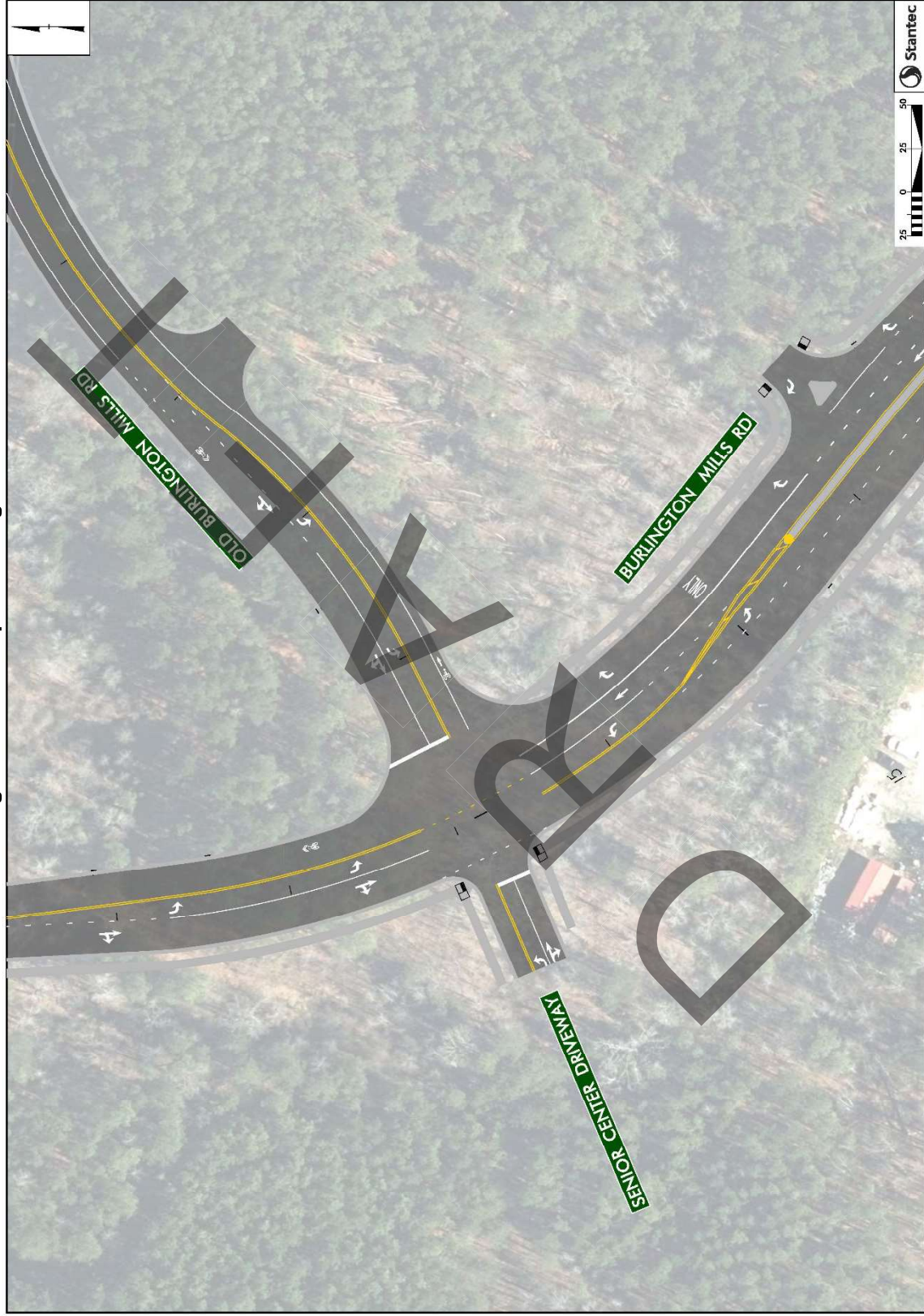
Figure 12: Recommended Improvements



MA 22-10: ROLESVILLE SENIOR LIVING TRAFFIC IMPACT ANALYSIS

Recommendations
July 7, 2023

Figure 13: Conceptual Design



References

July 7, 2023

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>

⁹ **Manual on Uniform Traffic Control Devices**. United States Department of Transportation - Federal Highway Administration, last modified September 14, 2022,

https://mutcd.fhwa.dot.gov/pdfs/2009r1r2r3/pdf_index.htm

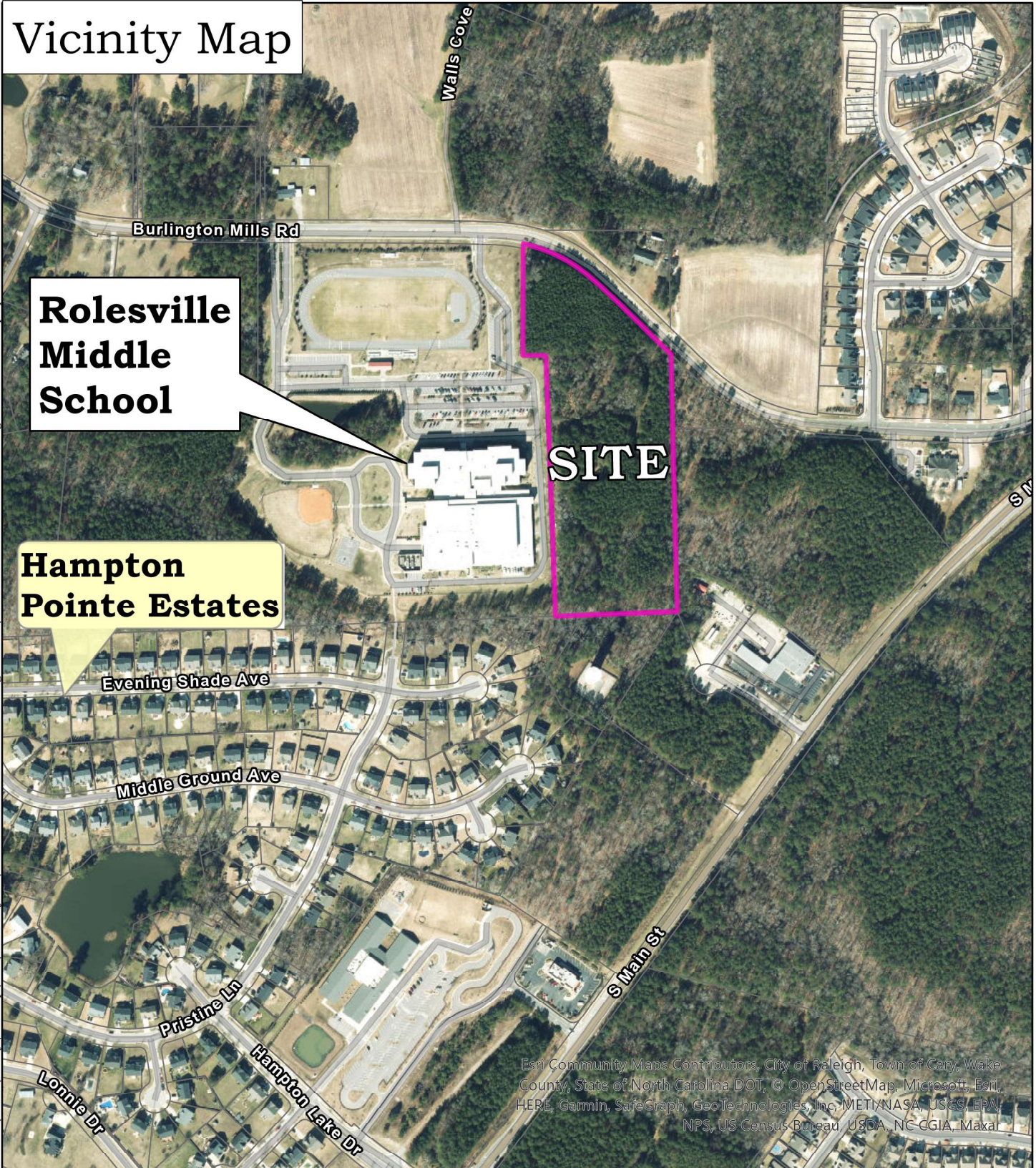
8.0 APPENDIX

- Scoping Correspondence
- Site Plan
- Raw Traffic Count Data
- Adjacent Development Information
- Adjacent Development Traffic Volumes
- Traffic Volume Calculations
- Synchro Files
- Synchro & SimTraffic Reports
- Conceptual Design



Vicinity Map

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Rolesville Middle School

Hampton Pointe Estates

SITE

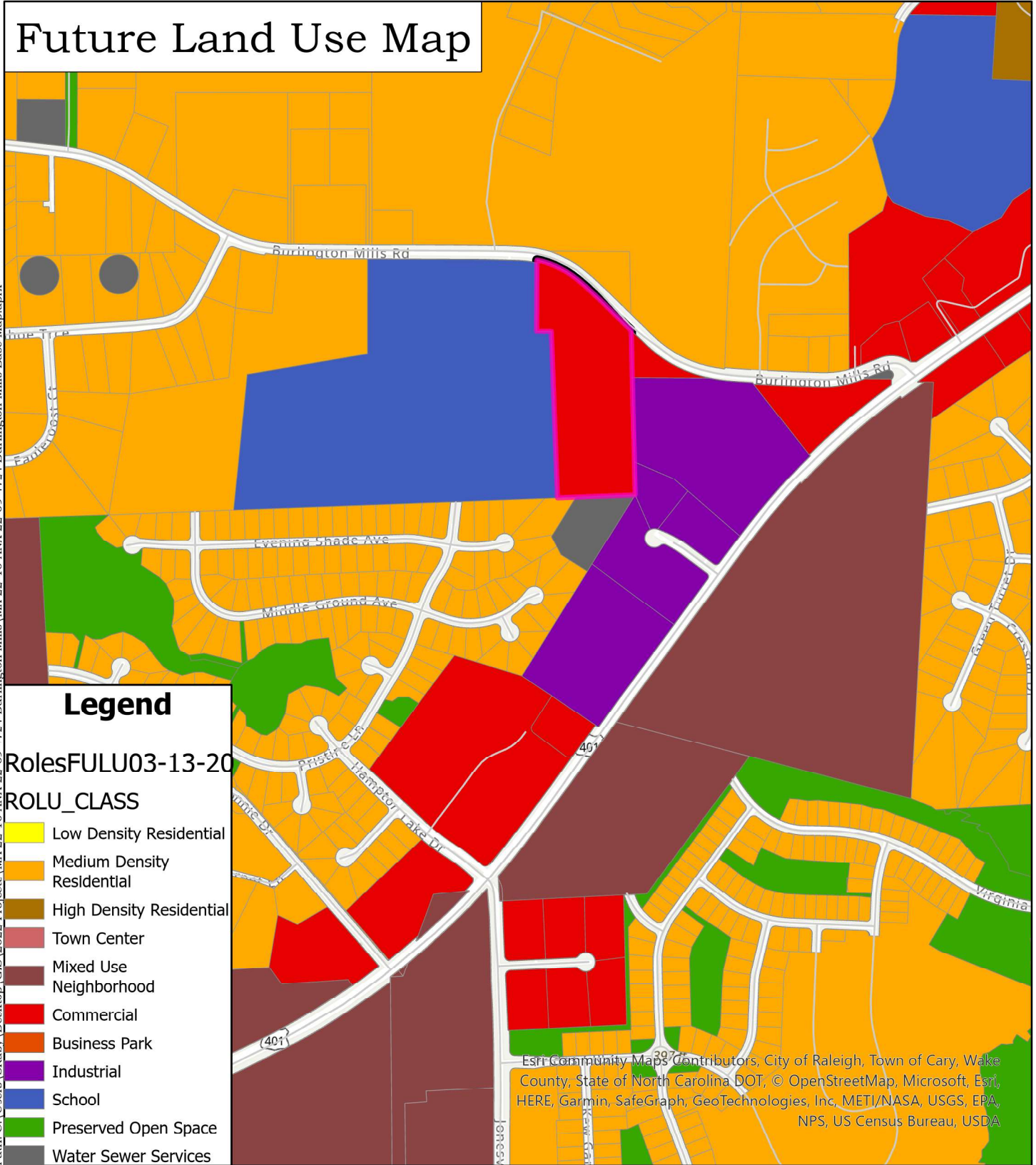
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Future Land Use Map



Legend

RolesFULU03-13-20

ROLU_CLASS

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

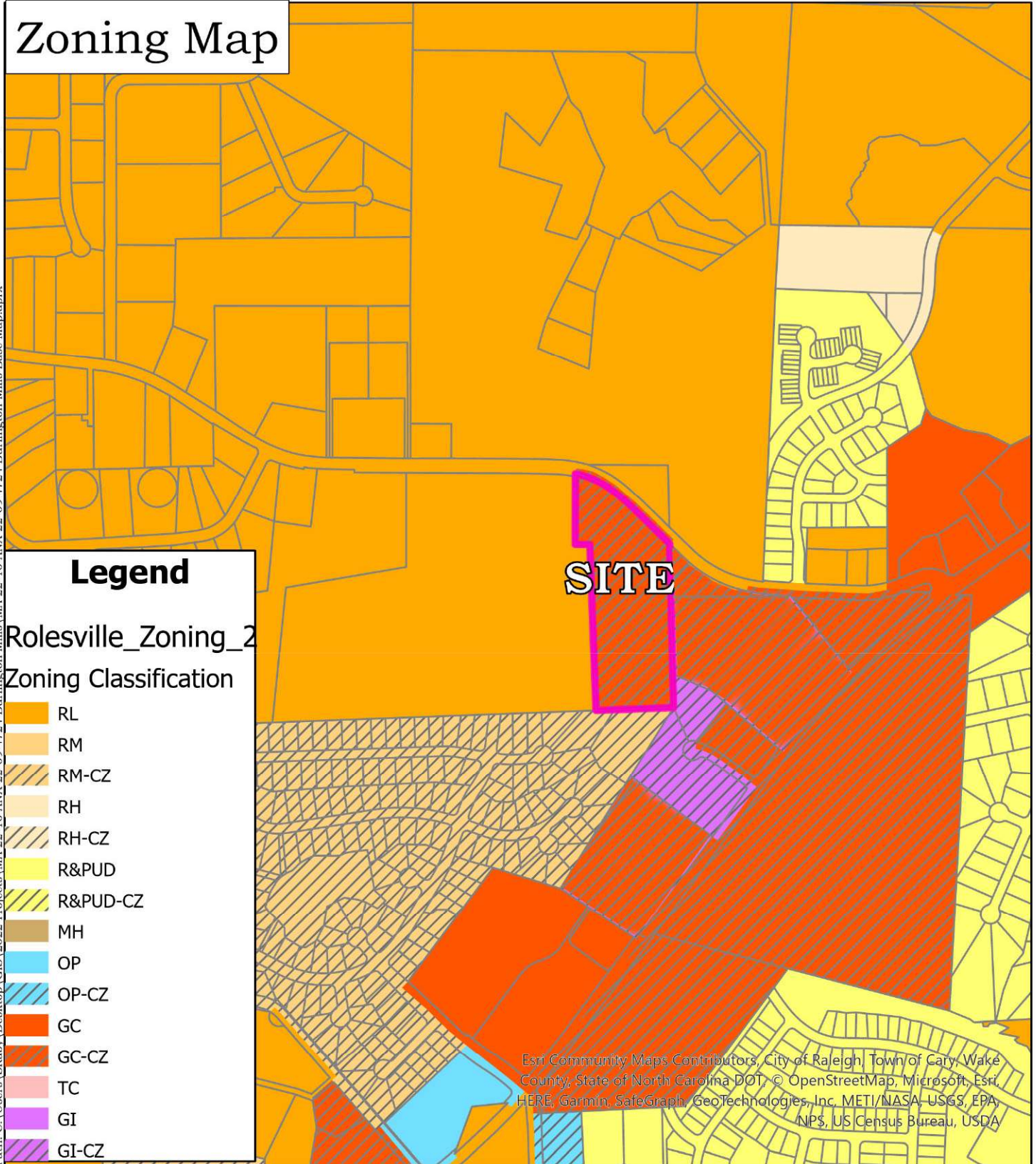
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


Zoning Map



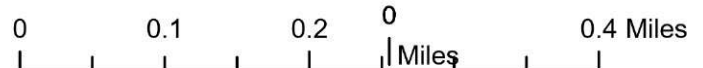
Legend

Rolesville_Zoning_2

Zoning Classification

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

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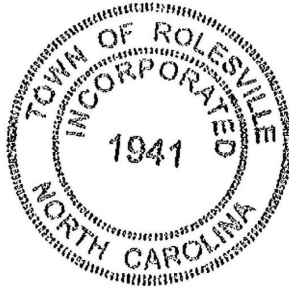
CERTIFICATE OF SUFFICIENCY
ANX 22-09 - 4724 Burlington Mills Road

To the Board of Commissioners of the Town of Rolesville, North Carolina:

I, Robin E. Peyton, Town Clerk, do hereby certify that I have investigated the attached petition and hereby make the following findings:

- a. The petition contains an adequate property description of the area(s) proposed for annexation.
- b. The area described in the petition is contiguous to the Town of Rolesville primary corporate limits as required by G.S. 160A-31.
- c. The petition is signed by all owners of real property lying in the area described therein.

In witness whereof, I have hereunto set my hand and affixed the seal of the Town of Rolesville, this 7th day of December 2022



Robin E. Peyton

Robin E. Peyton
Town Clerk

After Recording Mail to: Town of Rolesville
P. O. Box 250
Rolesville, NC 27571

AN ORDINANCE TO EXTEND THE CORPORATE LIMITS
OF THE TOWN OF ROLESVILLE UNDER THE
AUTHORITY GRANTED BY PART 1, ARTICLE 4A
CHAPTER 160A OF THE GENERAL STATUTES OF NORTH CAROLINA

ORDINANCE 2023-O-06
CASE ANX22-09

WHEREAS, the Mayor and Board of Commissioners for the Town of Rolesville, North Carolina has adopted a resolution under G.S. 160A-31 stating its intent to annex the area described below; and

WHEREAS, the petition has been certified by the Town Clerk as to its sufficiency of meeting G.S. 160A-31; and

WHEREAS, a public hearing on the question of this annexation was held in the Town Board Room at Rolesville Town Hall located at 502 Southtown Circle, Rolesville, NC 27571 at 7:00 pm or thereafter on September 5, 2023, after due notice; and

WHEREAS, the Mayor and Board of Commissioners finds that the proposed annexation meets the requirements of G.S. 160A-31;

NOW, THEREFORE, BE IT ORDAINED by the Mayor and Board of Commissioners of the Town of Rolesville, North Carolina that:

Section 1. By the authority granted by G.S. 160A-31, the following described contiguous property owned by Brother Forty Six LLC, is hereby annexed and made part of the Town of Rolesville effective as of September 5, 2023:

All that certain real property situated in the Town of Rolesville, Wake Forest Township, Wake County, North Carolina, described as follows:

THE LAND REFERRED TO HEREIN IS SITUATED IN THE COUNTY OF WAKE, STATE OF NORTH CAROLINA, AND IS DESCRIBED AS FOLLOWS:

BEGINNING AT A FOUND IRON PIPE, SAID PIPE BEING A COMMON CORNER TO THE CITY OF RALEIGH AND GRAND PARK PROPERTIES, LLC, AND HAVING NC STATE GRID COORDINATES N=787,610.29' AND E=2,154,875.83', THENCE, RUNNING WITH THE LINE OF THE CITY OF RALEIGH AND CONTINUING WITH THE LINE OF BRIAND, S 87°51'59" W 397.34 FEET TO AN IRON PIPE FOUND, SAID IRON PIPE BEING THE SOUTHEASTERN CORNER OF THE WAKE COUNTY BOARD OF EDUCATION, THENCE, DEPARTING THE LINE OF BRIAND AND RUNNING WITH THE LINE OF WAKE COUNTY BOARD OF EDUCATION THE FOLLOWING COURSES AND DISTANCES;

N 02°08'01" W 851.84 FEET TO A FOUND IRON PIPE,
N 89°46'21" W 75.00 FEET TO AN IRON ROD SET,

N 00°13'39" E 353.18 FEET TO AN IRON ROD SET ALONG THE SOUTHERN RIGHT OF WAY LINE OF BURLINGTON MILLS ROAD, STATE ROUTE 2051, VARIABLE WIDTH, THENCE, RUNNING WITH THE SOUTHERN RIGHT OF WAY LINE OF BURLINGTON MILLS ROAD THE FOLLOWING COURSES AND DISTANCES;

ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 567.00 FEET, AN ARC DISTANCE OF 311.36 FEET, THE CHORD OF SAID ARC RUNNING S 61°41'13" E 307.46 FEET TO AN IRON ROD SET,
S 46°37'46" E 42.97 FEET TO AN IRON ROD SET,
S 37°52'38" E 106.82 FEET TO AN IRON ROD SET,
S 41°24'08" E 166.49 FEET TO AN IRON ROD SET,
S 63°24'00" E 51.01 FEET TO AN IRON ROD SET,

ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 503.00 FEET, AN ARC DISTANCE OF 12.83 FEET, THE CHORD OF SAID ARC RUNNING S 25°56'33" E 12.83 FEET TO AN IRON ROD SET, SAID IRON PIPE BEING ALONG THE WESTERLY LINE OF WALLBROOK LANDCO LLC, THENCE, DEPARTING THE SOUTHERN RIGHT OF WAY LINE OF BURLINGTON MILLS ROAD AND RUNNING WITH THE LINE OF WALLBROOK LANDCO LLC, AND CONTINUING WITH THE LINE OF AFOREMENTIONED GRAND PARK PROPERTIES LLC, S 01°11'11" E 193.90 FEET TO AN IRON PIPE FOUND, AND S 01°26'42" E 600.20 FEET TO THE POINT OF BEGINNING, AND CONTAINING 438,630 SQUARE FEET OR 10.0695 ACRES OF LAND, MORE OR LESS.

Section 2. That the Mayor and Board of Commissioners directs a duly certified copy of this ordinance and annexation boundary map be submitted for filing to the Office of the Register of Deeds of Wake County and the Office of the Secretary of the State of North Carolina.

Adopted this 5th day of September, 2023.

Ronnie I. Currin
Town of Rolesville Mayor

CERTIFICATION

I, Robin E. Peyton, Town Clerk for the Town of Rolesville, North Carolina, do hereby certify the foregoing to be a true copy of an ordinance duly adopted at the meeting of the Town Board of Commissioners held on this 5th day of September, 2023.

Robin E. Peyton
Town Clerk



ARDEN

Arden Active Adult Living

Rezoning of 4724 Burlington Mills Road



MCADAMS





Active Adult Living – Restricted to Residents 55+

Marketed and leased to middle income residents

A la carte services



Intentional Design

By incorporating Universal Design throughout our communities, we drive inclusivity and reduce barriers to enjoyment and use. Our person-centric buildings have been designed with you in mind, first and foremost.



Connected Community

We're not just developing homes, we're building community. Our residents experience community through the close-knit relationships, in addition to that of the greater community through local partnerships to discover a renewed sense of engagement in life.



Perfectly Located

Each of our communities is surrounded by the necessities – grocery stores, department stores, and other services. Take comfort in knowing that you're never far from what you need. Arden fosters lifelong learning through locations and cities filled with art & culture.

The Forgotten Middle

- ▶ Middle income seniors often overlooked by luxury and strictly affordable senior housing
- ▶ A la carte services model allows residents to control costs by selecting the level of services they need

MID-MARKET CONSUMER

Retiring from careers such as:



teaching



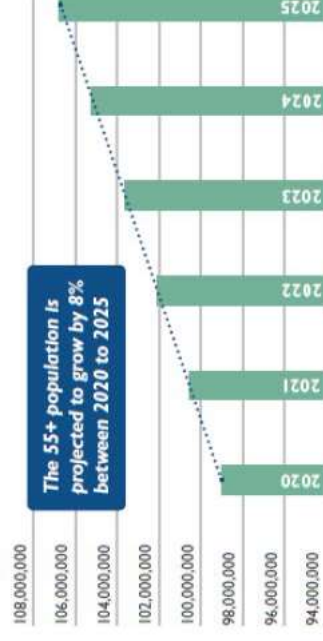
law
enforcement



nursing

Prioritizing *family values, work ethic, independence, community*

U.S. 55+ POPULATION PROJECTED GROWTH



Source: 2020 ESRI Data Service

4724 Burlington Mills Road

- 2 Parcels
- 10.5 Total Acres



Application Package

- LDO Text Change to Define “Independent Living Facilities” as type of Residential Care
 - Current LDO language does not define the proposed use
 - Increase maximum height for Independent Living Facilities to 60’
- Rezoning to Residential High Density Conditional District
 - Offered Conditions:
 - Development in conformance with Concept Plan
 - Only Residential Care and accessory uses permitted
 - Maximum of 164 residential units

Proposed Text Change: Use Definition

4-c. Independent Living Facilities: One or more buildings featuring age-restricted Multiple Family Dwellings where each dwelling is occupied by at least one person 55 years of age or older that provide one or more of the following amenities or services for persons not related to the owner or administrator by blood or marriage: food service, trash service, local transportation services, community library, programmed activities, salon services, and other personal services. Independent Living Facilities shall feature controlled access to the principal building, interior elevators in buildings greater than two stories, and interior corridors. The term shall not mean Assisted Living Facilities and/or Convalescent Care Facilities that provide medical care and support services to persons not capable of independent living.

Proposed Text Change: Height

Table 3.1.3. RH Development Standards

STANDARDS	RH REQUIREMENTS
Building Height	Max: 35' <u>Max for Residential Care uses: 60' with the installation of sprinklers and with Conditional Zoning.</u>

ARDEN AT ROLESVILLE CONCEPT PLAN

10' SIDE PATH SUBJECT TO TOWN OF ROLESVILLE AND NCDOT APPROVAL IN COORDINATION WITH THE LAPP PROJECT

BURLINGTON MILLS RD

5' PEDESTRIAN SIDEWALK TO IMPROVED BURLINGTON MILLS RD

30' STREETSCAPE BUFFER ALONG BURLINGTON MILLS RD

DROP-OFF ZONE WITH SPECIALITY HARDSCAPE

10' SIDE PATH SUBJECT TO TOWN OF ROLESVILLE AND NCDOT APPROVAL IN COORDINATION WITH THE LAPP PROJECT

50' PERIMETER BUFFER TYPE 4

25' PERIMETER BUFFER TYPE 3

ZONING: RM-CZ

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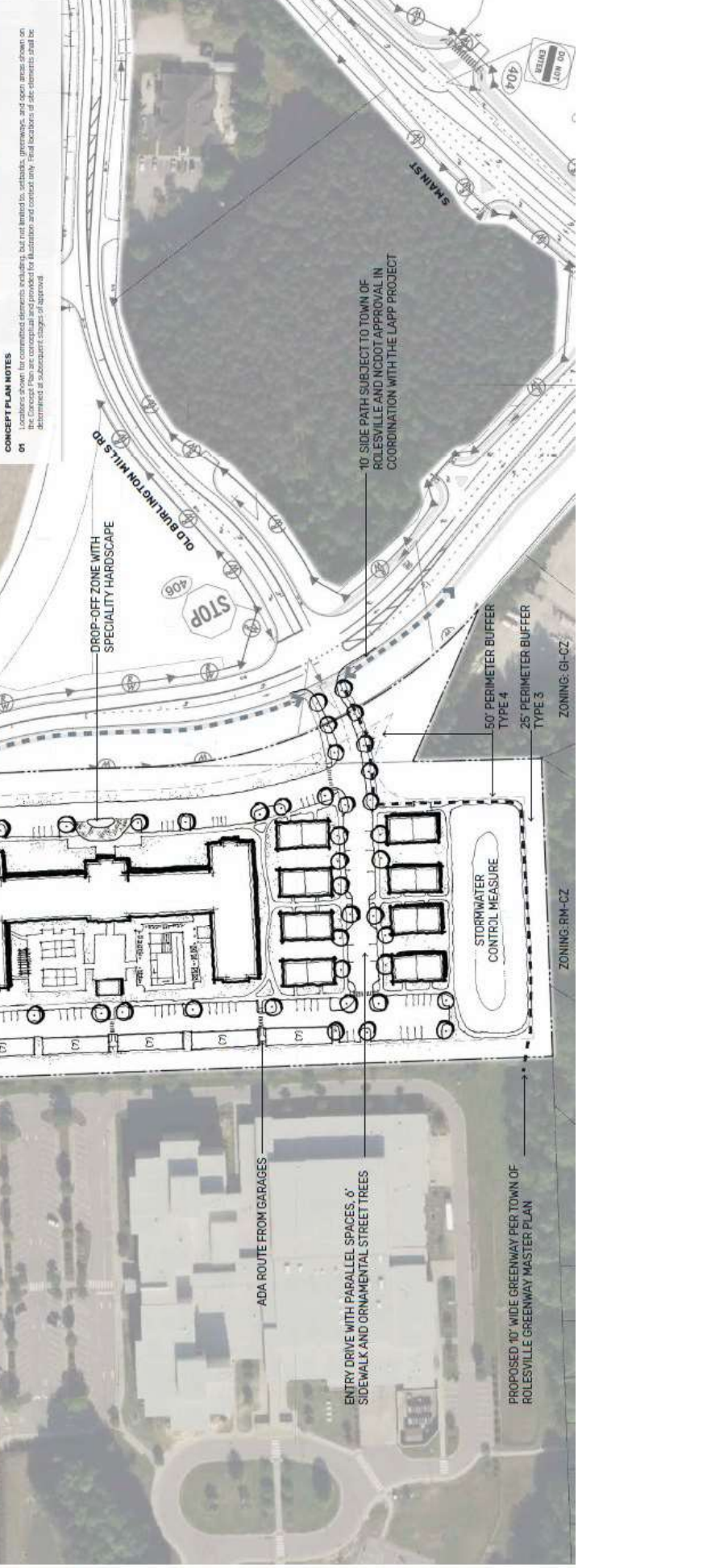
ZONING: RM-CZ

ZONING: RM-CZ

ZONING: RM-CZ

SITE DATA	
FIN #	TRAILHEADS: ST0808090
Case #	MA22-10
Current Zoning	GC-CZ
Proposed Zoning	RH-CZ
Watershed	N/A
River Basin	Neuse
Max. Building Height	30'
Parking Required Residential Care	(0.20/bed max)
Parking Required Single Family, Attached	(2/Unit + .25/Unit max no max)
Parking Provided	2500 Spaces for Single Family
Open Space Required per Sec. 0.2.1.D.1	150 acres (15%)
Open Space Developments 0-50 acres Section 0.2.1.D.1.a	One small open space type (0.01 of .1 acre) and one medium open space type (0.2-2.9 acres)
Tree Save Required per Sec. 0.3.3	150 acres (10%)
Streetscape Buffers per Sec. 0.2.2.2	30' (Unrestricted)

CONCEPT PLAN NOTES
 01. Footcandle levels for completed elements including, but not limited to, setbacks, greenways, and open areas shown on the Concept Plan are conceptual and provided for illustration and context only. Final footcandle of site elements shall be determined at subsequent stages of approval.







Consistent Policies

- Main Street Vision Plan, Goal #2
 - Promote diverse housing stock for multiple age groups and income levels: “One of the top issues raised by residents of Rolesville and people who want to move to Town is the lack of diverse housing. There are few multifamily options and most of the single-family housing starts at \$300,000, well out of the budget for workforce buyers and renters. **By diversifying the housing for millennials and aging retirees, the opportunity arises for more people to live, work, and shop in Rolesville, boosting the local economy and creating the opportunity for multiple generations of families to remain in the community they made a life in.**”
- Main Street Vision Plan, Corridor Development Strategy 1 for the Central – Lifestyle Village (Main & Burlington Mills)
 - “Support market rate housing development with mix of product types: townhomes, apartments, **senior housing.**”
- Main Street Vision Plan, Corridor Development Strategy 3 for Central – Lifestyle Village (Main & Burlington Mills)
 - “Housing product to incorporate higher densities.”
- Main Street Vision Plan, Corridor Development Strategy 1 for All Areas
 - “Facilitate expanded new housing options long the corridor.”