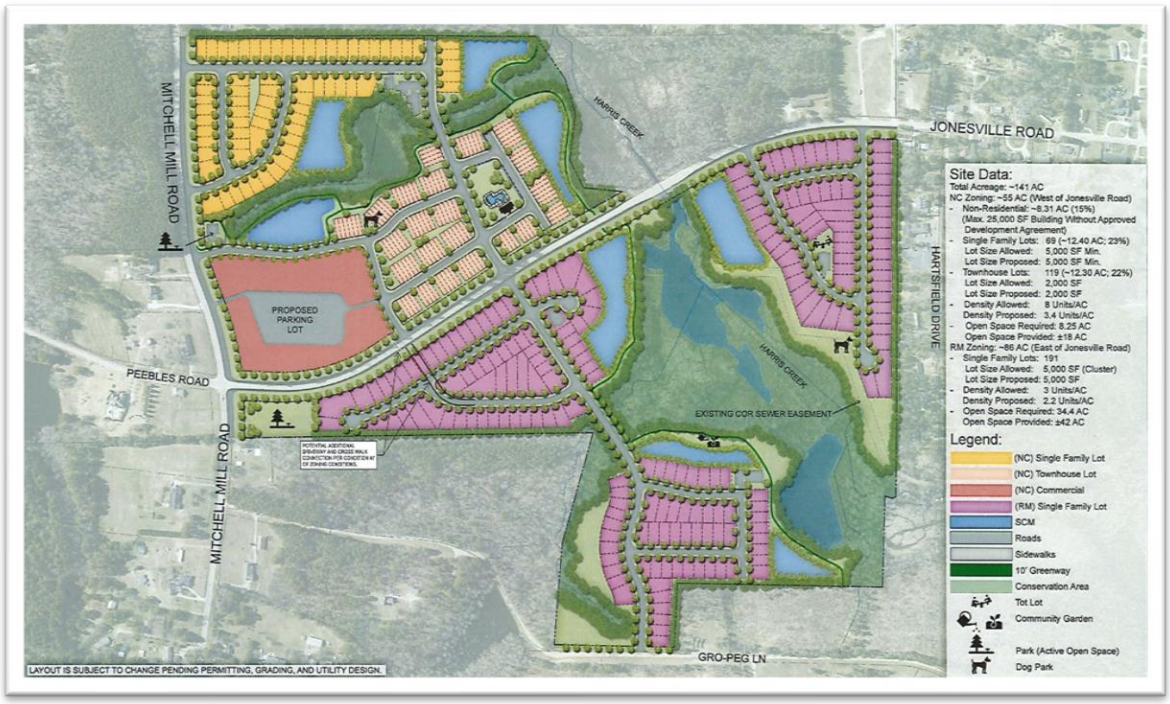
Memo

To: Mayor Currin and Town Board of Commissioners
From: Meredith Gruber, Planning Director
Date: January 17, 2023 Town Board of Commissioners Meeting
Re: Continued Legislative Hearing – Map Amendment (Rezoning) MA 22-06 and Annexation ANX 22-03 – 5109 Mitchell Mill Road

Background

The Town of Rolesville Planning Department received a Map Amendment (Rezoning) application in March 2022 for 139.05 acres located at 5109 Mitchell Mill Road, Wake County PIN 1757571035. The applicant, Hopper Communities, is requesting to change the zoning from Wake County R-30 District to the Town's Land Development Ordinance (LDO) Neighborhood Center – Conditional District (NC-CZ) and Residential Medium – Conditional District (RM-CZ). A set of Conditions of Approval and a Concept Plan are included. An associated Voluntary Annexation Petition (ANX 22-03) is being processed, as the property is not currently in the Town's corporate limits. The annexation petition is included in the continued legislative hearing on January 17, 2023.



Conceptual Master Plan – December 15, 2022, North is oriented to the right

Request

The applicant is requesting to rezone the property into two distinct zoning districts (which are separated by Jonesville Road) to create a residential neighborhood comprising single family detached and attached (townhome) dwelling units along with a commercial node at the northwestern corner of the Jonesville/Mitchell Mill intersection. The development would include multiple amenities both exclusively for the neighborhood residents and for the public. The Residential Medium (RM) District would be wholly single family detached dwellings, likely subdivided under the cluster option in the Land Development Ordinance (LDO). The Neighborhood Center (NC) District permits both residential and non-residential uses and has a clause to ensure that non-residential development is pursued before all the residential is developed. Both zoning districts are requested as "Conditional Districts" which allows the applicant to offer and commit to details that may be above and beyond minimum/maximum standards that would apply at later stages of development. The project triggers many transportation improvements to Jonesville Road and Mitchell Mill Road per the Traffic Impact Analysis (TIA), and these are addressed in the proposed conditions.

Highlights/Summary of the Proposed Conditions of Approval:

1. General compliance with the Concept Plan;
2. Maximum dwelling unit count of 395, with maximum attached (townhome) units of 134;
3. At least 50,000 square feet of non-residential building area shall be permitted prior to permitting more than 197 dwelling units (new condition since November 1, 2022 legislative hearing);
4. Donation of $30,000 to Homes for Heroes and donation of townhome to Passage Homes, CASA, Habitat for Humanity, or similar organization (new condition since November 1, 2022 legislative hearing);
5. Pollinator plantings commitment;
6. Recreational amenities commitments – on-site facilities, greenway trailhead, community garden, and offer of land donation to the Town of Rolesville (updated condition since November 1, 2022 legislative hearing);
7. Additional driveway access / crosswalk to commercial area;
8. Transportation improvements per the TIA recommendations;
9. Single family detached foundation detail;
10. Single family detached minimum square footage;
11. Attached (townhome) limit to 6 dwellings per building;
12. Attached (townhome) minimum square footage;
13. Multifamily dwelling units restricted to upper-story location over ground floor commercial uses in NC-CZ district portion.

Applicant Justification

The applicant provided a written justification statement for the rezoning request, and it is included in the attached Map Amendment application.

Neighborhood Meeting

The Applicant held a virtual neighborhood meeting on June 20, 2022; there were no attendees. The applicant held a second virtual neighborhood meeting on December 8, 2022. Summary memos are attached.

Comprehensive Plan

Land Use

The Future Land Use Map identifies the subject parcel, and the entire general vicinity of Mitchell Mill Road/Jonesville Road as appropriate for Medium Density Residential uses and development pattern. This category is described as predominately single family residential uses with portions of duplex, townhouse, or multifamily residential. These are lots or tracts at a density range of three to five (3-5) dwelling units per acre.

Community Transportation Plan

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

Thoroughfare Recommendations

- Jonesville Road is planned to be 2-lane section with two-way left turn lane, curb and gutter, bike lanes, and sidewalks.
- Mitchell Mill Road is planned as a 4-lane median-divided section with curb and gutter, bike lanes, and sidewalks.

Collector Recommendations

- A collector connection is shown between Jonesville Road and Rolesville Road.

Intersection Recommendations

- The Mitchell Mill and Jonesville Road intersection is identified as needing improvement.

Greenway Plan

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

- A Greenway is proposed along Harris Creek—it is shown on the south side of the creek west of Jonesville Road and along the north side east of Jonesville Road.
- Sidepaths are proposed along Jonesville Road, from Mitchell Mill Road up to Main Street.

Consistency

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

- The average density of the proposed residential development is 2.9 housing units per acre.
- Both the Residential Medium and Neighborhood Center zoning districts are appropriate in the Medium Density future land use category.
- The proposed collector connection shown in the concept plan matches up with the Community Transportation Plan.
- A greenway connection is shown along or within a reasonable distance of Harris Creek.

Traffic Impact Analysis

The project proposes development on both sides of two State Roads - Jonesville Road (State Road 226) and Mitchell Mill Road (State Road 2224) - that totals approximately 1.4 miles of frontage:

- Approximately 1,900 feet on the north side of Mitchell Mill;
- Approximately 2,000 feet on both sides of Jonesville Road, from Mitchell Mill;
- Approximately 1,400 feet on the east side of Jonesville Road to the north.

The scope of the project – nearly 400 dwelling units and 8 acres of non-residential uses – met the LDO thresholds for requiring a Traffic Impact Analysis (TIA), and this was performed by Ramey Kemp Associates during 2022 (see attached TIA). The study contemplated a project of 264 single family detached lots, 129 townhomes, and 50,000 square feet of general retail space. Driveway connections studied were four (4) full movement connections to Jonesville Road, and then one (1) full movement and three (3) right-in/right-out (RIRO) connections to Mitchell Mill Road. Condition 7 relates to a possible future additional driveway access into the RM District area from Jonesville Road, just north of Mitchell Mill and opposite the Commercial area.

The TIA resulted in these general trip generations from the project.

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 Home (210)	264 DU	2,540	48	144	192	163	95	258
Multi-Family Home (Low-Rise) (220)	129 DU	934	14	47	61	47	27	74
Shopping Center (820)	50 KSF	3,752	110	67	177	156	169	325
Total Trips		**7,226**	**172**	**258**	**430**	**366**	**291**	**657**

The TIA recommended 12 distinct improvements:

1. **Frontage Improvements**:
    a. Jonesville Road – widen between Mitchell Mill and Site Access 1 to ultimate Section (Two-lane + two-way left turn lane)
    b. Mitchell Mill – widen along site frontage to One-Half section of ultimate Section (Four-lane median divided).
2. **401 Bypass & Jonesville Road intersection (to the north)**:
    a. Conduct Full Signal Warrant analysis prior to full build-out / Install Traffic Signal If Warranted & Approved by Town/NCDOT.
3. **401 Bypass & Eastern U-Turn Location**:
    a. Conduct Full Signal Warrant analysis prior to full build-out / Install Traffic Signal If Warranted & Approved by Town/NCDOT.
4. **Mitchell Mill Road and Jonesville Road/Peebles Road intersection**:
    a. Construct southbound (on Jonesville) Left-turn lane with min. 100’ of storage + deceleration and taper.

b. Construction eastbound (on Mitchell Mill Road) Left-turn lane with min. 100' of storage + deceleration and taper.
c. Conduct Full Signal Warrant analysis prior to full build-out / Install Traffic Signal If Warranted & Approved by Town/NCDOT.

5. **Jonesville Road and Site Access 1**:
    a. Construct Westbound approach (Site Access 1) w/ 1 Ingress Lane/1 Egress Lane.
    b. Provide Stop-control for westbound approach (Site Access 1).
    c. Construct Southbound (Jonesville Rd) Left-turn lane with min. 100' of storage + deceleration and taper.
6. **Jonesville Road and Site Access 2**:
    a. Construct Westbound approach (Site Access 2) w/ 1 Ingress Lane/1 Egress Lane.
    b. Provide Stop-control for westbound approach (Site Access 2).
    c. Construct Northbound (Jonesville Rd) Right-turn lane with min. 100' of storage + deceleration and taper.
    d. Construct Southbound (Jonesville Rd) Left-turn lane with min. 100' of storage + deceleration and taper.
7. **Jonesville Road and Site Access 3**:
    a. Construct an Eastbound & Westbound approach (Site Access 3) w/ 1 Ingress Lane/1 Egress Lane.
    b. Provide Stop-control for Eastbound & Westbound approach (Site Access 3).
    c. Construct a Northbound (Jonesville Rd) Left-turn lane with min. 100' of storage + deceleration and taper.
    d. Construct a Northbound (Jonesville Rd) Right-turn lane with min. 100' of storage + deceleration and taper.
    e. Construct a Southbound (Jonesville Rd) Left-turn lane with min. 100' of storage + deceleration and taper.
    f. Construct a Southbound (Jonesville Rd) Right-turn lane with min. 100' of storage + deceleration and taper.
8. **Jonesville Road and Site Access 4**:
    a. Construct Eastbound approach (Site Access 4) w/ 1 Ingress Lane/1 Egress Lane.
    b. Provide Stop-control for the Eastbound approach (Site Access 4).
    c. Construct a Northbound (Jonesville Rd) Left-turn lane with min. 100' of storage + deceleration and taper.
    d. Construct a Southbound (Jonesville Rd) Right-turn lane with min. 100' of storage + deceleration and taper.
9. **Mitchell Mill Road and Site Access 5**:
    a. Construct Southbound approach (Site access 5) with 1 Ingress Lane / 1 Egress Lane striped as an exclusive Right-turn lane.
    b. Provide Stop-control for Southbound approach (Site Access 5). This proposed intersection will be restricted to RIRO operations.
    c. Construct exclusive Westbound (Mitchell Mill Road) Right-turn lane with min. 100' of storage + deceleration and taper.
10. **Mitchell Mill Road and Site Access 6**:
    a. Construct Southbound approach (Site Access 6) with 1 Ingress Lane / 1 Egress Lane striped as exclusive Right-turn lane.
    b. Provide Stop-control for Southbound approach (Site Access 6). This proposed intersection will be restricted to RIRO operations.

c. Construct exclusive Westbound (Mitchell Mill Road) Right-turn lane with min. 100' of storage + deceleration and taper.

11. **Mitchell Mill Road and Site Access 7**:
    a. Construct Southbound approach (Site Access 7) with 1 Ingress Lane / 1 Egress Lane
    b. Provide Stop-control for Southbound approach (Site Access 7).
    c. Construct exclusive Eastbound (Mitchell Mill Road) Left-turn lane with min. 100' of storage + deceleration and taper.
12. **Mitchell Mill Road and Site Access 8**:
    a. Construct Southbound approach (Site Access 8) with 1 Ingress Lane / 1 Egress Lane striped as exclusive Right-turn lane.
    b. Provide Stop-control for Southbound approach (Site Access 8). This proposed intersection will be restricted to RIRO operations.
    c. Construct exclusive Westbound (Mitchell Mill Road) Right-turn lane with min. 100' of storage + deceleration and taper.

Staff Analysis

The application seeks to 'split-zone' the subject property along the natural break created by Jonesville Road. Both requested districts are sought to be "Conditional" districts per LDO Section 3.3, which allows an applicant to propose, and the Town to consider, additional conditions or restrictions on the range of allowable principal uses, use standards, intensities, development standards, etc. The proposed Concept Plan is part of the Conditions (Condition #1, general compliance) and represents a conceptual layout and rendering of how the project may be built; it is <u>not</u> a preliminary subdivision plat or any form of "site plan" that has been vetted against the LDO for absolute buildable compliance. This project's next steps after attaining zoning entitlements are a Major Preliminary Subdivision Plat, followed by Construction Infrastructure Drawings. Non-residential development requires Site Development Plan review and approval and usually occurs after a development lot has been recorded (via a Final Plat).

Neighborhood Center District (LDO Section 3.4.3.)

The land area for this district is approximately 55 acres and comprises the area of the property west of Jonesville Road. This would entail approximately 69 single family detached and 119 townhomes dwelling units, and the approximately 8-acre site for non-residential development at the Jonesville/Mitchell Mill corner. This area would comprise all the townhomes contemplated in the application. Table 3.4.3. states the maximum density of dwelling units in NC is 8 units/acre. The gross density of (all) dwelling units in the NC District is approximately 3.4 per acre; if removing the approximately 8 acres of non-residential, the density slightly increases to 4 dwelling units per acre, which is one-half of the permitted maximum.

Non-residential uses have a 'timing of development' requirement. Section 3.4.3.D.4. states a maximum of 50% of the residential units may be permitted until at least 25% of the non-residential square footage is permitted (issuance of a building permit).

Residential Medium District (LDO Section 3.1.2)

The land area for this district is approximately 86 acres and comprises the area of the property east of Jonesville Road. The lot development is in three distinct areas, with one on the far north side of the Harris Creek environmental area. The Concept Plan indicates that, at the preliminary subdivision plat point, the intention is to subdivide utilizing the cluster options that are part of Table 3.1.2. within the RM district development standards. The cluster option increases density

maximum (from 3 units per acre to 5), reduces minimum building setbacks, reduces lot width minimum by over half (from 85' to 40'), and reduces the minimum lot area by two-thirds (from 15,000 SF to 5,000 SF). The proposed Concept Plan identifies that by exercising the cluster option, approximately 42 of the 86 acres (49%) would be undeveloped and is generally contiguous as well. Lot density calculates to 2.2 dwelling units per acre, thus utilizing the reduced / lesser standards does not increase density, but rather equates to more undeveloped land area (i.e., open space).

Traffic Impacts / TIA Results

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.

Consistency

The applicant's request for a combination of Residential Medium (RM) and Neighborhood Center (NC) districts, conditioned to a project for up to 395 residential dwelling units and approximately 8 acres of non-residential development (which could include upper-story multi-family dwelling units), at calculated residential densities less than the maximums permitted by the respective proposed Zoning Districts, is consistent with the Town of Rolesville's Comprehensive Plan.

Development Review

The Technical Review Committee (TRC) reviewed three submittals of this rezoning request and associated Conditions of Approval and Concept Plan. There are no remaining outstanding comments to be addressed at this stage of development.

Planning Board Recommendation

At the September 26, 2022 meeting, the Planning Board unanimously recommended approval of MA 22-06, 5109 Mitchell Mill Road, with a recommended condition of further review of adding multiple access points and crosswalks on Jonesville Road. Staff notes that the Concept Plan and condition 7 speak to providing that, pending future NCDOT approval. Staff also notes that Conditions 3, 4, 5, and portions of 6 have not been presented to the Planning Board based on updated submittals being provided in October and December 2022.

Staff Recommendation

Based on consistency with the Comprehensive Plan and mitigation of expected impacts, staff recommends approval of MA 22-06 5109 Mitchell Mill Road.

Consistency and Reasonableness

As noted above under the Comprehensive Plan section of this report, the rezoning request for the subject parcel complies with the Future Land Use category of Medium Density Residential and is within the density ranges of the respective NC and RM Districts. The non-residential component of the NC District, and the mix of single family detached and attached (townhomes), creates the mixed-use district and development pattern of the NC District. The development will implement greenways, sidepaths, and bicycle lanes per the Town's Greenway and Bicycle

Plans. MA 22-06 is thus consistent with the Comprehensive Plan and other applicable Plans and is therefore reasonable.

Proposed Motions

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

   Or

2. Motion to (approve or deny) rezoning request MA 22-06 – 5109 Mitchell Mill Road.
3. (Following Approval) Motion to adopt a Plan Consistency Statement and Statement of Reasonableness for MA 22-06.
4. Motion to (approve or deny) the annexation petition received under G.S. 160A-31 for ANX 22-03 – 5109 Mitchell Mill Road.

Attachments

	Description	Date
1	Map Amendment Application	March 2022
2	Conditions of Approval	December 2022
3	Annexation Petition	March 2022
4	Neighborhood Meeting Documents	June and December 2022
5	Traffic Impact Analysis (TIA)	August 2022
6	NCDOT Congestion Management Report	October 2022
7	Vicinity Map	2022
8	Existing Zoning Map	2021
9	Future Land Use Map	2017 Comprehensive Plan
10	Commercial Development Example	October 2022
11	Applicant Presentation	January 2023

Attachment 1

Case No. MA 22-06
Date March 2022

Map Amendment Application

Contact Information

Property Owner Please see attached Exhibit A.
Address _____ City/State/Zip _____
Phone _____ Email _____

Developer Hopper Communities
Contact Name Beth Trahos, Nelson Mullins
Address 4140 Parklake Avenue, Suite 200 City/State/Zip Raleigh, NC 27612
Phone 919.329.3884 Email beth.trahos@nelsonmullins.com

Property Information

Address 5109 Mitchell Mill Road, Wake Forest, North Carolina 27587-7246
Wake County PIN(s) 1757 57 103 5
Current Zoning District Wake County R-30 Requested Zoning District NC CD
Total Acreage 139.054 ±acres

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 2-28-22

STATE OF NORTH CAROLINA
COUNTY OF Wake

I, a Notary Public, do hereby certify that James Robert Fowler III *personally appeared before me this day and acknowledged the due execution of the foregoing instrument. This the* 28th *day of* February 2022.

My commission expires 8-22-2023.

Signature _____ Seal

Shawn E. Scarborough
NOTARY PUBLIC
WAKE COUNTY, N.C.
My Commission Expires 08-22-2023

Rolesville
Genuine Community • Capital Connection
Est. 1837

Case No. _____

Date _____

Map Amendment Application

Contact Information

Property Owner Please see attached Exhibit A.

Address _____ City/State/Zip _____

Phone _____ Email _____

Developer Hopper Communities

Contact Name Beth Trahos, Nelson Mullins

Address 4140 Parklake Avenue, Suite 200 City/State/Zip Raleigh, NC 27612

Phone 919.329.3884 Email beth.trahos@nelsonmullins.com

Property Information

Address 5109 Mitchell Mill Road, Wake Forest, North Carolina 27587-7246

Wake County PIN(s) 1757 57 1035

Current Zoning District Wake County R-30 Requested Zoning District NC CD

Total Acreage 139.054± acres

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 Leigh Eyles Fowler Date 2/28/2022

STATE OF NORTH CAROLINA

COUNTY OF Wake

I, a Notary Public, do hereby certify that Leigh Fowler *personally appeared before me this day and acknowledged the due execution of the foregoing instrument. This the* 28th *day of* February 2022.

My commission expires 8-22-2023.

Signature Shawn E. Scarborough Seal

Shawn E. Scarborough
NOTARY PUBLIC
WAKE COUNTY, N.C.
My Commission Expires 08-22-2023

Rolesville
Genuine Community • Capital Connection
Est. 1837

Case No. _____

Date _____

Map Amendment Application

Contact Information

Property Owner Please see attached Exhibit A.

Address _____ City/State/Zip _____

Phone _____ Email _____

Developer Hopper Communities

Contact Name Beth Trahos, Nelson Mullins

Address 4140 Parklake Avenue, Suite 200 City/State/Zip Raleigh, NC 27612

Phone 919.329.3884 Email beth.trahos@nelsonmullins.com

Property Information

Address 5109 Mitchell Mill Road, Wake Forest, North Carolina 27587-7246

Wake County PIN(s) 1757 57 1035

Current Zoning District Wake County R-30 Requested Zoning District NC CD

Total Acreage 139.054± acres

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 Dana Bright Date 2/28/22

STATE OF NORTH CAROLINA

COUNTY OF Wake

I, a Notary Public, do hereby certify that Dana Bright *personally appeared before me this day and acknowledged the due execution of the foregoing instrument. This the* 28th *day of* February 2022.

My commission expires 8-22-2023.

Signature Shawn E. Scarborough Seal

Shawn E. Scarborough
NOTARY PUBLIC
WAKE COUNTY, N.C.
My Commission Expires 08-22-2023

Rolesville
Genuine Community • Capital Connection
Est. 1837

Case No. _____

Date _____

Map Amendment Application

Contact Information

Property Owner Please see attached Exhibit A.

Address _____ City/State/Zip _____

Phone _____ Email _____

Developer Hopper Communities

Contact Name Beth Trahos, Nelson Mullins

Address 4140 Parklake Avenue, Suite 200 City/State/Zip Raleigh, NC 27612

Phone 919.329.3884 Email beth.trahos@nelsonmullins.com

Property Information

Address 5109 Mitchell Mill Road, Wake Forest, North Carolina 27587-7246

Wake County PIN(s) 1757 57 1035

Current Zoning District Wake County R-30 Requested Zoning District NC CD

Total Acreage 139.054± acres

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 Randy Bright Date 2/28/22

STATE OF NORTH CAROLINA

COUNTY OF Wake

I, a Notary Public, do hereby certify that Randy Bright *personally appeared before me this day and acknowledged the due execution of the foregoing instrument. This the* 28th *day of* February *20* 22 .

My commission expires ~~March~~ 8-22-2023.

Signature Shawn E. Scarborough Seal

Shawn E. Scarborough
NOTARY PUBLIC
WAKE COUNTY, N.C.
My Commission Expires 08-22-2023

Rolesville
Genuine Community • Capital Connection
Est. 1837

Case No. _____

Date 2/28/22

Map Amendment Application

Contact Information

Property Owner Please see attached Exhibit A.

Address _____ City/State/Zip _____

Phone _____ Email _____

Developer Hopper Communities

Contact Name Beth Trahos, Nelson Mullins

Address 4140 Parklake Avenue, Suite 200 City/State/Zip Raleigh, NC 27612

Phone 919.329.3884 Email beth.trahos@nelsonmullins.com

Property Information

Address 5109 Mitchell Mill Road, Wake Forest, North Carolina 27587-7246

Wake County PIN(s) 1757 57 1035

Current Zoning District Wake County R-30 Requested Zoning District NC CD

Total Acreage 139.054± acres

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 2/28/22

STATE OF NORTH CAROLINA

COUNTY OF Wake

I, a Notary Public, do hereby certify that Ginny Wheeler *personally appeared before me this day and acknowledged the due execution of the foregoing instrument. This the* 28th *day of* February *20* 22 .

My commission expires 10/18/2026 .

Signature Stephen M. Schmoeger Seal

STEPHEN M. SCHMOEGER
NOTARY PUBLIC
WAKE COUNTY, N.C.
My Commission Expires 10/18/2026

Rolesville
Genuine Community • Capital Connection
Est. 1837

Case No. _____
Date 2/28/22

Map Amendment Application

Contact Information

Property Owner Please see attached Exhibit A.

Address _____ City/State/Zip _____

Phone _____ Email _____

Developer Hopper Communities

Contact Name Beth Trahos, Nelson Mullins

Address 4140 Parklake Avenue, Suite 200 City/State/Zip Raleigh, NC 27612

Phone 919.329.3884 Email beth.trahos@nelsonmullins.com

Property Information

Address 5109 Mitchell Mill Road, Wake Forest, North Carolina 27587-7246

Wake County PIN(s) 1757 57 1035

Current Zoning District Wake County R-30 Requested Zoning District NC CD

Total Acreage 139.054± acres

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 Stephen Wheeler Date 2/28/2022

STATE OF NORTH CAROLINA

COUNTY OF Wake

I, a Notary Public, do hereby certify that Stephen Wheeler *personally appeared before me this day and acknowledged the due execution of the foregoing instrument. This the* 28th *day of* February 20 22 .

My commission expires 10/18/2026.

Signature Stephen M. Schmoeger Seal

STEPHEN M. SCHMOEGER
NOTARY PUBLIC
WAKE COUNTY, N.C.
My Commission Expires 10/18/2026.

EXHIBIT A

	PIN: 1767 57 1035
Contact Information:	Dana and Randy Bright Giny and Stephen Wheeler Leigh and James Robert Fowler III 7928 Sutterton Court Raleigh, NC 27615
Property Address:	5109 Mitchell Mill Road
Current Zoning District:	R-30
Requested Zoning District:	NC CD
Total Acreage:	139.054

EXHIBIT B

L E G A L D E S C R I P T I O N

146.812 GROSS ACRES

POINT OF BEGINNING BEING NEW PK NAIL IN CENTERLINE OF JONESVILLE ROAD LOCATED SOUTH 03 DEGREES 39 MINUTUES 27 SECONDS EAST 6691.07' FROM NCGS MONUMENT "SCARBORO" NAD 83 NC GRID COORDINATES N = 785291.32 E = 2153832.22

THENCE South 81 degrees 13 minutes 36 seconds East for a distance of 581.67 feet to a new iron pipe
THENCE South 84 degrees 14 minutes 11 seconds East for a distance of 254.17 feet to an eip;
THENCE South 81 degrees 44 minutes 51 seconds East for a distance of 203.47 feet to an eip;
THENCE South 81 degrees 50 minutes 46 seconds East for a distance of 221.49 feet to an eip;
THENCE South 79 degrees 18 minutes 42 seconds East for a distance of 440.70 feet to an eip;
THENCE North 25 degrees 12 minutes 36 seconds East for a distance of 0.99 feet to a new iron pipe;
THENCE South 80 degrees 54 minutes 24 seconds East for a distance of 467.97 feet to an eip;
THENCE South 08 degrees 18 minutes 30 seconds West for a distance of 692.28 feet to an eip;
THENCE South 08 degrees 17 minutes 36 seconds West for a distance of 259.85 feet to an eip;
THENCE South 79 degrees 39 minutes 38 seconds East for a distance of 298.45 feet to an eip;
THENCE South 08 degrees 28 minutes 21 seconds West for a distance of 557.14 feet to an eip;
THENCE North 78 degrees 03 minutes 15 seconds West for a distance of 473.68 feet to an eip;
THENCE North 67 degrees 03 minutes 12 seconds West for a distance of 535.05 feet to an eip;
THENCE South 06 degrees 26 minutes 42 seconds West for a distance of 1705.50 feet to a new pk nail in centerline of Mitchell Mill Rd.;
THENCE North 83 degrees 37 minutes 41 seconds West for a distance of 100.67 feet to a new mag nail in cl rd;
THENCE North 85 degrees 33 minutes 48 seconds West for a distance of 96.77 feet to a new mag nail in cl rd;
THENCE North 87 degrees 17 minutes 52 seconds West for a distance of 60.47 feet to a new mag cl intersection of Jonesville Rd. and Mitchell Mill Rd.;
THENCE North 89 degrees 20 minutes 37 seconds West for a distance of 99.85 feet to a new mag nail in cl rd;
THENCE South 86 degrees 08 minutes 11 seconds West for a distance of 100.39 feet to a new mag nail in cl rd;
THENCE South 81 degrees 56 minutes 47 seconds West for a distance of 105.02 feet to a new mag nail in cl rd;

THENCE South 78 degrees 57 minutes 50 seconds West for a distance of 103.53 feet to a new mag nail in cl rd;
THENCE South 77 degrees 26 minutes 26 seconds West for a distance of 102.89 feet to a new mag nail in cl rd;
THENCE South 79 degrees 32 minutes 41 seconds West for a distance of 77.32 feet to a new mag cl rd;
THENCE South 85 degrees 34 minutes 24 seconds West for a distance of 67.43 feet to a new mag nail;
THENCE North 07 degrees 04 minutes 28 seconds East for a distance of 19.75 feet to an eip;
THENCE South 88 degrees 31 minutes 32 seconds West for a distance of 563.89 feet to an eip;
THENCE South 83 degrees 02 minutes 24 seconds West for a distance of 446.06 feet to an eip;
THENCE North 07 degrees 09 minutes 19 seconds East for a distance of 160.38 feet to an eip;
THENCE North 06 degrees 58 minutes 12 seconds East for a distance of 1599.62 feet to a new iron pipe;
THENCE South 81 degrees 18 minutes 24 seconds East for a distance of 4.60 feet to a point;
THENCE North 62 degrees 11 minutes 46 seconds East for a distance of 259.13 feet to a point;
THENCE North 79 degrees 20 minutes 16 seconds East for a distance of 165.95 feet to a point;
THENCE South 77 degrees 22 minutes 09 seconds East for a distance of 220.98 feet to a point;
THENCE North 69 degrees 21 minutes 06 seconds East for a distance of 141.50 feet to a point;
THENCE North 11 degrees 29 minutes 46 seconds East for a distance of 308.82 feet to a new mag nail in c/l of Jonesville Rd.;
THENCE North 22 degrees 16 minutes 48 seconds West for a distance of 76.10 feet to a new mag nail in cl bridge;
THENCE North 21 degrees 58 minutes 57 seconds West for a distance of 253.76 feet to a new mag nail in cl rd;
THENCE North 18 degrees 49 minutes 53 seconds West for a distance of 116.90 feet to a new mag nail in cl rd;
THENCE North 14 degrees 15 minutes 58 seconds West for a distance of 104.69 feet to a new mag cl rd;
THENCE North 09 degrees 44 minutes 06 seconds West for a distance of 111.66 feet to a new mag nail in cl rd;
THENCE North 05 degrees 39 minutes 55 seconds West for a distance of 103.00 feet to a new mag cl rd;
THENCE North 01 degrees 56 minutes 23 seconds West for a distance of 102.51 feet to a new mag nail in cl rd;
THENCE North 02 degrees 41 minutes 02 seconds East for a distance of 106.93 feet to a new mag nail in cl rd;
THENCE North 07 degrees 04 minutes 34 seconds East for a distance of 108.26 feet to a new mag nail in cl rd;
THENCE North 09 degrees 32 minutes 21 seconds East for a distance of 126.39 feet to point of beginning;

Together with and subject to covenants, easements, and restrictions of record.

Said property contains 146.812 acres more or less as shown of map by Williams-Pearce & Associates, PA entitled "Property survey for James Robert Fowler III and Jill F. Bright", dated 02-11-2022.

EXHIBIT C

STATE OF NORTH CAROLINA

BEFORE THE TOWN OF ROLESVILLE BOARD OF COMMISSIONERS AND PLANNING BOARD

COUNTY OF WAKE

ZONING MAP AMENDMENT

In support of a petition to zone the subject property Mixed Use Neighborhood Center Conditional Zoning District, the applicant offers the following information:

The subject property is approximately 139± acres located on both sides of Jonesville Road north of its intersection with Mitchell Mill Road. The property is currently zoned R-30 by Wake County, a rural holding district. The subject property is planned to come into the Town of Rolesville and to be development as a part of the town. It is located on the southern edge of Rolesville in close proximity to the more urban areas of east Raleigh.

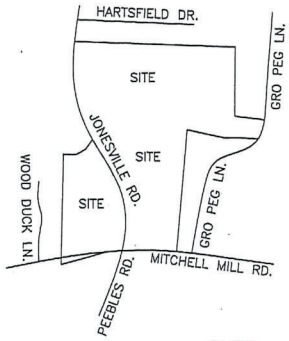
The proposed zoning is Mixed Use Neighborhood Center Conditional District. The Future Land Use Map designates the subject property for Medium Density Residential. Medium Density Residential is described as "[p]redominanty single family residential uses with portions of duplex, townhouse or multifamily residential. These are lots or tracts at a density range of three to five dwelling units per gross acre including preserved open spaces areas along with limited non-residential uses under planned unit development or form base code provisions." The proposed community includes a mix of housing types (single-family detached homes and townhomes) and is within the density levels recommended by the Comprehensive Plan.

The Town Board of Commissioners has indicated a desire to include more commercial uses within Rolesville. The proposed zoning includes 8.27± acres in the northwest quadrant of the intersection of Mitchell Mill Road and Jonesville Roads as a neighborhood center. In addition this site is approximately one-mile from the Wallbrook mixed-use development with 265,000 square feet of commercial space, including a Publix grocery store

The zoning includes commitments for a community pool, playground, dog park, a public greenway connection as shown on the Town's Open Space and Greenway Plan. Harris Creek will be preserved as a part of approximately 60 acres of open space on the subject property.

The proposed rezoning is in accordance with the Comprehensive Plan and reasonable and in the public interest. We request your support for the proposed zoning.

Exhibit 2



VICINITY MAP

PROPERTY ADDRESS:
5109 MITCHELL MILL RD.
WAKE FOREST, NC 27587

Course	Bearing	Distance
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PIN: 1757-57-1035

REFERENCE- BOM 1992 PG 655 & 656
BOM 2007 PG 1224
BOM 1971 PG 127
BOM 1996 PG 524
BOM 1990 PG 1000
BOM 1990 PG 1216
BOM 1981 PG 894
BOM 1989 PG 1474
BOM 1984 PG 943
BOM 1999 PG 387
BOM 1980 PG 396
BOM 1990 PG 956
BOM 2013 PG 868

NOTE: AREA COMPUTED BY COORDINATE METHOD.

NOTE: NO NCGS MONUMENT WITHIN 2000'.

NOTE: THIS PROPERTY IS SUBJECT TO EASEMENTS AND RESTRICTIONS OF RECORD.

NOTE: ALL BEARING ARE ACCORDING TO MAGNETIC BEARINGS.

I, DANNY O. WILLIAMS, CERTIFY THAT THIS PLAT WAS DRAWN UNDER MY SUPERVISION FROM AN ACTUAL SURVEY MADE UNDER MY SUPERVISION (DEED DESCRIPTION RECORDED IN BOOK ____, PAGE ____ ETC.) (OTHER); THAT THE BOUNDARIES NOT SURVEYED ARE CLEARLY INDICATED AS DRAWN FROM INFORMATION FOUND IN BOOK ____, PAGE ____; THAT THE RATIO OF PRECISION AS CALCULATED IS 1 : 10,000 ; THAT THIS PLAT WAS PREPARED IN ACCORDANCE WITH G.S.47-30 AS AMENDED. WITNESS MY ORIGINAL SIGNATURE, REGISTRATION NUMBER AND SEAL THIS 11TH DAY OF FEBRUARY, A.D., 2022.

Seal or Stamp

Surveyor

Registration Number L-2647

I, Danny O. Williams, Professional Land Surveyor No. L-2647, certify that this plat is of a survey 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.

Danny O. Williams, L-2647

PROPERTY SURVEY FOR
JAMES ROBERT FOWLER III
AND
JILL F. BRIGHT
WAKE FOREST TOWNSHIP
WAKE COUNTY
NORTH CAROLINA

300 0 300 600 900
GRAPHIC SCALE - FEET

S:\NEWMAPS\B\BILL HARRELL\FINAL PLAT.DWG

LEGEND
○ NEW IRON PIPE
● EXISTING IRON PIPE
△ NEW MAG NAIL

OWNER:
JAMES ROBERT FOWLER III &
JILL F. BRIGHT
7400 FOWLER RD.
ZEBULON, NC 27597

DRAWN BY: DOW & BGW
CHECKED BY: DOW
DATE: 02-11-2022
SCALE: 1" = 300'
JOB: JMZ211 CF

Lic. # C-0243
Williams-Pearce and Assoc., Professional Land Surveyors, P.A. P.O. Box 892, Zebulon, N.C. 27597 Tel.(919) 269-9605

Revision Date: January 10, 2023 **Attachment 2**

Exhibit D
Mixed-Use Neighborhood Center Conditional Zoning District (NC-CZ) and Residential Medium Density Conditional Zoning District (RM-CZ) Zoning Conditions

Conditions Applicable to the entire property:

1. The subject property shall be developed generally in accordance with the sketch plan attached hereto as Exhibit 1 and incorporated herein as if fully set out. The approximately 55± acre portion of the subject property located west of Jonesville Road and further described as Parcel 1 on the attached Exhibit 2 attached hereto shall be zoned NC-CZ and the approximately 86± acre portion of the property located east of Jonesville Road and further described as Parcel 2 on Exhibit 2 attached hereto shall be zoned RM-CZ. The improvements described herein may be developed in phases in accordance with a phasing plan approved by the Town of Rolesville.
2. The total number of dwellings on the subject property shall not exceed 395 dwelling units and no more than 134 of these dwelling units shall be permitted to be Dwellings, Single Family, Attached (Townhouse.)
3. Mixture of Uses: At least 50,000 square feet of non-residential building area shall be permitted (issuance of a building permit) prior to permitting (issuance of a building permit) more than 197 dwelling units.
4. Affordable Housing:
    a. Prior to the issuance of the first building permit for a dwelling unit, the property owner shall donate Thirty Thousand Dollars and No Cents ($30,000.00) to Homes for Heroes.
    b. Prior to the issuance of the 200th building permit, the property owner shall donate one (1) Dwelling, Single Family, Attached (townhome) to Passage Homes, CASA, Habitat for

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Date:

Signature: _____ Print Name: Randy Bright

Date:

Signature: _____ Print Name: Giny Wheeler

Date:

Signature: _____ Print Name: Stephen Wheeler

Date:

Signature: _____ Print Name: Leigh Fowler

Date:

Signature: _____ Print Name: James Robert Fowler III

Date:

Humanity of Wake County or other similar organization providing homes to low-income people.

5. Pollinator Plantings: At least twenty percent (20%) of the landscaping planted in common areas on the subject property shall utilize plant materials that are listed as Native Pollinator Plants on North Carolina Wildlife Federation ("NCWF") or other resources for native plants recommended by the NCWF on their website, currently found at https://ncwf.org/habitat/native-polinator-plants/ Where evergreen plantings or street trees are required by the Rolesville Land Development Ordinance as the same may be amended from time to time, pollinator plantings shall not be required. Nothing herein shall be construed to limit the plant materials permitted on individual residential lots. Compliance with this condition shall be demonstrated at construction infrastructure drawings for each phase.
6. Recreational Amenities: The following recreational amenities shall be provided generally as shown on the attached Exhibit 1 as a part of the development of the subject property and dedicated to the Homeowner's Association except for those areas offered to and accepted by the Town of Rolesville:
    a. A swimming pool and cabana, including changing rooms and restrooms shall be constructed prior to the issuance of the 150th building permit for a dwelling unit;
    b. At least one fenced playground shall be constructed prior to the issuance of the 150th building permit for a dwelling unit;
    c. At least one fenced dog park shall be constructed prior to the issuance of the 150th building permit for a dwelling unit;
    d. Public greenway on a greenway easement dedicated to the Town of Rolesville with paved trails at least ten feet wide (10') shall be constructed generally as shown on the attached Exhibit 1;

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Date:

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Date:

e. A greenway trail head with at least four (4) parking spaces shall be constructed generally as shown on Exhibit 1 and offered to the Town of Rolesville for use as a greenway trail head prior to the issuance of the 200th building permit for a dwelling unit. The Town of Rolesville may accept or reject the offer of dedication in its sole discretion prior to the issuance of the 250th building permit. If the Town of Rolesville accepts dedication of this trailhead, the area dedicated to the Town of Rolesville shall be credited to this project as active open space. If the Town of Rolesville does not accept or reject the dedication of this area in writing prior to issuance of the 250th building permit, it shall be dedicated to the homeowner's association.

f. At least one (1) community garden shall be provided prior to issuance of the 336th building permit for a dwelling unit; and

g. At least one (1) acre of undeveloped land in the area located at the northeast quadrant of the intersection of Jonesville Road and Mitchell Mill Road shall be offered to the Town of Rolesville generally as shown on the attached Exhibit 1 for recreational uses prior to the issuance of the 150th building permit for a dwelling unit. The Town of Rolesville may accept or reject the offer of dedication in its sole discretion prior to the issuance of the 200th building permit. If the Town of Rolesville accepts dedication of this property, the area dedicated to the Town of Rolesville shall be credited to this project as active open space. If the Town of Rolesville does not accept or reject the dedication of this area in writing prior to the issuance of the 200th building permit, it shall be dedicated to the homeowner's association.

7. Additional Driveway Access and Crosswalk to Commercial Area: Prior to the issuance of the first building permit, the property owner shall apply to NCDOT to allow the installation of an additional driveway access and cross-walk across Jonesville Road from the property zoned RM-CZ to the

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commercial area located in the northwest quadrant of the intersection of Mitchell Mill and Jonesville Road, both as generally shown as "Potential Additional Driveway and Cross Walk Connection Per Condition #7 of Zoning Conditions" on Exhibit 1. The application to NCDOT shall include a plan for the driveway connection and crosswalk drawn by an engineer and an update to the existing traffic impact analysis prepared by a traffic engineer. If NCDOT approves such a crosswalk and/or driveway access, the property owner shall install them in accordance with the requirements of NCDOT.

8. Transportation Improvements: To address transportation impacts reasonably expected to be generated by the development, the following road improvements shall be installed in accordance with future phasing plans approved by the Town:
    a. Jonesville Road:
        i. Widen Jonesville Road along the site frontage between Site Access 1 and Mitchell Mill to the roadways ultimate cross section per Rolesville Community Transportation Plan, 2 lanes with two-way left turn lanes.
    b. Mitchell Mill Road:
        i. Widen one-half section along the site frontage to this roadway's ultimate cross-section per the Rolesville Community Transportation Plan, 4-lane median divided.
    c. Mitchell Mill Road and Jonesville Road/Peebles Road:
        i. Provide a southbound (Jonesville Road) left turn lane with at least 100 feet of storage and appropriate decel and taper; and
        ii. Construct an eastbound (Mitchell Mill Road) left-turn lane with at least 100 feet of storage and appropriate decel and taper.
    d. Jonesville Road and Site Access 1:

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Date:

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Date:

i. Construct the westbound approach (Site Access 1) with one ingress lane and one egress lane;
ii. Provide stop-control for westbound approach (Site Access 1); and
iii. Construct a southbound (Jonesville Road) left-turn lane with at least 100 feet of storage and appropriate decel and taper.

e. Jonesville Road and Site Access 2:
i. Construct the westbound approach (Site Access 2) with one ingress lane and one egress lane;
ii. Provide stop-control for westbound approach (Site Access 2); and
iii. Construct a southbound (Jonesville Road) left-turn lane with at least 100 feet of storage and appropriate decel and taper.

f. Jonesville Road and Site Access 3:
i. Construct the eastbound and westbound approaches (Site Access 3) with one ingress lane and one egress lane;
ii. Provide stop-control for eastbound and westbound approach (Site Access 3);
iii. Construct northbound (Jonesville Road) left-turn lane with at least 100 feet of storage and appropriate decel and taper;
iv. Construct northbound (Jonesville Road) right-turn lane with at least 100 feet of storage and appropriate decel and taper;
v. Construct a southbound (Jonesville Road) left-turn lane with at least 100 feet of storage and appropriate decel and taper; and
vi. Construct a southbound (Jonesville Road) right-turn lane with at least 100 feet of storage and appropriate decel and taper.

g. Jonesville Road and Site Access 4:

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Date:

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Date:

i. Construct the eastbound approach (Site Access 4) with one ingress lane and one egress lane;
ii. Provide stop-control for eastbound approach (Site Access 4);
iii. Provide a northbound (Jonesville Road) left-turn lane with at least 100 feet of storage and appropriate decel and taper; and
iv. Provide a southbound (Jonesville Road) right-turn lane with at least 100 feet of storage and appropriate decel and taper.

h. Michell Mill and Site Access 5:
   i. Construct the southbound approach (Site Access 5) with one ingress lane and one egress lane;
   ii. Provide stop-control for southbound approach (Site Access 5) restricted to right-in, right-out operations unless left-turn access is approved by NCDOT; and
   iii. Construct an exclusive westbound (Mitchell Mill Road) right-turn lane with at least 100 feet of storage and appropriate decel and taper.

i. Mitchell Mill and Site Access 6:
   i. Construct the southbound approach (Site Access 6) with one ingress lane and one egress lane striped as an exclusive right-turn lane; and
   ii. Provide stop-control for southbound approach (Site Access 6) restricted to right-in, right-out operations.

j. Mitchell Mill and Site Access 7:
   i. Construct the southbound approach (Site Access 7) with one ingress lane and one egress lane;
   ii. Provide stop-control for southbound approach (Site Access 7); and

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Date:

iii. Construct an exclusive eastbound (Mitchell Mill Road) left-turn lane with at least 100 feet of storage and appropriate decel and taper.

k. Mitchell Mill Road and Site Access 8:
   i. Construct the southbound approach (Site Access 8) with one ingress lane and one egress lane striped as an exclusive right-turn lane;
   ii. Provide stop-control for southbound approach (Site Access 8). This proposed intersection will be restricted to right-in/right-out operations; and
   iii. Construct an exclusive westbound (Mitchell Mill Road) right-turn lane with at least 100 feet of storage and appropriate decel and taper.

l. Signal Analysis and Funding:
   i. US 401 Bypass and Jonesville Road: Conduct a full signal warrant analysis prior to full build-out of the proposed development and install a traffic signal if warranted and approved by the Town and NCDOT. Nothing herein shall prohibit the property owner or developer from entering into cost-sharing agreements with others who may also benefit from a signal at this location.
   ii. US 401 Bypass and Eastern U-turn Location: Conduct a full signal warrant analysis prior to full build-out of the proposed development and install a traffic signal if warranted and approved by the Town and NCDOT. Nothing herein shall prohibit the property owner or developer from entering into cost-sharing agreements with others who may also benefit from a signal at this location.
   iii. Jonesville and Mitchell Mill Road: Conduct a full signal warrant analysis prior to full build-out of the proposed development and install a traffic signal if warranted and approved by the Town and NCDOT. Nothing herein shall prohibit the property

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owner or developer from entering into cost-sharing agreements with others who may also benefit from a signal at this location.

iv. If no traffic signal has been warranted and approved by the Town and NCDOT at any of the locations identified in Condition 8(l)(i)-(iii) at full build-out of the proposed development (issuance of certificate of occupancy for the 380th dwelling unit and 50,000 square feet of non-residential uses), the property owner shall contribute Fifty Thousand Dollars ($50,000.00) to the Town of Rolesville to be used by the Town of Rolesville to install a traffic light at any one of the locations identified in Condition 8(l)(i)-(iii) above when warranted and approved by NCDOT.

Conditions Applicable to Dwelling, Single Family, Detached only:

9. All homes shall include either crawl space foundations or stem wall foundations. Any stem wall foundations shall be at least eighteen inches (18") in height across the front façade of the home and shall have brick or stone veneer on all sides facing a public street.
10. The minimum building square footage shall be 2,000 square feet.

Conditions Applicable to Dwellings, Single Family, Attached (Townhouse) only:

11. No Dwelling, Single Family, Attached (Townhouse) building shall exceed six (6) dwellings.
12. The minimum building square footage for townhomes shall be 1,200 square feet.

Conditions Applicable to the NC-CZ District only:

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13. All uses permitted in the Neighborhood Center Mixed-Use district shall be permitted within the NC-CZ except Dwellings, Multiple Family (apartments) shall only be permitted in buildings with commercial uses located on the ground floor.

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Exhibit 1

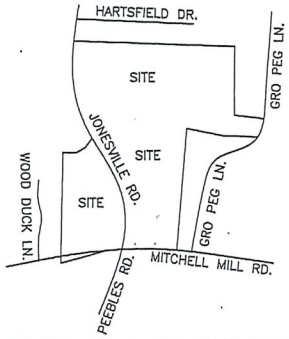
5109 MITCHELL MILL ROAD - ROLESVILLE, NC
Conceptual Master Plan - December 15, 2022

SCALE 1"=150'
0 150' 300'

HOPPER COMMUNITIES

TIMMONS GROUP
ENGINEERING | DESIGN | TECHNOLOGY

Exhibit 2



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NOTE: THIS PROPERTY IS SUBJECT TO EASEMENTS AND RESTRICTIONS OF RECORD.

NOTE: ALL BEARING ARE ACCORDING TO MAGNETIC BEARINGS.

I, DANNY O. WILLIAMS, CERTIFY THAT THIS PLAT WAS DRAWN UNDER MY SUPERVISION FROM AN ACTUAL SURVEY MADE UNDER MY SUPERVISION (DEED DESCRIPTION RECORDED IN BOOK _____, PAGE _____,ETC.) (OTHER); THAT THE BOUNDARIES NOT SURVEYED ARE CLEARLY INDICATED AS DRAWN FROM INFORMATION FOUND IN BOOK _____, PAGE _____; THAT THE RATIO OF PRECISION AS CALCULATED IS 1 : 10,000 ; THAT THIS PLAT WAS PREPARED IN ACCORDANCE WITH G.S.47-30 AS AMENDED. WITNESS MY ORIGINAL SIGNATURE, REGISTRATION NUMBER AND SEAL THIS 11TH DAY OF FEBRUARY, A.D., 2022.

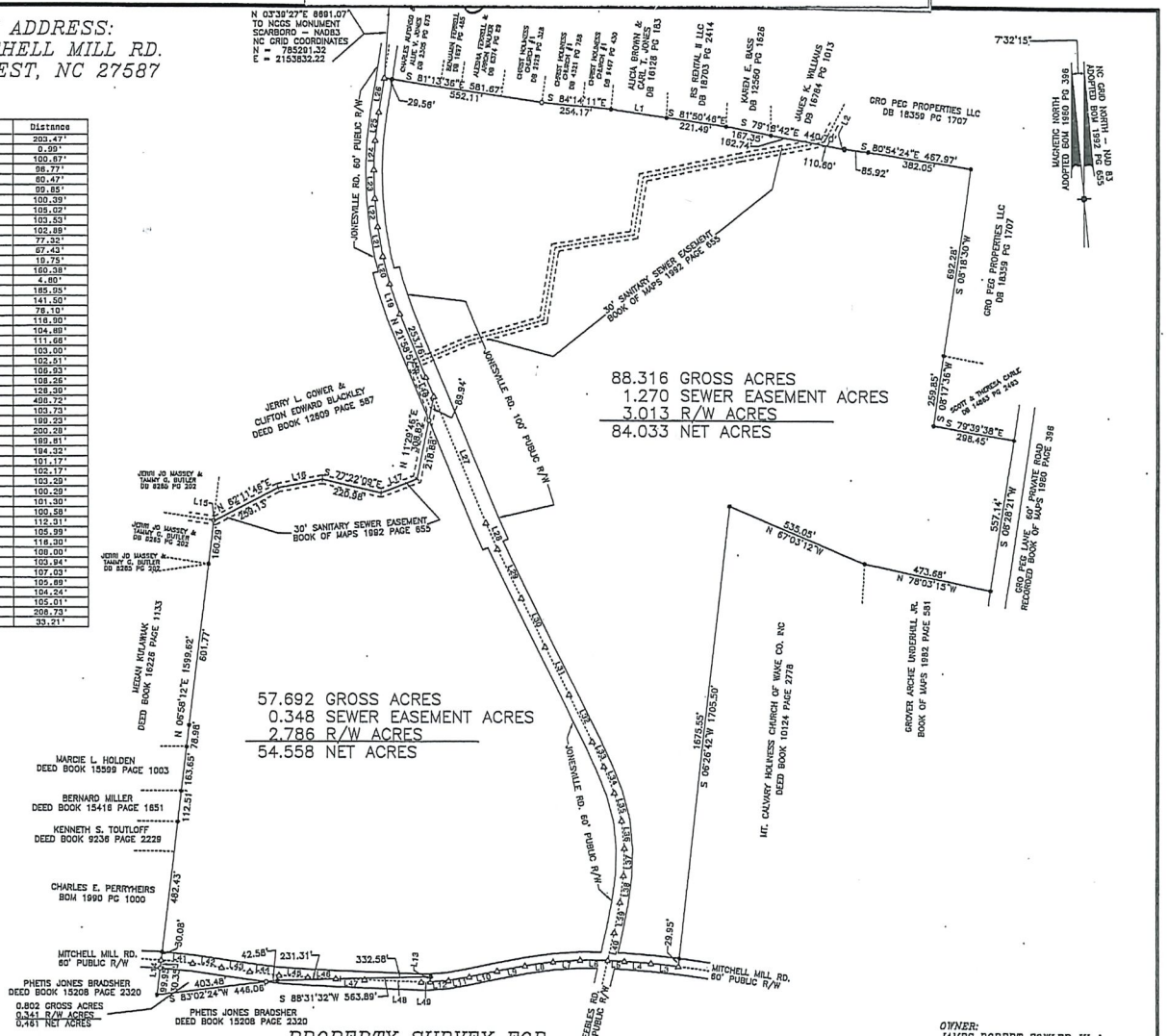
Seal or Stamp

Surveyor

Registration Number L-2647

I, Danny O. Williams, Professional Land Surveyor No. L-2647, certify that this plat is of a survey 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.

Danny O. Williams, L-2647



PROPERTY SURVEY FOR
JAMES ROBERT FOWLER III
AND
JILL F. BRIGHT
WAKE FOREST TOWNSHIP
WAKE COUNTY
NORTH CAROLINA

300 0 300 600 900
GRAPHIC SCALE - FEET
S:\NEWMAPS\B\BILL HARRELL\FINAL PLAT.DWG

LEGEND
○ NEW IRON PIPE
● EXISTING IRON PIPE
△ NEW MAG NAIL

OWNER:
JAMES ROBERT FOWLER III &
JILL F. BRIGHT
7400 FOWLER RD.
ZEBULON, NC 27597

DRAWN BY: DOW & BGW
CHECKED BY: DOW
DATE: 02-11-2022
SCALE: 1" = 300'
JOB: JMZ211 CF

Lic. # C-0243
Williams-Pearce and Assoc., Professional Land Surveyors, P.A. P.O. Box 892, Zebulon, N.C. 27597 Tel.(919) 269-9605

Attachment 3

Rolesville
Genuine Community • Capital Connection Est. 1837

TOWN OF ROLESVILLE
PETITION FOR ANNEXATION

The items below are required in order to complete your application and shall be submitted when the application if 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 Statues 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
1757-57-1035	0023175	DB 8659	PG 954	139.054	$ 2,605,295.00
		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: 2-28-22

Signature of Owner #2 — Date Signed: 2-28-2022

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

Name of Corporation

Printed Name of Registered Agent

Signature of Registered Agent

Address, State, Zip of Registered Office:

North Carolina, _____ County

I,_____, 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 _____ day of _____, 20____.

Notary Seal

Notary Public
My commission expires:_____

Rolesville
Genuine Community • Capital Connection Est. 1837

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Dona Bright
Signature of Owner #1 — 2/28/22 Date Signed

Randy Bright
Signature of Owner #2 — 2/28/22 Date Signed

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

Name of Corporation

Printed Name of Registered Agent — Signature of Registered Agent

Address, State, Zip of Registered Office:

North Carolina, _____ County

I,_____, 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 _____ day of _____, 20____.

Notary Public
My commission expires:_____

Notary Seal

Rolesville
Genuine Community • Capital Connection Est. 1837

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Name of Corporation

Printed Name of Registered Agent

Signature of Registered Agent

Address, State, Zip of Registered Office:

North Carolina, _____ County

I, _____, 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 _____ day of _____, 20____.

Notary Public
My commission expires: _____

Notary Seal

Wake County,NC 250
Laura M Riddick, Register Of Deeds
Presented & Recorded 08/16/2000 11:48:51
Book : 008659 Page : 00954 - 00956

Excise Tax .00

Recording Time, Book and Page

Tax Lot No. 0023161, 0023175 Parcel Identifier No.

Verified by County on the day of , 19

by

Mail after recording to HOWARD G. DOYLE / BOX 55

This instrument was prepared by HOWARD G. DOYLE (WITHOUT TITLE CERTIFICATION)

Brief description for the Index

NORTH CAROLINA GENERAL WARRANTY DEED

THIS DEED made this 7th day of JANUARY, 19 99, by and between

GRANTOR	GRANTEE
J. R. Fowler, Jr. and wife, Jane Cate Fowler	James Robert Fowler, III 7404 Fowler Road Zebulon, NC 27597

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

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

WITNESSETH, that the Grantor, for a valuable consideration paid by the Grantee, the receipt of which is hereby acknowledged, has and by these presents does grant, bargain, sell and convey unto the Grantee in fee simple, 4.18% undivided interest in that certain lot or parcel of land situated in the City of , LITTLE RIVER Township, WAKE County, North Carolina and more particularly described as follows:

A 4.18% undivided interest in the following tracts or parcels:

Tract One: That parcel shown in the instrument recorded in Book 1324, Page 177, Wake County Registry, reference to which is made for a more particular description.

Tract Two: That parcel shown in the instrument recorded in Book 2006, Page 287, Wake County Registry, reference to which is made for a more particular description.

Tract Three: That parcel shown in the instrument recorded in Book 2030, Page 88, Wake County Registry, reference to which is made for a more particular description.

The property hereinabove described was acquired by Grantor by instrument recorded in . . . . . .

. . . . . .

A map showing the above described property is recorded in Plat Book . . . . page .

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

And the Grantor covenants with the Grantee, that Grantor is seized of the premises in fee simple, has the right to convey the same in fee simple, that title is marketable and free and clear of all encumbrances, and that Grantor will warrant and defend the title against the lawful claims of all persons whomsoever except for the exceptions hereinafter stated. Title to the property hereinabove described is subject to the following exceptions:

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

(Corporate Name)

By: ---

---President

ATTEST:

---Secretary (Corporate Seal)

USE BLACK INK ONLY

J R FOWLER JR (SEAL)

JANE CATE FOWLER (SEAL)

---(SEAL)

---(SEAL)

SEAL-STAMP

NORTH CAROLINA, WAKE County.

Use Black Ink

I, a Notary Public of the County and State aforesaid, certify that J R FOWLER JR AND JANE CATE FOWLER Grantor, personally appeared before me this day and acknowledged the execution of the foregoing instrument. Witness my hand and official stamp or seal, this 7TH day of JANUARY, 19 99

My commission expires: 11/24/2001 Notary Public

SEAL-STAMP

NORTH CAROLINA, ---County.

Use Black Ink

I, a Notary Public of the County and State aforesaid, certify that ---, personally came before me this day and acknowledged that ---- he is --- Secretary of --- a North Carolina corporation, and that by authority duly given and as the act of the corporation, the foregoing instrument was signed in its name by its --- President, sealed with its corporate seal and attested by --- as its --- Secretary. Witness my hand and official stamp or seal, this ---day of ---, 19---.

My commission expires: --- Notary Public

The foregoing Certificate(s) of ---

---

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

---REGISTER OF DEEDS FOR---COUNTY

By ---Deputy/Assistant - Register of Deeds

N.C. Bar Assn. Form No 3 © 1976, Revised 1977 Printed by Agreement with the N C Bar Assn Poole Printing Co., Inc P O Box 58487, Raleigh, N C 27658

Laura M Riddick
Register of Deeds
Wake County, NC

Book : 008659 Page : 00954 - 00956

Yellow probate sheet is a vital part of your recorded document.
Please retain with original document and submit for rerecording.

Wake County Register of Deeds
Laura M. Riddick
Register of Deeds

North Carolina - Wake County

The foregoing certificate___ of _____

_____

_____

_____

_____

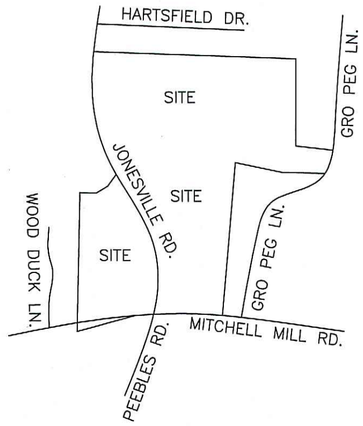
_____ Notary(ies) Public is (are) certified to be correct. This instrument and this certificate are duly registered at the date and time and in the book and page shown on the first page hereof.

Laura M. Riddick, Register of Deeds

By: _____
~~Assistant~~/Deputy Register of Deeds

This Customer Group
_____ # of Time Stamps Needed

This Document
_____ New Time Stamp
_____ # of Pages



VICINITY MAP

PROPERTY ADDRESS:
5109 MITCHELL MILL RD.
WAKE FOREST, NC 27587

Course	Bearing	Distance
L1	S 81°44'51" E	203.47'
L2	N 25°12'36" E	0.99'
L3	N 83°37'41" W	100.67'
L4	N 85°33'48" W	96.77'
L5	N 87°17'52" W	60.47'
L6	N 89°20'37" W	99.85'
L7	S 86°08'11" W	100.39'
L8	S 81°56'47" W	105.02'
L9	S 78°57'50" W	103.53'
L10	S 77°26'26" W	102.89'
L11	S 79°32'41" W	77.32'
L12	S 85°34'24" W	67.43'
L13	N 07°04'28" E	19.75'
L14	N 07°09'19" E	160.38'
L15	S 81°18'24" E	4.60'
L16	N 79°20'16" E	165.95'
L17	N 69°21'06" E	141.50'
L18	N 22°16'48" W	76.10'
L19	N 18°49'53" W	116.90'
L20	N 14°15'58" W	104.69'
L21	N 09°44'06" W	111.66'
L22	N 05°39'55" W	103.00'
L23	N 01°56'23" W	102.51'
L24	N 02°41'02" E	106.93'
L25	N 07°04'34" E	108.26'
L26	N 09°32'21" E	126.39'
L27	S 22°16'48" E	498.72'
L28	S 23°56'15" E	103.73'
L29	S 25°44'38" E	199.23'
L30	S 25°56'10" E	200.28'
L31	S 26°13'02" E	199.61'
L32	S 25°48'48" E	194.32'
L33	S 24°25'15" E	101.17'
L34	S 21°40'30" E	102.17'
L35	S 14°31'58" E	103.29'
L36	S 05°50'12" E	100.29'
L37	S 01°42'10" W	101.30'
L38	S 07°34'15" W	100.58'
L39	S 11°03'59" W	112.31'
L40	S 12°36'44" W	105.99'
L41	S 84°19'01" E	116.30'
L42	S 81°36'05" E	108.00'
L43	S 81°36'15" E	103.94'
L44	S 82°49'20" E	107.03'
L45	S 85°56'58" E	105.69'
L46	S 87°13'47" E	104.24'
L47	S 87°42'42" E	105.01'
L48	S 87°48'25" E	208.73'
L49	N 89°11'00" E	33.21'

PIN: 1757-57-1035

REFERENCE- BOM 1992 PG 655 & 656
BOM 2007 PG 1224
BOM 1971 PG 127
BOM 1996 PG 524
BOM 1990 PG 1000
BOM 1990 PG 1216
BOM 1981 PG 894
BOM 1989 PG 1474
BOM 1984 PG 943
BOM 1999 PG 387
BOM 1980 PG 396
BOM 1990 PG 956
BOM 2013 PG 868

NOTE: AREA COMPUTED BY COORDINATE METHOD.

NOTE: NO NCGS MONUMENT WITHIN 2000'.

NOTE: THIS PROPERTY IS SUBJECT TO EASEMENTS AND RESTRICTIONS OF RECORD.

NOTE: ALL BEARING ARE ACCORDING TO MAGNETIC BEARINGS.

I, DANNY O. WILLIAMS, CERTIFY THAT THIS PLAT WAS DRAWN UNDER MY SUPERVISION FROM AN ACTUAL SURVEY MADE UNDER MY SUPERVISION (DEED DESCRIPTION RECORDED IN BOOK _____, PAGE _____,ETC.) (OTHER); THAT THE BOUNDARIES NOT SURVEYED ARE CLEARLY INDICATED AS DRAWN FROM INFORMATION FOUND IN BOOK _____, PAGE _____; THAT THE RATIO OF PRECISION AS CALCULATED IS 1 : 10,000 ; THAT THIS PLAT WAS PREPARED IN ACCORDANCE WITH G.S.47-30 AS AMENDED. WITNESS MY ORIGINAL SIGNATURE, REGISTRATION NUMBER AND SEAL THIS 11TH DAY OF FEBRUARY, A.D., 2022.

Seal or Stamp

NORTH CAROLINA PROFESSIONAL LAND SURVEYOR SEAL L-2647 DANNY O. WILLIAMS

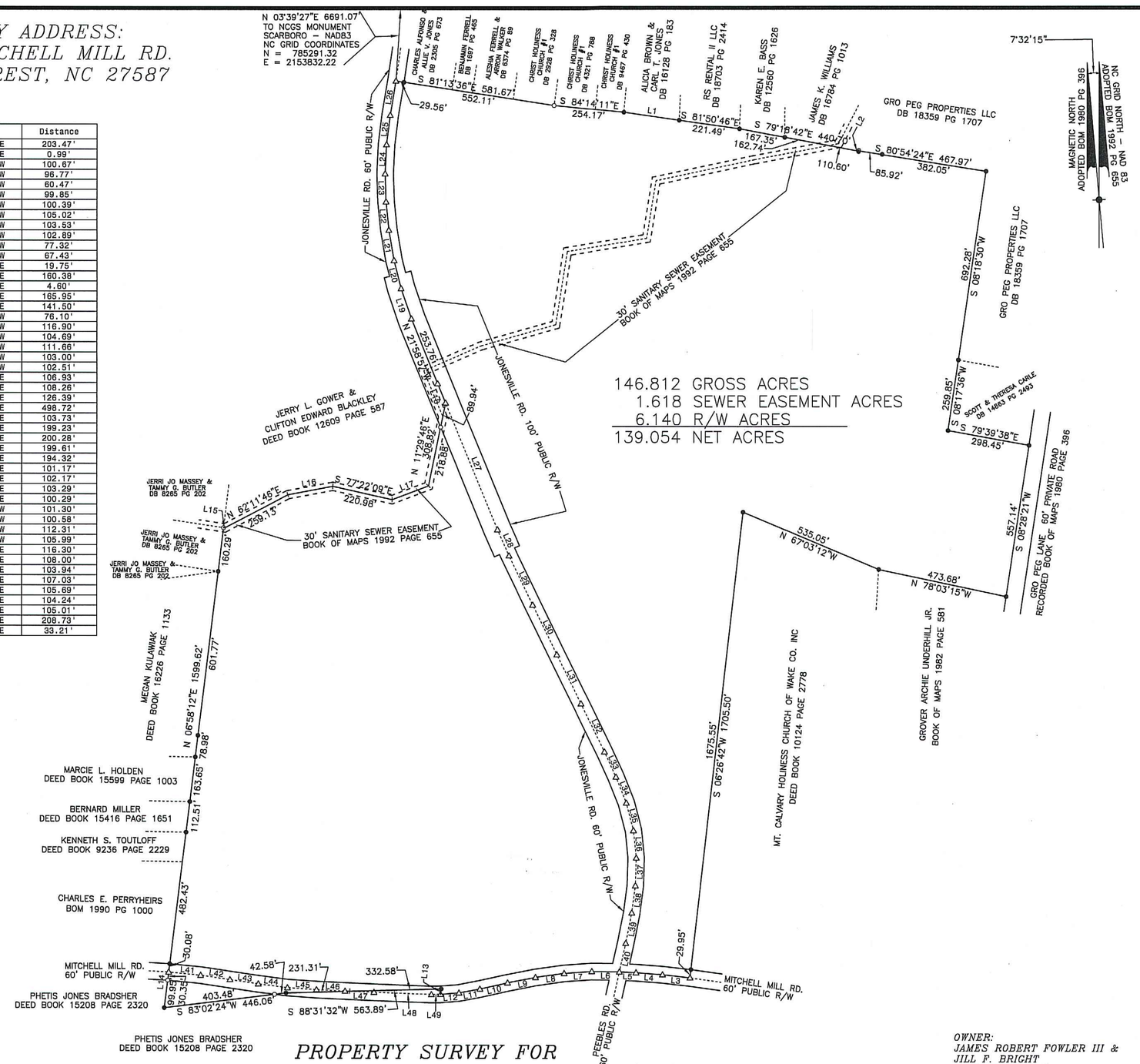
Surveyor

Registration Number L-2647

I, Danny O. Williams, Professional Land Surveyor No. L-2647, certify that this plat is of a survey 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.

NORTH CAROLINA PROFESSIONAL LAND SURVEYOR SEAL L-2647 DANNY O. WILLIAMS

Danny O. Williams, L-2647



PROPERTY SURVEY FOR
JAMES ROBERT FOWLER III
AND
JILL F. BRIGHT
WAKE FOREST TOWNSHIP
WAKE COUNTY
NORTH CAROLINA

300 0 300 600 900
GRAPHIC SCALE - FEET

S:\NEWMAPS\B\BILL HARRELL\FINAL PLAT.DWG

LEGEND
- *NEW IRON PIPE*
- *EXISTING IRON PIPE*
- *NEW MAG NAIL*

OWNER:
JAMES ROBERT FOWLER III &
JILL F. BRIGHT
7400 FOWLER RD.
ZEBULON, NC 27597

DRAWN BY: DOW & BGW
CHECKED BY: DOW
DATE: 02-11-2022
SCALE: 1" = 300'
JOB: JMZ211 CF

Lic. # C-0243
Williams-Pearce and Assoc., Professional Land Surveyors, P.A. P.O. Box 892, Zebulon, N.C. 27597 Tel.(919) 269-9605

L E G A L D E S C R I P T I O N

146.812 GROSS ACRES

POINT OF BEGINNING BEING NEW PK NAIL IN CENTERLINE OF JONESVILLE ROAD LOCATED SOUTH 03 DEGREES 39 MINUTUES 27 SECONDS EAST 6691.07' FROM NCGS MONUMENT "SCARBORO" NAD 83 NC GRID COORDINATES N = 785291.32 E = 2153832.22

THENCE South 81 degrees 13 minutes 36 seconds East for a distance of 581.67 feet to a new iron pipe

THENCE South 84 degrees 14 minutes 11 seconds East for a distance of 254.17 feet to an eip;

THENCE South 81 degrees 44 minutes 51 seconds East for a distance of 203.47 feet to an eip;

THENCE South 81 degrees 50 minutes 46 seconds East for a distance of 221.49 feet to an eip;

THENCE South 79 degrees 18 minutes 42 seconds East for a distance of 440.70 feet to an eip;

THENCE North 25 degrees 12 minutes 36 seconds East for a distance of 0.99 feet to a new iron pipe;

THENCE South 80 degrees 54 minutes 24 seconds East for a distance of 467.97 feet to an eip;

THENCE South 08 degrees 18 minutes 30 seconds West for a distance of 692.28 feet to an eip;

THENCE South 08 degrees 17 minutes 36 seconds West for a distance of 259.85 feet to an eip;

THENCE South 79 degrees 39 minutes 38 seconds East for a distance of 298.45 feet to an eip;

THENCE South 08 degrees 28 minutes 21 seconds West for a distance of 557.14 feet to an eip;

THENCE North 78 degrees 03 minutes 15 seconds West for a distance of 473.68 feet to an eip;

THENCE North 67 degrees 03 minutes 12 seconds West for a distance of 535.05 feet to an eip;

THENCE South 06 degrees 26 minutes 42 seconds West for a distance of 1705.50 feet to a new pk nail in centerline of Mitchell Mill Rd.;

THENCE North 83 degrees 37 minutes 41 seconds West for a distance of 100.67 feet to a new mag nail in cl rd;

THENCE North 85 degrees 33 minutes 48 seconds West for a distance of 96.77 feet to a new mag nail in cl rd;

THENCE North 87 degrees 17 minutes 52 seconds West for a distance of 60.47 feet to a new mag cl intersection of Jonesville Rd. and Mitchell Mill Rd.;

THENCE North 89 degrees 20 minutes 37 seconds West for a distance of 99.85 feet to a new mag nail in cl rd;

THENCE South 86 degrees 08 minutes 11 seconds West for a distance of 100.39 feet to a new mag nail in cl rd;

THENCE South 81 degrees 56 minutes 47 seconds West for a distance of 105.02 feet to a new mag nail in cl rd;

THENCE South 78 degrees 57 minutes 50 seconds West for a distance of 103.53 feet to a new mag nail in cl rd;
THENCE South 77 degrees 26 minutes 26 seconds West for a distance of 102.89 feet to a new mag nail in cl rd;
THENCE South 79 degrees 32 minutes 41 seconds West for a distance of 77.32 feet to a new mag cl rd;
THENCE South 85 degrees 34 minutes 24 seconds West for a distance of 67.43 feet to a new mag nail;
THENCE North 07 degrees 04 minutes 28 seconds East for a distance of 19.75 feet to an eip;
THENCE South 88 degrees 31 minutes 32 seconds West for a distance of 563.89 feet to an eip;
THENCE South 83 degrees 02 minutes 24 seconds West for a distance of 446.06 feet to an eip;
THENCE North 07 degrees 09 minutes 19 seconds East for a distance of 160.38 feet to an eip;
THENCE North 06 degrees 58 minutes 12 seconds East for a distance of 1599.62 feet to a new iron pipe;
THENCE South 81 degrees 18 minutes 24 seconds East for a distance of 4.60 feet to a point;
THENCE North 62 degrees 11 minutes 46 seconds East for a distance of 259.13 feet to a point;
THENCE North 79 degrees 20 minutes 16 seconds East for a distance of 165.95 feet to a point;
THENCE South 77 degrees 22 minutes 09 seconds East for a distance of 220.98 feet to a point;
THENCE North 69 degrees 21 minutes 06 seconds East for a distance of 141.50 feet to a point;
THENCE North 11 degrees 29 minutes 46 seconds East for a distance of 308.82 feet to a new mag nail in c/l of Jonesville Rd.;
THENCE North 22 degrees 16 minutes 48 seconds West for a distance of 76.10 feet to a new mag nail in cl bridge;
THENCE North 21 degrees 58 minutes 57 seconds West for a distance of 253.76 feet to a new mag nail in cl rd;
THENCE North 18 degrees 49 minutes 53 seconds West for a distance of 116.90 feet to a new mag nail in cl rd;
THENCE North 14 degrees 15 minutes 58 seconds West for a distance of 104.69 feet to a new mag cl rd;
THENCE North 09 degrees 44 minutes 06 seconds West for a distance of 111.66 feet to a new mag nail in cl rd;
THENCE North 05 degrees 39 minutes 55 seconds West for a distance of 103.00 feet to a new mag cl rd;
THENCE North 01 degrees 56 minutes 23 seconds West for a distance of 102.51 feet to a new mag nail in cl rd;
THENCE North 02 degrees 41 minutes 02 seconds East for a distance of 106.93 feet to a new mag nail in cl rd;
THENCE North 07 degrees 04 minutes 34 seconds East for a distance of 108.26 feet to a new mag nail in cl rd;
THENCE North 09 degrees 32 minutes 21 seconds East for a distance of 126.39 feet to point of beginning;

Together with and subject to covenants, easements, and restrictions of record.

Said property contains 146.812 acres more or less as shown of map by Williams-Pearce & Associates, PA
entitled "Property survey for James Robert Fowler III and Jill F. Bright", dated 02-11-2022.

Attachment 4

NELSON MULLINS

NELSON MULLINS RILEY & SCARBOROUGH LLP
ATTORNEYS AND COUNSELORS AT LAW

4140 Parklake Ave, Suite 200
Raleigh, NC 27612
T: 919.329.3800 F: 919.329.3799
nelsonmullins.com

Elizabeth C. Trahos
T: 919.329.3884
beth.trahos@nelsonmullins.com

June 6, 2022

Dear Sir or Madam:

You are invited to attend a virtual neighborhood information meeting on Monday, June 20th at 6:00 p.m. The purpose of this meeting is to discuss the proposed zoning of the approximately 55± acres of property located west of Jonesville Road and the approximately 86± acres of property located east of Jonesville Road in Rolesville, North Carolina. Attached please find a map of the subject properties.

The subject property is currently zoned R-30 by Wake County. We propose to bring the properties into the Town of Rolesville and zone them NC-CZ and RM-CZ to allow for the construction of mixed-use residential neighborhood. The Town of Rolesville Planning Board and the Board of Commissioners will discuss the proposed zoning at a future date for public hearing.

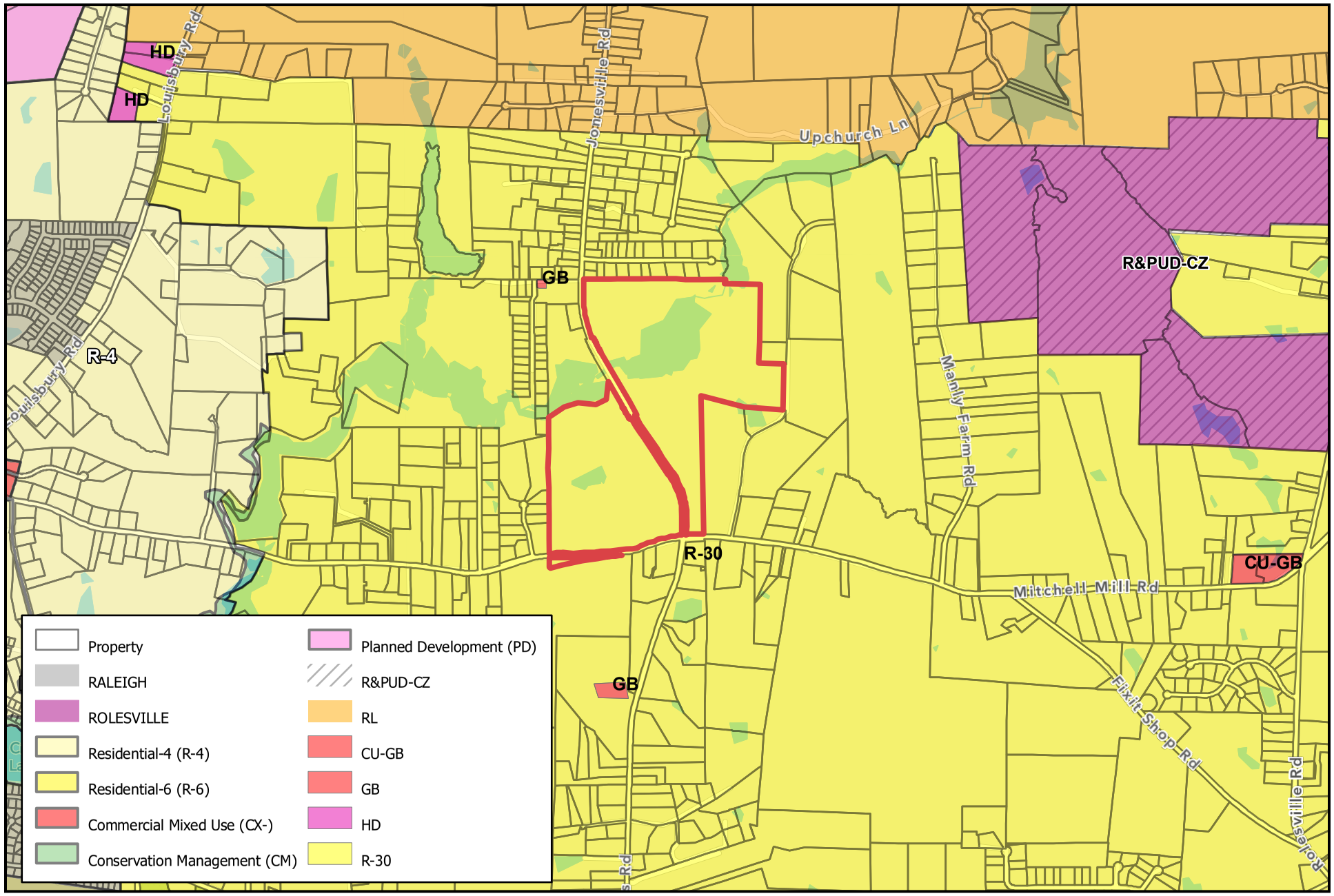
You can access the meeting from your computer, tablet or smartphone at: https://www.zoom.us/join The Meeting ID is 872 7589 3223 and the passcode is 150583.

Alternatively, you can also dial in using your telephone to United States: 1-646-558-8656 and entering Meeting ID: 87275893223# and entering the Passcode 150583# when prompted to do so.

Please join us to discuss the proposal in more detail. In the interim, please do not hesitate to contact me with questions at 919.329.3884 or at beth.trahos@nelsonmullins.com.

Very truly yours,

Elizabeth C. Trahos



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1 inch equals 1,600 feet

Disclaimer

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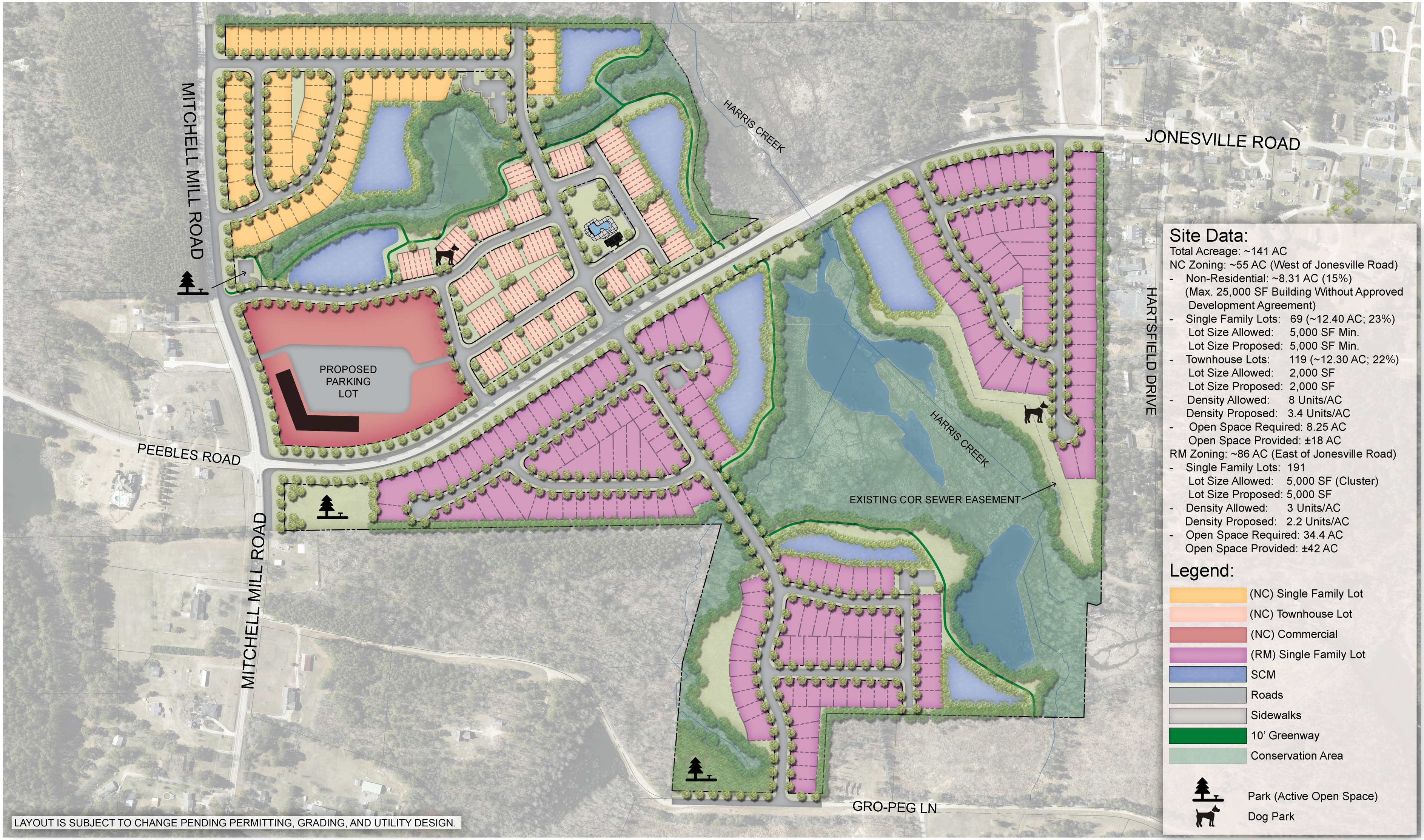

Site Data:

Total Acreage: ~141 AC

NC Zoning: ~55 AC (West of Jonesville Road)

- Non-Residential: ~8.31 AC (15%)
  (Max. 25,000 SF Building Without Approved Development Agreement)
- Single Family Lots: 69 (~12.40 AC; 23%)
  Lot Size Allowed: 5,000 SF Min.
  Lot Size Proposed: 5,000 SF Min.
- Townhouse Lots: 119 (~12.30 AC; 22%)
  Lot Size Allowed: 2,000 SF
  Lot Size Proposed: 2,000 SF
- Density Allowed: 8 Units/AC
  Density Proposed: 3.4 Units/AC
- Open Space Required: 8.25 AC
  Open Space Provided: ±18 AC

RM Zoning: ~86 AC (East of Jonesville Road)

- Single Family Lots: 191
  Lot Size Allowed: 5,000 SF (Cluster)
  Lot Size Proposed: 5,000 SF
- Density Allowed: 3 Units/AC
  Density Proposed: 2.2 Units/AC
- Open Space Required: 34.4 AC
  Open Space Provided: ±42 AC

Legend:

- (NC) Single Family Lot
- (NC) Townhouse Lot
- (NC) Commercial
- (RM) Single Family Lot
- SCM
- Roads
- Sidewalks
- 10’ Greenway
- Conservation Area
- Park (Active Open Space)
- Dog Park

5109 MITCHELL MILL ROAD - ROLESVILLE, NC

Conceptual Master Plan - May 2, 2022

SCALE 1"=150'
0 150' 300'

HOPPER COMMUNITIES

TIMMONS GROUP
ENGINEERING | DESIGN | TECHNOLOGY

Neighborhood Meeting

A neighborhood meeting was held virtually on June 20, 2022 beginning at 6:00 p.m. Attached as **Exhibit A** is a copy of the neighborhood meeting notice, including the attachments. A copy of the mailing list for the meeting notice is attached as **Exhibit B.** The following members of the applicant team and attendees were present, as identified in the virtual meeting sign in process:

Applicant Team:

Beth Trahos, Nelson Mullins
Bill Harrell, Hopper Communities
Patrick Barbeau, Timmons
Steve and Giny Wheeler, Landowners

Attendees:

None

Ms. Trahos opened the meeting at 6. There was no one from the public in attendance. Ms. Trahos kept the meeting line open until 7:15. No one else joined the meeting. As a result, no presentation was made.

The meeting was adjourned at 7:15 p.m.

EXHIBIT A

NELSON MULLINS

NELSON MULLINS RILEY & SCARBOROUGH LLP
ATTORNEYS AND COUNSELORS AT LAW

4140 Parklake Ave, Suite 200
Raleigh, NC 27612
T: 919.329.3800 F: 919.329.3799
nelsonmullins.com

Elizabeth C. Trahos
T: 919.329.3884
beth.trahos@nelsonmullins.com

June 6, 2022

Dear Sir or Madam:

You are invited to attend a virtual neighborhood information meeting on Monday, June 20th at 6:00 p.m. The purpose of this meeting is to discuss the proposed zoning of the approximately 55± acres of property located west of Jonesville Road and the approximately 86± acres of property located east of Jonesville Road in Rolesville, North Carolina. Attached please find a map of the subject properties.

The subject property is currently zoned R-30 by Wake County. We propose to bring the properties into the Town of Rolesville and zone them NC-CZ and RM-CZ to allow for the construction of mixed-use residential neighborhood. The Town of Rolesville Planning Board and the Board of Commissioners will discuss the proposed zoning at a future date for public hearing.

You can access the meeting from your computer, tablet or smartphone at: https://www.zoom.us/join The Meeting ID is 872 7589 3223 and the passcode is 150583.

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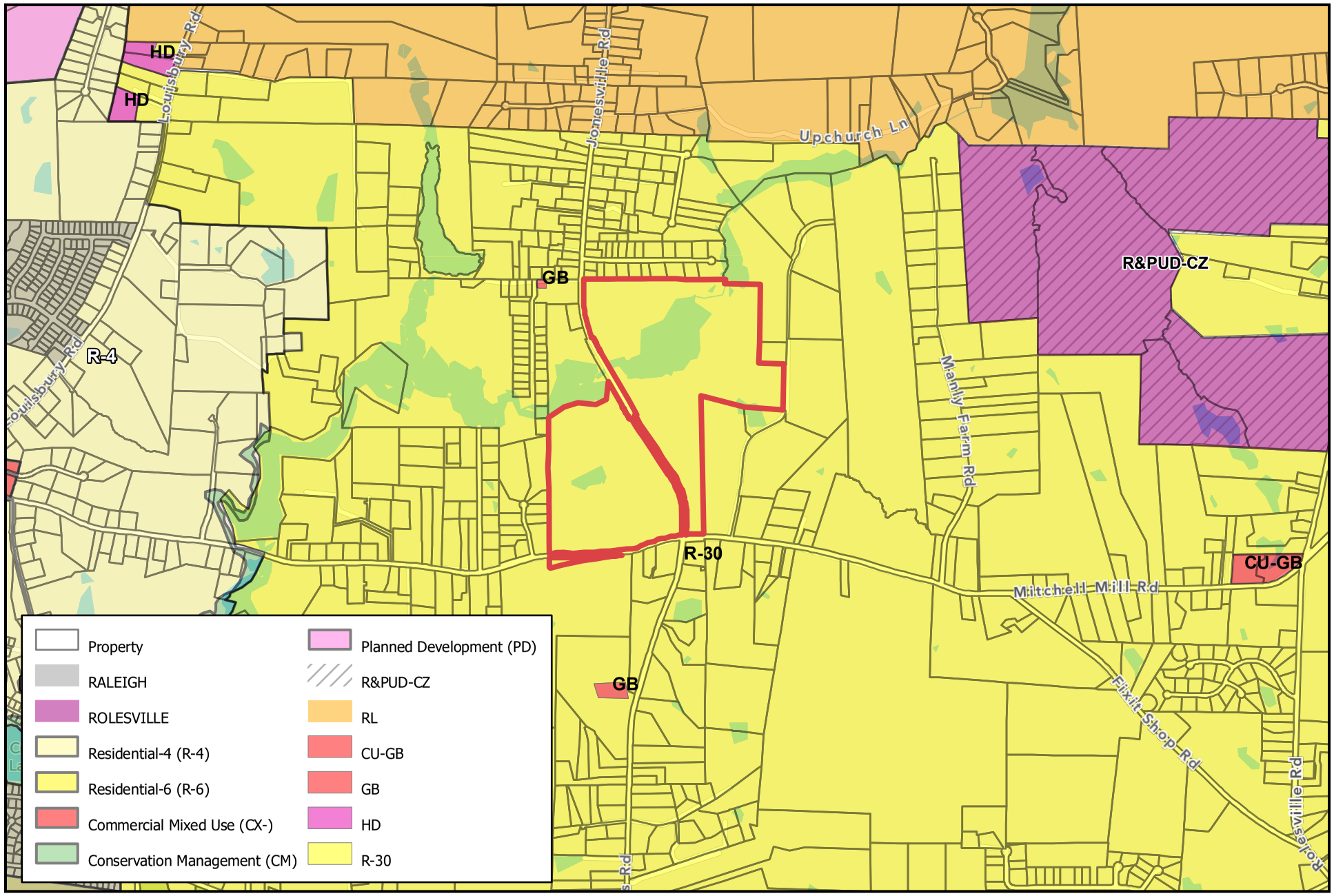
Please join us to discuss the proposal in more detail. In the interim, please do not hesitate to contact me with questions at 919.329.3884 or at beth.trahos@nelsonmullins.com.

Very truly yours,

Elizabeth C. Trahos



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NELSON MULLINS

NELSON MULLINS RILEY & SCARBOROUGH LLP
ATTORNEYS AND COUNSELORS AT LAW

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T: 919.329.3800 F: 919.329.3799
nelsonmullins.com

Elizabeth C. Trahos
T: 919.329.3884
beth.trahos@nelsonmullins.com

November 23, 2022

Dear Sir or Madam:

You are invited to attend a virtual neighborhood information meeting on Thursday, December 8th at 6:00 p.m. The purpose of this meeting is to discuss the proposed zoning of the approximately 55± acres of property located west of Jonesville Road and the approximately 86± acres of property located east of Jonesville Road in Rolesville, North Carolina. Attached please find a map of the subject properties.

The subject property is currently zoned R-30 by Wake County. We propose to bring the properties into the Town of Rolesville and zone them NC-CZ and RM-CZ to allow for the construction of a mixed-use residential neighborhood.

You can access the meeting from your computer, tablet or smartphone at: https://www.zoom.us/join The Meeting ID is 899 9906 4775 and the passcode is 133058.

Alternatively, you can also dial in using your telephone to United States: 1-646-931-3860 and entering Meeting ID: 899 9906 4775 # and entering the Passcode 133058 # when prompted to do so.

Please join us to discuss the proposal in more detail. In the interim, please do not hesitate to contact me with questions at 919.329.3884 or at beth.trahos@nelsonmullins.com.

Very truly yours,

Elizabeth C. Trahos

Neighborhood Meeting

A neighborhood meeting was held virtually on December 8, 2022 beginning at 6:00 p.m. Attached as **Exhibit A** is a copy of the neighborhood meeting notice. A copy of the mailing list for the meeting notice is attached as **Exhibit B.** The following members of the applicant team and attendees were present:

Applicant Team:

Beth Trahos, Nelson Mullins
Bill Harrell, Hopper Communities
Patrick Barbeau, Timmons
Kevin Dean, Kimley-Horn

Attendees:

Scott and Theresa Carle
Judy Goodnight

Ms. Trahos opened the meeting at 6. Ms. Trahos began the meeting with an overview of the annexation and zoning request. Ms. Trahos shared a copy of the concept plan associated with the zoning requested and information about the details shown on the plan, including housing types and number of homes planned, the commercial area, recreational amenities and open space.

Mr. and Mrs. Carle raised a question about the location of the community garden. They asked that the applicant consider moving the community garden farther away from Gro Peg Lane.

The Carle's asked a further question about road improvements. Mr. Dean shared more detail about the transportation improvements required by the Town's traffic impact analysis.

Mr. and Mrs. Carle left the meeting.

Mrs. Judy Goodnight joined the meeting thereafter. Ms. Trahos gave Mrs. Goodnight the same overview of the annexation and zoning request. Ms. Trahos again shared a copy of the concept plan associated with the zoning requested and information about the details shown on the plan, including housing types and number of homes planned, commercial area, recreational amenities and open space.

Mrs. Goodnight indicated her family owned property south of Mitchell Mill Road. She inquired about the types of homes planned for the property and likely price points. Mrs. Goodnight asked about the sliver of property south of Mitchell Mill Road. Ms. Trahos indicated that that property was not a part of this proposal, and the applicant had no plans for developing that small sliver.

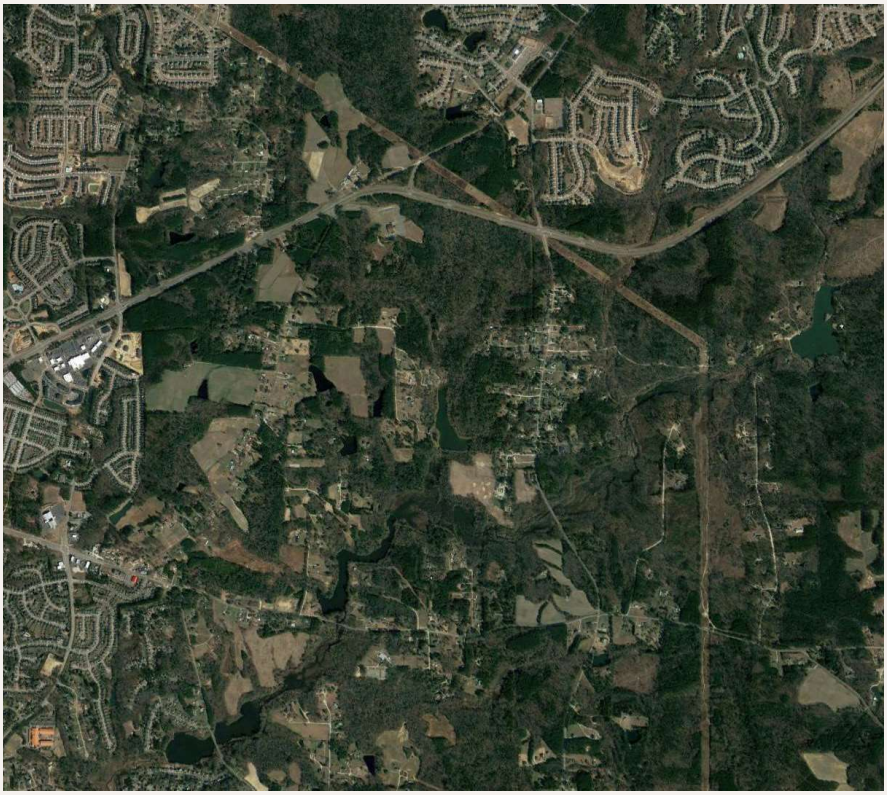
Mrs. Goodnight left the meeting.

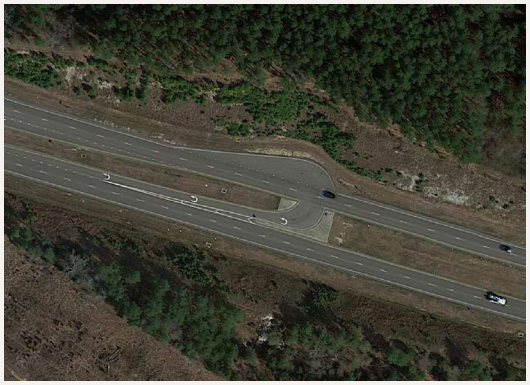
The team stayed on the line to see if others might join. None did. The meeting was adjourned about 7:45 p.m.

Attachment 5 - TIA

RAMEY KEMP ASSOCIATES

TOGETHER WE ARE LIMITLESS





5109 Mitchell Mill Road

Traffic Impact Analysis

Rolesville, North Carolina

RKA

rameykemp.com

TRAFFIC IMPACT ANALYSIS

FOR

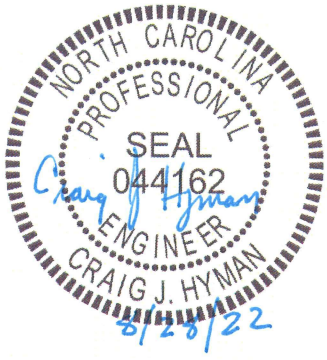
5109 MITCHELL MILL ROAD

LOCATED

IN

ROLESVILLE, NORTH CAROLINA

Prepared For:
Town of Rolesville
502 Southtown Circle
Rolesville, NC 27571



Prepared By:
Infrastructure Consulting Services, Inc.
dba
Ramey Kemp Associates
5808 Faringdon Place
Raleigh, NC 27609
License #F-1489

AUGUST 2022

RKA Project No. 20498 - 004

Prepared By: TF

Reviewed By: CH

TRAFFIC IMPACT ANALYSIS
5109 MITCHELL MILL ROAD
ROLESVILLE, NORTH CAROLINA

EXECUTIVE SUMMARY

1. Development Overview

A Traffic Impact Analysis (TIA) was conducted for the proposed 5109 Mitchell Mill Road development in accordance with the Town of Rolesville (Town) Land Development Ordinance (LDO) and North Carolina Department of Transportation (NCDOT) capacity analysis guidelines. The proposed development is expected to be completed in 2028 and is to be separated into two (2) tracts on both sides of Jonesville Road, north of Mitchell Mill Road in Rolesville, North Carolina. The eastern tract is expected to consist of 195 single-family homes and the western tract of development is expected to consist of 69 single-family homes, 129 townhomes, and 50,000 square feet (sq. ft.) of general retail space. Site access is proposed via four (4) full-movement driveway connections along Jonesville Road, three (3) right-in/right-out (RIRO) driveway connections along Mitchell Mill Road, and one (1) full-movement driveway connection along Mitchell Mill Road. One of the site driveway connections along Jonesville Road will be aligned to provide access to both the eastern and western tracts of the proposed development.

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

- 2021 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 of Rolesville (Town) and NCDOT and consists of the following existing intersections:

- US 401 Bypass and Jonesville Road
- US 401 Bypass and Eastern U-Turn Location
- Mitchell Mill Road and Jonesville Road / Peebles Road

Existing peak hour traffic volumes were determined based on traffic counts conducted at the study intersections listed above, in November of 2021 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 264 single-family homes, 129 townhomes, and 50,000 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*, 10th Edition. Table E-1, on the following page, 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 Home (210)	264 DU	2,540	48	144	192	163	95	258
Multi-Family Home (Low-Rise) (220)	129 DU	934	14	47	61	47	27	74
Shopping Center (820)	50 KSF	3,752	110	67	177	156	169	325
Total Trips		**7,226**	**172**	**258**	**430**	**366**	**291**	**657**
*Internal Capture (1% AM, 15% PM)**			*-2*	*-2*	*-4*	*-35*	*-35*	*-70*
Total External Trips			**170**	**256**	**426**	**331**	**256**	**587**
Pass-By Trips: Shopping Center (34% PM)			-	-	-	*-47*	*-47*	*-94*
Total Primary Trips			**170**	**256**	**426**	**284**	**209**	**493**

**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:

- Cobblestone Crossing Mixed-Use
- Young Street PUD
- Wheeler Tract
- Louisbury Road Assemblage
- Kalas / Watkins Family Property

5. Capacity Analysis Summary

The analysis considered weekday AM and PM peak hour traffic for 2021 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 at the study intersections. The improvements are summarized below and are illustrated in Figure E-1.

Recommended Improvements by Developer

Required Frontage Improvements per Rolesville Community Transportation Plan

- Widen Jonesville Road along the site frontage between Site Access 1 and Mitchell Mill Road to this roadway's ultimate section (2-lane w/ TWLTL).
- Widen one-half section of Mitchell Mill Road along the site frontage to this roadway's ultimate section (4-lane median divided).

US 401 Bypass and Jonesville Road

- Conduct a full signal warrant analysis prior to full build-out of the proposed development and install a traffic signal if warranted and approved by the Town and NCDOT.

US 401 Bypass and Eastern U-Turn Location

- Conduct a full signal warrant analysis prior to full build-out of the proposed development and install a traffic signal if warranted and approved by the Town and NCDOT.

Mitchell Mill Road and Jonesville Road / Peebles Road

- Construct a southbound (Jonesville Road) left-turn lane with at least 100 feet of storage and appropriate decel and taper.
- Construct an eastbound (Mitchell Mill Road) left-turn lane with at least 100 feet of storage and appropriate decel and taper.
- Conduct a full signal warrant analysis prior to full build-out of the proposed development and install a traffic signal if warranted and approved by the Town and NCDOT.

Jonesville Road and Site Access 1

- Construct the westbound approach (Site Access 1) with one ingress lane and one egress lane.
- Provide stop-control for the westbound approach (Site Access 1).
- Construct a southbound (Jonesville Road) left-turn lane with at least 100 feet of storage and appropriate decel and taper.

Jonesville Road and Site Access 2

- Construct the westbound approach (Site Access 2) with one ingress lane and one egress lane.
- Provide stop-control for the westbound approach (Site Access 2).
- Construct a northbound (Jonesville Road) right-turn lane with at least 100 feet of storage and appropriate decel and taper.
- Construct a southbound (Jonesville Road) left-turn lane with at least 100 feet of storage and appropriate decel and taper.

Jonesville Road and Site Access 3

- Construct the eastbound and westbound approaches (Site Access 3) with one ingress lane and one egress lane.
- Provide stop-control for the eastbound and westbound approaches (Site Access 3).
- Construct a northbound (Jonesville Road) left-turn lane with at least 100 feet of storage and appropriate decel and taper.
- Construct a northbound (Jonesville Road) right-turn lane with at least 100 feet of storage and appropriate decel and taper.
- Construct a southbound (Jonesville Road) left-turn lane with at least 100 feet of storage and appropriate decel and taper.
- Construct a southbound (Jonesville Road) right-turn lane with at least 100 feet of storage and appropriate decel and taper.

Jonesville Road and Site Access 4

- Construct the eastbound approach (Site Access 4) with one ingress lane and one egress lane.
- Provide stop-control for the eastbound approach (Site Access 4).
- Construct a northbound (Jonesville Road) left-turn lane with at least 100 feet of storage and appropriate decel and taper.
- Construct a southbound (Jonesville Road) right-turn lane with at least 100 feet of storage and appropriate decel and taper.

Mitchell Mill Road and Site Access 5

- Construct the southbound approach (Site Access 5) with one ingress lane and one egress lane striped as an exclusive right-turn lane.
- Provide stop-control for the southbound approach (Site Access 5). This proposed intersection will be restricted to right-in/right-out operations.
- Construct an exclusive westbound (Mitchell Mill Road) right-turn lane with at least 100 feet of storage and appropriate decel and taper.

Mitchell Mill Road and Site Access 6

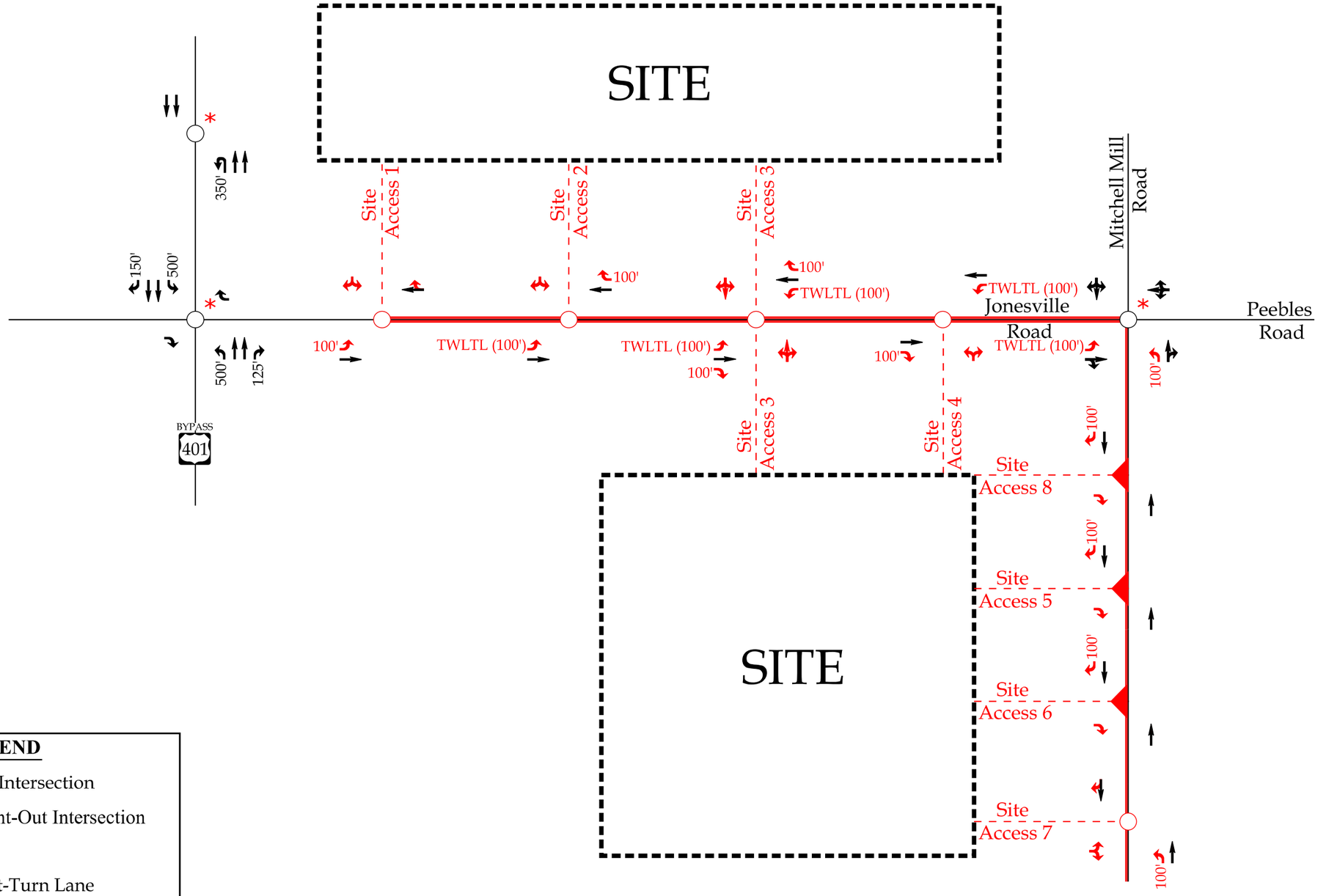
- Construct the southbound approach (Site Access 6) with one ingress lane and one egress lane striped as an exclusive right-turn lane.
- Provide stop-control for the southbound approach (Site Access 6). This proposed intersection will be restricted to right-in/right-out operations.
- Construct an exclusive westbound (Mitchell Mill Road) right-turn lane with at least 100 feet of storage and appropriate decel and taper.

Mitchell Mill Road and Site Access 7

- Construct the southbound approach (Site Access 7) with one ingress lane and one egress lane.
- Provide stop-control for the southbound approach (Site Access 7)
- Construct an exclusive eastbound (Mitchell Mill Road) left-turn lane with at least 100 feet of storage and appropriate decel and taper.

Mitchell Mill Road and Site Access 8

- Construct the southbound approach (Site Access 8) with one ingress lane and one egress lane striped as an exclusive right-turn lane.
- Provide stop-control for the southbound approach (Site Access 8). This proposed intersection will be restricted to right-in/right-out operations.
- Construct an exclusive westbound (Mitchell Mill Road) right-turn lane with at least 100 feet of storage and appropriate decel and taper.



LEGEND

- ○ Unsignalized Intersection
- ◢ Right-In / Right-Out Intersection
- → Existing Lane
- TWLTL Two-Way Left-Turn Lane
- * Developer Monitor for Signalization
- → Improvement by Developer
- — Frontage Widening Requirement**
- X' Storage (In Feet)

**Refer to Section 9 of the report for more information

RAMEY KEMP ASSOCIATES

5109 Mitchell Mill Road
Rolesville, NC

Recommended Lane Configurations

Scale: Not to Scale | Figure E-1

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

TECHNICAL APPENDIX

TRAFFIC IMPACT ANALYSIS
5109 MITCHELL MILL ROAD
ROLESVILLE, NORTH CAROLINA

1. INTRODUCTION

The contents of this report present the findings of the Traffic Impact Analysis (TIA) conducted for the proposed 5109 Mitchell Mill Road development in Rolesville, North Carolina. The proposed development, anticipated to be completed in 2028, is separated into two (2) tracts on both sides of Jonesville Road, north of Mitchell Mill Road. 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 eastern tract is expected to consist of 195 single-family homes and the western tract of development is expected to consist of 69 single-family homes, 129 townhomes, and 50,000 square feet (sq. ft.) of general retail.

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

- 2021 Existing Traffic Conditions
- 2028 No-Build Traffic Conditions
- 2028 Build Traffic Conditions

1.1. Site Location and Study Area

The development is proposed to be located along both sides of Jonesville Road, north of Mitchell Mill 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 existing intersections:

- US 401 Bypass and Jonesville Road
- US 401 Bypass and Eastern U-Turn Location

- Mitchell Mill Road and Jonesville Road / Peebles Road

Refer to Appendix A for the approved scoping documentation.

1.2. Proposed Land Use and Site Access

The site is to be located along both sides of Jonesville Road, north of Mitchell Mill Road. The proposed development, anticipated to be completed in 2028, is assumed to consist of the following uses:

- 264 single-family homes
- 129 townhomes
- 50,000 sq. ft. of general retail

Site access is proposed via four (4) full-movement driveway connections along Jonesville Road, three (3) right-in/right-out (RIRO) driveway connections along Mitchell Mill Road, and one (1) full-movement driveway connection along Mitchell Mill Road. One of the site driveway connections along Jonesville Road will be aligned to provide access to both the eastern and western tracts of the proposed development. Refer to Figure 2 for a copy of the preliminary site plan.

1.3. Adjacent Land Uses

The proposed development is located in an area consisting primarily of undeveloped land and residential development.

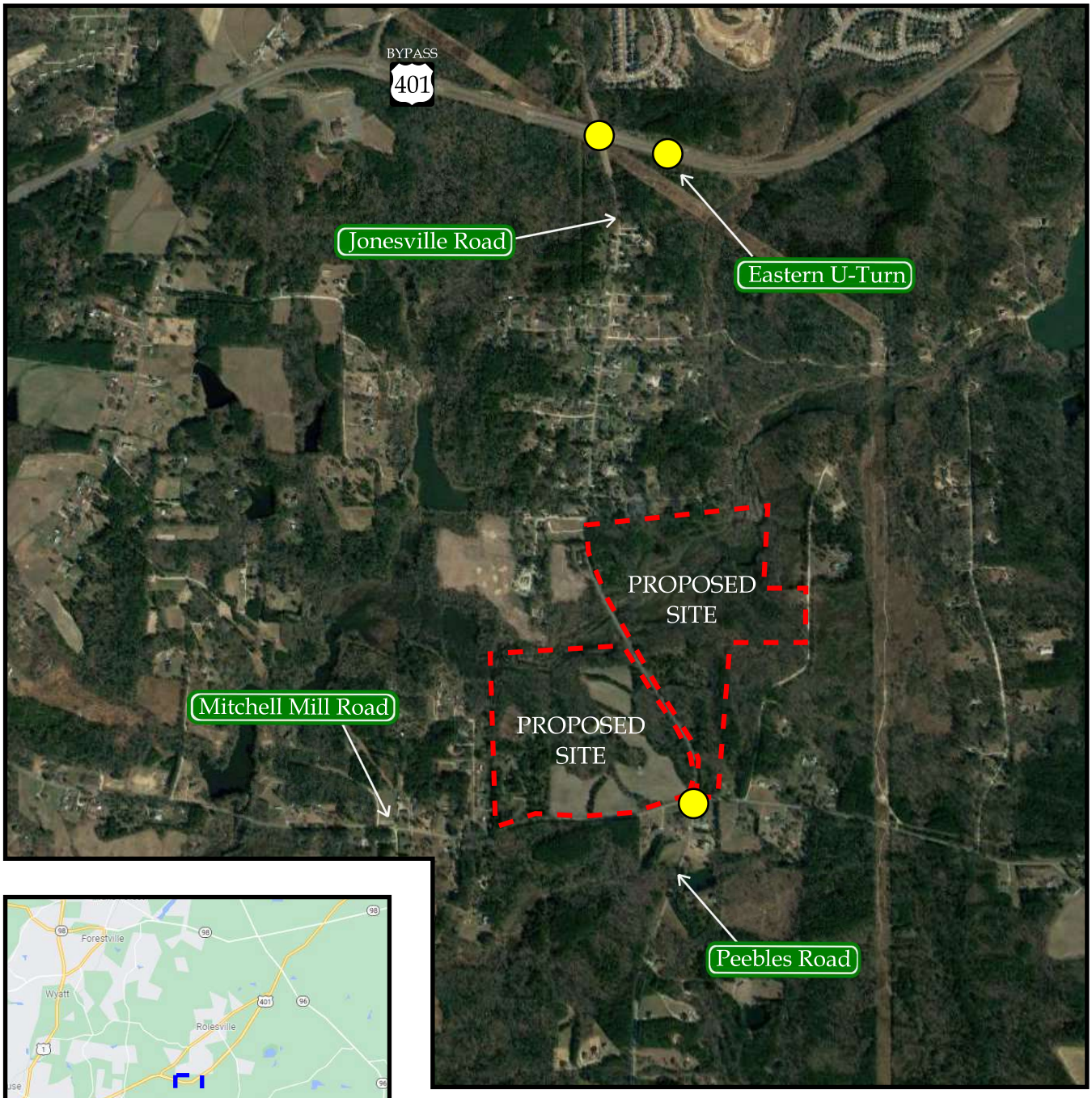
1.4. Existing Roadways

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

Table 1: Existing Roadway Inventory

Road Name	Route Number	Typical Cross-Section	Speed Limit	Maintained By	2019 AADT (vpd)
US 401 Bypass		4-lane divided	55 mph	NCDOT	17,500
Jonesville Road	SR 2226	2-lane undivided	35 mph / 45 mph	NCDOT	2,170*
Mitchell Mill Road	SR 2224	2-lane undivided	45 mph	NCDOT	4,000
Peebles Road	SR 2929	2-lane undivided	45 mph	NCDOT	1,670*

*ADT based on 2021 existing traffic volumes and assuming the weekday PM peak hour volume is 10% of the average daily traffic.



N

LEGEND

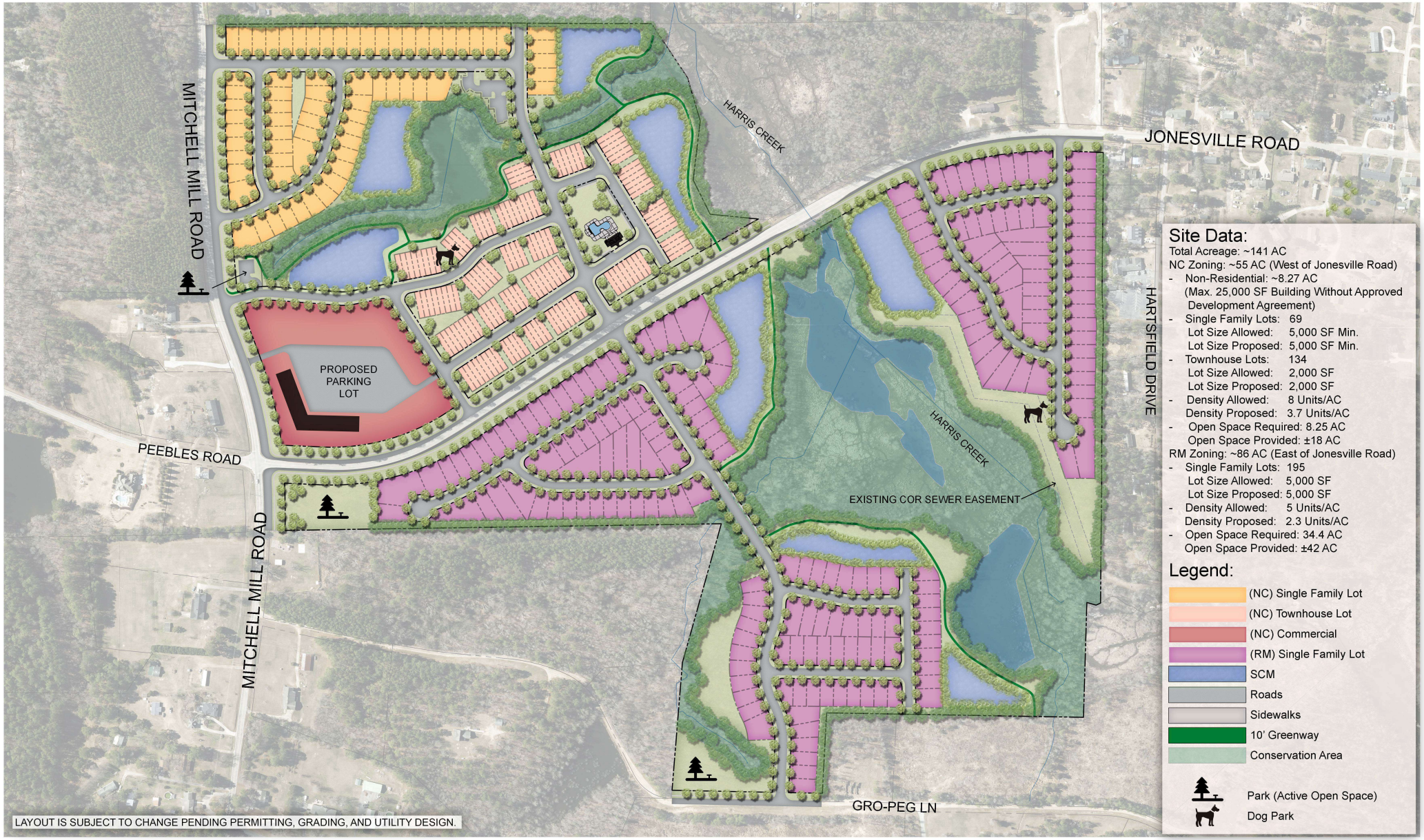
- Proposed Site Location
- Study Intersection
- Study Area

RAMEY KEMP ASSOCIATES

5109 Mitchell Mill Road
Rolesville, NC

Site Location Map

Scale: Not to Scale | Figure 1



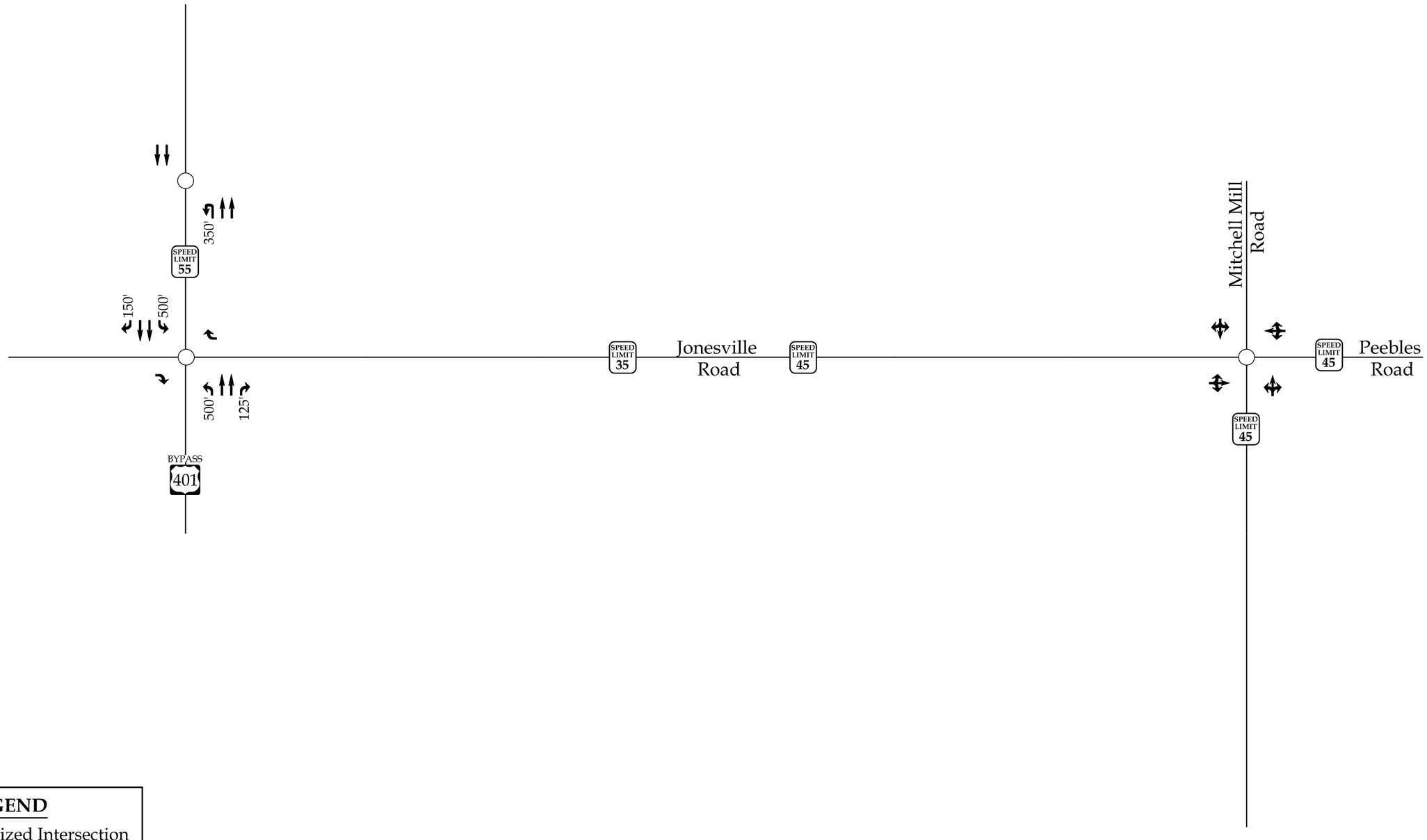
5109 MITCHELL MILL ROAD - ROLESVILLE, NC
Conceptual Master Plan - February 23, 2022

SCALE 1"=150'
0 150' 300'

HOPPER COMMUNITIES

TIMMONS GROUP
ENGINEERING | DESIGN | TECHNOLOGY

Figure 2



LEGEND

- Unsignalized Intersection
- Existing Lane
- X' Storage (In Feet)
- SPEED LIMIT XX Posted Speed Limit

RKA
RAMEY KEMP ASSOCIATES

5109 Mitchell Mill Road
Rolesville, NC

2021 Existing
Lane Configurations

Scale: Not to Scale | Figure 3

2. 2021 EXISTING PEAK HOUR CONDITIONS

2.1. 2021 Existing Peak Hour Traffic Volumes

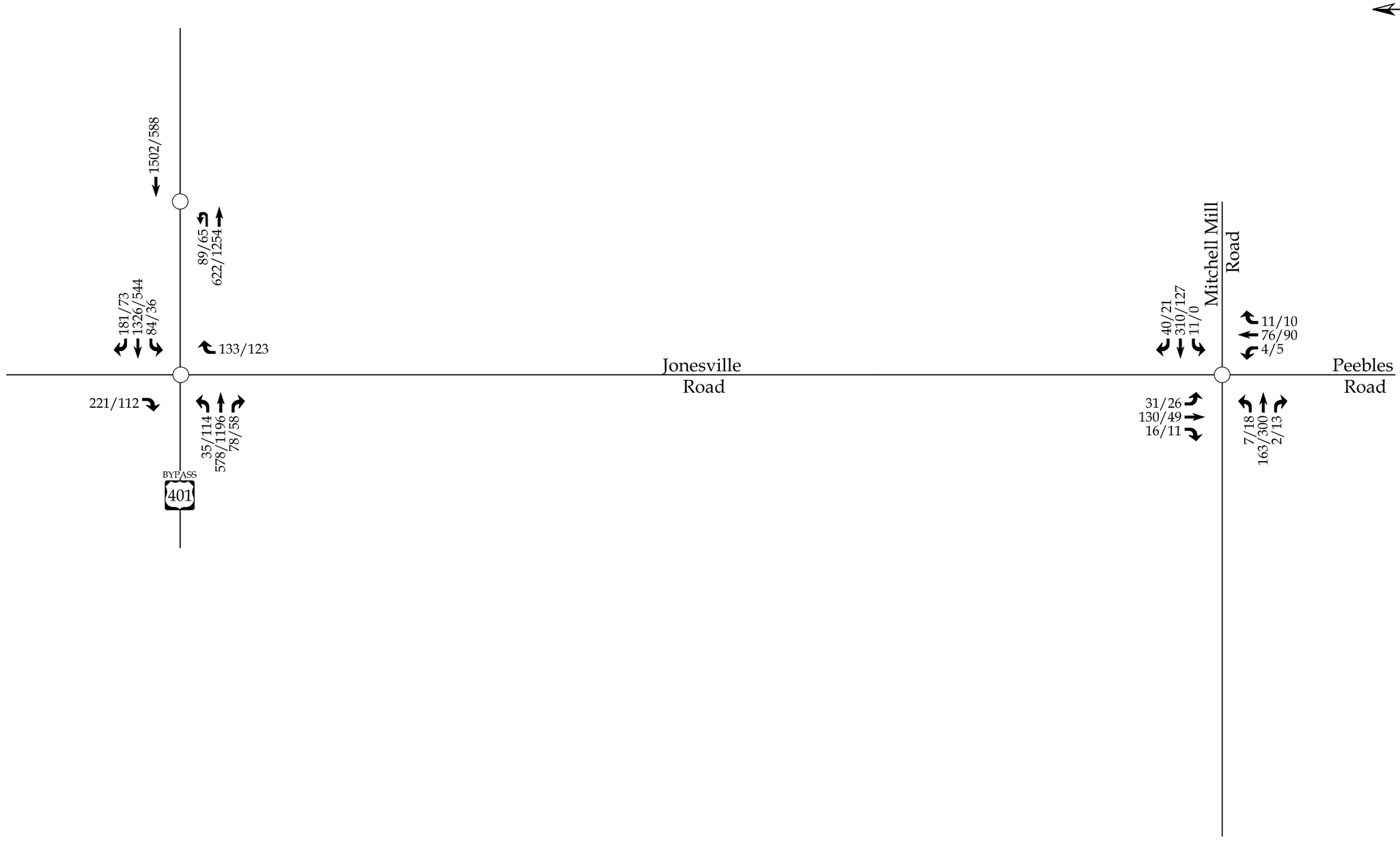
Existing peak hour traffic volumes were determined based on traffic counts conducted at the study intersections listed below, in November of 2021 during typical weekday AM (7:00 AM – 9:00 AM) and PM (4:00 PM – 6:00 PM) peak periods, while schools were in session for in-person learning:

- US 401 Bypass and Jonesville Road
- US 401 Bypass and Eastern U-Turn Location
- Mitchell Mill Road and Jonesville Road / Peebles Road

Weekday AM and PM traffic volumes were balanced between study intersections, where appropriate. Refer to Figure 4 for 2021 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 2021 Existing Peak Hour Traffic Conditions

The 2021 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. The results of the analysis are presented in Section 7 of this report.



LEGEND

- ◯ Unsignalized Intersection
- X / Y → Weekday AM / PM Peak Hour Traffic

RAMEY KEMP ASSOCIATES

5109 Mitchell Mill Road
Rolesville, NC

2021 Existing
Peak Hour Traffic

Scale: Not to Scale | Figure 4

3. 2028 NO-BUILD PEAK HOUR CONDITIONS

In order to account for growth of traffic and subsequent traffic conditions at a future year, no-build traffic projections are needed. No-build traffic is the component of traffic due to the growth of the community and surrounding area that is anticipated to occur regardless of whether or not 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 adjacent 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 2028 projected peak hour traffic.

3.2. Adjacent Development Traffic

Through coordination with the Town and NCDOT, the following adjacent developments were identified to be included as an approved adjacent development in this study:

- Cobblestone Crossing Mixed-Use
- Young Street PUD
- Wheeler Tract
- Louisbury Road Assemblage
- Kalas / Watkins Family Property

Table 2, on the following page, provides a summary of the adjacent developments.

Table 2: Adjacent Development Information

Development Name	Location	Build-Out Year	Land Use / Intensity	TIA Performed
Cobblestone Crossing Mixed-Use	Northwest quadrant of the intersection of Main Street and Young Street	2023	180 multi-family homes 18,200 sq. ft. municipal flex space 50,000 sq. ft. general retail	March 2021 by RKA
Young Street PUD	Along both sides of US 401 Bypass west of Young Street	2025	96 single-family homes 525 single-family homes 320 multi-family homes 122,800 sq. ft. general retail	June 2019 by Kimley Horn
Wheeler Tract	Northeast quadrant of the intersection of Rolesville Road and Mitchell Mill Road	2026	233 single-family homes 125 multi-family homes	June 2019 by RKA
Louisbury Road Assemblage	West of Louisbury Road and south of Stells Road	2025	152 single-family homes	May 2020 by RKA
Kalas / Watkins Family Property	Along the west side of Rolesville Road, north of Mitchell Mill Road	2025	439 single-family homes 96 multi-family homes	August 2019 by Stantec

It should be noted that the adjacent developments were approved, during scoping, by the Town and NCDOT. Adjacent development trips are shown in Figure 6. Adjacent development information can be found in Appendix C.

3.3. Future Roadway Improvements

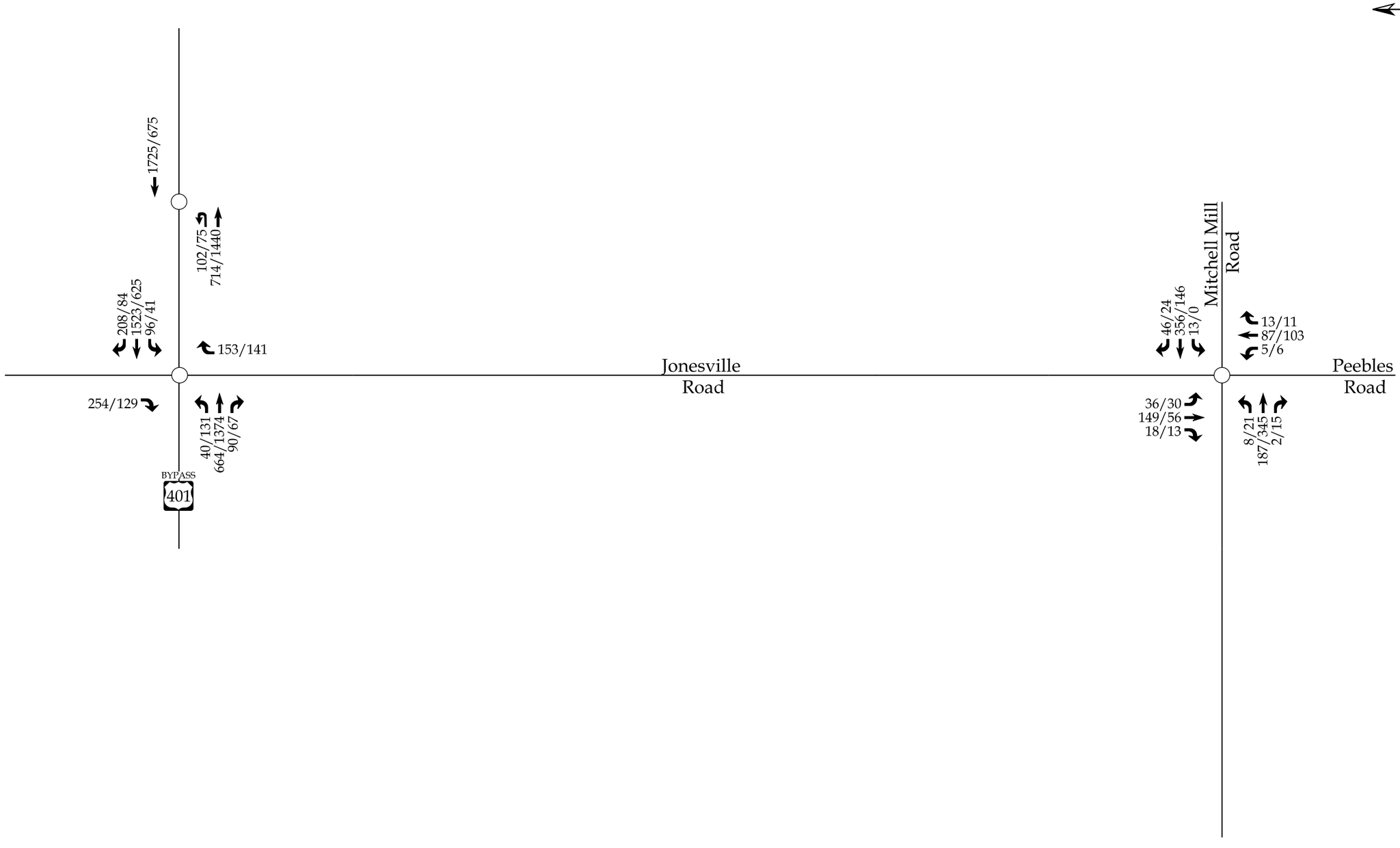
Based on coordination with the NCDOT and the Town, it was determined there were no future roadway improvements to consider under future conditions with this study. It should be noted that per the Rolesville Community Transportation Plan (dated May 2021), the ultimate cross-section of Jonesville Road is identified as a 2-lane roadway with a center two-way-left-turn-lane (TWLTL) and Mitchell Mill Road is identified as a 4-lane median-divided roadway.

3.4. 2028 No-Build Peak Hour Traffic Volumes

The 2028 no-build traffic volumes were determined by projecting the 2021 existing peak hour traffic to the year 2028, and adding the adjacent development trips. 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 at the study intersections were analyzed with existing geometric roadway conditions and traffic control. The analysis results are presented in Section 7 of this report.



LEGEND

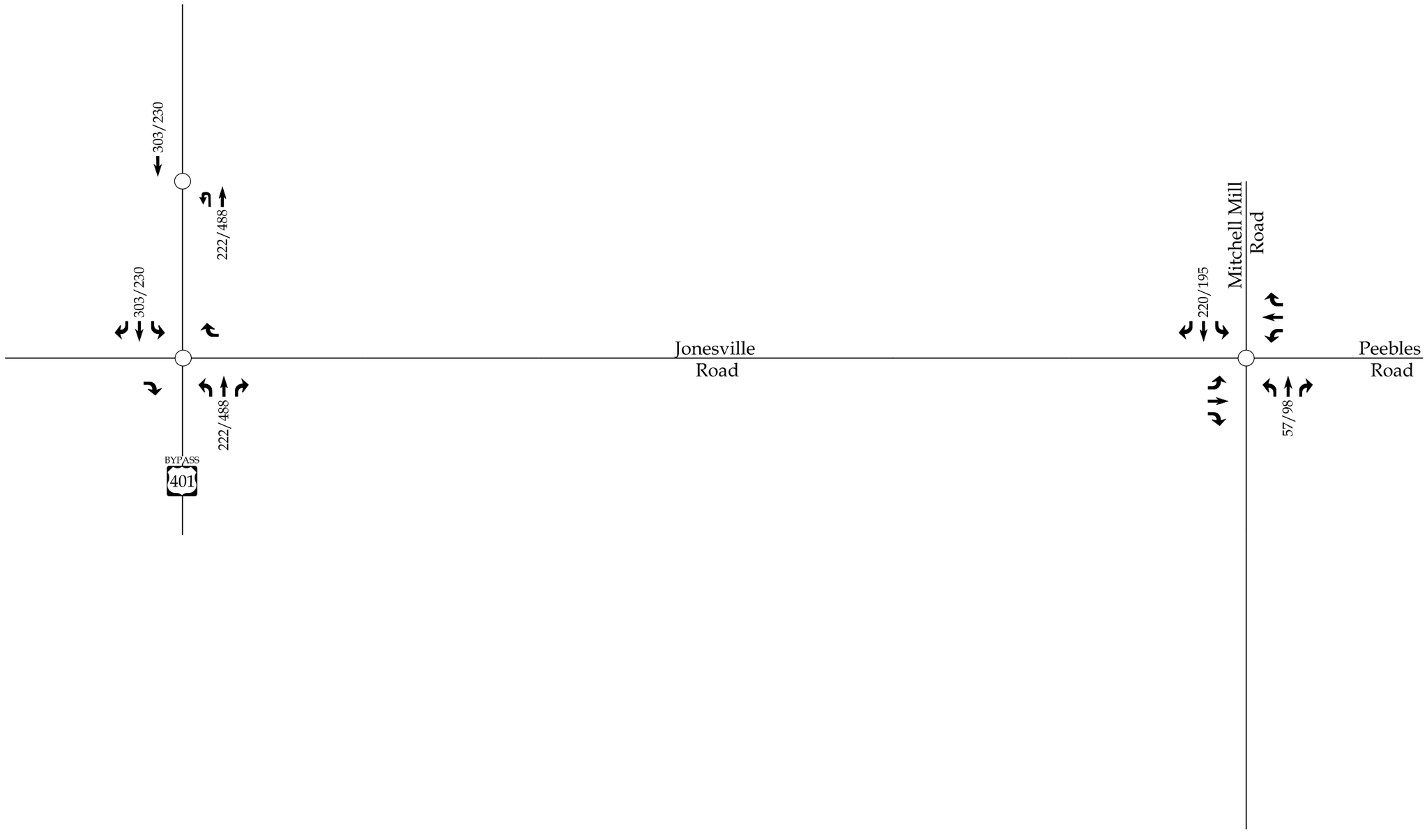
- ◯ Unsignalized Intersection
- X / Y → Weekday AM / PM Peak Hour Traffic

RAMEY KEMP ASSOCIATES

5109 Mitchell Mill Road
Rolesville, NC

2028 Projected
Peak Hour Traffic

Scale: Not to Scale | Figure 5



LEGEND

◯ Unsignalized Intersection

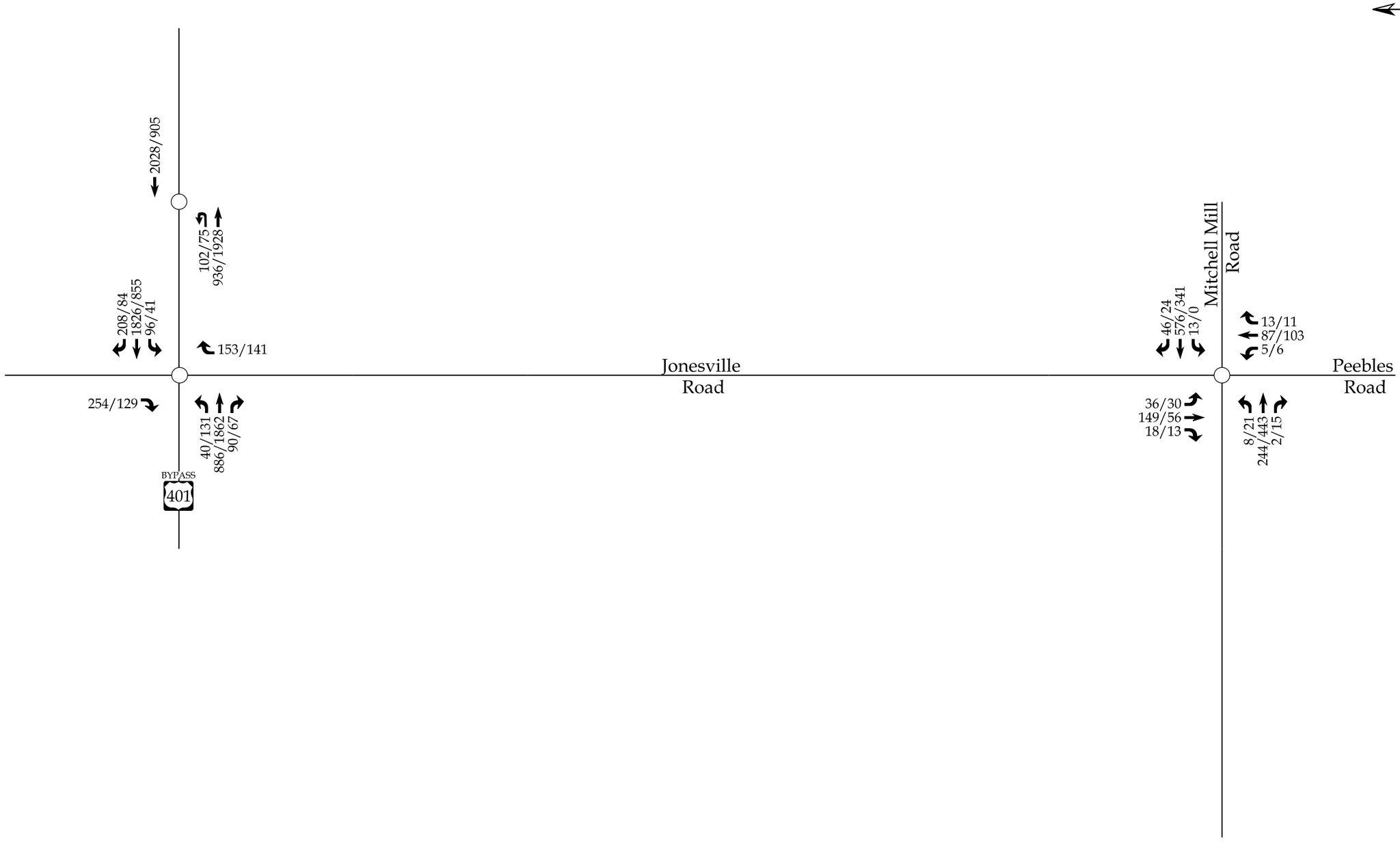
X / Y → Weekday AM / PM Peak Hour Adjacent Development Trips

RAMEY KEMP ASSOCIATES

5109 Mitchell Mill Road
Rolesville, NC

Peak Hour Adjacent Development Trips

Scale: Not to Scale | Figure 6



LEGEND

- ◯ Unsignalized Intersection
- X / Y → Weekday AM / PM Peak Hour Traffic

RAMEY KEMP ASSOCIATES

5109 Mitchell Mill Road
Rolesville, NC

2028 No-Build
Peak Hour Traffic

Scale: Not to Scale | Figure 7

4. SITE TRIP GENERATION AND DISTRIBUTION

4.1. Trip Generation

The proposed development is assumed to consist of 264 single-family homes, 129 townhomes, and 50,000 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*, 10th Edition. Table 3 provides a summary of the trip generation potential for the site.

Table 3: 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 Home (210)	264 DU	2,540	48	144	192	163	95	258
Multi-Family Home (Low-Rise) (220)	129 DU	934	14	47	61	47	27	74
Shopping Center (820)	50 KSF	3,752	110	67	177	156	169	325
Total Trips		**7,226**	**172**	**258**	**430**	**366**	**291**	**657**
*Internal Capture (1% AM, 15% PM)**			*-2*	*-2*	*-4*	*-35*	*-35*	*-70*
Total External Trips			**170**	**256**	**426**	**331**	**256**	**587**
Pass-By Trips: Shopping Center (34% PM)			-	-	-	*-47*	*-47*	*-94*
Total Primary Trips			**170**	**256**	**426**	**284**	**209**	**493**

*Utilizing methodology contained in the NCHRP Report 684.

It is estimated that the proposed development will generate approximately 7,226 total site trips on the roadway network during a typical 24-hour weekday period. Of the daily traffic volume, it is anticipated that 430 trips (172 entering and 258 exiting) will occur during the weekday AM peak hour and 657 trips (366 entering and 291 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. However, since the site is split into two (2) tracts on either side of Jonesville Road, internal capture was only considered for the land uses in the western tract. Based on NCHRP Report 684 methodology, weekday AM and PM peak hour internal capture rates of 1% and 15%, respectively, were applied to the trips generated from the western tract only. The internal capture reductions are expected to account for approximately 4 trips (2 entering and 2 exiting) during the weekday AM peak hour and 70 trips (35 entering and 35 exiting) during the weekday PM peak hour.

Pass-by trips were also be taken into consideration in this study. Pass-by trips are made by the traffic already using the adjacent roadway, entering the site as an intermediate stop on their way to another destination. Pass-by percentages are applied to site trips after adjustments for internal capture. Pass-by trips are expected to account for approximately 94 trips (47 entering and 47 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 site trips are the calculated site trips after the reduction for internal capture and pass-by trips. Primary site trips are expected to generate approximately 426 trips (170 entering and 256 exiting) during the weekday AM peak hour and 493 trips (284 entering and 209 exiting) during the weekday PM peak hour.

4.2. Site Trip Distribution and Assignment

Trip distribution percentages used in assigning site traffic for this development were estimated based on a combination of existing traffic patterns, population centers adjacent to the study area, and engineering judgment.

It is estimated that the residential site trips will be regionally distributed as follows:

- 40% to/from the west via US 401 Bypass
- 20% to/from the east via US 401 Bypass
- 10% to/from the south via Peebles Road

- 25% to/from the west via Mitchell Mill Road
- 5% to/from the east via Mitchell Mill Road

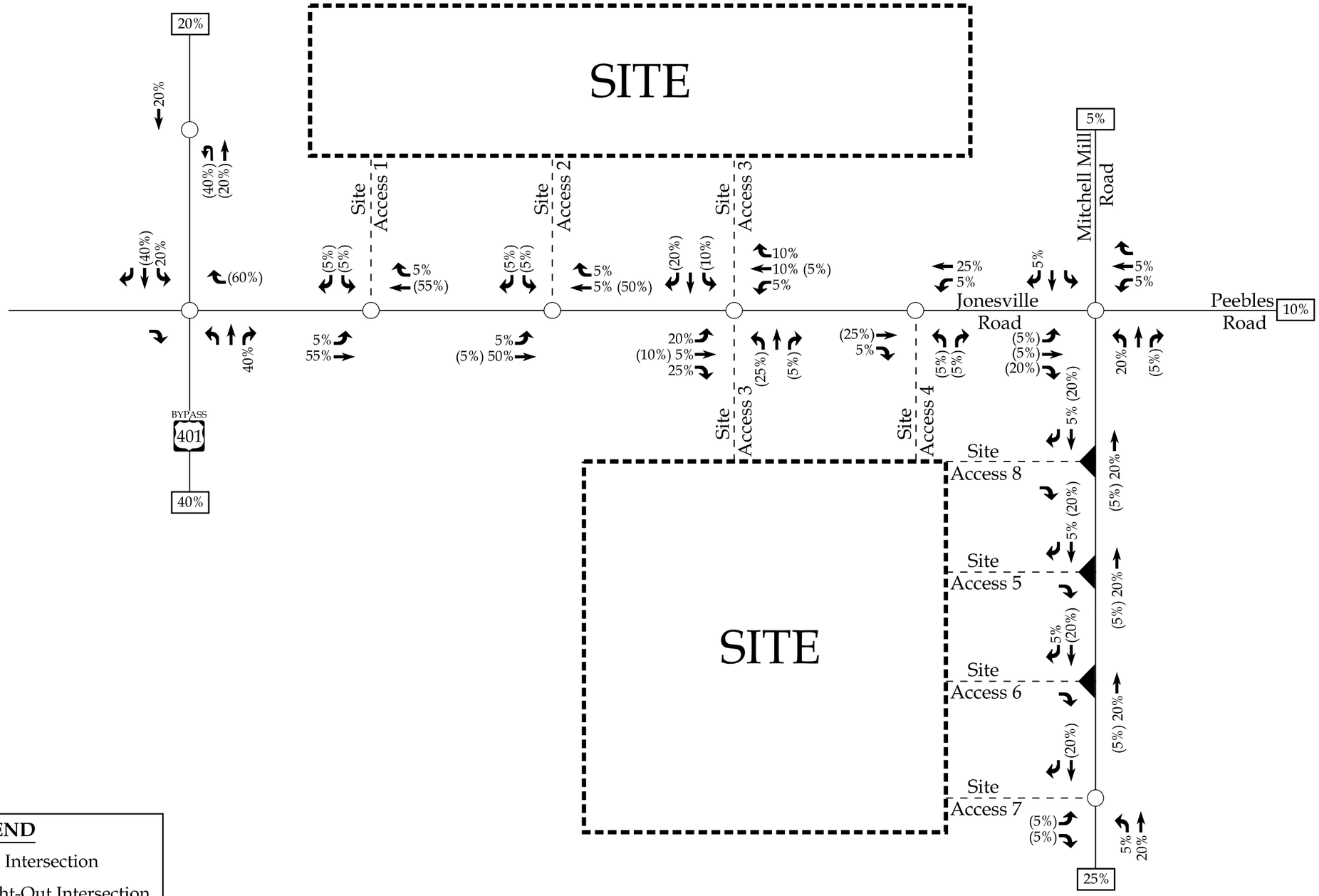
It is estimated that the commercial site trips will be regionally distributed as follows:

- 25% to/from the west via US 401 Bypass
- 15% to/from the east via US 401 Bypass
- 10% to/from the south via Peebles Road
- 40% to/from the west via Mitchell Mill Road
- 10% to/from the east via Mitchell Mill Road

The residential site trip distribution is shown in Figure 8A and the commercial site trip distribution is shown in Figure 8B. Refer to Figures 9A and 9B for the residential site trip assignment and commercial site trip assignment, respectively.

The pass-by site trips were distributed based on existing traffic patterns with consideration given to the proposed driveway access and site layout. Refer to Figure 10 for the pass-by site trip distribution. Pass-by site trips are shown in Figure 11.

The total site trips were determined by adding the primary site trips and the pass-by site trips. Refer to Figure 12 for the total peak hour site trips at the study intersections.



LEGEND

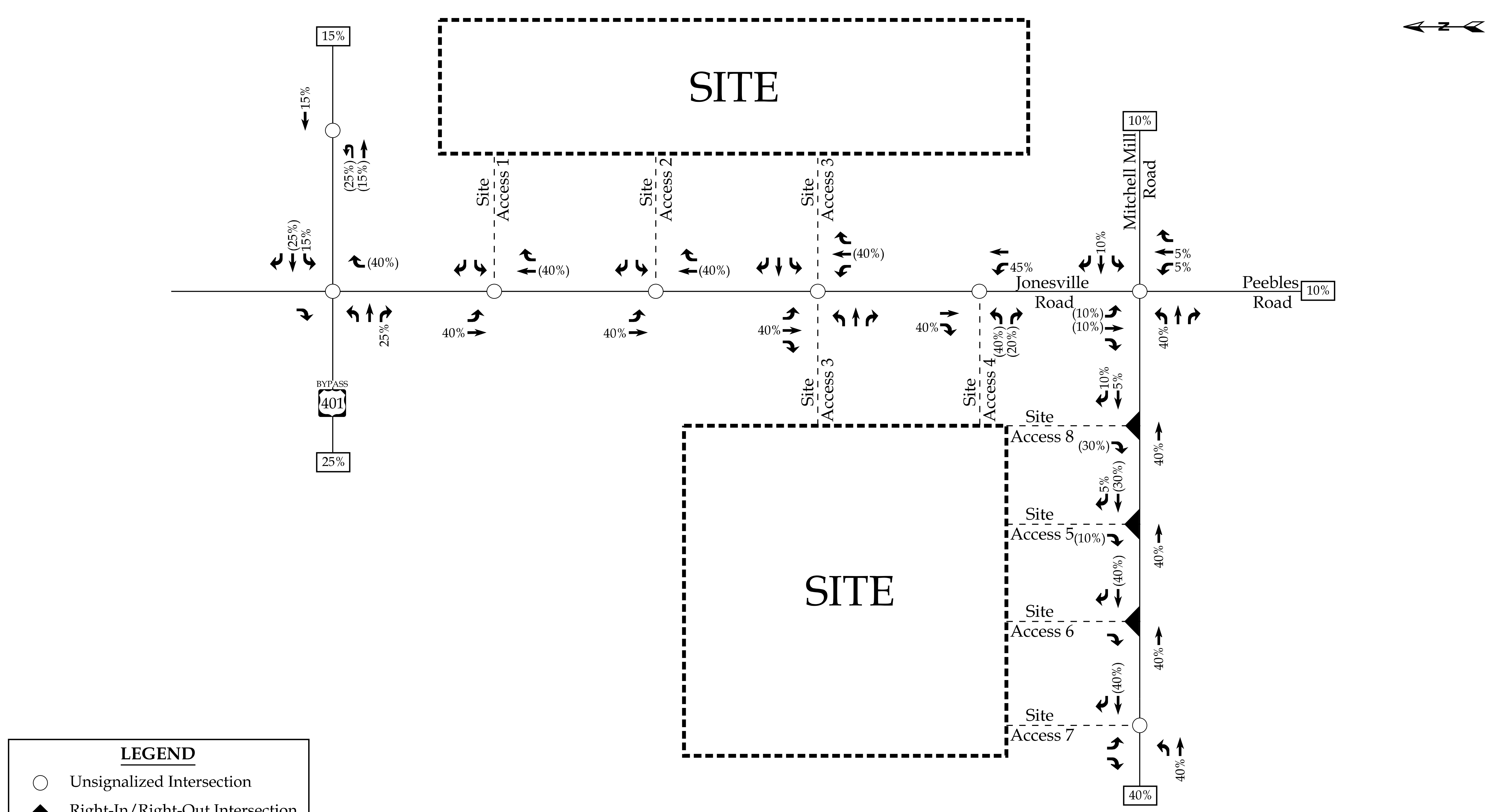
- ○ Unsignalized Intersection
- ▲ Right-In/Right-Out Intersection
- X% → Entering Trip Distribution
- (Y%) → Exiting Trip Distribution
- [XX%] Regional Trip Distribution

RKA
RAMEY KEMP ASSOCIATES

5109 Mitchell Mill Road
Rolesville, NC

Residential Site Trip Distribution

Scale: Not to Scale | Figure 8A



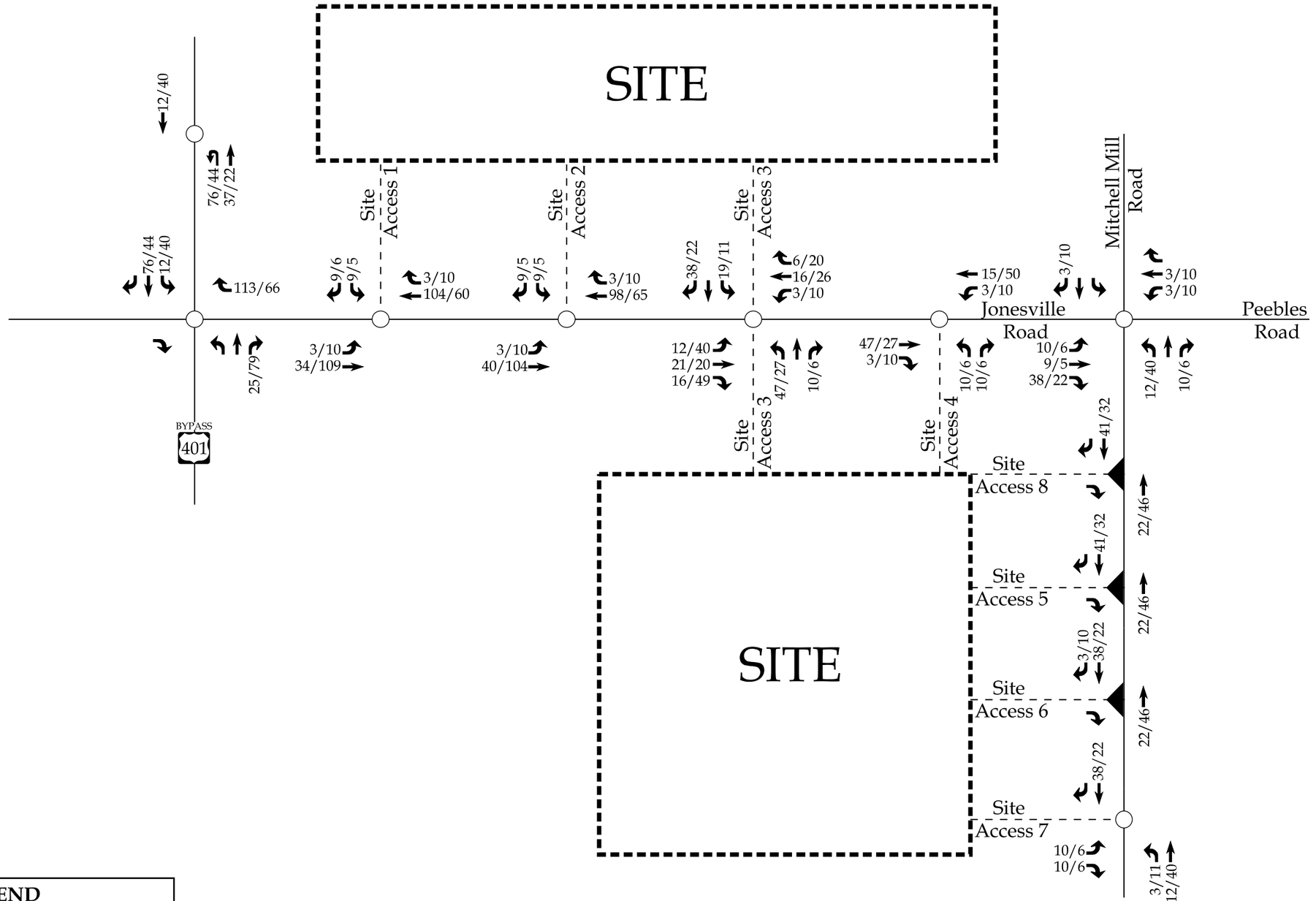
RAMEY KEMP ASSOCIATES

5109 Mitchell Mill Road
Rolesville, NC

Commercial Site
Trip Distribution

Scale: Not to Scale

Figure 8B



LEGEND

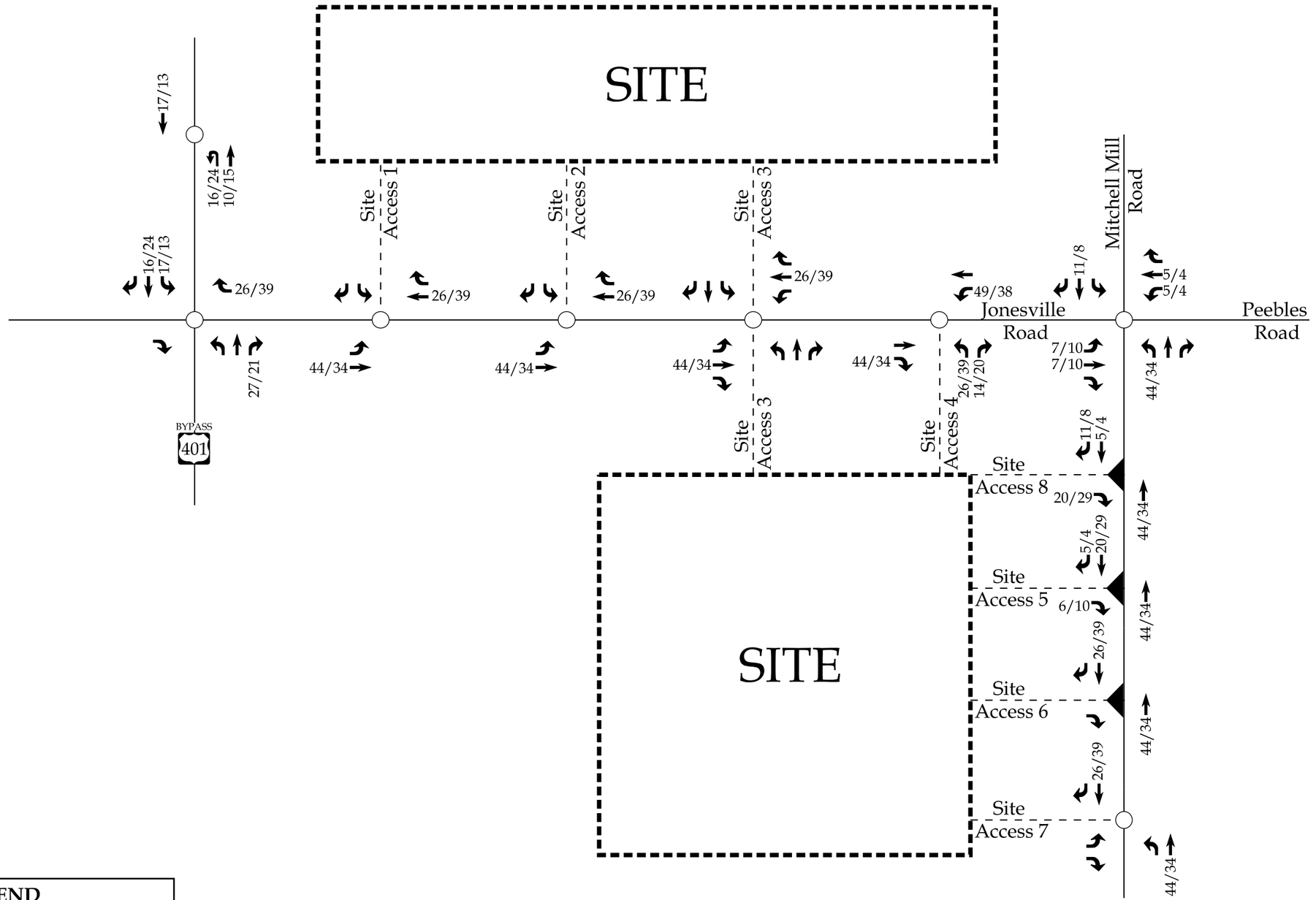
- ○ Unsignalized Intersection
- ▲ Right-In/Right-Out Intersection
- X / Y → Weekday AM / PM Peak Hour Site Trips

RAMEY KEMP ASSOCIATES

5109 Mitchell Mill Road
Rolesville, NC

Residential Site Trip Assignment

Scale: Not to Scale | Figure 9A



LEGEND

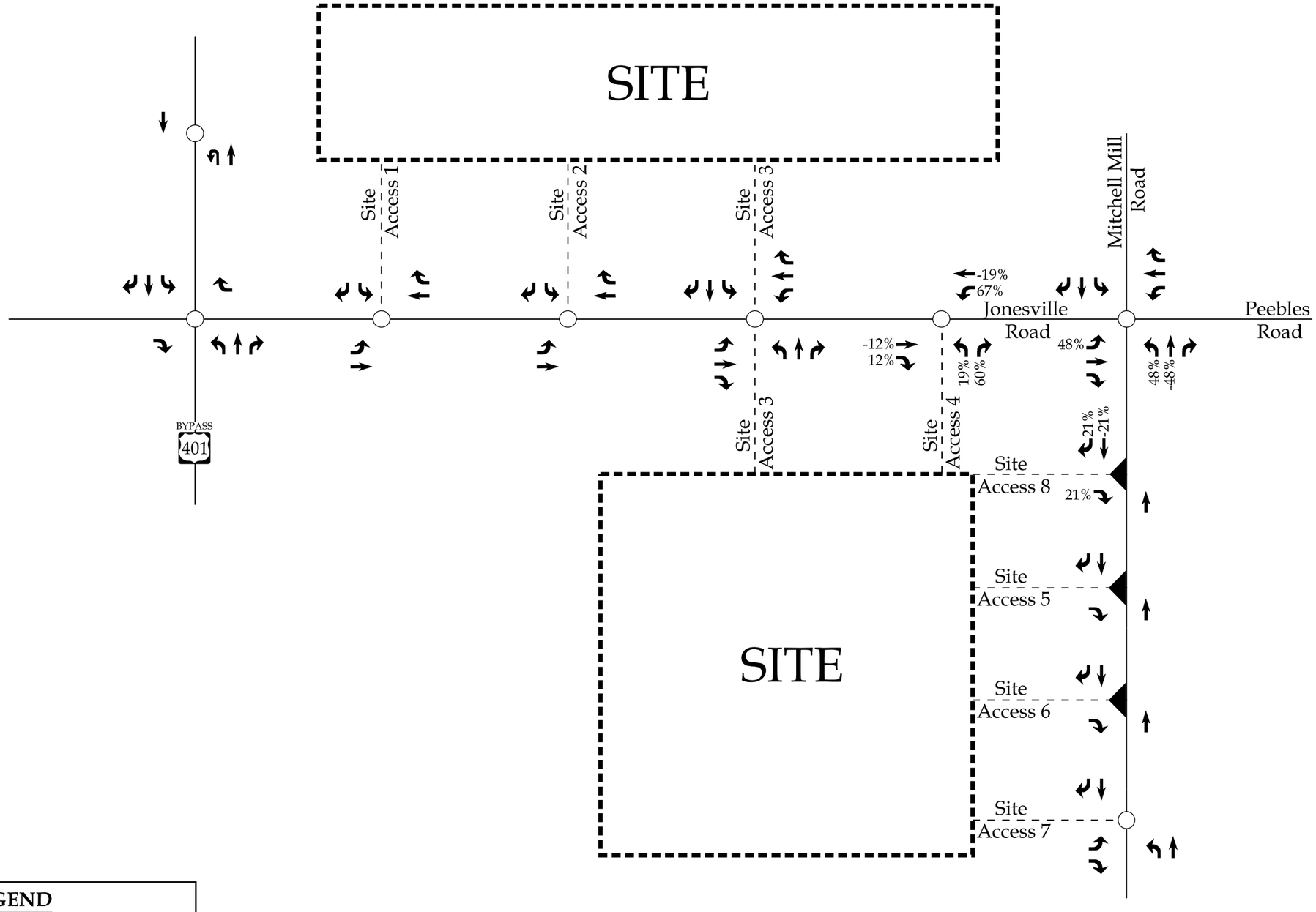
- ○ Unsignalized Intersection
- ▲ Right-In/Right-Out Intersection
- X / Y → Weekday AM / PM Peak Hour Site Trips

RAMEY KEMP ASSOCIATES

5109 Mitchell Mill Road
Rolesville, NC

Commercial Site Trip Assignment

Scale: Not to Scale | Figure 9B



LEGEND

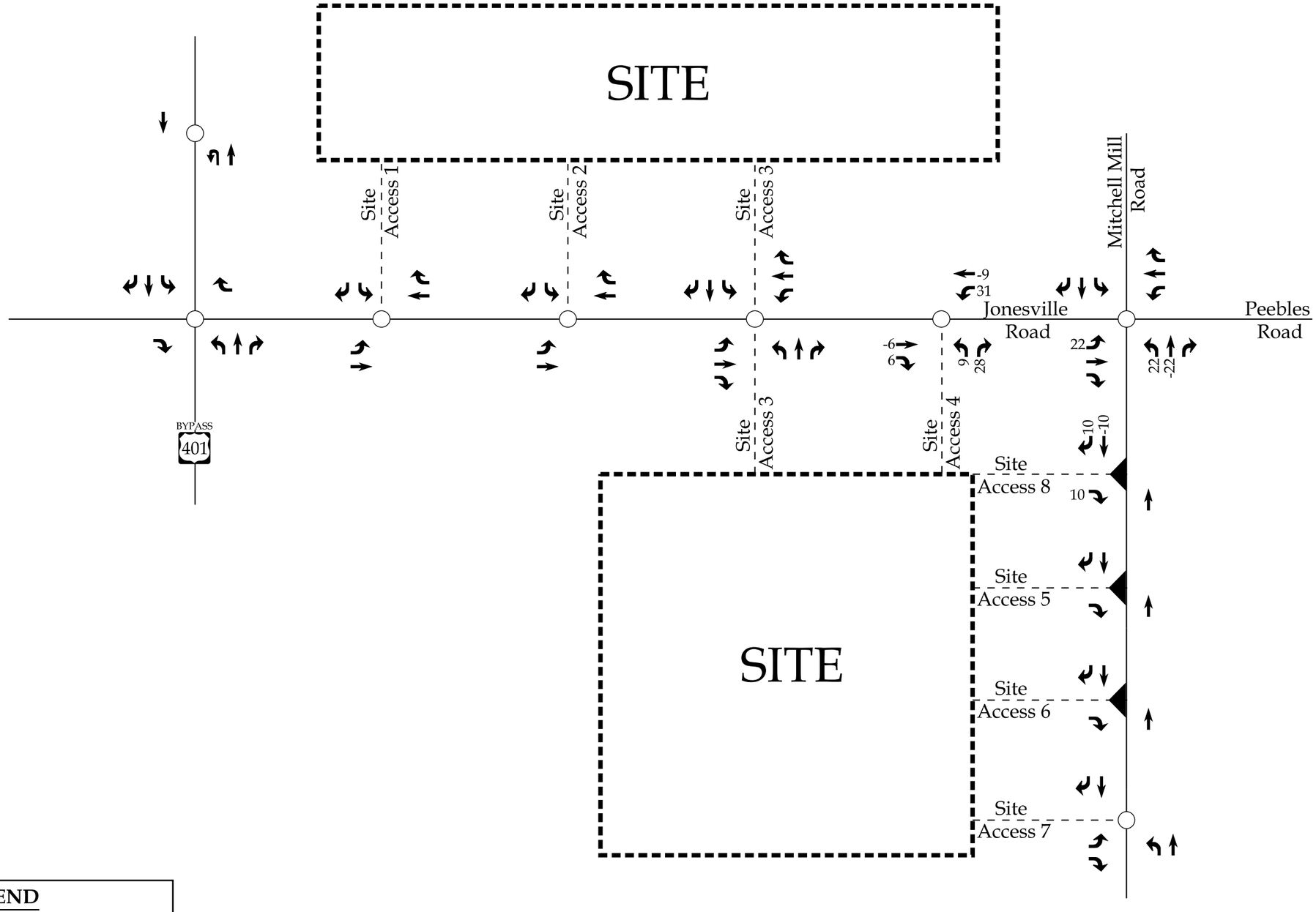
- Unsignalized Intersection
- Right-In/Right-Out Intersection
- X% → Weekday PM Pass-By Trip Distribution

RAMEY KEMP ASSOCIATES

5109 Mitchell Mill Road
Rolesville, NC

Pass-By Site
Trip Distribution

Scale: Not to Scale | Figure 10



LEGEND

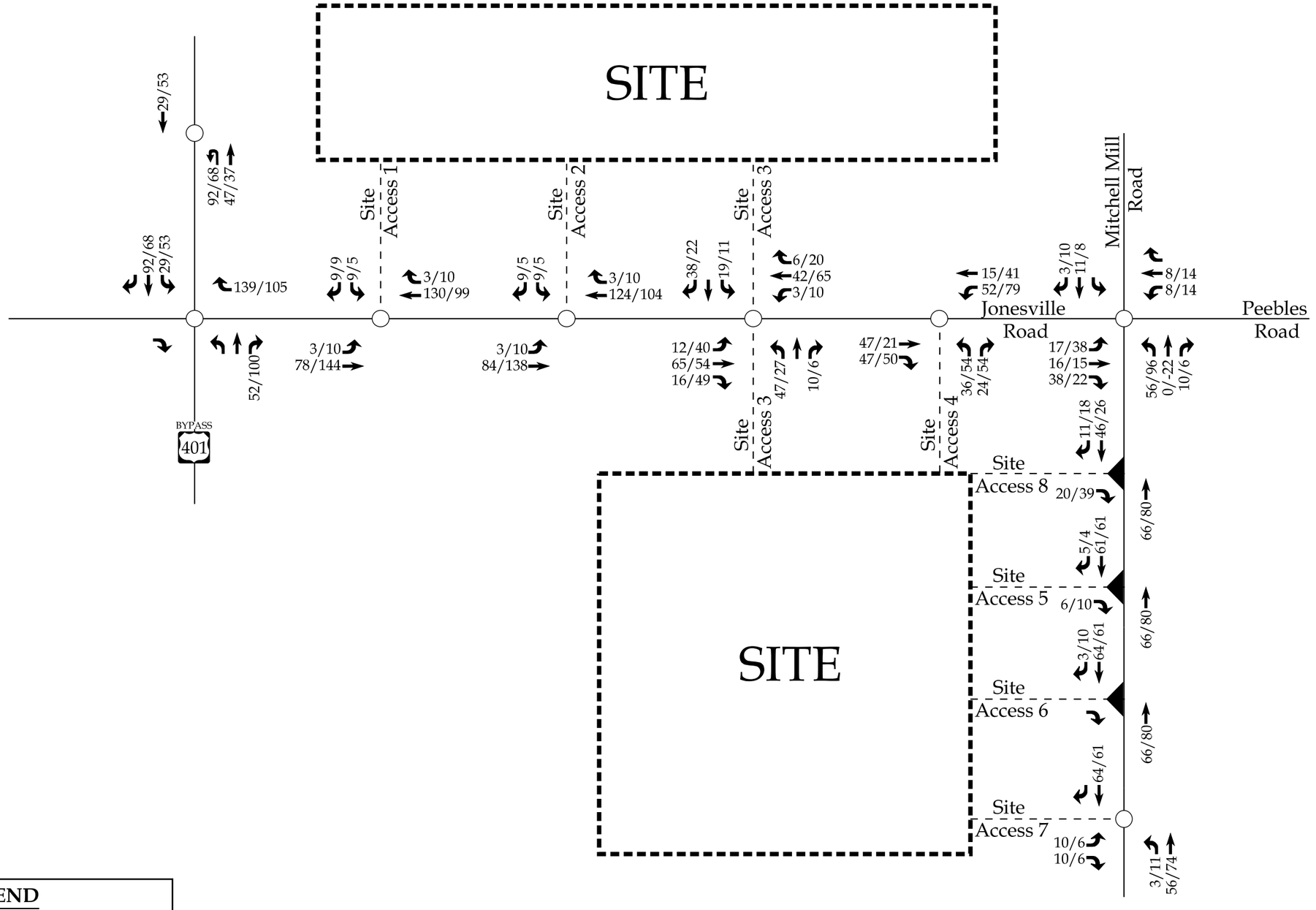
- ○ Unsignalized Intersection
- ▲ Right-In/Right-Out Intersection
- X / Y → Weekday PM Peak Hour Pass-By Trips

RAMEY KEMP ASSOCIATES

5109 Mitchell Mill Road
Rolesville, NC

Pass-By Site Trip Assignment

Scale: Not to Scale | Figure 11



LEGEND

- ○ Unsignalized Intersection
- ▲ Right-In/Right-Out Intersection
- X / Y → Weekday AM / PM Peak Hour Site Trips

RAMEY KEMP ASSOCIATES

5109 Mitchell Mill Road
Rolesville, NC

Total Site Trip Assignment

Scale: Not to Scale | Figure 12

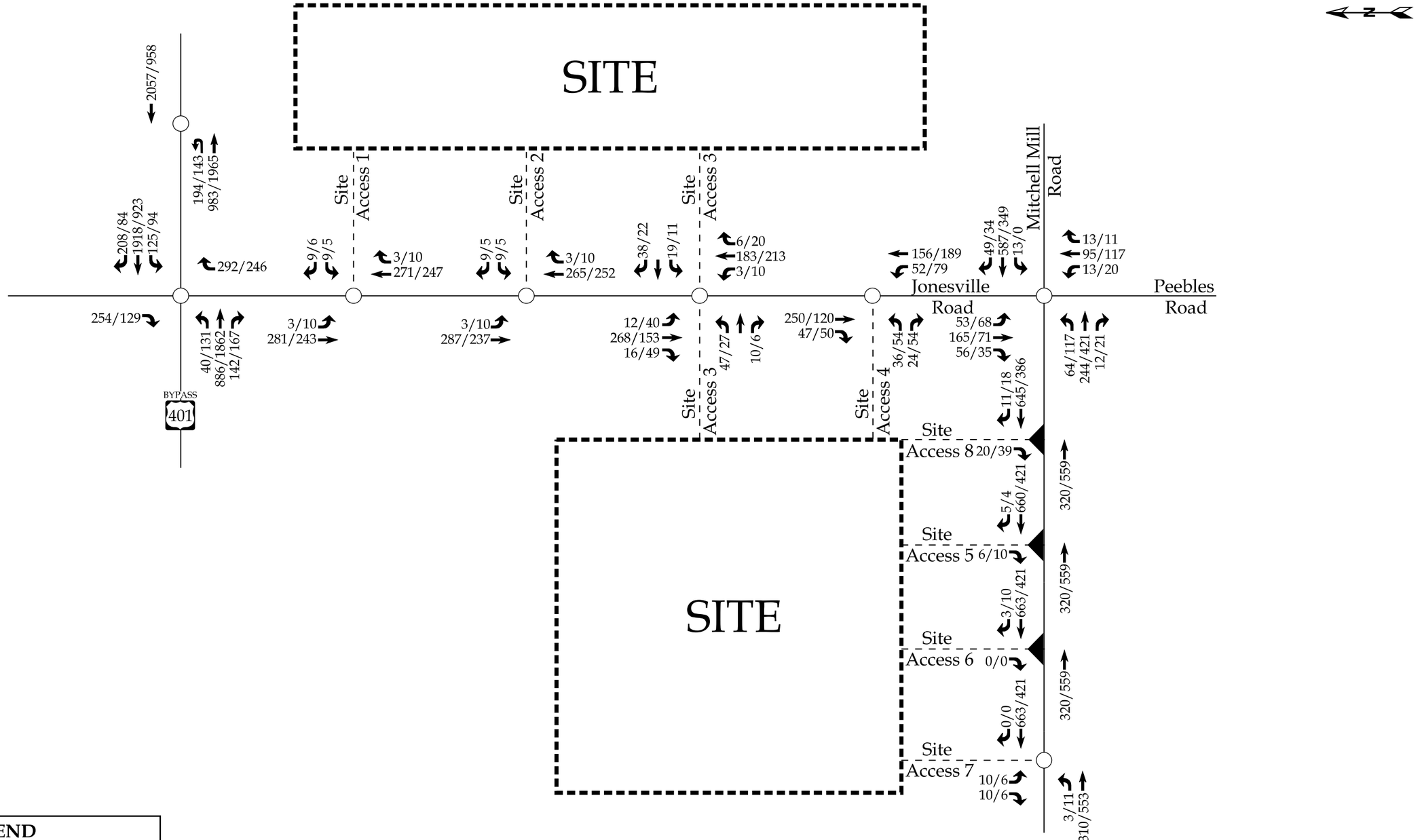
5. 2028 BUILD TRAFFIC CONDITIONS

5.1. 2028 Build Peak Hour Traffic Volumes

To estimate traffic conditions with the site fully built-out, the total site trips were added to the 2028 no-build traffic volumes to determine the 2028 build traffic volumes. Refer to Figure 13 for an illustration of 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. Intersections were analyzed with improvements necessary to accommodate future traffic volumes. The results of the capacity analysis for each intersection are presented in Section 7 of this report.



LEGEND

- ○ Unsignalized Intersection
- ▲ Right-In/Right-Out Intersection
- X / Y → Weekday AM / PM Peak Hour Traffic

RAMEY KEMP ASSOCIATES

5109 Mitchell Mill Road
Rolesville, NC

2028 Build
Peak Hour Traffic

Scale: Not to Scale | Figure 13

6. TRAFFIC ANALYSIS PROCEDURE

Study intersections were analyzed using the methodology outlined in the *Highway Capacity Manual* (HCM), 6th 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 10.3), was used to complete the analyses for most of 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 4 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 4: 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 Town LDO and NCDOT Congestions Management Guidelines.

7. CAPACITY ANALYSIS

7.1. US 401 Bypass and Jonesville Road

The existing unsignalized intersection of US 401 Bypass Road and Jonesville Road was analyzed under 2021 existing, 2028 no-build, and 2028 build traffic conditions with the lane configurations and traffic control shown in Table 5. Refer to Table 5 for a summary of the analysis results. Refer to Appendix D for the Synchro capacity analysis reports.

Table 5: Analysis Summary of US 401 Bypass and Jonesville 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)
2021 Existing	EB WB* NB	2 TH, 1 RT 1 LT 1 RT	-- C[1] B[2]	N/A	-- E[1] C[2]	N/A
	EB** WB SB	1 LT 2 TH, 1 RT 1 RT	F[1] -- D[2]	N/A	C[1] -- B[2]	N/A
2028 No-Build	EB WB* NB	2 TH, 1 RT 1 LT 1 RT	-- D[1] C[2]	N/A	-- F[1] E[2]	N/A
	EB** WB SB	1 LT 2 TH, 1 RT 1 RT	F[1] -- F[2]	N/A	E[1] -- B[2]	N/A
2028 Build	EB WB* NB	2 TH, 1 RT 1 LT 1 RT	-- E[1] C[2]	N/A	-- F[1] F[2]	N/A
	EB** WB SB	1 LT 2 TH, 1 RT 1 RT	F[1] -- F[2]	N/A	F[1] -- B[2]	N/A

*Synchro analyzed the WB left-turns as SB through movements due to the nature of the superstreet and synchro limitations.
**Synchro analyzed the EB left-turns as NB through movements due to the nature of the superstreet and synchro limitations.
1. Level of service for major-street left-turn movement.
2. Level of service for minor-street approach.

Capacity analysis of 2021 existing traffic conditions indicates that the major-street left-turn movements and minor-street approaches are expected to operate at LOS D or better with the

exception of the eastbound left-turn movement during the weekday AM peak hour (LOS F) and the westbound left-turn movement during the weekday PM peak hour (LOS E).

Under 2028 no-build and 2028 build traffic conditions, the major-street left-turn movements are expected to operate at LOS E/F during the weekday AM and PM peak hours with the exception of the westbound left-turn movement during the weekday AM peak hour (LOS D) under 2028 no-build traffic conditions. The minor-street approaches are expected to operate at LOS E/F during the weekday AM and PM peak hours with the exception of the northbound approach during the weekday AM peak hour (LOS C) and the southbound approach during the weekday PM peak hour (LOS B) under 2028 no-build and 2028 build traffic conditions. It should be noted that the proposed development is expected to account for approximately 15% and 11% of the overall traffic at the southern portion of this intersection during the weekday AM and PM peak hours, respectively.

Due to the poor levels-of-service expected at this intersection, a traffic signal was considered under 2028 build traffic conditions to achieve acceptable levels of service. Weekday AM and PM peak hour traffic volumes were utilized in evaluating the potential need for signalization based on the guidelines contained within the *Manual on Uniform Traffic Control Devices* (MUTCD) and within the *Guidelines for Signalization of Intersections with Two or Three Approaches Final Report*, published by ITRE. Based on a review of signal warrants at this intersection, the peak hour warrant (warrant 3) from the MUTCD is expected to be met for both the weekday AM and PM peak hours under 2028 build traffic conditions. It is not expected that this intersection would satisfy the MUTCD 8-hour (warrant 1) or 4-hour (warrant 2) warrants, which NCDOT favors for installation of a traffic signal. These longer period warrants are not typically met for residential areas due to the distinct peak traffic periods for these types of development. Based on a review of ITRE 95th percentile queue length calculations, the northbound right-turn movement demand is expected to exceed capacity during the weekday PM peak hour under 2028 no-build and 2028 build traffic conditions. Refer to Appendix P for a copy of the MUTCD warrants and the ITRE 95th percentile queue length calculations.

Based on the Town's LDO, improvements must be identified to maintain no-build levels-of-service under build traffic conditions or to limit the degradation to less than a five percent increase in total delay on any approach for those operating at failing levels-of-service under no-build traffic conditions. Therefore, additional turn-lanes were considered for the northbound right-turn and westbound left-turn movements at this intersection to achieve acceptable operation per the Town's LDO. However, additional turn-lanes are not a realistic or practical improvement at an unsignalized intersection operating with superstreet configurations.

Based on the Town's LDO, it is recommended that this intersection be monitored for signalization and a full signal warrant analysis be conducted prior to the full build-out of the proposed development and install a traffic signal if warranted and approved by the Town and NCDOT. With signalization, it is expected that this intersection will operate at acceptable levels-of-service during the weekday AM and PM peak hours.

7.2. US 401 Bypass and Eastern U-Turn Location

The existing unsignalized intersection of US 401 Bypass and Eastern U-Turn Location was analyzed under 2021 existing, 2028 no-build, and 2028 build traffic conditions with the lane configurations and traffic control shown in Table 6. Refer to Table 6 for a summary of the analysis results. Refer to Appendix E for the Synchro capacity analysis reports.

Table 6: Analysis Summary of US 401 Bypass and Eastern U-Turn Location

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)
2021 Existing	EB* WB	1 UT 2 TH	C[1] --	N/A	B[1] --	N/A
2028 No-Build	EB* WB	1 UT 2 TH	E[1] --	N/A	B[1] --	N/A
2028 Build	EB* WB	1 UT 2 TH	F[1] --	N/A	C[1] --	N/A

*Synchro analyzed the EB left-turns as NB left-turn movements due to the nature of the superstreet and synchro limitations.

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

Capacity analysis of 2021 existing and 2028 no-build traffic conditions indicates that the major-street u-turn movement is expected to operate at LOS C or better during the weekday AM and PM peak hours, with the exception of the weekday AM peak hour under 2028 no-build conditions (LOS E).

Under 2028 build traffic conditions, the major-street u-turn movement is expected to operate at LOS F during the weekday AM peak hour and at LOS C during the weekday PM peak hour. It should be noted that the proposed development is expected to account for approximately 5% and 11% of the overall traffic at this intersection during the weekday AM and PM peak hours, respectively. These levels-of-service are not uncommon for stop-controlled u-turn movements with heavy mainline traffic volumes.

Due to the poor levels-of-service expected at this intersection, a traffic signal was considered under 2028 build traffic conditions to achieve acceptable levels of service. Weekday AM and PM peak hour traffic volumes were utilized in evaluating the potential need for signalization based on the guidelines contained within the *Manual on Uniform Traffic Control Devices* (MUTCD) and within the *Guidelines for Signalization of Intersections with Two or Three Approaches Final Report*, published by ITRE. Based on a review of signal warrants at this intersection, the peak hour warrant (warrant 3) from the MUTCD is expected to be met for both the weekday AM and PM peak hours under 2028 build traffic conditions. It is not expected that this intersection would satisfy the MUTCD 8-hour (warrant 1) or 4-hour (warrant 2) warrants, which NCDOT favors for installation of a traffic signal. These longer period warrants are not typically met for residential areas due to the distinct peak traffic periods for these types of development. Based on a review of ITRE 95th percentile queue length calculations, the eastbound u-turn movement demand is expected to exceed capacity during the weekday AM peak hour under 2028 no-build and 2028 build traffic conditions. Refer to Appendix P for a copy of the MUTCD warrants and the ITRE 95th percentile queue length calculations.

Based on the Town's LDO, improvements must be identified to maintain no-build levels-of-service under build traffic conditions or to limit the degradation to less than a five percent increase in total delay on any approach for those operating at failing levels-of-service under no-build traffic conditions. Therefore, additional turn-lanes were considered for the eastbound u-turn movement at this intersection to achieve acceptable operation per the Town's LDO. However, additional turn-lanes are not a realistic or practical improvement at an unsignalized intersection operating with superstreet configurations.

Based on the Town's LDO, it is recommended that this intersection be monitored for signalization and a full signal warrant analysis be conducted prior to the full build-out of the proposed development and install a traffic signal if warranted and approved by the Town and NCDOT. With signalization, it is expected that this intersection will operate at acceptable levels-of-service during the weekday AM and PM peak hours.

7.3. Mitchell Mill Road and Jonesville Road / Peebles Road

The existing unsignalized intersection of Mitchell Mill Road and Jonesville Road / Peebles Road was analyzed under 2021 existing, 2028 no-build, and 2028 build traffic conditions with the lane configurations and traffic control shown in Table 7. Refer to Table 7 for a summary of the analysis results. Refer to Appendix F for the Synchro capacity analysis reports.

Table 7: Analysis Summary of Mitchell Mill Road and Jonesville Road / Peebles 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)
2021 Existing	EB WB NB SB	1 LT-TH-RT 1 LT-TH-RT 1 LT-TH-RT 1 LT-TH-RT	B[1] B[1] A[1] B[1]	B (12)	B[1] A[1] A[1] A[1]	B (11)
2028 No-Build	EB WB NB SB	1 LT-TH-RT 1 LT-TH-RT 1 LT-TH-RT 1 LT-TH-RT	C[1] F[1] B[1] C[1]	F (55)	D[1] C[1] B[1] B[1]	C (20)
2028 Build	EB WB NB SB	1 LT-TH-RT 1 LT-TH-RT 1 LT-TH-RT 1 LT-TH-RT	C[1] F[1] C[1] C[1]	F (86)	F[1] D[1] C[1] C[1]	F (52)
2028 Build - **Improved**	EB WB NB SB	**1 LT**, 1 TH-RT 1 LT-TH-RT 1 LT-TH-RT **1 LT**, 1 TH-RT	C[1] F[1] C[1] C[1]	F (107)	E[1] E[1] C[1] B[1]	D (35)

Improvements by the developer are shown in bold.

1. Level of service for all-way stop controlled approach.

Capacity analysis of 2021 existing and 2028 no-build traffic conditions indicates that the intersection is expected to operate at an overall LOS C or better during the weekday AM and PM peak hours, with the exception of the weekday AM peak hour under 2028 no-build traffic conditions (LOS F). Under 2028 build traffic conditions, this intersection is expected to operate at an overall LOS F during the weekday AM and PM peak hours. It should be noted that the

proposed development is expected to account for approximately 12% and 16% of the overall traffic at this intersection during the weekday AM and PM peak hours, respectively.

Turn lanes were considered at this intersection in order to mitigate the proportional impact that the proposed site traffic is expected to have at this intersection and to improve overall operations. Exclusive left-turn lanes are recommended by the developer on the eastbound and southbound approaches. With these improvements, the intersection is expected to operate at an overall LOS F during the weekday AM peak hour and at an overall LOS D during the weekday PM peak hour.

It should be noted that the westbound approach and overall intersection delays are expected to increase during the weekday AM peak hour as a result of the recommended improvements to the southbound and eastbound approaches. Mitigation was considered for the westbound approach due to the anticipated impact traffic on this approach is expected to have on the overall intersection operations under future traffic conditions. However, due to the vast majority of traffic on the westbound approach continuing through this intersection on Mitchell Mill Road, no feasible improvements other than signalization would be expected to decrease delays for the westbound approach.

Due to the poor levels-of-service expected at this intersection, a traffic signal was considered under 2028 build traffic conditions to achieve acceptable levels-of-service. The peak hour warrant (warrant 3) from the *Manual on Uniform Traffic Control Devices* (MUTCD) was considered. Based on a review of the peak hour signal warrant at this intersection, the intersection is expected to meet the peak hour warrant for both the weekday AM and PM peak hours under 2028 no-build and 2028 build traffic conditions. It is not expected that this intersection would satisfy the MUTCD 8-hour (warrant 1) or 4-hour (warrant 2) warrants, which NCDOT favors for installation of a traffic signal. These longer period warrants are not typically met for residential areas due to the distinct peak traffic periods for these types of development. Refer to Appendix P for a copy of the MUTCD warrants.

Based on the Town's LDO, it is recommended that this intersection be monitored for signalization and a full signal warrant analysis be conducted prior to the full build-out of the proposed development and install a traffic signal if warranted and approved by the Town and NCDOT. With signalization, it is expected that this intersection will operate at acceptable levels-of-service during the weekday AM and PM peak hours.

7.4. Jonesville Road and Site Access 1

The proposed unsignalized intersection of Jonesville Road and Site Access 1 was analyzed under 2028 build traffic conditions with the lane configurations and traffic control shown in Table 8. Refer to Table 8 for a summary of the analysis results. Refer to Appendix G for the synchro capacity analysis reports.

Table 8: Analysis Summary of Jonesville Road and Site Access 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)
2028 Build	**WB**	**1 LT-RT**	B[2]	N/A	B[2]	N/A
	NB	1 TH-RT	--		--	
	SB	**1 LT**, 1 TH	A[1]		A[1]	

Improvements to lane configurations by the developer are shown in bold.
1. Level of service for major-street left-turn movement.
2. Level of service for minor-street approach.

Capacity analysis of 2028 build traffic conditions indicates that the major-street left-turn movement is expected to operate at LOS A during the weekday AM and PM peak hours. The minor-street approach is expected to operate at LOS B during the weekday AM and PM peak hours.

Right and left-turn lanes were considered based on the NCDOT *Policy on Street and Driveway Access to North Carolina Highways* and a left-turn lane is recommended on the southbound approach (Jonesville Road). Based on the estimated low volume of right-turn movements into the proposed development at this intersection, an exclusive right-turn lane is not recommended. Refer to Appendix O for a copy of the turn lane warrants.

7.5. Jonesville Road and Site Access 2

The proposed unsignalized intersection of Jonesville Road and Site Access 2 was analyzed under 2028 build traffic conditions with the lane configurations and traffic control shown in Table 9. Refer to Table 9 for a summary of the analysis results. Refer to Appendix H for the synchro capacity analysis reports.

Table 9: Analysis Summary of Jonesville Road and Site Access 2

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)
2028 Build	**WB** NB SB	**1 LT-RT** 1 TH, **1 RT** **1 LT**, 1 TH	B[2] -- A[1]	N/A	B[2] -- A[1]	N/A

Improvements to lane configurations by the developer are shown in bold.
1. Level of service for major-street left-turn movement.
2. Level of service for minor-street approach.

Capacity analysis of 2028 build traffic conditions indicates that the major-street left-turn movement is expected to operate at LOS A during the weekday AM and PM peak hours. The minor-street approach is expected to operate at LOS B during the weekday AM and PM peak hours.

Right and left-turn lanes were considered based on the NCDOT *Policy on Street and Driveway Access to North Carolina Highways* and a left-turn lane is recommended on the southbound approach (Jonesville Road). Based on coordination with NCDOT a right-turn lane is also recommended on the northbound approach (Jonesville Road). Refer to Appendix O for a copy of the turn lane warrants.

7.6. Jonesville Road and Site Access 3

The proposed unsignalized intersection of Jonesville Road and Site Access 3 was analyzed under 2028 build traffic conditions with the lane configurations and traffic control shown in Table 10. Refer to Table 10 for a summary of the analysis results. Refer to Appendix I for the synchro capacity analysis reports.

Table 10: Analysis Summary of Jonesville Road and Site Access 3

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)
2028 Build	**EB**	**1 LT-TH-RT**	B[2]	N/A	B[2]	N/A
	WB	**1 LT-TH-RT**	B[2]		B[2]	
	NB	**1 LT**, 1 TH, **1 RT**	A[1]		A[1]	
	SB	**1 LT**, 1 TH, **1 RT**	A[1]		A[1]	

Improvements to lane configurations by the developer are shown in bold.
1. Level of service for major-street left-turn movement.
2. Level of service for minor-street approach.

Capacity analysis of 2028 build traffic conditions indicates that the major-street left-turn movements are expected to operate at LOS A during the weekday AM and PM peak hours. The minor-street approaches are expected to operate at LOS B during the weekday AM and PM peak hours.

Right and left-turn lanes were considered based on the NCDOT *Policy on Street and Driveway Access to North Carolina Highways* and both are recommended on the southbound and northbound approaches (Jonesville Road). Refer to Appendix O for a copy of the turn lane warrants.

7.7. Jonesville Road and Site Access 4

The proposed unsignalized intersection of Jonesville Road and Site Access 4 was analyzed under 2028 build traffic conditions with the lane configurations and traffic control shown in Table 11. Refer to Table 11 for a summary of the analysis results. Refer to Appendix J for the synchro capacity analysis reports.

Table 11: Analysis Summary of Jonesville Road and Site Access 4

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)
2028 Build	**EB**	**1 LT-RT**	B[2]	N/A	B[2]	N/A
	NB	**1 LT**, 1 TH	A[1]		A[1]	
	SB	1 TH, **1 RT**	--		--	

Improvements to lane configurations by the developer are shown in bold.

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

Capacity analysis of 2028 build traffic conditions indicates that the major-street left-turn movement is expected to operate at LOS A during the weekday AM and PM peak hours. The minor-street approach is expected to operate at LOS B during the weekday AM and PM peak hours.

Right and left-turn lanes were considered based on the NCDOT *Policy on Street and Driveway Access to North Carolina Highways* and are recommended on the southbound and northbound approaches (Jonesville Road), respectively. Refer to Appendix O for a copy of the turn lane warrants.

7.8. Mitchell Mill Road and Site Access 5

The proposed unsignalized intersection of Mitchell Mill Road and Site Access 5 was analyzed under 2028 build traffic conditions with the lane configurations and traffic control shown in Table 12. Refer to Table 12 for a summary of the analysis results. Refer to Appendix K for the synchro capacity analysis reports.

Table 12: Analysis Summary of Mitchell Mill Road and Site Access 5

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)
2028 Build	EB	1 TH	--	N/A	--	N/A
	WB	1 TH, **1 RT**	--		--	
	SB	**1 RT**	B[1]		B[1]	

Improvements to lane configurations by the developer are shown in bold.

1. Level of service for minor-street approach.

Capacity analysis of 2028 build traffic conditions indicates that the minor-street approach is expected to operate at LOS B during the weekday AM and PM peak hours.

A right-turn lane was considered based on the NCDOT *Policy on Street and Driveway Access to North Carolina Highways* and is recommended on the westbound approach (Mitchell Mill Road). Refer to Appendix O for a copy of the turn lane warrants.

7.9. Mitchell Mill Road and Site Access 6

The proposed unsignalized intersection of Mitchell Mill Road and Site Access 6 was analyzed under 2028 build traffic conditions with the lane configurations and traffic control shown in Table 13. Refer to Table 13 for a summary of the analysis results. Refer to Appendix L for the synchro capacity analysis reports.

Table 13: Analysis Summary of Mitchell Mill Road and Site Access 6

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)
2028 Build	EB WB **SB**	1 TH 1 TH-**RT** **1 RT**	-- -- B[1]	N/A	-- -- B[1]	N/A

Improvements to lane configurations by the developer are shown in bold.
1. Level of service for minor-street approach.

Capacity analysis of 2028 build traffic conditions indicates that the minor-street approach is expected to operate at LOS B during the weekday AM and PM peak hours.

A right-turn lane was considered based on the NCDOT *Policy on Street and Driveway Access to North Carolina Highways*. Based on coordination with NCDOT, an exclusive right-turn lane is recommended on the westbound approach (Mitchell Mill Road). Refer to Appendix O for a copy of the turn lane warrants.

7.10. Mitchell Mill Road and Site Access 7

The proposed unsignalized intersection of Mitchell Mill Road and Site Access 7 was analyzed under 2028 build traffic conditions with the lane configurations and traffic control shown in Table 14. Refer to Table 14 for a summary of the analysis results. Refer to Appendix M for the synchro capacity analysis reports.

Table 14: Analysis Summary of Mitchell Mill Road and Site Access 7

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)
2028 Build	EB WB **SB**	**1 LT**, 1 TH 1 TH-**RT** **1 LT-RT**	A[1] -- C[2]	N/A	A[1] -- C[2]	N/A

Improvements to lane configurations by the developer are shown in bold.
1. Level of service for major-street left-turn movement.
2. Level of service for minor-street approach.

Capacity analysis of 2028 build traffic conditions indicates that the major-street left-turn movement is expected to operate at LOS A during the weekday AM and PM peak hours. The minor-street approach is expected to operate at LOS C during the weekday AM and PM peak hours.

Right and left-turn lanes were considered based on the NCDOT *Policy on Street and Driveway Access to North Carolina Highways* and an exclusive left-turn lane is recommended on eastbound approach (Mitchell Mill Road). Based on the estimated low volume of right-turn movements into the proposed development at this intersection, an exclusive right-turn lane is not recommended. Refer to Appendix O for a copy of the turn lane warrants.

7.11. Mitchell Mill Road and Site Access 8

The proposed unsignalized intersection of Mitchell Mill Road and Site Access 8 was analyzed under 2028 build traffic conditions with the lane configurations and traffic control shown in Table 15. Refer to Table 15 for a summary of the analysis results. Refer to Appendix N for the synchro capacity analysis reports.

Table 15: Analysis Summary of Jonesville Road and Site Access 8

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)
2028 Build	EB	1 TH	--	N/A	--	N/A
	WB	1 TH, **1 RT**	--		--	
	SB	**1 RT**	B[1]		B[1]	

Improvements to lane configurations by the developer are shown in bold.

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

Capacity analysis of 2028 build traffic conditions indicates that the minor-street approach is expected to operate at LOS B during the weekday AM and PM peak hours.

A right-turn lane was considered based on the NCDOT *Policy on Street and Driveway Access to North Carolina Highways*. Based on coordination with NCDOT, an exclusive right-turn lane is recommended on the westbound approach (Mitchell Mill Road). Refer to Appendix O for a copy of the turn lane warrants.

8. CONCLUSIONS

This Traffic Impact Analysis was conducted to determine the potential traffic impacts of the proposed 5109 Mitchell Mill Road development located along both sides of Jonesville Road, north of Mitchell Mill Road in Rolesville, North Carolina. The proposed development is separated into two (2) tracts on both sides of Jonesville Road. The eastern tract is expected to consist of 195 single-family homes and the western tract of development is expected to consist of 69 single-family homes, 129 townhomes, and 50,000 square feet (sq. ft) of general retail. Site access is proposed via four (4) full-movement driveway connections along Jonesville Road, three (3) RIRO driveway connections along Mitchell Mill Road, and one (1) full-movement driveway connection along Mitchell Mill Road. One of the site driveway connections along Jonesville Road will be aligned to provide access to both the eastern and western tracts of the proposed development.

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

- 2021 Existing Traffic Conditions
- 2028 No-Build Traffic Conditions
- 2028 Build Traffic Conditions

Trip Generation

It is estimated that the proposed development will generate approximately 426 primary trips (170 entering and 256 exiting) during the weekday AM peak hour and 493 primary trips (284 entering and 209 exiting) during the weekday PM peak hour.

Rolesville Community Transportation Plan

Per the Rolesville Community Transportation Plan (CTP), the ultimate cross-section of Jonesville Road is identified as a 2-lane roadway with a center two-way-left-turn-lane (TWLTL) and Mitchell Mill Road is identified as a 4-lane median-divided roadway. It is recommended that the proposed development widen Jonesville Road and one-half section of Mitchell Mill Road along the site frontage in accordance with the Town's CTP.

Adjustments to Analysis Guidelines

Capacity analysis at all study intersections was completed according to NCDOT Congestion Management Guidelines. Refer to section 6.1 of this report for a detailed description of any adjustments to these guidelines made throughout the analysis.

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. A summary of the study area intersections that are expected to need improvements are as follows:

US 401 Bypass and Jonesville Road

Under 2028 no-build and 2028 build traffic conditions, the major-street left-turn movements are expected to operate at LOS E/F during the weekday AM and PM peak hours with the exception of the westbound left-turn movement during the weekday AM peak hour (LOS D) under 2028 no-build traffic conditions. The minor-street approaches are expected to operate at LOS E/F during the weekday AM and PM peak hours with the exception of the northbound approach during the weekday AM peak hour (LOS C) and the southbound approach during the weekday PM peak hour (LOS B) under 2028 no-build and 2028 build traffic conditions. It should be noted that the proposed development is expected to account for approximately 15% and 11% of the overall traffic at the southern portion of this intersection during the weekday AM and PM peak hours, respectively.

Due to the poor levels-of-service expected at this intersection, a traffic signal was considered under 2028 build traffic conditions to achieve acceptable levels of service. Weekday AM and PM peak hour traffic volumes were utilized in evaluating the potential need for signalization based on the guidelines contained within the *Manual on Uniform Traffic Control Devices* (MUTCD) and within the *Guidelines for Signalization of Intersections with Two or Three Approaches Final Report*, published by ITRE. Based on a review of signal warrants at this intersection, the peak hour warrant (warrant 3) from the MUTCD is expected to be met for both the weekday AM and PM peak hours under 2028 build traffic conditions. It is not

expected that this intersection would satisfy the MUTCD 8-hour (warrant 1) or 4-hour (warrant 2) warrants, which NCDOT favors for installation of a traffic signal. These longer period warrants are not typically met for residential areas due to the distinct peak traffic periods for these types of development. Based on a review of ITRE 95th percentile queue length calculations, the northbound right-turn movement demand is expected to exceed capacity during the weekday PM peak hour under 2028 no-build and 2028 build traffic conditions.

Based on the Town's LDO, improvements must be identified to maintain no-build levels-of-service under build traffic conditions or to limit the degradation to less than a five percent increase in total delay on any approach for those operating at failing levels-of-service under no-build traffic conditions. Therefore, additional turn-lanes were considered for the northbound right-turn and westbound left-turn movements at this intersection to achieve acceptable operation per the Town's LDO. However, additional turn-lanes are not a realistic or practical improvement at an unsignalized intersection operating with superstreet configurations.

Based on the Town's LDO, it is recommended that this intersection be monitored for signalization and a full signal warrant analysis be conducted prior to the full build-out of the proposed development and install a traffic signal if warranted and approved by the Town and NCDOT. With signalization, it is expected that this intersection will operate at acceptable levels-of-service during the weekday AM and PM peak hours.

US 401 Bypass and Eastern U-Turn Location

Under 2028 build traffic conditions, the major-street u-turn movement is expected to operate at LOS F during the weekday AM peak. It should be noted that the proposed development is expected to account for approximately 5% and 11% of the overall traffic at this intersection during the weekday AM and PM peak hours, respectively. These levels-of-service are not uncommon for stop-controlled u-turn movements with heavy mainline traffic volumes.

Due to the poor levels-of-service expected at this intersection, a traffic signal was considered under 2028 build traffic conditions to achieve acceptable levels of service. Weekday AM and PM peak hour traffic volumes were utilized in evaluating the potential need for signalization based on the guidelines contained within the *Manual on Uniform Traffic Control Devices* (MUTCD) and within the *Guidelines for Signalization of Intersections with Two or Three Approaches Final Report*, published by ITRE. Based on a review of signal warrants at this intersection, the peak hour warrant (warrant 3) from the MUTCD is expected to be met for both the weekday AM and PM peak hours under 2028 build traffic conditions. It is not expected that this intersection would satisfy the MUTCD 8-hour (warrant 1) or 4-hour (warrant 2) warrants, which NCDOT favors for installation of a traffic signal. These longer period warrants are not typically met for residential areas due to the distinct peak traffic periods for these types of development. Based on a review of ITRE 95th percentile queue length calculations, the eastbound u-turn movement demand is expected to exceed capacity during the weekday AM peak hour under 2028 no-build and 2028 build traffic conditions.

Based on the Town's LDO, improvements must be identified to maintain no-build levels-of-service under build traffic conditions or to limit the degradation to less than a five percent increase in total delay on any approach for those operating at failing levels-of-service under no-build traffic conditions. Therefore, additional turn-lanes were considered for the eastbound u-turn movement at this intersection to achieve acceptable operation per the Town's LDO. However, additional turn-lanes are not a realistic or practical improvement at an unsignalized intersection operating with superstreet configurations.

Based on the Town's LDO, it is recommended that this intersection be monitored for signalization and a full signal warrant analysis be conducted prior to the full build-out of the proposed development and install a traffic signal if warranted and approved by the Town and NCDOT. With signalization, it is expected that this intersection will operate at acceptable levels-of-service during the weekday AM and PM peak hours.

Mitchell Mill Road and Jonesville Road / Peebles Road

Under 2028 build traffic conditions, this intersection is expected to operate at an overall LOS F during the weekday AM and PM peak hours. It should be noted that the proposed development is expected to account for approximately 12% and 16% of the overall traffic at this intersection during the weekday AM and PM peak hours, respectively.

Turn lanes were considered at this intersection in order to mitigate the proportional impact that the proposed site traffic is expected to have at this intersection and to improve overall operations. Exclusive left-turn lanes are recommended by the developer on the eastbound and southbound approaches. With these improvements, the intersection is expected to operate at an overall LOS F during the weekday AM peak hour and at an overall LOS D during the weekday PM peak hour.

It should be noted that the westbound approach and overall intersection delays are expected to increase during the weekday AM peak hour as a result of the recommended improvements to the southbound and eastbound approaches. Mitigation was considered for the westbound approach due to the anticipated impact traffic on this approach is expected to have on the overall intersection operations under future traffic conditions. However, due to the vast majority of traffic on the westbound approach continuing through this intersection on Mitchell Mill Road, no feasible improvements other than signalization would be expected to decrease delays for the westbound approach.

Due to the poor levels-of-service expected at this intersection, a traffic signal was considered under 2028 build traffic conditions to achieve acceptable levels-of-service. The peak hour warrant (warrant 3) from the *Manual on Uniform Traffic Control Devices* (MUTCD) was considered. Based on a review of the peak hour signal warrant at this intersection, the intersection is expected to meet the peak hour warrant for both the weekday AM and PM peak hours under 2028 no-build and 2028 build traffic conditions. It is not expected that this intersection would satisfy the MUTCD 8-hour (warrant 1) or 4-hour (warrant 2) warrants, which NCDOT favors for installation of a traffic signal. These longer period warrants are not

typically met for residential areas due to the distinct peak traffic periods for these types of development.

Based on the Town's LDO, it is recommended that this intersection be monitored for signalization and a full signal warrant analysis be conducted prior to the full build-out of the proposed development and install a traffic signal if warranted and approved by the Town and NCDOT. With signalization, it is expected that this intersection will operate at acceptable levels-of-service during the weekday AM and PM peak hours.

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 14 for an illustration of the recommended lane configurations for the proposed development.

Recommended Improvements by Developer

Required Frontage Improvements per Rolesville Community Transportation Plan

- Widen Jonesville Road along the site frontage between Site Access 1 and Mitchell Mill Road to this roadway's ultimate section (2-lane w/ TWLTL).
- Widen one-half section of Mitchell Mill Road along the site frontage to this roadway's ultimate section (4-lane median divided).

US 401 Bypass and Jonesville Road

- Conduct a full signal warrant analysis prior to full build-out of the proposed development and install a traffic signal if warranted and approved by the Town and NCDOT.

US 401 Bypass and Eastern U-Turn Location

- Conduct a full signal warrant analysis prior to full build-out of the proposed development and install a traffic signal if warranted and approved by the Town and NCDOT.

Mitchell Mill Road and Jonesville Road / Peebles Road

- Construct a southbound (Jonesville Road) left-turn lane with at least 100 feet of storage and appropriate decel and taper.
- Construct an eastbound (Mitchell Mill Road) left-turn lane with at least 100 feet of storage and appropriate decel and taper.
- Conduct a full signal warrant analysis prior to full build-out of the proposed development and install a traffic signal if warranted and approved by the Town and NCDOT.

Jonesville Road and Site Access 1

- Construct the westbound approach (Site Access 1) with one ingress lane and one egress lane.
- Provide stop-control for the westbound approach (Site Access 1).
- Construct a southbound (Jonesville Road) left-turn lane with at least 100 feet of storage and appropriate decel and taper.

Jonesville Road and Site Access 2

- Construct the westbound approach (Site Access 2) with one ingress lane and one egress lane.
- Provide stop-control for the westbound approach (Site Access 2).
- Construct a northbound (Jonesville Road) right-turn lane with at least 100 feet of storage and appropriate decel and taper.
- Construct a southbound (Jonesville Road) left-turn lane with at least 100 feet of storage and appropriate decel and taper.

Jonesville Road and Site Access 3

- Construct the eastbound and westbound approaches (Site Access 3) with one ingress lane and one egress lane.
- Provide stop-control for the eastbound and westbound approaches (Site Access 3).
- Construct a northbound (Jonesville Road) left-turn lane with at least 100 feet of storage and appropriate decel and taper.
- Construct a northbound (Jonesville Road) right-turn lane with at least 100 feet of storage and appropriate decel and taper.
- Construct a southbound (Jonesville Road) left-turn lane with at least 100 feet of storage and appropriate decel and taper.
- Construct a southbound (Jonesville Road) right-turn lane with at least 100 feet of storage and appropriate decel and taper.

Jonesville Road and Site Access 4

- Construct the eastbound approach (Site Access 4) with one ingress lane and one egress lane.
- Provide stop-control for the eastbound approach (Site Access 4).
- Construct a northbound (Jonesville Road) left-turn lane with at least 100 feet of storage and appropriate decel and taper.
- Construct a southbound (Jonesville Road) right-turn lane with at least 100 feet of storage and appropriate decel and taper.

Mitchell Mill Road and Site Access 5

- Construct the southbound approach (Site Access 5) with one ingress lane and one egress lane striped as an exclusive right-turn lane.
- Provide stop-control for the southbound approach (Site Access 5). This proposed intersection will be restricted to right-in/right-out operations.
- Construct an exclusive westbound (Mitchell Mill Road) right-turn lane with at least 100 feet of storage and appropriate decel and taper.

Mitchell Mill Road and Site Access 6

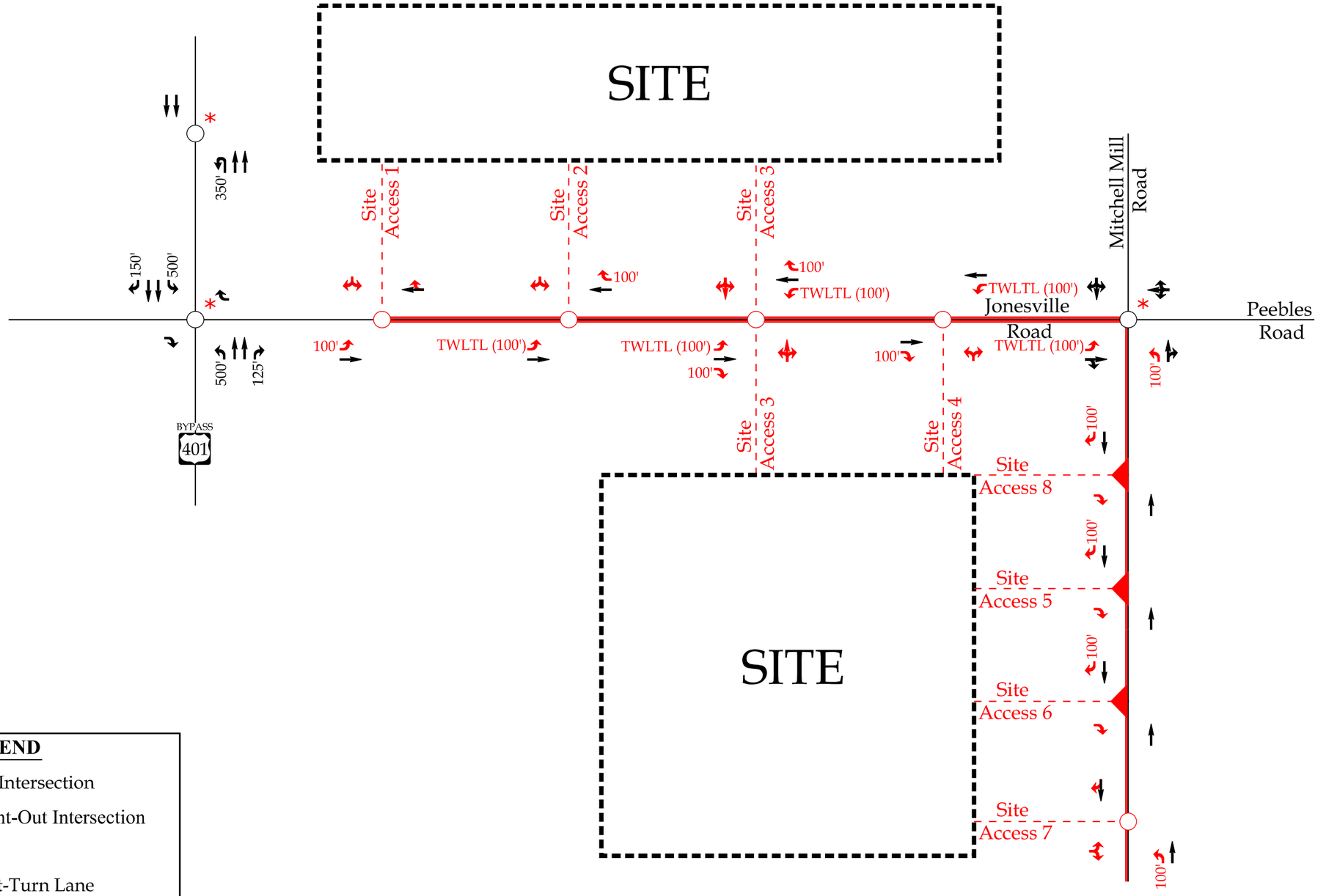
- Construct the southbound approach (Site Access 6) with one ingress lane and one egress lane striped as an exclusive right-turn lane.
- Provide stop-control for the southbound approach (Site Access 6). This proposed intersection will be restricted to right-in/right-out operations.
- Construct an exclusive westbound (Mitchell Mill Road) right-turn lane with at least 100 feet of storage and appropriate decel and taper.

Mitchell Mill Road and Site Access 7

- Construct the southbound approach (Site Access 7) with one ingress lane and one egress lane.
- Provide stop-control for the southbound approach (Site Access 7)
- Construct an exclusive eastbound (Mitchell Mill Road) left-turn lane with at least 100 feet of storage and appropriate decel and taper.

Mitchell Mill Road and Site Access 8

- Construct the southbound approach (Site Access 8) with one ingress lane and one egress lane striped as an exclusive right-turn lane.
- Provide stop-control for the southbound approach (Site Access 8). This proposed intersection will be restricted to right-in/right-out operations.
- Construct an exclusive westbound (Mitchell Mill Road) right-turn lane with at least 100 feet of storage and appropriate decel and taper.



LEGEND

- ○ Unsignalized Intersection
- ▲ Right-In / Right-Out Intersection
- → Existing Lane
- TWLTL Two-Way Left-Turn Lane
- * Developer Monitor for Signalization
- → Improvement by Developer
- — Frontage Widening Requirement**
- X' Storage (In Feet)

**Refer to Section 9 of the report for more information

RAMEY KEMP ASSOCIATES

5109 Mitchell Mill Road
Rolesville, NC

Recommended Lane Configurations

Scale: Not to Scale | Figure 14

Attachment 6

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

October 07, 2022

5109 Mitchell Mill Road

Traffic Impact Analysis Review Report
Congestion Management Section

TIA Project: SC-2022-086R1
Division: 5
County: Wake

NORTH CAROLINA PROFESSIONAL SEAL 046043 ENGINEER NICHOLAS C LINEBERGER

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750 N. GREENFIELD PARKWAY
GARNER, NC 27529

5109 Mitchell Mill Road

SC-2022-086	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	09/09/22	Date of Site Plan	02/23/22
Date of Complete Information	09/09/22	Date of Sealed TIA	08/28/22

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 Detached Housing	210	264 d.u.
Multi-Family Housing (Low-Rise)	220	129 d.u.
Shopping Center	820	3,752 sq.ft.

Trip Generation - Unadjusted Volumes During a Typical Weekday

	IN	OUT	TOTAL
AM Peak Hour	172	258	430
PM Peak Hour	366	291	657
Daily Trips			7,226

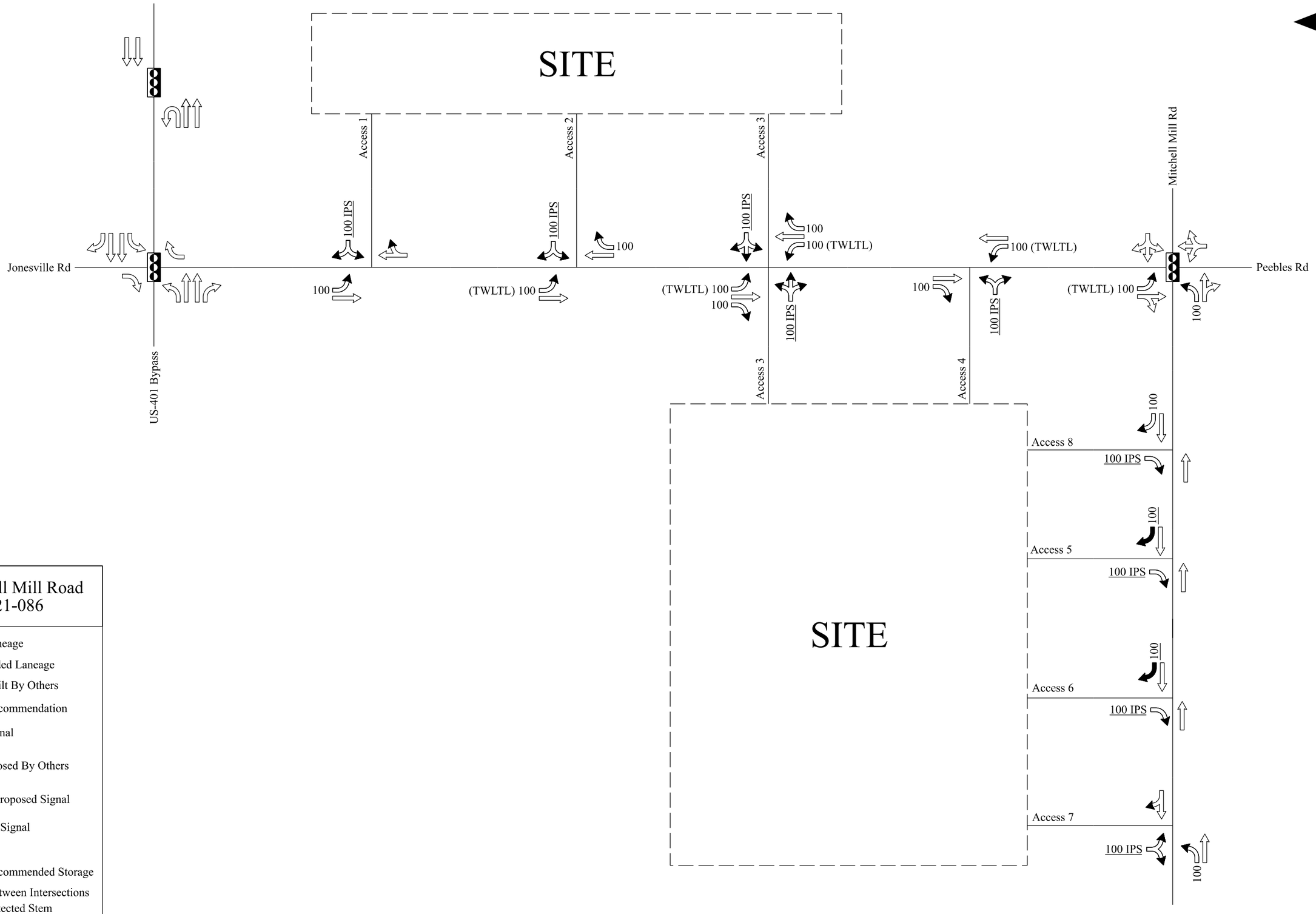
General Reference

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.

Signalization

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

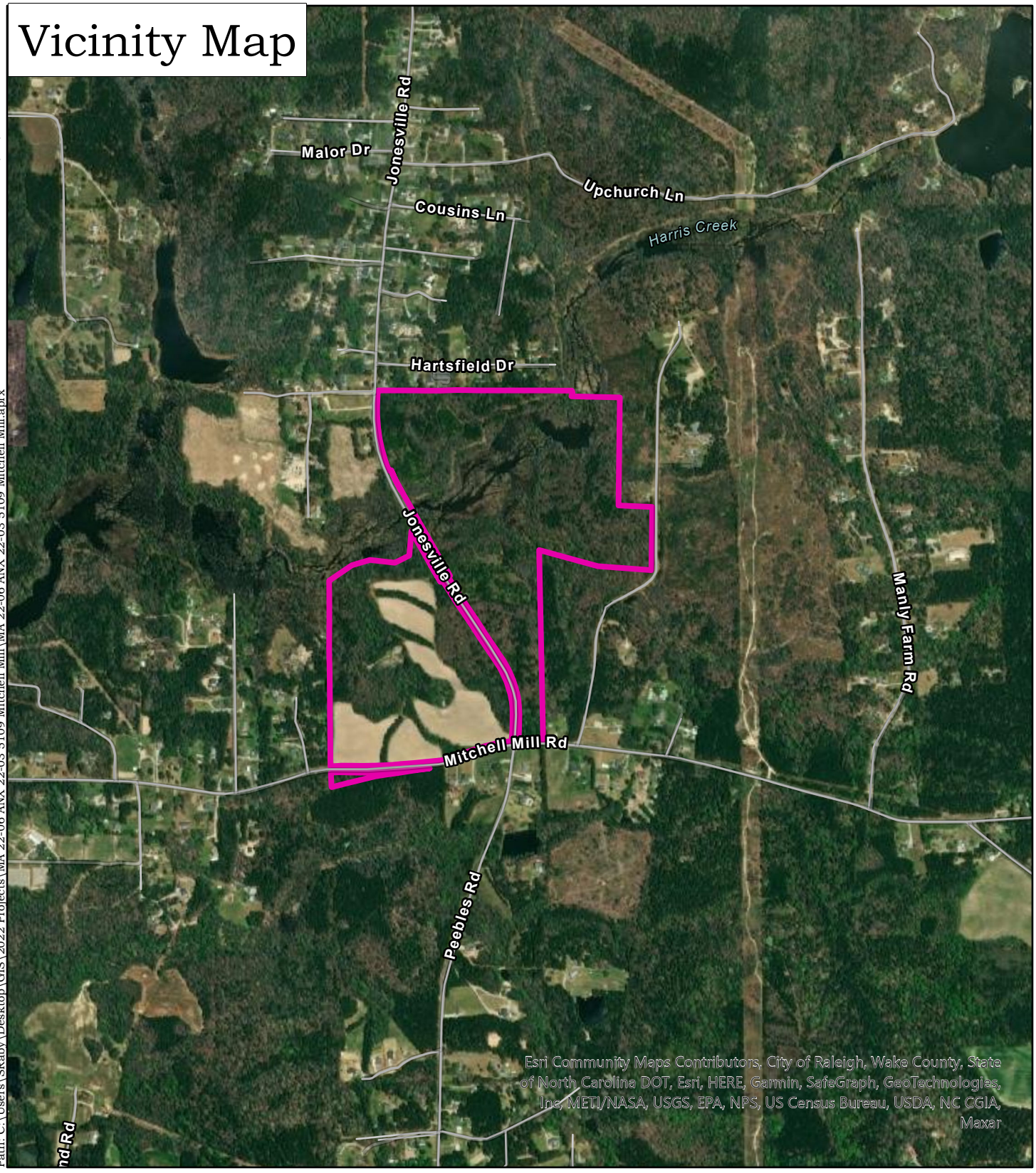


5109 Mitchell Mill Road
SC-2021-086

- 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 7

Case: MA 22-06 ANX 22-03 5109 Mitchell Mill
Address: 5109 Mitchell Mill
PIN 1757571035
Date: 04.19.2022



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N
W E
S

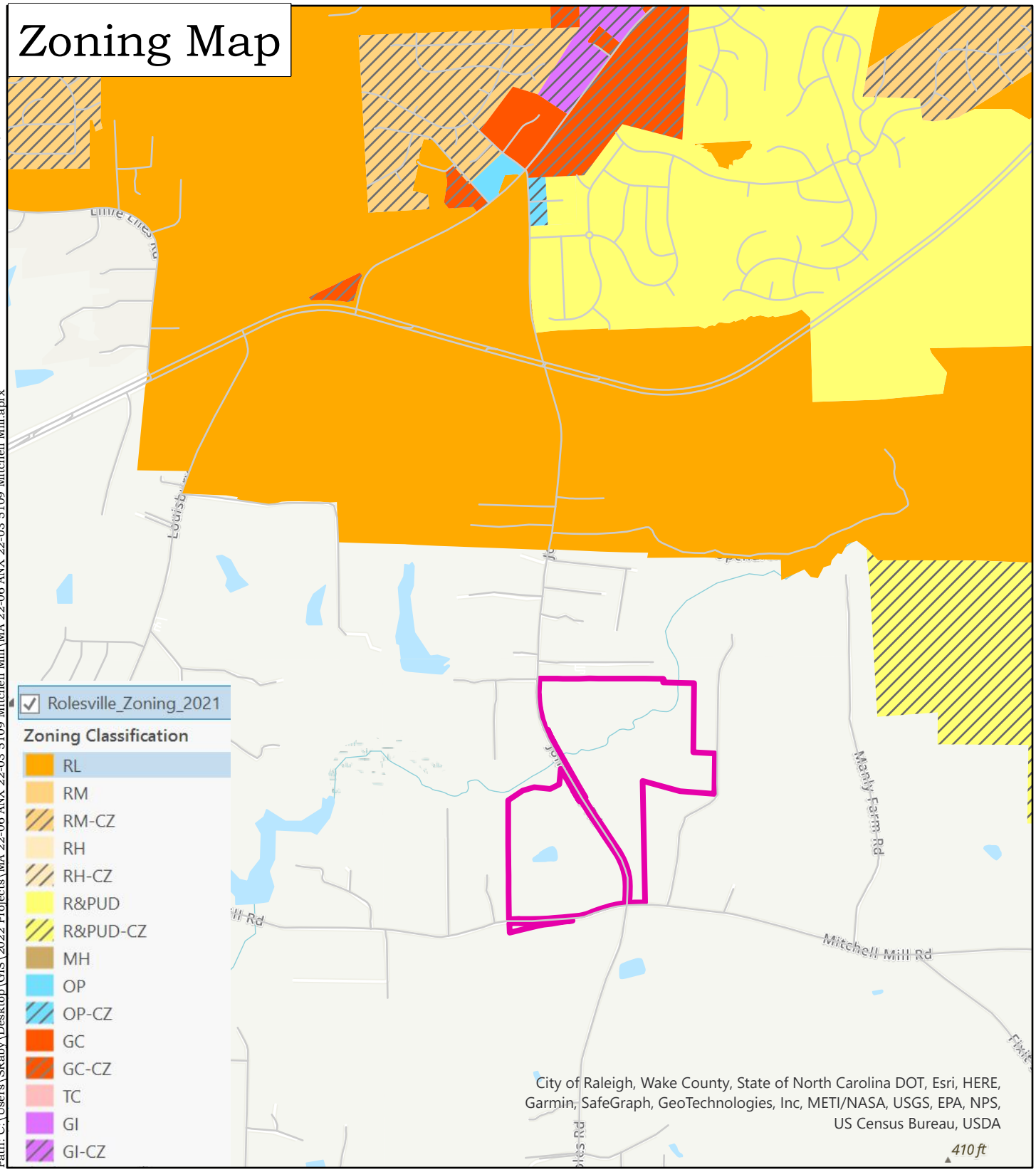
0 0.15 0.3 0 0.6 Miles
Miles

Attachment 8

Rolesville
Genuine Community • Capital Connection
Est. 1837

Case: MA 22-06 ANX 22-03 5109 Mitchell Mill
Address: 5109 Mitchell Mill
PIN 1757571035
Date: 04.19.2022

Zoning Map



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N
W E
S

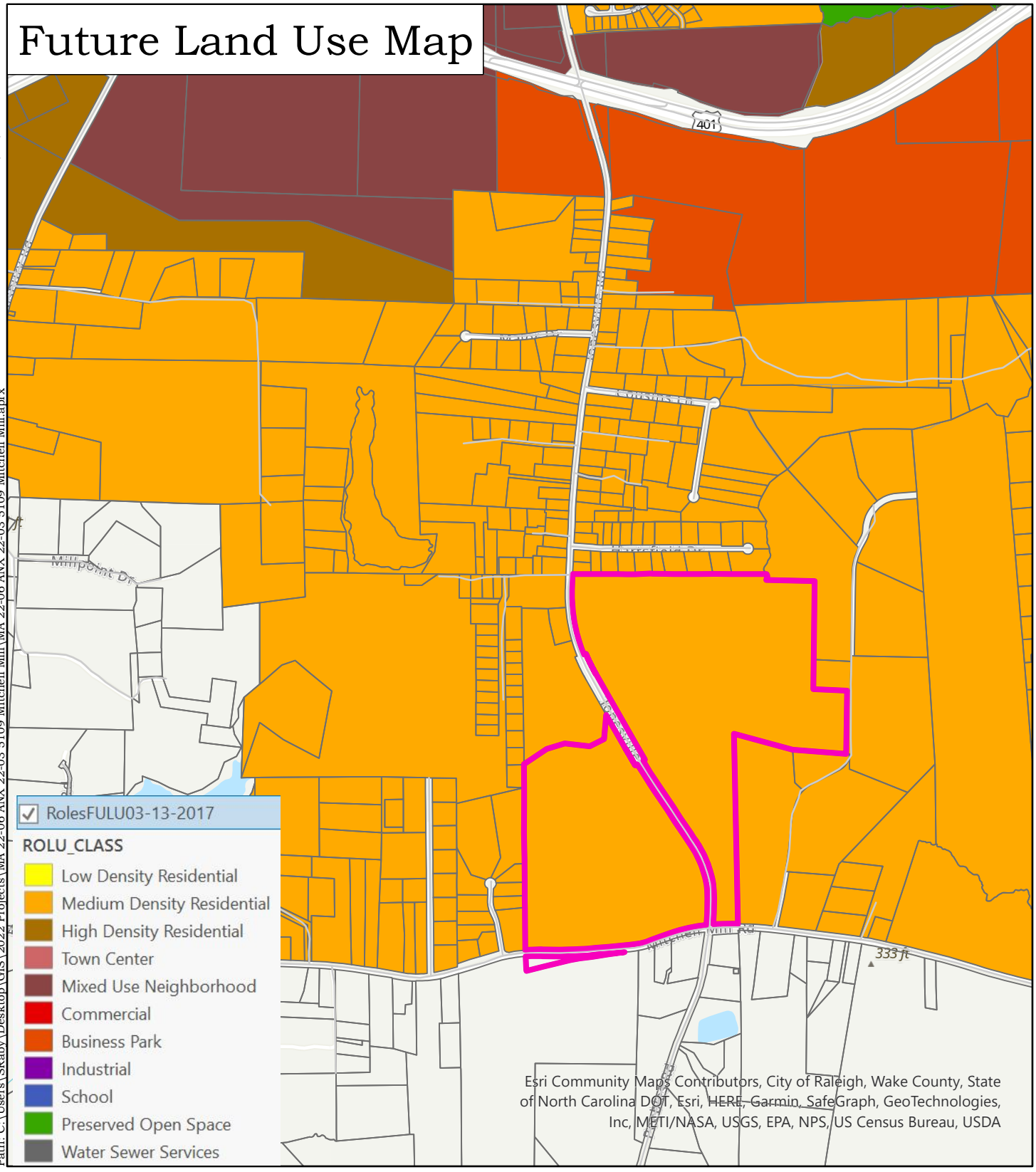
0 0.28 0.55 1.1 Miles

Attachment 9

Rolesville
Genuine Community • Capital Connection
Est. 1837

Case: MA 22-06 ANX 22-03 5109 Mitchell Mill
Address: 5109 Mitchell Mill
PIN 1757571035
Date: 04.19.2022

Future Land Use Map



Date Saved: 4/19/2022 11:20 AM

Path: C:\Users\SRaby\Desktop\GIS\2022 Projects\MA 22-06 ANX 22-03 5109 Mitchell Mill\MA 22-06 ANX 22-03 5109 Mitchell Mill.aprx

N
W E
S

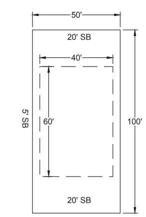
0 0.15 0.3 0.6 Miles
0
Miles

PROJECT SUMMARY

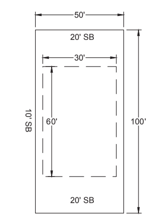
TRACT	USE	UNITS
WEST (±55 ACRES)	NON-RESIDENTIAL	8.31 ACRES
	SINGLE FAMILY	69
	TOWNHOMES	119
	OPEN SPACE	±18 ACRES 2 SMALL, 1 MEDIUM ACTIVE OPEN SPACES
	RIGHT-OF-WAY	±10 ACRES
EAST (±86 ACRES)	SINGLE FAMILY	191
	OPEN SPACE	±42 ACRES 1 SMALL, 2 MEDIUM ACTIVE OPEN SPACES
	RIGHT-OF-WAY	±10 ACRES

PROJECT NOTES

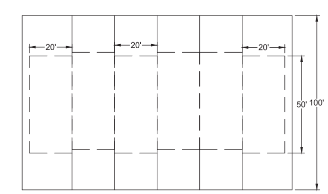
1	BOUNDARY AND TOPOGRAPHIC INFORMATION TAKEN FROM WAKE COUNTY GIS.
2	THIS PLAN IS CONCEPTUAL IN NATURE AND HAS NOT BEEN REVIEWED BY ANY AGENCY.
3	UNIT COUNT IS SUBJECT TO CHANGE PENDING WETLAND AND STREAM DETERMINATIONS, PERMITTING, GRADING, SEWER AND STORMWATER DESIGN.
4	THIS SITE REQUIRES TOWN OF ROLESVILLE REZONING AND ANNEXATION. THIS LAYOUT ASSUMES A ROLESVILLE NC ZONING DISTRICT WEST OF JONESVILLE RD AND A CLUSTER RMD ZONING EAST OF JONESVILLE RD.



TYPICAL CLUSTER LOT DIMENSIONS



TYPICAL NEIGHBORHOOD CENTER LOT DIMENSIONS



TYPICAL LOT DIMENSIONS "TOWNHOUSES"

CONCEPTUAL PLAN 11

5109 MITCHELL MILL ROAD - October 5, 2022

Attachment 10

0 40 80 Feet

HOPPER COMMUNITIES

TIMMONS GROUP
ENGINEERING | DESIGN | TECHNOLOGY

S:\33247\47342-5109_Mitchell_Mill\DWG\Sheet\Exhibit\47342-332C-EX-RENDER.dwg | Plotted on 10/5/2022 9:58 AM | by Ben Jordan

Attachment 11

MA22-06 and ANX22-03- Jonesville/ Mitchell Mill Roads

January 17, 2023

NELSON MULLINS

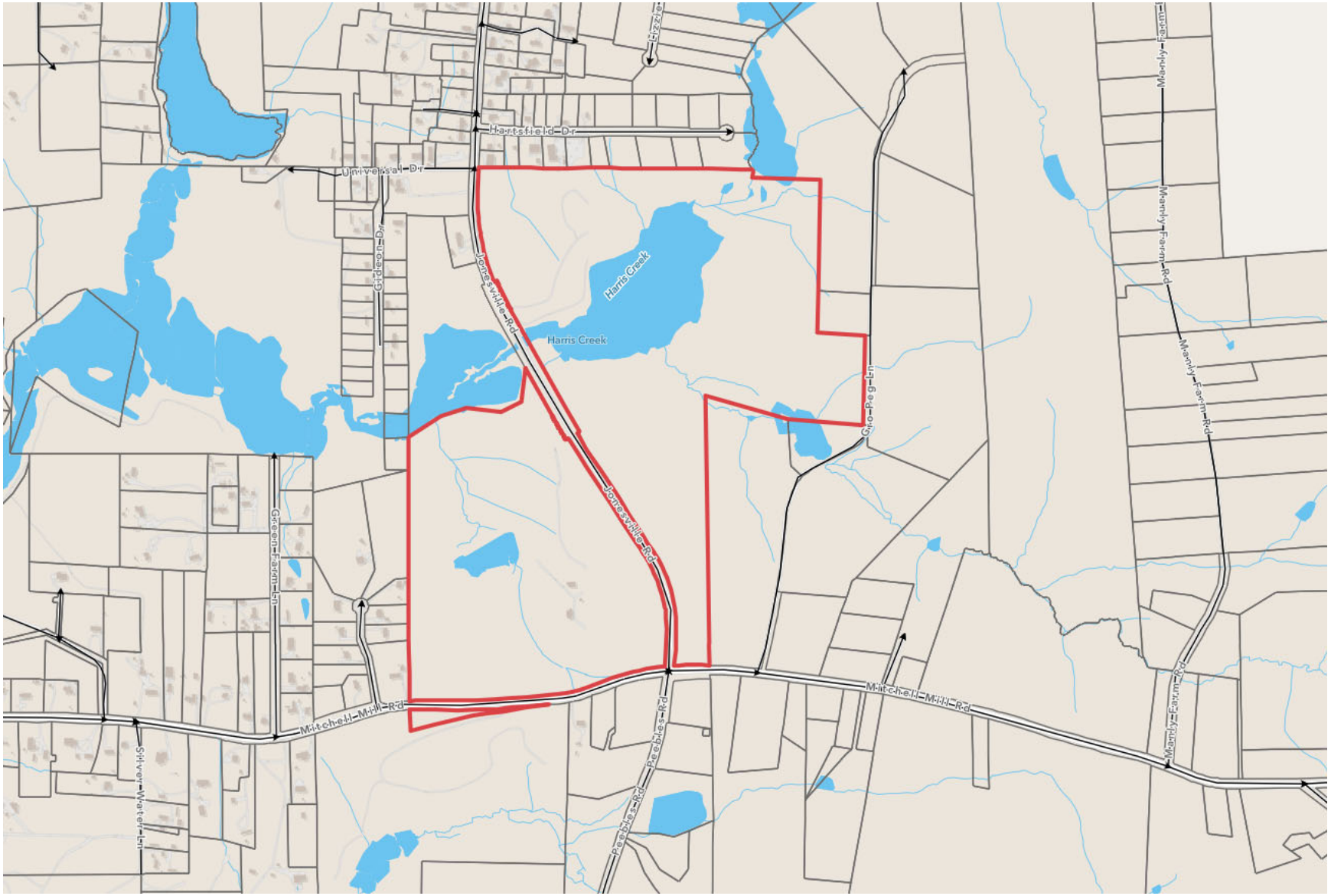
Project Team

- Bill Harrell, Hopper Communities
- Patrick Barbeau and Mike Davidson, Timmons
- Kevin Dean, Kimley-Horn
- Beth Trahos, Nelson Mullins Riley & Scarborough, LLP

Property

NELSON MULLINS

Property



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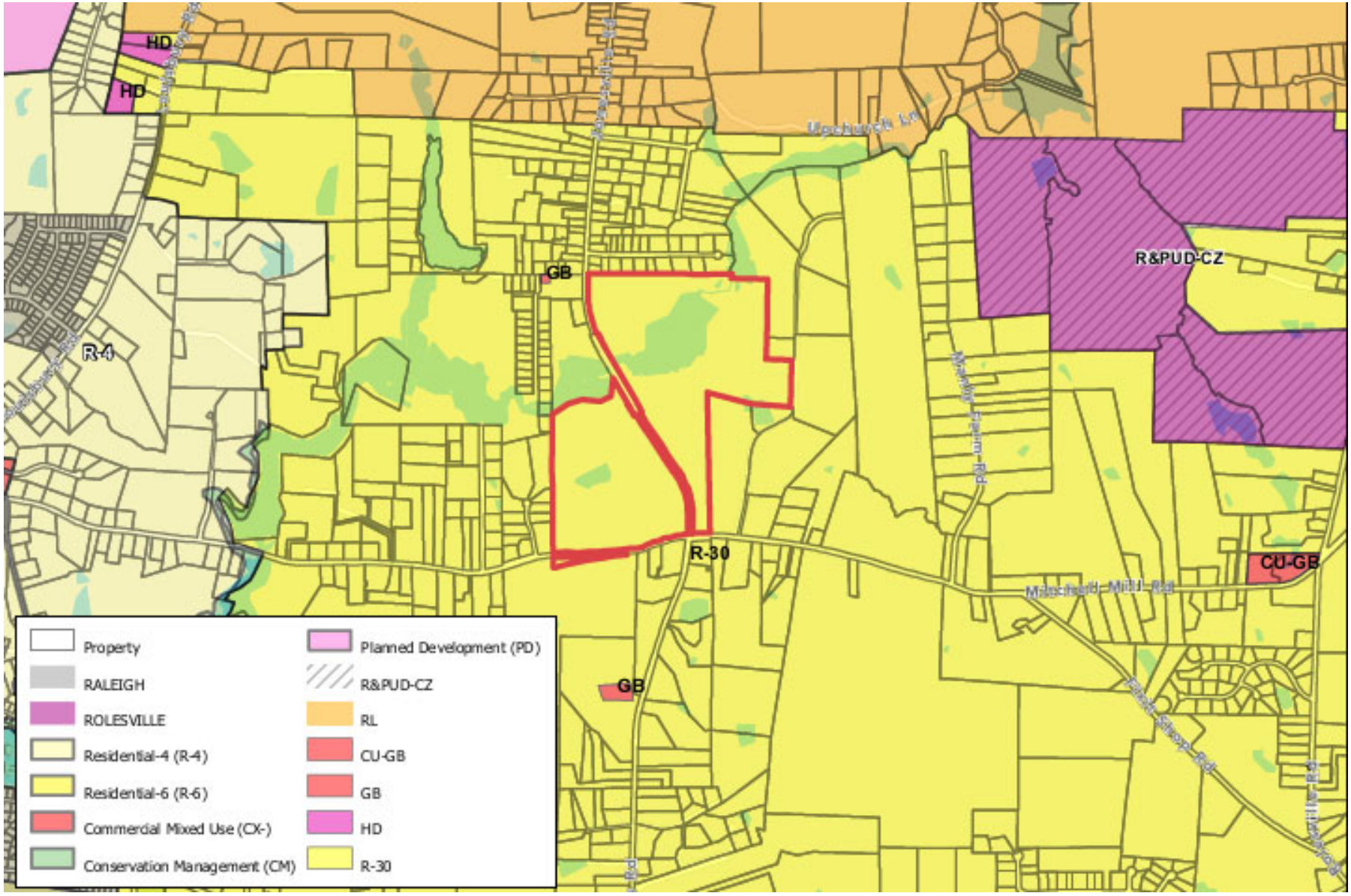
Current Zoning- Wake County R-30



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Comprehensive Plan

- Subject property is intended to become a part of the Town of Rolesville
  - An annexation petition has been submitted.
- The Future Land Use Map designates the site for Medium Density Residential
  - "[p]redominantly single family residential uses with portions of duplex, townhouse or multifamily residential.
- The Town Board has indicated a desire to increase commercial mixed use in Rolesville as a whole.

Proposed Zoning: NC-CZ and RM-CZ

- Property west of Jonesville Road to be zoned Mixed Use Neighbor Center Conditional Zoning District (“NC-CZ”)
- Property east of Jonesville Road to be zoned Residential Medium Density Conditional Zoning District (“RM-CZ”).

Conceptual Plan

5109 MITCHELL MILL ROAD - ROLESVILLE, NC
Conceptual Master Plan - December 15, 2022

HOPPER COMMUNITIES
TIMMONS GROUP
ENGINEERING | DESIGN | TECHNOLOGY

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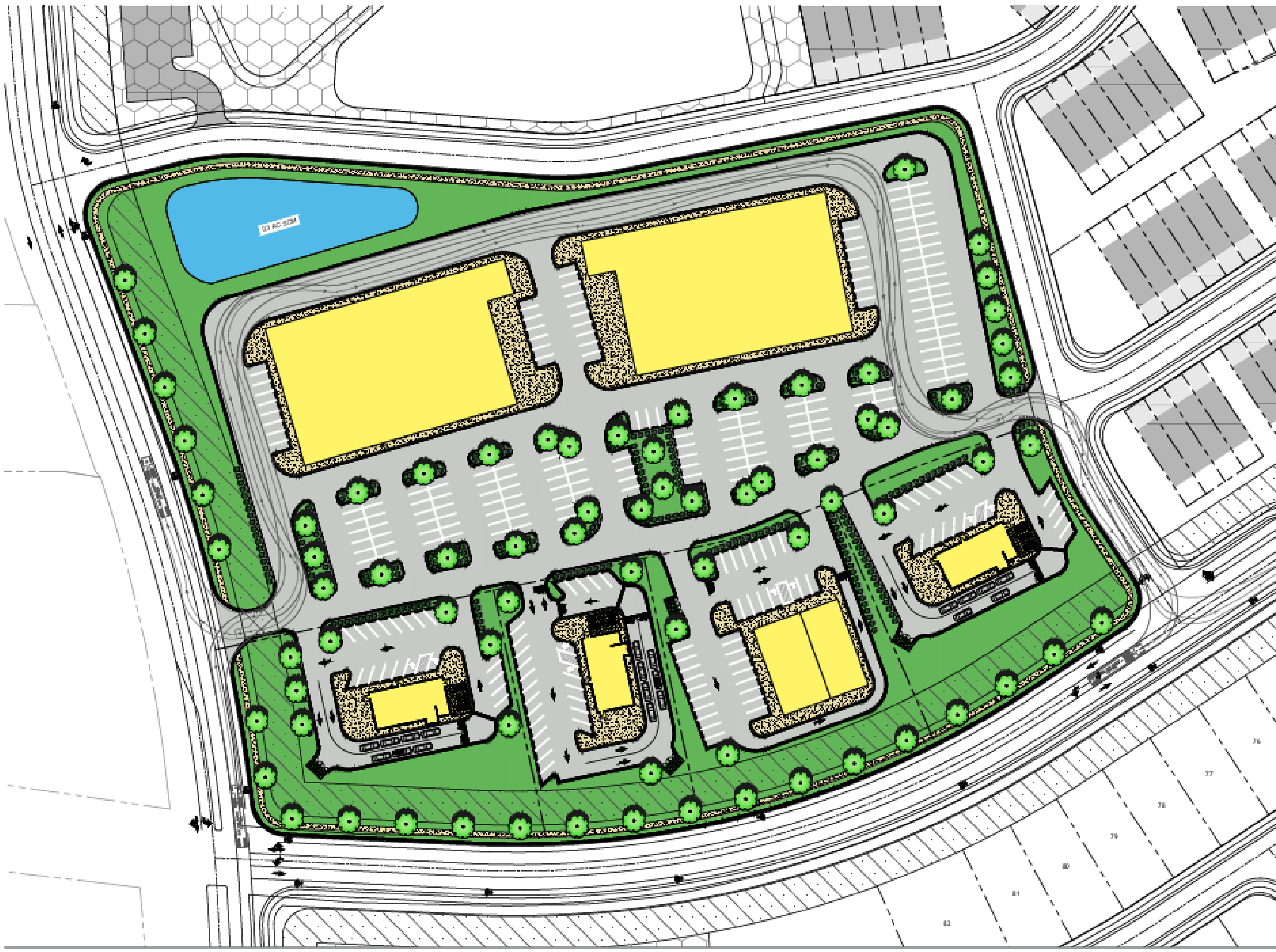
Example Plan for Commercial Area



PROJECT SUMMARY

TRACT	USE	UNITS
WEST ([illegible] ACRES)	NON-RESIDENTIAL	[illegible] ACRES
	SINGLE FAMILY	[illegible]
	TOWNHOMES	[illegible]
	OPEN SPACE	±[illegible] ACRES 2 SMALL, 1 MEDIUM ACTIVE OPEN SPACES
	RIGHT-OF-WAY	±[illegible] ACRES
EAST ([illegible] ACRES)	SINGLE FAMILY	1[illegible]1
	OPEN SPACE	±[illegible] ACRES 1 SMALL, 2 MEDIUM ACTIVE OPEN SPACES
	RIGHT-OF-WAY	±[illegible] ACRES

PROJECT NOTES

1	BOUNDARY AND TOPOGRAPHIC INFORMATION TAKEN FROM WAKE COUNTY GIS.
2	THIS PLAN IS CONCEPTUAL IN NATURE AND HAS NOT BEEN REVIEWED BY ANY AGENCY.
3	UNIT COUNT IS SUBJECT TO CHANGE PENDING WETLAND AND STREAM DETERMINATIONS, PERMITTING, GRADING, SEWER AND STORMWATER DESIGN.
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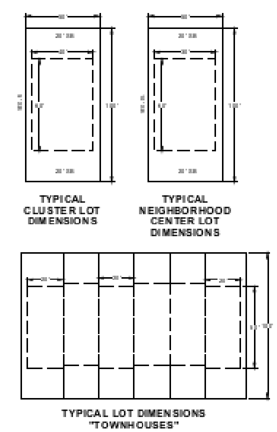

CONCEPTUAL PLAN 11

5109 MITCHELL MILL ROAD - January 11, 2023

0 40 80 Feet

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Summary of Zoning Conditions- Mix of Uses

- 8.4± acres of site designated for commercial uses.
  - Requirement that 50,000 square feet of non-residential building area be permitted prior to permitting 197 dwelling units (one-half of 395 units)
- Total number of homes shall not exceed 395.
  - no more than 134 townhomes.
  - Apartments are only permitted in buildings with commercial on the ground floor.
- Single-family detached homes shall be at least 2,000 square feet in size, and crawl space foundations or stem wall foundations. Any stem wall foundations shall have a brick or stone veneer on all sides facing a public street and shall be at least 18” in height.
- Townhomes shall be at least 1,200 square feet. Townhome building shall not contain more than 6 units.

Summary of Zoning Conditions- Amenities

- Recreational Amenities shall include:
  - Swimming pool and cabana;
  - Dog park;
  - Playground;
  - Community Garden; and
  - 2.3± miles of Greenway and trailhead.
- Public Recreational Amenities:
  - 2.3± miles of Greenway;
  - Opportunity for town-owned trailhead; and
  - Opportunity for town-owned 1 acre park/recreational area.

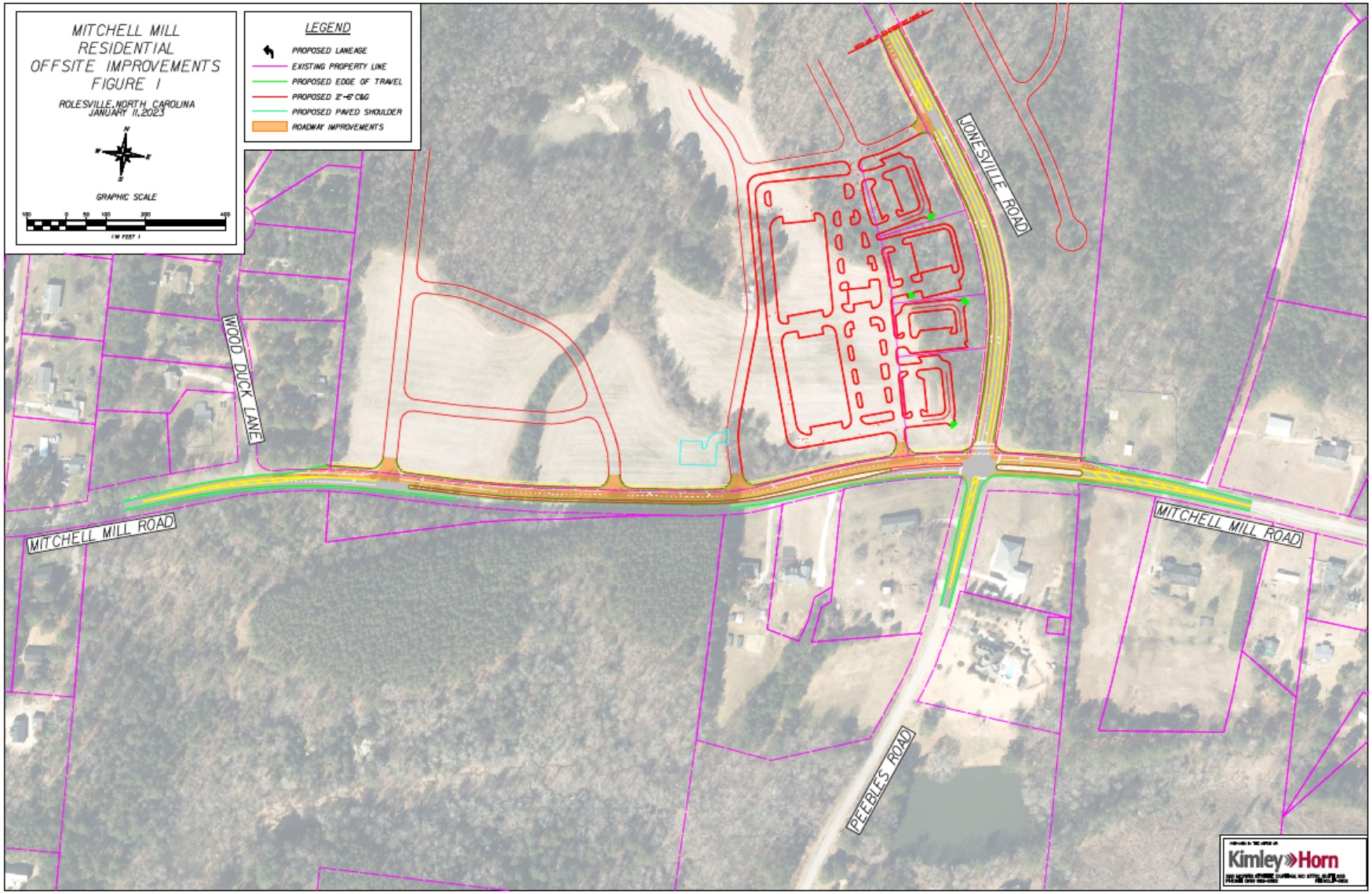
NOTE: In addition to these conditions, your ordinance will require the project to pay $1,264,000.00 in Recreation Facility Impact Fees for the residential units alone ($3200 per unit).

Summary of Zoning Conditions- Road Improvements

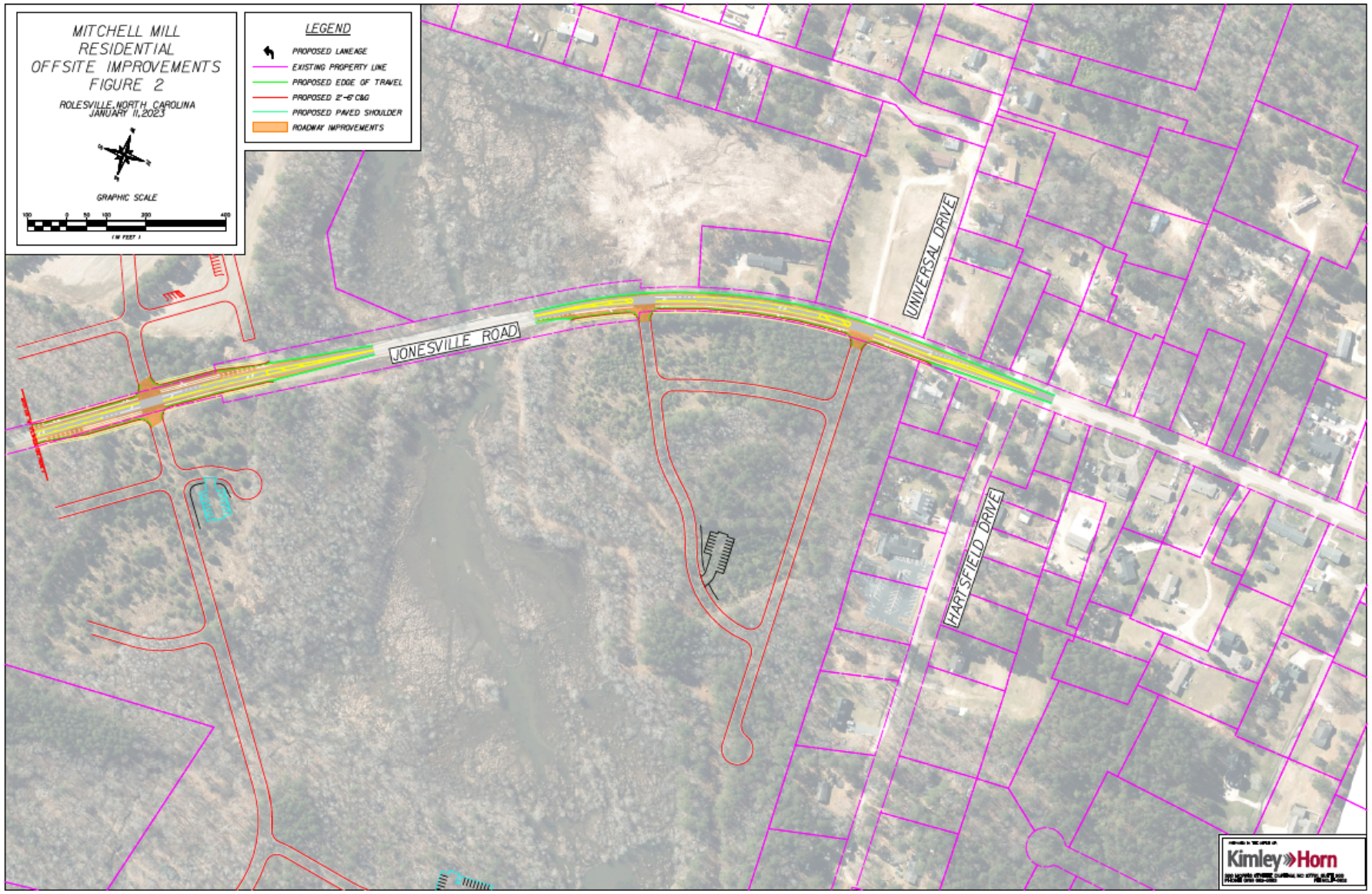
- Road Improvements will be made as recommended by the Town's Traffic Impact Analysis:
  - 1.3 miles of widening along Jonesville and Mitchell Mill Roads, including left turn lanes from Mitchell Mill onto Jonesville Road and from Jonesville onto Mitchell Mill;
  - Installation of 2.68 miles of internal streets;
  - At least 9 access points into the neighborhood;
  - Signal warrant analyses as required by TIA and NCDOT; and
  - Contribution of an additional $50,000 to the Town if no traffic signal warranted at full build-out for use to install a traffic signal

- NOTE: In addition to these conditions, your ordinance will require the project to pay $1,156,800.00 in Transportation Impact Fees for the residential units alone ($3200 per single-family unit and $2400 townhome unit).

Summary of Zoning Conditions- Road Improvements



Summary of Zoning Conditions- Road Improvements



Summary of Zoning Conditions- Affordable Housing

- A donation in the amount of $30,000.00 shall be made to the Homes for Heroes Foundation prior to the issuance of 50th building permit for a home.
    - Homes for Heroes assists Firefighters and EMS, Law Enforcement, Military, Healthcare Professionals and Teachers with costs when they buy or sell a home.
- One (1) townhome shall be donated to Passage Homes, CASA, Habitat for Humanity or other similar organization providing homes to low-income people prior to the 200th building permit for a home.

Conceptual Plan

5109 MITCHELL MILL ROAD - ROLESVILLE, NC
Conceptual Master Plan - December 15, 2022

HOPPER COMMUNITIES
TIMMONS GROUP
ENGINEERING | DESIGN | TECHNOLOGY

NELSON MULLINS

Thank you. Any questions?

Beth Trahos

beth.trahos@nelsonmullins.com

GLENLAKE ONE | SUITE 200

4140 PARKLAKE AVENUE | RALEIGH, NC 27612

T 919.329.3884 F 919.329.3799