

March 31, 2022

Michael Elabarger
Senior Planner
Town of Rolesville
P.O. Box 250
502 Southtown Circle
Rolesville, NC 27571

**Reference: MA 21-08 Barham Lands (2005 and 2033 Wait Ave)
Comment Response Letter**

Dear Mr. Elabarger:

Per the comments received on March 6, 2022, please see the below comment responses and revised sketch plan and associated documents:

Planning & Zoning

A. Application Documents

- 1. Given the number of units, this development may exceed the thresholds mentioned in LDO Section 8.C.1. A Traffic Impact Analysis (TIA) is required prior to approval of any zoning map amendment that exceeds the thresholds. WithersRavenel staff will defer to the Land Development Administrator (LDA) whether a TIA is or is not necessary to determine needed road improvements, that adequate capacity exists to serve the proposed development, and that no unsafe or hazardous conditions will be created by the development as proposed.**

A trip generation estimate letter is included with this resubmittal. Per the letter, the project will not exceed the TIA thresholds.

- 2. The Board of Commissioners will consider the standards noted in LDO Appendix A Section 2.3.F. when reviewing the map amendment application. Although not required on the application, the applicant may consider addressing these standards themselves in the justification statement.**

The justification statement has been updated to address the standards noted.

B. Concept Plan

- 1. Based upon a recent aerial on iMaps, this site is very well forested in the northeast corner & that is not clearly indicated with the "existing tree line" symbol. Deciduous and evergreen trees shall be preserved to the greatest extent possible. Consult LDO Section 6.2.4.5.B. to ensure that the preservation standards are being met and Subsection D, for the requirements of the Preservation Plan.**

The existing tree line generally follows the existing trees per aerial image interpretation and shows that the site is wooded to the north and east (as noted above) and clearer to the south and west. In development of preliminary plans following the map amendment process, the existing trees will be surveyed and preserved to the extent possible per LDO Section 6.2.4.5.B.

2. **If mail kiosk parking is to be separate from guest parking, signage should be provided to indicate the use for which the spaces are reserved.**

Signage has been indicated on the plan.

3. **Parking calculations shall be exclusive of garage parking, which shall not be included in minimum and maximum parking provided. Further, it should be noted that the driveway length of 15' is not sufficient to park a car without overhang into the right-of-way. Driveway lengths should be increased to meet the parking standards of Section 6.4.4.4**

The parking calculations do not include garage parking, and the driveway length has been increased to 20' for all units.

4. **Add dimensional standards for Lots to the Summary information, including Lot Width and Minimum Lot Area.**

The dimensional standards have been added as requested.

5. **Remove the parking spaces that are shown under units 37-39.**

The parking lines noted have been removed.

6. **Clarify what the 10' multi-use trail becomes once inside of the subdivision.**

The 10' trail will become a 5' sidewalk as noted in the typical section.

7. **Clarify what the 6' planting strip becomes ones inside of the subdivision.**

The 6' strip will become a 5.5' strip as noted in the typical section.

8. **Within the interior roadway detail, clarify what the 4.5' section will be. WR staff is assuming it might be a planting strip based upon site design.**

The cross-sections have been updated to note the section as a planting strip.

C. Comprehensive Plan Consistency/FLUM

1. **The proposed rezoning site is not included in 2017 Comprehensive Plan and Future Land Use Map. However, the proposed zoning district of RH is consistent with the future land use plan zoning districts across the Wait Avenue right-of-way.**
 - a. **High density residential is defined as a mixed-use neighborhood of single family, duplex, condominium, townhouse or multifamily residential. These are lots or tracts at a density range of six to twelve dwelling units per gross acre including preserved open space areas along with nonresidential uses under planned unit development or form base code provisions.**

This comment is noted.

Parks & Recreation

- 1. Provide a Greenway connection that lines up with development across NC98/Wait Avenue - <https://www.rolesvillenc.gov/projects/fka-thales-wait-avenue-subdivision-aka-pulte> .**

Per our email correspondence, because there is no greenway connection to the north, east, or west, no greenway is required on this site. As part of the preliminary plan and construction drawing processes, we will work with the development to the south and with NCDOT to, at a minimum, provide a pedestrian crossing to their greenway.

- 2. Review Town of Wake Forest greenway plan - <https://www.wakeforestnc.gov/parks-recreation-cultural-resources/greenways/open-space-greenways-plan> - if connecting to the north, for guidance on where/how to do so.**

The Town of Wake Forest does not show a greenway connection to the north, east, or west. All surrounding properties are within Wake County's jurisdiction, and the owners of each have expressed a strong desire for privacy.

- 3. Review DOT Corridor Study for NC 98/Wait Avenue - <https://www.campo-nc.us/programs-studies/corridor-studies> - for guidance of Greenway facilities envisioned at frontage of property.**

The plan aligns with the corridor study by providing a 10' multi-use path along the frontage, the same that is proposed along the frontage of the development to the south.

Engineering

- 1. Confirm with Wake Electric for approval to place fence within the easement. If they do not provide approval, the fence will need to be shifted to the easement line.**

The fence has been moved to the easement line/property line.

- 2. How is the buffer being maintained due to the proposed fence around the perimeter? Please confirm or adjust as needed.**

The fence has been moved to the property line so that buffer vegetation can be maintained.

- 3. Confirm fire truck access works throughout the site.**

The site is in compliance with NC Fire Code.

- a. The parking lot should have a 26' drive aisle for Fire Code and 28' radii per Appendix D.**

The parking lot meets NC Fire Code Appendix D acceptable alternative to 120' hammerhead.

- 4. Consider extending the sidewalk from the parking lot off Road 2 to Road 1 to allow for connectivity for pedestrians.**

The sidewalk has been extended as requested.

5. **There appears to be extra lines (from a previous parking lot?) showing up near Lots 37-39. Please clean this up.**

The erroneous parking lines have been deleted.

6. **Please consider parking lengths at driveways. There should be 20 ft minimum provided to allow for trucks and cars to park without blocking the sidewalk.**

The layout has been revised to provide 20' driveways.

7. **Front setbacks should account for 20 ft at the garage for parking spaces.**

The summary table has been updated to note a 20' garage setback for parking in the driveway.

8. **There is an existing joint driveway easement on the southwest corner of the site. Will this remain in place with this site being developed? Is access to remain for this driveway?**

Access will remain for the joint driveway during and after development.

9. **Please confirm where the existing properties and intersections along Wait Avenue are. NC DOT will need to provide comment on the entrance location off Wait Avenue due to their requirement of separation between entrances to allow for a left hand turn.**

Per the proposed PUD master plan across Wait Ave, no driveways are proposed. The property owner across the street has been noted.

10. **Please provide a TIA for the site.**

Per the included trip generation estimate letter, a TIA is not required.

11. **The Town of Rolesville requires improvements along the entire ROW based on the Thoroughfare plan.**

This comment is noted. Improvements are shown along the entire ROW.

12. **Please consider shifting the sidewalk to 1' off the ROW for the typical sections. This will allow for a standard construction within the Town and a larger boulevard between curb and sidewalk.**

The sidewalk has been shifted as requested.

13. **2:1 slopes should not be within the ROW. Please provide a 2% grade from the sidewalk to the ROW; 2:1 slopes can be used outside of the ROW.**

The cross-sections have been updated to clarify that the 2:1 slope is not within the R/W.

14. **The cross section for Wait Avenue will have to be discussed for approval of preliminary plat plans. A 110' ROW is correct but the details of the section will need to match the Town's Thoroughfare Plan.**

This comment is noted.

Wake Co. Fire/EMS

- 1. Near Lot 11 - Cul-de-sac measurement is not at the minimum of 70 Foot diameter. Revise to show compliance.**

The cul-de-sac has been revised and dimensioned to show compliance with the 70' diameter.

NCDOT

No specific Comments provided – will be routed on 2nd Submittal expect further review/comment. Applicant may/should contact NCDOT directly to vet driveway locations; ultimate ROW width to be vetted between DOT & Town Engineer.

This comment is noted. The driveway location has been previously discussed with Scott Wheeler. Please let me know if you have any questions or need any additional information.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jon D. Frazier".

Jon D. Frazier, PE, LEED AP
Principal
919.610.1051
jfrazier@flmengineering.com