

# Memo

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

**From:** Danny Johnson, Planning Director

**Date:** April 11, 2019

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

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

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

## **Summary Information**

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

PINs: 1758455033, 1758457035, 178455319, and 1759786199

Owners: Haynes Investments Properties, LLC

Deeded Acreage: 5.8 (All four lots combined)

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

Developer: Carlton Group of North Carolina, LLC

Contacts: Morton Silberberg and Skip Davis

## **Background and Existing Conditions**

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

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

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

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

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

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

**Neighborhood Meeting**

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

**2017 Rolesville Comprehensive Plan**

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

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

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

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

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

### **Planning Staff Recommendation**

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

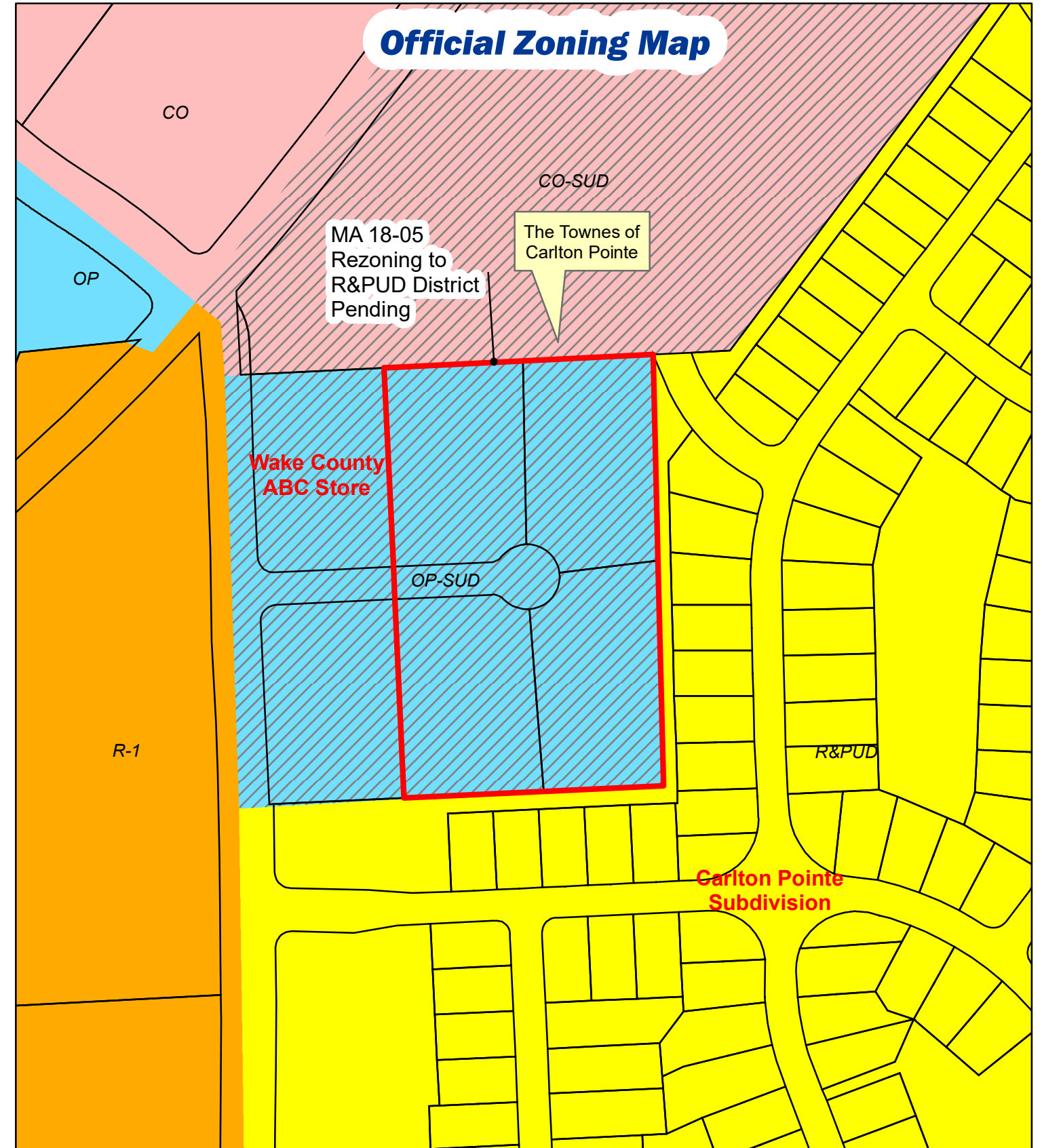
### **Suggested Town Board motion**


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


### **Attachments**

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

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



 Special Use Permit location



1 in = 200 ft

**Section B.**

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

DEVELOPMENT NAME: The Townes at Carlton Pointe

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

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

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

SPECIAL USE REQUESTED:

Residential Town Houses

OWNER/DEVELOPER: Owner: Haynes Investment Properties LLC

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

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

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

EMAIL: morcarlton@aol.com

STAFF CONTACT FOR COMMENTS OR QUESTIONS:

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

4932b Windy Hill Drive

ADDRESS: Raleigh, NC 27609

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

EMAIL: macmcintyre@gmail.com

**OWNER'S SIGNATURE:**

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

Haynes Investment Properties LLC

Date: 10-15-2018

Signed: By: Lawrence R. Haynes III

STATE OF NC  
COUNTY OF WAKE

Bronck N. Haynes

**Section C.**

**APPLICANT STATEMENT**

SEE ATTACHED SHEET

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

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

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

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

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

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

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

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SPECIAL/CONDITIONAL USE APPLICATION  
SECTION C  
Page 3 of 4

APPLICANT STATEMENT.

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

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

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

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

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

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

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

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

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

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

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

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

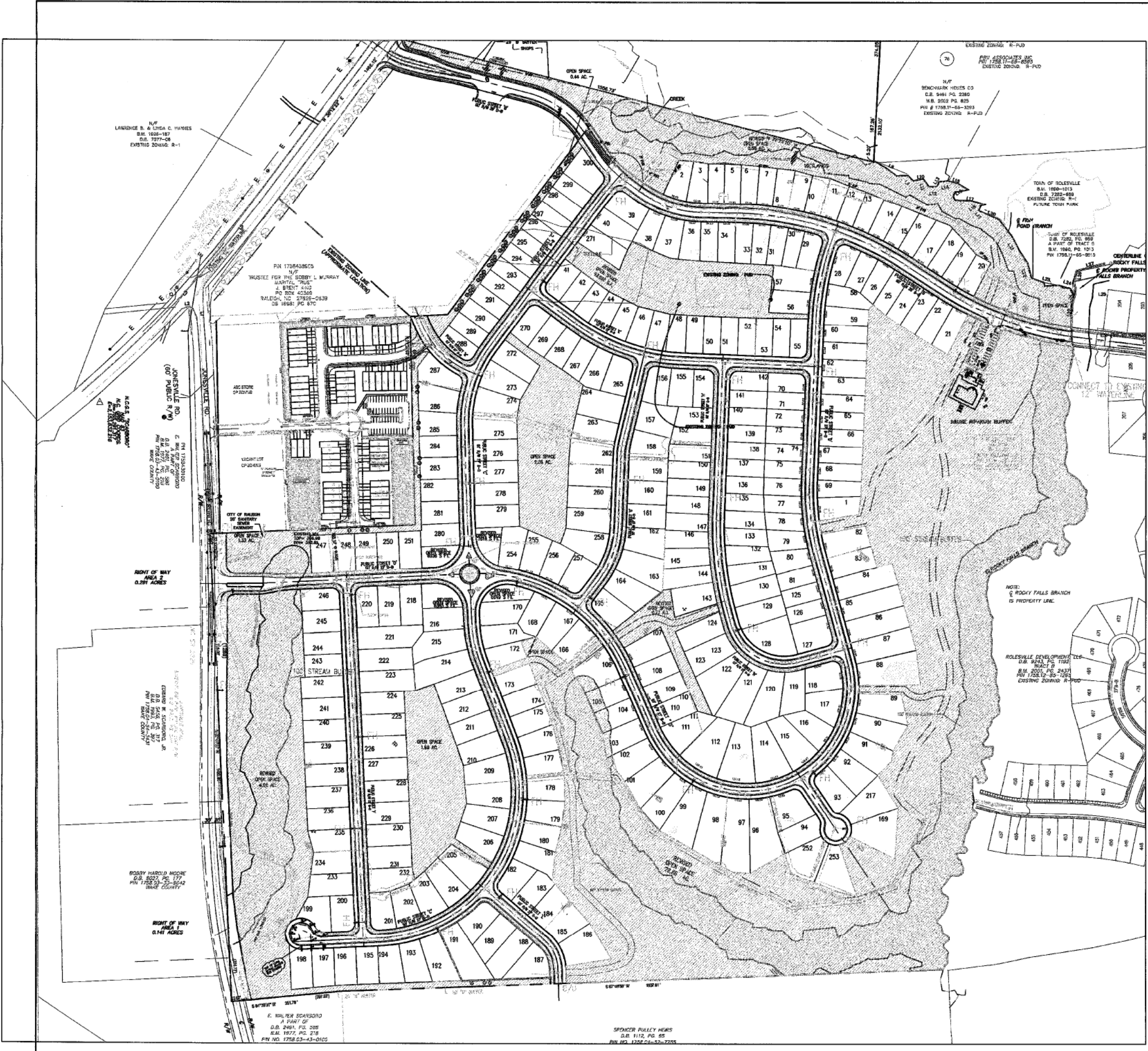




## Jonesville Road Townhomes

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





**EXISTING PUD DATA:**

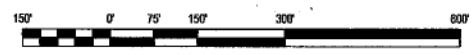
- TOTAL ACREAGE -- 132.36 ACRES
- PROPOSED USE-- SINGLE FAMILY DETACHED HOMES
- TOTAL LOTS APPROVED -- 300 LOTS
- EXISTING PUD ZONING -- R&PUD
- TOTAL DENSITY -- 300 LOTS/ 132.36 ACRES= 2.26 UNITS /ACRE
- TOTAL OPEN SPACE PROVIDED -- 45.39 ACRES
- TOTAL % OPEN SPACE -- 45.39AC./ 132.36 AC. = 34%

**NEW AMMENDED PUD SITE DATA:**

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

**NEW AMMENDED TOWNHOME PUD SITE DATA:**

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



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Wake Forest, North Carolina 27587  
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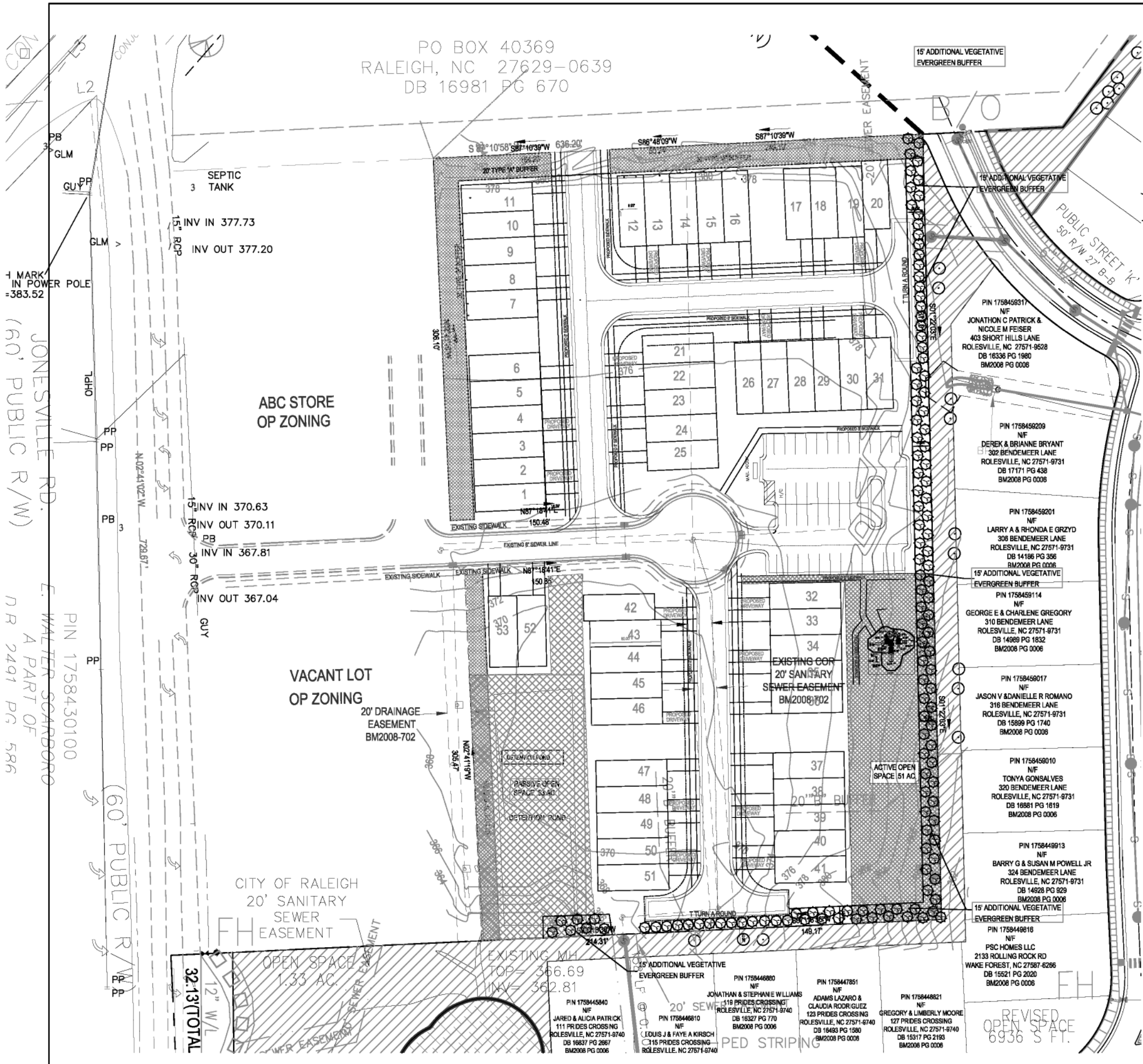


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**AMMENDED OVERAL PUD LAYOUT  
THE TOWNES AT CARLTON POINTE  
AMMENDED CARLTON POINTE MASTER PLAN**  
JONESVILLE ROAD  
Rolesville, Wake County, North Carolina



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



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

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

SEPTIC TANK  
 3  
 INV IN 377.73  
 INV OUT 377.20

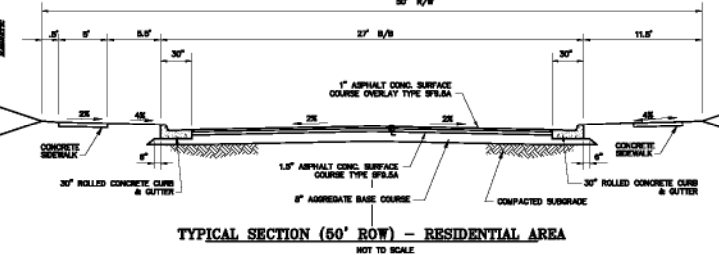
ABC STORE  
 OP ZONING

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

VACANT LOT  
 OP ZONING

CITY OF RALEIGH  
 20' SANITARY  
 SEWER EASEMENT

OPEN SPACE  
 1.33 AC.  
 32.13' TOTAL



**TOWNHOME PARKING REQUIREMENTS:**

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

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

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

**NEW AMMENDED TOWNHOME PUD SITE DATA:**

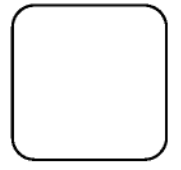
- TOTAL TOWNHOME AREA TO REZONED -- 5.8 ACRES
- TOTAL EXISTING LOTS - 4 LOTS
- EXISTING ZONING OF NEW PROPOSED PUD ACREAGE -- OP
- PROPOSED ZONING OF NEW PUD ACREAGE -- R&PUD
- ACTIVE OPEN SPACE - .51 ACRES
- PASSIVE OPEN SPACE (NOT INCLUDING PARKING AREA) - .53 ACRES



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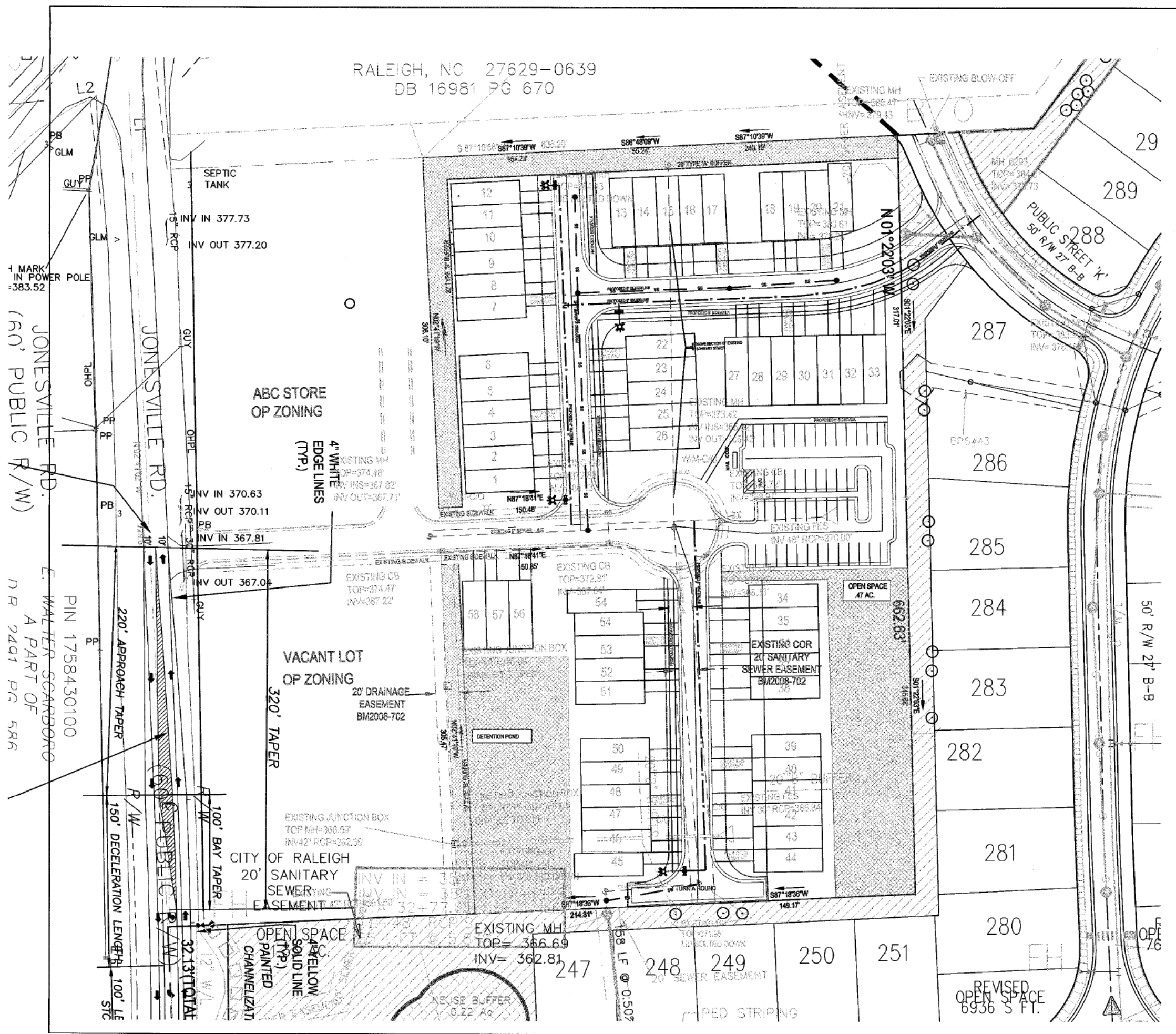
**TOWNHOME SITE PLAN**  
**THE TOWNES AT CARLTON POINTE**  
**AMMENDED CARLTON POINTE MASTER PLAN**  
 JONESVILLE ROAD  
 Rolesville, Wake County, North Carolina

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

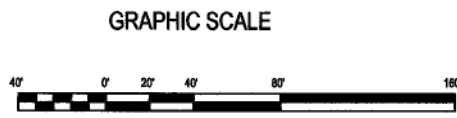
REVISED  
 OPEN SPACE  
 6936 S.F.T.



RALEIGH, NC 27629-0639  
DB 16981 PG 670



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



PROPOSED UTILITY PLAN  
THE TOWNES AT CARLTON POINTE  
AMMENDED CARLTON POINTE MASTER PLAN  
JONESVILLE ROAD  
Rolesville, Wake County, North Carolina

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

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C-2151



JONESVILLE RD.  
PUBLIC R/W  
E. WALTER SCARBORO  
A PART OF  
N R 2491 PG 586  
PIN 1758430100

# ARCHITECTURAL CONCEPT

## PLANNED PRODUCT DETAILS

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

## COMMUNITY OVERVIEW

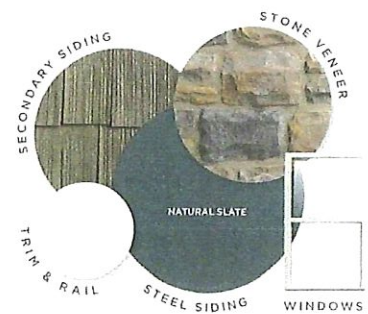
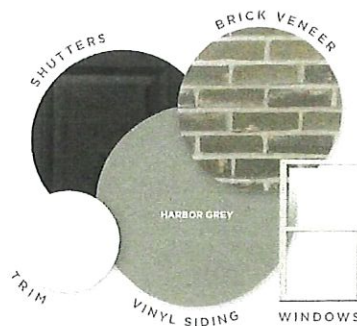
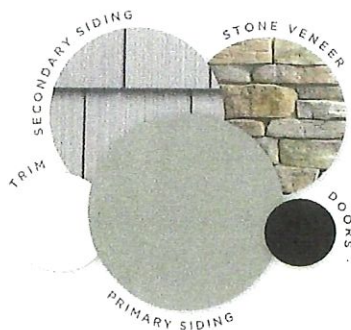
- From the Mid \$200s
- Average Lot Size: .03 ac
- Total Number of Homes: 54
- Amenities: Open Space and Tot Lot

## DESIGN PERSPECTIVES - FRONT



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

## COLOR SCHEMES | For Illustrative Purposes Only





PROJECTED  
ROLESVILLE  
TOWNHOME  
PROJECT - 2019

5000 Falls of Neuse Road  
Suite 100  
Raleigh, NC 27609



## ROLESVILLE MAIN STREET VISION PLAN

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

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

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

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

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

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

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

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

Regarding Value Maintenance, the Jim Allen Report states:

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

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

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



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

# CATALYST SITES & DEVELOPMENT DATA

## greenfield development at burlington mills road

### EXISTING CONDITIONS & CONTEXT

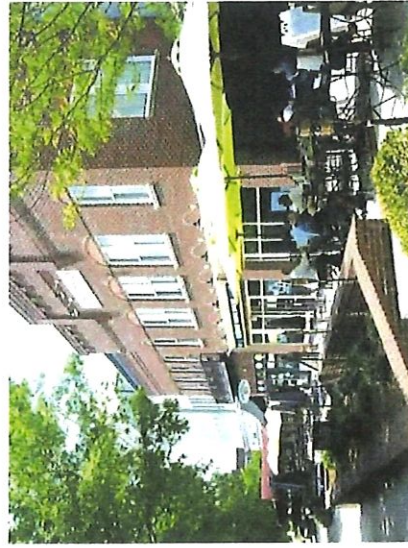
Largely undeveloped greenfield parcels characterize this section of Main Street. Burlington Mills Road currently intersects at a severe angle onto Main Street at a signalized intersection. Existing residential developments including Carlton Pointe, Wall Creek, and Cedar Lakes join these undeveloped parcels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



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

## WHAT THE MARKET IS TELLING US

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



### PROPOSED DEVELOPMENT PATTERN

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

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

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

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

### KEY RECOMMENDATIONS

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

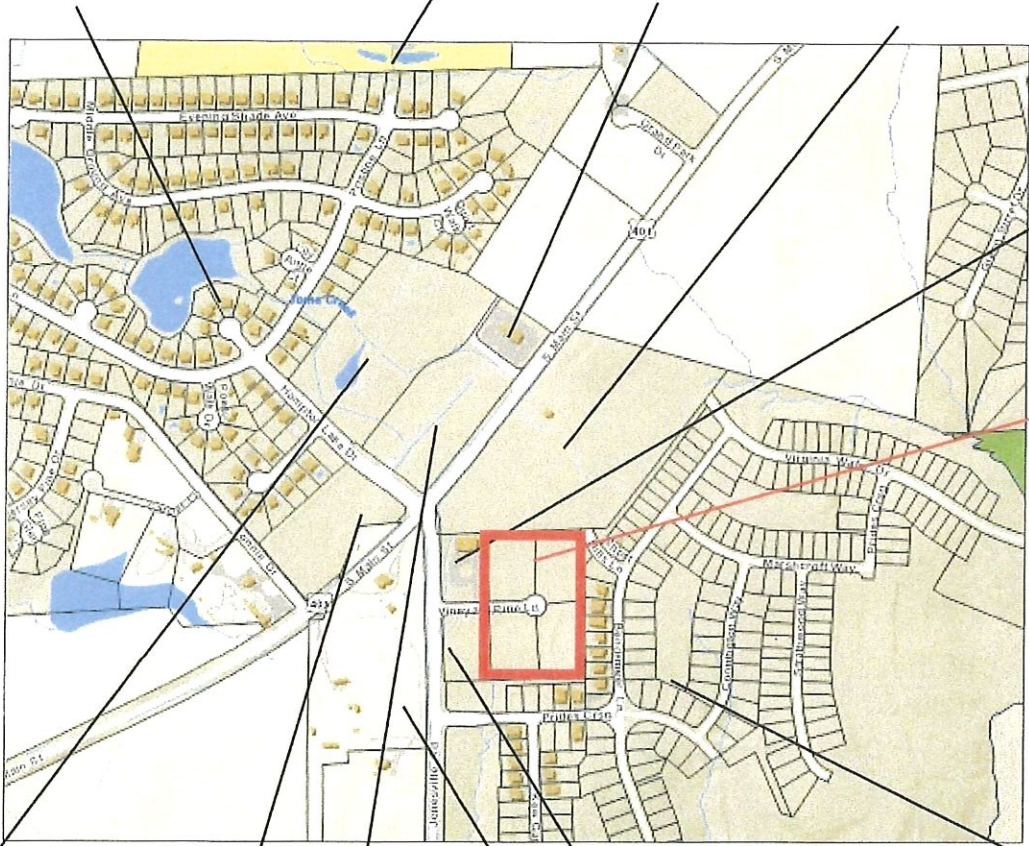
**PROPERTY LOCATION**

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

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

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

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



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

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

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

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

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

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

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

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

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

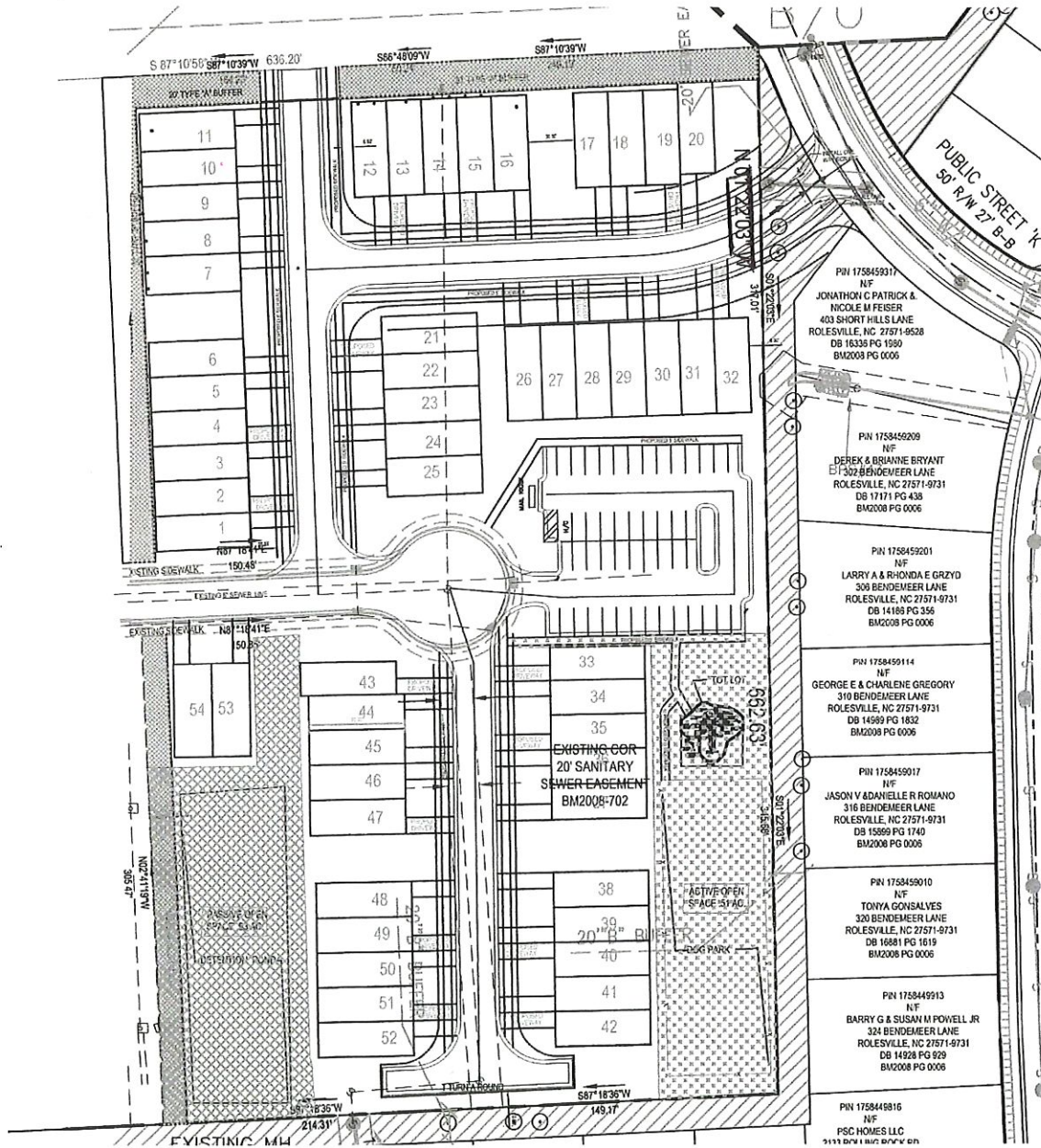






PROPERTY LAYOUT

PROPOSED LAYOUT



ARCHITECTURAL CONCEPT

**PLANNED PRODUCT DETAILS**

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

**COMMUNITY OVERVIEW**

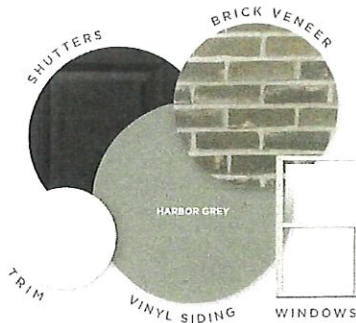
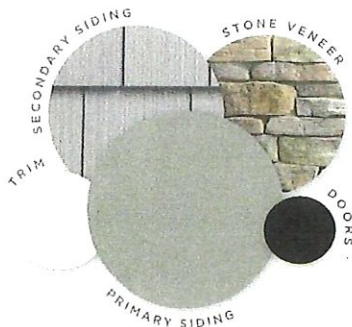
- From the Mid \$200s
- Average Lot Size: .03 ac
- Total Number of Homes: 54
- Amenities: Open Space and Tot Lot

**DESIGN PERSPECTIVES - FRONT**



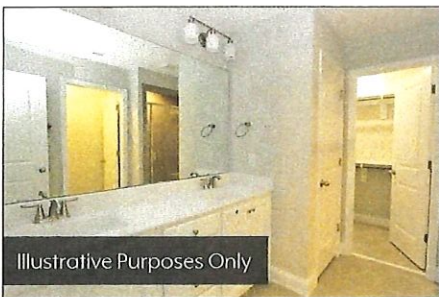
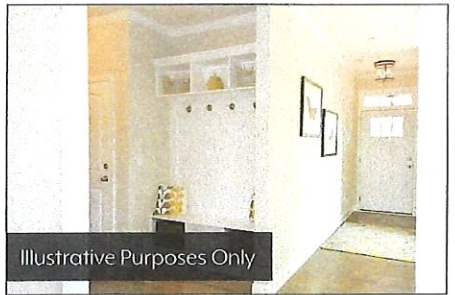
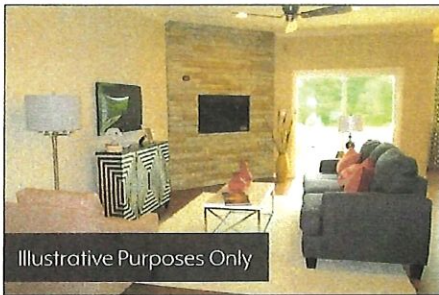
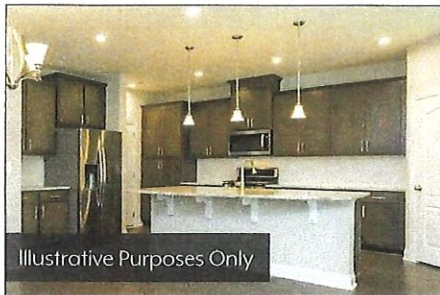
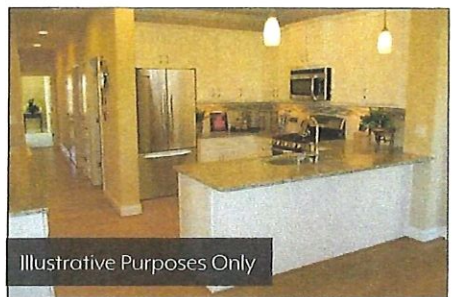
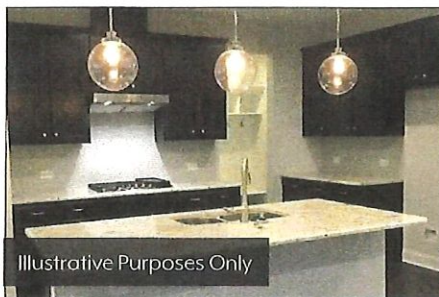
Front Elevation - 6 Unit Building - 22' Front Garage Townhouses

**COLOR SCHEMES | For Illustrative Purposes Only**



ARCHITECTURAL CONCEPT

DESIGN REFERENCES | For Illustrative Purposes Only



## MEDIAN SALES PRICE

### SINGLE FAMILY HOMES

**Jim Allen**  
Howard Perry & Walston Realtor

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



#### Median Sales Price



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

### VALUE MAINTENANCE

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

MEDIAN SALES PRICE

TOWNHOMES

Jim Allen  
Howard Perry & Walston Realtor

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



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

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

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

Dear Carlton Pointe Home Owner:

12/21/18

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

No Road Connection to Carlton Pointe:

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

Front Elevation of the TH Buildings:

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

Traffic Study:

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

Recreation:

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

Value Maintenance:

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

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

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

Carlton Group of North Carolina, LLC

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

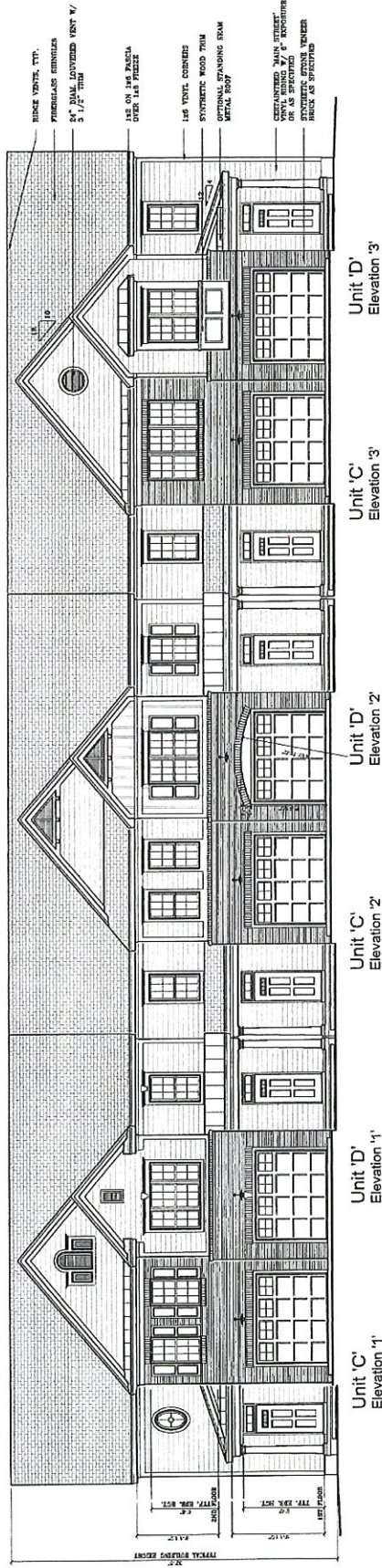
Morton Silberberg. [morcarlton@aol.com](mailto:morcarlton@aol.com)



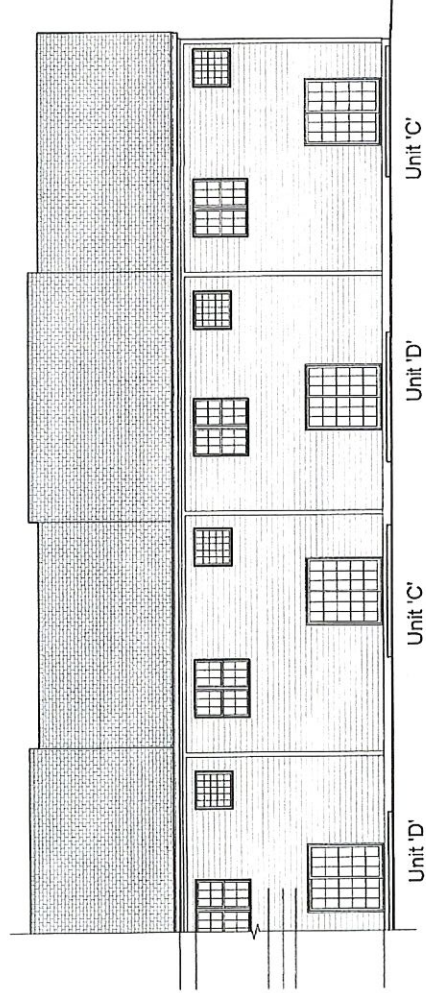
# Proposed Townhouses

Rolesville, North Carolina

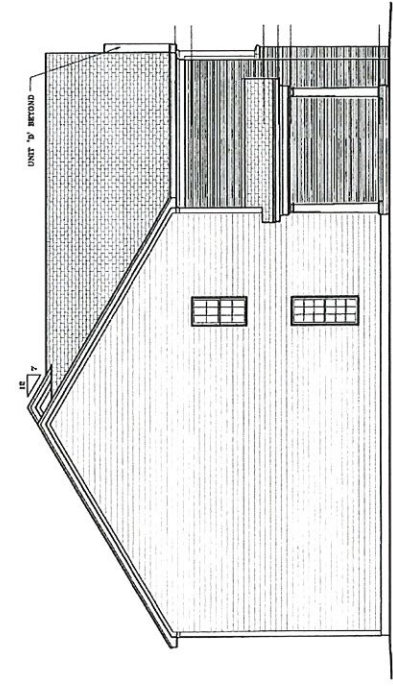
Carlton Group of North Carolina, LLC



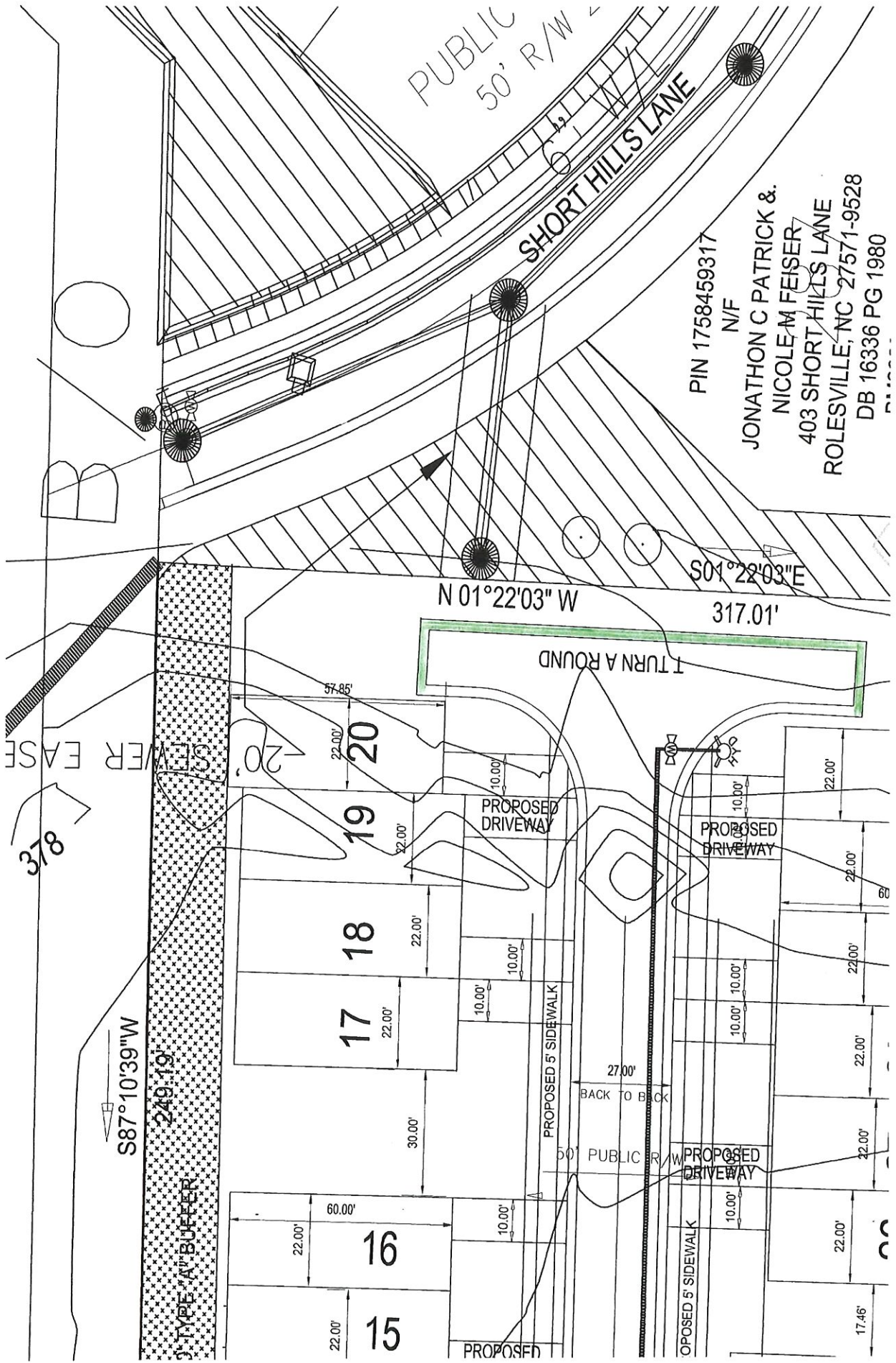
Front Elevation - 6 Unit Building - 22' Front Garage Townhouses



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



Left Side Elevation



PUBLIC  
50' R/W

SHORT HILLS LANE

PIN 1758459317

N/F

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

S01°22'03"E

N 01°22'03" W

317.01'

TURN A ROUND

SEWER EASE

87.8

S87°10'39"W

249.19'

5' TYPE 'A' BUFFER

20'

19

18

17

16

15

PROPOSED DRIVEWAY

PROPOSED DRIVEWAY

PROPOSED DRIVEWAY

PROPOSED 5' SIDEWALK

BACK TO BACK

50' PUBLIC R/W

PROPOSED 5' SIDEWALK

PROPOSED

57.85'

22.00'

32.00'

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22.00'

22.00'

22.00'

22.00'

27.00'

BACK TO BACK

50' PUBLIC R/W

PROPOSED 5' SIDEWALK

10.00'

10.00'

10.00'

10.00'

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10.00'

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17.45'



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

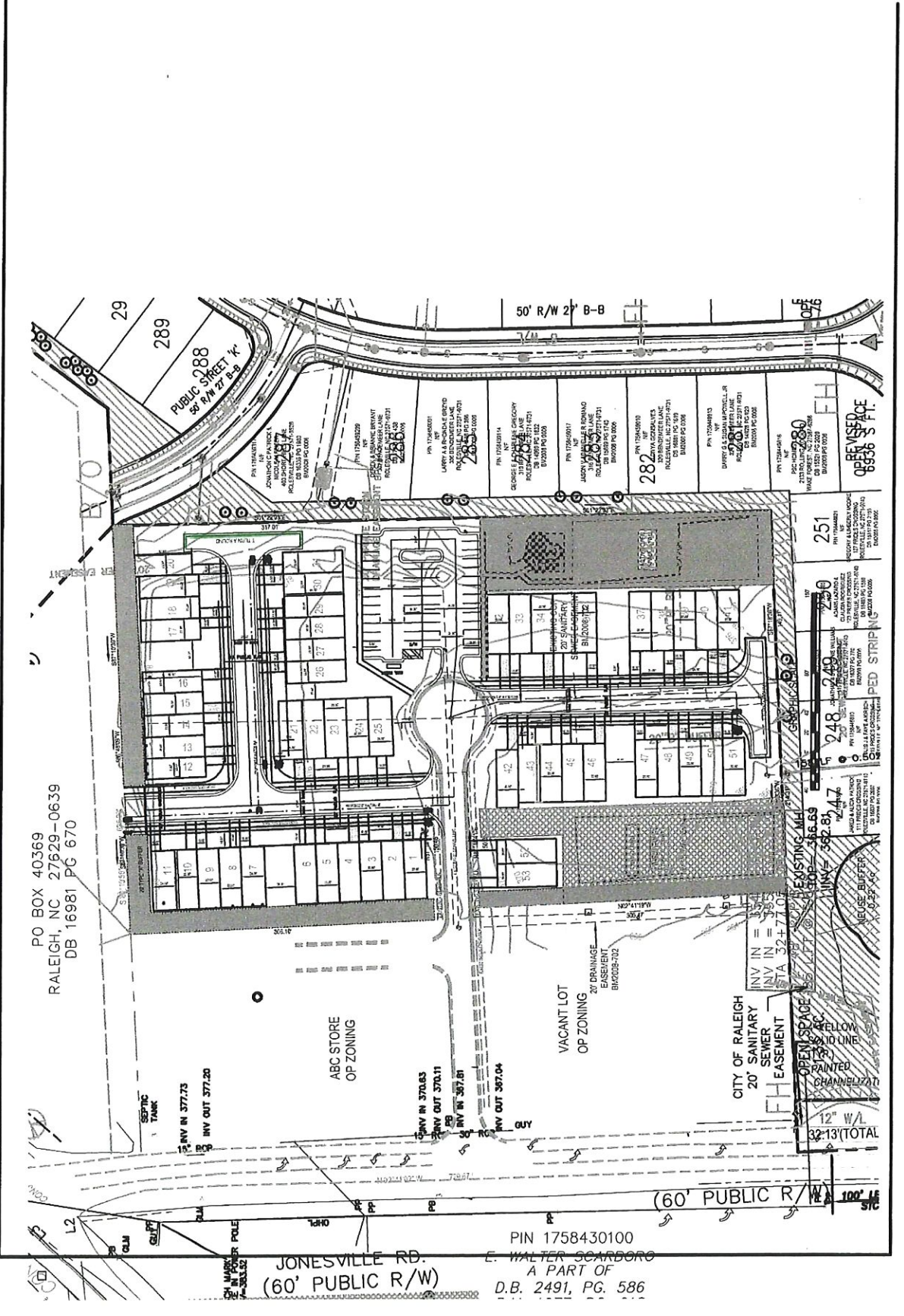


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**SKETCH CONCEPT PLAN**  
 AMENDED CARLTON POINTE MASTER PLAN  
 JONESVILLE ROAD  
 Rolesville, Wake County, North Carolina

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



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

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

REVISIONS  
 06/26/20  
 06/26/20

December 20, 2018

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

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

Dear Mr. Johnson:

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

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

### **Trip Generation**

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

**Table 1: Site Trip Generation**

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

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

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

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

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

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

**Conclusions**

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

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

Sincerely,



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

12-20-18

NC Corporate License # C-0910



November 29, 2018

MEMO:

TO: Carlton Pointe Homeowners

FROM: Skip Davis  
Carlton Group of North Carolina, LLC

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

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

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

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

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

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

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

THE TOWNES AT CARLTON POINTE  
ROLESVILLE, NC 27571

October 19, 2018

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

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

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

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

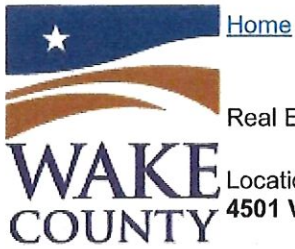
With most families having 2 wage earners, the required \$78,000 annual income for a TH buyer would be achieved with the husband earning \$48,000 and his spouse earning \$30,000 annually, or with 1 wage earner getting \$78,000. These parameters easily fit within the earnings profile for a majority of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

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

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

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

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



[Home](#)

## Wake County Real Estate Data Account Summary

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

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

[Account Search](#)

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

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



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

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

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

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

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



# TOWN OF ROLESVILLE

---

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

P: 919.556.3506  
F: 919.556.6852  
RolesvilleNC.gov



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

---

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

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

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



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

**DATE:** March 5, 2019

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

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

**ZONING:** R&PUD

**SPECIAL USE PERMIT PROVISIONS:**

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

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

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

Reviewed and Acknowledged by the Property Owner or Applicant:

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

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

March 25, 2019

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

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

Dear Mr. Johnson:

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

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

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

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

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

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

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

The study intersections are as follows:

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

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

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

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

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

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

### **Site Trip Generation**

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

**Table 1: Trip Generation Summary**

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

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

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

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

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

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

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

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

### **Capacity Analysis**

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

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

US 401 Business (Louisburg Road) and Jonesville Road

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

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

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

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

Jonesville Road and Vineyard Pine Lane

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

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

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

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

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

Jonesville Road and Prides Crossing

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

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

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

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

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



US 401 Bypass WB and Jonesville Road SB

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

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

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

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

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

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

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

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

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

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

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

**Conclusions and Recommendations**

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

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

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

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

Sincerely,



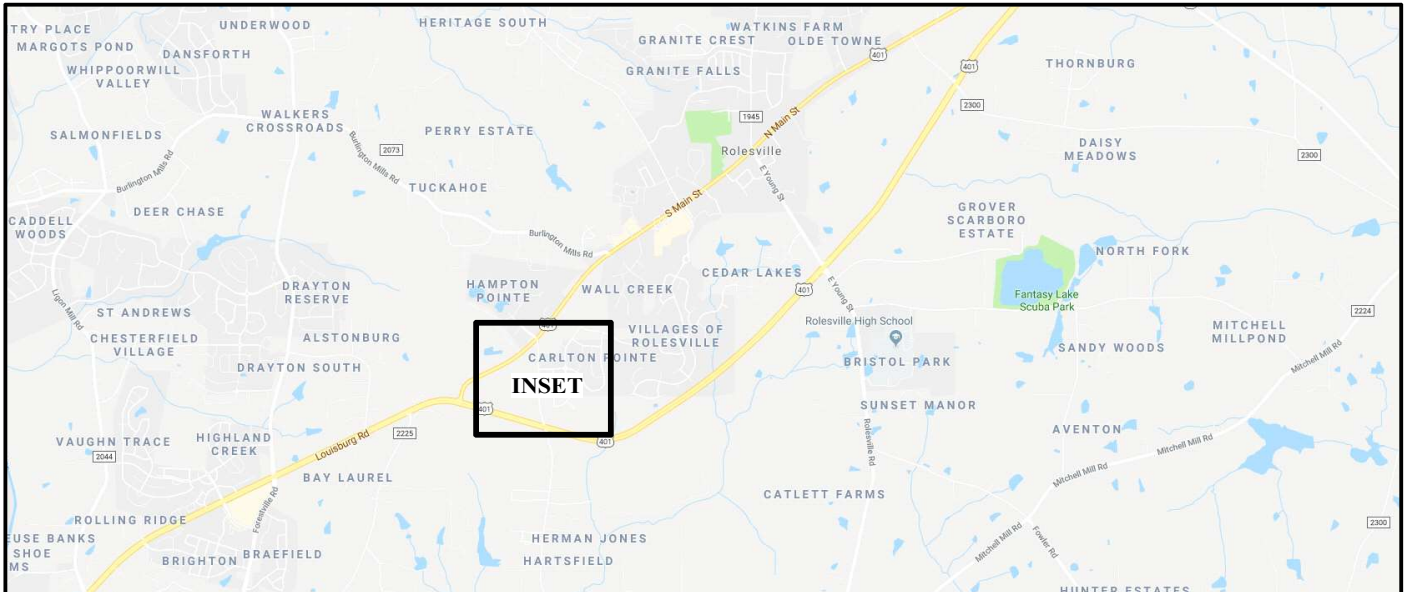
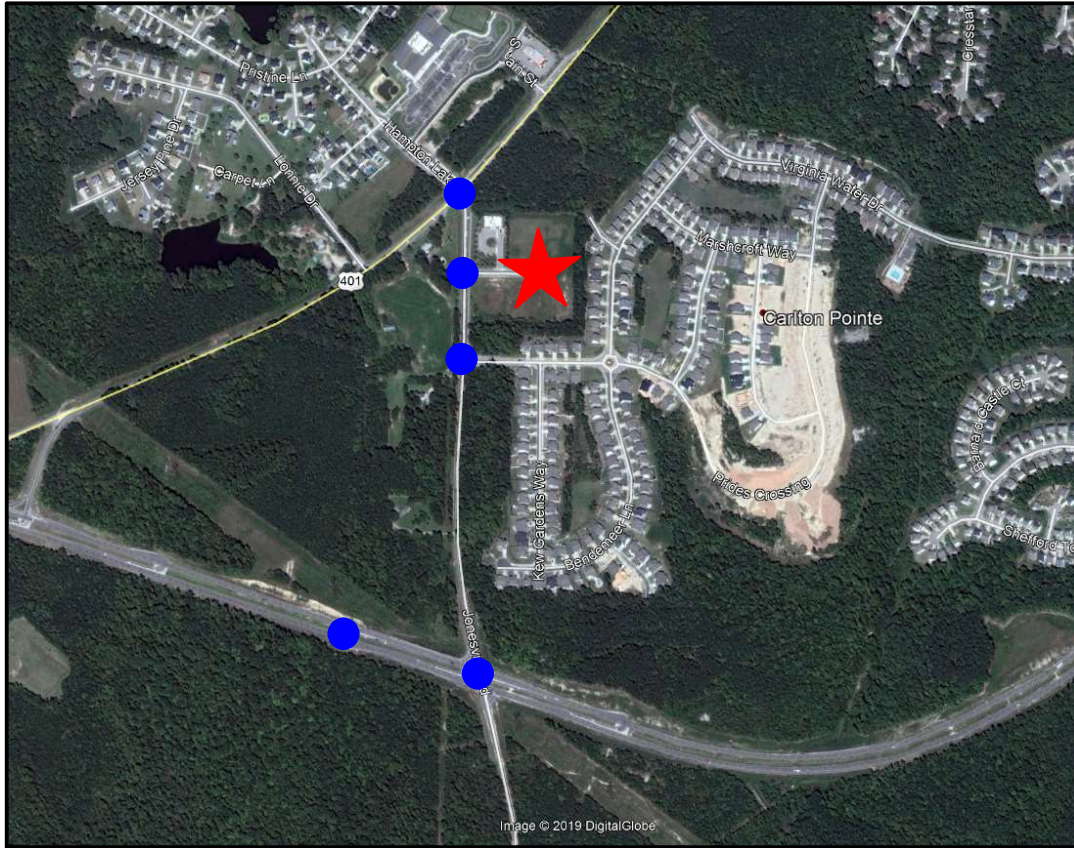
Rynal Stephenson, P.E.  
Regional Manager

*Ramey Kemp & Associates, Inc.*

3-25-19

NC Corporate License # C-0910

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



**LEGEND**

- ★ Site Location
- Study Intersection

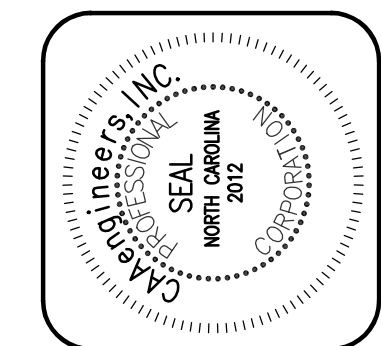


Jonesville Road Townhomes  
Rolesville, North Carolina

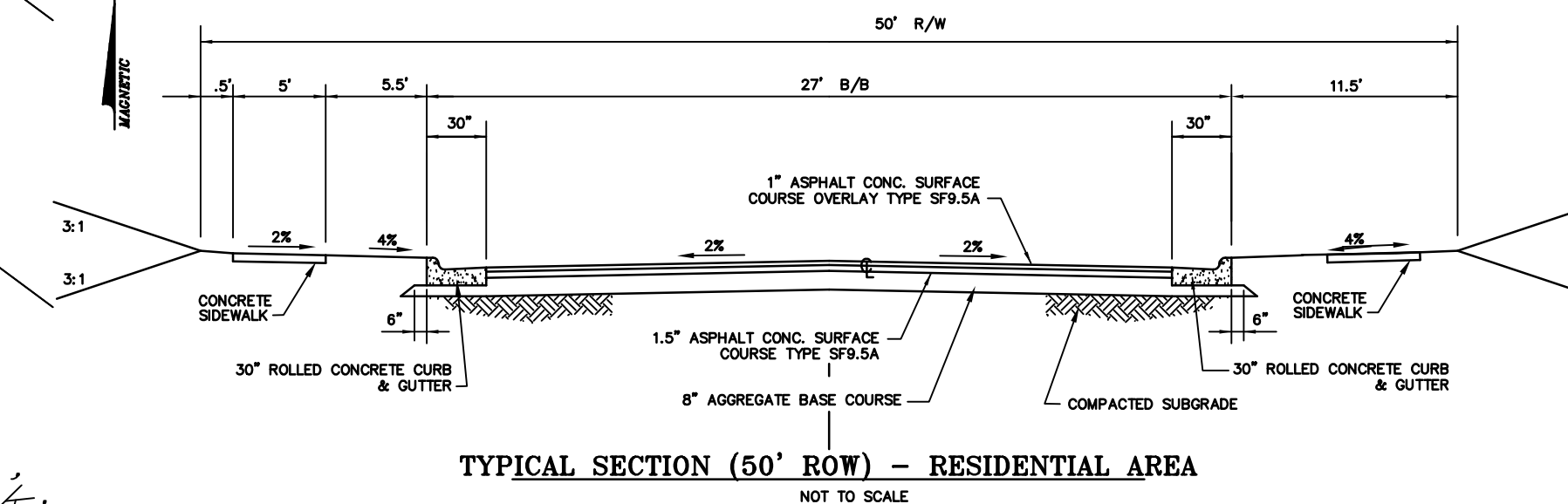
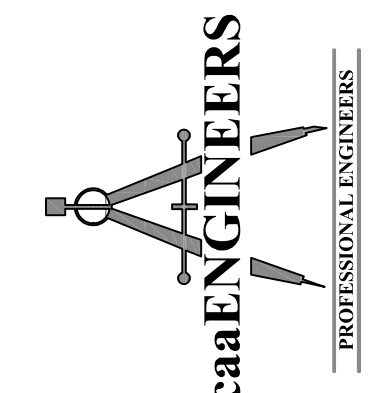
Site Location Map

Figure 1

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



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



**TOWNHOME PARKING REQUIREMENTS:**

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

**PROVIDED PARKING:**

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

**BUILDING SETBACKS - TOWNHOMES**

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

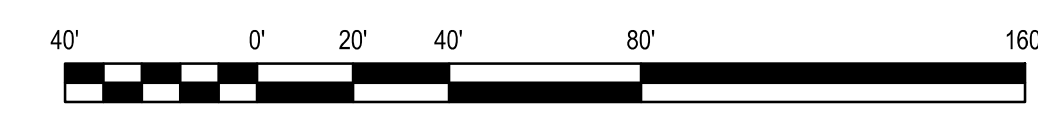
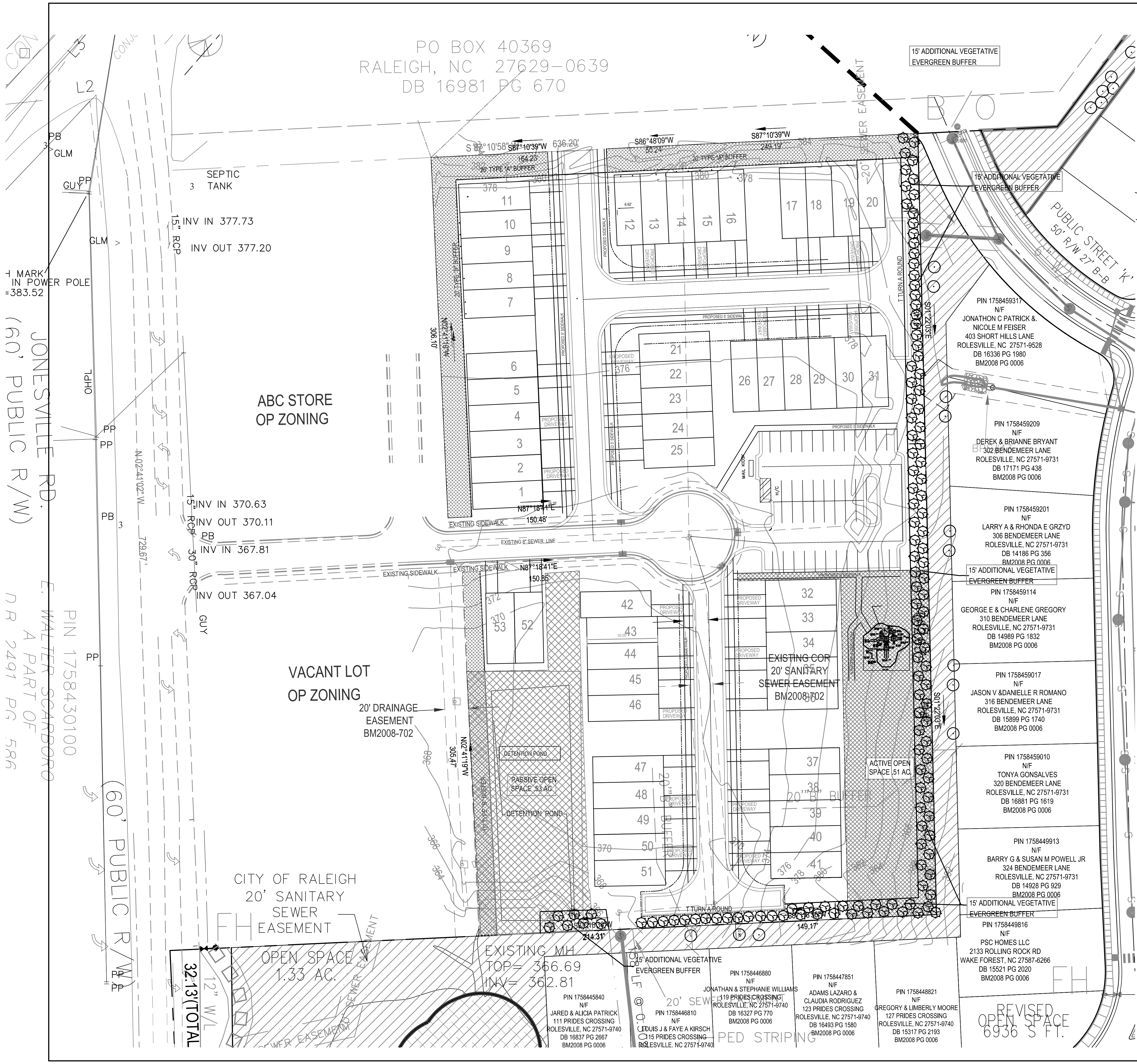
**NEW AMMENDED TOWNHOME PUD SITE DATA:**

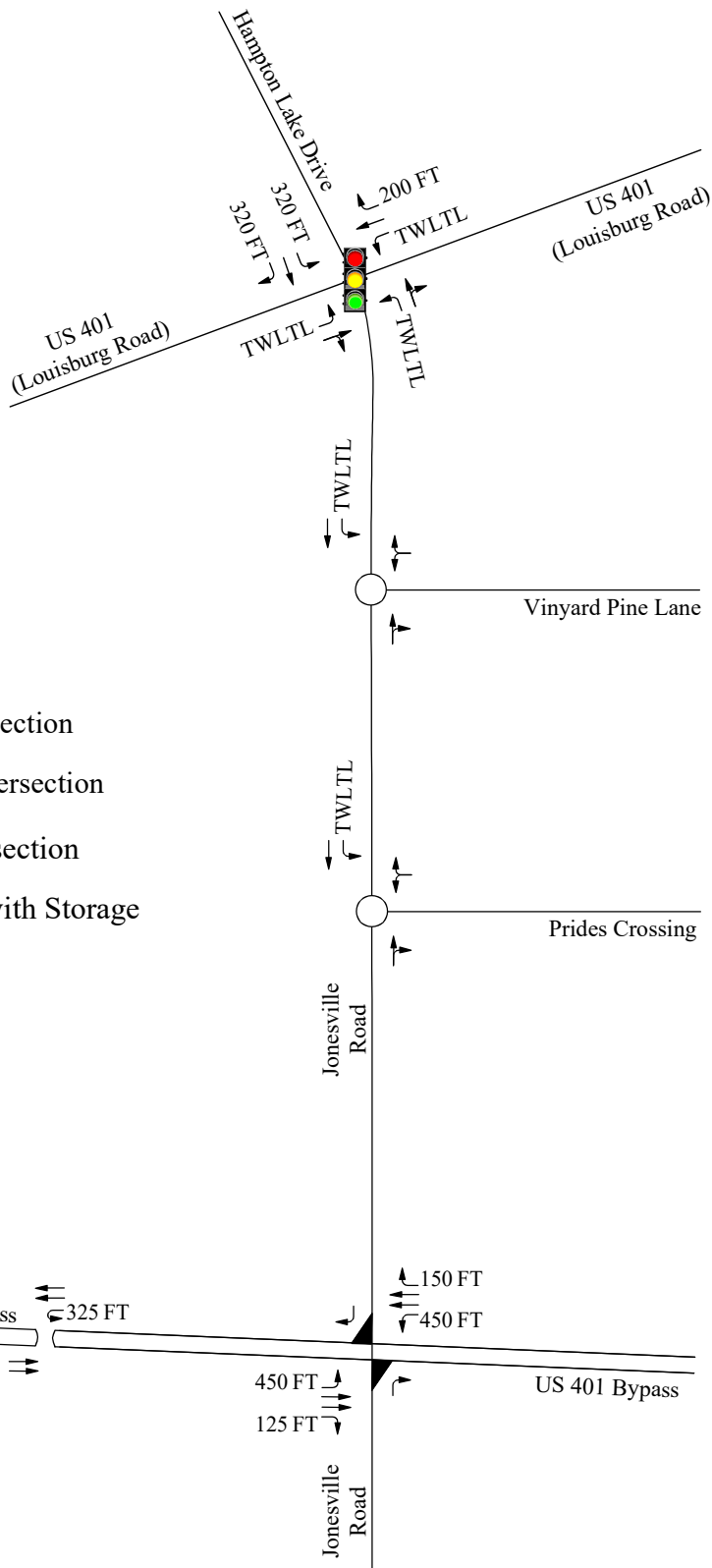
- TOTAL TOWNHOME AREA TO REZONED -- 5.8 ACRES
- TOTAL EXISTING LOTS - 4 LOTS
- PIN 1758455319 PIN 1758457329
- PIN 1758455033 PIN 1758457035
- EXISTING ZONING OF NEW PROPOSED PUD ACREAGE -- OP
- PROPOSED ZONING OF NEW PUD ACREAGE -- R&PUD
- ACTIVE OPEN SPACE- .51 ACRES
- PASSIVE OPEN SPACE (NOT INCLUDING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

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





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

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





**LEGEND**

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



Jonesville Road Townhomes  
Rolesville, North Carolina




Existing Lanes

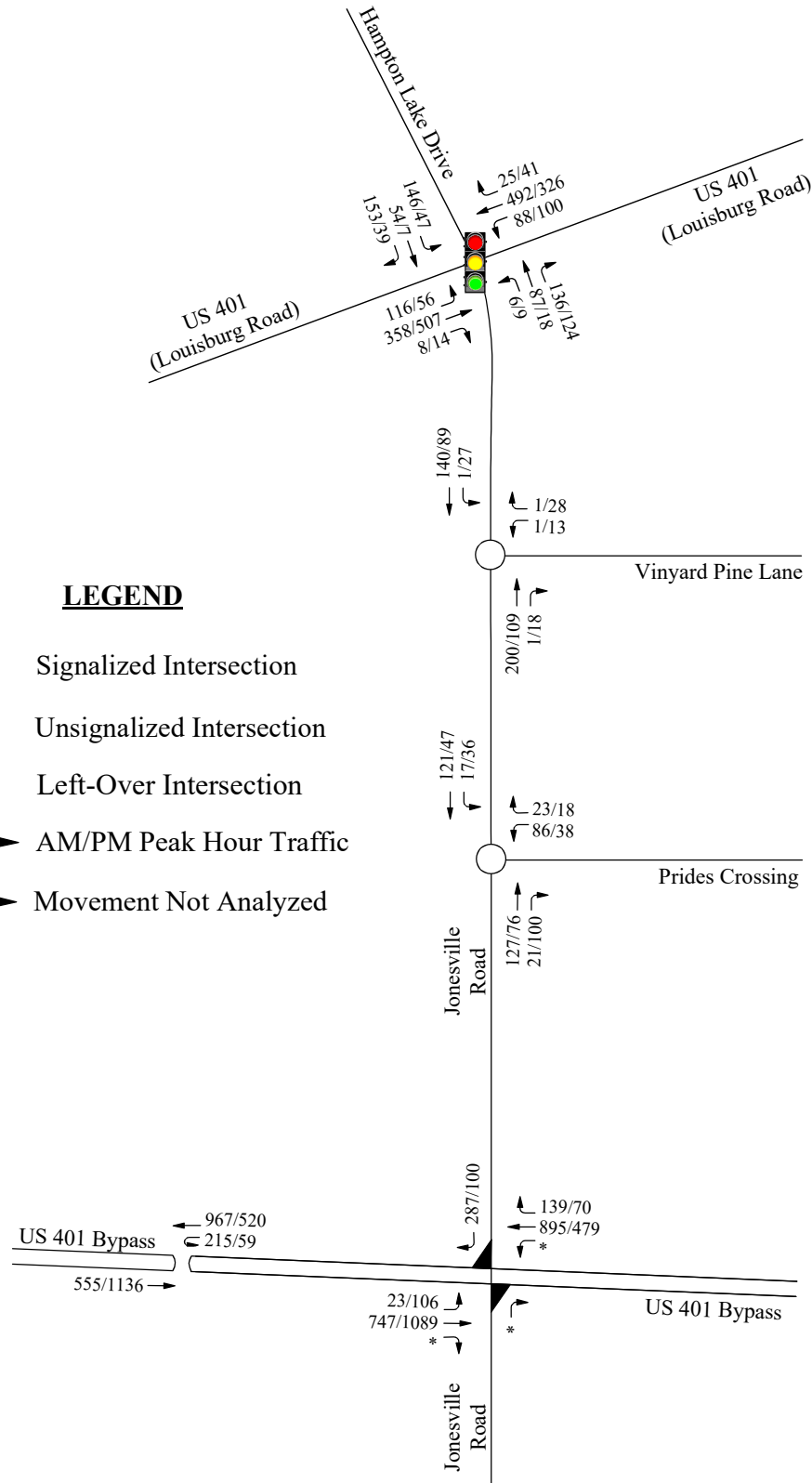
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Figure 3



**LEGEND**

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



Jonesville Road Townhomes  
Rolesville, North Carolina






Existing (2019)  
Traffic Volumes

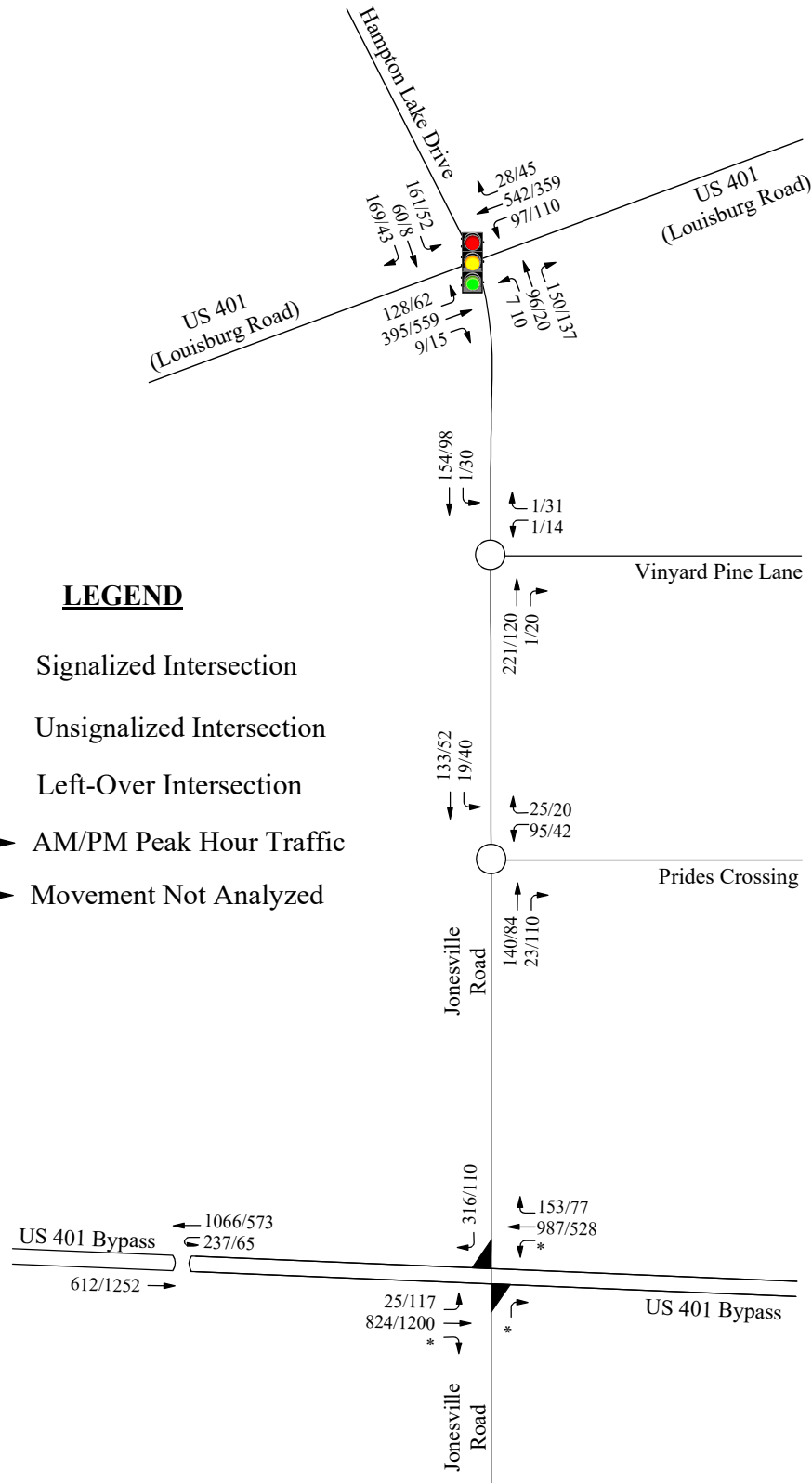
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Figure 4



**LEGEND**

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



Jonesville Road Townhomes  
Rolesville, North Carolina

Background (2021)  
Traffic Volumes

Scale: Not to Scale

Figure 5





**LEGEND**



Signalized Intersection



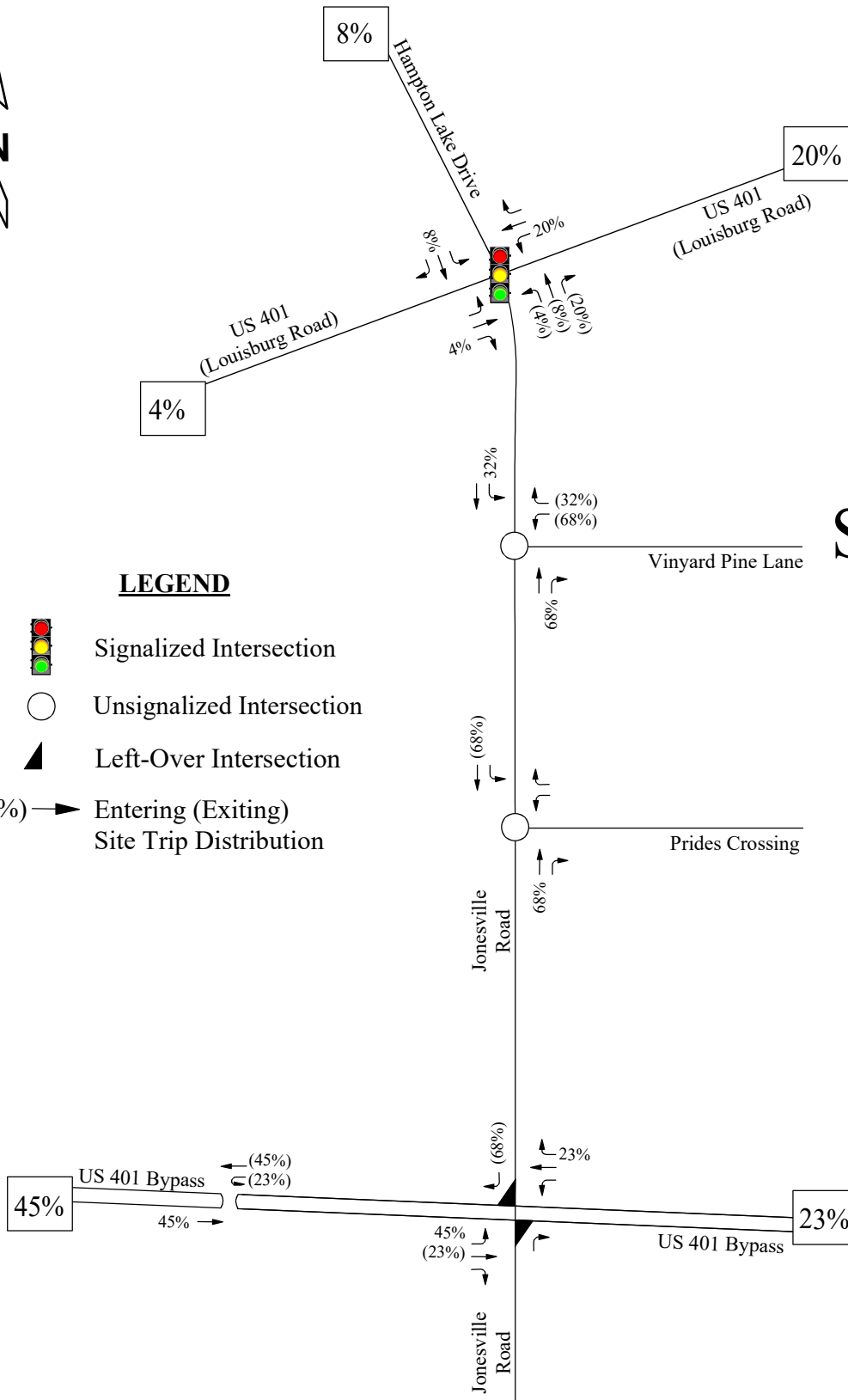
Unsignalized Intersection



Left-Over Intersection

X% (Y%) →

Entering (Exiting)  
Site Trip Distribution

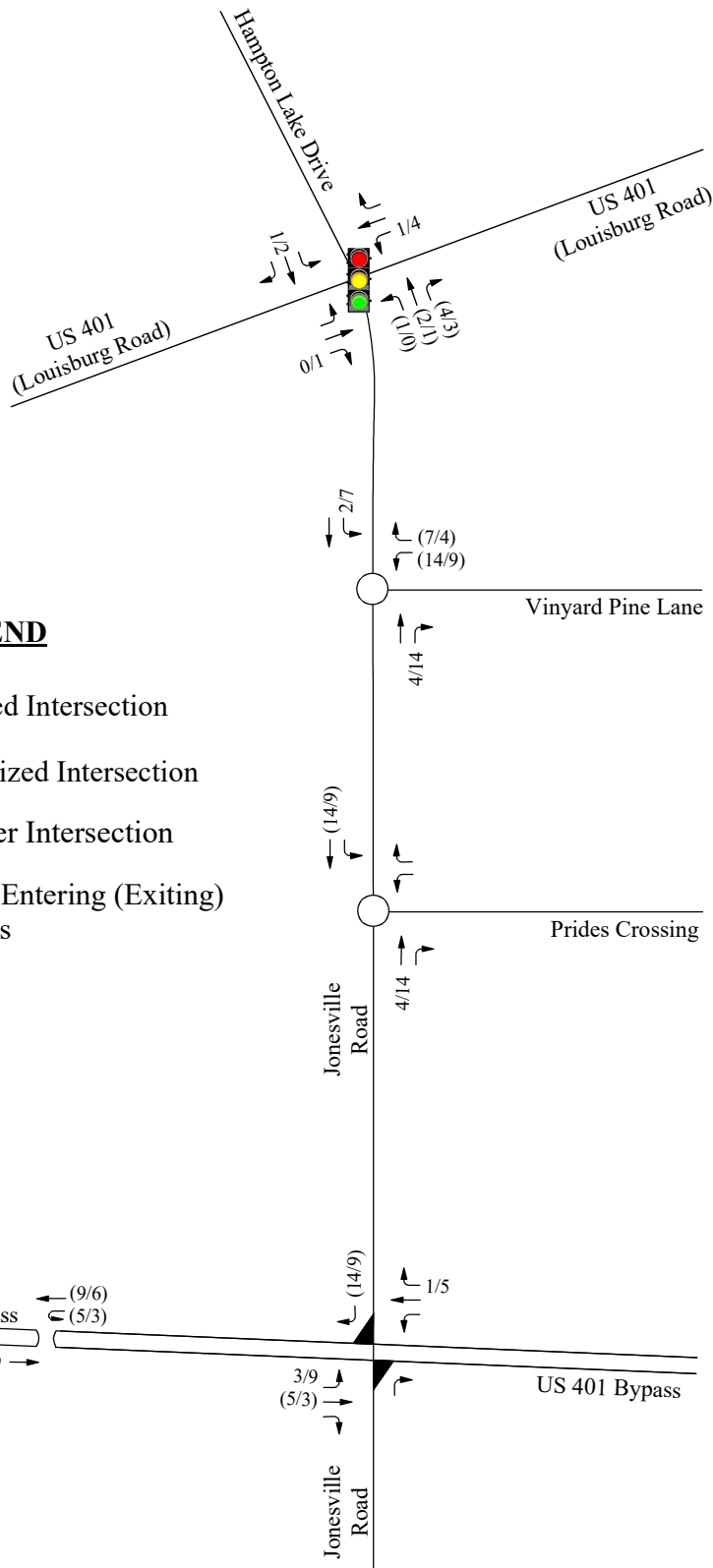


Jonesville Road Townhomes  
Rolesville, North Carolina

Site Trip Distribution

Scale: Not to Scale

Figure 6



**SITE**

**LEGEND**



Signalized Intersection



Unsignalized Intersection



Left-Over Intersection

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



**RAMEY KEMP  
&  
ASSOCIATES**  
TRANSPORTATION ENGINEERS

Jonesville Road Townhomes  
Rolesville, North Carolina




Site Trips

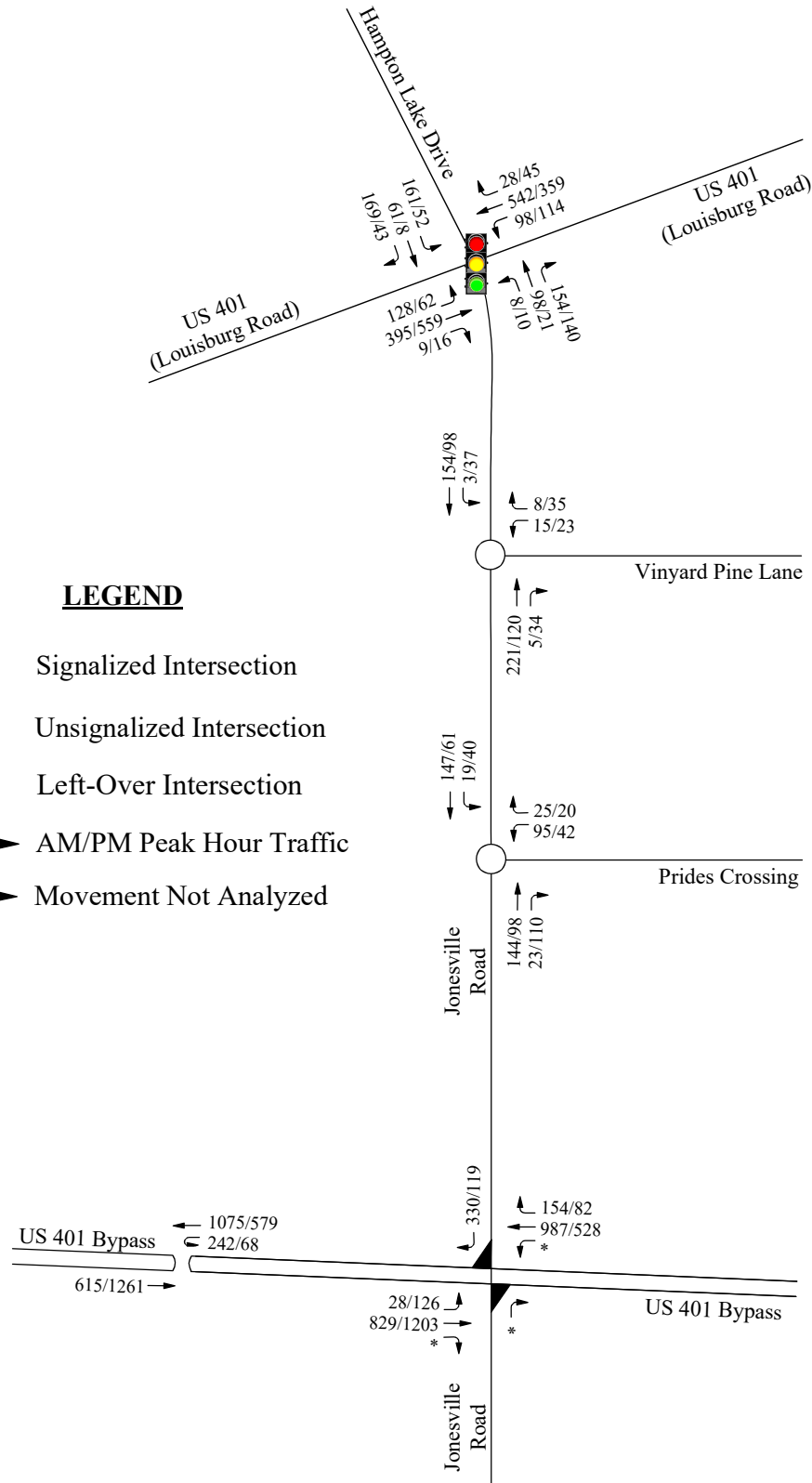
Scale: Not to Scale

Figure 7



**LEGEND**

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



Jonesville Road Townhomes  
Rolesville, North Carolina

Combined (2021)  
Traffic Volumes

Scale: Not to Scale

Figure 8

April 1, 2019

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

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

Dear Mr. Johnson:

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

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

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

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

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

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

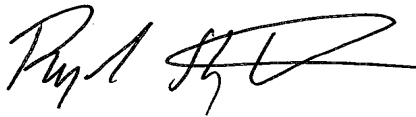
Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	AM Peak Hour Trips (vph)		PM Peak Hour Trips (vph)	
			Enter	Exit	Enter	Exit
Multifamily Housing (Low-Rise) (220)	53 units	367	6	21	21	13

**Conclusions**

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

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

Sincerely,



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

NC Corporate License # C-0910



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

March 26, 2019  
File: 171002080

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

Dear Mr. Arnold,

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



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

The following comments result from the review of the assessment:

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

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

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

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

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

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

Sincerely,

**Stantec Consulting Services Inc.**

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

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