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January 30, 2023

Via Electronic Mail

Meredith Gruber
Planning Director
Town of Rolesville
502 Southtown Circle
Rolesville, NC 27571

RE: Jones Dairy Storage Alternative Parking Plan

Dear Meredith,

The applicant for the Jones Dairy Storage annexation and zoning cases, ANX 22-08 and MA 22-09, respectfully requests an Alternative Parking Plan (APP) pursuant to LDO § 6.4.3.K for its planned development of a self-storage facility located at 0 Jones Dairy Rd, PIN 1850608722.

The applicant requests an APP to provide:

1. a minimum of 1 parking space per 100 self-storage units; and
2. parking spaces in front of the planned building(s).

In support of this request, the applicant submits that the proposed APP accomplishes the purposes of the Parking and Loading section of the LDO by “provid[ing] for adequate parking, loading, and unloading, and safe movement of vehicles and pedestrians through off-street parking areas,” “reduce[s] the aesthetic impacts of parking areas,” and “provide[s] for compatibility between uses.”

The proposed APP meets the criteria set out in LDO § 6.4.3.K as follows.

1. A parking study is submitted that is prepared by a registered Professional Engineer or Certified Land Use Planner in the State of North Carolina;

Attached to this letter is a parking study dated January 27, 2023, prepared by Cliff Lawson, a professional traffic engineer with the Timmons Group.

2. The study must include the size, type, and proposed use(s) of the development; anticipated peak parking; anticipated normal parking amounts; and a narrative and data as to why the parking requirements of the LDO do not accurately reflect the needs of the proposed development;

While the final size of the Jones Dairy Storage facility will be determined at site plan, the attached study includes a conservative maximum size and number of storage units that could be provided by the Jones Dairy Storage development. The study includes an analysis of the parking needs of a similarly-situated facility in Wake Forest, NC, Storage Sense. The professional engineer ultimately concluded that, based on this analysis of a similar facility's parking needs on a the busiest day of the week (a Saturday), "the proposed minimum parking (1 parking space per 100 storage units) is sufficient to adequately accommodate all projected parking demand" for the Jones Dairy Storage development.

3. The APP may include provisions for off-site parking if the number of off-street parking spaces required cannot reasonably be provided on the same lot where the principal use is located;

The proposed APP does not include any off-site parking.

4. The APP does not detract from continuity, connectivity, and convenient proximity for pedestrians between or among existing or future uses in the vicinity;

The APP does not detract from the continuity, connectivity, and convenient proximity for pedestrians between or among existing or future uses in the vicinity. It is not a use that typically sees much pedestrian activity, and even if pedestrians did want to access the front of the facility from Jones Dairy Road, the planned handful of parking spaces at the front of the main building will not impede this access.

5. The APP minimizes the visual and aesthetic impact along the public street by placing parking areas to the rear or along the side of buildings, to the maximum extent feasible;

Based on feedback from residential neighbors immediately to the south of the site, parking on the rear and sides of the planned development is not desirable. Locating this parking at the front of the building, closest to the office and area selling moving supplies, is the most feasible and desirable option. The visual and aesthetic impact along Jones Dairy Road will be mitigated by the reduction of parking (so there will not be much parking to see) and a buffer of undisturbed large trees.

6. The APP minimizes the visual and aesthetic impact on the surrounding neighborhood;

The APP minimizes the visual and aesthetic impact to the adjacent Averette Ridge neighborhood by reducing the amount of parking for the facility and placing it as far away from their homes as possible. This was a specific request of these neighbors.

7. The APP creates no physical impact on any facilities serving alternative modes of transportation;

The APP creates no physical impact on any facilities servicing alternative modes of transportation.

8. The APP creates no detrimental impact on natural areas or features; and
The APP creates no detrimental impact on natural areas or features.

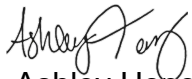
9. The APP maintains accessible parking ratios.

The APP maintains accessible parking ratios and accessible parking will still be required at the site plan stage of the development.

Thank you for bringing this APP request to the Rolesville Board of Commissioners for a decision at their February 7, 2023 meeting.

Please do not hesitate to contact me if you have any questions.

Sincerely,



Ashley Honeycutt Terrazas



January 27, 2023

Brian S. Holder
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RE: Jones Dairy Storage Facility Parking Analysis

Dear Ms. Terrazas,

Per your request, Timmons Group performed a parking analysis for the proposed Jones Dairy Storage Facility to be located off Jones Dairy Road in Rolesville, North Carolina.

This memorandum summarizes Timmons Group’s calculations and findings to support a decrease of the minimum parking requirements for the proposed development. Specifically, the proposed development is requesting a decrease from the Town’s minimum parking requirement of 0.5 spaces per 1,000 SF to a minimum of 1 parking space per 100 self-storage units. Existing parking requirements for this development are based on Section 6.4.3 Subsection G (Off-Street Parking Requirements Table).

Background

The proposed Jones Dairy Storage facility will consist of up to 1,000 self-storage units totaling up to 80,000 SF of gross floor area. The Town of Rolesville’s LDO Section 6.4.3 Subsection G (Off-Street Parking Requirements Table) requires 0.5 spaces per 1,000 SF of Light Industrial gross floor area. **Table 1** summarizes the minimum spaces allowed by the Town’s LDO.

**Table 1 – Town of Rolesville Parking Code Requirements
 (LDO Section 6.4.3 Subsection G)**

Land Use Type	Development Size	Code Requirements
Light Industrial	80,000 SF	0.5 spaces per 1,000 SF

Parking Demand Study

Peak period parking counts were conducted at a comparable self-storage facility (Storage Sense) located off Wake Union Church Road in Wake Forest, NC (see **Figure 1**). This facility was selected due to similarities in size and its proximity to the proposed Jones Dairy Storage Facility. The existing Storage Sense does not have any recreational vehicle storage or truck rentals similar to the proposed plans for the Jones Dairy Storage facility. Parking counts were conducted from 8:30 am – 5:30 pm on Saturday, January 21, 2023. These times were established based on Storage Sense’s operating hours (9AM-5PM on Saturdays). It was assumed that most of the activity at the storage facility would occur during the facility’s hours of operation. The parking counts were conducted to determine the maximum number of parking spaces utilized during the peak time periods for self-storage facilities. **Table 2** shows the peak results from Timmons Group’s data collection.

Figure 1 – Existing Storage Sense Wake Forest, NC



Table 2 – Parking Counts

Store Location	Building Square Footage	Unit Count	Parking Lot Size (Spaces)	Maximum Parking Demand
Storage Sense (Wake Forest, NC)	67,000	700 Units	18 Spaces	3 Spaces

Note: Building square footages for the Storage Sense were based on aerial imagery. Approximate unit counts were determined via discussions with Storage Sense staff.

Parking Calculations

Due to the unique nature of self-storage facilities, the maximum parking required will primarily be a function of the number of units available, rather than the square footage of the facility. For this analysis Timmons Group made the following assumptions: 1) the number of units available is the primary influence of customer traffic, 2) the number of storage units is proportional to the maximum parking occupancy for both the existing Storage Sense and the proposed Jones Dairy Storage Facility, and 3) the ratio of the maximum parking occupancy to self-storage units will be the same for both self-storage locations. As shown in **Table 2** above, the maximum number of parking spaces occupied at the Storage Sense facility was 3. Dividing the total number of Storage Sense units (700) by the maximum observed parking results in approximately 1 parking space per 233 storage units. As mentioned earlier, the proposed development is seeking to change the minimum parking requirements to 1 parking space per 100 storage units. The

requested minimum parking would result in more parking than is needed (per the Storage Sense parking counts).

Based on the calculations above, the proposed minimum parking is sufficient to accommodate all projected parking demand.

Conclusions

The proposed development is seeking a decrease of the Town of Rolesville’s minimum parking requirements. Per the Town of Rolesville LDO, a minimum of 0.5 spaces per 1,000 SF is required. The proposed development is requesting a minimum parking of 1 parking space per 100 units. As discussed above, ample data exists to justify this decrease in parking. **Table 3** summarizes the results of this study, compiling the calculated parking demand (based on Wake Forest Storage Sense parking counts), the Town of Rolesville minimum off-street parking requirement, and the requested parking.


Table 3 – Parking Requirements

Jones Dairy Storage Facility	Parking Spaces
Calculated Parking Demand	1 space per 233 units
LDO Section 6.4.3 Subsection G Minimum Allowed	0.5 spaces per 1,000 SF
Requested Parking	1 space per 100 units

As shown in **Table 3** above, for the proposed Jones Dairy Storage Facility in Rolesville, NC, Timmons Group concludes that the proposed minimum parking (1 parking space per 100 storage units) is sufficient to adequately accommodate all projected parking demand.

Should you have any questions regarding this memorandum, please do not hesitate to contact me.

Sincerely,



DocuSigned by:
Cliff Lawson
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Cliff Lawson, PE, PTOE
Senior Project Manager, Transportation
(Attachments)

