



Memo

To: Mayor and Town Board of Commissioners
From: Meredith Gruber, Planning Director
Date: January 27, 2022
Re: MA 20-03 Broughton Townhomes

Background

An application was received by the Town of Rolesville Planning Department in October 2020 for a 7.21-acre property located on N. Main Street with Wake County PIN 1769-02-9362; the property is owned by Columbia Park East MHP-KB, LLC. The applicant is requesting to change the zoning from Residential-1 (R-1) to Residential-3 Conditional District (R-3-CZ) to accommodate 57 townhomes. Based on the timing of the application, the review falls under the Unified Development Ordinance (UDO).

Applicant Justification

The narrative below was provided by the applicant; it has been updated since the initial application.

The Broughton tract is a vacant, half wooded-half agricultural parcel located in Downtown Rolesville. The existing zoning is RL (R-1, UDO) and the tract is bounded by existing residential to the north which is zoned RL and RM-CZ, existing residential to the east which is zoned RL and RM-CZ, and existing residential to the south which is zoned RM and RL. The requested rezoning to R-3 (UDO per initial submittal) is highly compatible with the Main Street Vision Plan, the Economic Development Strategic Plan and the Comprehensive Plan. The proposed Broughton Townhome Development meets key recommendations within the Main Street Vision Plan and Comprehensive Plan such as creating a place that is walkable, promoting the development of mixed income residential with a diversity of residential product types, and creating a close-knit system of secondary streets. The plans go on to recommend more open spaces, particularly active open spaces, which Broughton plans on providing an excess of. The Economic Development Strategic Plan recommends streetscape improvements and a community that supports pedestrian mobility among a variety of uses including residential, retail and commercial – which Broughton Townhomes is supplying through construction of a new West Young Street Section and pedestrian connectivity through the site and to public rights-of-way adjacent to the Cobblestone Development. The Main Street Vision Plan presents concept drawings reflecting dense residential on the Broughton parcel with alley loaded units that front on public streets. The rezoning site plan presents a similar concept which takes advantage of compact building design in keeping with the Vision Plan. With the Broughton Townhomes site being the first new residential to be proposed within and adjacent to the Cobblestone Development in the Town Center Core, a unique opportunity is provided to

encourage urban growth in a fashion that will support pedestrian connectivity to retail and commercial, support residential migration, and be a catalyst for additional Downtown Town Center growth. The Proposed Rezoning is completely compliant with the UDO requirements for R-3 Zoning and will not require any zoning conditions.

Neighborhood Meeting

A neighborhood meeting was held on February 11, 2021, and about 30 people attended the meeting. Minutes are included as an attachment to this report.

Due to the amount of time between the original neighborhood meeting in February 2021 and the Town Board meeting on February 1, 2022, the applicant held a second neighborhood meeting on January 25, 2022.

Comprehensive Plan

Land Use

The future land use designation of the subject property is Medium Density Residential. This classification is predominately single family residential with portions of duplex, townhouse, or multifamily residential. These are lots or tracts at a density range of three to five units per acre. While townhomes are a housing type included in the Medium Density Residential future land use classification, the requested density of nearly eight units per acre is higher than what is included in the Medium Density Residential designation. At the Board of Commissioners' work session August 2021, Planning Department staff gave a presentation on townhomes, and Town Board members discussed their preferences for townhome development in Rolesville. It was noted that locating townhomes in the center of town near major transportation corridors and transit access is preferred over locations on the edges of town.

Traffic and Transportation

According to Rolesville's Community Transportation Plan Thoroughfare Recommendations, Young Street is planned as an eighty-foot right-of-way two-lane road with a two way left turn lane, curb and gutter, bike lanes, and sidewalks. The sketch plan included with this rezoning request shows dedication of ten additional feet of right-of-way to accommodate one-half of the needed eighty-foot right-of-way.

A traffic impact analysis was required as part of this rezoning application. Ramey Kemp Associates prepared the study. Based on coordination with NCDOT, the following items will likely be required prior to issuance of a driveway permit for the subject property:

Main Street and Site Drive 1

- Construct the southbound approach (Site Drive 1) and provide right-in/right-out access configurations for the driveway. Left-turn movements to and from Site Drive 1 will be restricted through on-site concrete islands, signage, and pavement markings.
- Provide stop-control for the southbound approach.

Young Street and Site Drive 2/Scarboro Street

- Construct the westbound approach (Site Drive 2) aligning with Scarboro Street.
- Provide a stop-control for the westbound approach.

- Provide a northbound (Young Street) right-turn deceleration lane with a minimum length of 50 feet to separate right-turning traffic from vehicles continuing through the intersection.

Development Review

The Technical Review Committee (TRC) has reviewed the Broughton Townhomes sketch plan twice. The applicant has addressed comments related to site circulation and showing additional information on the plans such as topography, landscaping, and a sample of exterior features of the proposed structures.

Planning Board

At the meeting on November 22, 2021, Planning Board members had questions about pedestrian connectivity, open space and buffering, and architectural building materials. The applicant committed to adding a fence and increasing the planting intensity for added opacity adjacent to Terrell Plantation. The applicant also committed to providing additional detail on architectural materials to be used. The Planning Board unanimously recommended approval of MA 20-03 Broughton Townhomes.

Staff Recommendation

Downtown Rolesville is a preferred location for townhome development. Medium to higher density housing in this location allows residents to walk to current and future businesses and Main Street Park. If concerns about traffic and concerns from the adjacent neighborhood can be reasonably addressed, staff recommends approval of the rezoning request.

Suggested Motion

Motion to (approve or deny) Map Amendment MA 20-03 Broughton Townhomes.

Attachment

MA 20-03 Application

MA 20-03 Neighborhood Meeting Minutes

MA 20-03 Sketch Plan

Petition to Oppose Rezoning and Petition to Oppose the Extension of Nortwick Road (Provided by Terrell Plantation Neighborhood Representative)



Case No. _____

Date _____

Map Amendment Application

Contact Information

Property Owner Columbia Park East MHP-KB LLC

Address 8480 Honeycutt Road, Suite 200 City/State/Zip Raleigh, NC 27615

Phone 585-465-0099 Email kburnha@@u.rochester.edu

Developer KDM Development Corporation

Contact Name Kenyon Burnham

Address 1080 Pittsford Victor Road City/State/Zip Pittsford, NY 14534

Phone 585-465-0099 Email kburnha2@u.rochester.edu

Property Information

Address 0 N. Main Street


Wake County PIN(s) 1769-02-9362

Current Zoning District R-1 Requested Zoning District R-3-CZ

Total Acreage 7.21

Owner Signature

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

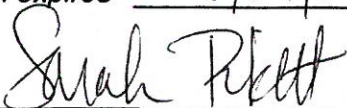
Signature  Date 09/29/21

STATE OF NORTH CAROLINA

COUNTY OF Wake

I, a Notary Public, do hereby certify that Kenyon Burnham personally appeared before me this day and acknowledged the due execution of the foregoing instrument. This the 29th day of September 2021.

My commission expires 6/27/2026.

Signature  Seal



DESCRIPTION OF ELIZABETH S. BROUGHTON HEIRS PROPERTY – PIN: 1769029362

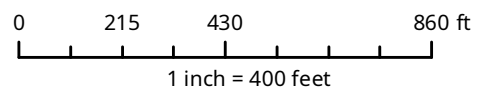
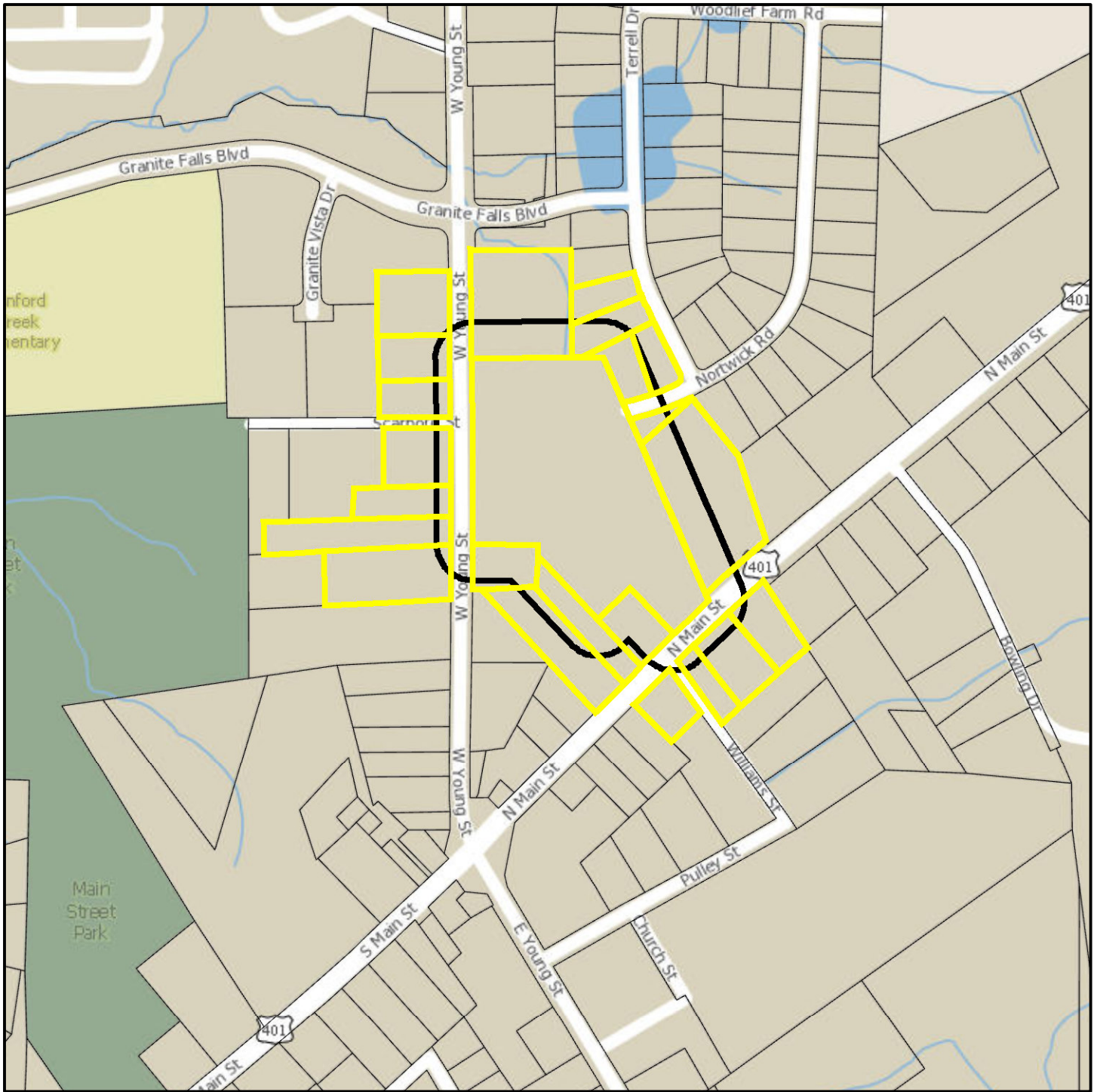
BEGINNING AT AN EXISTING IRON PIPE IN THE EASTERN RIGHT-OF-WAY OF WEST YOUNG STREET, A 60 FT. PUBLIC RIGHT-OF-WAY, SAID PIPE BEING THE NORTHWEST CORNER OF TRACT 1 AS REFERENCED IN BOOK OF MAPS 2002, PAGE 1740, AND BEING THE SOUTHWEST CORNER OF THE MARY C. PERRY PROPERTY AS REFERENCED IN DEED BOOK 2022, PAGE 249, SAID PIPE ALSO HAVING N.C. GRID NAD '83 COORDINATES OF N=792765.4848 FEET AND E=2160643.6612 FEET; THENCE LEAVING THE SAID RIGHT-OF-WAY AND WITH THE COMMON LINE OF THE SAID PERRY PROPERTY, N89°30'10"E A DISTANCE OF 364.35 FEET TO A POINT IN THE LINE OF LOT 52 OF THE TERRELL PLANTATION AS REFERENCED IN BOOK OF MAPS 2012, PAGE 158; THENCE S23°18'36"E A DISTANCE OF 730.70 FEET TO A POINT IN THE NORTHWESTERN RIGHT-OF-WAY OF NORTH MAIN STREET - US 401, A VARIABLE PUBLIC RIGHT-OF-WAY; THENCE WITH THE SAID NORTH MAIN STREET RIGHT-OF-WAY, S47°04'48"W A DISTANCE OF 13.22 FEET TO A POINT; THENCE S46°17'02"W A DISTANCE OF 75.48 FEET TO A POINT; THENCE S45°42'52"W A DISTANCE OF 44.33 FEET TO A POINT BEING THE SOUTHEAST CORNER OF THE PROPERTY OF LITTLE HOUSE, LLC AND REFERENCED IN DEED BOOK 14739, PAGE 2454; THENCE WITH THE COMMON LINE OF THE SAID LITTLE HOUSE, LLC PROPERTY, N43°20'26"W A DISTANCE OF 175.10 FEET TO AN EXISTING IRON PIPE; THENCE S45°18'24"W A DISTANCE OF 124.99 FEET TO AN EXISTING IRON PIPE IN THE LINE OF THE PROPERTY OF MILDRED F. MATHENY, HEIRS AS REFERENCED IN DEED BOOK 614, PAGE 245; THENCE WITH THE SAID MATHENY HEIRS LINE, N43°20'12"W A DISTANCE OF 239.77 FEET TO AN EXISTING IRON PIPE IN THE LINE OF THE PROPERTY OF DENISE BROWN AS REFERENCED IN DEED BOOK 17010, PAGE 41; THENCE WITH THE COMMON LINE OF THE SAID BROWN PROPERTY, N01°16'09"E A DISTANCE OF 31.03 FEET TO AN EXISTING IRON PIPE; THENCE N89°00'59"W A DISTANCE OF 181.74 FEET TO A POINT IN THE AFOREMENTIONED RIGHT-OF-WAY OF WEST YOUNG STREET; THENCE WITH THE SAID WEST YOUNG STREET RIGHT-OF-WAY, N00°12'54"E A DISTANCE OF 81.17 FEET TO A POINT; THENCE N00°08'34"E A DISTANCE OF 101.84 FEET TO A POINT; THENCE N00°09'08"W A DISTANCE OF 102.45 FEET TO A POINT; THENCE N00°47'19"W A DISTANCE OF 104.25 FEET TO A POINT; THENCE N00°49'13"W A DISTANCE OF 122.35 FEET TO THE POINT AND PLACE OF BEGINNING AND CONTAINING 314,148 SQUARE FEET OR 7.2118 ACRES.



Map Amendment Application

Rezoning Justification

The Broughton tract is a vacant, half wooded-half agricultural parcel located in Downtown Rolesville. The existing zoning is RL (R-1, UDO) and the tract is bounded by existing residential to the north which is zoned RL and RM-CZ, existing residential to the east which is zoned RL and RM-CZ, and existing residential to the south which is zoned RM and RL. The requested rezoning to R-3 (UDO per initial submittal) is highly compatible with the Main Street Vision Plan, the Economic Development Strategic Plan and the Comprehensive Plan. The proposed Broughton Townhome Development meets key recommendations within the Main Street Vision Plan and Comprehensive Plan such as creating a place that is walkable, promoting the development of mixed income residential with a diversity of residential product types, and creating a close-knit system of secondary streets. The plans go on to recommend more open spaces, particularly active open spaces, which Broughton plans on providing an excess of. The Economic Development Strategic Plan recommends streetscape improvements and a community that supports pedestrian mobility among a variety of uses including residential, retail and commercial – which Broughton Townhomes is supplying through construction of a new West Young Street Section and pedestrian connectivity through the site and to public rights-of-way adjacent to the Cobblestone Development. The Main Street Vision Plan presents concept drawings reflecting dense residential on the Broughton parcel with alley loaded units that front on public streets. The rezoning site plan presents a similar concept which takes advantage of compact building design in keeping with the Vision Plan. With the Broughton Townhomes site being the first new residential to be proposed within and adjacent to the Cobblestone Development in the Town Center Core, a unique opportunity is provided to encourage urban growth in a fashion that will support pedestrian connectivity to retail and commercial, support residential migration, and be a catalyst for additional Downtown Town Center growth. The Proposed Rezoning is completely compliant with the UDO requirements for R-3 Zoning and will not require any zoning conditions.



Disclaimer

*iMaps makes every effort to produce and publish the most current and accurate information possible. However, the maps are produced for information purposes, and are **NOT** surveys. No warranties, expressed or implied, are provided for the data therein, its use, or its interpretation.*

PIN	Owner	Mail Address 1	Mail Address 2	Mail Address 3		
1769018978	RAT PROPERTIES LLC	400 WATKINS FARM RD	ROLESVILLE NC 27571-9449			
1769023248	PEARCE, CHARLES EDWARD PEARCE, LINDA WILLIAMS	1100 SILENT BROOK RD	WAKE FOREST NC 27587-7138			
1769024116	WOODLIEF, DONNIE LEE WOODLIEF, PATSY EDDINS	6609 FOWLER RD	ZEBULON NC 27597-8303			
1769024347	HESS, LESTER W III HESS, LORI ANN	6624 RIDGE SPRING RD	ZEBULON NC 27597			
1769024499	PRIVETTE, RODNEY M	1225 LOUISBURG RD	WAKE FOREST NC 27587-6891			
1769024676	EDDINS FAMILY LLC	6105 HOPE FARM LN	WAKE FOREST NC 27587-8426			
1769024777	ALFORD, LOIS	1013 MINGO PL	KNIGHTDALE NC 27545-9223			
1769024971	VIA, JOSH VIA, TASHA	207 W YOUNG ST	ROLESVILLE NC 27571-9561			
1769027139	BROWN, DENISE	721 DINEHART CROSS RD	MIDDLESEX NY 14507-9793			
1769027985	PERRY, MARY C	204 W YOUNG ST	ROLESVILLE NC 27571-9517			
1769029063	MATHENY, MILDRED F HEIRS	C/O DAWN HENDERSON SHAR	7909 RIVER RIDGE RD	WAKE FOREST NC 27587-9355		
1769029362	BROUGHTON, ELIZABETH S HEIRS	2281 COLUMBIA DR	AUBURN AL 36830-4275			
1769111881	WOOD, MATTHEW DAVID WOOD, MISTY LEE	112 N MAIN ST	ROLESVILLE NC 27571-9643			
1769112896	COOK, ALICE FAULKNER	PO BOX 124	ROLESVILLE NC 27571-0124			
1769113963	WALL, EDWARD ANTHONY WALL, SHELBY	202 N MAIN ST	ROLESVILLE NC 27571-9645			
1769120094	LITTLE HOUSE LLC	PO BOX 239	ROLESVILLE NC 27571-0239			
1769120764	DC & EC HOLDINGS LLC	129 NORTWICK RD	ROLESVILLE NC 27571-9247			
1769120825	DICKENS, STEPHEN DICKENS, ANTOINETTE	1201 GRAEDON DR	RALEIGH NC 27603-3986			
1769120903	RIVERA, REBECCA	111 TERRELL DR	ROLESVILLE NC 27571-9223			
1769121549	LAWRENCE, DONALD H III	205 N MAIN ST	ROLESVILLE NC 27571-9646			
1769121756	PURVIS, ERIC L PURVIS, TONIA L	133 NORTWICK RD	ROLESVILLE NC 27571-9247			
1769123307	LAWRENCE, DONALD H III	205 N MAIN ST	ROLESVILLE NC 27571-9646			
1769124062	STROMAN, BEVERLY B	204 N MAIN ST	ROLESVILLE NC 27571-9645			

PROPERTY NAME: PIN #1769029362
VACANT LAND
7.21 Acres
Rolesville, NC 27571

SELLER: Broughton, Eliz and Heirs
2281 Columbia Drive
Auburn, AL 36830

AMENDMENT TO AGREEMENT OF PURCHASE AND SALE

An Agreement of purchase as sale was executed with an effective date of August 1, 2019 for parcel #1769029362 in the Town of Rolesville between Purchaser and Sellers.

Purchaser and Seller hereby agree to amend said Agreement to set the closing date of the transaction as January 12, 2021.

Seller agrees that Purchaser may, as agent for the Seller make the necessary applications to the Town of Rolesville Planning and Zoning Board to allow and approve the use of the parcel for Townhome development.

EXECUTED IN MULTIPLE COUNTERPARTS, each of which shall have the force and effect of an original, by the Seller this _____ day of _____, 2020, and by the Purchaser this 15th day of September, 2020.

SELLER: Attached signature pages

Roy Broughton 09-29-2020
Roy M Broughton

Deborah Broughton 09-29-2020
Deborah Broughton

Kathryn Ann Broughton 09-15-2020
Kathryn Ann Broughton

Mark Martin 09-29-2020
Mark Martin

PURCHASER:

Very truly yours,

A handwritten signature in black ink, appearing to read "Ken Burnham". The signature is written in a cursive style with a large, prominent initial "K".

Kenneth C Burnham



BASS, NIXON & KENNEDY, INC., CONSULTING ENGINEERS
6310 CHAPEL HILL ROAD, SUITE 250, RALEIGH, NC 27607
919/851-4422 FAX 919/851-8968 www.bnkinc.com

Summary of Electronic Neighborhood Meeting Discussion

Broughton Property Rezoning

Question #1: Will HOA have parking on the street?

Response: Yes, most likely. The residents will decide the standards through the new HOA.

Question #2: What will be the square footage of the new townhomes?

Response: That is yet to be determined. The builder is leaning toward a 2-story product and possibly a 3 story.

Question #3: Is there a plan for off-street parking for guests?

Response: Yes, there will be a guest parking lot.

Question #4: Would you consider leaving zoning as is for single family homes?

Response: The Town of Rolesville plan calls for mixed use

Question #5: What will be the value of the new townhomes?

Response: That will be determined later.

Question #6: Will there be a postal kiosk installed?

Response: Yes, this will need to get approval from the USPS per their requirements

Question #7: Is there a traffic survey being done?

Response: Yes, a comprehensive traffic analysis is being done.

Question #8: Will the current traffic analysis be valid after people start returning to work and school after COVID restrictions end?

Response: The traffic analysis takes into account pre-COVID conditions and current conditions and adjusts for post-COVID traffic. The Town of Rolesville is widening intersections and improving road ways to help with traffic backup. The traffic analysis will be made public.

Question #9: Can you email the analysis to residents when it is published?

Response: Yes, and it will also be on the town's website.

Question #10: Is the connection to Northwick Road necessary for the development?

Response: Yes, the town requires it for the subdivision

Question #11: Will there be an attempt to stop the cut through traffic?

Response: Developers also do not want a lot of cut through traffic. This may come up in the review process.

Question #12: Are home valuations done before or after the town approval?

Response: These are done after town approval

Question #13: Will there be a buffer perimeter?

Response: Yes, there will be a landscaped perimeter according to the town's requirements. It will along all sides of property based on adjoining use.

Question #14: Would you be willing to put in a traffic light at Great Falls Blvd and Young St.?

Response: The developer and the traffic analysis will determine.

Question #15: The Main Street Project has proposed townhomes also. Why do we need these also?

Response: The Town of Rolesville is no longer doing that project.

Question #16: How will this development impact our home values

Response: These developments typically cause an increase in adjoining home values

Question #17: Will there be speed bumps installed on the cut through?

Response: This will be determined later

Question #18: Why are you taking the dead end of Northwick Road back to Young Street

Response: This plan is dictated by the town's Main Street Vision Plan.

Question #19: Do we have to take this cut through matter up with the town?

Response: Yes, you can voice your concerns over variance issues to the Board of Commissioners.

Question #20: Will there be an impact on the water pressure?

Response: The City of Raleigh will be responsible for the water pressure requirements.

Question #21 How soon will the project begin if approved?

Response: July at earliest after permits and approvals

Question #22: Is there a prototype of the townhomes for us to view?

Response: Not at this time. The builder is Dan Ryan Builders.

Question #23: Why were there only 3 people notified in the subdivision?

Response: All the property owners within a distance of 200 ft should be notified. We apologize for anyone left out.

Question #24: How many will be single family homes?

Question #25: Question about Northwick Road: Why is the lower end not put through to West Young?

Response: Two intersections would be too close together

Question: #26: How can you say our property values will increase if you can't say how much the townhomes will cost?

Response: The townhomes will be high end product.

Question #27: How does this project cause an increase in our home values? Are these low-income housing?

Response: These townhomes will be higher cost (\$300-\$350K).

Question #28: How big are the buffers and where will the storm water be drained?

Response: Runoff cannot exceed pre-development rate. An area has been reserved for runoff. No landscaping plans yet. The buffer ordinances are very specific. These will be part of the review process. It will be approximately 45 ft. from property line to back of the building.

Question #29: Will there be a mosquito issue with the run-off pond?

Response: No, these are designed to be OK if properly maintained.

Question #30: What is the next step?

Response: February 22, 2021 is the Planning Board meeting for rezoning.

Question 31: Can you guarantee that you will let us know when the meetings take place?

Response: Yes, email and on website. Michelle will pass on information also.

Question #32: Would you consider downsizing the number of townhome units being proposed?

Response: There are no back up plans at this time. The number proposed is below the maximum density of 12 units/acre.

Question #33: If the townhomes are not allowed, what would be put in their place?

Response: There are no other plans at this time. It would stay residential single-family homes.

Question #34: How many homes would be built on the 7 acres as the zoning stands now?

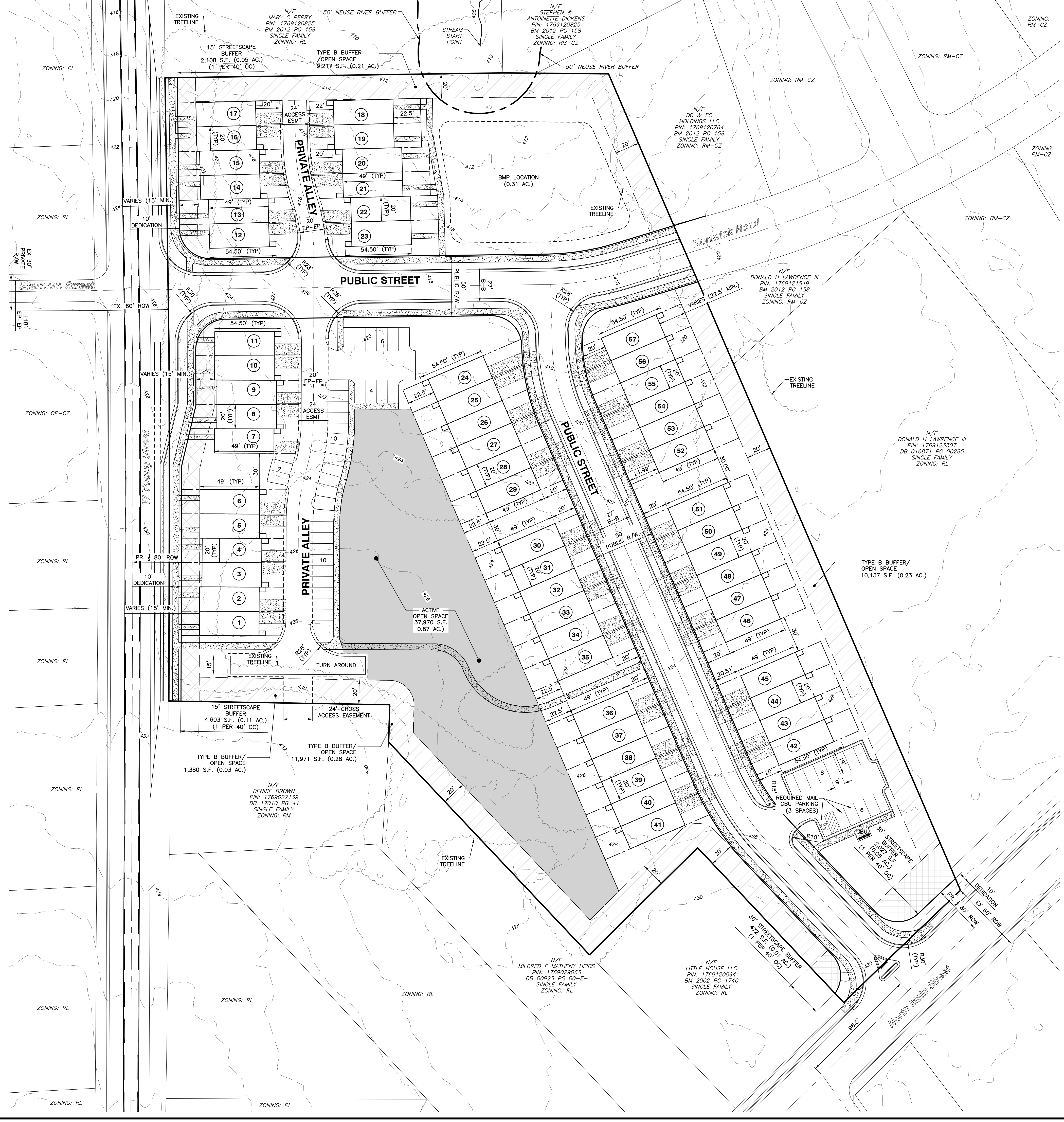
Response: We don't have a layout for that at this time.

Question #35: Are you looking into building single family detached homes?

Response: No, we are following the Main Street plans

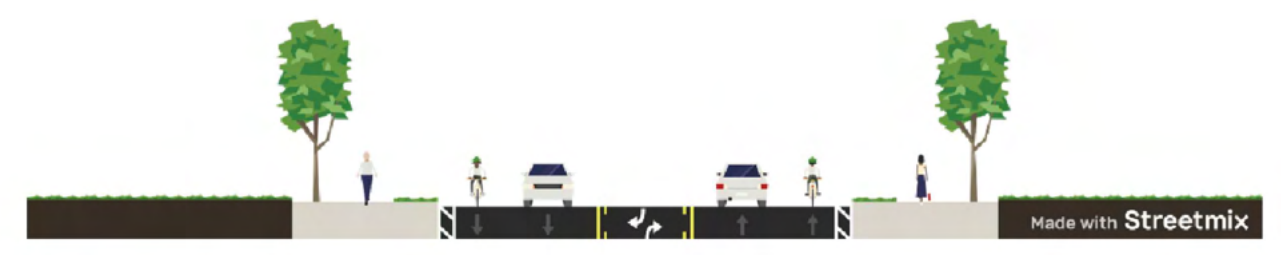
Question #36: Is there a map of the division/proposal?

Response: Yes, Town of Rolesville online: Main Street Vision.

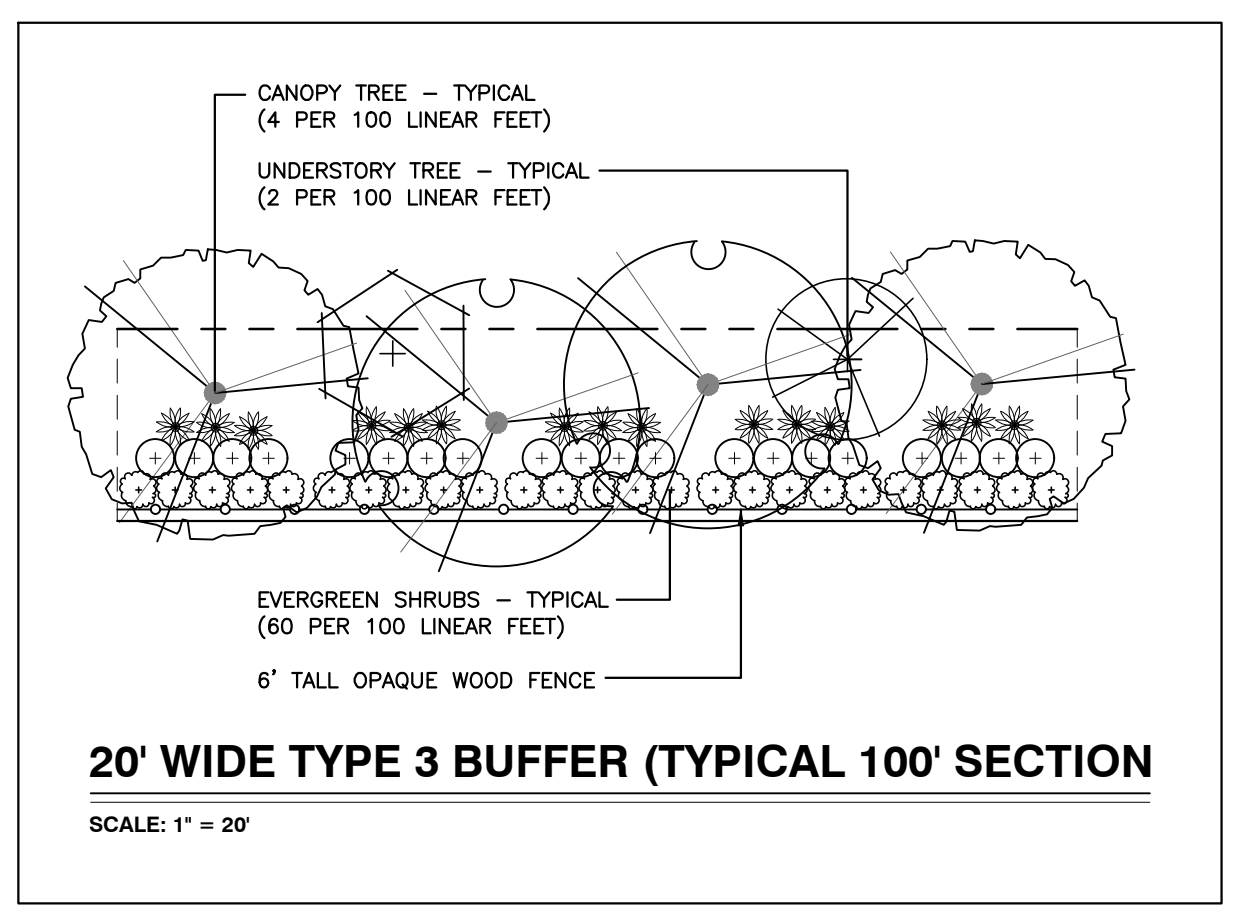
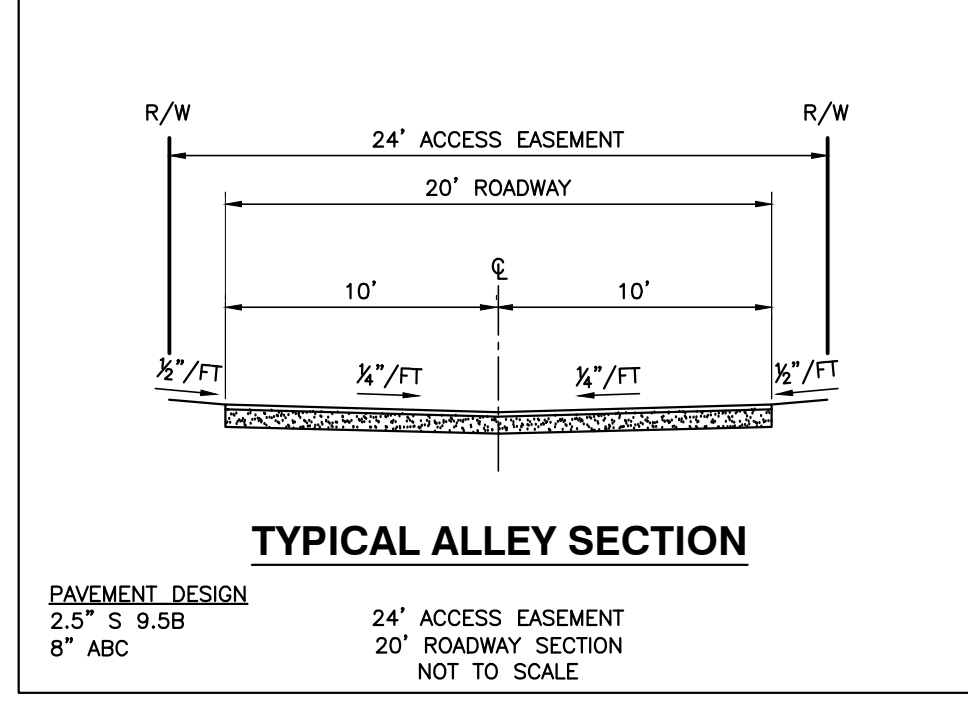
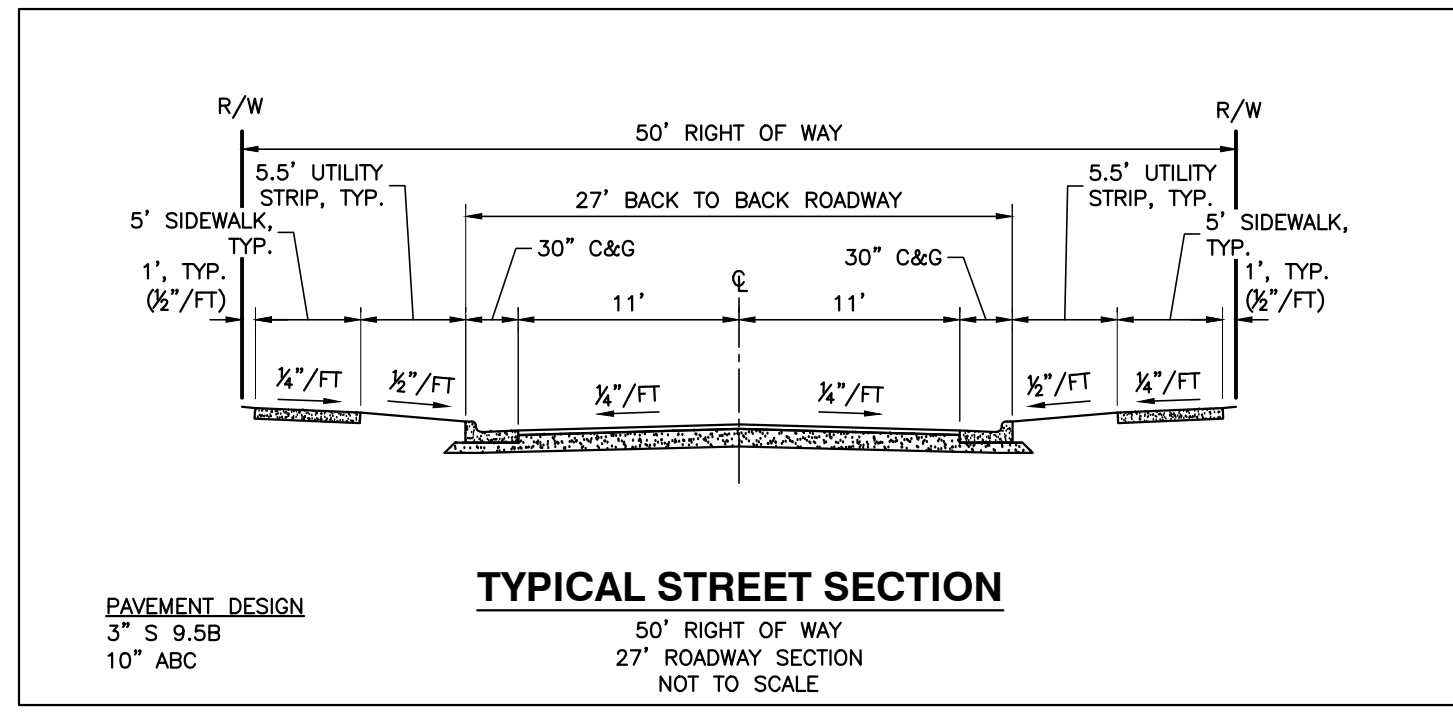


Young Street Typical Section

2-Lane with Two Way Left Turn, Curb & Gutter, Bike Lanes, and Sidewalk



Total ROW: 80 feet



BASS, NIXON & KENNEDY, INC.
CONSULTING ENGINEERS
6310 CHABEL HILL ROAD, SUITE 250, RALEIGH, NC 27607
TELEPHONE: (919) 851-4422 FAX: (919) 851-8966
CERTIFICATION NUMBERS: NCBELLS (C-0110); NCBOLA (C-0267)

NO.	DATE	DESCRIPTION	BY

JOB NO.	DATE	GPW	DRAWN BY
03-19203	10-02-20		

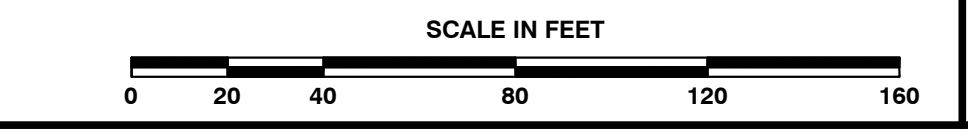
REZONING SKETCH PLAN

SCALE: 1" = 40'

CHK BY: MDB

BROUGHTON TOWNHOMES
NORTH MAIN STREET
TOWN OF ROLESVILLE, WAKE COUNTY, NORTH CAROLINA

SHEET C1.0



Siding:
Cement Board (Hardi or similar).
Orientation (horizontal, board & Batten,
shake, etc.) varies by plan/elevation

Accents/Trim (Sofits, fascia, window trim,
etc): vinyl or similar



Masonry Accents:
Masonry, Stone, or Brick Vaneer or similar
(varies by plan/elevation)

September 1, 2021

Meredith Gruber
Town of Rolesville - Planning Director
PO Box 250
502 Southtown Circle
Rolesville, NC 27571
P: 919.554.6517
E: meredith.gruber@rolesville.nc.gov
[Sent via Email]

Subject: **Site Analysis** - Broughton Townhomes
Rolesville, NC

Dear Ms. Gruber,

This letter provides an assessment of the proposed Broughton Townhomes development to be located in the northeast quadrant at the intersection of Main Street and Young Street in Rolesville, North Carolina. The purpose of this study is to determine the potential impacts to the site driveways and surrounding transportation system created by traffic generated by the proposed development.

Proposed Land Use and Site Access

The proposed development is expected to consist of 57 townhomes and is estimated to be built-out in 2023; however, it should be noted that the analysis contained within this letter considers 60 townhomes at full build-out to provide flexibility in the event there is the opportunity to add a few more units. Site access is proposed via one (1) site driveway on Main Street, one (1) site driveway on Young Street, and an extension of Nortwick Road. Refer to the attachments for the site location map and the preliminary site plan.

Based on coordination with the North Carolina Department of Transportation (NCDOT), access at the Main Street site driveway (Site Drive 1) will likely be restricted to a right-in/right-out (RIRO) configuration due to its proximity with Williams Street located approximately 150 feet southwest. Main Street is a 3-lane roadway with a two-way left-turn lane (TWLTL) to facilitate left-turning vehicles from Main Street to the side streets. Allowing full-movement access on Main Street at Site Drive 1 and Williams Street would introduce a safety concern because of the high likelihood for conflicting left-turn movements within the TWLTL on Main Street due to the limited spacing between these roadways. A RIRO configuration at Site Drive 1 can be accommodated with a concrete monolithic island within the throat of the driveway.

Access at the Young Street site driveway (Site Drive 2) is expected to align with Scarboro Street to create a 4-leg, full-movement unsignalized intersection. The NCDOT *Policy on Street and Driveway Access to North Carolina Highways* (Driveway Manual) advises that side streets should be aligned directly across from each other in lieu of two (2) offset 3-leg intersections in close proximity to one another. Young Street is a 3-lane roadway with a two-way left-turn lane (TWLTL) to facilitate left-turning vehicles from Young Street to the side streets.

Cross-access is expected to be provided via an extension of Nortwick Road (Site Drive 3) through the Terrell Plantation subdivision. This extension of Nortwick Road provides connectivity to the Terrell Plantation subdivision which provides access to the unsignalized intersection of Young Street and Granite Falls Boulevard.

Site Trip Generation and Distribution

Average weekday daily, AM peak hour, and PM peak hour trips for the proposed development were estimated using methodology contained within the ITE *Trip Generation Manual*, 10th Edition. Table 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)	Weekday AM Peak Hour Trips (vph)		Weekday PM Peak Hour Trips (vph)	
			Enter	Exit	Enter	Exit
Multifamily Housing (Low-Rise) (220)	60 Units	413	7	23	24	14

It is estimated that the proposed development will generate approximately 413 total site trips on the roadway network during a typical 24-hour weekday period. Of the daily traffic volume, it was anticipated that 30 trips (7 entering and 23 exiting) will occur during the weekday AM peak hour and 38 trips (24 entering and 14 exiting) will occur during the weekday PM peak hour.

Trip distribution percentages used in assigning site traffic for this development were estimated based on the approved scope and methodology from the Cobblestone Crossing TIA submitted in March of 2021 by RKA. It is estimated that the site trips will be regionally distributed as follows:

- 60% to/from the west via Main Street
- 5% to/from the east via Main Street
- 25% to/from the south via Young Street
- 10% to/from the north via Young Street

Refer to the attachments for illustrations of the site trip distribution and site trip assignment.

2023 Build Traffic Conditions

To estimate the 2023 build traffic conditions with the site fully built-out, turning movement counts, COVID-19 adjustment factors, and future traffic projections from the previously submitted Cobblestone Crossing TIA were utilized for analysis purposes. Refer to the attachments for the 2023 build weekday AM and PM peak hour traffic volumes at the study intersections with the site fully developed.

Based on coordination with Sanford Creek Elementary School (SCES) staff, the vast majority of carpool traffic enters and exits the campus utilizing the Granite Falls Boulevard site driveway. It should be noted that Scarboro Street provides an alternative route for carpool traffic traveling to/from SCES; however, through coordination with SCES staff, Scarboro Street is rarely utilized for carpool traffic. Based on coordination with NCDOT, Scarboro Street may be utilized as a direct connection between the proposed Broughton Townhomes development and SCES in the future once the subject development is completed.

Capacity Analysis

Study intersections were analyzed using the methodology outlined in the *Highway Capacity Manual (HCM)*, 6th Edition published by the Transportation Research Board. Capacity and level of service are the design criteria for this traffic study. A computer software package, Synchro (Version 10.3), was used to complete the analyses for most of the study area intersections. Please note that the unsignalized capacity analysis does not provide an overall level of service for an intersection; only delay for an approach with a conflicting movement. Refer to Table 2 for HCM levels of service and related average control delay per vehicle for both signalized and unsignalized intersections.

Table 2: Highway Capacity Manual – Levels-of-Service and Delay

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

Main Street and Site Drive 1

The proposed unsignalized intersection of Main Street and Site Drive 1 was analyzed under 2023 build traffic conditions with the lane configurations and traffic control shown in Table 3. Refer to Table 3 for a summary of the analysis results. Copies of the Synchro analysis output reports are provided in the attachments.

Table 3: Analysis Summary of Main Street and Site Drive 1

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)
2023 Build Conditions	EB WB SB	1 TH 1 TH-RT 1 RT	-- -- B ¹	N/A	-- -- A ¹	N/A

1. Level of service and delay for minor-street approach. Improvements and/or revised lane configurations by developer are shown in BOLD type.

Capacity analysis indicates that the southbound minor street approach is expected to operate at LOS B during the weekday AM peak hour and LOS A during the weekday PM peak hours under 2023 build conditions.

Based on coordination with NCDOT, access at the Main Street site driveway (Site Drive 1) will likely be restricted to a RIRO configuration due to its proximity with Williams Street. A right-turn lane was considered based on

the NCDOT Driveway Manual and the anticipated turning movement volumes into the proposed development from Main Street are not expected to warrant an exclusive westbound (Main Street) right-turn lane.

Young Street and Site Drive 2 / Scarborough Street

The proposed unsignalized intersection of Young Street and Site Drive 2 / Scarborough Street was analyzed under 2023 build traffic conditions with the lane configurations and traffic control shown in Table 4. Refer to Table 4 for a summary of the analysis results. Copies of the Synchro analysis output reports are provided in the attachments.

Table 4: Analysis Summary of Young Street and Site Drive 2 / Scarborough Street

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2023 Build Conditions	EB	1 LT- TH-RT	E ²	N/A	E ²	N/A
	WB	1 LT-TH-RT	E ²			
	NB	1 LT, 1 TH- RT	B ¹			
	SB	1 LT, 1 TH-RT	A ¹			

1. Level of service and delay for major-street left-turn movement.
 2. Level of service and delay for minor-street approach.
- Improvements and/or revised lane configurations by developer are shown in **BOLD** type.

Capacity analysis indicates that all major street left-turn movements are expected to operate at LOS B or better, while the minor street approaches are expected to operate at LOS E during the weekday AM and PM peak hours under 2023 build conditions. These levels of service are not uncommon for minor street approaches with heavy mainline traffic volumes.

Due to the poor level of service expected for the minor street approaches, a traffic signal was considered at this intersection under 2023 build traffic conditions to achieve acceptable levels-of-service. The peak hour signal warrant from the *Manual on Uniform Traffic Control Devices* (MUTCD) was considered; however, this intersection does not meet the peak hour warrants for either peak hour under 2023 build traffic conditions. It is not expected that this intersection would satisfy the MUTCD 8-hour and 4-hour warrants, which NCDOT favors for installation of a traffic signal. These longer period warrants are not typically met for residential and school areas due to the distinct peak traffic periods for these types of development.

Turn lanes were considered based on the NCDOT Driveway Manual and the anticipated turning movement volumes into the proposed development from Young Street are not expected to warrant exclusive turn lanes. It should be noted that a TWLTL currently exists along Young Street to facilitate left-turning vehicles into the site. Additionally, based on coordination with NCDOT, a northbound (Young Street) right-turn deceleration lane will likely be required to separate right-turning traffic from vehicles continuing through the intersection.

Conclusions

This letter provides the results of the site analysis for the proposed Broughton Townhomes development, located in the northeast quadrant at the intersection of Main Street and Young Street in Rolesville, North Carolina. The proposed development, anticipated to be completed in 2023, is expected to consist of 57 townhomes; however, the analysis contained within this letter considers 60 townhomes at full build-out to provide for a conservative analysis. It is estimated that the proposed development will generate 30 trips (7 entering and 23 exiting) will occur during the weekday AM peak hour and 38 trips (24 entering and 14 exiting) will occur during the weekday PM peak hour.

Capacity analysis results indicate that the proposed development is not anticipated to cause a significant impact on the roadway network due to the added traffic and the site driveways are expected to operate with delays that are not uncommon for stop-controlled minor street approaches with heavy mainline traffic volumes. Additionally, the proposed site driveways are not expected to impact the plans and improvements associated with the Main Street LAPP funded project (STIP U-6241). Based on coordination with NCDOT, the following items will likely be required prior to issuance of a driveway permit for the subject development:

Main Street and Site Drive 1

- Construct the southbound approach (Site Drive 1) and provide right-in/right-out access configurations for the driveway. Left-turn movements to/from Site Drive 1 will be restricted through implementation of on-site concrete monolithic islands, signing, and pavement markings.
- Provide stop-control for the southbound approach.

Young Street and Site Drive 2 / Scarboro Street

- Construct the westbound approach (Site Drive 2) aligning with Scarboro Street.
- Provide stop-control for the westbound approach.
- Provide a northbound (Young Street) right-turn deceleration lane with a minimum length of 50 feet to separate right-turning traffic from vehicles continuing through the intersection.

If you have any questions or concerns, please do not hesitate to contact me.

Sincerely,



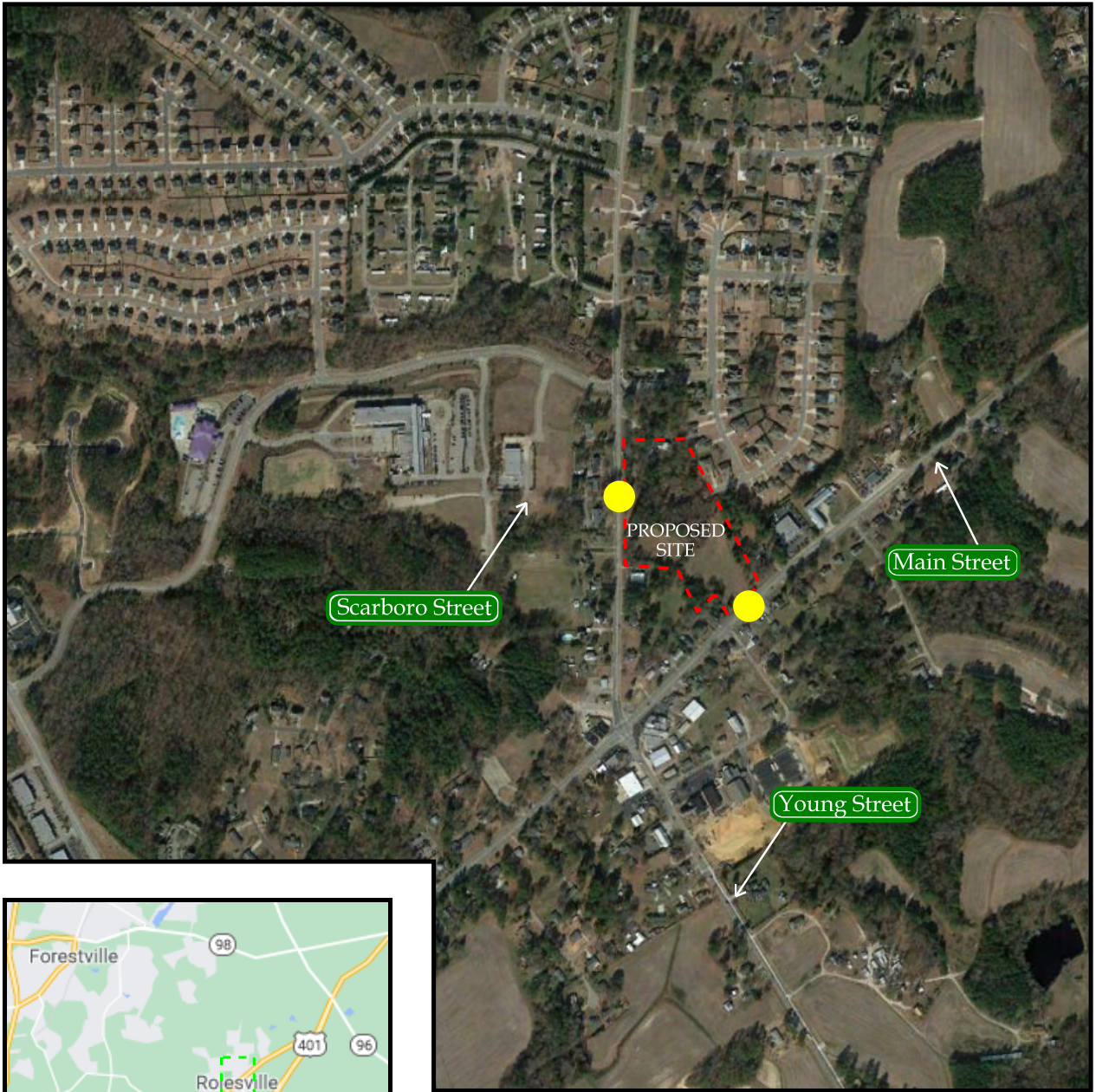
Michael Karpinski, P.E.
Traffic Engineering Project Manager
Ramey Kemp & Associates, Inc.






9/1/2021

NC Corporate License # C-0910

- Attachments:
- Site Location Map
 - Preliminary Site Plan
 - Site Trip Distribution Figure
 - Site Trip Assignment Figure
 - 2023 Build Peak Hour Traffic Volumes Figure
 - Synchro Reports – 2023 Build Traffic Conditions



LEGEND

-  Proposed Site Location
-  Study Intersection
-  Study Area

Moving forward.

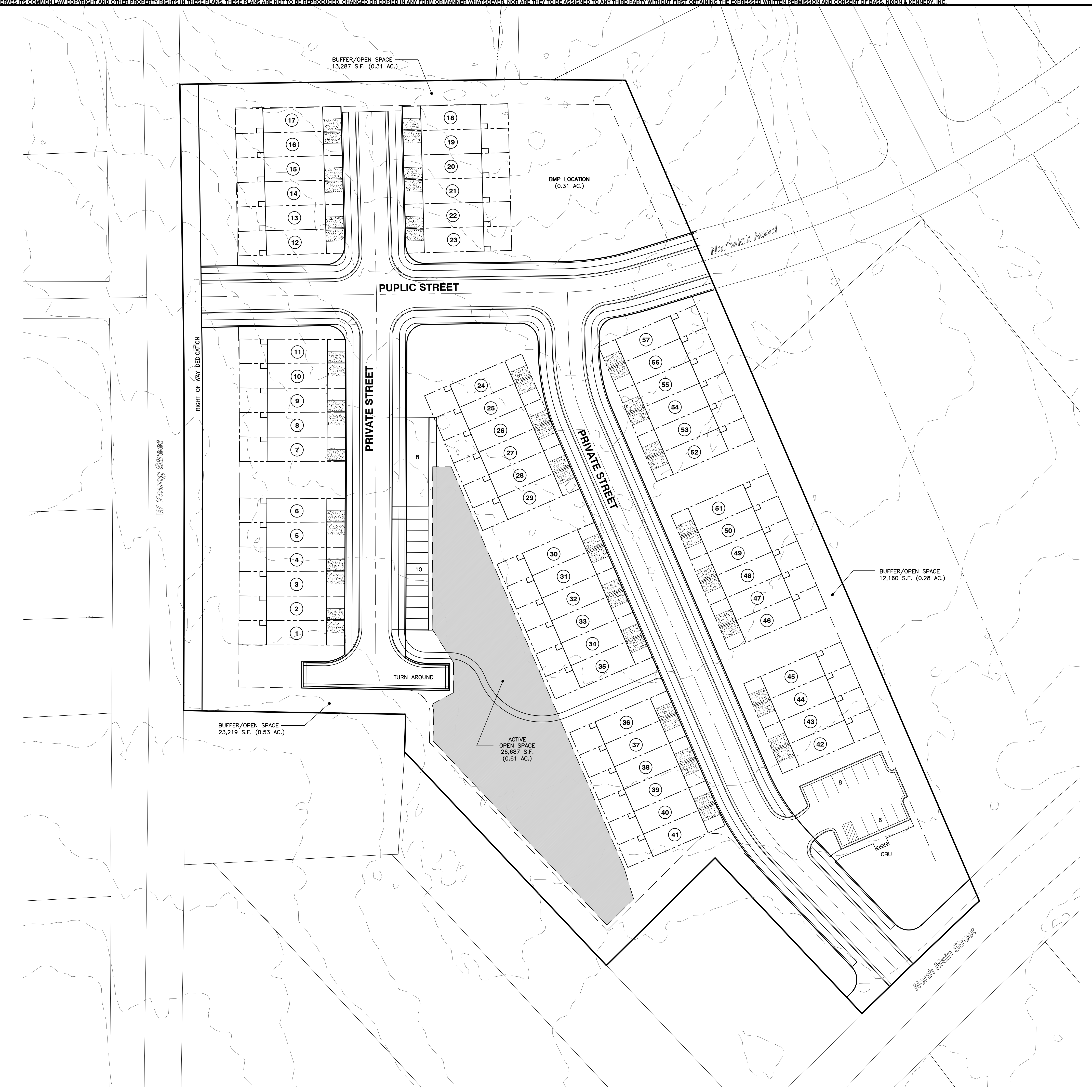


Broughton Townhomes
Rolesville, NC

Site Location Map

Scale: Not to Scale Figure 1

R:\2019\19203 - Broughton Townhomes\Civil\03 Preliminary\00 - GIS Original.dwg, SITE PLAN, 10/1/2020 3:56:04 PM, garry



SITE DATA:


PROJECT AREA:	7.21 ACRES
EXISTING ZONING:	R-1 DETACHED
PROPOSED ZONING:	R-3 TOWNHOMES
OPEN SPACE REQUIRED:	7.21 AC x 15% = 1.08 ACRES
ACTIVE OPEN SPACE PROVIDED:	1.08 x 35% = 0.38 ACRES
LANDSCAPE BUFFERS:	0.61 ACRES
BMP AREA:	1.12 ACRES
TOTAL OPEN SPACE PROVIDED:	0.31 ACRES
	2.04 ACRES (28.3%)

REQUIRED PARKING:

2 SPACES PER UNIT PLUS 1/2 SPACE/BEDROOM	114
OVER 2 PLUS 1/4 UNITS FOR GUEST PARKING	3 (INCLUDES 1 H/C SPACE)
CBU PARKING 3 REQUIRED FOR 57 UNITS	34
GUEST PARKING:	151 SPACES
TOTAL PARKING REQUIRED:	152 SPACES
TOTAL PARKING PROVIDED:	152 SPACES

BNK EX TREE TYPE ABBREVIATIONS

APPLE	AP
ASH	AS
BEECH	BE
BLACK WALNUT	BW
BRADFORD PEAR	BP
BURFORD HOLLY	BH
CATALPA	CP
CEDAR	CR
COTTONWOOD	CW
CRABAPPLE	CA
CREPE MYRTLE	CM
CYPRESS	CY
DOGWOOD	DW
ELM	EL
GUM	GM
HACKBERRY	HB
HICKORY	HK
HOLLY	HY
IRONWOOD	IW
LOCUST	LC
MADONIA	MG
MAPLE	MP
MIMOSA	MM
PEAR	PR
PECAN	PC
PERSIMMON	PS
REDTIP	RT
PINE	PN
POPULAR	PP
REDBUD	RB
RED OAK	RO
SOURWOOD	SW
SWEETBAY	SB
SYCAMORE	SY
WAX MYRTLE	WM
WHITE OAK	WO
WILD CHERRY	WC
WILLOW	WW
ZELKOVA	ZK



BASS, NIXON & KENNEDY, INC.
CONSULTING ENGINEERS
 6310 CHASE HILL ROAD, SUITE 250, RALEIGH, NC 27607
 TELEPHONE: (919) 851-1222 FAX: (919) 851-8866
 CERTIFICATION NUMBERS: NCBELS (C-0110); NCBOLA (C-0267)

NO.	DATE	DESCRIPTION	BY

10-02-20
DATE

10-02-20
DRAWN BY

10-02-20
DRAWN BY

10-02-20
DATE

10-02-20
DRAWN BY

10-02-20
DRAWN BY

10-02-20
DATE

10-02-20
DRAWN BY

10-02-20
DRAWN BY

CONCEPTUAL SITE PLAN

SCALE: 1" = 50'

CHK BY: MDB

10-02-20
DATE

10-02-20
DRAWN BY

10-02-20
DRAWN BY

10-02-20
DATE

10-02-20
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10-02-20
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BROUGHTON TOWNHOMES

NORTH MAIN STREET

TOWN OF ROLESVILLE, WAKE COUNTY, NORTH CAROLINA

SHEET
C1.0

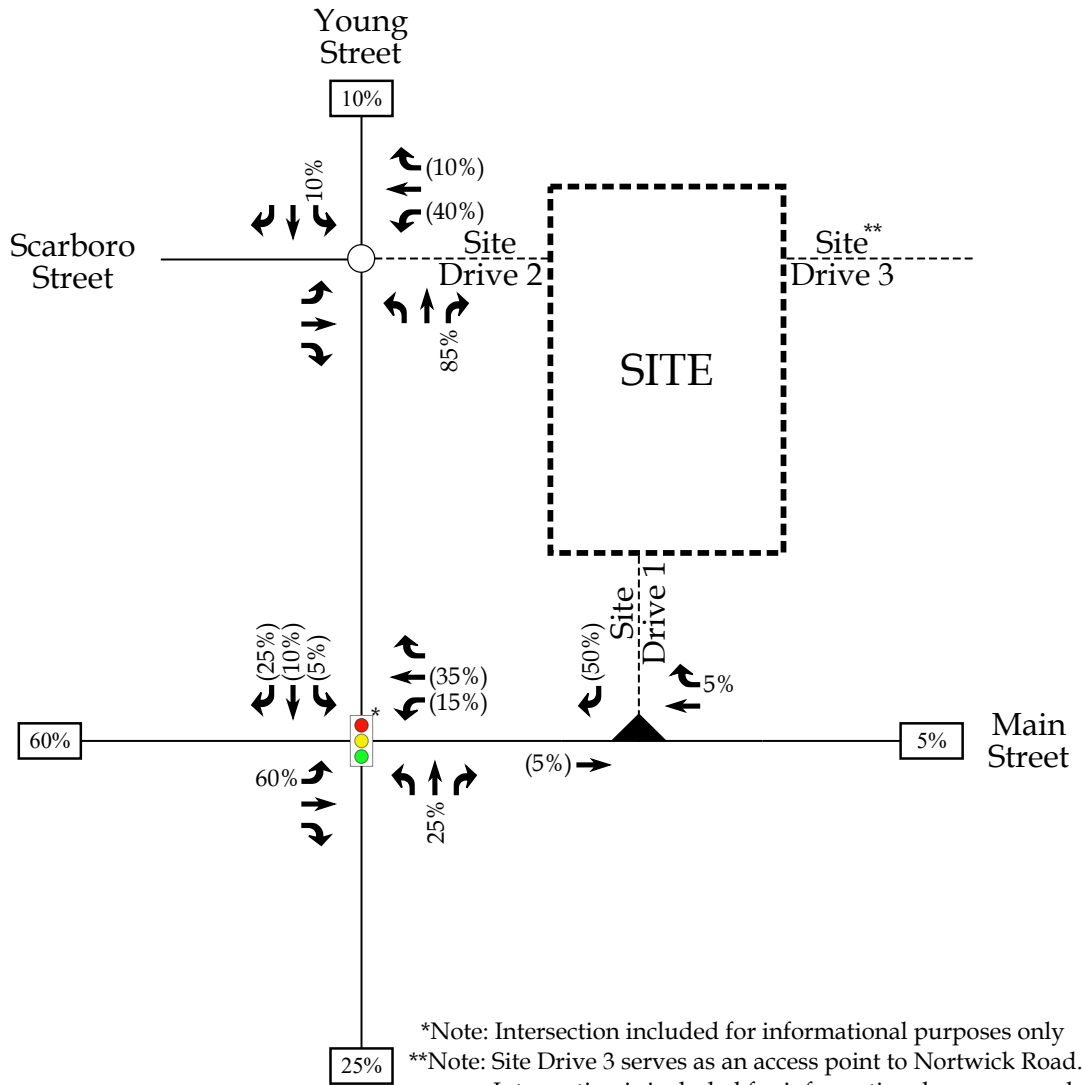
XXXX OF XXXX PROJECT NO. XX-XX-XX

NOT RELEASED FOR CONSTRUCTION OR BID SOLICITATION



LEGEND

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



Moving forward.



RAMEY KEMP ASSOCIATES

Broughton Townhomes Rolesville, NC

Site Trip Distribution

Scale: Not to Scale

Figure 3



LEGEND



Unsignalized Intersection



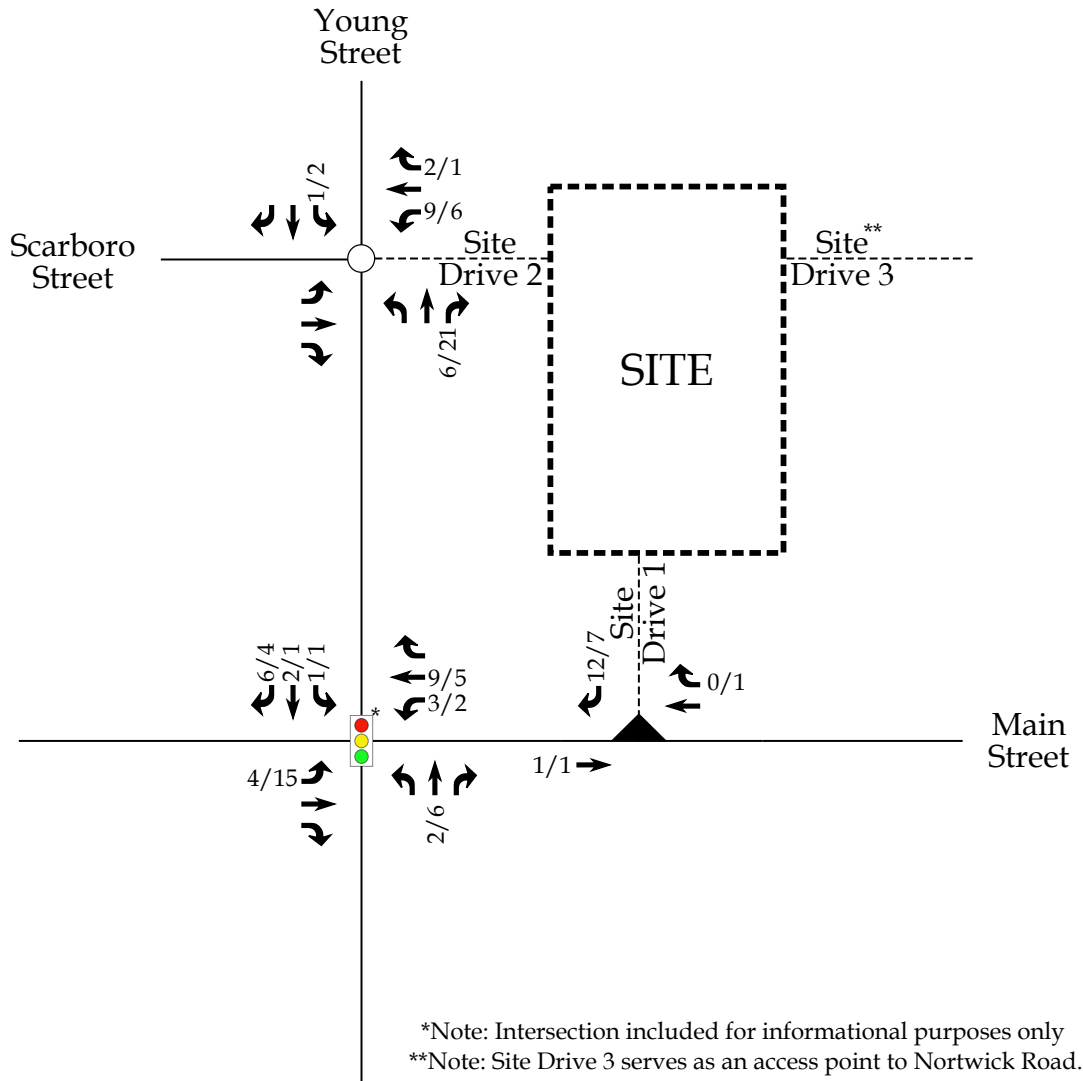
Signalized Intersection



Right-In/Right-Out Intersection



Weekday AM / PM Peak Hour
Site Trips



*Note: Intersection included for informational purposes only

**Note: Site Drive 3 serves as an access point to Nortwick Road.
Intersection is included for informational purposes only.

Moving forward.



RAMEY KEMP ASSOCIATES

Broughton Townhomes
Rolesville, NC

Site Trip Assignment

Scale: Not to Scale

Figure 4

LEGEND



Unsignalized Intersection

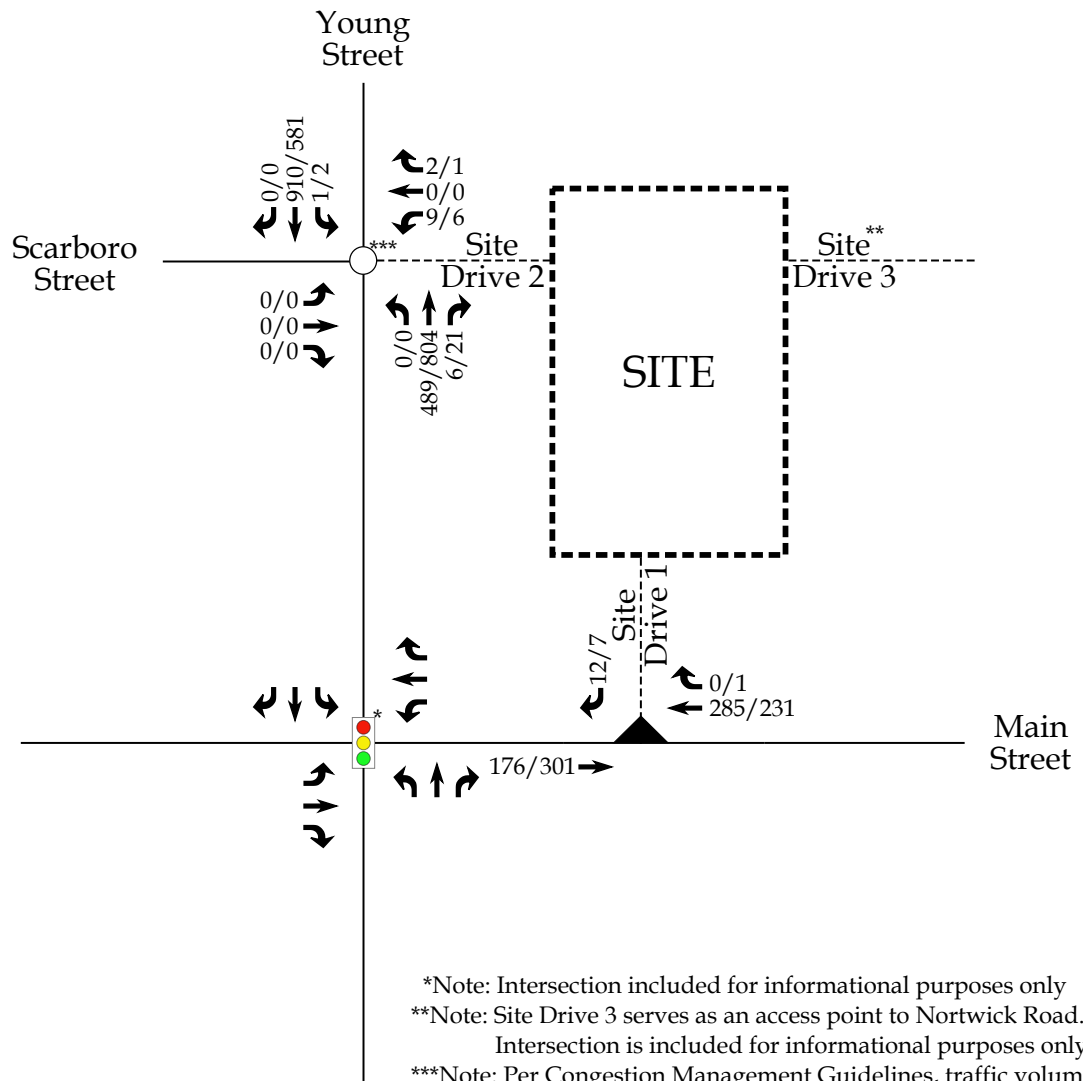


Signalized Intersection



Right-In/Right-Out Intersection

X / Y →
Weekday AM / PM Peak
Hour Traffic



*Note: Intersection included for informational purposes only
 **Note: Site Drive 3 serves as an access point to Nortwick Road. Intersection is included for informational purposes only.
 ***Note: Per Congestion Management Guidelines, traffic volumes below 4vph are modeled as 4 in the analysis

Moving forward.



RAMEY KEMP ASSOCIATES

**Broughton Townhomes
Rolesville, NC**

**2023 Build
Peak Hour Traffic**

Scale: Not to Scale | Figure 5

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↑
Traffic Vol, veh/h	0	176	285	4	0	12
Future Vol, veh/h	0	176	285	4	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	196	317	4	0	13

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 319
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 6.22
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.318
Pot Cap-1 Maneuver	0	-	- 0 722
Stage 1	0	-	- 0 -
Stage 2	0	-	- 0 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	-	-	- - 722
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	722
HCM Lane V/C Ratio	-	-	-	0.018
HCM Control Delay (s)	-	-	-	10.1
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↑
Traffic Vol, veh/h	0	301	231	4	0	7
Future Vol, veh/h	0	301	231	4	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	334	257	4	0	8

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	-
Pot Cap-1 Maneuver	0	-	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	780
HCM Lane V/C Ratio	-	-	-	0.01
HCM Control Delay (s)	-	-	-	9.7
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	4	4	4	9	4	4	4	489	6	4	910	4
Future Vol, veh/h	4	4	4	9	4	4	4	489	6	4	910	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	4	4	10	4	4	4	543	7	4	1011	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1580	1579	1013	1580	1578	547	1015	0	0	550	0	0
Stage 1	1021	1021	-	555	555	-	-	-	-	-	-	-
Stage 2	559	558	-	1025	1023	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	88	109	290	88	109	537	683	-	-	1020	-	-
Stage 1	285	314	-	516	513	-	-	-	-	-	-	-
Stage 2	513	512	-	284	313	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	84	108	290	83	108	537	683	-	-	1020	-	-
Mov Cap-2 Maneuver	84	108	-	83	108	-	-	-	-	-	-	-
Stage 1	283	313	-	513	510	-	-	-	-	-	-	-
Stage 2	501	509	-	275	312	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	38.1		44		0.1		0	
HCM LOS	E		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	683	-	-	122	111	1020	-	-
HCM Lane V/C Ratio	0.007	-	-	0.109	0.17	0.004	-	-
HCM Control Delay (s)	10.3	-	-	38.1	44	8.5	-	-
HCM Lane LOS	B	-	-	E	E	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.6	0	-	-

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↖		↗	↖	
Traffic Vol, veh/h	4	4	4	6	4	4	4	804	21	4	581	4
Future Vol, veh/h	4	4	4	6	4	4	4	804	21	4	581	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	4	4	7	4	4	4	893	23	4	646	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1573	1580	648	1573	1571	905	650	0	0	916	0	0
Stage 1	656	656	-	913	913	-	-	-	-	-	-	-
Stage 2	917	924	-	660	658	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	89	109	470	89	110	335	936	-	-	745	-	-
Stage 1	454	462	-	328	352	-	-	-	-	-	-	-
Stage 2	326	348	-	452	461	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	84	108	470	85	109	335	936	-	-	745	-	-
Mov Cap-2 Maneuver	84	108	-	85	109	-	-	-	-	-	-	-
Stage 1	452	460	-	327	351	-	-	-	-	-	-	-
Stage 2	316	347	-	441	459	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	36.1		40.4		0		0.1	
HCM LOS	E		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	936	-	-	129	117	745	-	-
HCM Lane V/C Ratio	0.005	-	-	0.103	0.133	0.006	-	-
HCM Control Delay (s)	8.9	-	-	36.1	40.4	9.9	-	-
HCM Lane LOS	A	-	-	E	E	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.4	0	-	-

Petition to Oppose the rezoning from R-1 to R-3-CZ Case Number MA20-03 PIN# 1769-02-9362 Located at 0 N. Main Street Rolesville, NC

Dear Town of Rolesville Planning Board, Town of Rolesville Town Council Members, and Mayor Currin of Rolesville,

As concerned neighbors of Terrell Plantation (a 76 lot development) located adjacent to the proposed zoning change for 0 N. Main Street; Case number MA20—03 PIN# 1769-02-9362 **Oppose the rezoning from R-1 to R-3-CZ.** We respectfully ask for no zoning change, not because we are anti-growth, but because this area is zoned for single family homes and would like it to remain zoned R-1. We also would like to **Oppose the Nortwick Road extension to this proposed development, and any future development at this site.** (Separate petition completed on this matter as well)

We realize there is a desire by the town board of commissioners to have more high density housing in the town of Rolesville, which that desire has been met with 8 other developments within the Rolesville area as part of the master development plan for those developments.

- Barrington Phase 2
- Wall Brook
- Elizabeth Springs
- The Preserve at Jones Dairy
- Kalas Falls
- Hopper Communities
- Granite Falls
- The Towns at Carlton Pointe

Adding 57 more town homes to connect to our development is not necessary, and certainly not wanted by Terrell Plantation residents

Terrell Plantation has three residents with expansive experience in the area of security & safety for individuals, homes, and neighborhoods. Consulted was Barry Echols who has been a Police Officer in three different municipalities, a Deputy United States Marshal for one year, an FBI Agent, and a Director with the North Carolina Department of Public Safety for 3 years. The conclusion of the aforementioned issues that allowing a zoning change and the extension of Nortwick Road to Young Street would adversely affect the integrity of Terrell Plantation as a private neighborhood. His Conclusions Listed below:

TRAFFIC

1. Increase of already congested traffic at Young Street and Granite Falls Boulevard due to increased traffic for the elementary school, increased traffic expected from the developments already approved and some currently in the building stage, as well as access and egress traffic from the proposed townhomes, if rezoning is allowed.
2. Terrell Plantation is a private neighborhood with minimal traffic allowing residents to walk individually, with their children, and or pets with minimal traffic concerns; particularly on Nortwick Road where the preponderance of neighborhood pedestrian traffic takes place; in

Petition to Oppose the rezoning from R-1 to R-3-CZ Case Number MA20-03 PIN# 1769-02-9362 Located at 0 N. Main Street Rolesville, NC

addition to being a road generally used to route fun runs and neighborhood runs through Rolesville. For Rolesville to allow the proposed rezoning would clearly adversely affect the quality of life for the Terrell Plantation subdivision; and exponentially affect the level of safety and security for the neighborhood.

3. Given my professional experience, is that the rezoning would adversely affect traffic flow in Terrell Plantation from a security and safety perspective.
4. By the time the townhome project can be finished, we should expect the elementary school to be operating at a normal level; and the traffic created by the existence of the townhome project will adversely affect the time and safety level for the children attending the school.
5. Terrell Plantation, as it IS ZONED, a family neighborhood that was NEVER intended for any manner of 'Thru Traffic'.
6. Rezoning is wrong, however even if it were or not a factor there are two entrances into Terrell plantation, and the proposal for the townhome project includes Main Street and Young Street; with no justification that we can see to extend Northwick Road too Young Street in order to create an entrance/exit that we do not want, as well as a third and fourth entrance/exit for the townhomes. One of which would be through our private residential neighborhood.
7. As a final traffic note, it is critical to understand that Avendelle Nursing Home is located in the last home on the right on Nortwick Road just prior to the proposed extension. There are records of dementia and Alzheimer's patients historically wandering away from the facility and into the neighborhood, where caring, conscientious neighbors in Terrell Plantation have assisted in getting them back to the facility. **Please try to imagine a similar circumstance where there is someone with similar issues wandered out and was able to go directly To Young St., rather than our neighborhood. Just this possibility alone should be reason for Rolesville to deny the request for rezoning.**

PROPERTY VALUES:

1. Terrell Plantation is a \$300,000 plus, private neighborhood that will likely see property devalued immediately if the proposed rezoning is approved.
2. The townhomes that are purchased as investment property as rentals will change the area from permanent residents who are vested in the future of this neighborhood to transient renters with no interest in the long-term benefit of Terrell Plantation OR Rolesville.
3. My experience indicates that the proposed zoning change will adversely affect traffic violations and the crime rate in general for Rolesville and Terrell Plantation.

Petition to Oppose the rezoning from R-1 to R-3-CZ Case Number MA20-03 PIN# 1769-02-9362 Located at 0 N. Main Street Rolesville, NC

**Petition to Oppose the rezoning from R-1 to R-3-CZ Case Number MA20-03 PIN# 1769-02-9362 Located
at 0 N. Main Street Rolesville, NC**

We, the undersigned voters of the Town of Rolesville; Wake County, Petition the Town Council Board of Rolesville to Deny the request set forth by KDM Development Corporation to rezone the 7.2118 acres; parcel #1769029362 of land located at 0 N. Main Street from R-1 to R-3-CZ.

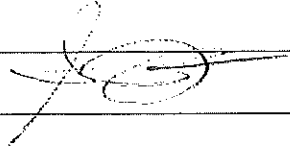
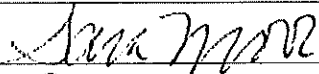
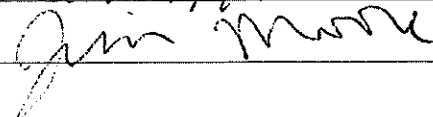
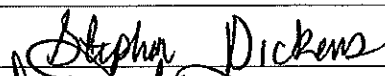
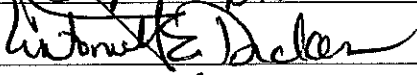
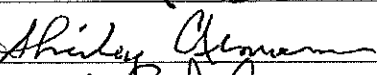
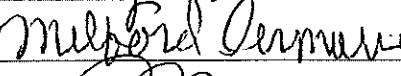
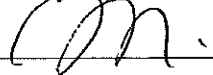
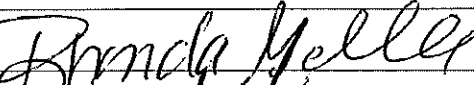
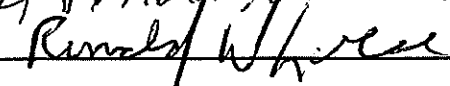
Name of Eligible Voter	Signature of Eligible Voter	Address of Eligible Voter	Date Signed
Denise Hull	Denise Hull	581 Granite Falls Blvd	2/17/21
		581 Granite Falls Blvd	
		129 Nortwick Road	
		129 Nortwick Road	
		133 Nortwick Road	
		133 Nortwick Road	
Ernestine Keith	Ernestine Keith	200 Nortwick Road	2/19/21
LARRY E. Keith	Larry Keith	200 Nortwick Road	2/19/21
YOYCE WARD	Yooyce Ward	201 Nortwick Road	
		201 Nortwick Road	
		204 Nortwick Road	
		204 Nortwick Road	
Daphne Boone	Daphne Boone	208 Nortwick Road	
Jonathan Boone	Jonathan Boone	208 Nortwick Road	
Gwendolyn Avery	Gwendolyn Avery	209 Nortwick Road	
		209 Nortwick Road	
James Donchak	James Donchak	212 Nortwick Road	
Linda Donchak	Linda Donchak	212 Nortwick Road	
PAT Pudelski	Pat Pudelski	213 Nortwick Road	
Vincent Pudelski	Vincent Pudelski	213 Nortwick Road	
		216 Nortwick Road	
		216 Nortwick Road	
MARK KRAFT	Mark Kraft	220 Nortwick Road	
KATHERINE KRAFT	Katherine Kraft	220 Nortwick Road	

**Petition to Oppose the rezoning from R-1 to R-3-CZ Case Number MA20-03 PIN# 1769-02-9362 Located
at 0 N. Main Street Rolesville, NC**

Kempton J. Smith	Kempton Smith	223 Nortwick Road	2-17-21
Leann Smith	Leann Smith	223 Nortwick Road	2-17-21
Richard Powell	Richard Powell	224 Nortwick Road	4-02-21
LATAYA Powell	LATAYA Powell	224 Nortwick Road	4-02-21
BARRY Echols	Barry Echols	227 Nortwick Road	3/6/21
CATHRYN Echols	Cathryn Echols	227 Nortwick Road	3/6/21
Tom Raggio	Tom Raggio	228 Nortwick Road	2-16-21
Dawn Raggio	Dawn Raggio	228 Nortwick Road	
Shawn Whiteside	Shawn Whiteside	231 Nortwick Road	2-16-21
Cynthia Whiteside	Cynthia Whiteside	231 Nortwick Road	2-16-21
		232 Nortwick Road	
		232 Nortwick Road	
Darrend Lewis	Darrend Lewis	235 Nortwick Road	2/16/2021
Tineki Lewis	Tineki Lewis	235 Nortwick Road	2/16/2021

Name of Eligible Voter	Signature of Eligible Votes	Address of Eligible Voter	Date Signed
Joyce Rubens	Joyce Rubens	236 Nortwick Road	2/17/2021
		236 Nortwick Road	
JOHN LINKO	John Linko	239 Nortwick Road	3/17/21
LINDA LINKO	Linda Linko	239 Nortwick Road	3/17/21
		240 Nortwick Road	
		240 Nortwick Road	
Natalie Bryant	N. Bryant	243 Nortwick Road	2-17-2021
		243 Nortwick Road	
		244 Nortwick Road	
		244 Nortwick Road	
		248 Nortwick Road	

**Petition to Oppose the rezoning from R-1 to R-3-CZ Case Number MA20-03 PIN# 1769-02-9362 Located
at 0 N. Main Street Rolesville, NC**


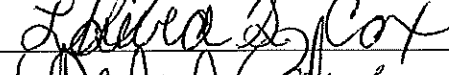
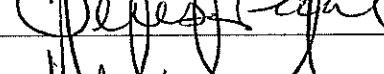
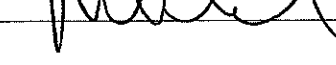
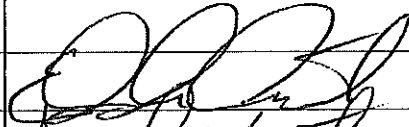
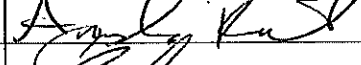


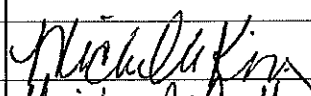
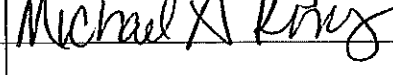
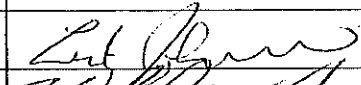

		248 Nortwick Road	
		250 Nortwick Road	
		250 Nortwick Road	
Susan Decker		306 Nortwick Road	
		306 Nortwick Road	
		309 Nortwick Road	
		309 Nortwick Road	
		310 Nortwick Road	
		310 Nortwick Road	
		313 Nortwick Road	
		313 Nortwick Road	
		314 Nortwick Road	
		314 Nortwick Road	
Sara Moore		318 Nortwick Road	
Jim Moore		318 Nortwick Road	
		321 Nortwick Road	
		321 Nortwick Road	
Stephen Dickens		107 Terrell Drive	03/04/21
Antoinette Dickens		107 Terrell Drive	3/4/21
Shirley Armour		108 Terrell Drive	2/27/21
Milford Armour		108 Terrell Drive	2/27/21
Rebecca Rivers		111 Terrell Drive	2/27/21
		111 Terrell Drive	
		112 Terrell Drive	
		112 Terrell Drive	
Shanda Gobie		115 Terrell Drive	2-17-21
Ronald Gobie		115 Terrell Drive	2-17-21

**Petition to Oppose the rezoning from R-1 to R-3-CZ Case Number MA20-03 PIN# 1769-02-9362 Located
at 0 N. Main Street Rolesville, NC**

		223 Terrell Drive	
		226 Terrell Drive	
		226 Terrell Drive	
		227 Terrell Drive	
		227 Terrell Drive	
		231 Terrell Drive	
		231 Terrell Drive	
		232 Terrell Drive	
		232 Terrell Drive	
		234 Terrell Drive	
		234 Terrell Drive	
		235 Terrell Drive	
		235 Terrell Drive	

Name of Eligible Voter	Signature of Eligible Votes	Address of Eligible Voter	Date Signed
		236 Terrell Drive	
		112 Weathers Street	
		112 Weathers Street	
<i>Courtney</i>	<i>signature Courtney Kellers</i>	113 Weathers Street	2-17-21
<i>Russell</i>	<i>signature Russell Wisser</i>	113 Weathers Street	2-17-21
		116 Weathers Street	
		116 Weathers Street	
<i>Lafshia Fowler</i>	<i>Lafshia Fowler</i>	117 Weathers Street	2/16/21
		117 Weathers Street	
		121 Weathers Street	
		121 Weathers Street	
		125 Weathers Street	
		125 Weathers Street	

**Petition to Oppose the rezoning from R-1 to R-3-CZ Case Number MA20-03 PIN# 1769-02-9362 Located
at 0 N. Main Street Rolesville, NC**

		203 Weathers Street	
		203 Weathers Street	
		207 Weathers Street	
		207 Weathers Street	
		208 Weathers Street	
		208 Weathers Street	
		211 Weathers Street	
		211 Weathers Street	
STANLEY COX		304 Woodlief Farm Road	
LAURA COX		304 Woodlief Farm Road	
Teresu Paul		305 Woodlief Farm Road	3/6/21
MICHAEL PAUL		305 Woodlief Farm Road	3/6/21
		308 Woodlief Farm Road	
		308 Woodlief Farm Road	
EDDIE KEITH		309 Woodlief Farm Road	
AMANDA KEITH		309 Woodlief Farm Road	
SHAWN WALDON		312 Woodlief Farm Road	
CHRISTINA WALDON		312 Woodlief Farm Road	
		313 Woodlief Farm Road	
		313 Woodlief Farm Road	
Michelle King		316 Woodlief Farm Road	3/18/2021
Michael A King		316 Woodlief Farm Road	3/18/2021
		317 Woodlief Farm Road	
		317 Woodlief Farm Road	
Lundy Johnson		401 Woodlief Farm Road	
Michael Johnson		401 Woodlief Farm Road	

**Petition to Oppose the rezoning from R-1 to R-3-CZ Case Number MA20-03 PIN# 1769-02-9362 Located
at 0 N. Main Street Rolesville, NC**

Name of Eligible Voter	Signature of Eligible Votes	Address of Eligible Voter	Date Signed
Mitch Cline		118 Terrell Drive	2/27/21
Wendy Cline		118 Terrell Drive	2/27/21
Della Burnett		122 Terrell Drive	4/9/21
Ross D Burnett		122 Terrell Drive	4/9/21
		200 Terrell Drive	
		200 Terrell Drive	
		201 Terrell Drive	
		201 Terrell Drive	
		204 Terrell Drive	
		204 Terrell Drive	
		205 Terrell Drive	
		205 Terrell Drive	
RICHARD STAUSS		208 Terrell Drive	4/9/2021
BEVERLY STAUSS		208 Terrell Drive	4/9/21
Ylenia Sharif		209 Terrell Drive	2-17-21
Hassan Sharif		209 Terrell Drive	2-17-21
		211 Terrell Drive	
		211 Terrell Drive	
LINDA LUPFER		212 Terrell Drive	2-25-21
JOHN LUPFER		212 Terrell Drive	2-25-21
Arturo Lopez		215 Terrell Drive	2/17/21
		215 Terrell Drive	
Dusky Miller		219 Terrell Drive	2/20/2021
Christy Mullen		219 Terrell Drive	2/20/2021
		223 Terrell Drive	

Petition to Oppose The Extension of Nortwick Road

Dear Town of Rolesville Planning Board, Town of Rolesville Town Council Members, and Mayor Currin of Rolesville,

As concerned neighbors of Terrell Plantation we would like to express our **OPPOSITION and Oppose** any road extension of Nortwick Road leading out to W. Young Street or North Main Street into any and all future development on the Adjacent lot/lots to the Terrell Plantation Subdivision. Not because we are anti-growth, but because we are a small development with 76 homes sites; which already has two entrances.

The main entrance to Terrell Plantation is located at Granite Falls Blvd., and West Young Street, the other is located at Weathers Street and W. Young Street. The Weathers Street entrance leads into the Granite Crest development if you continue straight. Which also leads into the Granite Falls development. Therefore, we do have connect ability to other developments in the town of Rolesville.

We feel the addition to one or potentially two more pathways to enter into our development will cause excess drive through traffic, causing safety issues for our residents and their families. This could also invite more crime into our development having 4 entries and exits to our development.

We want to preserve our community and have no other entry or exit points into Terrell Plantation.

We currently have three residents in Terrell Plantation subdivision with extensive experience in the area of security & safety for individuals, their homes, and neighborhoods. Upon consulting with Barry Echols who has been a Police Officer in three different municipalities, a Deputy United States Marshal for one year, an FBI agent, and a Director with the North Carolina Department of Public Safety for 3 years. Regarding the aforementioned issue Mr. Echols is in agreement that allowing the extension of Nortwick Road to Young Street would adversely affect the integrity of Terrell Plantation as a private neighborhood; which is the biggest reason a preponderance of our neighbors chose Terrell Plantation as their home. His conclusions are listed below:

TRAFFIC

1. Terrell Plantation is a private neighborhood with minimal traffic allowing residents to walk individually, with their children, and or pets with minimal traffic concerns; particularly on Nortwick Road where the preponderance of neighborhood pedestrian traffic takes place; in addition to being a road generally used to route fun runs and neighborhood runs through Rolesville. For Rolesville to allow the proposed street extension would clearly adversely affect the quality of life for the Terrell Plantation

Petition to Oppose The Extension of Nortwick Road

- subdivision; and exponentially affect the level of safety and security for the neighborhood.
2. Consulting a professional in neighborhood safety, it is clear that the proposal to extend Nortwick Road, would adversely affect traffic flow in Terrell Plantation from a security and safety perspective.
 3. Terrell Plantation IS ZONED, a single residence family neighborhood that was NEVER intended for any manner of 'Thru Traffic'.
 4. There are two entrances into Terrell plantation, no justification that we can see to extend Northwick Road too Young Street in order to create an entrance/exit that we do not want, as well as a third and fourth entrance/exit for any future development.
 5. As a final traffic note, it is critical to understand that Avendelle Nursing Home is located in the last home on the right on Nortwick Road just prior to the proposed extension. There are records of dementia and Alzheimer's patients historically wandering away from the facility and into the neighborhood, where caring, conscientious neighbors in Terrell Plantation have assisted their return back to the facility. **Please try to imagine a similar circumstance where is someone with similar issues wandered out and was able to go directly To Young St., rather our neighborhood. Just this possibility alone should be reason for Rolesville to deny extending Nortwick.**

Petition to Oppose The Extension of Nortwick Road

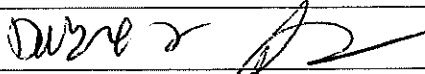
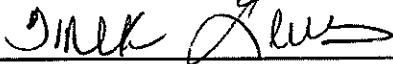
We, the undersigned voters of the Town of Rolesville; Wake County, Petition the Town Council Board of Rolesville to Deny and extension request now and in the future for Nortwick Road for the safety and wellbeing of the Terrell Plantation Subdivision.

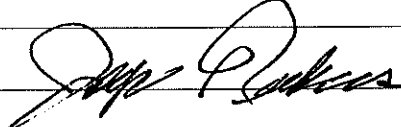
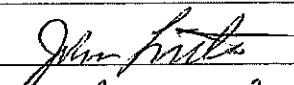

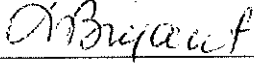
Name of Eligible Voter	Signature of Eligible Voter	Address of Eligible Voter	Date Signed
Denise Lull	<i>Denise Lull</i>	581 Granite Falls Blvd	2.17.21
Joe May	<i>Joe May</i>	581 Granite Falls Blvd	2.17.21
		129 Nortwick Road	
		129 Nortwick Road	
		133 Nortwick Road	
		133 Nortwick Road	
Ernestine Keith	<i>Ernestine Keith</i>	200 Nortwick Road	2/19/21
LARRY KEITH	<i>Larry Keith</i>	200 Nortwick Road	2.19.21

Petition to Oppose The Extension of Nortwick Road

Joyce Ward	Joyce Ward	201 Nortwick Road	
		201 Nortwick Road	
		204 Nortwick Road	
		204 Nortwick Road	
Daphne Boome	Daphne Boome	208 Nortwick Road	
Jonathan Boome	Jonathan Boome	208 Nortwick Road	
		209 Nortwick Road	
		209 Nortwick Road	
James Demchak	Linda Demchak	212 Nortwick Road	
LINDA Demchak	Linda Demchak	212 Nortwick Road	
Vincent Pudelski	Vincent A. Pudelski	213 Nortwick Road	
PAT Pudelski	Pat Pudelski	213 Nortwick Road	
		216 Nortwick Road	
		216 Nortwick Road	
MORRIS KAVAFIS	Morris Kavafis	220 Nortwick Road	
KATHERINE KAVAFIS	Katherine Kavafis	220 Nortwick Road	
Kempton Smith	Kempton J. SMITH	223 Nortwick Road	2-17-21
Heenan Smith	Heenan Smith	223 Nortwick Road	2-17-21
Richard Powell	Richard Powell	224 Nortwick Road	4-02-21
LATONYA Powell	Latonya Powell	224 Nortwick Road	
BARRY ECHOLS	Barry Echols	227 Nortwick Road	3/6/21
CATHY ECHOLS	Cathy Echols	227 Nortwick Road	3/6/21
Dawn Raggio	Dawn Raggio	228 Nortwick Road	
Tom Raggio	Tom Raggio	228 Nortwick Road	2-16-21
Sharon Whiteside	Sharon Whiteside	231 Nortwick Road	2-16-21
Cynthia Whiteside	Cynthia Whiteside	231 Nortwick Road	2-16-21
		232 Nortwick Road	
		232 Nortwick Road	

Petition to Oppose The Extension of Nortwick Road

Darren Lewis		235 Nortwick Road	2-16-21
Tina Newell		235 Nortwick Road	2-16-21

Name of Eligible Voter	Signature of Eligible Votes	Address of Eligible Voter	Date Signed
Joyce Rutens		236 Nortwick Road	2/17/21
		236 Nortwick Road	
John Linko		239 Nortwick Road	3/17/21
LINDA LINKO		239 Nortwick Road	3/17/21
		240 Nortwick Road	
		240 Nortwick Road	
Natalie Bryant		243 Nortwick Road	2-17-2021
		243 Nortwick Road	
		244 Nortwick Road	
		244 Nortwick Road	
		248 Nortwick Road	
		248 Nortwick Road	
		250 Nortwick Road	
		250 Nortwick Road	
		306 Nortwick Road	
		306 Nortwick Road	
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Petition to Oppose The Extension of Nortwick Road

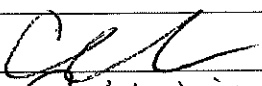

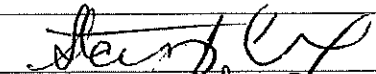

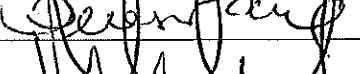
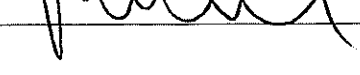
		314 Nortwick Road	
Sara Moore	<i>Sara Moore</i>	318 Nortwick Road	
Jim Moore	<i>Jim Moore</i>	318 Nortwick Road	
		321 Nortwick Road	
		321 Nortwick Road	
Stephen Dickens	<i>Stephen Dickens</i>	107 Terrell Drive	3/24/21
Antoinette Dickens	<i>Antoinette Dickens</i>	107 Terrell Drive	3/4/21
Shirley Arman	<i>Shirley Arman</i>	108 Terrell Drive	2/27/21
MILFORD ARMOUR	<i>Milford Arman</i>	108 Terrell Drive	2/27/21
Rebecca Rivera	<i>Rebecca Rivera</i>	111 Terrell Drive	2/27/21
		111 Terrell Drive	
Linda Kuffer	<i>Linda Kuffer</i>	112 Terrell Drive	2-25-21
JOHN KUFFER	<i>John Kuffer</i>	112 Terrell Drive	2-25-21
Rhonda Goble	<i>Rhonda Goble</i>	115 Terrell Drive	2-17-21
Ronald Goble	<i>Ronald Goble</i>	115 Terrell Drive	2-17-21

Name of Eligible Voter	Signature of Eligible Votes	Address of Eligible Voter	Date Signed
MITCH CLINE	<i>Mitch Cline</i>	118 Terrell Drive	2/27/21
Wendy Cline	<i>Wendy Cline</i>	118 Terrell Drive	2/27/21
Delia Burnett	<i>Delia Burnett</i>	122 Terrell Drive	4/9/21
Ross Burnett	<i>Ross Burnett</i>	122 Terrell Drive	4/9/21
		200 Terrell Drive	
		200 Terrell Drive	
		201 Terrell Drive	
		201 Terrell Drive	
		204 Terrell Drive	
		204 Terrell Drive	

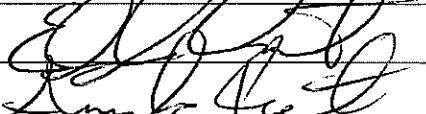
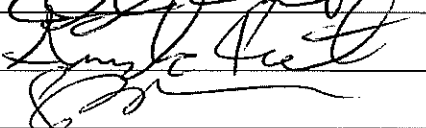
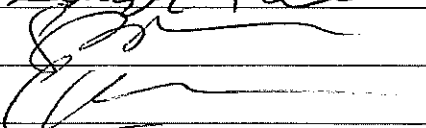
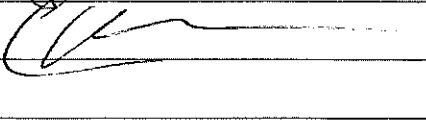
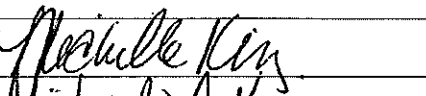
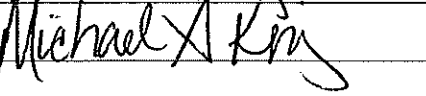
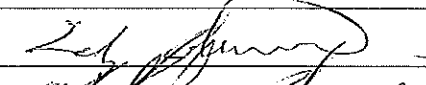
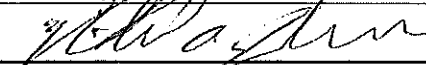
Petition to Oppose The Extension of Nortwick Road


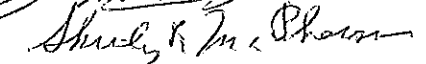
		205 Terrell Drive	
		205 Terrell Drive	
RICHARD STAUSS	<i>Rich Stau</i>	208 Terrell Drive	11/9/2021
BEVERLY STAUSS	<i>Bey Stau</i>	208 Terrell Drive	11/9/21
Uenia Sharif	<i>Uenia Sharif</i>	209 Terrell Drive	2-17-21
Hassan Sharif	<i>Hassan Sharif</i>	209 Terrell Drive	2-17-21
		211 Terrell Drive	
		211 Terrell Drive	
JOHN A. MCPHERSON	<i>John A. McPherson</i>	212 Terrell Drive	3/17/21
SHIRLEY MCPHERSON	<i>Shirley McPherson</i>	212 Terrell Drive	3/17/21
Arturo Lunkin	<i>Arturo Lunkin</i>	215 Terrell Drive	2/17/21
		215 Terrell Drive	
Christy Mullen	<i>Christy Mullen</i>	219 Terrell Drive	2/20/2021
Dusty Mullen	<i>Dusty Mullen</i>	219 Terrell Drive	2/20/2021
		223 Terrell Drive	
		223 Terrell Drive	
		226 Terrell Drive	
		226 Terrell Drive	
		227 Terrell Drive	
		227 Terrell Drive	
		231 Terrell Drive	
		231 Terrell Drive	
		232 Terrell Drive	
		232 Terrell Drive	
		234 Terrell Drive	
		234 Terrell Drive	
		235 Terrell Drive	
		235 Terrell Drive	

Petition to Oppose The Extension of Nortwick Road

Name of Eligible Voter	Signature of Eligible Votes	Address of Eligible Voter	Date Signed
		236 Terrell Drive	
		112 Weathers Street	
		112 Weathers Street	
Courtney Kraler		113 Weathers Street	2-17-21
Russell Wisser		113 Weathers Street	2-17-21
		116 Weathers Street	
		116 Weathers Street	
		117 Weathers Street	
		117 Weathers Street	
		121 Weathers Street	
		121 Weathers Street	
		125 Weathers Street	
		125 Weathers Street	
		203 Weathers Street	
		203 Weathers Street	
		207 Weathers Street	
		207 Weathers Street	
		208 Weathers Street	
		208 Weathers Street	
		211 Weathers Street	
		211 Weathers Street	
STANLEY J. COX		304 Woodlief Farm Road	
LAURA S. COX		304 Woodlief Farm Road	
Tyler Paul		305 Woodlief Farm Road	3/6/21
Michael Paul		305 Woodlief Farm Road	3/6/21
		308 Woodlief Farm Road	
		308 Woodlief Farm Road	

Petition to Oppose The Extension of Nortwick Road

EDDIE KEITH		309 Woodlief Farm Road	
AMANDA KEITH		309 Woodlief Farm Road	
SPAWN WARDEN		312 Woodlief Farm Road	
CHRISTINE WARDEN		312 Woodlief Farm Road	
		313 Woodlief Farm Road	
		313 Woodlief Farm Road	
Mickelle King		316 Woodlief Farm Road	3/8/2021
Michael King		316 Woodlief Farm Road	3/8/2021
		317 Woodlief Farm Road	
		317 Woodlief Farm Road	
Lendy Johnson		401 Woodlief Farm Road	
Michael Johnson		401 Woodlief Farm Road	

JOHN A. McPHERSON  212 NORTWICK ROAD
 SHIRLEY R. McPHERSON  212 NORTWICK RD.

