



Memo

To: Town of Rolesville Planning Board
From: Meredith Gruber, Planning Director
Date: July 22, 2024
Re: 201 S Main St / 200 School St / Scarboro Apartments
REZ-23-05 - Map Amendment Rezoning

Background

The Town of Rolesville Planning Department received an initial Map Amendment (Rezoning) application in June of 2023 for 13.15 acres consisting of three(3) tracts of land located on the south side of South Main Street (see Attachment 4, Application). This requests rezoning from the Residential Low Density (RL) District to the Town Center (TC) District as a Conditional Zoning District (TC-CZ). The project detailed in the Concept Plan (Attachment 12) and proposed Conditions of Approval (Attachment 11) entails a maximum of 240 Dwelling, Multiple Family or Upper Story Units and a minimum of 10,000 square feet of non-residential uses.



Scarboro Apartment Concept/Sketch Plan

A Voluntary Annexation Petition (ANX 23-04), for a small piece of the overall property addressed as 200 School Street, has also been submitted, reviewed, and processed simultaneously with this rezoning request. There will be a combined Legislative hearing at a future Town Board of Commissioners meeting.

Applicant Justification

See Attachment 5 for the Applicant's submitted justification of the rezoning request.

Neighborhood Meetings

The Applicant conducted two Neighborhood meetings; the first being on February 19, 2024, and the second on April 15, 2024 - see Attachments 8 and 9 respectively for the 'packages' that represent each meeting. Note that some information in each package may now be outdated by more recent documents/information attached to this memo. Per the Applicant, not including the Applicant personnel and subject property owners, the first meeting had 16 attendees, while the second meeting had 6.

Comprehensive Plan

Land Use

The 2017 Comprehensive Plan's Future Land Use Map designates the subject property as part of a large geographic area appropriate for **High-Density Residential (HDR)** development. This land use category area includes the land that was approved and entitled as Parker Ridge (170 single-family detached/120 single-family attached), the land planned for the "town campus" of the Town of Rolesville, the ~32 acres at 508 E Young Street, and the strip of S. Main Street properties between School Street and Perry Street. See Attachment 3, excerpt of the Future Land Use Map for this vicinity. Per the Plan, this land use category is defined as:

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.

Community Transportation Plan

The Town of Rolesville's Community Transportation Plan (CTP, adopted 2021) includes recommendations for Thoroughfares, Collectors, and intersections.

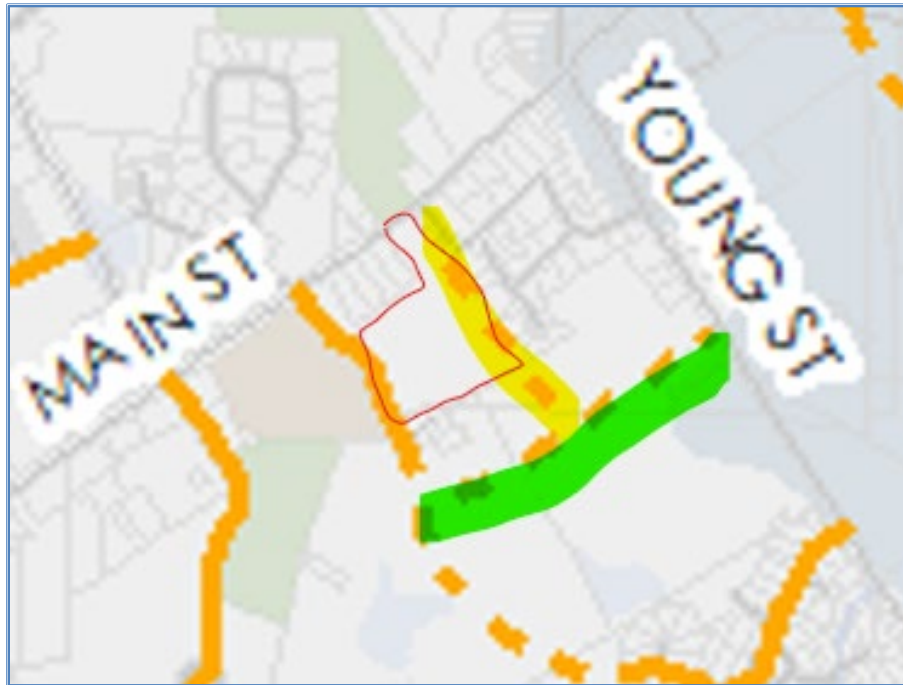
Thoroughfare Recommendations (Figure 31)

- South Main Street is proposed to be a two (2) lane Divided with Curb & Gutter, Bike Lanes, and Sidewalk.

Collector Recommendations (Figure 32) – see clip below

- A new (mostly running north/south) roadway in this area is called that generally connects S. Main Street (opposite Main Street Park) with a new (mostly running east/west) roadway, which would connect to E. Young Street.

As envisioned in the CTP and demonstrated in the Concept/Sketch Plan (Attachment 12) the development is proposing to construct the north/south Collector road from S. Main Street to meet up with the planned east/west Collector that is conceptually approved for the Town's future campus property immediately and adjacent this site to the south. Per the CTP, this new road would replace the existing Perry Street intersection with S. Main Street, replacing that as this new Collector, and having Perry Street "T"-intersect with the new Collector. In the clip below, the property is outlined in red, the yellow highlight is the North/South Collector, and the green highlight is the East/West Collector that would run from the Parker Ridge subdivision through the Town Campus property to an intersection with E. Young Street.



Greenway and Bike Plans

As per the 2022 Greenway Plan, the Concept Plan (Attachment 12) details the north/south Greenway through the project parallel to the proposed Collector road. This Greenway is the last link to reach S. Main Street, opposite Main Street Park, connecting to other Greenway segments that will ultimately provide a pedestrian pathway to, under, and beyond the 401 Bypass.

The Bicycle Plan identifies S. Main Street to include bike lanes, the scope of which is beyond this project from providing along its 200' of Main Street road frontage.

Traffic

Traffic Impact Analysis

The consulting firm, Stantec, performed the Traffic Impact Analysis (TIA) for this project on behalf of the Town; the study analyzed the development of 240 multifamily dwelling units and 20,000 square feet of 'retail' uses. The Draft Final Report dated July 12, 2024, is included as Attachment 10 to this memo. Traffic conditions during weekday AM and PM peak hours were looked at in four (4) scenarios: 2024 Existing Traffic Conditions, 2028 No-build Traffic Conditions, 2028 Build and 2028 Build-Improved Traffic Conditions. See excerpted Table 2 from the TIA report:

Table 2: Trip Generation

Land Use	Size	Daily			AM Peak			PM Peak		
		Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Low-Rise Multifamily Housing (LUC 220)	240 units	1614	807	807	97	23	74	124	78	46
Strip Retail Plaza (LUC 822)	20,000 square feet	1090	545	545	47	28	19	132	66	66
Internal Capture Trips		-34	-17	-17	-4	-2	-2	-30	-9	-21
Total Trips Generated		2,670	1335	1335	140	49	91	226	135	91

Capacity analysis for the AM and PM peak hours in each scenario was performed for the following existing intersections:

- US 401 Business (S Main St) at SR 2052 (Rogers Rd/Redford Place Drive)
- US 401 Business (S Main St) at Old Rogers Rd/School Street
- US 401 Business (S Main St) at Perry Street
- US 401 Business (S Main St) at SR 1003 (Young Street)
- SR 1003 (Young Street) at Perry Street

Recommendations

Based on the findings of the TIA, specific improvements have been identified and some should be completed as part of the proposed development.

South Main Street & Rogers Road/Redford Place Drive

- Construct Westbound right-turn lane with 225' of full-width storage & appropriate taper.
- The above recommendation will require the modification of the traffic signal at the intersection.

South Main Street & Old Rogers Road/School Street

- No improvements are recommended at this intersection.

South Main Street & Perry Street

- Construct Eastbound right-turn lane with 75' of full-width storage & appropriate taper.
- Restrict northbound left-turns during the AM and PM peak periods through the installation of a "No Left Turn" sign (R3-2) with a supplemental plaque (R10-20aP) stating that this restriction is in place Monday through Friday from 7:00 AM to 9:00 AM and 4:00 PM to 7:00 PM

South Main Street & Young Street

- No improvements are recommended at this intersection.

Young Street & Perry Street

- Construct Eastbound right-turn lane with 75' of full-width storage & appropriate taper.
- Construct Northbound left-turn lane with 50' of full-width storage & appropriate taper.

Stantec representative will be present to discuss in more detail the traffic generation analysis of this project.

Development Review

The Technical Review Committee (TRC) reviewed three (3) versions of the Rezoning application, with all comments pertinent to the consideration of the proposed district and the general development plan being resolved. Town Planning Staff reviewed several further iterations of the Proposed Conditions of Approval.

Regarding Attachment 12, the project Concept Plan, note that this drawing has not been reviewed as a Site Development Plan for compliance with all applicable LDO site development regulations; it is a general conceptual plan, and not an engineered and dimensioned layout. Should the Rezoning request be approved by the Town Board of Commissioners, the next development step is a Site Development Plan.

Staff Analysis

Overall Analysis

The Application seeks to establish the second Town Center (TC) District in the Town, the first being the TC District established at the inception of the Cobblestone multi-use project which included Main Street Park. The non-residential component is conditioned to be a minimum of 10,000 square feet and a maximum of 20,000, with minimum amounts of 3,000 SF of non-residential uses within the mixed-use and stand-alone non-residential buildings. The residential component entails a maximum of 240 multifamily dwelling units at a density of 18.25 (multifamily residential units) per acre. LDO Section 3.4 for the TC District permits up to 20 units per acre for 'single-use residential building', and then has no density standard for 'upper story residential multifamily units' when located in a mixed-use building. While the 18.25 density is greater than envisioned for the HDR future land use category, that category does envision a variety of housing types – single-family detached, single-family attached (townhomes), and multifamily – and this applicant represents vertically aligned multifamily, some of which is upper-story to ground floor (retail). The inherent nature of vertical multifamily directly relates to higher per-acre units counts (ie density). For comparative purposes, the Cobblestone development multifamily residential density is 16.2, while providing anywhere from 2.5 to 4 times the amount of non-residential space, including 2 of the 7 buildings being exclusively non-residential. The Conditions of Approval make several voluntary commitments to development aspects up front, such as no vehicular connection to School Street, non-residential hours of operation limits, location of non-residential uses on the site so as to be known, an opaque 8' fence adjacent existing single-family homes, and considerations for removal and re-use by others of the existing stone building on site.

Policy Plan Consistency

The Applicant's rezoning request is generally consistent with the Town of Rolesville's Comprehensive Plan and Main Street Vision Plan for the following reasons:

- The proposed mix of higher density residential product type with a commercial element fits the High Density Residential land use description.
- The permitted density under the TC District (20 dwelling units for residential only buildings / unlimited for mixed-use buildings) exceeds the recommended density of the High Density Residential FLU category (6-12 dwelling units).
- The proposed density (18.25 units per acre of vertical multifamily) complies with the TC District maximums but exceeds the High Density Residential FLU category prescription.

- The proposed vehicular circulation network will establish Collector connections as recommended by the Town’s Community Transportation Plan.
- The proposed Greenway will establish pedestrian connections as recommended by Rolesville’s Greenway Plan.
- Multifamily housing fulfills Main Street Vision Goal #2, to Promote Diverse Housing Stock for Multiple Age Groups and Income Levels.
- The mixed-use project works to fulfill Main Street Vision Goal #4, to Reestablish a Town Center.

Staff Recommendation

Staff finds the proposed Rezoning request REZ-23-05 is consistent with the Comprehensive Plan future land use category of High-Density Residential, as the project is a mixed-use development composed primarily of multifamily and upper-story residential dwelling units. Staff notes that further review of the proposed Conditions may occur prior to the Town Board of Commissioners review to improve their future implementation.

Proposed Motion

Motion to recommend to the Town Board of Commissioners (approval or denial) of Rezoning request REZ-23-05.

Motion to recommend to the Town Board of Commissioners a Plan Consistency Statement of Rezoning request REZ-23-05.

Attachments

1	Vicinity Map
2	Zoning Map
3	Future Land Use Map
4	Map Amendment Application
5	Applicant Justification Statement
6	Zoning District Legal Description
7	Zoning District Survey
8	Neighborhood Meeting Package – February 19, 2024
9	Neighborhood Meeting Package – April 15, 2024
10	Traffic Impact Analysis (TIA) Draft Report dated July 12, 2024
11	Proposed Conditions of Approval dated June 13, 2024
12	Concept/Sketch Plan dated May 1, 2024

ATTACHMENT 2 - EXISTING ZONING MAP



Case: ANX-23-04 REZ-23-05
Address: 0 S. Main Street, 201 S. Main
Street, 200 School Street
PIN 1758998560; 1758998909; 1759909525

Path: C:\Users\SRaby\State of North Carolina\Town of Rolesville\Development Projects\Annexations\2023-4\ANX_23-04-200_School_1758998560_GIS\ANX-23-04_REZ-23-05_Searboro_Apartment_Maps.aprx Date Saved: 7/12/2023 1:40 PM

Zoning Map

Currently Zoned Residential Low (RL)- Requesting to change to Town Center (TC)

Legend

Rolesville_Zoning_2

Zoning Classification

- RL
- RM
- RM-CZ
- RH
- RH-CZ
- R&PUD
- R&PUD-CZ
- MH
- OP
- OP-CZ
- GC
- GC-CZ
- TC
- GI
- GI-CZ

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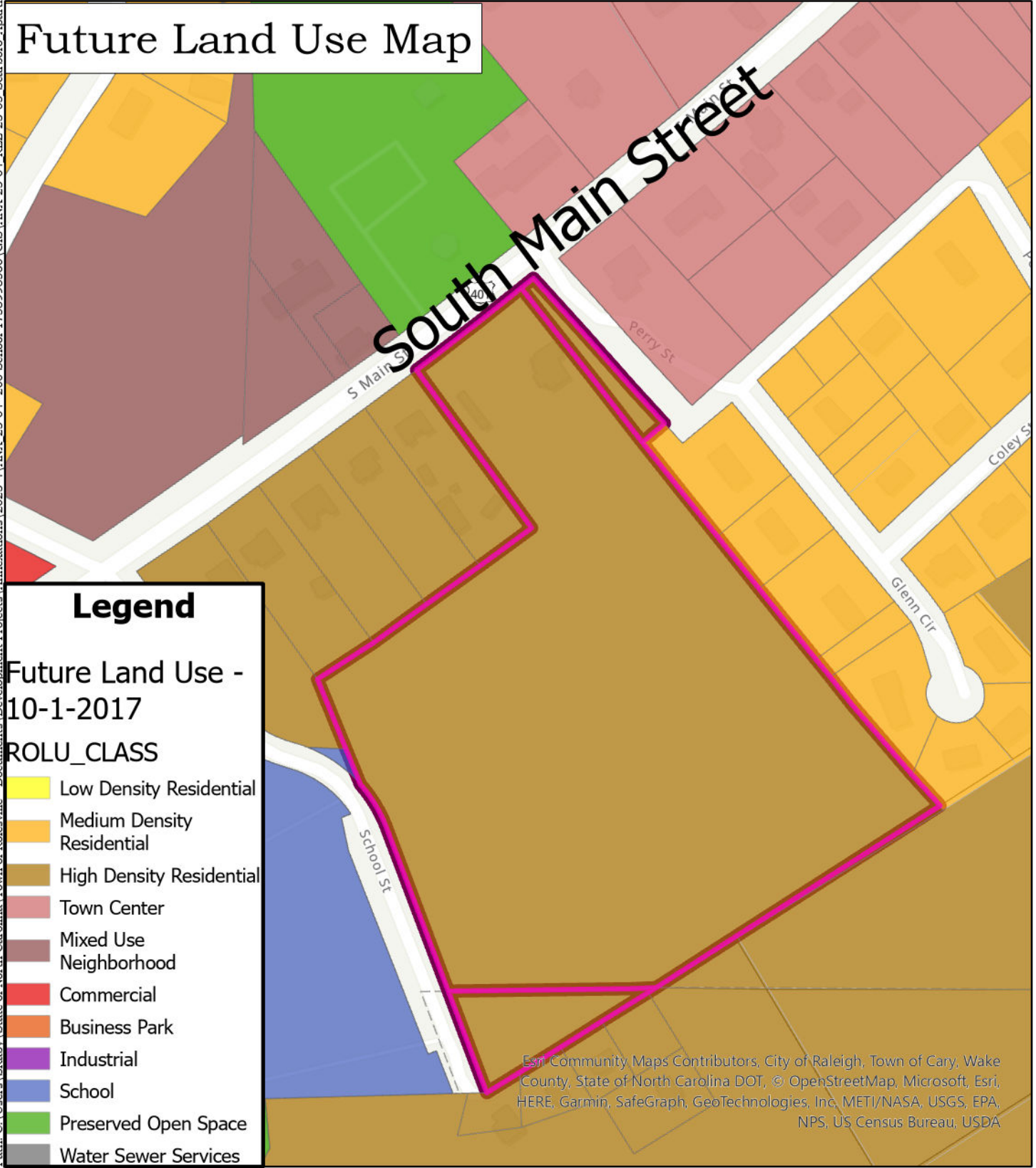
ATTACHMENT 3 - FUTURE LAND USE



Case: ANX-23-04 REZ-23-05
Address: 0 S. Main Street, 201 S. Main Street, 200 School Street
PIN 1758998560; 1758998909; 1759909525

Path: C:\Users\SRaby\State of North Carolina\Town of Rolesville - Documents\Development Projects\Annexations\2023-4\ANX_23-04-200_School_1758998560\GIS\ANX-23-04-REZ-23-05_Scarboro_Apartment_Maps.aprx

Future Land Use Map



Legend

Future Land Use - 10-1-2017

ROLU_CLASS

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Town Center
- Mixed Use Neighborhood
- Commercial
- Business Park
- Industrial
- School
- Preserved Open Space
- Water Sewer Services

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Map Amendment Application

Contact Information

Property Owner Comm Dev LLC

Address 1340 Clifton Pond Rd City/State/Zip Louisburg, NC 27549

Phone (919) 495-0840 Email _____

Developer KDM Development Corp.

Contact Name Peter Crossett

Address 1080 Pittsford Victor Rd #202 City/State/Zip Pittsford, NY 14534

Phone 315-882-8440 Email peterc@kdmdevelopment.com

Property Information

Address 0 Main St; 201 S. Main St; and 200 School St.

Wake County PIN(s) 1759-90-9525; 1758-99-8909; 1758-99-8560

Current Zoning District RL Requested Zoning District TC

Total Acreage 13.15

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 [Handwritten Signature] Date 6/1/2023

STATE OF NORTH CAROLINA

COUNTY OF Wake

I, a Notary Public, do hereby certify that Matthew Alan Shuey personally appeared before me this day and acknowledged the due execution of the foregoing instrument. This the 1st day of June 2023.

My commission expires 8/23/2025.

Signature Shannon Howell Seal

SHANNON HOWELL
NOTARY PUBLIC
Wake County
North Carolina
My Commission Expires 8/23/2025

ATTACHMENT 5 - JUSTIFICATION STATEMENT

REZ-23-05: Scarborough Apartments **Justification Statement**

1. Is the application consistent with the Comprehensive Plan / other applicable adopted town plans?

Response. The Town's Future Land Use Map designates these four properties as High Density Residential. The Comprehensive Plan defines this designation as "[m]ixed use neighborhood of single-family, duplex, condominium, townhouse or multifamily residential." The proposed rezoning to the Town Center District would permit both the Duplex and Multiple Family residential uses up to twenty (20) units per acre. While the High Density Residential designation recommends residential density only up to twelve (12) units per acre, the Developer has conditioned residential density down to 240 total units (18.25 units per acre). The Town's Greenway Plan shows a proposed greenway running from S. Main Street, through the site and ultimately connecting to E. Young Street. The proposed sketch plan (the "Project") incorporates the Greenway plan into the site, with a ten foot (10') wide multiuse path along the future right-of-way. The Project's greenway design incorporates the greenway into the new right-of-way, which helps activate the proposed mixed-use buildings and allows for efficient pedestrian travel. The Town's Transportation Plan shows a proposed street running perpendicular to S. Main Street, which will eventually create a new street block between S. Main Street and E. Young Street. The Project incorporates the new street into its design. This Project, along with the Parker Ridge development and the Town's Community Campus, will complete the new block and enhance vehicular and pedestrian connectivity.

2. Is it in conflict with any provision of the LDO or the Town Code of Ordinances?

Response. The Project intends to comply with all parts of the LDO and Town Code of Ordinances.

3. Does the application correct any errors in the existing zoning present at the time it was adopted?

Response. The application does not correct any errors in the existing zoning.

4. Does it allow uses that are compatible with existing and allowed uses on surrounding land?

Response. The proposed rezoning allows for ground-floor commercial uses along S. Main Street and that portion of the new right-of-way north of the stream buffer. The permitted commercial uses within this portion of the Property are compatible with existing commercial uses along this portion of S. Main Street between E. Young Street and Redford Place Drive. This assemblage of properties is also across S. Main Street from property currently zoned Town Center. The proposed rezoning to TC-CZ would permit similar and complimentary uses to those across S. Main Street. The balance of the Property would permit a variety of housing types with residential density up to 18.25 units an acre. The Project intends to develop this area with multifamily housing.

5. Would it ensure efficient development within the town, including the capacity and safety of the street network, public facilities, and other similar considerations?

Response. The proposed rezoning and development would ensure efficient development among adjacent properties. Parker Ridge is a proposed residential development south of the Property, and it shows a street connection to the west. That street connection leads to land owned by the Town of Rolesville, and is planned for the Town's Community Campus. The Community Campus project shows a street stub to the Scarborough Apartments. All three projects play an important role in establishing a new street block between S. Main Street and E. Young Street. These street

improvements should reduce congestion on the main streets and enhance connectivity among different properties. These three projects also facilitate the build-out of the greenway system in this area of Rolesville. Development of Scarboro Apartments, along with the two aforementioned projects, will have a synergistic effect on the Town's street infrastructure.

6. Would it result in a logical and orderly development pattern?

Response. As mentioned, the proposed rezoning and development facilitate the overall transformation of the street grid in this section of Rolesville. The rezoning permits commercial uses only along the S. Main Street right-of-way, where existing business are located. The proposed rezoning would increase residential density near center of Rolesville, and complete the recommended transportation improvements.

7. Would it result in adverse impacts on water, air, noise, storm water management, wildlife, vegetation, wetlands, and the natural functioning of the environment?

Response. A Harris Creek tributary runs across the southeast corner of the Property. However, the Project leaves this area largely undisturbed, save for a stormwater pond and street crossing as required by the Transportation Plan. The stormwater device shown on the sketch plan would be designed to capture all stormwater that falls on the Property, and treat it before releasing into the tributary stream. The balance of that area will remain undeveloped. By preserving this portion of the site for stormwater drainage and undisturbed open space, the Project would not create adverse impacts to the environmentally sensitive areas. The uses contemplated in the zoning conditions should not create adverse noise impacts to surrounding properties.

8. Does the conditional rezoning addresses the impacts reasonably expected to be generated by the development or use of the site, can reasonably be implemented and enforced for the subject property, and if it will mitigate specific issues that would likely result if the subject property were zoned to accommodate all the uses and the minimum standards of the corresponding general zoning district.

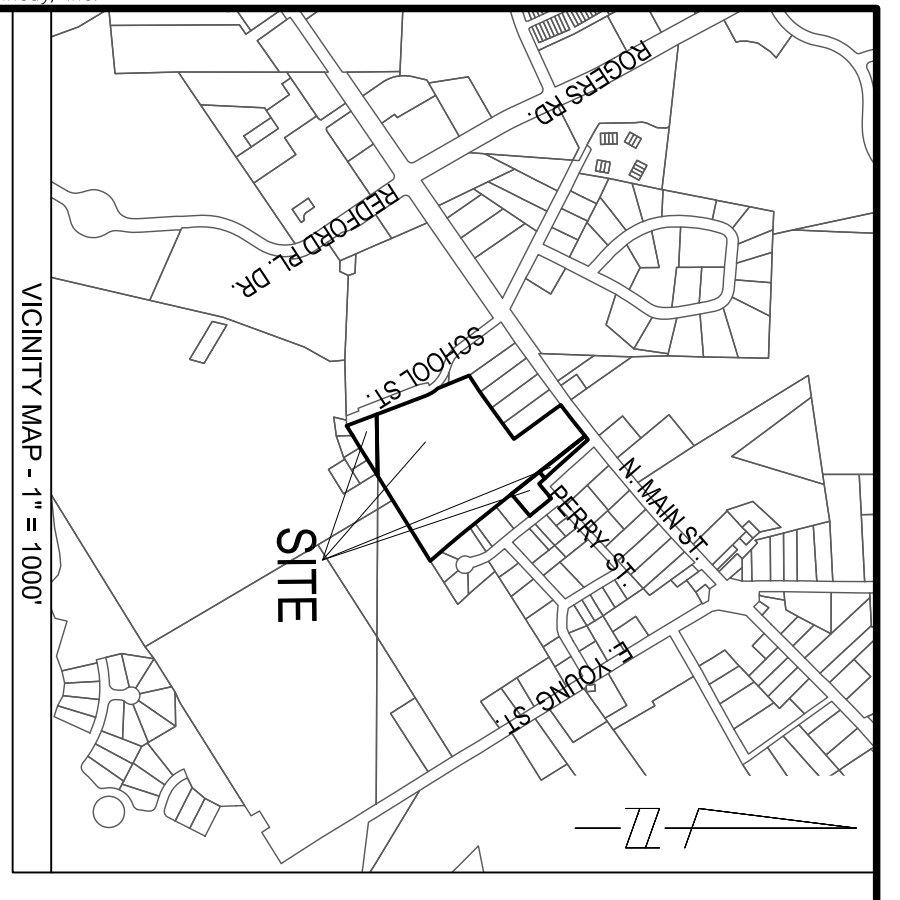
Response. The zoning conditions limit the types of commercial uses permitted and where those commercial uses can be located. By limiting commercial uses to that area closest to S. Main Street, there should be no adverse impacts to neighbors due to incompatible uses. The proposed rezoning would increase connectivity to adjacent properties, thereby mitigating additional traffic impacts from these new residential and commercial uses.

ATTACHMENT 6 - LEGAL DESCRIPTION

COMMENCING FROM N.C.G.S. MONUMENT "STREET", SAID MONUMENT HAVING NC GRID (NAD '83/2011) COORDINATES OF N=790603.030 FEET AND E=2159788.080 FEET; THENCE N 43°22'24" E A DISTANCE OF 56.02 FEET TO THE POINT OF BEGINNING, SAID POINT BEING LOCATED ON THE SOUTHERN RIGHT-OF-WAY OF SOUTH MAIN STREET; THENCE ALONG AND WITH SAID RIGHT-OF-WAY N 50°50'17" E A DISTANCE OF 25.00 FEET TO A POINT ON THE WESTERN RIGHT-OF-WAY OF PERRY STREET; THENCE S 42°17'19" E A DISTANCE OF 300.64 FEET TO A POINT, SAID POINT ALSO BEING ON THE NORTHERN PROPERTY LINE OF LANDS NOW OR FORMERLY OWNED BY EDDINS FAMILY, LLC AS SHOWN IN BOOK OF MAPS 2013, PAGE 218, WAKE COUNTY REGISTRY; THENCE LEAVING SAID RIGHT-OF-WAY S 51°06'44" W A DISTANCE OF 44.89 FEET TO AN EXISTING IRON PIPE; THENCE S 38°47'03" E A DISTANCE OF 729.30 FEET TO A POINT, SAID POINT BEING THE SOUTHWESTERN CORNER OF LANDS NOW OR FORMERLY OWNED BY THE DAVID T. AND BETTY M. MERRITT REVOCABLE LIVING TRUST AS RECORDED IN DEED BOOK 9470, PAGE 1562, WAKE COUNTY REGISTRY AND ALSO BEING ON THE NORTHERN PROPERTY LINE OF LANDS NOW OR FORMERLY OWNED BY THE TOWN OF ROLESVILLE AS RECORDED IN DEED BOOK 018568, PAGE 660, WAKE COUNTY REGISTRY; THENCE ALONG SAID NORTHERN LINE S 57°30'43" W A DISTANCE OF 400.50 FEET TO A POINT; THENCE S 58°02'43" W A DISTANCE OF 127.18 FEET TO AN EXISTING AXLE, SAID AXLE BEING THE NORTHWESTERN CORNER OF LANDS NOW OR FORMERLY OWNED BY W. H. PARKER AND DORIS FAYE PARKER AS SHOWN IN BOOK OF MAPS 1935, PAGE 60, WAKE COUNTY REGISTRY, AND ALSO BEING THE NORTHEASTERN CORNER OF LANDS NOW OR FORMERLY OWNED BY ALBER EMERY BURKE AND KIMBERLY LUANNE BURKE AS SHOWN IN BOOK OF MAPS 2012, PAGE 393, WAKE COUNTY REGISTRY; THENCE S 58°12'26" W A DISTANCE OF 84.72 FEET TO A POINT, SAID POINT BEING THE NORTHEASTERN CORNER OF LANDS NOW OR FORMERLY OWNED BY RICHARD E. DUNN AND MARDENIA WOODS AS SHOWN IN BOOK OF MAPS 2012, PAGE 393, WAKE COUNTY REGISTRY; THENCE S 57°50'19" W A DISTANCE OF 74.89 FEET TO AN EXISTING ANGLE IRON, SAID ANGLE IRON BEING THE NORTHEASTERN CORNER OF LANDS NOW OR FORMERLY OWNED BY MICHAEL T. AND RUTH UPCHURCH DEBNAM HEIRS AS SHOWN IN BOOK OF MAPS 2012, PAGE 393, WAKE COUNTY REGISTRY; THENCE S 58°20'21" W A DISTANCE OF 133.62 FEET TO A POINT IN THE EASTERN RIGHT-OF-WAY OF SCHOOL STREET; THENCE ALONG SAID RIGHT-OF-WAY N 20°43'10" W A DISTANCE OF 167.77 FEET TO A POINT; THENCE N 20°43'10" W A DISTANCE OF 271.91 FEET TO A POINT; THENCE ALONG A CURVE TO THE LEFT AN ARC DISTANCE OF 75.77 FEET, SAID CURVE HAVING A RADIUS OF 211.05 FEET, A CHORD BEARING OF N 31°00'17" W AND A CHORD DISTANCE OF 75.36 FEET TO A POINT, SAID POINT BEING THE SOUTHEASTERN CORNER OF LANDS NOW OR FORMERLY OWNED BY WAKE COUNTY BOARD OF EDUCATION AS SHOWN IN BOOK OF MAPS 2003, PAGE 557, WAKE COUNTY REGISTRY; THENCE LEAVING SAID RIGHT-OF-WAY N 22°13'08" W A DISTANCE OF 175.31 FEET TO AN EXISTING IRON PIPE, SAID PIPE BEING THE SOUTHWESTERN CORNER OF LOT 1 AS SHOWN IN BOOK OF MAPS 1928, PAGE 108, WAKE COUNTY REGISTRY; THENCE N 55°20'53" E A DISTANCE OF 99.72 FEET TO AN EXISTING IRON PIPE; THENCE N 54°52'50" E A DISTANCE OF 200.04 FEET TO AN EXISTING IRON PIPE; THENCE N 55°02'10" E A DISTANCE OF 100.00 FEET TO A POINT, SAID POINT BEING THE SOUTHEASTERN CORNER OF LOT 4 AS SHOWN IN BOOK OF MAPS 1928, PAGE 108, WAKE COUNTY REGISTRY; THENCE N 34°57'50" W A DISTANCE OF 300.00 FEET TO A POINT IN SAID SOUTHERN RIGHT-OF-WAY; THENCE ALONG SAID RIGHT-OF-WAY N 50°50'17" E A DISTANCE OF 201.58 FEET TO THE POINT OF BEGINNING CONTAINING 13.1479 ACRES AND BEING PARCELS OWNED BY COMM DEV LLC & SPENCER PULLEY HEIRS AS SHOWN ON SURVEY ENTITLED "BOUNDARY & TOPOGRAPHIC SURVEY FOR SCARBORO PROPERTY" BY BASS, NIXON & KENNEY, INC DATED MARCH 31, 2022 AND LAST REVISED APRIL 22, 2022.

NO.	DATE	DESCRIPTION	BY	NO.	DATE	DESCRIPTION	BY

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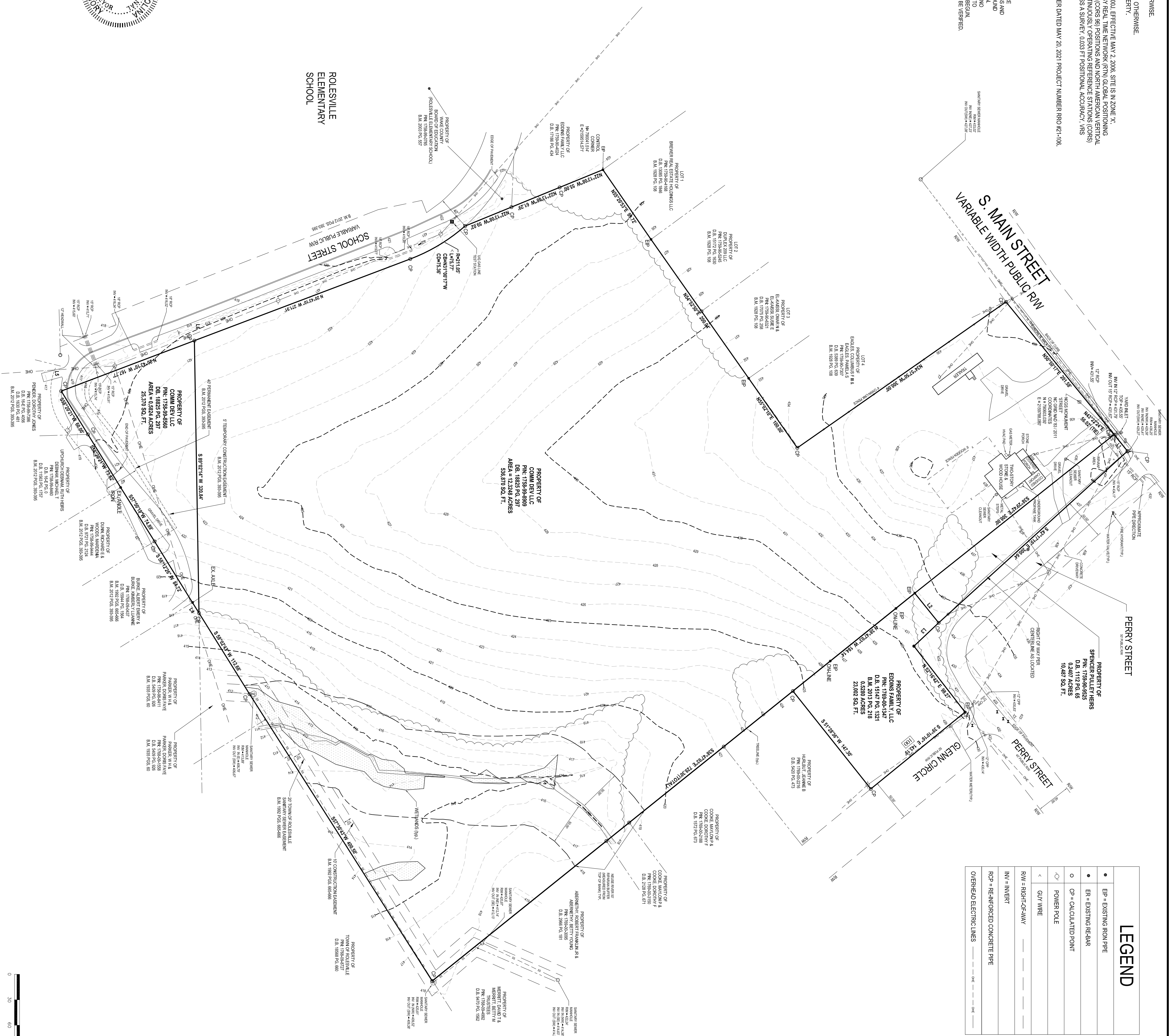
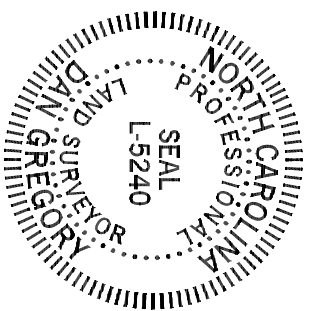
LINE	BEARING	DISTANCE
L1	N 50°50'17" E	25.00'
L2	S 51°06'44" W	44.89'
L3	S 43°21'29" E	40.01'
L4	S 58°02'33" W	14.50'
L5	S 88°32'29" W	42.37'
L6	N 89°02'14" E	42.80'

ATTACHMENT 7 - SURVEY

- NOTE:
1. ALL DISTANCES ARE HORIZONTAL UNLESS SHOWN OTHERWISE.
 2. ALL STREETS ARE PUBLIC RIGHTS-OF-WAY UNLESS SHOWN OTHERWISE.
 3. OTHER INSTRUMENTS OF RECORD MAY AFFECT THIS PROPERTY.
 4. NOT TO BE USED FOR CONSTRUCTION PURPOSES.
 5. NOT TO BE USED FOR EASEMENT PURPOSES.
 6. THE CORNER POINTS SHOWN ON THIS PLAN WERE DERIVED BY REAL TIME NETWORK (RTN) GLOBAL POSITIONING SYSTEM (GPS). THIS METHOD RESULTS IN HAD 1983(2011) - CORN 86 POSITIONS AND NORTH AMERICAN VERTICAL DATUM 88 (NAD 83) MEAN SEA LEVEL ELEVATIONS USING THE CONTINUOUSLY OPERATING REFERENCE STATIONS (CORS) MAINTAINED BY NORTH CAROLINA GEODETIC SURVEY, CLASS A SURVEY, 0.033 FT POSITIONAL ACCURACY, RMS.
 7. WEI LANS DELINEATED BY SAME APRIL 2021.
 8. STREAM BUFFER ON PROPERTY PER DETERMINATION LETTER DATED MAY 20, 2021 PROJECT NUMBER BRD 21-106.
 9. STREAM BUFFER ON PROPERTY PER DETERMINATION LETTER DATED MAY 20, 2021 PROJECT NUMBER BRD 21-106.

I CERTIFY THAT THIS MAP WAS DRAWN UNDER MY SUPERVISION FROM AN ACTUAL SURVEY MADE UNDER MY SUPERVISION USING REFERENCES SHOWN HEREON. THAT THE BOUNDARIES OR OTHER INFORMATION INDICATED AS DRAWN FROM INFORMATION IN BOOK _____ PAGE _____ OR OTHER REFERENCE SOURCE _____ THAT THE RATIO OF PRECISION OR POSITIONAL ACCURACY IS 10:000+ AND THAT THIS MAP MEETS THE REQUIREMENTS OF THE STANDARDS OF PRACTICE FOR LAND SURVEYING IN NORTH CAROLINA (21 NCAC 56-1800).

THIS 22 DAY OF APRIL 2022
 SEAL
 PROFESSIONAL LAND SURVEYOR



LEGEND	
•	EP - EXISTING ROY PIPE
•	ER - EXISTING RE-BA
○	CP - CALCULATED POINT
◇	POWER POLE
—	GVW WIRE
—	R/W - RIGHT-OF-WAY
—	RI - RIGHT-OF-WAY
—	ROF - REINFORCED CONCRETE PIPE
—	OVERHEAD ELECTRIC LINES

REFERENCES:
D.B. 1117 PG. 65
D.B. 2088 PG. 75
D.B. 5389 PG. 639
D.B. 15147 PG. 1321
D.B. 18283 PG. 297
B.M. 1352 PG. 60
B.M. 1559 PG. 149
B.M. 1992 PGS. 163-164
B.M. 1992 PGS. 165-166
B.M. 2012 PGS. 303-305
B.M. 2019 PG. 218

OWNERS:
 SPENCER BULLEVENS
 417 LONSDALE ROAD
 WAKE FOREST, NC 27687-6330
 EDNA PAULK, LLC
 190 CLIFTON ROAD ROAD
 LOUISBURG, NC 27569-0080

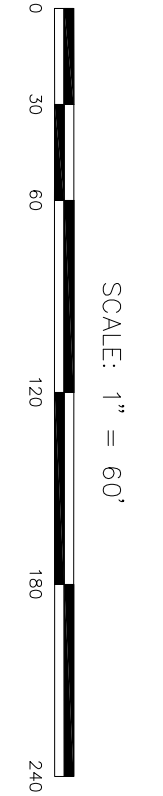


EXHIBIT A – NEIGHBORHOOD MEETING NOTICE



To: Neighboring Property Owner
From: Worth Mills
Date: **February 1, 2024**
Re: Neighborhood Meeting for Rezoning of 0 S. Main Street, 200 School Street and 201 S. Main Street (REZ-23-05 / Scarboro Apartments)

You are invited to attend an informational meeting to discuss the proposed rezoning of 0 S. Main Street, 200 School Street and 201 S. Main Street (with Property Identification Numbers (PINs) 1759-90-9525, 1758-99-8560, and 1758-99-8909). The meeting will be held on **Monday, February 19, 2024, from 6:00 PM until 7:00 PM**, at the following location:

**Rolesville Community Center
514 Southtown Circle
Rolesville, NC 27571**

The property totals approximately 13.15 acres in size and is located south of S. Main Street and east of School Street. The property is currently zoned Residential Low Density (RL). The proposed zoning is Town Center, Conditional Zoning (TC-CZ). The purpose of the rezoning is to facilitate a multifamily and commercial development.

The Town of Rolesville requires a neighborhood meeting involving the owners and tenants of property within 500 feet of the property prior to the rezoning being heard by the Planning Board. After the meeting, we will prepare a report for the Planning Department regarding the items discussed at the meeting.

Please do not hesitate to contact me directly if you have any questions or wish to discuss any issues. I can be reached at 919-645-4313 and wmills@longleaflp.com. Also, for more information about the rezoning, you may visit <https://www.rolesvillenc.gov/project/scarboro-apartments> or contact the Town of Rolesville Planning Department at 919.554.6517.

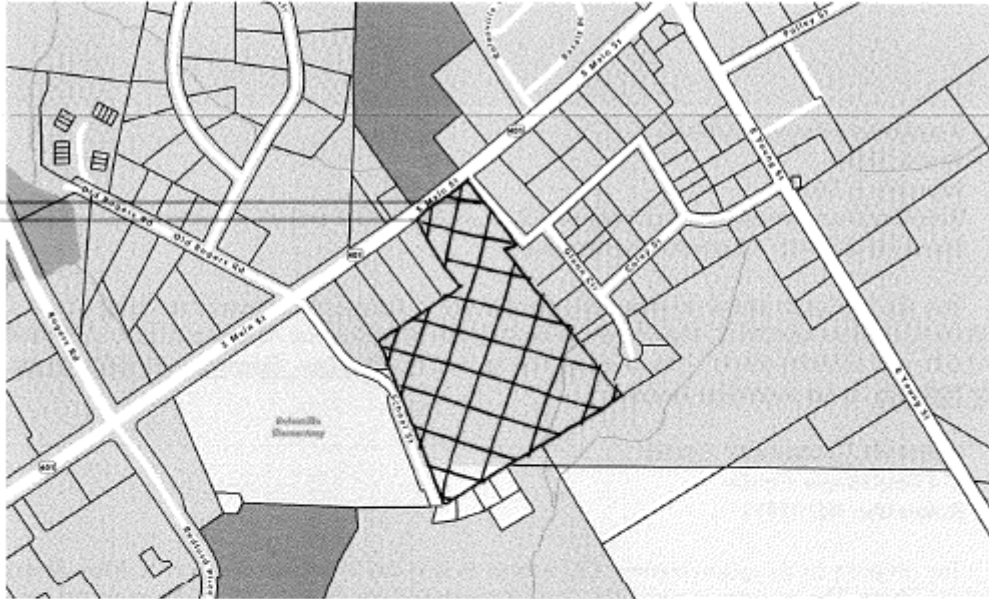
Attached to this invitation are the following materials:
1. Subject Property Current Aerial Exhibit
2. Subject Property Current Zoning Exhibit

REZONING OF PROPERTY CONSISTING OF +/- 13.15 ACRES,
LOCATED SOUTHWEST OF THE S. MAIN STREET AND PERRY STREET
INTERSECTION, IN THE TOWN OF ROLESVILLE

REPORT OF MEETING WITH ADJACENT PROPERTY OWNERS AND TENANTS ON
FEBRUARY 19, 2024

Pursuant to applicable provisions of the Land Development Ordinance, a meeting was held with respect to a potential rezoning with adjacent neighbors on Monday, February 19, 2024 at 6:00 p.m. The property considered for this potential rezoning totals approximately 13.15 acres, and is located southwest of the S. Main Street and Perry Street intersection, in the Town of Rolesville, having Wake County Parcel Identification Numbers 1758-99-8909, 1758-99-8560, and 1759-90-9525. This meeting was held at the Rolesville Community Center, located at 502 Southtown Circle, Rolesville, NC 27571. All owners of property within 500 feet of the subject property were invited to attend the meeting. Attached hereto as **Exhibit A** is a copy of the neighborhood meeting notice. A copy of the required mailing list for the meeting invitations is attached hereto as **Exhibit B**. A summary of the items discussed at the meeting is attached hereto as **Exhibit C**. Attached hereto as **Exhibit D** is a list of individuals who attended the meeting.

CURRENT PROPERTY MAP



CURRENT ZONING MAP



EXHIBIT B – NOTICE LIST

WHITAKER, BARRY W WHITAKER, BETTY P
PO BOX 1
ROLESVILLE NC 27571-0001

POWERS, MARK R POWERS, MARY K
120 S MAIN ST
ROLESVILLE NC 27571-9657

ABERNETHY, ROBERT FRANKLIN JR ABERNETHY,
BETTY YOUNG
108 GLENN CIR
ROLESVILLE NC 27571-9408

PULLEY, SPENCER HEIRS
C/O CLAIRE P SCARBORO
9412 LOUISBURG RD
WAKE FOREST NC 27587-6330

WILLOUGHBY, DAPHNE B
PO BOX 763
ROLESVILLE NC 27571-0763

BURKE, ALBERT EMERY BURKE, KIMBERLY
LUANNE
1632 OAK GROVE CHURCH RD
WAKE FOREST NC 27587-7103

BURKE, ALBERT EMERY BURKE, KIMBERLY
LUANNE
1632 OAK GROVE CHURCH RD
WAKE FOREST NC 27587-7103

MOORE, MICHAEL EDWARD
204 BROWN CIR
ROLESVILLE NC 27571-9611

COOKE, WILLIS NANCY V
115 S MAIN ST
ROLESVILLE NC 27571-9658

ROLESVILLE TOWN OF
PO BOX 250
ROLESVILLE NC 27571-0250

WELLS, ANGELA S
113 S MAIN ST
ROLESVILLE NC 27571-9658

WIGGINS, BERTIE W
PO BOX 70
ROLESVILLE NC 27571-0070

BREWER REAL ESTATE HOLDINGS LLC
1100 SILVER OAKS CT
RALEIGH NC 27614-9359

WOODBY, THERESA M
100 COLEY ST
ROLESVILLE NC 27571-9410

HURLBUT, JEANNE B
102 GLENN CIR
ROLESVILLE NC 27571-9408

PEARCE, LYNDA S
207 PERRY ST
ROLESVILLE NC 27571-9403

DUPLEX 209 LLC
PO BOX 1811
WAKE FOREST NC 27588-1811

ROLESVILLE, TOWN OF THE
PO BOX 250
ROLESVILLE NC 27571-0250

EAGLES, COLUMBUS F III EAGLES, PAMELA S
205 S MAIN ST
ROLESVILLE NC 27571-9660

AUTERI, DONALD W
122 S MAIN ST
ROLESVILLE NC 27571-9657

COOKE, MAYLON P COOKE, DOROTHY F
PO BOX 12
ROLESVILLE NC 27571-0012

WHITAKER, BARRY WAYNE WHITAKER, BETTY P
PO BOX 1
ROLESVILLE NC 27571-0001

DUNN, RICHARD E WOODS, MARDENIA
204 SCHOOL ST
ROLESVILLE NC 27571-9418

WAKE COUNTY BOARD OF EDUCATION
RE SERVICES DIRECTOR
1551 ROCK QUARRY RD
RALEIGH NC 27610-4145

WIGGINS, BERTIE WALL
PO BOX 70
ROLESVILLE NC 27571-0070

EDDINS FAMILY LLC
6105 HOPE FARM LN
WAKE FOREST NC 27587-8426

HENDERSON, EDDIE C HENDERSON, PATRICIA A
112 GLENN CIR
ROLESVILLE NC 27571-9408

BRAGDON, JESSE DAVID BRAGDON, JENNIFER
KAY
111 GLENN CIR
ROLESVILLE NC 27571-9409

SUGGS, STEPHANIE SUGGS, ROBERT
1906 BENHURST PL
MAITLAND FL 32751-4214

SUGGS, STEPHANIE SUGGS, ROBERT
1906 BENHURST PL
MAITLAND FL 32751-4214

EL-KAISSI, OMAR N EL-KAISSI, SUSIE E
207 S MAIN ST
ROLESVILLE NC 27571-9660

DURAN-LEMUS, HUGO ALBERTO
202 BROWN CIR
ROLESVILLE NC 27571-9611

EDDINS FAMILY, LLC
6105 HOPE FARM LN
WAKE FOREST NC 27587-8426

EDDINS FAMILY, LLC
6105 HOPE FARM LN
WAKE FOREST NC 27587-8426

PENDER, DOROTHY JONES
2108 US 1 HWY
FRANKLINTON NC 27525-8710

NC FOR THE FUTURE LLC
248 CHARACTER DR
ROLESVILLE NC 27571-9384

PARKER, W H PARKER, DORIS FAYE
HAROLD PARKER
149 STONEBRIDGE DR
NEW LONDON NC 28127-9115

ROLESVILLE, LLC
11016 RUSHMORE DR STE 160
CHARLOTTE NC 28277-4450

COOKE, DOROTHY F
104 GLENN CIR
ROLESVILLE NC 27571-9408

EDDINS FAMILY LLC
6105 HOPE FARM LN
WAKE FOREST NC 27587-8426

BELL, MORGAN V MENDIZABAL, JUAN MANUEL
TAPIA
102 COLEY ST
ROLESVILLE NC 27571-9410

LAMM, JAMES R LAMM, LOUISE S
101 COLEY ST
ROLESVILLE NC 27571-9411

IBRAHIM & ASSOCIATES LLC
6616 PRESCOTT SHORE DR
WAKE FOREST NC 27587-8564

DEBNAM, MICHAEL T
240 WOODROW AVE
BRIDGEPORT CT 06606-3938

YOUNG, PATSY V YOUNG, BOBBY W
504 E YOUNG ST
ROLESVILLE NC 27571-9433

YOUNG, PATSY V YOUNG, HARRIET D
506 E YOUNG ST
ROLESVILLE NC 27571-9433

MCLEMORE, VIRGINIA S
PO BOX 111
ROLESVILLE NC 27571-0111

KEITH, BETTY C KEITH, RALPH BRIAN
PO BOX 62
ROLESVILLE NC 27571-0062

COMM DEV LLC
1340 CLIFTON POND RD
LOUISBURG NC 27549-9080

COMM DEV LLC
1340 CLIFTON POND RD
LOUISBURG NC 27549-9080

TOWN OF ROLESVILLE
PO BOX 250
ROLESVILLE NC 27571-0250

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PO BOX 70
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6105 HOPE FARM LN
WAKE FOREST NC 27587-8426

PARKER, W H PARKER, DORIS FAYE
HAROLD PARKER
149 STONEBRIDGE DR
NEW LONDON NC 28127-9115

GALLAGHER, MICHAEL
109 GLENN CIR
ROLESVILLE NC 27571-9409

COBBLESTONE CROSSING SPE LLC
8480 HONEYCUTT RD STE 200
RALEIGH NC 27615-2261

BARNES, GARY THOMAS BARNES, LINDA Y
PO BOX 241
ROLESVILLE NC 27571-0241

EXHIBIT C – ITEMS DISCUSSED

Applicant Presentation Topics

1. The current state of the property
2. The current zoning
3. Nearby development plans, such as the Rolesville Town Center and Parker Ridge subdivision
4. The Rolesville Future Land Use Map, which designates the Property as “High Density Residential”
5. The Rolesville Transportation Plan, which calls for a rerouting of Perry Street through the Property
6. The Rolesville Greenway Plan, which calls for a new greenway path along the new Perry Street rerouting
7. The Main Street Vision Plan, which designates the Property within the “Village Core”
8. The latest Scarboro Apartments concept plan
9. The latest Scarboro Apartments zoning conditions
10. The pending Traffic Impact Analysis and the studied intersections

Neighbor Comments and Questions

1. Neighbors are concerned about the potential traffic through their single-family neighborhood caused by the Scarboro Apartments
2. Neighbors requested additional buffering and screening from their homes to the proposed greenway trail
3. Neighbors questioned whether the proposed mixed-use buildings along the new Perry Street would have balconies, and requested that they be prohibited on the eastern-facing facades
 - a. Response: The Applicant will evaluate a condition prohibiting balconies on those eastern-facing upper-story units.
4. Neighbors requested that the new Perry Street be shifted farther west and away from their single-family homes
 - a. Response: Shifting the new Perry Street farther west and into the site creates too many site constraints and makes it infeasible to build and park the proposed apartments. We will look to increase the buffering and screening of the new Perry Street from the single-family homes along Glenn Circle.
5. Neighbors requested that maximum building heights be lowered to three (3) stories
6. Neighbors asked what types of buffers are required for mixed-use buildings along the new Perry Street
 - a. Response: The TC district has setback range of 0’ to 20’ along streets. But where no buildings are proposed, the Applicant would provide a 30’-wide street buffer along both S. Main Street and the new Perry Street.
7. Neighbors are concerned about the Town’s adopted policies’ (i.e., the Future Land Use Map, Transportation Plan and Main Street Vision Plan) impacts to the single-family homes along S. Main Street. Neighbors feel that they are being pushed out for higher-density residential and commercial developments
8. Neighbors worry that the new Perry Street will not lead to better street connectivity because the Town Center will not be built in a timely manner

9. Neighbors asked us to confirm that the Parker Ridge subdivision is required to make a street connection to Young Street. The Applicant is researching and will follow up with meeting attendees.
 - a. Response. We could not confirm during the meeting that the Parker Ridge rezoning included a condition that required it construct a street to Young Street, but after the meeting we have confirmed that Parker Ridge is required to make the street connection.
10. Neighbors requested additional buffering to the homes east of Perry Street
 - a. Response. We will evaluate ways to buffer those homes along Glenn Circle to the new Perry Street.
11. Neighbors requested that the Applicant incorporate the existing single-family home into the development.
 - a. Response. The Applicant explained that the single-family home is in poor shape and not well-suited for commercial uses. The Applicant did note that one of the zoning conditions would require the Applicant to document the home through pictures and scaled drawings, and allows for the relocation of the home by a third party
12. Neighbors requested that tall evergreen shrubs be planted along the exterior of parking areas to reduce light pollution into neighboring lots
13. Neighbors requested that the proposed stormwater pond include amenities and a fountain
14. Neighbors questioned the LDO-required buffering schedule from the development to the adjacent single-family homes
 - a. Response. We are evaluating ways to screen those homes from the new Perry Street.
15. Neighbors requested that we revise the look of future meeting notices so that it's clear the notice is for a rezoning meeting
 - a. Response. We agreed to revise the notices to make more clear that it is for a rezoning neighborhood meeting.
16. Neighbors along Glenn Circle are concerned about the erosion of a drainage ditch that runs along the boundaries of 106 and 108 Glenn Circle, and how this development may exacerbate the rate of erosion

EXHIBIT D – MEETING ATTENDEES

1. Worth Mills (Longleaf Law Partners)
2. Peter Crossett (KDM Development Corp)
3. Shane Saucier (KDM Development Corp)
4. Courtney McQueen (Qunity)
5. Matthew Shuey (Property Owner)
6. Barbara Shuey (Property Owner)
7. Mona Nims
8. Linda Barnes
9. Cathy McKee
10. Stan Cooke
11. Angela Daniel
12. Lynda Pearce
13. Dorothy Pender
14. Penny Sykes
15. Jennifer Bragdon
16. Bobbi Mitchell
17. Anna Blackmer
18. Pam Eagles
19. Betty Abernethy
20. Vann Abernethy
21. Bob Abernathy
22. Margaret Watkins

Scarboro Apartments

REZ-23-05

Neighborhood Meeting
Rolesville Community Center
February 19, 2024

Meet the Team

- Property Owner
 - Comm Dev LLC
 - Matthew and Barbara Shuey
- Developer
 - KDM Development Corp.
 - Kenyon Burnham and Peter Crossett
- Engineering and Design Firm
 - Qunity
 - Courtney McQueen, PLA and Tim Sivers, PLA
- Land Use Attorney
 - Longleaf Law Partners
 - Worth Mills

Neighborhood Meeting Agenda

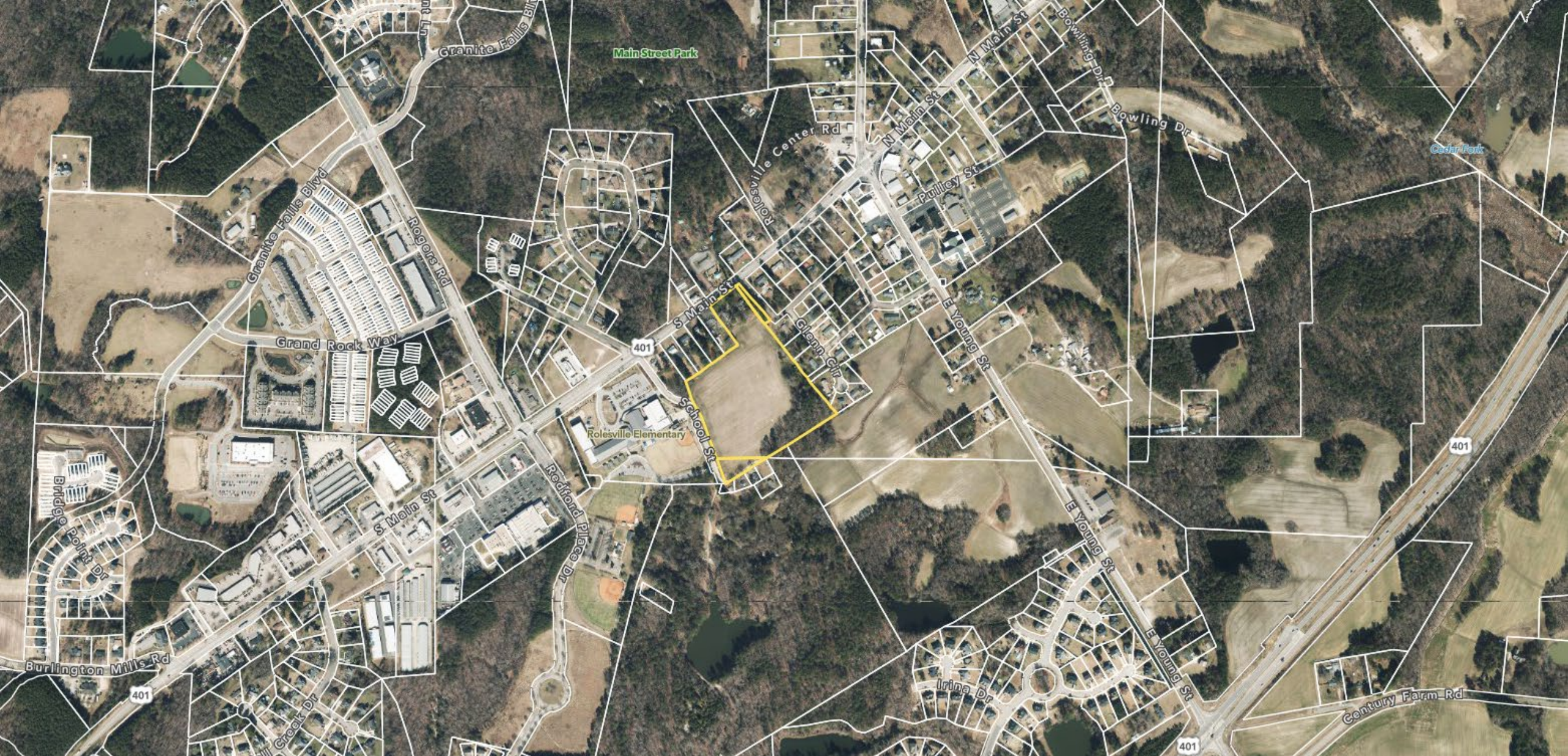
- Introductions
- Purpose of the Meeting
- Rezoning Process
- Description of Property
- Current Zoning
- Policy Guidance
- Proposed Zoning
- Future Meetings
- Questions / Comments

Overview of REZ-23-05

- 3-parcel assemblage totals 13.15 acres
 - 0 S. Main Street, 201 S. Main Street and 200 School Street
- Current Zoning: Residential Low Density (RL)
- Proposed Zoning: Town Center Conditional Zoning (TC-CZ)
- Purpose of rezoning is to develop the site for apartments and commercial uses
- Planning Board hearing date is TBD



Aerial





S. Main Street View



S. Main Street & Perry Street View



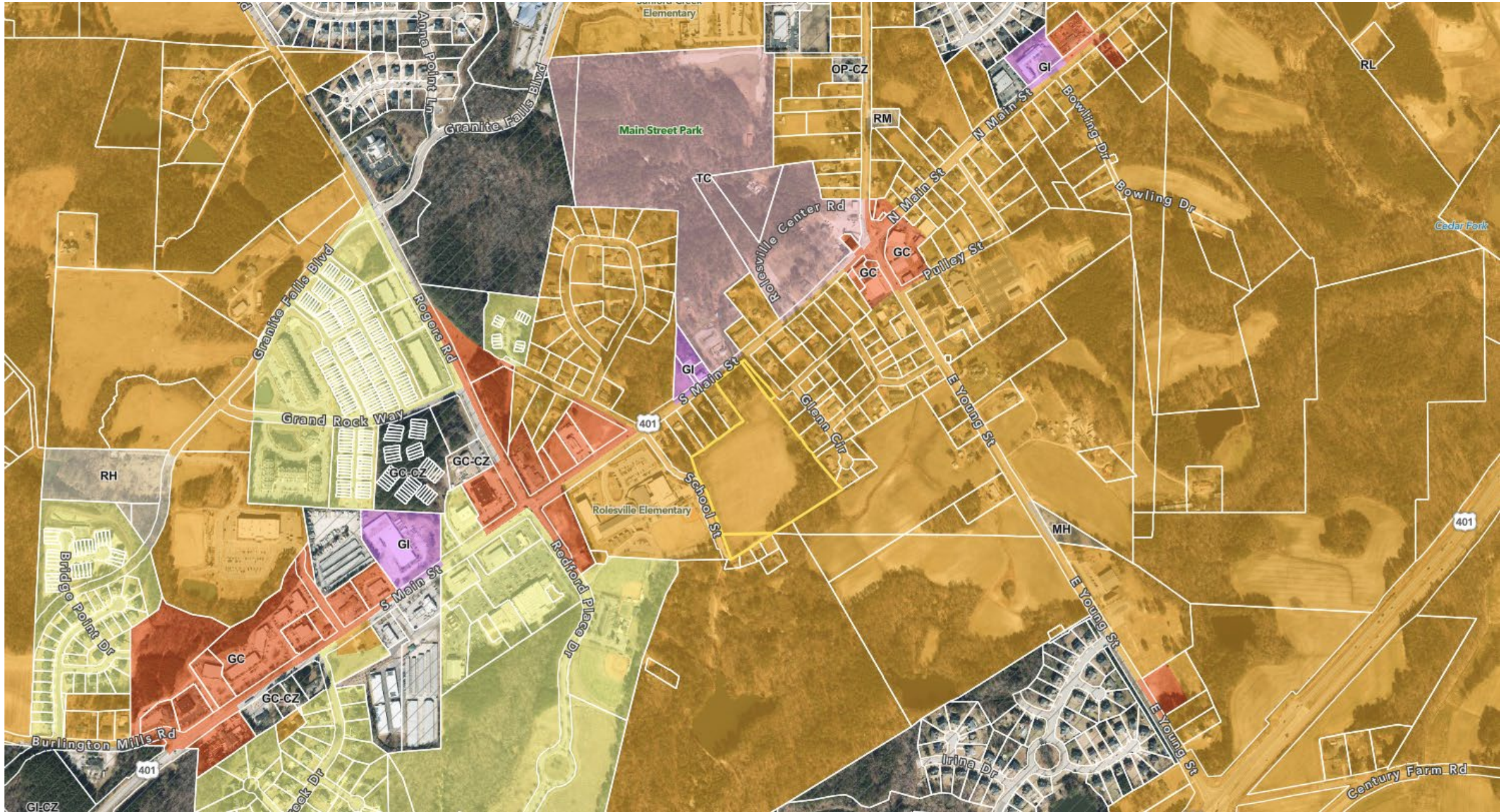
Perry Street View



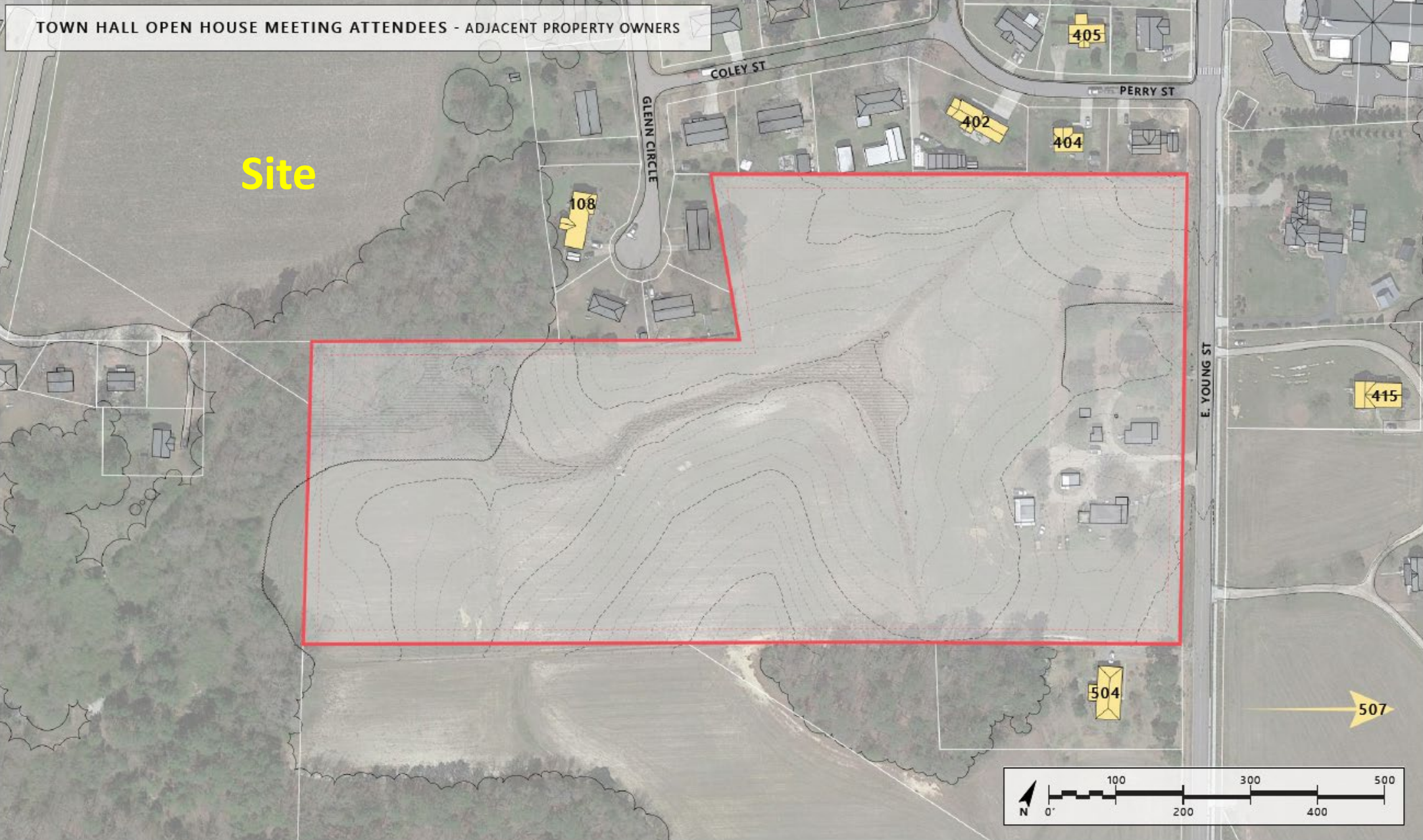
School Street View



Current Zoning



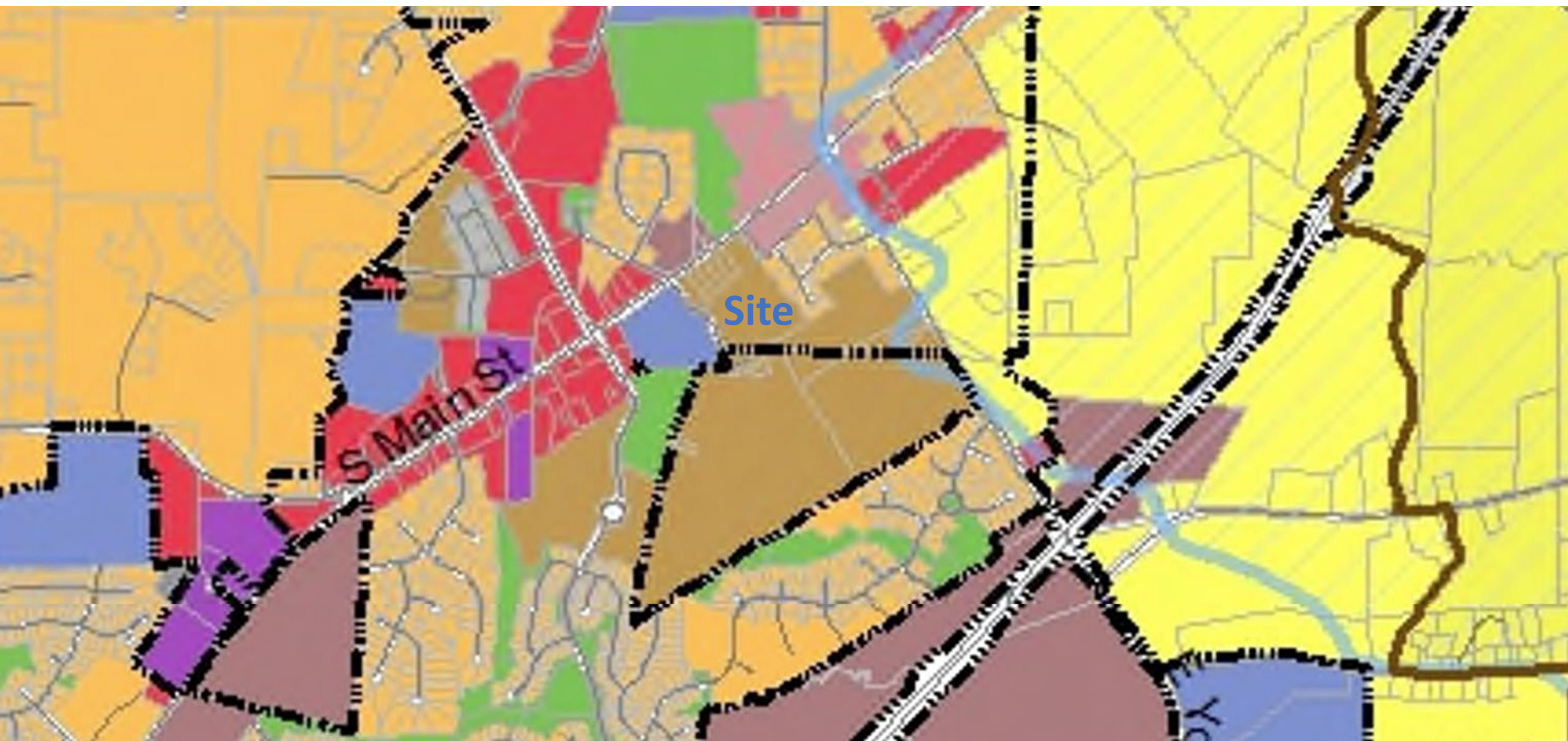
Nearby Development Plans – Rolesville Town Center



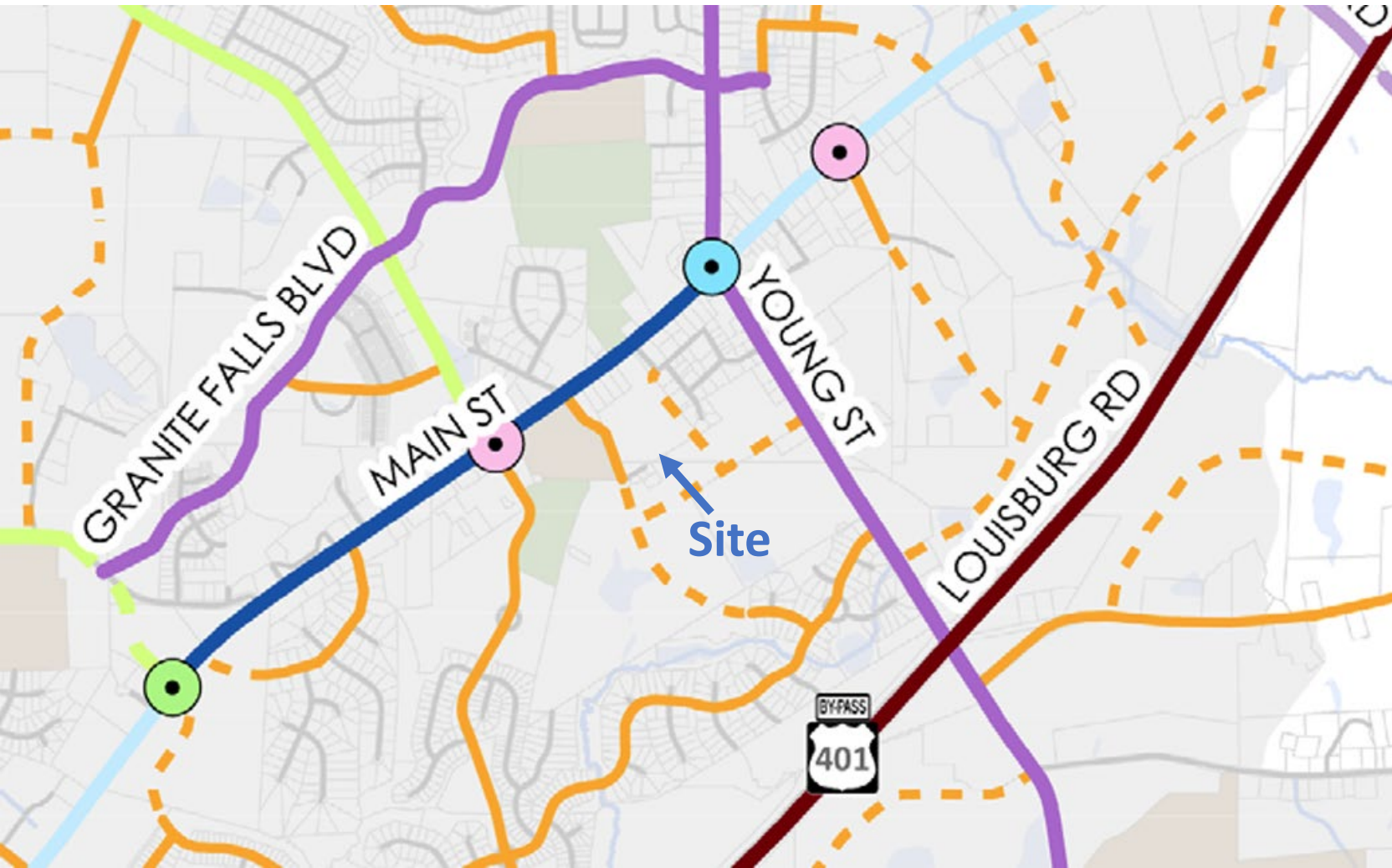
Rolesville Town Center Concept Plan



Future Land Use Map



Rolesville Transportation Plan

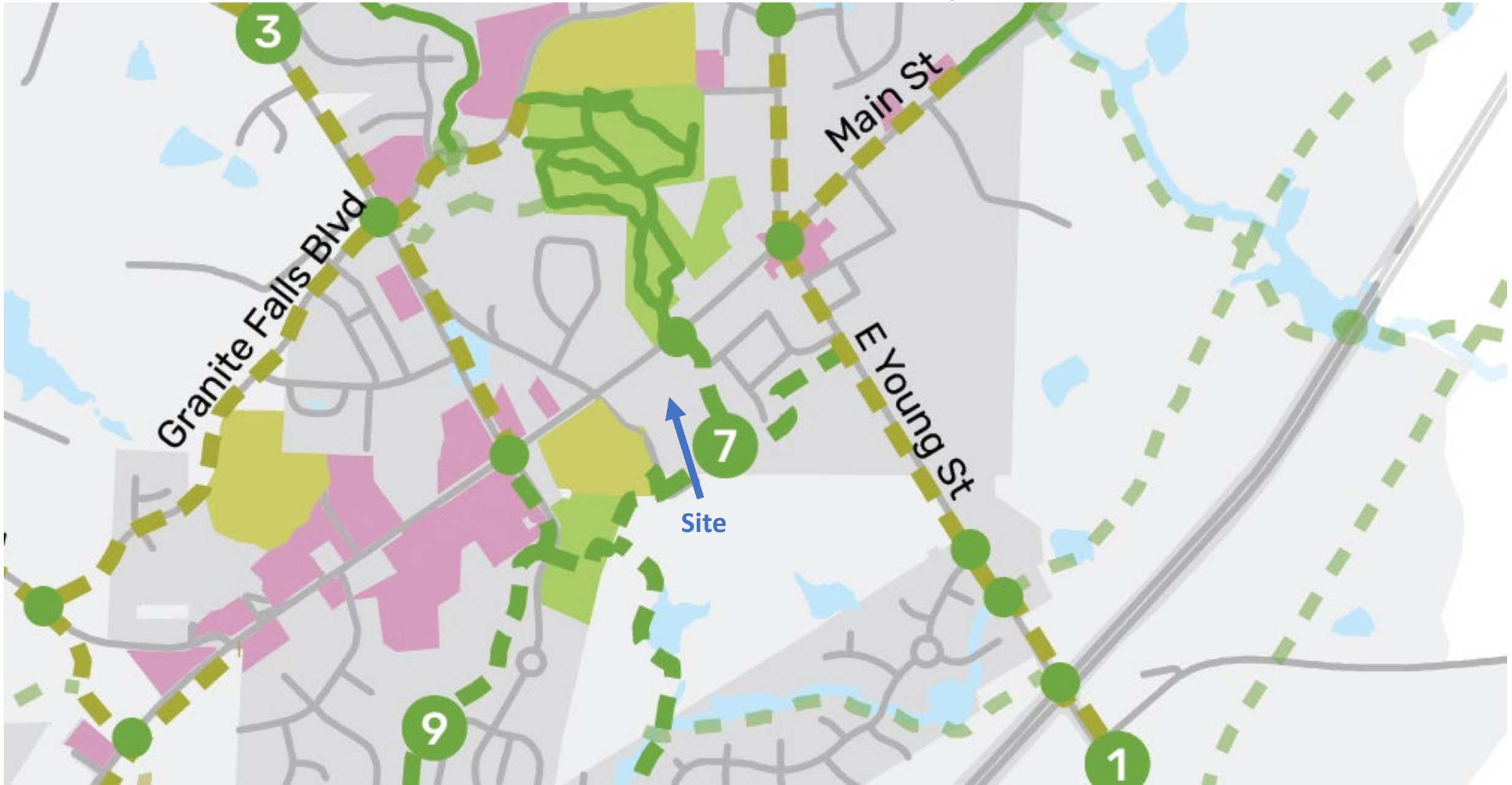


Collector Recommendations

— Existing Connection

- - - Proposed Connection

Rolesville Greenway Plan



Main Street Vision Plan



Figure 1-3: Main Street Context Zones Map

VILLAGE CORE:

BURLINGTON MILLS ROAD TO YOUNG STREET

1.0 MILE

At the Burlington Mills Intersection, Main Street widens to a 3-lane roadway, with the center lane acting as a “suicide” lane. Various left and right turn lanes are in use to allow access to shopping centers and stores, making the cross section consist of a 4-lane road. Sidewalk continues along the north side from through the entire stretch. Sidewalk on the south side begins at Wall Creek Drive and runs north. The surrounding land uses include commercial, retail and office buildings, an elementary school, and strip malls. There is more curb, gutter, and driveway curb cuts throughout this zone than present in any other zone.

Main Street Vision Plan

PRINCIPLES



FIVE GOALS

- Create an Equitable Main Street for Everyone and Every Mode
- Promote Diverse Housing Stock for Multiple Age Groups and Income Levels
- Celebrate the Town with Clear Gateways
- Reestablish a Town Center
- Retain & Respect the Small-Town Feel

The recommendations and the action items to implement these endeavors will be detailed in the final chapters of this plan, and further support the principles and goals that have guided the Main Street Vision Plan.

SCARBORO APARTMENTS CONCEPT 4



Qunity

CIVIL ENGINEERING | LANDSCAPE ARCHITECTURE



0 50' 100' 150'

SCALE 1" = 80'



240 apartment units

20,000 square feet of nonresidential uses

- Commercial uses permitted along S. Main Street and on ground floors of buildings along new street

420 parking spaces

Construction of new street connecting S. Main Street to Rolesville Town Center

Installation of new greenway path to Main Street Park

Zoning Conditions

1. The Development shall be in general compliance with the Concept Plan dated January 2, 2024. Approval of this rezoning and Concept Plan shall not preclude the Developer from pursuing any administrative amendments to the Concept Plan as prescribed in LDO Section 3.4.
2. The following Principal Uses shall be Permitted, Special or Prohibited uses as further described in Exhibit A to these Conditions.
3. No more than 240 dwelling units shall be permitted on the property.
4. The hours of operation for nonresidential uses shall be between 7:00 AM and 9:00 PM.
5. Nonresidential Uses shall be located within 175' of the proposed north-south right-of-way and north of the Neuse River stream buffer, as shown on the Concept Plan.
6. Nonresidential Uses shall not be less than 5,000 square feet of gross floor area, and shall not exceed 20,000 square feet of gross floor area.
7. Prior to the submittal of a demolition permit for the removal of the single-family home at 201 S. Main Street (PIN 1758-99-8909), the property owner and its successor and assigns (the "Development") shall document the existing structure through photographs and detailed exterior elevation drawings. The Development shall send the documentation to the Town of Rolesville Planning Department and Board of Commissioners. Prior to the demolition, the Development will allow any non-profit entity, individual or for-profit entity to relocate any of the existing single-family home at no cost to the Development and without payment to the Development so long as the party relocating the single-family home is solely responsible for the relocation, including without limitation, securing all permits and approvals required by law. The Development will provide general public notice in the News & Observer of the offer for relocation or salvage. Public notice shall occur at least one hundred eighty (180) days prior to the scheduled demolition of the home. Prior to demolition of the single-family home that has not been relocated within thirty (30) days prior to demolition, the Development will allow the Town of Rolesville or any local organization (such as Habitat for Humanity) at least fifteen (15) days to remove items of historic significance and building materials for reuse. This condition shall not require the Development to demolish or remove the single-family home.
8. Permitted building siding materials shall include any combination of brick, stone, concrete, masonry, cementitious siding, wood, hard coat stucco, metal, terracotta and/or glass. This Condition shall apply to residential, nonresidential and mixed-use buildings.
9. Vehicular ingress and egress via School Street are prohibited. This condition shall not act as a prohibition on pedestrian access to School Street, nor shall it require pedestrian access to School Street.
10. The Development shall dedicate and construct the proposed north-south right-of-way, as shown on the Town of Rolesville Community Transportation Plan, subject to approval from any and all governmental entities with jurisdictional authority.
11. The Development shall construct a 10' wide sidepath (the "Path") from the S. Main Street right-of-way to the boundary line with adjacent property with PIN 1768-09-8727, subject to all governmental reviews and approvals, in accordance with the Town of Rolesville Greenway Plan. The Path shall be paved with either asphalt or concrete. A planting strip at least five feet (5') wide shall separate the Path from the back of curb. The Path shall be located within the to-be-dedicated and -constructed public right-of-way, as shown on the Concept Plan. Along the side of the proposed right-of-way on which the Path travels, the Path shall take the place of and serve as the sidewalk.
12. At least twenty-five percent (25%) of the linear street frontage for both S. Main Street and the proposed north-south right-of-way shall incorporate the required Streetscape Buffers as set forth in LDO Section 6.2.2.2. (i.e., 30' wide Street Buffer along S. Main Street and 15' wide Street Buffer along proposed north-south right-of-way). The balance of the linear street frontage for S. Main Street and the proposed north-south right-of-way – those areas not encumbered by Streetscape Buffers - shall incorporate buildings and active use areas to meet the frontage percentage requirement in LDO Table 3.4.1. Where buildings and active use areas prevent the incorporation of Streetscape Buffers, the Development shall plant one (1) street tree for every forty (40) linear feet of street frontage.

Traffic Impact Analysis



Questions and Comments

REZONING NEIGHBORHOOD MEETING NOTICE

SCARBORO APARTMENTS

To: Neighboring Property Owner
From: Worth Mills
Date: April 4, 2024
Re: Neighborhood Meeting for Rezoning of 0 S. Main Street, 200 School Street and 201 S. Main Street (REZ-23-05 / Scarboro Apartments)

You are invited to attend an informational meeting to discuss the proposed rezoning of 0 S. Main Street, 200 School Street and 201 S. Main Street (with Property Identification Numbers (PINs) 1759-90-9525, 1758-99-8560, and 1758-99-8909). The rezoning is often referred to as "Scarboro Apartments". The meeting will be held on **Monday, April 15, 2024, from 6:00 PM until 7:00 PM**, at the following location:

**Rolesville Community Center
514 Southtown Circle
Rolesville, NC 27571**

The property totals approximately 13.15 acres in size and is located south of S. Main Street and east of School Street. The property is currently zoned Residential Low Density (RL). The proposed zoning is Town Center, Conditional Zoning (TC-CZ). The purpose of the rezoning is to facilitate a multifamily and commercial development.

This purpose of this meeting is to update neighbors and attendees of the first neighborhood meeting on the changes made both to the zoning conditions and the concept plan. These changes include increased buffering along the future road to those homes along Glenn Circle and to those single-family homes along S. Main Street.

Please do not hesitate to contact me directly if you have any questions or wish to discuss any issues. I can be reached at 919-645-4313 and wmills@longleafnc.com. Also, for more information about the rezoning, you may visit <https://www.rolesvillenc.gov/project/scarboro-apartments> or contact the Town of Rolesville Planning Department at 919.554.6517.

Attached to this invitation are the following materials:

1. Subject Property Current Aerial Exhibit
2. Subject Property Current Zoning Exhibit

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LOCATED SOUTHWEST OF THE S. MAIN STREET AND PERRY STREET
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REPORT OF MEETING WITH ADJACENT PROPERTY OWNERS AND TENANTS ON
APRIL 15, 2024

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EXHIBIT B – NOTICE LIST

<p>WHITAKER, BARRY W WHITAKER, BETTY P 1769003587 PO BOX 1 ROLESVILLE NC 27571-0001</p>	<p>POWERS, MARK R POWERS, MARY K 1759918091 120 S MAIN ST ROLESVILLE NC 27571-9657</p>	<p>ABERNETHY, ROBERT FRANKLIN JR ABERNETHY, BETTY YOUNG 1769003095 108 GLENN CIR ROLESVILLE NC 27571-9408</p>
<p>PULLEY, SPENCER HEIRS 1759909525 C/O CLAIRE P SCARBORO 9412 LOUISBURG RD WAKE FOREST NC 27587-6330</p>	<p>WILLOUGHBY, DAPHNE B 1759901581 PO BOX 763 ROLESVILLE NC 27571-0763</p>	<p>BURKE, ALBERT EMERY BURKE, KIMBERLY LUANNE 1768090437 1632 OAK GROVE CHURCH RD WAKE FOREST NC 27587-7103</p>
<p>BURKE, ALBERT EMERY BURKE, KIMBERLY LUANNE 1768090349 1632 OAK GROVE CHURCH RD WAKE FOREST NC 27587-7103</p>	<p>MOORE, MICHAEL EDWARD 1759913002 204 BROWN CIR ROLESVILLE NC 27571-9611</p>	<p>COOKE, WILLIS NANCY V 1769002815 115 S MAIN ST ROLESVILLE NC 27571-9658</p>
<p>ROLESVILLE TOWN OF 1759922076 PO BOX 250 ROLESVILLE NC 27571-0250</p>	<p>WIGGINS, BERTIE W 1759904541 PO BOX 70 ROLESVILLE NC 27571-0070</p>	<p>WELLS, ANGELA S 1769003849 113 S MAIN ST ROLESVILLE NC 27571-9658</p>
<p>WIGGINS, BERTIE W 1759904676 PO BOX 70 ROLESVILLE NC 27571-0070</p>	<p>BREWER REAL ESTATE HOLDINGS LLC 1759904168 1100 SILVER OAKS CT RALEIGH NC 27614-9359</p>	<p>WOODBY, THERESA M 1769004281 100 COLEY ST ROLESVILLE NC 27571-9410</p>
<p>HURLBUT, JEANNE B 1769002216 102 GLENN CIR ROLESVILLE NC 27571-9408</p>	<p>PEARCE, LYNDA S 1769003716 207 PERRY ST ROLESVILLE NC 27571-9403</p>	<p>DUPLEX 209 LLC 1759905245 PO BOX 1811 WAKE FOREST NC 27588-1811</p>
<p>GALLAGHER, MICHAEL 1769005049 109 GLENN CIR ROLESVILLE NC 27571-9409</p>	<p>ROLESVILLE, TOWN OF THE 1758980948 PO BOX 250 ROLESVILLE NC 27571-0250</p>	<p>EAGLES, COLUMBUS F III EAGLES, PAMELA S 1759907307 205 S MAIN ST ROLESVILLE NC 27571-9660</p>
<p>AUTERI, DONALD W 1759908823 122 S MAIN ST ROLESVILLE NC 27571-9657</p>	<p>COOKE, MAYLON P COOKE, DOROTHY F 1769003150 PO BOX 12 ROLESVILLE NC 27571-0012</p>	<p>WHITAKER, BARRY WAYNE WHITAKER, BETTY P 1769002594 PO BOX 1 ROLESVILLE NC 27571-0001</p>
<p>DUNN, RICHARD E WOODS, MARDENIA 1758999444 204 SCHOOL ST ROLESVILLE NC 27571-9418</p>	<p>WAKE COUNTY BOARD OF EDUCATION 1758990785 RE SERVICES DIRECTOR 1551 ROCK QUARRY RD RALEIGH NC 27610-4145</p>	<p>PARKER, W H PARKER, DORIS FAYE 1768091558 HAROLD PARKER 149 STONEBRIDGE DR NEW LONDON NC 28127-9115</p>
<p>WIGGINS, BERTIE WALL 1759905567 PO BOX 70 ROLESVILLE NC 27571-0070</p>	<p>EDDINS FAMILY LLC 1769001347 6105 HOPE FARM LN WAKE FOREST NC 27587-8426</p>	<p>HENDERSON, EDDIE C HENDERSON, PATRICIA A 1768094992 112 GLENN CIR ROLESVILLE NC 27571-9408</p>

BRAGDON, JESSE DAVID BRAGDON, JENNIFER KAY 1768096906 111 GLENN CIR ROLESVILLE NC 27571-9409	SUGGS, STEPHANIE SUGGS, ROBERT 1769000796 1906 BENHURST PL MAITLAND FL 32751-4214	SUGGS, STEPHANIE SUGGS, ROBERT 1769001695 1906 BENHURST PL MAITLAND FL 32751-4214
EL-KAISSI, OMAR N EL-KAISSI, SUSIE E 1759906321 207 S MAIN ST ROLESVILLE NC 27571-9660	DURAN-LEMUS, HUGO ALBERTO 1759902826 202 BROWN CIR ROLESVILLE NC 27571-9611	EDDINS FAMILY, LLC 1769002540 6105 HOPE FARM LN WAKE FOREST NC 27587-8426
EDDINS FAMILY, LLC 1769003415 6105 HOPE FARM LN WAKE FOREST NC 27587-8426	EDDINS FAMILY, LLC 1769003452 6105 HOPE FARM LN WAKE FOREST NC 27587-8426	PENDER, DOROTHY JONES 1758997386 2108 US 1 HWY FRANKLINTON NC 27525-8710
NC FOR THE FUTURE LLC 1769000577 248 CHARACTER DR ROLESVILLE NC 27571-9384	PARKER, W H PARKER, DORIS FAYE 1758988411 HAROLD PARKER 149 STONEBRIDGE DR NEW LONDON NC 28127-9115	ROLESVILLE, LLC 1759808293 11016 RUSHMORE DR STE 160 CHARLOTTE NC 28277-4450
COOKE, DOROTHY F 1769002188 104 GLENN CIR ROLESVILLE NC 27571-9408	EDDINS FAMILY LLC 1759904024 6105 HOPE FARM LN WAKE FOREST NC 27587-8426	IBRAHIM & ASSOCIATES LLC 1769004465 6616 PRESCOTT SHORE DR WAKE FOREST NC 27587-8564
DEBNAM, MICHAEL T 1758998460 240 WOODROW AVE BRIDGEPORT CT 06606-3938	YOUNG, PATSY V YOUNG, BOBBY W 1768192148 504 E YOUNG ST ROLESVILLE NC 27571-9433	YOUNG, PATSY V YOUNG, HARRIET D 1768194694 506 E YOUNG ST ROLESVILLE NC 27571-9433
BELL, MORGAN V 1769005278 102 COLEY ST ROLESVILLE NC 27571-9410	MCLEMORE, VIRGINIA S 1769004695 PO BOX 111 ROLESVILLE NC 27571-0111	KEITH, BETTY C KEITH, RALPH BRIAN 1769006376 PO BOX 62 ROLESVILLE NC 27571-0062
COMM DEV LLC 1758998909 1340 CLIFTON POND RD LOUISBURG NC 27549-9080	COMM DEV LLC 1758998560 1340 CLIFTON POND RD LOUISBURG NC 27549-9080	TOWN OF ROLESVILLE 1768094465 PO BOX 250 ROLESVILLE NC 27571-0250
TOWN OF ROLESVILLE 1768098727 PO BOX 250 ROLESVILLE NC 27571-0250	COBBLESTONE CROSSING SPE LLC 1769011435 8480 HONEYCUTT RD STE 200 RALEIGH NC 27615-2261	BARNES, GARY THOMAS BARNES, LINDA Y 1769005582 PO BOX 241 ROLESVILLE NC 27571-0241
LAMM, JAMES R LAMM, LOUISE S 1769004306 101 COLEY ST ROLESVILLE NC 27571-9411	EDDINS FAMILY LLC 1769006794 6105 HOPE FARM LN WAKE FOREST NC 27587-8426	BROYLES, GARY EUGENE 1769100556 406 PERRY ST ROLESVILLE NC 27571-9406

<p>WIGGINS, BERTIE W 1769014083 PO BOX 70 ROLESVILLE NC 27571-0070</p>	<p>DIXON, BESSIE W 1769004915 4908 WALLS COVE LN ROLESVILLE NC 27571-9481</p>	<p>ZEBLO, JEAN S 1769009459 404 PERRY ST ROLESVILLE NC 27571-9406</p>
<p>KET REAL ESTATE LLC 1769015048 321 SPRINGMOOR DR RALEIGH NC 27615-7740</p>	<p>NIMS, MONA 1769008683 405 PERRY ST ROLESVILLE NC 27571-9407</p>	<p>TOWNSEND, THOMAS NEAL 1769009678 306 E YOUNG ST ROLESVILLE NC 27571-9554</p>
<p>SYKES, PENNY P 1769006840 707 W NORTH ST RALEIGH NC 27603-1418</p>	<p>EDDINS FAMILY LLC 1769007628 6105 HOPE FARM LN WAKE FOREST NC 27587-8426</p>	<p>EDDINS FAMILY LLC 1769007589 6105 HOPE FARM LN WAKE FOREST NC 27587-8426</p>
<p>HUGHES, BRANDY NICHOLE SOREY, MICHAEL RYAN 1769008785 300 E YOUNG ST ROLESVILLE NC 27571-9554</p>	<p>MITCHELL, BOBBIE J 1769006806 PO BOX 86 ROLESVILLE NC 27571-0086</p>	<p>BLACKMER, MARK E BLACKMER, ANNA S 1769008413 402 PERRY ST ROLESVILLE NC 27571-9406</p>
<p>EDDINS FAMILY LLC 1769007654 6105 HOPE FARM LN WAKE FOREST NC 27587-8426</p>		

EXHIBIT C – ITEMS DISCUSSED

Applicant Presentation Topics

1. A recap of the rezoning application and proposed TC-CZ zoning district
2. The current RL zoning
3. The rezoning concept plan from the February 19 meeting
4. Neighbor comments and concerns at the February 19 meeting
5. The Applicant's responses to those comments since February 19
 - a. Increased buffering for adjacent neighbors and those who live on Glenn Circle
 - b. Prohibiting balconies facing the Glenn Circle homes
 - c. Confirmed that Parker Ridge is required to construct a new street to connect to E. Young Street
6. An update on the traffic impact analysis (TIA) process
7. An updated concept plan that incorporates the increased buffering
8. A street-level view of the new proposed street and greenway, plus the increased buffering to Glenn Circle homes
9. Updated zoning conditions
10. An exhibit that shows the Scarboro Apartments, Parker Ridge, and Town Campus developments and how each fit into the overall redevelopment of this area

Neighbor Comments and Questions

1. To prevent cut-through traffic using Perry Street to access E. Young Street, could we install a median to prevent apartment tenants and guests from turning into Perry Street
 - a. Response: We can ask our traffic engineer and NCDOT if there are options to limit movements onto Perry Street
2. Can we increase the fence height along both the shared boundary of the S. Main Street homes and east side of the new street to 8'
 - a. Response: Yes, we will increase the fence heights to 8'.
3. Could we commit to extending the proposed street to intersect with the street Parker Ridge is building on the Town of Rolesville's property?
 - a. Response: We will explore that option as well. This would likely discourage vehicles from using Perry Street as a cut-through to E. Young Street.
4. There is a ditch on 106 Glenn Circle that erodes during heavy rainfall. Can this development address this issue?
 - a. Response: Because our development is downstream of the ditch, our stormwater control measures will not correct that issue. But we can make a site visit and explore ways to better the situation.
5. What is the planned appearance of these apartments?
 - a. Response: The apartments being built in the rear of Cobblestone are a good example for what is planned here.
6. Neighbors want high-quality construction and property management.
7. Neighbors would like to see walkable retail in those areas planned for non-residential or mixed uses
8. What is the development timeline?
 - a. Response: If/when the rezoning is approved, it would likely take 18-24 to construct the buildings.

9. What are the plans for the existing stone house along S. Main Street?
 - a. Response: In our application, we have included a condition that requires the Developer to advertise the home as available to be relocated. If no one wants to voluntarily relocate the home, we plan to demolish it while retaining any useful or historical building materials to use in other projects. The current owners have the priority of selecting which building materials they would like to keep.

EXHIBIT D – MEETING ATTENDEES

1. Worth Mills (Longleaf Law Partners)
2. Peter Crossett (KDM Development Corp)
3. Kenyon Burnham (KDM Development Corp)
4. Courtney McQueen (Qunity)
5. Matthew Shuey (Property Owner)
6. Barbara Shuey (Property Owner)
7. Linda Barnes
8. Betty Abernethy
9. Bobbi Mitchell
10. Mona Nims
11. Anna Blackmer
12. Penny Sykes



**REZ-23-05: Scarboro Apartments
Traffic Impact Analysis**

Rolesville, North Carolina

July 12, 2024

Prepared for:

Town of Rolesville
502 Southtown Circle
Rolesville, NC 27571

Applicant:

KDM Development Corp.
1080 Pittsford Victor Road #202
Pittsford, NY 14534

Prepared by:

Stantec Consulting Services Inc.
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Sign-off Sheet

This document entitled REZ-23-05: REZ-23-05: Scarborough Apartments Traffic Impact Analysis was prepared by Stantec Consulting Services Inc. ("Stantec") for the account of Town of Rolesville (the "Client"). Any reliance on this document by any third party is strictly prohibited. The material in it reflects Stantec's professional judgment in light of the scope, schedule and other limitations stated in the document and in the contract between Stantec and the Client. The opinions in the document are based on conditions and information existing at the time the document was published and do not take into account any subsequent changes. In preparing the document, Stantec did not verify information supplied to it by others. Any use which a third party makes of this document is the responsibility of such third party. Such third party agrees that Stantec shall not be responsible for costs or damages of any kind, if any, suffered by it or any other third party as a result of decisions made or actions taken based on this document.

Prepared by _____

(signature)

Austyn Beci, PE

Reviewed by _____

(signature)

Pierre Tong, PE

Approved by _____

(signature)

Matt Peach, PE, PTOE

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Executive Summary

The proposed Scarboro Apartments development is located in the south of US 401 Business (South Main Street) between Perry Street and School Street in Rolesville, NC. The current zoning is Residential Low Density (RL), and the applicant is pursuing a rezoning to Town Center (TC) as part of REZ-23-05.

The 13.15-acre site is anticipated to be completed in 2028 and consists of 240 low-rise multi-family housing units and 20,000 square feet of retail. Access to the site is anticipated to be provided off of Perry Street between South Main Street and Glenn Circle. Connectivity to Young Street is also provided via Perry Street.

Using the Institute of Transportation Engineers (ITE) Trip Generation Manual, the development is estimated to generate 2,670 net new (i.e., non-pass-by primary trips) trips per average weekday. In the AM and PM peak hours, the development is estimated to generate 140 AM peak hour trips (49 entering and 91 exiting) and 226 PM peak hour trips (135 entering and 91 exiting).

The purpose of this report is to evaluate the proposed development in terms of traffic conditions, evaluate the ability of the adjacent roadways to accommodate the additional traffic volumes, and recommend transportation improvements needed to mitigate congestion that may result from the additional site traffic. This report presents trip generation, trip distribution, traffic analysis, and recommendations for transportation improvements needed to meet anticipated traffic demands.

This report examines the following scenarios for the AM and PM peak hours:

- 2024 Existing
- 2028 No-Build
- 2028 Build
- 2028 Build-Improved

Capacity analysis for the AM and PM peak hours in each scenario was performed for the following existing intersections:

- US 401 Business (South Main Street) at SR 2052 (Rogers Road)/Redford Place Drive
- US 401 Business (South Main Street) at Old Rogers Road/School Street
- US 401 Business (South Main Street) at Perry Street
- US 401 Business (South Main Street) at SR 1003 (Young Street)
- SR 1003 (Young Street) at Perry Street

The results of the capacity analysis at these intersections, are summarized in Tables ES-1:



Table ES-1: Level of Service Summary Table

Level of Service (Delay, sec/veh)	2024 Existing		2028 No-Build		2028 Build		2028 Build Improved	
	AM	PM	AM	PM	AM	PM	AM	PM
South Main Street at Rogers Road/Redford Place Drive	C (26.0)	C (24.6)	E (78.0)	C (33.3)	F (83.0)	D (44.5)	D (48.1)	C (29.7)
South Main Street at Old Rogers Road/School Street	E (49.5)	F (52.2)	F (##)	F (180.3)	F (##)	F (##)	F (##)	F (72.1)
South Main Street at Perry Street	B (13.8)	B (14.1)	F (78.0)	E (37.4)	F (##)	F (113.9)	B (12.6)	C (15.3)
South Main Street at Young Street	C (31.2)	C (27.0)	E (68.0)	D (42.5)	E (68.3)	D (43.0)	D (48.9)	D (43.9)
Young Street at Perry Street	C (16.9)	C (15.1)	C (21.6)	C (18.3)	C (23.2)	C (21.6)	E (42.2)	E (39.3)

	Signalized Intersection
	Stop Controlled Intersection
##	Delay Exceeds 300 Seconds

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REZ-23-05: SCARBORO APARTMENTS TRAFFIC IMPACT ANALYSIS

The Town of Rolesville's Land Development Ordinance (LDO)⁷, Section 8.E, establishes the following Level of Service Standards:

1. *The traffic impact analysis must demonstrate that the proposed development would not cause build-out-year, peak-hour levels of service on any arterial or collector road or intersection within the study area to fall below Level of Service (LOS) "D," as defined by the latest edition of the Highway Capacity Manual, or, where the existing level of service is already LOS "E" that the proposed development would not cause the LOS to fall to the next lower letter grade.*
2. *If the road segment or intersection is already LOS "F," the traffic impact analysis must demonstrate that the proposed development, with any proposed improvements, would not cause build-out year peak-hour operation to degrade more than five (5) percent of the total delay on any intersection approach.*

South Main Street at Old Rogers Road/School Street

With the addition of traffic generated by the proposed development, the northbound School Street and southbound Old Rogers Road approach of the South Main Street at Old Rogers Road/School Street intersection increases in delay by greater than 5%. If high delays are experienced on the stop-controlled approaches, drivers may opt for alternative routes. Even so, the intersection was evaluated for potential improvements to meet the requirements of the Rolesville LDO:

- The installation of a traffic signal would improve the LOS of the side streets significantly. This, however, is not anticipated to be permitted by NCDOT due to the proximity of the intersection to the adjacent signalized intersection of South Main Street at Redford Place Drive/Rogers Road. In addition, the low traffic volumes on the side-street approaches of Old Rogers Road and School Street are not anticipated to meet the warrants for the installation of a traffic signal included in the Manual on Uniform Traffic Control Devices (MUTCD).
- The construction of dedicated left-turn lanes on Old Rogers Road and School Street reduces delay but does not mitigate the impact of the proposed development. This is attributed to low volumes of traffic on the side-street approaches and high through volumes on South Main Street. The installation of turn lanes may also impact adjacent property owners. As a result, the installation of turn lanes on Old Rogers Road and School Street is not recommended.
- Converting the northbound and southbound approach of Old Rogers Road and School Street to right-in/right-out access by installing channelization was shown to reduce delays on the side streets such that School Street and Old Rogers Road would operate at LOS C or better during both peaks. This would require left turns from Old Rogers Road and School Street to be redirected to Rogers Road and use the traffic signal at the intersection of South Main Street at Redford Place Drive/Rogers Road. The restriction of access without the installation of a median has only limited effectiveness. As a result, the restriction of access is not recommended.

Therefore, no improvements are recommended at the South Main Street at Old Rogers Road/School Street intersection in conjunction with this development. Consideration should be made for limiting the southbound Old Rogers Road approach to right-in/right-out access in the future.



South Main Street at Perry Street

With the addition of traffic generated by the proposed development, the northbound Perry Street approach at the South Main Street & Perry Street intersection increases delay by greater than 5% this is due in part to the increase in traffic volumes associated with the proposed development but also high traffic volumes on South Main Street. The results of the analysis show that high delays are experienced by left-turning traffic whereas right-turns operate with moderate to low delays. Accordingly, it is recommended that left-turns be prohibited during the AM and PM peak periods. Left-turning traffic may access South Main Street by using Perry Street to access Young Street where they could then make a left-turn onto South Main Street under the control of the traffic signal.

This rerouting of traffic improves the level of service of the intersection of South Main Street at Perry Street. However, the level of service on the Perry Street approach to Young Street decreases from LOS C to LOS E; resulting in the recommendation of turn-lanes at the intersection.

Recommendations

Based on the findings of this study, specific improvements have been identified and some should be completed as part of the proposed development. These recommendations are illustrated in Figure ES-1.

South Main Street & Rogers Road/Redford Place Drive

- Construct a westbound right-turn lane with 225' of full-width storage and appropriate taper.
- The above recommendation will require the modification of the traffic signal at the intersection.

South Main Street & Old Rogers Road/School Street

- No improvements are recommended at this intersection.

South Main Street & Perry Street

- Construct an eastbound right-turn lane with 75' of full-width storage and appropriate taper.
- Restrict northbound left-turns during the AM and PM peak periods through the installation of a "No Left Turn" sign (R3-2) with a supplemental plaque (R10-20aP) stating that this restriction is in place Monday through Friday from 7:00 AM to 9:00 AM and 4:00 PM to 7:00 PM

South Main Street & Young Street

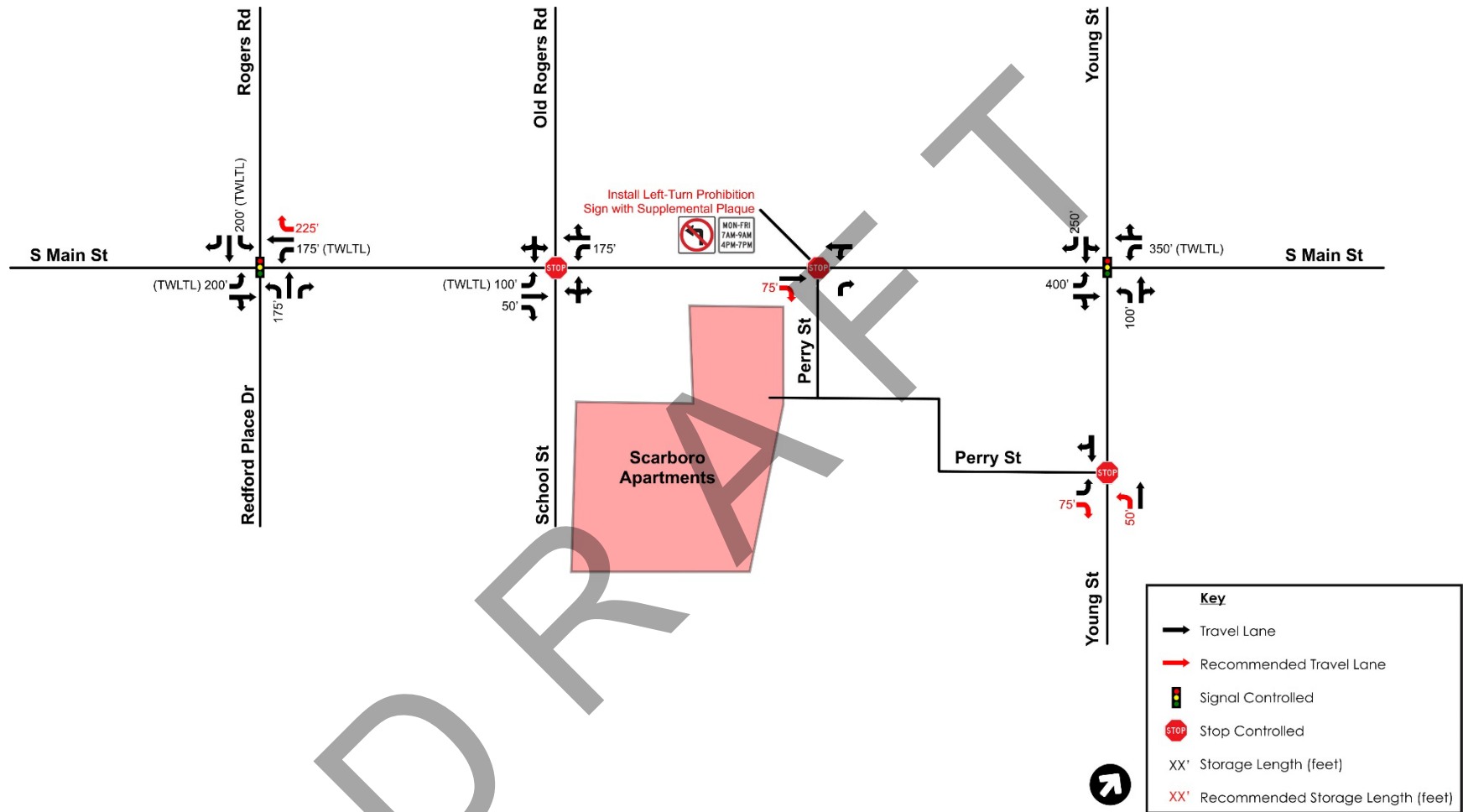
- No improvements are recommended at this intersection.

Young Street & Perry Street

- Construct an eastbound right-turn lane with 75' of full-width storage and appropriate taper.
- Construct a northbound left-turn lane with 50' of full-width storage and appropriate taper.



Figure ES-1: Recommended Improvements



Introduction
July 12, 2024

1.0 INTRODUCTION

The proposed Scarboro Apartments development is located in the south of US 401 Business (South Main Street) between Perry Street and School Street in Rolesville, NC. The current zoning is Residential Low Density (RL), and the applicant is pursuing a rezoning to Town Center (TC) as a part of REZ-23-05. The 13.15-acre site is anticipated to be completed in 2028 and consists of 240 low-rise multi-family housing units and 20,000 square feet of retail. The project location is shown in Figure 1. The site plan, prepared by Qunity, can be found in Figure 2.

The traffic analysis will consider future build conditions during the build-out year (2028). Access to the site is anticipated to be provided off of Perry Street between South Main Street and Glenn Circle. Connectivity would also be provided to Young Street via Perry Street.

The traffic analysis includes the following scenarios as follows:

- 2024 Existing
- 2028 No-Build
- 2028 Build
- 2028 Build Improved

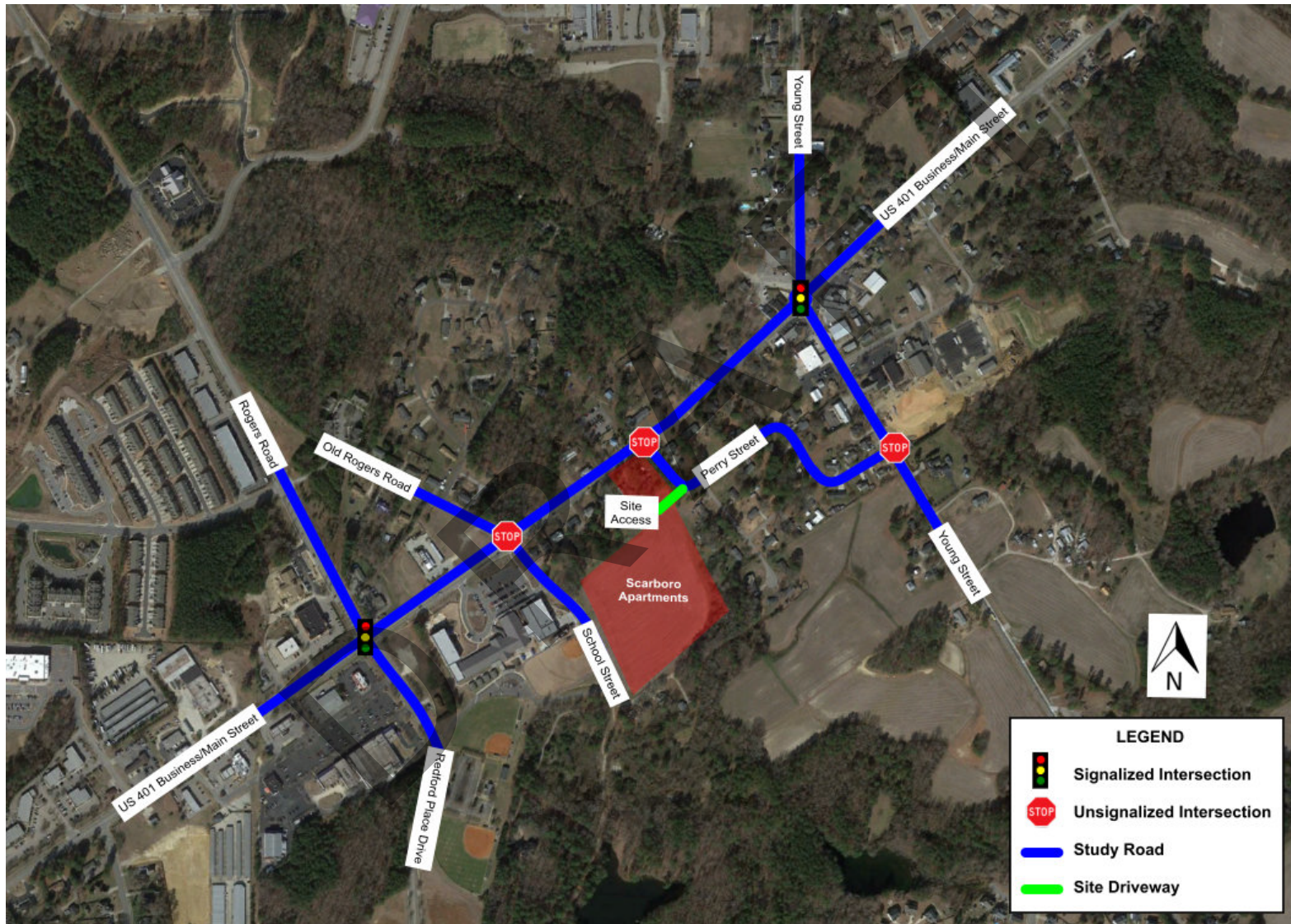
The purpose of this report is to evaluate the development in terms of projected vehicular traffic conditions, evaluate the ability of the adjacent roadways to accommodate the additional traffic, and recommend transportation improvements needed to mitigate congestion that may result from additional site traffic. This report presents trip generation, trip distribution, traffic analyses, and recommendations for improvements needed to meet anticipated traffic demands. The analysis examines the AM and PM peak hours for the aforementioned analysis scenarios.



REZ-23-05: SCARBORO APARTMENTS TRAFFIC IMPACT ANALYSIS

Introduction
July 12, 2024

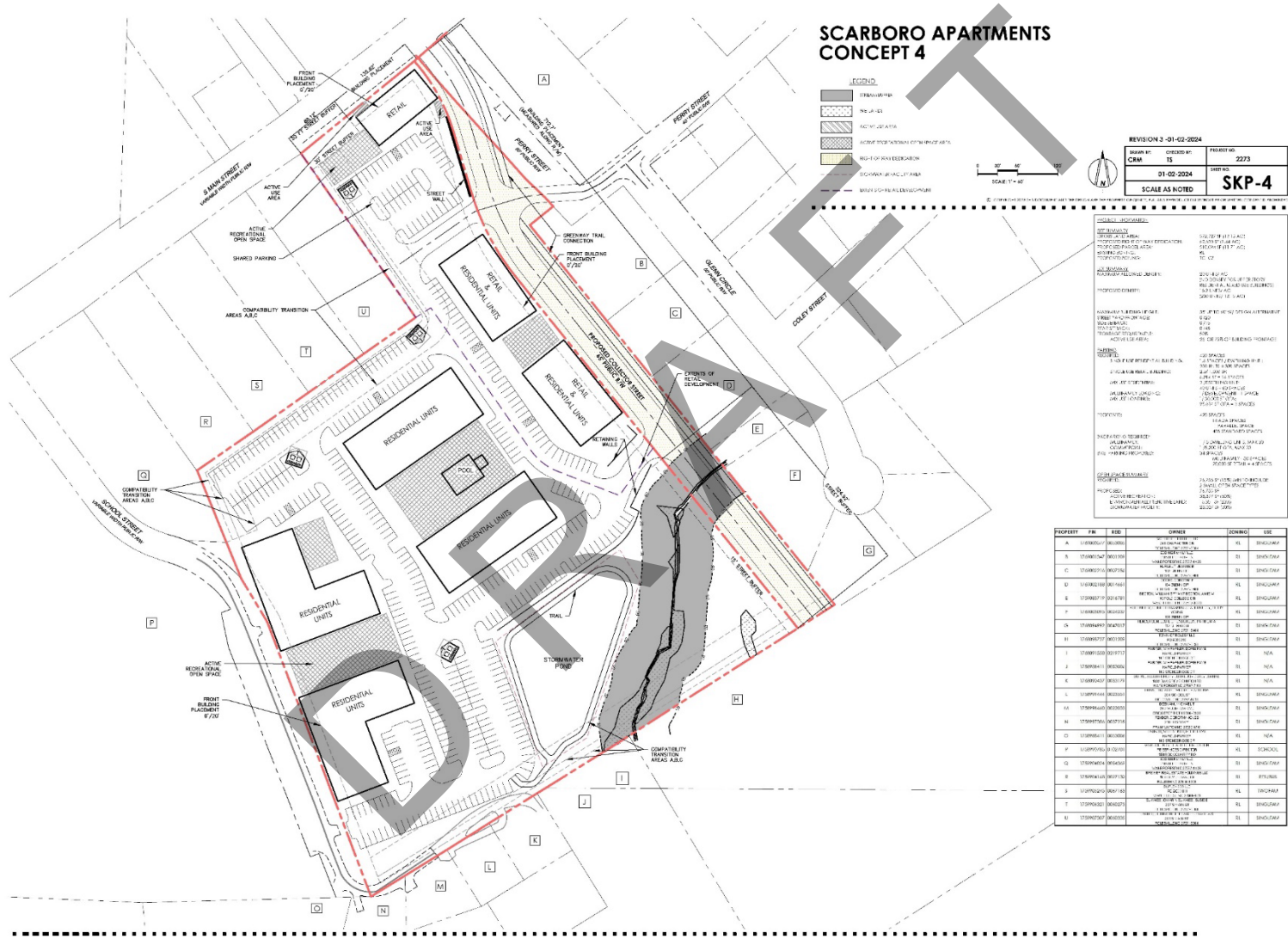
Figure 1: Site Location



REZ-23-05: SCARBORO APARTMENTS TRAFFIC IMPACT ANALYSIS

Introduction
July 12, 2024

Figure 2: Site Plan



2.0 INVENTORY OF TRAFFIC CONDITIONS

2.1 STUDY AREA

Stantec coordinated with the Town of Rolesville, the applicant, and the North Carolina Department of Transportation (NCDOT) to determine the appropriate study area and assumptions. The following existing intersections were agreed upon to be analyzed to determine the impacts associated with this development. These intersections are shown in Figure 1.

- US 401 Business (South Main Street) at SR 2052 (Rogers Road)/Redford Place Drive
- US 401 Business (South Main Street) at Old Rogers Road/School Street
- US 401 Business (South Main Street) at Perry Street
- US 401 Business (South Main Street) at SR 1003 (Young Street)
- SR 1003 (Young Street) at Perry Street

2.2 PROPOSED ACCESS

Access to the site will be provided by via Perry Street, which currently has full-movement access onto South Main Street under the control of a stop sign. The proposed development will realign Perry Street and provide a connection to the existing neighborhood to the east as shown in Figure 2. This connection will provide access to Young Street via Perry Street. This proposed collector street will be extended through the site, from Perry Street to the southern property boundary.

2.3 EXISTING CONDITIONS

Table 1 provides a detailed description of the existing study area roadway network. All functional classification and average annual daily traffic (AADT) information were obtained from NCDOT.



Inventory of Traffic Conditions
 July 12, 2024

Table 1: Existing Conditions

Road Name	Road Number	Primary Cross-Section	Functional Classification ¹	AADT ² (year)	Speed Limit (mph)	Maintenance Agency
South Main Street	US 401 Business	Two-Lane w/ TWLTL*	Principal Arterial	12,000-14,500 vpd (2021)	35	NCDOT
Old Rogers Road	-	Two-Lane Undivided	Local Road	-	35	Town of Rolesville
Perry Street	-	Two-Lane Undivided	Local Road	-	25	Town of Rolesville
Redford Place Drive	-	Two-Lane Undivided	Local Road	-	25	Town of Rolesville
Rogers Road	SR 2052	Four-Lane w/TWLTL*	Major Collector	9,400 vpd (2021)	35	NCDOT
School Street	-	Two-Lane Undivided	Local Road	-	35	Town of Rolesville
Young Street	SR 1003	Two-Lane Undivided	Minor Arterial	7,700 vpd (2021)	35	NCDOT

*TWLTL = Continuous Two-Way Left-Turn Lane

The existing lane configuration and traffic control for the study area intersections are illustrated in Figure 3.

2.4 FUTURE CONDITIONS

The U-6241 project will realign Burlington Mills Road near South Main Street as well as make streetscape and multimodal improvements along South Main Street. As part of the project, geometric improvements will be made in the study area. At the South Main Street & Young Street intersection, the U-6241 project will remove the dedicated southbound left turn lane and re-stripe the existing southbound through lane to a shared thru-left turn lane.

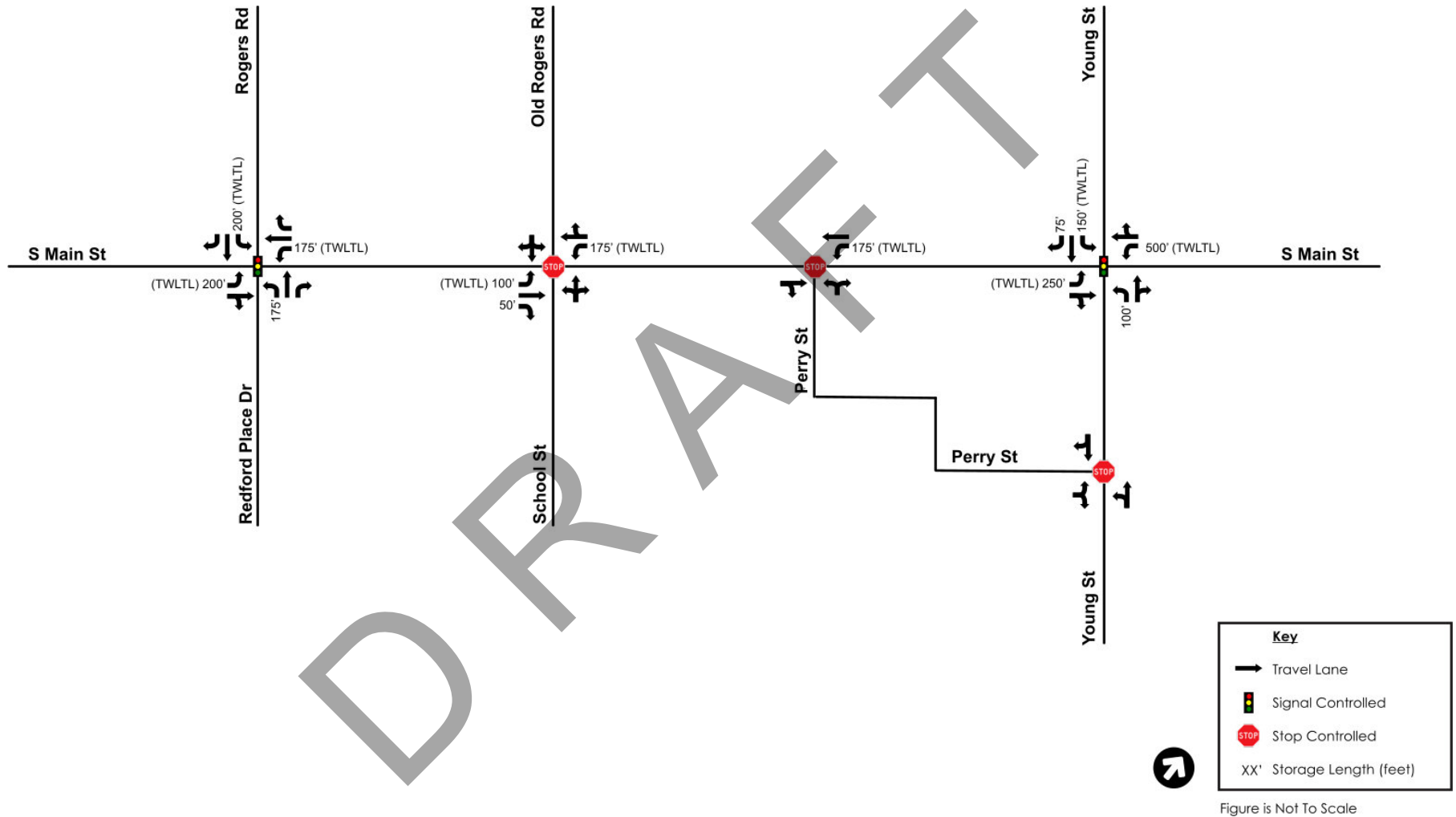
The future year lane configuration and traffic control for the study area intersections are illustrated in Figure 4.



REZ-23-05: SCARBORO APARTMENTS TRAFFIC IMPACT ANALYSIS

Inventory of Traffic Conditions
 July 12, 2024

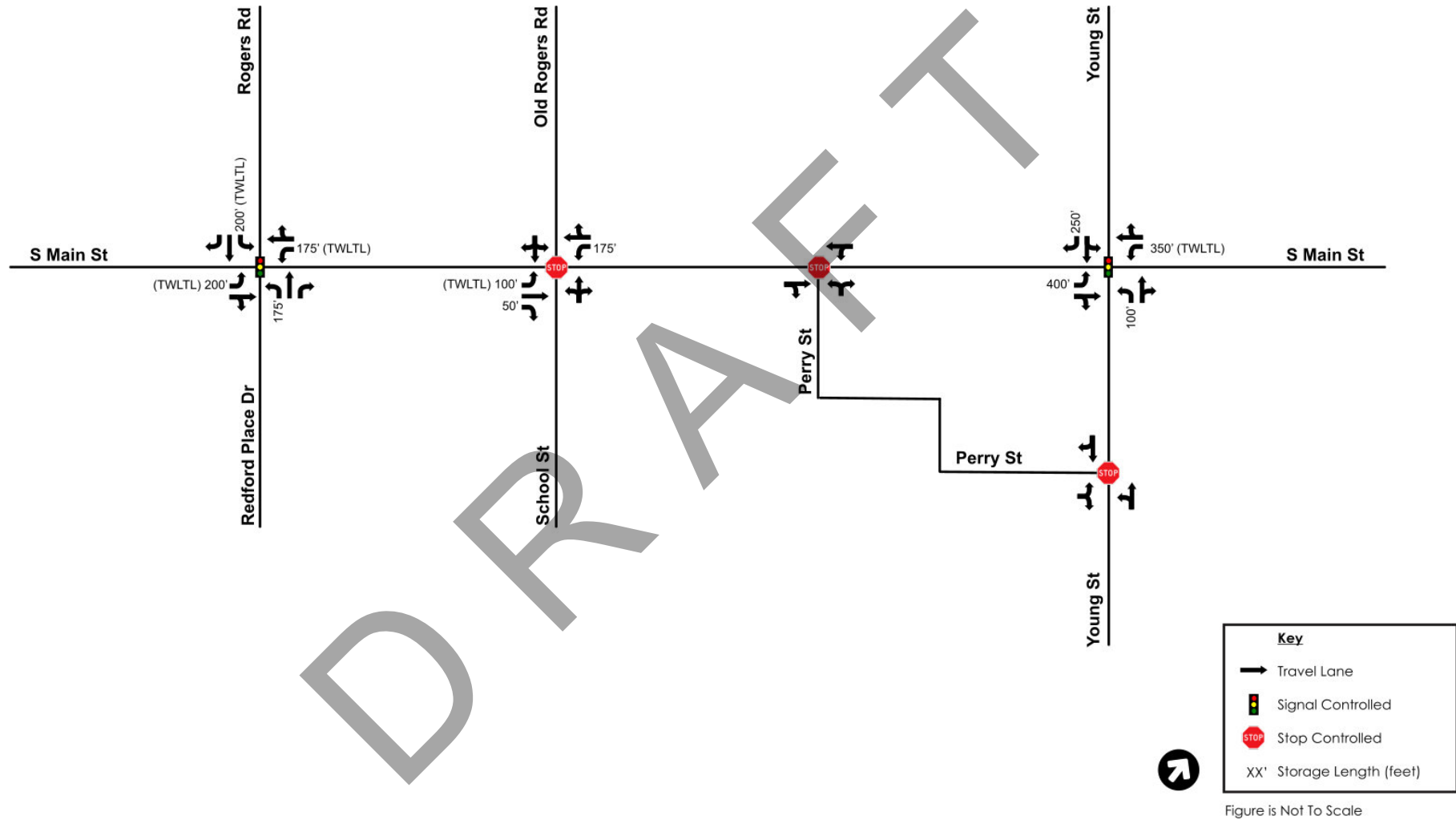
Figure 3: 2024 Existing Lanes and Traffic Control



REZ-23-05: SCARBORO APARTMENTS TRAFFIC IMPACT ANALYSIS

Inventory of Traffic Conditions
 July 12, 2024

Figure 4: 2028 No-Build Lanes and Traffic Control



Key

- Travel Lane
- 🚦 Signal Controlled
- STOP Stop Controlled
- XX' Storage Length (feet)

Figure is Not To Scale



3.0 TRIP GENERATION AND DISTRIBUTION

3.1 TRIP GENERATION

Trip generation for the proposed development was performed using the 11th Edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual³. The Rate versus Equation spreadsheet published by NCDOT⁴ was used to supplement the ITE methodology. No trip reductions were taken for pass-by traffic, however, reductions for internal capture trips were taken. Internal capture was performed using the National Cooperative Highway Research Program (NCHRP) Report 684 spreadsheet model⁵. Trip generation for the proposed development is shown in Table 2.

Table 2: Trip Generation

Land Use	Size	Daily			AM Peak			PM Peak		
		Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Low-Rise Multifamily Housing (LUC 220)	240 units	1614	807	807	97	23	74	124	78	46
Strip Retail Plaza (LUC 822)	20,000 square feet	1090	545	545	47	28	19	132	66	66
Internal Capture Trips		-34	-17	-17	-4	-2	-2	-30	-9	-21
Total Trips Generated		2,670	1335	1335	140	49	91	226	135	91

3.2 SITE TRIP DISTRIBUTION

To accurately determine the effect of the proposed development on the surrounding roadway network, an estimate of the expected distribution of traffic entering and exiting the site is needed. These percentages were developed using a combination of existing traffic volume counts, historic AADTs provided by NCDOT, and engineering judgment. This trip distribution was submitted as part of NCDOT's TIA Scoping Checklist contained in the Appendix. All traffic volume calculations can be found in the Appendix.

- 35% to/from the south on Young Street
- 20% to/from the west on Main Street
- 15% to/from the north on Rogers Road
- 15% to/from the north on Young Street
- 10% to/from the east on Main Street
- 5% to/from the south on Redford Place Drive

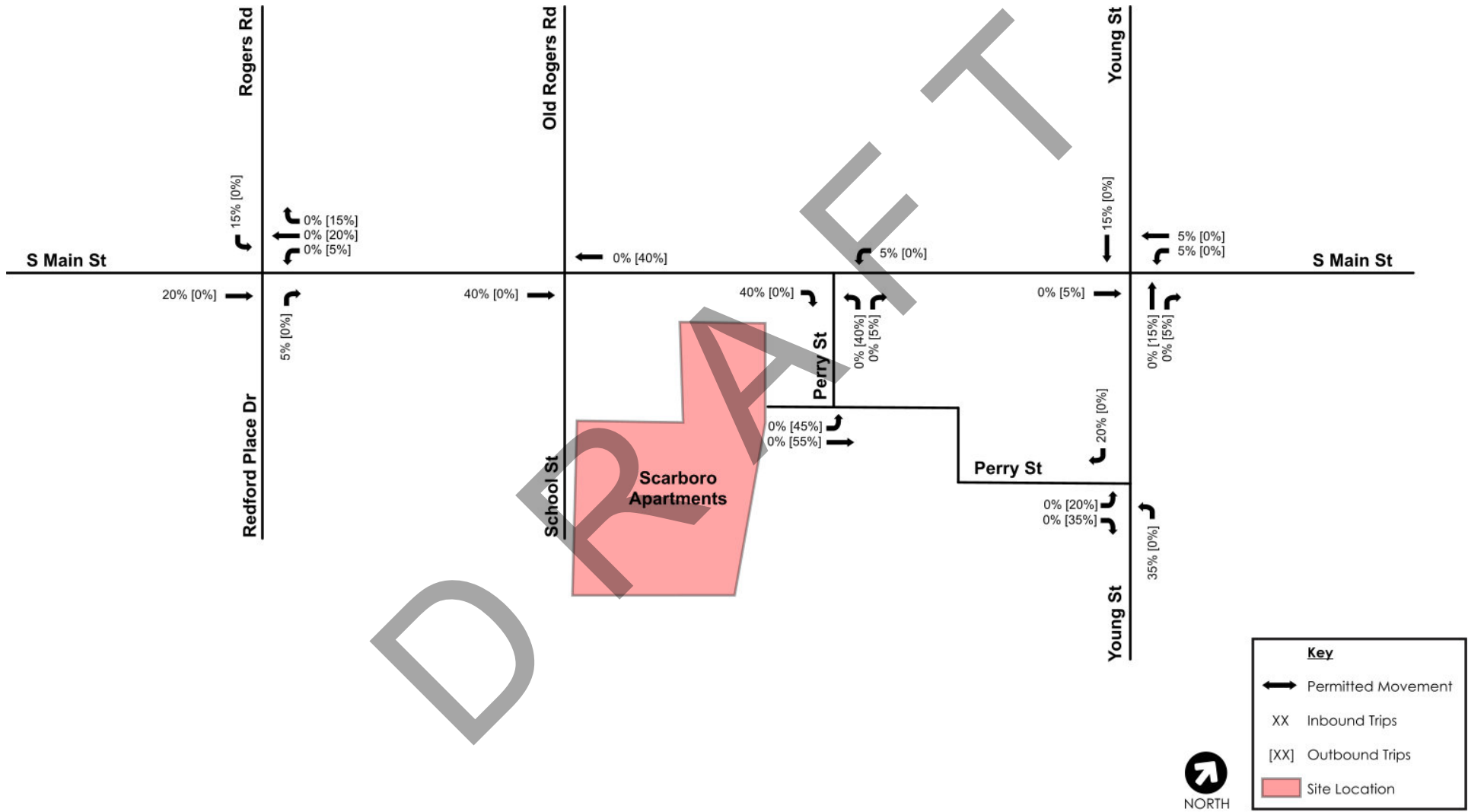
The trip distribution for the proposed development is shown in Figure 5. The corresponding trip assignment is shown in Figure 6.



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Trip Generation and Distribution
 July 12, 2024

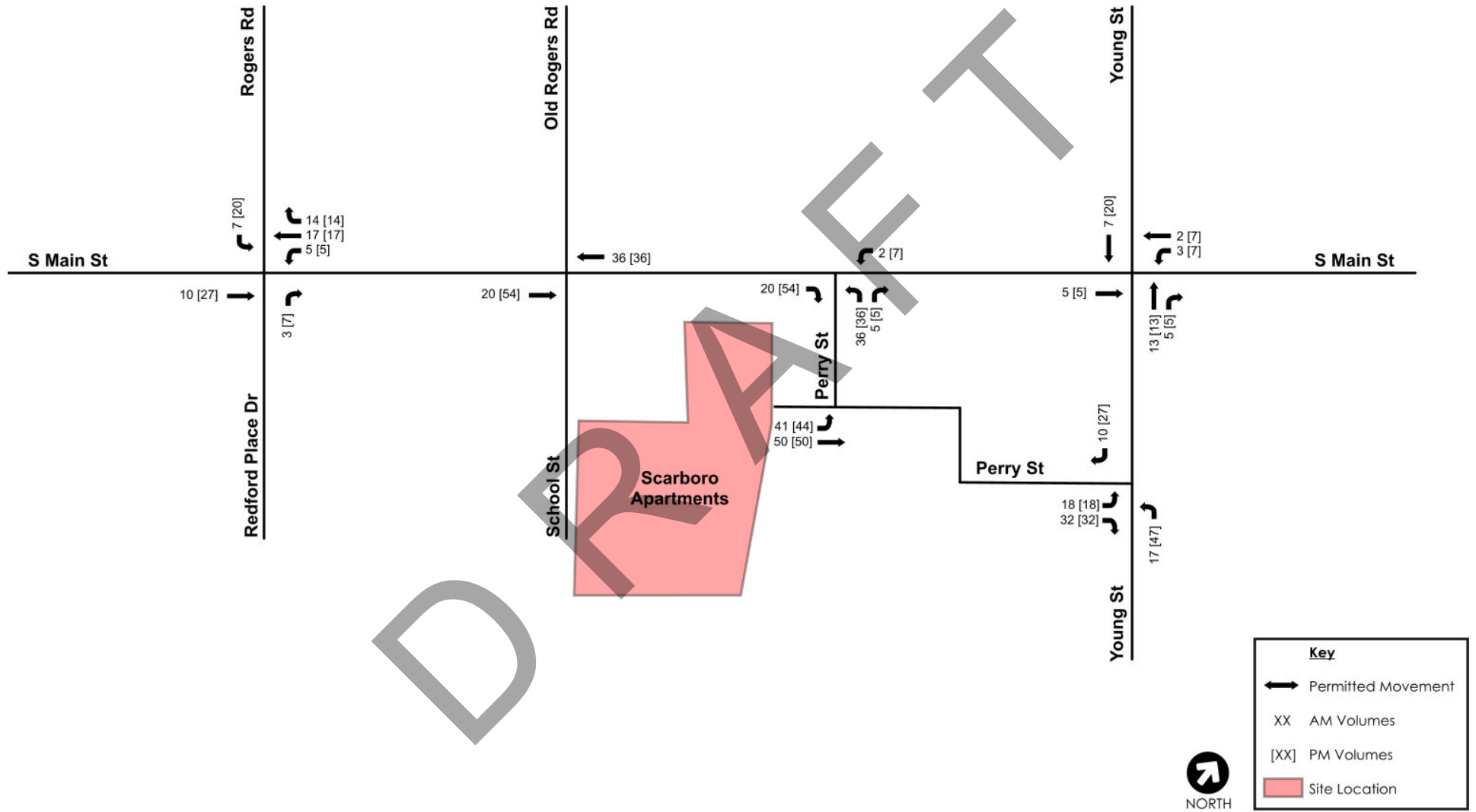
Figure 5: Trip Distribution



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Trip Generation and Distribution
 July 12, 2024

Figure 6: Trip Assignment



Traffic Volumes: 2024 Existing
July 12, 2024

4.0 TRAFFIC VOLUMES: 2024 EXISTING

4.1 DATA COLLECTION

On Wednesday, May 22nd, 2024, AM (7:00 – 9:30 AM) and PM (4:00 – 6:00 PM) turning movement counts were collected at the study intersections. Rolesville Elementary School was open and operating at a normal bell schedule during data collection. The count data, provided by Quality Counts, LLC is included in the Appendix.

Imbalances between study intersections in the count data were generally minimal and are expected due to the distance between study intersections and the existence of driveways and public roads. Accordingly, traffic volumes were not balanced between study intersections. The Existing (2024) traffic volumes are shown in Figure 7.

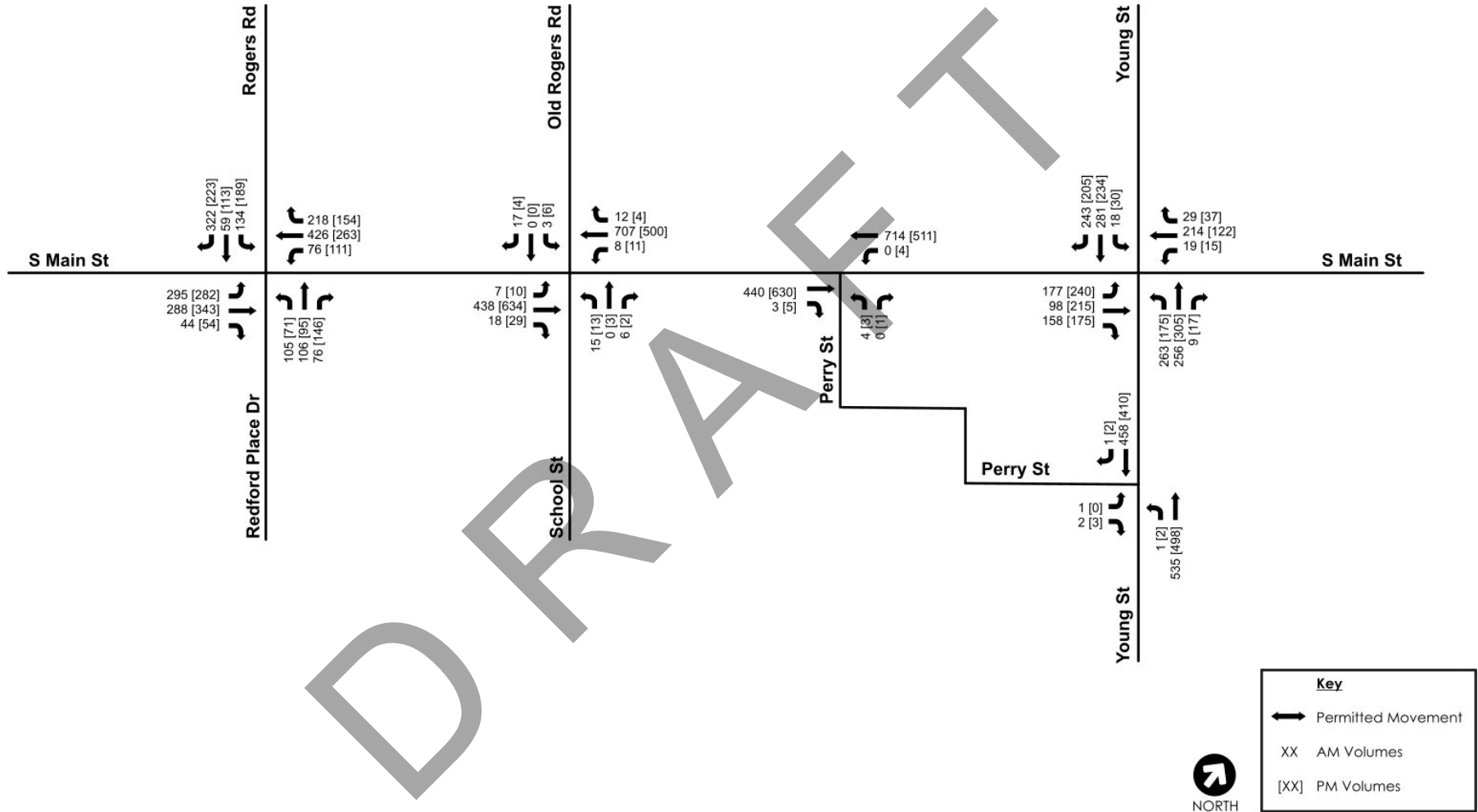
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REZ-23-05: SCARBORO APARTMENTS TRAFFIC IMPACT ANALYSIS

Traffic Volumes: 2024 Existing
 July 12, 2024

Figure 7: 2024 Existing Traffic Volumes



5.0 CAPACITY ANALYSIS

Capacity analyses were performed for the roadway network in the study area. The traffic analysis program Synchro Version 11 was used to analyze all signalized and stop-controlled intersections according to methods put forth by the Transportation Research Board’s Highway Capacity Manual⁶ (HCM). The HCM defines capacity as the “maximum rate or flow at which persons or vehicles can be reasonably expected to traverse a point or uniform section of a line or roadway during a specified period under prevailing roadway, traffic, and control conditions, usually expressed as vehicles per lane per hour.”

Level of service (LOS) is a term used to describe different traffic conditions and is defined as a “qualitative measure describing operational conditions within a traffic stream, and their perception by motorists or passengers.” LOS varies from Level A, representing free flow, to Level F where traffic breakdown conditions are evident. At an unsignalized intersection, the primary traffic on the main roadway is uninterrupted. Therefore, the overall delay for the intersection is usually less than what is calculated for minor street movements. The overall intersection delay and the delay for the intersections’ minor movement(s) are reported in the summary tables of this report. LOS D is acceptable for signalized intersections in suburban areas during peak periods. For unsignalized intersections, it is common for some of the minor street movements or approaches to be operating at LOS F during peak hour conditions and that is not necessarily indicative of an area that requires improvements.

Capacity analyses were completed following *NCDOT Capacity Analysis Guidelines*⁷ as well as the *Draft NCDOT Capacity Analysis Guidelines Best Practices*⁸. Table 3 presents the criteria of each LOS as indicated in the HCM.

Table 3: Level of Service Criteria

Level of Service (LOS)	Signalized Intersection Control Delay (seconds/vehicle)	Unsignalized Intersection Control Delay (seconds/vehicle)
A	≤ 10	≤ 10
B	>10 and ≤ 20	>10 and ≤ 15
C	>20 and ≤ 35	>15 and ≤ 25
D	>35 and ≤ 55	>25 and ≤ 35
E	>55 and ≤ 80	>35 and ≤ 50
F	>80	>50

The Town of Rolesville’s Land Development Ordinance (LDO)⁹, Section 8.E, establishes the following Level of Service Standards:

1. *The traffic impact analysis must demonstrate that the proposed development would not cause build-out-year, peak-hour levels of service on any arterial or collector road or intersection within the study area to fall below Level of Service (LOS) "D," as defined by the latest edition of the Highway Capacity Manual, or, where the existing level of service is already LOS "E" that the proposed development would not cause the LOS to fall to the next lower letter grade.*



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Existing Capacity Analysis (2024)

July 12, 2024

- 2. If the road segment or intersection is already LOS "F," the traffic impact analysis must demonstrate that the proposed development, with any proposed improvements, would not cause build-out year peak-hour operation to degrade more than five (5) percent of the total delay on any intersection approach.*

All Synchro files and detailed printouts can be found in the Appendix.

6.0 EXISTING CAPACITY ANALYSIS (2024)

In the base year of 2024 under the existing geometric conditions, all signalized study intersections operate at an overall LOS C or better.

All approaches to unsignalized (i.e. stop controlled) intersections operate at LOS E or better with the exception of the northbound approach of the South Main Street & Old Rogers Road/School Street intersection which operates at LOS F in the PM peak hour due to high traffic volumes on South Main Street.

The results from the 2024 existing analysis are shown in Table 4.



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Existing Capacity Analysis (2024)
July 12, 2024

Table 4: 2024 Existing Level of Service and Delay

Intersection		Approach	Lane Group	Delay (sec./veh.)		Level of Service (LOS)		95th % Queue (ft)		Max. Obs. Queue (ft)	
				AM	PM	AM	PM	AM	PM	AM	PM
	South Main Street & Rogers Road/Redford Place Drive	Overall		26	24.6	C	C				
		EB	L	11.8	9.2	B	A	164	140	239	236
			TR	16.1	16.4	B	B	249	296	265	344
		WB	L	5.6	6.1	A	A	25	42	234	157
			T	20.3	12.5	C	B	349	224	374	241
		NB	R	7.3	5.1	A	A	78	47	157	118
			L	37.4	40	D	D	114	86	169	129
		SB	T	58.8	58.6	E	E	143	132	198	184
			R	28	34.3	C	C	72	131	133	217
			South Main Street & Old Rogers Road/School Street	Overall		1.7	1.6				
NB	LTR			49.5	52.2	E	F	23	20	39	41
EB	L			10	8.6	A	A	0	0	20	18
WB	L			8.4	9.4	A	A	0	0	27	27
SB	LTR			27.7	45.2	D	E	13	13	38	32
	South Main Street & Perry Street	Overall		0.1	0.1						
		NB	LR	13.8	14.1	B	B	3	3	30	33
		WB	L	8.4	9.3	A	A	0	0	24	22
	South Main Street & Young Street	Overall		31.2	27	C	C				
		EB	L	16.1	12.6	B	B	140	189	180	207
			TR	16.2	12.4	B	B	195	329	171	269
		WB	L	17.6	13.6	B	B	26	20	42	36
			TR	32	26.9	C	C	270	171	282	166
		NB	L	37.1	35.5	D	D	206	144	199	200
			TR	24.7	34.2	C	C	189	270	382	416
		SB	L	17.9	25.4	B	C	21	37	227	249
T	55.8		56.6	E	E	305	264	814	639		
	Young Street & Perry Street	Overall		0.2	0.2						
		NB	LTR	8.4	8.2	A	A	0	0	60	51
		EB	LR	16.9	15.1	C	C	3	3	37	30



7.0 TRAFFIC VOLUMES: 2028 NO-BUILD & BUILD

The development is anticipated to be constructed in 2028. The following traffic volume calculations focus on the traffic conditions projected in 2028. All traffic volume calculations can be found in the Appendix.

7.1 BACKGROUND TRAFFIC GROWTH

Background traffic growth is the increase in traffic volumes due to usage increases and non-specific growth throughout the area. The 2024 existing volumes were grown by a 2.0 percent annual rate to estimate the 2028 volumes. The growth in vehicles as a result of this future traffic growth is shown in Figure 8.

7.2 ADJACENT DEVELOPMENT TRAFFIC

There are two (2) developments proposed to be constructed within and nearby the study area: Cobblestone and Parker Ridge. The total trips associated with these developments are shown in Figure 9. The following subsections highlight salient data for each of the approved developments.

7.2.1 Cobblestone

Cobblestone is a mixed-use development proposed in the northwest quadrant of the intersection of South Main Street & Young Street. The proposed development is expected to consist of 180 apartments, 18,200 square feet of municipal flex space, and 50,000 square feet of retail space. A copy of the traffic study prepared by Ramey Kemp & Associates is provided in the Appendix.

7.2.2 Parker Ridge

Parker Ridge is a residential development located on both sides of Redford Place Drive south of South Main Street. It is anticipated to consist of 162 single-family homes and 114 townhomes. No improvements to study area intersections are expected as a part of Parker Ridge. A copy of the traffic study prepared by Stantec is provided in the Appendix.

7.3 NO-BUILD TRAFFIC VOLUMES

The 2028 No-Build traffic volumes consist of the sum of the 2024 Existing traffic volumes, the Background traffic growth, and the adjacent development traffic. The 2028 No-Build traffic volumes are shown in Figure 10.

7.4 BUILD TRAFFIC VOLUMES

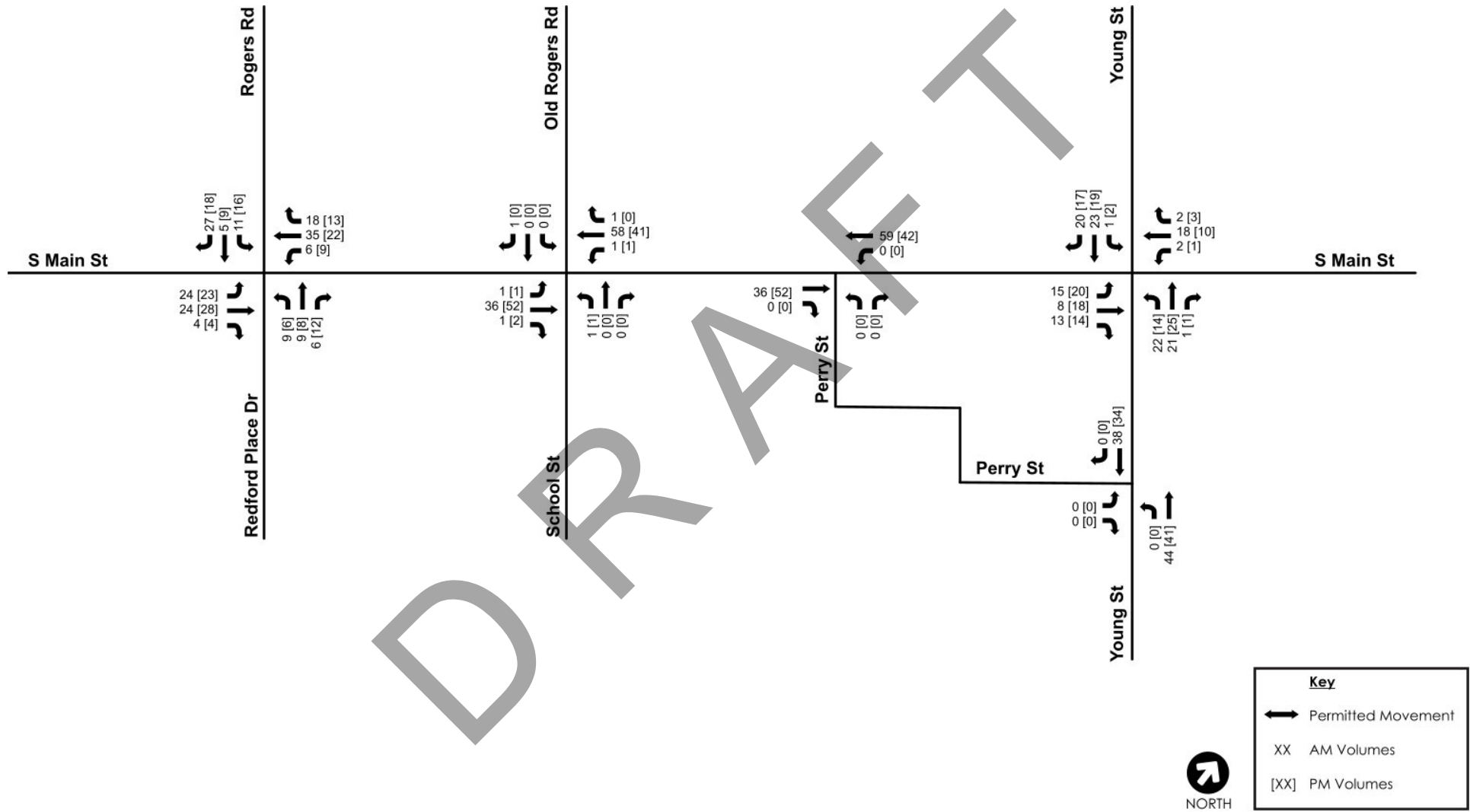
The 2028 Build traffic volumes include the 2028 No-Build traffic and the proposed development traffic discussed in Section 3.0. The 2028 Build traffic volumes are shown in Figure 11.



REZ-23-05: SCARBORO APARTMENTS TRAFFIC IMPACT ANALYSIS

Traffic Volumes: 2028 No-Build & Build
 July 12, 2024

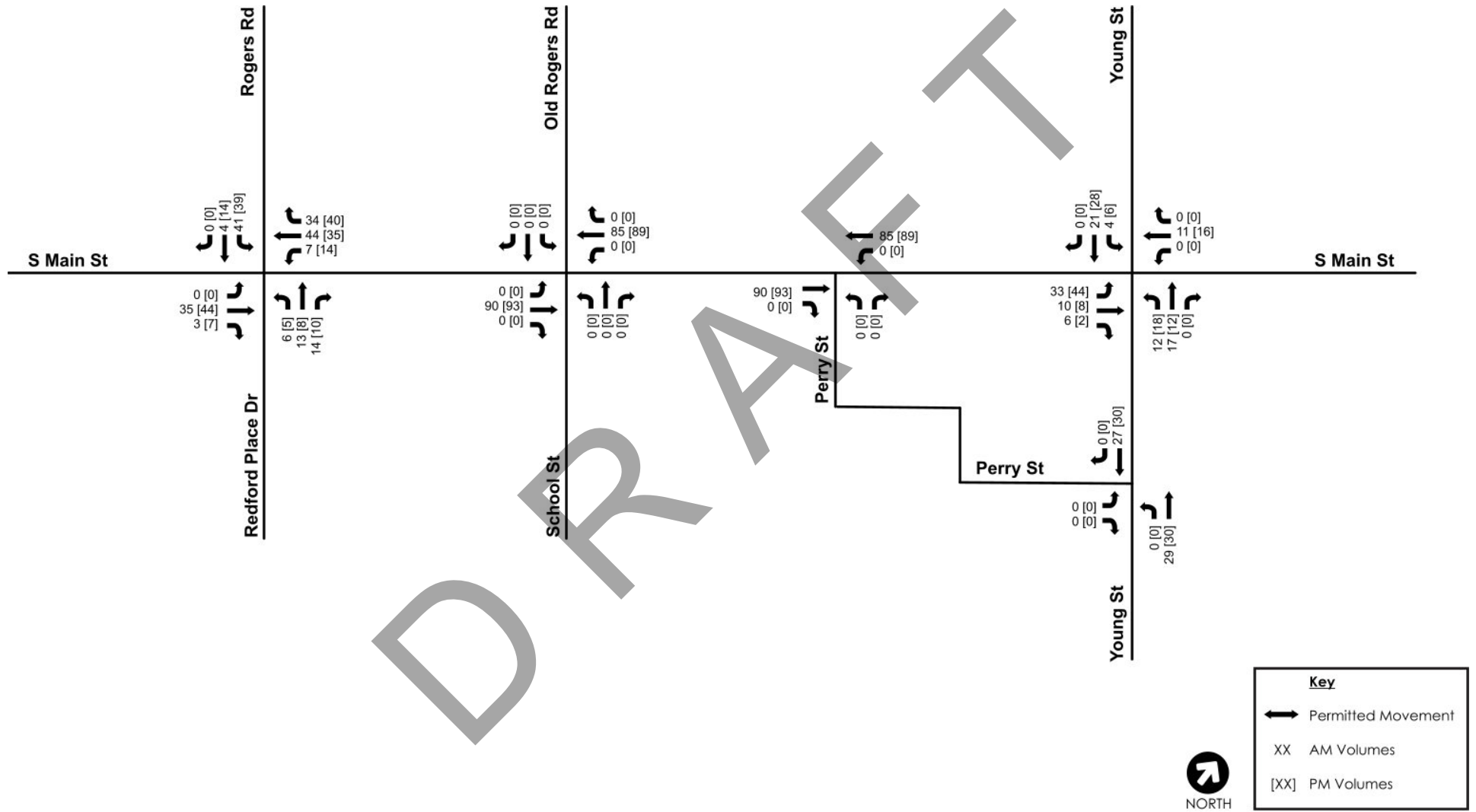
Figure 8: Background Traffic Growth



REZ-23-05: SCARBORO APARTMENTS TRAFFIC IMPACT ANALYSIS

Traffic Volumes: 2028 No-Build & Build
 July 12, 2024

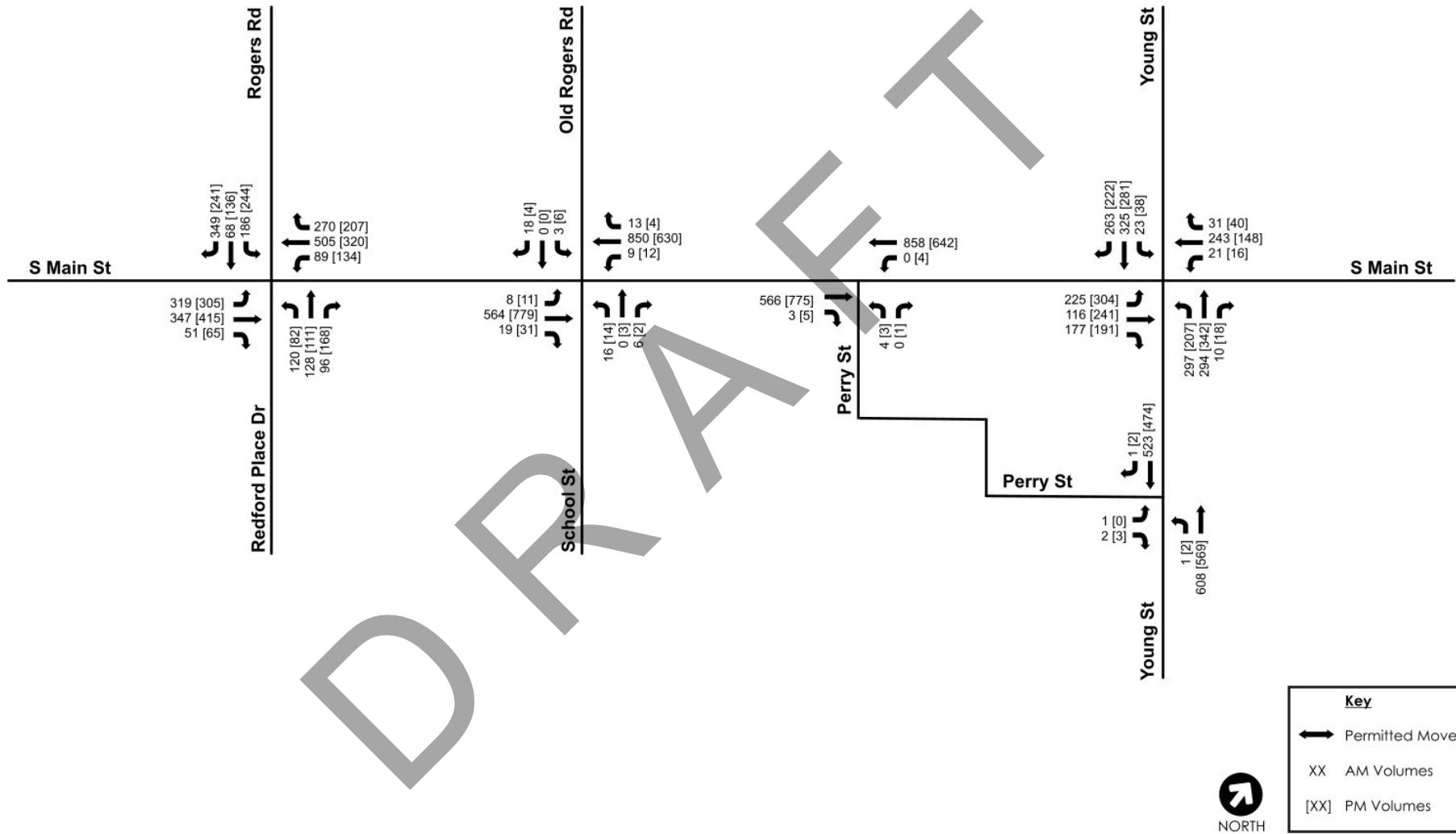
Figure 9: Adjacent Development Traffic Volumes



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Traffic Volumes: 2028 No-Build & Build
 July 12, 2024

Figure 10: 2028 No-Build Traffic Volumes



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Traffic Volumes: 2028 No-Build & Build
 July 12, 2024

Figure 11: 2028 Build Traffic Volumes

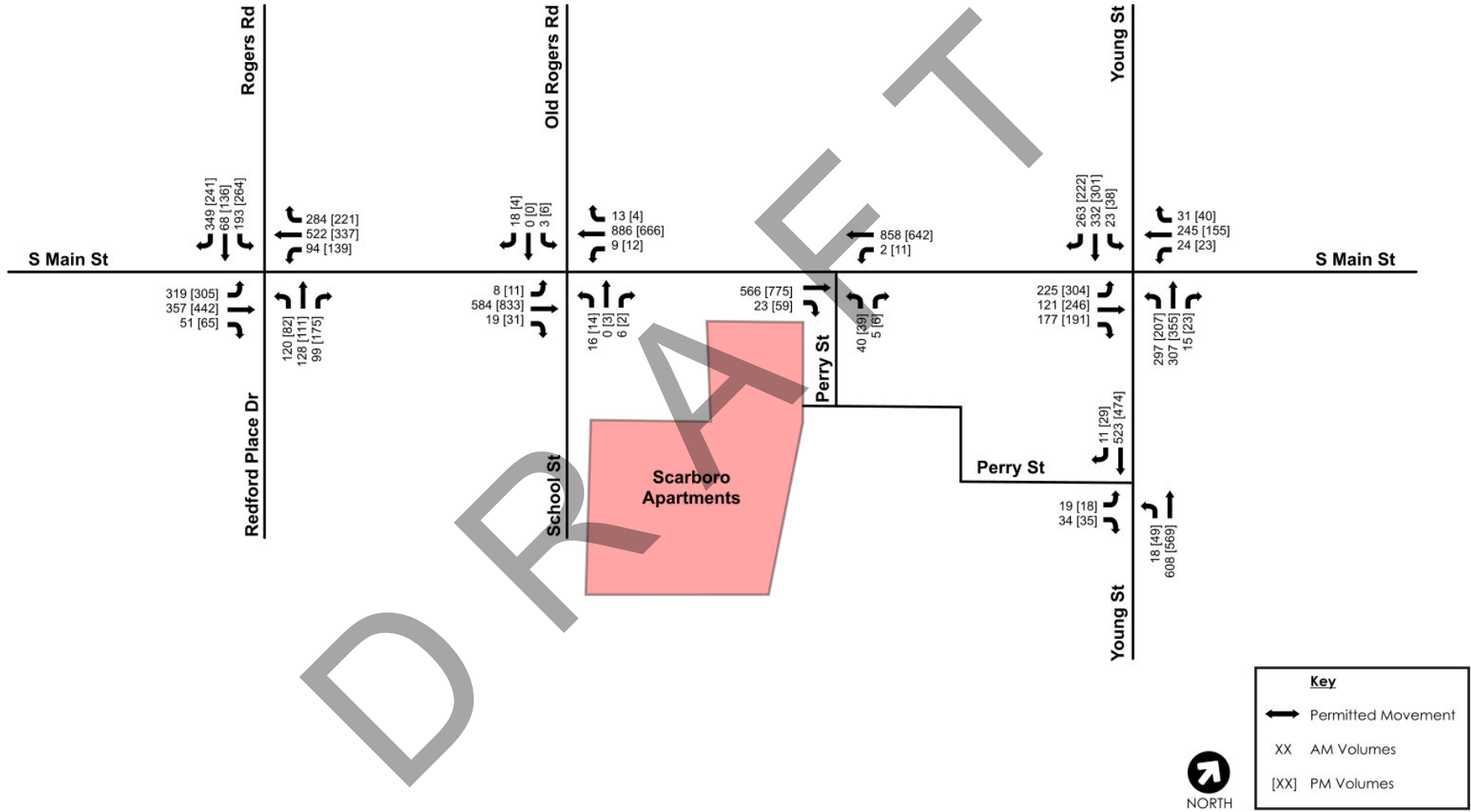


Figure is Not To Scale



8.0 2028 NO-BUILD

In the 2028 No-Build conditions, the analysis assumes the improvements associated with the U-6241 project. These improvements were discussed in Section 2.4, but are also listed below:

South Main Street at Redford Place Drive/Rogers Road

- Remove the existing westbound dedicated right-turn lane and re-stripe the existing westbound through lane to a shared thru-right turn lane.

South Main Street at Young Street

- Remove the existing southbound left turn lane and re-stripe the existing southbound through lane to a shared thru-left turn lane.
- Extend the storage of the existing southbound right turn lane from 75' to 250'.
- Reduce the storage of the existing eastbound left turn lane from 400' to 250'.
- Reduce the storage of the existing westbound left turn lane from 500' to 350'.

In the 2028 No-Build scenario, the signalized intersections of South Main Street & Rogers Road/Redford Place Drive and South Main Street & Young Street intersections operates at LOS E in the AM peak hour. Several movements at the intersection of South Main Street & Rogers Road/Redford Place Drive project to have long queues such as the eastbound left and westbound shared thru-left turn lane in the AM peak hour, and the westbound shared thru-left turn lane in the PM peak hour.

At the intersection of South Main Street & Old Rogers Road/School Street, the northbound and southbound approaches experience significant delays during the AM and PM peak hours. Vehicles waiting at the stop-controlled approaches will experience longer wait times to make any left-turn or through movements with the uninterrupted flow of the South Main Street approaches. Additionally, the westbound queue on South Main Street from the Rogers Road/Redford Place Drive intersection often extends beyond this intersection, blocking traffic from accessing S. Main Street.

At the intersection of South Main Street & Perry Street, the northbound Perry Street approach experiences long delays largely due to high traffic volumes on South Main Street. The results of the analysis show that high delays are experienced by left-turning traffic whereas right-turns operate with moderate to low delays. At unsignalized intersections, it is a common occurrence for minor streets to experience higher delays due to the difficulty in making a left-turn or through movement through the intersection with the uninterrupted main street traffic.

The following movements operate at LOS F during one or both peak hours:

- South Main Street at Redford Place Drive/Rogers Road – EBL/WBL/NBL/NBT/SBL/SBT – AM peak hour.
- South Main Street at Old Rogers Road/School Street – NBLTR/SBLTR – both peak hours
- South Main Street & Perry Street – NBLR – AM peak hour.
- South Main Street & Young Street – NBL/NBTR/SBLT/SBR – AM peak hour.

Synchro LOS and delay results for the 2028 No-Build analysis scenario are listed in Table 5.



REZ-23-05: SCARBORO APARTMENTS TRAFFIC IMPACT ANALYSIS

2028 No-Build
July 12, 2024

Table 5: 2028 No-Build Level of Service and Delay

Intersection		Approach	Lane Group	Delay (sec./veh.)		Level of Service (LOS)		95th % Queue (ft)		Max. Obs. Queue (ft)	
				AM	PM	AM	PM	AM	PM	AM	PM
	South Main Street & Rogers Road/Redford Place Drive	Overall		78	33.3	E	C				
		EB	L	134.7	25	F	C	704	250	250	250
			TR	24.8	24.6	C	C	404	424	1388*	528
		WB	L	106.7	10.2	F	B	181	56	250	250
			TR	77.6	32.5	E	C	1427	607	869	776
		NB	L	101.9	37.1	F	D	244	91	224	140
			T	99.4	56.3	F	E	255	147	384	182
			R	45.9	32.4	D	C	140	141	262	216
		SB	L	120.4	57.8	F	E	468	250	249	249
			T	80.1	56.2	F	E	149	172	531	392
		R	49.9	26.3	D	C	440	174	506	214	
	South Main Street & Old Rogers Road/School Street	Overall		13.5	3.9						
		NB	LTR	##	180.3	F	F	98	55	423	60
		EB	L	11.7	9.3	B	A	0	0	108	23
		WB	L	8.9	9.9	A	A	0	3	249	32
		SB	LTR	135.3	119	F	F	53	30	418	39
	South Main Street & Perry Street	Overall		0.4	0.3						
		NB	LR	78	37.4	F	E	13	5	55	33
		WB	LT	8.8	9.7	A	A	0	0	770	46
	South Main Street & Young Street	Overall		68	42.5	E	D				
		EB	L	31	33	C	C	228	272	403	401
			TR	23.5	29.9	C	C	333	357	409	445
		WB	L	32.6	24.2	C	C	41	25	60	52
			TR	58.1	43.9	E	D	469	210	423	245
		NB	L	92.7	43.6	F	D	506	234	200	200
			TR	89.7	64	F	E	513	458	776	514
		SB	LT	89.3	61.4	F	E	580	419	645	348
R	81		17.3	F	B	444	108	350	242		
	Young Street & Perry Street	Overall		0.2	0.2						
		NB	LT	8.8	8.5	A	A	0	0	144	48
		EB	LR	21.6	18.3	C	C	3	3	30	33

= Delay exceeds 300 seconds

*Maximum queue extends off the SimTraffic network and may be longer than recorded



2028 Build
July 12, 2024

9.0 2028 BUILD

In the Build scenario, the operations are generally similar to the No-Build scenario with the exception of the South Main Street & Redford Place Drive/Rogers Road intersection, which now operates at LOS F in the AM peak hour.

At the intersection of South Main Street & Old Rogers Road/School Street, the northbound and southbound approaches experience significant delays during the AM and PM peak hours. Vehicles waiting at the stop-controlled approaches will experience longer wait times to make any left-turn or through movements with the uninterrupted flow of the South Main Street approaches. Additionally, the westbound queue on South Main Street from the Rogers Road/Redford Place Drive intersection often extends beyond this intersection, blocking traffic from accessing S. Main Street.

The following movements operate at LOS F during one or both peak hours:

- South Main Street at Redford Place Drive/Rogers Road – EBL/WBL/WBTR/NBL/NBT/SBT – AM peak hour, SBL – both peak hours
- South Main Street at Old Rogers Road/School Street – NBLTR/SBLTR – both peak hours
- South Main Street & Perry Street – NBLR – both peak hours
- South Main Street & Young Street – NBL/NBTR/SBLT – AM peak hour.

Synchro LOS and delay results for the 2028 Build scenario are listed in Table 6.



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2028 Build
July 12, 2024

Table 6: 2028 Build Level of Service and Delay

Intersection		Approach	Lane Group	Delay (sec./veh.)		Level of Service (LOS)		95th % Queue (ft)		Max. Obs. Queue (ft)	
				AM	PM	AM	PM	AM	PM	AM	PM
	South Main Street & Rogers Road/Redford Place Drive	Overall		83	44.5	F	D				
		EB	L	143.3	43.5	F	D	716	341	250	250
			TR	25.5	26.8	C	C	422	448	1437*	598
		WB	L	105.8	12.3	F	B	190	62	250	250
			TR	88.2	41.2	F	D	1498	641	870	817
		NB	L	101.9	51.1	F	D	244	111	224	139
			T	99.4	53.7	F	D	255	143	348	172
			R	45.4	39.1	D	D	143	183	202	224
		SB	L	126.5	119.4	F	F	489	464	249	250
			T	80.1	49	F	D	149	172	526	957*
R	51.8		22.2	D	C	446	180	426	779*		
	South Main Street & Old Rogers Road/School Street	Overall		29	6.8						
		NB	LTR	##	##	F	F	115	73	434	48
		EB	L	12.3	9.5	B	A	3	0	96	24
		WB	L	9	10.1	A	B	0	3	177	74
		SB	LTR	##	##	F	F	80	40	516	36
	South Main Street & Perry Street	Overall		16.6	3.4						
		NB	LR	##	113.9	F	F	6	75	324*	80
		WB	LT	8.9	10	A	A	0	3	724	102
	South Main Street & Young Street	Overall		68.3	43	E	D				
		EB	L	32.2	35.3	C	D	234	188	381	356
			TR	24.1	29	C	C	332	273	404	408
		WB	L	33.4	26	C	C	47	33	60	61
			TR	59	44.1	E	D	468	211	448	266
		NB	L	89.2	42.7	F	D	506	236	200	200
			TR	92.5	65.2	F	E	547	505	773	571
		SB	LT	89.8	60.5	F	E	594	459	644	394
R	79.7		17.7	E	B	444	116	350	283		
	Young Street & Perry Street	Overall		1.2	1.3						
		NB	LT	8.8	8.8	A	A	3	5	224	166
		EB	LR	23.2	21.6	C	C	23	20	96	58

= Delay exceeds 300 seconds

*Maximum queue extends off the SimTraffic network and may be longer than recorded



10.0 2028 BUILD IMPROVED

To mitigate the impacts of the development on the South Main Street & Rogers Road/Redford Place Drive intersection, a 225' westbound right-turn lane was evaluated in the 2028 Build Improved scenario. As a result of this improvement, the intersection operates at LOS C and D in the 2028 Build Improved scenario.

To improve the intersection of South Main Street and Perry Street, a 75' eastbound right turn lane was evaluated, and at the Young Street & Perry Street a 75' eastbound right-turn lane and 50' northbound left-turn lane was evaluated. These two intersections are discussed in detail below in Section 10.1.2.

As noted in Section 5.0, the Rolesville LDO requires that any study area intersections that operate at LOS F and where the delay in the Build scenario increases by more than 5% when compared to the No-Build scenario should be investigated for mitigation. The South Main Street intersections with Old Rogers Road/School Street and Perry Street are discussed in detail below.

10.1.1 South Main Street & Old Rogers Road/School Street

With the addition of traffic generated by the proposed development, the northbound School Street and southbound Old Rogers Road approach of the South Main Street at Old Rogers Road/School Street intersection increases in delay by greater than 5%. If high delays are experienced on the stop-controlled approaches, drivers may opt for alternative routes. Even so, the intersection was evaluated for potential improvements to meet the requirements of the Rolesville LDO:

- The installation of a traffic signal would improve the LOS of the side streets significantly. This, however, is not anticipated to be permitted by NCDOT due to the proximity of the intersection to the adjacent signalized intersection of South Main Street at Redford Place Drive/Rogers Road. In addition, the low traffic volumes on the side-street approaches of Old Rogers Road and School Street are not anticipated to meet the warrants for the installation of a traffic signal included in the Manual on Uniform Traffic Control Devices (MUTCD¹⁰).
- The construction of dedicated left-turn lanes on Old Rogers Road and School Street reduces delay but does not mitigate the impact of the proposed development. This is attributed to low volumes of traffic on the side-street approaches and high through volumes on South Main Street. The installation of turn lanes may also impact adjacent property owners. As a result, the installation of turn lanes on Old Rogers Road and School Street is not recommended.
- Converting the northbound and southbound approach of Old Rogers Road and School Street to right-in/right-out access by installing channelization was shown to reduce delays on the side streets such that School Street and Old Rogers Road would operate at LOS C or better during both peaks. This would require left turns from Old Rogers Road and School Street to be redirected to Rogers Road and use the traffic signal at the intersection of South Main Street at Redford Place Drive/Rogers Road. The restriction of access without the installation of a median has only limited effectiveness. As a result, the restriction of access is not recommended.



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2028 Build Improved
July 12, 2024

Therefore, no improvements are recommended at the South Main Street at Old Rogers Road/School Street intersection in conjunction with this development. Consideration should be made for limiting the southbound Old Rogers Road approach to right-in/right-out access in the future.

10.1.2 Perry Street Intersections with South Main Street & Young Street

With the addition of traffic generated by the proposed development, the northbound Perry Street approach at the South Main Street & Perry Street intersection increases delay by greater than 5% this is due in part to the increase in traffic volumes associated with the proposed development but also high traffic volumes on South Main Street. The results of the analysis show that high delays are experienced by left-turning traffic whereas right-turns operate with moderate to low delays. Accordingly, it is recommended that left-turns be prohibited during the AM and PM peak periods. Left-turning traffic may access South Main Street by using Perry Street to access Young Street where they could then make a left-turn onto South Main Street under the control of the traffic signal.

This rerouting of traffic improves the level of service of the intersection of South Main Street at Perry Street. However, the level of service on the Perry Street approach to Young Street decreases from LOS C to LOS E; resulting in the recommendation of turn-lanes at the intersection.

As a result, it is recommended to prohibit left-turns from Perry Street onto Main Street during the weekday AM and PM peak periods. It is recommended that this be achieved through the installation of a "No Left Turn" sign (R3-2) with a supplemental plaque (R10-20aP)¹⁰.

The 2028 Build Improved capacity analysis results are shown in Table 7.



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2028 Build Improved
 July 12, 2024

Table 7: 2028 Build Improved Level of Service and Delay

Intersection		Approach	Lane Group	Delay (sec./veh.)		Level of Service (LOS)		95th % Queue (ft)		Max. Obs. Queue (ft)	
				AM	PM	AM	PM	AM	PM	AM	PM
	South Main Street & Rogers Road/Redford Place Drive	Overall		48.1	29.7	D	C				
		EB	L	91.9	15.7	F	B	475	204	250	250
			TR	27	27.8	C	C	385	495	600	655
		WB	L	60.1	12.7	E	B	113	59	250	250
			T	36.6	24.9	D	C	624	330	854	489
		NB	R	8.6	9.4	A	A	92	122	325	285
			L	55	35.1	D	D	165	85	204	158
			T	56.2	56.3	E	E	163	147	237	198
		SB	R	32.1	31.5	C	C	104	134	169	192
			L	124.8	57.7	F	E	335	253	249	243
T	50.8		56	D	E	99	172	486	308		
		R	35.7	26	D	C	231	143	385	232	
	South Main Street & Old Rogers Road/School Street	Overall		29	1.6						
		NB	LTR	##	72.1	F	F	115	30	75	48
		EB	L	12.3	9.5	B	A	3	0	24	26
		WB	L	9	10.1	A	B	0	3	32	32
		SB	LTR	##	53.2	F	F	80	15	75	37
	South Main Street & Perry Street	Overall		0	0.2						
		NB	R	12.6	15.3	B	C	0	3	23	26
		WB	LT	8.9	10	A	A	0	3	81	107
	South Main Street & Young Street	Overall		48.9	43.9	D	D				
		EB	L	29.3	37.4	C	D	151	299	293	368
			TR	21.1	30.4	C	C	202	372	327	427
		WB	L	24.3	26	C	C	33	33	60	59
			TR	46.3	44.1	D	D	305	211	340	256
		NB	L	65.6	45.8	E	D	449	283	200	200
			TR	57.3	65.2	E	E	404	505	674	583
		SB	LT	61.4	60.5	E	E	458	459	436	410
R	53.7		17.7	D	B	317	116	328	264		
	Young Street & Perry Street	Overall		3.3	3.4						
		NB	L	8.8	8.8	A	A	3	5	31	51
		EB	L	60.3	56.6	F	F	60	58	81	70
			R	10.8	10.5	B	B	5	5	63	53

= Delay exceeds 300 seconds



Recommendations
July 12, 2024

11.0 RECOMMENDATIONS

Based on the findings of this study, specific improvements have been identified and some should be completed as part of the proposed development.

South Main Street & Rogers Road/Redford Place Drive

- Construct a westbound right-turn lane with 225' of full-width storage and appropriate taper.
- The above recommendation will require the modification of the traffic signal at the intersection.

South Main Street & Old Rogers Road/School Street

- No improvements are recommended at this intersection.

South Main Street & Perry Street

- Construct an eastbound right-turn lane with 75' of full-width storage and appropriate taper.
- Restrict northbound left-turns during the AM and PM peak periods through the installation of a "No Left Turn" sign (R3-2) with a supplemental plaque (R10-20aP) stating that this restriction is in place Monday through Friday from 7:00 AM to 9:00 AM and 4:00 PM to 7:00 PM

South Main Street & Young Street

- No improvements are recommended at this intersection.

Young Street & Perry Street

- Construct an eastbound right-turn lane with 75' of full-width storage and appropriate taper.
- Construct a northbound left-turn lane with 50' of full-width storage and appropriate taper.

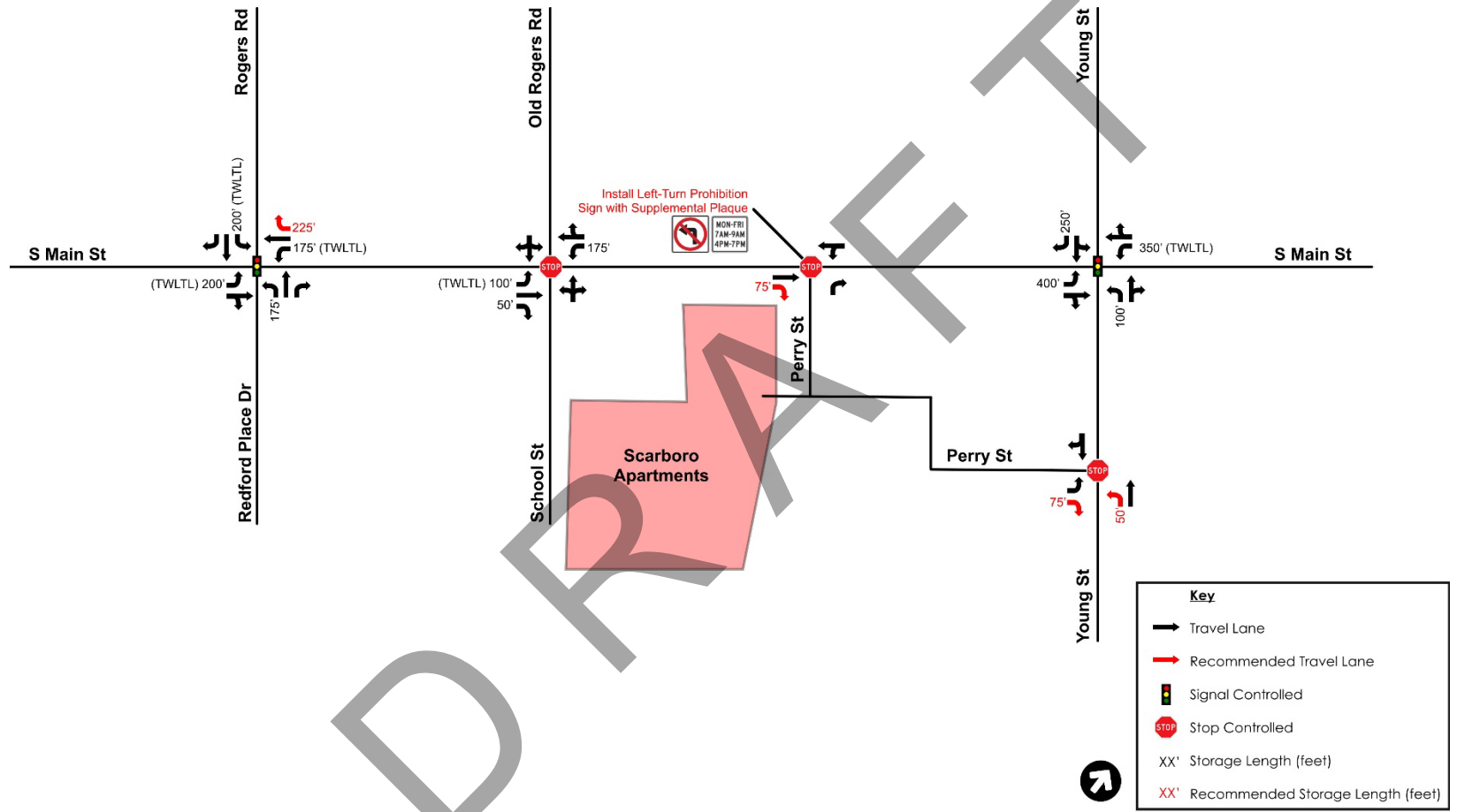
These recommendations are illustrated in Figure 12.



REZ-23-05: SCARBORO APARTMENTS TRAFFIC IMPACT ANALYSIS

Recommendations
 July 12, 2024

Figure 12: Recommended Improvements



References

July 12, 2024

12.0 REFERENCES

¹ **NCDOT Functional Classification Map**,

<http://ncdot.maps.arcgis.com/home/webmap/viewer.html?layers=029a9a9fe26e43d687d30cd3c08b1792>

² **NCDOT Average Daily Traffic Volumes**,

<https://ncdot.maps.arcgis.com/apps/webappviewer/index.html?id=964881960f0549de8c3583bf46ef5ed4>

³ **Trip Generation (11th Edition)**, Institute of Transportation Engineers (ITE), September 2021.

⁴ **NCDOT Rate Versus Equation Spreadsheet**. North Carolina Department of Transportation (NCDOT), July 2022,

<https://connect.ncdot.gov/resources/safety/Congestion%20Mngmt%20and%20Signing/DRAFT%20-%20Trip%20Generation%20Rate%20Eqn.xlsm>

⁵ **Enhancing Internal Trip Capture Estimation for Mixed-Use Developments**. National Cooperative Highway

Research Program, 2011, <https://nap.nationalacademies.org/catalog/14489/enhancing-internal-trip-capture-estimation-for-mixed-use-developments>

⁶ **Highway Capacity Manual 6th Edition: A Guide for Multimodal Mobility Analysis**. Washington D.C.:

Transportation Research Board, 2016.

⁷ **NCDOT Capacity Analysis Guidelines**. North Carolina Department of Transportation (NCDOT), March 2022,

<https://connect.ncdot.gov/resources/safety/Congestion%20Mngmt%20and%20Signing/Standards%20-%20Capacity%20Analysis%20Guidelines.pdf>

⁸ **Draft NCDOT Capacity Analysis Guidelines: Best Practices**. North Carolina Department of Transportation (NCDOT), March 2022,

<https://connect.ncdot.gov/resources/safety/Congestion%20Mngmt%20and%20Signing/Best%20Practices%20-%20Capacity%20Analysis%20Guidelines.pdf>

⁹ **Land Development Ordinance**. Town of Rolesville, June 1, 2021,

<https://www.rolesvillenc.gov/code-ordinances>

¹⁰ **Manual on Uniform Traffic Control Devices (MUTCD)**. Federal Highway Administration, December 2023,

https://mutcd.fhwa.dot.gov/pdfs/11th_Edition/mutcd11thedition.pdf

13.0 APPENDIX

- Scoping Correspondence
- Site Plan
- Raw Traffic Count Data
- Approved Development Information
- Traffic Volume Calculations
- Synchro Files
- Synchro & SimTraffic Reports



REZ-23-05: SCARBORO APARTMENTS
REZONING CONDITIONS
JUNE 13, 2024

1. The Development shall be in general compliance with the Concept Plan dated May 1, 2024, attached as Exhibit A. Approval of this rezoning and Concept Plan shall not preclude the Developer from pursuing any administrative amendments to the Concept Plan as prescribed in LDO Section 3.4.
2. The following Principal Uses as listed in LDO Section 5.1. that are permitted or special uses in the TC zoning district shall be prohibited: (i) Dwelling, Single Family, Attached; (ii) College/University; (iii) Public Safety Facility; (iv) Lodging; (v) Commercial (vi) ~~Retail~~ Sales and Services, Community; (vii) Retail Sales and Services, Shopping Center; (viii) Major Transportation Installation; and (ix) Telecommunication Tower.
3. No more than 240 dwelling units – either “Dwelling, Multiple Family” or “Dwelling, Upper Story Unit” - shall be permitted on the property.
4. The hours of operation for nonresidential uses shall be between 7:00 AM and 9:00 PM.
5. Nonresidential Uses shall be located within 175’ of the new Collector Street and north of the Neuse River stream buffer, as shown on Exhibit A.
6. Nonresidential Uses shall not be less than 10,000 square feet of gross floor area, and shall not exceed 20,000 square feet of gross floor area. A maximum of fifty percent (50%) of the residential units may be permitted until at least twenty-five (25%) of the maximum allowable nonresidential square footage is permitted (issue of a building permit).
7. At least 3,000 square feet gross floor area of nonresidential uses shall be located in each of the following: (i) the Retail building along S. Main Street, and (ii) the two Mixed Use buildings along the new Collector Street. This Condition shall not permit less Nonresidential Use square footage than what is required in Condition 6.
8. Prior to the submittal of a demolition permit for the removal of the single-family home at 201 S. Main Street (PIN 1758-99-8909), the Development shall document the existing structure through photographs and detailed exterior elevation drawings. The Development shall send the documentation to the Town of Rolesville Planning Department and Board of Commissioners. Prior to the demolition, the Development shall have first priority to relocate or remove any items of historic significance and building materials for reuse.
9. If the Development chooses not to relocate the home, the following Condition shall apply: Prior to the demolition, the Development will allow any non-profit entity, individual or for-profit entity to relocate any of the existing single-family home at no cost to the Development and without payment to the Development so long as the party relocating the single-family home is solely responsible for the relocation, including

without limitation, securing all permits and approvals required by law. The Development will provide general public notice in the News & Observer of the offer for relocation or salvage. Public notice shall occur at least one hundred eighty (180) days prior to the scheduled demolition of the home. Prior to demolition of the single-family home that has not been relocated within thirty (30) days prior to demolition, the Development will allow the Town of Rolesville or any local organization (such as Habitat for Humanity) at least fifteen (15) days to remove items of historic significance and building materials for reuse. This condition shall not require the Development to demolish or remove the single-family home.

10. Vehicular ingress and egress via School Street are prohibited. This condition shall not act as a prohibition on pedestrian access to School Street, nor shall it require pedestrian access to School Street.
11. The Development shall construct a 10' wide sidepath (the "Path") within the new Collector Street right-of-way, beginning at the S. Main Street intersection and terminating at the boundary line with adjacent property with PIN 1768-09-8727, subject to all governmental reviews and approvals, in accordance with the Town of Rolesville Greenway Plan. The Path will be located on the eastern side of the new collector street, as shown on Exhibit A. The Path shall be paved with either asphalt or concrete, at the discretion of Town staff at the time of development approval. A planting strip at least five feet (5') wide shall separate the Path from the back of curb. The Path shall take the place of and serve as the sidewalk along the eastern side of the new Collector Street.
12. Where buildings and active use areas prevent the incorporation of Streetscape Buffers as set forth in LDO Section 6.2.2.2. (i.e., a 30'-wide Street Buffer along S. Main Street and a 15'-wide Street Buffer along the new Collector Street), the Development shall plant one (1) street tree for every forty (40) linear feet of street frontage.
13. The Development shall provide an opaque fence at least eight feet (8') in height along the shared boundary lines with those parcels have Wake County Property Identification Numbers (PINs) 1759-90-4168, 1759-90-5245, 1759-90-6321, and 1759-90-7307. The location of the fence is shown on Exhibit A.
14. Along the shared boundary lines of those parcels described in Condition 13, the Development shall provide two (2) trees per 100 linear feet, on average.
15. In order to buffer those single-family homes along Glenn Circle from the new Collector Street right-of-way, the Development shall provide an opaque fence at least eight feet (8') in height on the eastern side of the new Collector Street, beginning south of the intersection with Perry Street and the new Collector Street and terminating at the parcel with Wake County Property Identification Number 1768-09-8727. The approximate location of the fence is shown on Exhibit A.
16. Between the Path described in Condition 11 and the fence described in Condition 15, the Development shall provide two (2) shade trees per 100 linear feet, on average. This planting

schedule shall begin immediately south of the intersection with Perry Street and the new Collector Street and terminating at the parcel with Wake County Property Identification Number 1768-09-8727. The approximately location of the tree planting area is shown on Exhibit A.

17. Dwelling, Upper Story Units shall be prohibited from having balconies on those facades of the Mixed Use buildings facing the new Collector Street, as shown on Exhibit A.

EXHIBIT A: SCARBORO APARTMENTS CONCEPT PLAN
REZ-23-05



LEGEND

- Stream Buffer
- Wetlands
- Active Use Area
- Active Recreational Open Space Area
- Right-of-Way Dedication
- Stormwater Facility Area
- Extent of Retail Development

Scale: 1" = 60'

0 30' 60' 120'

REVISION 5

DATE	CHECKED BY	PROJECT NO.
05-01-2024	TS	2273
SCALE AS NOTED	SHEET NO.	SKP-4

PROJECT INFORMATION

SITE SUMMARY
GROSS LAND AREA: 57,277 SF (1.315 AC)
PROPOSED RIGHT OF WAY DEDICATION: 62,833 SF (1.44 AC)
EXISTING ZONING: RL
PROPOSED ZONING: TC-C2

LOI SUMMARY
MAXIMUM ALLOWED DENSITY: 20 UNITS/AC
MIN DENSITY FOR UPPER STORY: 15.2 UNITS/AC
PROPOSED DENSITY: 1200 UNITS / 13.15 AC

MAXIMUM BUILDING HEIGHT: 35' UP TO 60' W/ DESIGN ALTERNATIVE
STREET FRONTAGE: 0/720'
REAR SERVIC: 0/745'
FRONTAGE REQUIREMENT: 50%
ACTIVE USE AREA: 25 OR 75% OF BUILDING FRONTAGE

PARKING:
REQUIRED: 420 SPACES
SINGLE USE RESIDENTIAL BUILDING: 420 SPACES
SINGLE USE RETAIL BUILDING: 2,571,000 SF
5,214 SF = 16 SPACES
MAX USE RESIDENTIAL: 40 UNITS = 80 SPACES
MULTIFAMILY LOADING: 1/20000 OF GFA, MAX 20 SPACES
MAX USE LOADING: 9581 SF GFA = 3 SPACES

PROPOSED:
420 SPACES
1 PARALLEL SPACE
405 STANDARD SPACES

BIKE PARKING REQUIRED: 1/1,500 DWELLING UNITS, MAX 20
COMMERCIAL: 34 SPACES
BIKE PARKING PROPOSED: 20,000 SF RETAIL = 4 SPACES

OPEN SPACE SUMMARY
REQUIRED: 74,355 SF (1.691 AC) MIN TO INCLUDE 2 SMALL OPEN SPACE TYPES
PROPOSED: 74,355 SF
74,355 SF (1.691 AC) MIN TO INCLUDE 2 SMALL OPEN SPACE TYPES
RECREATION: 15,000 SF (0.34 AC)
STORMWATER FACILITY: 23,027 SF (0.52 AC)

PROPERTY	PN	RED	OWNER	ZONING	USE
A	1768000577	0053005	MC 525 THE TOWER LLC 248 OAKLAWN DR ROSELAND, NC 28068	RL	SINGLFAM
B	1768001547	0001289	WALTON INVESTMENTS LLC 5150 PINE LAKE DR HUNTERDON, NJ 08832	RL	SINGLFAM
C	1768002218	0007294	COORE DEVELOPMENT HOLDING LLC 2075-848 HOLDING LLC 2075-848	RL	SINGLFAM
D	1768002188	0014441	COORE DEVELOPMENT HOLDING LLC 2075-848 HOLDING LLC 2075-848	RL	SINGLFAM
E	1768003719	0316781	MC 525 THE TOWER LLC WATER FRONT ST 2787-2823 HUNTERDON, NJ 08832	RL	SINGLFAM
F	1768003095	0024237	MC 525 THE TOWER LLC WATER FRONT ST 2787-2823 HUNTERDON, NJ 08832	RL	SINGLFAM
G	1768004992	0047017	MC 525 THE TOWER LLC WATER FRONT ST 2787-2823 HUNTERDON, NJ 08832	RL	SINGLFAM
H	1768008277	0001289	MC 525 THE TOWER LLC WATER FRONT ST 2787-2823 HUNTERDON, NJ 08832	RL	SINGLFAM
I	1768011528	0219717	MC 525 THE TOWER LLC WATER FRONT ST 2787-2823 HUNTERDON, NJ 08832	RL	N/A
J	1768088411	0053005	MC 525 THE TOWER LLC WATER FRONT ST 2787-2823 HUNTERDON, NJ 08832	RL	N/A
K	1768090437	0033179	BOHEMIA LLC WATER FRONT ST 2787-2823 HUNTERDON, NJ 08832	RL	N/A
L	1768099444	0023151	MC 525 THE TOWER LLC WATER FRONT ST 2787-2823 HUNTERDON, NJ 08832	RL	SINGLFAM
M	1768099440	0022033	MC 525 THE TOWER LLC WATER FRONT ST 2787-2823 HUNTERDON, NJ 08832	RL	SINGLFAM
N	1768097286	0027218	MC 525 THE TOWER LLC WATER FRONT ST 2787-2823 HUNTERDON, NJ 08832	RL	SINGLFAM
O	1768098411	0053005	MC 525 THE TOWER LLC WATER FRONT ST 2787-2823 HUNTERDON, NJ 08832	RL	N/A
P	1768097055	0102701	WATER FRONT ST 2787-2823 HUNTERDON, NJ 08832	RL	SCHOOL
Q	1768094024	0054569	WATER FRONT ST 2787-2823 HUNTERDON, NJ 08832	RL	SINGLFAM
R	1768094168	0027130	WATER FRONT ST 2787-2823 HUNTERDON, NJ 08832	RL	RES/BUS
S	1768092545	0047163	WATER FRONT ST 2787-2823 HUNTERDON, NJ 08832	RL	TWO/FAM
T	1768094621	0040273	WATER FRONT ST 2787-2823 HUNTERDON, NJ 08832	RL	SINGLFAM
U	1768097207	0040333	WATER FRONT ST 2787-2823 HUNTERDON, NJ 08832	RL	SINGLFAM

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