



# Memo

**To:** Mayor Currin and Town Board of Commissioners  
**From:** Meredith Gruber, Planning Director & Michael Elabarger, Senior Planner  
**Date:** July 6, 2023  
**Re:** 1216 Rolesville Road –  
Map Amendment (Rezoning) Application MA 22-05  
Voluntary Annexation Petition ANX 23-02

## Background

### ***Rezoning Map Amendment MA 22-05***

The Town of Rolesville Planning Department received a Map Amendment (Rezoning) application (Attachment 1) in February 2022 for an 11.781 acre tract located at 1216 Rolesville Road, being Wake County PIN 1768337689. The applicant, Optimal Development LLC, is requesting to change the zoning from the Town's Land Development Ordinance (LDO) Residential Low (RL) District to the mixed-use Neighborhood Center District as a Conditional Zoning (NC-CZ) District. A set of proposed Conditions of Approval and a Concept Site Plan that was reviewed by the Technical Review Committee are included (see Attachments 2 and 3, respectively). A surveyed legal description of the property/zoning district is Attachment 12.

### ***Annexation Petition ANX 23-02***

In April 2023, a Voluntary Annexation Petition (ANX 23-02), associated with rezoning application MA 22-05, was submitted and is being processed as the property is not currently in the Town of Rolesville corporate limits; see Attachment 4. As provided in G.S. 160A-31, the Town Clerk investigated the petition's sufficiency of meeting G.S. 160A-31 (see Attachment 5), and on June 6, 2023, the Town Board of Commissioners scheduled a legislative hearing to occur on July 6, 2023.

## Rezoning Request Details

The Applicant is requesting to rezone the property to Neighborhood Center Conditional Zoning (NC-CZ) District to create a townhome (single-family attached) residential neighborhood of a maximum of 68 dwelling units, with a commercial node of a minimum of 30,000 square feet of space, generally fronting Rolesville Road. Per the Concept Site Plan (Attachment 3) the development proposes a playground/gazebo/picnic amenity, a dog-park /multi-use area, public greenway from Rolesville Road to the western site boundary, and a 10' sidepath paralleling Rolesville Road. Per LDO Section 3.4.3.D., the Neighborhood Center (NC) District permits (and requires) both residential and nonresidential uses and has a clause to ensure that nonresidential development is pursued before all the residential is developed. As a "Conditional District", it allows the Applicant to offer and commit to details and specifics that may be above and beyond minimum or maximum standards that would apply/be demonstrated at later stages of development. The

project triggers several transportation/traffic improvements to Rolesville Road per the Traffic Impact Analysis (TIA) (detailed further in this memo).

The Proposed Conditions of Approval (Attachment 2) commit to:

1. The Concept Site Plan is incorporated as a condition and includes a maximum dwelling unit count of 68 single-family attached (townhome) units and shown amenities.
2. Townhome architectural detail commitments.
3. Transportation improvements per the TIA recommendations.

### **Applicant Justification**

The Applicant provided the following written justification statement for the rezoning request – please see page 3 of Attachment 1, Application.

#### **Rezoning Justification**

The subject parcel is currently within the Town of Rolesville's jurisdiction and is zoned RL, Residential Low Density. The parcel is within the Town of Rolesville's Future Land Use Plan (2017) and designated as Mixed Use Neighborhood. The map amendment application for Neighborhood Center Mixed-Use (NC) is requested for the establishment of a zoning district that will allow for development that is suburban in nature with a limited commercial component that will be compatible with nearby residential and other uses. The Point development proposes to bring a mix of residential uses immediately adjacent to the subject property, and Rolesville High School is across Rolesville Road from the property to the northeast. Thus, the map amendment will be in harmony with surrounding developments and the Future Land Use Plan. Adequate public infrastructure exists in the area, and the site will be developed according to the Town of Rolesville's Land Development Ordinance, which will ensure that the proposed uses do not adversely affect adjoining uses.

### **Neighborhood Meetings**

The Applicant held two (2) in-person neighborhood meetings – the first on July 25, 2022 and the second on May 16, 2023. It is noted that both meetings were held at the Applicants' place of business, 1021 Forestville Road in Wake Forest, which is outside the Town's planning jurisdiction, and in conflict with LDO Appendix A/Section 2.3.D.1. (excerpt below).

1. The Neighborhood Meeting shall be held at a location within the Town's planning jurisdiction.

Per the Applicant, there were no attendees at either of the held meetings. See Attachment 6 for materials of / from those meetings.

### **Comprehensive Plan**

#### ***Future Land Use Plan***

The Future Land Use Map identifies the subject parcel as *Mixed Use Neighborhood*, which is described as “neighborhoods with a mix of uses that offer residents the ability to live, shop, work, and play, in one community. The design and scale of the development encourages active living

through a comprehensive and interconnected network of walkable streets that often support multiple modes of transportation.” See Attachment 7.

**Community Transportation Plan**

Per the Town of Rolesville’s Community Transportation Plan (CTP, 2021), the Thoroughfare recommendations for the existing major roadway near this site are:

- Rolesville Road -- a two-lane (2) facility with center two-way left turn lane, curb and gutter, bike lanes, and sidewalks.

**Greenway Plan**

Per the Town of Rolesville’s Greenway Plan, a 10’ Sidepath is required along the Rolesville Road frontage; this takes the place of the sidewalk on this frontage as noted in the Community Transportation Plan.

**Consistency**

The applicant’s request for a Neighborhood Center (NC) district, conditioned to a project for up to 68 residential dwelling units and 30,000 square feet of nonresidential development is consistent with the Town of Rolesville’s Comprehensive Plan Future Lane Use category of Mixed Use Neighborhood.

**Traffic Impact Analysis**

The project proposes development on the west side of Rolesville Road (aka State Road 1003) with approximately 830 feet of frontage. The scope of the project – 68 dwelling units and 30,000 SF of nonresidential uses – met the LDO thresholds for requiring a Traffic Impact Analysis (TIA), and this was performed by Ramey Kemp Associates during early 2023 (see Attachments 10 & 11 – the Final TIA and the NCDOT Congestion Management review/report).

The TIA resulted in these general trip generations from the project (excerpted from TIA):

Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	Weekday AM Peak Hour Trips (vph)			Weekday PM Peak Hour Trips (vph)		
			Enter	Exit	Total	Enter	Exit	Total
Single-Family Attached Housing (215)	68 DU	468	7	23	30	22	15	37
Retail (<40 KSF) (822)	30 KSF	1,496	36	23	59	85	85	170
<b>Total Trips</b>		<b>1,964</b>	<b>43</b>	<b>46</b>	<b>89</b>	<b>107</b>	<b>100</b>	<b>207</b>
<i>Internal Capture (15% PM)*</i>			-	-	-	-15	-15	-30
<b>Total External Trips</b>			<b>43</b>	<b>46</b>	<b>89</b>	<b>92</b>	<b>85</b>	<b>177</b>
<i>Pass-By Trips: Shopping Center (34% PM)</i>			-	-	-	-26	-26	-52
<b>Total Primary Trips</b>			<b>43</b>	<b>46</b>	<b>89</b>	<b>66</b>	<b>59</b>	<b>125</b>

\*Utilizing methodology contained in the NCHRP Report 684.

The study contemplated the impacts of the 68 single family attached lots and 30,000 square feet of general retail space on pre-determined nearby roads and intersections. Driveway connections

studied were one (1) full movement connection to Rolesville Road aligning with Sunset Manor Drive and one (1) right-in/right-out (RIRO) connection to Rolesville Road approximately 275 feet to the south of the full movement connection. LDO Section 9.2.5.B. requires ‘connect(ion) with adjacent streets external to the subdivision to provide multiple routes for pedestrian and vehicle trips.’ Thus, Road 2 (50’ public R/W) connection to the north to The Point townhome development is required, and proposed.

Based on the proposed layout studied in the TIA, the North Site Drive 1 is to be full-access, allowing north-bound left-turns out of the project onto Rolesville Road, as well as allowing north-bound movements from Rolesville Road to left-turn into the property. The southern Site Drive 2 would be restricted to Right-in (from southbound Rolesville Road) and Right-out (onto southbound Rolesville Road).

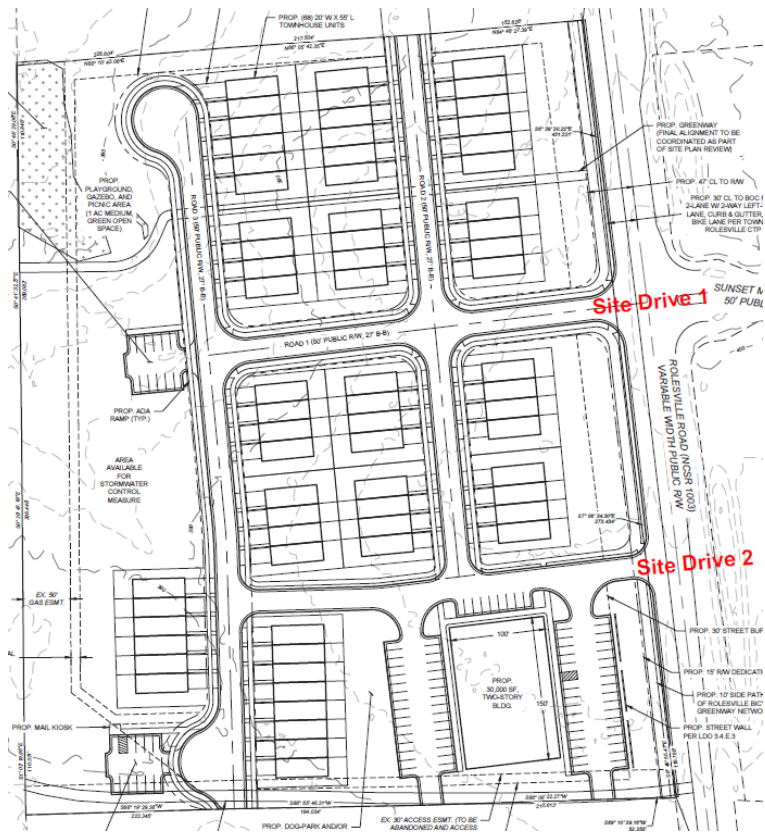
The TIA recommended four (4) distinct improvements which are generally described as:

1. **Rolesville Road and Sunset Manor Drive / Site Drive 1:**

- a. Construct eastbound approach with one ingress lane and one egress lane striped as a shared left-through-right turn lane. Provide Stop control for the eastbound approach.
- b. Construct an exclusive northbound left-turn lane with a minimum of 75 feet of storage and appropriate taper.

2. **Rolesville Road / Site Drive 2:**

- a. Construct eastbound approach with one ingress lane and one egress lane striped as a right-turn lane. Provide Stop control for the eastbound approach.
- b. Construct an exclusive southbound right-turn lane with a minimum of 50 feet of storage and appropriate taper.



In addition to the TIA identified improvement, the developer is responsible for the compulsory full **Frontage Improvements** along the entire property’s frontage to one-half of the ultimate section (described above under Community Transportation Plan) pursuant to LDO Section 9.2. Such improvements will be identified in forthcoming Preliminary Subdivision Plat and Construction Infrastructure Drawings if the Rezoning is approved.

### **Development Review Process**

The Technical Review Committee (TRC) reviewed three (3) submittals of this rezoning request and associated Conditions of Approval and Concept Site Plan – in March 2022, May 2022, and then in March 2023. A final submittal (4<sup>th</sup>) was made in April 2023, of which Staff analyzed for the Planning Board meeting (held April 24, 2023). Through the review of those submittal, all Staff comments that were pertinent to the proposed Conditions of Approval and the Concept Plan were addressed or resolved, notwithstanding the NCDOT requirement for a 100' protected internal stem dimension (a site design aspect most appropriately dealt with at Subdivision review).

Should the Annexation and Rezoning be approved, this project would next process a Major Preliminary Subdivision Plat, then Construction Infrastructure Drawings, and finally Final Subdivision Plats to demonstrate compliance with the LDO and other development regulations of the TRC organizations (as well as compliance with the Rezoning conditions of approval). The nonresidential components (of this project) would process Site Development Plans for more specific LDO requirement compliance, and then Permits (Building, plumbing, etc. as required). The townhome buildings and certain other site items will process various Permits prior to their construction.

### **Planning Board Recommendation**

The Planning Board met on April 24, 2023, to review and provide a recommendation on the Rezoning application. Following presentations by Staff and the Applicant, Board members asked about the location and type of commercial development, traffic flow, the possible creation of a plaza or town square “space” in the project, and greenway location(s). The Applicant was generally open to the Board’s insights and suggestions. After a wide-ranging discussion, the Planning Board unanimously recommended Approval (to the Town Board of Commissioners) along with two requests:

1. Move the retail building from the southern side to the northern end of the property;
2. Identify if a town square or plaza “space” may be created within the development.

### **Post Planning Board Submittal**

Following the Planning Board meeting, the Applicant took the direction of the Planning Board and attempted to incorporate the two (2) requests into the Concept Site Plan – see Attachment 13, to be referred to as “**Post-Planning Board**”. The nonresidential (commercial/retail) area required under the Neighborhood Center zoning district has been relocated from the southeast corner to the north corner, and a ‘plaza area’ space created just west of that. Townhome areas were thus shifted to accommodate this move; all other major site features remain unchanged.

### **Staff Analysis**

Below is an overview of the Rezoning application – due to the creation of a revised Concept Site Plan pursuant to the Planning Board’s recommendation (the ‘**Post-Planning Board**’ design), the version that was fully reviewed by the TRC and presented to the Planning Board shall be referred to as the “**Pre-Planning Board**” version or design.

### **Pre-Planning Board**

The TRC review yielded a Concept Site Plan that is felt to provide general compliance with the major site constraints and zoning and subdivision requirements – items like the existing 50’ gas easement, right-of-way dedication (external and internal), Street yard Buffer areas, Perimeter

Buffer yard areas, Townhome parking areas, open space minimums, townhome building separations, NCDOT driveway locations, street stub connectivity, etc.

The layout and design generally represents a buildable development. It is (and must be) understood that there are some detailed requirements that cannot be demonstrated until later stages of the development process, all of which are administrative and implemented by Staff. The Concept Site Plan (either **Pre-Planning Board**, Attachment 3, or **Post-Planning Board**, Attachment 13) is part of the Conditions (Attachment 2) and represents a conceptual layout and rendering of how the project may be built; it is not a Preliminary Subdivision Plat or any form of “site plan” that has been vetted against the LDO for absolute buildable compliance.

**Analysis against Neighborhood Center District (LDO Section 3.4.3.)**

The entire property (~11.8 acres) is proposed for this NC District. Below is analysis against the major element of an NC District for the **Pre-Planning Board** design:

LDO	Standard	Analysis	Complies/Does not Comply
3.4.E.2	Building Placement – Table 3.4.3.	No dimensions of building to ROW/property line shown.	Inconclusive – TBD at Preliminary Subdivision.
3.4.E.3	Streetwalls	Concept Site Plan notes a Street Wall	Complies.
Table 3.4.3.	Density – max. 8 d.u. / acre	11.8 ac / 68 d.u. = 5.8 du/ac	Complies.
Table 3.4.3.	Frontage – 25% of nonresidential building	Concept Site Plan shows <i>general</i> compliance.	Inconclusive – TBD at Preliminary Subdivision.
3.4.3.C. – Minimum Size	75% of the NC district land area (Maximum) may be residential use.	11.8 ac x .75 = 8.85 acres. Concept Site Plan assigns 10.54 acres to Uses not being “Commercial.”	Does not comply or Inconclusive – either exceeds the maximum or requires recalculation or revision.
3.4.3.D.1 – Mixture of Uses	15% of the NC district (minimum) for nonresidential uses*.	11.8 ac x .15 = 1.77 acres. Concept Site Plan assigns 1.26 acres to ‘Commercial use’	Does not comply or Inconclusive – either is short of the minimum or may require recalculation or revision.
There are many other NC District standards that cannot be determined for lack of specificity of Concept Site Plan, which is appropriate at this stage – these standards shall have compliance demonstrated at Subdivision, Site Development Plan, or Building Permit review.			

*\*LDO 3.4.3.D.2 clarifies that open space, buffers, drainage, etc. shall not be ‘nonresidential’ for purposes of 3.4.3.D. compliance.*

Finally, the NC District has a ‘timing of development’ requirement for the nonresidential uses (Section 3.4.3.D.4.) This requires at least 25% of nonresidential square footage to achieve Building Permit issuance by the time that 50% of residential units achieve Building Permit issuance. Section 3.4.3.D.5. requires 50% of nonresidential square footage to attain Building Permits before remaining residential units can attain Building Permits. In the proposed development, no more than 34 townhome units can achieve Building Permit issuance before

30,000 x .25 = 7,500 SF of nonresidential space achieves Building Permit issuance. Implementation of this will occur at the time of Building Permit submittal/issuance, which is the last step of the development process.

**Post-Planning Board**

See Attachment 13 - the Applicant has relocated the nonresidential component from the southeast to the northeast quadrant of the site, and rather than continue a 50' right-of-way public street from *The Point* townhomes to the north, a parking lot (not public right-of-way) is shown to connect to it. Outside the nonresidential area, where Road 1 continues into the subdivision from Site Drive #1, Road 2 continues opposite the parking lot as a north/south vehicular path through the subdivision. It is noted that this design appears to resolve the NCDOT internal protective stem 100' distance standard at Site Drive #1.

**Analysis against Neighborhood Center District (LDO Section 3.4.3.)**

Below is analysis against the major elements of an NC District for the **Post-Planning Board** design:

LDO	Standard	Analysis	Complies/Does not Comply
3.4.E.2	Building Placement – Table 3.4.3.	No dimensions of building to ROW/property line shown.	Inconclusive – TBD at Preliminary Subdivision.
3.4.E.3	Streetwalls	Concept Site Plan notes a Street Wall	Complies.
Table 3.4.3.	Density – max. 8 d.u. / acre	11.8 ac / 68 d.u. = 5.8 du/ac	Complies.
Table 3.4.3.	Frontage – 25% of nonresidential building	Concept Site Plan shows <i>general</i> compliance.	Inconclusive – TBD at Preliminary Subdivision.
3.4.3.C. – Minimum Size	75% of the NC district land area ( <b>Maximum</b> ) may be residential use.	11.8 ac x .75 = 8.85 acres. Concept Site Plan assigns 8.46 acres (71.7%) to "Residential". *	Complies.*
3.4.3.D.1 – Mixture of Uses	15% of the NC district ( <b>minimum</b> ) for nonresidential uses*.	11.8 ac x .15 = 1.77 acres. Concept Site Plan assigns 2.35 acres (19.9%) to 'Commercial use'. *	Complies.*

There are many other NC District standards that cannot be determined for lack of specificity of Concept Site Plan, which is appropriate at this stage – these standards shall have compliance demonstrated at Subdivision, Site Development Plan, or Building Permit review.

*\*Applicant created a new land use category to sub-set out the Gas Easement area, which is unbuildable and thus not considered for either Residential or Commercial use; this aids in demonstrating compliance.*

**TIA Results**

*The TIA was performed based on/using the **Pre-Planning Board** Concept Site Plan; the **Post-Planning Board** version maintains the same inputs (Dwellings, square footage, 2 proposed driveways to Rolesville Road) and thus, from that perspective, the TIA applies equally to both designs.*

Staff concurs with the recommendation improvements contained within the TIA and find that they demonstrate rational mitigation of impacts from the proposed scope and intensity of development on the area roadways. What the project, and therefore the TIA, do not account for is access to the larger land-tract (PIN 1768236815, aka Merritt tract) that sits adjacent to the west. Based on the known aspect of The Point not providing direct/through access to (PIN 1768236815), and this subject tract also not providing any such access, PIN 1768236815 and those further to the west then rely partly or solely on this subject property to facilitate or afford access to Rolesville Road. These future connection possibilities, limited as they are, are concern for the greater functionality of access in this vicinity of the Town.

Condition #3 references the commitment to perform/design/construct the called-for improvements, and Staff supports the inclusion of this particular Condition for clarity and reinforcement of those responsibilities.

### **Staff Recommendation**

Based on the analysis of the 2 versions of the Concept Site Plan, Staff finds that **both** provide consistency with the Comprehensive Plan and mitigation of expected impacts, and overall recommends approval of MA 22-05, and ANX-23-02.

Staff finds the **Pre-Planning Board** Concept Site Plan presents fewer potential design and development issues that may arise at the next stages of development (Preliminary Subdivision), compared to the **Post-Planning Board** version. Specifically, connecting a private nonresidential parking lot to a platted 50' public right-of-way is inconsistent with the LDO as a means of connecting to and continuing public streets. This is a design aspect that the Applicant may be able to overcome at the Preliminary Subdivision stage of development, but as presented, Staff does not support the direct connection of a parking lot to a platted street stub.

Staff notes that the **Pre-Planning Board** design could be revised to demonstrate Compliance with LDO 3.4.3.C. and 3.4.3.D.1 much as the Applicant did on/for the **Post-Planning Board** version – the Applicant has simply not done that yet, so the compliance tables above should be viewed with that in mind.

Staff supports the **Pre-Planning Board** concept site plan over the **Post-Planning Board** concept site plan, should the Town Board of Commissioners vote to approve the Rezoning request.

### **Consistency and Reasonableness**

As noted above under the Comprehensive Plan section of this report, the rezoning request for the subject parcel is consistent with the Future Land Use Map designation of **Mixed-Use Neighborhood**. The Concept Site Plan and Proposed Conditions of Approval express general consistency with the Community Transportation Plan, Greenway Plan, and Bicycle Plan. Application MA 22-05 is thus consistent with the Comprehensive Plan for the Town of Rolesville and is reasonable.



## Proposed Motions

1. Motion to (approve or deny) Rezoning Map Amendment request MA 22-05 – 1216 Rolesville Road, with the included Conditions of Approval and Concept Site Plan (Pre-Planning Board or Post-Planning Board).
2. (Following approval) Motion to adopt a Plan Consistency Statement and Statement of Reasonableness for MA 22-05.
3. Motion to (approve or deny) the Voluntary Annexation Petition received under G.S. 160A-31 for ANX 23-02 – 1216 Rolesville Road.

*Or*

4. Motion to continue the legislative hearing for MA 22-05 and ANX 23-02 to a future Town Board meeting.

## Attachments

	Description	Date
1	Application	Received February 2022
2	Conditions of Approval (proposed)	Dated June 29, 2023
3	Concept Site Plan – <b>Pre-Planning Board</b> version	
4	Voluntary Annexation Petition	Received April 2023
5	Resolution 2023-R-04 - Certificate of Sufficiency	
6	Neighborhood Meeting Documents	July 2022 / May 2023
7	Future Land Use Map	2017 Comprehensive Plan
8	Existing Zoning Map	2021
9	Vicinity Map	2022
10	Traffic Impact Analysis (TIA) Final report	dated February 20, 2023
11	Traffic Impact Analysis (TIA) NCDOT Report	Dated March 21, 2023
12	Zoning District Boundary Description	
13	Concept Site Plan – <b>Post-Planning Board</b> version	

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

Date \_\_\_\_\_



# Map Amendment Application

## Contact Information

Property Owner OPTIMAL DEVELOPMENT LLC

Address 924 EVENING SNOW ST City/State/Zip WAKE FOREST NC 27587-3968

Phone 610-295-3699 Email Shaar@myoptimalequity.com

Developer Same

Contact Name \_\_\_\_\_

Address \_\_\_\_\_ City/State/Zip \_\_\_\_\_

Phone \_\_\_\_\_ Email \_\_\_\_\_

## Property Information

Address 1216 Rolesville Rd

Wake County PIN(s) 1768-33-7689

Current Zoning District RL Requested Zoning District NC

Total Acreage 11.78

## 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 \_\_\_\_\_ Date \_\_\_\_\_

STATE OF NORTH CAROLINA

COUNTY OF WAKE

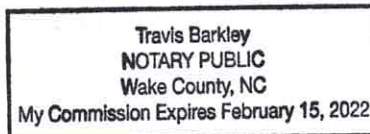
I, a Notary Public, do hereby certify that ROBERT SHAAR

personally appeared before me this day and acknowledged the due execution of the foregoing instrument. This

the 13th day of OCTOBER 2021

My commission expires FEB 15, 2022

Signature \_\_\_\_\_ Seal



Town of Rolesville Planning



## Map Amendment Application

### Rezoning Justification

The subject parcel is currently within the Town of Rolesville's jurisdiction and is zoned RL, Residential Low Density. The parcel is within the Town of Rolesville's Future Land Use Plan (2017) and designated as Mixed Use Neighborhood. The map amendment application for Neighborhood Center Mixed-Use (NC) is requested for the establishment of a zoning district that will allow for development that is suburban in nature with a limited commercial component that will be compatible with nearby residential and other uses. The Point development proposes to bring a mix of residential uses immediately adjacent to the subject property, and Rolesville High School is across Rolesville Road from the property to the northeast. Thus, the map amendment will be in harmony with surrounding developments and the Future Land Use Plan. Adequate public infrastructure exists in the area, and the site will be developed according to the Town of Rolesville's Land Development Ordinance, which will ensure that the proposed uses do not adversely affect adjoining uses.



# Map Amendment Application

## Property Owner Information

Wake County PIN	Property Owner	Mailing Address	Zip Code
1768068057	ASHTON RALEIGH RESIDENTIAL LLC	5711 SIX FORKS RD STE 300, RALEIGH, NC	27609
1768236815	SELF, LINDA ESTELLE MERRITT MERRITT, JAMES FRANCIS	6411 MATCHETT RD, BELLE ISLE FL	32809
1768328863	GUNZ, BETTY R TEXWEST LLC	1409 MARYLAND AVE, CHARLOTTE NC	28209

## MA 22-05 / 1216 Rolesville Road

### Conditions of Approval

Revised June 29, 2023

1. The Concept Site Plan is incorporated as a condition of the MA 22-05 / 1216 Rolesville Road rezoning request. Noncompliance requires a zoning amendment.
  
2. Single Family Attached Dwellings shall adhere to the following architectural conditions:
  - a. All elevations of the units visible to public rights-of-way shall have trim (piece of wood or composite that covers the seam where a window meets a wall) around the windows.
  - b. Front elevations of Single Family Attached Dwellings visible from public rights-of-way shall contain at least three of the following:
    - Bay Window
    - Recessed Window
    - Decorative Window
    - Decorative Shake
    - Porch or Stoop
  - c. Eaves, front, and rear shall project at least twelve (12) inches from the wall of the structure. Side eaves shall be a minimum of four (4)-inches.
  - d. A varied color palette shall be utilized on Single Family Attached buildings throughout the development. Each building shall include a minimum of three-color families for siding and shall include varied trim, shutter, and accent colors complimenting the siding color.
  - e. Poured concrete foundations, monolithic slabs, concrete block foundations, or smooth- faced concrete masonry unit foundations shall be covered by decks, stoops, or be clad in face brick, stone, or some other masonry material imitating these materials visible from the public right-of-way. Masonry or similar facing shall be a minimum height of eighteen (18) inches.
  - f. Single Family Attached Dwelling rooflines cannot be a single mass; they must be broken up horizontally and vertically at least every two dwelling units. The main roofline will provide a minimum 6:12 and a maximum of 12:12 pitch.
  - g. Front stoops or porches, if provided, shall be a minimum of four (4) feet in depth.
  
3. The developer shall construct offsite road improvements as recommended by the *1216 Rolesville Road Traffic Impact Analysis Review Report* dated March 21, 2023 prepared by Ramey Kemp Associates.

MA 22-05



**SUMMARY INFORMATION**

DEVELOPMENT NAME: ROLESVILLE ROAD MIXED USE  
 SITE ADDRESS: 1216 ROLESVILLE RD  
 P/N NUMBERS: 1788-33/989  
 TOTAL ACREAGE: 11.9 AC  
 EXISTING USE: VACANT  
 PROPOSED USE: MIXED USE  
 JURISDICTION: TOWN OF ROLESVILLE  
 CURRENT ZONING DISTRICT: REDEVELOPMENT CENTER (NC)  
 PROPOSED ZONING DISTRICT: REDEVELOPMENT CENTER (NC)  
 PROPOSED COMMERCIAL AREA: 30,000 SF  
 PROPOSED MAX BLDG HEIGHT: 30' (TWO STORIES)  
 SETBACKS (MINIMUM):  
 FRONT: 10' (50'  
 REAR: 10' (50'  
 PARKING REQUIREMENTS:  
 2.5 SPACES / 1,000 SF  
 6 SPACES / 2 ADA ACCESSIBLE  
 PARKING PROVIDED: 30,000 SF = 75 SPACES  
 PROPOSED TOWNHOME UNITS: 68  
 MAX DENSITY: 5.8 UNITS/AC  
 PROPOSED DENSITY: 5.8 UNITS/AC  
 PROPOSED MAX BLDG HEIGHT: 38' (TWO STORIES)  
 SETBACKS (MINIMUM):  
 FRONT: 15' (50'  
 REAR: 10' (50'  
 PARKING REQUIREMENTS:  
 2 SPACES PER TOWNHOME + 21 GUEST + 157 SPACES  
 2 SPACES FOR WALL COOKING ISLAND ACCESSIBLE  
 TOTAL PARKING PROVIDED:  
 157 SPACES (MIN. 100 SPACES)  
 109 SPACES (118 ADA ACCESSIBLE)  
 REQUIRED OPEN SPACE: 1.77 AC (15%)  
 PROPOSED OPEN SPACE: 1.27 AC (10.6%)  
 USE BREAKDOWN:  
 RIGHT-OF-WAY: 2.82 AC (22.2%)  
 COMMON AREAS: 1.26 AC (10.6%)  
 COMMON AREAS & OPEN SPACE: 4.20 AC (35.6%)  
 ENGINEER:  
 PROJECT NO. 1777  
 RALEIGH, NC 27615

- NOTES**
1. SKETCH PLAN BASED ON WAKE COUNTY GIS DATA PARCEL DATA.
  2. SETBACKS AND AREA WITHIN THE REGULAR TYPICAL FLOORLINE AS SHOWN ON WAKE COUNTY PARCEL DATA 2/20/2020. EFFECTIVE 8/22/2020.
  3. EXISTING TOPOGRAPHIC DATA SHOWN IS WAKE COUNTY GIS TWO-FOOT CONTOURS.

**LEGEND**

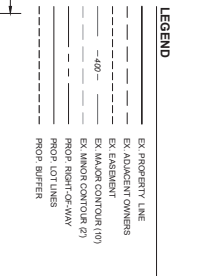
EX PROPERTY LINE  
 EX ADJACENT OWNERS  
 EX EXISTING LOT LINES  
 EX AMOR CONTROLS (R)  
 EX AMOR CONTROLS (L)  
 PROP RIGHT-OF-WAY  
 PROP LOT LINES  
 PROP BUFFER

**REVISION HISTORY**

REV #	DESCRIPTION	DATE	BY
1	TOR COMMENTS	5/22/2022	FLM
2	TOR COMMENTS	2/22/2023	FLM

ORIGINAL PLAN SIZE: 20" X 30"

**PRELIMINARY PLANS**  
 DO NOT USE FOR CONSTRUCTION



**ROLESVILLE RD MIXED USE**  
 MA 22-05  
 1216 ROLESVILLE RD  
 ROLESVILLE, NC

**SKETCH PLAN**

DATE	2/22/2022
SCALE	AS SHOWN
DESIGNED BY	FLM
APPROVED BY	
PROJECT NO.	1777

SKETCH PLAN

POST OFFICE BOX 9177  
 RALEIGH, NORTH CAROLINA 27615  
 FIRM NO. LICENSE NUMBER: C-4222

**C-1**  
 SHEET 1 OF 1



# 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

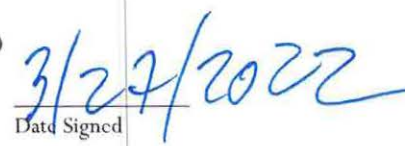
PIN Number	Real Estate ID Number	Deed Book Number	Page Number	Acreage To Be Annexed	Wake County Assessed Value
1768-33-7689		DB 018824	PG 01209	11.78	\$ 294,580
		DB	PG		\$
		DB	PG		\$

### 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

  
Date Signed

Signature of Owner #2

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)

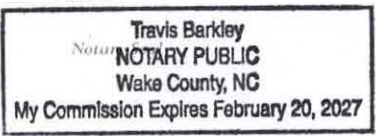
Optimal Development LLC  
Name of Corporation


Robert S. Haer  
Printed Name of Registered Agent      Signature of Registered Agent

924 Evening Snow Street Wake Forest NC 27587  
Address, State, Zip of Registered Office:

North Carolina, WAKE County

I, TRAVIS BARKLEY, 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 27 day of MARCH, 2023



  
Notary Public  
My commission expires: FEB 27, 2023

This instrument prepared by: James S. Warren, a licensed North Carolina attorney. Delinquent taxes, if any, to be paid by the closing attorney to the county tax collector upon disbursement of closing proceeds.  
RETURN TO: Warren, Shackleford & Thomas P.L.L.C.

PREPARED BY: Warren, Shackleford & Thomas P.L.L.C.,  
343 S. White Street, Wake Forest, NC 27587

TAX IDENTIFICATION #: 0147749 REVENUE STAMP \$ 1,320.00

## NORTH CAROLINA GENERAL WARRANTY DEED

This deed made this 30th day of November, 2020 by and between:

GRANTOR: **JOSEPH E. WALL AND WIFE, BETTY R. GUNZ**  
1409 Maryland Avenue Charlotte, NC 28209

GRANTEE: **OPTIMAL DEVELOPMENT LLC**  
924 Evening Snow Street, Wake Forest, NC 27587

Grantor, for valuable consideration paid by Grantee, receipt of which is hereby acknowledged, does grant, convey and transfer unto Grantee in fee simple the property described as follows:

TOWNSHIP OF \_\_\_\_\_, COUNTY OF WAKE

**BEING all of the 11.779 acre tract as shown on plat entitled "Retracement of Boundaries of the W.W. Rodgers Division & the J.N. Rodgers Division", a copy of which is recorded in Book of Maps 1985, Pages 1806 & 1807, Wake County Registry.**

The above property was acquired by Grantor by instrument recorded in Book 3582, Page 281.

All or a portion of the property herein conveyed \_ includes or X does not include the primary residence of a Grantor.

TO HAVE AND TO HOLD the above described property and all privileges and appurtenances thereto belonging to the Grantee in fee simple.

submitted electronically by "warren, shackleford & thomas, P.L.L.C."  
in compliance with North Carolina statutes governing recordable documents  
and the terms of the submitter agreement with the Wake County Register of Deeds.




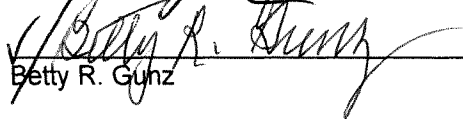
Grantor covenants with Grantee, that Grantor is seized of the premises in fee simple, has the right to convey the same in fee simple, that title is marketable and free and clear of all encumbrances, and that Grantor will warrant and defend the title to the property against the lawful claims of all others except for the exceptions set out below.

Title to the property described herein is subject to the following exceptions:

- 1. Subject to current year ad valorem taxes.
- 2. Subject to Easements and Restrictions of record.

IN WITNESS WHEREOF, Grantor has set his hand and seal, or if corporate, has caused this instrument to be signed in its corporate name by a duly authorized officer.

  
 \_\_\_\_\_ (SEAL)  
 Joseph E. Wall

  
 \_\_\_\_\_ (SEAL)  
 Betty R. Gunz

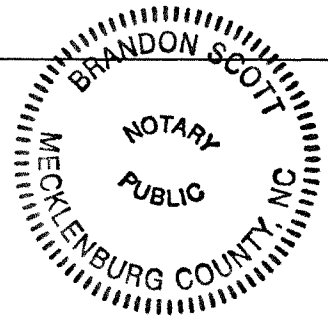
STATE OF NORTH CAROLINA, COUNTY OF mecklenburg

I, Brandon Scott, a Notary Public for the County of mecklenburg and State of North Carolina, certify that **Joseph E. Wall and wife, Betty R. Gunz** personally appeared before me this day and acknowledged the execution of the foregoing instrument.

Witness my hand and official stamp or seal, this the 2<sup>nd</sup> day of December 2020.

  
 \_\_\_\_\_  
 Notary Public

My Commission Expires: 4/17/2023



I, L. JORDAN PARKER, JR. CERTIFY THAT THIS PLAT WAS DRAWN UNDER MY SUPERVISION FROM AN ACTUAL SURVEY PERFORMED UNDER MY SUPERVISION FROM REFERENCES AS NOTED HERE ON; THAT THE BOUNDARIES NOT SURVEYED ARE CLEARLY INDICATED AS DRAWN FROM INFORMATION SHOWN IN THE REFERENCES; THAT THE RATIO OF PRECISION OR POSITIONAL ACCURACY AS CALCULATED IS GREATER THAN 1:10000; THAT THIS PLAT WAS PREPARED IN ACCORDANCE WITH G.S. 47-30 AS AMENDED; WITNESS MY ORIGINAL SIGNATURE, LICENSE NUMBER AND SEAL.

THIS 12 DAY OF MAY A.D. 2021.

L-4685  
PROFESSIONAL LAND SURVEYOR LICENSE NUMBER

THAT THE SURVEY IS OF AN EXISTING PARCEL OR PARCELS OF LAND OR ONE OR MORE EXISTING EASEMENTS AND DOES NOT CREATE A NEW STREET OR CHANGE AN EXISTING STREET. FOR THE PURPOSES OF THIS SUBSECTION, AN "EXISTING PARCEL" OR "EXISTING EASEMENT" IS AN AREA OF LAND DESCRIBED IN A SINGLE LEGAL DESCRIPTION OR LEGALLY RECORDED SUBDIVISION THAT HAS BEEN OR MAY BE LEGALLY CONVEYED TO A NEW OWNER BY DEED IN ITS EXISTING CONFIGURATION.

L-4685  
PROFESSIONAL LAND SURVEYOR LICENSE NUMBER

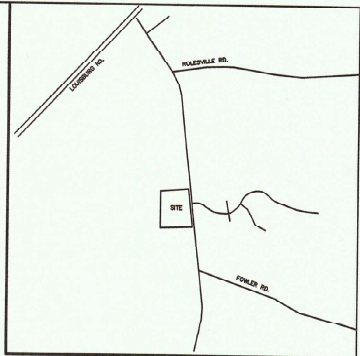


N/F  
ASHTON RALEIGH RESIDENTIAL, LLC  
D.B. 17726 PG. 1804  
P.N. 1768.03-06-8057

N/F  
WILLIAM ROGERS MERRITT,  
ROSEY M. WESLEY C. WILKINS,  
JAMES FRANCIS MERRITT,  
& LINDA ESTELLE MERRITT  
D.B. 16287 PG. 77  
B.M. 1987 PG. 1948  
P.N. 1768.03-23-8815

513162 S.F.  
11.781 AC.

N/F  
BETTY R. GUNZ  
& TOWNSET, LLC  
D.B. 10194 PG. 2092  
P.N. 1768.03-32-8863



VICINITY MAP

**NOTES:**

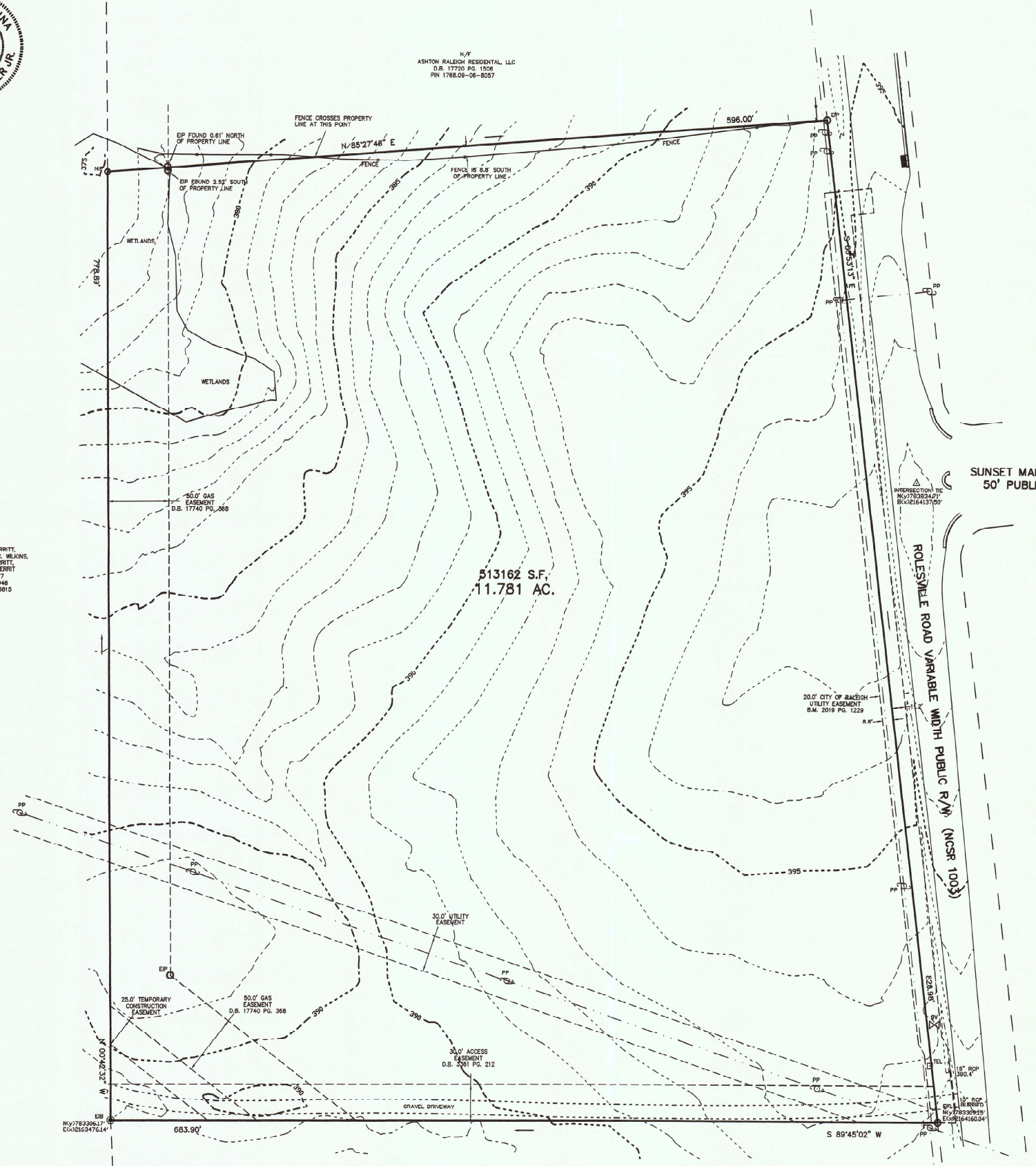
1. THIS PLAT SUBJECT TO ALL EASEMENTS, AGREEMENTS AND RIGHTS OF WAY OF RECORD PRIOR TO THE DATE OF THIS PLAT.
2. NO UNDERGROUND UTILITIES HAVE BEEN MARKED OR LOCATED FOR THIS PLAT.
3. ALL BEARINGS AND DISTANCES ARE HORIZONTAL GROUND MEASUREMENTS.
4. ALL ELEVATIONS ARE BASED ON NAVD 88.
5. ALL CONTOURS ARE AT 1' INTERVALS HIGHLIGHTED EVERY 8'.

**LEGEND:**

- EIP - EXISTING IRON PIPE
- EB - EXISTING IRON BAR
- EBIP - BENT IRON PIPE
- BIB - BENT IRON BAR
- CM - CONCRETE MONUMENT
- SPK - EXISTING PK NAIL
- SPK - SET PK NAIL
- HP - NEW IRON PIPE SET
- R/W - RIGHT OF WAY
- CATV - CABLE TV BOX
- EB - ELECTRIC BOX
- TEL - TELEPHONE PEDESTAL
- PP - POWER POLE
- OHL - OVERHEAD LINE
- LP - LIGHT POLE
- WM - WATER METER
- WV - WATER VALVE
- CO - SEWER CLEAN-OUT

**LINE TYPE LEGEND**

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



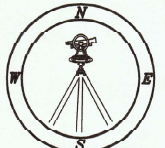
TOPOGRAPHIC SURVEY FOR  
**OPTIMAL DEVELOPMENT, LLC**

OWNER: OPTIMAL DEVELOPMENT, LLC  
REF: 18224 PAGE 1209  
REF: B.M. 1985 PAGE 1807  
REF: B.M. 2019 PAGE 1229  
WAKE FOREST TOWNSHIP  
WAKE COUNTY, NORTH CAROLINA



SCALE 1"=50'

MAY 10, 2021  
ZONED R-1  
PIN # 1768.03-33-7689



C:\GCS\18224\18224.DWG - LJP

**CAWTHORNE, MOSS & PANCIERA, PC**  
MICHAEL A. MOSS, PLS  
333 S. WHITE STREET  
WAKE FOREST, NC 27587  
(919) 556-3148  
[MIKE@CMPPLS.COM](mailto:MIKE@CMPPLS.COM)

### Legal Description

Beginning at an existing iron pipe, said existing iron pipe being located in the western right-of-way of Rolesville Road (N.C.S.R.#1003), said existing iron pipe being the common corner of parcel Pin#1768.03-32-8863 and subject lot, said existing iron pipe having NC Grid NAD 83/2011 coordinates N(y): 783,309.15' E(x): 2,164,160.04'; Thence leaving right-of-way S 89°45'02" W a distance of 683.90' to an existing iron bar; Thence N 00°42'32" W a distance of 778.89' to a new iron pipe; Thence N 85°27'46" E a distance of 596.00' to an existing iron pipe, said existing iron pipe being located in the western right-of-way of Rolesville Road (N.C.S.R.#1003), said existing iron pipe being the common corner of parcel Pin#1768.09-06-8057 and subject lot; Thence along right-of-way S 06°53'13" E a distance of 828.98' to an existing iron pipe; Which is the point of beginning, Containing an area of 513,162 square feet, 11.781 acres.

**RESOLUTION DIRECTING THE CLERK TO INVESTIGATE A PETITION  
RECEIVED UNDER G.S. 160A-31  
Resolution 2023-R-04**

**Case: ANX 23-02**

**Contiguous Voluntary Annexation Petition for 11.78 Acres, 1216 Rolesville Road,  
Wake County PIN# 1768337689**

**WHEREAS**, a petition requesting annexation of an area described in said petition and more particularly described as follows received on May 2, 2023, by the Town of Rolesville Board of Commissioners:

*Beginning at an existing iron pipe, said existing iron pipe being located in the western right-of-way of Rolesville Road (N.C.S.R.#1003), said existing iron pipe being the common corner of parcel Pin#1768.03-32-8863 and subject lot, said existing iron pipe having NC Grid NAD 83/2011 coordinates N(y): 783,309.15' E(x): 2,164,160.04'; Thence leaving right-of-way S 89°45'02" W a distance of 683.90' to an existing iron bar; Thence N 00°42'32" W a distance of 778.89' to a new iron pipe; Thence N 85°27'46" E a distance of 596.00' to an existing iron pipe, said existing iron pipe being located in the western right-of-way of Rolesville Road (N.C.S.R.#1003), said existing iron pipe being the common corner of parcel Pin#1768.09-06-8057 and subject lot; Thence along right-of-way S 06°53'13" E a distance of 828.98' to an existing iron pipe; Which is the point of beginning, Containing an area of 513,162 square feet, 11.781 acres.*

**WHEREAS**, G.S. 160A-31 provides that the sufficiency of the petition shall be investigated by the Town Clerk before further annexation proceedings may take place; and,

**WHEREAS**, the Board of Commissioners of the Town of Rolesville deems it advisable to proceed in response to this request for annexation;

**NOW, THEREFORE, BE IT RESOLVED**, by the Board of Commissioners of the Town of Rolesville that:

The Town Clerk is hereby directed to investigate the sufficiency of the above-described petition and to certify as soon as possible to the Board of Commissioners of the Town of Rolesville the result of her investigation.



A handwritten signature in black ink, appearing to read "Ronnie I. Currin", written over a horizontal line.

Ronnie I. Currin  
Mayor, Town of Rolesville

Attest: A handwritten signature in black ink, appearing to read "Robin E. Peyton", written over a horizontal line.  
Robin E. Peyton  
Town Clerk

Meeting #1 - Held June 6, 2022

# Neighborhood Meeting SIGN UP SHEET

## 1216 Forestville Road

July 25/2022 at 5 :30 PM

NO.	Owner's name	Address	PHONE	EMAIL
01	<b>NO SIGN</b>			
02				
03				
04				
05				
06				
07				
08				
09				
10				

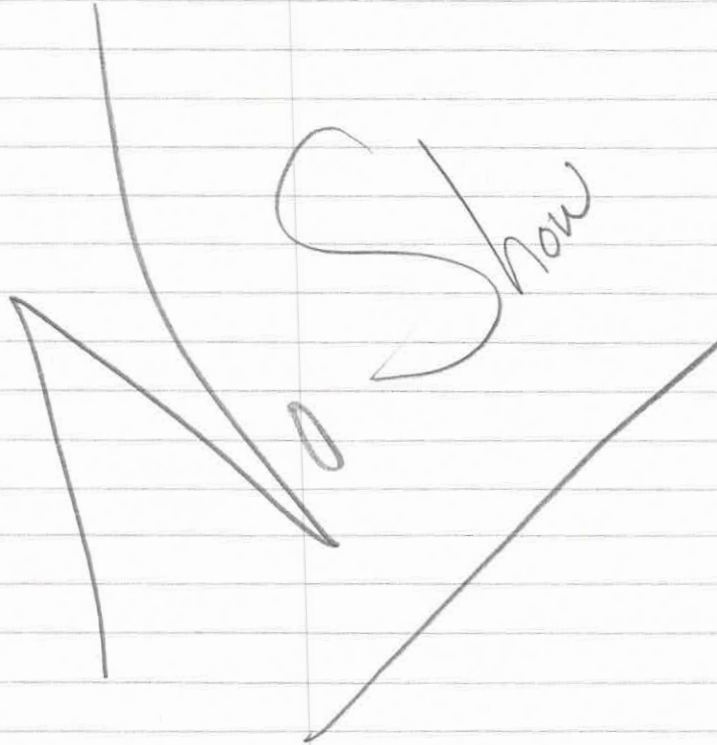
SUBJECT

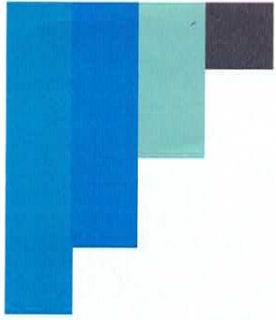
Sign Sheet.

DATE

Neighborhood Meeting 6/6/2022 - 1021 Forestville Road

RE: 1216 Rolesville Rd





July 11, 2022

Re: Neighborhood Meeting Regarding plans for 1216 Rolesville Road Rolesville NC 27571

Dear Property Owners,

Optimal Equity Group will hold a Neighborhood meeting on Monday July 25 at 5:30PM on a site plans near property you own.

Details are as follow:

Property: 1216 Rolesville Road Rolesville NC 27571

Applicant: Optimal Development LLC

Location: 1021 Forestville Road Wake Forest NC 27587

Wake County Pin 1768-33-7689


Request Rezoning RL to GC

Meeting Date and Time : Monday July 25, 2022 at 5:30 PM


Meeting Location : 1021 Forestville Road, 2nd Floor Conference Room in the Optimal Equity Executive Suites


Best Regards,

Robert Shaar

610.295.3699 

Shaar@Myoptimalequity.com 

WWW.Myoptimalequity.com 

919.939.3078 









Name and Address of Sender  
 Optimal Development LLC  
 1021 Forestville Road  
 Wake Forest NC 27587

TOTAL NO.  
 of Pieces Listed by Sender

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TOTAL NO.  
 of Pieces Received at Post Office™

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Lloyd Aubrey  
 224 E. Holding Ave  
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Parcel Airlift

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 Rolesville NC 27571

2. 11409 MARYLAND AVE  
 CHARLOTTE NC 28209-1527

3. 6411 MATCHETT RD  
 BELLE ISLE FL 32809-5151

4. 4025 LAKE BOONE TRL STE 200  
 Raleigh NC 27607-3087

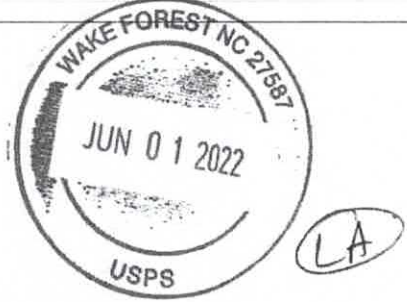
5. 6405 SUNSET MANOR  
 Rolesville NC 27571

6. RE SERVICES DIRECTOR  
 1551 ROCK QUARRY ROAD  
 RALEIGH NC 27610

LA



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Postmaster, per (name of receiving employee) Lloyd Antony 224 E. Halding Ave. WF 27587.			

USPS® Tracking Number Firm-specific Identifier	Address (Name, Street, City, State, and ZIP Code™)	Postage	Fee	Special Handling	Parcel Airlift
1. GOODNIGHT JUDY JONES	1201 ROLESVILLE Rolesville NC 27571				
2.					
3.					
4.					
5.					
6.					



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 Wake Forest NC 27587

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1. GOODNIGHT, JUDY JONES

1201 ROLESVILLE  
 Rolesville NC 27571

1201 ROLESVILLE  
 Rolesville NC 27571

Parcel Airlift

Special Handling

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2.

3.

4.

5.

6.



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	Postmaster, per (name of receiving employee) <i>Lloyd Antony</i> <i>224 E. Holding Ave.</i> <i>Wake Forest, NC, 27587</i>		

USPS® Tracking Number Firm-specific Identifier	Address (Name, Street, City, State, and ZIP Code™)	Postage	Fee	Special Handling	Parcel Airlift
1. HASSOUNEH HANI YAHYA HASSOUNEH RUTH HEIDI ✓	6412 SUNSET MANOR <del>Rolesville NC 27571</del> <b>WAKE FOREST NC 27587</b>				
2. GUNZ BETTY R TEXWEST LLC ✓	11409 MARYLAND AVE CHARLOTTE NC 28209-1527				
3. LINDA ESTELLE MERRITT MERRITT JAMES FRANCIS ✓	6411 MATCHETT RD BELLE ISLE FL 32809-5151				
4. ASHTON RALEIGH RESIDENTIAL LLC ✓	4025 LAKE BOONE TRL STE 200 Raleigh NC 27607-3087				
5. JEFFERSON JOSEPH JEFFERSON SONIA R ✓	6405 SUNSET MANOR <del>Rolesville NC 27571</del> <b>WAKE FOREST NC 27587</b>				
6. Wake Count Board of Education ✓	RE SERVICES DIRECTOR 1551 ROCK QUARRY ROAD RALEIGH NC 27610				





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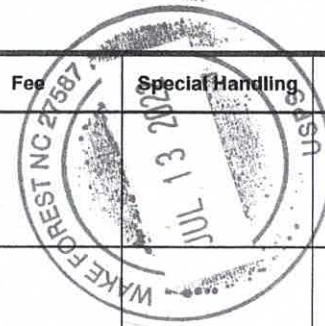
Name and Address of Sender <b>Optimal Development LLC</b> 1021 Forestville Road Wake Forest NC 27587	TOTAL NO. of Pieces Listed by Sender <b>6</b>	TOTAL NO. of Pieces Received at Post Office™ <b>6</b>	Affix Stamp Here <i>Postmark with Date</i>
	Postmaster, per (name of receiving employee) <i>Lloyd Antony</i> <i>224 E. Holding Ave.</i> <i>Wake Forest, NC, 27587</i>		



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2. GUNZ BETTY R TEXWEST LLC ✓	11409 MARYLAND AVE CHARLOTTE NC 28209-1527				
3. LINDA ESTELLE MERRITT MERRITT JAMES FRANCIS ✓	6411 MATCHETT RD BELLE ISLE FL 32809-5151				
4. ASHTON RALEIGH RESIDENTIAL LLC ✓	4025 LAKE BOONE TRL STE 200 Raleigh NC 27607-3087				
5. JEFFERSON JOSEPH JEFFERSON SONIA R ✓	6405 SUNSET MANOR <del>Rolesville NC 27571</del> <b>WAKE FOREST NC 27587</b>				
6. Wake Count Board of Education ✓	RE SERVICES DIRECTOR 1551 ROCK QUARRY ROAD RALEIGH NC 27610				





Name and Address of Sender  
 Optimal Development LLC  
 1021 Forestville Road  
 Wake Forest NC 27587

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 Lloyd Anthony  
 224 E. Haldy Ave  
 Wake Forest NC 27587

Address  
 (Name, Street, City, State, and ZIP Code™)  
 1201 ROLESVILLE  
 Rolesville NC 27571

USPS® Tracking Number  
 Firm-specific Identifier

1. GOODWIGHT, JUDY JONES

2.

3.

4.

5.

6.

Postage  
 Special Handling  
 Parcel Airlift



**Certificate of Mailing - Firm**

Name and Address of Sender  
Optimal Development LLC  
1021 Forestville Road  
Wake Forest NC 27587

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27587-22  
JUN 01 22  
AMOUNT  
**\$2.82**  
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Postmaster, per (name of receiving employee)

Lloyd Aubrey  
224 E. Holding Ave  
WF 27587

USPS® Tracking Number  
Firm-specific Identifier

Address  
(Name, Street, City, State, and ZIP Code™)

Postage

Fee

Special Handling

Parcel Airift

1. HASSOUNEH HANI YAHYA, HASSOUNEH RUTH HEIDI

6412 SUNSET MANOR  
Rolesville NC 27571

2. GUNZ, BETTY R. TEXWEST, LLC

11409 MARYLAND AVE  
CHARLOTTE NC 28209-1527

3. LINDA ESTELLE MERRITT, MERRITT, JAMES FRANCIS

6411 MATCHETT RD  
BELLE ISLE FL 32809-5151

4. ASHTON RALEIGH RESIDENTIAL, LLC

4025 LAKE BOONE TRL STE 200  
Raleigh NC 27607-3087

5. JEFFERSON, JOSEPH JEFFERSON SONIA R

6405 SUNSET MANOR  
Rolesville NC 27571

6. Wake Count Board of Education

RE SERVICES DIRECTOR  
1551 ROCK QUARRY ROAD  
RALEIGH NC 27610

LA



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1021 Forestville Road  
Wake Forest NC 27587

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1.	GOODNIGHT, JUDY JONES	1201 ROLESVILLE Rolesville NC 27571				
2.						
3.						
4.						
5.						
6.						



## Angelique Harris

---

**From:** Avery Kolatch  
**Sent:** Thursday, May 19, 2022 4:22 PM  
**To:** Angelique Harris  
**Subject:** 1216 Rolesville

**Owner**

HASSOUNEH HANI YAHYA HASSOUNEH RUTH HEIDI  
Address  
6412 SUNSET MANOR  
Parcel ID  
0366746

**Owner**

GUNZ BETTY R TEXWEST LLC  
Address  
1224 ROLESVILLE  
Parcel ID  
0105864  
Mailing Address 1  
1409 MARYLAND AVE  
CHARLOTTE NC 28209-1527

**Owner**

SELF LINDA ESTELLE MERRITT MERRITT JAMES FRANCIS  
Address  
6200 EMILY  
Parcel ID  
0046995  
Mailing Address 1  
6411 MATCHETT RD  
BELLE ISLE FL 32809-5151

**Owner**

ASHTON RALEIGH RESIDENTIAL LLC  
Address  
0 E YOUNG  
Parcel ID  
0491960  
Mailing Address 1  
4025 LAKE BOONE TRL STE 200  
RALEIGH NC 27607-3087

**Owner**

JEFFERSON JOSEPH JEFFERSON SONIA R  
Address  
6405 SUNSET MANOR

Parcel ID  
0366709

**Owner**

WAKE CNTY BOARD OF EDUCATION

Address

1099 E YOUNG

Parcel ID

0060540

RE SERVICES DIRECTOR

1551 ROCK QUARRY RD

**Owner**

GOODNIGHT JUDY JONES

Address

1201 ROLESVILLE

Parcel ID

0036622



Avery Z. Kolatch

Director of Business Development

Optimal Equity Corp.

917-952-3118

1021 Forestville Rd.

Wake Forest NC 27857

<https://myoptimalequity.com/>

**OptimalEQUITY**  
MyOptimalEquity.com



**Meeting #2 - Held May 16, 2023**

**May 2, 2023**

**Re: Neighborhood Meeting Regarding plans for 1216 Rolesville Road, Rolesville NC 27571**

**Dear Property Owners,**

**Optimal Equity/ Optimal Development LLC will hold a Neighborhood Meeting on May 16, 2023, at 5:30 PM on a site plan near the property you own.**

**Details are as follows:**

**Property: 1216 Rolesville Road Rolesville NC 27571**

**Applicant: Optimal Development**


**Location 1021 Forestville Road Wake Forest NC 27587**

**Wake County pin 1768-33-7689**

**Request: RL to NC**


**Meeting Date and Time: MONDAY MAY 16, 2023, AT 5:30 pm**

**MEETING LOCATION: 1021 FORESTVILLE ROAD, 2<sup>ND</sup> FLOOR CONFERENCE ROOM, WAKE FOREST NC 27587**

610.295.3699 

aharris@Myoptimalequity.com 

WWW.Myoptimalequity.com 


919.939.3078 








Your active involvement in this process is a valued asset to our community! Please contact my Operations Manager at 919.939.3078 or [aharris@myoptimalequity.com](mailto:aharris@myoptimalequity.com) with any questions at any time day or night.

Robert Shaar

610.295.3699 


[aharris@Myoptimalequity.com](mailto:aharris@Myoptimalequity.com) 

[WWW.Myoptimalequity.com](http://WWW.Myoptimalequity.com) 

919.939.3078 



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3.					
4.					
5.					
6.					





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3. ✓ Zelinski, Anthony & Zelinski, Wendy B	6445 Sunset Manor Dr Wake Forest NC 27587-5674 ✓				
4. ✓ Franklin, MARK B Franklin, CAROL S	6801 Rising Sun Ct Wake Forest NC 27587-9601 ✓				
5. ✓ Gunz, BETTY R TEX WEST LLC	1409 Maryland Ave Charlotte NC 28209-1527 ✓				
6. Rogers William L	100 Crescent Ct Ste 595 Dallas TX 75201-1847 ✓				





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2. Williams, Harold C Williams, Geraldine	6424 Sunset Manor DR Wake Forest NC 27587 ✓				
3. Kimmons, Nicholas S. Kimmons, Keri	6812 Rising Sun CT Wake Forest NC 27587 ✓				
4. Linda Estelle Merritt James Merritt	6411 Matchett Road Belle Isle FL 32809-5151 ✓				
5. Judy Perry	1261 Rolesville Road Wake Forest NC 27587 ✓				
6. David F. Shackelford Mia M. Shackelford	6809 Rising Sun CT Wake Forest NC 27587 ✓				





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✓ 2. Joseph Jefferson Sonia R. Jefferson	6405 Sunset Manor DR Wake Forest NC 27587 ✓				
✓ 3. Diane T. Stratton	6761 Rising Sun CT Wake Forest NC 27587 ✓				
✓ 4. Wake County Board of Education cc: Services Director	1551 Rock Quarry Rd Raleigh NC 27610 ✓				
✓ 5. Jonine Echeverria CARLOS BARRIE	6805 RISING SUN CT Wake Forest NC 27587 ✓				
6. Brewster, Winston JR	6808 RISING SUN CT Wake Forest NC 27587 ✓				







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<i>Santana, CLA</i>					
✓ 2. <i>Lauderdale, Marshall</i>	<i>6413 Sunset Manor Dr WAKE FOREST NC 27587</i>				
<i>Lauderdale, SHAWN</i>					
✓ 3. <i>Goodnight, Judy Jones</i>	<i>1261 Rolesville Road WAKE FOREST NC 27587</i>				
✓ 4. <i>Ramirez, Maunero</i>	<i>6705 RISING SUN CT WAKE FOREST NC 27587</i>				
✓ 5. <i>Onyekachi, Adaugo U</i>	<i>6708 RISING SUN CT WAKE FOREST NC 27587</i>				
<i>Onyekachi, Chinanu C</i>					
✓ 6. <i>Zaki, Danial</i>	<i>6469 Sunset Manor Dr. WAKE FOREST NC 27587</i>				
<i>Zaki, Marina</i>					



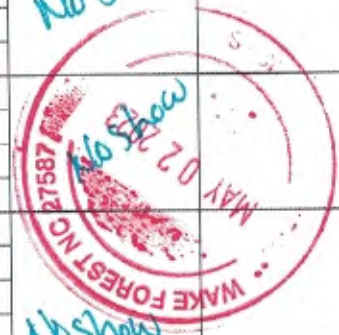


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Williams, Geraldine					
3. Kimmons, Nicholas S.	6812 Rising Sun Ct Wake Forest NC 27587 ✓	No show			
Kimmons, Keri					
4. Linda Estelle Merritt	6411 Matchett Road Belle Isle FL 32809-5151 ✓	No show			
James Merritt					
5. Judy Perry	1261 Rolesville Road Wake Forest NC 27587 ✓	No show			
6. David F. Shackelford	6809 Rising Sun Ct Wake Forest NC 27587 ✓	No show			
Mia M. Shackelford					

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✓ 4. Wake County Board of Education cc: services Director	1551 Rock Quarry Rd Raleigh NC 27610 ✓	No show			
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6. Brauster, Winston JR	6808 RISING SUN CT Wake Forest NC 27587 ✓	No show			





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2. ✓ Lauderdale, Marshall Lauderdale, SHAWN	6413 SUNSET MANOR DR WAKE FOREST NC 27587	No show			
3. ✓ Goodnight, Judy Jones	1201 Rolesville Road WAKE FOREST NC 27587	No show			
4. ✓ Ramirez, Maunero	6705 RISING SUN CT WAKE FOREST NC 27587	No show			
5. ✓ Onyekachi, Adaugo U Onyekachi, CHINANU C	6708 RISING SUN CT WAKE FOREST NC 27587	No show			
6. ✓ Zaki, Danial Zaki, Marina	6409 SUNSET MANOR DR. WAKE FOREST NC 27587	No show			





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2. ✓ ASHTON Raleigh Residential	4025 LAKE BOONE TRL SUITE 200 Raleigh NC 27607-3087 ✓	Returned mail				
3. ✓ Zelinski, Anthony & Zelinski, Wendy B	6445 Sunset Manor DR Wake Forest NC 27587-5674 ✓	No show				
4. ✓ Franklin, MARK B Franklin, CAROL S	6801 Rising Sun CT Wake Forest NC 27587-9601 ✓	No show				
5. ✓ Gunz, BETTY R TEX WEST LLC	1409 Maryland Ave Charlotte NC 28209-1527 ✓	No show				
6. Rogers William L	100 Crescent CT STE 595 Dallas TX 75201-1847 ✓	Called in w no issues				

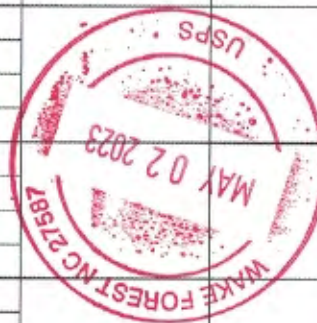




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3.					
4.					
5.					
6.					

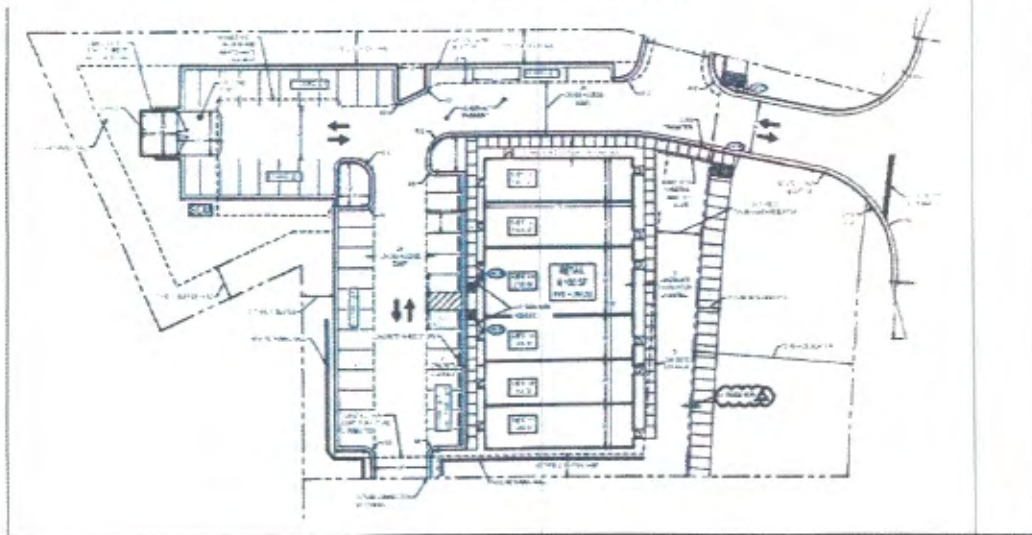


# OptimalEQUITY CORP

MyOptimalEquity.com



CONCEPTUAL ELEVATION



APPROVED SITE PLAN

Wake Forest New Residential Development



Rolesville New Residential Development







# ATTACHMENT 7 -



Case: MA 22-05 1216 Rolesville Road  
Address: 1216 Rolesville Road  
PIN 1768337689  
Date: 04.19.2022

Date Saved: 4/20/2022 10:54 AM

## Future Land Use Map

Path: C:\Users\SRaby\Desktop\GIS\2022 Projects\MA 22-05 1216 Rolesville Road\MA 22-05 1216 Rolesville Road.aprx

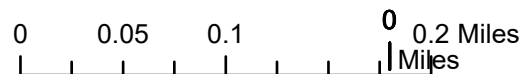
SITE

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, 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



# ATTACHMENT 8 -



Case: MA 22-05 1216 Rolesville Road  
Address: 1216 Rolesville Road  
PIN 1768337689  
Date: 04.19.2022

## Zoning Map

Date Saved: 4/20/2022 10:51 AM

Path: C:\Users\SRaby\ Desktop\GIS\ 2022 Projects\MA 22-05 1216 Rolesville Road\MA 22-05 1216 Rolesville Road.aprx

Rolesville\_Zoning\_2021

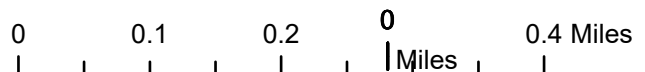
**Zoning Classification**

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

**SITE**

Buffalo Creek

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



# ATTACHMENT 9 -



Case: MA 22-05 1216 Rolesville Road  
Address: 1216 Rolesville Road  
PIN 1768337689  
Date: 04.19.2022

## Vicinity Map

Date Saved: 6/21/2022 12:59 PM

Path: C:\Users\Sraby\Desktop\GIS\2022 Projects\MA 22-05 1216 Rolesville Road\MA 22-05 1216 Rolesville Road.aprx



**Rolesville High School**

**SITE**

**Sunset Manor Subdivision**

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# TRAFFIC IMPACT ANALYSIS

FOR

## 1216 Rolesville Road

LOCATED

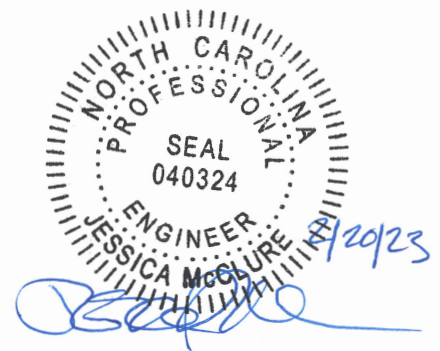
IN

## ROLESVILLE, NC

Prepared For:  
The Town of Rolesville

Prepared By:  
Infrastructure Consulting Services, Inc.  
*dba*

**Ramey Kemp Associates**  
5808 Faringdon Place  
Raleigh, NC 27609  
License #F-1489



FEBRUARY 2023

RKA Project No. 20498-007

Prepared By: MM

Reviewed By: JM

**TRAFFIC IMPACT ANALYSIS**  
**1216 ROLESVILLE ROAD**  
**ROLESVILLE, NORTH CAROLINA**

**EXECUTIVE SUMMARY**

**1. Development Overview**

A Traffic Impact Analysis (TIA) was conducted for the proposed development in accordance with the Town of Rolesville (Town) Land Development Ordinance (LDO) and North Carolina Department of Transportation (NCDOT) capacity analysis guidelines. The development is proposed be located at 1216 Rolesville Road in Rolesville, North Carolina. The proposed development is anticipated to be completed in 2028 and is expected to consist of 68 single-family attached homes and 30,000 square feet (sq. ft.) of retail development. Access to the development is proposed to be provided via one full-movement driveway connection to Rolesville Road aligning with Sunset Manor Drive and one right-in/right-out driveway located approximately 275 feet (ft) to the south. A stub connection to the planned The Point development is also proposed.

The study analyzes traffic conditions during the weekday AM and PM peak hours for the following scenarios:

- 2022 Existing Traffic Conditions
- 2028 No-Build Traffic Conditions
- 2028 Build Traffic Conditions

**2. Existing Traffic Conditions**

The study area for the TIA was determined through coordination with the Town and NCDOT and consists of the following existing intersections:

- US 401 and E Young Street (Signalized)
- US 401 and U-Turn North of E Young Street (Signalized)
- US 401 and U-Turn South of E Young Street (Signalized)
- E Young Street and Quarry Road (Unsignalized)
- E Young Street and Rolesville High School Driveway (Unsignalized)

- Rolesville Road and Sunset Manor Drive (Unsignalized)
- Rolesville Road and Fowler Road (Unsignalized)

Existing peak hour traffic volumes were determined based on traffic counts conducted at the study intersection listed above, in September 2022 and January 2023 during typical weekday AM (7:00 AM – 9:00 AM) and PM (4:00 PM – 6:00 PM) peak periods, while schools were in session for in-person learning. Weekday AM and PM traffic volumes were balanced between study intersections, where appropriate.

**3. Site Trip Generation**

The proposed development is assumed to consist of 68 single-family attached homes and 30,000 sq. ft. of general retail space. Average weekday daily, AM peak hour, and PM peak hour trips for the proposed development were estimated using methodology contained within the ITE *Trip Generation Manual*, 11<sup>th</sup> Edition. Table E-1 provides a summary of the trip generation potential for the site.

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

Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	Weekday AM Peak Hour Trips (vph)			Weekday PM Peak Hour Trips (vph)		
			Enter	Exit	Total	Enter	Exit	Total
Single-Family Attached Housing (215)	68 DU	468	7	23	30	22	15	37
Retail (<40 KSF) (822)	30 KSF	1,496	36	23	59	85	85	170
<b>Total Trips</b>		<b>1,964</b>	<b>43</b>	<b>46</b>	<b>89</b>	<b>107</b>	<b>100</b>	<b>207</b>
<i>Internal Capture (15% PM)*</i>			-	-	-	-15	-15	-30
<b>Total External Trips</b>			<b>43</b>	<b>46</b>	<b>89</b>	<b>92</b>	<b>85</b>	<b>177</b>
<i>Pass-By Trips: Shopping Center (34% PM)</i>			-	-	-	-26	-26	-52
<b>Total Primary Trips</b>			<b>43</b>	<b>46</b>	<b>89</b>	<b>66</b>	<b>59</b>	<b>125</b>

\*Utilizing methodology contained in the NCHRP Report 684.

#### 4. Future Traffic Conditions

Through coordination with the Town and NCDOT, it was determined that an annual growth rate of 2% would be used to generate 2028 projected weekday AM and PM peak hour traffic volumes. The following adjacent developments were identified to be considered under future conditions:

- The Point (Young Street PUD)
- Kalas Falls
- Preserve at Moody Falls
- Rolesville Crossing (Wheeler Tract)
- Tucker Wilkins

#### 5. Capacity Analysis Summary

The analysis considered weekday AM and PM peak hour traffic for 2022 existing, 2028 no-build, and 2028 build conditions. Refer to Section 7 of the TIA for the capacity analysis summary performed at each study intersection.

#### 6. Recommendations

Based on the findings of this study, specific geometric and traffic control improvements have been identified and are recommended to accommodate future traffic conditions. The improvements are summarized below and are illustrated in Figure E-1.

#### Improvements per Rolesville Community Transportation Plan

Per the current Rolesville Community Transportation (CTP), E Young Street/Rolesville Road is planned to be a two-lane facility with a center turn lane, curb and gutter, bike lanes, and sidewalks.

#### Recommended Improvements by Developer

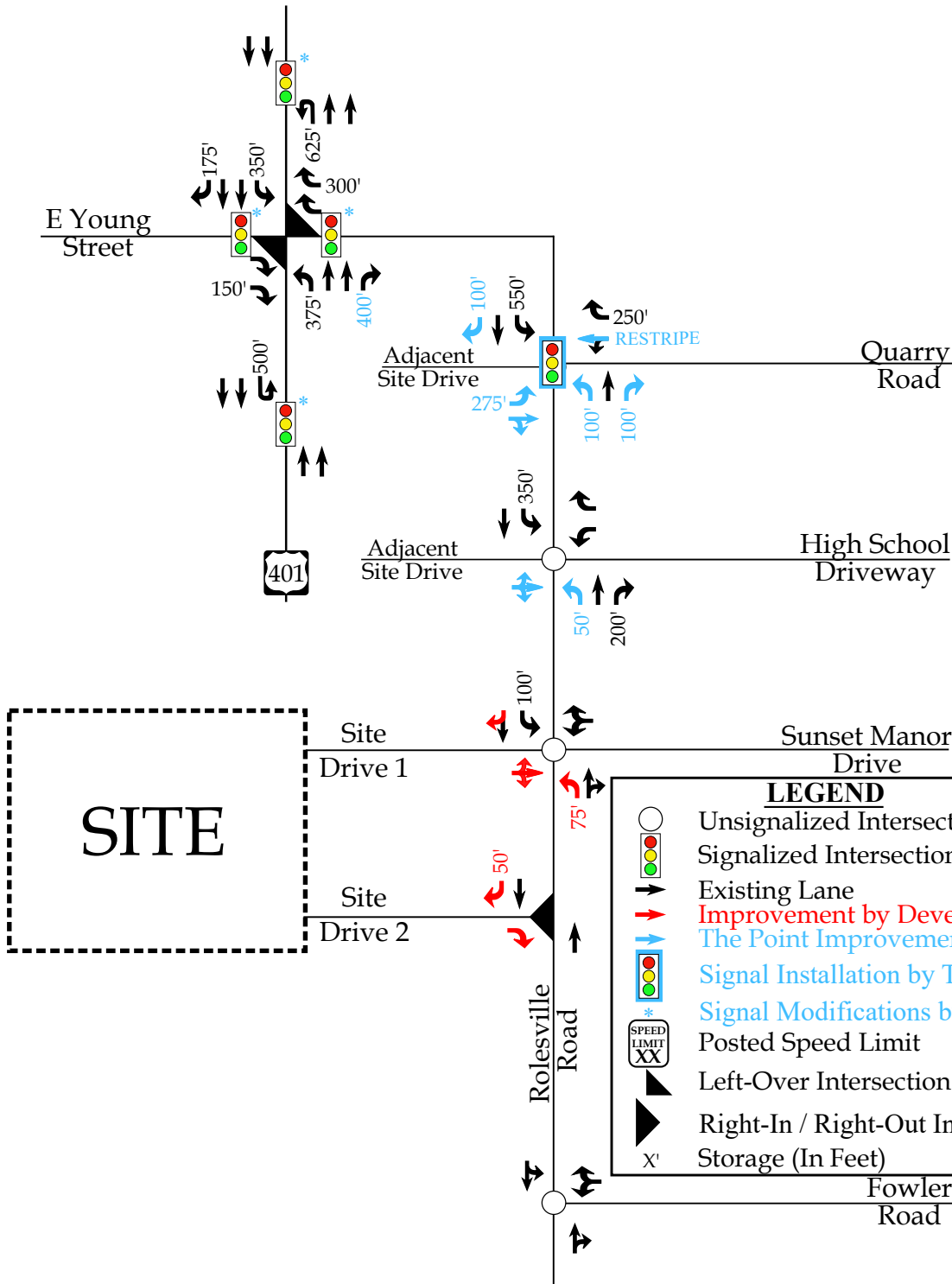
##### Rolesville Road and Sunset Manor Drive/Site Drive 1

- Construct eastbound approach with one ingress lane and one egress lane striped as a shared left-through-right turn lane. Provide stop control for the eastbound approach.
- Construct an exclusive northbound left turn lane with a minimum of 75 feet of storage and appropriate taper.

Rolesville Road and Site Drive 2

- Construct eastbound approach with one ingress lane and one egress lane striped as a right turn lane. Provide stop control for the eastbound approach.
- Construct an exclusive southbound right turn lane with a minimum of 50 feet of storage and appropriate taper.





**LEGEND**

- Unsignalized Intersection
- Signalized Intersection
- Existing Lane
- Improvement by Developer
- The Point Improvement
- Signal Installation by The Point
- Signal Modifications by The Point
- Posted Speed Limit
- Left-Over Intersection
- Right-In / Right-Out Intersection
- X'



1216 Rolesville Road  
Rolesville, NC

Recommended Lane Configurations

Scale: Not to Scale    Figure E-1

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- Appendix A: Scoping Documentation
- Appendix B: Traffic Counts and Signal Plans
- Appendix C: Internal Capture Calculations
- Appendix D: Adjacent Development Information
- Appendix E: Capacity Calculations - US 401 and E Young Street
- Appendix F: Capacity Calculations - US 401 and U-Turn North of E Young Street
- Appendix G: Capacity Calculations - US 401 and U-Turn South of E Young Street
- Appendix H: Capacity Calculations - E Young Street and Quarry Road
- Appendix I: Capacity Calculations - E Young Street and Rolesville High School Driveway
- Appendix J: Capacity Calculations - Rolesville Road and Sunset Manor Drive/Site Drive 1
- Appendix K: Capacity Calculations - Rolesville Road and Fowler Road
- Appendix L: Capacity Calculations - Rolesville Road and Site Drive 2
- Appendix M: SimTraffic Queuing Reports
- Appendix N: Turn Lane Warrants

**TRAFFIC IMPACT ANALYSIS**  
**1216 ROLESVILLE ROAD**  
**ROLESVILLE, NORTH CAROLINA**

**1. INTRODUCTION**

The contents of this report present the findings of the Traffic Impact Analysis (TIA) conducted for the proposed development to be located at 1216 Rolesville Road in Rolesville, North Carolina. The purpose of this study is to determine the potential impacts to the surrounding transportation system created by traffic generated by the proposed development, as well as recommend improvements to mitigate the impacts.

The proposed development is anticipated to be completed in 2028 and is assumed to consist of the following uses:

- 68 units Single-Family Attached Housing
- 30,000 square feet (sq. ft.) retail

The study analyzes traffic conditions during the weekday AM and PM peak hours for the following scenarios:

- 2022 Existing Traffic Conditions
- 2028 (build-out year plus one) No-Build Traffic Conditions
- 2028 (build-out year plus one) Build Traffic Conditions

**1.1. Site Location and Study Area**

The development is proposed to be located at 1216 Rolesville Road in Rolesville, North Carolina. Refer to Figure 1 for the site location map.

The study area for the TIA was determined through coordination with the North Carolina Department of Transportation (NCDOT) and the Town of Rolesville (Town) and consists of the following intersections:

- US 401 and E Young Street (Signalized)
- US 401 and U-Turn North of E Young Street (Signalized)
- US 401 and U-Turn South of E Young Street (Signalized)
- E Young Street and Quarry Road (Unsignalized)
- E Young Street and Rolesville High School Driveway (Unsignalized)
- Rolesville Road and Sunset Manor Drive/Site Drive 1 (Unsignalized)
- Rolesville Road and Fowler Road (Unsignalized)
- Rolesville Road and Site Drive 2 (Proposed unsignalized)

Refer to Appendix A for the approved scoping documentation.

## **1.2. Proposed Land Use and Site Access**

The proposed development is to be located on the west side of Rolesville Road, across from Sunset Manor Drive, at 1216 Rolesville Road in Rolesville, North Carolina. The development is anticipated to be completed in 2028 and is anticipated to consist of the following uses:

- 68 units Single-Family Attached Housing (LUC 215)
- 30,000 sq. ft. retail (LUC 822)

Access to the development is proposed to be provided via one full-movement driveway connection to Rolesville Road aligning with Sunset Manor Drive and one right-in/right-out (RIRO) driveway located approximately 275 feet (ft) to the south. A stub connection to the planned The Point development is also proposed.

Refer to the attached site location map and preliminary site plan.

**1.3. Adjacent Land Uses**

The proposed development is located in an area consisting primarily of farms, undeveloped land, and residential development. The southern portion of The Point development is currently under construction. According to the 2019 TIA prepared for The Point, the development is expected to build out by 2025. A stub connection is proposed to connect The Point to the north side of the proposed development. To be conservative, the connection was not considered in this study.

**1.4. Existing Roadways**

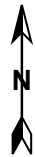
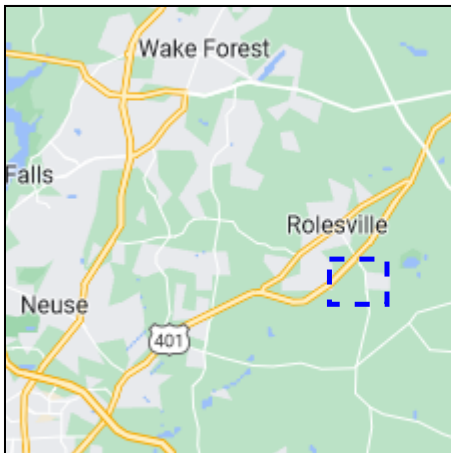
Existing lane configurations (number of traffic lanes on each intersection approach), storage capacities, and other intersection and roadway information within the study area are shown in Figure 3. Table 1 provides a summary of roadway information.

**Table 1: Existing Roadway Inventory**





Road Name	Route Number	Typical Cross Section	Speed Limit	2021 AADT (vpd)
Louisburg Rd	US 401	4-lane divided	55 mph	18,500
E Young Street/Rolesville Road	SR 1003	2-lane undivided	45 mph	5,400
Quarry Road	SR 2305	2-lane undivided	45 mph	1,100
Sunset Manor Drive	SR 5471	2-lane undivided	25 mph	310*
Fowler Road	SR 2308	2-lane undivided	45 mph	1,300

\*2022 AADT estimated assuming PM peak hour traffic represents 10% of daily traffic volume.





**LEGEND**

-  Existing Study Intersection
-  Existing Study Intersection
-  Proposed Site Access
-  Study Area

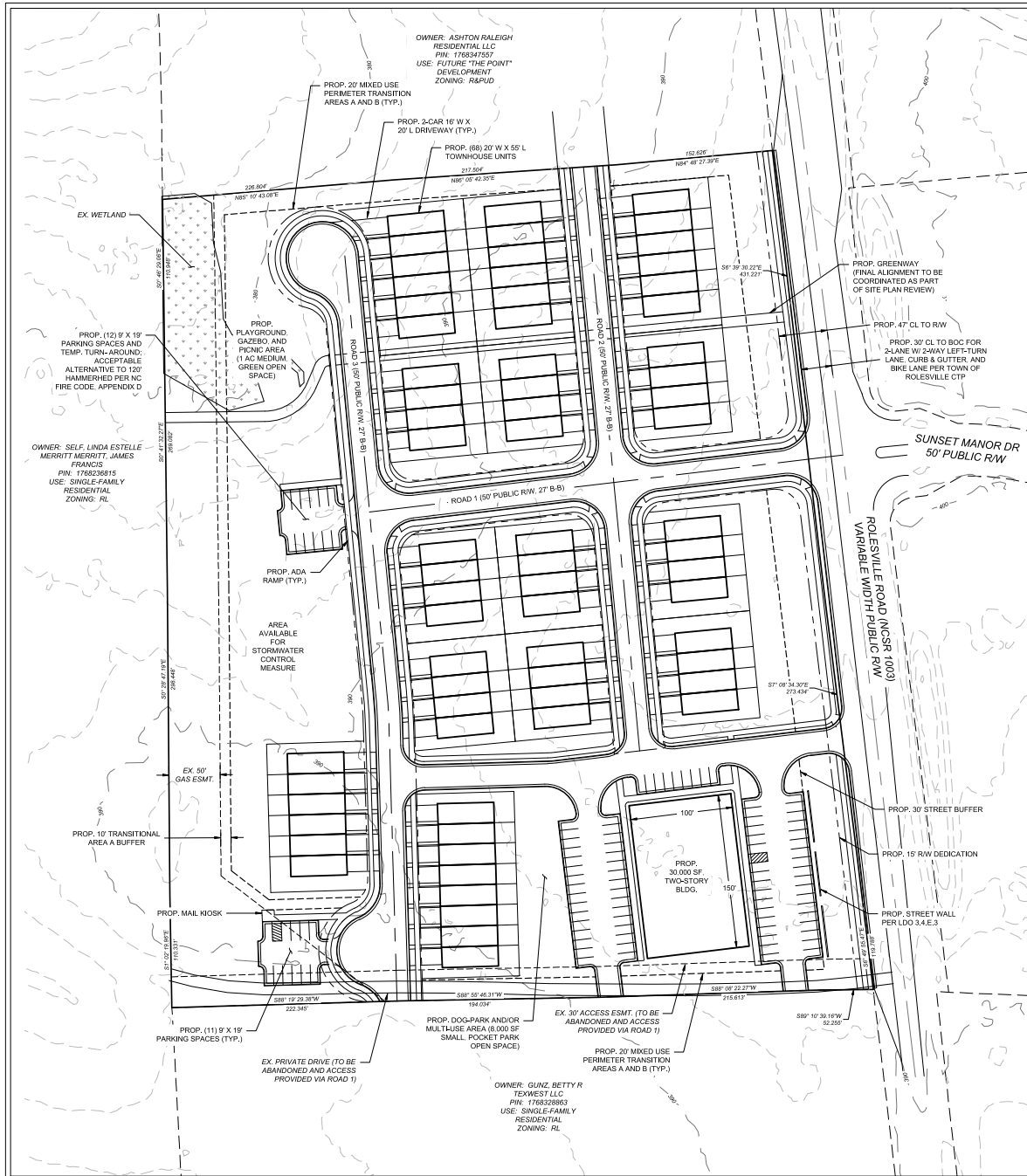


1216 Rolesville Road  
Rolesville, NC

Site Location Map

Scale: Not to Scale

Figure 1



SUMMARY INFORMATION	
DEVELOPMENT NAME: ROLESVILLE ROAD MIXED USE	
SITE ADDRESS: 1216 ROLESVILLE RD	
PIN NUMBER(S): 1768347589	
TOTAL ACREAGE: 11.8 AC	
EXISTING USE: VACANT	
PROPOSED USE: MIXED USE	
JURISDICTION: TOWN OF ROLESVILLE	
CURRENT ZONING DISTRICT: RL	
PROPOSED ZONING DISTRICT: NEIGHBORHOOD CENTER (NC)	
PROPOSED COMMERCIAL AREA: 30,000 SF	
PROPOSED MAX. BLDG. HEIGHT: 35' (TWO STORIES)	
SETBACKS (MIN/MAX):	
FRONT: 15'/100'	
SIDE: 10'/50'	
REAR: 10'/50'	
PARKING REQUIREMENTS:	
RETAIL SALES AND SERVICE:	
2.5 SPACES / 1,000 SF	
PARKING REQUIRED:	
2.5 SPACES / 1,000 SF = 30,000 SF = 75 SPACES	
PARKING PROVIDED:	
75 SPACES (2 ADA ACCESSIBLE)	
PROPOSED TOWNHOME UNITS: 68	
MAX. DENSITY: 8 UNITS/AC	
PROPOSED DENSITY: 5.6 UNITS/AC	
PROPOSED MAX. BLDG. HEIGHT: 35' (TWO STORIES)	
SETBACKS (MIN/MAX):	
FRONT: 15'/100'	
SIDE: 10'/50' (MIN. 30' BETWEEN STRUCTURES)	
REAR: 10'/50'	
PARKING REQUIREMENTS:	
DWELLING MULTIPLE FAMILY PARKING:	
2.0 SPACES PER UNIT PLUS 0.25 GUEST SPACE PER UNIT	
PARKING REQUIRED:	
2.0 SPACES * 68 UNITS + 0.25 SPACES * 68 UNITS = 153 SPACES	
PARKING PROVIDED:	
2 SPACES PER DRIVEWAY + 21 GUEST = 157 SPACES	
MAIL KIOSK PARKING PROVIDED:	
2 SPACES FOR MAIL KIOSK (1 IS ADA ACCESSIBLE)	
TOTAL PARKING PROVIDED:	
157 SPACES = 2 MAIL KIOSK SPACES = 159 SPACES (1 IS ADA ACCESSIBLE)	
REQUIRED OPEN SPACE: 1.77 AC (15%)	
PROPOSED OPEN SPACE: 3.97 AC (32.8%)	
USE BREAKDOWN:	
RIGHT-OF-WAY: 2.62 AC (22.2%)	
RESIDENTIAL LOTS: 3.72 AC (31.5%)	
COMMERCIAL AREA: 1.26 AC (10.6%)	
COMMON AREAS & OPEN SPACE: 4.20 AC (35.6%)	
ENGINEER:	
FLM ENGINEERING, INC.	
P.O. BOX 91727	
RALEIGH, NC 27675	
919.810.1051	

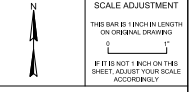
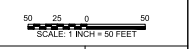


POST OFFICE BOX 91727  
 RALEIGH, NORTH CAROLINA 27675  
 PHONE: 919.810.1051  
 FIRM NC LICENSE NUMBER C-4222

REVISION HISTORY			
REV #	DESCRIPTION	DATE	BY
1	TOR COMMENTS	5/2/2022	FLM
2	ELIMINATE WESTERN STUB ROAD	7/12/2022	FLM

ORIGINAL PLAN SIZE: 24" X 36"

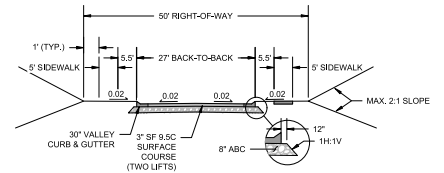
**PRELIMINARY PLANS**  
 DO NOT USE FOR CONSTRUCTION



- NOTES**
- SKETCH PLAN BASED ON WAKE COUNTY GIS DATA PARCEL DATA.
  - THESE ARE NO AREAS WITHIN THE REGULATORY FLOODPLAIN AS SHOWN ON FEMA FIRM PANEL 372018500J, EFFECTIVE 5/2/2008.
  - EXISTING TOPOGRAPHIC DATA SHOWN IS WAKE COUNTY GIS TWO-FOOT CONTOURS.

**LEGEND**

---	EX. PROPERTY LINE
---	EX. ADJACENT OWNERS
---	EX. BASEMENT
---	EX. MAJOR CONTOUR (10')
---	EX. MINOR CONTOUR (2')
---	PROP. RIGHT-OF-WAY
---	PROP. LOT LINES
---	PROP. BUFFER



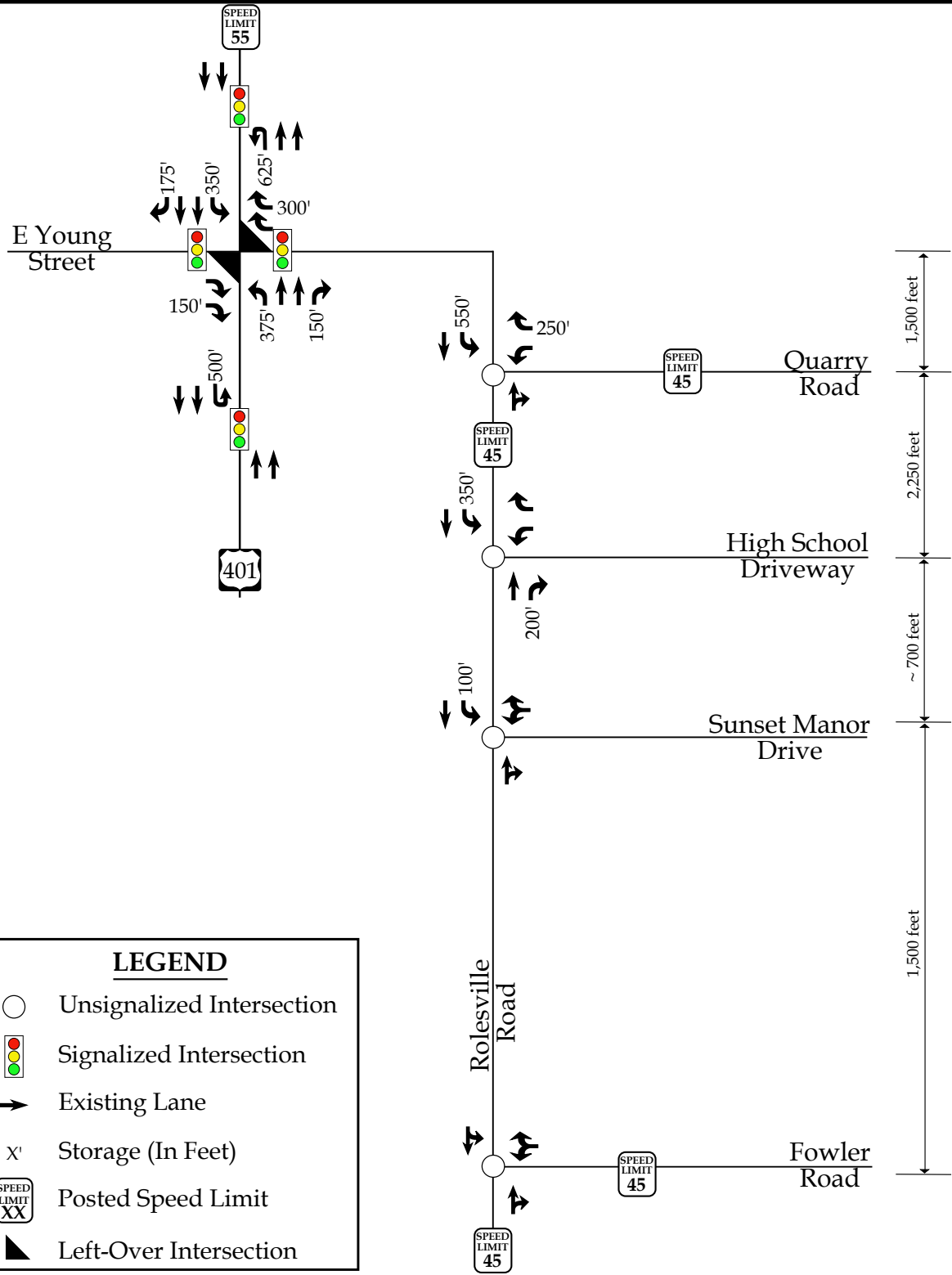
TYPICAL INTERIOR ROADWAY CROSS-SECTION  
 NO SCALE

ROLESVILLE RD MIXED USE  
 MA 22-05  
 1216 ROLESVILLE RD  
 ROLESVILLE, NC

DATE:	02-21-2022
SCALE:	AS SHOWN
DESIGNED BY:	FLM
APPROVED BY:	
PROJECT NO.:	

SKETCH PLAN  
**C-1**  
 SHEET 1 OF 1

© 2022 THE DRAWING SHALL NOT BE REPRODUCED IN WHOLE OR IN PART WITHOUT WRITTEN PERMISSION OF FLM ENGINEERING, INC.



**LEGEND**

- Unsignalized Intersection
- 🚦 Signalized Intersection
- ➔ Existing Lane
- x' Storage (In Feet)
- 🚫 (SPEED LIMIT XX) Posted Speed Limit
- ▲ Left-Over Intersection

## **2. 2022 EXISTING PEAK HOUR CONDITIONS**

### **2.1. 2022 Existing Peak Hour Traffic Volumes**

Existing peak hour traffic volumes were determined based on traffic counts conducted at the study intersections listed below, in September of 2022 and January 2023 during typical weekday AM (7:00 AM – 9:00 AM) and PM (4:00 PM – 6:00 PM) peak periods, which schools were in session:

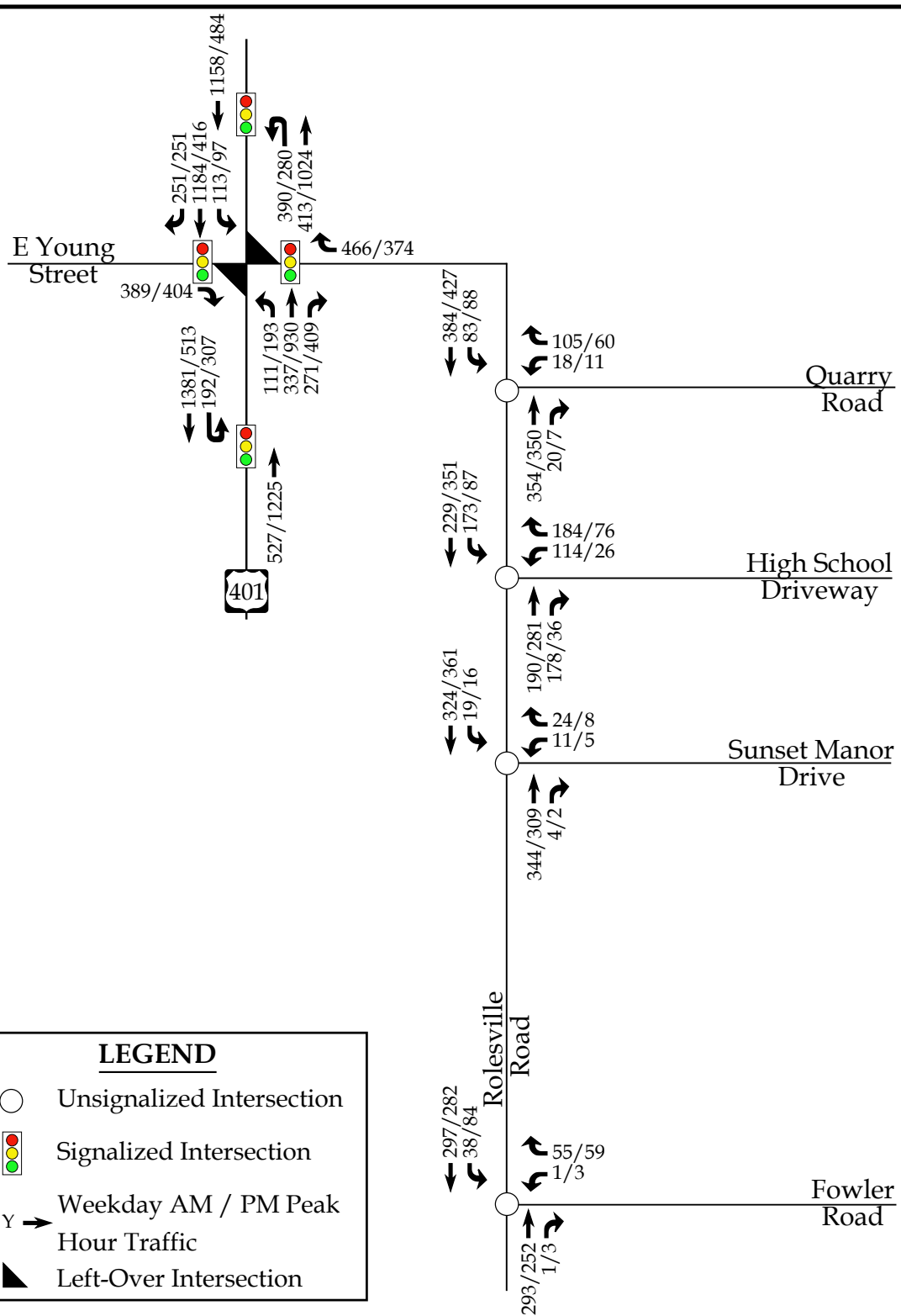
- US 401 and E Young Street
- US 401 and U-Turn North of E Young Street
- US 401 and U-Turn South of E Young Street
- E Young Street and Quarry Road
- E Young Street and Rolesville High School Driveway
- Rolesville Road and Sunset Manor Drive
- Rolesville Road and Fowler Road

Existing traffic volumes were balanced between study intersections, where appropriate. Refer to Figure 4 for 2022 existing weekday AM and PM peak hour traffic volumes. A copy of the count data is located in Appendix B of this report.

### **2.2. Analysis of 2022 Existing Peak Hour Traffic Conditions**

The 2022 existing weekday AM and PM peak hour traffic volumes were analyzed to determine the current levels of service at the study intersections under existing roadway conditions.

Signal information was obtained from NCDOT is included in Appendix C. The results of the analysis are presented in Section 7 of this report.



**LEGEND**

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



1216 Rolesville Road  
Rolesville, NC

2022 Existing Peak Hour Traffic

Scale: Not to Scale	Figure 4
---------------------	----------

Note: Based on NCDOT Congestion Management guidelines, a volume of 4 vehicles per hour (vph) was analyzed for any movement with less than 4 vph.

### 3. 2028 NO-BUILD PEAK HOUR CONDITIONS

In order to account for growth of traffic and subsequent traffic conditions at a future year traffic projections are needed. Projected traffic is the component of traffic due to the growth of the community and surrounding area that is anticipated to occur regardless of whether the proposed development is constructed. No-build traffic is comprised of existing traffic growth within the study area and additional traffic created as a result of nearby approved developments.

#### 3.1. Ambient Traffic Growth

Through coordination with the Town and NCDOT, it was determined that an annual growth rate of 2% would be used to generate 2028 projected weekday AM and PM peak hour traffic volumes. Refer to Figure 5 for the 2028 projected weekday AM and PM peak hour traffic volumes.

#### 3.2. Approved Development Traffic

Based on coordination with the NCDOT and the Town, it was determined the following approved developments are expected to build out prior to 2028 and should be included in the determination of future traffic volumes:

- The Point – 96 single family detached homes north of US 401 and 525 single-family detached homes, 320 multi-family units, and 122,800 sq. ft. of retail development south of US 401. Trips for this development were taken from the 2019 TIA prepared for the development.
- Kalas Falls – 215 single-family homes on the west side of Rolesville Road between Mitchell Mill Road and Fowler Road. Trips for this development were taken from the 2019 TIA prepared for Kalas Falls.
- Preserve at Moody Falls – 82 single-family detached homes on the west side of Rolesville Road south of existing intersection of Rolesville Road and Amazon Trail. Since a TIA was not required for this development, trips for the 82 homes were generated and assigned to the roadway network according to the same distribution as Kalas Falls trips.

- Rolesville Crossing (Wheeler Tract) - 233 single-family detached homes and 125 multi-family townhomes in the northeast quadrant of the intersection of Rolesville Road and Mitchell Mill Road. Trips for this development were taken from the 2019 TIA prepared for the development.
- Tucker Wilkins - 27 single-family detached homes and 64 multi-family units on the west side of Rolesville Road north of Mitchell Mill Road. Since a TIA was not required for this development, trips for the 91 residential units were generated and assigned to the roadway network according to the same distribution as Kalas Falls trips.

Approved development information is provided in Appendix D. Refer to Figure 6 for the total weekday AM and PM peak hour approved development trips.

### 3.3. Future Roadway Improvements

The following improvements are anticipated to be made by The Point and are considered in the analysis of future conditions:

#### US 401

- Coordinate the traffic signals at the intersections of US 401 at E Young Street and the superstreet u-turn locations to the north and south.

#### US 401 and E Young Street

- Extend the storage of the existing northbound right turn lane on US 401 to provide 400 feet of storage.

#### E Young Street and Quarry Road/North Point Site Driveway

- Construct a northbound left turn lane on E Young Street with 100 feet of storage.
- Construct a southbound right turn lane on E Young Street with 100 feet of storage.
- Construct a northbound right turn lane on E Young Street with 100 feet of storage.
- Restripe the existing westbound left turn lane on Quarry Road to a shared left-through lane.
- Provide an exclusive left turn lane with 275 feet of storage and a shared through-right lane on the North Point Site Driveway.
- Install a traffic signal when warranted.

#### E Young Street and Rolesville High School Driveway/South North Point Site Driveway

- Construct a northbound left turn lane on E Young Street with 50 feet of storage.
- Provide one egress lane on the South Site Driveway.

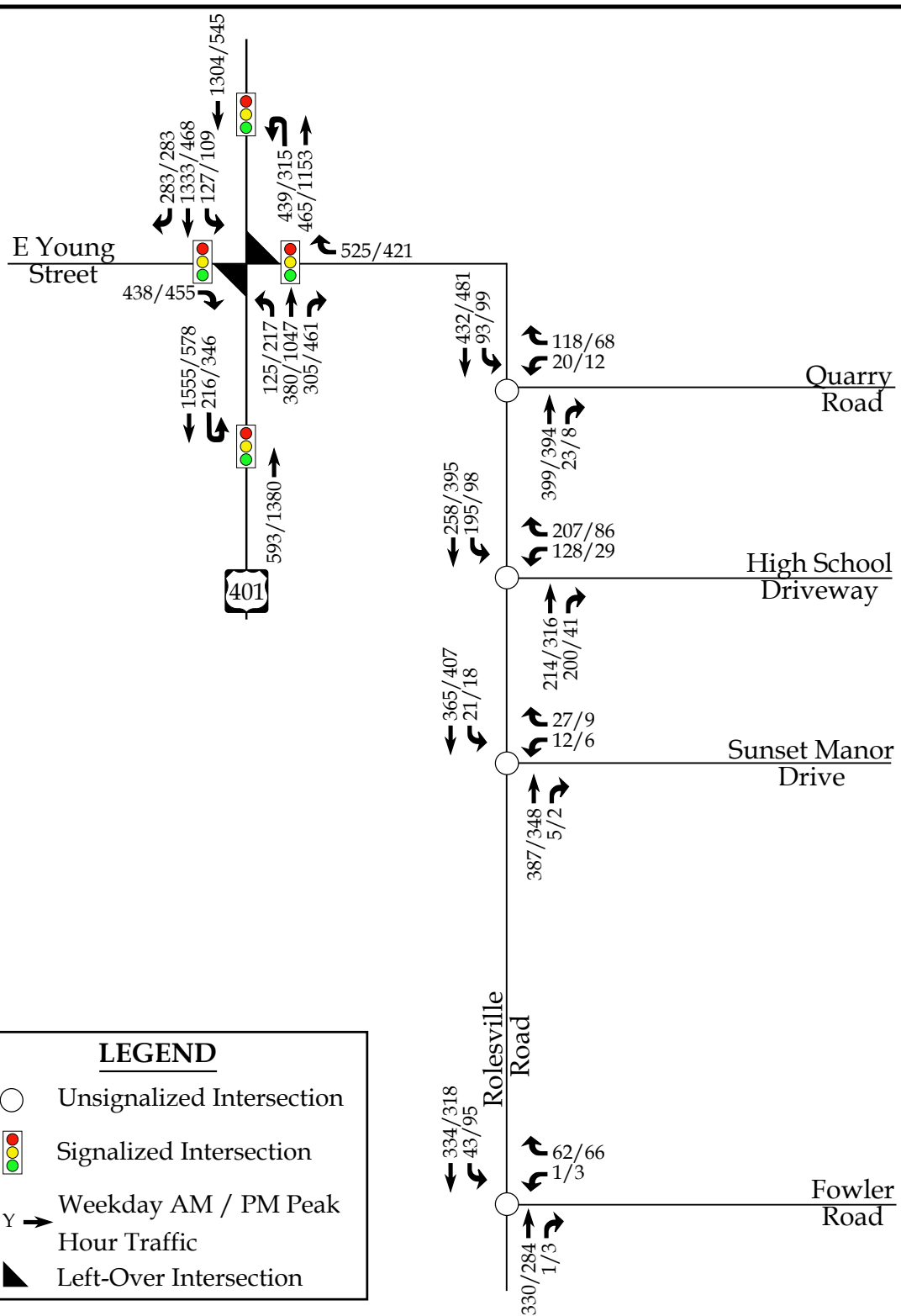
### **3.4. 2028 No-Build Peak Hour Traffic Volumes**

The 2028 no-build traffic volumes were determined by adding the total adjacent development trips (Figure 6) to the 2028 projected traffic volumes (Figure 5). Refer to Figure 7 for an illustration of the 2028 no-build peak hour traffic volumes at the study intersections.

### **3.5. Analysis of 2028 No-Build Peak Hour Traffic Conditions**

The 2028 no-build AM and PM peak hour traffic volumes were analyzed with the same roadway conditions and traffic control as under existing conditions. Approved development improvements noted in Section 3.3 of this report were included in the analysis. Capacity analysis results are presented in Section 7 of this report.





**LEGEND**

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

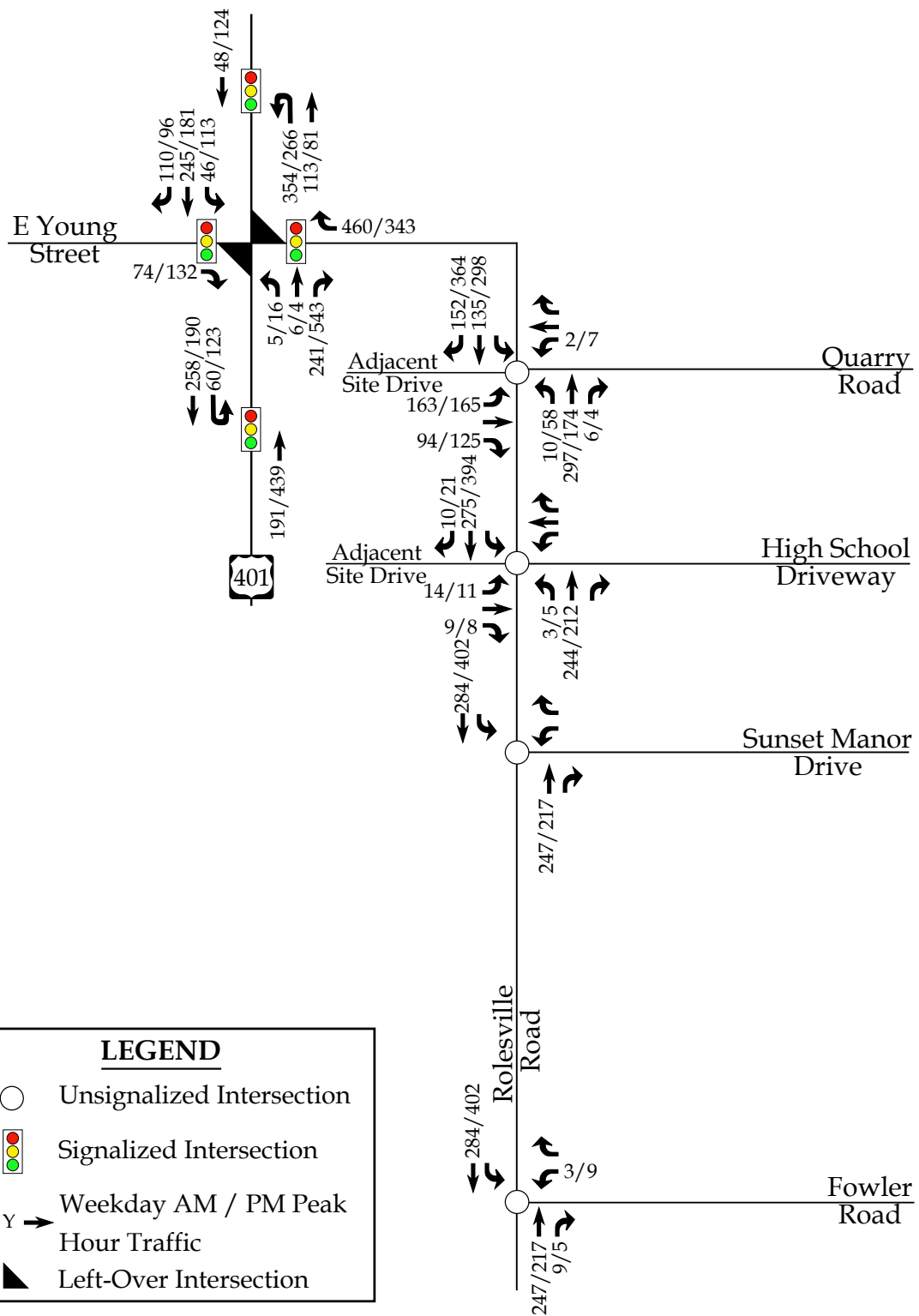


1216 Rolesville Road  
Rolesville, NC

2028 Projected  
Peak Hour Traffic

Scale: Not to Scale      Figure 5

Note: Based on NCDOT Congestion Management guidelines, a volume of 4 vehicles per hour (vph) was analyzed for any movement with less than 4 vph.



**LEGEND**

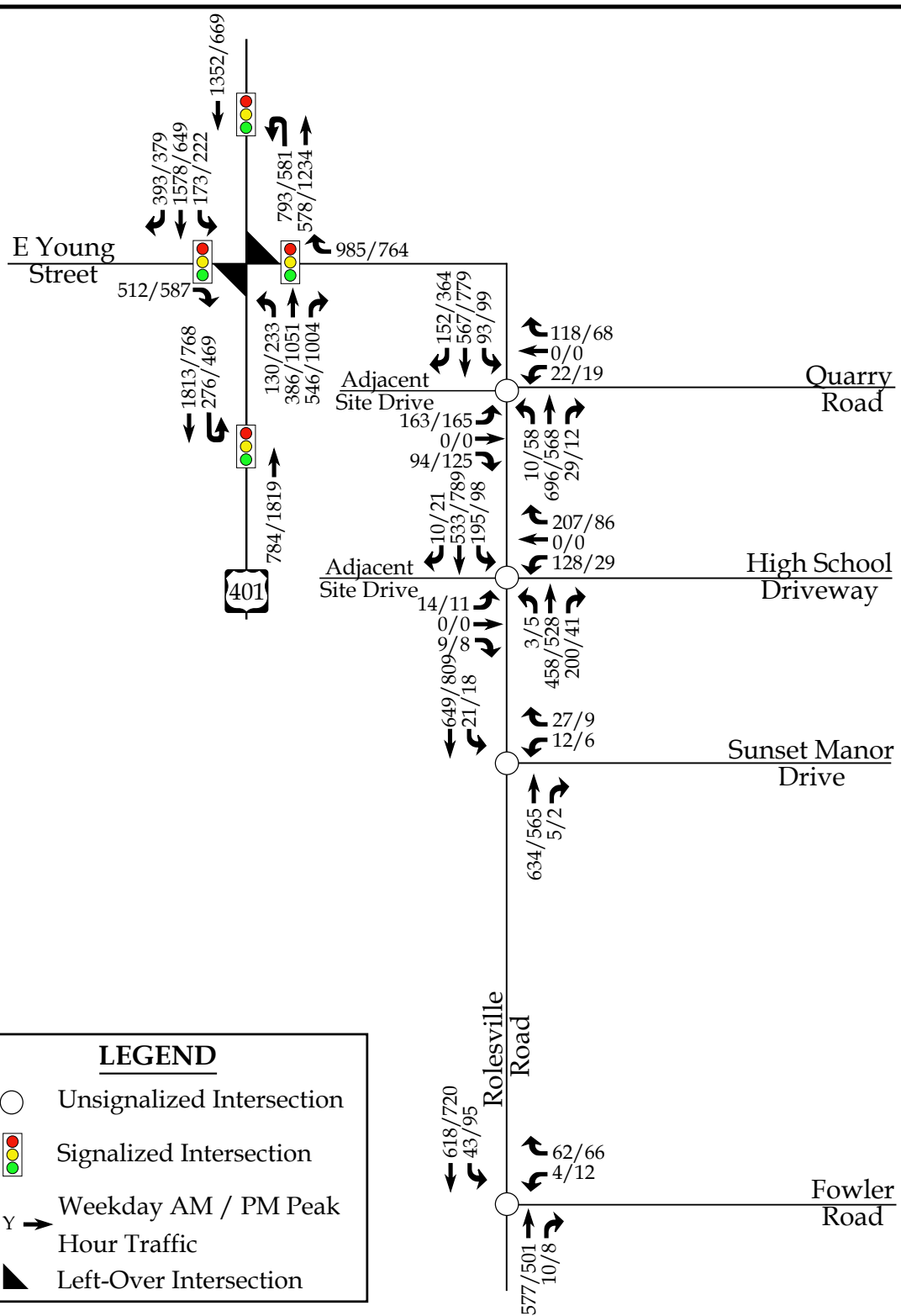
- Unsignalized Intersection
- 🚦 Signalized Intersection
- X / Y → Weekday AM / PM Peak Hour Traffic
- ▲ Left-Over Intersection



1216 Rolesville Road  
Rolesville, NC

Adjacent Development Trips

Scale: Not to Scale	Figure 6
---------------------	----------



**LEGEND**

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

	<p>1216 Rolesville Road Rolesville, NC</p>	<p>2028 No-Build Peak Hour Traffic</p>	
		<p>Scale: Not to Scale</p>	<p>Figure 7</p>

Note: Based on NCDOT Congestion Management guidelines, a volume of 4 vehicles per hour (vph) was analyzed for any movement with less than 4 vph.

**4. SITE TRIP GENERATION AND DISTRIBUTION**

**4.1. Trip Generation**

The proposed development is expected to consist of 68 townhomes and 30,000 sf of retail space. Average weekday daily, AM peak hour, and PM peak hour trips for the proposed development were estimated using methodology contained within the ITE *Trip Generation Manual*, 11th Edition. Table 2 provides a summary of the trip generation potential for the site.

**Table 2: Trip Generation Summary**

Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	Weekday AM Peak Hour Trips (vph)			Weekday PM Peak Hour Trips (vph)		
			Enter	Exit	Total	Enter	Exit	Total
Single-Family Attached Housing (215)	68 DU	468	7	23	30	22	15	37
Retail (<40 KSF) (822)	30 KSF	1,496	36	23	59	85	85	170
<b>Total Trips</b>		<b>1,964</b>	<b>43</b>	<b>46</b>	<b>89</b>	<b>107</b>	<b>100</b>	<b>207</b>
<i>Internal Capture (15% PM)*</i>			-	-	-	-15	-15	-30
<b>Total External Trips</b>			<b>43</b>	<b>46</b>	<b>89</b>	<b>92</b>	<b>85</b>	<b>177</b>
<i>Pass-By Trips: Shopping Center (34% PM)</i>			-	-	-	-26	-26	-52
<b>Total Primary Trips</b>			<b>43</b>	<b>46</b>	<b>89</b>	<b>66</b>	<b>59</b>	<b>125</b>

\*Utilizing methodology contained in the NCHRP Report 684.

It is estimated that the proposed development will generate 1,964 total site trips during a typical 24-hour weekday period. Of the daily traffic volume, it is anticipated that 89 trips (43 entering and 46 exiting) will occur during the weekday AM peak hour and 207 trips (107 entering and 100 exiting) will occur during the weekday PM peak hour.

Internal capture of trips between the retail and residential land uses was considered in this study. Internal capture is the consideration for trips that will be made within the site between different land uses, so the vehicle technically never leaves the internal site but can still be considered as a trip to that specific land use. Based on NCHRP Report 684 methodology, a weekday PM peak hour internal capture rate of 15% was applied to the trips generated from the development. The internal capture reductions are expected to account for approximately

30 trips (15 entering and 15 exiting) during the weekday PM peak hour. NCHRP internal capture reports are provided in Appendix C.

Pass-by trips were also taken into consideration. Pass-by trips are expected to account for approximately 52 trips (26 entering and 26 exiting) during the weekday PM peak hour. It should be noted that the pass-by trips were balanced, as it is likely that these trips would enter and exit in the same hour.

The total primary trips are the calculated site trips after the reduction for internal capture and pass-by trips. Primary site trips are expected to account for approximately 89 trips (43 entering and 46 exiting) during the weekday AM peak hour and 125 trips (66 entering and 59 exiting) during the weekday PM peak hour.

#### **4.2. Site Trip Distribution and Assignment**

Site trips are distributed based on existing traffic patterns, location of population centers adjacent to the study area, and engineering judgment. A summary of the overall distributions is below.

##### Residential

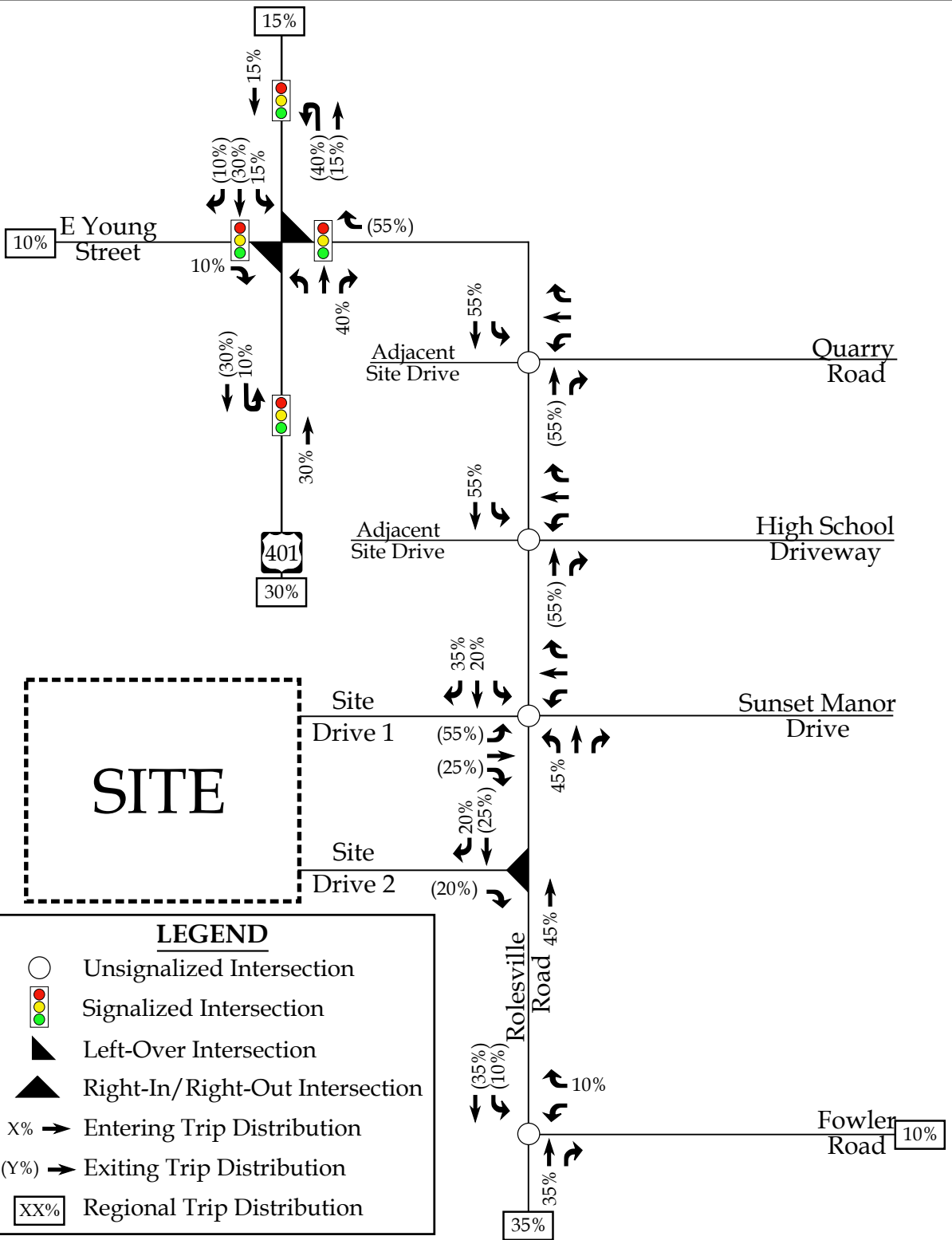
- 35% to/from the south via Rolesville Road
- 30% to/from the west via US 401 Bypass
- 15% to/from the east via US 401 Bypass
- 10% to/from the east via Fowler Road
- 10% to/from the north via E Young Street

##### Retail

- 25% to/from the south via Rolesville Road
- 20% to/from the east via US 401 Bypass
- 20% to/from the north via E Young Street
- 15% to/from the west via US 401 Bypass
- 10% to/from the east via Fowler Road
- 10% to/from the east via Quarry Road

Refer to Figure 8a for the residential site trip distribution, Figure 8b for the primary retail trip distribution, and Figure 8c for the pass-by retail trip distribution. Residential site trip

assignment is shown in Figure 9a, primary retail site trip assignment is shown in Figure 9b, and pass-by retail trip assignment is shown in Figure 9c. Total weekday AM and PM peak hour site trips are shown in Figure 10.



**LEGEND**

- Unsignalized Intersection
- Signalized Intersection
- Left-Over Intersection
- Right-In/Right-Out Intersection
- X% → Entering Trip Distribution
- (Y%) → Exiting Trip Distribution
- XX% Regional Trip Distribution

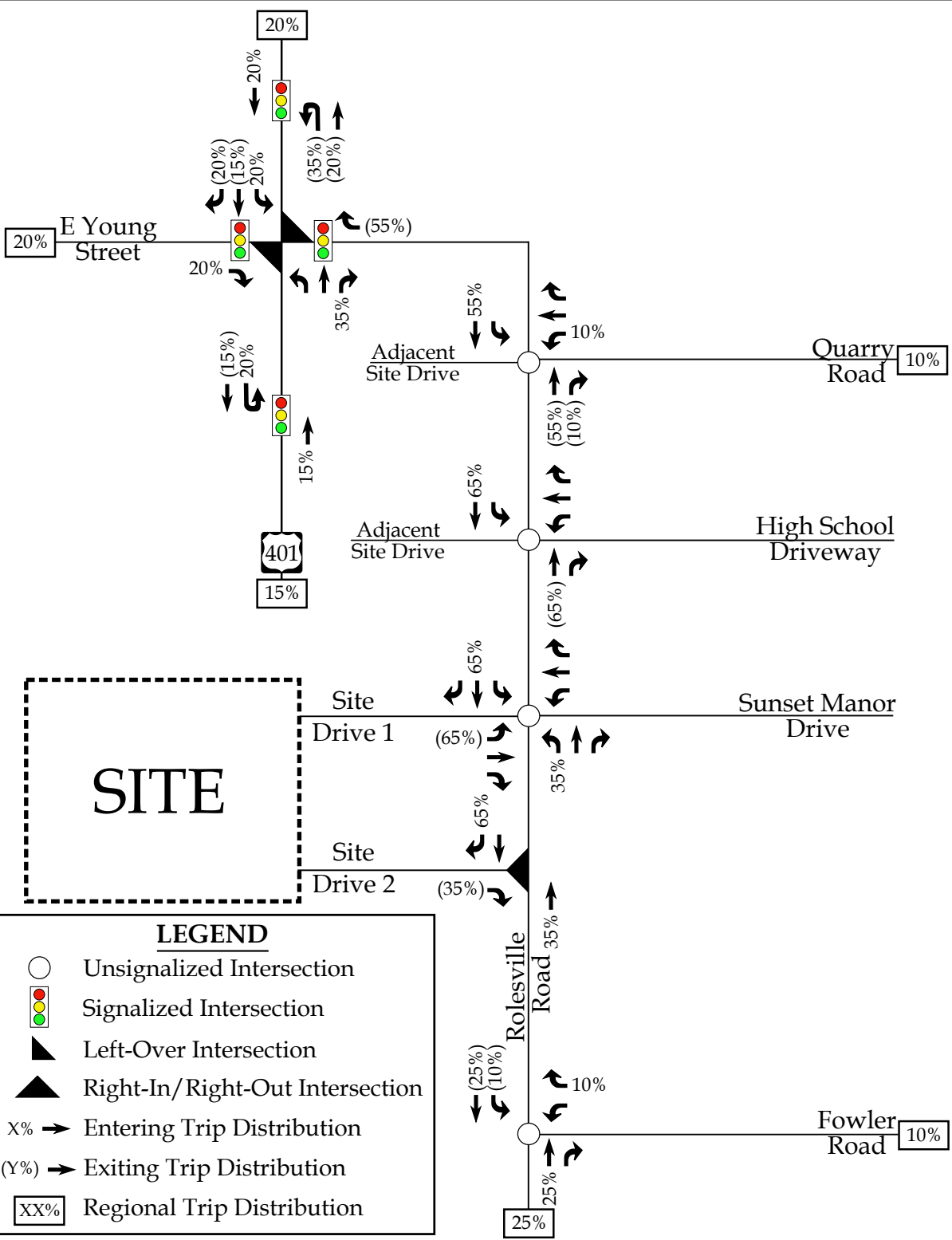


1216 Rolesville Road  
Rolesville, NC

Residential Site  
Trip Distribution

Scale: Not to Scale

Figure 8a



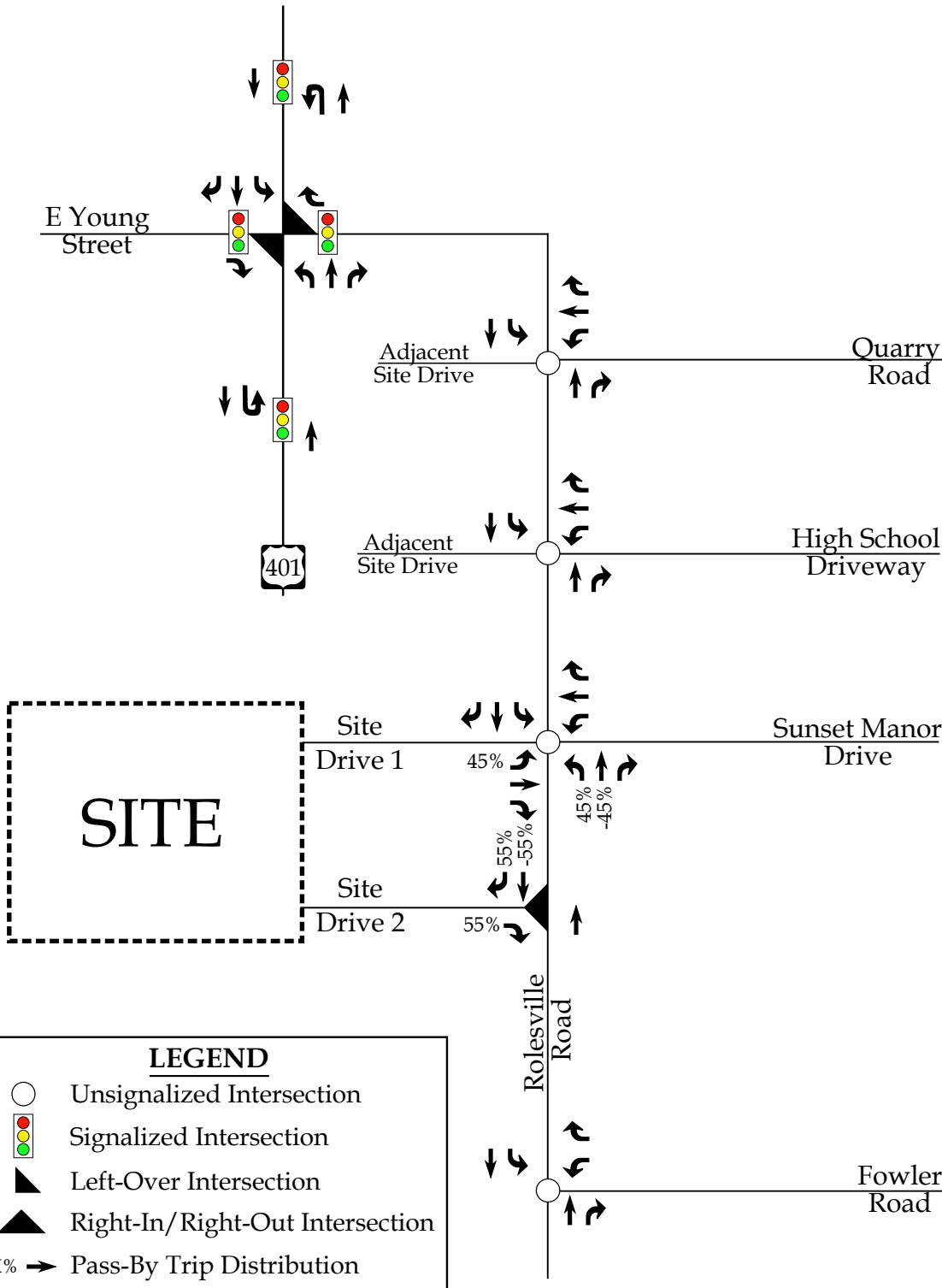
1216 Rolesville Road  
Rolesville, NC

Retail Site  
Trip Distribution

Scale: Not to Scale

Figure 8b





**LEGEND**

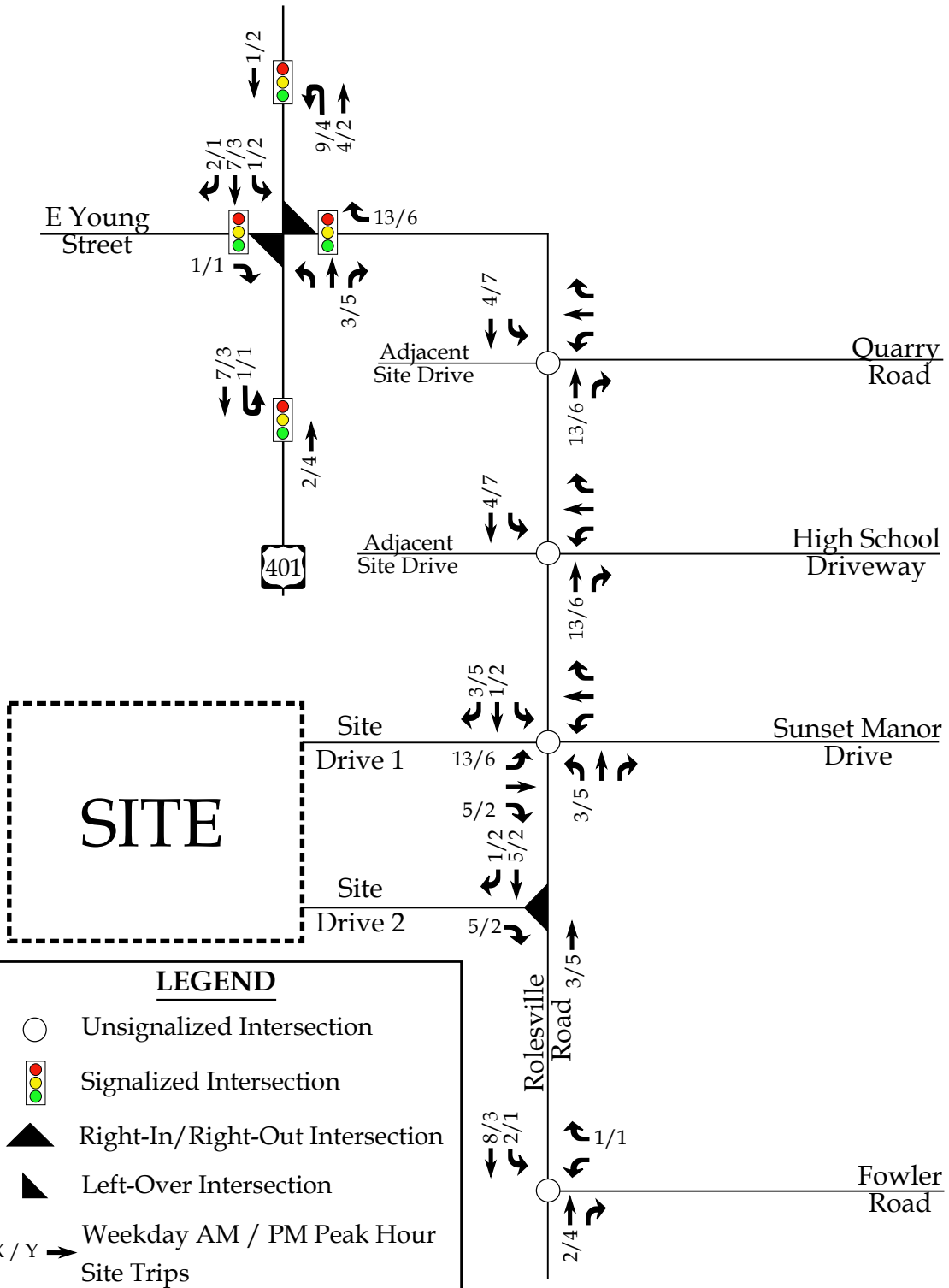
- Unsignalized Intersection
- ⬆️⬆️⬆️ Signalized Intersection
- ◀️ Left-Over Intersection
- ▶️ Right-In/Right-Out Intersection
- X% ➔ Pass-By Trip Distribution







1216 Rolesville Road  
Rolesville, NC

Pass-By Site  
Trip Distribution

Scale: Not to Scale | Figure 8c



**LEGEND**

-  Unsignalized Intersection
-  Signalized Intersection
-  Right-In/Right-Out Intersection
-  Left-Over Intersection
- X / Y → Weekday AM / PM Peak Hour Site Trips



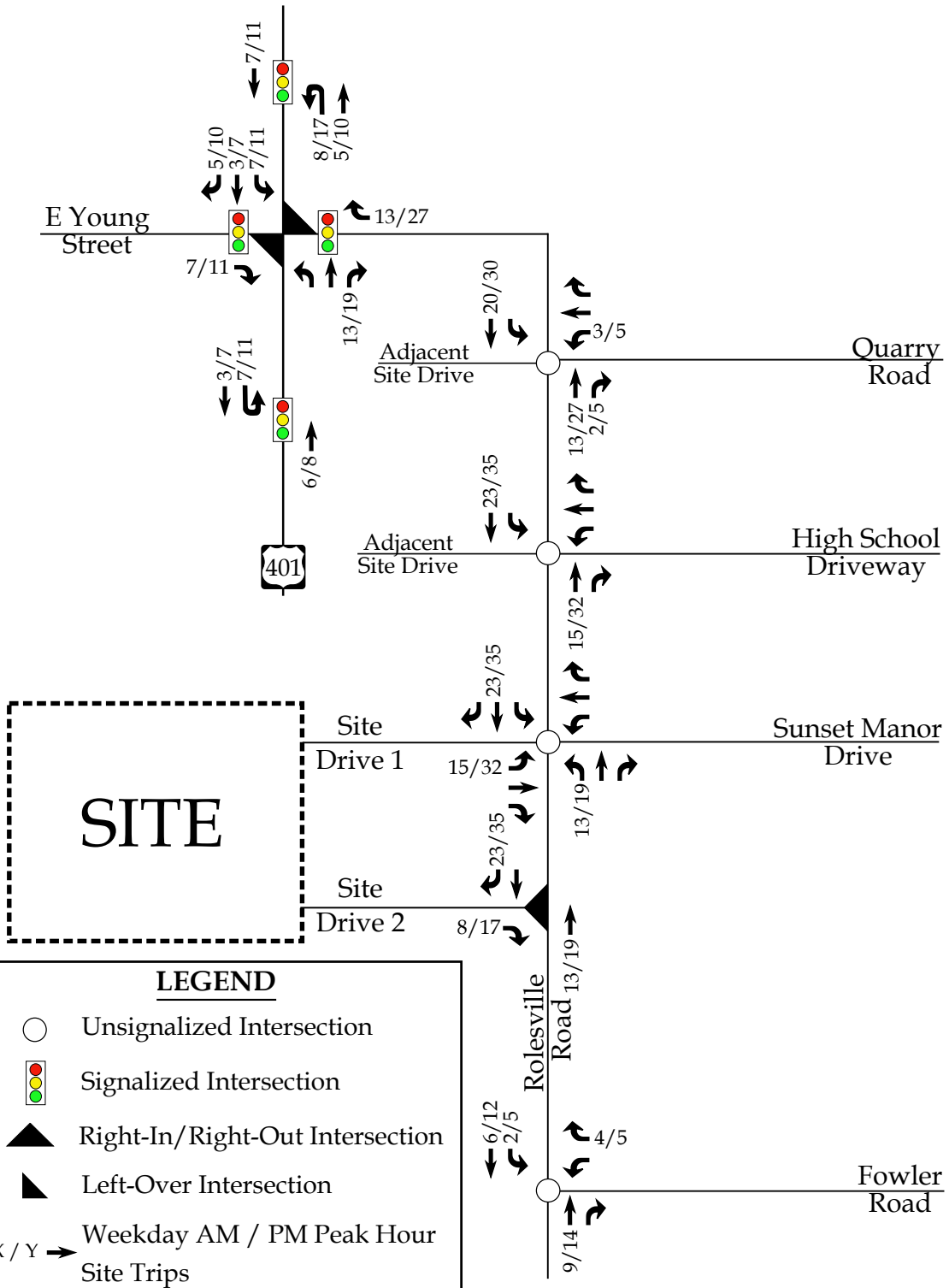
RAMEY KEMP ASSOCIATES

1216 Rolesville Road  
Rolesville, NC

Residential Site  
Trip Assignment

Scale: Not to Scale

Figure 9a



**LEGEND**

- Unsignalized Intersection
- 🚦 Signalized Intersection
- ▲ Right-In/Right-Out Intersection
- ◄ Left-Over Intersection
- X / Y → Weekday AM / PM Peak Hour Site Trips

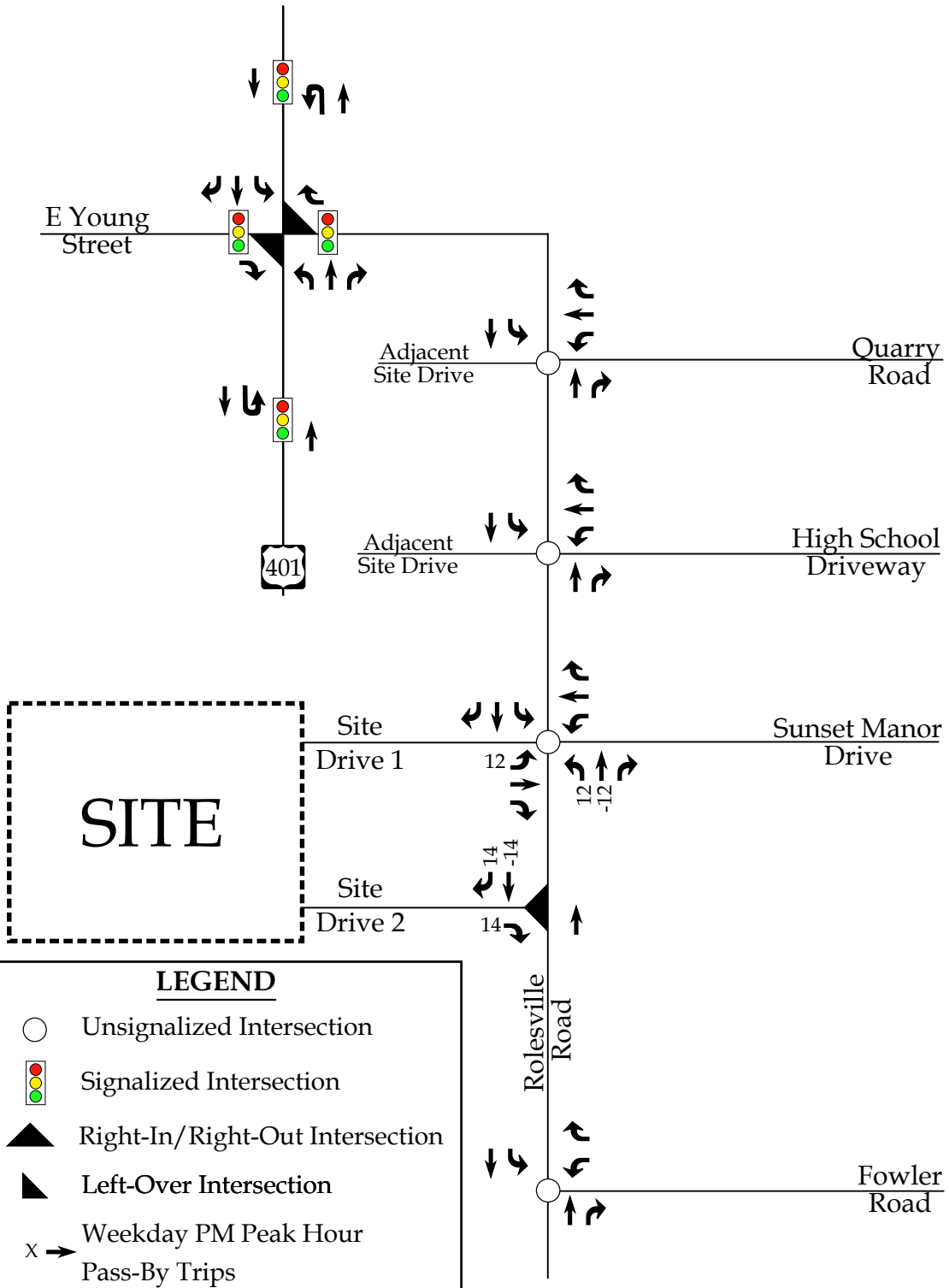


1216 Rolesville Road  
Rolesville, NC

Retail Site  
Trip Assignment

Scale: Not to Scale

Figure 9b



**LEGEND**

- Unsignalized Intersection
- 🚦 Signalized Intersection
- ▲ Right-In/Right-Out Intersection
- ◼ Left-Over Intersection
- x → Weekday PM Peak Hour Pass-By Trips

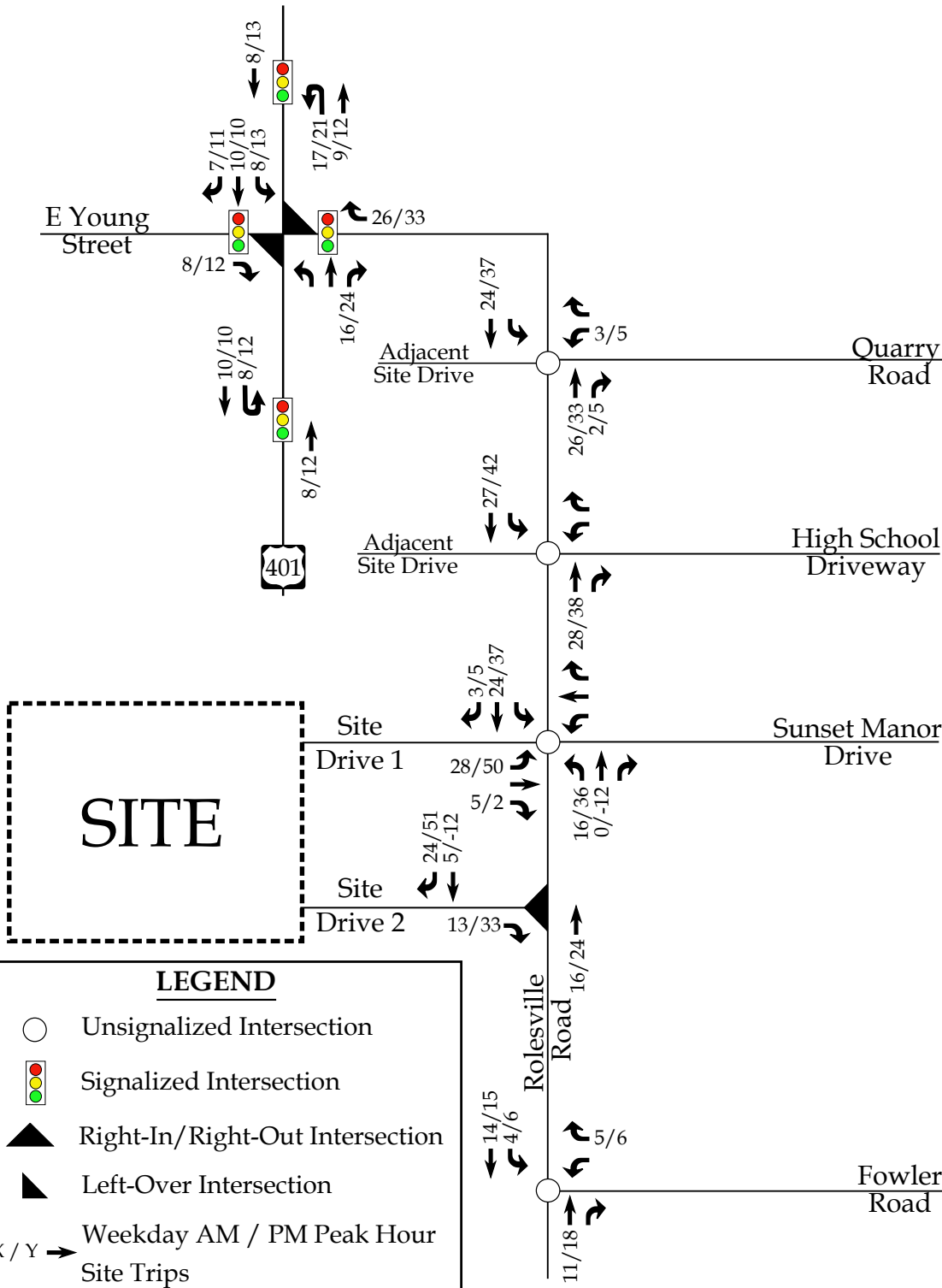


1216 Rolesville Road  
Rolesville, NC

Pass-By Site  
Trip Assignment

Scale: Not to Scale

Figure 9c



**LEGEND**

- Unsignalized Intersection
- 🚦 Signalized Intersection
- ▲ Right-In/Right-Out Intersection
- ◄ Left-Over Intersection
- X / Y → Weekday AM / PM Peak Hour Site Trips



1216 Rolesville Road  
Rolesville, NC

Total Site Trip  
Assignment

Scale: Not to Scale

Figure 10

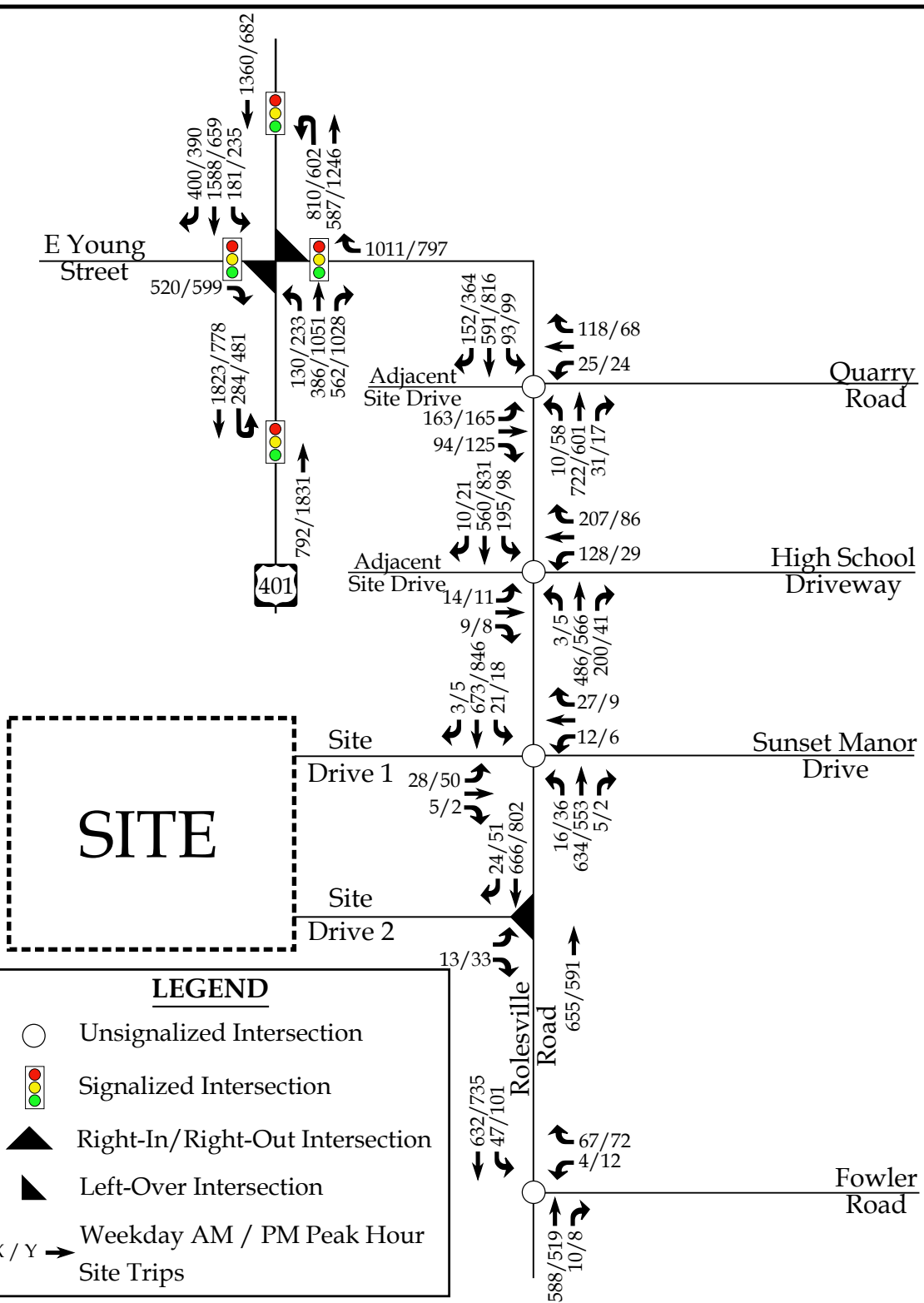
## **5. 2028 BUILD TRAFFIC CONDITIONS**

### **5.1. 2028 Build Peak Hour Traffic Volumes**

To estimate traffic conditions with the site fully built out, the total site trips (Figure 10) were added to the 2028 no-build traffic volumes (Figure 7) to determine the 2028 build traffic volumes. Refer to Figure 11 for the 2028 build peak hour traffic volumes with the proposed site fully developed.

### **5.2. Analysis of 2028 Build Peak Hour Traffic Conditions**

Study intersections were analyzed with the 2028 build traffic volumes using the same methodology previously discussed for existing and no-build traffic conditions. If necessary, intersections were analyzed with improvements to accommodate future site traffic volumes. The results of the capacity analysis for each intersection are presented in Section 7 of this report.



**LEGEND**

- Unsignalized Intersection
- Signalized Intersection
- Right-In/Right-Out Intersection
- Left-Over Intersection
- X / Y Weekday AM / PM Peak Hour Site Trips



1216 Rolesville Road  
Rolesville, NC

2028 Build  
Peak Hour Traffic

Scale: Not to Scale      Figure 11

Note: Based on NCDOT Congestion Management guidelines, a volume of 4 vehicles per hour (vph) was analyzed for any movement with less than 4 vph.

**6. TRAFFIC ANALYSIS PROCEDURE**

Study intersections were analyzed using the methodology outlined in the *Highway Capacity Manual* (HCM), 6<sup>th</sup> Edition published by the Transportation Research Board. Capacity and level of service are the design criteria for this traffic study. A computer software package, Synchro (Version 11), was used to complete the analyses for the study area intersections. Please note that the unsignalized capacity analysis does not provide an overall level of service for an intersection; only delay for an approach with a conflicting movement.

The HCM defines capacity as “the maximum hourly rate at which persons or vehicles can reasonably be expected to traverse a point or uniform section of a lane or roadway during a given time period under prevailing roadway, traffic, and control conditions.” Level of service (LOS) is a term used to represent different driving conditions and is defined as a “qualitative measure describing operational conditions within a traffic stream, and their perception by motorists and/or passengers.” Level of service varies from Level “A” representing free flow, to Level “F” where breakdown conditions are evident. Refer to Table 3 for HCM levels of service and related average control delay per vehicle for both signalized and unsignalized intersections. Control delay as defined by the HCM includes “initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay”. An average control delay of 50 seconds at a signalized intersection results in LOS “D” operation at the intersection.

**Table 3: Highway Capacity Manual – Levels-of-Service and Delay**

UNSIGNALIZED INTERSECTION		SIGNALIZED INTERSECTION	
LEVEL OF SERVICE	AVERAGE CONTROL DELAY PER VEHICLE (SECONDS)	LEVEL OF SERVICE	AVERAGE CONTROL DELAY PER VEHICLE (SECONDS)
A	0-10	A	0-10
B	10-15	B	10-20
C	15-25	C	20-35
D	25-35	D	35-55
E	35-50	E	55-80
F	>50	F	>80

**6.1. Adjustments to Analysis Guidelines**

Capacity analysis at all study intersections was completed according to the NCDOT Congestion Management Guidelines, with the exception of analysis permitting right turns on red. This adjustment was made to be consistent with the TIA that was prepared for The Point.



**7. CAPACITY ANALYSIS**

**7.1. US 401 and E Young Street**

The existing signalized intersection of US 401 and E Young Street was analyzed under 2022 existing, 2028 no-build, and 2028 build traffic conditions with lane configurations shown in Table 4. Refer to Table 4 for a summary of the analysis results. Refer to Appendix E for the Synchro capacity analysis reports and to Appendix M for the SimTraffic queuing reports.

**Table 4: Analysis Summary of US 401 and E Young Street**

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2022 Existing (NB 401)	WB	2 RT	A	A (2)	A	A (6)
	NB	2 TH, 1 RT	A		A	
	SB	1 LT	A		A	
2022 Existing (SB 401)	EB	2 RT	B	A (9)	A	A (3)
	NB	1 LT	A		A	
	SB	2 TH, 1 RT	A		A	
2028 No-Build (NB 401)	WB	2 RT	A	B (11)	A	B (13)
	NB	2 TH, 1 RT	C		C	
	SB	1 LT	A		A	
2028 No-Build (SB 401)	EB	2 RT	D	B (14)	B	A (8)
	NB	1 LT	A		A	
	SB	2 TH, 1 RT	A		A	
2028 Build (NB 401)	WB	2 RT	A	B (12)	A	B (13)
	NB	2 TH, 1 RT	C		C	
	SB	1 LT	A		A	
2028 Build (SB 401)	EB	2 RT	D	B (14)	B	A (8)
	NB	1 LT	A		A	
	SB	2 TH, 1 RT	A		A	

Capacity analysis indicates the existing signalized intersections of US 401 NB at E Young Street and US 401 SB at E Young Street currently operate a LOS A during both the AM and PM peak hours.

Future year conditions were analyzed with the following approved development improvements:

- Coordinate the traffic signals at the intersection of US 401 at E Young Street and the superstreet u-turn locations. (The Point)
- Extend the storage of the existing northbound right turn lane on US 401 to provide 400 feet of storage. (The Point)

Capacity analysis indicates that the intersections are anticipated to operate at LOS B or better under no-build and build conditions.

**7.2. US 401 SB and U-Turn North of E Young Street**

The existing signalized intersection of US 401 and the u-turn location north of E Young Street was analyzed under 2022 existing, 2028 no-build, and 2028 build traffic conditions with lane configurations shown in Table 5. Refer to Table 5 for a summary of the analysis results. Refer to Appendix F for the Synchro capacity analysis reports and to Appendix M for the SimTraffic queuing reports.

**Table 5: Analysis Summary of US 401 SB and U-Turn North of E Young Street**

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2022 Existing	NB SB	1 UT* 2 TH	A A	A (5)	A A	A (4)
2028 No-Build	NB SB	1 UT* 2 TH	A B	B (11)	A A	A (3)
2028 Build	NB SB	1 UT* 2 TH	A B	B (12)	A A	A (3)

\*The northbound u-turn movement is analyzed as a westbound left turn movement in Synchro.

Capacity analysis indicates the existing signalized intersection of US 401 SB and the u-turn north of E Young Street currently operate a LOS A during both the AM and PM peak hours.

Future year conditions were analyzed with the following approved development improvements:

- Coordinate the traffic signals at the intersection of US 401 at E Young Street and the superstreet u-turn locations. (The Point)

Capacity analysis indicates that the intersections are anticipated to operate at LOS B or better under no-build and build conditions.

**7.3. US 401 NB and U-Turn South of E Young Street**

The existing signalized intersection of US 401 and the u-turn location south of E Young Street was analyzed under 2022 existing, 2028 no-build, and 2028 build traffic conditions with lane configurations shown in Table 6. Refer to Table 6 for a summary of the analysis results. Refer to Appendix G for the Synchro capacity analysis reports and to Appendix M for the SimTraffic queuing reports.

**Table 6: Analysis Summary of US 401 NB and U-Turn South of E Young Street**

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2022 Existing	NB SB	2 TH 1 UT*	A A	A (5)	A A	A (6)
2028 No-Build	NB SB	2 TH 1 UT*	A A	A (2)	A A	A (6)
2028 Build	NB SB	2 TH 1 UT*	A A	A (2)	A A	A (6)

\*The southbound u-turn movement is analyzed as an eastbound left turn movement in Synchro.

Capacity analysis indicates the existing signalized intersection of US 401 NB and the u-turn south of E Young Street currently operate a LOS A during both the AM and PM peak hours.

Future year conditions were analyzed with the following approved development improvements:

- Coordinate the traffic signals at the intersection of US 401 at E Young Street and the superstreet u-turn locations. (The Point)

Capacity analysis indicates that the intersections are anticipated to continue to operate at LOS A under no-build and build conditions.

### 7.4. E Young Street and Quarry Road

The intersection of E Young Street and Quarry Road was analyzed under 2022 existing, 2028 no-build, and 2028 build traffic conditions with lane configurations shown in Table 7. Refer to Table 7 for a summary of the analysis results. Refer to Appendix H for the Synchro capacity analysis reports and to Appendix M for the SimTraffic queuing reports.

**Table 7: Analysis Summary of E Young Street and Quarry Road**

ANALYSIS SCENARIO	A P P R O A C H	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2022 Existing	WB NB SB	1 LT, 1 RT 1 TH-RT 1 LT, 1 TH	B <sup>2</sup> -- A <sup>1</sup>	N/A	B <sup>2</sup> -- A <sup>1</sup>	N/A
2028 No-Build	EB WB NB SB	1 LT, 1 TH-RT 1 LT-TH, 1 RT 1 LT, 1 TH, 1 RT 1 LT, 1 TH, 1 RT	C B C B	C (23)	C B C B	B (19)
2028 Build	EB WB NB SB	1 LT, 1 TH-RT 1 LT-TH, 1 RT 1 LT, 1 TH, 1 RT 1 LT, 1 TH, 1 RT	D B C B	C (23)	C B C B	C (22)

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

Analysis indicates the westbound approach of Quarry Road currently operates at LOS B during both peak hours, while the southbound left turn movement on E Young Street operates at LOS A.

Future year conditions were analyzed with the following improvements by The Point:

- Construct a northbound left turn lane on E Young Street with 100 feet of storage.
- Construct a southbound right turn lane on E Young Street with 100 feet of storage.
- Construct a northbound right turn lane on E Young Street with 100 feet of storage.

- Restripe the existing westbound left turn lane on Quarry Road to a shared left-through lane.
- Provide an exclusive left turn lane with 275 feet of storage and a shared through-right lane on the North Point Site Driveway.
- Install a traffic signal when warranted.

Capacity analysis indicates the intersection is expected to operate at an overall LOS C during the AM peak hour and LOS B during the PM peak hour under no-build conditions. The intersection is anticipated to operate at LOS C or better under build conditions.

### 7.5. E Young Street and Rolesville High School Driveway

The existing unsignalized intersection of E Young Street and Rolesville High School Driveway was analyzed under 2022 existing, 2028 no-build, and 2028 build traffic conditions with lane configurations shown in Table 8. Refer to Table 8 for a summary of the analysis results. Refer to Appendix I for the Synchro capacity analysis reports and to Appendix M for the SimTraffic queuing reports.

**Table 8: Analysis Summary of E Young Street and Rolesville H.S. Driveway**

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2022 Existing	WB NB SB	1 LT, 1 RT 1 TH, 1 RT 1 LT, 1 TH	E <sup>2</sup> -- A <sup>1</sup>	N/A	B <sup>2</sup> -- A <sup>1</sup>	N/A
2028 No-Build	EB WB NB SB	1 LT-TH-RT 1 LT-TH, 1 RT 1 LT, 1 TH, 1 RT 1 LT, 1 TH-RT	F <sup>2</sup> F <sup>2</sup> A <sup>1</sup> A <sup>1</sup>	N/A	F <sup>2</sup> E <sup>2</sup> A <sup>1</sup> A <sup>1</sup>	N/A
2028 Build	EB WB NB SB	1 LT-TH-RT 1 LT-TH, 1 RT 1 LT, 1 TH, 1 RT 1 LT, 1 TH-RT	F <sup>2</sup> F <sup>2</sup> A <sup>1</sup> B <sup>1</sup>	N/A	F <sup>2</sup> F <sup>2</sup> B <sup>1</sup> A <sup>1</sup>	N/A

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

Analysis indicates the westbound approach of Rolesville High School Driveway currently operates with moderate delays during the AM peak hour and short delays during the PM peak hour.

Future year conditions were analyzed with the following improvements by The Point:

- Construct a northbound left turn lane on E Young Street with 50 feet of storage.
- Construct South Site Driveway as eastbound approach and provide one egress lane.

Capacity analysis indicates the minor street approaches are anticipated to operate at LOS E or F during the AM and PM peak hours. It is typical for minor approaches intersecting major streets to experience poor levels of service during peak hours due to the volume of traffic along the mainline.



**7.6. Rolesville Road and Sunset Manor Drive/Site Drive 1**

The unsignalized intersection of Rolesville Road and Sunset Manor Drive/Site Drive 1 was analyzed under 2022 existing, 2028 no-build, and 2028 build traffic conditions with lane configurations shown in Table 9. Refer to Table 9 for a summary of the analysis results. Refer to Appendix J for the Synchro capacity analysis reports and to Appendix M for the SimTraffic queuing reports.

**Table 9: Analysis Summary of Rolesville Road and Sunset Manor Drive/Site Drive 1**

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2022 Existing	WB NB SB	1 LT-RT 1 TH-RT 1 LT, 1 TH	B <sup>2</sup> -- A <sup>1</sup>	N/A	B <sup>2</sup> -- A <sup>1</sup>	N/A
2028 No-Build	WB NB SB	1 LT-RT 1 TH-RT 1 LT, 1 TH	C <sup>2</sup> -- A <sup>1</sup>	N/A	C <sup>2</sup> -- A <sup>1</sup>	N/A
2028 Build	EB WB NB SB	<b>1 LT-TH-RT</b> 1 LT-TH-RT <b>1 LT, 1 TH-RT</b> 1 LT, 1 TH-RT	F <sup>2</sup> D <sup>2</sup> A <sup>1</sup> A <sup>1</sup>	N/A	F <sup>2</sup> E <sup>2</sup> B <sup>1</sup> A <sup>1</sup>	N/A

Recommended improvements by developer are shown in bold.

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

Analysis indicates the westbound approach of Sunset Manor Drive currently operates at LOS C or better during the AM and PM peak hours and is expected to continue to do so under 2028 no-build traffic conditions.

Under 2028 build conditions, a northbound left turn lane and a southbound right turn lane were considered based on the NCDOT *Policy on Street and Driveway Access to North Carolina Highways*. Based on anticipated 2028 build traffic volumes, a northbound left turn lane with 75 feet of storage is recommended. Refer to Appendix N for the turn lane warrant charts.

Analysis indicates the minor street approaches are expected to operate at LOS D or worse during the peak hours under 2028 build conditions. However, it is typical for minor approaches intersecting major streets to experience poor levels of service during peak hours due to the volume of traffic along the mainline. Queue lengths are expected to be short (approximately four vehicles or less). It is not expected that 4-hour or 8-hour MUTCD traffic signal warrants would be met.

**7.7. Rolesville Road and Fowler Road**

The unsignalized intersection of Rolesville Road and Fowler Road was analyzed under 2022 existing, 2028 no-build, and 2028 build traffic conditions with existing lane configurations and traffic control, as shown in Table 10. Refer to Table 10 for a summary of the analysis results. Refer to Appendix K for the Synchro capacity analysis reports and to Appendix M for the SimTraffic queuing reports.

**Table 10: Analysis Summary of Rolesville Road and Fowler Road**

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2022 Existing	WB NB SB	1 LT-RT 1 LT-RT 1 LT-TH	B <sup>2</sup> -- A <sup>1</sup>	N/A	B <sup>2</sup> -- A <sup>1</sup>	N/A
2028 No-Build	WB NB SB	1 LT-RT 1 TH-RT 1 LT-TH	C <sup>2</sup> -- A <sup>1</sup>	N/A	C <sup>2</sup> -- A <sup>1</sup>	N/A
2028 Build	WB NB SB	1 LT-RT 1 TH-RT 1 LT-TH	C <sup>2</sup> -- A <sup>1</sup>	N/A	C <sup>2</sup> -- A <sup>1</sup>	N/A

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

Analysis indicates the westbound approach of Fowler Road currently operates at LOS B during the AM and PM peak hour. Under 2028 no-build and 2028 build conditions, the westbound approach is anticipated to operate at LOS C during the peak hours.

**7.8. Rolesville Road and Site Drive 2**

The proposed right-in/right-out intersection of Rolesville Road and Site Drive 2 was analyzed under 2028 build traffic conditions with lane configurations and traffic control shown in Table 11. Refer to Table 11 for a summary of the analysis results. Refer to Appendix L for the Synchro capacity analysis reports and to Appendix M for the SimTraffic queuing reports.

**Table 11: Analysis Summary of Rolesville Road and Site Drive 2**

ANALYSIS SCENARIO	A P P R O A C H	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2028 Build	EB NB SB	<b>1 RT</b> 1 TH 1 TH, <b>1 RT</b>	B <sup>1</sup> -- --	N/A	C <sup>1</sup> -- --	N/A

Developer improvements shown in bold.  
 1. Level of service for minor-street approach.

Under 2028 build conditions, a southbound right turn lane was considered based on the NCDOT *Policy on Street and Driveway Access to North Carolina Highways*. Based on anticipated 2028 build traffic volumes, a southbound right turn lane with 50 feet of storage is recommended. Refer to Appendix N for the turn lane warrant charts.

Analysis indicates the eastbound approach of Site Drive 2 is anticipated to operate with short delays during both the AM and PM peak hour.

## 8. CONCLUSIONS

This Traffic Impact Analysis was conducted to determine the potential traffic impacts of the development proposed to be located at 1216 Rolesville Road in Rolesville, North Carolina. The proposed development is anticipated to be completed in 2028 and is expected to consist of the following uses:

- 68 units Single-Family Attached Housing (LUC 215)
- 30,000 sq. ft. retail (LUC 822)

Access to the development is proposed to be provided via one full-movement driveway connection to Rolesville Road aligning with Sunset Manor Drive and one right-in/right out driveway located approximately 275 feet to the south. A stub connection to the planned The Point development is also proposed.

The study analyzes traffic conditions during the weekday AM and PM peak hours for the following scenarios:

- 2022 Existing Traffic Conditions
- 2028 (build-out year plus one) No-Build Traffic Conditions
- 2028 (build-out year plus one) Build Traffic Conditions

### Trip Generation

It is estimated that the proposed development will generate 1,964 total site trips during a typical 24-hour weekday period. Of the daily traffic volume, it is anticipated that 89 trips (43 entering and 46 exiting) will occur during the weekday AM peak hour and 207 trips (107 entering and 100 exiting) will occur during the weekday PM peak hour.

The total primary trips are the calculated site trips after the reduction for internal capture and pass-by trips. Primary site trips are expected to account for approximately 89 trips (43 entering and 46 exiting) during the weekday AM peak hour and 125 trips (66 entering and 59 exiting) during the weekday PM peak hour.

### Adjustments to Analysis Guidelines

Capacity analysis at all study intersections was completed according to the NCDOT Congestion Management Guidelines, with the exception of analysis permitting right turns on red. This adjustment was made to be consistent with the TIA that was prepared for The Point.

### Intersection Capacity Analysis Summary

All the study area intersections (including the proposed site driveways) are expected to operate at acceptable levels-of-service under existing and future year conditions with the exception of the intersections listed below:

#### E Young Street and Rolesville High School Driveway

Analysis indicates the minor street approaches of The Point South Site Driveway (EB) and Rolesville High School Driveway (WB) are expected to operate with long delays during the weekday AM peak hour and with moderate to long delays during the weekday PM peak hour. It is not expected that 4-hour or 8-hour MUTCD traffic signal warrants would be met.

#### Rolesville Road and Sunset Manor Drive/Site Drive 1

Analysis indicates the minor street approaches of Site Drive 1 (EB) and Sunset Manor Drive (WB) are expected to operate with moderate to long delays during the weekday AM and PM peak hours. However, queue lengths are expected to be short (approximately four vehicles or less). It is not expected that 4-hour or 8-hour MUTCD traffic signal warrants would be met.

## 9. RECOMMENDATIONS

Based on the findings of this study, specific geometric improvements have been identified and are recommended to accommodate future traffic conditions. See a more detailed description of the recommended improvements below. Refer to Figure 12 for an illustration of the recommended lane configuration for the proposed development.

### **Improvements per Rolesville Community Transportation Plan**

Per the current Rolesville Community Transportation (CTP), E Young Street/Rolesville Road is planned to be a two-lane facility with a center turn lane, curb and gutter, bike lanes, and sidewalks. The developer is required to make accommodations for this future cross section along the property frontage.

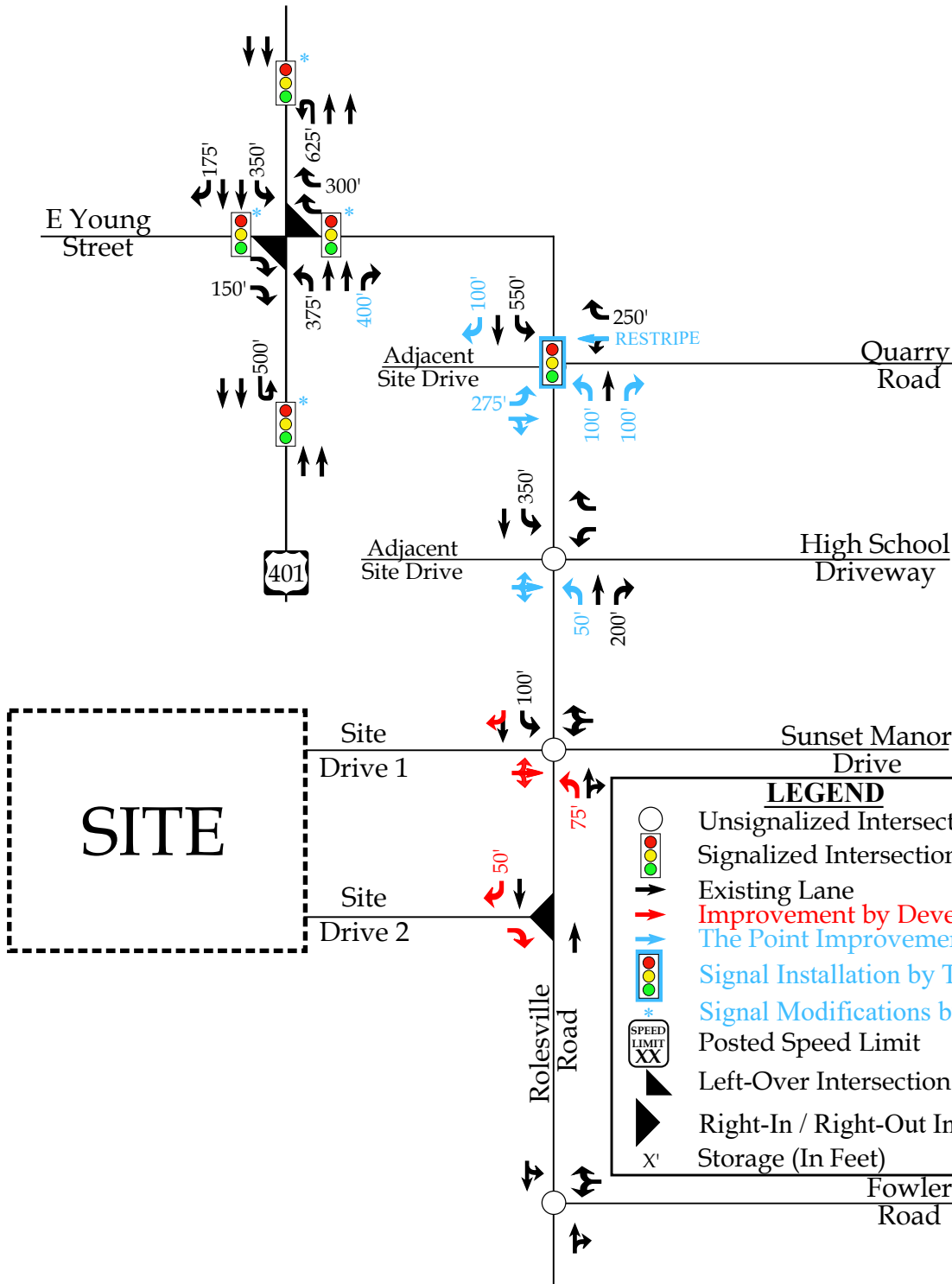
### **Recommended Improvements by Developer**

#### Rolesville Road and Sunset Manor Drive/Site Drive 1

- Construct eastbound approach with one ingress lane and a minimum of one egress lane, striped as a shared left-through-right turn lane. Provide stop control for the eastbound approach.
- Construct an exclusive northbound left turn lane with a minimum of 75 feet of storage and appropriate taper.

#### Rolesville Road and Site Drive 2

- Construct eastbound approach with one ingress lane and one egress lane striped as a right turn lane. Provide stop control for the eastbound approach.
- Construct an exclusive southbound right turn lane with a minimum of 50 feet of storage and appropriate taper.



**LEGEND**

- Unsignalized Intersection
- Signalized Intersection
- Existing Lane
- Improvement by Developer
- The Point Improvement
- Signal Installation by The Point
- Signal Modifications by The Point
- Posted Speed Limit
- Left-Over Intersection
- Right-In / Right-Out Intersection
- Storage (In Feet)



1216 Rolesville Road  
Rolesville, NC

Recommended Lane Configurations

Scale: Not to Scale    Figure 12





STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

J. ERIC BOYETTE  
SECRETARY

March 21, 2023

**1216 Rolesville Road**  
**Traffic Impact Analysis Review Report**  
**Congestion Management Section**

TIA Project: SC-2023-052  
Division: 5  
County: Wake



**Nicholas C. Lineberger, P.E. Project Engineer**  
**Madonna Saleh, Project Design Engineer**

*Mailing Address:*  
NC DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION MOBILITY & SAFETY DIVISION  
1561 MAIL SERVICE CENTER  
RALEIGH, NC 27699-1561

*Telephone:* (919) 814-5000  
*Fax:* (919) 771-2745  
*Customer Service:* 1-877-368-4968

*Location:*  
750 N. GREENFIELD PARKWAY  
GARNER, NC 27529

*Website:* [www.ncdot.gov](http://www.ncdot.gov)

## 1216 Rolesville Road

SC-2023-052

Rolesville

Wake County

Per your request, the Congestion Management Section (CMS) of the Transportation Mobility and Safety Division has completed a review of the subject site. The comments and recommendations contained in this review are based on data for background conditions presented in the Traffic Impact Analysis (TIA) and are subject to the approval of the local District Engineer's Office and appropriate local authorities.

Date Initially Received by CMS	02/21/23	Date of Site Plan	02/21/22
Date of Complete Information	02/21/23	Date of Sealed TIA	02/20/23

### Proposed Development

The TIA assumes the development is to be completed by 2028 and consist of the following:

Land Use	Land Use Code	Size
Single-Family Attached Housing	215	68 DU
Retail	822	30 KSF

### Trip Generation - Unadjusted Volumes During a Typical Weekday

	IN	OUT	TOTAL
AM Peak Hour	43	46	89
PM Peak Hour	107	100	207
Daily Trips			1,964

### General Reference

For reference to various documents applicable to this review please reference the following link: <https://connect.ncdot.gov/resources/safety/Pages/Congestion-Management.aspx>

Once the driveway permit has been approved and issued, a copy of the final driveway permit requirements should be forwarded to this office. If we can provide further assistance, please contact the Congestion Management Section.

### Improvements By Others

The analysis includes background improvements by others. If these improvements are not in place at the time of construction, the site should provide these improvements or analysis demonstrating mitigation is not necessary.

### Signalization

We defer to the District Engineer, the Division Traffic Engineer, and the Regional Traffic Engineer for final decisions regarding signalization.

E Young Street

US 401

Adjacent Site Drive

Quarry Road

Adjacent Site Drive

High School Driveway

100 IPS  
Site Drive 1

Sunset Manor Drive









100 IPS  
Site Drive 2

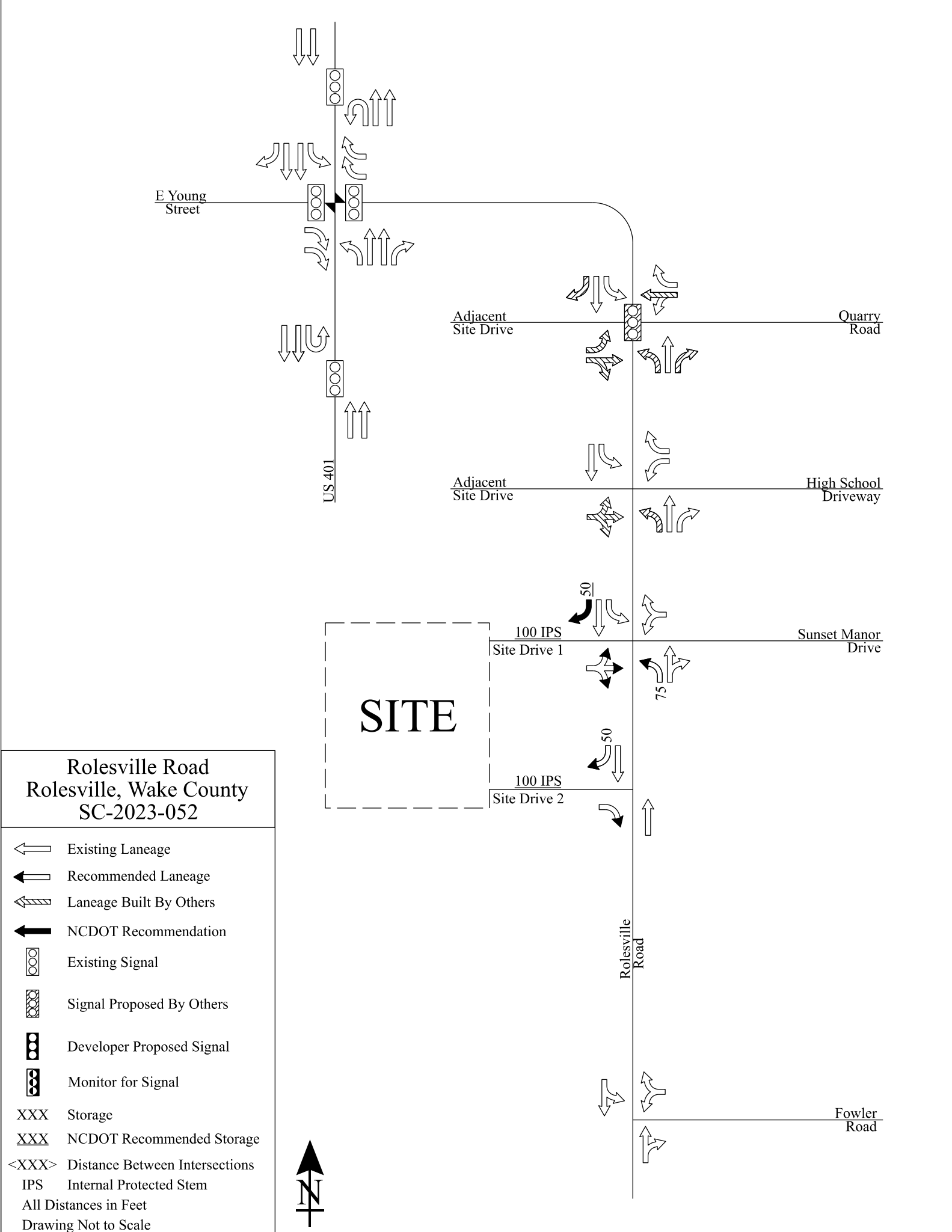
SITE

Rolesville Road

Fowler Road

### Rolesville Road Rolesville, Wake County SC-2023-052

-  Existing Laneage
-  Recommended Laneage
-  Laneage Built By Others
-  NCDOT Recommendation
-  Existing Signal
-  Signal Proposed By Others
-  Developer Proposed Signal
-  Monitor for Signal
- XXX Storage
- XXX NCDOT Recommended Storage
- <XXX> Distance Between Intersections
- IPS Internal Protected Stem
- All Distances in Feet
- Drawing Not to Scale



## ATTACHMENT 12 - PROPERTY BOUNDARY LEGAL DESCRIPTION

**CAWTHORNE, MOSS & PANCIERA, PC**  
MICHAEL A. MOSS, PLS  
333 S. WHITE STREET  
WAKE FOREST, NC 27587  
(919) 556-3148  
[MIKE@CMPPLS.COM](mailto:MIKE@CMPPLS.COM)

### Legal Description

Beginning at an existing iron pipe, said existing iron pipe being located in the western right-of-way of Rolesville Road (N.C.S.R.#1003), said existing iron pipe being the common corner of parcel Pin#1768.03-32-8863 and subject lot, said existing iron pipe having NC Grid NAD 83/2011 coordinates N(y): 783,309.15' E(x): 2,164,160.04'; Thence leaving right-of-way S 89°45'02" W a distance of 683.90' to an existing iron bar; Thence N 00°42'32" W a distance of 778.89' to a new iron pipe; Thence N 85°27'46" E a distance of 596.00' to an existing iron pipe, said existing iron pipe being located in the western right-of-way of Rolesville Road (N.C.S.R.#1003), said existing iron pipe being the common corner of parcel Pin#1768.09-06-8057 and subject lot; Thence along right-of-way S 06°53'13" E a distance of 828.98' to an existing iron pipe; Which is the point of beginning, Containing an area of 513,162 square feet, 11.781 acres.

