

# Memo

**To:** Mayor and Town Board of Commissioners

**From:** Danny Johnson, Planning Director

**Date:** April 11, 2019

**Re:** Second reading and vote upon Case: Map Amendment 18-05, Carlton Group of North Carolina, LLC

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## **Town Board of Commissioner meeting of April 2, 2019.**

The Town Board of Commissioners conducted the public hearing on March 5, 2019 and closed the hearing on April 2, 2019 for Map Amendment 18-05, Carlton Group of North Carolina, LLC. The Town Board then voted on a motion to approve Resolution No 2019-R-02 Town Board of Commissioners Statement of Consistency and approve the Map Amendment 18-05 as presented with an amendment to the Rolesville Comprehensive Plan, Future Land Use Map to change the petition properties to High-Density Residential land use classification. The vote was three ayes and two nays and the motion passed. However, since the first affirmative vote was not equal or greater than a two-thirds vote of the Town Board of Commissioners with four ayes for the motion, state law requires under NCGS 160A-75, the Town Board to hold a second vote to approve the motion at the next Town Board meeting.

The Town Board may take a second vote on the motion to approve Resolution No 2019-R-02 Town Board of Commissioners Statement of Consistency and approve the Map Amendment 18-05 as presented with an amendment to the Rolesville Comprehensive Plan, Future Land Use Map to change the petition properties to High-Density Residential land use classification.

*Previous Memo information to Town Board of Commissioners on March 5, 2019*

### **Summary Information**

Property address: 4521, 4522, 4541, and 4542 Vineyard Pine Lane  
PINs: 1758455033, 1758457035, 178455319, and 1759786199  
Owners: Haynes Investments Properties, LLC  
Deeded Acreage: 5.8 (All four lots combined)

Current Zoning: Office and Professional Special Use District (OP-SUD)  
Proposed Zoning: Residential and Planned Unit Development District (R&PUD)  
Developer: Carlton Group of North Carolina, LLC  
Contacts: Morton Silberberg and Skip Davis

### **Background and Existing Conditions**

The properties are inside Rolesville's corporate boundary. The current zoning district for these properties is Office and Professional Special Use District (OP-SUD). The surrounding zoning districts are Office and Professional Special Use District (OP-SUD) for the front two corner lots at 4501 and 4502 Vineyard Pine Ln is the location of the Wake County ABC store and a vacant lot on Vineyard Pine Lane. Across Jonesville Road is Residential 1 District (R1) that is the location of one single-family home and vacant land. North of the request is zoned Commercial Outlying Special Use District (CO-SUD) and is vacant. To the east and south of the rezoning site is single-family homes in Carlton Pointe subdivision that is zoned Residential and Planned Unit Development (R&PUD).

The applicant intends to include these parcels to for a special use permit request to the Carlton Pointe PUD master plan for Townhomes development that is a separate Special Use Permit request from this Map Amendment. All R&PUD tracts require master plan amendments through Special Use Permits (SUP) subject to Town Board approval.

If approved, the map amendment would allow the applicant to utilize the increased development density option allowed in the R&PUD district. The maximum density for the entire Carlton Pointe PUD site total acres would be eight units per acre for the entire PUD area including any amendments. No individual section or development phase can exceed six units per acre for single family, townhouse units are permitted at a maximum density of ten units per acre, and apartments are permitted at a maximum density of sixteen units per acre.

The rezoning would add single-family homes, apartments, townhomes, mixed-use development, and government facilities to the list of permitted uses on the property. The applicant has submitted a Highest and Best Use Statement by The Jim Allen Group with the Map Amendment application that states "we have determined that the highest and best use of the subject property is townhomes as described in the original scope." More details of their determination are included in the attached application.

On January 14, 2019, a neighborhood meeting was held on MA 18-05 request and SUP 18-08, Carlton Pointe PUD Master Plan Amendment request. A summary of the comments received at the meeting is attached. The applicant has made revisions to the development plan as requested by the neighborhood comments.

### **2017 Rolesville Comprehensive Plan**

The Future Land Use Plan classifies these parcels for commercial use. (See the attached map of the Future Land Use Plan.) This classification is described as a

suburban commercial center serving the daily needs of surrounding residential neighborhoods. They typically are located near major roads with a high volume of traffic and key intersections that are designed to be easily accessed primarily by automobile. The proposed rezoning is inconsistent with the Future Land Use Plan classification as commercial.

The Comprehensive Plan indicates that the R&PUD district is appropriate in medium-density residential or high-density residential areas. This map amendment request is not consistent with the Rolesville Comprehensive Plan. State law would require an amendment to the Future Land Use Plan map to simultaneously reclassify the property in question to match the rezoning request. The proposed amendment to the Future Land Use Plan classification suitable for the proposed zoning district is high-density residential land use.

### **2002 Thoroughfare Plan and Traffic Impact Analysis (TIA)**

The 2002 Thoroughfare Plan calls for Jonesville Road as a three-lane major highway, and at the existing intersection of Vineyard Pine Lane is an existing three-lane highway improvement up to South Main Street. Vineyard Pine Lane is an existing standard two-lane local town street and is not shown on the 2002 Thoroughfare Plan, therefore has no recommended street improvements.

The applicant has submitted a trip generation letter to determine if a Traffic Impact Study would be required as per the Town's Unified Development Ordinance. As per the submitted trip generation letter by Ramey Kemp and Associates, Rynal Stephenson, PE, the proposed development is expected to generate approximately 400 trips during a typical 24-hour weekday period. Of the daily site trips, it is anticipated that 28 total trips (6 entering and 22 exiting) will occur during the weekday AM peak hour and 35 total trips (23 entering and 13 exiting) will occur during the weekday PM peak hour. The generation of traffic for this site will not exceed the threshold stated in the Town's Unified Development Ordinance to require a Traffic Impact Study.

### **Planning Staff Recommendation**

All thought the proposed request is not consistent to the Rolesville Future Land Use Plan classification as commercial land use; the request is reasonable and in the public interest due to the rezoning properties are hidden from visibility and less accessible from South Main Street that is less likely with any interest for retail or office uses. The requested Residential, and Planned Unit Development District (R&PUD) will allow these four parcels to develop as one of the residential use types. Also, the adjoining properties to the east and south of the requested site are currently zoned the same zoning district as requested and is a natural expansion of that zoning classification. In conjunction with a proposed map amendment is a recommendation to amend the Future Land Use Plan for the requested four properties from current commercial land use to be reclassified to high-density residential land use. Staff recommends approval of the rezoning request and future land use reclassification for the reasons stated.

### **Planning Board Recommendation**

The Planning Board on January 28, 2019, unanimously recommends to the Town Board of Commissioner to approve the requested rezoning of MA 18-05 as presented. All thought the proposed request is not consistent to the Rolesville Comprehensive Plan the request is reasonable and in the public interest due to the proposed rezoning properties are hidden from visibility and less accessible from South Main Street that is less likely with any interest for commercial retail or office uses. The Planning Board favorably recommends an amendment to the Rolesville Comprehensive Plan, Future Land Use Map for the requested four properties from current commercial land use to be reclassified to high-density residential land use.

### **Suggested Action**

I make a motion to approve Resolution No 2019-R-02 Town Board of Commissioners Statement of Consistency and approve the Map Amendment 18-05 as presented with an amendment to the Rolesville Comprehensive Plan, Future Land Use Map to change the petition properties to High-Density Residential land use classification.

### **Attachments**

Traffic Assessment Letter prepared by Ramey Kemp and Associates  
Traffic Impact Analysis Review: Jonesville Road by Stantec Consulting Services  
MA 18-05 Rezoning Request Application  
MA 18-05 Existing Zoning and Future Land Use Map  
MA 18-05 Neighborhood Meeting Summary  
Res 2019-R-02 Town Board of Commissioners Statement of Consistency

March 25, 2019

Danny Johnson  
Town of Rolesville  
Planning Director  
502 Southtown Circle  
Rolesville, NC 27571

Subject: Traffic Assessment Letter  
Jonesville Road Townhomes – Rolesville, North Carolina

Dear Mr. Johnson:

This letter provides the findings of the traffic study prepared by Ramey Kemp & Associates, Inc. (RKA) for the proposed Jonesville Road Townhomes located at the southeastern quadrant of the intersection of Jonesville Road and Louisburg Road in Rolesville. The purpose of the study is to determine how traffic generated by the proposed development is expected to impact surrounding roadways and intersections.

The proposed development is expected to consist of 53 residential townhomes and is assumed to be complete in 2021. Access to the site is proposed via Vineyard Pine Lane. Refer to Figure 1 for the site location map. Refer to Figure 2 for the preliminary site plan of the proposed development.

The scope for this study was determined through coordination with the Town of Rolesville (Town). The study analyzes traffic conditions for the study intersections during the weekday AM and PM peak hours for the following scenarios:

- Existing (2019) Traffic Conditions
- Background (2021) Traffic Conditions
- Combined (2021) Traffic Conditions

### **Existing (2019) Peak Hour Conditions**

Existing peak hour traffic volumes were determined based on traffic counts conducted at the study intersections listed below, in March of 2019 by RKA. Counts were taken during a typical weekday AM (7:00 AM – 9:00 AM) and PM (4:00 PM – 6:30 PM) peak period when local schools were in session.

The closest school, Rolesville Charter Academy, is a 580 student K-6 school located on Hampton Lake Drive just north of Louisburg Road (bell schedule 8:00 AM – 3:00 PM). The school does not have buses and relies on carpools to transport students to and from campus. Rolesville Charter School was in session on the days on which traffic counts at the study intersections were conducted.

The study intersections are as follows:

- US 401 Business (Louisburg Road) and Jonesville Road/Hampton Lake Drive
- Jonesville Road and Vineyard Pine Lane
- Jonesville Road and Prides Crossing
- US 401 Bypass and Jonesville Road

Figure 3 shows the existing lanes and traffic control at the study intersections. Refer to Figure 4 for the existing (2019) weekday AM and PM peak hour traffic volumes. A copy of the count data is attached to this report.

The most recent Average Daily Traffic (AADT) counts on Jonesville Road, US 401 Business (Louisburg Road), and US 401 Bypass are summarized below.

Road	AADT	Traffic Data Year
Jonesville Road	3,000 vpd	2016
US 401 Bus. (Louisburg Road)	11,000 vpd	2017
US 401 Bypass	16,000 vpd	2016

### **Background (2021) Peak Hour Conditions**

The existing traffic volumes were projected to the future year 2021 using an annual growth rate of 5% per year to account for background growth. This growth rate would include new trips from nearby developments that are not currently completed or occupied. Refer to Figure 5 for background (2021) weekday AM and PM peak hour traffic volumes.

### **Site Trip Generation**

The proposed development is assumed to consist of 53 residential townhomes. Average weekday, AM peak hour, and PM peak hour trips for the proposed development were estimated using methodology contained within the ITE *Trip Generation Manual*, 10<sup>th</sup> Edition. Table 1 provides a summary of the trip generation potential for the site.

**Table 1: Trip Generation Summary**

Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	AM Peak Hour Trips (vph)		PM Peak Hour Trips (vph)	
			Enter	Exit	Enter	Exit
Multifamily Housing (Low-Rise) (220)	53 units	367	6	21	21	13

It is estimated that the proposed development will generate approximately 367 total site trips on the roadway network during a typical 24-hour weekday period. Of the daily traffic volume, it is anticipated that 27 trips (6 entering and 21 exiting) will occur during the AM peak hour and 34 (21 entering and 13 exiting) will occur during the PM peak hour.

### **Site Trip Distribution and Assignment**

Trip distribution percentages used in assigning site traffic for this development were estimated based on a combination of existing traffic patterns, population centers adjacent to the study area, and engineering judgment. It is estimated that trips will be regionally distributed as follows:

- 45% to/from the west via US 401 Bypass
- 23% to/from the east via US 401 Bypass
- 20% to/from the east via US 401 Business (Louisburg Road)
- 8% to/from the north via Hampton Lake Drive
- 4% to/from the west via US 401 Business (Louisburg Road)

The site trip distribution and assignment are shown in Figure 6 and Figure 7, respectively.

### **Combined (2021) Peak Hour Conditions**

To estimate traffic conditions with the site fully built-out, the total site trips were added to the background (2021) peak hour traffic volumes. Refer to Figure 8 for an illustration of the combined (2021) peak hour traffic volumes with the proposed townhome development fully built-out.

### **Capacity Analysis**

The background (2021) and combined (2021) peak hour traffic volumes were analyzed to determine the expected levels of service at the study intersections under existing and proposed roadway conditions with the site fully built-out.

Capacity analyses were completed based on typical NCDOT methodology and guidelines that utilize the Highway Capacity Manual. The results of the analysis are presented in the following section of this report.

US 401 Business (Louisburg Road) and Jonesville Road

The existing signalized intersection of Louisburg Road and Jonesville Road was analyzed under existing (2019), background (2021), and combined (2021) traffic conditions with existing lane configurations and traffic control. Refer to Table 2 for a summary of the analysis results. The Synchro capacity analysis reports are included in the attachments.

**Table 2: Analysis Summary of US 401 Business (Louisburg Road) and Jonesville Road**

ANALYSIS SCENARIO	A P P R O A C H	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
Existing (2019) Traffic Conditions	EB	1 LT, 1 TH-RT	B	C 26	C	B 18
	WB	1 LT, 1 TH, 1 RT	C			
	NB	1 LT, 1 TH-RT	E			
	SB	1 LT, 1 TH, 1 RT	B			
Background (2021) Conditions	EB	1 LT, 1 TH-RT	B	C 31	C	B 18
	WB	1 LT, 1 TH, 1 RT	C			
	NB	1 LT, 1 TH-RT	F			
	SB	1 LT, 1 TH, 1 RT	B			
Combined (2021) Conditions	EB	1 LT, 1 TH-RT	B	C 32	C	B 19
	WB	1 LT, 1 TH, 1 RT	C			
	NB	1 LT, 1 TH-RT	F			
	SB	1 LT, 1 TH, 1 RT	B			

As shown in Table 2, capacity analysis of existing, background, and combined conditions indicates the intersection is expected to operate at an overall LOS C during the AM peak hour and LOS B during the PM peak hour. The addition of traffic generated by the proposed development is expected to increase overall delay at the intersection by approximately one second during both peak hours.



Jonesville Road and Vineyard Pine Lane

The existing unsignalized intersection of Jonesville Road and Vineyard Pine Lane was analyzed under existing (2019), background (2021), and combined (2021) traffic conditions with existing lane configurations and traffic control. Refer to Table 3 for a summary of the analysis results. The Synchro capacity analysis reports are included in the attachments.

**Table 3: Analysis Summary of Jonesville Road and Vineyard Pine Lane**

ANALYSIS SCENARIO	A P P R O A C H	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
Existing (2019) Traffic Conditions	WB NB SB	1 LT-RT 1 TH-RT 1 LT, 1 TH	A <sup>2</sup> -- A <sup>1</sup>	N/A	A <sup>2</sup> -- A <sup>1</sup>	N/A
Background (2021) Conditions	WB NB SB	1 LT-RT 1 TH-RT 1 LT, 1 TH	B <sup>2</sup> -- A <sup>1</sup>	N/A	A <sup>2</sup> -- A <sup>1</sup>	N/A
Combined (2021) Conditions	WB NB SB	1 LT-RT 1 TH-RT 1 LT, 1 TH	B <sup>2</sup> -- A <sup>1</sup>	N/A	A <sup>2</sup> -- A <sup>1</sup>	N/A

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

Capacity analysis of existing, background, and combined conditions indicates the minor-street approach of Vineyard Pine Lane is expected to operate at LOS B or better under all analysis conditions, while the major-street left turn movement is expected to operate at LOS A. All queues are expected to be one vehicle length or less during the peak hours.

Jonesville Road and Prides Crossing

The existing unsignalized intersection of Jonesville Road and Prides Crossing was analyzed under existing (2019), background (2021), and combined (2021) traffic conditions with existing lane configurations and traffic control. Refer to Table 4 for a summary of the analysis results. The Synchro capacity analysis reports are included in the attachments.

**Table 4: Analysis Summary of Jonesville Road and Prides Crossing**

ANALYSIS SCENARIO	A P P R O A C H	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
Existing (2019) Traffic Conditions	WB NB SB	1 LT-RT 1 TH-RT 1 LT, 1 TH	B <sup>2</sup> -- A <sup>1</sup>	N/A	B <sup>2</sup> -- A <sup>1</sup>	N/A
Background (2021) Conditions	WB NB SB	1 LT-RT 1 TH-RT 1 LT, 1 TH	B <sup>2</sup> -- A <sup>1</sup>	N/A	B <sup>2</sup> -- A <sup>1</sup>	N/A
Combined (2021) Conditions	WB NB SB	1 LT-RT 1 TH-RT 1 LT, 1 TH	B <sup>2</sup> -- A <sup>1</sup>	N/A	B <sup>2</sup> -- A <sup>1</sup>	N/A

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

Capacity analysis of existing, background, and combined conditions indicates the minor-street approach of Prides Crossing is expected to operate at LOS B under all analysis conditions, while the major-street left turn movement is expected to operate at LOS A. The addition of traffic generated by the proposed development is not expected to increase delay by more than 0.1 second for the minor-street approach and the major-street left turn movement. 95<sup>th</sup> percentile queues on the minor-street approach are not expected to increase.

US 401 Bypass WB and Jonesville Road SB

The existing unsignalized intersection of US 401 Bypass WB and Jonesville Road SB was analyzed under existing (2019), background (2021), and combined (2021) traffic conditions with existing lane configurations and traffic control. Refer to Table 5 for a summary of the analysis results. The Synchro capacity analysis reports are included in the attachments.

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

ANALYSIS SCENARIO	A P P R O A C H	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
Existing (2019) Traffic Conditions	WB NB SB	2 TH, 1 RT 1 TH 1 RT	-- C <sup>1</sup> C <sup>2</sup>	N/A	-- C <sup>1</sup> B <sup>2</sup>	N/A
Background (2021) Conditions	WB NB SB	2 TH, 1 RT 1 TH 1 RT	-- C <sup>1</sup> D <sup>2</sup>	N/A	-- C <sup>1</sup> B <sup>2</sup>	N/A
Combined (2021) Conditions	WB NB SB	2 TH, 1 RT 1 TH 1 RT	-- C <sup>1</sup> D <sup>2</sup>	N/A	-- C <sup>1</sup> B <sup>2</sup>	N/A

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

Capacity analysis of existing, background, and combined conditions indicates the minor-street approach of Jonesville Road is expected to operate at LOS D or better during both peak hours under all analysis conditions. This analysis indicates the addition of site traffic is expected to increase 95<sup>th</sup> percentile queue lengths on the southbound approach of Jonesville Road by approximately 15 feet during the AM peak hour (less during the PM peak hour). The eastbound left turn movement (analyzed as northbound through movement) is expected to operate at LOS C under all analysis conditions.

US 401 Bypass EB and US 401 Bypass WB U-Turn

The existing unsignalized intersection of US 401 Bypass EB and US 401 Bypass WB U-Turn was analyzed under existing (2019), background (2021), and combined (2021) traffic conditions with existing lane configurations and traffic control. Refer to Table 6 for a summary of the analysis results. The Synchro capacity analysis reports are included in the attachments.

**Table 6: Analysis Summary of US 401 Bypass EB and US 401 Bypass WB U-Turn**

ANALYSIS SCENARIO	A P P R O A C H	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
Existing (2019) Traffic Conditions	EB SB	2 TH 1 LT	-- B <sup>1</sup>	N/A	-- C <sup>1</sup>	N/A
Background (2021) Conditions	EB SB	2 TH 1 LT	-- B <sup>1</sup>	N/A	-- C <sup>1</sup>	N/A
Combined (2021) Conditions	EB SB	2 TH 1 LT	-- B <sup>1</sup>	N/A	-- C <sup>1</sup>	N/A

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

Capacity analysis of existing, background, and combined conditions indicates the westbound u-turn movement is expected to operate at LOS B during the AM peak hour and LOS C during the PM peak hour under all analysis conditions. The addition of traffic generated by the proposed development is expected to increase the 95<sup>th</sup> percentile queue length for the westbound u-turn movement by less than one vehicle length during both peak hours.

**Conclusions and Recommendations**

This traffic study was conducted to determine the potential traffic impacts of the proposed Jonesville Road Townhome development located at the southeast quadrant of the intersection of Jonesville Road and Louisburg Road in Rolesville. The proposed development is expected to consist of 53 residential townhome units.

Vineyard Pine Lane currently provides access to an ABC liquor store, which has different traffic patterns and peak times from that of the adjacent roadway network and the proposed townhomes. Typically, the peak times for a liquor store occur on Friday and Saturday evenings, whereas the peak times for the adjacent roads and the proposed townhomes typically occur on weekdays during the AM (7:00 – 9:00) and PM (4:00 – 6:00) time periods. Traffic counts for this study include traffic generated by the ABC store during these peak periods. During the weekday peak hours, Vineyard Pine Lane is expected to operate at LOS B or better with queue lengths of one vehicle or fewer. At peak times for the ABC store, less traffic would be expected along Jonesville Road and fewer trips would be generated by the townhome development.

Due to the low number of trips anticipated to be generated by the proposed townhome development, it is not expected to have a significant impact to the study intersections. Study intersections are expected to continue to operate at the same LOS under combined conditions with the site as under background conditions without the site. The development has convenient access to Main Street to the north and US 401 Bypass to the south, which allows trips to disperse efficiently and minimize impacts at a specific location.

If you should have any questions, please feel free to contact me at (919) 872-5115.

Sincerely,

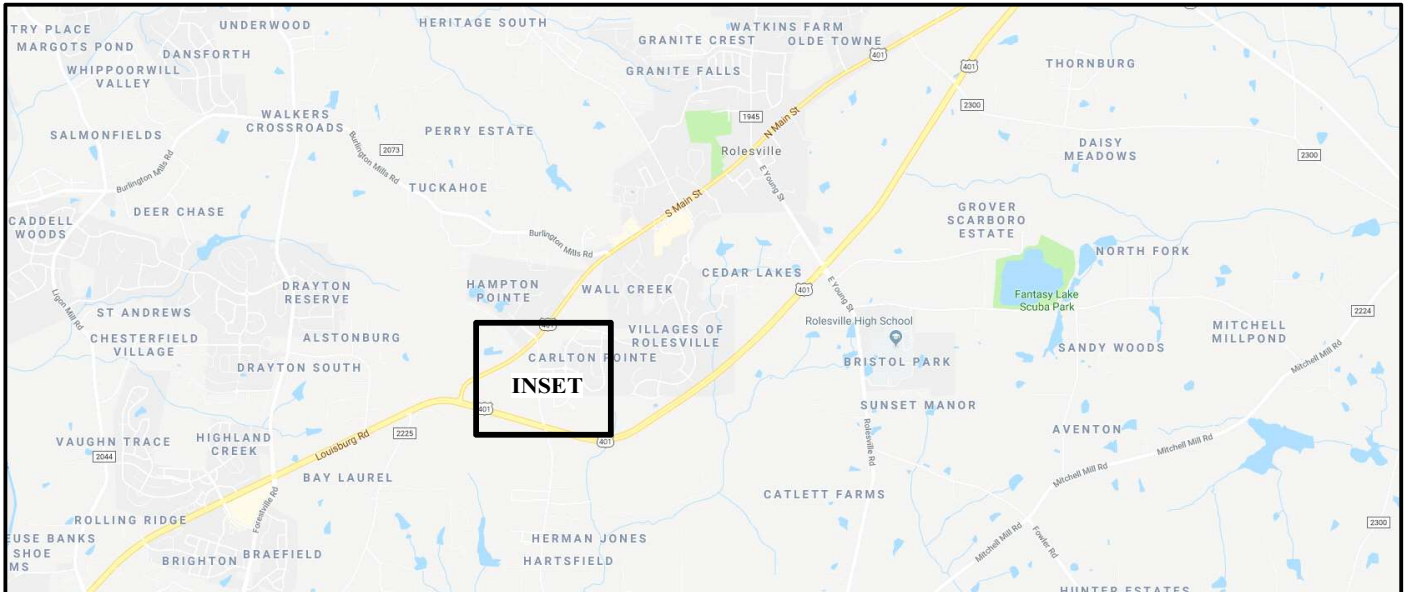
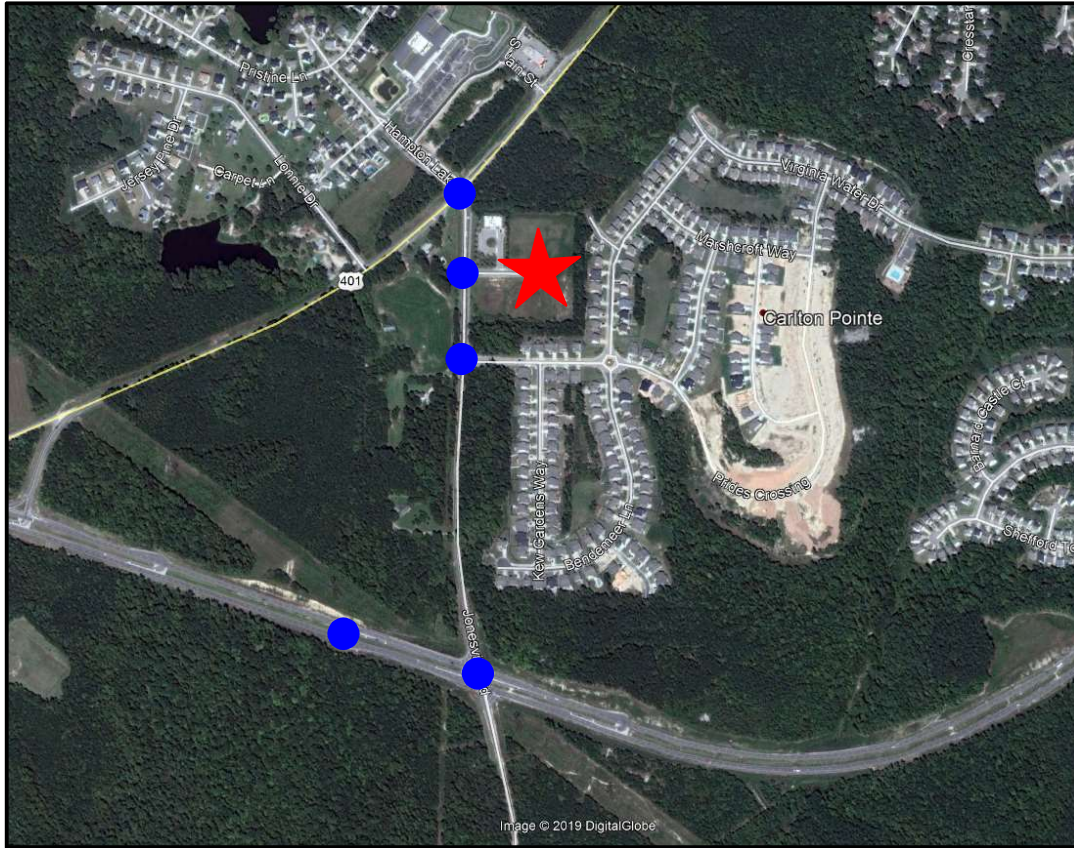


Rynal Stephenson, P.E.  
Regional Manager

*Ramey Kemp & Associates, Inc.* 3-25-19

NC Corporate License # C-0910

- Attachments: Traffic Counts
- Preliminary Site Plan
- Figures # 1-8
- Synchro Capacity Analysis Reports



**LEGEND**

- ★ Site Location
- Study Intersection

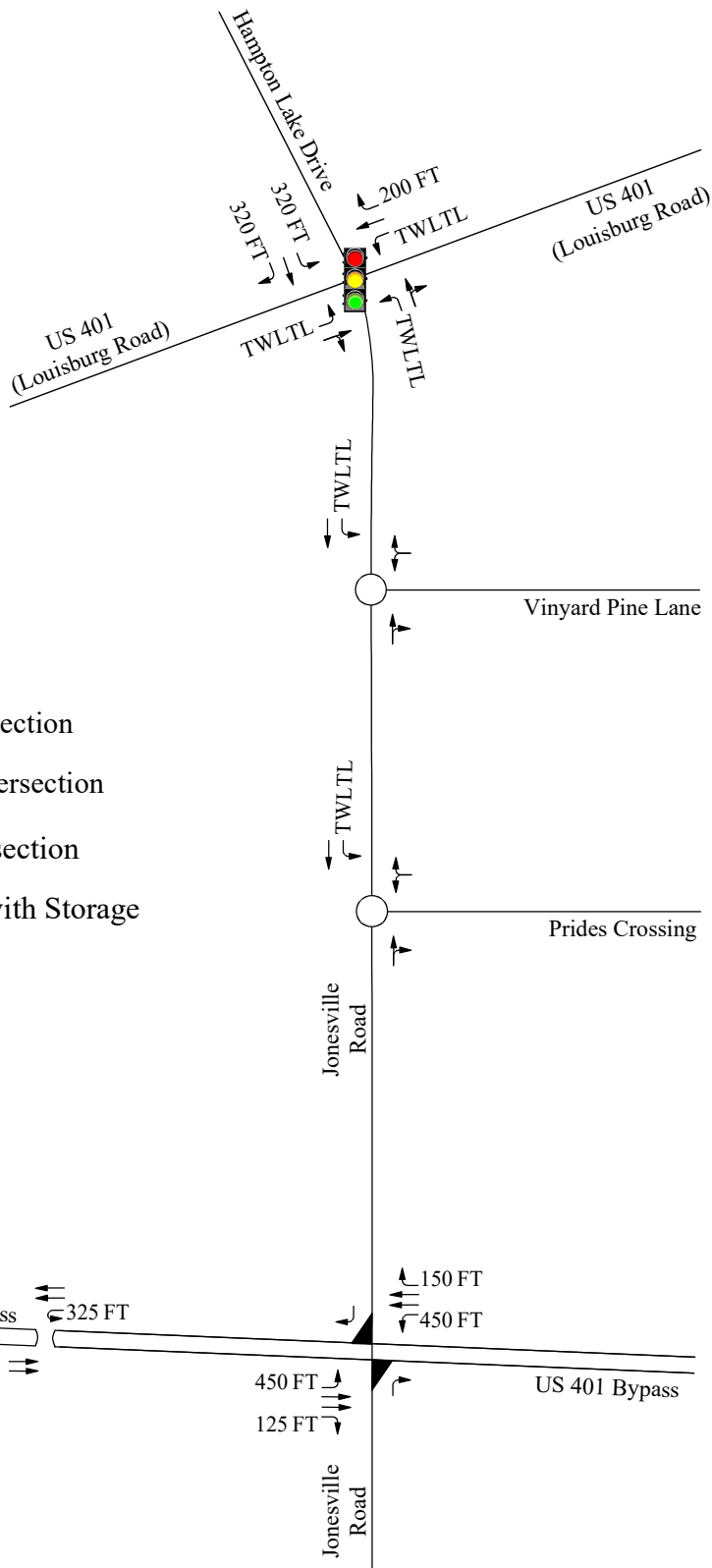


Jonesville Road Townhomes  
Rolesville, North Carolina





Site Location Map

Figure 1





**LEGEND**

-  Signalized Intersection
-  Unsignalized Intersection
-  Left-Over Intersection
- X FT  Existing Lane with Storage



Jonesville Road Townhomes  
Rolesville, North Carolina

Existing Lanes






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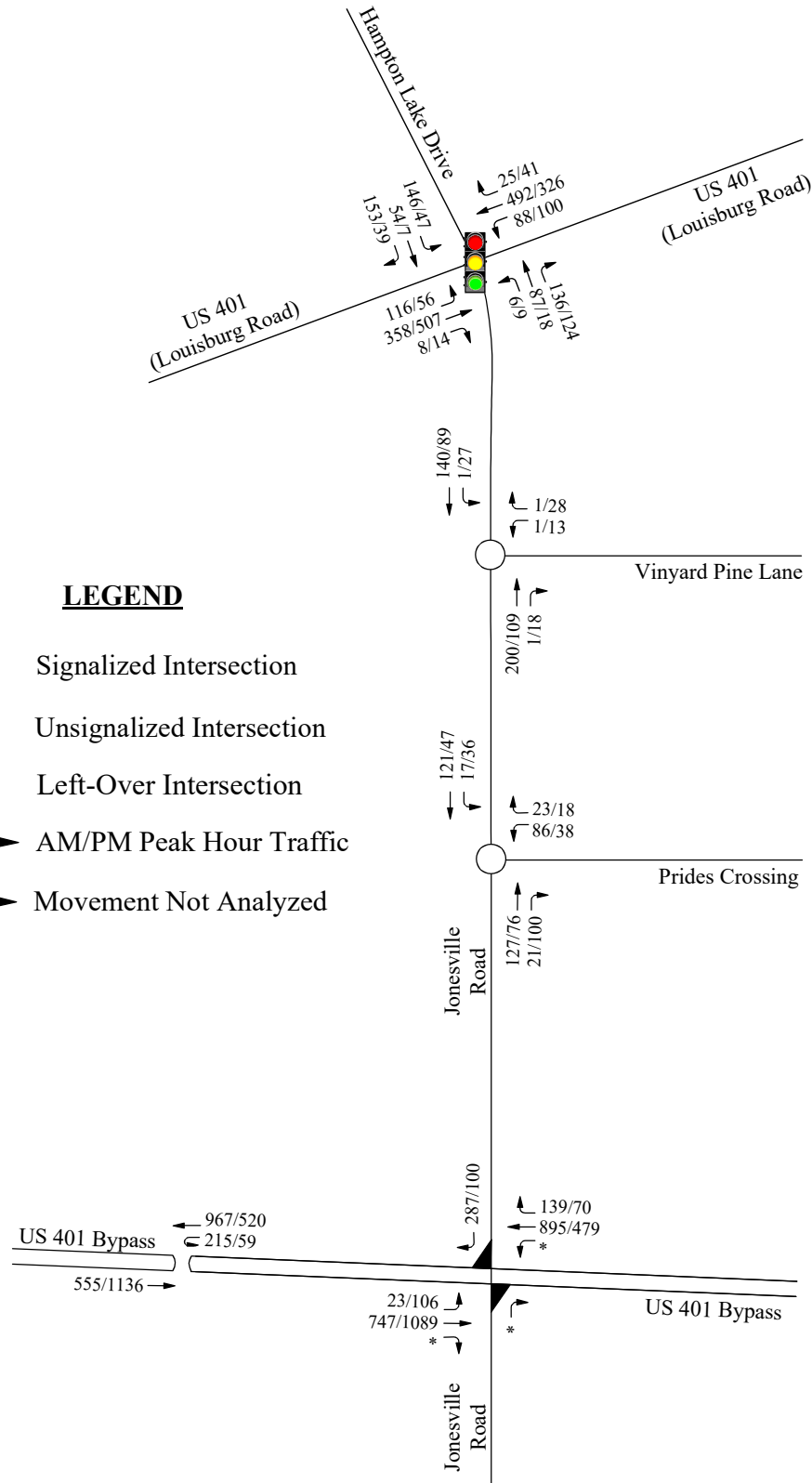
Figure 3





**LEGEND**

-  Signalized Intersection
-  Unsignalized Intersection
-  Left-Over Intersection
- X/Y  AM/PM Peak Hour Traffic
- \*  Movement Not Analyzed



Jonesville Road Townhomes  
Rolesville, North Carolina






Existing (2019)  
Traffic Volumes

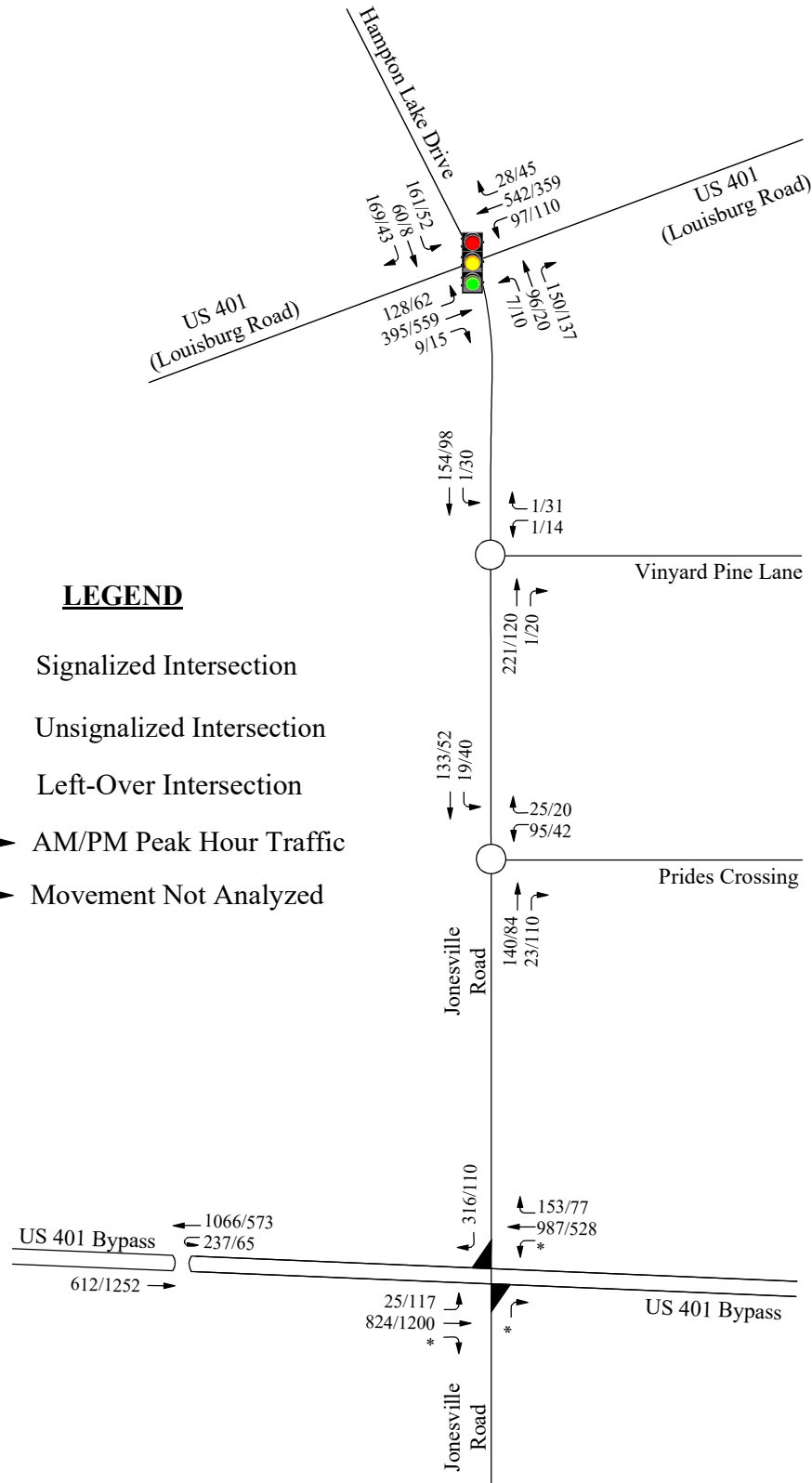
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Figure 4



**LEGEND**

-  Signalized Intersection
-  Unsignalized Intersection
-  Left-Over Intersection
- X/Y  AM/PM Peak Hour Traffic
- \*  Movement Not Analyzed



Jonesville Road Townhomes  
Rolesville, North Carolina

Background (2021)  
Traffic Volumes

Scale: Not to Scale

Figure 5



**LEGEND**



Signalized Intersection



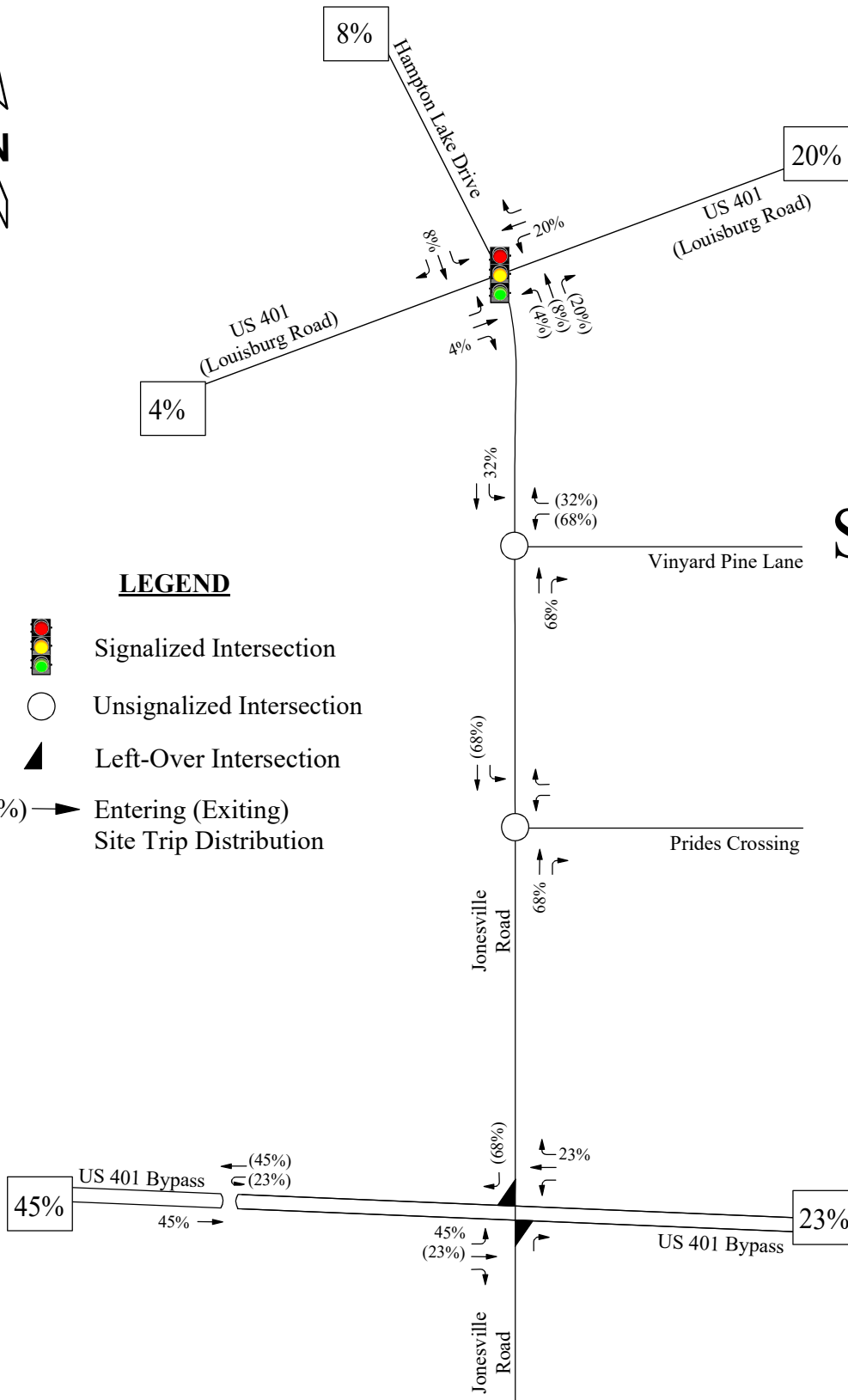
Unsignalized Intersection



Left-Over Intersection

X% (Y%) →

Entering (Exiting)  
Site Trip Distribution



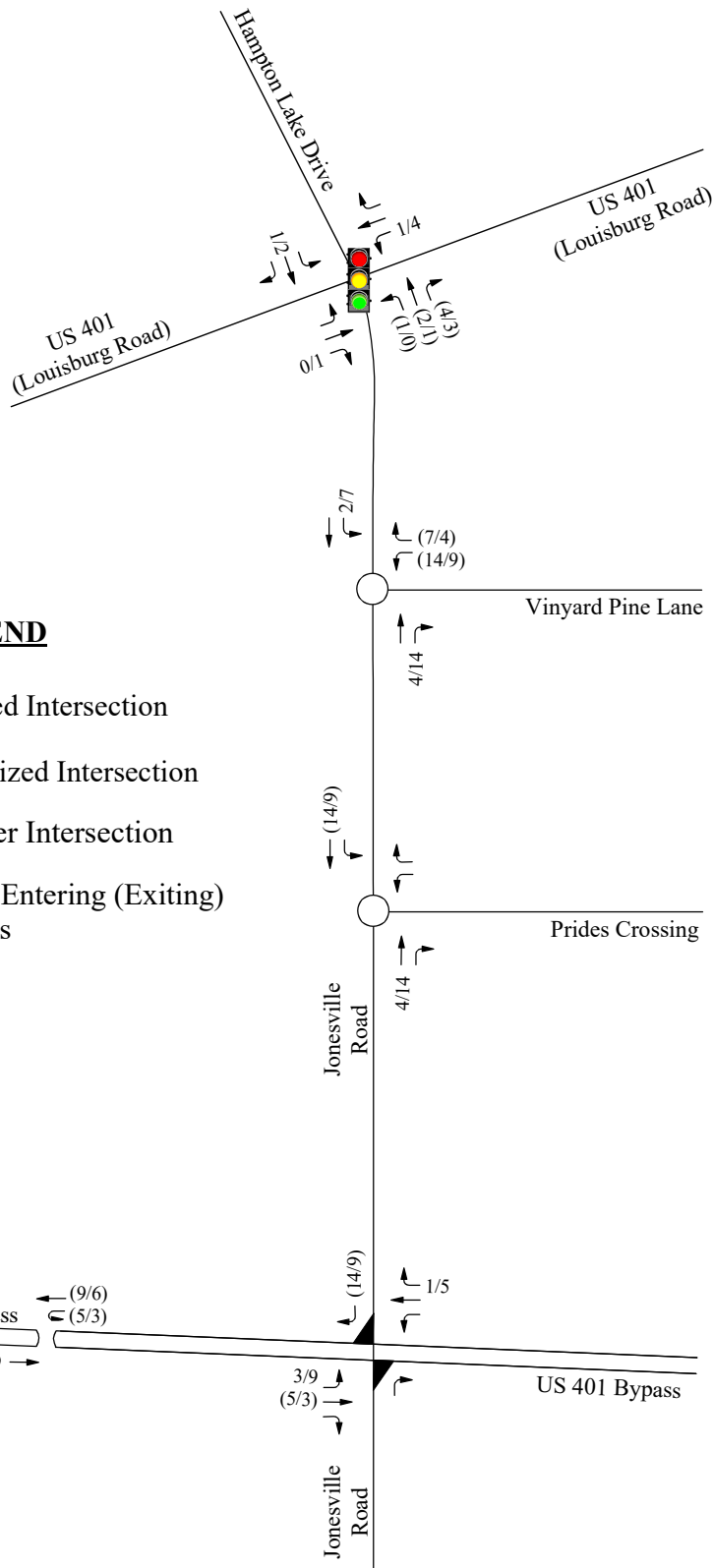
**RAMEY KEMP  
&  
ASSOCIATES**  
TRANSPORTATION ENGINEERS

Jonesville Road Townhomes  
Rolesville, North Carolina

Site Trip Distribution

Scale: Not to Scale

Figure 6



**SITE**

**LEGEND**



Signalized Intersection



Unsignalized Intersection






Left-Over Intersection

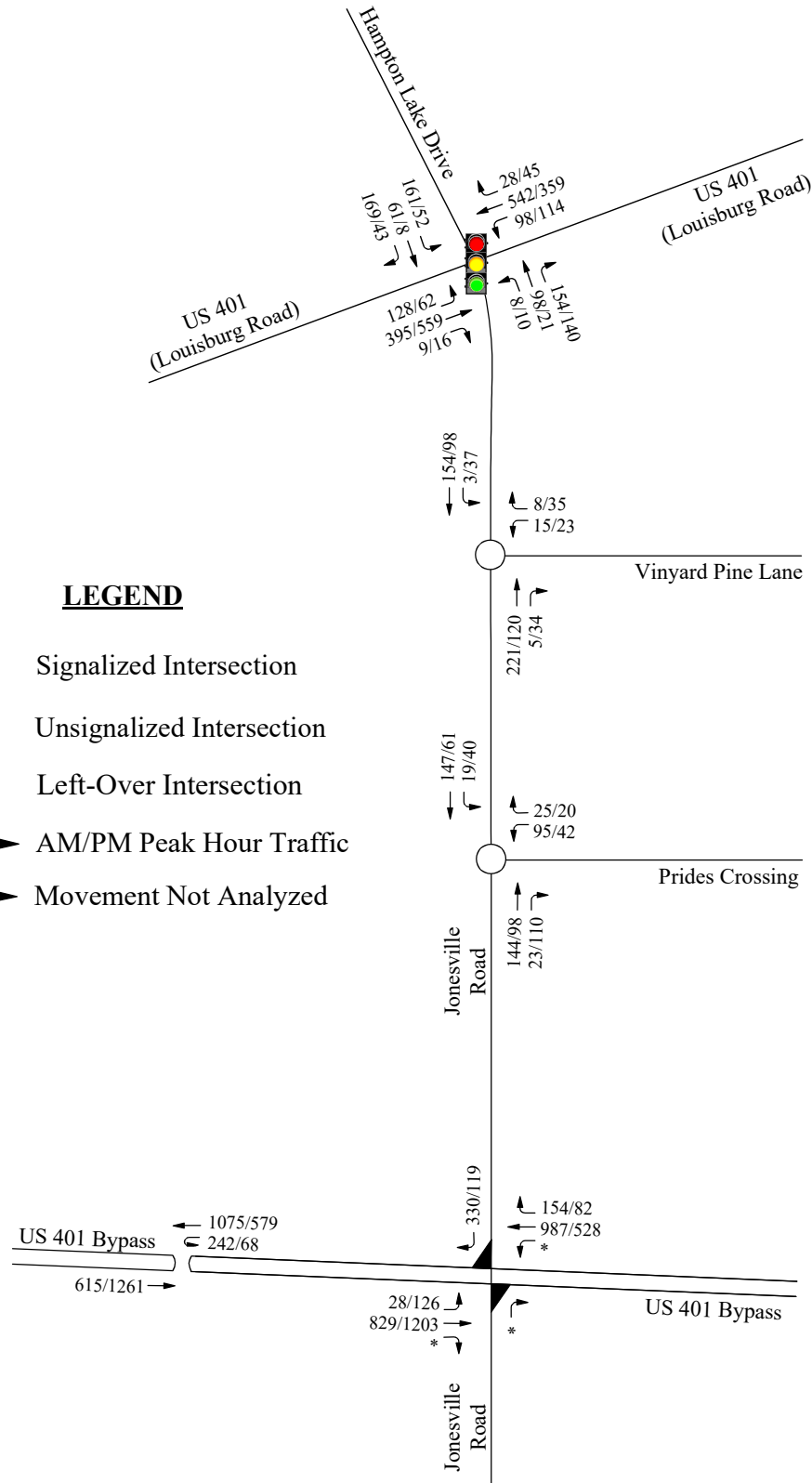
X / (Y) → AM/PM Entering (Exiting) Site Trips

 <b>RAMEY KEMP &amp; ASSOCIATES</b> TRANSPORTATION ENGINEERS	Jonesville Road Townhomes Rolesville, North Carolina	Site Trips	
		Scale: Not to Scale	Figure 7



**LEGEND**

-  Signalized Intersection
-  Unsignalized Intersection
-  Left-Over Intersection
- X/Y → AM/PM Peak Hour Traffic
- \* → Movement Not Analyzed



Jonesville Road Townhomes  
Rolesville, North Carolina

Combined (2021)  
Traffic Volumes

Scale: Not to Scale

Figure 8

April 1, 2019

Danny Johnson  
Town of Rolesville  
Planning Director  
502 Southtown Circle  
Rolesville, NC 27571

Subject: Trip Generation Comparison  
Jonesville Road Townhomes – Rolesville, North Carolina

Dear Mr. Johnson:

This letter provides a comparison of the trip generation expected as part of the Jonesville Road Townhomes with the trip generation associated with the current zoning of the properties.

The proposed development is expected to consist of 53 residential townhomes. The property is currently zoned to allow office uses. This study assumes the existing zoning would allow up to a total of 72,000 s.f. of office space on the same properties. Each of the 4 lots in the Townhome project consists of 1.45 acres. It is our understanding that current zoning would permit a 1.45 acre lot to include an 18,000 s.f. building in a 2-story structure with a building foot print of 9,000 s.f. It is estimated that parking would take up approximately 1 acre and the balance of the lot would contain buffer areas and open space.

Average weekday, AM peak hour, and PM peak hour trips for the proposed development and for existing zoning were estimated using the ITE *Trip Generation Manual*, 10<sup>th</sup> Edition. Table 1 and Table 2 provide a summary of the trip generation potential for existing zoning and for the proposed townhomes.

**Table 1: Trip Generation – Existing Zoning**

Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	AM Peak Hour Trips (vph)		PM Peak Hour Trips (vph)	
			Enter	Exit	Enter	Exit
General Office (710)	72,000 s.f.	772	81	13	13	70

**Table 2: Trip Generation – Proposed Townhomes**

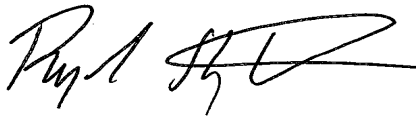
Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	AM Peak Hour Trips (vph)		PM Peak Hour Trips (vph)	
			Enter	Exit	Enter	Exit
Multifamily Housing (Low-Rise) (220)	53 units	367	6	21	21	13

**Conclusions**

As shown in Tables 1 and 2 above, the proposed townhome use will generate fewer trips than the potential build out of the properties under current zoning. If the site were developed with office space as allowed under existing zoning, the office use is expected to generate approximately 3.5 times the number of trips as the townhomes in the AM peak hour and approximately 2.5 times the number of trips as the townhomes in the PM peak hour.

If you should have any questions, please feel free to contact me at (919) 872-5115.

Sincerely,



Rynal Stephenson, P.E.  
Regional Manager  
***Ramey Kemp & Associates, Inc.***

NC Corporate License # C-0910



**Stantec Consulting Services Inc.**  
801 Jones Franklin Road, Suite 300  
Raleigh, NC 27606-3394  
Tel: (919) 651-6866  
Fax: (919) 651-7024

March 26, 2019  
File: 171002080

**Attention: Mr. Kelly Arnold, Town Manager**  
Rolesville Town Hall  
502 Southtown Circle  
Rolesville, NC 27571

Dear Mr. Arnold,

**Reference: Traffic Impact Analysis Review: Jonesville Road**



Stantec has been retained by the Town of Rolesville to perform a review of the Jonesville Road Townhomes traffic assessment letter by Ramey Kemp & Associates, Inc dated March 25, 2019. The subject development is located on Vineyard Pine Lane, near Jonesville Road and S. Main Street, in Rolesville, Wake County, North Carolina. A memorandum of understanding (MOU) or scoping checklist was not provided for this study. Therefore, this review assumes all study assumptions have been approved by Town of Rolesville staff.

The following comments result from the review of the assessment:

1. The study notes that traffic counts were collected from 7:00 AM – 9:00 AM and 4:00 PM – 6:30 PM to cover the peak hours. Reviewing the individual count files, data collection varied from the aforementioned windows, but appear to capture the peak hours at the individual intersections.
2. Peak hour factors were analyzed as 0.9 uniformly per NCDOT capacity analysis guidelines. Count data at the intersection of S. Main Street at Jonesville Road indicate lower peak hour factors during the AM peak hour; which can be attributed to traffic to/from the charter school.
3. The cycle lengths used at the signalized intersection of S. Main Street at Jonesville Road did not meet the minimum time according to the NCDOT capacity analysis guidelines.

The projected volume of northbound right-turns meets NCDOT's criteria for installation of a northbound right-turn lane on Jonesville Road at Vineyard Pine Lane. However, the projected volume of northbound through traffic is low concluding that a northbound right-turn lane is not recommended to be constructed in conjunction with this development.

Taking these comments and information presented in the report into consideration, this review concurs with the conclusion as stated on page 9 of 9 of the traffic assessment letter that, "Due to the low number of trips anticipated to be generated by the proposed townhome development, it is not expected to have a significant impact to the study intersections."



March 26, 2019  
Mr. Kelly Arnold, Town Manager  
Page 2 of 2

**Reference: Traffic Impact Analysis Review: Jonesville Road**

If you have any questions or responses pertaining to these comments or findings, please contact myself at (919) 865-7375 / [Matt.Peach@Stantec.com](mailto:Matt.Peach@Stantec.com).

Sincerely,

**Stantec Consulting Services Inc.**

A handwritten signature in blue ink that reads "Matt Peach". The signature is stylized with a large, looping "P" and "A" in "PEACH".

**Matt Peach**, PE, PTOE  
Senior Transportation Engineer  
Phone: (919) 865-7375  
[Matt.Peach@Stantec.com](mailto:Matt.Peach@Stantec.com)

**Section B.**

**SUMMARY INFORMATION – (SHOW ON PLANS)**

OWNER: Haynes Investment Properties LLC  
OWNER/DEVELOPER:

NAMES(S): Carlton Group of North Carolina, LLC

ADDRESS: 5856 Faringdon Place, Suite 200  
Raleigh, NC 27609

TELEPHONE: 914-403-7852 FAX: 845-371-6611

EMAIL: morcarlton@aol.com

STAFF CONTACT FOR COMMENTS OR QUESTIONS:

NAMES(S): George M. McIntyre, P.E.

4932b Windy Hill Drive

ADDRESS: Raleigh, NC 27609

TELEPHONE: 919-427-5227 FAX: n/a

EMAIL: macmcintyre@gmail.com

**OWNER'S 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.*

Haynes Investment Properties LLC

Date: 10/18/18

Signed: By: Lawrence B. Haynes MD

STATE OF NC  
COUNTY OF WAKE

Brenda H. Haynes

*I, a Notary Public, do hereby certify that*  
LAWRENCE B. HAYNES, BRENDA H. HAYNES personally appeared  
*before me this day and acknowledged the due execution of the*  
*foregoing instrument. This the*  
18 day of OCTOBER, 2018. My commission expires July 21, 2019

Signed: Guyanne B. Lilley



**Section C.**  
**APPLICANT STATEMENT**

**FOR MAP AMENDMENT**----->

4521, 4522, 4541, 4542 1758455033, 1758457035,  
Location of Property: Vineyard Pine Lane, Rolesville Wake Co. PIN(S): 1758455319, 1758457329  
Current Zoning District(s): OP Requested Zoning District: R & PUD Total Acreage: 5.8

Please include the following attachments:

- Attachment A** – a legal description of property (i.e. include on a sheet of paper the property survey, Wake County PIN #, metes and bounds description, and any other legal information available)
- Attachment B** – a list of adjacent property owners with envelopes addressed and postage paid
- Attachment C** – a write up of why the property should be rezoned. This explanation should include if the zoning coincides with the Comprehensive Land Use Plan and if the impact of the proposed rezoning affects adjacent or surrounding properties.

*NOTE: SIGNED APPLICANT MUST BE OWNER OF PROPERTY FOR MAP AMENDMENT*

**FOR TEXT AMENDMENT**----->

This petition is to hereby amend the text to allow \_\_\_\_\_  
\_\_\_\_\_ as a (check one) permitted use  conditional use  special use   
in the \_\_\_\_\_ zoning district.

Please include the following attachments:

- Attachment A** – a write up of the brief description of the proposed use
- Attachment B** – a write up of why the amendment is necessary

PETITION FOR ZONING AMENDMENT  
SECTION C  
APPLICANT STATEMENT

ATTACHMENT C.

Why Property Should Be Rezoned.

The property, which is the subject of this Petition, has sat vacant and unused for almost 10 years since the roadway and utilities were installed on Vineyard Pines Drive. The ABC Store is the only building that has been built on Vineyard Pines Drive. Since this property on Vineyard Pine Drive is not on one of the main commercial roads of Rolesville, it seems that commercial/office/retail uses have not found it to be suitable for their purposes.

The applicant proposes a 58-unit Townhouse ("TH") community. Since most new housing in Rolesville consists of detached large homes in the price range of \$350,000 to \$450,00, and more, there is a need for starter homes for families moving upward from apartment rentals to a single-family, attached TH. This is part of the upward spiral that starts with home ownership of a TH and then moves up to a detached home, when circumstances permit. Although there are numerous new detached home communities in Rolesville, there is a shortage of TH communities.

The Town should create the supply of TH so that young couples and older folks can settle and stay in Rolesville and contribute to the fabric of society. TH are the answer to diversifying the housing mix in Rolesville. Detached homes are important to the community, but do not address every housing need. TH will help expand the mix of available choices.

The impact of the proposed rezoning will not adversely affect adjacent or surrounding properties.

The rezoning coincides with the Town's plans for the adjacent properties fronting on old 401 (Louisburg Road). Those plans call for a mixed use community with components of retail, apartments and town houses. This proposed rezoning is in keeping with plans for the future of Rolesville.

In closing, rezoning this property for TH will benefit many new home buyers and will bring diversity to Rolesville's housing stock.

To Rolesville Planning Board,

Larry and I would like to speak to the board on behalf of our project. We purchased this property in 2005 with the hopes of developing a small medical office park. Then all medical practices seemed to go to Wake Forest. Rolesville was not populated enough to support pursuing this venture. In 2008 the recession struck and our hopes for such a project were put on hold. The ABC store was the only sale. We have had four different commercial real estate companies attempt to sell the property. The ABC store and Carlton Group were the only written contracts we received. We had inquiries from a party store (roll up garage, trucks at rear of store and wanted to dry tents on stands outside), a plumbing business (who also wanted warehouse options with roll up rear doors) and a veterinarian office who would board dogs. There were no serious offers from these parties.

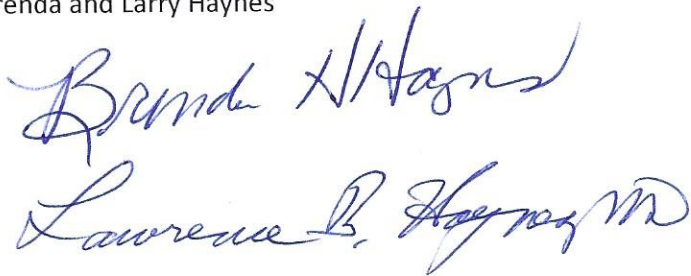
Over the years we have had various problems on site. Someone stole drainage covers which had to be welded in place, broken street lights and trash dumping. Someone parked an eighteen-wheeler so often the city had to put up a no parking sign and patrol the area more often. We have spent hundreds of thousands of dollars on this project. We have had to pave the curb and gutter the area. We had to work with Carlton Point to widen Jonesville Road. Other improvements included grading and compaction measures for erosion control. As well as piping work for drainage. This did not include purchase price and demolition of existing homes.

Larry is now 82 with serious memory and health issues. We would love to see this proposed project move forward. We never dreamed this process would extend for 14 years. This has greatly impacted our lives but we have continued to act in good faith. We have paid our taxes, insurance and maintained the property as per the city's wishes. We feel the developer has the best interest of the city plan in mind by offering housing options that compliment the existing neighborhood. The residents never have to worry about which small company may be moving in next and problems associated with new tenants.

We sincerely request the Board to give serious consideration to The Carlton Group for their purposed project.

Respectfully,

Brenda and Larry Haynes



The image shows two handwritten signatures in blue ink. The first signature is 'Brenda Haynes' and the second is 'Lawrence B. Haynes MD'. Both signatures are written in a cursive style.

October 2, 2018

Danny Johnson  
Town of Rolesville  
Planning Director  
502 Southtown Circle  
Rolesville, NC 27571

Subject: **Trip Generation Letter** – Jonesville Road Townhomes  
Rolesville, North Carolina

Dear Mr. Johnson:

This letter provides an estimate of the trip generation for the proposed Jonesville Road Townhomes located at the southeastern quadrant of Jonesville Road and Louisburg Road in Rolesville, North Carolina. The proposed development is anticipated to consist of 58 townhomes.

According to the Unified Development Ordinance (UDO), the Town of Rolesville (Town) requires a Traffic Impact Study if a proposed development is expected to generate 1,000 or more added vehicle trips to or from the site during a 24-hour period and/or 100 or more added vehicle trips to or from the site during the peak traffic hour.

**Trip Generation**

Average weekday daily, weekday AM peak hour, and weekday PM peak hour trips for the proposed development were estimated using methodology contained within the ITE *Trip Generation Manual*, 10th Edition. Refer to Table 1 for a summary of the trip generation.

**Table 1: Site Trip Generation**

Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	Weekday AM Peak Hour Trips (vph)		Weekday PM Peak Hour Trips (vph)	
			Enter	Exit	Enter	Exit
Multifamily Housing (Low-Rise) (220)	58 units	400	6	22	23	13

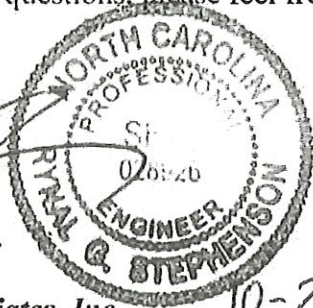
As shown in Table 1, it is estimated the site is expected to generate approximately 400 trips during a typical 24-hour weekday period. Of the daily site trips, it is anticipated that 28 total trips (6 entering and 22 exiting) will occur during the weekday AM peak hour and 36 total trips (23 entering and 13 exiting) will occur during the weekday PM peak hour.

**Findings and Summary**

Based on the trip generation results, the proposed Jonesville Road Townhomes are expected to be below the Town's threshold for a Traffic Impact Study and will have minimal impact on the surrounding roadway network.

If you should have any questions, please feel free to contact me at (919) 872-5115.

Sincerely,



Rynal Stephenson, P.E.  
Regional Manager  
Ramey Kemp & Associates, Inc.

10-2-18

NC Corporate License # C-0910

# HIGHEST AND BEST USE STATEMENT

## SUBJECT PROPERTY

VINEYARD PINES LANE, ROLESVILLE NC 27571

Prepared January 21, 2019

The Jim Allen Group  
919-845-9909

—  
5000 Falls of Neuse Road  
Suite 235  
Raleigh, NC 27609



## HIGHEST AND BEST USE STATEMENT

SUBJECT PROPERTY  
VINEYARD PINES LANE, ROLESVILLE NC 27571  
JANUARY 21, 2019

The Jim Allen Group has been charged with preparing a Highest and Best Use statement for four vacant lots at the rear of Vineyard Pines Lane, Rolesville, NC 27571 (subject property).

Highest and Best Use as defined in the Dictionary of Real Estate Appraisal:

*The reasonably probable and legal use of vacant land or an improved property, which is physically possible, appropriately supported, financially feasible, and that results in the highest value. The four criteria the Highest & Best Use must meet are legal permissibility, physical possibility, financial feasibility and maximum profitability.*

In our study we address the possibilities of retail commercial use, office use and residential use for the subject property. We understand that Rolesville wishes to balance its residential growth with an increase in commercial activities of which they outlined in three catalyst areas (rolesvillenc.gov, 2018):

North – Young St. Intersection

Central – Burlington Mills Road

South – South Main St. At Bypass

The subject property is in closest proximity to the catalyst area South Main St. at Bypass. The theme of this area is Gateway Mixed-Use and may include (rolesvillenc.gov, 2018):

- Mixed-use development with a focus on employment
- Larger workspace environments which incorporate retail, entertainment and housing
- Urban gateway center connecting to community college and employment centers in the region

The Town of Rolesville has a goal to diversify its housing to maintain affordability and meet the needs of future residents. In addition to the commercial use goals, this includes approximately 1330 additional housing units over a 10-year period (rolesvillenc.gov, 2018).

## RETAIL USE

The Rolesville area is serviced by Triangle Town Center, a regional mall<sup>1</sup> with five department stores and 160 smaller stores, which comprise 1,571,236 square feet of retail experience. In addition, the community centers<sup>2</sup> within five miles to the west of Rolesville in North Raleigh/Wake Forest provide more than 1,000,000 square feet of retail shops from discount department stores to dining experiences, and everything between.

Neighborhood shopping<sup>3</sup> is provided a short five minutes away at Forestville Crossing Shopping Center at Forestville Road and Lousiburg Road off the 401 Bypass. Shops include Lowes Foods, CVS and BB&T to name a few. Forestville Crossing Shopping Center currently lists eleven vacant spaces available ranging from 1200 to 6000 square feet suitable for retail or office space.

Main Street in Rolesville, defined as a catalyst area, has convenience shopping<sup>4</sup> in the form of Food Lion and thirty plus opportunities including retail and office space.

The next, most logical expansion of retail or office development is destined to be the vacant acreage at the north-east corner of Forestville Road and Louisburg Road, where a Harris Teeter was rumored to be developed, but was dropped because of lack of rooftops. No matter, it will be developed in the future because it has highway exposure and with more than one thousand new housing units under construction.

It is noteworthy that the Main Street Vision Plan projects the addition of 57,000 square feet of ground floor retail space along Main Street between Jonesville Road and Burlington Mills Road in Rolesville (rolesvillenc.gov, 2018). That retail space will have access to the traffic flow and visibility of Main Street, which is proven to be vital to retail and office use. The subject property is not positioned such that visibility and ease of traffic flow are advantageous. Although the Town of Rolesville is experiencing high growth, any additional convenience retail or office opportunities will likely select readily available (or planned) locations along Main Street and its cross streets, such as Rogers Road and Rolesville Road/Young Street due to the location's visibility and ease of access.

The four rear lots on subject property, hidden from visibility and less accessible, are not candidates for retail or office choices by potential users. The retail spaces operating in the surrounding area are, in many cases, not fully leased despite their prime location (relative to the subject property) and space offerings.

The commercial space available adjacent to the property contains an ABC Store and has otherwise remained vacant for approximately ten years with no sales or construction activity on the horizon. Moving forward with commercial use at the subject property would not result in appropriately supported or financially feasible uses, suggesting commercial use is not the Highest and Best Use for the subject property.

---

1-4 Defined by International Council of Shopping Centers (icsc.org, 2018)

## OFFICE USE

In part because of the low population in Rolesville, current and projected, Real Estate experts agree that companies requiring more than 5000 square feet of office space will likely select space in the USI corridor and into North Raleigh/Wake Forest where larger office buildings are currently located and available.

Furthermore, established services, existing amenities and other shopping/service experiences in that USI corridor will attract office users to coalesce around those existing magnets. Due to higher traffic counts and visibility, local services requiring less square footage will be the likely candidate for spaces found off Main Street and its cross streets in Rolesville. The subject property does not have the space, traffic counts and visibility equivalent to those mentioned above. Moving forward with office use at the subject property would not result in appropriately supported or financially feasible use, suggesting this is not the Highest and Best Use for the subject property.

## RESIDENTIAL USE

The configuration of the four lots within the subject property does not lend itself to the development of single-family detached homes. The existing depth of the lots is too great and the street frontage is so limited that the lot yield would make the price of those lots far beyond market price. Developing the current layout to achieve a higher yield would destroy the current infrastructure - paved road, water, sewer, drainage systems - to make the land cost for detached homes prohibitive to sell. The construction of single-family detached homes would not be physically possible, appropriately supported or financially feasible, suggesting this is not the Highest and Best Use for the subject property.

The construction of townhomes on the subject property is the most logical land use as the current infrastructure would be maintained and the unit lot cost would be matched to current market price for similar developments.

The use of the subject property for townhome construction would produce the highest value to the present owner of those four lots, Haynes Investment Properties, LLC. The highest taxable rate for the Town and the County by multiplying the value of \$250,000 per unit X 54 units, would result in an average tax assessment of \$13,500,000.

In addition to the tax assessment opportunities, the townhome development would provide for diversity in housing opportunities in Rolesville, a goal for the Town of Rolesville per the Economic Strategic Plan. The primary target market for townhomes of this size have a very limited choice of housing opportunities in Rolesville. The proposed construction of townhomes on the subject property would offer the living space, reduced home maintenance and accessibility the target market desires.

## CONCLUSION

After studying the Town of Rolesville and the five-mile radius around the Town, employing the impact of timing on strategy selection we conclude that the development of commercial, retail, office or single-family detached homes on subject property would not be a viable use for the subject property. When considering the land uses that are physically possible, appropriately supported, financially feasible for the subject property we have determined that the Highest and Best Use of the subject property is townhomes as described in the original scope.

## SOURCES

(icsc.org, 2017). U.S. Shopping Center Classification and Characteristics. Retrieved January 21, 2019 from [https://www.icsc.org/uploads/research/general/US\\_CENTER\\_CLASSIFICATION.pdf](https://www.icsc.org/uploads/research/general/US_CENTER_CLASSIFICATION.pdf)

(Rolesvillenc.gov, 2018). 2.2 Real Estate Market Analysis Summary (p13). Retrieved January 21, 2019 from <http://rolesvillenc.gov/wp-content/uploads/2018/09/EDSP-final-Rolesville-NC-06-18-2018.pdf>

(Rolesvillenc.gov, 2018). Catalyst Sites & Development Data (p 109). Retrieved January 21, 2019 from <http://rolesvillenc.gov/wp-content/uploads/2018/10/MainStreetVisionPlan.pdf>



January 25, 2019

Carlton Group of North Carolina, LLC  
5856 Faringdon Place, Suite 200  
Raleigh, NC 27609

Gentlemen:

Our firm has been asked to analyze marketing questions regarding the following subjects:

1. Do townhomes impact the value and selling price of neighboring detached homes? More specifically, how would a 54-unit townhome project priced at an average of \$250,000 per unit impact the home values and resale prices of the single-family detached homes valued between \$350,000 to \$475,000 in the existing 300-homesite Carlton Pointe community located in Rolesville, NC?
2. In regard to that 54-unit townhome project, what will be the projected impact of the adjacent ABC Store as to townhome values and sales efforts?

It is important to note that the questions above have overlapping responses and contain some similar analysis. Yet, our firm will try to answer the questions separately.

*Do townhomes impact the value and selling price of neighboring detached homes? More specifically, how would a 54-unit townhome project priced at an average of \$250,000 per unit impact the home values and resale prices of the single family homes valued between \$350,000 to \$475,000 in the existing 300-homesite Carlton Pointe community located in Rolesville, NC?*

The dynamic housing market in the Triangle has accepted that townhomes are not antithetical to single-family detached homes; they are complementary. Many new developments incorporate townhomes adjacent to detached single-family homes from the outset of their planning strategies.

Townhomes, like detached residential, are priced according to their specification level and most often warrant a price per square foot similar to neighboring dwellings with similar specifications. Townhomes are often purchased because they are low maintenance or maintenance-free while providing many luxuries of a single family home within a smaller footprint. Townhomes are a valuable addition to communities that embrace sustainable growth by attracting residents with diverse housing preferences. Statistics show that the typical target for a single-family detached home consists of two adults, up to four children, and at least one pet. Alternatively, townhomes traditionally serve two profiles:

- A. households with two adults at or near retirement age
- B. households with one adult at various stages of their career or familial status

Community planners and land developers have recognized these facts and make allowances for both types of housing options to broaden the scope of the developments and to bring diversity to communities.

Please find the following table outlining several communities across the Triangle that have embraced the concept of a Planned Unit Development where various product types and price ranges are offered resulting in a 'village' that honors the character of the community while expanding the housing offerings overall. The statistics show that including both single-family detached and townhome dwellings has not eroded or marginalized the appreciation of either product offering. In fact, values are buoyant and increasing in both product types.

PUD PRICING ANALYSIS

COMMUNITY NAME	LOCATION	AVERAGE SINGLE FAMILY PRICE*	% PRICE CHANGE	AVERAGE TOWNHOME PRICE*	% PRICE CHANGE
<b>Heritage Wake Forest</b>	<b>Wake Forest</b>				
Closings		\$282,359	↑ 51	\$192,878	↑ 40
ACT, CON, PEN listings		\$425,553		\$270,980	
<b>Bishops Grant</b>	<b>Wake Forest</b>				
Closings		\$259,786	↑ 69	\$274,900	↑ 28
ACT, CON, PEN listings		\$439,933		\$351,309	
<b>Carlton Park</b>	<b>Raleigh</b>				
Closings		\$232,971	NA	\$164,491	↑ 25
ACT, CON, PEN listings		NA		\$205,900 <sup>1</sup>	
<b>Bedford at Falls River</b>	<b>Raleigh</b>				
Closings		\$316,915	↑ 106	\$192,781	↑ 24
ACT, CON, PEN listings		\$653,326		\$238,533	
<b>Bryson Village</b>	<b>Raleigh</b>				
Closings		\$414,354	↑ 34	\$182,642	↑ 39
ACT, CON, PEN listings		\$310,000		\$253,447	
<b>Wakefield Plantation</b>	<b>Raleigh</b>				
Closings		\$407,617	↑ 90	\$211,288	↑ 55
ACT, CON, PEN listings		\$774,363		\$328,393	
<b>Brier Creek</b>	<b>Raleigh</b>				
Closings		\$452,000	↑ 32	\$302,277	↑ 3
ACT, CON, PEN listings		\$598,750		\$311,895	
<b>Preston</b>	<b>Cary</b>				
Closings		\$307,604	↑ 300	\$262,113	↑ 203
ACT, CON, PEN listings		\$1,231,465		\$793,680 <sup>1</sup>	
<b>Cary Park</b>	<b>Cary</b>				
Closings		\$420,873	↑ 39	\$260,451	↑ 15
ACT, CON, PEN listings		\$586,778		\$298,967	
<b>Amberly</b>	<b>Cary</b>				
Closings		\$390,466	↑ 35	\$287,504	↑ 18
ACT, CON, PEN listings		\$525,795		\$339,159	
<b>12 Oaks</b>	<b>Holly Springs</b>				
Closings		\$379,700	↑ 45	\$259,241	↑ 54
ACT, CON, PEN listings		\$551,700		\$399,900 <sup>1</sup>	
<b>Briar Chapel</b>	<b>Chapel Hill</b>				
Closings		\$356,690	↑ 13	\$247,692	↓ -4
ACT, CON, PEN listings		\$404,153		\$239,000	
<b>Flower's Plantation</b>	<b>Clayton</b>				
Closings		\$271,775	↑ 9	\$182,743	↑ 4
ACT, CON, PEN listings		\$295,235		\$189,665	

\*Based on all active, pending and contingent listings in Triangle Multiple Listing Service per community

\*Based on UP TO the first 100 closings per community. Not all communities have reached 100 closings

<sup>1</sup> one active listing currently

Based on the above analysis and the observation of historical statistics from many Triangle communities, our firm believes that there would be no negative impact on home values or resale prices at Carlton Pointe from the planned 54-unit townhouse community.

*In regard to that 54-unit townhome project, what will be the projected impact of the adjacent ABC Store as to townhome values and sales efforts?*

In the current Triangle market, it is unusual to find pristine, pure locations that have been untouched by some kind of earlier development. Many beautiful housing developments were preceded by some sort of commercial, office, older antiquated housing, etc. Yet, the new housing projects move forward as long as the earlier established uses are not obnoxious or destructive to the new residential development.

An ABC Store on a street will not deter salability or livability at a well-designed townhome community. More specifically, having an ABC Store at the beginning of Vineyard Pines Lane will not affect the sales of a townhome community priced at an average of \$250,000 in the vicinity of the subject property. Historically, such retail outlets have been a non-factor for the development of townhomes.

If the townhomes are well-designed, aesthetically relevant and are priced to current market, the townhomes will sell quickly and retain, even increase, in value. This analysis has been proven in the field over the past few decades.

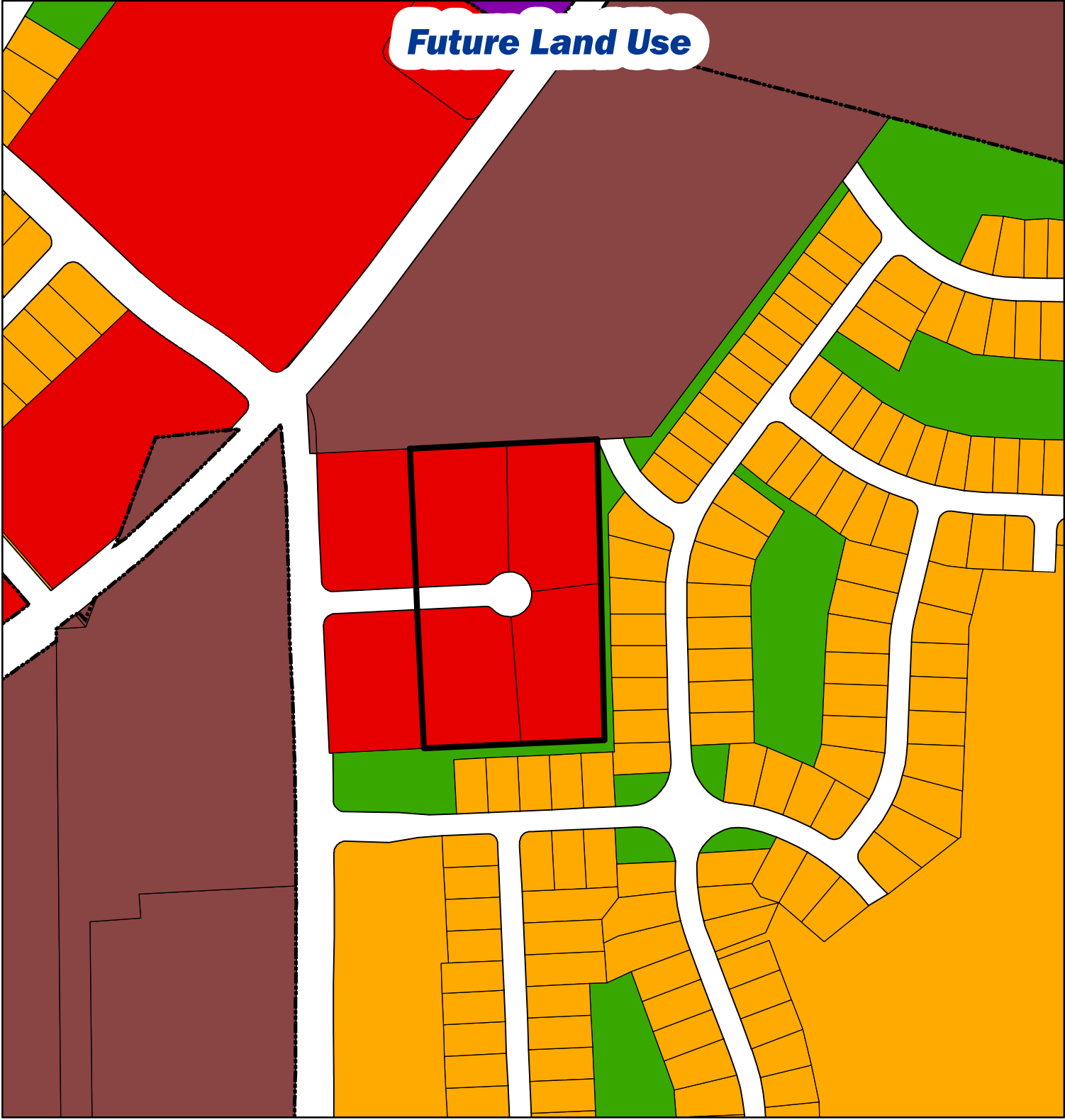
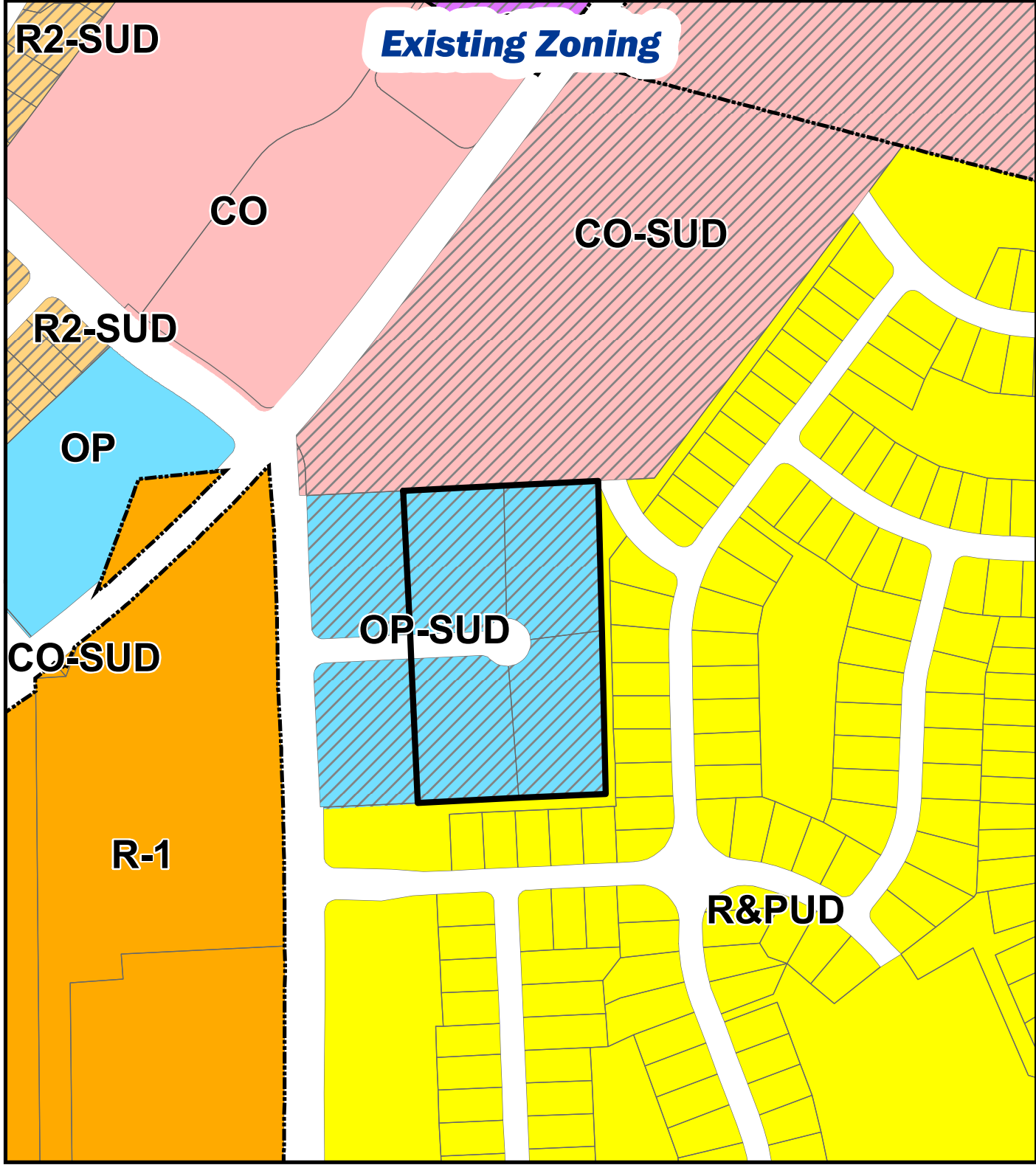
In summary, there is no indication new townhomes by virtue of its price, size or typical buyer profile will affect home values and home sales at Carlton Pointe. Likewise, the ABC Store will not affect home values and home sales of the proposed townhome community.

Sincerely,

*Eda Turbet, Broker, CBHPW*

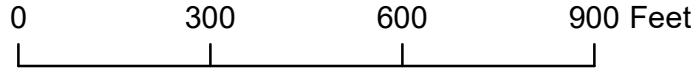


# Rezoning Request MA 18-05 - Carlton Group of NC, LLC



**Legend**

- MA18-05 - OP-SUD to R&PUD
- Rolesville\_Town\_Limits
- Medium Density Residential
- Mixed Use Neighborhood
- Commercial
- Industrial
- Preserved Open Space



# TOWN OF ROLESVILLE

---

502 Southtown Circle (physical)  
PO Box 250 (mailing)  
Rolesville, North Carolina 27571

P: 919.556.3506  
F: 919.556.6852  
RolesvilleNC.gov



TO: Rolesville Planning Board  
FROM: Caroline Richardson, Town Planner  
DATE: January 24, 2019  
SUBJECT: The Townes at Carlton Pointe Neighborhood Meeting Comments

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On Monday, January 14, 2019, a neighborhood meeting was held dealing with MA 18-05 Map Amendment request and SUP 18-08 Carlton Pointe PUD Master Plan Amendment request. Planning staff distributed comment cards for attendees at the Townes at Carlton Pointe neighborhood meeting. Based on the written feedback, the neighborhood's top priority is privacy and protecting their assets.

All five respondents expressed concerns about the 20-foot landscape buffer width. Some also felt that the plants composing the buffer would not shield their properties year-round. Two respondents were worried about the aesthetic impact of parking areas behind their homes.

Several property owners had comments about the market study. They want to protect their property values, but fear that the townhomes will adversely affect their investment. One person also felt that a different space might better suit the target market.



**RESOLUTION NO. 2019-R-02**  
**TOWN BOARD OF COMMISSIONERS STATEMENT OF CONSISTENCY**  
**Case No.: MA 18-05**

WHEREAS, Carlton Group of North Carolina, LLC has submitted a petition for a map amendment to the Town's official Zoning Map known as MA 2018-05 to rezone from the current zoning of Office and Professional Special Use District (OP-SUD) to Residential and Planned Unit Development District (R&PUD for four lots at 4521, 4522, 4541, and 4522 Vineyard Pine Lane.

WHEREAS, N. C. General Statutes Section 160A-386, requires the Town Board of Commissioners to adopt a zoning amendment consistency statement whenever it approves or rejects a proposed zoning amendment;

WHEREAS, the Rolesville Planning Board at their meeting on January 28, 2019, considered the requested ordinance map amendment By unanimous vote of the Board recommended to the Town Board of Commissioners to approve the requested Map Amendment 18-05 as requested. The request is to rezone from the current zoning of Office and Professional Special Use District (OP-SUD) to Residential and Planned Unit Development District (R&PUD for four lots at 4521, 4522, 4541, and 4522 Vineyard Pine Lane.

WHEREAS, the proposed map amendment is not consistent with the Rolesville Comprehensive Plan, Future Land Use Plan classification as commercial land use. All thought the proposed request is not consistent to the Rolesville Comprehensive Plan the Planning Board recommend the request is reasonable and in the public interest due to the proposed rezoning properties are hidden from visibility and less accessible from South Main Street that is less likely with any interest for commercial retail or office uses. The proposed Residential and Planned Unit Development District (R&PUD) will allow these four parcels to develop as one of the residential use types allowed in this district.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF THE TOWN OF ROLESVILLE:

The Town Board finds that the proposed Map amendment is inconsistent with the Rolesville Comprehensive Plan. All thought the proposed request is not consistent with the Rolesville Comprehensive Plan, Future Land Use Map Classification the request is reasonable and in the public interest for the reasons stated above. The Town Board approves an amendment to the Rolesville Comprehensive Plan, Future Land Use Map for the requested four properties from current commercial land use to reclassify these properties to high-density residential land use.

The preceding resolution, having been submitted to a vote, received the following vote and was duly adopted the \_\_\_ day of \_\_\_\_\_, 2019.

Ayes: \_\_\_\_\_

Noes: \_\_\_\_\_

Absent or Excused: \_\_\_\_\_

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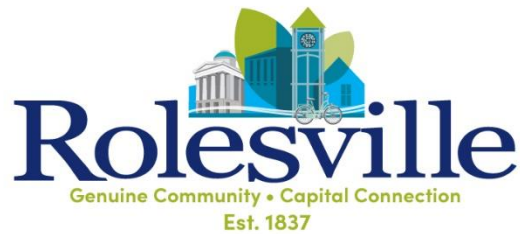
C. Frank Eagles, Mayor

ATTEST:

[SEAL]

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Robin E. Peyton, Town Clerk



# Memo

**To:** Mayor and Town Board of Commissioners

**From:** Danny Johnson, Planning Director

**Date:** April 11, 2019

**Re:** Special Use Permit 18-08, Carlton Pointe PUD Master Plan Amendment – The Townes at Carlton Pointe

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## **Continuation of March 5, 2019, and April 2, 2019, Public Hearing.**

The Town Board of Commissioners open the public hearing on March 5, 2019 for Special Use Permit 18-08, Carlton Pointe PUD Master Plan Amendment – The Townes at Carlton Pointe. The Town Board then continued the public hearing on SUP 18-08 for the April 2, 2019 meeting due to no action on case MA 18-05. On April 2, 2019 the public hearing was continued and testimony was presented. Since a second consideration at the next Town Board meeting was required to approve the motion and vote was taken on the MA 18-05, the Town Board then continued the public hearing on SUP 18-08 to April 17, 2019. If action is taking on case MA 18-05, the public hearing can continue to receive any new testimony or can be closed to go into deliberations of the case.

## **Summary Information**

Property address: 4521, 4522, 4541, and 4542 Vineyard Pine Lane

PINs: 1758455033, 1758457035, 178455319, and 1759786199

Owners: Haynes Investments Properties, LLC

Deeded Acreage: 5.8 (All four lots combined)

Current Zoning: Residential and Planned Unit Development District (R&PUD) subject to MA 18-05 action.

Developer: Carlton Group of North Carolina, LLC

Contacts: Morton Silberberg and Skip Davis

## **Background and Existing Conditions**

The properties are inside Rolesville's corporate boundary. The current zoning district for these properties is Residential and Planned Unit Development District (R&PUD) subject

to MA 18-05 action. The surrounding zoning districts are Office and Professional Special Use District (OP-SUD) for the front two corner lots at 4501 and 4502 Vineyard Pine Lane is the location of the Wake County ABC store and a vacant lot on Vineyard Pine Lane. Across Jonesville Road is Residential 1 District (R1) that is the location of one single-family home and vacant land. North of the request is zoned Commercial Outlying Special Use District (CO-SUD) and is vacant. To the east and south of the rezoning site is single-family homes in Carlton Pointe subdivision that is zoned Residential and Planned Unit Development (R&PUD).

The applicant requests a Special Use Permit to include these parcels to the Carlton Pointe PUD master plan for Townhomes development. The SUP for a new Master Plan is submitted to the Town Board as provided in the Town's UDO as a quasi-judicial public hearing case.

### **Residential Planned Unit Development Requirements (Unified Development Ordinance (UDO) Article 6.2)**

The UDO specifies, "The R&PUD is intended to be primarily a pedestrian-oriented residential community that also contains a limited mix of retail, office and professional, civic and government uses. Residential offerings are to be varied and include both detached and attached dwellings."

The proposed development has an overall density of 9.14 units per gross acre for townhouse residential uses across four parcels approximately 5.8 acres to develop 53 townhouse units. Section 6.2.3 outlines a 15% open space requirements, provided is 18% open space (1.04 acres). Thirty-five percent of required open space gross acreage must be open space as improved recreation space area for specific recreation activity shown on the site plan or preliminary subdivision plan with the remaining 65% as unimproved open space area. The proposed development exceeds this requirement with .51 acres as improved active open space.

### **Neighborhood Meeting**

On January 14, 2019, a neighborhood meeting was held on SUP 18-08, Carlton Pointe PUD Master Plan Amendment request. A summary of the comments received at the meeting is attached. The applicant has made revisions to the proposed site plan as requested by the neighborhood comments.

### **2017 Rolesville Comprehensive Plan**

The Comprehensive Plan, Future Land Use Map classifies these parcels for commercial use. A proposed Map Amendment 18-05 is pending action and includes a proposed amendment to the Comprehensive Plan, Future Land Use Map classification to high-density residential land use and is subject to approval by the Town Board of Commissioners. If approved by the Town Board of Commissioners, this classification of High-Density Residential describes a mixture of housing types with an average density of six or more dwelling units per acre. The requested proposed site plan is consistent with the Comprehensive Plan

subject to Town Board of Commissioners action on Map Amendment 18-05 and associated amendment to the comprehensive plan land use classification.

### **2002 Thoroughfare Plan and Traffic Impact Analysis (TIA)**

The 2002 Thoroughfare Plan calls for Jonesville Road as a three-lane major highway, and at the existing intersection of Vineyard Pine Lane is an existing three-lane highway improvement up to South Main Street. Vineyard Pine Lane is an existing standard two-lane local town street and is not shown on the 2002 Thoroughfare Plan, therefore has no recommended street improvements.

The applicant has submitted a trip generation letter to determine if a Traffic Impact Study would be required as per the Town's Unified Development Ordinance. As per the submitted trip generation letter by Ramey Kemp and Associates, Rynal Stephenson, PE, the proposed development is expected to generate approximately 400 trips during a typical 24-hour weekday period. Of the daily site trips, it is anticipated that 28 total trips (6 entering and 22 exiting) will occur during the weekday AM peak hour and 35 total trips (23 entering and 13 exiting) will occur during the weekday PM peak hour. The generation of traffic for this site will not exceed the threshold stated in the Town's Unified Development Ordinance to require a Traffic Impact Study.

### **Planning Staff Recommendation**

The Technical Review Committee has reviewed the proposed PUD Master Plan amendment for Carlton Pointe and the proposed Townhouse site plan. The committee recommends approval. Planning Staff recommendation is to approve the Special Use Permit for Carlton Pointe PUD Master Plan Amendment – The Townes at Carlton Pointe.

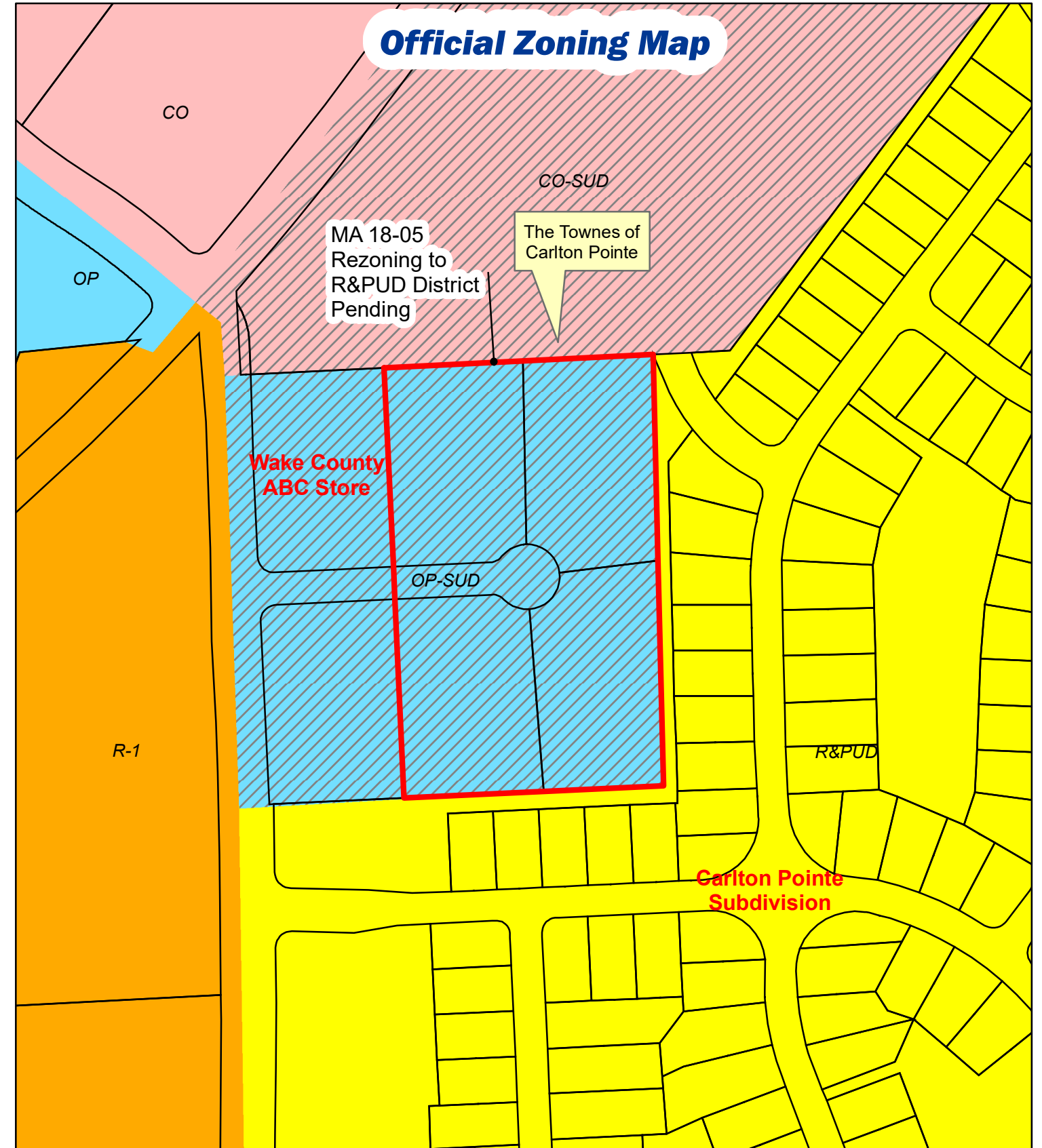
### **Suggested Town Board motion**


I move to approve public hearing Case SUP 18-08, Carlton Pointe PUD Master Plan Amendment – The Townes at Carlton Pointe with the evidence and testimony received at the hearing to determine the findings of fact.


### **Attachments**

SUP 18-08 Location Map  
SUP 18-08 Special Use Permit Application  
SUP 18-08 PUD Master Plan Amendment – Carlton Pointe  
SUP 18-08 Market Analysis and Trip Generation Letter.  
SUP 18-08 Neighborhood Meeting Summary  
SUP 04-02 Final Conditions for Carlton Pointe PUD Master Plan and Subdivision  
Traffic Assessment Letter prepared by Ramey Kemp and Associates  
Traffic Impact Analysis Review: Jonesville Road by Stantec Consulting Services

# SUP 18-08 PUD Master Plan Amendment – The Townes at Carlton Pointe



 Special Use Permit location



1 in = 200 ft



**Section B.**

**SUMMARY INFORMATION – (SHOW ON PLANS)**

DEVELOPMENT NAME: The Townes at Carlton Pointe

LOCATION: 4521, 4522, 4541 and 4542 Vineyard Pine Lane, Rolesville, NC 27571

Show Wake County Property Identification (PIN) Number(s) on plan. Submit PIN Map. *See Submittal Checklist on front page.*

ZONING DISTRICT: OP TOTAL SITE ACREAGE: 5.8 on Vineyard Pines

SPECIAL USE REQUESTED:

Residential Town Houses

OWNER/DEVELOPER: Owner: Haynes Investment Properties LLC

NAMES(S): Developer: Carlton Group of North Carolina, LLC

ADDRESS: 5856 Faringdon Place, Suite 200, Raleigh, NC 27609

TELEPHONE: 914-403-7852 FAX: 845-371-6611

EMAIL: morcarlton@aol.com

STAFF CONTACT FOR COMMENTS OR QUESTIONS:

NAMES(S): George M. McIntyre, P.E.

4932b Windy Hill Drive

ADDRESS: Raleigh, NC 27609

TELEPHONE: 919-427-5227 FAX: n/a

EMAIL: macmcintyre@gmail.com

**OWNER'S 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.*

Haynes Investment Properties LLC

Date: 10-15-2018

Signed: By: Lawrence R. Haynes III

STATE OF NC  
COUNTY OF WAKE

Bronck N. Haynes

**Section C.**

**APPLICANT STATEMENT**

SEE ATTACHED SHEET

Section 3.6.2 of the Unified Development Ordinance (UDO) imposes the following FINDINGS before a special use permit may be issued. Please address each of them in the area below as they relate to this request. The applicant should be prepared to demonstrate that, if the land is used in a manner consistent with the plans, specifications, and other information presented to the Town Board of Commissioners, the proposed use will comply with each of the following findings. *(Attach additional sheets if necessary):*

1. That the proposed development and/or use will not materially endanger the public health or safety;

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2. That the proposed development and/or use will not substantially injure the value of adjoining property;

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3. That the proposed development and/or use will be in harmony with the scale, bulk, coverage, density, and character of the neighborhood in which it is located;

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4. That the proposed development and/or use will generally conform with the Comprehensive plan and other official plans adopted by the Town;

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5. That the proposed development and/or use is appropriately located with respect to transportation facilities, water and sewer supply, fire and police protection, and similar facilities;

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6. That the proposed development and/or use will not cause undue traffic congestion or create a traffic hazard;

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SPECIAL/CONDITIONAL USE APPLICATION  
SECTION C  
Page 3 of 4

APPLICANT STATEMENT.

THAT THE PROPOSED DEVELOPMENT AND/OR USE WILL NOT MATERIALLY ENDANGER THE PUBLIC HEALTH OR SAFETY;

1. The proposed development consists of 58 Townhouses ("TH") and is located about 250 feet from Jonesville Road, a feeder to the new 401 By-Pass and old 401. The development will be serviced by public sewers, public water, adequate drainage and all utilities. This single-family TH community is located in an area where public health and safety will not be endangered.

THAT THE PROPOSED DEVELOPMENT AND/OR USE WILL NOT SUBSTANTIALLY INJURE THE VALUE OF ADJOINING PROPERTY;

2. The proposed development will consist of TH in the \$250,000 price range. It will have adequate guest parking. The TH will offer opportunities for young families starting up the ladder of home ownership. Historically, TH owners maintain their homes to be in pristine condition with the assistance of a HOA. The TH community will complement the adjoining residential properties, and not substantially injure the value of adjoining property. In regard to the adjacent ABC Store and the new Charter School, the TH will not cause any injury to property value.

THAT THE PROPOSED DEVELOPMENT AND/OR USE WILL BE IN HARMONY WITH THE SCALE, BULK, COVERAGE, DENSITY, AND CHARACTER OF THE NEIGHBORHOOD IN WHICH IT IS LOCATED;

3. The proposed development will be in harmony with the scale, bulk, and character of the neighborhood in which it is located. Of course, TH are not exactly the same as detached houses, but they are in HARMONY with them. Although coverage and density of TH communities are greater than that of detached homes, TH are complementary to detached homes. Applicant recently completed development of Carlton Park, a community with 70 detached homes and 48 TH, off of Mitchell Mill Road and Forestville Road. The scale, bulk, coverage, density and character of the detached homes and TH in that community are in harmony with each other and are compatible. The same will hold true at this TH community.

THAT THE PROPOSED DEVELOPMENT AND/OR USE WILL GENERALLY CONFORM WITH

THAT THE PROPOSED DEVELOPMENT AND/OR USE IS APPROPRIATELY LOCATED WITH RESPECT TO TRANSPORTATION FACILITIES, WATER AND SEWER SUPPLY, FIRE AND POLICE PROTECTION, AND SIMILAR FACILITIES;

5. This TH community will be serviced with municipal water and sewer supply, and will be close to fire and police departments. It will be close to any Rolesville transportation facilities that may exist (although they may not exist at this time). As far as private auto transportation, the project is just off Jonesville Road and can access the new 401 By-Pass by turning left and the established areas of Rolesville by turning right on to Jonesville Road and then on to old 401, Louisburg Road.

THAT THE PROPOSED DEVELOPMENT AND/OR USE WILL NOT CAUSE UNDUE TRAFFIC CONGESTION OR CREATE A TRAFFIC HAZARD;

6. The project consists of 58 TH. The traffic study by Ramey Kemp, traffic consultants (attached hereto) states that the project "will have minimal impact on the surrounding roadway network".

(G) The proposed development and use will comply with Town requirements after the requested Zone Change and Special Use Permit are granted and approved. It will be in keeping with the new ordinance for development of the adjacent property fronting on old 401, Louisburg Road.



## Jonesville Road Townhomes

PIN	Owner	Mail Address 1	
1758445840	PATRICK, JARED PATRICK, ALICIA	111 PRIDES CRSG	ROLESVILLE NC 2757
1758445944	CARLTON GROUP OF NC LLC	5856 FARINGDON PL STE 200	RALEIGH NC 27609-4
1758446810	KIRSCH, LOUIS J KIRSCH, FAYE A	115 PRIDES CRSG	ROLESVILLE NC 2757
1758446880	WILLIAMS, JONATHAN B WILLIAMS, STEPHANIE	119 PRIDES CRSG	ROLESVILLE NC 2757
1758447851	LAZARO, ADAMS RODRIGUEZ, CLAUDIA	123 PRIDES CRSG	ROLESVILLE NC 2757
1758448821	MOORE, GREGORY KEITH MOORE, KIMBERLY NORWOOD	127 PRIDES CRSG	ROLESVILLE NC 2757
1758449816	PSC HOMES LLC	2133 ROLLING ROCK RD	WAKE FOREST NC 27
1758449913	POWELL, BARRY G JR POWELL, SUSAN M	324 BENDEMEER LN	ROLESVILLE NC 2757
1758453022	HAYNES INVESTMENT PROPERTIES LLC	1924 TORREY PINES PL	RALEIGH NC 27615-3
1758453307	WAKE COUNTY BOARD OF ALCOHOLIC CONTROL	CRAIG PLEASANTS	1212 WICKER DR
1758455033	HAYNES INVESTMENT PROPERTIES LLC	1924 TORREY PINES PL	RALEIGH NC 27615-3
1758455319	HAYNES INVESTMENT PROPERTIES LLC	1924 TORREY PINES PL	RALEIGH NC 27615-3
1758457035	HAYNES INVESTMENT PROPERTIES LLC	1924 TORREY PINES PL	RALEIGH NC 27615-3
1758457329	HAYNES INVESTMENT PROPERTIES LLC	1924 TORREY PINES PL	RALEIGH NC 27615-3
1758458905	TRUSTEE FOR THE BOBBY L. MURRAY MARITAL TRUST	J BRENT KING	PO BOX 40639
1758459010	GONSALVES, TONJA	320 BENDEMEER LN	ROLESVILLE NC 2757
1758459017	ROMANO, JASON V ROMANO, DANIELLE R	316 BENDEMEER LN	ROLESVILLE NC 2757
1758459114	GREGORY, GEORGE E GREGORY, CHARLENE	310 BENDEMEER LN	ROLESVILLE NC 2757
1758459201	GRZYB, LARRY A GRZYB, RHONDA E	306 BENDEMEER LN	ROLESVILLE NC 2757
1758459209	BRYANT, DEREK BRYANT, BRIANNE MICHELE	302 BENDEMEER LN	ROLESVILLE NC 2757
1758459317	PATRICK, JONATHAN C FIESER, NICOLE M	403 SHORT HILLS LN	ROLESVILLE NC 2757



**EXISTING PUD DATA:**

- TOTAL ACREAGE -- 132.36 ACRES
- PROPOSED USE-- SINGLE FAMILY DETACHED HOMES
- TOTAL LOTS APPROVED --- 300 LOTS
- EXISTING PUD ZONING -- R&PUD
- TOTAL DENSITY -- 300 LOTS/ 132.36 ACRES = 2.26 UNITS /ACRE
- TOTAL OPEN SPACE PROVIDED -- 45.39 ACRES
- TOTAL % OPEN SPACE -- 45.39AC./ 132.36 AC. = 34%



**CAA ENGINEERS, Inc.**  
 Professional Engineers  
 1233 Heritage Links Drive  
 Wake Forest, North Carolina 27787  
 919-625-6755  
 © CAA Engineers, Inc. All Rights Reserved  
 C-2151



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**EXISTING OVERALL PUD SITE PLAN  
 THE TOWNES AT CARLTON POINTE  
 AMENDED CARLTON POINTE MASTER PLAN**  
 JONESVILLE ROAD  
 Rolesville, Wake County, North Carolina

Job No. \*\*\*\*\*  
 Dwg No. **C-1**

SPENCER FULLER HOPKINS  
 D.B. 1112, PG. 65  
 PLAN NO. 1758.03-43-0100

E. NALDER SCARBORO  
 A PART OF  
 D.B. 2481, PG. 588  
 S.M. 1977, PG. 218  
 PLAN NO. 1758.03-43-0100

OSWALD W. SCARBORO, JR.  
 D.B. 2481, PG. 588  
 S.M. 1977, PG. 218  
 PLAN NO. 1758.03-43-0100  
 WAKE COUNTY

BOBBY HAROLD MOORE  
 D.B. 1782, PG. 117  
 S.M. 1972, PG. 117  
 PLAN NO. 1758.03-43-0100  
 WAKE COUNTY

W. T. THOMPSON  
 D.B. 2481, PG. 588  
 S.M. 1977, PG. 218  
 PLAN NO. 1758.03-43-0100  
 WAKE COUNTY

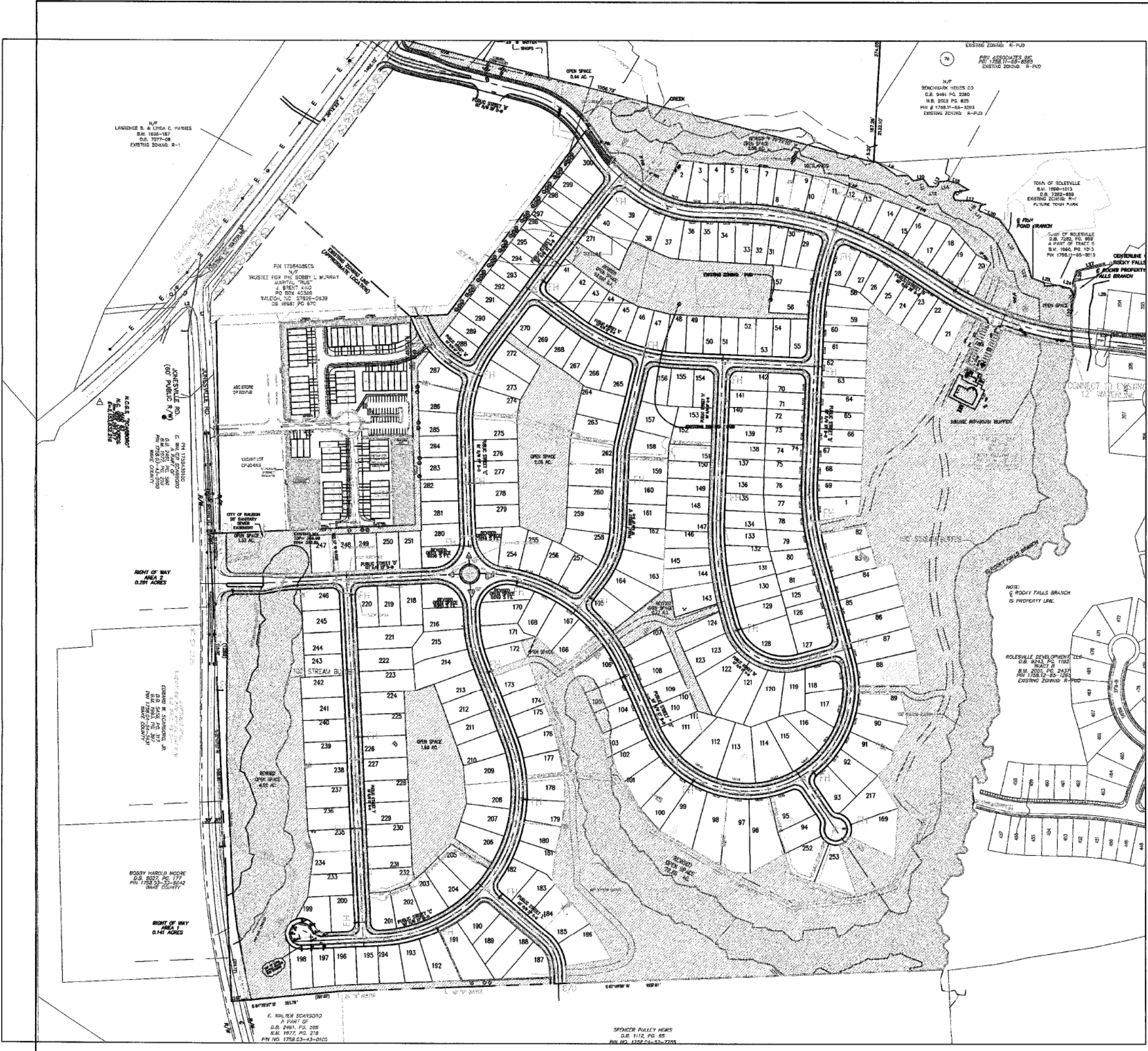
L. F. LARSEN & LINDA C. HAYES  
 D.B. 1865-187  
 S.M. 2077-66  
 EXISTING ZONING: R-1

PIN 1738.038005  
 TRUSTEE FOR THE ESTATE OF L. MURRAY  
 MARITAL TRUST  
 SHERIDAN ROAD  
 PO BOX 40338  
 RALEIGH, NC 27613-0338  
 DB 1868B, PG. 672

PIN # 1728.11-68-2187  
 EXISTING ZONING: R-PUD  
 R/F  
 BENCHMARK HOLDINGS CO  
 D.B. 9481, PG. 2380  
 S.M. 2002, PG. 825  
 PLAN # 1728.11-68-2187  
 EXISTING ZONING: R-PUD

LOCATION OF PUD BRAN ACCESS TO  
 ROLESVILLE TOWN PARK TO BE SECURED  
 BY TOWN OF ROLESVILLE  
 TOWN OF ROLESVILLE  
 S.M. 1982-1913  
 D.B. 2785-889  
 EXISTING ZONING: R-1  
 PUBLIC ROAD PLAN  
 PIN 1733.11-65-8915

NOTE: C. ROCKY FALLS BRANCH  
 IS PROPERTY LINE.  
 MOLESVILLE DEVELOPMENT TRACT  
 D.B. 9422, PG. 1782  
 S.M. 2021, PG. 2429  
 PLAN 1748.11-65-1155  
 EXISTING ZONING: R-PUD



**EXISTING PUD DATA:**

- TOTAL ACREAGE -- 132.36 ACRES
- PROPOSED USE-- SINGLE FAMILY DETACHED HOMES
- TOTAL LOTS APPROVED -- 300 LOTS
- EXISTING PUD ZONING -- R&PUD
- TOTAL DENSITY -- 300 LOTS/ 132.36 ACRES= 2.26 UNITS /ACRE
- TOTAL OPEN SPACE PROVIDED -- 45.39 ACRES
- TOTAL % OPEN SPACE -- 45.39AC./ 132.36 AC. = 34%

**NEW AMMENDED PUD SITE DATA:**

- TOTAL ORIGINAL PUD ACREAGE -- 132.36 ACRES
- TOTAL NEW PUD ACREAGE TO BE ADDED -- 5.8 ACRES
- TOTAL ACREAGE NEW AMMENDED PUD -- 138.16 ACRES
- TOTAL LOTS NEW AMMENDED PUD -- 357 LOTS
- AVERAGE DENSITY NEW AMMENDED PUD = 357 LOTS / 138.16 ACRES = 2.58 LOTS / ACRE
- TOTAL OPEN SPACE NEW AMMENDED PUD 45.86 ACRES
- 45.39 ORIGINAL OPEN SPACE PLUS .47 ACRES NEW OPEN SPACE
- TOTAL % OPEN SPACE NEW PUD 45.86 ACRES / 138.16 TOTAL ACRES = 33.1 %

**NEW AMMENDED TOWNHOME PUD SITE DATA:**

- TOTAL TOWNHOME AREA TO REZONED -- 5.8 ACRES
- TOTAL EXISTING LOTS - 4 LOTS
- PIN # 4 LOTS - PIN 1758455319 PIN 1758457329  
PIN 1758455033 PIN 1758457035
- EXISTING ZONING OF NEW PROPOSED PUD ACREAGE -- OP
- PROPOSED ZONING OF NEW PUD ACREAGE -- R&PUD
- REFER TO SHEET C-4 FOR SETBACK AND PARKING DATA



**caaENGINEERS, Inc.**  
Professional Engineers  
1233 Heritage Links Drive  
Wake Forest, North Carolina 27587  
919-625-6755  
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C-2151



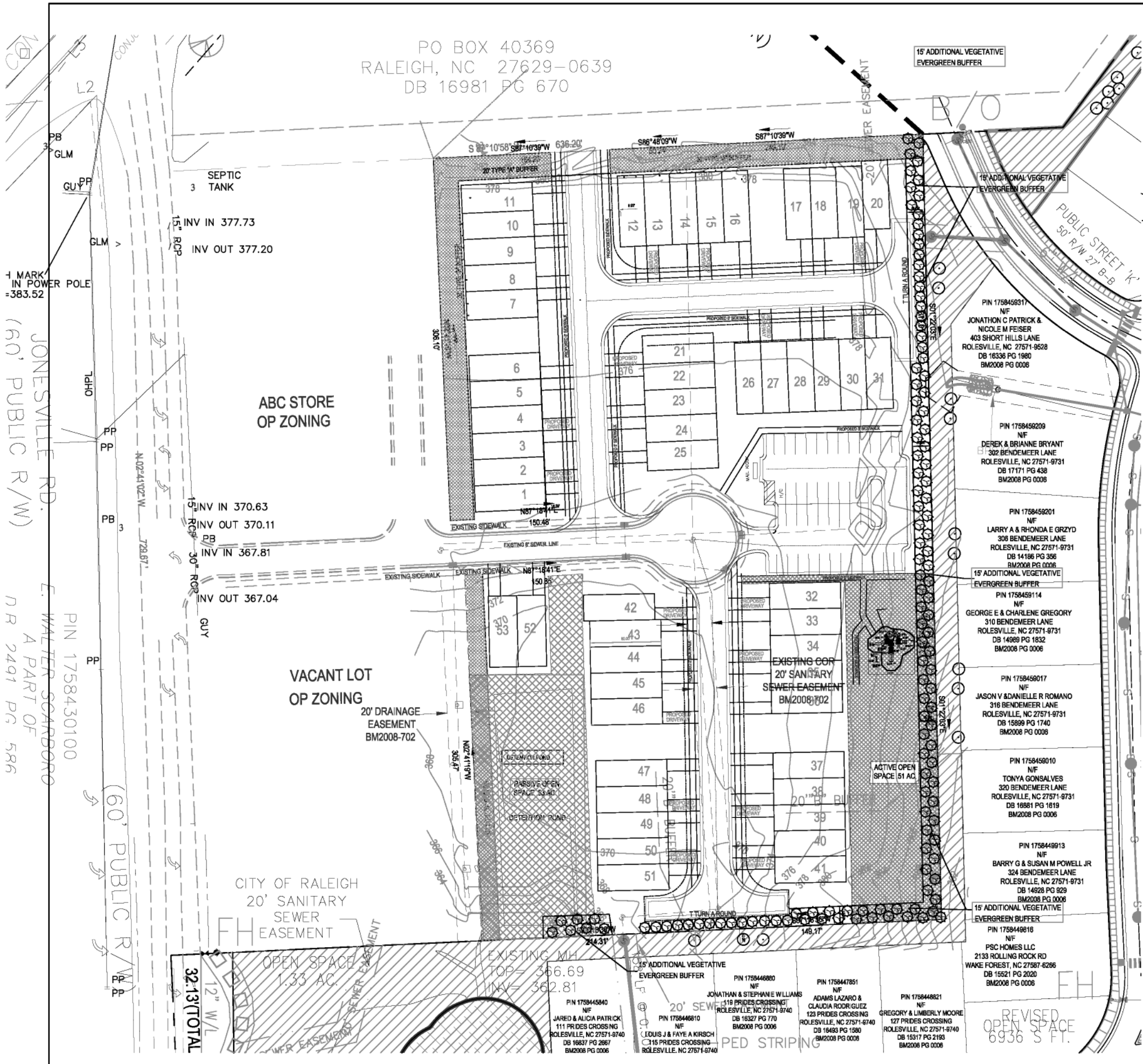
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**AMMENDED OVERAL PUD LAYOUT  
THE TOWNES AT CARLTON POINTE  
AMMENDED CARLTON POINTE MASTER PLAN**  
JONESVILLE ROAD  
Rolesville, Wake County, North Carolina



Job No. \*\*\*\*\*  
Dwg No. **C-2**





PO BOX 40369  
RALEIGH, NC 27629-0639  
DB 16981 PG 670

JONESVILLE RD.  
60' PUBLIC R/W  
E. WALTER SCARBORO  
A PART OF  
NR 2491 PG 586

SEPTIC TANK  
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INV IN 377.73  
INV OUT 377.20

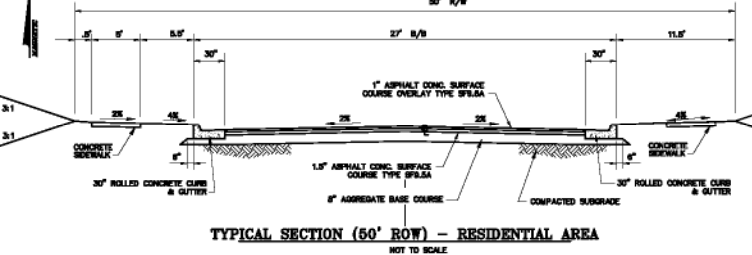
ABC STORE  
OP ZONING

INV IN 370.63  
INV OUT 370.11  
INV IN 367.81  
INV OUT 367.04

VACANT LOT  
OP ZONING

CITY OF RALEIGH  
20' SANITARY  
SEWER EASEMENT

OPEN SPACE  
1.33 AC.  
32.13 TOTAL



**TOWNHOME PARKING REQUIREMENTS:**

- CALCULATE REQUIRED PARKING:**
- TOTAL OF 53 UNITS @ 3 BEDROOMS / UNIT = 159 BEDROOMS
- 53 UNITS X 2.5 SPACES / UNIT = 133 SPACES
- VISITOR PARKING REQUIRED - 53 UNITS X 1 SPACE / 4 UNITS = 14 SPACES
- PARKING FOR MAIL - 3 SPACES + 1 HANDICAP SPACE
- TOTAL REQUIRED PARKING --- 151 SPACES

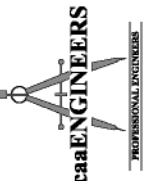
- PROVIDED PARKING:**
- PARKING PROVIDED IN DRIVEWAYS AND GARAGE - 106 SPACES
- 53 UNITS X 2 SPACES / UNIT = 106 SPACES
- OFFSTREET PARKING SPACES PROVIDED - 48 SPACES
- TOTAL PROVIDED PARKING - 152 SPACES
- TOTAL OPEN SPACE - .47 ACRES

- BUILDING SETBACKS - TOWNHOMES**
- FRONT YARD - BUILDING TO R/W -- 15' MINIMUM
- REAR YARD -- 15' MINIMUM
- SIDE YARD -- 5' MINIMUM
- SPACING BETWEEN BUILDINGS -- 30' MINIMUM

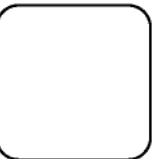
- NEW AMMENDED TOWNHOME PUD SITE DATA:**
- TOTAL TOWNHOME AREA TO REZONED -- 5.8 ACRES
- TOTAL EXISTING LOTS - 4 LOTS
- EXISTING ZONING OF NEW PROPOSED PUD ACREAGE -- OP
- PROPOSED ZONING OF NEW PUD ACREAGE -- R&PUD
- ACTIVE OPEN SPACE - .51 ACRES
- PASSIVE OPEN SPACE (NOT INCLUDING PARKING AREA) - .53 ACRES



**CAA ENGINEERS, Inc.**  
Professional Engineers  
1233 Heritage Links Drive  
Wake Forest, North Carolina 27587  
919-625-6755  
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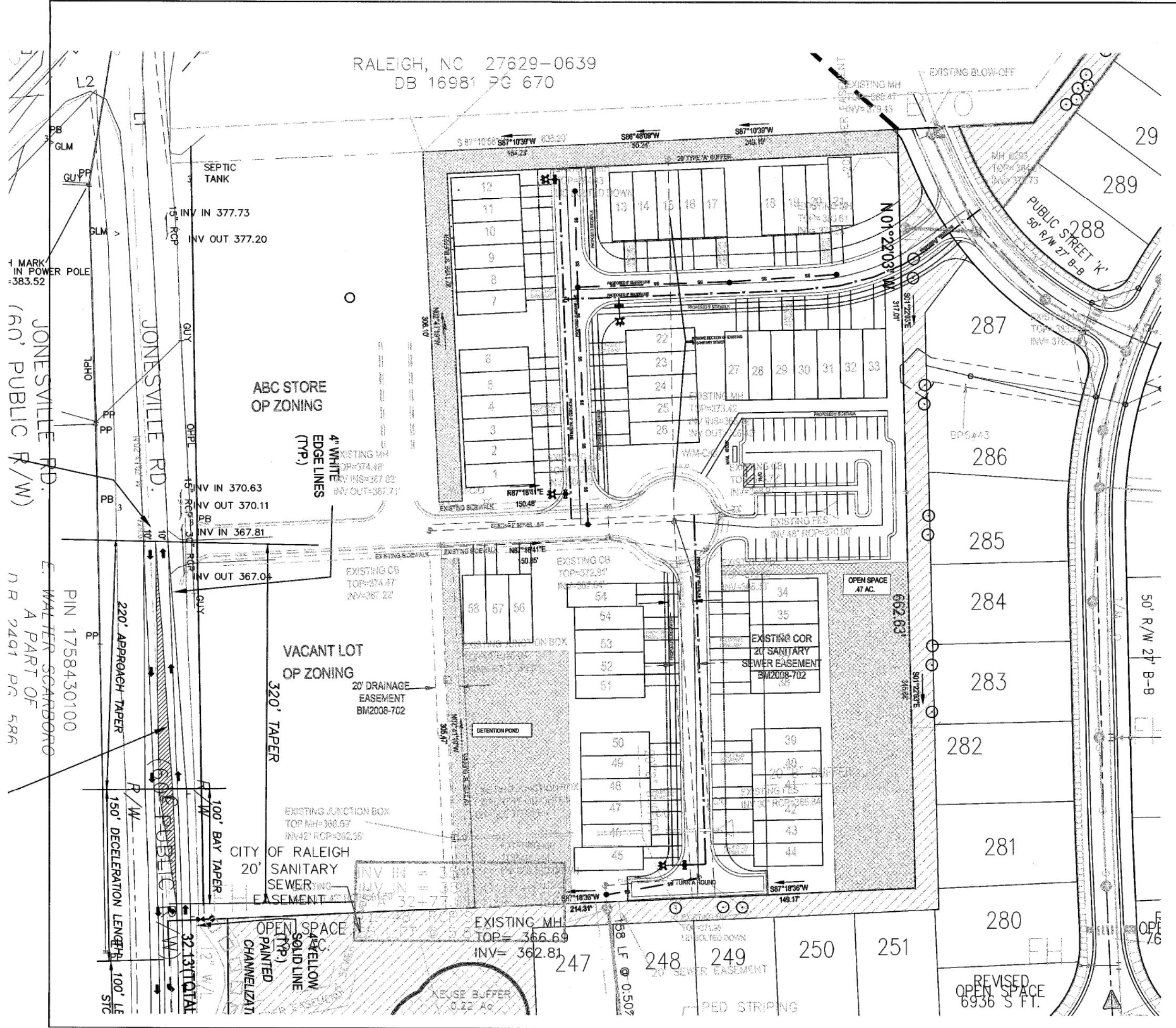
**TOWNHOME SITE PLAN**  
**THE TOWNES AT CARLTON POINTE**  
**AMMENDED CARLTON POINTE MASTER PLAN**  
JONESVILLE ROAD  
Rolesville, Wake County, North Carolina

Job No. \*\*\*\*\*  
Dwg No. **C-4**

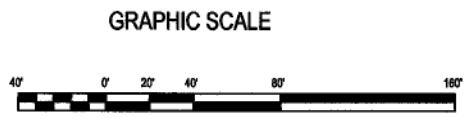
REVISED  
OPEN SPACE  
6936 S.F.T.



RALEIGH, NC 27629-0639  
DB 16981 PG 670



NOTE:  
ALL CONSTRUCTION SHALL BE  
IN ACCORDANCE WITH TOWN OF ROLESVILLE  
AND CITY OF RALEIGH STANDARDS AND SPECIFICATIONS



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Professional Engineers  
1233 Heritage Links Drive  
Wake Forest, North Carolina 27587  
919-625-6755  
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**PROPOSED UTILITY PLAN**  
**THE TOWNES AT CARLTON POINTE**  
**AMMENDED CARLTON POINTE MASTER PLAN**  
JONESVILLE ROAD  
Rolesville, Wake County, North Carolina

Job No. \*\*\*\*\*  
Dwg No. **C6**

ARCHITECTURAL CONCEPT

**PLANNED PRODUCT DETAILS**

- Two-Story Townhomes
- Main-Floor and Second-Floor Master Bedroom Plans
- One-Car Garage Plans
- 2000+ sq. ft.
- Stone Accents
- Granite Countertops
- Stainless Steel Appliance Packages

**COMMUNITY OVERVIEW**

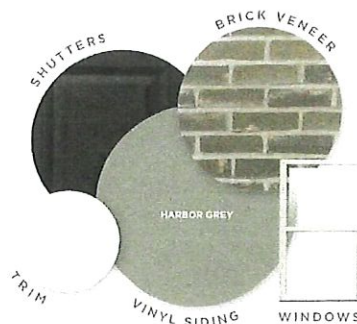
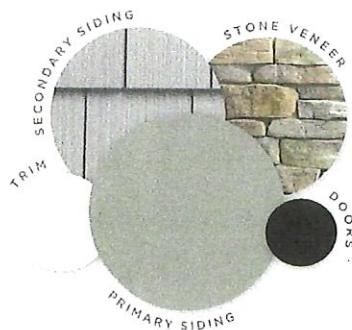
- From the Mid \$200s
- Average Lot Size: .03 ac
- Total Number of Homes: 54
- Amenities: Open Space and Tot Lot

**DESIGN PERSPECTIVES - FRONT**



Front Elevation - 6 Unit Building - 22' Front Garage Townhouses

**COLOR SCHEMES | For Illustrative Purposes Only**



PROJECTED  
ROLESVILLE  
TOWNHOME  
PROJECT - 2019

5000 Falls of Neuse Road  
Suite 100  
Raleigh, NC 27609



## ROLESVILLE MAIN STREET VISION PLAN

The Rolesville Main Street Vision Plan is a thick book planning future land use in the Town of Rolesville. It was prepared by independent planning consultants in partnership with Town officials and Town planning professionals.

Please refer to Page 109 of the Plan, which page is included in this Carlton Group Townhome presentation.

You will note that fronting on Main Street and adjacent to the ABC Store, the Vision Plan indicates that Apartments will be built.

Toward the rear of the Vineyard Pines Lane property, the Vision Plan indicates that Townhomes will be built.

The Plan also shows Townhomes behind the Carlton Pointe homes on Bendemeer Lane, between Short Hills Lane and Virginia Water Drive.

The Carlton Group proposal to build Townhomes on Vineyard Pines Drive is in keeping with the Main Street Vision Plan because it incorporates the plan's concepts into the adjacent property.

Since the Vineyard Pines property has not found any commercial/office users in the past 10 years, its viability for those uses has been proven to be minimal. The Vision Plan proposes 57,000 sq.ft. for retail along Main Street. That prime location will attract any potential commercial space user interested in Rolesville to the detriment of the Vineyard Pines lots.

Townhomes on Vineyard Pines make the most sense for the Town and for that property.

Regarding Value Maintenance, the Jim Allen Report states:

“The introduction of townhomes will not diminish the resale value of the existing detached single family homes adjacent to the proposed location (or elsewhere). Consider two highly successful communities in the Triangle: Heritage (Wake Forest) and Brier Creek (Durham). These two communities were designed specifically to meet the housing, recreation and shopping needs of a broad homebuyer profile. In both communities, townhomes, priced in the \$225K to \$275K range, have been built adjacent to executive homes priced from \$600K to \$900K. There is no evidence, from a market valuation or appraisal perspective, that the townhomes have impacted the resale value of the detached homes in these communities.”

The Jim Allen Group is the largest volume seller of homes in the Triangle.

Again, townhomes on Vineyard Pines make the most sense for the Town and for that property.



Figure 6-15: Greenfield Development at Burlington Mills Road.

# CATALYST SITES & DEVELOPMENT DATA

## greenfield development at burlington mills road

### EXISTING CONDITIONS & CONTEXT

Largely undeveloped greenfield parcels characterize this section of Main Street. Burlington Mills Road currently intersects at a severe angle onto Main Street at a signalized intersection. Existing residential developments including Carlton Pointe, Wall Creek, and Cedar Lakes join these undeveloped parcels to the east. Some street stubs are available for future connections; however, there are also cul-de-sacs that prevent a connected street system. A limited number of out-parcel sites have developed along Main Street in this area in an auto-centric form with parking lots along the frontage and buildings setback more than 100' from the street. The context of Main Street and the development pattern in this area is characterized as a suburban transitional area. The Market Analysis report codified this area as the Central Development Area.

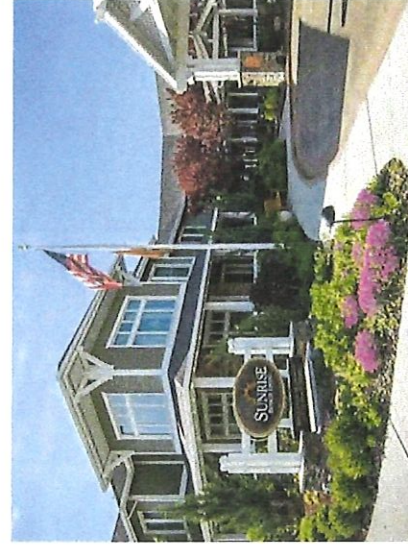
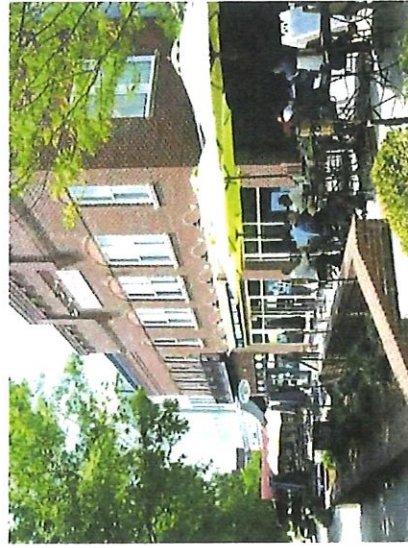


While three development locations were identified in the Market Analysis, the two most promising sites were explored in the Vision Plan.



## WHAT THE MARKET IS TELLING US

The market analysis reveals this as an area suitable as a housing village (or lifestyle village) that builds on the existing residential fabric yet expands the diversity of the offerings. The current pattern is exclusively single family residential. A limited amount of neighborhood convenience mixed use development could be supported with an approach to housing that is multi-generational.



### PROPOSED DEVELOPMENT PATTERN

The multi-modal transformation of Main Street will be a key component of the walkability for the proposed development. The other key transportation move is rerouting Burlington Mills Road, a recommendation of the 2017 Comprehensive Plan. The alignment shown differs slightly from the plan because of the higher traffic volumes on Burlington Mills Road. Granite Falls Boulevard is currently proposed to intersect with Main Street and Burlington Mills Road would then intersect with Granite Falls Boulevard, as indicated by the dashed line.

Where possible, the proposed street network connects to the existing neighborhoods stubs. The tree-lined blocks created are generally 400 feet in length to ensure walkability for residents. Many of the homes are alley fed which creates a continuous stretch of uninterrupted sidewalk along the public street edge. The removal of driveway cuts makes a much safer and more attractive environment for pedestrians and bicyclists.

The plan takes a sensitive approach to the environmental influences of the site including avoiding steep topography and incorporating stormwater best management practices. These include rain gardens, bioretention basins, and pervious pavement.

The development pattern focuses limited mixed use buildings at select gateways along Main Street with parking in the rear. The remainder of the Main Street frontage development is multi-family housing including townhomes, a senior living care facility, and apartments. The development transitions to narrow lot single family units as the street network connects to the existing neighborhoods. This residential village should incorporate any logical greenway connections along with opportunities for urban gardens and pocket parks for residents.

### KEY RECOMMENDATIONS

- Promote the development of a mixed income residential village near Burlington Mills Road with a variety of housing densities.
- Encourage a multi-generational neighborhood near Burlington Mills Road that allows for aging in place along with walkable amenities and access to services.
- Enhance connectivity in the Burlington Mills Road area by making street connections to the existing transportation network and ensuring new streets are created with multi-modal consideration.

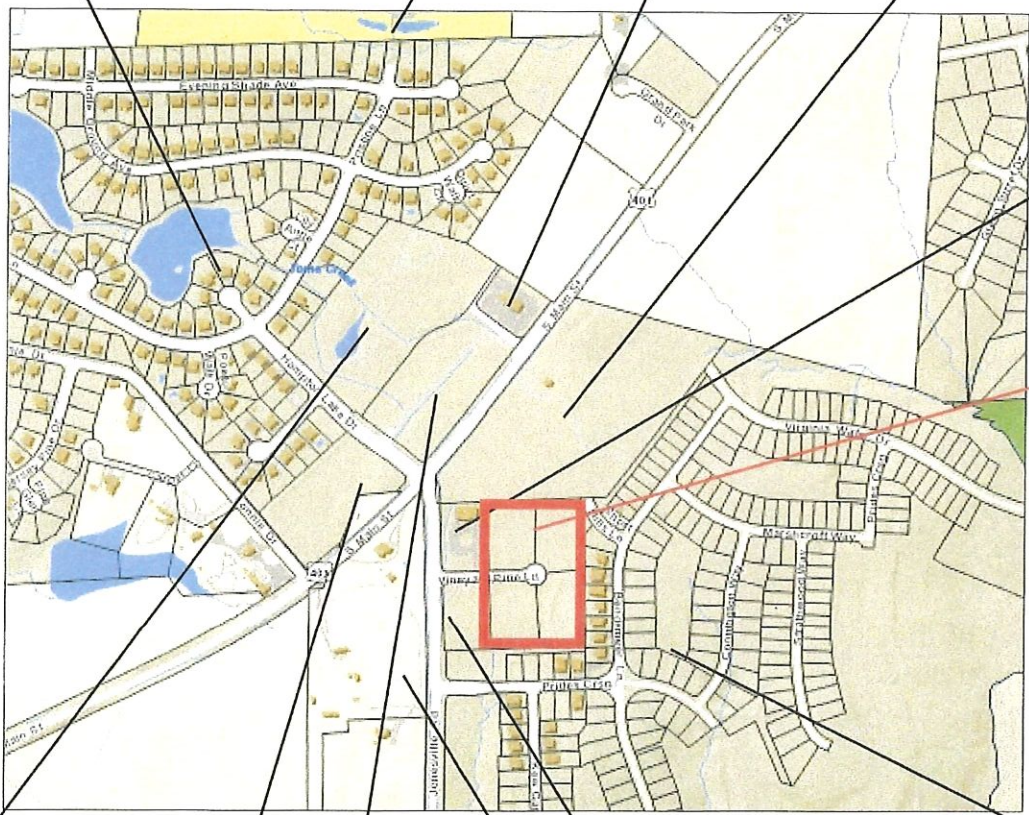
**PROPERTY LOCATION**

**HAMPTON POINTE**  
900 S Main Street  
Rolesville, NC 27571

**ROLESVILLE MIDDLE**  
4700 Burlington Mills Rd  
Rolesville, NC 27571

**BOJANGLES**  
900 S Main Street  
Rolesville, NC 27571

**BOBBY L. MURRAY TRUSTEE**  
Transferred 11/29/17  
15.03 ACRES | ZONED CO-SUD



**ABC STORE**  
4501 Vineyard Pine Ln  
Rolesville, NC 27571

**PROPOSED SITE**  
54 New Townhomes  
from the mid \$200s  
  
5.8 ACRES  
ZONED OP-SUD  
Tranferred 2/10/09

**CHARTER DEVELOPMENT COMPANY**  
Permit Date: 5/15/18 (TFR 2017)  
8.96 ACRES | ZONED CO

**HAYNES INVESTMENT PROPERTIES**  
Transfer date: 2/10/09  
1.45 ACRES | ZONED OP-SUD

**CARLTON POINTE**  
Custom Single Family  
from the \$300s

**HAMPTON POINTE ASSOCIATES**  
Transfer Date: 4/15/03  
4.09 ACRES | ZONED OP

**HAMPTON POINTE ASSOCIATES**  
Permit Date: 12/16/17 (TFR 2003)  
5.32 ACRES | ZONED CO

**SCARBORO**  
40.17 ACRES | ZONED R-1  
(TFR 2014)  
6.28 ACRES | ZONED R-1  
(TFR 2002)

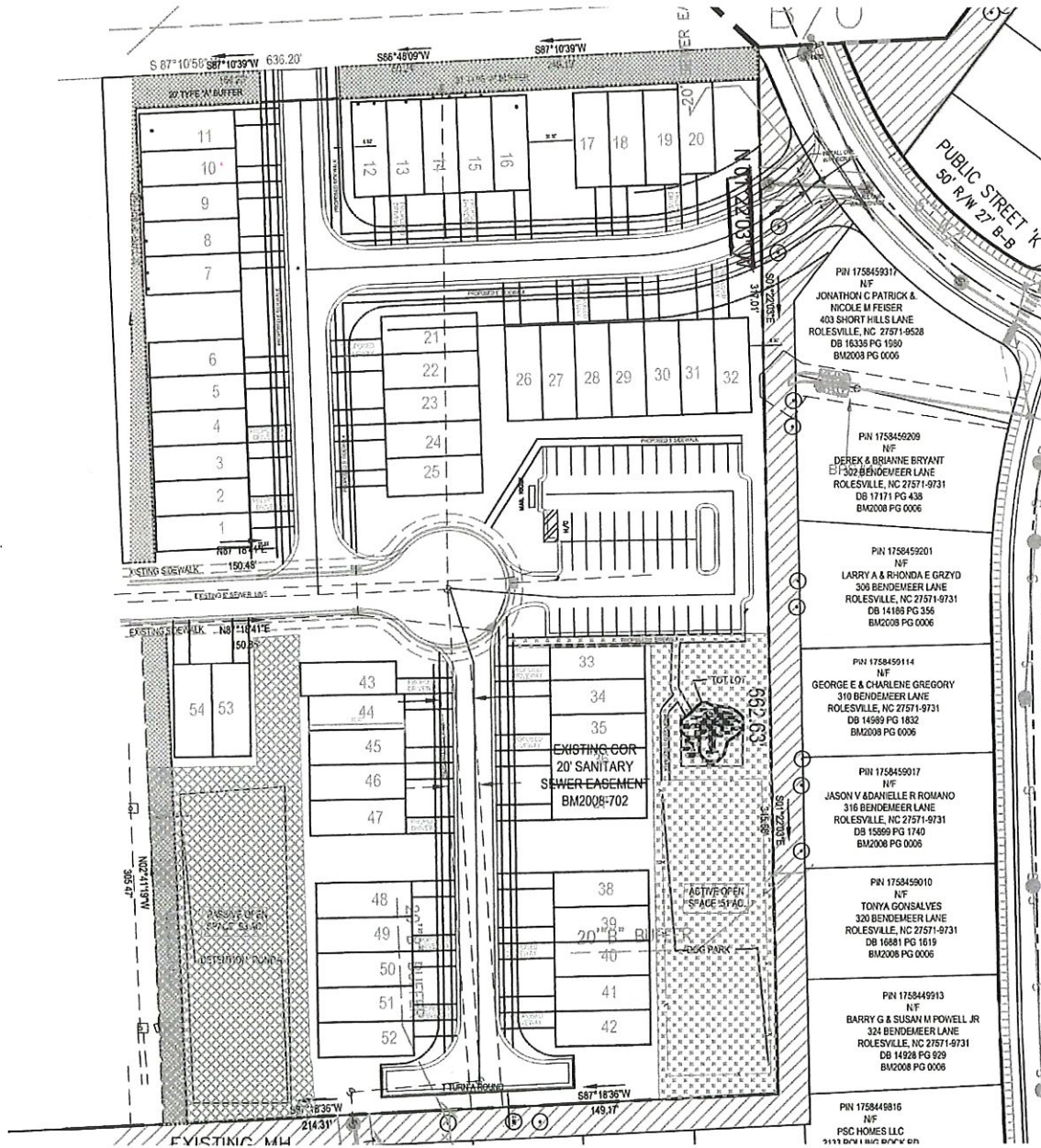
**MOORE**  
Transferred Date: 4/21/1998  
5.49 ACRES | ZONED R-1





PROPERTY LAYOUT

PROPOSED LAYOUT



PIN 1758459317  
 NF  
 JONATHAN C PATRICK &  
 NICOLE M FEISER  
 403 SHORT HILLS LANE  
 ROLESVILLE, NC 27571-9528  
 DB 15335 PG 1550  
 BM2008 PG 0006

PIN 1758459209  
 NF  
 DEREK & BRIANNE BRYANT  
 302 BENDEMEER LANE  
 ROLESVILLE, NC 27571-9731  
 DB 17171 PG 438  
 BM2008 PG 0006

PIN 1758459201  
 NF  
 LARRY A & RHONDA E GRZYD  
 308 BENDEMEER LANE  
 ROLESVILLE, NC 27571-9731  
 DB 14189 PG 356  
 BM2008 PG 0006

PIN 1758459114  
 NF  
 GEORGE E & CHARLENE GREGORY  
 310 BENDEMEER LANE  
 ROLESVILLE, NC 27571-9731  
 DB 14599 PG 1832  
 BM2008 PG 0006

PIN 1758459017  
 NF  
 JASON V ADANIELLE R ROMANO  
 316 BENDEMEER LANE  
 ROLESVILLE, NC 27571-9731  
 DB 15589 PG 1740  
 BM2008 PG 0006

PIN 1758459010  
 NF  
 TONYA GONSALVES  
 320 BENDEMEER LANE  
 ROLESVILLE, NC 27571-9731  
 DB 16681 PG 1619  
 BM2008 PG 0006

PIN 1758449913  
 NF  
 BARRY G & SUSAN M POWELL JR  
 324 BENDEMEER LANE  
 ROLESVILLE, NC 27571-9731  
 DB 14928 PG 929  
 BM2008 PG 0006

PIN 1758449816  
 NF  
 PSC HOMES LLC  
 311 BENDEMEER LANE

ARCHITECTURAL CONCEPT

**PLANNED PRODUCT DETAILS**

- Two-Story Townhomes
- Main-Floor and Second-Floor Master Bedroom Plans
- One-Car Garage Plans
- 2000+ sq. ft.
- Stone Accents
- Granite Countertops
- Stainless Steel Appliance Packages

**COMMUNITY OVERVIEW**

- From the Mid \$200s
- Average Lot Size: .03 ac
- Total Number of Homes: 54
- Amenities: Open Space and Tot Lot

**DESIGN PERSPECTIVES - FRONT**



Unit 'C'  
Elevation '1'

Unit 'D'  
Elevation '1'

Unit 'C'  
Elevation '2'

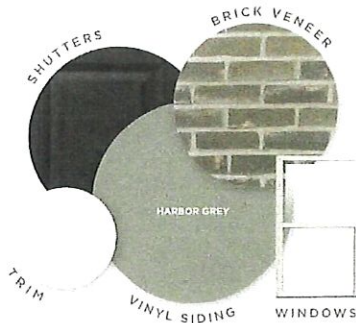
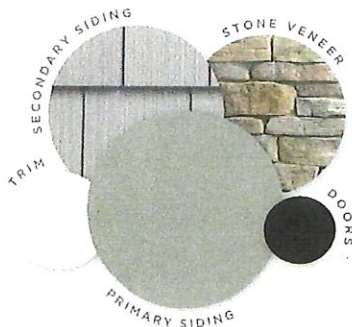
Unit 'D'  
Elevation '2'

Unit 'C'  
Elevation '3'

Unit 'D'  
Elevation '3'

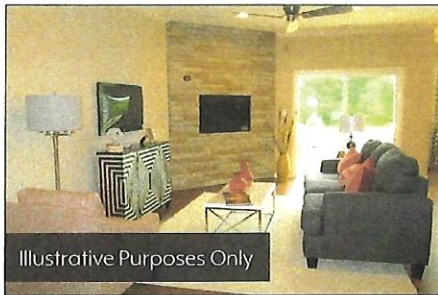
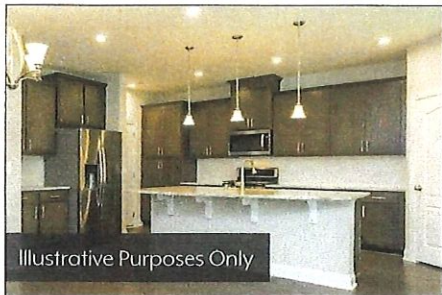
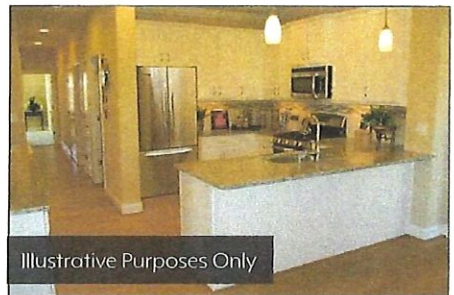
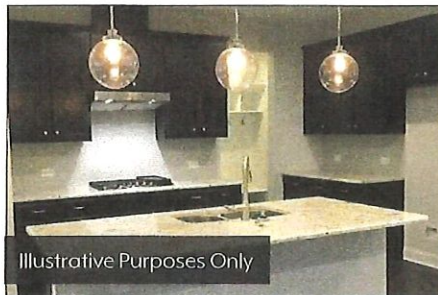
Front Elevation - 6 Unit Building - 22' Front Garage Townhouses

**COLOR SCHEMES | For Illustrative Purposes Only**



ARCHITECTURAL CONCEPT

DESIGN REFERENCES | For Illustrative Purposes Only





## MEDIAN SALES PRICE

### SINGLE FAMILY HOMES

**Jim Allen**  
Howard Perry & Walston Realtor

Office: 919-645-2114  
Cell: 919-876-8824  
[jim@jimallen.com](mailto:jim@jimallen.com)



#### Median Sales Price



Bishops Grant, Wake Forest: New Construction, Single-Family  
Each data point is 12 months of activity. Data is from December 18, 2018.

All data from TriangleMLS, Inc. Data deemed reliable, but not guaranteed. InfoSparks © 2018 ShowingTime.

### VALUE MAINTENANCE

The introduction of townhomes will not diminish the resale value of the existing detached single family homes adjacent to the proposed location (or elsewhere). Consider two highly successful communities in the Triangle: Heritage (Wake Forest) and Brier Creek (Durham). These two communities were designed specifically to meet the housing, recreation and shopping needs of a broad homebuyer profile. In both communities townhomes, priced in the \$225K to \$275K range, have been built adjacent to executive homes priced from \$600k to \$900k. There is no evidence, from a market valuation or appraisal perspective, that the townhomes have impacted the resale value of the detached homes in these communities.

MEDIAN SALES PRICE

TOWNHOMES

Jim Allen  
Howard Perry & Walston Realtor

Office: 919-645-2114  
Cell: 919-876-8824  
[jim@jimallen.com](mailto:jim@jimallen.com)



Median Sales Price



Bishops Grant, Wake Forest, New Construction, Townhouse  
Each data point is 12 months of activity. Data is from December 18, 2018.  
All data from TriangleMLS, Inc. Data deemed reliable, but not guaranteed. InfoSparks © 2018 ShowingTime.

C/O/P LAND VALUE VS. PROJECTED TOWNHOME SALES VALUE

The ABC Store is assessed at a \$1,100,000 value. If the four lots that we are buying are developed with similar buildings the assessed value will be \$1.1M X 4 = \$4.4M.

The proposed 54-unit townhome project selling for \$250,000, our projected average price, will yield an assessed value of \$13.5M. The project will provide a larger tax base for Wake County and Rolesville in addition to attracting residents to support the existing and planned commercial in the immediate area.

Dear Carlton Pointe Home Owner:

12/21/18

This report will update you about the Town House ("TH") community that we are planning for Vineyard Pines Drive, behind the ABC Store.

No Road Connection to Carlton Pointe:

We have revised the plans to show that the TH road will not be connected to Carlton Pointe. The 2 attached drawings show the site plan for the entire TH property and an enlarged drawing of the corner of the TH closest to Carlton Pointe. On both drawings, you will see that the TH road ends in a "T" shape and does not connect to Short Hills Lane. Thus, cars from TH will not enter Carlton Pointe. In addition, no cars can cut through Carlton Pointe to use the TH community as a short cut.

Front Elevation of the TH Buildings:

Perry Cox, AIA, the noted architect, has planned the front elevations of the TH to contain many of the elements of the Carlton Pointe houses – peaks with architectural features, stone and brick, metal roofing, window pediment heads, various window groupings and covered entrances. A drawing of the front elevations is attached.

Traffic Study:

Ramey Kemp Engineers, the Triangle's major traffic planner, has performed a traffic analysis of the roadways closest to the proposed TH community and have concluded that the 54 proposed TH will have a minimal effect on local traffic at Jonesville Road, Main Street and the 401 ByPass. Of course, with no connection to Carlton Pointe, the TH will not be able to get to Carlton Pointe's streets for any short cuts and there will not be any short cuts through Carlton Pointe via the TH.

Recreation:

The TH community will have a Tot Lot for children's recreation. With a Tot Lot in the TH community, there will be no reason for TH owners to trespass on to the Carlton Pointe Tot Lots. Of course, the Carlton Pointe club house and pool are kept under lock and key so no outsider can enter.

Value Maintenance:

At our public meetings in Rolesville Town Hall, marketing experts from the Jim Allen Group, the largest volume realtors in North Carolina, will explain that TH do not diminish the resale value of nearby detached houses. They will point out that upscale communities, such as, Heritage in Wake Forest and Brier Creek in Durham have TH adjacent to executive homes in the \$600,000 to \$900,000 range, and do not harm the resale value of the detached homes. There are many TH, priced between \$225,000 and \$275,000, in both of those neighborhoods, and both home styles are compatible. TH serve a different clientele than detached homes and there is a need for both.

We hope that this report helps with understanding the TH planning process.

We wish you Joyous Holidays, Merry Christmas and a Happy New Year.

Carlton Group of North Carolina, LLC

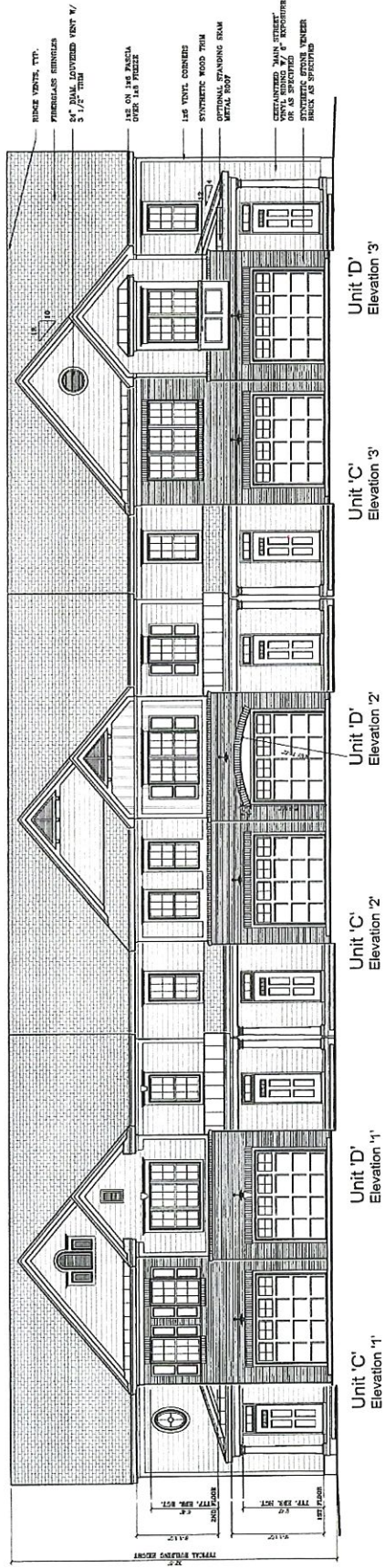
Skip Davis. [Skipd4@aol.com](mailto:Skipd4@aol.com)

Morton Silberberg. [morcarlton@aol.com](mailto:morcarlton@aol.com)

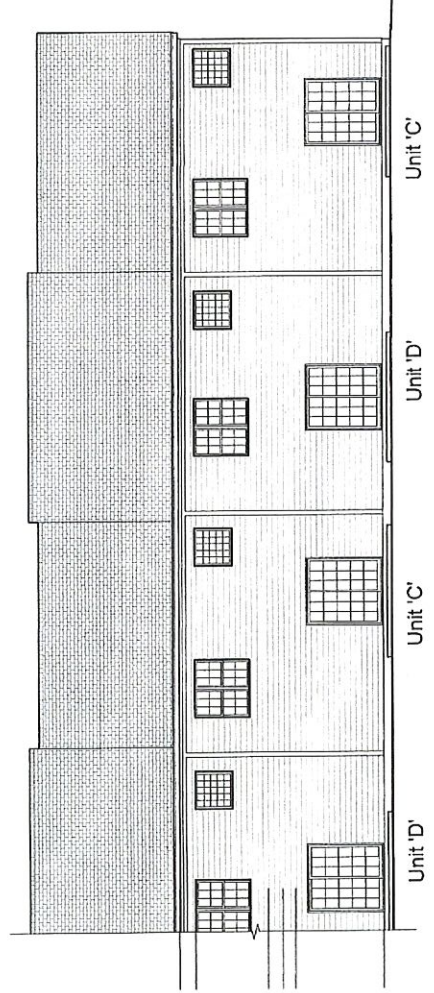
# Proposed Townhouses

Rolesville, North Carolina

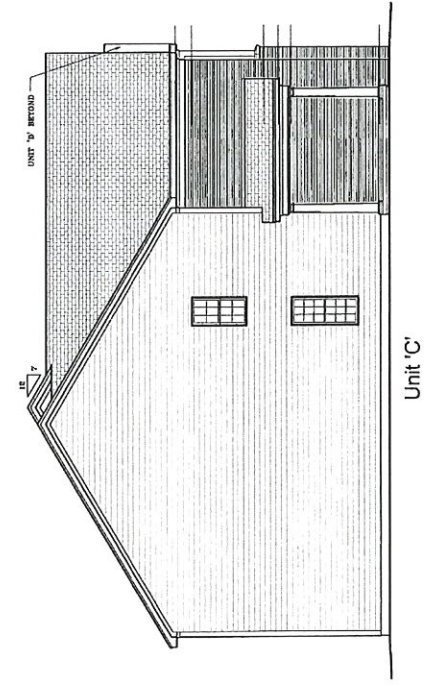
Carlton Group of North Carolina, LLC



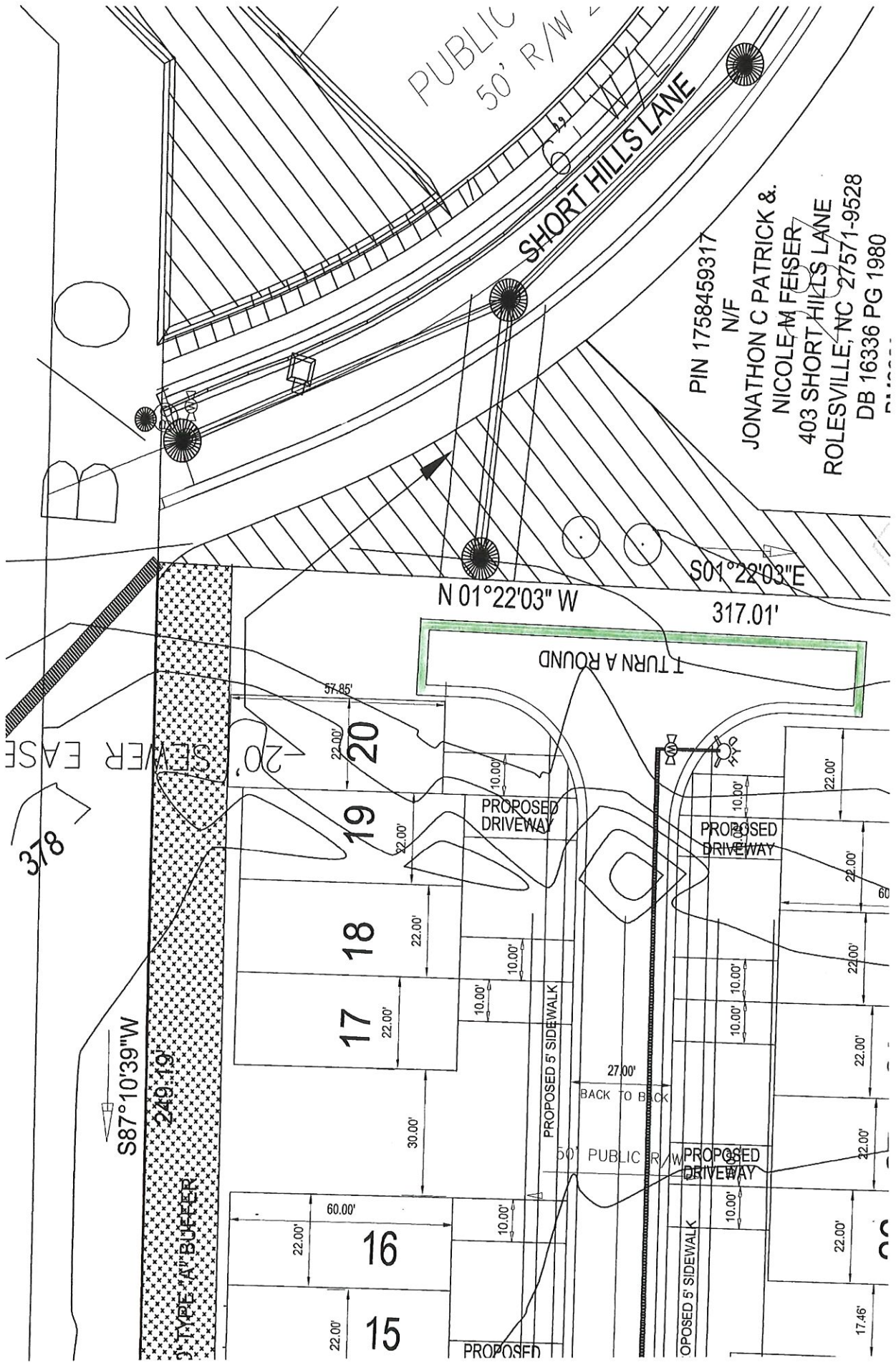
Front Elevation - 6 Unit Building - 22' Front Garage Townhouses



Rear Elevation - 6 Unit Building - 22' Front Garage Townhouses



Left Side Elevation



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 JONATHON C PATRICK &  
 NICOLE M FEISER  
 403 SHORT HILLS LANE  
 ROLESVILLE, NC 27571-9528  
 DB 16336 PG 1980



**CAENGINEERS, Inc.**  
 Professional Engineers  
 1233 Heritage Lakes Drive  
 Wake Forest, North Carolina 27587  
 910.535.8755  
 C-2151

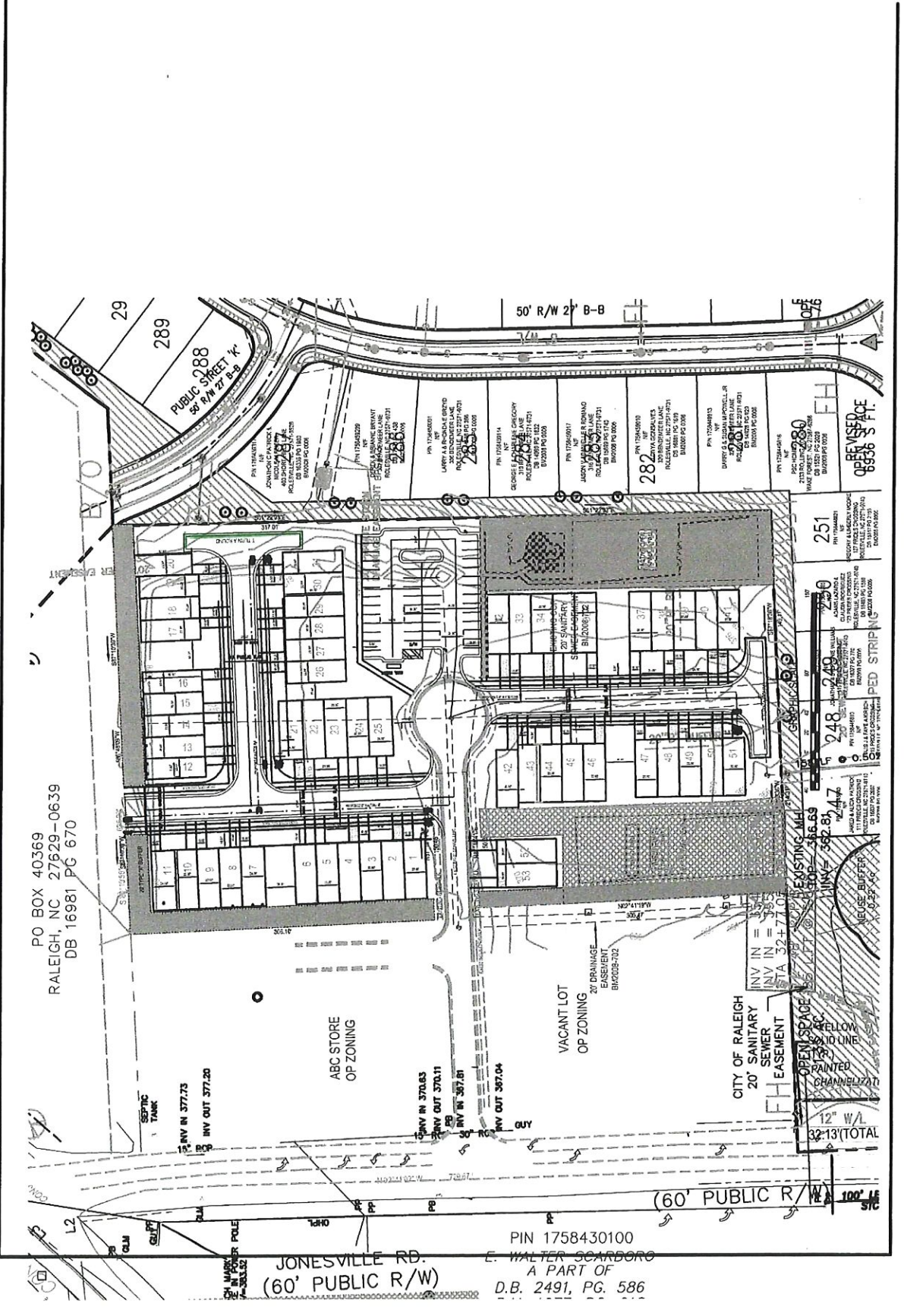


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**SKETCH CONCEPT PLAN**  
 AMENDED CARLTON POINTE MASTER PLAN  
 JONESVILLE ROAD  
 Rolesville, Wake County, North Carolina

Job No. \_\_\_\_\_  
 Day No. \_\_\_\_\_  
**C4**



PO BOX 40369  
 RALEIGH, NC 27629-0639  
 DB 16981 PG 670

JONESVILLE RD.  
 (60' PUBLIC R/W)  
 PIN 1758430100  
 E. WALTER SCARBORO  
 A PART OF  
 D.B. 2491, PG. 586

REVISED SHEET  
 06936



RAMEY KEMP & ASSOCIATES, INC.  
 5808 Faringdon Place, Suite 100  
 Raleigh, NC 27609  
 Phone: 919-872-5115  
 www.rameykemp.com

December 20, 2018

Danny Johnson  
 Town of Rolesville  
 Planning Director  
 502 Southtown Circle  
 Rolesville, NC 27571

Subject: **Trip Generation Letter** – Jonesville Road Townhomes  
 Rolesville, North Carolina

Dear Mr. Johnson:

This letter provides an estimate of the trip generation for the proposed Jonesville Road Townhomes located at the southeastern quadrant of Jonesville Road and Louisburg Road in Rolesville, North Carolina. The proposed development is anticipated to consist of 54 townhomes.

According to the Unified Development Ordinance (UDO), the Town of Rolesville (Town) requires a Traffic Impact Study if a proposed development is expected to generate 1,000 or more added vehicle trips to or from the site during a 24-hour period and/or 100 or more added vehicle trips to or from the site during the peak traffic hour.

**Trip Generation**

Average weekday daily, weekday AM peak hour, and weekday PM peak hour trips for the proposed development were estimated using methodology contained within the ITE *Trip Generation Manual*, 10th Edition. Refer to Table 1 for a summary of the trip generation.

**Table 1: Site Trip Generation**

Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	Weekday AM Peak Hour Trips (vph)		Weekday PM Peak Hour Trips (vph)	
			Enter	Exit	Enter	Exit
Multifamily Housing (Low-Rise) (220)	54 units	367	6	21	21	13



As shown in Table 1, it is estimated the site is expected to generate approximately 367 trips during a typical 24-hour weekday period. Of the daily site trips, it is anticipated that 27 total trips (6 entering and 21 exiting) will occur during the weekday AM peak hour and 34 total trips (21 entering and 13 exiting) will occur during the weekday PM peak hour.

It is estimated that approximately 68% of the trips generated by the Jonesville Road Townhome development will travel to/from the US 401 Bypass, and 32% of trips will be travel to/from US 401 (Main Street). This equates to approximately 18 trips in the AM peak hour and 23 trips in the PM peak hour on Jonesville Road to/from US 401 Bypass. Approximately 9 trips in the AM peak hour and 11 trips in the PM peak hour will be on Jonesville Road to/from US 401 (Main Street).

The most recent Average Daily Traffic (AADT) counts on Jonesville Road, US 401 (Main Street), and US 401 Bypass are summarized below.

Road	AADT	Traffic Data Year
Jonesville Road	3,000 vpd	2016
US 401 (Main Street)	11,000 vpd	2017
US 401 Bypass	16,000 vpd	2016

Based on these existing traffic volumes on the surrounding roadways, trips generated by the townhome development will account for a small percentage of the traffic on these roadways. Thus, the townhome trips are expected to have a minimal impact on these roadways.

**Conclusions**

Based on the trip generation results, the proposed Jonesville Road Townhomes are expected to be below the Town’s threshold for a Traffic Impact Study. Further, the proposed trips and will have minimal impact on the surrounding roadway network.

If you should have any questions, please feel free to contact me at (919) 872-5115.

Sincerely,

*Rynal Stephenson*



Rynal Stephenson, P.E.  
Regional Manager  
Ramey Kemp & Associates, Inc.

12-20-18

NC Corporate License # C-0910



November 29, 2018

MEMO:

TO: Carlton Pointe Homeowners

FROM: Skip Davis  
Carlton Group of North Carolina, LLC

As you know, our company is the developer of Carlton Pointe. Recently, we signed a contract to purchase 4 lots behind the ABC Store on Jonesville Road. We would like to develop those lots into a Town House ("TH") Community with about 54 units. We expect that the TH will sell for about \$250,000. We are not buying the vacant lot at the corner of Jonesville Road.

We think that TH will be good for the area for several reasons. Firstly, there is a need for alternate living styles in the Rolesville area. Current Town housing stock is mainly composed of single-family detached housing. Young families, singles and older folks desire the efficiency and compactness of TH. The TH provide a stepping stone up from apartment living and a step down for older folks with larger homes.

Secondly, the TH Community will provide a good use and a tax base for the vacant 4 lots. The Vineyard Pines street was installed about 10 years ago. Other than the ABC Store, no other commercial users have come along. Vineyard Pines is on a secondary street, Jonesville Road, and has not attracted commercial/office users. The 4 lots are vacant. Our TH community will provide a \$13,000,000 tax assessment with income to Wake County and Rolesville.

Thirdly, Carlton Pointe and this TH community will be kept separate. The TH community will not be allowed to use the Carlton Pointe amenities, such as, the clubhouse, pool, playgrounds and open spaces. Those amenities will be only for Carlton Pointe homeowners. The tree buffers in Carlton Pointe will be kept.

As far as a roadway connection from the TH to Short Hills Lane in Carlton Pointe, that is up to the Town Planners. There are several alternatives. (1) the roads may be connected; (2) the roads may not be connected; (3) the road from the TH to Short Hills may be one-way so the TH owner can go out, but no traffic can come in from Short Hills Lane. The Town planners will study the pros and cons and tell us what to do.

As you know, a large development company has purchased the land fronting on Louisburg Road between Jonesville Road and Burlington Mills Road. Plans call for commercial/office use on the Louisburg Road frontage with apartments and TH in back. Our plans for a TH community on Vineyard Pines fits in with the developers plans because our TH will be near their TH.

We welcome your input about our proposed TH community. Please send your comments to our Email addresses at [skipd4@aol.com](mailto:skipd4@aol.com) or [morcarlton@aol.com](mailto:morcarlton@aol.com). We will do our best to respond.

THE TOWNES AT CARLTON POINTE  
ROLESVILLE, NC 27571

October 19, 2018

TOWN HOUSE ("TH") MARKETING ANALYSIS AND BUYER PROFILE.

The TH that are proposed will be 22' X 45', with a 1-car garage in the building. Thus, the finished living space will be approximately 1,700 sq. ft. Typically, these town houses are purchased by people in the age range of 27 to 45, with 1 child or no children.

With a price of \$250,000, most buyers place a down payment of \$10,000 and obtain a mortgage loan in the amount of \$240,000. Monthly interest (at current rates) and principal payments would be about \$1,350.

Real estate taxes and insurance would cost about \$250. Thus, the monthly carrying costs would be about \$1,600.00. With mortgage lenders' rule of thumb that carrying costs should not be more than 26% of monthly income, the monthly income to carry the \$240,000 mortgage should be about \$6,500, and annual income not less than \$78,000.

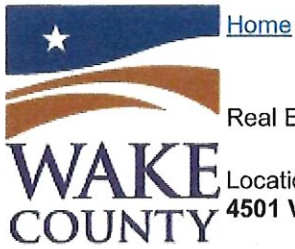
With most families having 2 wage earners, the required \$78,000 annual income for a TH buyer would be achieved with the husband earning \$48,000 and his spouse earning \$30,000 annually, or with 1 wage earner getting \$78,000. These parameters easily fit within the earnings profile for a majority of prospective TH purchasers in the Town of Rolesville.

There is a shortage of TH in the Town of Rolesville. TH in the price range of \$250,000 have a very short supply of availability. With detached single-family homes in Rolesville priced between \$350,000 and \$450,000, and more, TH offer an opportunity for apartment renters to enter home ownership at a reasonable entry point. Historically, TH have been very well-maintained due to pride of ownership and an active HOA.

The proposed TH community will be in harmony with the adjacent detached home neighborhoods because the TH are individually owned. The TH are 2-story and are in keeping and with the scale of 2-story detached homes.

Attached are marketing analysis for TH in the \$200,000 to \$250,000 price range for areas close to the Town of Rolesville. The marketing data show the short supply of TH in the Rolesville market.

Approving the application of The Townes at Carlton Pointe will certainly add to the diversity of housing opportunities in Rolesville.



[Home](#)

## Wake County Real Estate Data Account Summary

[iMaps](#)  
[Tax Bills](#)

Real Estate ID **0370372**    PIN # **1758453307**

[Account Search](#)

Location Address                      Property Description  
**4501 VINEYARD PINE LN    LO1 BARRETT VENTURES LLC BM2008-00702**

[Pin/Parcel History](#)    [New Search](#)



NORTH CAROLINA    [Account](#) | [Buildings](#) | [Land](#) | [Deeds](#) | [Notes](#) | [Sales](#) | [Photos](#) | [Tax Bill](#) | [Map](#)

<b>Property Owner</b> <b>WAKE COUNTY BOARD OF ALCOHOLIC CONT</b> <small>(Use the Deeds link to view any additional owners)</small>	<b>Owner's Mailing Address</b> <b>CRAIG PLEASANTS</b> <b>1212 WICKER DR</b> <b>RALEIGH NC 27604-1428</b>	<b>Property Location Address</b> <b>4501 VINEYARD PINE LN</b> <b>WAKE FOREST NC 27587-</b>
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Administrative Data	Transfer Information	Assessed Value
Old Map # <b>288--</b> Map/Scale <b>1758 01</b> VCS <b>CBRO001</b> City <b>ROLESVILLE</b> Fire District Township <b>WAKE FOREST</b> Land Class <b>EXEMPT</b> ETJ <b>RO</b> Spec Dist(s) Zoning <b>OP-SUD</b> History ID 1 History ID 2 Acreage <b>1.45</b> Permit Date <b>10/9/2009</b> Permit # <b>0000100278</b>	Deed Date <b>6/19/2009</b> Book & Page <b>13588 2155</b> Revenue Stamps <b>1012.00</b> Pkg Sale Date <b>6/19/2009</b> Pkg Sale Price <b>\$506,000</b> Land Sale Date Land Sale Price  <b>Improvement Summary</b> Total Units <b>0</b> Recycle Units <b>0</b> Apt/SC Sqft <b>5,022</b> Heated Area <b>5,022</b>	Land Value Assessed <b>\$442,134</b> Bldg. Value Assessed <b>\$571,616</b>  Tax Relief  Land Use Value Use Value Deferment Historic Deferment Total Deferred Value  Use/Hist/Tax Relief Assessed Total Value Assessed* <b>\$1,013,750</b>

\*Wake County assessed building and land values reflect the market value as of January 1, 2016, which is the date of the last county-wide revaluation. Any inflation, deflation or other economic changes occurring after this date does not affect the assessed value of the property and cannot be lawfully considered when reviewing the value for adjustment.

The January 1, 2016 values will remain in effect until the next county-wide revaluation. Until that time, any real estate accounts created or new construction built is assessed according to the 2016 Schedule of Values.

**For questions regarding the information displayed on this site, please contact the Revenue Department at [RevHelp@wakegov.com](mailto:RevHelp@wakegov.com) or call 919-856-5400.**

# TOWN OF ROLESVILLE

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502 Southtown Circle (physical)  
PO Box 250 (mailing)  
Rolesville, North Carolina 27571

P: 919.556.3506  
F: 919.556.6852  
RolesvilleNC.gov



TO: Rolesville Planning Board  
FROM: Caroline Richardson, Town Planner  
DATE: January 24, 2019  
SUBJECT: The Townes at Carlton Pointe Neighborhood Meeting Comments

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On Monday, January 14, 2019, a neighborhood meeting was held dealing with MA 18-05 Map Amendment request and SUP 18-08 Carlton Pointe PUD Master Plan Amendment request. Planning staff distributed comment cards for attendees at the Townes at Carlton Pointe neighborhood meeting. Based on the written feedback, the neighborhood's top priority is privacy and protecting their assets.

All five respondents expressed concerns about the 20-foot landscape buffer width. Some also felt that the plants composing the buffer would not shield their properties year-round. Two respondents were worried about the aesthetic impact of parking areas behind their homes.

Several property owners had comments about the market study. They want to protect their property values, but fear that the townhomes will adversely affect their investment. One person also felt that a different space might better suit the target market.



# SUP 18-08 (CARLTON POINTE PUD MASTER PLAN AMENDMENT) SPECIAL USE PERMIT CONDITIONS

**DATE:** March 5, 2019

**PROPERTY/DESCRIPTION:** The Townes of Carlton Pointe – Townhomes  
(4521, 4522, 4541, and 4542 Vineyard Pine Lane)

**PIN NUMBER:** 1758455033, 1758457035, 178455319, and 1759786199

**ZONING:** R&PUD

**SPECIAL USE PERMIT PROVISIONS:**

1. "\$15,000 will be due at the issuance of the 50% of building permits of the total townhome units. This fee paid by the applicant will be used towards the cost of construction of the traffic signal at the intersection of South Main Street (US 401 Business) and Jonesville Road.
2. The applicant will submit a detailed site/construction plan for review and approval by the Town Board of Commissioners as required by the Town's UDO.

\_\_\_\_\_  
Frank Eagles  
Town of Rolesville Mayor

\_\_\_\_\_  
Robin Peyton  
Town of Rolesville Clerk

Reviewed and Acknowledged by the Property Owner or Applicant:

\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

March 25, 2019

Danny Johnson  
Town of Rolesville  
Planning Director  
502 Southtown Circle  
Rolesville, NC 27571

Subject: Traffic Assessment Letter  
Jonesville Road Townhomes – Rolesville, North Carolina

Dear Mr. Johnson:

This letter provides the findings of the traffic study prepared by Ramey Kemp & Associates, Inc. (RKA) for the proposed Jonesville Road Townhomes located at the southeastern quadrant of the intersection of Jonesville Road and Louisburg Road in Rolesville. The purpose of the study is to determine how traffic generated by the proposed development is expected to impact surrounding roadways and intersections.

The proposed development is expected to consist of 53 residential townhomes and is assumed to be complete in 2021. Access to the site is proposed via Vineyard Pine Lane. Refer to Figure 1 for the site location map. Refer to Figure 2 for the preliminary site plan of the proposed development.

The scope for this study was determined through coordination with the Town of Rolesville (Town). The study analyzes traffic conditions for the study intersections during the weekday AM and PM peak hours for the following scenarios:

- Existing (2019) Traffic Conditions
- Background (2021) Traffic Conditions
- Combined (2021) Traffic Conditions

### **Existing (2019) Peak Hour Conditions**

Existing peak hour traffic volumes were determined based on traffic counts conducted at the study intersections listed below, in March of 2019 by RKA. Counts were taken during a typical weekday AM (7:00 AM – 9:00 AM) and PM (4:00 PM – 6:30 PM) peak period when local schools were in session.

The closest school, Rolesville Charter Academy, is a 580 student K-6 school located on Hampton Lake Drive just north of Louisburg Road (bell schedule 8:00 AM – 3:00 PM). The school does not have buses and relies on carpools to transport students to and from campus. Rolesville Charter School was in session on the days on which traffic counts at the study intersections were conducted.

The study intersections are as follows:

- US 401 Business (Louisburg Road) and Jonesville Road/Hampton Lake Drive
- Jonesville Road and Vineyard Pine Lane
- Jonesville Road and Prides Crossing
- US 401 Bypass and Jonesville Road

Figure 3 shows the existing lanes and traffic control at the study intersections. Refer to Figure 4 for the existing (2019) weekday AM and PM peak hour traffic volumes. A copy of the count data is attached to this report.

The most recent Average Daily Traffic (AADT) counts on Jonesville Road, US 401 Business (Louisburg Road), and US 401 Bypass are summarized below.

Road	AADT	Traffic Data Year
Jonesville Road	3,000 vpd	2016
US 401 Bus. (Louisburg Road)	11,000 vpd	2017
US 401 Bypass	16,000 vpd	2016

### **Background (2021) Peak Hour Conditions**

The existing traffic volumes were projected to the future year 2021 using an annual growth rate of 5% per year to account for background growth. This growth rate would include new trips from nearby developments that are not currently completed or occupied. Refer to Figure 5 for background (2021) weekday AM and PM peak hour traffic volumes.

### **Site Trip Generation**

The proposed development is assumed to consist of 53 residential townhomes. Average weekday, AM peak hour, and PM peak hour trips for the proposed development were estimated using methodology contained within the ITE *Trip Generation Manual*, 10<sup>th</sup> Edition. Table 1 provides a summary of the trip generation potential for the site.

**Table 1: Trip Generation Summary**

Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	AM Peak Hour Trips (vph)		PM Peak Hour Trips (vph)	
			Enter	Exit	Enter	Exit
Multifamily Housing (Low-Rise) (220)	53 units	367	6	21	21	13

It is estimated that the proposed development will generate approximately 367 total site trips on the roadway network during a typical 24-hour weekday period. Of the daily traffic volume, it is anticipated that 27 trips (6 entering and 21 exiting) will occur during the AM peak hour and 34 (21 entering and 13 exiting) will occur during the PM peak hour.



### **Site Trip Distribution and Assignment**

Trip distribution percentages used in assigning site traffic for this development were estimated based on a combination of existing traffic patterns, population centers adjacent to the study area, and engineering judgment. It is estimated that trips will be regionally distributed as follows:

- 45% to/from the west via US 401 Bypass
- 23% to/from the east via US 401 Bypass
- 20% to/from the east via US 401 Business (Louisburg Road)
- 8% to/from the north via Hampton Lake Drive
- 4% to/from the west via US 401 Business (Louisburg Road)

The site trip distribution and assignment are shown in Figure 6 and Figure 7, respectively.

### **Combined (2021) Peak Hour Conditions**

To estimate traffic conditions with the site fully built-out, the total site trips were added to the background (2021) peak hour traffic volumes. Refer to Figure 8 for an illustration of the combined (2021) peak hour traffic volumes with the proposed townhome development fully built-out.

### **Capacity Analysis**

The background (2021) and combined (2021) peak hour traffic volumes were analyzed to determine the expected levels of service at the study intersections under existing and proposed roadway conditions with the site fully built-out.

Capacity analyses were completed based on typical NCDOT methodology and guidelines that utilize the Highway Capacity Manual. The results of the analysis are presented in the following section of this report.

US 401 Business (Louisburg Road) and Jonesville Road

The existing signalized intersection of Louisburg Road and Jonesville Road was analyzed under existing (2019), background (2021), and combined (2021) traffic conditions with existing lane configurations and traffic control. Refer to Table 2 for a summary of the analysis results. The Synchro capacity analysis reports are included in the attachments.

**Table 2: Analysis Summary of US 401 Business (Louisburg Road) and Jonesville Road**

ANALYSIS SCENARIO	A P P R O A C H	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
Existing (2019) Traffic Conditions	EB	1 LT, 1 TH-RT	B	C 26	C	B 18
	WB	1 LT, 1 TH, 1 RT	C			
	NB	1 LT, 1 TH-RT	E			
	SB	1 LT, 1 TH, 1 RT	B			
Background (2021) Conditions	EB	1 LT, 1 TH-RT	B	C 31	C	B 18
	WB	1 LT, 1 TH, 1 RT	C			
	NB	1 LT, 1 TH-RT	F			
	SB	1 LT, 1 TH, 1 RT	B			
Combined (2021) Conditions	EB	1 LT, 1 TH-RT	B	C 32	C	B 19
	WB	1 LT, 1 TH, 1 RT	C			
	NB	1 LT, 1 TH-RT	F			
	SB	1 LT, 1 TH, 1 RT	B			

As shown in Table 2, capacity analysis of existing, background, and combined conditions indicates the intersection is expected to operate at an overall LOS C during the AM peak hour and LOS B during the PM peak hour. The addition of traffic generated by the proposed development is expected to increase overall delay at the intersection by approximately one second during both peak hours.

Jonesville Road and Vineyard Pine Lane

The existing unsignalized intersection of Jonesville Road and Vineyard Pine Lane was analyzed under existing (2019), background (2021), and combined (2021) traffic conditions with existing lane configurations and traffic control. Refer to Table 3 for a summary of the analysis results. The Synchro capacity analysis reports are included in the attachments.

**Table 3: Analysis Summary of Jonesville Road and Vineyard Pine Lane**

ANALYSIS SCENARIO	A P P R O A C H	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
Existing (2019) Traffic Conditions	WB NB SB	1 LT-RT 1 TH-RT 1 LT, 1 TH	A <sup>2</sup> -- A <sup>1</sup>	N/A	A <sup>2</sup> -- A <sup>1</sup>	N/A
Background (2021) Conditions	WB NB SB	1 LT-RT 1 TH-RT 1 LT, 1 TH	B <sup>2</sup> -- A <sup>1</sup>	N/A	A <sup>2</sup> -- A <sup>1</sup>	N/A
Combined (2021) Conditions	WB NB SB	1 LT-RT 1 TH-RT 1 LT, 1 TH	B <sup>2</sup> -- A <sup>1</sup>	N/A	A <sup>2</sup> -- A <sup>1</sup>	N/A

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

Capacity analysis of existing, background, and combined conditions indicates the minor-street approach of Vineyard Pine Lane is expected to operate at LOS B or better under all analysis conditions, while the major-street left turn movement is expected to operate at LOS A. All queues are expected to be one vehicle length or less during the peak hours.

Jonesville Road and Prides Crossing

The existing unsignalized intersection of Jonesville Road and Prides Crossing was analyzed under existing (2019), background (2021), and combined (2021) traffic conditions with existing lane configurations and traffic control. Refer to Table 4 for a summary of the analysis results. The Synchro capacity analysis reports are included in the attachments.

**Table 4: Analysis Summary of Jonesville Road and Prides Crossing**

ANALYSIS SCENARIO	A P P R O A C H	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
Existing (2019) Traffic Conditions	WB NB SB	1 LT-RT 1 TH-RT 1 LT, 1 TH	B <sup>2</sup> -- A <sup>1</sup>	N/A	B <sup>2</sup> -- A <sup>1</sup>	N/A
Background (2021) Conditions	WB NB SB	1 LT-RT 1 TH-RT 1 LT, 1 TH	B <sup>2</sup> -- A <sup>1</sup>	N/A	B <sup>2</sup> -- A <sup>1</sup>	N/A
Combined (2021) Conditions	WB NB SB	1 LT-RT 1 TH-RT 1 LT, 1 TH	B <sup>2</sup> -- A <sup>1</sup>	N/A	B <sup>2</sup> -- A <sup>1</sup>	N/A

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

Capacity analysis of existing, background, and combined conditions indicates the minor-street approach of Prides Crossing is expected to operate at LOS B under all analysis conditions, while the major-street left turn movement is expected to operate at LOS A. The addition of traffic generated by the proposed development is not expected to increase delay by more than 0.1 second for the minor-street approach and the major-street left turn movement. 95<sup>th</sup> percentile queues on the minor-street approach are not expected to increase.

US 401 Bypass WB and Jonesville Road SB

The existing unsignalized intersection of US 401 Bypass WB and Jonesville Road SB was analyzed under existing (2019), background (2021), and combined (2021) traffic conditions with existing lane configurations and traffic control. Refer to Table 5 for a summary of the analysis results. The Synchro capacity analysis reports are included in the attachments.

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

ANALYSIS SCENARIO	A P P R O A C H	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
Existing (2019) Traffic Conditions	WB NB SB	2 TH, 1 RT 1 TH 1 RT	-- C <sup>1</sup> C <sup>2</sup>	N/A	-- C <sup>1</sup> B <sup>2</sup>	N/A
Background (2021) Conditions	WB NB SB	2 TH, 1 RT 1 TH 1 RT	-- C <sup>1</sup> D <sup>2</sup>	N/A	-- C <sup>1</sup> B <sup>2</sup>	N/A
Combined (2021) Conditions	WB NB SB	2 TH, 1 RT 1 TH 1 RT	-- C <sup>1</sup> D <sup>2</sup>	N/A	-- C <sup>1</sup> B <sup>2</sup>	N/A

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

Capacity analysis of existing, background, and combined conditions indicates the minor-street approach of Jonesville Road is expected to operate at LOS D or better during both peak hours under all analysis conditions. This analysis indicates the addition of site traffic is expected to increase 95<sup>th</sup> percentile queue lengths on the southbound approach of Jonesville Road by approximately 15 feet during the AM peak hour (less during the PM peak hour). The eastbound left turn movement (analyzed as northbound through movement) is expected to operate at LOS C under all analysis conditions.

US 401 Bypass EB and US 401 Bypass WB U-Turn

The existing unsignalized intersection of US 401 Bypass EB and US 401 Bypass WB U-Turn was analyzed under existing (2019), background (2021), and combined (2021) traffic conditions with existing lane configurations and traffic control. Refer to Table 6 for a summary of the analysis results. The Synchro capacity analysis reports are included in the attachments.

**Table 6: Analysis Summary of US 401 Bypass EB and US 401 Bypass WB U-Turn**

ANALYSIS SCENARIO	A P P R O A C H	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
Existing (2019) Traffic Conditions	EB SB	2 TH 1 LT	-- B <sup>1</sup>	N/A	-- C <sup>1</sup>	N/A
Background (2021) Conditions	EB SB	2 TH 1 LT	-- B <sup>1</sup>	N/A	-- C <sup>1</sup>	N/A
Combined (2021) Conditions	EB SB	2 TH 1 LT	-- B <sup>1</sup>	N/A	-- C <sup>1</sup>	N/A

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

Capacity analysis of existing, background, and combined conditions indicates the westbound u-turn movement is expected to operate at LOS B during the AM peak hour and LOS C during the PM peak hour under all analysis conditions. The addition of traffic generated by the proposed development is expected to increase the 95<sup>th</sup> percentile queue length for the westbound u-turn movement by less than one vehicle length during both peak hours.

**Conclusions and Recommendations**

This traffic study was conducted to determine the potential traffic impacts of the proposed Jonesville Road Townhome development located at the southeast quadrant of the intersection of Jonesville Road and Louisburg Road in Rolesville. The proposed development is expected to consist of 53 residential townhome units.

Vineyard Pine Lane currently provides access to an ABC liquor store, which has different traffic patterns and peak times from that of the adjacent roadway network and the proposed townhomes. Typically, the peak times for a liquor store occur on Friday and Saturday evenings, whereas the peak times for the adjacent roads and the proposed townhomes typically occur on weekdays during the AM (7:00 – 9:00) and PM (4:00 – 6:00) time periods. Traffic counts for this study include traffic generated by the ABC store during these peak periods. During the weekday peak hours, Vineyard Pine Lane is expected to operate at LOS B or better with queue lengths of one vehicle or fewer. At peak times for the ABC store, less traffic would be expected along Jonesville Road and fewer trips would be generated by the townhome development.

Due to the low number of trips anticipated to be generated by the proposed townhome development, it is not expected to have a significant impact to the study intersections. Study intersections are expected to continue to operate at the same LOS under combined conditions with the site as under background conditions without the site. The development has convenient access to Main Street to the north and US 401 Bypass to the south, which allows trips to disperse efficiently and minimize impacts at a specific location.

If you should have any questions, please feel free to contact me at (919) 872-5115.

Sincerely,

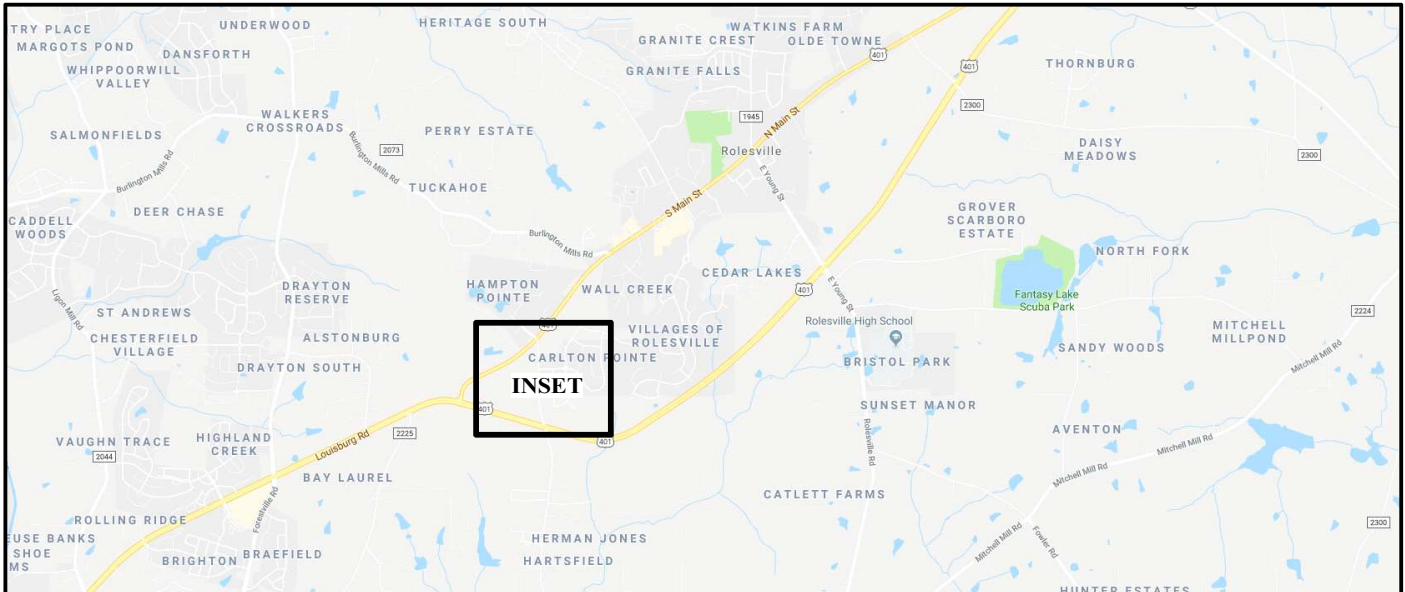
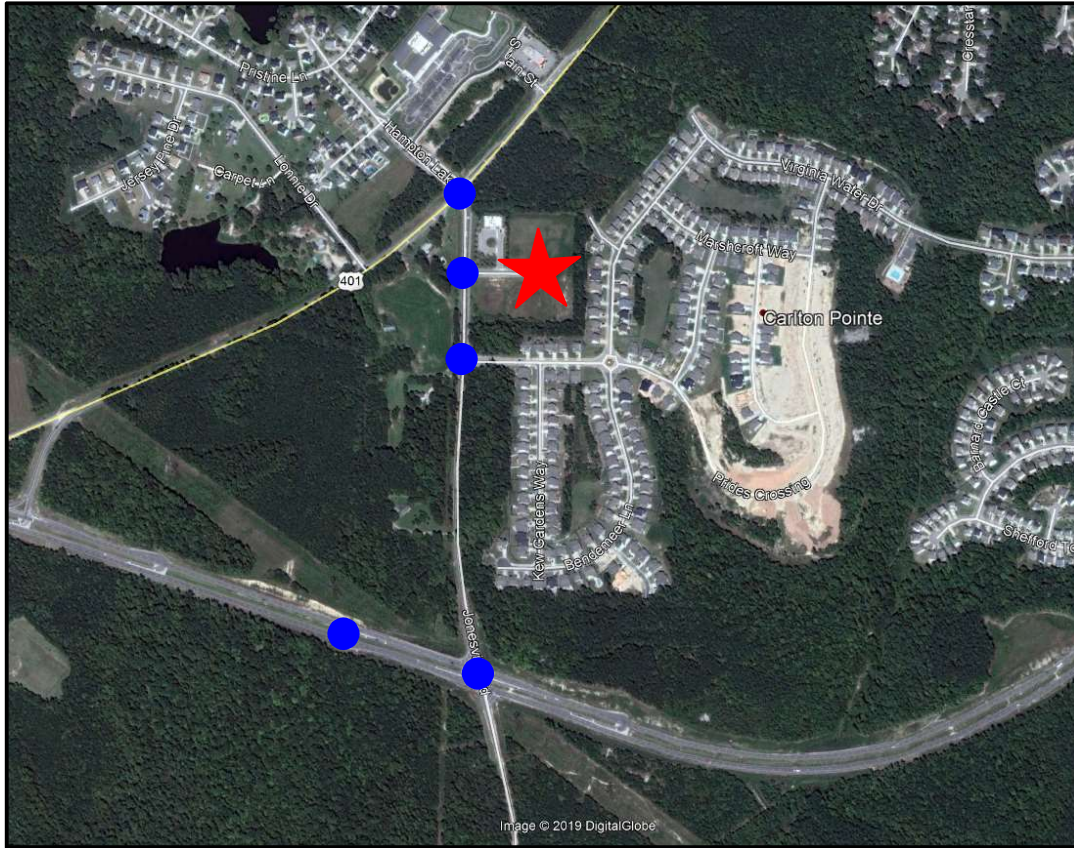


Rynal Stephenson, P.E.  
Regional Manager

*Ramey Kemp & Associates, Inc.* 3-25-19

NC Corporate License # C-0910

- Attachments: Traffic Counts
- Preliminary Site Plan
- Figures # 1-8
- Synchro Capacity Analysis Reports



**LEGEND**

- ★ Site Location
- Study Intersection



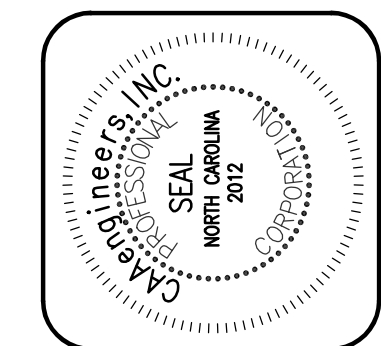
Jonesville Road Townhomes  
Rolesville, North Carolina

Site Location Map

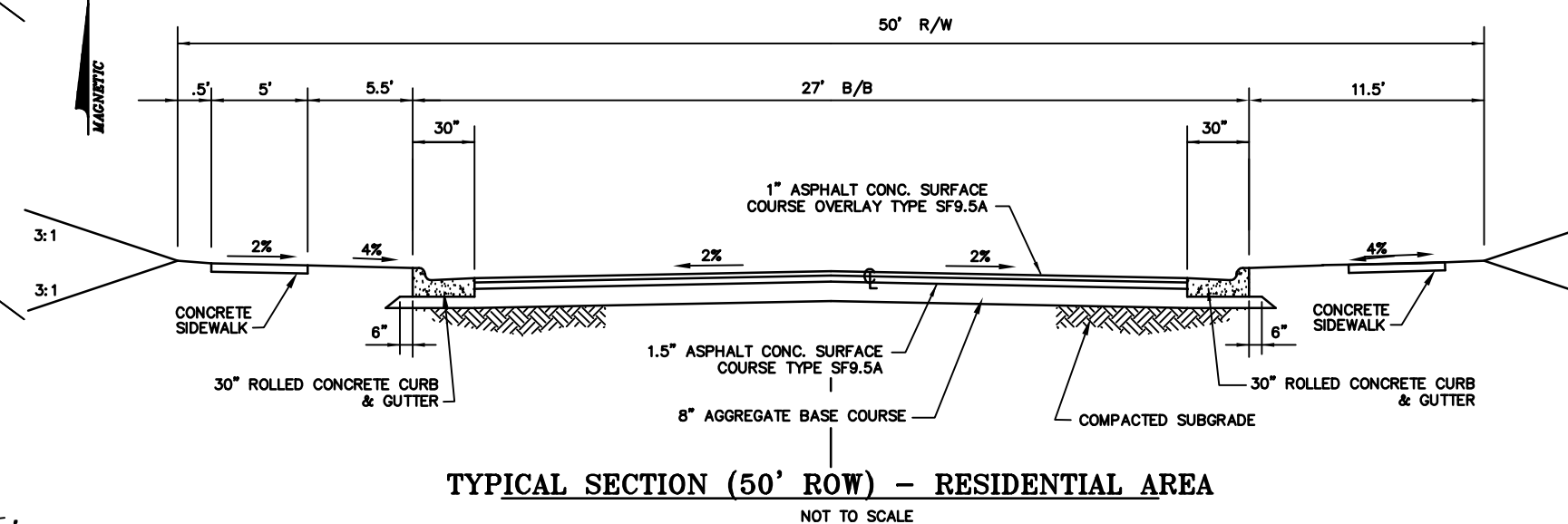
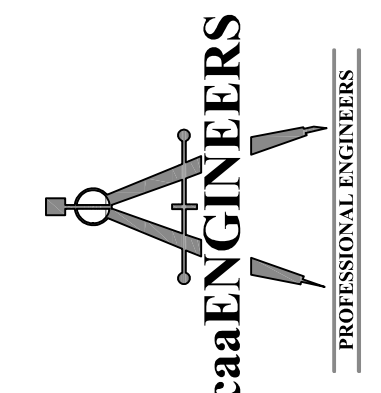
Figure 1



PO BOX 40369  
 RALEIGH, NC 27629-0639  
 DB 16981 PG 670



**caaENGINEERS, Inc.**  
 Professional Engineers  
 12333 Heritage Links Drive  
 Wake Forest, North Carolina 27587  
 919-625-6753  
 © CAA Engineers, Inc. All Rights Reserved  
 C-2151



**TOWNHOME PARKING REQUIREMENTS:**

- CALCULATE REQUIRED PARKING:**
- TOTAL OF 53 UNITS @ 3 BEDROOMS /UNIT = 159 BEDROOMS
- 53 UNITS X 2.5 SPACES / UNIT = 133SPACES
- VISIITOR PARKING REQUIRED - 53 UNITS X 1 SPACE/4 UNITS = 14 SPACES
- PARKING FOR MAIL - 3 SPACES + 1 HANDICAP SPACE
- TOTAL REQUIRED PARKING --- 151SPACES

**PROVIDED PARKING:**

- PARKING PROVIDED IN DRIVEWAYS AND GARAGE - 106 SPACES
- 53 UNITS X 2 SPACES/ UNIT = 106 SPACES
- OFFSTREET PARKING SPACES PROVIDED - 48 SPACES
- TOTAL PROVIDED PARKING - 152 SPACES
- TOTAL OPEN SPACE - .47 ACRES

**BUILDING SETBACKS - TOWNHOMES**

- FRONT YARD - BUIDING TO R/W -- 15' MINIMUM
- REAR YARD -- 15' MINIMUM
- SIDE YARD -- 5' MINIMUM
- SPACING BETWEEN BUILDINGS -- 30' MINIMUM

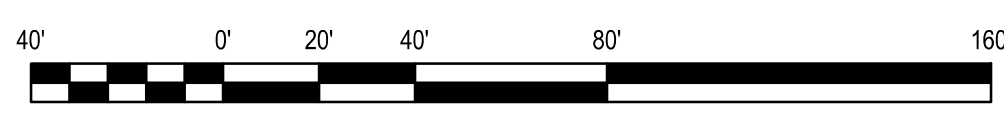
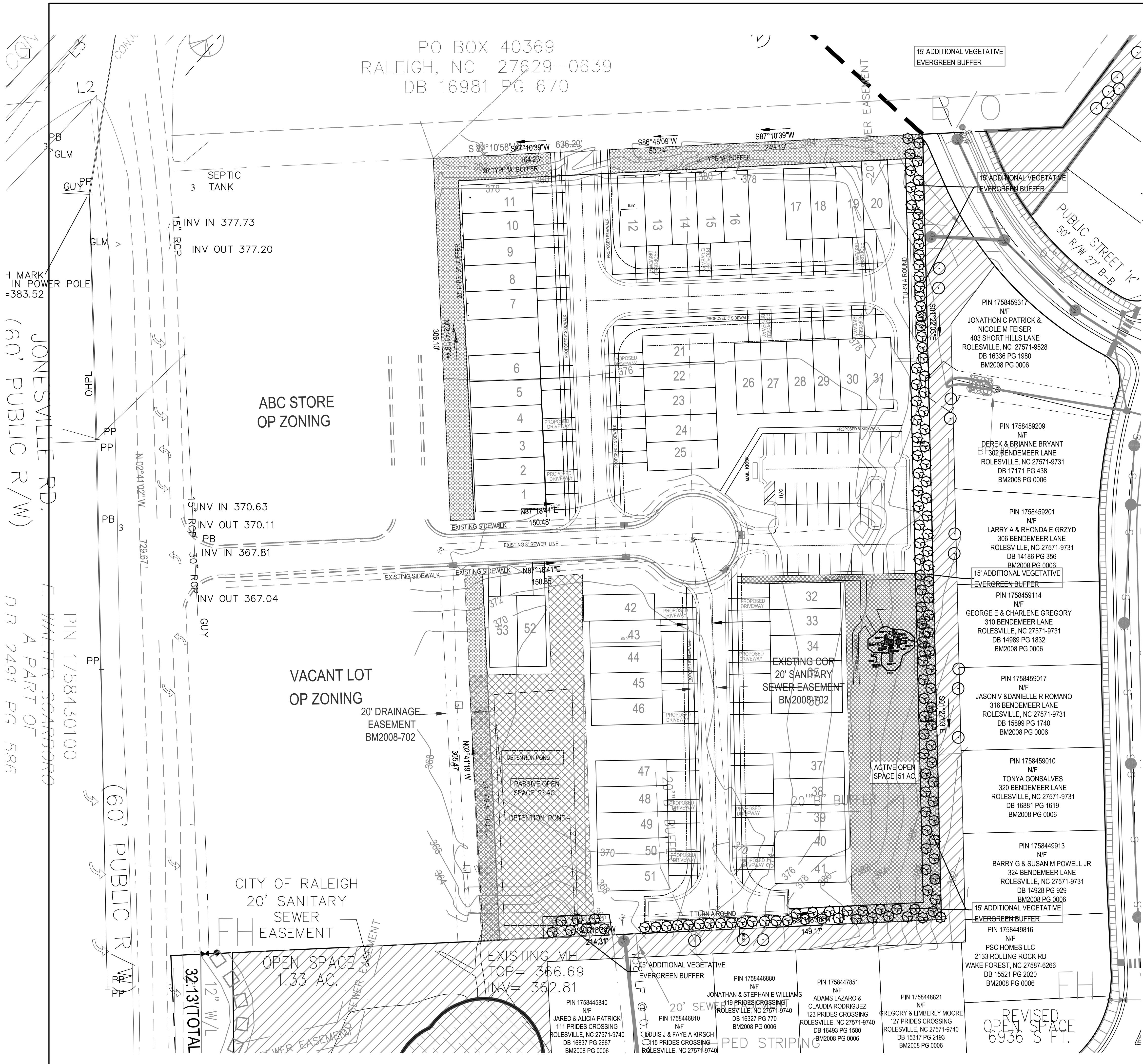
**NEW AMMENDED TOWNHOME PUD SITE DATA:**

- TOTAL TOWNHOME AREA TO REZONED -- 5.8 ACRES
- TOTAL EXISTING LOTS - 4 LOTS
- PIN 1758455319 PIN 1758457329
- PIN 1758455033 PIN 1758457035
- EXISTING ZONING OF NEW PROPOSED PUD ACREAGE -- OP
- PROPOSED ZONING OF NEW PUD ACREAGE -- R&PUD
- ACTIVE OPEN SPACE- .51 ACRES
- PASSIVE OPEN SPACE(NOT INCLUDING PARKING AREA - .53 ACRES

NO.	DATE	COMMENT	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
NO.	DATE	REVISION DESCRIPTION	BY

**TOWNHOME SITE PLAN**  
 THE TOWNES AT CARLTON POINTE  
 AMMENDED CARLTON POINTE MASTER PLAN  
 JONESVILLE ROAD  
 Rolesville, Wake County, North Carolina

Job No. \*\*\*\*\*  
 Dwg No. **C-4**



REVISED  
 OPEN SPACE  
 6936 S.F.T.

JONESVILLE RD.  
 A PART OF  
 E. WALTER SCARBORO  
 PIN 1758430100

(60' PUBLIC R/W)  
 32.13(TOTAL)  
 12" W/L

ABC STORE  
 OP ZONING

VACANT LOT  
 OP ZONING

CITY OF RALEIGH  
 20' SANITARY  
 SEWER  
 EASEMENT

PIN 1758448880  
 N/F  
 JONATHAN & STEPHANIE WILLIAMS  
 119 PRIDES CROSSING  
 ROLESVILLE, NC 27571-9740  
 DB 16327 PG 770  
 BM2008 PG 0006

PIN 1758447851  
 N/F  
 ADAMS LAZARO &  
 CLAUDIA RODRIGUEZ  
 123 PRIDES CROSSING  
 ROLESVILLE, NC 27571-9740  
 DB 16493 PG 1580  
 BM2008 PG 0006

PIN 1758448621  
 N/F  
 GREGORY & LIMBERLY MOORE  
 127 PRIDES CROSSING  
 ROLESVILLE, NC 27571-9740  
 DB 15317 PG 2193  
 BM2008 PG 0006

PIN 1758449816  
 N/F  
 PSC HOMES LLC  
 2133 ROLLING ROCK RD  
 WAKE FOREST, NC 27587-6266  
 DB 15521 PG 2020  
 BM2008 PG 0006

PIN 1758449913  
 N/F  
 BARRY G & SUSAN M POWELL JR  
 324 BENDEMEER LANE  
 ROLESVILLE, NC 27571-9731  
 DB 14928 PG 929  
 BM2008 PG 0006

PIN 1758459010  
 N/F  
 TONYA GONSALVES  
 320 BENDEMEER LANE  
 ROLESVILLE, NC 27571-9731  
 DB 16881 PG 1619  
 BM2008 PG 0006

PIN 1758459017  
 N/F  
 JASON V & DANIELLE R ROMANO  
 316 BENDEMEER LANE  
 ROLESVILLE, NC 27571-9731  
 DB 15899 PG 1740  
 BM2008 PG 0006

PIN 1758459114  
 N/F  
 GEORGE E & CHARLENE GREGORY  
 310 BENDEMEER LANE  
 ROLESVILLE, NC 27571-9731  
 DB 14989 PG 1832  
 BM2008 PG 0006

PIN 1758459201  
 N/F  
 LARRY A & RHONDA E GRZYD  
 306 BENDEMEER LANE  
 ROLESVILLE, NC 27571-9731  
 DB 14186 PG 356  
 BM2008 PG 0006

PIN 1758459209  
 N/F  
 DEREK & BRIANNE BRYANT  
 302 BENDEMEER LANE  
 ROLESVILLE, NC 27571-9731  
 DB 17171 PG 438  
 BM2008 PG 0006

PIN 1758459317  
 N/F  
 JONATHON C PATRICK &  
 NICOLE M FEISER  
 403 SHORT HILLS LANE  
 ROLESVILLE, NC 27571-9528  
 DB 16336 PG 1980  
 BM2008 PG 0006

OPEN SPACE  
 1.33 AC.

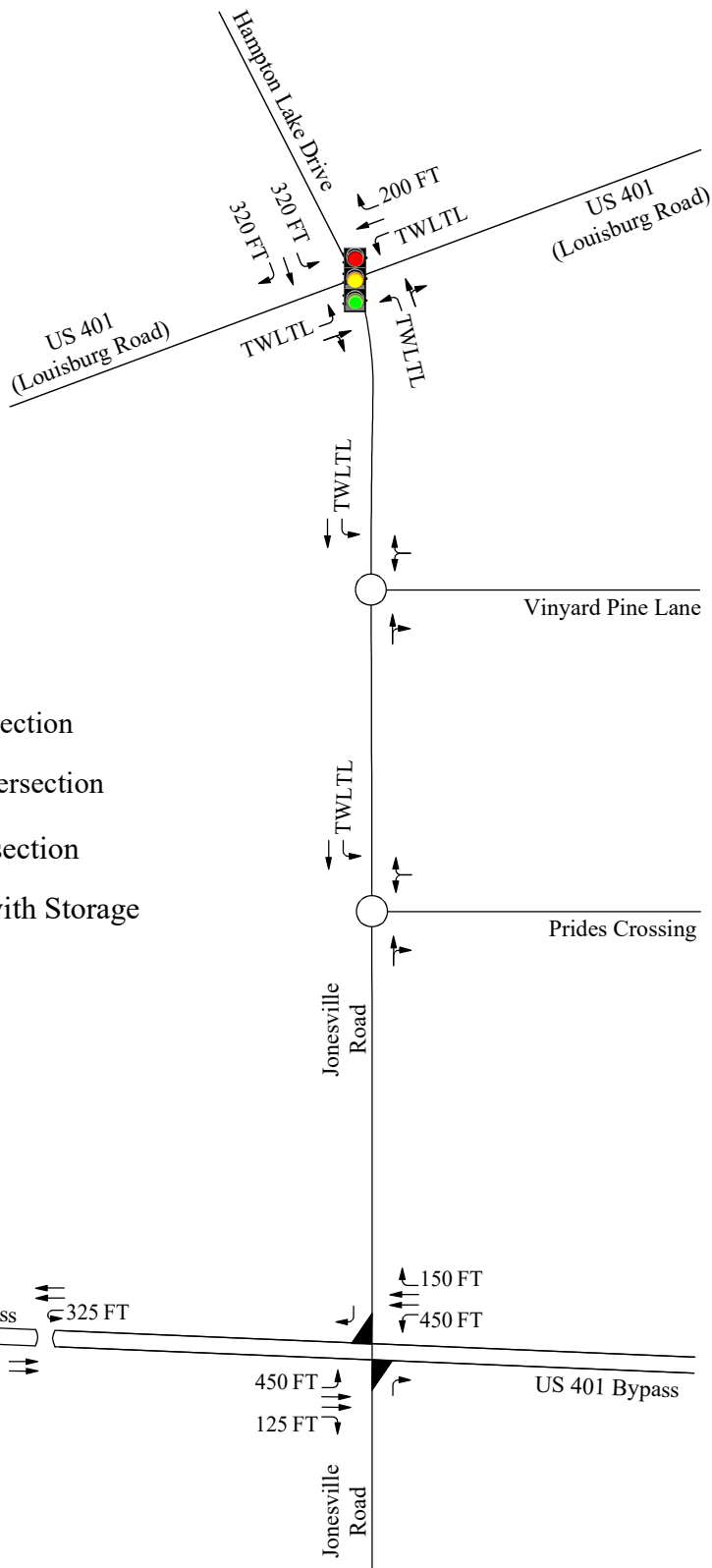
EXISTING MH  
 TOP= 366.69  
 INV= 362.81

SEPTIC TANK  
 3  
 15" INV IN 377.73  
 15" RCP  
 INV OUT 377.20





15" INV IN 370.63  
 15" RCP  
 INV OUT 370.11  
 15" INV IN 367.81  
 15" RCP  
 INV OUT 367.04

20' DRAINAGE  
 EASEMENT  
 BM2008-702

32.13(TOTAL)  
 12" W/L



**LEGEND**

-  Signalized Intersection
-  Unsignalized Intersection
-  Left-Over Intersection
- X FT  Existing Lane with Storage



Jonesville Road Townhomes  
Rolesville, North Carolina




Existing Lanes

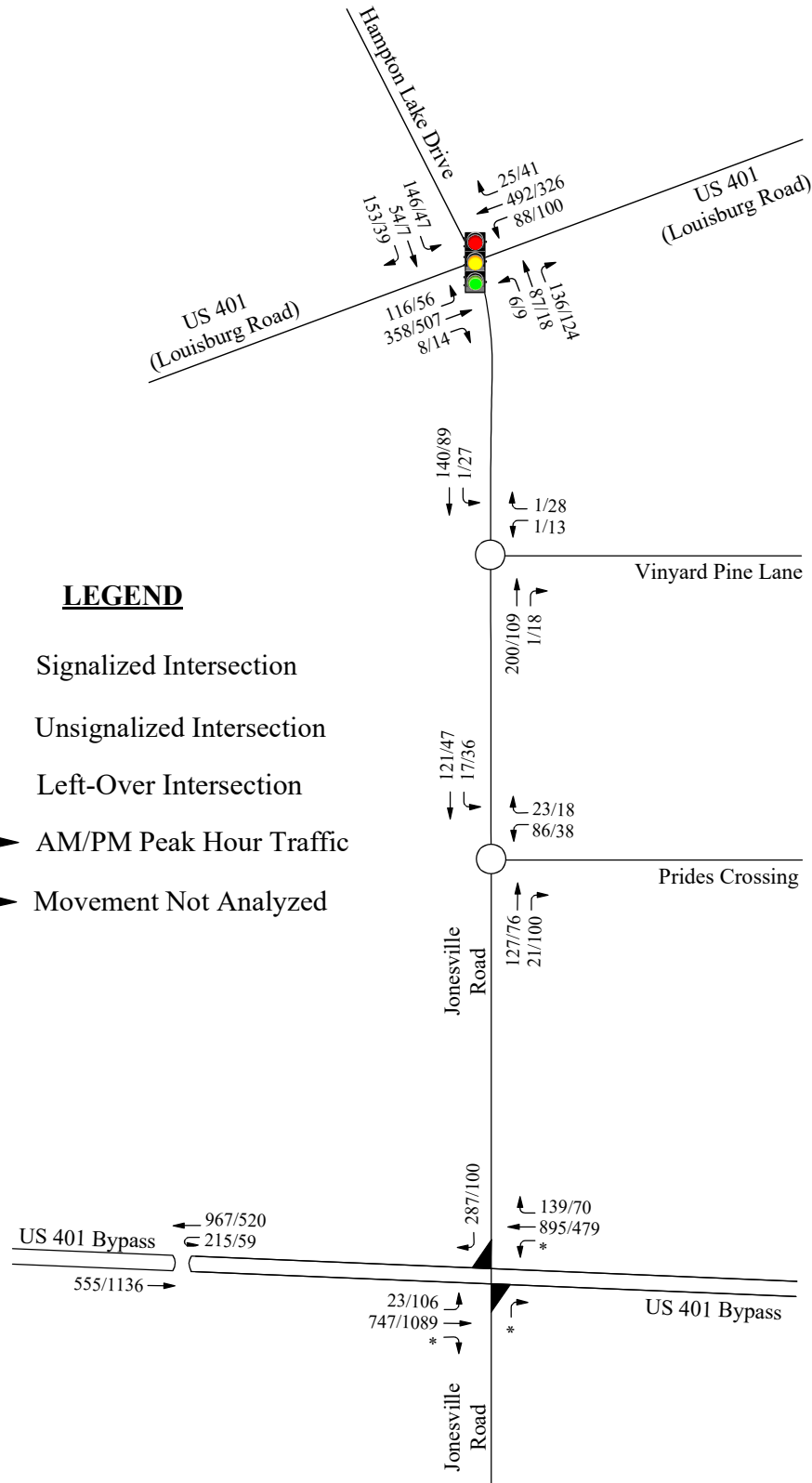
Scale: Not to Scale

Figure 3



**LEGEND**

-  Signalized Intersection
-  Unsignalized Intersection
-  Left-Over Intersection
- X/Y → AM/PM Peak Hour Traffic
- \* → Movement Not Analyzed



Jonesville Road Townhomes  
Rolesville, North Carolina






Existing (2019)  
Traffic Volumes

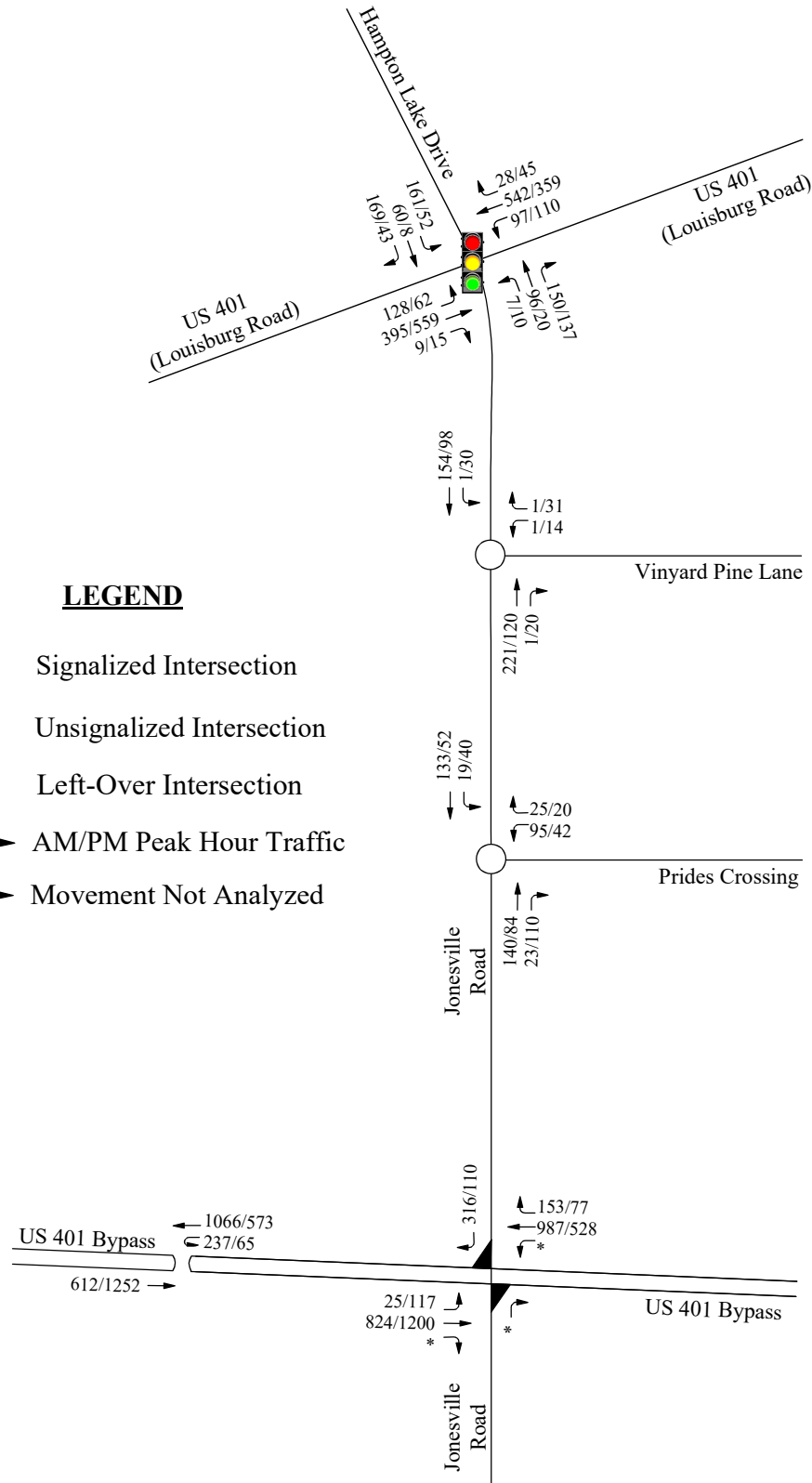
Scale: Not to Scale

Figure 4



**LEGEND**

-  Signalized Intersection
-  Unsignalized Intersection
-  Left-Over Intersection
- X/Y  AM/PM Peak Hour Traffic
- \*  Movement Not Analyzed



Jonesville Road Townhomes  
Rolesville, North Carolina

Background (2021)  
Traffic Volumes

Scale: Not to Scale

Figure 5



**LEGEND**



Signalized Intersection



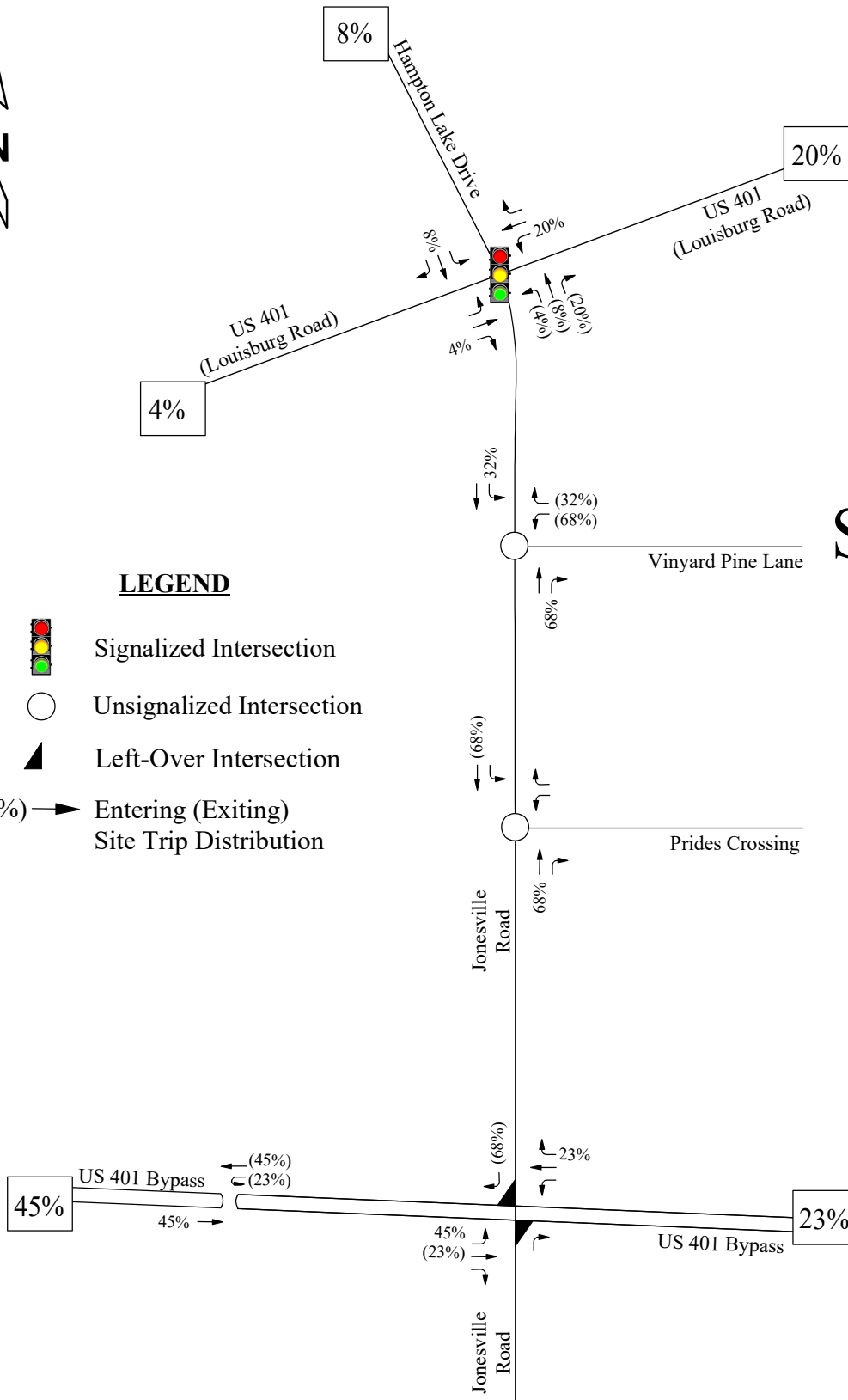
Unsignalized Intersection



Left-Over Intersection

X% (Y%) →

Entering (Exiting)  
Site Trip Distribution



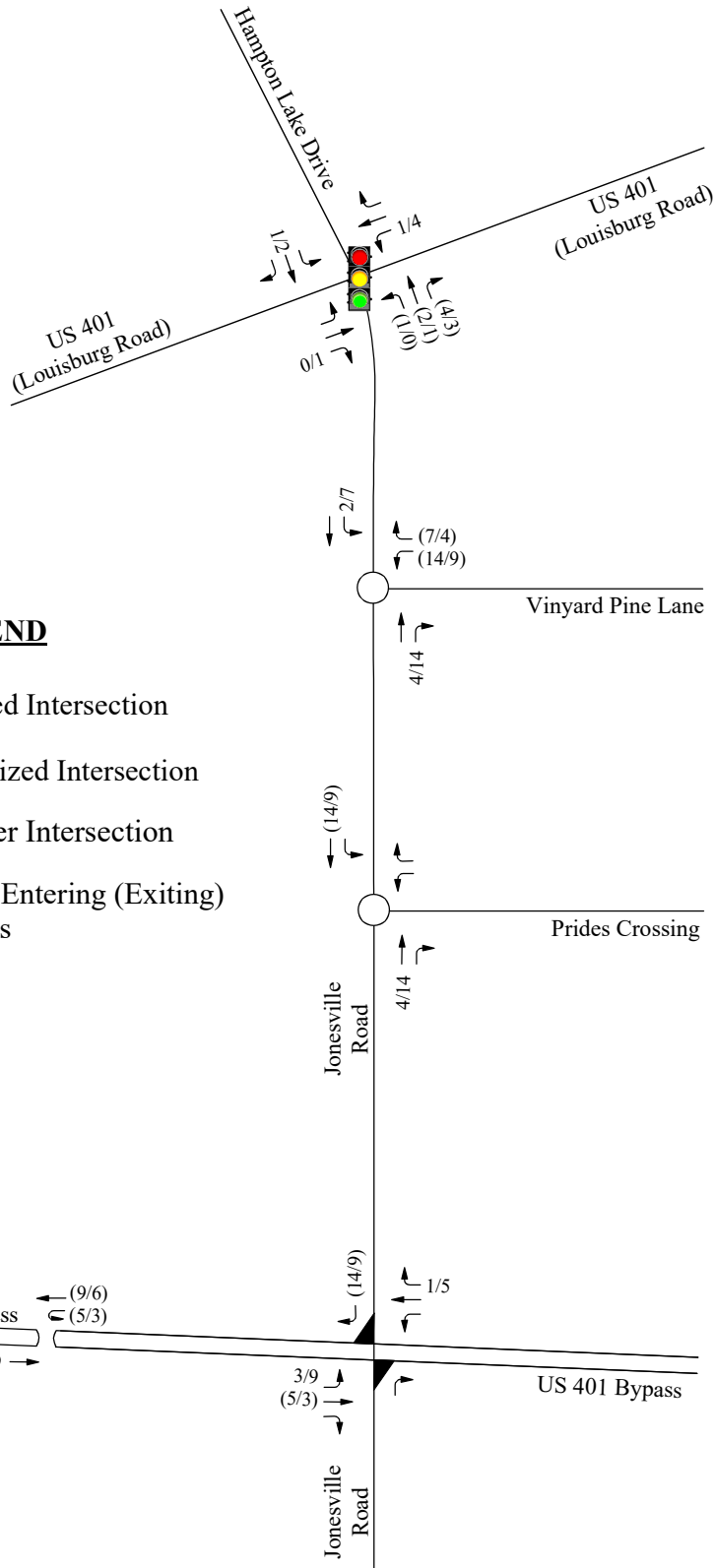
**RAMEY KEMP  
&  
ASSOCIATES**  
TRANSPORTATION ENGINEERS

Jonesville Road Townhomes  
Rolesville, North Carolina

Site Trip Distribution

Scale: Not to Scale

Figure 6



**LEGEND**



Signalized Intersection



Unsignalized Intersection



Left-Over Intersection

X / (Y) → AM/PM Entering (Exiting) Site Trips

**SITE**



Jonesville Road Townhomes  
Rolesville, North Carolina




Site Trips

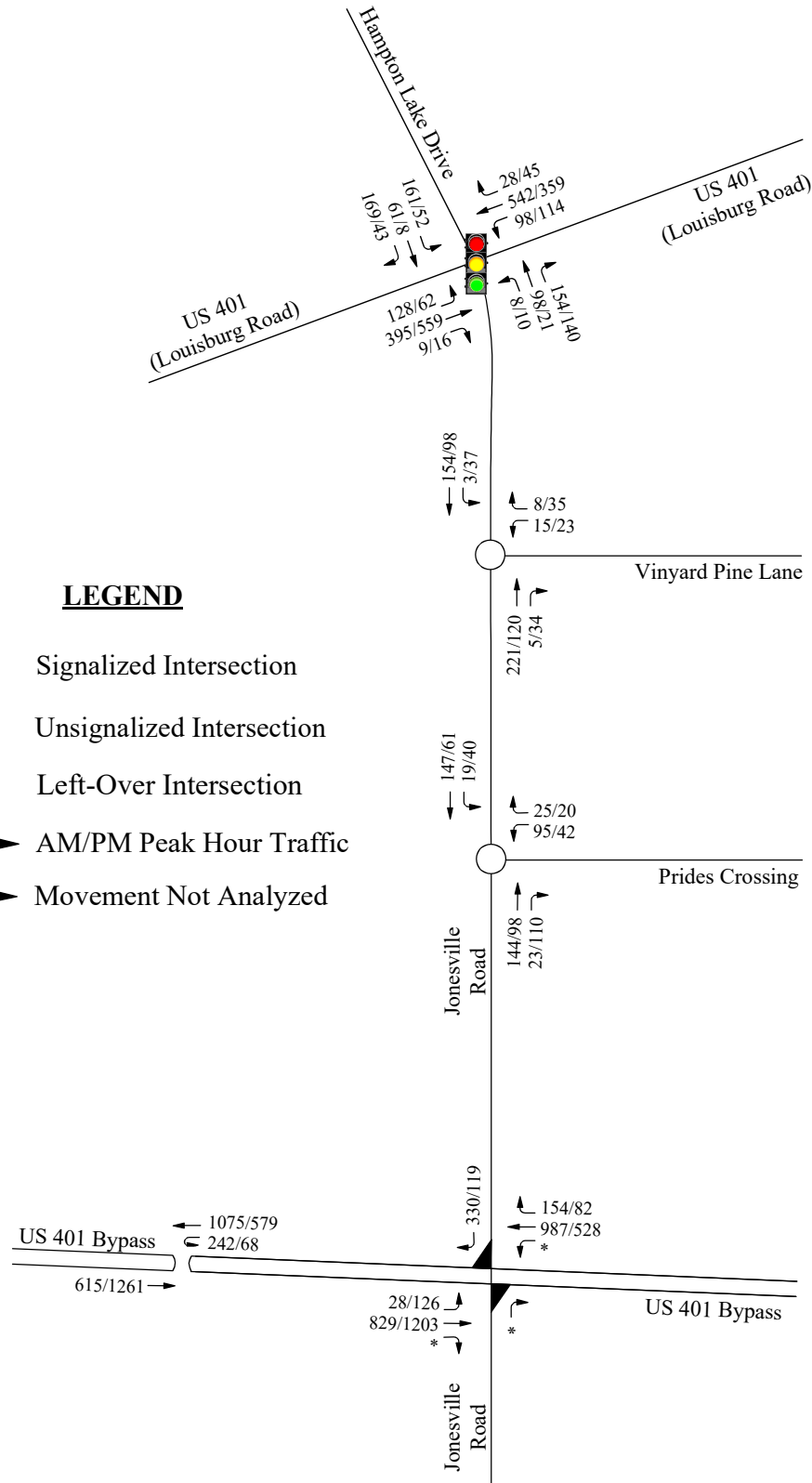
Scale: Not to Scale

Figure 7



**LEGEND**

-  Signalized Intersection
-  Unsignalized Intersection
-  Left-Over Intersection
- X/Y → AM/PM Peak Hour Traffic
- \* → Movement Not Analyzed



Jonesville Road Townhomes  
Rolesville, North Carolina

Combined (2021)  
Traffic Volumes

Scale: Not to Scale

Figure 8

April 1, 2019

Danny Johnson  
Town of Rolesville  
Planning Director  
502 Southtown Circle  
Rolesville, NC 27571

Subject: Trip Generation Comparison  
Jonesville Road Townhomes – Rolesville, North Carolina

Dear Mr. Johnson:

This letter provides a comparison of the trip generation expected as part of the Jonesville Road Townhomes with the trip generation associated with the current zoning of the properties.

The proposed development is expected to consist of 53 residential townhomes. The property is currently zoned to allow office uses. This study assumes the existing zoning would allow up to a total of 72,000 s.f. of office space on the same properties. Each of the 4 lots in the Townhome project consists of 1.45 acres. It is our understanding that current zoning would permit a 1.45 acre lot to include an 18,000 s.f. building in a 2-story structure with a building foot print of 9,000 s.f. It is estimated that parking would take up approximately 1 acre and the balance of the lot would contain buffer areas and open space.

Average weekday, AM peak hour, and PM peak hour trips for the proposed development and for existing zoning were estimated using the ITE *Trip Generation Manual*, 10<sup>th</sup> Edition. Table 1 and Table 2 provide a summary of the trip generation potential for existing zoning and for the proposed townhomes.

**Table 1: Trip Generation – Existing Zoning**

Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	AM Peak Hour Trips (vph)		PM Peak Hour Trips (vph)	
			Enter	Exit	Enter	Exit
General Office (710)	72,000 s.f.	772	81	13	13	70

**Table 2: Trip Generation – Proposed Townhomes**

Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	AM Peak Hour Trips (vph)		PM Peak Hour Trips (vph)	
			Enter	Exit	Enter	Exit
Multifamily Housing (Low-Rise) (220)	53 units	367	6	21	21	13

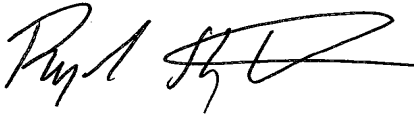


**Conclusions**

As shown in Tables 1 and 2 above, the proposed townhome use will generate fewer trips than the potential build out of the properties under current zoning. If the site were developed with office space as allowed under existing zoning, the office use is expected to generate approximately 3.5 times the number of trips as the townhomes in the AM peak hour and approximately 2.5 times the number of trips as the townhomes in the PM peak hour.

If you should have any questions, please feel free to contact me at (919) 872-5115.

Sincerely,



Rynal Stephenson, P.E.  
Regional Manager  
***Ramey Kemp & Associates, Inc.***

NC Corporate License # C-0910



**Stantec Consulting Services Inc.**  
801 Jones Franklin Road, Suite 300  
Raleigh, NC 27606-3394  
Tel: (919) 651-6866  
Fax: (919) 651-7024

March 26, 2019  
File: 171002080

**Attention: Mr. Kelly Arnold, Town Manager**  
Rolesville Town Hall  
502 Southtown Circle  
Rolesville, NC 27571

Dear Mr. Arnold,

**Reference: Traffic Impact Analysis Review: Jonesville Road**



Stantec has been retained by the Town of Rolesville to perform a review of the Jonesville Road Townhomes traffic assessment letter by Ramey Kemp & Associates, Inc dated March 25, 2019. The subject development is located on Vineyard Pine Lane, near Jonesville Road and S. Main Street, in Rolesville, Wake County, North Carolina. A memorandum of understanding (MOU) or scoping checklist was not provided for this study. Therefore, this review assumes all study assumptions have been approved by Town of Rolesville staff.

The following comments result from the review of the assessment:

1. The study notes that traffic counts were collected from 7:00 AM – 9:00 AM and 4:00 PM – 6:30 PM to cover the peak hours. Reviewing the individual count files, data collection varied from the aforementioned windows, but appear to capture the peak hours at the individual intersections.
2. Peak hour factors were analyzed as 0.9 uniformly per NCDOT capacity analysis guidelines. Count data at the intersection of S. Main Street at Jonesville Road indicate lower peak hour factors during the AM peak hour; which can be attributed to traffic to/from the charter school.
3. The cycle lengths used at the signalized intersection of S. Main Street at Jonesville Road did not meet the minimum time according to the NCDOT capacity analysis guidelines.

The projected volume of northbound right-turns meets NCDOT's criteria for installation of a northbound right-turn lane on Jonesville Road at Vineyard Pine Lane. However, the projected volume of northbound through traffic is low concluding that a northbound right-turn lane is not recommended to be constructed in conjunction with this development.

Taking these comments and information presented in the report into consideration, this review concurs with the conclusion as stated on page 9 of 9 of the traffic assessment letter that, "Due to the low number of trips anticipated to be generated by the proposed townhome development, it is not expected to have a significant impact to the study intersections."

March 26, 2019  
Mr. Kelly Arnold, Town Manager  
Page 2 of 2

**Reference: Traffic Impact Analysis Review: Jonesville Road**

If you have any questions or responses pertaining to these comments or findings, please contact myself at (919) 865-7375 / Matt.Peach@Stantec.com.

Sincerely,

**Stantec Consulting Services Inc.**

A handwritten signature in blue ink that reads "Matt Peach". The signature is written in a cursive style with a large, looping "P" and "A" in "PEACH".

**Matt Peach**, PE, PTOE  
Senior Transportation Engineer  
Phone: (919) 865-7375  
Matt.Peach@Stantec.com