



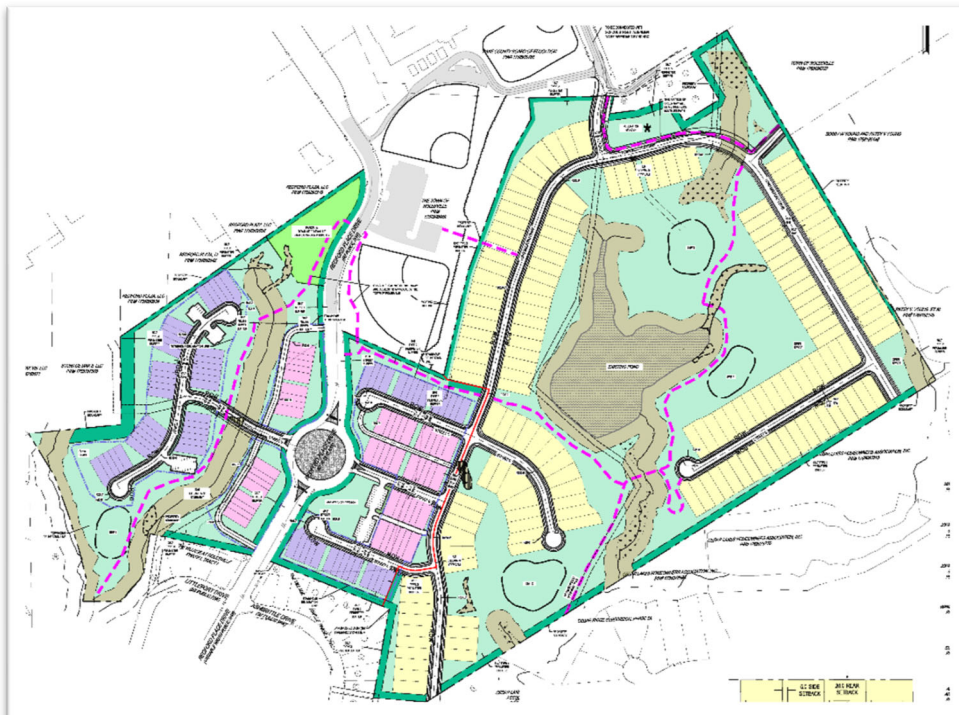
# Memo

**To:** Mayor Currin and Town Board of Commissioners  
**From:** Meredith Gruber, Planning Director  
**Date:** November 15, 2022  
**Re:** Parker Ridge Map Amendment MA 22-03 and Annexation Petition ANX 22-06

## Background

### ***Map Amendment/Rezoning Application (MA 22-03)***

The Town of Rolesville Planning Department received a Map Amendment (Rezoning) application in February 2022 for 88.50 acres located at 82 School Street, 120 School Street, and 201 Redford Place Drive with Wake County PINs 1758988411, 1758884270, 1768091558, and 1758983710. The applicant, Lennar Carolinas LLC, is requesting to change the zoning from Residential Low (RL) and Residential and Planned Unit Development (R&PUD) to Residential Medium Conditional Zoning District (RM-CZ) and Residential High Conditional Zoning District (RH-CZ). A concept plan showing 162 single family lots at a density of 2.80 units per acre, and 114 townhome lots at a density of 3.93 units per acre, is included as a condition of the rezoning request. The overall density of the entire neighborhood is 3.18 units per acre.



The applicant has proposed the following conditions as part of the Parker Ridge rezoning request:

**EXHIBIT D (Applicant's Reference Name) to Parker Ridge Rezoning Application**  
**Proposed Conditions**  
**Rev. 4 – October 31, 2022**

1. Development of the property shall be in substantial conformance with the accompanying **Exhibit C** (Applicant's reference name) Concept Plan. Locations shown for committed elements including, but not limited to greenways, streets, and open areas shown on **Exhibit C** (Applicant's reference name), are conceptual and provided for illustration and context only. Final locations of elements shall be determined at subsequent stages of approval.
2. The following uses shall be prohibited on the portion of the property zoned Residential High Density (the "RH Parcel"):
  - a. Live-Work Unit
  - b. Residential Care (ALF, ILF, CCF)
  - c. Telecommunications Tower
3. The RH Parcel shall have a maximum of 120 townhouse dwellings.
4. The following uses shall be prohibited on the portion of the property zoned Residential Medium Density (the "RM Parcel"):
  - a. Telecommunications Tower
5. The RM Parcel shall have a maximum of 170 single-family detached dwellings.
6. A single family detached home shall be developed and donated as part of Wounded Warrior Homes, Operation Coming Home, Operation Finally Home, or similar organization providing homes to veterans.
7. The development shall include at least one pollinator garden. The pollinator garden shall be a landscaped garden in which at least seventy five percent (75%) of all plants, excluding grasses, are native milkweeds and other nectar-rich flowers.
8. Perimeter buffers shall be provided as shown on the Concept plan. Type 3 and Type 4 perimeter buffers may include 6' fences instead of walls.
9. All single family detached dwellings shall have the following features:
  - a. A 2 car garage;
  - b. All garage doors shall have windows;
  - c. Ground floor elevation at the front door shall be a minimum of 12" above average grade across the front façade of the house.
  - d. A minimum 24" stone or masonry water table along the front elevation;
  - e. If masonry is not the predominant first floor finish, then the front elevation shall have 2 types of siding. For example, horizontal siding may be combined with shake/board and batten;
  - f. Roof pitches on the main roof will have a pitch between 5 on 12 and 12 on 12;

- g. Roof materials shall be asphalt shingles, metal, copper or wood;
  - h. Minimum 12" front overhangs;
  - i. A covered stoop or porch at least 20 sf and 5 ft deep;
  - j. All windows on front facades shall have shutters or window trim;
  - k. A minimum 64 sf rear patio;
  - l. At least one window on each side elevation;
  - m. No single family detached home shall be constructed with a front elevation or color palette that is identical to the home on either side of it or directly across from it; and
  - n. A varied color palette shall be used throughout the subdivision.
10. All townhouse dwellings shall have the following features:
- a. A 1 or 2 car garage;
  - b. A minimum 24" stone or masonry water table along the front elevation;
  - c. If masonry is not the predominant first floor finish, then the front elevation shall have 2 types of siding. For example, horizontal siding may be combined with shake/board and batten;
  - d. Roof materials shall be asphalt shingles, metal, copper or wood;
  - e. Minimum 12" front overhangs;
  - f. A covered stoop or porch at least 20 sf and 5 ft deep;
  - g. Shutters or window trim shall be on front façade windows;
  - h. A minimum 64 sf rear patio shall be provided on front loaded townhouses;
  - i. At least one window on each side elevation (excluding interior units);
  - j. No townhouse shall be painted a color that is identical to the home adjacent on either side of it; and
  - k. A varied color palette shall be used throughout the subdivision.
11. The developer shall offer to dedicate the section of land labeled as "Parcel – A – Town of Rolesville Park Expansion" on the Concept Plan for use as a public park. This land shall count toward open space requirements for the overall development.

### ***Annexation Petition (ANX 22-06)***

The Town of Rolesville received a contiguous voluntary annexation petition for two parcels totalling 61.37 acres located at 82 and 120 School Street with Wake County PINs 1758988411 and 1758983710 into the Town of Rolesville Town Limits. These two parcels are two of four parcels that make up the Parker Ridge rezoning case, MA 22-03.

As provided by G.S. 160A-31, the petition was investigated by the Town Clerk as to its sufficiency of meeting G.S. 160A-31. The Town Board of Commissioners scheduled a legislative hearing for the Parker Ridge annexation petition, ANX 22-06, on November 15, 2022.

### **Applicant Justification**

The applicant provided the justification statement below for their rezoning request. The complete application is included as an attachment.

Parker Ridge is a proposed residential development with a combination of single family detached and single family attached (townhouse) uses. Parker Ridge will benefit the public by creating more housing choices and needed housing supply in a key location

near downtown Rolesville. The request will allow for development that is consistent with nearby neighborhoods and will complement the established character of the surrounding area. Parker Ridge includes a significant amount of open space, offsetting any impacts of the development and preserving the natural features of the site. Parker Ridge is consistent with the Town of Rolesville's long range plans and will further the Town's goals outlined in the Rolesville Comprehensive Plan.

Parker Ridge is consistent with the Future Land Use Map. The subject property is designated as High Density Residential on the Future Land Use Map. (Comprehensive Plan p. 39) This category contemplates mixed use neighborhoods consisting of single family, duplex, condominium, townhouse, or multifamily residential uses. (Comprehensive Plan p. 37) Parker Ridge will include the desired mixture of uses, with a combination of single family detached and single family attached uses, accompanied by substantial open space.

Parker Ridge also fulfills the following additional goals of the Comprehensive Plan:

Major Recommendation: Create a Diversity of New Houses, but Ensure High Quality and Limited Locations for Multi-Family Units. The Comprehensive Plan calls for more dense residential uses in limited, appropriate locations including locations closer to Main Street and areas closer to downtown. Parker Ridge is in close proximity to Main Street and Downtown. The site is a short walking distance from the many services and business currently located along Main Street and is an appropriate location for the proposed mix of residential uses.

Major Recommendation: Celebrate Downtown. The Comprehensive Plan seeks mixed use development, including diverse housing options, near downtown to activate the downtown core. Parker Ridge will offer a mix of residential uses in the vicinity of the downtown core, in a location walkable to existing commercial development and will help to activate the downtown core.

## Neighborhood Meeting

The applicant held a neighborhood meeting on August 10, 2022 at the Rolesville Community Center. The fifteen neighbors in attendance asked about the development timeframe, open space, townhome height, buffers, traffic including School Street logistics, and construction logistics. Meeting minutes are included as an attachment.

## Comprehensive Plan

### Land Use

The Future Land Use Map shows the subject parcels as High Density Residential, which is described as a mixed use neighborhood of single family, duplex, condominium, townhouse, or multifamily residential. These are lots or tracts at a density range of six to twelve dwelling units per acre including preserved open space areas.

Single family and townhome dwellings are residential types listed in the High Density Residential land use category definition; however, the average density for the proposed development is 3.18 units per acre which falls in the Medium Density Residential range.



### ***Community Transportation Plan***

The Town of Rolesville's Community Transportation Plan includes recommendations for thoroughfares, collectors, and intersections.

#### ***Thoroughfare Recommendations***

- The subject property has no frontage on any thoroughfare roadways.
- The closest thoroughfares the proposed development are Main Street and Young Street.

#### ***Collector Recommendations***

- Redford Place Drive is an existing collector roadway that passes through the proposed Parker Ridge development.
- School Street is proposed to continue through the subject property and is shown on the Parker Ridge Concept Plan.
- Another collector is proposed to connect School Street to Young Street, and a street stub is shown on the Parker Ridge Concept Plan.

#### ***Intersection Recommendations***

- There are no intersection recommendations associated with the subject property.
- The closest intersection recommendations are located at Main Street and Redford Place Drive as well as at Main Street and Young Street.

### ***Greenway Plan***

As per the 2022 Greenway Plan, proposed greenways are shown in the following locations:

- Along the northwestern side of Redford Place Drive.
- Running north-south through the single family portion of the proposed development.
- In addition, a greenway connection is shown through the park between the proposed townhome portion and single family portion of the development.

### ***Consistency***

The applicant's request for 162 single family lots and 114 townhome lots at an average density of 3.18 units is consistent with the Town of Rolesville's Comprehensive Plan for the following reasons:

- The proposed housing types, single family and townhomes, are consistent with the High Density Residential land use category.
- Community Transportation Plan collector recommendations are reasonably illustrated in the rezoning concept plan.
- Greenways are shown as recommended in the 2022 Greenway Plan.

The applicant's request may not be consistent with the Town's Comprehensive Plan for the following reason:

- The proposed density for the single family portion of Parker Ridge is 2.80 units per acre and for the townhome portion is 3.93 units per acre. The average density of 3.18 units per acre is lower than the High Density Residential land use category's typical density of 6 – 12 units per acre.

## Traffic

### Traffic Impact Analysis

The consulting firm Stantec performed the Traffic Impact Analysis for this project on behalf of the Applicant and the Town; see the attached Traffic Impact Analysis Final Report dated August 15, 2022. Traffic counts were obtained on Thursday, June 9, 2022 at four locations. The project inputs were 162 single-family (detached) homes and 114 townhomes, with build-out anticipated in 2028. Primary access is described as coming from the Redford Place roundabout, with an additional access (Concept Plan Street D) via extension of School Street from South Main Street.

TIA Summary - Trip Generation	Entering	Exiting	Total
AM Peak (7-9 am)	47	123	170
PM Peak (4-6 pm)	134	86	220
Weekday Daily Trips	1,195	1,196	2,391

Five intersections were studied for capacity analysis and level of service impact for this development.

TIA Summary – Intersection Improvements	
Old Rogers Road/School Street at South Main Street	No Improvements. <i>*Southbound Old Rogers should consider right-in/right-out.</i>
Redford Place Drive/Rogers Road at South Main Street	No Improvements. Intersection functions at Level of Service E under No Build and Build scenarios at PM Peak.
School Street at School Driveway/Scarboro Driveway	No Improvements.
Redford Place Drive at School Driveway	No Improvements.
Redford Place Drive at (Development) Access A / Access B	<b>Construct new streets at opposite sides of roundabout, with 100' minimal internal protective stems.</b>

## Development Review

The Technical Review Committee (TRC) reviewed this rezoning request and concept plan. There are no outstanding comments to be addressed.

## Planning Board Recommendation

At the September 26, 2022 meeting, Planning Board members heard presentations from Planning staff and the Applicant team on Map Amendment/Rezoning MA 22-03 Parker Ridge. Board members had questions about the park land dedication (if anything would be built) and if there had been any collaboration with the Wake County Public School System on the functionality of School Street. The applicant noted the park land dedication would not include the construction of any amenities, and collaboration would likely take place with the school system during the production of Construction Infrastructure Drawings.

The Planning Board unanimously recommended approval of rezoning request, MA 22-03 Parker Ridge. With that recommendation came an expectation of addressing concerns about traffic on School Street.

### **Staff Recommendation**

Staff finds that the proposed rezoning request and associated residential project is generally consistent with the Comprehensive Plan on many fronts but could more greatly fulfill the High Density Residential vision with a varied, denser housing and an overall mixed use development. Staff agrees with the Planning Board's recommendation for approval and associated expectation of addressing traffic concerns on and around School Street.

### **Consistency and Reasonableness**

As noted above under the Comprehensive Plan section of this report, the rezoning request for the subject parcels is somewhat consistent with the future land use designation, High Density Residential. The application is consistent with the Community Transportation Plan as well as the Greenway Plan. On balance, MA 22-03 is generally consistent with the Comprehensive Plan and other applicable Plans and is therefore reasonable.

### **Proposed Motions**

1. Motion to (approve or deny) rezoning request MA 22-03 – Parker Ridge.
2. (Following Approval) Motion to adopt a Plan Consistency Statement and Statement of Reasonableness for MA 22-03.
3. Motion to (approve or deny) the annexation petition received under G.S. 160A-31 for ANX 22-06 – Parker Ridge.

*Or*

4. Motion to continue the legislative hearing for MA 22-03 and ANX 22-06 to a future Town Board meeting to continue discussion and exchange of information.

### **Attachments**

1	Application
2	Annexation Petition and Attachments
3	Vicinity Map
4	Future Land Use Map
5	Zoning Map
6	Neighborhood Meeting Minutes
7	Concept Plan
8	Traffic Impact Analysis



MA 22-03  
Case No. \_\_\_\_\_  
Date rcvd 2-1-2022

## Map Amendment Application

### Contact Information

Property Owner See attached addendum for all owner contact information  
Address See attached addendum City/State/Zip See attached addendum  
Phone See attached addendum Email See attached addendum

Developer Lennar Carolinas LLC c/o Collier Marsh  
Contact Name Collier Marsh  
Address 301 Fayetteville Street City/State/Zip Raleigh, NC 27601  
Phone 919-835-4663 Email colliermarsh@parkerpoe.com

### Property Information

Address 82 School Street, 201 Redford Place Drive, and 120 School Street (See attached addendum for additional information by parcel)  
Wake County PIN(s) 1758988411, 1758884270, 1768091558, and 1758983710  
Current Zoning District RL, R and PUD Requested Zoning District RM and RH  
Total Acreage 88.36

### Owner Signature

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

Signature William McLeod Power Jr. Date 12-29-2021

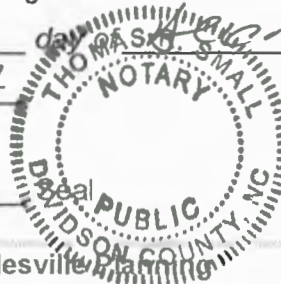
STATE OF NORTH CAROLINA

COUNTY OF Beaufort

I, a Notary Public, do hereby certify that William McLeod Power Jr.  
personally appeared before me this day and acknowledged the due execution of the foregoing instrument. This  
the 29 day of December 20 21

My commission expires 1-7-2022

Signature [Signature]



Town of Rolesville Planning



Case No. \_\_\_\_\_

Date \_\_\_\_\_

## Map Amendment Application

### Contact Information

Property Owner See attached addendum for all owner contact informationAddress See attached addendumCity/State/Zip See attached addendumPhone See attached addendumEmail See attached addendumDeveloper Lennar Carolinas LLC c/o Collier MarshContact Name Collier MarshAddress 301 Fayetteville StreetCity/State/Zip Raleigh, NC 27601Phone 919-835-4663Email colliermarsh@parkerpoe.com

### Property Information

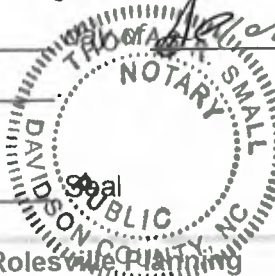
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Signature *W. Mark R. L.* Date 12-29-2021

STATE OF NORTH CAROLINA

COUNTY OF *Gallatin*I, a Notary Public, do hereby certify that *William Mark Parker Jr*personally appeared before me this day and acknowledged the due execution of the foregoing instrument. This the *29* day of *December* 20 *21*.My commission expires *1-7-2022*Signature *[Signature]*

Town of Rolesville Planning



Case No. \_\_\_\_\_

Date \_\_\_\_\_

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City/State/Zip See attached addendum

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Email See attached addendum

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Contact Name Collier Marsh

Address 301 Fayetteville Street

City/State/Zip Raleigh, NC 27601

Phone 919-835-4663

Email colliermarsh@parkerpoe.com

### Property Information

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Wake County PIN(s) 1758988411, 1758884270, 1768091558, and 1758983710

Current Zoning District RL, R and PUD

Requested Zoning District RM and RH

Total Acreage 88.36

### Owner Signature

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

Signature Catherine Faye Parker Date 12/29/2021

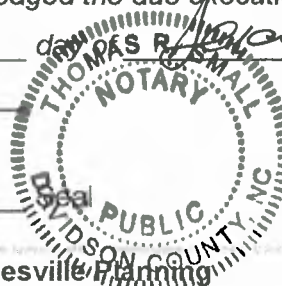
STATE OF NORTH CAROLINA

COUNTY OF Gallatin

I, a Notary Public, do hereby certify that Catherine Faye Parker  
personally appeared before me this day and acknowledged the due execution of the foregoing instrument. This  
the 29 day of December, 20 21.

My commission expires 1-7-2027

Signature [Signature]



Town of Rolesville Planning





Case No. \_\_\_\_\_

Date \_\_\_\_\_

## Map Amendment Application

### Contact Information

Property Owner See attached addendum for all owner contact information

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Current Zoning District RL, R and PUD Requested Zoning District RM and RH

Total Acreage 88.36

### Owner Signature

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Signature  Date 12/21/21

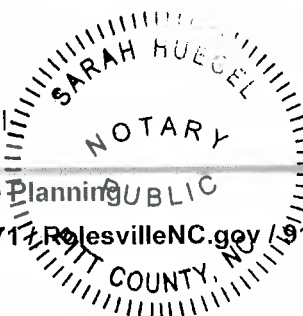
STATE OF NORTH CAROLINA

COUNTY OF DH

I, a Notary Public, do hereby certify that Thomas Glenon  
personally appeared before me this day and acknowledged the due execution of the foregoing instrument. This  
the 21<sup>st</sup> day of December 2021

My commission expires 12/2025

Signature  Seal



Town of Rolesville Planning

PO Box 250 / Rolesville, North Carolina 27571 / RolesvilleNC.gov / 919.554.6517

### Metes and Bounds Description of Property

See attached Exhibit B

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

## Rezoning Justification

See attached addendum

**EXHIBIT A**  
**to**  
**School Street Rezoning Application**  
**Property and Owner Contact Information**

**Wake County PIN: 1758988411**

Address: 82 School Street, Rolesville, NC 27571  
Current Zoning District: RL  
Requested Zoning District: RM and RH  
Total Acreage: 60.97 acres  
Property Owner: W. Harold Parker Jr and Catherine Faye Parker  
Owner Mailing Address: 149 Stonebridge Drive  
City/State/Zip: New London, NC 28127  
Phone: N/A  
Email: N/A

**Wake County PIN: 1768091558**

Address: 0 School Street, Rolesville, NC 27571  
Current Zoning District: RL  
Requested Zoning District: RM  
Total Acreage: 0.14 acres  
Property Owner: W. Harold Parker Jr and Catherine Faye Parker  
Owner Mailing Address: 149 Stonebridge Drive  
City/State/Zip: New London, NC 28127  
Phone: N/A  
Email: N/A

**Wake County PIN: 1758884270**

Address: 201 Redford Place Drive, Rolesville, NC 27571  
Current Zoning District: R and PUD  
Requested Zoning District: RH  
Total Acreage: 26.99 acres  
Property Owner: Rolesville Development LLC  
Owner Mailing Address: PO Box 30803  
City/State/Zip: Greenville, NC 27833  
Phone: N/A  
Email: N/A

**Wake County PIN: 1758983710**

Address: 120 School Street, Rolesville, NC 27571  
Current Zoning District: RL  
Requested Zoning District: RM  
Total Acreage: 0.4 acres  
Property Owner: W. Harold Parker, Jr.  
Owner Mailing Address: 149 Stonebridge Drive  
City/State/Zip: New London, NC 28127  
Phone: N/A  
Email: N/A

## **Rezoning Justification**

Parker Ridge is a proposed residential development with a combination of single family detached and single family attached (townhouse) uses. Parker Ridge will benefit the public by creating more housing choices and needed housing supply in a key location near downtown Rolesville. The request will allow for development that is consistent with nearby neighborhoods and will complement the established character of the surrounding area. Parker Ridge includes a significant amount of open space, offsetting any impacts of the development and preserving the natural features of the site. Parker Ridge is consistent with the Town of Rolesville's long range plans and will further the Town's goals outlined in the Rolesville Comprehensive Plan.

Parker Ridge is consistent with the Future Land Use Map. The subject property is designated as High Density Residential on the Future Land Use Map. (Comprehensive Plan p. 39) This category contemplates mixed use neighborhoods consisting of single family, duplex, condominium, townhouse or multifamily residential uses. (Comprehensive Plan p. 37) Parker Ridge will include the desired mixture of uses, with a combination of single family detached and single family attached uses, accompanied by substantial open space.

Parker Ridge also fulfills the following additional goals of the Comprehensive Plan:

**Major Recommendation: *Create a Diversity of New Houses, but Ensure High Quality and Limited Locations for Multi-Family Units.*** The Comprehensive Plan calls for more dense residential uses in limited, appropriate locations including locations closer to Main Street and areas closer to downtown. Parker Ridge is in close proximity to Main Street and Downtown. The site is a short walking distance from the many services and business currently located along Main Street and is an appropriate location for the proposed mix of residential uses.

**Major Recommendation: *Celebrate Downtown.*** The Comprehensive Plan seeks mixed use development, including diverse housing options, near downtown to activate the downtown core. Parker Ridge will offer a mix of residential uses in the vicinity of the downtown core, in a location walkable to existing commercial development and will help to activate the downtown core.



## TOWN OF ROLESVILLE PETITION FOR ANNEXATION

The items below are required in order to complete your application and shall be submitted when the application is filed.

1. A complete copy of the last deed of record for proof of ownership.
2. An annexation boundary plat/map for recordation at the Wake County Register of Deeds Office (mylar plat) prepared by a professional land surveyor showing the boundaries of the area or property for annexation into the Town of Rolesville.
3. A complete copy of the written metes and bounds description based on the annexation boundary plat/map.

### SECTION 1 - LOCATION

Is the area contiguous with the existing primary corporate limits? Satellite corporate limits is not primary. ☒ Yes or ☐ No

*Note: If the land is contiguous to any existing corporate limits, the proposed annexation boundary will include all intervening right-of-ways for streets, easements, and other areas as stated in North Carolina General Statute §160-131(1).*

### SECTION 2 - VESTED RIGHTS

NC General Statutes require petitioners of both contiguous and non-contiguous annexations to file a signed statement declaring whether vested rights have been established in accordance with G.S. 160A-385.1 or 153A-344.1 for properties subject to the petition. Do you declare vested rights for the property subject to this petition? ☐ Yes or ☒ No

### SECTION 3 - PROPERTY DETAILS

PIN Number	Real Estate ID Number	Deed Book Number	Page Number	Acreage To Be Annexed	Wake County Assessed Value
1758988411	0051006	DB 005409	PG 00926	60.97	\$ 1,585,220
1758983710	0009270	DB 018732	PG 01014	0.40	\$ 172,956
		DB	PG		\$

### SECTION 4 - SIGNATURES AND VERIFICATION

We, the undersigned owners of the real properties contained in the metes and bounds description and plat/map attached hereto, respectfully request that the area described above be annexed and made part of the Town of Rolesville, North Carolina. By signing below, we acknowledge that all information is correct.

- If property owned by INDIVIDUALS (NOTE: All legal owners must sign including both husband and wife)

Signature of Owner #1: W. Harold Parker, Jr.

*Catherine Faye Parker*

Signature of Owner #2: Catherine Faye Parker

Date Signed

*9/2/2022*

Date Signed

- If property owned by a COMPANY OR CORPORATION (NOTE: The company or corporation must be legally registered with the State of North Carolina - Office of the Secretary of State)

Name of Corporation

Printed Name of Registered Agent

Signature of Registered Agent

Address, State, Zip of Registered Office:

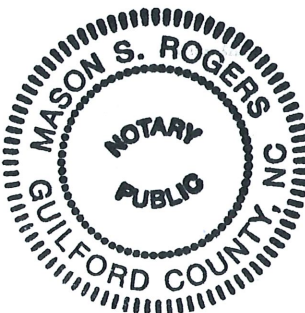
North Carolina *Guilford* County

I, *Mason S. Rogers*

Notary Public for said County and State, do hereby certify that the above signed individual(s) appeared before me this *2nd* day of *September*, 20*22*.

*Mason S. Rogers*  
Notary Public

My commission expires: *11/11/25*







# TOWN OF ROLESVILLE PETITION FOR ANNEXATION

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W. Harold Parker, Jr.  
Signature of Owner #1 W. Harold Parker, Jr.

8-30-2022  
Date Signed

\_\_\_\_\_  
Signature of Owner #2 Catherine Faye Parker

\_\_\_\_\_  
Date Signed

- If property owned by a COMPANY OR CORPORATION (NOTE: The company or corporation must be legally registered with the State of North Carolina – Office of the Secretary of State)

\_\_\_\_\_  
Name of Corporation

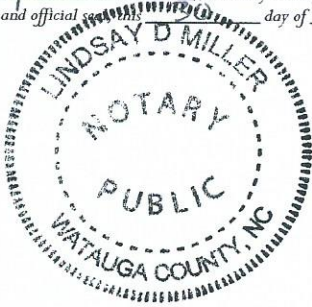
\_\_\_\_\_  
Printed Name of Registered Agent

\_\_\_\_\_  
Signature of Registered Agent

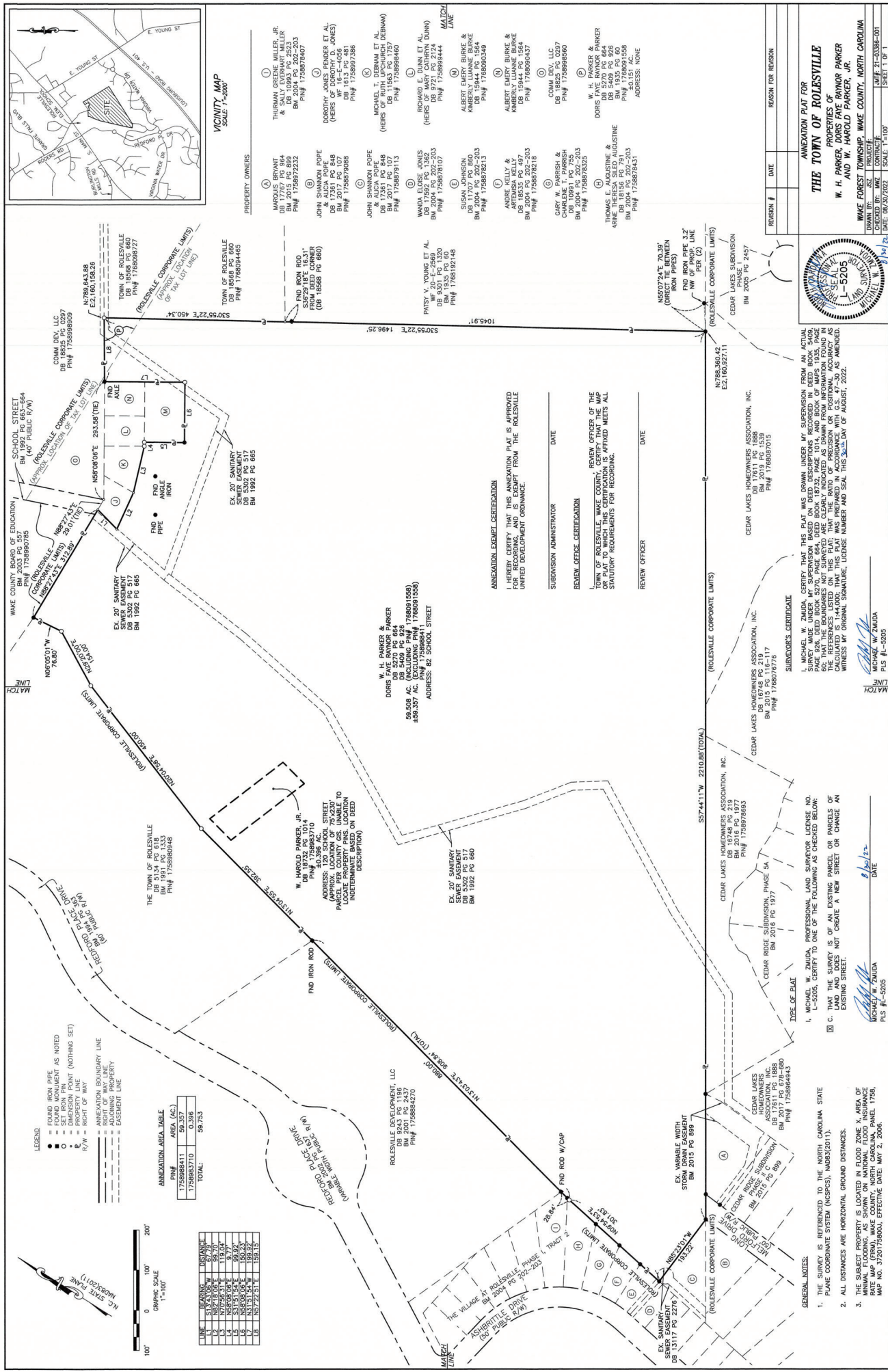
\_\_\_\_\_  
Address, State, Zip of Registered Office:

North Carolina, Watauga County

I, Lindsay D. Miller, a Notary Public for said County and State, do hereby certify that the above signed individual(s) appeared before me this day and signed the foregoing instrument.  
Witness my hand and official seal this 27th day of August, 2022



Lindsay D. Miller  
Notary Public  
My commission expires: 04/24/27



- LEGEND
- = FOUND IRON PIPE
  - = FOUND MONUMENT AS NOTED
  - = DIMENSION POINT (NOTHING SET)
  - = PROPERTY LINE
  - R/W = RIGHT OF WAY LINE
  - = ACQUIRING PROPERTY LINE
  - = DOCUMENT LINE



ANNEXATION AREA TABLE	
BM#	AREA (AC.)
1758988411	59.357
1758983710	0.396
TOTAL:	59.753

LINE	BEARING	DISTANCE
1	N 82° 10' 00" W	59.70
2	N 82° 10' 00" W	59.70
3	N 82° 10' 00" W	59.70
4	N 82° 10' 00" W	59.70
5	N 82° 10' 00" W	59.70
6	N 82° 10' 00" W	59.70
7	N 82° 10' 00" W	59.70
8	N 82° 10' 00" W	59.70

PROPERTY OWNERS

- ① THURMAN GREENE MILLER, JR. & DAUGHTER, LINDA L. MILLER DB 10993 PG 2923 BM 1948 PG 660 PIN# 1758972407
- ② DOROTHY JONES PRINCE ET AL (HEIRS OF DOROTHY D. JONES) DB 17361 PG 848 BM 17361 PG 848 PIN# 1758972407
- ③ JOHN SHANNON POPE DB 17361 PG 848 BM 17361 PG 848 PIN# 1758972407
- ④ JOHN SHANNON POPE & ALICE POPE DB 17361 PG 848 BM 17361 PG 848 PIN# 1758972407
- ⑤ MICHAEL T. DENHAM ET AL (HEIRS OF MICHAEL T. DENHAM) DB 11453 PG 1737 PIN# 1758989444
- ⑥ RICHARD E. DUIN ET AL (HEIRS OF RICHARD E. DUIN) DB 9721 PG 2124 PIN# 1758989444
- ⑦ ALBERT EMERY BURKE & KIMBERLY BURKE DB 15444 PG 1544 PIN# 1788000349
- ⑧ ALBERT EMERY BURKE & KIMBERLY BURKE DB 15444 PG 1544 PIN# 1788000349
- ⑨ COMB DEV, LLC DB 10991 PG 795 BM 1948 PG 660 PIN# 1758989444
- ⑩ CHARLENE T. PARRISH DB 10991 PG 795 BM 1948 PG 660 PIN# 1758989444
- ⑪ W. H. PARKER, JR. DB 5270 PG 864 BM 1932 PG 80 PIN# 1758989444
- ⑫ DORIS FAYE PARKER DB 5270 PG 864 BM 1932 PG 80 PIN# 1758989444
- ⑬ THOMAS E. AUGUSTINE & KIRNE THERESA SEED AUGUSTINE DB 17361 PG 848 BM 17361 PG 848 PIN# 1758972407

ANNEXATION EXEMPT CERTIFICATION

I HEREBY CERTIFY THAT THIS ANNEXATION PLAT IS APPROVED FOR RECORDING, AND IS EXEMPT FROM THE ROLESVILLE UNITED DEVELOPMENT ORDINANCE.

SUBDIVISION ADMINISTRATOR

DATE

REVIEW OFFICE CERTIFICATION

TOWN OF ROLESVILLE, WAKE COUNTY, CERTIFY THAT THIS PLAT OR PLAT TO WHICH THIS CERTIFICATION IS AFFIXED MEETS ALL STATUTORY REQUIREMENTS FOR RECORDING.

REVIEW OFFICER

DATE

SURVEYOR'S CERTIFICATE

I, MICHAEL W. ZIMMER, CERTIFY THAT THIS PLAT WAS DRAWN UNDER MY SUPERVISION FROM AN ACTUAL SURVEY OF THE LAND DESCRIBED HEREIN. I HAVE BEEN A LICENSED SURVEYOR IN THE STATE OF NORTH CAROLINA SINCE 1998. I HAVE BEEN A MEMBER OF THE NORTH CAROLINA SURVEYING SOCIETY SINCE 1998. I HAVE BEEN A MEMBER OF THE NORTH CAROLINA SURVEYING SOCIETY SINCE 1998. I HAVE BEEN A MEMBER OF THE NORTH CAROLINA SURVEYING SOCIETY SINCE 1998.

MICHAEL W. ZIMMER  
DATE: 08/25/2022

GENERAL NOTES:  
1. THE SURVEY IS REFERENCED TO THE NORTH CAROLINA STATE PLANE COORDINATE SYSTEM (NAD83), NAD83(2011).  
2. ALL DISTANCES ARE HORIZONTAL GROUND DISTANCES.  
3. THE SUBJECT PROPERTY IS LOCATED IN FLOOD ZONE X, AREA OF MINIMAL FLOODING, AS SHOWN ON NATIONAL FLOOD SURVEILLANCE MAP NO. 3720175800L, EFFECTIVE DATE: MAY 2, 2006.



BK5409PG0926

000363

PRESENTED  
FOR  
REGISTRATION

22 NOV 20 PM 2:16

KENNETH C. WILKINS  
REGISTER OF DEEDS  
WAKE COUNTY

Excise Tax

Recording Time, Book and Page

Tax Lot No. \_\_\_\_\_ Parcel Identifier No. 72-79  
Verified by \_\_\_\_\_ County on the \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_\_\_  
by \_\_\_\_\_

Mail after recording to Grantee

This instrument was prepared by Robert O. Belo, Atty., Durham, NC

Brief description for the Index

## NORTH CAROLINA NON-WARRANTY DEED

THIS DEED made this 12<sup>TH</sup> day of October, 1992, by and between  
GRANTOR GRANTEE

W. H. PARKER

DORIS FAYE RAYNOR PARKER

P. O. Box 92  
Rolesville, NC 27571

Enter in appropriate block for each party: name, address, and, if appropriate, character of entity, e.g. corporation or partnership.

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

WITNESSETH, that the Grantor, for a valuable consideration paid by the Grantee, the receipt of which is hereby acknowledged, has and by these presents does grant, bargain, sell and convey unto the Grantee in fee simple, all that  
certain lot or parcel of land situated in the City of Wake Forest a 1/4 undivided\* Township,  
Wake County, North Carolina and more particularly described as follows: \*interest

See Exhibit A attached hereto and incorporated herein by reference.

The property hereinabove described was acquired by Grantor by instrument recorded in Book 5270, Page 664

A map showing the above described property is recorded in Plat Book 1935 page 60  
 TO HAVE AND TO HOLD a one-fourth undivided interest in and to the aforesaid lot or parcel of land and all privileges and appurtenances thereto belonging to the Grantee in fee simple.

The Grantor makes no warranty, express or implied, as to title to the property hereinabove described.

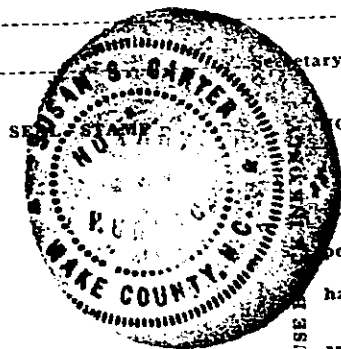
IN WITNESS WHEREOF, the Grantor has hereunto set his hand and seal, or if corporate, has caused this instrument to be signed in its corporate name by its duly authorized officers and its seal to be hereunto affixed by authority of its Board of Directors, the day and year first above written.

\_\_\_\_\_  
 (Corporate Name)

By: \_\_\_\_\_  
 \_\_\_\_\_ President

ATTEST: \_\_\_\_\_

\_\_\_\_\_  
 Notary (Corporate Seal)



NORTH CAROLINA, Wake County.

I, a Notary Public of the County and State aforesaid, certify that W. H. PARKER

Grantor,

personally appeared before me this day and acknowledged the execution of the foregoing instrument. Witness my

hand and official stamp or seal, this 12 day of October, 1992

My commission expires: 10-1-94 Susan S. Carter Notary Public

SEAL - STAMP

NORTH CAROLINA, \_\_\_\_\_ County.

I, a Notary Public of the County and State aforesaid, certify that \_\_\_\_\_

personally came before me this day and acknowledged that \_\_\_\_\_ he is \_\_\_\_\_ Secretary of

\_\_\_\_\_ a North Carolina corporation, and that by authority duly

given and as the act of the corporation, the foregoing instrument was signed in its name by its \_\_\_\_\_

President, sealed with its corporate seal and attested by \_\_\_\_\_ as its \_\_\_\_\_ Secretary.

Witness my hand and official stamp or seal, this \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_\_\_.

My commission expires: \_\_\_\_\_ Notary Public

The foregoing Certificate(s) of

Susan S. Carter

is/are certified to be correct. This instrument and this certificate are duly registered at the date and time and in the Book and Page shown on the first page hereof.

**KENNETH C. WILKINS**

By Ingelle D. Panheut REGISTER OF DEEDS FOR Wake COUNTY  
 Deputy/Assistant-Register of Deeds.

N.C. Bar Assoc. Form No. 7 © 1977

Printed by Agreement with the N.C. Bar Association — 1981

POOLE PRINTING CO., INC. P.O. BOX 17376 RALEIGH, N.C. 27619

## EXHIBIT A

On the South side of the Raleigh-Rolesville paved Highway, and adjoining the lands of now or formerly, the Wake County School property and the Redford Estate on the West; H. J. Wall on the South; G. V. and C. D. Young, Mrs. J. W. Cash, Spencer Pulley and A. V. Gulley on the East, containing 67 acres, more or less, being Farm No. 13 of the Fleming Land as shown in Book of Maps 1935 at Page 60, Wake County Registry, except Church Property, now or formerly owned by the School, see Deed Book 23 at Page 103, and deed from J. W. Bunn, et al to County Board of Education, dated the 21st day of April, 1941, and duly recorded in the Wake County Registry, and being the identical tract conveyed by the said J. W. Bunn, et al to W. C. Roberts, now deceased, by deed dated the 9th day of October, 1941, and recorded in Book 874 at Page 255, Wake County Registry.

There is excepted from the above description and from the operation of the instant conveyance the following lots conveyed since the 9th day of October, 1941: lots conveyed to John Perkinson, June A. Jones, Ollie Harris, Richard Freeman, Bertha Horton and Johnnie Brown.

The tract conveyed by the instance conveyance was devised to Lessie H. Roberts by the said W. C. Roberts by will duly probated and of record in the office of the Clerk of the Superior Court of Wake County, North Carolina.

## NORTH CAROLINA GENERAL WARRANTY DEED

Excise Tax: \$662.00

Parcel Identifier No. 0009270 Verified by \_\_\_\_\_ County on the \_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_  
By: \_\_\_\_\_

Mail/Box to: Grantee

This instrument was prepared by: Kennon Craver, PLLC

Brief description for the Index: 120 School Street, Rolesville, NC 27571

THIS DEED made this 30<sup>th</sup> day of September, 2021 by and between

GRANTOR	GRANTEE
Kashina Jones (a/k/a Kashina Moore) and husband, Ivory Moore	W. Harold Parker, Jr.
ADDRESS: 120 School Street Rolesville, NC 27571	ADDRESS: 149 Stonebridge Drive New London, NC 28127

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

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

**BEGINNING** at a stake at the southwest corner of the intersection of the Public Road and a plantation road leading to the pond of W.C. Roberts; thence along the western edge of said plantation road in a southerly direction, 230 feet to an iron stake; thence in a westerly direction 75 feet to an iron stake; thence in a northerly direction 230 feet to an iron stake in the southern margin of the Public Road; thence in an easterly direction, along the southern margin of said Public Road, 75 feet to the point of BEGINNING, being the same lot conveyed by W.C. Roberts and wife Lessie C. Roberts, to J.W. Brown and wife, Helen Brown by deed dated 24th day of June, 1957.

The property hereinabove described was acquired by Grantor by instrument recorded in Book 16799, Page 660; and Book 16965, Page 935, Wake County Registry.

KC: 447697v1



A map showing the above described property is recorded in Plat Book \_\_\_\_, Page \_\_\_\_, Wake County Registry.

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

And the Grantor covenants with the Grantee, that Grantor is seized of the premises in fee simple, has the right to convey the same in fee simple, that title is marketable and free and clear of all encumbrances, and that Grantor will warrant and defend the title against the lawful claims of all persons whomsoever, other than the following exceptions:

1. 2021 ad valorem taxes;
2. Zoning ordinances affecting the property; and
3. Utility easements and unviolated covenants, conditions or restrictions that do not materially affect the value of the property

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

Kashina Jones (SEAL)  
Kashina Jones

Ivory Moore (SEAL)  
Ivory Moore

State of North Carolina - County of Wake

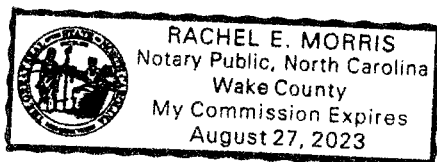
I, the undersigned Notary Public of the County of Wake and State aforesaid, certify that the following persons personally appeared before me this day, acknowledging to me that (s)he sign the foregoing document: Kashina Jones and Ivory Moore

Witness my hand and Notarial stamp or seal this 30 day of September, 2021.

My Commission Expires: 8/27/23

(Affix Seal)

Rachel E. Morris  
Rachel E. Morris Notary Public  
Notary's Printed or Typed Name



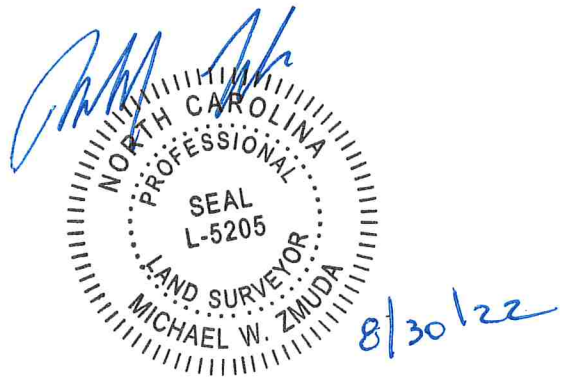
### Annexation Area

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

Beginning at a found iron pipe on the western right of way line of Long Melford Drive at the northern terminus of said drive as depicted on that certain plat entitled "Subdivision Plat, Cedar Ridge Subdivision, Phase II A, Property of Cedar Lakes II LLC" and recorded in Book of Maps 2015, Page 350, Wake County Registry, said point also being the northeastern corner of New Lot 112 as said lot is shown and so designated on that certain plat entitled "Recombination Survey for Lot 112, Cedar Ridge Subdivision" and recorded in Book of Maps 2017, Page 107, Wake County Registry; thence from the point of beginning, along the northern boundary of said New Lot 112, North 85°23'01" West 193.22 feet to a found iron pipe at the northwestern corner thereof and the eastern boundary of that certain plat entitled "Plat of Revision, The Village at Rolesville, Phase I, Tract 2" recorded in Book of Maps 2004, Pages 202 to 203, Wake County Registry; thence along the eastern boundary of said Plat of Revision the following two courses: (1) North 09°54'53" East 301.83 feet to a set iron rod; and (2) North 13°03'43" East 28.84 feet to a found iron rod with cap at the southeastern corner of that certain parcel conveyed to Rolesville Development, LLC in Deed Book 9243, Page 1196, Wake County Registry; thence along the eastern boundary of said Rolesville Development parcel North 13°03'43" East 880.00 feet to a found iron rod at the southeastern corner of that certain parcel conveyed to The Town of Rolesville in Deed Book 5134, Page 618, Wake County Registry; thence along the eastern boundary of said Town of Rolesville parcel the following four courses: (1) North 13°04'55" East 392.55 feet to a set iron rod; (2) North 20°04'58" East 450.00 feet to a set iron rod; (3) North 29°20'00" East 154.00 feet to a set iron rod; and (4) North 06°05'01" West 76.80 feet to a found iron pipe in the southern boundary of Lot 1 as said lot is shown and so designated on that certain plat entitled "Boundary Survey Prepared for Wake County Board of Education, Rolesville Elementary School" and recorded in Book of Maps 2003, Page 557, Wake County Registry; thence along the southern boundary of said Lot 1, North 88°27'43" East 312.89 feet to the northwestern corner of that certain parcel conveyed to June Albert Jones and wife in Deed Book 1613 Page 481, Wake County Registry; thence along the western and southern boundary of said Jones parcel the following two courses: (1) South 13°43'06" West 67.79 feet to a point; and (2) North 82°18'06" East 99.70 feet to the southwestern corner of that certain parcel conveyed to Michael T. Debnam in Deed Book 11563, Page 1757, Wake County Registry; thence along the southern boundary of said Debnam parcel North 70°56'31" East 119.04 feet (record South 84°35' East 99 feet) to a set iron rod at the most southern corner of that certain parcel conveyed to Richard E. Dunn et al. in Deed Book 9721, Page 2124, Wake County Registry; thence along the southeastern boundary of said Dunn parcel North 58°08'06" East 9.77 feet to a set iron rod at the most western corner of the second parcel described in the conveyance to Albert Emery Burke and wife in Deed Book 15944, Page 1564, Wake County Registry; thence along the southwestern and southeastern boundaries of said Burke parcel the following two courses: (1) South 31°51'54" East 99.92 feet to a found iron pipe; and (2) North 58°08'06" East 150.23 feet to a set iron rod; thence along the northeastern boundary of the two parcels described in said Burke conveyance North 31°51'54" West 199.92 feet to a found axle in the southeastern boundary of that certain parcel conveyed to Spencer Pulley and wife in Deed Book 1112, Page 65, Wake County Registry; thence along the southeastern boundary of said Pulley parcel North 57°22'51" East 159.15 feet to a set iron rod at the most western corner of Tract 3 as said tract is described in that certain

conveyance to The Town of Rolesville in Deed Book 18568, Page 660, Wake County Registry; thence along the southwestern boundary of said Tract 3, South 30°55'22" East 450.34 feet to the most western corner of that certain parcel conveyed to C. Douglas Young et al. in Deed Book 9301, Page 1320, Wake County Registry; thence along the southwestern boundary of said Young parcel South 30°55'22" East 1045.91 feet to a set iron rod on the northwestern boundary of that certain 4.874 acre parcel depicted on a plat entitled "Cedar Lakes Boundary Survey, 526 Irina Dr" and recorded in Book of Maps 2019, Page 1539, Wake County Registry (said parcel being part of the phased Cedar Ridge development); thence along the northwestern boundary of the complete Cedar Ridge development recorded in Book of Maps 2019, Page 1539, Book of Maps 2015, Pages 116 and 117, Book of Maps 2016, Page 1977, Book of Maps 2017, Pages 678 to 680, and Book of Maps 2015, Page 899, Wake County Registry, South 57°44'11" West 2210.88 feet to the point of beginning, containing 59.904 acres, more or less.

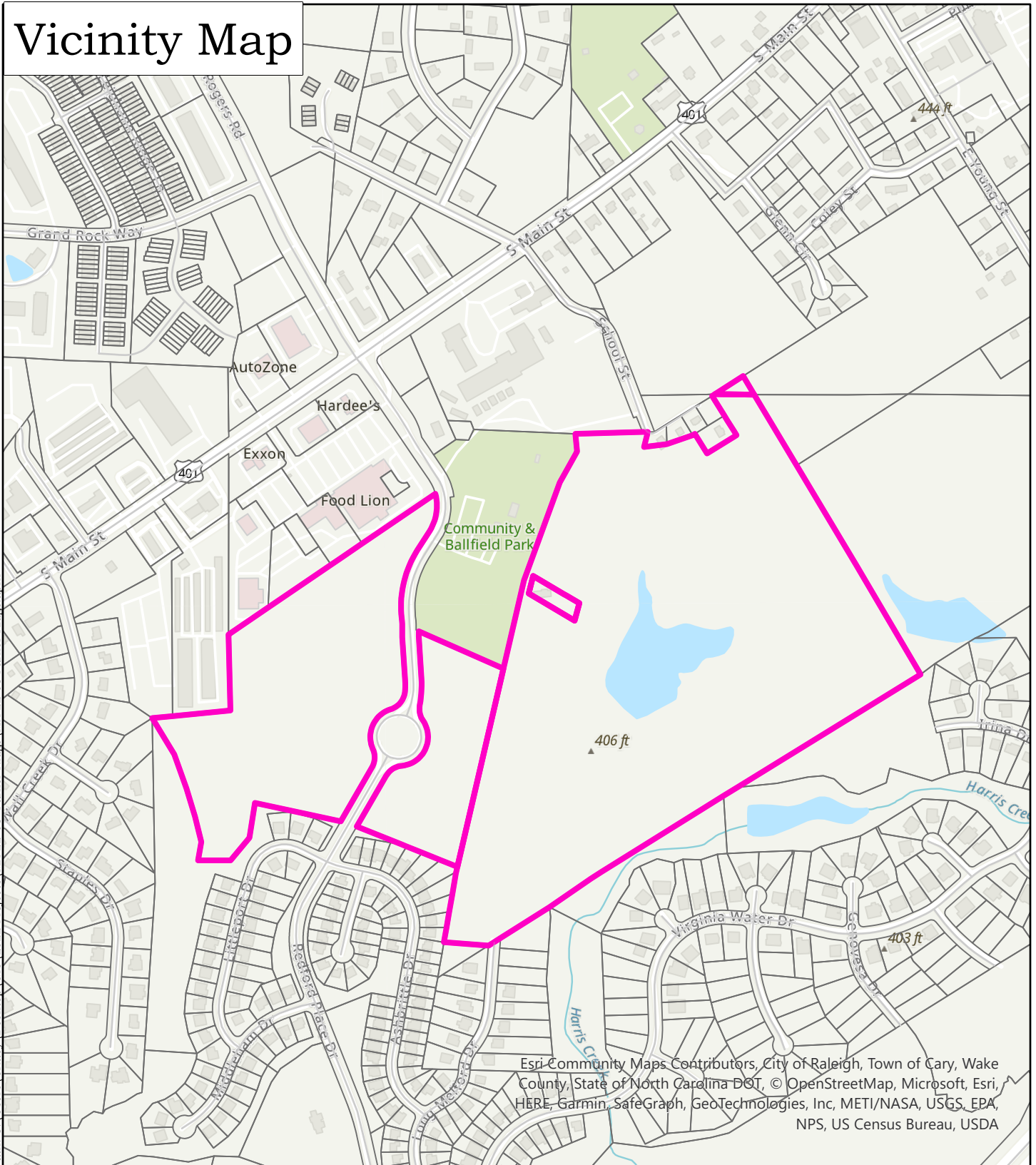
LESS AND EXCEPT the triangular area encompassed within tax PIN # 1768091558, containing approximately 0.151 acres and lying within the existing Rolesville corporate limits.



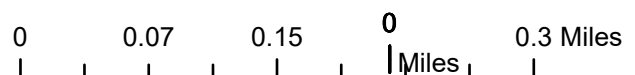
# Vicinity Map

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Esri Community Maps Contributors, City of Raleigh, Town of Cary, Wake County, State of North Carolina DOT, © OpenStreetMap, Microsoft, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA





# Future Land Use Map

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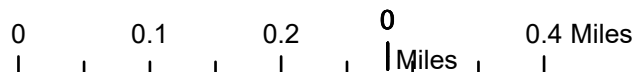
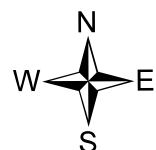
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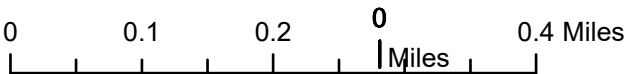
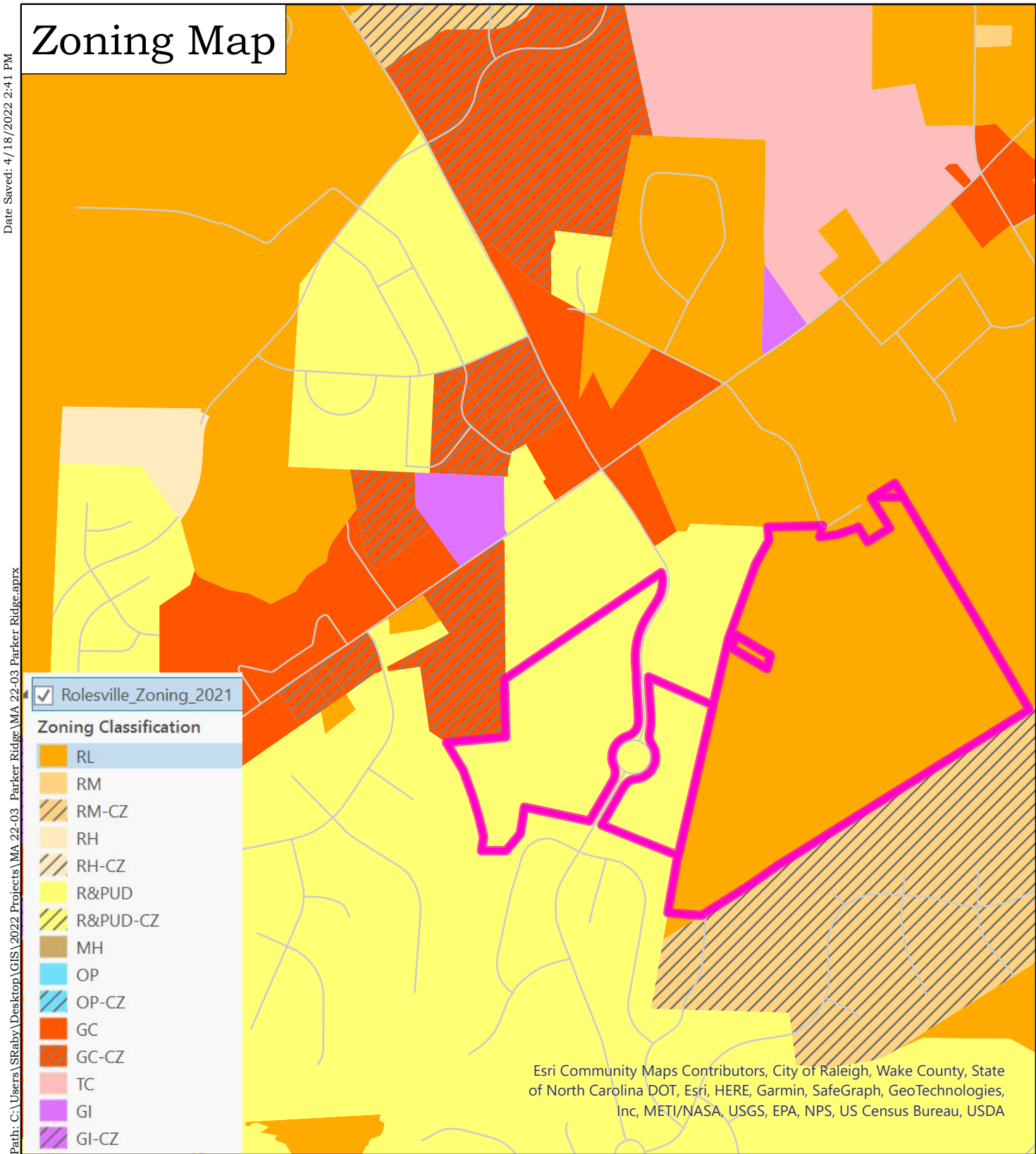
☒ RolesFULU03-13-2017

## ROLU\_CLASS

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

Esri Community Maps Contributors, City of Raleigh, Wake County, State of North Carolina DOT, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA







# PARKER RIDGE NEIGHBORHOOD MEETING MINUTES

## Parker Ridge

### August 10, 2022 Neighborhood Meeting Minutes

The Applicant held a neighborhood meeting for the Parker Ridge rezoning at the Town of Rolesville Community Center on August 10<sup>th</sup>, 2022. The following members of the project team were in attendance to present and answer questions: Charlie Yokley from Lennar, Michael Taylor from Lennar, Kelly Race from BGE, and Collier Marsh from Parker Poe. Approximately 15 neighbors were in attendance. Collier Marsh began by introducing the project team, gave an overview of the rezoning process, and then described the proposed rezoning. The floor was then opened to questions from the attending neighbors. The following is a summary of the questions asked by neighbors and the applicant's responses.

**Question:** What is the timeframe for development.

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

**Question:** How tall will the Townhomes be?

**Applicant Response:** Two stories.

**Question:** What is the project's open space?

**Applicant Response:** Open space includes all of the open land outside of individual lots and street rights of way. In this project, the open space includes environmentally sensitive areas, greenways, buffers, and other open areas.

**Question:** Will there be buffers provided at the perimeter of the development adjacent to Villages of Rolesville?

**Applicant Response:** Yes, we are proposing buffers along our perimeter. Along the Villages of Rolesville Boundary, we are proposing a 25' Type 3 perimeter buffer.

**Question:** How does the project address traffic in the area?

**Applicant Response:** The Town has completed its Traffic Impact Analysis and did not recommend any offsite traffic improvements. We have engaged our own traffic engineer to review the Town's Traffic Impact Analysis.

PARKER RIDGE  
NEIGHBORHOOD MEETING MINUTES

**Question:** Have you evaluated the School Street access and backups related to student drop offs?

**Applicant Response:** Yes, we are working with Wake County Schools to see what can be done.

**Question:** Where will construction traffic go?

**Applicant Response:** Construction traffic will be directed to use main roads where possible and avoid neighborhood streets. Lennar has onsite construction managers to ensure rules are followed.

**Question:** Will the project require blasting? What procedures are followed?

**Applicant Response:** We do expect some blasting due to existing rock. There are extensive requirements for blasting, including permitting and notice requirements that must be followed.

**Question:** What will happen to environmentally sensitive areas?

**Applicant Response:** Environmentally sensitive areas are being preserved and, where possible, activated with greenway trails for the public to enjoy.

**Question:** Will greenways run through neighboring properties?

**Applicant Response:** No. The greenways we are proposing are entirely on our property and have been coordinated with the Town.

**Question:** Can fences be added in buffers?

**Applicant Response:** We can look into adding fences where they are not already being provided.

After the question and answer session, the applicant team had informal discussions with several neighbors and the meeting concluded at 7:30 pm



CONCEPT PLAN FOR  
**PARKER RIDGE**  
EXHIBIT C  
82 SCHOOL STREET  
ROLESVILLE, NORTH CAROLINA 27571

SITE DATA TABLE

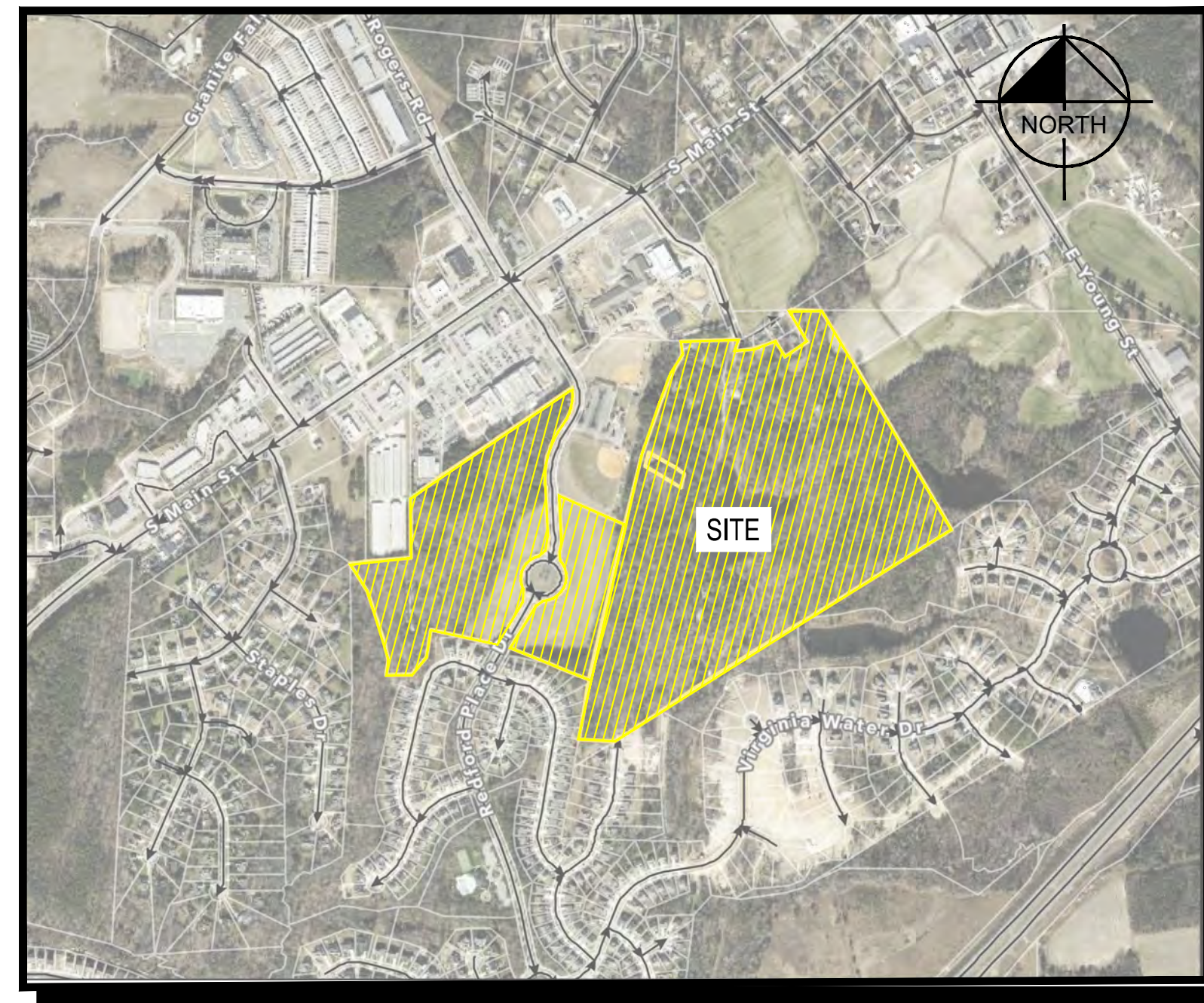
OWNER

W. HARLOD PARKER JR. / ROELSVILLE DEVELOPMENT, LLC

DEVELOPER

LENNAR OF CAROLINAS, LLC

			SETBACKS MINIMUM			
			RM (CLUSTER) SINGLE-FAMILY DETACHED)			
	PIN#	AREA (AC)	AREA (SF)	FRONT	20'	
	1758988411	59.51	2,592,300	SIDE	5'	
	1758983710	0.39	17,121	CORNER SIDE	10'	
	1758884270 E	7.12	310,215	REAR	20'	
	1758884270 W	19.86	865,243	MIN FRONT LOT WIDTH	40'	
				MIN AREA	5000 SF	
	GROSS AREA	86.89	3,784,879			
	ROW DEDICATION	0.00	0	SF	AC	
	NET AREA	86.89	3,784,879	RM-CZ CLUSTER (SINGLE-FAMILY DETACHED)		
				FINAL TRACT AREA	2,521,690	57.89
	EXISTING ZONING	RL		TOTAL UNITS	162	
	EXISTING USE	VACANT/AG		PROPOSED DENSITY (DU/AC)	2.8	
	FUTURE LAND USE	HDR		MAXIMUM DENSITY (DU/AC)	5	
	PROPOSED ZONING	RH/RM CLUSTER		PUBLIC GREENWAY (EST. 30' ESTM WIDTH)	150,754	3.46
	PROPOSED USE	RESIDENTIAL		CLUSTER OPEN SPACE REQUIRED 40%	1,008,676	23.16
				PROVIDED OPEN SPACE	1,008,676	23.16
				RH-CZ (TOWNHOMES)		
				FRONT	15'	
				PARKING SETBACK FOR TOWNHOMES	18'	
				BUILDING SEPARATION	30'	
				SIDE	10'	
				CORNER SIDE	15'	
				REAR	15'	
				MIN FRONT LOT WIDTH	20'	
				RH-CZ (TOWNHOMES)	SF	AC
				FINAL TRACT AREA	1,263,191	29.00
				TOTAL UNITS	114	
				PROPOSED DENSITY (DU/AC)	3.93	
				MAXIMUM DENSITY (DU/AC)	9	
				TOWNHOME TRACT AREA	625,873	14.37



SITE LOCATION MAP  
NOT TO SCALE

SHEET LIST TABLE	
SHEET NUMBER	SHEET TITLE
C0-0	COVER SHEET
C1-0	EXISTING CONDITIONS
C1-1	EXISTING CONDITIONS
C2-0	PROPOSED ZONING DISTRICT
C3-0	OVERALL CONCEPT PLAN
C3-1	ENLARGED CONCEPT PLAN
C3-2	ENLARGED CONCEPT PLAN

PROJECT OWNER AND CONSULTANT INFORMATION		
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	DRAWN BY:	/A/				
	REVIEWED BY:	/A/		11/03/2022		
		/A/		09/08/2022		
		/A/		03/31/2022		PER TOWN OF ROLESVILLE COMMENTS
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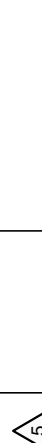
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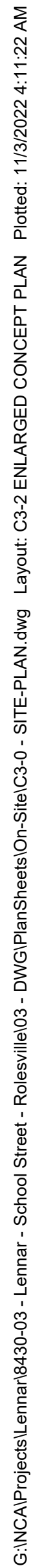


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FILE NUMBER: 8430-03										DRAWN BY: SL/KH		△	△
DATE: 02/03/2022										REVIEWED BY: SL		△	△
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ENLARGED SITE PLAN  
2 OF 2

NOT FOR CONSTRUCTION
FILE NUMBER: 8430-03
DATE: 02/03/2022
C3-2







**Parker Ridge  
Traffic Impact Analysis**

Rolesville, North Carolina

August 15, 2022

Prepared for:

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502 Southtown Circle  
Rolesville, NC 27571

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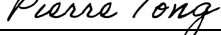
## Sign-off Sheet

This document entitled Parker Ridge Traffic Impact Analysis was prepared by Stantec Consulting Services Inc. ("Stantec") for the account of Town of Rolesville (the "Client"). Any reliance on this document by any third party is strictly prohibited. The material in it reflects Stantec's professional judgment in light of the scope, schedule and other limitations stated in the document and in the contract between Stantec and the Client. The opinions in the document are based on conditions and information existing at the time the document was published and do not take into account any subsequent changes. In preparing the document, Stantec did not verify information supplied to it by others. Any use which a third party makes of this document is the responsibility of such third party. Such third party agrees that Stantec shall not be responsible for costs or damages of any kind, if any, suffered by it or any other third party as a result of decisions made or actions taken based on this document.

Prepared by 

(signature)

**Maggie Rogers**

Reviewed by 

(signature)

**Pierre Tong, PE**

Approved by 

(signature)

**Matt Peach, PE, PTOE**



**8/15/2022**

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## Executive Summary

The proposed Parker Ridge Development is located on both sides of Redford Place Drive south of US 401 Business (South Main Street) in Rolesville, NC. The proposed development will consist of 162 single-family homes and 114 townhomes. The development is anticipated to be completed in 2028.

The development is expected to generate 2,391 new trips per average weekday. In the AM and PM peak hours, the development is expected to generate 170 AM peak hour trips (47 entering and 123 exiting) and 220 PM peak hour trips (134 entering and 86 exiting).

Access to the site is envisioned to be provided by adding an eastbound and westbound approach to the existing roundabout on Redford Place Drive, located approximately 1,100 feet south of the school driveway. Additional access will be located on School Street just south of the Rolesville Elementary School and future Scarboro development driveways.

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

- 2022 Existing;
- 2028 No-Build;
- 2028 Build; and
- 2028 Build with Improvements.

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

- Old Rogers Road / School Street at South Main Street (US 401 Business);
- Redford Place Drive / Rogers Road at South Main Street (US 401 Business);
- School Street at School Driveway / Scarboro Driveway;
- Redford Place Drive at School Driveway; and
- Redford Place Drive at Access A / Access B.

Table ES-1 shows a summary of the capacity analysis results included in this Traffic Impact Analysis (TIA).





**Table ES-1: Level of Service Summary Table**

Level of Service (Delay, sec/veh)	2022 Existing		2028 No-Build		2028 Build	
	AM	PM	AM	PM	AM	PM
Old Rogers Road / School Street at South Main Street (US 401 Business)	C (22.5)	D (28.7)	F (70.7)	E (47.7)	F (63.5)	F (580.5)
Redford Place Drive / Rogers Road at South Main Street (US 401 Business)	D (35.2)	D (36.2)	D (51.8)	E (58.5)	D (55.0)	E (62.7)
School Street at School Driveway / Scarborough Driveway	-	-	A (8.9)	A (8.6)	A (9.0)	A (8.8)
Redford Place Drive at School Driveway	B (10.5)	A (9.7)	B (11.2)	B (10.3)	B (12.8)	B (11.1)
Redford Place Drive at Access A / Access B	-	-	-	-	A (4.1)	A (4.4)

With the addition of traffic generated by the proposed development, the northbound School Street approach of the South Main Street at Old Rogers Road / School Street intersection increases in delay such that LOS degrades from E to F. It is not uncommon for unsignalized side-street approaches to operate with high delays during peak periods. As traffic on Main Street does not stop, the overall delay at the intersection is relatively low at 2.3 seconds per vehicle in the AM peak hour and 18.9 seconds in the PM peak hour. If high delays are experienced on the stop-controlled approaches, drivers may opt for alternative routes. Even so, the intersection was evaluated for potential improvements due to meet the requirements of the LDO:

- The installation of a traffic signal would improve the LOS of the side streets significantly. This, however, is not anticipated to be permitted by NCDOT due to the proximity of the intersection to the adjacent signalized intersection of South Main Street at Redford Place Drive/Rogers Road, as well as the low traffic volumes on the side-street approaches of Old Rogers Road and School Street which are not anticipated to meet the warrants for installation of a traffic signal included in the Manual on Uniform Traffic Control Devices (MUTCD).
- The construction of dedicated left-turn turn-lanes on Old Rogers Road and School Street reduces delay but does not mitigate the impact of the proposed development. This is attributed to low volumes of traffic on the side-street approaches and high through volumes on South Main Street. The installation of turn lanes may also impact adjacent property owners. As a result, the installation of turn lanes on Old Rogers Road and School Street is not recommended.
- Converting the southbound approach of Old Rogers Road to right-in / right-out access by installing channelization was shown to reduce delays on the side streets such that School Street is anticipated to operate at LOS C and Old Rogers Road is anticipated to operate at LOS B during the PM peak hour. This would require left turns from Old Rogers Road to be redirected to Rogers Road and use the traffic signal at the intersection of South Main Street at Redford Place Drive / Rogers Road; increasing travel time for existing vehicles on the Old Rogers Road approach. Furthermore, the restriction of access without the



## PARKER RIDGE TRAFFIC IMPACT ANALYSIS

installation of a median has only limited effectiveness. As a result, the restriction of access is not recommended.

Therefore, no improvements are recommended at the South Main Street at Old Rogers Road / School Street intersection in conjunction with this development. Consideration should be made for limiting the southbound Old Rogers Road approach to right-in / right-out-only access in the future.

The signalized intersection of South Main Street at Redford Place Drive / Rogers Road operates at LOS E during the PM peak hour in both the no-build and build scenarios. In this instance, the LDO requires mitigation if the proposed development causes the LOS to fall to the next lower letter grade. As the intersection operates at LOS E during both the no-build and build scenarios, no improvements are recommended at this intersection.

The following improvements are recommended to be constructed as part of the Parker Ridge Development:

### Old Rogers Road / School Street at South Main Street

- No improvements are recommended at this intersection.

### Redford Place Drive / Rogers Road at South Main Street

- No improvements are recommended at this intersection

### School Street at School Driveway / Scarborough Driveway

- No improvements are recommended at this intersection

### Redford Place Drive at School Driveway

- No improvements are recommended at this intersection

### Redford Place Drive at Access A / Access B

- Construct Access A and Access B at the existing roundabout along Redford Place Drive south of the School Driveway intersection. Both intersections should have a minimum internal protective stem of 100 feet.

These recommendations are illustrated in Figure ES-1.



Figure ES-1: Recommended Improvements

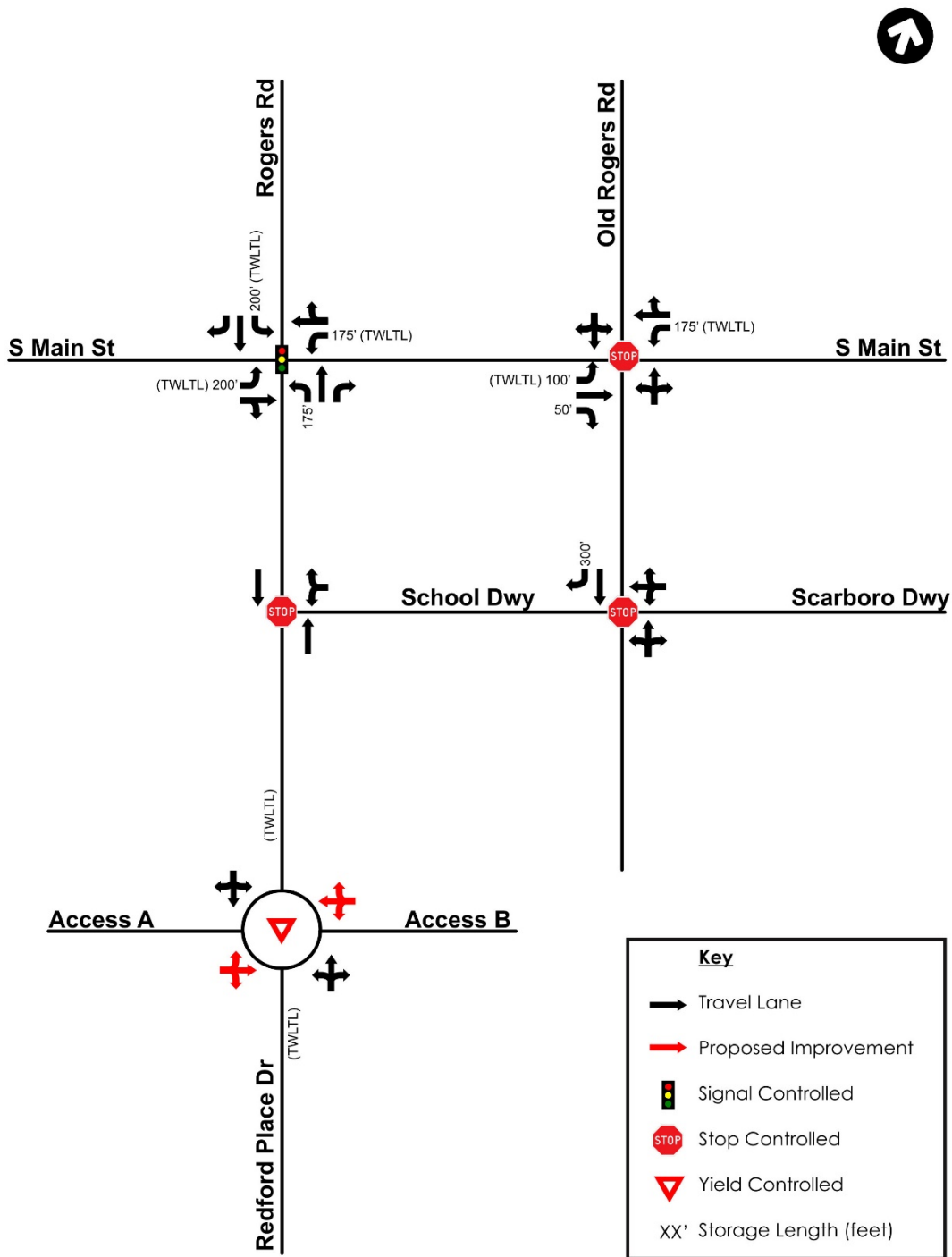


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## PARKER RIDGE TRAFFIC IMPACT ANALYSIS

Introduction  
August 15, 2022

### 1.0 INTRODUCTION

The purpose of this report is to evaluate the transportation impacts of the proposed Parker Ridge development located on the east and west sides of Redford Place Drive, south of Main Street in Rolesville, NC. The project location is shown below in Figure 1.

This report evaluates the feasibility of the adjacent transportation system to accommodate the total Build traffic demands of the proposed development for the Build year of 2028. The proposed development will consist of 162 single-family homes and 114 townhouses.

Trip generation, trip distribution, and traffic analysis for the following AM and PM peak hour scenarios are included in this study:

- 2022 Existing;
- 2028 No-Build;
- 2028 Build; and
- 2028 Build Improved.

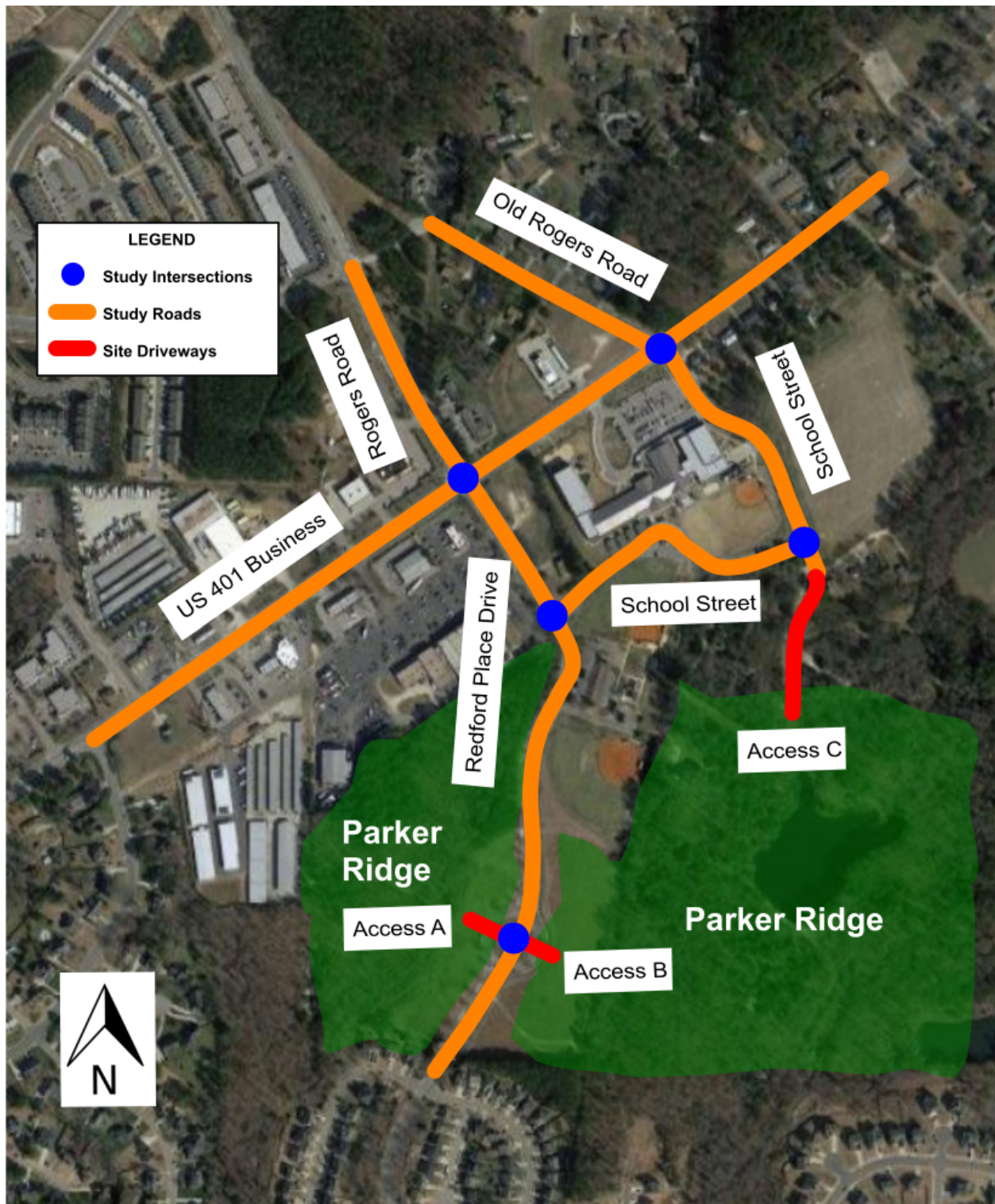
Figure 2 shows the conceptual site plan prepared by BGE. An electronic copy of the site plan is provided in the appendix.



# PARKER RIDGE TRAFFIC IMPACT ANALYSIS

Introduction  
August 15, 2022

Figure 1: Site Location





# Introduction

August 15, 2022

**SITE DATA:**

PROPOSED PH ZONING: TOWNHOMES, CARBON II / BRADY II (26)

PROPOSED PH CLUSTER ZONING: TOWNHOMES, CARBON II / BRADY II (26)

TOTAL SITE AREA: 86.70 ACRES

RAW DEED ACRES: 78.30 ACRES

NET AREA: 78.30 ACRES

UNIT BREAKDOWN:

TOWNHOMES: 114 UNITS (41.3%)

SINGLE FAMILY: 192 UNITS (68.7%)

TOTAL: 276 UNITS

**SITE PLAN LEGEND**

- PHASE 1A - TOWNHOMES, CARBON II / BRADY II (26)
- PHASE 1A - ALLEY LOADED TOWNHOMES, CARBON II / BRADY II (19)
- PHASE 1B - TOWNHOMES, CARBON II / BRADY II (26)
- PHASE 1B - ALLEY LOADED TOWNHOMES, CARBON II / BRADY II (26)
- PHASE 1B - SINGLE FAMILY, WINSTED II (88)
- PHASE 2 - SINGLE FAMILY, WINSTED II (77)

**LENNAR - PARKER RIDGE PHASE PLAN**

DATE: 3/10/2022

SCALE: 1" = 100'

## **PARKER RIDGE TRAFFIC IMPACT ANALYSIS**

Inventory of Traffic Conditions  
August 15, 2022

## **2.0 INVENTORY OF TRAFFIC CONDITIONS**

### **2.1 STUDY AREA**

Stantec coordinated with the Town of Rolesville to determine the appropriate study area and assumptions. The following intersections were agreed upon to be analyzed to determine the impacts associated with this development.

- Old Rogers Road / School Street at South Main Street (US 401 Business);
- Redford Place Drive / Rogers Road at South Main Street (US 401 Business);
- School Street at School Driveway / Scarboro Driveway;
- Redford Place Drive at School Driveway; and
- Redford Place Drive at Access A / Access B.

### **2.2 PROPOSED ACCESS**

Access to the site is envisioned to be provided by adding eastbound and westbound approaches to the existing roundabout on Redford Place Drive, located approximately 1,100 feet south of the school driveway. Additional access will be located on School Street just south of the Rolesville Elementary School and future Scarboro development driveways.

### **2.3 EXISTING CONDITIONS**

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



## PARKER RIDGE TRAFFIC IMPACT ANALYSIS

Inventory of Traffic Conditions  
August 15, 2022

**Table 1: Existing Conditions**

Road Name	Road Number	Primary Cross-Section	Functional Classification <sup>1</sup>	2020 AADT <sup>2</sup> (vpd)	Speed Limit (mph)	Maintenance Agency
Main Street	US 401 Business	Two-Lane W/ TWLTL*	Principal Arterial	9,400 (east of Rogers) 12,000 (west of Rogers)	35	NCDOT
Old Rogers Road	-	Two-Lane Undivided	Local Road	-	35	Town of Rolesville
Redford Place Drive	-	Two-Lane Undivided	Local Road	-	25	Town of Rolesville
Rogers Road	SR 2052	Four-Lane w/TWLTL	Major Collector	7,600	35	NCDOT
School Driveway	-	Two-Lane One-Way	Private Driveway	-	-	WCPSS
School Street	-	Two-Lane Undivided	Local Road	-	35	WCPSS

\*TWLTL = Continuous Two-Way Left-Turn Lane

The existing lane configuration and traffic control for the study area intersections are illustrated in Figure 3.

## 2.4 FUTURE CONDITIONS

The NCDOT U-6241 project proposes to realign Burlington Mills Road and construct a new intersection with South Main Street (US 401 Business). U-6241 is also expected to provide improvements to the pedestrian and bike facilities along Main Street and add a concrete median along Main Street west of Rogers Road. As part of the project, geometric improvements will be made to Main Street in the study area, notably, removing the dedicated westbound right turn lane at the Main Street & Rogers Road/Redford Place Drive intersection and re-striping the existing westbound through lane to a shared thru-right turn lane. The construction year of this project is 2022.

In addition, the Scarboro development will construct a new driveway along School Street, at the existing School Street & School Driveway intersection. The Scarboro development is discussed in more detail in Section 4.3

The future year lane configuration and traffic control for the study area intersections are illustrated in Figure 5.



## PARKER RIDGE TRAFFIC IMPACT ANALYSIS

Inventory of Traffic Conditions  
August 15, 2022

Figure 3: 2022 Existing Lanes and Traffic Control

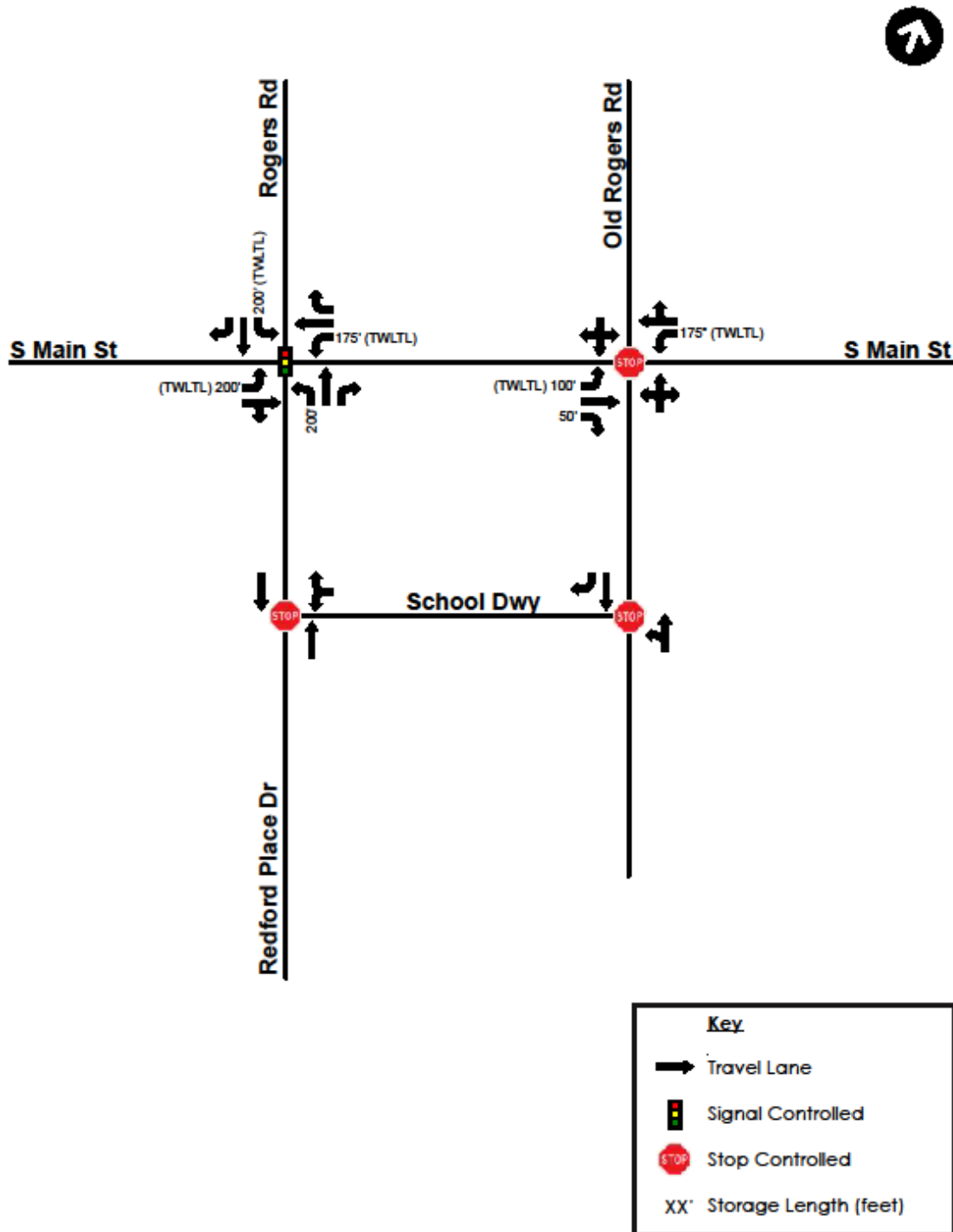


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# PARKER RIDGE TRAFFIC IMPACT ANALYSIS

Inventory of Traffic Conditions  
August 15, 2022

Figure 4: 2028 No-Build Lanes and Traffic Control

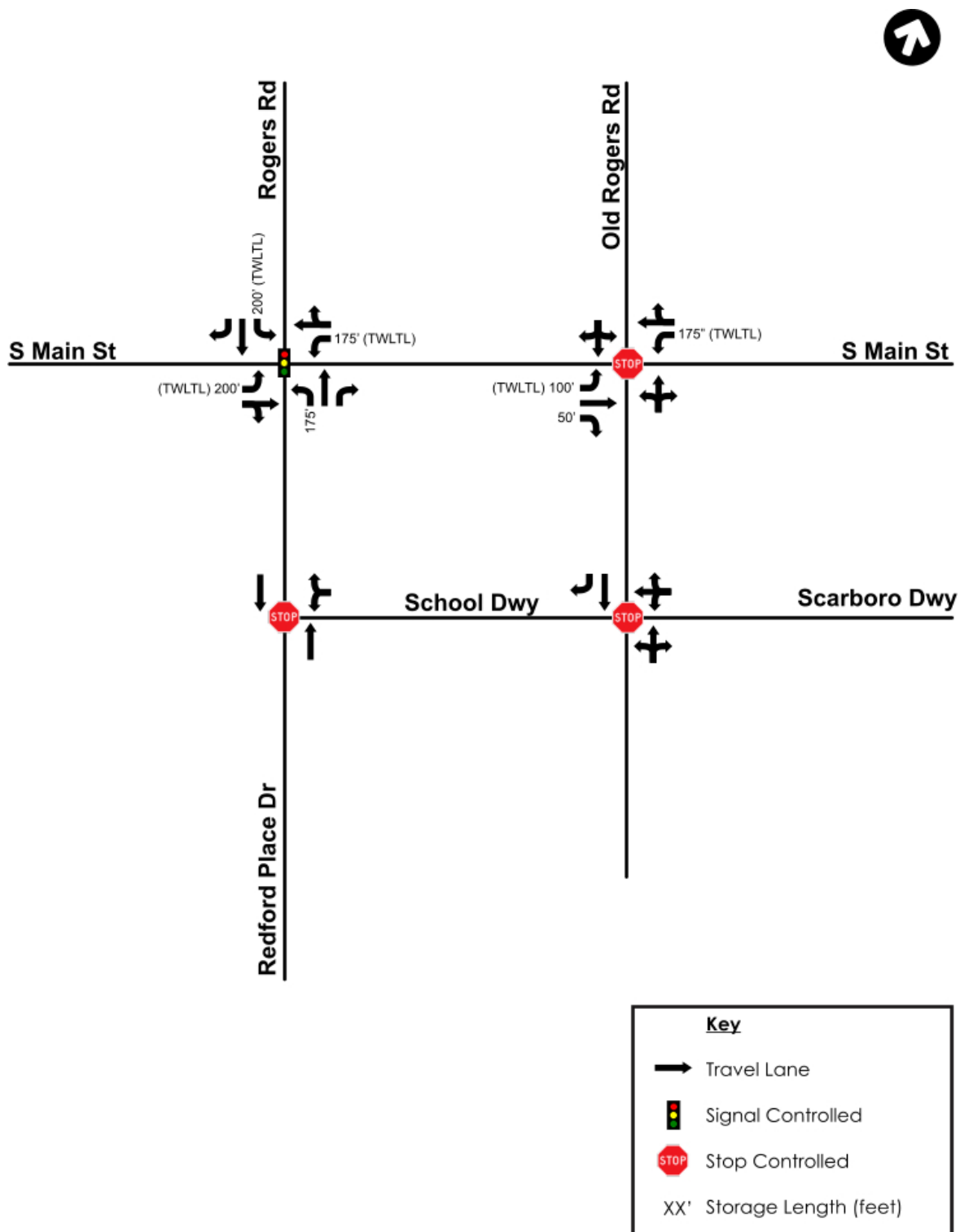


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## 3.0 TRIP GENERATION AND DISTRIBUTION

### 3.1 TRIP GENERATION

Table 2 below shows the number of anticipated trips that will be generated by the proposed development. These values are calculated using the 11<sup>th</sup> Edition of the Institute of Transportation Engineers Trip Generation Manual<sup>3</sup>. No internal capture or pass-by reductions are expected with these land uses.

**Table 2: Trip Generation**

Land Use	Size	Daily			AM Peak			PM Peak		
		Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Single-Family Detached Housing (LUC 210)	162 Units	1573	786	787	116	30	86	156	98	58
Single-Family Attached Housing (LUC 215)	114 Units	818	409	409	54	17	37	64	36	28
Total Trips Generated		2391	1195	1196	170	47	123	220	134	86

### 3.2 SITE TRIP DISTRIBUTION

To accurately determine the effect of the proposed development on the surrounding roadway network, an estimate of the expected distribution of traffic entering and exiting the site is needed. The following percentages were used in both the AM and PM peak hours:

- 50% to/from the west on Main Street;
- 25% to/from the east on Main Street; and
- 25% to/from the north on Rogers Road.

These percentages were developed using a combination of existing traffic volume counts, historic average annual daily traffic (AADT) recordings provided by NCDOT, and engineering judgment. Figure 5 shows the distribution described above as well as the turning movement percentages at each intersection. Figure 6 shows the actual trips that are expected to be generated through the study area intersections.



# PARKER RIDGE TRAFFIC IMPACT ANALYSIS

Trip Generation and Distribution  
August 15, 2022

Figure 5: Site Trip Distribution

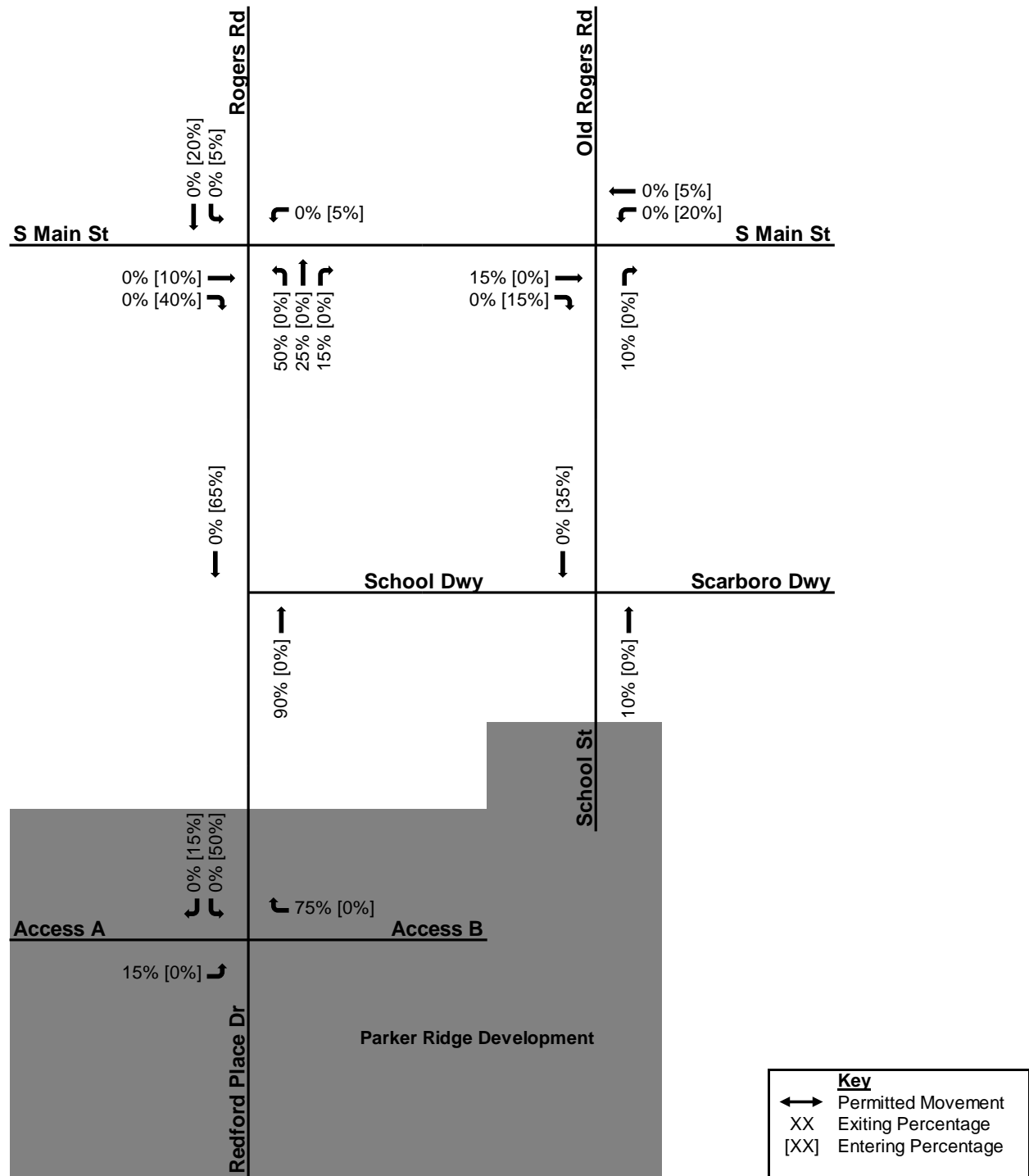


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# PARKER RIDGE TRAFFIC IMPACT ANALYSIS

Trip Generation and Distribution  
August 15, 2022

Figure 6: Site Trip Assignment

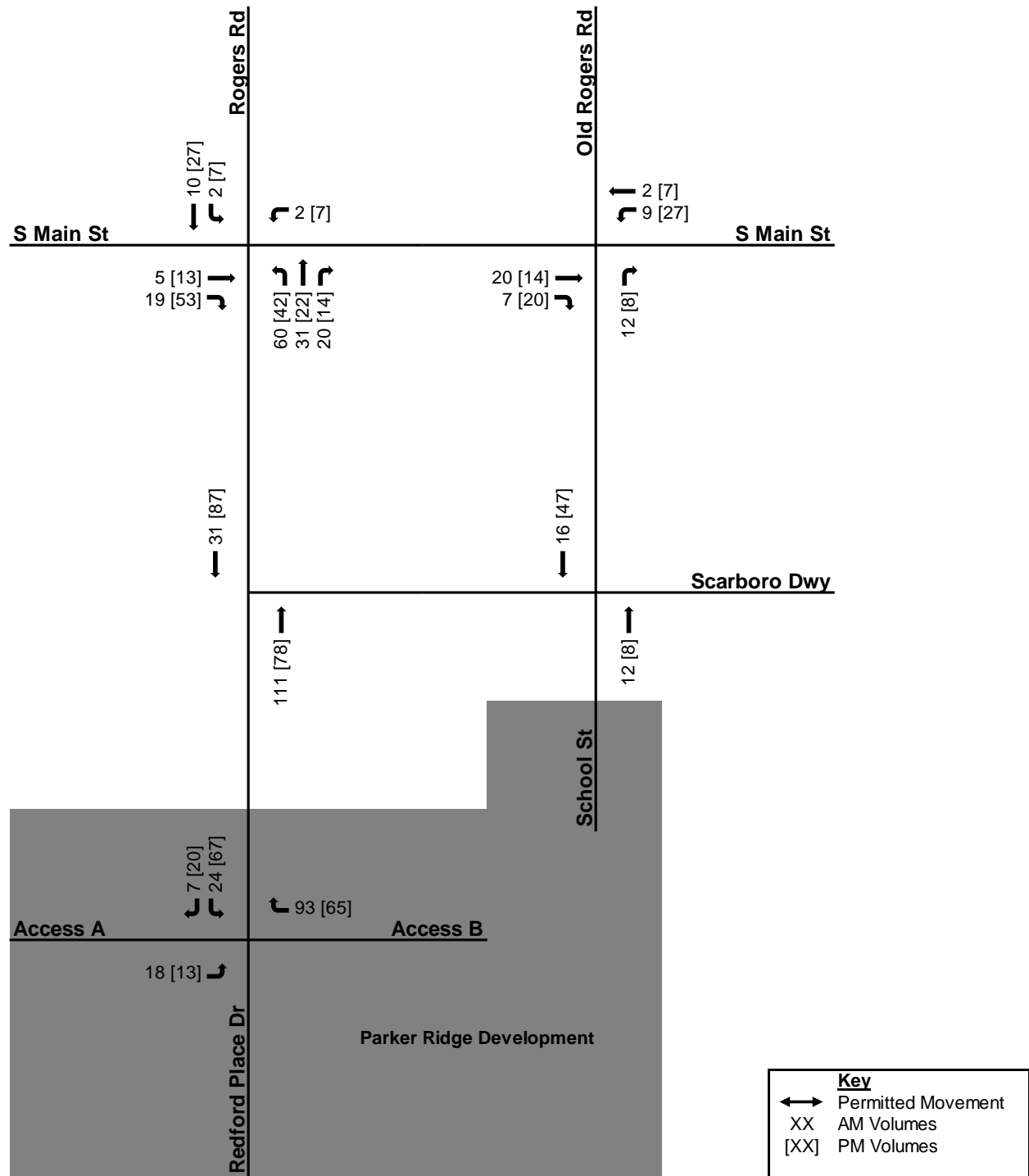


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Traffic Volumes  
August 15, 2022

## 4.0 TRAFFIC VOLUMES

### 4.1 DATA COLLECTION

AM (7:00 – 9:45 AM) and PM (4:00 – 6:00 PM) turning movement counts were collected on Thursday, June 9, 2022, at the following intersections:

- Old Rogers Road / School Street at South Main Street (US 401 Business);
- Redford Place Drive / Rogers Road at South Main Street (US 401 Business);
- School Street at School Driveway / Scarboro Driveway; and
- Redford Place Drive at School Driveway.

Raw count data for these locations are included in the appendix.

Traffic volumes were not balanced due to the high-volume driveways between study intersections. Notably, the school entrance located on Main Street as well as the shopping center driveway along Redford Place Drive. The Existing (2022) traffic volumes are shown in Figure 7.

### 4.2 NO-BUILD TRAFFIC VOLUMES

The count data was grown by two percent (2%) per year to estimate traffic growth from 2022 to 2028. The historical growth traffic volumes were added to the existing volumes to determine the 2028 No-Build traffic volumes. Three approved developments in the vicinity of the study area were accounted for in this traffic analysis as discussed in the following sections. The 2028 No-Build traffic volumes are shown in Figure 11.

#### 4.2.1 Cobblestone

Cobblestone is a mixed-use development proposed in the northwest quadrant of the intersection of Main Street & Young Street. The proposed development is expected to consist of 180 apartments, 18,200 square feet of municipal flex space, and 50,000 square feet of retail space. It is estimated to be built by 2023. The trips attributed to the Cobblestone approved development are shown in Figure 8. A copy of the *Traffic Impact Analysis for Cobblestone Crossing Mixed-Use* (Ramey Kemp & Associates, March 2021) is provided in the appendix.

#### 4.2.2 Redford Place

Redford Place is a proposed 3-story, 19,500 square foot, mixed-use building with the top two stories being a medical/dental office and the ground-floor consisting of retail uses. The development is located on the east side of Redford Place Drive south of Main Street. The trips attributed to the Redford Place development are shown in Figure 9. A copy of the *Redford Place Traffic Impact Analysis* (Stantec, October 2019) is provided in the appendix.

As part of the Redford Place development, the storage of the northbound left-turn lane at the Main Street & Rogers Road development will be reduced from 200 feet to 175 feet of full-width storage, to accommodate the installation of a southbound left-turn lane on Redford Place Drive at the Site Driveway.



## PARKER RIDGE TRAFFIC IMPACT ANALYSIS

Traffic Volumes  
August 15, 2022

### 4.2.3 Scarborough Property

Scarboro Property is a proposed development expected to consist of 240 units of senior adult housing. The trips attributed to the Scarboro Property development are shown in Figure 10. A copy of the *Site Analysis – Scarboro Property* (Ramey Kemp Associates, May 2021) is provided in the appendix. A new site driveway will be built on School Street at the existing School Street & School Driveway intersection.

## 4.3 BUILD TRAFFIC VOLUMES

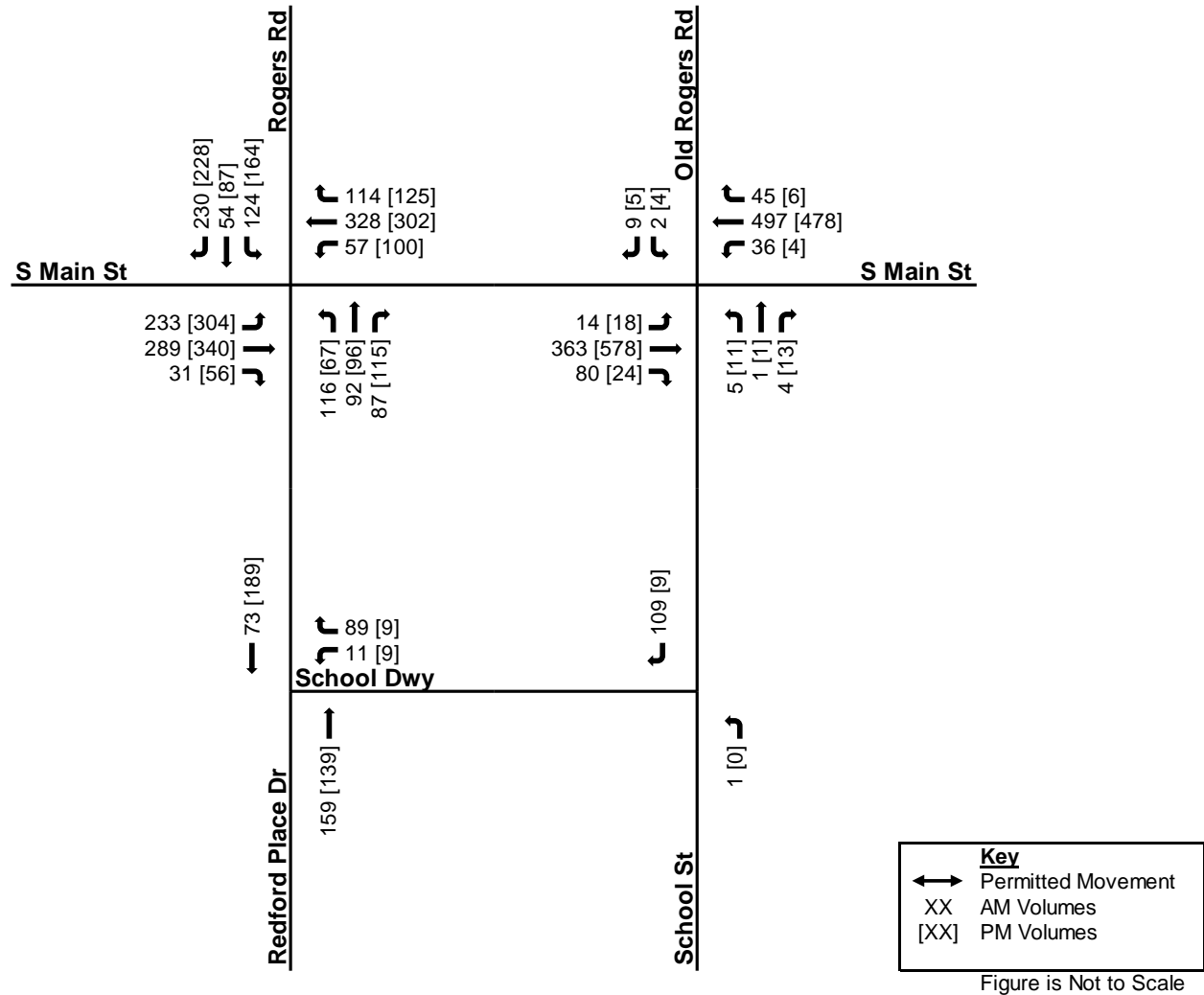
The 2028 Build traffic volumes include the 2028 No-Build traffic, approved development traffic, and the proposed development traffic discussed in section 3.0. The 2028 Build traffic volumes are shown in Figure 12.



# PARKER RIDGE TRAFFIC IMPACT ANALYSIS

Traffic Volumes  
August 15, 2022

Figure 7: 2022 Existing Traffic Volumes

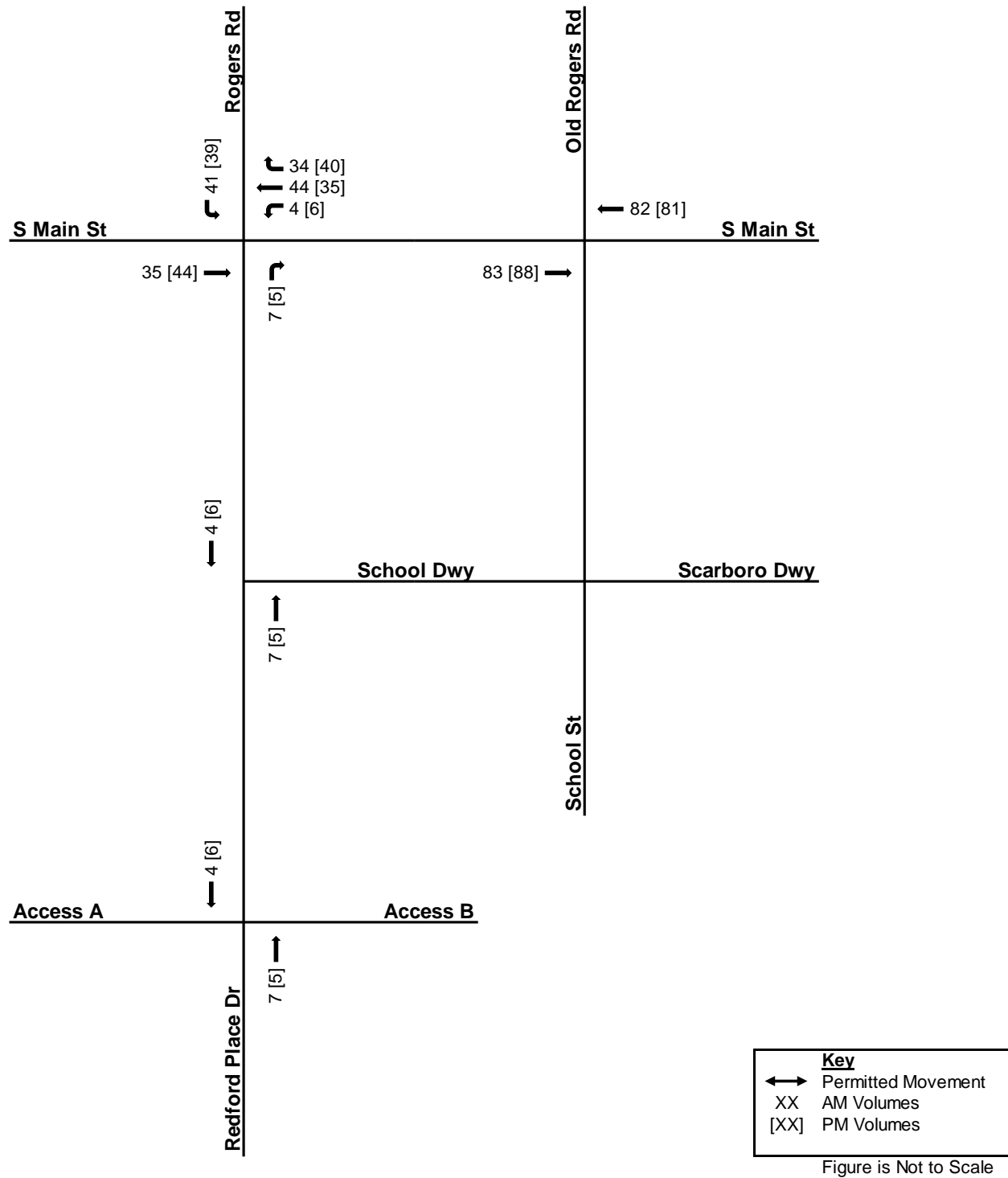




## PARKER RIDGE TRAFFIC IMPACT ANALYSIS

Traffic Volumes  
August 15, 2022

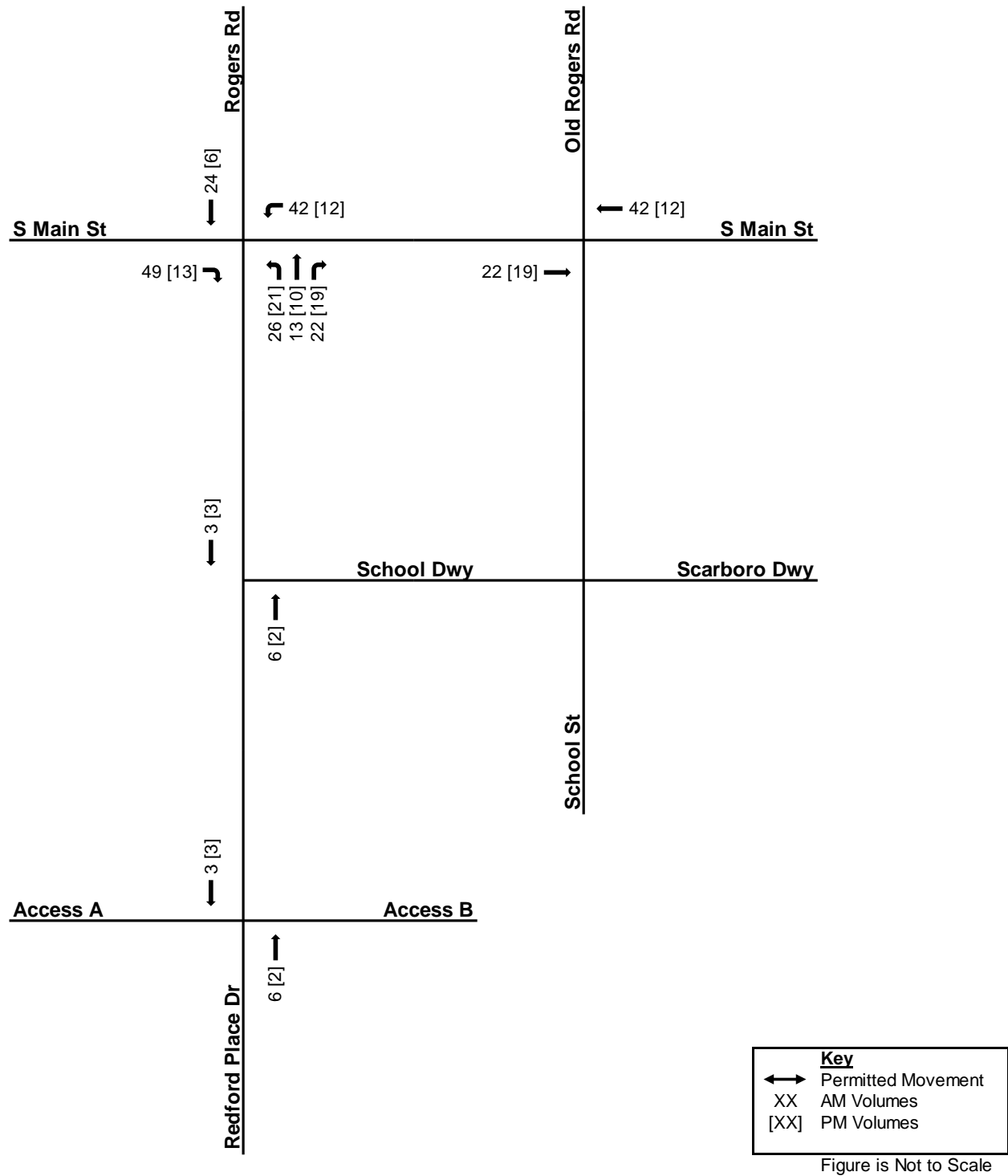
Figure 8: Cobblestone Approved Development Volumes



# PARKER RIDGE TRAFFIC IMPACT ANALYSIS

Traffic Volumes  
August 15, 2022

Figure 9: Redford Approved Development Volumes



# PARKER RIDGE TRAFFIC IMPACT ANALYSIS

Traffic Volumes  
August 15, 2022

Figure 10: Scarborough Approved Development Volumes

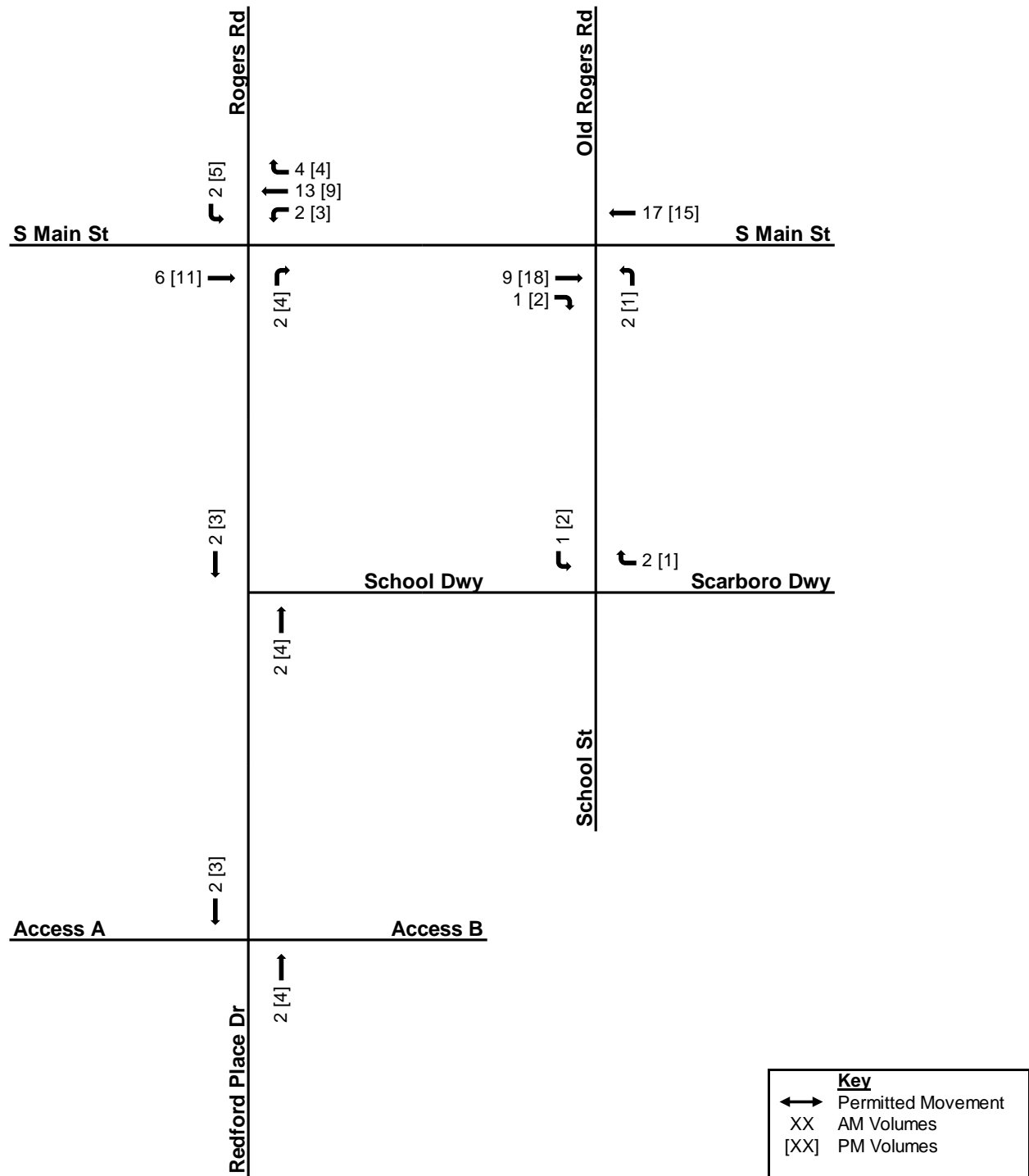


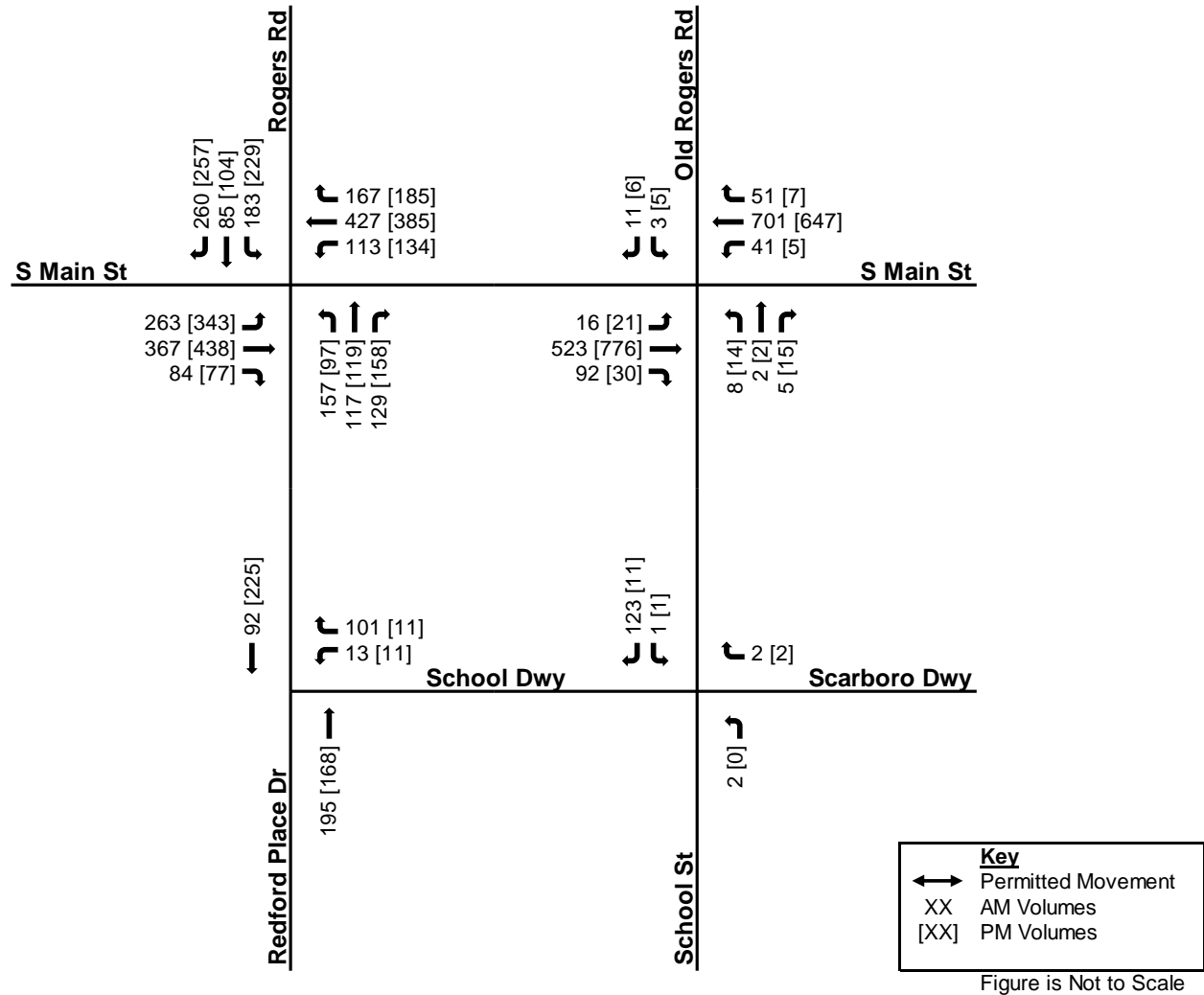
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# PARKER RIDGE TRAFFIC IMPACT ANALYSIS

Traffic Volumes  
August 15, 2022

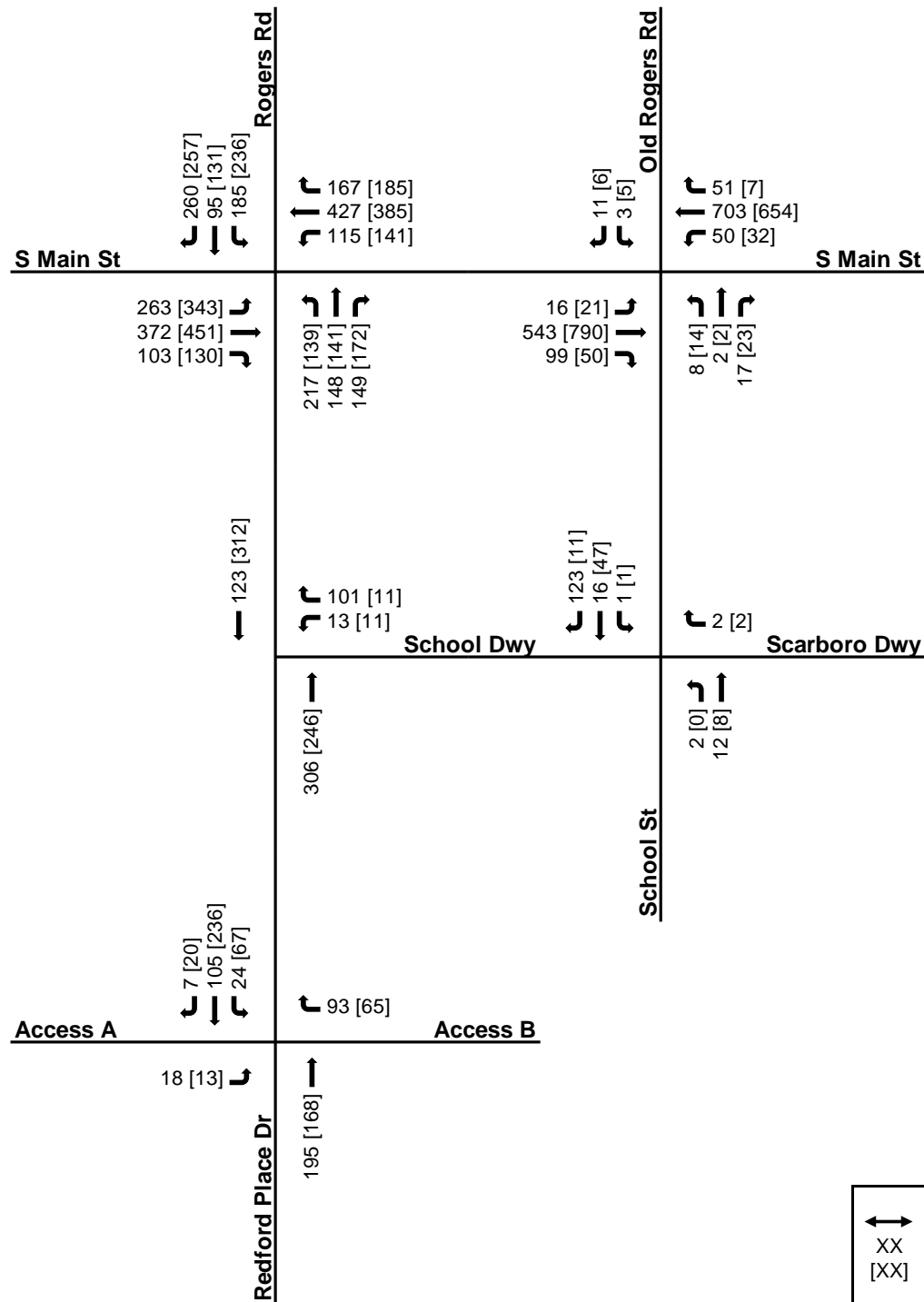
Figure 11: 2028 No-Build Traffic Volumes



# PARKER RIDGE TRAFFIC IMPACT ANALYSIS

Traffic Volumes  
August 15, 2022

Figure 12: 2028 Build Traffic Volumes



## 5.0 TRAFFIC ANALYSIS

Capacity analyses were performed for the roadway network in the study area. The traffic analysis program Synchro Version 10 and SIDRA Intersection 9 was used to analyze all signalized and stop-controlled intersections according to methods put forth by the Transportation Research Board's Highway Capacity Manual<sup>4</sup> (HCM). The HCM defines capacity as the "maximum rate or flow at which persons or vehicles can be reasonably expected to traverse a point or uniform section of a line or roadway during a specified period under prevailing roadway, traffic, and control conditions, usually expressed as vehicles per lane per hour."

Level of service (LOS) is a term used to describe different traffic conditions and is defined as a "qualitative measure describing operational conditions within a traffic stream, and their perception by motorists or passengers." LOS varies from Level A, representing free flow, to Level F where traffic breakdown conditions are evident. At an unsignalized intersection, the primary traffic on the main roadway is virtually uninterrupted. Therefore, the overall delay for the intersection is usually less than what is calculated for the minor street movements. The overall intersection delay and the delay for the intersections' minor movement(s) are reported in the summary tables of this report. LOS D is acceptable for signalized intersections in suburban areas during peak periods. For unsignalized intersections, it is common for some of the minor street movements or approaches to be operating at LOS F during peak hour conditions and that is not necessarily indicative of an area that requires improvements.

Capacity analyses were completed following *NCDOT Capacity Analysis Guidelines*<sup>5</sup> as well as the *Draft NCDOT Capacity Analysis Guidelines Best Practices*<sup>6</sup>. Table 3 presents the criteria of each LOS as indicated in the HCM.

**Table 3: Level of Service Criteria**

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

The Town of Rolesville's Land Development Ordinance<sup>7</sup>, section 8.E, establishes the following Level of Service Standards:

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





## PARKER RIDGE TRAFFIC IMPACT ANALYSIS

Traffic Analysis  
August 15, 2022

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

Capacity analyses were performed for the following conditions:

- 2022 Existing;
- 2028 No-Build;
- 2028 Build; and
- 2028 Build with Improvements.

Peak hour factors for all analysis scenarios were set to 0.9 with one exception. That is, all movements into and out of Rolesville Elementary School utilize a peak hour factor of 0.5 per NCDOT Municipal School Transportation Assistance.

All Synchro and SIDRA files and detailed printouts can be found in the appendix. A summary of the results of the analyses is provided in the following sub-sections.






## PARKER RIDGE TRAFFIC IMPACT ANALYSIS

Traffic Analysis  
August 15, 2022

### 5.1 2022 EXISTING

In the base year of 2022 under the existing geometric conditions, all study intersections and approaches operate at an acceptable LOS. Synchro LOS and delay results for the 2022 Existing analysis scenario are listed in Table 4.

**Table 4: 2022 Existing Level of Service and Delay**

Intersection		Approach	Lane Group	Delay (sec. / veh.)		Level of Service (LOS)		95th % Queue (feet)		Max. Obs. Queue (feet)	
				AM	PM	AM	PM	AM	PM	AM	PM
	Old Rogers Road / School Street at South Main Street (US 401 Business)	EB	L	8.8	8.6	A	A	0	3	18	19
		WB	L	8.5	9.0	A	A	3	0	32	26
		NB	LTR	22.5	27.8	C	D	5	15	30	43
		SB	LTR	21.1	28.7	C	D	8	8	43	33
	Redford Place Drive / Rogers Road at South Main Street (US 401 Business)	Overall		35.2	36.2	D	D				
		EB	L	21.0	28.4	C	C	188	291	180	280
			TR	18.4	24.7	B	C	262	392	206	309
		WB	L	25.7	30.8	C	C	71	119	116	177
			T	29.2	31.3	C	C	350	341	288	289
			R	8.7	8.6	A	A	55	59	112	101
		NB	L	52.9	47.3	D	D	152	93	185	128
			T	70.5	70.9	E	E	133	137	169	184
			R	42.1	41.6	D	D	108	131	170	200
		SB	L	75.8	71.5	E	E	170	207	185	221
			T	66.0	59.4	E	E	90	127	101	197
			R	42.4	35.5	D	D	224	212	255	282
	Redford Place Drive at School Driveway	WB	LR	10.5	9.7	B	A	23	3	81	29



## **5.2 2028 NO-BUILD**

In the 2028 No-Build conditions, the analysis assumes the improvements associated with the approved developments and NCDOT projects are constructed. These improvements were discussed in Sections 2.4 and 4.2, but are also listed below:

### **South Main Street at Redford Place Drive/Rogers Road**

- Remove existing westbound dedicated right-turn lane.
- Reduce the storage of the northbound left-turn lane from 200 feet to 175 feet of full-width storage.

### **School Street at School Driveway/Scarboro Driveway.**

- Construct a stop-controlled westbound approach at the intersection for access to the Scarboro Property development.

In the future year 2028, the following intersections and movements operate at a LOS E or F:

The Main Street & Redford Place Drive/Rogers Road intersection operates at LOS E in the PM peak hours. The minor northbound and southbound approaches at the Main Street & Old Rogers Road/School Street intersection operate at LOS F in the AM peak hour and LOS E in the PM peak hour.

The northbound through and southbound left movements at the Main Street & Redford Place Drive/Rogers Road intersection operate at LOS F in both peak hours and the eastbound left movement operates at LOS F in the PM peak hour.





Synchro LOS and delay results for the 2028 No-Build analysis scenario are listed in Table 5.



# PARKER RIDGE TRAFFIC IMPACT ANALYSIS

Traffic Analysis  
August 15, 2022

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

Intersection		Approach	Lane Group	Delay (sec. / veh.)		Level of Service (LOS)		95th % Queue (feet)		Max. Obs. Queue (feet)	
				AM	PM	AM	PM	AM	PM	AM	PM
	Old Rogers Road / School Street at South Main Street (US 401 Business)	EB	L	9.6	9.2	A	A	3	3	32	33
		WB	L	9.4	9.8	A	A	5	0	45	24
		NB	LTR	70.7	47.7	F	E	23	30	40	60
		SB	LTR	51.5	41.9	F	E	20	13	38	42
	Redford Place Drive / Rogers Road at South Main Street (US 401 Business)	Overall		51.8	58.5	D	E				
		EB	L	72.0	80.1	E	F	385	498	298	300
			TR	24.9	29.3	C	C	393	477	506	837
		WB	L	61.6	61.4	E	E	157	179	275	275
			TR	45.4	59.3	D	E	637	690	672	745
		NB	L	69.7	60.2	E	E	247	142	245	198
			T	96.8	119.6	F	F	226	229	231	266
			R	40.9	41.5	D	D	154	182	189	243
		SB	L	80.0	96.0	F	F	290	363	258	298
			T	69.2	62.6	E	E	138	149	244	518
			R	39.8	31.9	D	C	284	251	287	267
	School Street at School Driveway / Scarboro Driveway	WB	LTR	8.9	8.6	A	A	3	3	30	29
		NB	LTR	7.8	7.3	A	A	0	0	0	0
		SB	LT	7.2	7.2	A	A	0	0	0	0
	Redford Place Drive at School Driveway	WB	LR	11.2	10.3	B	B	30	5	80	50



## PARKER RIDGE TRAFFIC IMPACT ANALYSIS

Traffic Analysis  
August 15, 2022

### 5.3 2028 BUILD

This analysis scenario evaluates traffic operations under the increased traffic demands associated with the proposed Parker Ridge development. Similar to the 2028 No-Build scenario, the Main Street & Redford Place Drive/Rogers Road intersection operates at LOS E in the PM peak hour. The northbound through movement operates at LOS F in both peak hours, the northbound left movement operates at LOS F in the AM peak hour, and the eastbound left and southbound left movements operate at LOS F in the PM peak hour.

The westbound queue along Main Street from the Redford Place Drive/Rogers Road intersection extends into the Main Street & Old Rogers Road/School Street intersection during the PM peak hour, preventing lefts and throughs from being made from the northbound School Street and southbound Old Rogers Road intersection. As a result, delays from these approaches exceed 400 seconds in the PM peak hour.

The roundabout at the Redford Place Drive & Access A/Access B intersection operates at LOS A in both peak hours.






Capacity analysis results for the 2028 Build analysis scenario are listed in Table 6.



# PARKER RIDGE TRAFFIC IMPACT ANALYSIS

Traffic Analysis  
August 15, 2022

**Table 6: 2028 Build Level of Service and Delay**

Intersection		Approach	Lane Group	Delay (sec. / veh.)		Level of Service (LOS)		95th % Queue (feet)		Max. Obs. Queue (feet)	
				AM	PM	AM	PM	AM	PM	AM	PM
	Old Rogers Road / School Street at South Main Street (US 401 Business)	EB	L	9.6	9.3	A	A	3	3	27	71
		WB	L	9.6	11.3	A	B	5	5	48	127
		NB	LTR	58.8	580.5	F	F	33	133	47	182
		SB	LTR	63.5	410	F	F	23	58	47	100
	Redford Place Drive / Rogers Road at South Main Street (US 401 Business)	Overall		55.0	62.7	D	E				
		EB	L	79.8	86.9	E	F	385	498	300	300
			TR	28.4	32.4	C	C	428	553	544	1000*
		WB	L	61.9	77.0	E	E	160	225	275	275
			TR	52.0	65.3	D	E	705	714	782	1262*
		NB	L	82.9	68.9	F	E	339	219	268	264
			T	86.2	105.9	F	F	254	254	368	344
			R	28.3	43.5	C	D	124	202	186	248
		SB	L	78.3	103.8	E	F	285	378	259	298
			T	69.3	65.9	E	E	151	180	250	512
R	34.4		31.3	C	C	196	248	244	252		
	School Street at School Driveway / Scarborough Driveway	WB	LTR	9.0	8.8	A	A	3	3	34	27
		NB	LTR	7.8	7.4	A	A	0	0	0	0
		SB	LT	7.3	7.2	A	A	0	0	0	0
	Redford Place Drive at School Driveway	WB	LR	12.8	11.1	B	B	35	5	86	39
	Redford Place Drive at Access A / Access B	Overall		4.1	4.4	A	A				
		EB	LTR	3.6	4.2	A	A	3	3	27	26
		WB	LTR	4.7	4.3	A	A	16	11	40	38
		NB	LTR	4.3	4.5	A	A	26	24	34	48
		SB	LTR	3.4	4.3	A	A	15	39	17	61
* Queue Extends Off SimTraffic Network or Into Next Intersection											





## **5.4 2028 BUILD IMPROVED**

### **5.4.1 South Main Street at Old Rogers Road / School Street**

With the addition of traffic generated by the proposed development, the northbound approach of School Street at South Main Street increases in delay such that LOS degrades from E to F. It is not uncommon for unsignalized side-street approaches to operate with high delays during peak periods. As traffic on Main Street does not stop, the overall delay at the intersection is relatively low at 2.3 seconds per vehicle in the AM peak hour and 18.9 seconds in the PM peak hour. If high delays are experienced on the stop-controlled approaches, drivers may opt for alternative routes. Even so, the intersection was evaluated for potential improvements due to meet the requirements of the LDO<sup>7</sup>. What follows is a discussion of each possible improvement at the intersection:

#### **5.4.1.1 Installation of a Traffic Signal**

The installation of a traffic signal would improve the LOS of the side streets significantly. This, however, is not anticipated to be permitted by NCDOT due to the following:

- The proximity of the intersection to the adjacent signalized intersection of South Main Street at Redford Place Drive / Rogers Road
- Traffic volumes on the side-street approaches of Old Rogers Road and School Street are low and are not anticipated to meet the warrants for installation of a traffic signal included in the Manual on Uniform Traffic Control Devices (MUTCD)<sup>8</sup>.

#### **5.4.1.2 Installation of Turn Lanes**

The construction of dedicated left-turn turn-lanes on Old Rogers Road and School Street reduces delay but does not mitigate the impact of the proposed development. This is attributed to low volumes of traffic on the side-street approaches and high through volumes on South Main Street. The installation of turn lanes may also impact adjacent property owners. As a result, the installation of turn lanes on Old Rogers Road and School Street is not recommended.

#### **5.4.1.3 Restriction of Access**

Converting the southbound approach of Old Rogers Road to right-in / right-out access by installing channelization was shown to reduce delays on the side streets such that School Street is anticipated to operate at LOS C and Old Rogers Road is anticipated to operate at LOS B during the PM peak hour.

This would require left turns from Old Rogers Road to be redirected to Rogers Road and use the traffic signal at the intersection of South Main Street at Redford Place Drive / Rogers Road; increasing travel time for existing vehicles on the Old Rogers Road approach. Furthermore, the restriction of access without the installation of a median has only limited effectiveness. As a result, the restriction of access is not recommended.

Therefore, no improvements are recommended at this intersection in conjunction with this development. Consideration should be made for limiting the southbound Old Rogers Road approach to right-in / right-out-only access in the future.



## PARKER RIDGE TRAFFIC IMPACT ANALYSIS

Traffic Analysis  
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### 5.4.2 South Main Street at Redford Place Drive / Rogers Road

The signalized intersection of South Main Street at Redford Place Drive / Rogers Road operates at LOS E during the PM peak hour in both the no-build and build scenarios. In this instance, the LDO requires mitigation if the proposed development causes the LOS to fall to the next lower letter grade. As the intersection operates at LOS E during both the no-build and build scenarios, no improvements are recommended at this intersection.



## 6.0 RECOMMENDATIONS

The following improvements are recommended as part of the Parker Ridge development.

### Old Rogers Road / School Street at South Main Street

- No improvements are recommended at this intersection

### Redford Place Drive / Rogers Road at South Main Street

- No improvements are recommended at this intersection

### School Street at School Driveway / Scarboro Driveway

- No improvements are recommended at this intersection

### Redford Place Drive at School Driveway

- No improvements are recommended at this intersection

### Redford Place Drive at Access A / Access B

- Construct Access A and Access B at the existing roundabout along Redford Place Drive south of the School Driveway intersection. Both intersections should have a minimum internal protective stem of 100 feet.

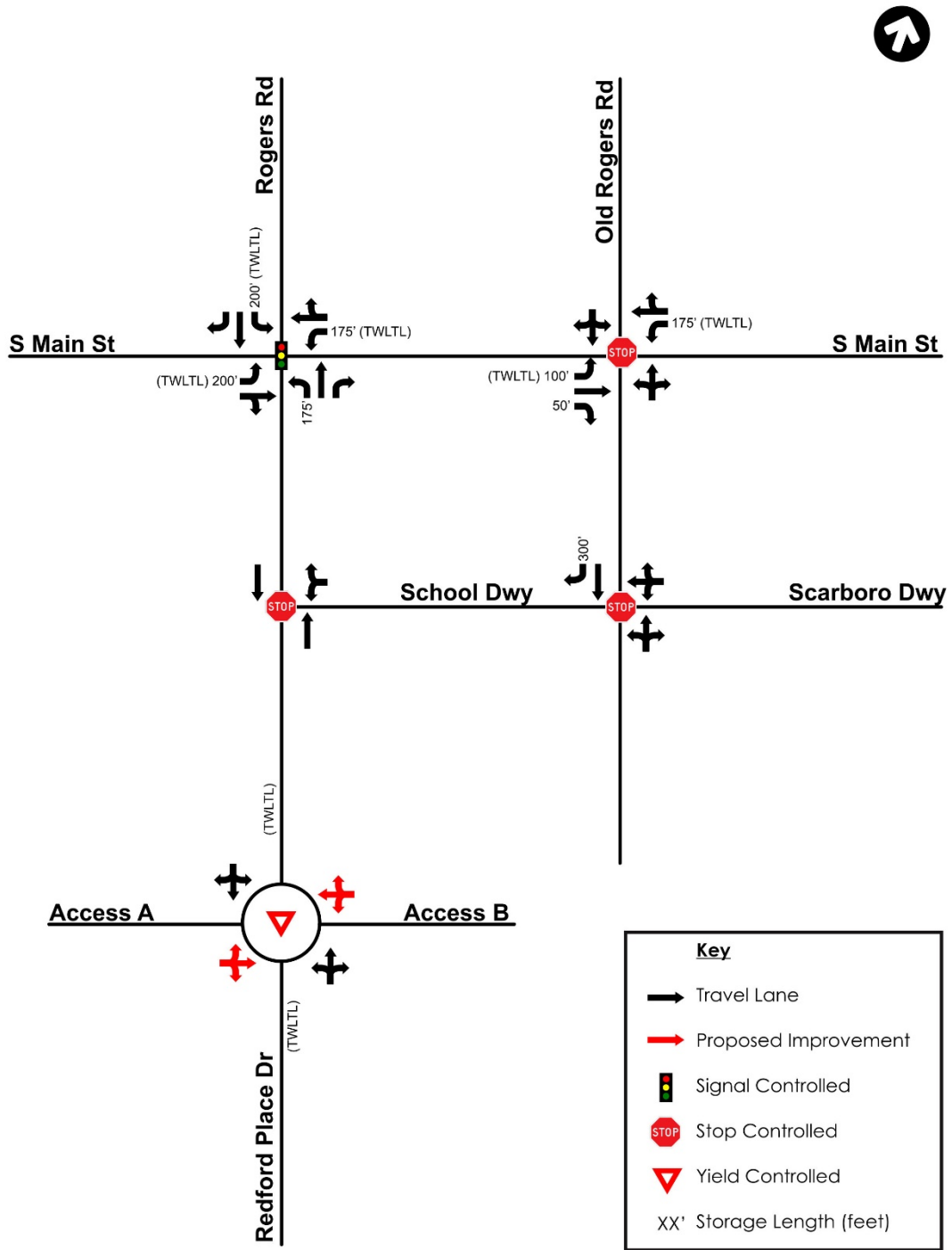
The recommended improvements are illustrated in Figure 13.



## PARKER RIDGE TRAFFIC IMPACT ANALYSIS

Recommendations  
August 15, 2022

Figure 13: Recommended Improvements



## PARKER RIDGE TRAFFIC IMPACT ANALYSIS

### References

August 15, 2022

## 7.0 REFERENCES

<sup>1</sup> **NCDOT Functional Classification Map**,

<http://ncdot.maps.arcgis.com/home/webmap/viewer.html?layers=029a9a9fe26e43d687d30cd3c08b1792>

<sup>2</sup> **2020 NCDOT Average Daily Traffic Volumes**,

<https://ncdot.maps.arcgis.com/apps/webappviewer/index.html?id=964881960f0549de8c3583bf46ef5ed4>

<sup>3</sup> **Trip Generation (11<sup>th</sup> Edition)**, Institute of Transportation Engineers (ITE), September 2021.

<sup>4</sup> **Highway Capacity Manual 6<sup>th</sup> Edition: A Guide for Multimodal Mobility Analysis**. Washington D.C.: Transportation Research Board, 2016.

<sup>5</sup> **NCDOT Capacity Analysis Guidelines**. North Carolina Department of Transportation (NCDOT), March 2022, <https://connect.ncdot.gov/resources/safety/Congestion%20Mngmt%20and%20Signing/Standards%20-%20Capacity%20Analysis%20Guidelines.pdf>

<sup>6</sup> **Draft NCDOT Capacity Analysis Guidelines: Best Practices**. North Carolina Department of Transportation (NCDOT), March 2022, <https://connect.ncdot.gov/resources/safety/Congestion%20Mngmt%20and%20Signing/Best%20Practices%20-%20Capacity%20Analysis%20Guidelines.pdf>

<sup>7</sup> **Land Development Ordinance**. Town of Rolesville, June 1, 2021, <https://www.rolesvillenc.gov/code-ordinances>

<sup>8</sup> **Manual on Uniform Traffic Control Devices (MUTCD)**. Federal Highway Administration, May 2012, [https://mutcd.fhwa.dot.gov/kno\\_2009r1r2.htm](https://mutcd.fhwa.dot.gov/kno_2009r1r2.htm)

## 8.0 APPENDIX

- Scoping Correspondence
- Site Plan
- Raw Traffic Count Data
- Approved Development Information
- Traffic Volume Calculations
- Synchro Files
- Synchro & SimTraffic Reports
- SIDRA files



# Parker Ridge

MA 22-03

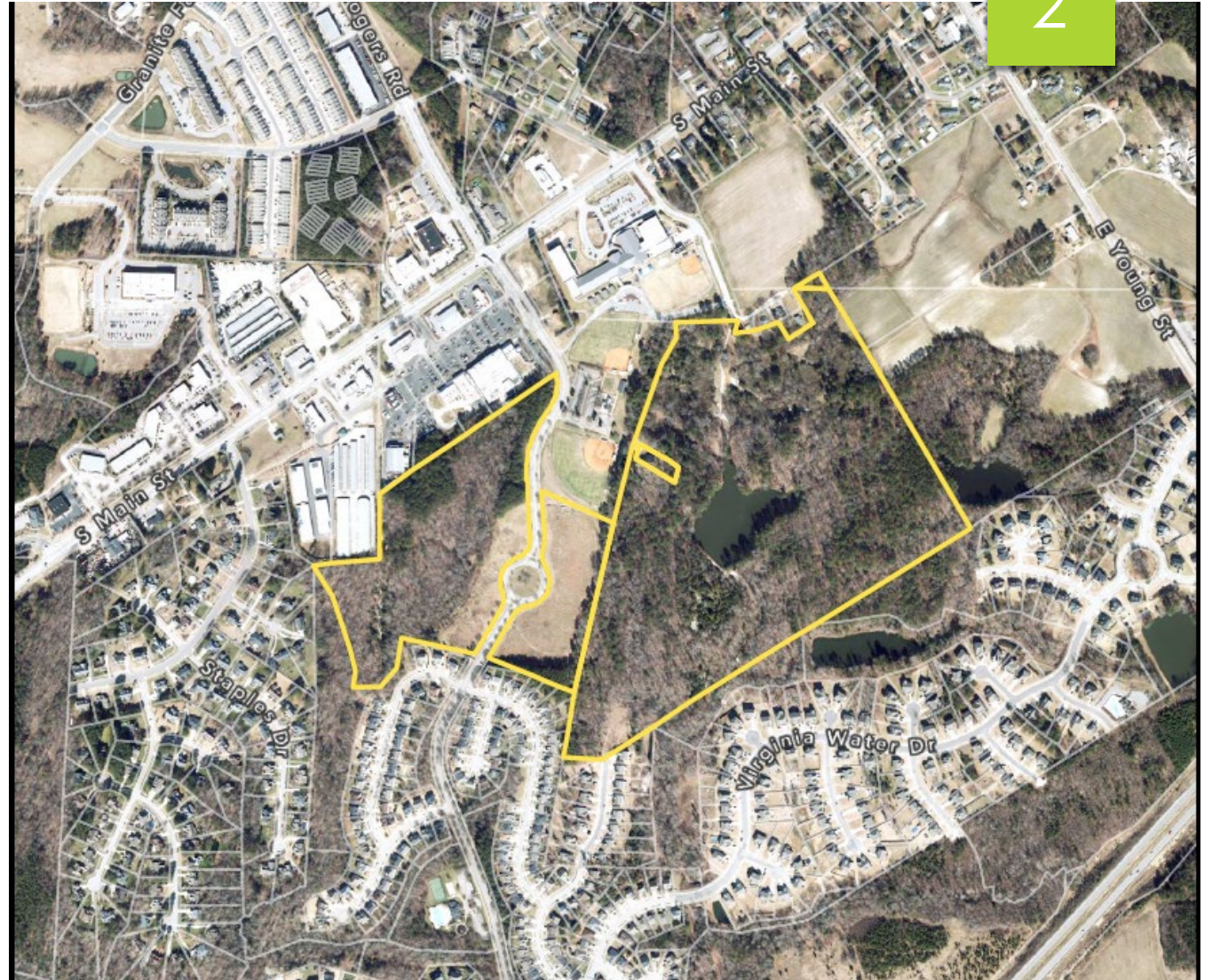
ROLESVILLE BOARD OF COMMISSIONERS

NOVEMBER 15, 2022



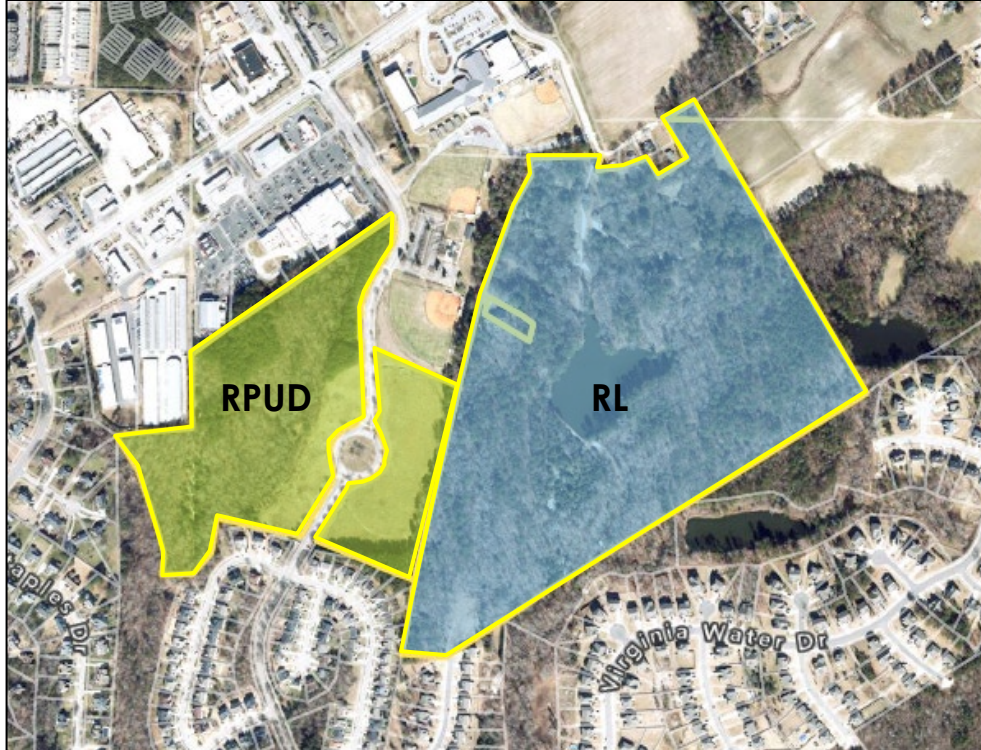
## Site and Surrounding Area

- ▶ 0, 82, and 120 School Street;
- ▶ 201 Redford Place Drive
- ▶ 88 total acres

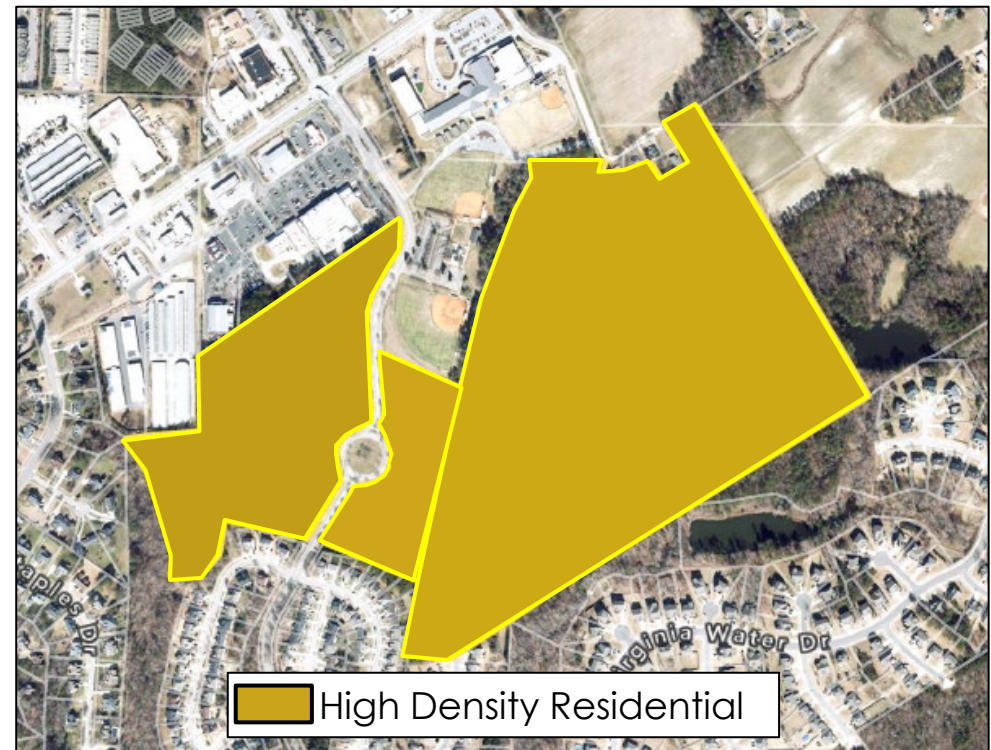




## Existing Zoning



## Future Land Use

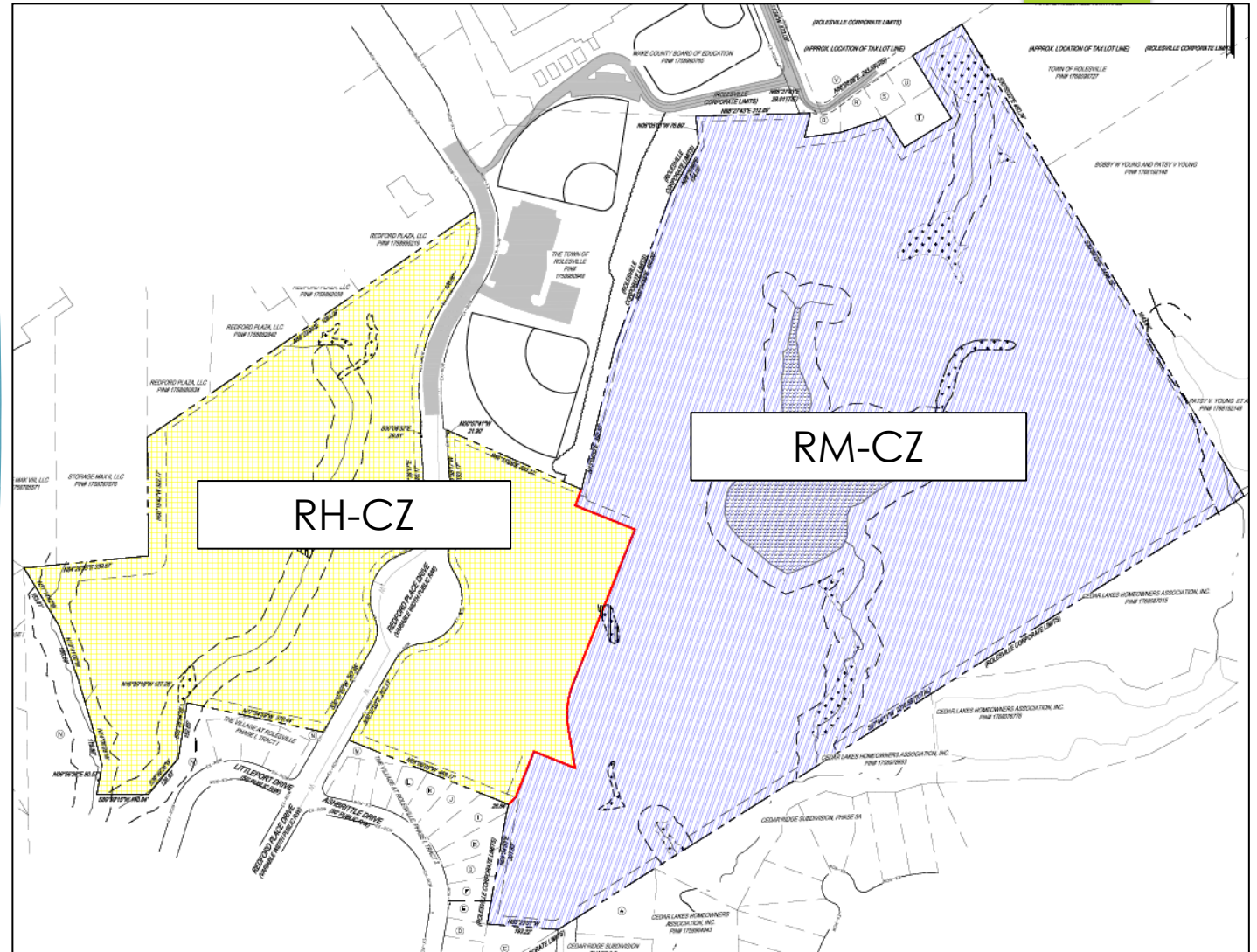




# Residential High Density Conditional Zoning and Residential Medium Density Conditional Zoning

## Eleven Conditions

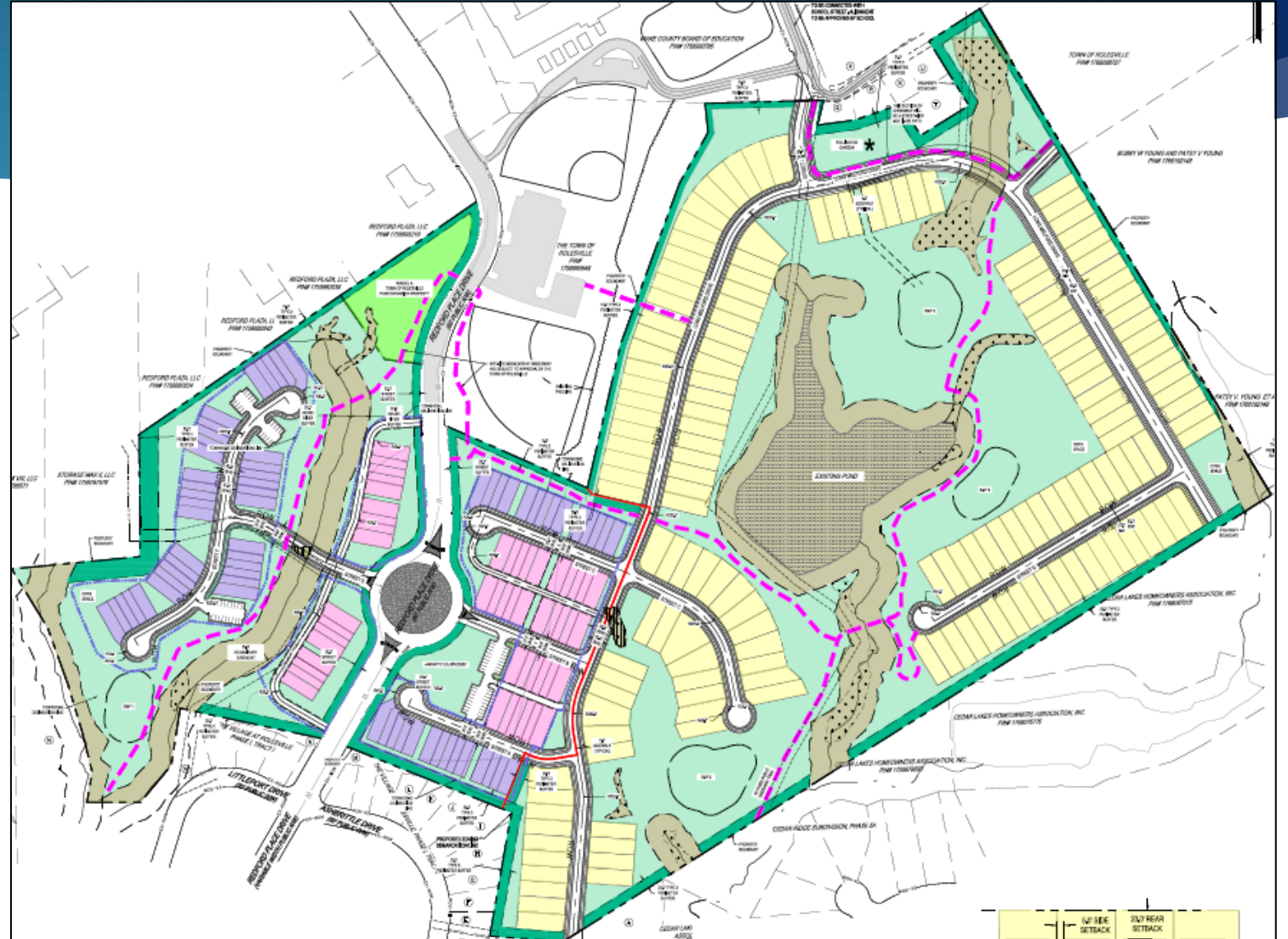
- RH prohibited uses
  - family care facility, live-work unit, residential care, and telecom tower
- Max of 120 townhomes in RH district
- RM prohibited uses
  - family care facility and telecom tower
- Max of 170 single family detached homes in RM district



# Conditions and Concept Plan

5

- ▶ Development must conform with Concept plan
- ▶ Perimeter buffers must be provided as shown on plan and shall contain 6' fences





# Conditions – Operation Coming Home



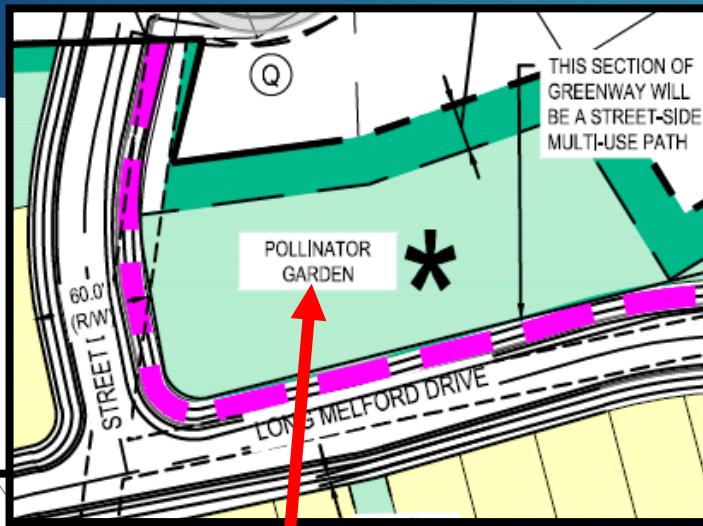
**LENNAR®**





# Conditions – Pollinator Garden

7





# Architectural Commitments

## Single Family Detached

- ▶ 2 car garage;
- ▶ Garage doors windows;
- ▶ Raised ground floor elevation
- ▶ Minimum 24" stone or masonry water table;
- ▶ Masonry as predominant first floor finish or 2 types of siding
- ▶ Roof pitches between 5 on 12 and 12 on 12;
- ▶ Roofs shall be asphalt shingles, metal, copper or wood;
- ▶ Minimum 12" front overhangs;
- ▶ Covered stoop or porch at least 20 sf and 5 ft deep;
- ▶ Shutters or window trim on front façade windows;
- ▶ Minimum 64 sf rear patio;
- ▶ At least one window on each side elevation;
- ▶ Adjacent homes cannot have the same façade or color; and
- ▶ Varied color palette throughout the subdivision.

## Townhomes

- ▶ 1 or 2 car garage;
- ▶ Minimum 24" stone or masonry water table;
- ▶ Masonry as predominant first floor finish or 2 types of siding
- ▶ Roofs shall be asphalt shingles, metal, copper or wood;
- ▶ Minimum 12" front overhangs;
- ▶ Covered stoop or porch at least 20 sf and 5 ft deep;
- ▶ Shutters or window trim on front façade windows;
- ▶ Minimum 64 sf rear patio;
- ▶ At least one window on each side elevation (excluding interior units);
- ▶ Adjacent units cannot have the same color; and
- ▶ Varied color palette throughout the subdivision.



## Architectural Commitments





# Architectural Commitments



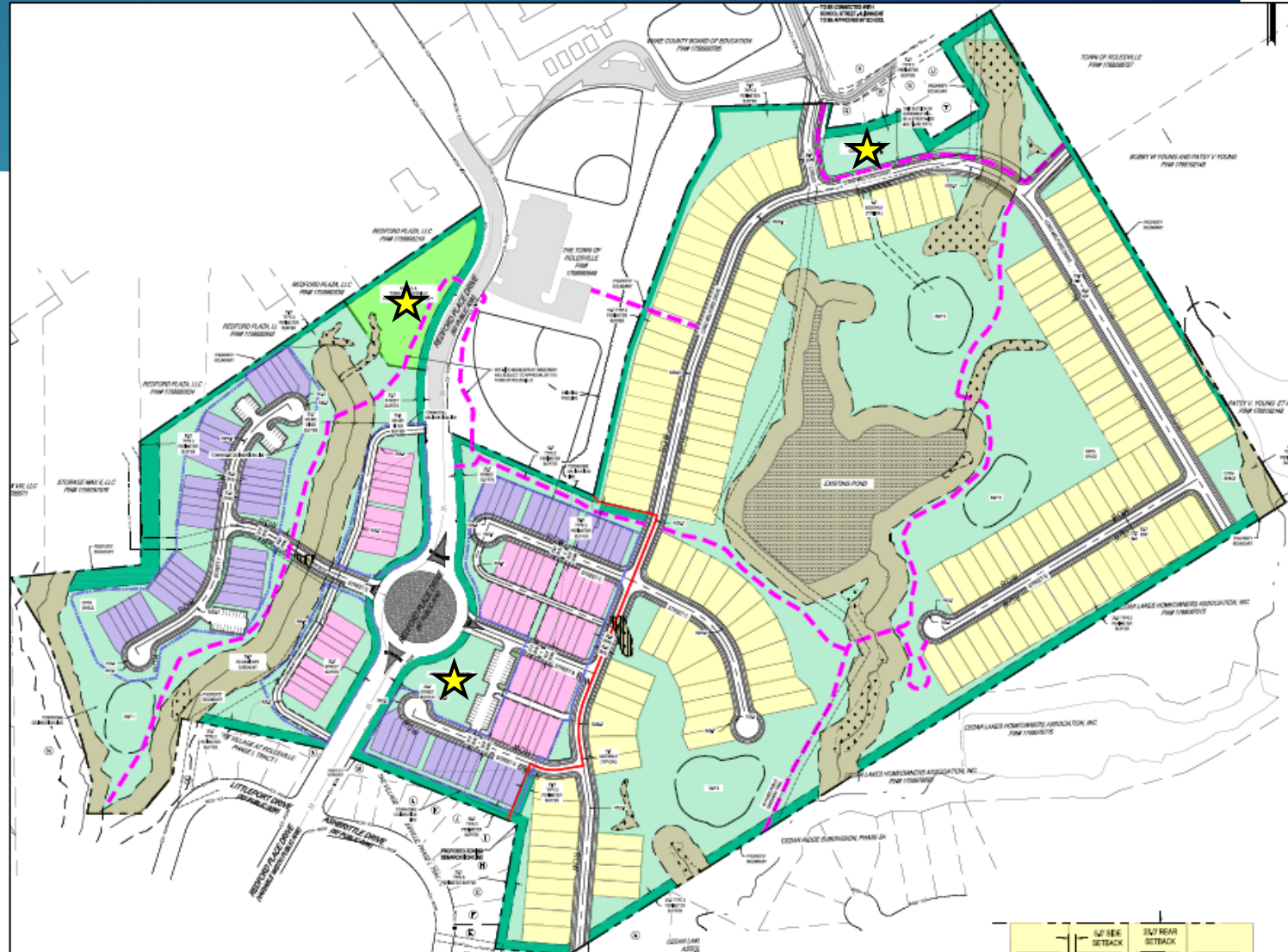


# Architectural Commitments



# Parks and Recreation

- ▶ 1.5 acres for park expansion
- ▶ 46.25 acres of open space
- ▶ 2.8 miles of sidewalks
- ▶ 1.5 miles of public greenway trails
- ▶ Clubhouse and pool
- ▶ Pollinator garden
- ▶ Preservation and greenway activation of lake







# Lake Amenity with Public Greenway