



# TOWN *of* WAKE FOREST

## Joint Public Hearing & Planning Board Meeting Agenda January 3, 2017 7:30 PM

### \*\*\*NOTICE\*\*\*

For people with impaired hearing: Special equipment is available for use during meetings in the Town Hall board chambers. Prior notice is requested. For more information, please contact Town Clerk Deeda Harris at (919) 435-9413 or [dharris@wakeforestnc.gov](mailto:dharris@wakeforestnc.gov).

### **CABLE AND ONLINE BROADCAST OF JOINT PUBLIC HEARINGS AND PLANNING BOARD MEETINGS**

All Joint Public Hearings and Planning Board meetings are broadcast live on Time Warner Cable Community Channel 10 beginning at 7:30 p.m. Meetings are also aired online on the official Town of Wake Forest website at [www.wakeforestnc.gov](http://www.wakeforestnc.gov). Archived meeting videos are also provided and available for one year after the original air date.

Planning Board meeting agendas are available for viewing and downloading at [www.wakeforestnc.gov/government/planningboard.aspx](http://www.wakeforestnc.gov/government/planningboard.aspx) by noon on the Thursday prior to the first Tuesday of each month. Citizens may request copies of the agenda or submit questions concerning agenda items by calling the Town Clerk's Office at (919) 435-9413. Citizens may also receive copies of the agenda via email by enrolling in the E-Notifier subscription service. For more information, visit [www.wakeforestnc.gov/enotifier.aspx](http://www.wakeforestnc.gov/enotifier.aspx).

When an agenda item is denoted as a Public Hearing, persons attending shall be permitted to address the Planning Board and Board of Commissioners regarding the item under consideration with those speaking in favor first and those against speaking second. Proponents and opponents shall each be given five minutes of time to speak and may choose to allow one speaker to utilize the time. In the event that either proponent(s) or opponent(s) have not designated a speaker to represent the view, each speaker will be allowed five minutes each to express his/her comments, ideas, concerns, expressions, and desires.

**7:30 PM - Joint Public Hearing Begins (Planning Board & Board of Commissioners)**

1. CASE SD-16-08 Willows at Traditions: Request filed by JPM South for Subdivision Master Plan approval for a 100-lot townhome development on 11.98 acres of land located at the intersection of Traditions Grande Blvd and Royal Mill Avenue, being Wake County Tax PIN 1851-13-8150. ***(QUASI-JUDICIAL HEARING)***
2. CASE SD-16-09 Crenshaw Corners: Request filed by Crenshaw Corners, LLC for Subdivision Master Plan approval for a 7-lot commercial subdivision on 7.08 acres of land located at the intersection of Durham Road and Dr. Calvin Jones Highway, being Wake County Tax PINs 1830-28-1505 & 1830-18-6497. ***(QUASI-JUDICIAL HEARING)***
3. CASE SU-16-03 Wake Forest Crossing Outparcel 10: Request filed by Henson-Foley for Special Use Permit approval for a 4-story hotel on 2.189 acres of land located at 1005 Stadium Drive, being Wake County Tax PIN 1831-95-4306. ***(QUASI-JUDICIAL HEARING)***
4. CASE RZ-16-10 844 S. Main Street: Request filed by David B. Alford to rezone 1.67 acres located at 844 S. Main Street from NB, Neighborhood Residential to GR3, General Residential-3, being Wake County Tax PIN 1840-28-8106. ***(LEGISLATIVE HEARING)***

**Planning Board Meeting Begins**

**1. Regular Business**

- A. Approval of agenda.
- B. Introduction of New Planning Board Member(s)
- C. Election of Officers for 2017
- D. Approval of minutes from October 4, 2016 meeting.

**2. New Business**

- A. CASE SD-16-08 Willows at Traditions: Request filed by JPM South for Subdivision Master Plan approval for a 100-lot townhome development on 11.98 acres of land located at the intersection of Traditions Grande Blvd and Royal Mill Avenue, being Wake County Tax PIN 1851-13-8150. ***(QUASI-JUDICIAL HEARING)***
- B. CASE SD-16-09 Crenshaw Corners: Request filed by Crenshaw Corners, LLC for Subdivision Master Plan approval for a 7-lot commercial subdivision on 7.08 acres of land located at the intersection of Durham Road and Dr. Calvin Jones Highway, being Wake County Tax PINs 1830-28-1505 & 1830-18-6497. ***(QUASI-JUDICIAL HEARING)***
- C. CASE SU-16-03 Wake Forest Crossing Outparcel 10: Request filed by Henson-Foley for Special Use Permit approval for a 4-story hotel on 2.189 acres of land located at 1005 Stadium Drive, being Wake County Tax PIN 1831-95-4306. ***(QUASI-JUDICIAL HEARING)***

Joint Public Hearing & Planning Board Agenda  
January 3, 2017

- D. CASE RZ-16-10 844 S. Main Street:** Request filed by David B. Alford to rezone 1.67 acres located at 844 S. Main Street from NB, Neighborhood Residential to GR3, General Residential-3, being Wake County Tax PIN 1840-28-8106. (***LEGISLATIVE HEARING***)

**3. Other Business**

- A.** Applications submitted requiring future quasi-judicial review:  
a. SU-16-04: Wake Union Place

**4. Adjournment**

## STAFF REPORT

**TO:** Planning Board  
**DATE:** December 13, 2016  
**CASE:** SD-16-08 Willows at Traditions  
**PREPARED BY:** Charlie Yokley, Assistant Planning Director

### **GENERAL INFORMATION:**

**Applicant / Owner:** JPM South  
7208 Falls of Neuse Road Suite 101  
Raleigh NC 27615  
[john@jpmsouth.com](mailto:john@jpmsouth.com)  
919-518-9210

**Engineer:** Stewart Inc  
421 Fayetteville Street Suite 400  
Raleigh NC 27601  
[jpuckett@stewartinc.com](mailto:jpuckett@stewartinc.com)  
919-380-8750

**Requested Action:** Review and approval of a Major Subdivision Master Plan for the Willows at Traditions Subdivision

**Tax Pin No(s):** 1851-13-8150

**Location:** Intersection of Traditions Grande Blvd and Royal Mill Avenue

**Size:** 11.98 acres

**Existing Zoning:** RMX, Residential Mixed Use

**Proposed Land Use:** 100 townhomes units

**Existing Lane Use:** Undeveloped

### **Surrounding Land Use & Zoning:**

**North** - Undeveloped; RMX, Residential Mixed Use

**South** - Traditions Subdivision; RMX, Residential Mixed Use

**East** - Envision Charter Academy; NMX, Neighborhood Mixed Use

**West** - Traditions Subdivision; GR10, General Residential-10

**Zoning History:** The property was rezoned to RMX as part of the adoption of the Unified Development in Ordinance in 2013.

**Applicable Regulations:** Unified Development Ordinance, Wake Forest Community Plan

## **SPECIAL INFORMATION:**

**Physical Characteristics:** The site is mostly wooded and slopes from east to west. There are features subject to Neuse River Riparian Buffers located on the property.

**Public Utilities:** Public water and sewer services are available upon developer paid extension and annexation

**Public Services:** Public services will be provided upon annexation.

**Transportation:** Access will be provided via a new public street connection off of Royal Mill Avenue, and a new public street connection off of Traditions Grande Boulevard. Public streets and alleys will be constructed as required by the Unified Development Ordinance. Sidewalks will be installed as required by the Unified Development Ordinance.

### **Wake Forest Community Plan:**

The subject property is located in the General Urban Zone per the Growth Strategy Map. The policy emphasis of the General Urban Zone sets forth a flexible two-pronged approach. The first approach acknowledges the fact that there will continue to be demand for the type of post-war suburban development that has become the norm for much of Wake Forest over the past 40 to 50 years. Thus, relatively large lot, single family subdivisions will continue to play a role in meeting a major segment of market demand for housing in Wake Forest. At the same time, the Town wishes to encourage more traditional neighborhood development (TND) such as that associated with Holding Village. Obviously, the more new housing units that can be directed toward TND style, mixed use developments, the more the area will benefit from fewer cross-town automobile trips and traffic congestion on the Town's few major thoroughfares. Regardless of whether a particular development is of the post-war suburban model or the traditional neighborhood model, the Town wishes to see more well-designed nonresidential services and places of employment proximate to and well integrated with nearby residential development.

The following policies are applicable to the review of this request:

### **Policies for Future Neighborhoods:**

- *(Policy FN-1):* To minimize sprawl and land consumption, and to promote a walkable community, most new neighborhoods should be compact in form.
- *(Policy FN-2):* New neighborhood streets should be no wider than necessary to serve their intended purposes.
- *(Policy FN-7):* As new neighborhoods are developed, a mixture of housing types/sizes/prices should be encouraged within the bounds of each neighborhood planning area.
- *(Policy FN-10):* Street designs in new neighborhoods should give equal priority to the pedestrian and the automobile.

### Policies for Parks, Recreation, and Open Space:

- *(Policy PR-2):* Mini-parks should continue to be supported in existing and proposed neighborhoods to meet the needs of small children and the elderly, and to encourage social interaction and mutual support among area families. Arrangements for some maintenance of new mini-parks by volunteers should be pursued.
- *(Policy PR-3):* Neighborhood and mini parks should be located in full view of residential and/or non-residential activities, where informal observation and oversight can prevent vandalism and improve security.
- *(Policy PR-4):* New residential development should continue to provide for funding to help meet the demand for open space and recreation created by the development.

### Policies for Streets:

- *(Policy S-6):* Streetyard vegetation should be planted or retained along major streets to soften and unify the streetscape, and to create an attractive visual edge to the roadway while allowing views through to businesses. (Total screening may be required along limited access highways.)
- *(Policy S-14):* To allow for many alternative routes for walking and biking, as well as a beneficial network of local streets, minor streets in compact neighborhoods shall be developed in short block of 300 to 500 feet in length.
- *(Policy S-15):* Street widths should be designed to fit the intended use of the street, corresponding to the traffic load and planned development types. Minor streets shall be no wider than necessary to serve their intended use.
- *(Policy S-17):* On-street parking shall be encouraged in compact neighborhoods. Vertical curbing shall be preferred over rolled or valley curbing to properly contain vehicles within the borders of the paved street area.

### Policies for Sidewalks:

- *(Policy SW-3):* Sidewalk width should correspond with the anticipated traffic volumes, adjoining land uses, and sidewalk activities. Except where constrained by unusual physical limitations, a minimum five-foot width shall be required. The verge width should correspond with the posted speed of the adjoining roadway, but should not be less than six-feet.
- *(Policy SW-4):* Curb ramp installation should continue to be implemented to retrofit existing sidewalks at appropriate locations and to make sure that any existing or new sidewalk improvements meet design standards.

### Policies for Street Trees:

- *(Policy ST-2):* So as to create a unity of design and effect, consistent street tree species should occur along predetermined sections of streets.
- *(Policy ST-4):* Regularly spaced street trees should be placed in central medians, plaza strips and, where necessary, in dedicated easements on private property.
- *(Policy ST-5):* The planting or preservation of street trees of appropriate size and species should continue to be required as part of the upfront costs of all new development, in accordance with the Town's street tree master planting plan.

### Policies for Community Character:

- *(Policy CC-6):* Community character should be supported by development that is compatible when considered within the context of the surrounding residential area.

Policies for Paying for Growth:

- *(Policy PFG-1):* The costs of infrastructure, facilities and services related to new growth and development should be borne primarily by those creating the demand. This approach should include cost recovery fees that are rationally related to new growth.

**Major Site Plan Data:**

Name:	The Willows at Traditions
Lot size:	19.71 acres
Proposed Use:	100 townhome units
Proposed Density:	4.92 dwelling units / acre
Open Space:	Required: 5% Proposed: 60%
Park Space:	Required: 2% Proposed: 2.2%
Landscaping:	Subdivision Master Plan will meet the landscaping requirements of the UDO. Required street trees will be installed along the new public street.
Buffers:	Neuse River Riparian Buffers are shown where required on the master subdivision plan.

**ANALYSIS:**

The subject property is zoned RMX, Residential Mixed Use which is established to accommodate a variety of housing types in a neighborhood setting. The regulations of this district are intended to provide areas of the community for those persons desiring small residences and multifamily structures in relatively high density neighborhoods within walking or biking distance from mixed-use centers as well as some limited commercial uses in pedestrian-scaled, residential-style structures.

A neighborhood meeting was held on October 6, 2016.

In order to approve a Subdivision Master Plan (Major), required findings of fact contained in Section 15.8.2 of the Wake Forest Unified Development Ordinance are required to be met. Staff offers the following findings of fact based on the attached Subdivision Master Plan (Major) Review application:

- Finding 1: **The plan is consistent with the adopted plans and policies of the Town,** in that the proposed subdivision master plan is consistent with the applicable recommendations of the Wake Forest Unified Development Ordinance, Open Space Plan, Transportation Plan, and Wake Forest Community Plan.
- Finding 2: **The plan complies with all applicable requirements of the Wake Forest Unified Development Ordinance,** the proposed subdivision master plan meets the requirements of the Unified Development Ordinance with regard to land use, lot sizes and other subdivision requirements, storm water, erosion control, and buffering.

- Finding 3: **There exists adequate infrastructure (transportation & utilities) to supports the plans as proposed,** in that the proposed plan includes the extension of public utilities, and streets to support the development.
- Finding 4: **The application will not be detrimental to the use or development of adjacent properties or other neighborhood uses,** in that the proposed development is a permitted land use in the RMX Zoning District, and has been designed to meet the requirements of the Unified Development Ordinance.

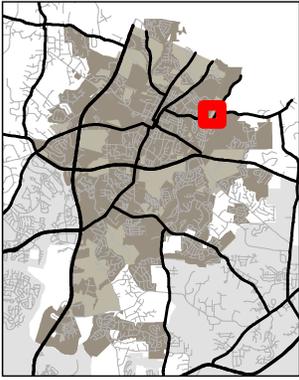
### **RECOMMENDATION:**

The request is in compliance with the Wake Forest Unified Development Ordinance and consistent with the applicable recommendations of the Wake Forest Community Plan. Staff recommends approval of the request based on the findings of fact and subject to the following conditions, which have been agreed to by the applicant:

- 1) Developer shall dedicate public greenway easement(s) and construct 10' public asphalt greenway trail along Dunn Creek with the cost of construction of the public trail being credited towards the recreation facility fees.
- 2) Annexation petition must be filed prior to the approval of construction plans.
- 3) Developer, at their request, will comply with the following architectural design standards from the Unified Development Ordinance:
  - a. 5.5.2 – Roofs and Eaves
  - b. 5.5.3 (A) & 5.5.3 (C) Building Entrances
  - c. 5.5.4 – Garages
  - d. 5.5.5 – Façade Design / Permeability / Transparency
  - e. 5.5.6 (A) & (B) – Materials (Building Walls & Roof Materials)

### **Attachments:**

- Zoning Map
- Aerial Map
- Community Plan Maps
- Excerpts of Subdivision Master Plan (Major) Application
- Environmental Information
- Subdivision Master Plan

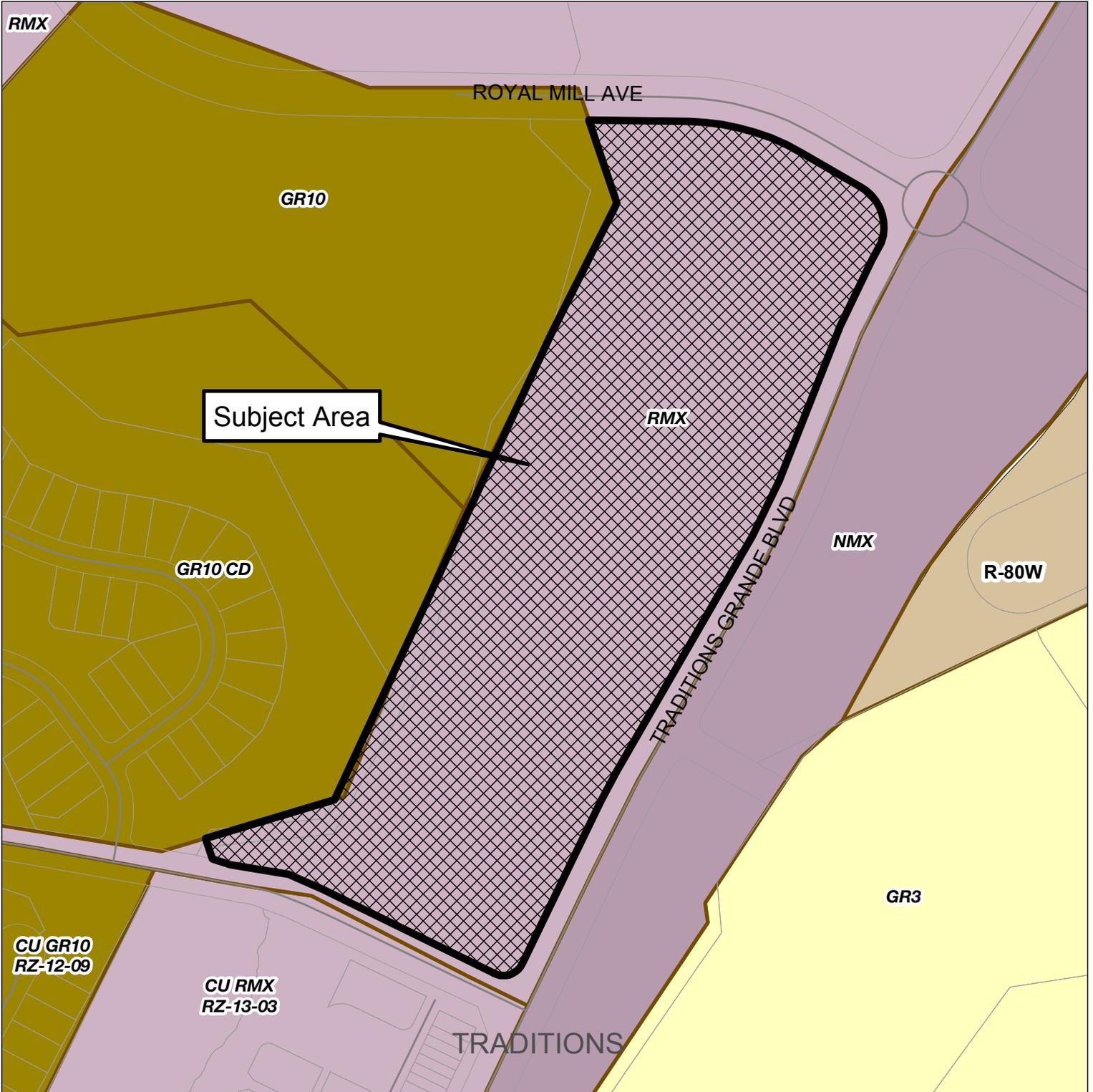


12/14/2016



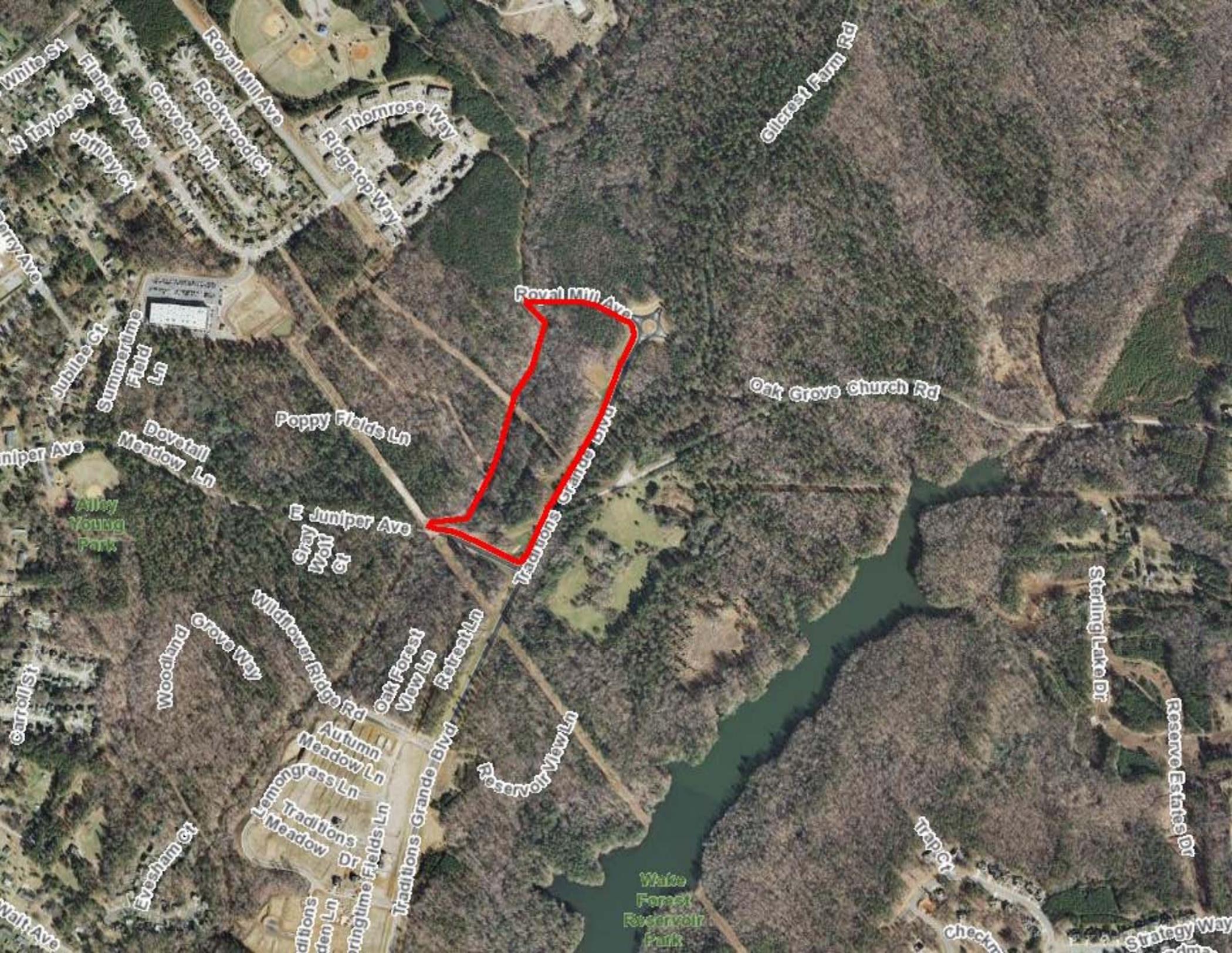
TOWN of  
WAKE FOREST

# SD-16-08: Willows at Traditions 1851-13-8150 100-unit Townhome Development



Please note that this map is intended for illustrative purposes only. For specific inquiries regarding zoning boundaries, contact the Wake Forest Department of Planning & Inspections at 919-435-9510.





Royal Mill Ave

Oak Grove Church Rd

Poppy Fields Ln

Traditions Grande Blvd

E Juniper Ave

Gray Wolf Ct

Sterling Lake Dr

Reserve Estates Dr

Woodland Grove Way

Wildflower Ridge Rd

Oak Forest View Ln

Retreat Ln

Reservoir View Ln

Autumn Meadow Ln

Jamongrass Ln

Traditions Meadow Dr

Traditions Grande Blvd

Traditions Den Ln

Ringtime Fields Ln

Evesham Ct

Trap Cr

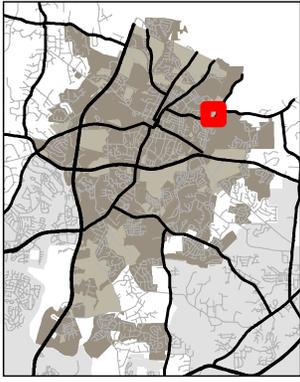
Strategy Way

Wait Ave

checkn

White Forest Reservoir Park

Allie Young Park



# Community Plan Zones

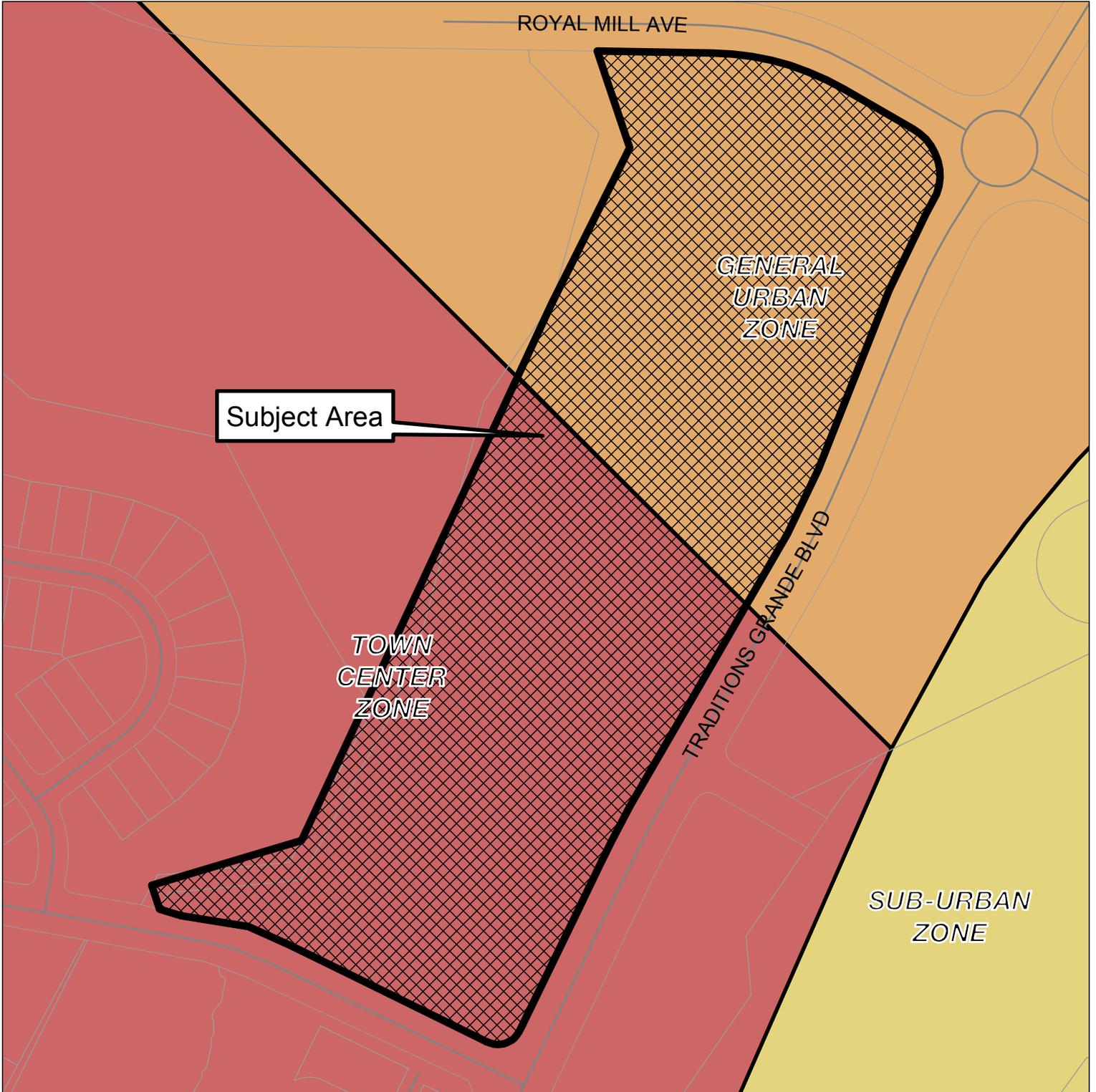


TOWN of WAKE FOREST

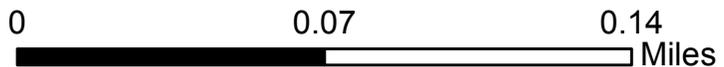
## SD-16-08: Willows at Traditions 1851-13-8150

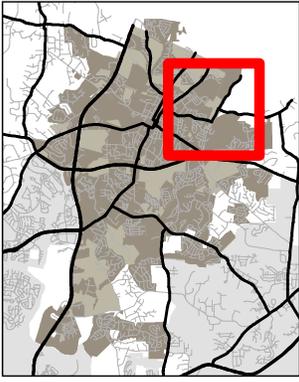
### 100-unit Townhome Development

12/14/2016



Please note that this map is intended for illustrative purposes only. For specific inquiries regarding zoning boundaries, contact the Wake Forest Department of Planning & Inspections at 919-435-9510.





# Neighborhood Planning Areas

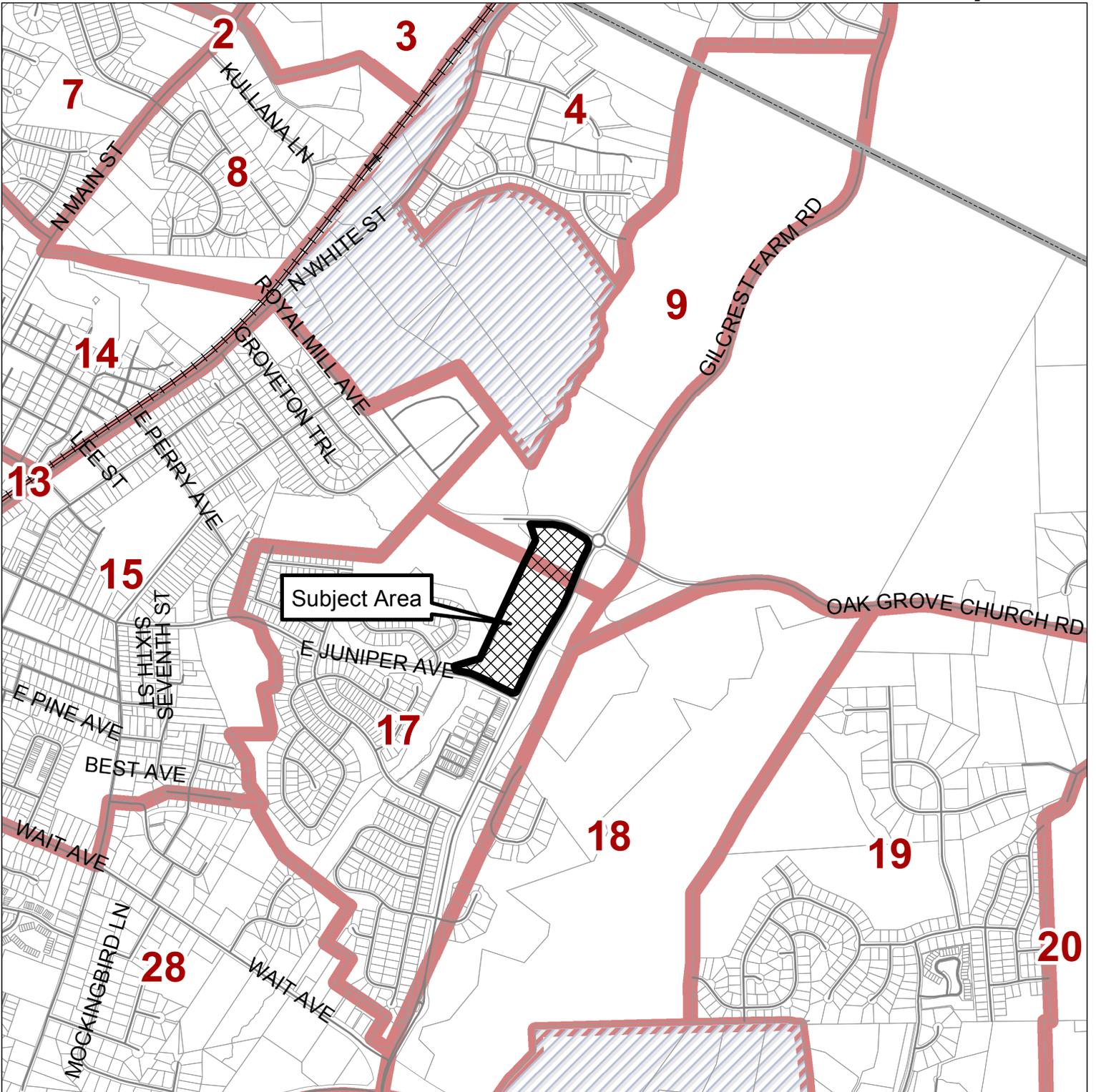


TOWN of  
WAKE FOREST

## SD-16-08: Willows at Traditions 1851-13-8150

### 100-unit Townhome Development

12/14/2016



Please note that this map is intended for illustrative purposes only. For specific inquiries regarding zoning boundaries, contact the Wake Forest Department of Planning & Inspections at 919-435-9510.





# TOWN of WAKE FOREST

Planning Department  
Wake Forest Town Hall – 3<sup>rd</sup> Floor  
301 S. Brooks Street  
Wake Forest, NC 27587  
t 919.435.9510  
f 919.435.9539  
[www.wakeforestnc.gov](http://www.wakeforestnc.gov)

## PLAN REVIEW APPLICATION

(Last updated: February 2015)

### REVIEW PROCEDURE TYPE (See Section 15.2.4 of UDO for details):

- |   |   |  |
|---|---|--|
| <input type="checkbox"/> Site Master Plan (Major)                   | <input type="checkbox"/> Site Master Plan (Minor) | <input type="checkbox"/> Site Construction Plan        |
| <input checked="" type="checkbox"/> Subdivision Master Plan (Major) | <input type="checkbox"/> Subdivision Plan (Minor) | <input type="checkbox"/> Subdivision Construction Plan |
| <input type="checkbox"/> Final Plat                                 | <input type="checkbox"/> Other: _____             |  |

### PLAN/PROJECT INFORMATION:

Submittal Date: 9/1/2016

- Land Use Type (General):  Residential     Lodging     Office/Service     Commercial/Entertainment  
 Civic     Agriculture     Education/Institution     Automotive  
 Industry/Wholesale/Storage     Infrastructure  
 Other: \_\_\_\_\_

Proposed Land Use (Specific): Residential Mixed-Use (Major Subdivision)

Project Name: Traditions South C-3 Tract

Location: Traditions Grande Blvd. & Royal Mill Ave.

Building(s) Size (square feet): N/A                      No. of lots/units: 97

Tax PIN: 1851-13-8150

Acreage: 19.71 acres                      Zoning: RMX

Town Jurisdiction:  Inside Corporate Limits     ETJ     Outside Corporate Limits & ETJ

### APPLICANT INFORMATION:

Owner or Developer: JPM South c/o John Myers

Address: 7208 Falls of Neuse Road, Suite 101

City: Raleigh    State: NC    Zip: 27615    Phone: 919-518-9210

Fax: N/A                      Email: john@jpmsouth.com

Plan Preparer: Stewart Inc.                      Contact Person: Joe Puckett

Address: 421 Fayetteville Street, Ste. 400                      City: Raleigh

State: NC                      Zip: 27601                      Phone: (919)380-8750

Fax: N/A                      Email: jpuckett@stewartinc.com

### SIGNATURES:

*I/we the undersigned do hereby certify that all information given above is true, complete, & accurate to the best of my/our knowledge.*

JOSEPH W PUCKETT  
(Applicant Print Name)

Joe W Puckett  
(Applicant Signature)

9/1/16  
(Date)

*The submitted plan shall depict or contain the information on the appropriate checklist(s). The applicant must pay all fees prior to the final approval of a plan. These fees are listed in official Town of Wake Forest Comprehensive List of Fees & Charges. \*Town of Wake Forest fees and charges are subject to change without notice. Please call 919-435-9510 to confirm current fees and charges.*

**The remainder of this section only applies to site master plans that are NOT part of a Conditional District Rezoning.**

Section 15.8.2 of the Wake Forest UDO requires the compliance of the following findings of fact in order for the Board of Commissioners to grant approval. The applicant should provide a statement demonstrating how the proposed site master plan will comply with each of these findings:

1. The plan is consistent with the adopted plans & policies of the Town:

**Statement by Applicant:**

**The plan is consistent with the applicable recommendations of the Town's Greenway & Open Space Plan, Pedestrian Plan, Community Plan & Transportation Plan.**

2. The plan complies with all applicable requirements of the Wake Forest Unified Development Ordinance:

**Statement by Applicant:**

**The plan meets the requirements of the UDO in regard to land use and design (density, setbacks, streets, access, landscaping, street frontage, stormwater, erosion control & buffering).**

3. There exists adequate infrastructure (transportation & utilities) to support the plans as proposed:

**Statement by Applicant:**

**The plan includes the extension of public utilities to service the proposed units and provide adequate fire protection. The project has access off a major thoroughfare and interior streets & alleys have been designed to meet Town standards. Public sidewalks are provided on all streets.**

4. The application will not be detrimental to the use or development of adjacent properties of other neighboring uses:

**Statement by Applicant:**

**The proposed plan is for single-family lots and townhomes. These land uses are permitted uses in the RMX zoning district. The plan has been designed to provide a pedestrian-scaled streetscape with private frontages, rear loaded units, centralized park areas, and construction of public/private greenway trails. The properties adjacent to this project are part of the Traditions community and the proposed plan will not be detrimental to their use or development in any way.**

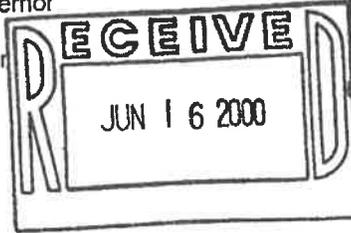
#### **NEIGHBORHOOD MEETING INFORMATION:**

Per Section 15.3.5 of the Wake Forest UDO, all applicants shall conduct a neighborhood meeting prior to any public hearing by the Planning Board and Board of Commissioners. This meeting will allow the applicant to explain the proposed request and to be informed of the concerns of the neighborhood. A summary of the meeting in the form of meeting notes or minutes along with a list and contact information for all attendees shall be submitted to the Administrator at least 10 business days prior to the scheduled joint public hearing.

State of North Carolina  
Department of Environment  
and Natural Resources  
Division of Water Quality



James B. Hunt, Jr., Governor  
Bill Holman, Secretary  
Kerr T. Stevens, Director



June 14, 2000  
DWQ Project # 00-0783  
NBRRO Project # 00-157  
Wake County

Soil & Environmental Consultants, Inc.  
C/o Mr. Sean Clark  
11010 Raven Ridge Road  
Raleigh, NC 27614

Re: Neuse River Riparian Buffer Confirmation  
Reservoir Tract (Hermitage Site); S&EC, Inc. Project # 99-4715  
Smith Creek [03-04-02; 27-23-(1 & 1.5)]

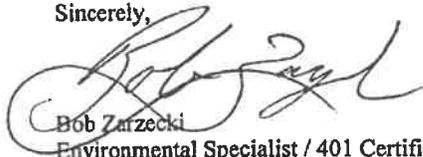
Dear Mr. Clark,

Per your request, on May 25, 2000, I met with you at the subject property located on the northeast, northwest and southern corners of the intersection of SR1942 and SR1943 and north and east of the Town of Wake Forest Reservoir (Smith Creek), Wake County. The purpose of this meeting was to determine the applicability of stream features located on the property to the Neuse River Riparian Buffer Protection Regulations (15A NCAC 2B .0233). This meeting was the final of a total of three applicability meetings conducted on the subject property. The first two meetings were conducted with Mr. Todd St. John, 401 Certification Unit, on 3/27/00 and Mr. Charles Brown, Raleigh Regional Office, on 4/28/00.

As a result of these meetings, it was determined that the features indicated on the attached "Reservoir Tract / Project # 99-4715, Preliminary Wetland Approximation" map received by this office 6/7/00 and initialed by me on 6/14/00 are subject to 15A NCAC 2B .0233. The map indicates streams, including the approximate location of the start of several intermittent streams, subject to the buffer regulations as confirmed and flagged in the field on 3/27/00, 4/28/00 and 5/25/00. This office recommends that these streams be properly located and identified prior to any site design to ensure compliance with 15A NCAC 2B .0233.

This letter only addresses the applicability of 15A NCAC 2B .0233(3) and does not authorize any activity within the protected buffers. Thank you for your attention to this matter and if this office can be of any assistance or if you have additional questions, please do not hesitate to contact me at 733-9726 or Mr. Steve Mitchell at 571-4700.

Sincerely,



Bob Zarzecki  
Environmental Specialist / 401 Certification Unit

Cc: Steve Mitchell / Raleigh Regional Office  
Division of Land Quality / Raleigh Regional Office  
File copy

Non-Discharge Branch Wetlands/401 Unit 1621 Mail Service Center  
Telephone 919-733-1786  
An Equal Opportunity Affirmative Action Employer

Raleigh, North Carolina 27669-1621  
FAX # 733-9959  
50% recycled/10% post consumer paper

551 A	TT	551
551 A	TT	552
5531	TT	553
5547	TT	554
5547	TT	577
5548	TT	55-
5549	TT	55



244 West Millbrook Road, Raleigh, NC 27609  
 Phone (919) 846-5900 Fax (919) 846-9467

Project: Reservoir Tract / Project # 99-4715

**Preliminary Wetland Approximation**  
 Suitable for Preliminary Planning Only

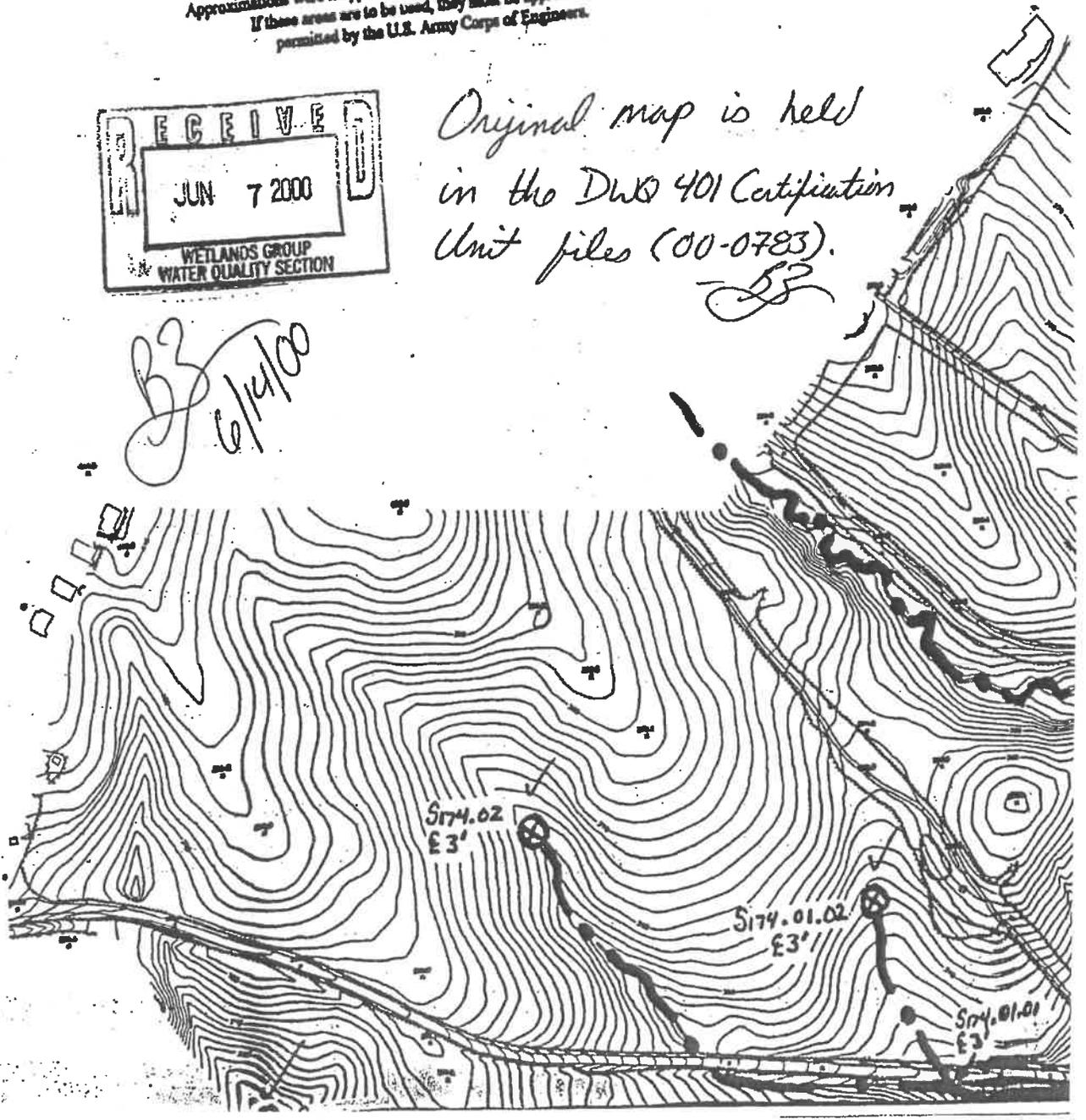
S&EC reserves the right to modify this map based on more fieldwork, surveyed delineations or any other additional information. Approximations were mapped using topographic maps and ground truthing. If these areas are to be used, they must be approved and permitted by the U.S. Army Corps of Engineers.

TT = TILE TO



*Original map is held  
 in the DWQ 401 Certification  
 Unit files (00-0783).  
 BJ*

*BJ  
 6/14/00*





North Carolina Department of Environment and Natural Resources

Pat McCrory  
Governor

John E. Skvarla, III  
Secretary

May 23, 2014

Bob Zarzecki  
Soil & Environmental Consultants  
8412 Falls of Neuse Road, Ste. 104  
Raleigh, NC 27615



Subject: Surface Water Determination Letter  
NBRRO#14-168  
Wake County

Determination Type:	
Buffer Call	Isolated or EIP Call
<input checked="" type="checkbox"/> Neuse (15A NCAC 2B .0233) <input type="checkbox"/> Tar-Pamlico (15A NCAC 2B .0259) <input type="checkbox"/> Jordan (15A NCAC 2B .0267)	<input type="checkbox"/> Ephemeral/Intermittent/Perennial Determination <input type="checkbox"/> Isolated Wetland Determination

Project Name: Traditions SF-3

Location/Directions: Subject property is currently undeveloped open space.

Subject Stream: Hatters Branch

Determination Date: **May 23, 2014**

Staff: **Cherri Smith**

Stream*	E/I/P**	Not Subject	Subject	Start@	Stop@	Soil Survey	USGS Topo
BB			X	DWQ Flag		X	

*\*All streams on site were previously evaluated for subjectivity to the Neuse Riparian Buffers (#2000-0783). This evaluation was solely to determine the origin point for Stream BB.*

*\*\*E/I/P = Ephemeral/Intermittent/Perennial*

Explanation: The feature(s) listed above has or have been located on the Soil Survey of Wake County, North Carolina or the most recent copy of the USGS Topographic map at a 1:24,000 scale. Each feature that is checked "Not Subject" has been determined not to be a stream or is not present on the property. Features that are checked "Subject" have been located on the property and possess characteristics that qualify it to be a stream. There may be other streams located on your property that do not show up on the maps referenced above but, still may be considered jurisdictional according to the US Army Corps of Engineers and/or to the Division of Water Resources (DWR).

**This on-site determination shall expire five (5) years from the date of this letter. Landowners or affected parties that dispute a determination made by the DWR or Delegated Local Authority may request a determination by the**



**Director. An appeal request must be made within sixty (60) days of date of this letter or from the date the affected party (including downstream and/or adjacent owners) is notified of this letter. A request for a determination by the Director shall be referred to the Director in writing c/o Karen Higgins, DWR WeBSCaPe Unit, 1650 Mail Service Center, Raleigh, NC 27699.**

**This determination is final and binding unless, as detailed above, you ask for a hearing or appeal within sixty (60) days.**

**The owner/future owners should notify the Division of Water Resources (including any other Local, State, and Federal Agencies) of this decision concerning any future correspondences regarding the subject property (stated above). This project may require a Section 404/401 Permit for the proposed activity. Any inquiries should be directed to the Division of Water Resources (Central Office) at (919)-807-6300, and the US Army Corp of Engineers (Raleigh Regulatory Field Office) at (919)-554-4884.**

If you have questions regarding this determination, please feel free to contact Cherri Smith at (919) 791-4251.

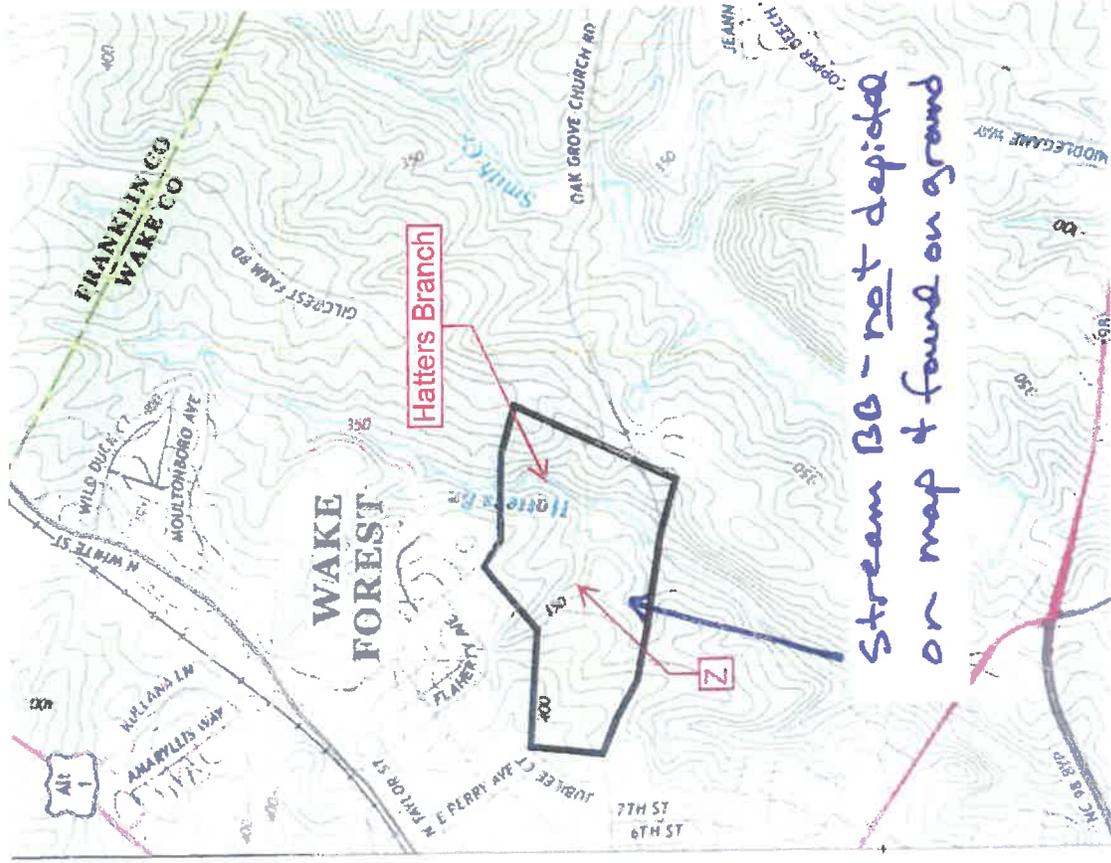
Sincerely,



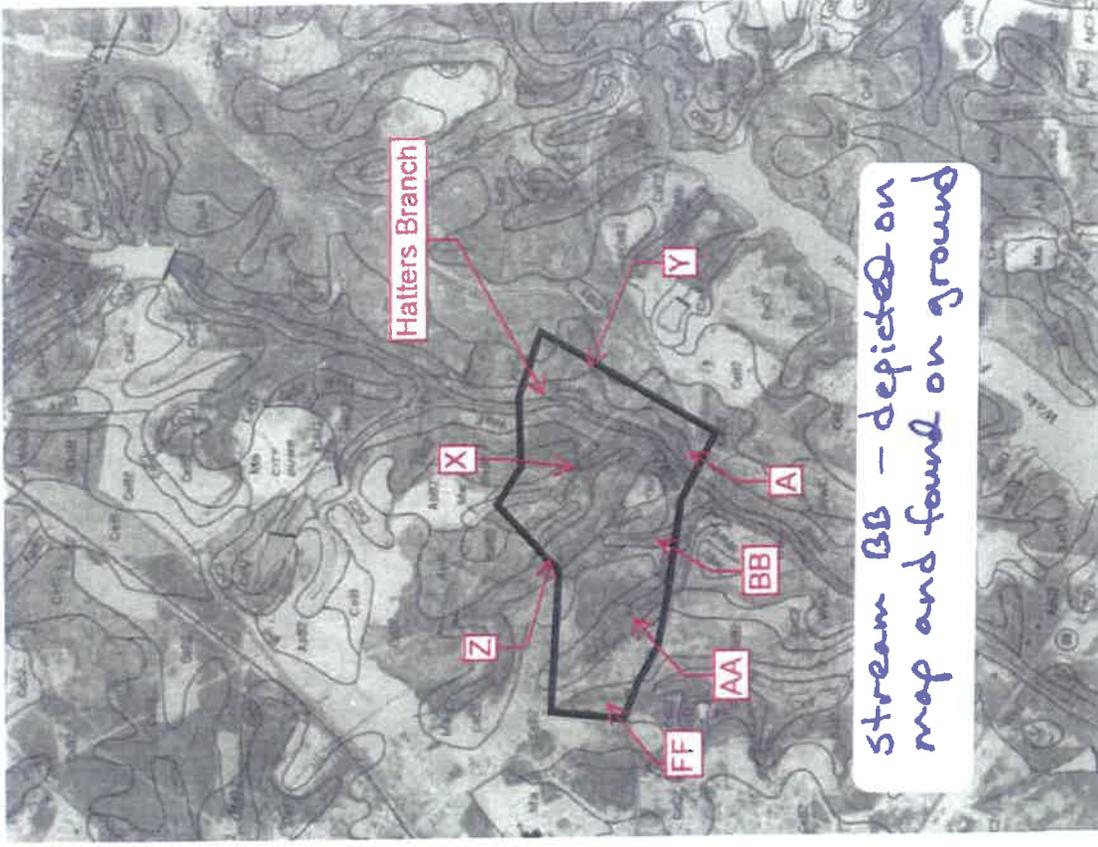
Danny Smith  
Supervisor, Water Quality Regional Operations Center

cc: RRO DWR File Copy

NBRRO# 14-168



USGS, Rolesville, NC - 2013



Wake County Soil Survey - Sheet 11

All streams on site were previously evaluated for subjectivity to the Neuse Riparian Buffers (#2000-0783). This evaluation was solely to determine the origin point for Stream BB.



U.S. Fish and Wildlife Service

# National Wetlands Inventory

## Traditions C-3 Wetlands Inventory



August 30, 2016

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

**Traditions C-3 Proposed Condition:**

Developer shall dedicate public greenway easement(s) and construct the 10' public asphalt greenway trail along Dunn Creek with the cost of the construction of the public trail to be credited towards the recreation facility fees.

<u>Overall Traditions Original TIA (Expected Land Use)</u>	<u>Current Entitlements</u>	<u>Woodlands Tract (Under Review)</u>	<u>Traditions C-3</u>	<u>New Proposed total</u>
Single Family (711)	494	N/A	12	506
TH/Condo (173)	98	99	85	282
Senior Detached (320)	383	N/A	0	383
Senior Attached (160)	0	N/A	0	0
<b>Total: 1,364</b>	<b>975</b>	<b>99</b>	<b>97</b>	<b>1171</b>
CCRC (310 units)	N/A	N/A	N/A	N/A
Neighborhood Commercial (195,300 SF)	N/A	N/A	N/A	N/A



**SURVEY LEGEND:**

- |   |                            |       |                                     |
|---|----------------------------|-------|-------------------------------------|
| ▲ | SURVEY CONTROL POINT       | ○     | DECIDUOUS TREE                      |
| ○ | EXISTING IRON PIPE         | ○     | EVERGREEN TREE                      |
| □ | EXISTING CONCRETE MONUMENT | ○     | BUSH                                |
| ▲ | COMPUTED POINT             | —X—   | WIRE FENCE                          |
| ▲ | STORM DRAIN MANHOLE        | —O—   | CHAIN LINK FENCE                    |
| ▲ | STORM DRAIN CURB INLET     | —T—   | UNDERGROUND TELEPHONE LINE          |
| ○ | SANITARY SEWER MANHOLE     | —FO—  | UNDERGROUND FIBER OPTIC LINE        |
| ○ | SANITARY SEWER CLEANOUT    | —G—   | UNDERGROUND GAS LINE                |
| ○ | SANITARY FORCEMAIN VALVE   | —E—   | UNDERGROUND ELECTRIC LINE           |
| ○ | HYDRANT                    | —W—   | UNDERGROUND WATER LINE              |
| ○ | WATER VALVE                | —SS—  | SANITARY SEWER LINE                 |
| ○ | WATER METER                | —=    | STORM DRAIN LINE                    |
| ○ | WATER MANHOLE              | —OHV— | OVERHEAD WIRES                      |
| ○ | WATER VAULT                | —U—   | UNIDENTIFIED LINE                   |
| ○ | WELL                       | —     | UNKNOWN DESTINATION                 |
| ○ | GAS VALVE                  | —     | CONCRETE SURFACE                    |
| ○ | GAS METER                  | —     | DUCTILE IRON PIPE                   |
| ○ | TELEPHONE MANHOLE          | —     | PVC POLYVINYL CHLORIDE PIPE         |
| ○ | TELEPHONE PEDESTAL         | —     | HDPE HIGH-DENSITY POLYETHYLENE PIPE |
| ○ | TV MANHOLE                 | —     | RCP REINFORCED CONCRETE PIPE        |
| ○ | TV PEDESTAL                | —     | CMP CORRUGATED METAL PIPE           |
| ○ | FIBER OPTIC WITNESS POST   | —     | CB CATCH BASIN                      |
| ○ | FIBER OPTIC BOX            |       |                                     |
| ○ | ELECTRIC MANHOLE           |       |                                     |
| ○ | ELECTRIC METER             |       |                                     |
| ○ | ELECTRIC BOX               |       |                                     |
| ○ | UTILITY POLE               |       |                                     |
| ○ | GUY POLE                   |       |                                     |
| ○ | GUY WIRE                   |       |                                     |
| ○ | LIGHT POLE                 |       |                                     |
| ○ | MANHOLE                    |       |                                     |
| ○ | TRAFFIC SIGNAL BOX         |       |                                     |
| ○ | TRAFFIC SIGNAL POST        |       |                                     |
| ○ | MONITORING WELL            |       |                                     |
| ○ | BORING LOCATION            |       |                                     |
| ○ | BOLLARD                    |       |                                     |
| ○ | SIGN                       |       |                                     |
| ○ | FINISHED FLOOR ELEVATION   |       |                                     |

**SURVEY TREE LEGEND:**

- |    |               |
|----|---------------|
| AR | RED MAPLE     |
| LS | SWEETGUM      |
| LT | TULIP POPLAR  |
| PT | LOBLOLLY PINE |
| QA | WHITE OAK     |
- EXAMPLE: 10QR = 10" RED OAK

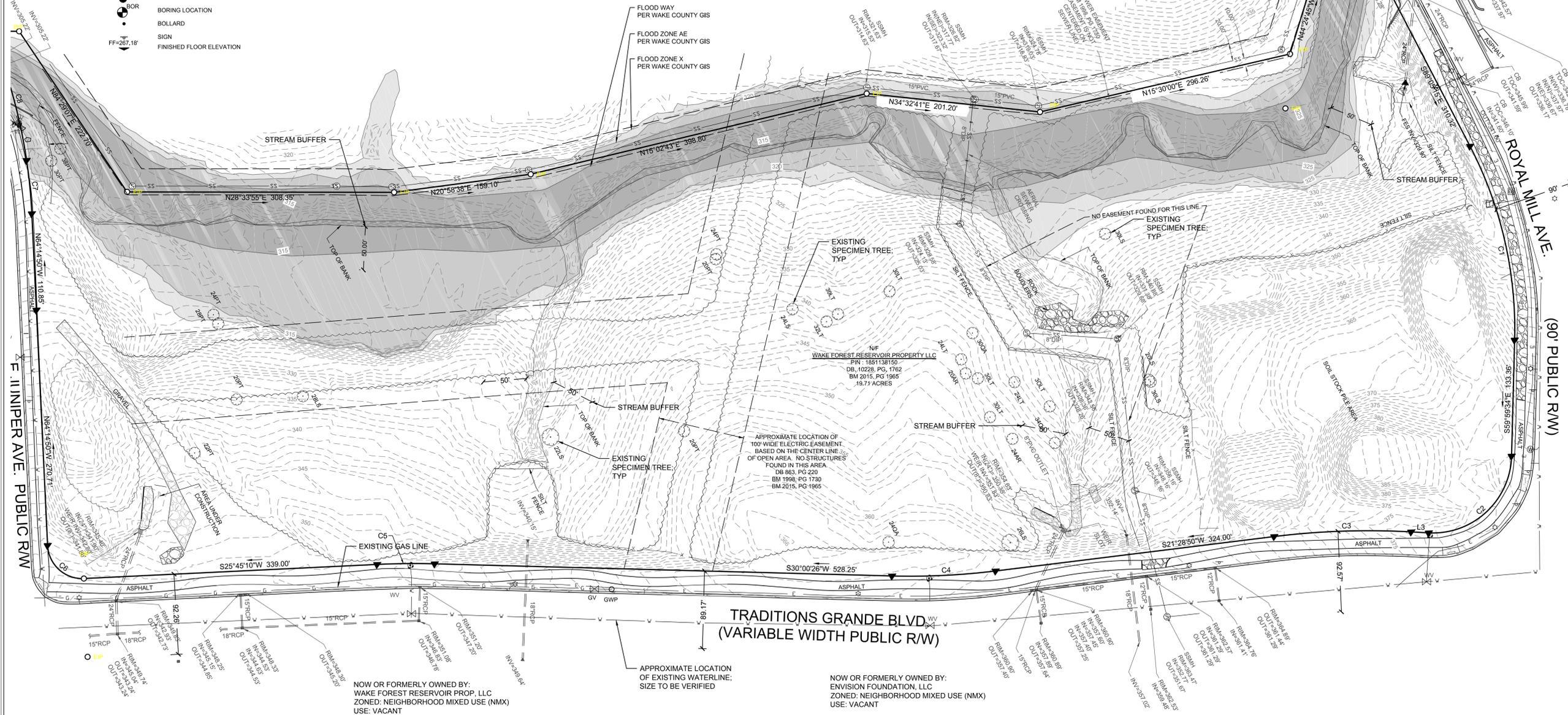
**SURVEY NOTES:**

- THIS SURVEY MAP IS INTENDED TO REPRESENT THE EXISTING CONDITIONS/TOPOGRAPHY ON A PORTION OF THE PROPERTY AND ALL ENCUMBRANCES UPON THE PROPERTY MAY NOT BE SHOWN.
- HORIZONTAL DATUM IS NAD 83-2011 AND VERTICAL DATUM IS NAVD88.
- THIS DRAWING DOES NOT CONFORM TO N.C. GS-47-30 AND THEREFORE IS NOT FOR RECORDATION.
- UTILITIES SHOWN HEREON ARE BASED SOLELY ON ABOVE-GROUND VISIBLE EVIDENCE. NO UTILITY DESIGNATION/MARKING SERVICES WERE PERFORMED AS A PART OF THIS SURVEY. CONTRACTOR SHALL FIELD VERIFY THE LOCATION OF ALL UTILITIES BEFORE COMMENCING CONSTRUCTION.
- SURVEY INFORMATION BASED ON FIELD SURVEY BY STEWART INC., COMPLETED ON JUNE 27, 2016.
- TREES SHOWN HEREON MAY NOT REPRESENT ALL VEGETATION ON THE SUBJECT PROPERTY.
- THE SUBJECT PROPERTY LIES IN ZONES X (AREA DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE AND FUTURE CONDITIONS 1% ANNUAL CHANCE FLOODPLAIN), BASED ON THE FLOOD INSURANCE RATE MAP COMMUNITY MAP NUMBER 3720185100K DATED APRIL 16, 2013.
- NO WETLANDS HAVE BEEN IDENTIFIED WITHIN THE PROJECT OR PARCEL SHOWN.
- NO KNOWN CEMETERIES/STRUCTURES OF HISTORICAL SIGNIFICANCE, CONTAMINATED SOILS OR HAZARDOUS MATERIALS.
- SITE CONTAINS MIX OF HARDWOODS AND PINE. (30) SPECIMEN TREES HAVE BEEN IDENTIFIED ON SITE.
- NO PREVIOUSLY DOCUMENTED RARE OR PROTECTED SPECIES NOTED AT THIS TIME.

CURVE TABLE						
CURVE	LENGTH	RADIUS	DELTA	TANGENT	CHORD	BEARING
C1	231.04'	455.00'	29°05'39"	118.07'	228.57'	N74°32'25"W
C2	145.10'	90.74'	91°37'22"	93.35'	130.13'	N14°10'56"W
C3	158.52'	895.00'	10°08'52"	79.47'	158.31'	S26°33'16"W
C4	119.80'	805.00'	8°31'36"	60.01'	119.69'	N25°44'38"E
C5	66.46'	895.00'	4°15'16"	33.24'	66.44'	S27°52'48"W
C6	62.83'	40.00'	90°00'11"	40.00'	56.57'	N70°45'10"E
C7	61.55'	615.00'	5°44'02"	30.80'	61.52'	N67°06'52"W
C8	104.55'	615.00'	9°44'24"	52.40'	104.42'	N74°51'08"W

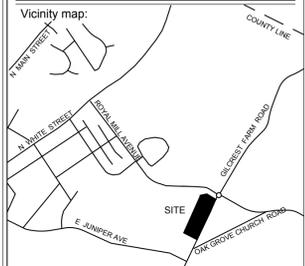
LINE TABLE		
LINE	BEARING	DISTANCE
L1	N28°50'33"E	30.93'
L2	N05°05'04"W	18.34'
L3	S31°37'42"W	20.30'
L4	N79°43'18"W	49.36'

NOW OR FORMERLY OWNED BY:  
WS-TWF DEVELOPMENT, LLC  
ZONED: GENERAL RESIDENTIAL 10 (GR10 CD)  
USE: VACANT



Client:  
  
JPM SOUTH DEVELOPMENT  
7208 FALLS OF THE NEUSE ROAD  
SUITE 101  
RALEIGH, NC 27615  
T: 919.306.3330

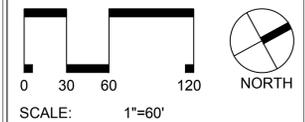
Project:  
  
**THE WILLOWS  
AT TRADITIONS**



Seal:  
  
PRELIMINARY - DO NOT  
USE FOR CONSTRUCTION

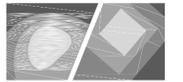
Issued for:  
  
**SUBDIVISION  
MASTER PLAN (MAJOR)**

No.	Date	Description
1	10.20.2016	Revised per Town's 1st Review
2	11.14.2016	Revised per Town's 2nd Review
3	12.14.2016	Revised per Town's 3rd Review



Title:  
  
**EXISTING  
CONDITIONS**

Project number: C16079 Sheet:  
Date: 12.14.2016  
Drawn by: LAP  
Approved by: JWP **C1.00**



**STEWART**

421 FAYETTEVILLE ST. STE 400 FIRM LICENSE # C-1051  
RALEIGH, NC 27601 www.stewartinc.com  
T: 919.306.8750 PROJECT # C16079

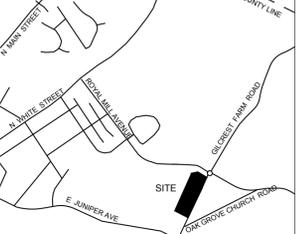
Client:

JPM SOUTH DEVELOPMENT  
7208 FALLS OF THE NEUSE ROAD  
SUITE 101  
RALEIGH, NC 27615  
T: 919.306.3330

Project:

# THE WILLOWS AT TRADITIONS

Vicinity map:



Seal:

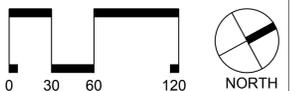


PRELIMINARY - DO NOT  
USE FOR CONSTRUCTION

Issued for:

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Title:

## DEMOLITION PLAN

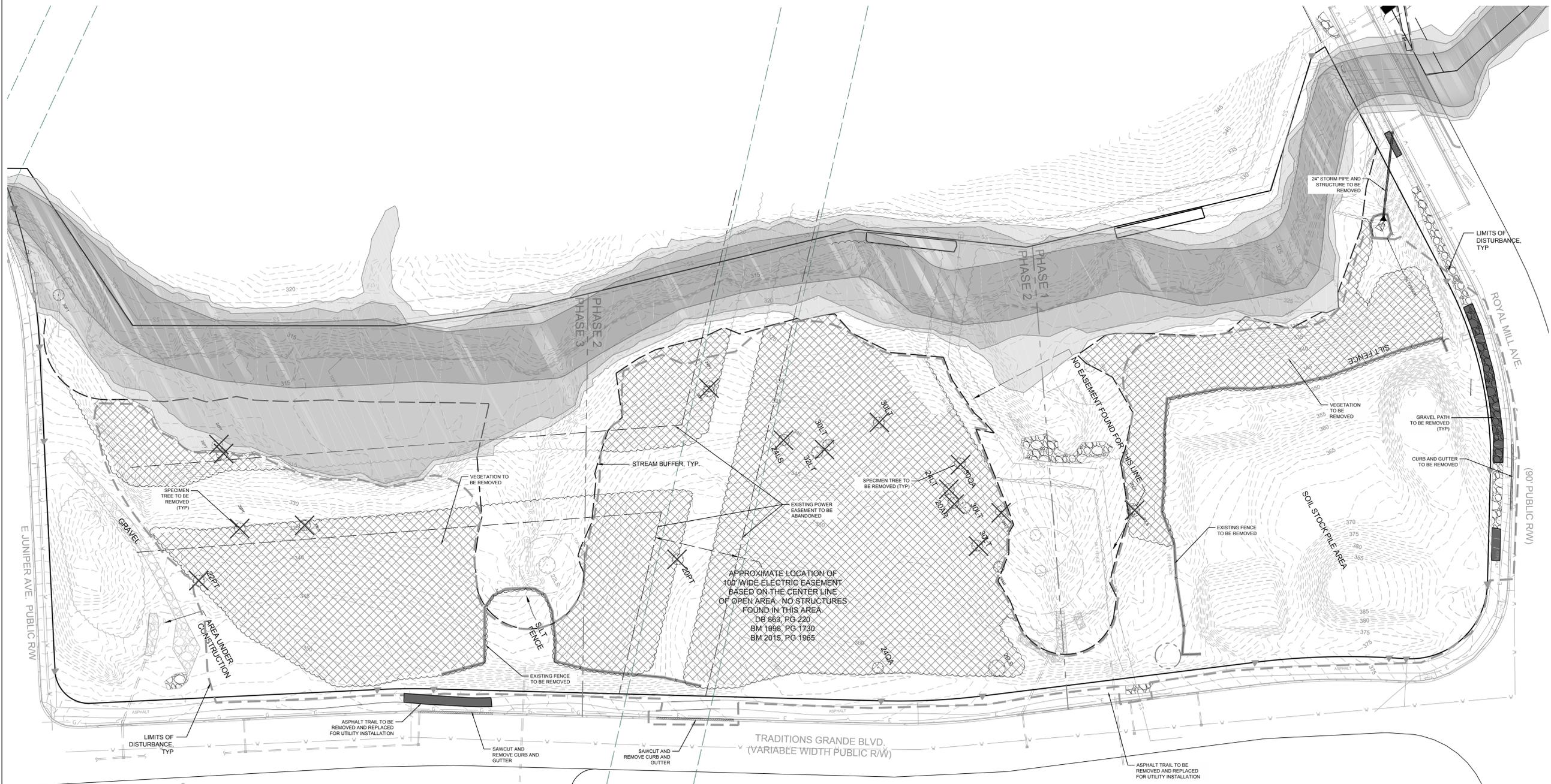
Project number: C16079 Sheet:

Date: 12.14.2016

Drawn by: LAP

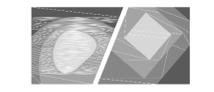
Approved by: JWP

# C2.00



### DEMOLITION LEGEND

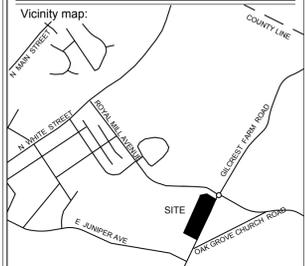
- REMOVE ASPHALT
- REMOVE GRAVEL / RIPRAP
- REMOVE VEGETATION
- REMOVE STORM DRAINAGE
- REMOVE FENCE
- TREE PROTECTION FENCE
- LIMITS OF DISTURBANCE
- REMOVE TREE
- REMOVE TREELINE
- REMOVE CURB & GUTTER



**STEWART**  
 421 FAYETTEVILLE ST. STE 400 FIRM LICENSE # C-1051  
 RALEIGH, NC 27601 www.stewartinc.com  
 T: 919.380.8750 PROJECT # C16079

Client:  
 JPM SOUTH DEVELOPMENT  
 7208 FALLS OF THE NEUSE ROAD  
 SUITE 101  
 RALEIGH, NC 27615  
 T: 919.306.3330

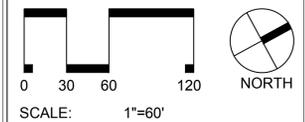
Project:  
**THE WILLOWS AT TRADITIONS**



PRELIMINARY - DO NOT USE FOR CONSTRUCTION

Issued for:  
**SUBDIVISION MASTER PLAN (MAJOR)**

No.	Date	Description
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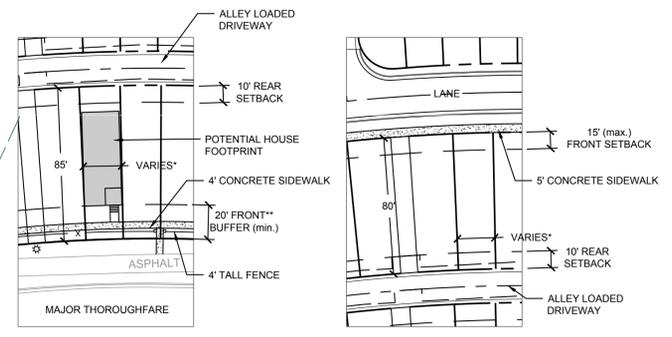
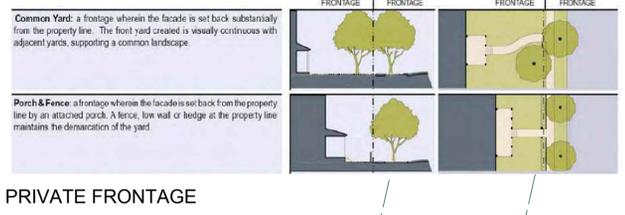


Title:  
**SITE PLAN**

Project number: C16079 Sheet:  
 Date: 12.14.2016  
 Drawn by: MTJ  
 Approved by: JWP **C3.00**

**SITE LEGEND**

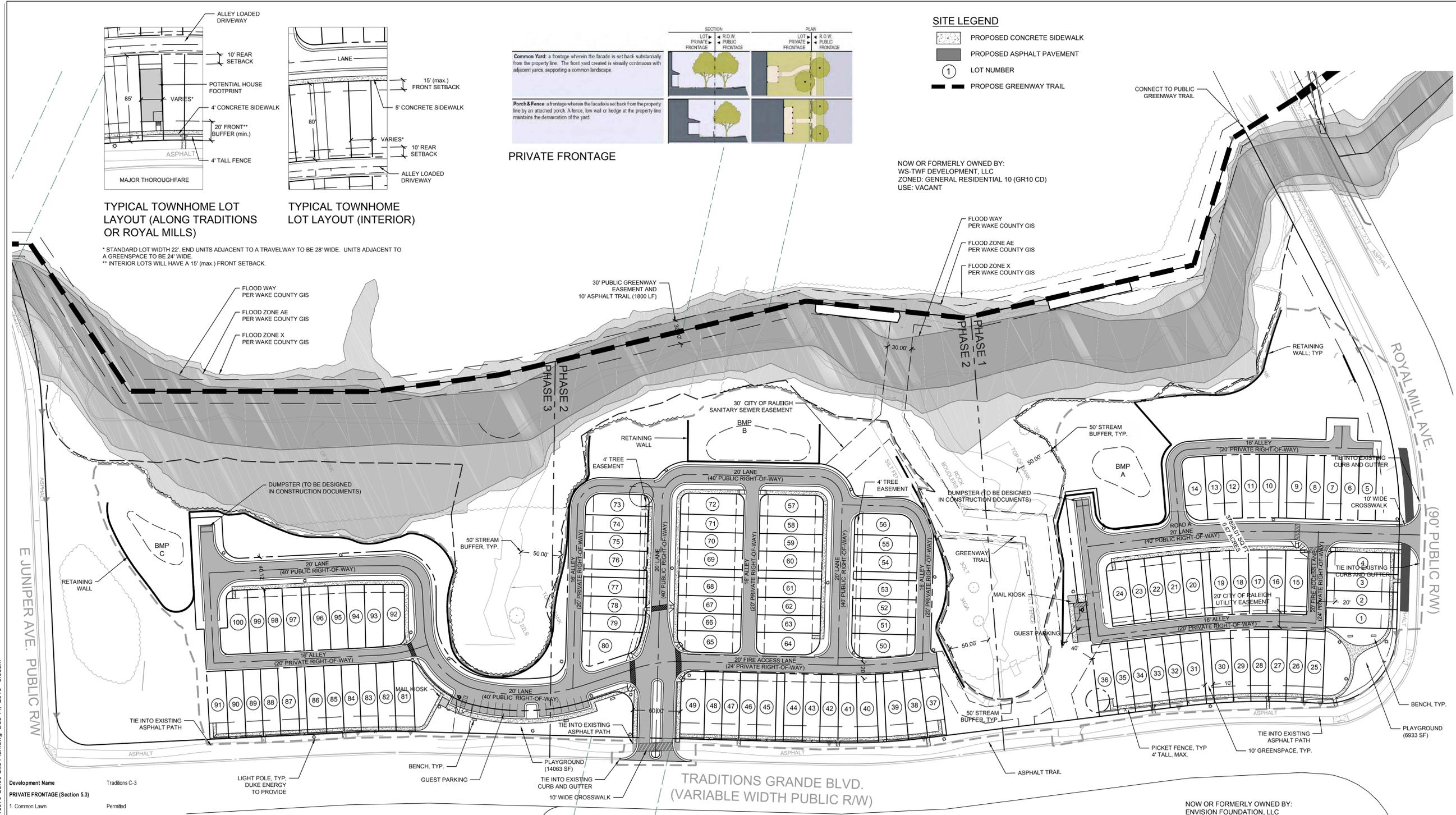
- PROPOSED CONCRETE SIDEWALK
- PROPOSED ASPHALT PAVEMENT
- LOT NUMBER
- PROPOSE GREENWAY TRAIL



\* STANDARD LOT WIDTH 22'. END UNITS ADJACENT TO A TRAVELWAY TO BE 28' WIDE. UNITS ADJACENT TO A GREENSPACE TO BE 24' WIDE.  
 \*\* INTERIOR LOTS WILL HAVE A 15' (max.) FRONT SETBACK.

NOW OR FORMERLY OWNED BY:  
 WS-TWF DEVELOPMENT, LLC  
 ZONED: GENERAL RESIDENTIAL 10 (GR10 CD)  
 USE: VACANT

NOW OR FORMERLY OWNED BY:  
 ENVISION FOUNDATION, LLC  
 ZONED: NEIGHBORHOOD MIXED USE (NMX)  
 USE: VACANT



**Development Name**  
 Traditions C-3

**PRIVATE FRONTAGE (Section 5.3)**

- Common Lawn Permitted
- Porch & Fence Permitted

**DEVELOPMENT STANDARDS**

- Density ( 24 Units/Acre max.) 4.92 du/a
- Open Space (5% min) per CH 7 58%
- Park Space (2% min) per CH 7 2.50%
- Maximum Development Size if not in TND 40 acres

**PRINCIPAL BUILDING**

- Principal Front Setback 18 ft max.
- Street Side/Secondary Front Setback 5 ft min.
- Side (from adjacent lot) Setback\* 0 ft min.
- Rear Setback 5 ft min.
- Frontage Buildout n/a

**ACCESSORY STRUCTURE**

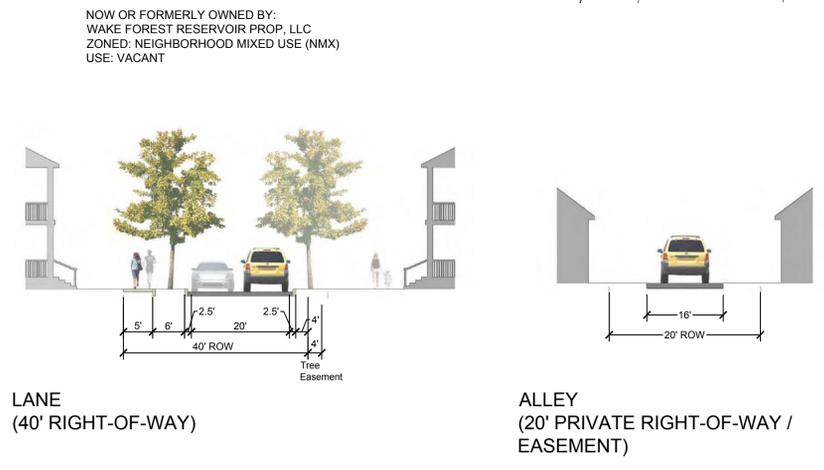
- Side Setback\* 5 ft min. OR 0 ft for attached structures
- Rear Setback\* 5 ft min.
- Garage Setback from Alley
- Other Standards

**PARKING CONFIGURATION**

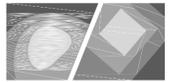
- Parking Requirements 1.5 Per Unit
- Parking Location

**HEIGHT**

- Min. Height None
- Max. Height 6 Stories (may exceed with SUP)



C:\2016\C16079 - Wake Forest Traditions - South\DWGS\1 - Design\Sheets\Major Subdivision\C16079-C3-00-Site Plan.dwg Dec 14, 2016 - 8:35am



**STEWART**

421 FAYETTEVILLE ST. STE 400 FIRM LICENSE # C-1051  
RALEIGH, NC 27601 www.stewartinc.com  
T: 919.306.8750 PROJECT # C16079

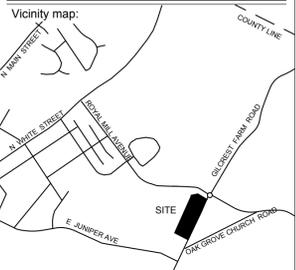
Client:

JPM SOUTH DEVELOPMENT  
7208 FALLS OF THE NEUSE ROAD  
SUITE 101  
RALEIGH, NC 27615  
T: 919.306.3330

Project:

# THE WILLOWS AT TRADITIONS

Vicinity map:



Seal:

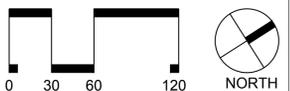


PRELIMINARY - DO NOT  
USE FOR CONSTRUCTION

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Title:

## PRELIMINARY GRADING PLAN

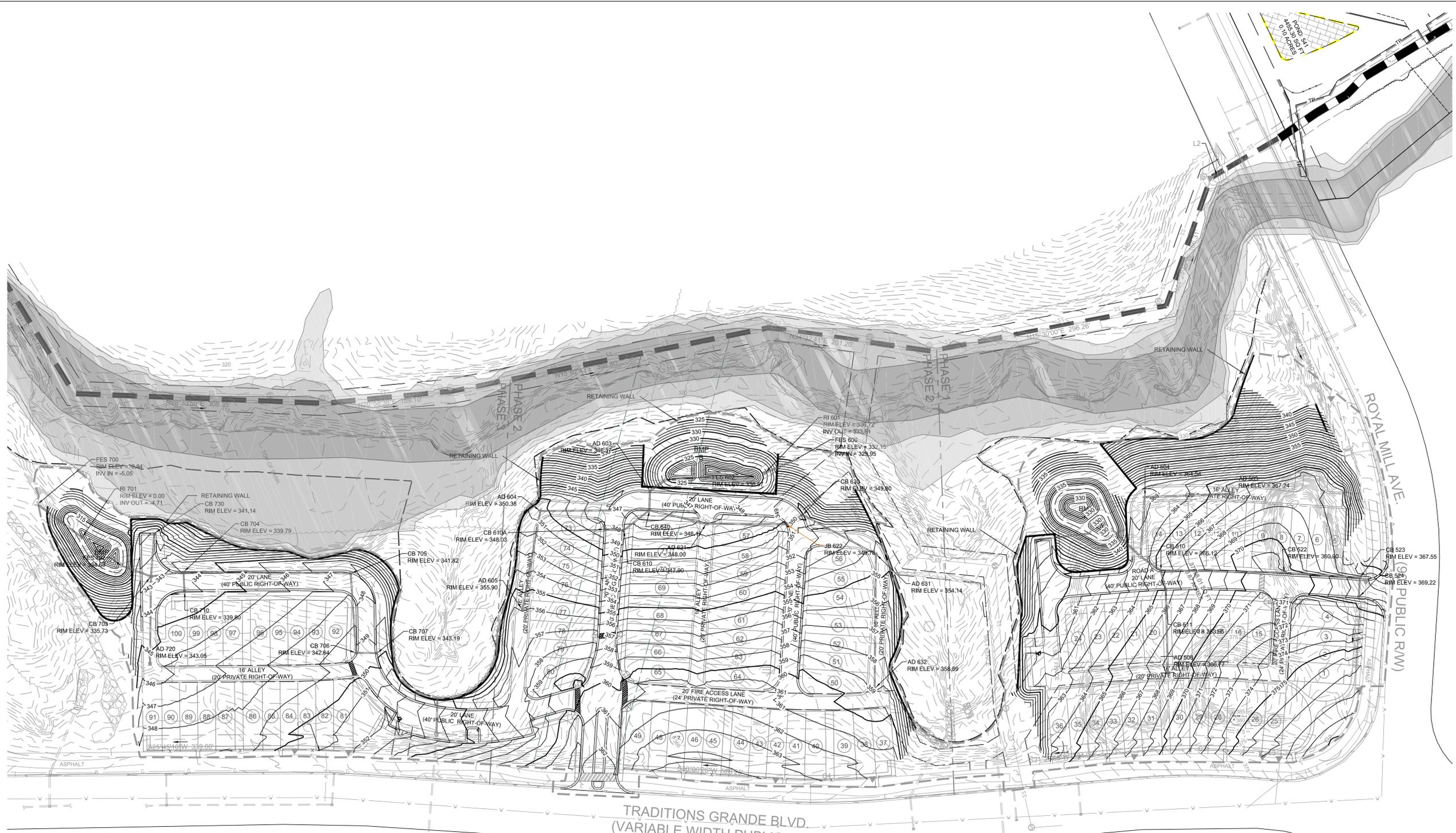
Project number: C16079 Sheet:

Date: 12.14.2016

Drawn by: LAP

Approved by: JWP

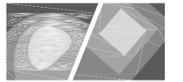
# C5.00



### GRADING LEGEND

- 200 PROPOSED MAJOR CONTOUR
- 200 PROPOSED MINOR CONTOUR
- 200 EXISTING MAJOR CONTOUR
- 200 EXISTING MINOR CONTOUR
- PROPOSED STORM DRAINAGE
- PROPOSED CATCH BASIN
- PROPOSED JUNCTION BOX
- PROPOSED AREA DRAIN
- PROPOSED ELEVATION
- TOP/BOTTOM OF CURB
- TOP/BOTTOM OF WALL
- RIPRAP DISSIPATOR
- FLOW DIRECTION
- LIMITS OF DISTURBANCE

C:\2016\C16079 - Wake Forest Traditions - South\DWGS\1 - Design\Sheets\Major Subdivision\C16079-C5-00- Grading Plan.dwg Dec 14, 2016 - 8:36am



**STEWART**

421 FAYETTEVILLE ST. STE 400 FIRM LICENSE # C-1051  
RALEIGH, NC 27601 www.stewartinc.com  
T: 919.386.8750 PROJECT # C16079

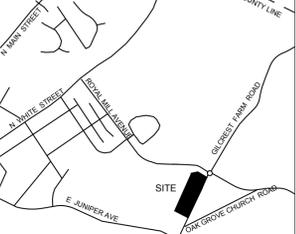
Client:

JPM SOUTH DEVELOPMENT  
7208 FALLS OF THE NEUSE ROAD  
SUITE 101  
RALEIGH, NC 27615  
T: 919.306.3330

Project:

# THE WILLOWS AT TRADITIONS

Vicinity map:



Seal:

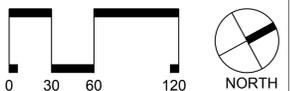


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Title:

## UTILITY PLAN

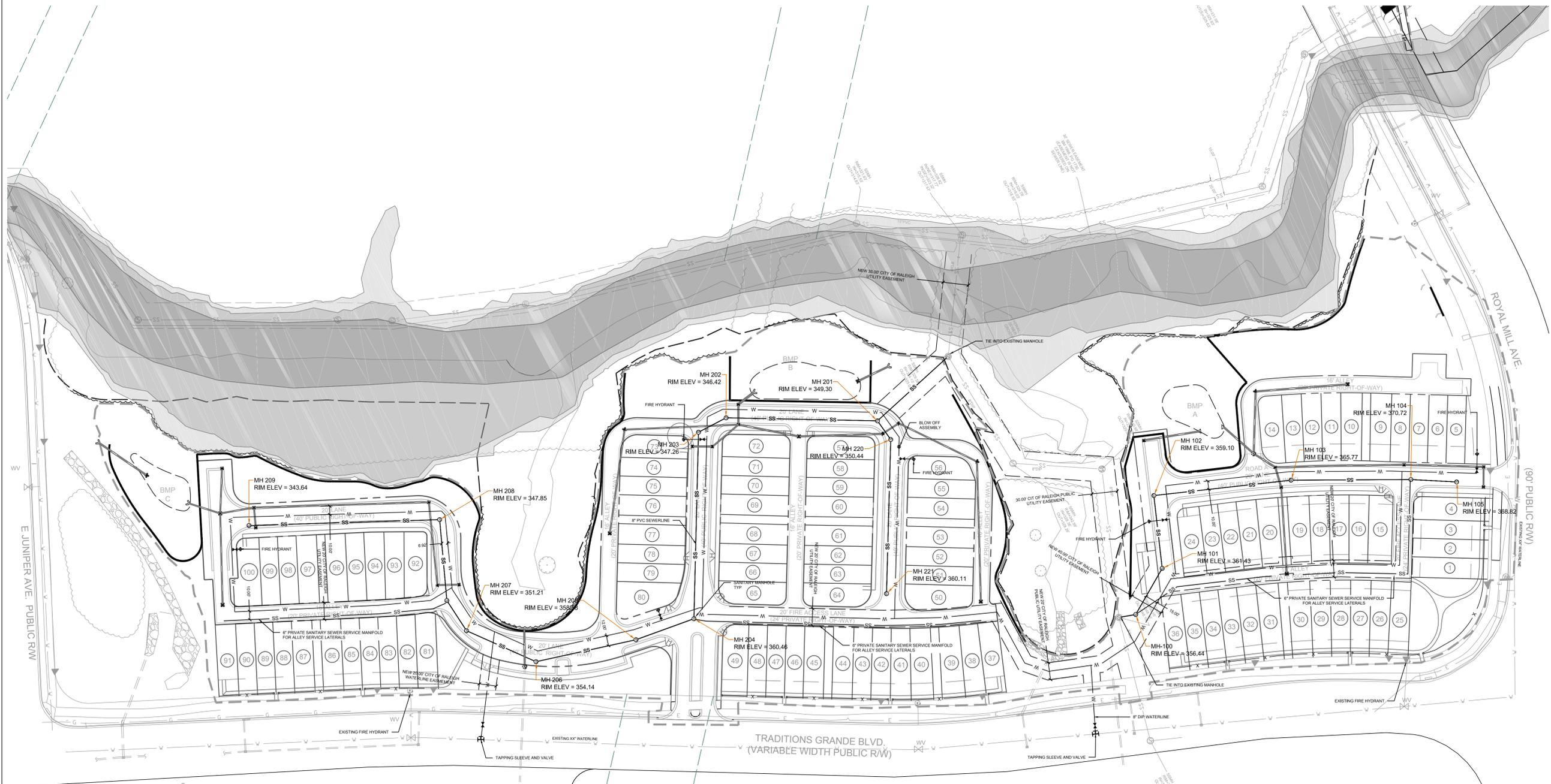
Project number: C16079 Sheet:

Date: 12.14.2016

Drawn by: LAP

Approved by: JWP

# C6.00



### UTILITY LEGEND

- W — EXISTING WATER LINE
- W — PROPOSED WATER LINE
- SS — EXISTING SANITARY SEWER LINE
- SS — PROPOSED SANITARY SEWER LINE
- ⚡ PROPOSED FIRE HYDRANT
- ⊕ PROPOSED WATER VALVE
- ⊙ EXISTING SANITARY SEWER MANHOLE
- ⊙ PROPOSED SANITARY SEWER MANHOLE
- ⊙ PROPOSED CLEANOUT
- ▬▬▬ LIMITS OF DISTURBANCE

C:\2016\C16079 - Wake Forest Traditions - South\DWGS1 - Design\Sheets\Major Subdivision\C16079-C6-00-Utility Plan.dwg Dec 14, 2016 - 8:36am





## STAFF REPORT

**To:** Planning Board & Board of Commissioners

**Date:** January 3, 2017

**Case:** SD-16-09: Crenshaw Corners Subdivision

**Prepared By:** Jonathan Cooper, Senior Planner

### GENERAL INFORMATION

**Owner:** DelHaize America Shared Services Group, LLC  
2110 Executive Drive  
Salisbury, NC 28145  
(704) 310-2972  
Mark.rufty@delhaize.com

**Applicant:** John R. McAdams Co  
2905 Meridian Parkway  
Durham, NC 27713

**Requested Action:** Subdivision Master Plan Approval for a 7 lot commercial subdivision

**Tax PINS #:** 1830-28-1505 & 1830-18-6497

**Location:** Intersection of Calvin Jones Highway 98 Bypass and Durham Road

**Size:** 13.96 acres

**Existing Land Use:** General Commercial

**Proposed Land Use:** General Commercial

**Existing Zoning:** NB, Neighborhood Business, Richland Creek Watershed Management Area, RC-WMA

### **Surrounding Land Uses & Zoning:**

**North -** Crenshaw Manor; GR3, General Residential-3  
**South-** COR-Wakefield Plantation; Residential  
**East -** Crenshaw Manor; GR3, General Residential-3  
**West -** Approved Apartments; RMX, Residential Mixed Use

**Wake Forest Community Plan:** This property is located in the Highway Corridor Zone per the Wake Forest Community Plan. Commercial establishments within the corridor can be quite large in scale, with ample parking, and near total dependence on automobile access. For many motorists passing through the Town, Capitol Boulevard is their most significant impression of Wake Forest. This corridor has many of the characteristics associated with a typical commercial strip found in many cities. The policy emphasis for the Highway Corridor Zone is to mitigate the adverse visual and functional impacts of strip development as concentrated within the corridor. This may include continued improvements in area signage and landscaping, the addition of sidewalks and bikeways (where appropriate) to encourage pedestrian and bicycle

access, and to continue to work closely with area partners on the US 1 Corridor plan of improvement, institutions gathering places, and the largest concentration of historic properties of anywhere in the community.

#### Policies for Commercial Areas:

- Policy LSC-1: Large-scale commercial developments should be encouraged, where appropriate, to contain a diverse mixture of retail, office, restaurant, and service uses.
- Policy LSC-2: Large-scale commercial uses should be located on the corners of neighborhood planning areas, that is, at the intersection of two or more major streets.
- Policy LSC-4: In planning for a new large scale development, large-scale uses should be buffered from adjacent residential areas by smaller scale buildings or by buffer strips. Regardless of the type of buffer, such uses should be accessible from the neighborhood.
- Policy LSC-6: When appropriate, the use of all around architecture should be required. That is, in some instances, it may be necessary to avoid designating a noticeable “service side” to a building, such as when a building abuts a residential or streetscape exposure, or other public space.
- Policy LSC-8: New large-scale commercial development should have limited driveway access to major thoroughfares and should connect all adjacent parking lots.

**Staff Analysis:** The proposed development provides the zoning buffers required by the Unified Development Ordinance. The proposed development will be accessed via two driveways, one off of Dr. Calvin Jones Highway and one off of Durham Road. The proposed development is located at the intersection of two major streets in the Neighborhood Planning Area.

#### Policies for Streets:

- Policy S-6: Streetyard vegetation should be planted or retained along major streets to soften and unify the streetscape, and to create attractive edge to the roadway allowing views through to the businesses. (Total screening may be required along limited access highways.)
- Policy S-9: Parking areas within a major street corridor should be generally screened from view using structural elements, topographic features and/or plantings. Plants should be tall enough at maturity to obscure views of parked cars. Service and loading areas should be completely screened.

**Staff Analysis:** The proposed lots in the shopping center will have screening of parking through the use of plantings along the Highway 98 Bypass and along Durham road.

#### Policies for Street Trees:

- Policy ST-4: Regularly spaced street trees should be planted in central medians, frontage street medians, plaza strips, and, where necessary, in dedicated easements on private property.
- Policy ST-5: The planting or preservation of street trees of appropriate size and species should continue to be required as part of the upfront costs of all new development, in accordance with the Town’s street tree planting master plan.

**Staff Analysis:** The development will preserve and plant trees as required by the Unified Development Ordinance.

#### Policies for Greenway Trails:

- Policy GT-1: The Town shall continue to pursue the development of a system of greenway trails connecting residential areas with, especially, schools and park facilities. Interconnecting such trails with other pedestrian and bikeway facilities shall be a priority.
- Policy GT-3: Greenway construction should be treated as a normal element of infrastructure necessary to support new development.

**Staff Analysis:** A multi-use path will be constructed along Dr. Calvin Jones Highway as part of the development.

#### Policies for Sidewalks

- Policy SW-1: Where no sidewalks are present in existing developed areas, sidewalks should be provided on a priority basis to connect residential areas to walkable pedestrian destinations, focusing especially on schools, parks and greenways.
- Policy SW-2: For new construction, sidewalks shall be required on both sides of the street (1) along thoroughfares and collectors, (2) in multi-family developments, (3) in “front porch” developments and (4) along local streets within walking distance of a major pedestrian trip attractor, such as a school, library, shopping center or similar facility. Sidewalks shall be required on one side of all other streets, except cul de sacs less than 400 feet long.

**Staff Analysis:** Sidewalks will be constructed as required as part of the development of the parcel.

#### Policies for Community Character

- Policy CC-1: New, expanding, or improved businesses should employ architectural standards consistent with Wake Forest’s architectural character and should avoid standard prototype designs otherwise employed in “Anywhere USA.
- Policy CC-6: Community character should be supported by development that is compatible when considered within the context of the surrounding area.

**Staff Analysis:** Development of this parcel will be subject to the design requirements in Chapter 5 of the Unified Development Ordinance, and, when constructed, will be compatible when considered within the context of the surrounding area.

#### Policies on Paying For Growth

- Policy PFG-1: The costs of infrastructure, facilities and services related to new growth and development should be borne primarily by those creating the demand. This approach should include cost recovery fees that are rationally related to the new growth.
- Policy PFG-2: The Town should continually seek to balance residential and non-residential development to foster a favorable service-cost to revenue-generated tax base.

**Staff Analysis:** The proposed development will be responsible for the installation of all utilities, transportation improvements, sidewalks and multi-use path.

## SPECIAL INFORMATION

**Public Utilities:** Municipal water & sewer services are available to the site, upon annexation

**Public Services:** Municipal services are available to the site, upon annexation

**Transportation:** The site will be accessed via two driveways; a right-in / right-out driveway off of Dr. Calvin Jones Highway, and a full movement driveway off of Durham Road. A public right-of-way (privately maintained) will be constructed interior to the development to allow access to all parcels and the extension of water and sewer services.

**Physical Characteristics:** The parcel is currently a vacant undeveloped commercial lot. The site has been rough graded for future development.

**Applicable Regulations:** Unified Development Ordinance, Wake Forest Community Plan, Wake Forest Transportation Plan.

### Site Master Plan Data:

<b>Name:</b>	Crenshaw Corners Commercial Subdivision
<b>Land Use:</b>	General Commercial
<b>Site Area:</b>	13.96 acres
<b>Number of Lots:</b>	7

The Board of Commissioners shall approve, deny, or approve with conditions the Subdivision Master Plan. No Subdivision Master Plan approval shall be granted unless it complies with the following findings of fact:

- Finding 1: **The plan is consistent with the adopted plans and policies of the town:** the request is consistent with the recommendations of all applicable town plans and policies;
- Finding 2: **The plan complies with all applicable requirements of this ordinance,** meets the requirements of the Unified Development Ordinance;
- Finding 3: **There exists adequate infrastructure to support the plan as proposed,** in that utilities will be extended to serve the new parcels and required improvements to the transportation network will be installed to mitigate additional traffic;
- Finding 4: **The plan will not be detrimental to the use or development of the adjacent properties or other neighborhood uses,** in that the proposed subdivision will not have a negative impact on surrounding uses and will install buffers as required by the Unified Development Ordinance.

## RECOMMENDATION

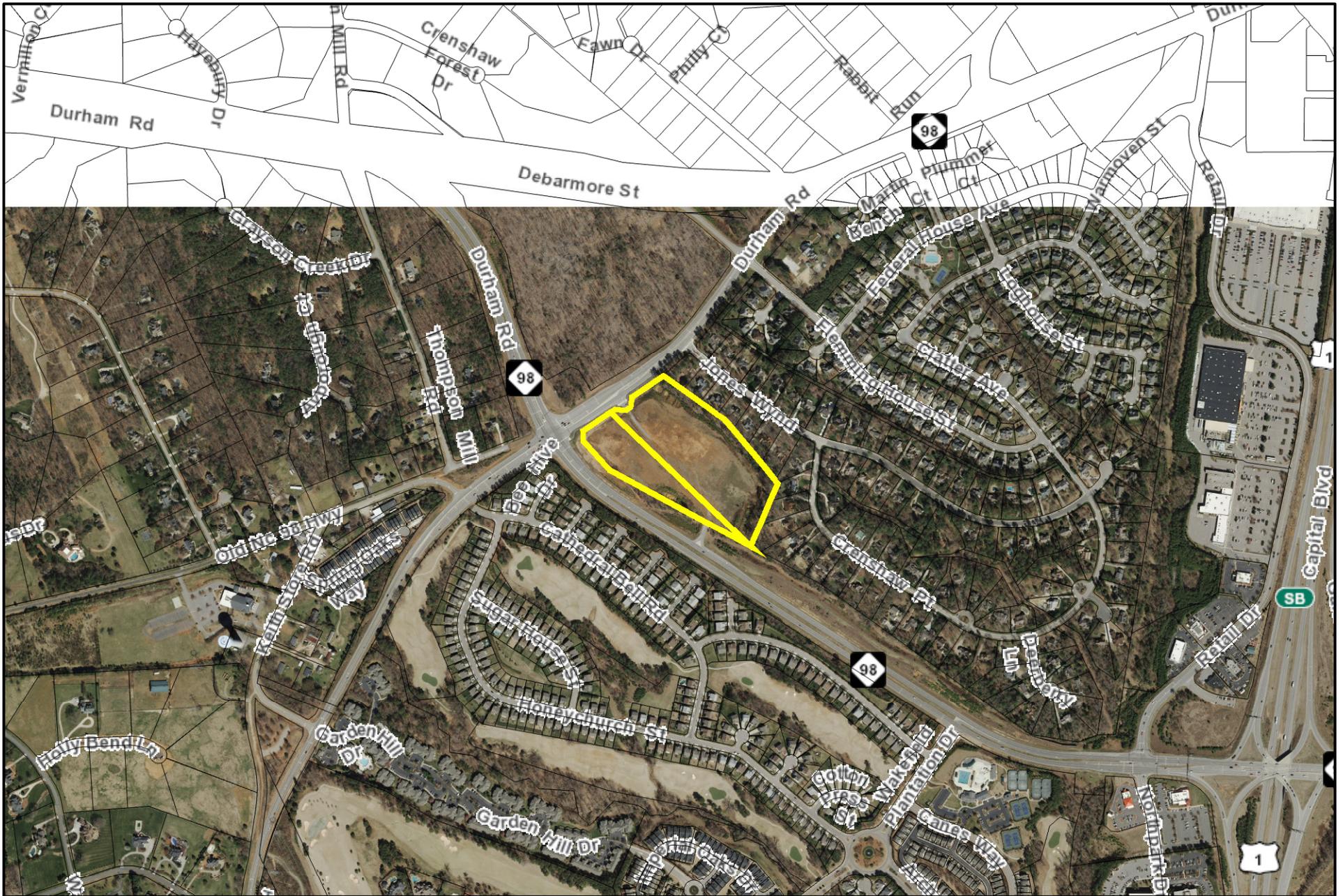
The proposed Crenshaw Corners Subdivision Master Plan meets the required findings of fact in the Unified Development Ordinance and applicable Town of Wake Forest plans and policies. Planning Staff recommends approval of the request with the following conditions,

1. Annexation petition must be submitted prior to the approval of construction plans.

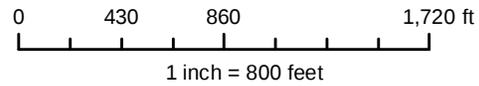
2. Development must construct and install all improvements recommended in the Traffic Impact Analysis.

Attachments:

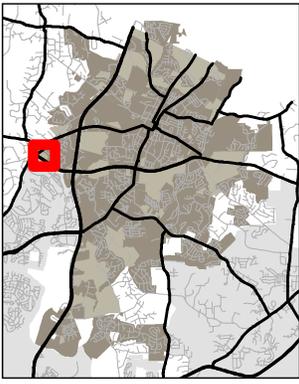
- Aerial Map
- Zoning Map
- Community Plan Maps
- Neighborhood Meeting Information
- Traffic Impact Analysis Excerpts
- Proposed Subdivision Master Plans



**Crenshaw Corners**



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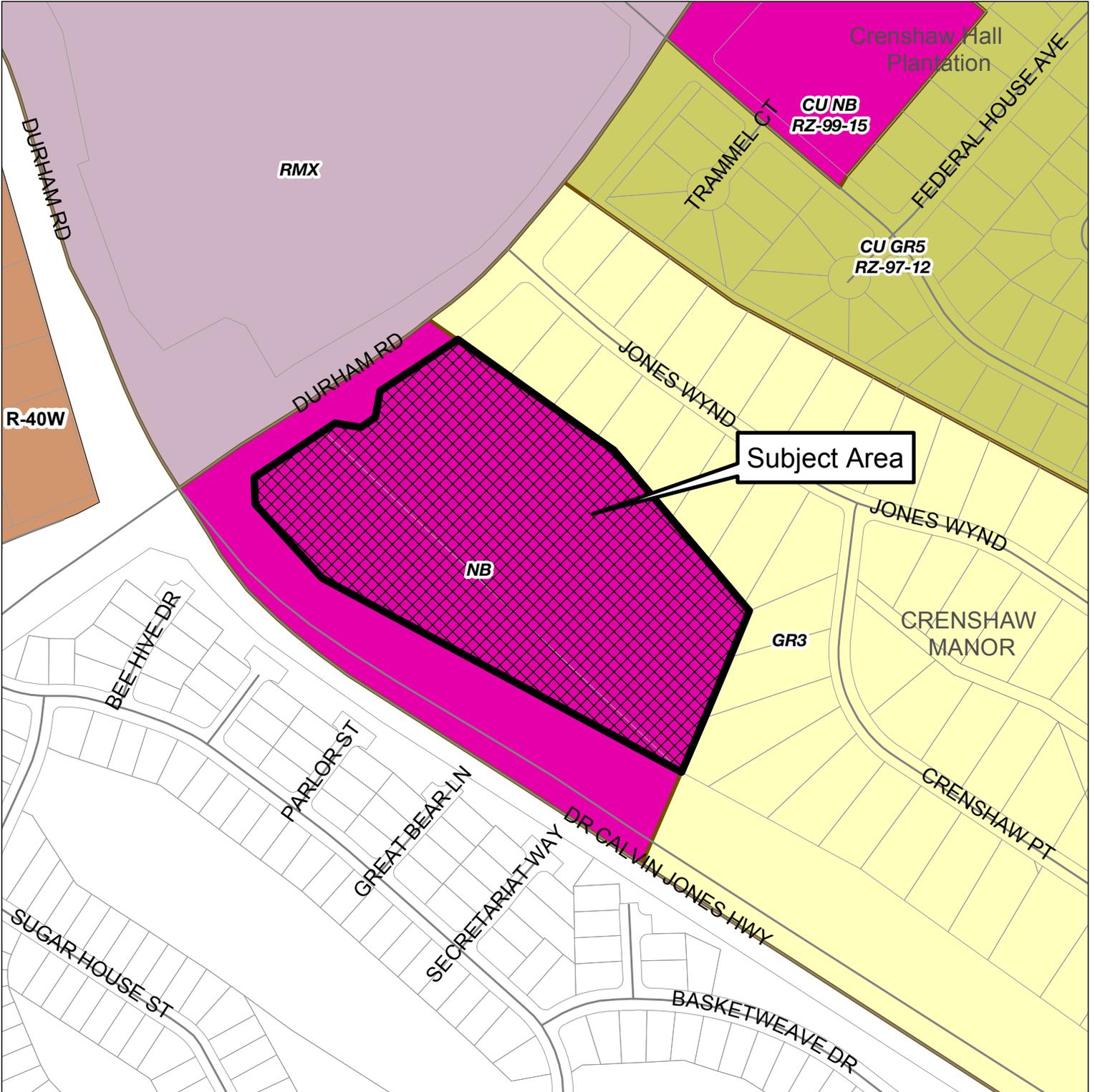


12/15/2016



TOWN of  
WAKE FOREST

# SD-16-09: Crenshaw Corners 1830-28-1505 & 1830-18-6497 7-Lot Commercial Subdivision



Subject Area

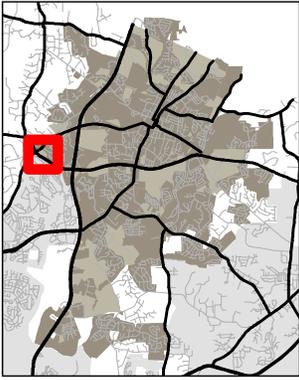
Please note that this map is intended for illustrative purposes only. For specific inquiries regarding zoning boundaries, contact the Wake Forest Department of Planning & Inspections at 919-435-9510.



# Community Plan Zones

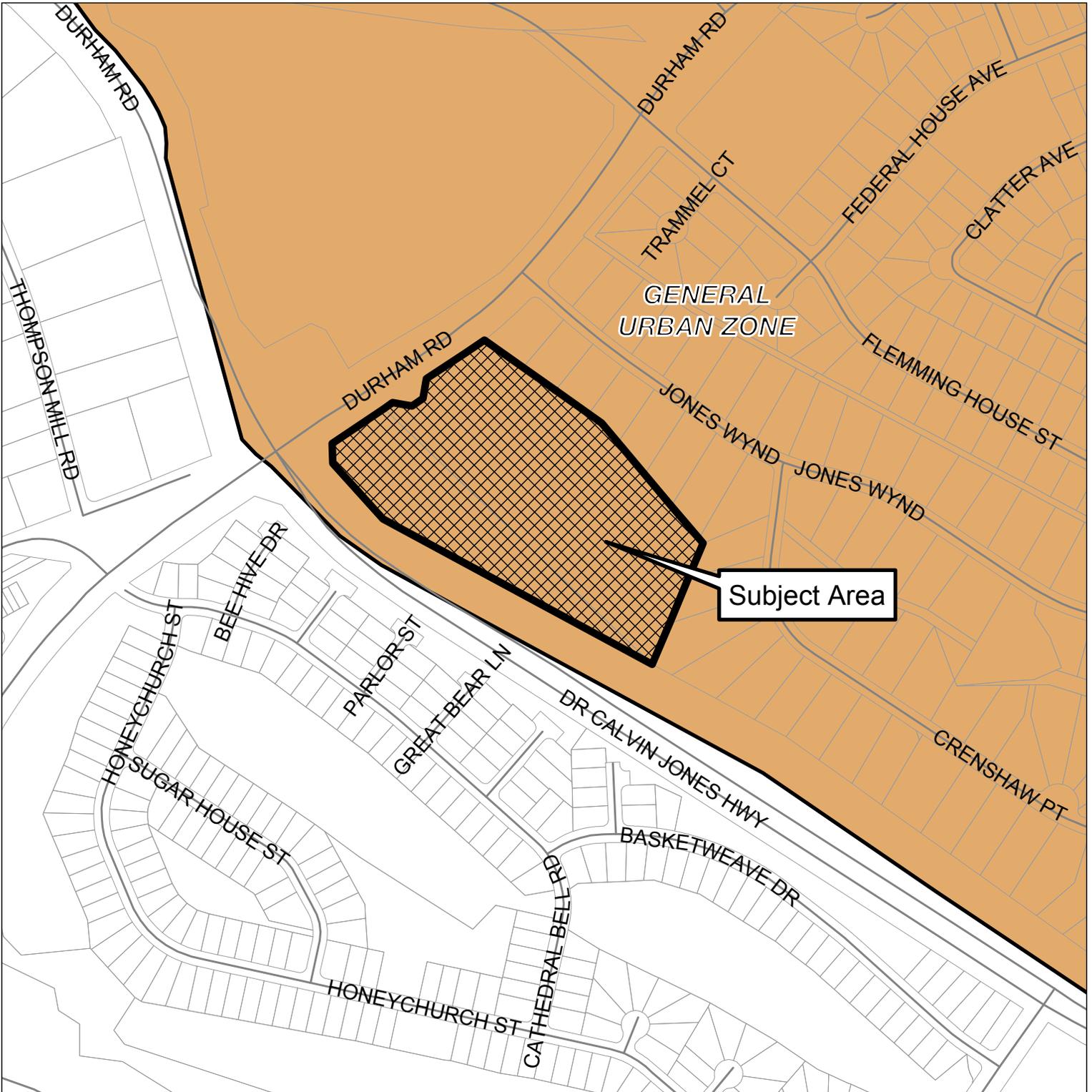


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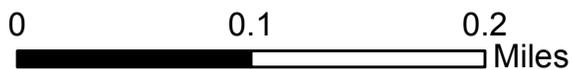


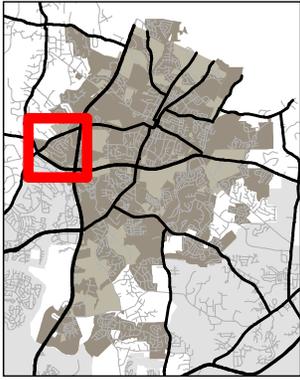
12/15/2016

## SD-16-09: Crenshaw Corners 1830-28-1505 & 1830-18-6497 7-Lot Commercial Subdivision



Please note that this map is intended for illustrative purposes only. For specific inquiries regarding zoning boundaries, contact the Wake Forest Department of Planning & Inspections at 919-435-9510.





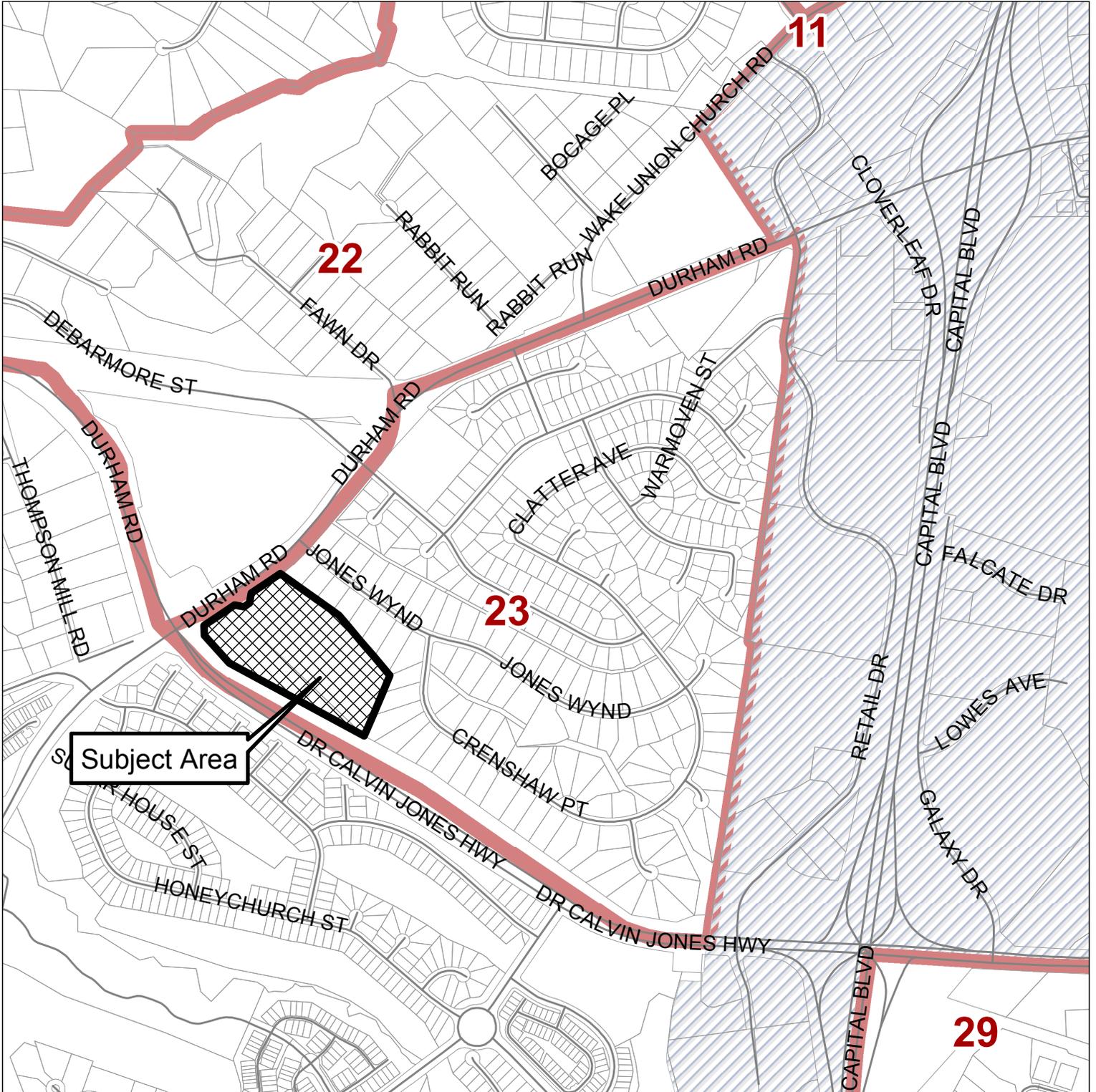
# Neighborhood Planning Areas



TOWN of  
WAKE FOREST

## SD-16-09: Crenshaw Corners 1830-28-1505 & 1830-18-6497 7-Lot Commercial Subdivision

12/15/2016



Please note that this map is intended for illustrative purposes only. For specific inquiries regarding zoning boundaries, contact the Wake Forest Department of Planning & Inspections at 919-435-9510.



Community Meeting for Subdivision Plan Approval- Crenshaw Corners

November 7, 2016

St. John's Episcopal Church, Wake Forest, NC

Name	How may we contact you?
Chad Winger 919-323-2616	1508 Crenshaw Pt. - Realtor J. and Krishanna Hilliard Keller Williams Preferred
JASON & TERESA BLACK	1021 JONES WYND
John Winger	1017 Jones Wynd
Martha Annun	3401 Great Beach, Raleigh
Salina Gary	1132 CLETTER AVE, WF
Al & Sylvia Kelly	1008 Jones Wynd
Leonard CRISTINZIANO	1512 Crenshaw Pt.
Andy & Danie	1552 Crenshaw Pt
Amalyn Krebs	1027 Jones Wynd
FRANK KREBS	" "
Paul Joseleey	1547 Crenshaw Pt.
Brian Dallas	928 FEDERAL HOUSE AVE.
Keri Saul	1007 Jones Wynd



## Community Meeting Minutes for Subdivision Plan Approval-Crenshaw Corners

The community meeting for major subdivision plan of Crenshaw Corners was held from 6:00pm to 7:45pm on Monday, November 7, 2016. The meeting was at St. John's Episcopal Church, 830 Durham Rd. Wake Forest, NC 27587.

The meeting began at 6:00pm with James Warren introducing the following:

1. Steve Gould, owner of Crenshaw Corners, LLC which presently owns the real estate.
2. Joe Gentry of Gentry Development, LLC from Columbia, SC. Joe is in charge of the development.
3. Steve Turner of Turner Commercial Properties, Inc., Charlotte, NC. Steve is selling the real estate once the development has been completed.
4. Joshua Reinke of Ramey Kemp & Associates, Raleigh, NC. Josh is traffic engineer for the project.
5. Bill Dereks of McAdams in Durham, NC. Bill is engineer for the project.

James explained that the community meeting is to get the neighbors together with those developing and selling the project. Crenshaw Corners will be approximately 14 acres. Notice of the meeting was sent to 62 property owners, these being those within 100 feet of the project, not including road right of way. It was noted that there are others at the meeting that are not adjacent property owners and this is fine. There are no representatives from Wake Forest Planning Department as purpose of the meeting is for the neighbors to meet the developers.

The meeting was turned over to Joe Gentry who explained that the development would be 6 individual commercial lots. It would not be a strip center. There would be 1 lot with a major grocery store. Name of the grocery store chain cannot be released at this time. The other 5 commercial lots do not have buyer at this time. It is hoped that the development will be before Wake Forest Planning Board and Board of Commissioners in January. It is hoped that construction will start in February or March.

First comment was about the buffers. There presently is a buffer of 75 feet along those residences in Crenshaw Manor. Plans call for this buffer to be reduced to 40 feet at the grocery store lot and down to 20 feet for other lots. Also, plans call for the existing vegetation to be greatly reduced.

Engineer Bill Dereks acknowledged this reduction in buffer and then reviewed a large drawing of the project. There will be two entrances that have already been constructed. Both of these will be right in and right out. One is on NC Hwy 98 and Durham Rd. There will be 2 storm water retainage facilities. The only offsite work will be a sewer line that will hook into the sewer in Crenshaw Manor Subdivision. Water lines are presently at the site. There is a walkway along NC Hwy 98. Most of the grading and clearing has already been done. There will be a little more grading once the project begins. There are presently no construction drawing of buildings that can be shown. These will be finished and available to be seen after Town of Wake Forest approves the subdivision.

Bill then addressed the issue of the buffer. The required buffer is a 20 foot type B buffer. In addition to this there will be an 8 foot high solid wood fence. For much of the buffer there will be a berm. Joe stated that the buffer is 40 feet at the grocery store and that the fence will be on top of the berm.

- **Question-** Why is it a wood fence and who will maintain the fence?

Joe-The shopping center will maintain the fence and it is a solid wood fence to deflect noise.

- **Question-** For the grocery store, when will deliveries be made. Will there be deliveries at night?

Joe- Does not know when deliveries would be made. That would be up to the grocery store. Does know that Town of Wake Forest has a noise requirement which would certainly be enforced.

- **Question-** are those present working with seller and developer involved in development of apartments on the northwest side of Durham Rd?

Joe- No.

- **Question-** What is being done to deflect noise from the shopping center?

Joe- The wooden fence will be on top of the berm. It is a solid wood fence and will deflect noise.

- **Question-** What will the exterior of the grocery store look like?

Joe- the grocery store is 38,000sqft. It will be built of stacked stone. For the back of the grocery store it will block.

- **Question-** What will be the buildings on the other 5 lots look like?

Joe- These lots will be sold to 5 different companies. They each probably have their own type of building. We do not know what design they will have as we do not know at this time who will be in the building.

- **Question-** If the buffer is reduced to 20 feet, will it always stay at 20 feet. Might it be increased when the other buildings are built?

Bill Dereks- It will stay at 20 feet which should be sufficient. Whoever will occupy the other two lots touching Crenshaw Manor will not be nearly as active as a grocery store. 20 feet will be fine.

Joe- A berm is not required. However it will be installed. A berm is much more significant than distance. 20 feet with a berm is much better than 40 feet without a berm.

- **Question-** How high is the berm?

Joe- the berm will be from 3 feet to 8 feet.

- **Question-** What do we know about an increase in traffic?

Josh Reinke- Josh stated that he had been working for quite some while the Town of Wake Forest and Department of Transportation to get data from existing traffic and to project what traffic there would be in the future. Existing traffic will certainly change with development of the apartment project on the other side of Durham Rd. A traffic impact analysis for all the area has been submitted to Town of Wake Forest and to Department of Transportation. He expects a response from both town and DOT in 2 to 3 weeks. This response will come with any recommendations to alter or change the existing plans of the development concerning traffic.

- **Question-** What type lighting will there be, will it be LED lighting?

Joe- It will be LED lighting which is directional. However, it will be directed downward. It will be shielded so that those in Crenshaw manor will not have the lights shinning at them. They will certainly recognize the glow of light from the shopping center.

- **Question-** For the parcels that are not the grocery store and touch Crenshaw Manor, why is the buffer smaller.

Joe- the buffer exceeds all requirements. It is smaller away from the grocery store since there will be less activity.

Again a comment that the buffer is now 75 feet and is going to 20 feet. The neighbors have been very happy with the 75 foot buffer for a long time and this is quite a change for them.

Joe responded that he is very sensitive to this change for the homeowners. For many years they have enjoyed having a vacant area next to their subdivision. Now it will be a commercial shopping center. He thinks they will be happy with the shopping center, but it is certainly change that they will have to adapt to.

- **Question-** Will the 5 parcels that are not the grocery store all have 1 owner.

Joe- Turner Commercial Properties will have these 5 parcels but will sell them to 5 different buyers.

- **Question-** What is the last development that Joe has done.

Joe- A recent one was in Clemson, the name being Long Town. Joe will send renderings of this to those that desire them.

- **Question-** When will the development be finished.

Joe- If everything goes as hoped the grocery store will be finished by August or September. Joe is not sure about the other 5 lots.

- **Question-** Will the grocery store be open 24 hours a day?

Joe-No.

- **Question-** For the 5 stores that are not the grocery stores, how do we know that they will be quality operations.

Joe- Price will restrict these to major tenants.

- **Question-** Would there be a Dollar General.

Joe- No.

- **Question-** Can't we do better than 20 feet for the buffer.  
Joe- 20 feet is a lot. There are only 2 parcels touching Crenshaw Manor that will have the 20 foot buffer. The development could have been done in such a way that there would have been more than 6 parcels and thus many more parcels touching Crenshaw Manor subdivision.

- **Question-** On your rendering there is a green space behind the grocery store.  
Joe- Yes this is an area that will be left as a grassy area. It will be additional buffer.

- **Question-** Will there be a public hearing for each store that goes in.

Joe- No.

- **Question-** Will there be a stop light at the Crenshaw Manor Subdivision entrance, as this location will also be the entrance for apartments now being constructed on the northwest side of Durham Rd.

Bill- Only Department of Transportation can approve stop lights. Right now there has been no request for one, but even if he did request one it is totally up to Department of Transportation. To his knowledge there will not be a stop light there for quiet some while.

- **Question-** Could Joe give examples of stores that might be on the 5 lots.  
Joe- there will most likely be a drugstore, either Walgreens, CVS or Rite aid. There will not be a Family Dollar or a Dollar General.

- **Question-** Will there be a gas station?

Joe-there is not one in the plans. We really don't know who will buy the 5 parcels that are available, but generally you would not have a gas station in a development like this one.

- **Question-** Would there be a dry cleaning facility?

Joe- **No.**

- **Question-** Will sidewalks connect with present ones of Town of Wake Forest.

Bill- The sidewalks will be along the extent of the development. They will not go beyond the development.

- **Question-** Does the fence go all around the property facing Crenshaw Manor Subdivision?

Joe- Yes.

- **Question-** Will there be access directly from Crenshaw Manor Subdivision to the development?

Joe- No. there will not be a path from the residential subdivision to the commercial development.

- **Question-** What are the elevations for the grocery store?

Joe- Does not recall what they are. Would be glad to send them by email.

- **Question-** What trees are planned for the development?

Bill- Bill read the list of different types of shrubs and trees that have been proposed.

- **Question-** There is a creek in the neighborhood of Crenshaw Manor. Will the creek be effected by runoff from the commercial development?

Bill- No. There are two retention ponds that will take care of the water. It will not affect the creek in Crenshaw Manor or the homes in Crenshaw Manor.

- **Question-** How many parking spaces for the grocery store.

Bill- There are 4.5 parking spaces for 1,000 feet of grocery store. This should calculate to around 172 parking spaces. As for the 5 parcels they will each have their own parking.

- **Question-** What type of signage will there be.

Joe- The signage will be upscale, it will be very impressive.

- **Question-** How about noise problems during construction?

Joe- There should not be any continuing noise problems during construction. If there are someone should call him and he will take care of it.

**Comment-** Thought there would be more uniformity in the grocery store and the other 5 buildings. Thought there might be a common theme for each of these buildings.

Joe- We don't know what the other 5 building will look like. This will be an upscale commercial development so they will all be in good taste. However, we do not know that they will be similar in appearance.

**Comment-** Would like a bigger buffer with no fence. Really want more than 20 feet. Would like a 40 foot buffer at all places.

**Comment-** We now have a 75 foot buffer with a berm and trees. Having this reduced down to 20 feet in width and losing most of the trees is a big change.

- **Question-** At the next meeting could we have cookies?
- **Question-** Will there dust and how might it be controlled.

Joe- There will be dust, but developers will do their best to control it. It should only be for a brief period of time.

There being no further comments or questions, James asked that those wanting information from Joe by email give their address to James. It was also acknowledged that Teresa Black is Treasurer of the Crenshaw Manor home owners association and Frank Krebs is Vice President of the association.

TERESA BLACK

TERESA BLACK 40 @ GMAIL.COM

919-435-7490

FRANK KREBS

fkrebs1@nc.rr.com

ROB + CHER ROMAINE

rr.romaine@earthlink.net

jm.romaine@earthlink.net

michael.cristinziano@citrix.com

(Michael Cristinziano 1512 Crenshaw Pt)

# Traffic Impact Analysis Crenshaw Corners Wake Forest, NC



# TRAFFIC IMPACT ANALYSIS

FOR

## CRENSHAW CORNERS

LOCATED

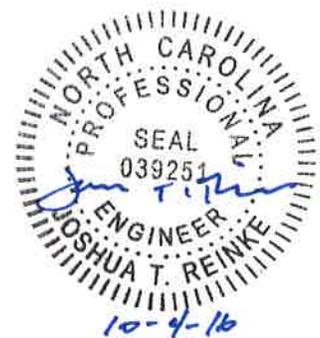
IN

## WAKE FOREST, NORTH CAROLINA

Prepared For:  
Delhaize America Shared Services Group, LLC  
2110 Executive Drive  
Salisbury, NC 28145

Prepared By:  
Ramey Kemp & Associates, Inc.  
5808 Faringdon Place, Suite 100  
Raleigh, NC 27609  
License #C-0910

October 2016



RKA Project No. 16214

Prepared By: ML

Reviewed By: JR

**TABLE OF CONTENTS**

**1. INTRODUCTION.....1**

1.1. Site Location and Study Area .....2

1.2. Proposed Land Use and Site Access .....4

1.3. Adjacent Land Uses.....4

1.4. Existing Roadways .....4

**2. EXISTING (2016) PEAK HOUR CONDITIONS.....9**

2.1. Existing (2016) Peak Hour Traffic .....9

2.2. Analysis of Existing (2016) Peak Hour Traffic .....10

**3. BACKGROUND (2017) PEAK HOUR CONDITIONS.....12**

3.1. Ambient Traffic Growth .....12

3.2. Adjacent Development Traffic .....12

3.3. Future Roadway Improvements .....12

3.4. Background (2017) Peak Hour Traffic Volumes .....12

3.5. Analysis of Background (2017) Peak Hour Traffic Conditions .....13

**4. SITE TRIP GENERATION AND DISTRIBUTION.....17**

4.1. Trip Generation .....17

4.2. Site Trip Distribution and Assignment.....20

**5. COMBINED (2017) TRAFFIC CONDITIONS.....26**

5.1. Combined (2017) Peak Hour Traffic Volumes .....26

5.2. Analysis of Combined (2017) Peak Hour Traffic .....26

**6. TRAFFIC ANALYSIS PROCEDURE.....28**

6.1. Adjustments to Analysis Guidelines.....29

**7. CAPACITY ANALYSIS.....31**

7.1. Dr. Calvin Jones Highway (NC 98) and Old Falls of Neuse Road / Durham Road.....31

7.2. Dr. Calvin Jones Highway (NC 98) and Northpark Drive / Retail Drive .....33

7.3. Durham Road and Debarmore Street / Flemming House Street .....34

7.4. Durham Road and Site Drive 1 .....36

7.5. Dr. Calvin Jones Highway (NC 98) and Site Drive 2 .....37

**8. CONCLUSIONS .....38**

**9. RECOMMENDATIONS .....41**

**LIST OF FIGURES**

Figure 1 – Site Location Map .....3  
Figure 2 – Preliminary Site Plan.....7  
Figure 3 – Existing (2016) Lane Configurations.....8  
Figure 4 – Existing (2016) Peak Hour Traffic ..... 11  
Figure 5 – Projected (2017) Peak Hour Traffic ..... 14  
Figure 6 – Peak Hour Adjacent Development Trips ..... 15  
Figure 7 – Background (2017) Peak Hour Traffic ..... 16  
Figure 8 – Primary Site Trip Distribution ..... 21  
Figure 9 – Primary Site Trip Assignment ..... 22  
Figure 10 – Pass-By Site Trip Distribution..... 23  
Figure 11 – Pass-By Site Trip Assignment ..... 24  
Figure 12 – Total Site Trip Assignment ..... 25  
Figure 13 – Combined (2017) Peak Hour Traffic ..... 27  
Figure 14 – Recommended Lane Configurations ..... 42

**LIST OF TABLES**

Table 1: Trip Generation Summary..... 18  
Table 2: Highway Capacity Manual – Levels-of-Service and Delay .....28  
Table 3: Analysis Summary of Dr. Calvin Jones Highway (NC 98) [East-West] and Old Falls  
of Neuse Road / Durham Road [North-South].....31  
Table 4: Analysis Summary of Dr. Calvin Jones Highway (NC 98) [E-W] and Northpark  
Drive / Retail Drive [N-S].....33  
Table 5: Analysis Summary of Durham Road [N-S] and Debarmore Street / Flemming House  
Street [E-W] .....34  
Table 6: Analysis Summary of Durham Road [N-S] and Site Drive 1 [W] .....36  
Table 7: Analysis Summary of Dr. Calvin Jones Highway (NC 98) [E-W] and Site Drive 2 [S] .....37

**TECHNICAL APPENDIX**

- Appendix A: Memorandum of Understanding
- Appendix B: Traffic Count Data
- Appendix C: Signal Information
- Appendix D: Adjacent Development Information
- Appendix E: Capacity Calculations – Dr. Calvin Jones Highway (NC 98) and Old Falls of Neuse Road / Durham Road
- Appendix F: Capacity Calculations – Dr. Calvin Jones Highway (NC 98) and Northpark Drive / Retail Drive
- Appendix G: Capacity Calculations – Durham Road and Debarmore Street / Flemming House Street
- Appendix H: Capacity Calculations – Durham Road and Site Drive 1
- Appendix I: Capacity Calculations – Dr. Calvin Jones Highway (NC 98) and Site Drive 2

**TRAFFIC IMPACT ANALYSIS**  
**CRENSHAW CORNERS**  
**WAKE FOREST, NORTH CAROLINA**

**1. INTRODUCTION**

The contents of this report present the findings of the Traffic Impact Analysis (TIA) conducted for the proposed Crenshaw Corners to be located in the southeast quadrant of Durham Road / Old Falls of Neuse Road and Dr. Calvin Jones Highway (NC 98) in Wake Forest, North Carolina. The purpose of this study is to determine the potential impacts to the surrounding transportation system created by traffic generated by the proposed development, as well as recommend improvements to mitigate the impacts.

The scope of work for this study was developed based on coordination with the North Carolina Department of Transportation (NCDOT) and the Town of Wake Forest (Town). A Memorandum of Understanding (MOU) was confirmed by the Town and NCDOT outlining the scope of work. Refer to Appendix A for the MOU approved by the Town and NCDOT. It should be noted that minor changes have been made to the trip generation of the proposed development, previously outlined in the approved MOU, based on NCDOT Congestion Management Guidelines. Refer to Section 6.1 of this report for a detailed description of any adjustments to these guidelines made throughout the analysis.

The proposed development, anticipated to be completed in 2017, is expected to consist of a 36,000 square foot (sq. ft.) supermarket and five (5) outparcels upon full build-out. The five outparcels were assumed to have the following uses for the purpose of this study:

- 20,000 sq. ft. shopping center
- 3,500 sq. ft. drive-in bank
- 6,000 sq. ft. high-turnover (sit-down) restaurant
- 4,000 sq. ft. fast-food restaurant with drive-through window
- 6,000 sq. ft. convenience market with gasoline pumps

The study analyzes traffic conditions during the weekday AM and PM peak hours for the following scenarios:

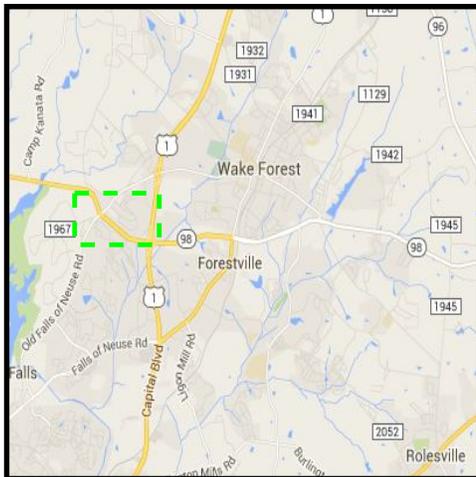
- Existing (2016) Traffic Conditions
- Background (2017) Traffic Conditions
- Combined (2017) Traffic Conditions

### **1.1. Site Location and Study Area**

The development is proposed to be located in the southeast quadrant of Durham Road / Old Falls of Neuse Road and Dr. Calvin Jones Highway (NC 98) in Wake Forest, North Carolina. The study area for the TIA was determined through coordination with NCDOT and the Town and consists of the following existing intersections:

- Dr. Calvin Jones Highway (NC 98) and Old Falls of Neuse Road / Durham Road (signalized)
- Dr. Calvin Jones Highway (NC 98) and Northpark Drive / Retail Drive (signalized)
- Durham Road and Debarmore Street / Flemming House Street (unsignalized)

Refer to Figure 1 for the site location map.



**LEGEND**

-  Proposed Site Location
-  Study Intersection
-  Study Area



Crenshaw Corners  
Wake Forest, NC

Site Location Map

Scale: Not to Scale

Figure 1

## **1.2. Proposed Land Use and Site Access**

The proposed development, anticipated to be completed in 2017, is expected to consist of a 36,000 sq. ft. supermarket and five (5) outparcels upon full build-out. The five outparcels were assumed to have the following uses for the purpose of this study:

- 20,000 sq. ft. shopping center
- 3,500 sq. ft. drive-in bank
- 6,000 sq. ft. high-turnover (sit-down) restaurant
- 4,000 sq. ft. fast-food restaurant with drive-through window
- 6,000 sq. ft. convenience market with gasoline pumps

Access to the proposed development will be provided via one left-over site driveway on Durham Road and one right-in/right-out (RIRO) site driveway on Dr. Calvin Jones Highway (NC 98). Refer to Figure 2 for a copy of the preliminary site plan.

## **1.3. Adjacent Land Uses**

The proposed development is expected to be constructed within an area consisting primarily of residential development and undeveloped land.

## **1.4. Existing Roadways**

Dr. Calvin Jones Highway (NC 98) is a four-lane divided roadway running in an east-west direction with a posted speed limit of 55 miles per hour (mph) within the study area. Based on the most recent data (2013) from the NCDOT, NC 98 has an annual average daily traffic (AADT) volume of 15,000 vehicles per day (vpd) within the study area.

Durham Road is a five-lane roadway divided by a two-way left-turn lane (TWLTL) running in a north-south direction with a posted speed limit of 45 mph within the study area. South of NC 98, this roadway turns into Old Falls of Neuse Road. Based on the most recent data (2013) from the NCDOT, Durham Road has an AADT volume of 8,900 vpd within the study area.

Old Falls of Neuse Road is a five-lane roadway divided by a TWLTL running in a north-south direction with a posted speed limit of 45 mph within the study area. North of NC 98, this roadway turns into Durham Road. Based on the most recent data (2013) from the NCDOT, Old Falls of Neuse Road has an AADT volume of 24,000 vpd outside the study area.

Debarmore Street is a two-lane undivided roadway running in an east-west direction with a posted speed limit of 45 mph within the study area. East of Durham Road, this roadway turns into Fleming House Street. Based on the current traffic counts from 2016, and assuming that the PM peak hour volume is 10% of the average daily traffic, Debarmore Street has an average daily traffic volume of approximately 700 vpd within the study area.

Fleming House Street is a two-lane undivided roadway running in an east-west direction with a posted speed limit of 25 mph within the study area. West of Durham Road, this roadway turns into Debarmore Street. Based on current traffic counts from 2016, and assuming that the PM peak hour volume is 10% of the average daily traffic, Fleming House Street has an average daily traffic volume of approximately 680 vpd within the study area.

Northpark Drive is a two-lane undivided roadway running in a north-south direction with no posted speed limit in the study area. For the purpose of this study, it was analyzed with a speed limit of 25 mph. North of NC 98, this roadway turns into Retail Drive. Based on the current traffic counts from 2016, and assuming that the PM peak hour volume is 10% of the average daily traffic, Northpark Drive has an average daily traffic volume of approximately 3,000 vpd within the study area.

Retail Drive is a three-lane roadway divided by a TWLTL running in a north-south direction with a posted speed limit of 25 mph within the study area. South of NC 98, this roadway turns into Northpark Drive. Based on the current traffic counts from 2016, and assuming that the PM peak hour volume is 10% of the average daily traffic, Retail Drive has an average daily traffic volume of approximately 9,300 vpd within the study area.

Existing lane configurations (number of traffic lanes on each intersection approach), lane widths, storage capacities, and other intersection and roadway information was collected through field reconnaissance by Ramey Kemp & Associates, Inc. (RKA). Refer to Figure 3 for an illustration of the existing lane configurations within the study area.

CONCEPT PLAN FOR:  
**CRENSHAW CORNERS**  
 WAKE FOREST, NORTH CAROLINA



**SITE DATA TABLE**

TOTAL SITE AREA: ~14 AC  
 GROCERY: ~35,535 SF  
 SITE AREA: ~6 AC  
 PARKED AT: 5/1000 (10' STALLS)

**NOTES:**

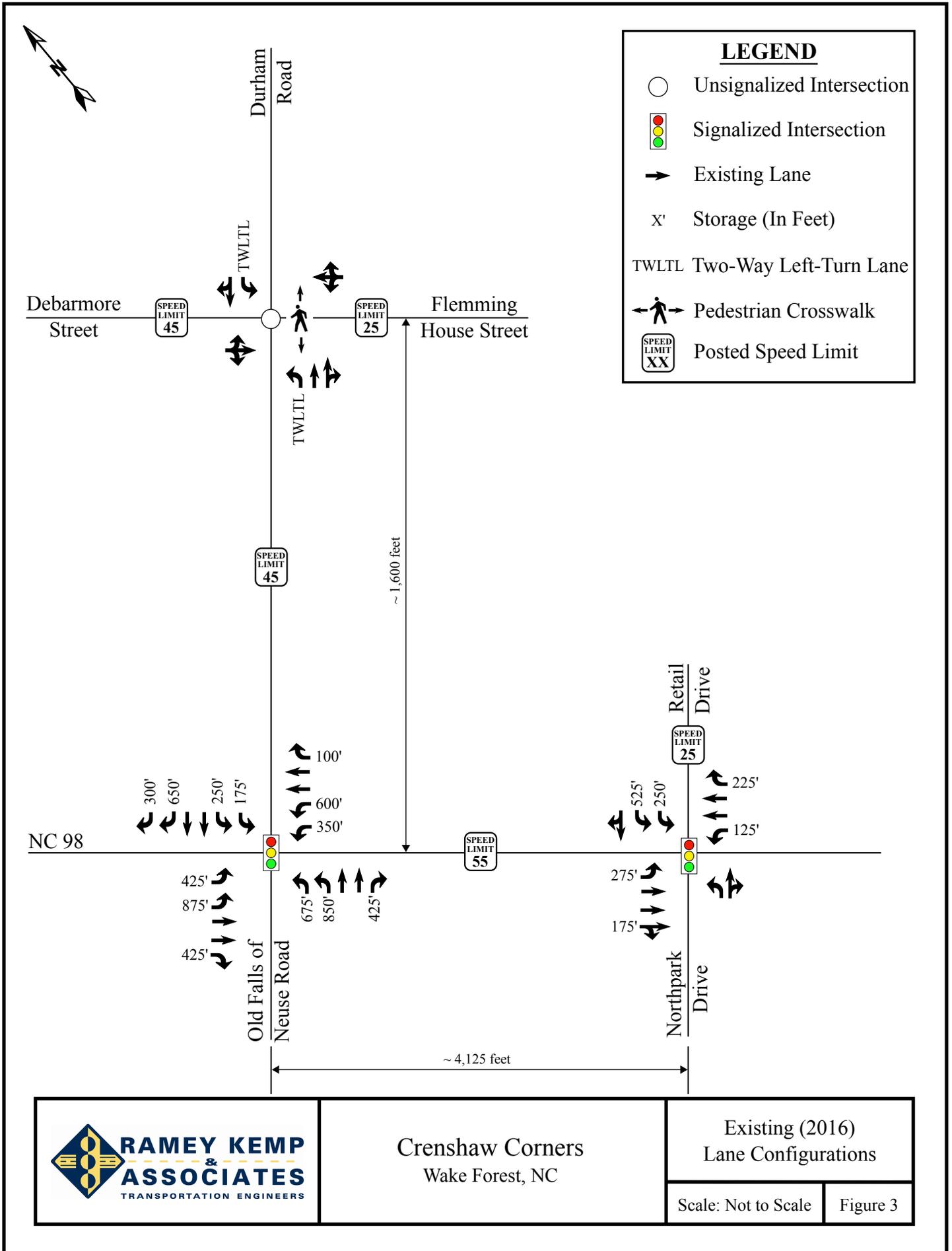
- 1) 20' TYPE 'B' BUFFER REQUIRED ALONG PL. ADJACENT TO RESIDENTIAL.
- 2) 50' SHOD YARD REQ. ALONG 98 BYPASS
- 3) 30' SHOD YARD REQ. ALONG FIRST 200' OF DURHAM ROAD
- 4) 70% LIMIT ON IMPERVIOUS
- 5) 20' TYPE 'B' STREET YARD ALONG DURHAM ROAD
- 6) CANOPY COVERAGE REQUIRED: 2 CANOPY TREES/5000 SF PARCEL AREA (~250 CANOPY TREES)
- 7) PERMANENT DRAINAGE EASEMENT MAY SHIFT LAYOUT REGARDING CUTPARCEL 'A' AND 'B' ~ 30' SOUTH



AUGUST 02, 2016

THIS GRAPHIC REPRESENTATION IS MEANT FOR ILLUSTRATIVE PURPOSES ONLY.





Crenshaw Corners  
Wake Forest, NC

Existing (2016)  
Lane Configurations

Scale: Not to Scale

Figure 3

## **2. EXISTING (2016) PEAK HOUR CONDITIONS**

### **2.1. Existing (2016) Peak Hour Traffic**

Existing peak hour traffic volumes were determined based on traffic counts conducted at the study intersections listed below in April of 2015 by RKA during typical weekday AM (7:00 AM – 9:00 AM) and PM (4:00 PM – 6:00 PM) peak periods:

- Dr. Calvin Jones Highway (NC 98) and Old Falls of Neuse Road / Durham Road
- Durham Road and Debarmore Street / Flemming House Street

It should be noted that traffic counts at the intersections listed above were projected to the year 2016 using an annual growth rate of 2%, as approved by the Town and NCDOT. Additionally, traffic counts were conducted at the intersection of Dr. Calvin Jones Highway (NC 98) and Northpark Drive in September of 2016 by RKA during typical weekday AM (7:00 AM – 9:00 AM) and PM (4:00 PM – 6:00 PM) peak periods.

Refer to Figure 4 for existing (2016) weekday AM and PM peak hour traffic volumes. A copy of the raw traffic count data is located in Appendix B of this report. There was one (1) section of roadway where the imbalances in the existing counts could not be justified based on driveways along this roadway. The following adjustments were made below to provide for a conservative analysis:

- A significant increase in eastbound traffic was observed along Dr. Calvin Jones Highway (NC 98) between Old Falls of Neuse Road / Durham Road and Northpark Drive / Retail Drive during the weekday PM peak hour. There is a left-over access to the Wakefield Plantation residential development along this section of roadway. It was assumed that some, but not all traffic along this section of roadway would enter this residential development from NC 98. All other traffic volumes were consistent throughout the study area and 50% of the traffic gained along this section of roadway was added proportionally to the specific movements at the intersection of Dr. Calvin Jones Highway (NC 98) and Old Falls of Neuse Road / Durham Road that influence the imbalance along this section of roadway.

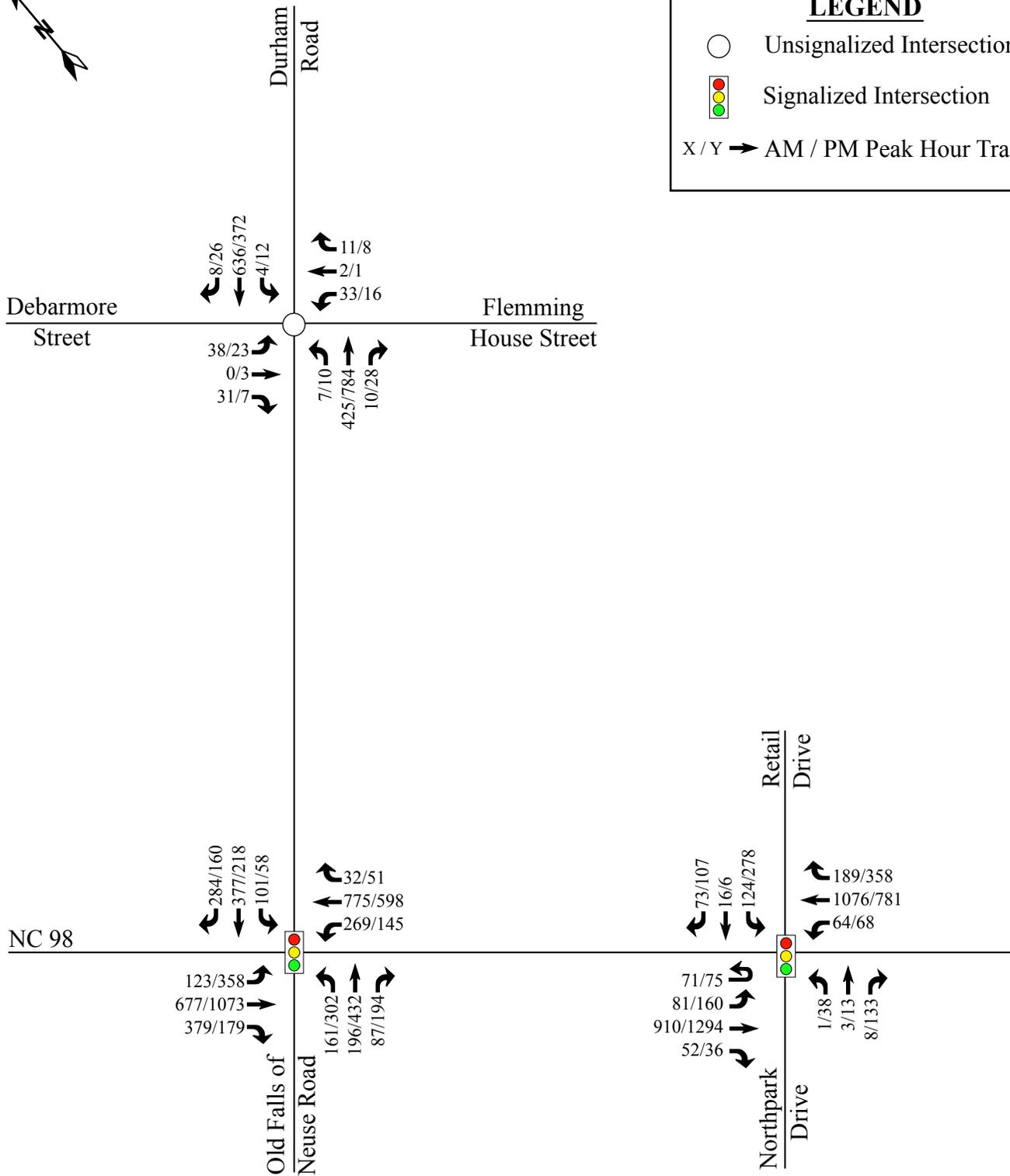
**2.2. Analysis of Existing (2016) Peak Hour Traffic**

The existing (2016) weekday AM and PM peak hour traffic volumes were analyzed to determine the current levels-of-service at the study intersections under existing roadway conditions. Signal information was obtained from NCDOT and is included in Appendix C. The results of the analysis are presented in Section 7 of this report. Refer to Appendices D-F for the detailed capacity analysis results at each intersection.



**LEGEND**

- Unsignalized Intersection
- ◫ Signalized Intersection
- X / Y → AM / PM Peak Hour Traffic



Crenshaw Corners  
Wake Forest, NC

Existing (2016)  
Peak Hour Traffic

Scale: Not to Scale

Figure 4

### **3. BACKGROUND (2017) PEAK HOUR CONDITIONS**

In order to account for growth of traffic and subsequent traffic conditions at a future year, background traffic projections are needed. Background traffic is the component of traffic due to the growth of the community and surrounding area that is anticipated to occur regardless of whether or not the proposed development is constructed. Background traffic is comprised of existing traffic growth within the study area and additional traffic created as a result of adjacent approved developments.

#### **3.1. Ambient Traffic Growth**

Through coordination with the Town and NCDOT, it was determined that an annual growth rate of 2% would be used to project existing traffic volumes at the study intersections to the analysis year of 2017. Refer to Figure 5 for projected (2017) peak hour traffic.

#### **3.2. Adjacent Development Traffic**

Based on coordination with the Town and NCDOT, the Legacy at Wake Forest Development was considered as an adjacent development in the analysis of future traffic conditions. The Legacy at Wake Forest Development is expected to consist of 301 apartment units. The development is anticipated to be complete in 2018 and is located north of the intersection of Dr. Calvin Jones Highway (NC 98) and Old Falls of Neuse Road / Durham Road in Wake Forest, North Carolina. As a result of the site driveways for the above listed adjacent development, the trips associated with this development do not balance between our study intersections. Adjacent development trips are shown in Figure 6. Adjacent development information can be found in Appendix D.

#### **3.3. Future Roadway Improvements**

Based on coordination with the Town and NCDOT, there are no future roadway improvements in this study area to consider under future conditions.

#### **3.4. Background (2017) Peak Hour Traffic Volumes**

The background (2017) traffic volumes were determined by projecting the existing (2016) peak hour traffic to the year 2017 (Figure 4) and adding the adjacent development trips (Figure 6).

Refer to Figure 7 for an illustration of the background (2017) peak hour traffic volumes at the study intersections.

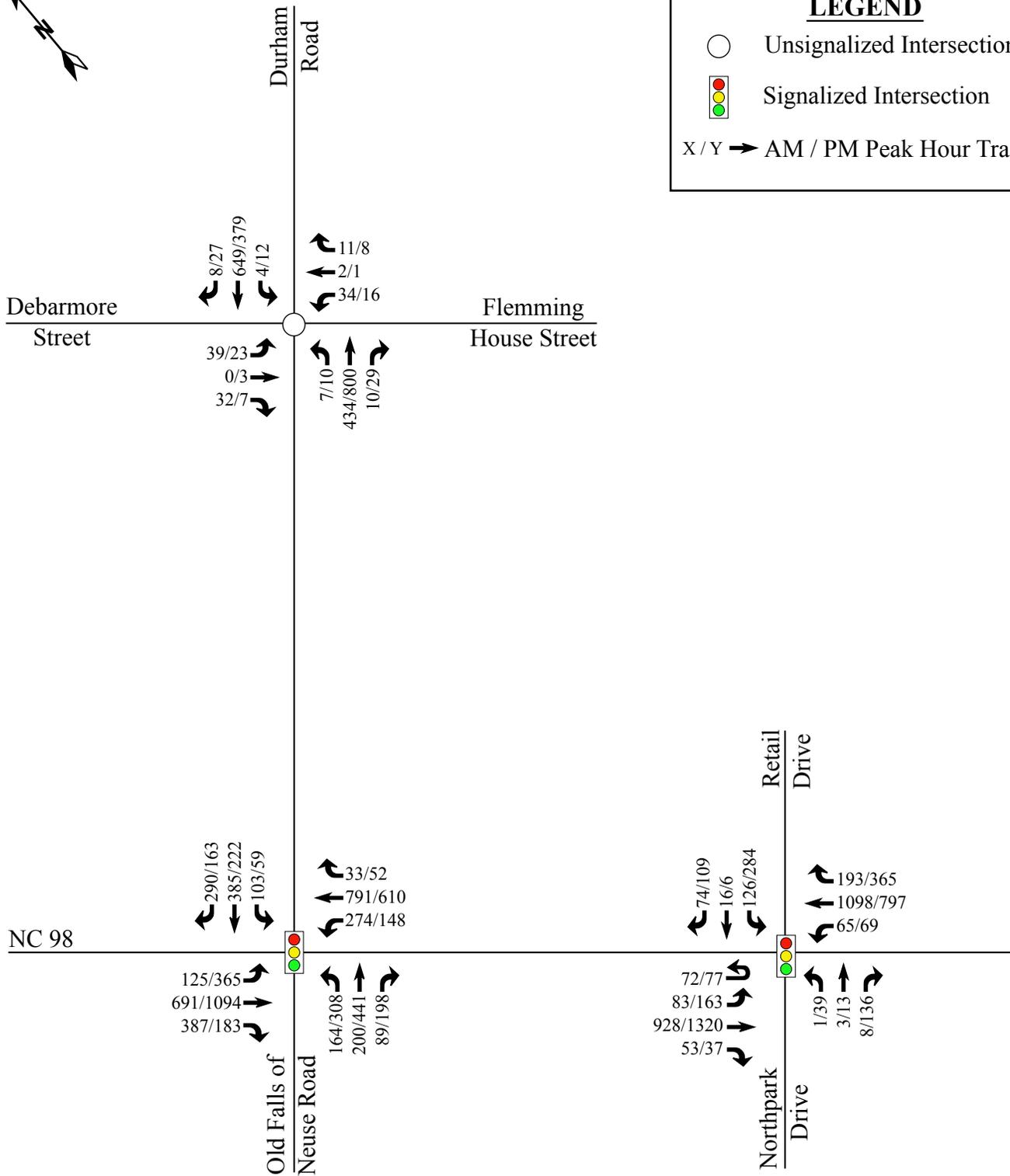
### **3.5. Analysis of Background (2017) Peak Hour Traffic Conditions**

The background (2017) weekday AM and PM peak hour traffic volumes at the study intersections were analyzed with existing lane configurations. The analysis results are presented in Section 7 of this report. Refer to Appendices D-G for the detailed capacity analysis reports at each intersection.

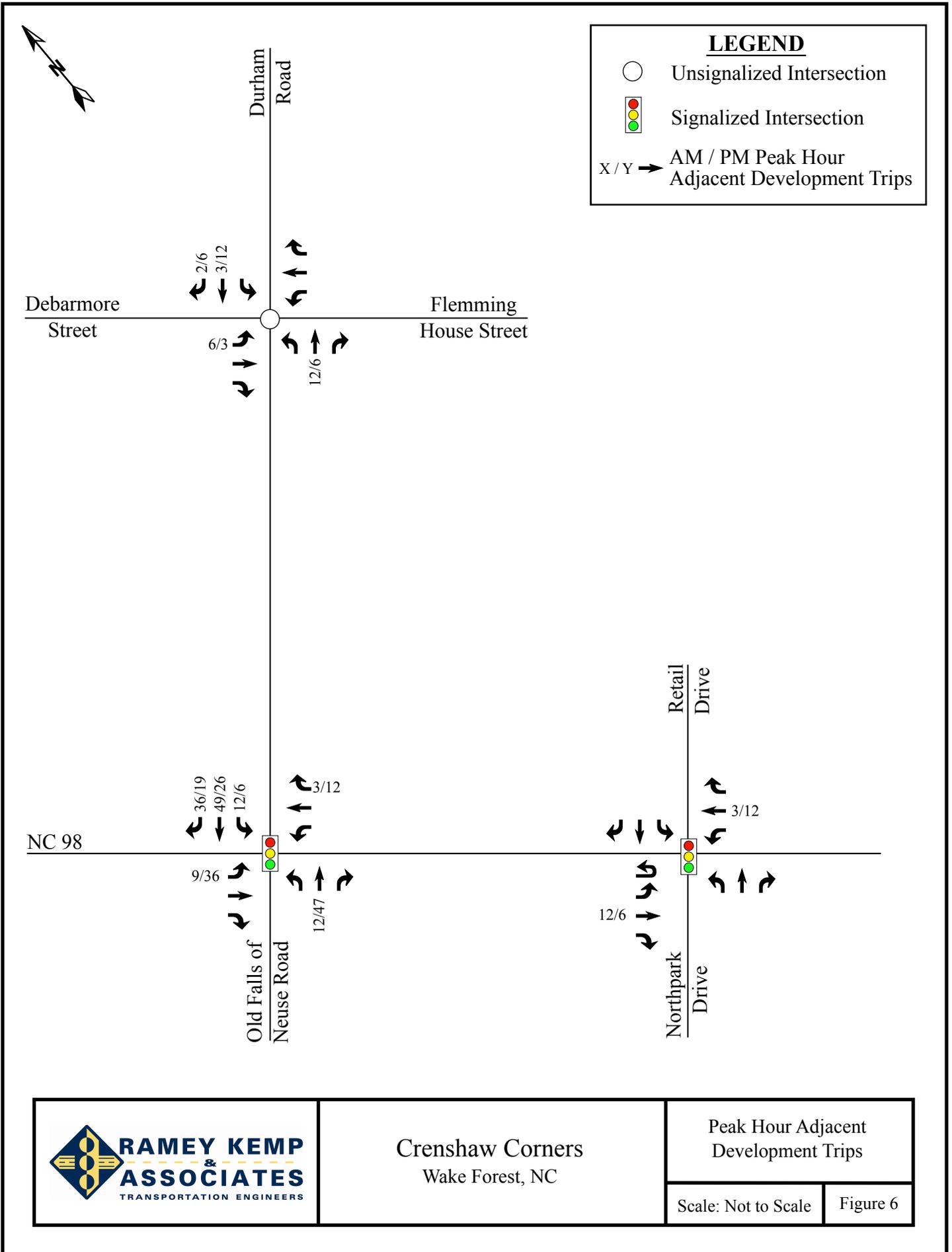


**LEGEND**

- Unsignalized Intersection
- ◫ Signalized Intersection
- X / Y → AM / PM Peak Hour Traffic



 <p><b>RAMEY KEMP &amp; ASSOCIATES</b> TRANSPORTATION ENGINEERS</p>	<p>Crenshaw Corners Wake Forest, NC</p>	<p>Projected (2017) Peak Hour Traffic</p>	
		<p>Scale: Not to Scale</p>	<p>Figure 5</p>



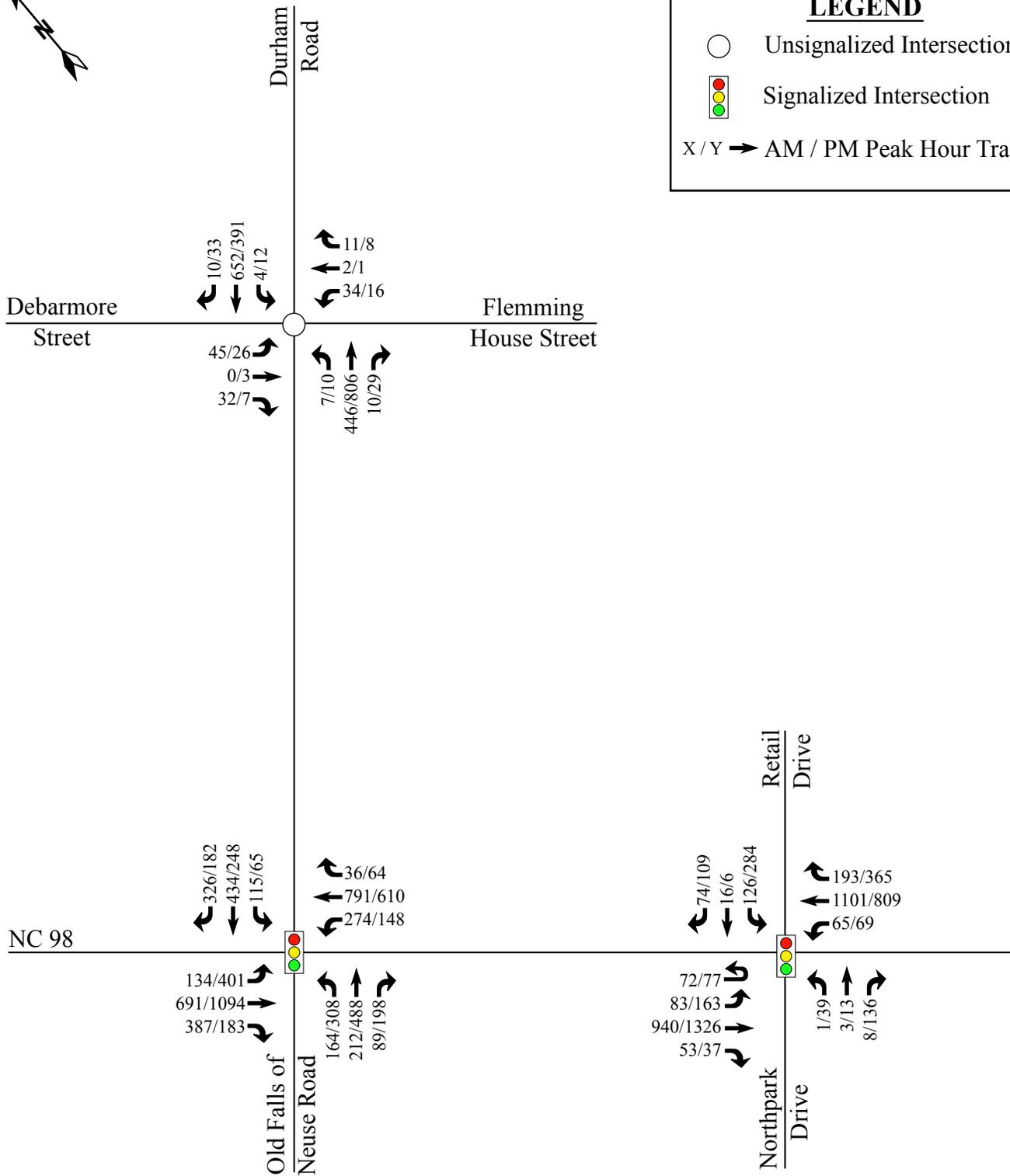


**LEGEND**

○ Unsignalized Intersection

◫ Signalized Intersection

X / Y → AM / PM Peak Hour Traffic



Crenshaw Corners  
Wake Forest, NC

Background (2017)  
Peak Hour Traffic

Scale: Not to Scale

Figure 7

#### **4. SITE TRIP GENERATION AND DISTRIBUTION**

##### **4.1. Trip Generation**

The proposed development is expected to consist of a 36,000 sq. ft. supermarket and five (5) outparcels upon full build-out. The five outparcels were assumed to have the following uses for the purpose of this study:

- 20,000 sq. ft. shopping center
- 3,500 sq. ft. drive-in bank
- 6,000 sq. ft. high-turnover (sit-down) restaurant
- 4,000 sq. ft. fast-food restaurant with drive-through window
- 6,000 sq. ft. convenience market with gasoline pumps

Average weekday daily, AM peak hour, and PM peak hour trips for the proposed development were estimated using methodology contained within the *ITE Trip Generation Manual*, 9th Edition. Table 1, on the following page, provides a summary of the trip generation potential for the site.

**Table 1: Trip Generation Summary**

Land Use (ITE Code)	Density	Weekday 24 Hour Volumes	Weekday AM Peak Hour Trips		Weekday PM Peak Hour Trips	
			Enter	Exit	Enter	Exit
Shopping Center (820)	20,000 sq. ft.	860	12	7	36	38
Supermarket (850)	36,000 sq. ft.	3,690	76	46	174	167
Drive-In Bank (912)	3,500 sq. ft.	520	24	18	43	42
High-Turnover (Sit-Down) Restaurant (932)	6,000 sq. ft.	770	36	29	35	24
Fast-Food Restaurant (934)	4,000 sq. ft.	1,990	93	89	68	63
Convenience Market with Gasoline Pumps (853)	6,000 sq. ft.	5,080	123	123	153	153
<b>Total Trips</b>		<b>12,910</b>	<b>364</b>	<b>312</b>	<b>509</b>	<b>487</b>
<i>ITE Internal Capture – 10%</i>		1,290	--	--	-50	-50
<b>Total External Trips</b>		<b>11,620</b>	<b>364</b>	<b>312</b>	<b>459</b>	<b>437</b>
<i>Pass-By Trips: Shopping Center (34% Daily, 34% PM)</i>		-270	0	0	-11	-11
<i>Pass-By Trips: Supermarket (36% Daily, 36% PM)</i>		-1,200	0	0	-55	-55
<i>Pass-By Trips: Drive-In Bank (32% Daily, 29% AM, 35% PM)</i>		-150	-6	-6	-13	-13
<i>Pass-By Trips: High-Turnover (Sit-Down) Restaurant (43% Daily, 43% PM)</i>		-300	0	0	-11	-11
<i>Pass-By Trips: Fast-Food Restaurant (50% Daily, 49% AM, 50% PM)</i>		-900	-45	-45	-29	-29
<i>Pass-By Trips: Convenience Market with Gasoline Pumps (64% Daily, 63% AM, 66% PM)</i>		-2,930	-77	-77	-91	-91
<b>Total Pass-By Trips</b>		<b>-5,750</b>	<b>-128</b>	<b>-128</b>	<b>-210</b>	<b>-210</b>
<b>Net New External Trips</b>		<b>5,870</b>	<b>236</b>	<b>184</b>	<b>249</b>	<b>227</b>

It is estimated that the proposed development will generate approximately 12,910 total site trips on the roadway network during a typical 24-hour weekday period. Of the daily traffic volume, it is anticipated that 676 trips (364 entering and 312 exiting) will occur during the AM peak hour and 996 trips (509 entering and 487 exiting) will occur during the PM peak hour.

Internal capture of trips between the retail uses was considered in this study. Internal capture is the consideration for trips that will be made within the site between different land uses, so the vehicle technically never leaves the internal site but can still be considered as a trip to that specific land use. Based on the ITE 9<sup>th</sup> Edition methodology, a daily internal capture rate of 10% and a PM peak hour internal capture rate of 10% was applied to the total trips. The internal capture reductions are expected to account for approximately 1,290 daily trips and 100 trips (50 entering and 50 exiting) during the PM peak hour.

Pass-by trips were also taken into consideration in this study. Pass-by trips are made by the traffic already using the adjacent roadway, entering the site as an intermediate stop on their way to another destination. Pass-by percentages are applied to site trips after adjustments for internal capture. Pass-by trips are expected to account for approximately 5,750 daily trips, of which it is expected that 256 trips (128 entering and 128 exiting) occur during the AM peak hour and 420 trips (210 entering and 210 exiting) occur during the PM peak hour. It should be noted that the pass-by trips were balanced, as it is likely that these trips would enter and exit in the same hour. The reduction due to pass-by trips was calculated after the reduction due to internal capture was considered.

The total primary site trips are the calculated site trips after the reduction for internal capture and pass-by trips. Primary site trips are expected to generate approximately 5,870 site trips during a typical 24-hour weekday period. Of the daily traffic volume it is anticipated that 420 trips (236 entering and 184 exiting) will occur during the AM peak hour and 476 trips (249 entering and 227 exiting) will occur during the PM peak hour.

#### **4.2. Site Trip Distribution and Assignment**

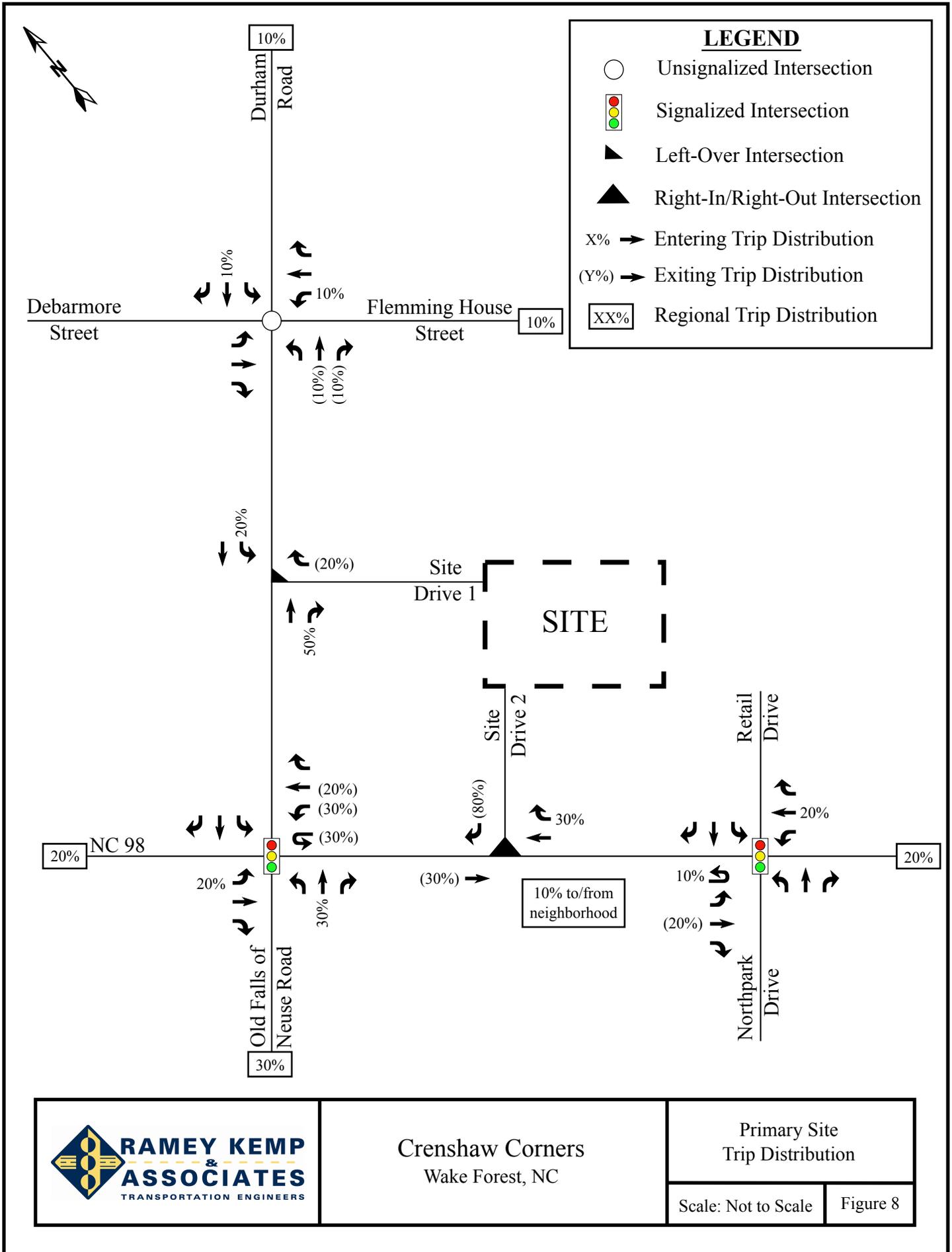
Trip distribution percentages for the proposed development were estimated based on a combination of existing traffic patterns, population centers adjacent to the study area, and engineering judgment. It is estimated that site trips will be distributed as follows:

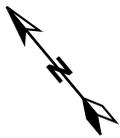
- 30% to/from the south via Old Falls of Neuse Road
- 10% to/from the north via Durham Road
- 20% to/from the west via Dr. Calvin Jones Highway (NC 98)
- 20% to/from the east via Dr. Calvin Jones Highway (NC 98)
- 10% to/from residential areas along Dr. Calvin Jones Highway (NC 98)
- 10% to/from the east via Flemming House Street

The primary site trip distribution is shown in Figure 8. Refer to Figure 9 for an illustration of the peak hour primary site trips.

The pass-by site trips were distributed based on existing traffic patterns with consideration given to the proposed driveway access and site layout. Refer to Figure 10 for an illustration of the pass-by site trip distribution. Pass-by site trips are shown in Figure 11.

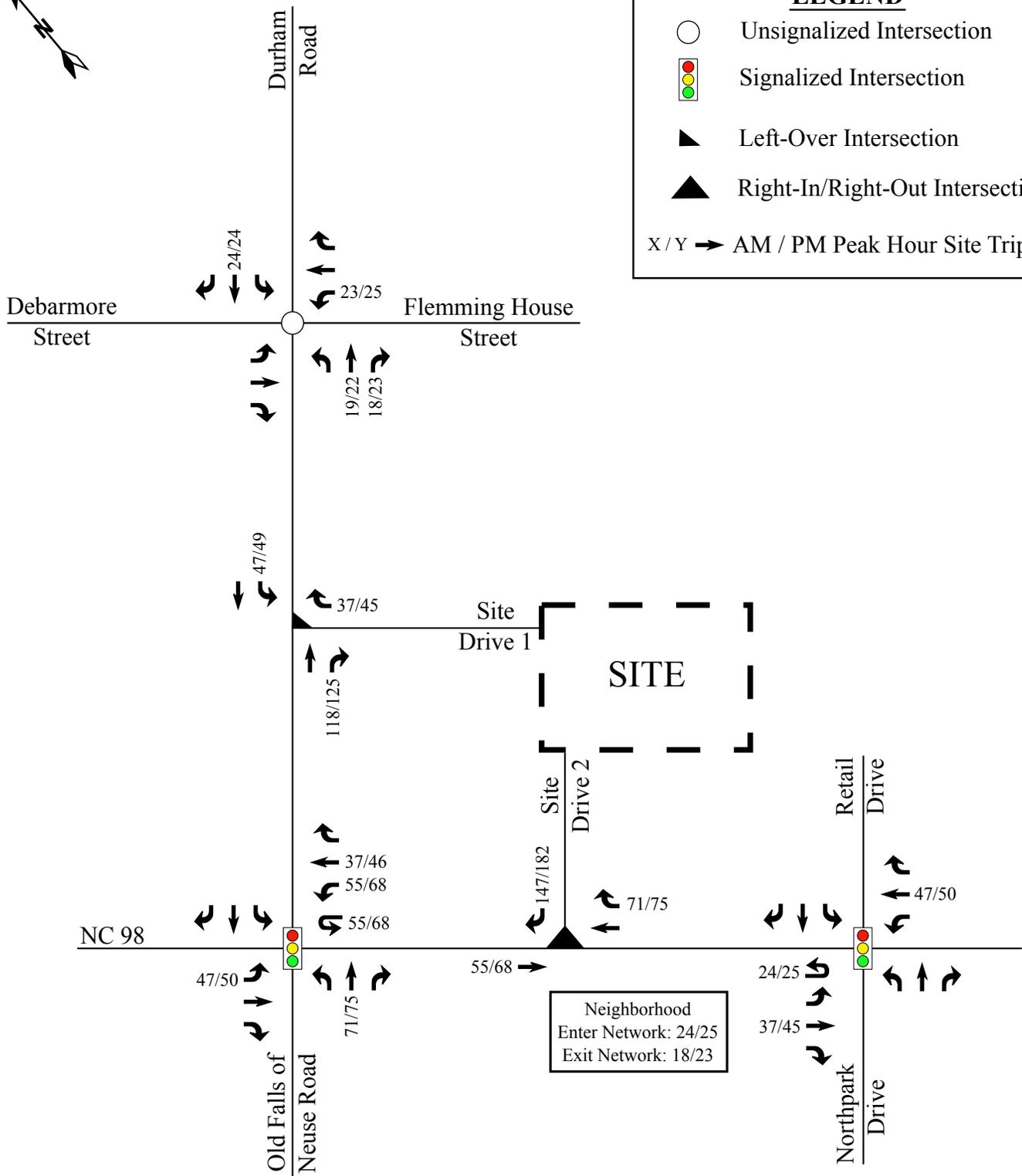
The total site trips were determined by adding the primary site trips (Figure 9) and the pass-by site trips (Figure 11). Refer to Figure 12 for an illustration of the total peak hour site trips at the study intersections.





**LEGEND**

- Unsignalized Intersection
- ◫ Signalized Intersection
- ◀ Left-Over Intersection
- ▶ Right-In/Right-Out Intersection
- X/Y → AM / PM Peak Hour Site Trips

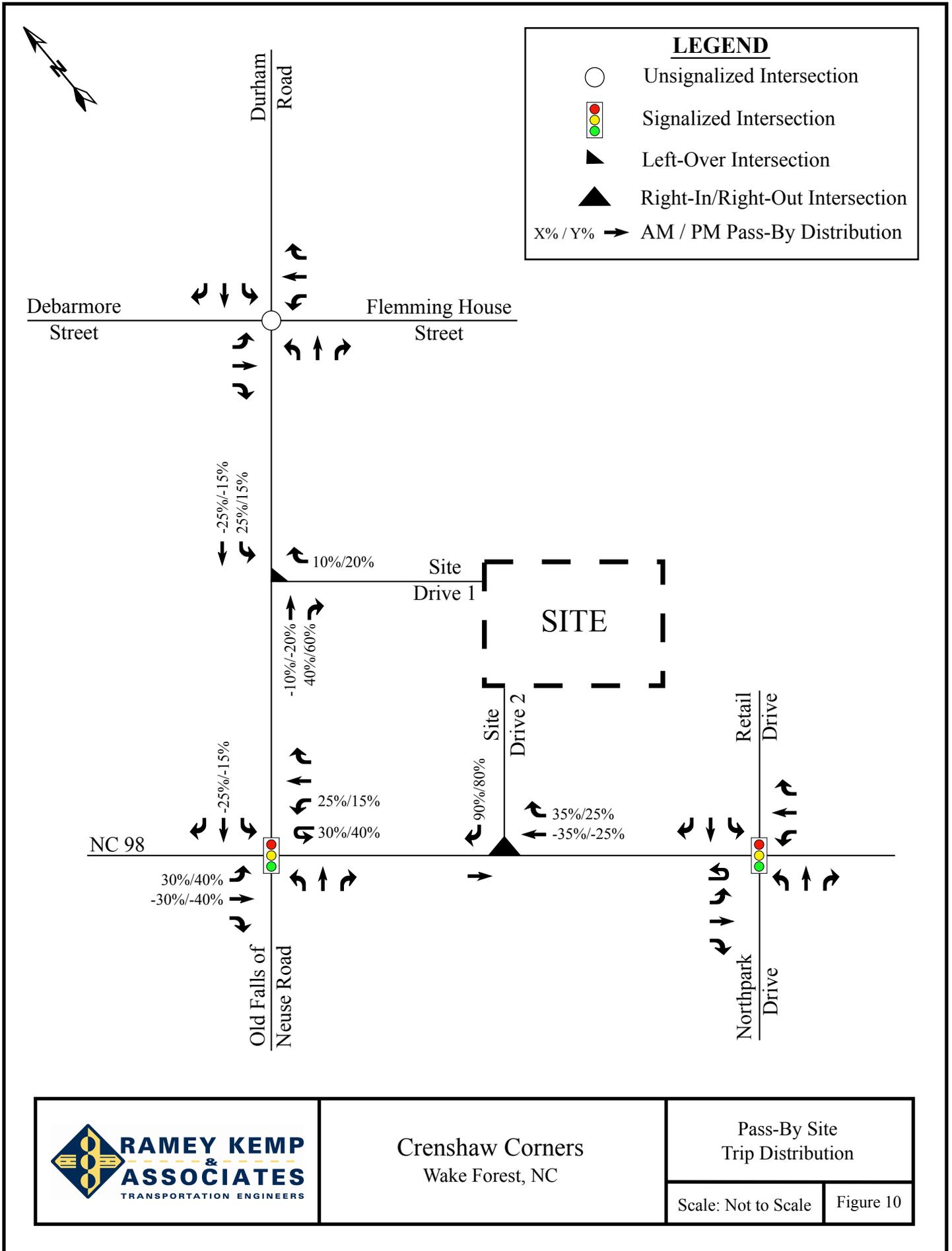


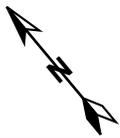
Crenshaw Corners  
Wake Forest, NC

Primary Site  
Trip Assignment

Scale: Not to Scale

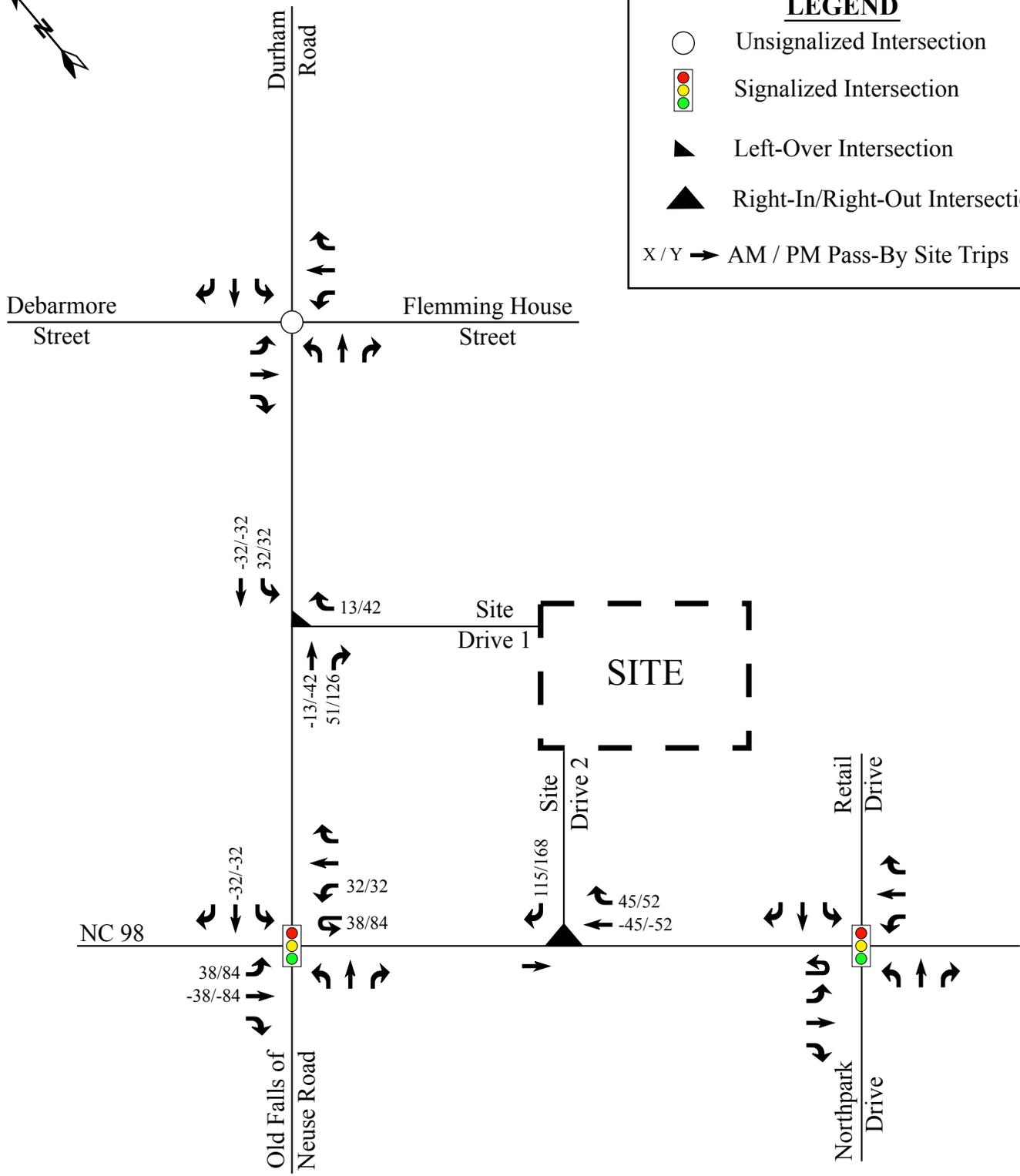
Figure 9





**LEGEND**

- Unsignalized Intersection
- ◫ Signalized Intersection
- ◀ Left-Over Intersection
- ▶ Right-In/Right-Out Intersection
- X / Y → AM / PM Pass-By Site Trips

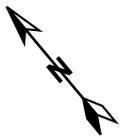


Crenshaw Corners  
Wake Forest, NC

Pass-By Site  
Trip Assignment

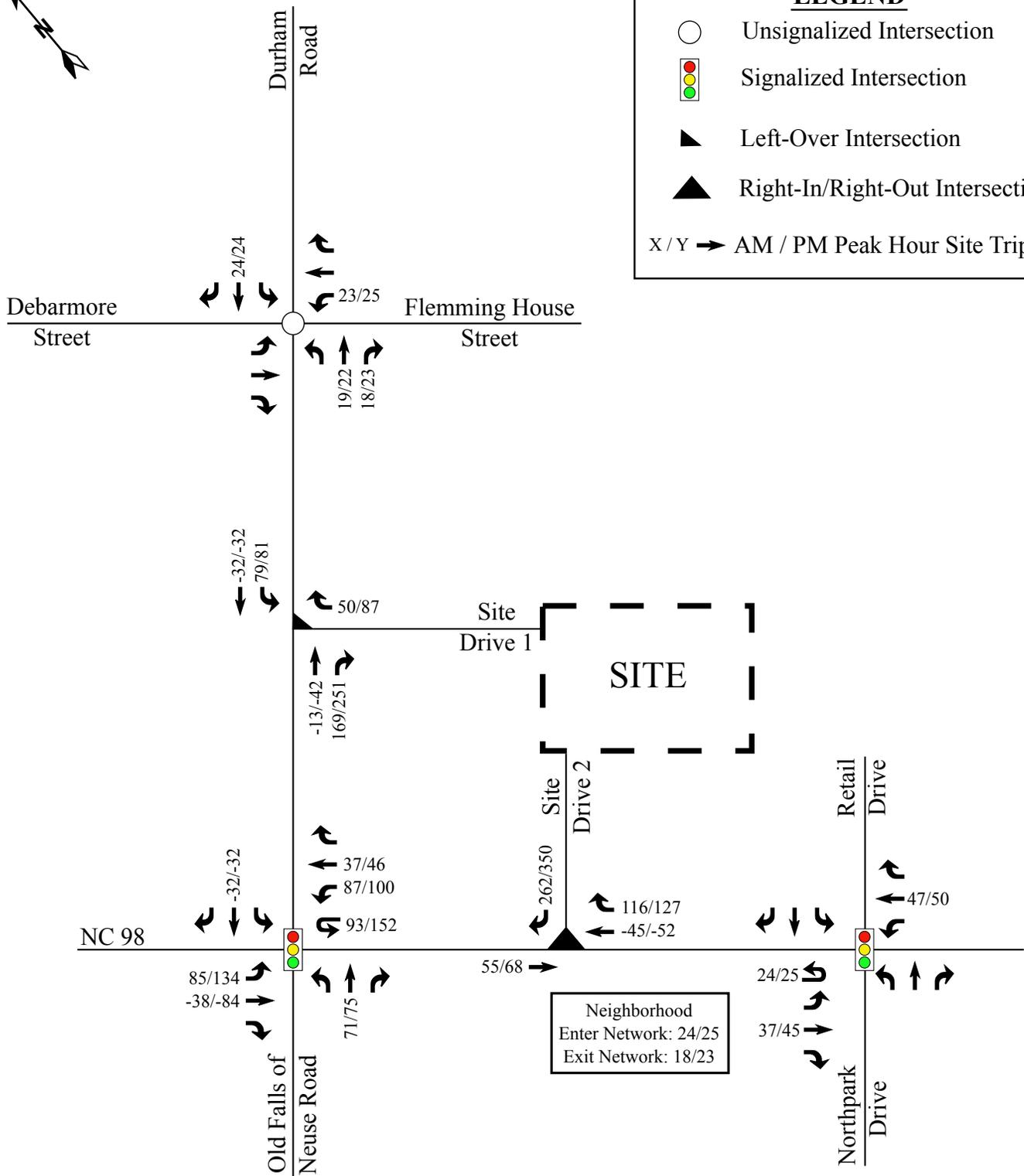
Scale: Not to Scale

Figure 11



**LEGEND**

- Unsignalized Intersection
- ◫ Signalized Intersection
- ◀ Left-Over Intersection
- ▶ Right-In/Right-Out Intersection
- X/Y → AM / PM Peak Hour Site Trips



Crenshaw Corners  
Wake Forest, NC

Total Site Trip Assignment

Scale: Not to Scale

Figure 12

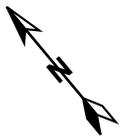
## **5. COMBINED (2017) TRAFFIC CONDITIONS**

### **5.1. Combined (2017) Peak Hour Traffic Volumes**

In order to estimate traffic conditions with the site fully developed, the total site trips (Figure 12) were added to the background (2017) traffic volumes (Figure 7) to determine the combined (2017) traffic volumes. Refer to Figure 13 for an illustration of the combined (2017) peak hour traffic volumes with the proposed development in place.

### **5.2. Analysis of Combined (2017) Peak Hour Traffic**

The combined (2017) peak hour conditions were analyzed according to the same methodology as described for background conditions. The results of the capacity analysis for each intersection are presented in Section 7 of this report. Specific improvements at each study intersection are identified in Section 9. Refer to Appendices D-I for the detailed capacity analysis results at each intersection.

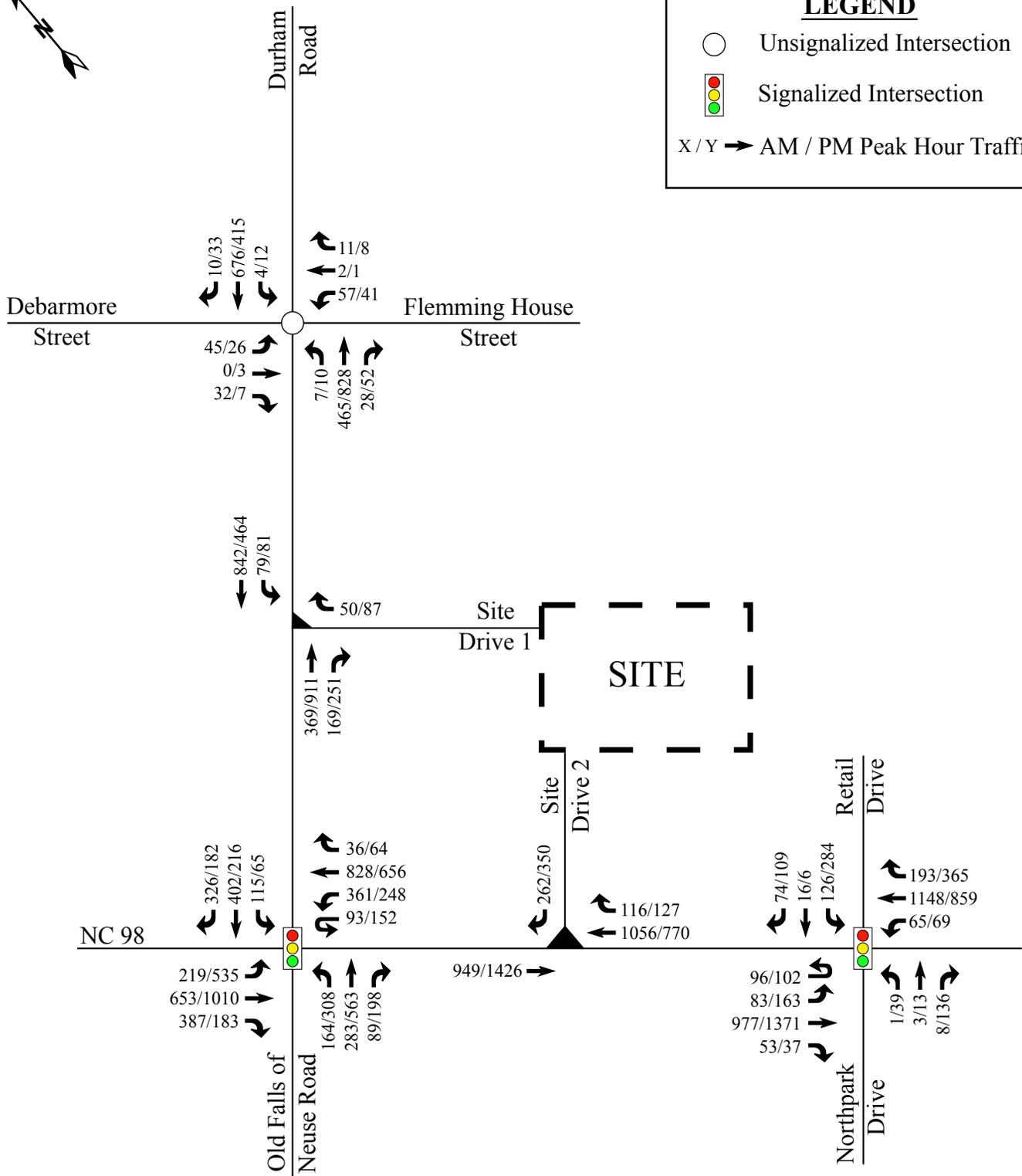


**LEGEND**

○ Unsignalized Intersection

◫ Signalized Intersection

X / Y → AM / PM Peak Hour Traffic



Crenshaw Corners  
Wake Forest, NC

Combined (2017)  
Peak Hour Traffic

Scale: Not to Scale

Figure 13

**6. TRAFFIC ANALYSIS PROCEDURE**

Study intersections were analyzed using the methodology outlined in the 2010 Highway Capacity Manual (HCM) published by the Transportation Research Board. Capacity and level of service are the design criteria for this traffic study. A computer software package, Synchro (Version 9.1), was used to complete the analyses for most of the study area intersections. Please note that the unsignalized capacity analysis does not provide an overall level of service for an intersection; only delay for an approach with a conflicting movement.

The HCM defines capacity as “the maximum hourly rate at which persons or vehicles can reasonably be expected to traverse a point or uniform section of a lane or roadway during a given time period under prevailing roadway, traffic, and control conditions.” Level of service (LOS) is a term used to represent different driving conditions, and is defined as a “qualitative measure describing operational conditions within a traffic stream, and their perception by motorists and/or passengers.” Level of service varies from Level “A” representing free flow, to Level “F” where breakdown conditions are evident. Refer to Table 2 for HCM levels of service and related average control delay per vehicle for both signalized and unsignalized intersections. Control delay as defined by the HCM includes “initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay”. An average control delay of 50 seconds at a signalized intersection results in LOS “D” operation at the intersection.

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

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

### 6.1. Adjustments to Analysis Guidelines

Capacity analysis at all study intersections was completed according to the Town's Unified Development Ordinance (UDO) and NCDOT Congestion Management Guidelines. A summary of adjustments to these guidelines made throughout the analysis is provided below:

- In the Synchro analysis for the combined (2017) conditions at the intersection of Dr. Calvin Jones Highway (NC 98) and Old Falls of Neuse Road / Durham Road, because it is recommended that signage is provided indicating northbound (Old Falls of Neuse Road) right-turn movements should yield to westbound (NC 98) U-turn movements, U-turn movements at this intersection were analyzed with protected only phasing coded. Allowing right-turns-on-red (RTOR) on the northbound approach (Old Falls of Neuse Road) of this intersection allows vehicles to enter the intersection when there is a break in traffic from the eastbound through traffic along NC 98 as well; however, this matches current field operations. Utilizing protected only phasing for U-turn movements, eliminating the overlapping right-turn phase, and allowing RTOR more accurately represents how the signal will operate in the field because the use of permitted phasing with an overlapping right-turn phase shows an unrealistic amount of delay for study intersections with U-turn movements if proper signage is provided.
- Trip generation for the 20,000 sq. ft. shopping center within the proposed development was calculated utilizing rates from the ITE *Trip Generation Manual*, 9th Edition. NCDOT Congestion Management Guidelines recommended calculating the trip generation for this land use utilizing equations from the ITE *Trip Generation Manual*, 9th Edition; however, calculating the trip generation utilizing equations provides for an overestimation of traffic because of the small size of this land use. This adjustment to the guidelines provides a more accurate representation of the traffic expected from this portion of the development.
- Trip generation for the 6,000 sq. ft. high-turnover (sit-down) restaurant within the proposed development was calculated utilizing the adjacent street peak hour generator from the ITE *Trip Generation Manual*, 9th Edition. NCDOT Congestion Management Guidelines recommend calculating the trip generation for this land use utilizing the generator peak hour type from the ITE *Trip Generation Manual*, 9th Edition; however,

calculating the trip generation for this land use utilizing the adjacent street peak hour generator provides a more accurate estimation of traffic expected for this land use during weekday AM (7:00 AM – 9:00 AM) and PM (4:00 PM – 6:00 PM) peak periods analyzed.

**7. CAPACITY ANALYSIS**

**7.1. Dr. Calvin Jones Highway (NC 98) and Old Falls of Neuse Road / Durham Road**

The signalized intersection of Dr. Calvin Jones Highway (NC 98) and Old Falls of Neuse Road / Durham Road was analyzed under existing (2016), background (2017), and combined (2017) conditions with the lanes and traffic control shown in Table 3. Refer to Table 3 for a summary of the analysis results. Refer to Appendix E for the Synchro capacity analysis reports.

**Table 3: Analysis Summary of Dr. Calvin Jones Highway (NC 98) [East-West] and Old Falls of Neuse Road / Durham Road [North-South]**

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (sec)	Approach	Overall (sec)
Existing (2016) Conditions	EB	2 LT, 2 TH, 1 RT	C	C (33)	D	D (37)
	WB	2 LT, 2 TH, 1 RT	C		C	
	NB	2 LT, 2 TH, 1 RT	D		D	
	SB	2 LT, 2 TH, 2 RT	D		C	
Background (2017) Conditions	EB	2 LT, 2 TH, 1 RT	C	C (34)	D	D (41)
	WB	2 LT, 2 TH, 1 RT	C		C	
	NB	2 LT, 2 TH, 1 RT	D		D	
	SB	2 LT, 2 TH, 2 RT	D		C	
Combined (2017) Conditions	EB	2 LT, 2 TH, 1 RT	D	D (37)	F	E (57)
	WB	2 LT, 2 TH, 1 RT	C		D	
	NB	2 LT, 2 TH, 1 RT	D		D	
	SB	2 LT, 2 TH, 2 RT	D		C	
Combined (2017) Conditions w/ Signal Timing Modifications	EB	2 LT, 2 TH, 1 RT	--	--	D	D (43)
	WB	2 LT, 2 TH, 1 RT			D	
	NB	2 LT, 2 TH, 1 RT			D	
	SB	2 LT, 2 TH, 2 RT			C	

Capacity analysis indicates that this intersection is expected to operate at an overall LOS C during the weekday AM peak hour and an overall LOS D during the weekday PM peak hour under existing (2016) and background (2017) conditions. Under combined (2017) conditions, the intersection is expected to operate at an overall LOS D during the weekday AM peak hour and an overall LOS E during the weekday PM peak hour. Signal timing modifications were made during the weekday PM peak hour under combined (2017) conditions to more closely

represent the delays expected during the background (2017) conditions. Some of the cycle length time was taken from the westbound through phase and added to the eastbound left-turn phase due to the drop in level-of-service on the eastbound approach between background (2017) and combined (2017) conditions from LOS D to LOS F, respectively. With signal timing modifications, the intersection is expected to operate at an overall LOS D during the weekday PM peak hour under combined (2017) conditions.

It should be noted that a considerable amount of traffic exiting the site is forced to make a U-turn at the intersection of Dr. Calvin Jones Highway (NC 98) and Old Falls of Neuse Road / Durham Road because of the proposed site access locations. It is recommended that signage is provided indicating the northbound right-turn movements should yield to westbound U-turn movements at this intersection. Due to the limitations of Synchro and SimTraffic, adjustments were made to the westbound U-turn phasing and the northbound right-turn phasing to more accurately represent how the signal will operate in the field. Refer to Section 6.1 of this report for a detailed description of any adjustments to the Town's Unified Development Ordinance (UDO) or NCDOT Congestion Management Guidelines made throughout the analysis.

**7.2. Dr. Calvin Jones Highway (NC 98) and Northpark Drive / Retail Drive**

The signalized intersection of Dr. Calvin Jones Highway (NC 98) and Northpark Drive / Retail Drive was analyzed under existing (2016), background (2017), and combined (2017) conditions with the lanes and traffic control shown in Table 4. Refer to Table 4 for a summary of the analysis results. Refer to Appendix F for the Synchro capacity analysis reports.

**Table 4: Analysis Summary of Dr. Calvin Jones Highway (NC 98) [E-W] and Northpark Drive / Retail Drive [N-S]**

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (sec)	Approach	Overall (sec)
Existing (2016) Conditions	EB	1 LT, 2 TH, 1 TH-RT	B	C (21)	C	C (32)
	WB	1 LT, 2 TH, 1 RT	C		C	
	NB	1 LT, 1 TH-RT	D		D	
	SB	2 LT, 1 TH-RT	E		D	
Background (2017) Conditions	EB	1 LT, 2 TH, 1 TH-RT	B	C (21)	C	C (33)
	WB	1 LT, 2 TH, 1 RT	C		C	
	NB	1 LT, 1 TH-RT	D		D	
	SB	2 LT, 1 TH-RT	E		D	
Combined (2017) Conditions	EB	1 LT, 2 TH, 1 TH-RT	B	C (22)	D	D (38)
	WB	1 LT, 2 TH, 1 RT	C		C	
	NB	1 LT, 1 TH-RT	D		D	
	SB	2 LT, 1 TH-RT	E		D	

Capacity analysis indicates that this intersection is expected to operate at an overall LOS C during the weekday AM and PM peak hours under existing (2016) and background (2017) conditions. Under combined (2017) conditions, the intersection is expected to continue operating at an overall LOS C during the weekday AM peak hour and operate at an overall LOS D during the weekday PM peak hour.

**7.3. Durham Road and Debarmore Street / Flemming House Street**

The unsignalized intersection of Durham Road and Debarmore Street / Flemming House Street was analyzed under existing (2016), background (2017), and combined (2017) conditions with the lanes and traffic control shown in Table 5. Refer to Table 5 for a summary of the analysis results. Refer to Appendix G for the Synchro capacity analysis reports.

**Table 5: Analysis Summary of Durham Road [N-S] and Debarmore Street / Flemming House Street [E-W]**

ANALYSIS SCENARIO	A P P R O A C H	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (sec)	Approach	Overall (sec)
Existing (2016) Conditions	EB WB NB SB	1 LT-TH-RT 1 LT-TH-RT 1 LT, 1 TH, 1 TH-RT 1 LT, 1 TH-RT	C <sup>2</sup> E <sup>2</sup> A <sup>1</sup> A <sup>1</sup>	N/A	C <sup>2</sup> E <sup>2</sup> A <sup>1</sup> A <sup>1</sup>	N/A
Background (2017) Conditions	EB WB NB SB	1 LT-TH-RT 1 LT-TH-RT 1 LT, 1 TH, 1 TH-RT 1 LT, 1 TH-RT	D <sup>2</sup> E <sup>2</sup> A <sup>1</sup> A <sup>1</sup>	N/A	C <sup>2</sup> E <sup>2</sup> A <sup>1</sup> A <sup>1</sup>	N/A
Combined (2017) Conditions	EB WB NB SB	1 LT-TH-RT 1 LT-TH-RT 1 LT, 1 TH, 1 TH-RT 1 LT, 1 TH-RT	D <sup>2</sup> F <sup>2</sup> A <sup>1</sup> A <sup>1</sup>	N/A	D <sup>2</sup> F <sup>2</sup> A <sup>1</sup> B <sup>1</sup>	N/A

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

Capacity analysis indicates that all movements on Durham Road operate at acceptable levels-of-service for all analysis scenarios during the weekday AM and PM peak hours. The eastbound approach (Debarmore Street) is expected to operate at LOS D or better for all analysis scenarios during the weekday AM and PM peak hours. The westbound approach (Flemming House Street) is expected to operate at LOS E during the weekday AM and PM peak hours under existing (2016) and background (2017) conditions. Under combined (2017) conditions, the westbound approach (Flemming House Street) is expected to operate at LOS F during the weekday AM and PM peak hours. These levels-of-service are not uncommon for minor street

approaches with heavy mainline volumes. The peak hour signal warrant from the *Manual On Uniform Traffic Control Devices* (MUTCD) was considered, but the peak hour volumes are significantly lower than those necessary to warrant a signal. It is not expected that the intersection would satisfy the MUTCD 8-hour and 4-hour warrants, which NCDOT favors for installation of a traffic signal. These longer period warrants are not typically met for residential areas that do not meet the peak hour warrants due to the distinct peak hour traffic periods for residential development. Additional laneage for the Flemming House Street approach was also considered; however, due to the very distinct turning movement patterns, this would provide negligible decreases in delay times.

**7.4. Durham Road and Site Drive 1**

The proposed unsignalized intersection of Durham Road and Site Drive 1 was analyzed under combined (2017) conditions with the lanes and traffic control shown in Table 6. Refer to Table 6 for a summary of the analysis results. Refer to Appendix H for the Synchro capacity analysis reports.

**Table 6: Analysis Summary of Durham Road [N-S] and Site Drive 1 [W]**

ANALYSIS SCENARIO	A P P R O A C H	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (sec)	Approach	Overall (sec)
Combined (2017) Conditions	WB NB SB	1 RT 2 TH, 1 RT 1 LT, 2 TH	A <sup>2</sup> -- A <sup>1</sup>	N/A	B <sup>2</sup> -- B <sup>1</sup>	N/A

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

Capacity analysis indicates that all approaches and movements at this intersection are expected to operate at LOS B or better during the weekday AM and PM peak hours under combined (2017) conditions.

**7.5. Dr. Calvin Jones Highway (NC 98) and Site Drive 2**

The proposed right-in/right-out intersection of Dr. Calvin Jones Highway (NC 98) and Site Drive 2 was analyzed under combined (2017) conditions with the lanes and traffic control shown in Table 7. Refer to Table 7 for a summary of the analysis results. Refer to Appendix I for the Synchro capacity analysis reports.

**Table 7: Analysis Summary of Dr. Calvin Jones Highway (NC 98) [E-W] and Site Drive 2 [S]**

ANALYSIS SCENARIO	A P P R O A C H	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (sec)	Approach	Overall (sec)
Combined (2017) Conditions	EB WB SB	2 TH 2 TH, 1 RT 1 RT	-- -- D <sup>1</sup>	N/A	-- -- C <sup>1</sup>	N/A

1. Level of service for minor-street approach.

Capacity analysis indicates that all approaches and movements at this intersection are expected to operate at LOS D or better during the weekday AM and PM peak hours under combined (2017) conditions.

## 8. CONCLUSIONS

This report summarizes the findings of the Traffic Impact Analysis (TIA) that was conducted for the proposed Crenshaw Corners Development located in the southeast quadrant of Durham Road / Old Falls of Neuse Road and Dr. Calvin Jones Highway (NC 98) in Wake Forest, North Carolina. The proposed development, anticipated to be completed in 2017, is expected to consist of a 36,000 square foot (sq. ft.) supermarket and five (5) outparcels upon full build-out. The five outparcels were assumed to have the following uses for the purpose of this study:

- 20,000 sq. ft. shopping center
- 3,500 sq. ft. drive-in bank
- 6,000 sq. ft. high-turnover (sit-down) restaurant
- 4,000 sq. ft. fast-food restaurant with drive-through window
- 6,000 sq. ft. convenience market with gasoline pumps

Access to the proposed development will be provided via one left-over site driveway on Durham Road and one right-in/right-out (RIRO) site driveway on Dr. Calvin Jones Highway (NC 98).

### Existing Peak Hour Volumes

Existing peak hour traffic volumes were determined based on traffic counts conducted at the study intersections listed below by RKA during typical weekday AM (7:00 AM – 9:00 AM) and PM (4:00 PM – 6:00 PM) peak periods:

- Dr. Calvin Jones Highway (NC 98) and Old Falls of Neuse Road / Durham Road (April 2015)
- Durham Road and Debarmore Street / Flemming House Street (April 2015)
- Dr. Calvin Jones Highway (NC 98) and Northpark Drive (September 2016)

It should be noted that traffic counts conducted in the year 2015 at the intersections listed above were projected to the year 2016 using an annual growth rate of 2%, as approved by the Town and NCDOT. Traffic volumes were balanced between intersections, where appropriate.

### Trip Generation

It is estimated that the proposed development will generate approximately 5,870 new trips during a typical 24-hour weekday period. Of the daily traffic volume, it is anticipated that 420 new trips (236 entering and 184 exiting) will occur during the AM peak hour and 476 new trips (249 entering and 227 exiting) will occur during the PM peak hour.

### Adjustments to Analysis Guidelines

Capacity analysis at all study intersections was completed according to the Town's Unified Development Ordinance (UDO) and NCDOT Congestion Management Guidelines. Refer to Section 6.1 of this report for a detailed description of any adjustments to these guidelines made throughout the analysis.

### Intersection Capacity Analysis Summary

All the study area intersections (including the proposed site driveways) are expected to operate at acceptable levels-of-service under existing and future year conditions with the exception of the study area intersections that are expected to need improvements to meet NCDOT Congestion Management Guidelines provided below:

#### Dr. Calvin Jones Highway (NC 98) and Old Falls of Neuse Road / Durham Road

Capacity analysis indicates that this intersection is expected to operate at an overall LOS D during the weekday AM peak hour and an overall LOS E during the weekday PM peak hour. Signal timing modifications were made during the weekday PM peak hour under combined (2017) conditions to more closely represent the delays expected during the background (2017) conditions. Signal time was taken from the westbound through phase and added to the eastbound left-turn phase due to the drop in level-of-service on the eastbound approach between background (2017) and combined (2017) conditions from LOS D to LOS F, respectively. With signal timing modifications, the intersection is expected to operate at acceptable levels-of-service during the weekday PM peak hour under combined (2017) conditions. It should be noted that a considerable amount of traffic exiting the site is forced to make a U-turn at the intersection of Dr. Calvin Jones Highway (NC 98) and Old Falls of Neuse Road / Durham Road because of the proposed site access locations. It is recommended that signage is provided indicating the

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northbound right-turn movements should yield to westbound U-turn movements at this intersection. Due to the limitations of Synchro and SimTraffic, adjustments were made to the westbound U-turn phasing and the northbound right-turn phasing to more accurately represent how the signal will operate in the field. Refer to Section 6.1 of this report for a detailed description of any adjustments to the Town’s Unified Development Ordinance (UDO) or NCDOT Congestion Management Guidelines made throughout the analysis.

## 9. RECOMMENDATIONS

Based on the findings of this study, specific geometric improvements have been identified and are recommended to accommodate future traffic conditions. Improvements are summarized below and are illustrated in Figure 14.

### **Improvements Necessary to Mitigate Proposed Site Traffic**

#### Dr. Calvin Jones Highway (NC 98) [E-W] and Old Falls of Neuse Road / Durham Road [N-S]

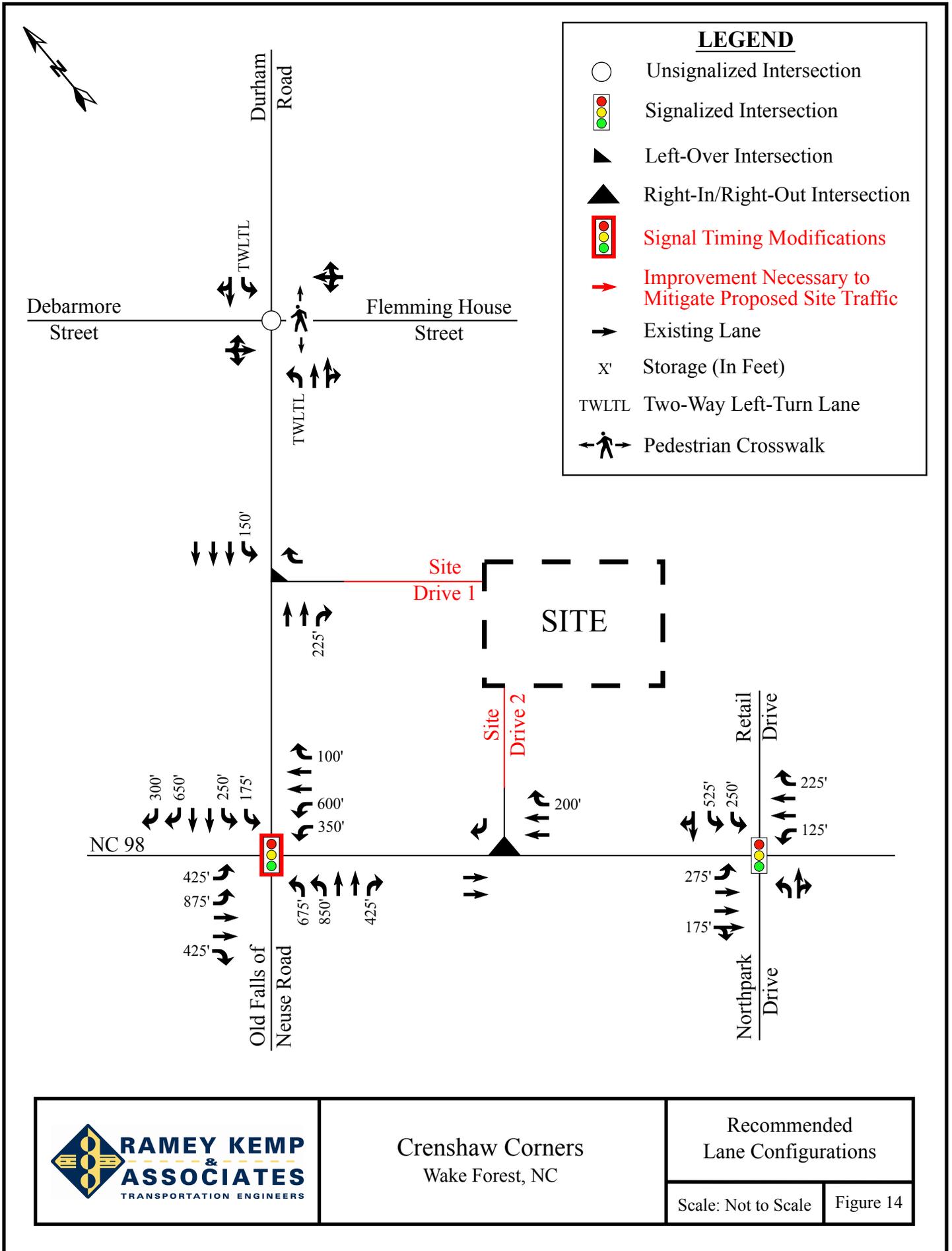
- Modify signal system timings during the weekday PM peak hour.
- Provide signage indicating northbound right-turn movements should yield to westbound U-turn movements.

#### Durham Road [N-S] and Site Drive 1 (Left-Over) [W]

- Connect to existing roadway stub along Site Drive 1 east of Durham Road providing one egress and one ingress lane to the site.
- Provide stop control for the westbound approach.

#### Dr. Calvin Jones Highway (NC 98) [E-W] and Site Drive 2 (RIRO) [S]

- Connect to existing roadway stub along Site Drive 2 north of Dr. Calvin Jones Highway (NC 98) providing one egress and one ingress lane to the site.
- Provide stop control for the southbound approach.



Crenshaw Corners  
Wake Forest, NC

Recommended  
Lane Configurations

Scale: Not to Scale

Figure 14



5808 Faringdon Place, Suite 100  
Raleigh, NC 27609  
Phone: 919.872.5115  
Fax: 919.878.5416  
[www.rameykemp.com](http://www.rameykemp.com)

# CRENSHAW CORNERS

MASTER SUBDIVISION PLAN FOR:  
CRENSHAW CORNERS  
WAKE FOREST, NORTH CAROLINA  
PROJECT NUMBER: DHA-15000

## MASTER SUBDIVISION PLAN

2724 OLD NC 98 HWY  
WAKE FOREST, NORTH CAROLINA  
PROJECT NUMBER: DHA-15000

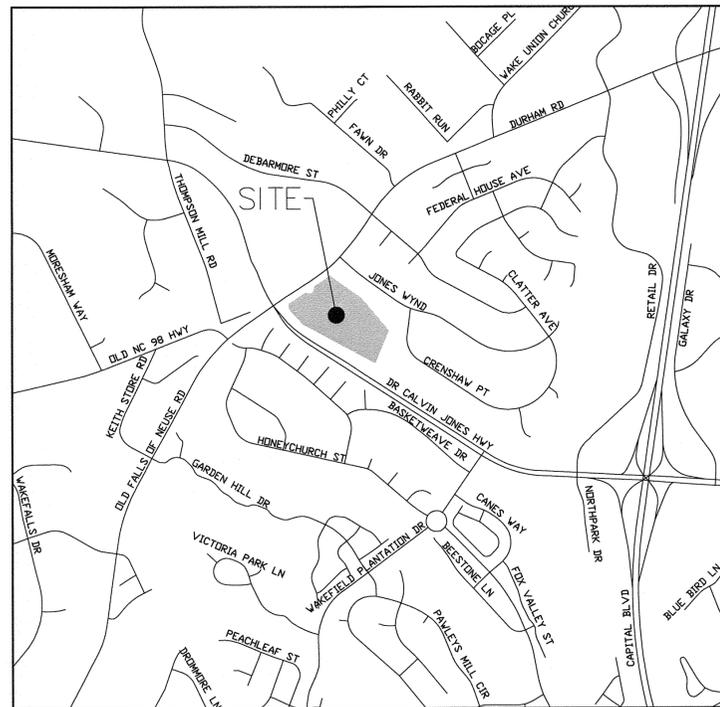
DATE: SEPTEMBER 1, 2016  
REVISED: OCTOBER 11, 2016  
REVISED: DECEMBER 12, 2016

### SITE DATA

OWNER	CRENSHAW CORNERS LLC 833 WAKE FOREST BUSINESS PARK STE A WAKE FOREST, NORTH CAROLINA, 27587-6518
DEVELOPER	DELHAIZE AMERICA SHARED SERVICES GROUP, LLC 2110 EXECUTIVE DRIVE SALISBURY, NORTH CAROLINA, 28145
PARCEL	PIN: 1830281505 PIN: 1830186497
EXISTING ZONING	NB
EXISTING ZONING OVERLAY	DR CALVIN JONES HIGHWAY OVERLAY (SH2-0); RICHLAND CREEK WATERSHED MANAGEMENT AREA DISTRICT (RC-WMA)
EXISTING USE	VACANT
PROPOSED USE	COMMERCIAL
RIVER BASIN	NEUSE
PROJECT AREA	GROSS: 13.96 AC (608,081 SF)
BUILDING HEIGHT	3 STORIES MAX (PRINCIPAL BUILDING) 2 STORIES MAX (ACCESSORY)
BUILDING SETBACKS	FRONT: 20' SIDE: 20' (STREET); 15' (LOT LINES) REAR: 20'
PARKING (LOT 1)	REQUIRED 5 SP/1000 SF x 35,535 SF = 178 SP REQ'D PROPOSED 185 SPACES PROVIDED
HC PARKING	REQUIRED 12 SPACES PROPOSED 12 SPACES
HC VAN PARKING	REQUIRED 1/6 HC SPACES = 2 SPACES PROPOSED 2 SPACES

### SHEET INDEX

- C-1 EXISTING CONDITIONS
- C-2 SUBDIVISION PLAN
- C-3 PRELIMINARY SITE PLAN
- C-4 PRELIMINARY GRADING PLAN
- C-5 PRELIMINARY UTILITY PLAN
- LS-1 CONCEPTUAL LANDSCAPE PLAN
- LS-2 CONCEPTUAL LANDSCAPE DETAILS



VICINITY MAP  
NTS

**OWNER:**  
CRENSHAW CORNERS LLC  
833 WAKE FOREST  
BUSINESS PARK STE A  
WAKE FOREST, NORTH CAROLINA, 27587-6518

**DEVELOPER:**  
DELHAIZE AMERICA SHARED SERVICES GROUP, LLC  
2110 EXECUTIVE DRIVE  
SALISBURY, NORTH CAROLINA, 28145  
CONTACT: MARK RUFTY  
PHONE: 704-310-2972  
EMAIL: mark.ruffy@delhaize.com

MAXIMUM IMPERVIOUS SUMMARY	
LOT 1	5.542 AC (88%)
LOT 2	0.848 AC (80%)
LOT 3	1.536 AC (80%)
LOT 4	0.744 AC (80%)
LOT 5	0.020 AC (2.8%)
LOT 6	0.944 AC (80%)
LOT 7	0.984 AC (80%)
R/W	0.549 AC (90%)
TOTAL	11.167 AC (80%)

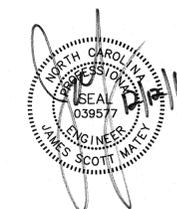
\* THE IMPERVIOUS SUMMARY ABOVE REPRESENTS MAXIMUM IMPERVIOUS ALLOWED ON EACH LOT. IF FINAL PROPOSED IMPERVIOUS IS GREATER THAN SHOWN, ADDITIONAL ONSITE CONTROLS WILL BE REQUIRED FOR PEAK FLOW AND NUTRIENT CALCULATIONS/REDUCTIONS.

RECOMMENDATION FOR APPROVAL  
BY THE WAKE FOREST  
PLANNING BOARD

DATE \_\_\_\_\_

APPROVAL BY THE  
WAKE FOREST BOARD  
OF COMMISSIONERS

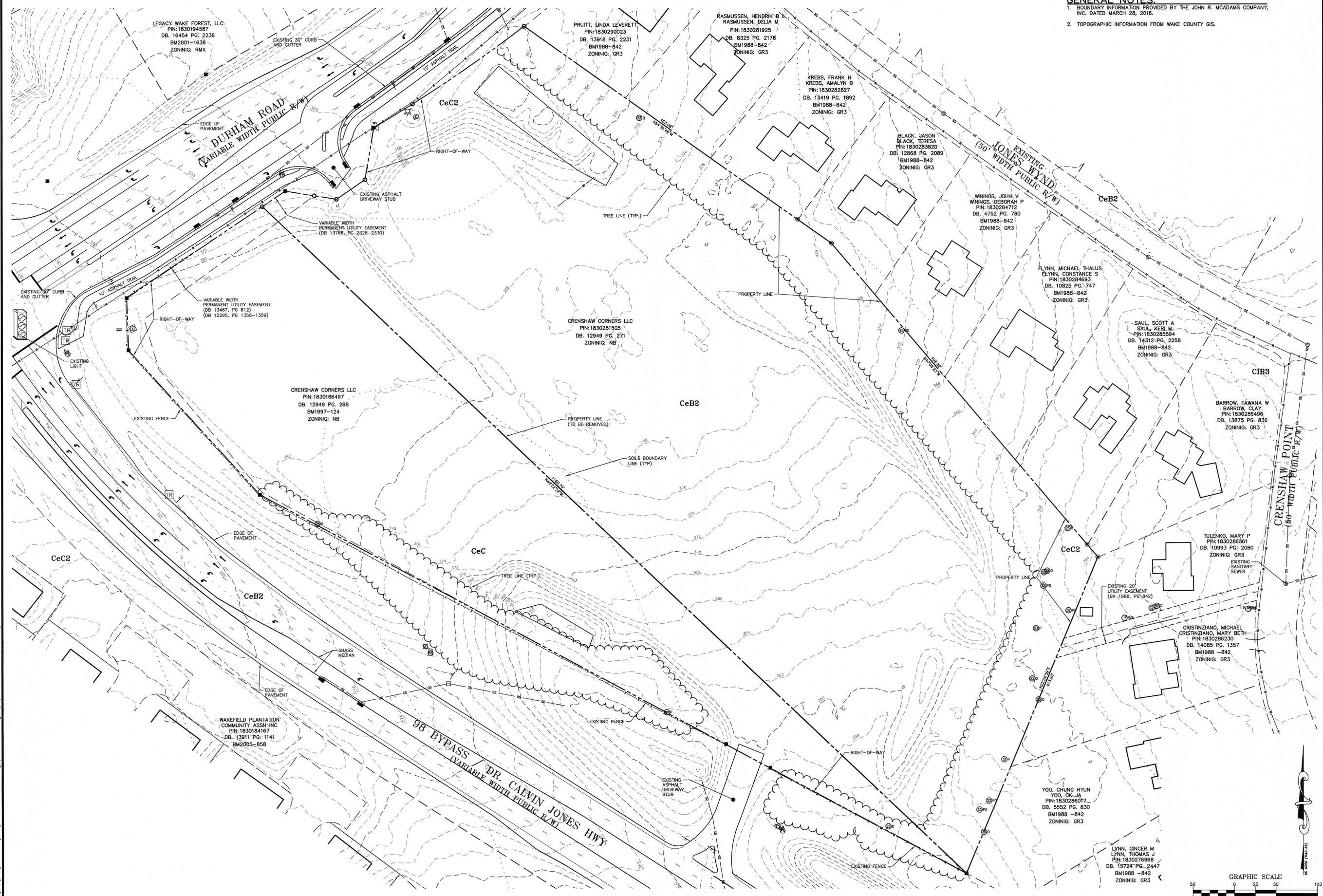
DATE \_\_\_\_\_



THE JOHN R. McADAMS  
COMPANY, INC.  
2905 Meridian Parkway  
Durham, North Carolina 27713  
License No.: C-0293  
(800) 733-5646 • McAdamsCo.com  
Contact: Jay Matey  
Matey@mcadamsco.com

X:\Projects\DHA-15000\Land Master Subdivision Drawings\DHA15000-C51.dwg, 12/12/2016 8:01:59 AM, Hornell, Gray

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**GENERAL NOTES:**  
1. BOUNDARY INFORMATION PROVIDED BY THE JOHN R. MCADAMS COMPANY, INC. DATED MARCH 28, 2016.  
2. TOPOGRAPHIC INFORMATION FROM WAKE COUNTY GIS.

THE JOHN R. MCADAMS COMPANY, INC.  
2908 Meridian Parkway  
Durham, North Carolina 27713  
License No.: C-0293  
(800) 733-5646 • McAdamsCo.com

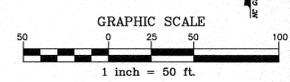
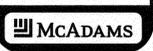


REVISIONS:	DATE	REVISION
▲	2016-10-11	REVISED PER WAKE FOREST COMMENTS
▲	2016-12-7	REVISED PER WAKE FOREST COMMENTS

DEVELOPER:  
DELHAIZE AMERICA SHARED SERVICES GROUP, LLC  
2110 EXECUTIVE DRIVE  
SALISBURY, NORTH CAROLINA, 28145  
CONTACT: MARK RUFFY  
PHONE: 704-510-2872  
EMAIL: mark.ruffy@delhaize.com

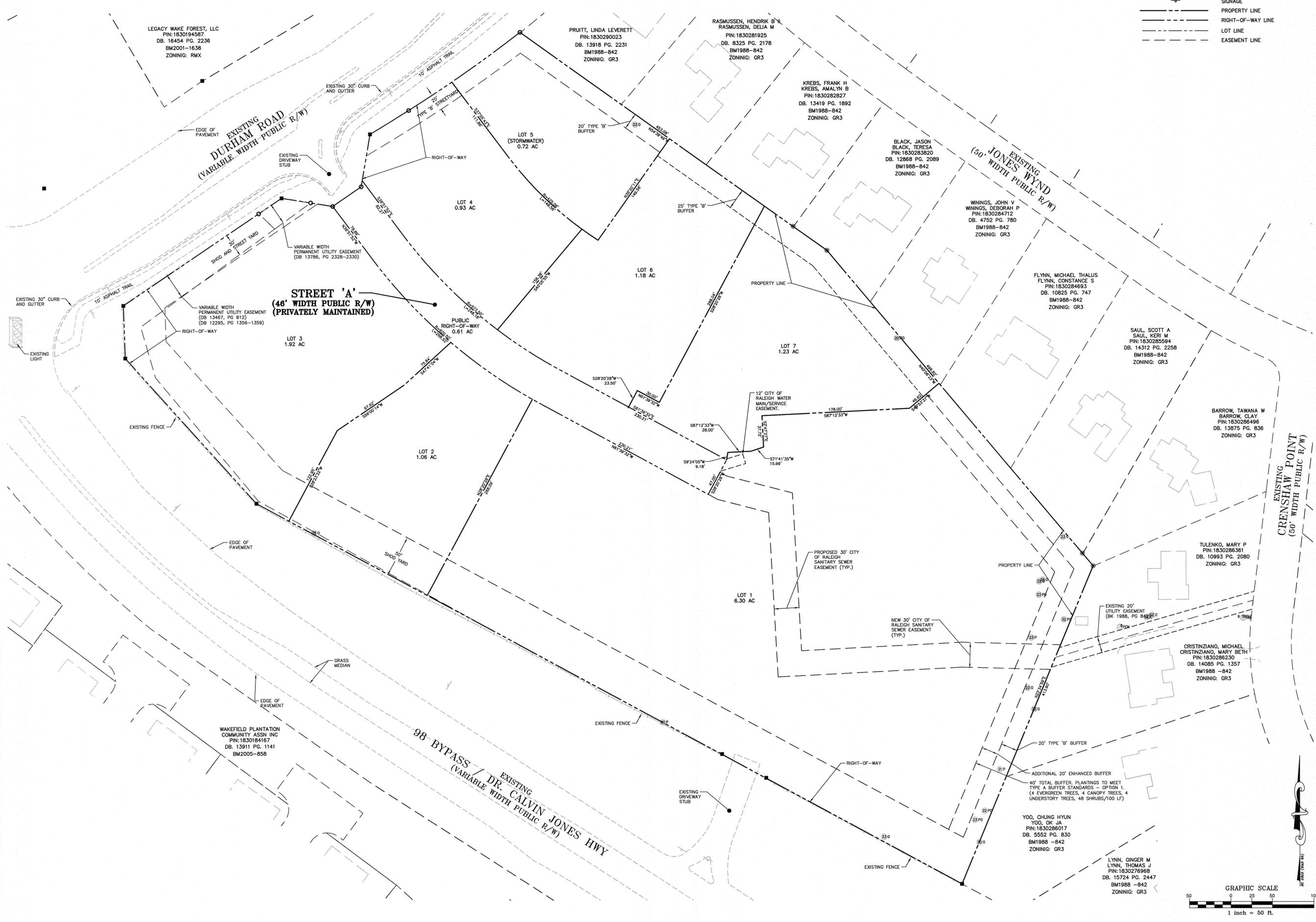
# CRENSHAW CORNERS MASTER SUBDIVISION PLAN WAKE FOREST, NORTH CAROLINA

PROJECT NO.	DHA-15000
FILENAME	DHA15000-EX1
CHECKED BY:	JSM
DRAWN BY:	LRS
SCALE:	1"=50'
DATE:	09-01-16
SHEET NO.	C-1



PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

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**SITE LEGEND**

- SIGNAGE
- PROPERTY LINE
- RIGHT-OF-WAY LINE
- LOT LINE
- EASEMENT LINE

LEGACY WAKE FOREST, LLC  
PIN: 1830194587  
DB. 16454 PG. 2236  
BM2001-1638  
ZONING: RMX

PRUITT, LINDA LEVERETT  
PIN: 1830290023  
DB. 13918 PG. 2231  
BM1988-842  
ZONING: GR3

RASMUSSEN, HENDRIK B  
RASMUSSEN, DELIA M  
PIN: 1830281925  
DB. 8325 PG. 2178  
BM1988-842  
ZONING: GR3

KREBS, FRANK H  
KREBS, AMALYN B  
PIN: 1830282827  
DB. 13419 PG. 1892  
BM1988-842  
ZONING: GR3

BLACK, JASON  
BLACK, TERESA  
PIN: 1830283820  
DB. 12868 PG. 2089  
BM1988-842  
ZONING: GR3

WININGS, JOHN V  
WININGS, DEBORAH P  
PIN: 1830284712  
DB. 4752 PG. 780  
BM1988-842  
ZONING: GR3

FLYNN, MICHAEL THALUS  
FLYNN, CONSTANCE S  
PIN: 1830284693  
DB. 10825 PG. 747  
BM1988-842  
ZONING: GR3

SAUL, SCOTT A  
SAUL, KERI M  
PIN: 1830285594  
DB. 14312 PG. 2258  
BM1988-842  
ZONING: GR3

BARROW, TAWANA W  
BARROW, CLAY  
PIN: 1830286496  
DB. 13875 PG. 836  
ZONING: GR3

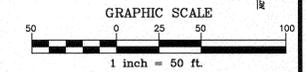
TULENKO, MARY P  
PIN: 1830286381  
DB. 10993 PG. 2080  
ZONING: GR3

CRISTINZIANO, MICHAEL  
CRISTINZIANO, MARY BETH  
PIN: 1830286230  
DB. 14085 PG. 1357  
BM1988-842  
ZONING: GR3

YOO, CHUNG HYUN  
YOO, OK JA  
PIN: 1830286017  
DB. 5552 PG. 830  
BM1988-842  
ZONING: GR3

LYNN, GINGER M  
LYNN, THOMAS J  
PIN: 1830276968  
DB. 15724 PG. 2447  
BM1988-842  
ZONING: GR3

WAKEFIELD PLANTATION  
COMMUNITY ASSN INC  
PIN: 1830184167  
DB. 13911 PG. 1141  
BM2005-858



PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

THE JOHN R. MCADAMS  
COMPANY, INC.  
2905 Meridian Parkway  
Durham, North Carolina 27713  
C0283  
(800) 733-5646 • McAdamsCo.com

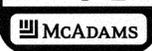


REVISIONS:  
2016-10-11 REVISED PER WAKE FOREST COMMENTS  
2016-11-17 REVISED PER WAKE FOREST COMMENTS

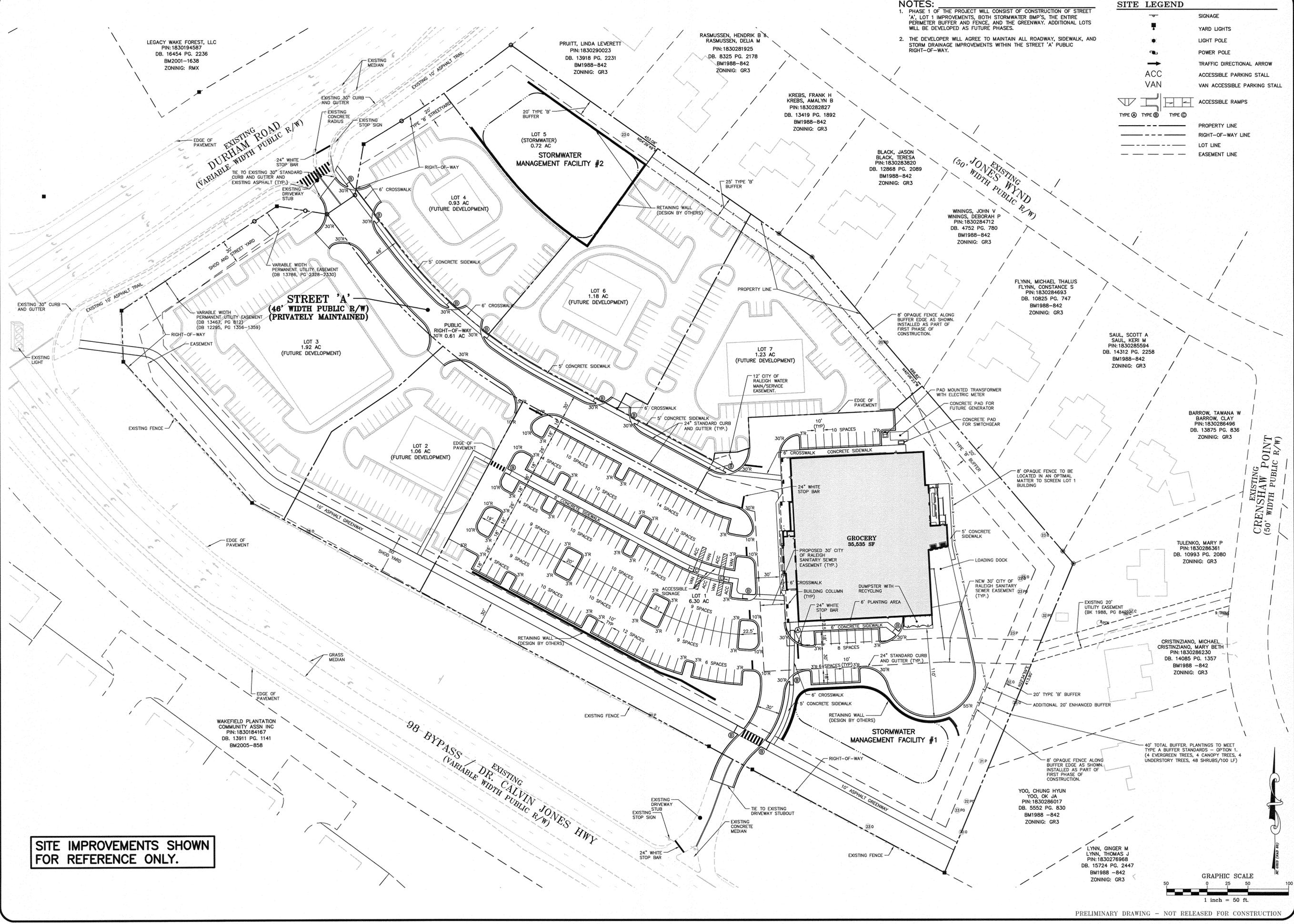
DEVELOPER:  
DELHAIZE AMERICA SHARED  
SERVICES GROUP, LLC  
2110 EXECUTIVE DRIVE  
SALISBURY, NORTH CAROLINA, 28145  
CONTACT: MARK RUFFY  
PHONE: 704-310-2872  
EMAIL: mark.ruffy@delhaize.com

**CRENSHAW CORNERS**  
MASTER SUBDIVISION PLAN  
WAKE FOREST, NORTH CAROLINA  
SUBDIVISION PLAN

PROJECT NO. DHA-15000  
FILENAME: DHA15000-S2  
CHECKED BY: JSM  
DRAWN BY: LRS  
SCALE: 1"=50'  
DATE: 09-01-16  
SHEET NO. C-2

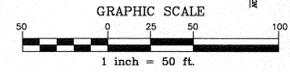
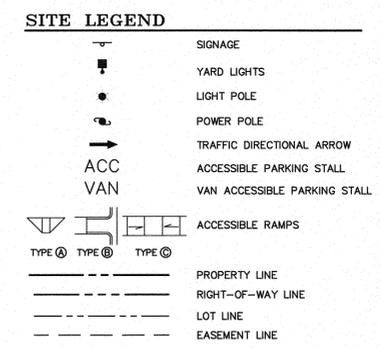


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SITE IMPROVEMENTS SHOWN FOR REFERENCE ONLY.

- NOTES:**
- PHASE 1 OF THE PROJECT WILL CONSIST OF CONSTRUCTION OF STREET 'A', LOT 1 IMPROVEMENTS, BOTH STORMWATER BMP'S, THE ENTIRE PERIMETER BUFFER AND FENCE, AND THE GREENWAY. ADDITIONAL LOTS WILL BE DEVELOPED AS FUTURE PHASES.
  - THE DEVELOPER WILL AGREE TO MAINTAIN ALL ROADWAY, SIDEWALK, AND STORM DRAINAGE IMPROVEMENTS WITHIN THE STREET 'A' PUBLIC RIGHT-OF-WAY.



**THE JOHN R. MCADAMS COMPANY, INC.**  
 2905 Meridian Parkway  
 Durham, North Carolina 27713  
 License No.: C-0283  
 (800) 733-5646 • McAdamsCo.com



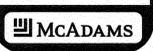
**REVISIONS:**

- 2016-10-11 REVISED PER MAKE FOREST COMMENTS
- 2016-10-17 REVISED PER MAKE FOREST COMMENTS

**DEVELOPER:**  
 DELHAIZE AMERICA SHARED SERVICES GROUP, LLC  
 2110 EXECUTIVE DRIVE  
 SALESBURY NORTH CAROLINA, 28146  
 CONTACT: MARK KUFFY  
 PHONE: 704-510-8972  
 EMAIL: mark.kuffy@delhaize.com

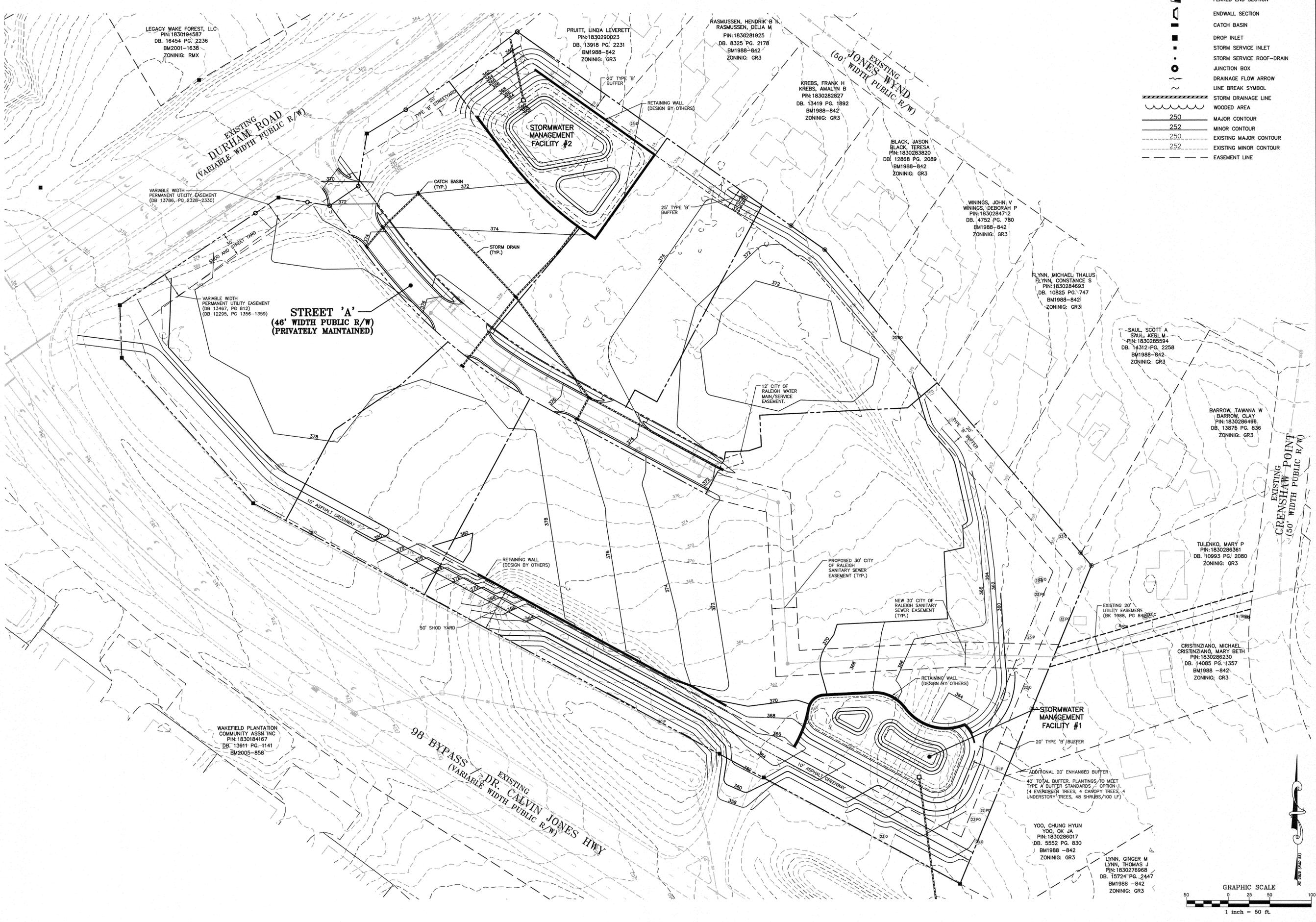
**CRENSHAW CORNERS**  
 MASTER SUBDIVISION PLAN  
 WAKE FOREST, NORTH CAROLINA  
 PRELIMINARY SITE PLAN

PROJECT NO. DMA-15000  
 FILENAME: DMA15000-S1  
 CHECKED BY: JSM  
 DRAWN BY: LRS  
 SCALE: 1"=50'  
 DATE: 09-01-16  
 SHEET NO. C-3



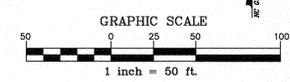
PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

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**GRADING LEGEND**

- FLARED END SECTION
- ENDWALL SECTION
- CATCH BASIN
- DROP INLET
- STORM SERVICE INLET
- STORM SERVICE ROOF-DRAIN
- JUNCTION BOX
- DRAINAGE FLOW ARROW
- LINE BREAK SYMBOL
- STORM DRAINAGE LINE
- WOODED AREA
- MAJOR CONTOUR
- MINOR CONTOUR
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- EASEMENT LINE



PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

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REVISIONS:  
▲ 2016-10-11 REVISED PER WAKE FOREST COMMENTS  
▲ 2016-12-7 REVISED PER WAKE FOREST COMMENTS

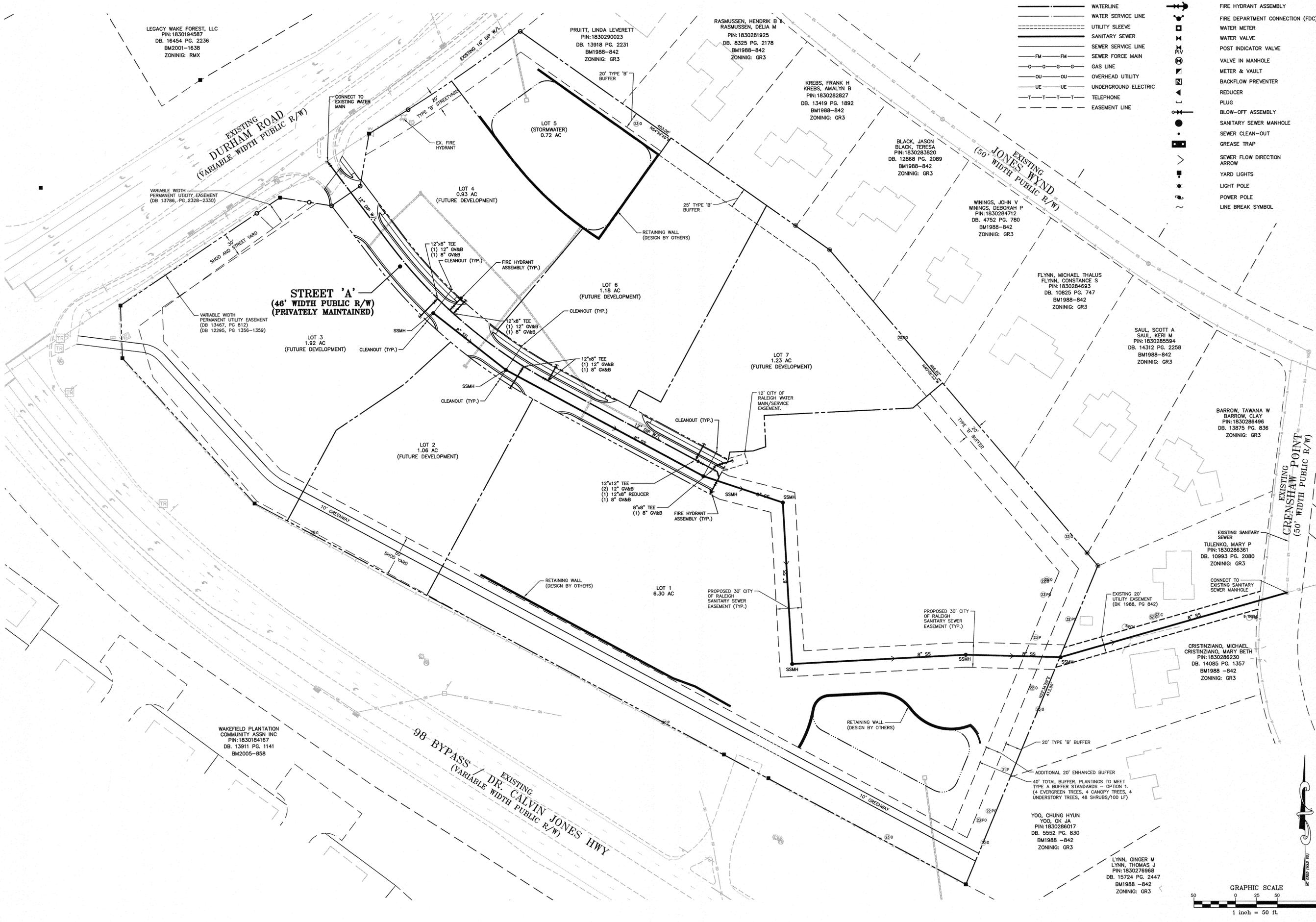
DEVELOPER:  
**DELHAIZE AMERICA SHARED SERVICES GROUP, LLC**  
2110 EXECUTIVE DRIVE  
SALISBURY, NORTH CAROLINA, 28146  
CONTACT: MARK RUFFY  
PHONE: 704-510-2972  
EMAIL: mark.ruffy@delhaize.com

**CRENSHAW CORNERS**  
MASTER SUBDIVISION PLAN  
WAKE FOREST, NORTH CAROLINA  
PRELIMINARY GRADING PLAN

PROJECT NO.: DHA-15000  
FILENAME: DHA15000-G1  
CHECKED BY: JSM  
DRAWN BY: LRS  
SCALE: 1"=50'  
DATE: 09-01-16  
SHEET NO.: **C-4**

**MCADAMS**

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**UTILITY LEGEND**

---	WATERLINE
---	WATER SERVICE LINE
---	UTILITY SLEEVE
---	SANITARY SEWER
---	SEWER SERVICE LINE
FM	SEWER FORCE MAIN
G-G-G	GAS LINE
OU-OU	OVERHEAD UTILITY
UE-UE	UNDERGROUND ELECTRIC
T-T-T	TELEPHONE
---	EASEMENT LINE

⊕	FIRE HYDRANT ASSEMBLY
⊕	FIRE DEPARTMENT CONNECTION (FDC)
⊕	WATER METER
⊕	WATER VALVE
⊕	POST INDICATOR VALVE
⊕	VALVE IN MANHOLE
⊕	METER & VAULT
⊕	BACKFLOW PREVENTER
⊕	REDUCER
⊕	PLUG
⊕	BLOW-OFF ASSEMBLY
⊕	SANITARY SEWER MANHOLE
⊕	SEWER CLEAN-OUT
⊕	GREASE TRAP
⊕	SEWER FLOW DIRECTION ARROW
⊕	YARD LIGHTS
⊕	LIGHT POLE
⊕	POWER POLE
⊕	LINE BREAK SYMBOL

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 Durham, North Carolina 27713  
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**REVISIONS:**

▲	2016-10-11	REVISED PER WAKE FOREST COMMENTS
▲	2016-12-7	REVISED PER WAKE FOREST COMMENTS

**DEVELOPER:**  
 DELHAIZE AMERICA SHARED SERVICES GROUP, LLC  
 2110 EXECUTIVE DRIVE  
 SALISBURY, NORTH CAROLINA, 28145  
 CONTACT: MARK RUFFY  
 PHONE: 704-510-2872  
 EMAIL: mark.ruffy@delhaize.com

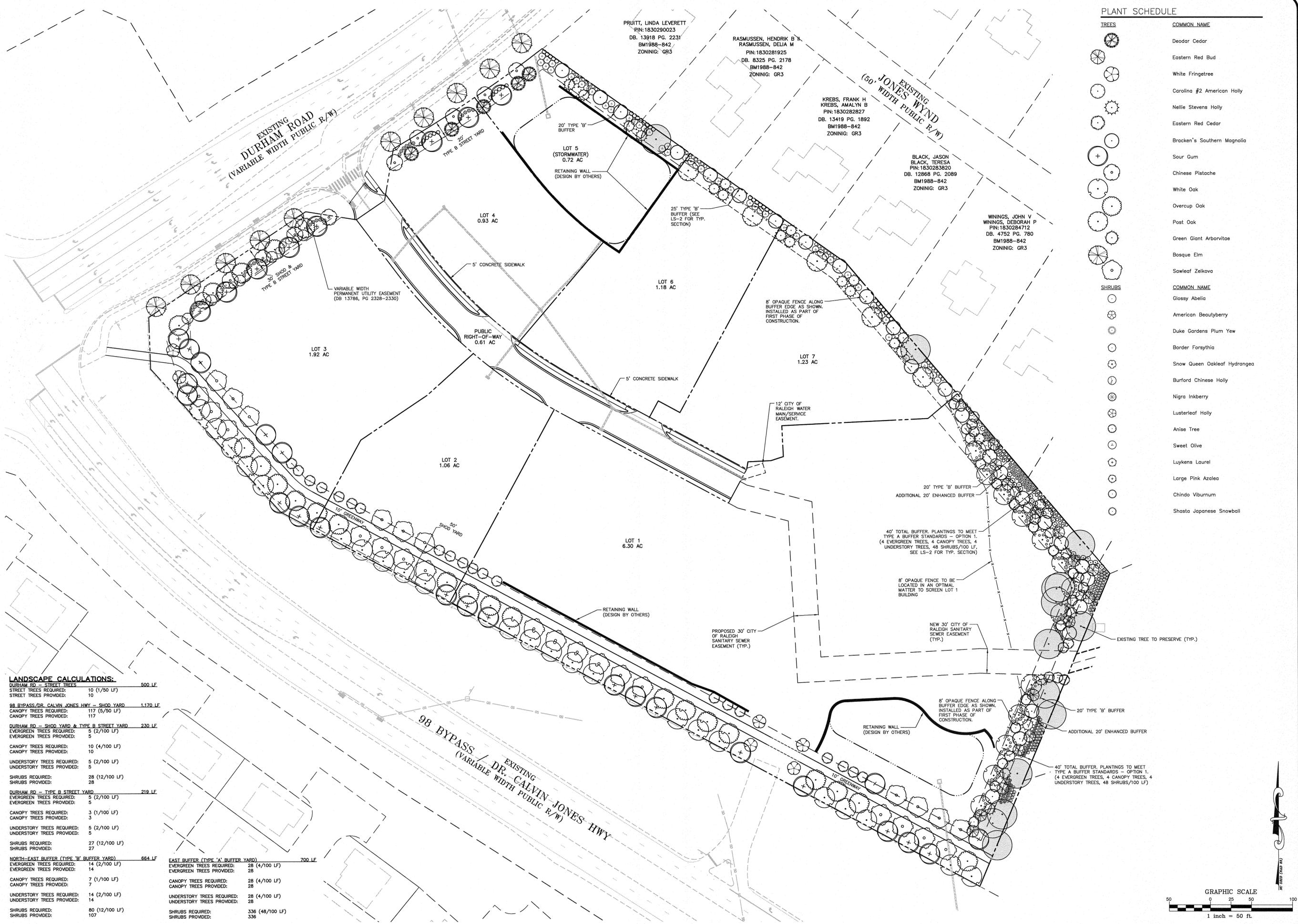
**CRENSHAW CORNERS**  
 MASTER SUBDIVISION PLAN  
 WAKE FOREST, NORTH CAROLINA  
 PRELIMINARY UTILITY PLAN

PROJECT NO.	DHA-15000
FILENAME:	DHA15000-U1
CHECKED BY:	JSM
DRAWN BY:	LRS
SCALE:	1"=50'
DATE:	09-01-16
SHEET NO.	C-5



PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

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PLANT SCHEDULE	
TREES	COMMON NAME
	Deodar Cedar
	Eastern Red Bud
	White Fringetree
	Carolina #2 American Holly
	Nellie Stevens Holly
	Eastern Red Cedar
	Bracken's Southern Magnolia
	Sour Gum
	Chinese Pistache
	White Oak
	Overcup Oak
	Post Oak
	Green Giant Arborvitae
	Bosque Elm
	Sawleaf Zelkova
SHRUBS	COMMON NAME
	Glossy Abelia
	American Beautyberry
	Duke Gardens Plum Yew
	Border Forsythia
	Snow Queen Oakleaf Hydrangea
	Burford Chinese Holly
	Nigra Inkberry
	Lusterleaf Holly
	Anise Tree
	Sweet Olive
	Luykens Laurel
	Large Pink Azalea
	Chindo Viburnum
	Shasta Japanese Snowball

**LANDSCAPE CALCULATIONS:**

DURHAM RD - STREET TREES	500 LF
STREET TREES REQUIRED:	10 (1/50 LF)
STREET TREES PROVIDED:	10
98 BYPASS/DR. CALVIN JONES HWY - SHOD YARD	1,170 LF
CANOPY TREES REQUIRED:	117 (5/50 LF)
CANOPY TREES PROVIDED:	117
DURHAM RD - SHOD YARD & TYPE B STREET YARD	230 LF
EVERGREEN TREES REQUIRED:	5 (2/100 LF)
EVERGREEN TREES PROVIDED:	5
CANOPY TREES REQUIRED:	10 (4/100 LF)
CANOPY TREES PROVIDED:	10
UNDERSTORY TREES REQUIRED:	5 (2/100 LF)
UNDERSTORY TREES PROVIDED:	5
SHRUBS REQUIRED:	28 (12/100 LF)
SHRUBS PROVIDED:	28
DURHAM RD - TYPE B STREET YARD	219 LF
EVERGREEN TREES REQUIRED:	5 (2/100 LF)
EVERGREEN TREES PROVIDED:	5
CANOPY TREES REQUIRED:	3 (1/100 LF)
CANOPY TREES PROVIDED:	3
UNDERSTORY TREES REQUIRED:	5 (2/100 LF)
UNDERSTORY TREES PROVIDED:	5
SHRUBS REQUIRED:	27 (12/100 LF)
SHRUBS PROVIDED:	27
NORTH-EAST BUFFER (TYPE 'B' BUFFER YARD)	664 LF
EVERGREEN TREES REQUIRED:	14 (2/100 LF)
EVERGREEN TREES PROVIDED:	14
CANOPY TREES REQUIRED:	7 (1/100 LF)
CANOPY TREES PROVIDED:	7
UNDERSTORY TREES REQUIRED:	14 (2/100 LF)
UNDERSTORY TREES PROVIDED:	14
SHRUBS REQUIRED:	80 (12/100 LF)
SHRUBS PROVIDED:	107
EAST BUFFER (TYPE 'A' BUFFER YARD)	700 LF
EVERGREEN TREES REQUIRED:	28 (4/100 LF)
EVERGREEN TREES PROVIDED:	28
CANOPY TREES REQUIRED:	28 (4/100 LF)
CANOPY TREES PROVIDED:	28
UNDERSTORY TREES REQUIRED:	28 (4/100 LF)
UNDERSTORY TREES PROVIDED:	28
SHRUBS REQUIRED:	336 (48/100 LF)
SHRUBS PROVIDED:	336

**CRENSHAW CORNERS**  
**MASTER SUBDIVISION PLAN**  
 WAKE FOREST, NORTH CAROLINA  
 CONCEPTUAL LANDSCAPE PLAN

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**MCADAMS**

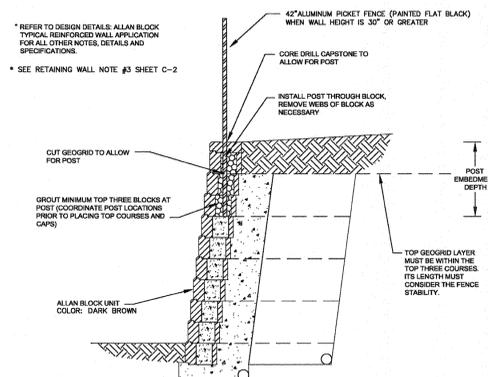
**DEVELOPER:**  
 DELHAIZE AMERICA SHARED SERVICES GROUP, LLC  
 2110 EXECUTIVE DRIVE  
 SALESBURY, NORTH CAROLINA, 28145  
 CONTACT: MARK RUFFY  
 PHONE: 704-510-2872  
 EMAIL: mark.ruffy@delhaize.com

**PROJECT NO.:** DHA-15000  
**FILENAME:** DHA15000-LS1  
**CHECKED BY:** JSM  
**DRAWN BY:** LRS  
**SCALE:** 1"=50'  
**DATE:** 09-01-16  
**SHEET NO.:** LS-1

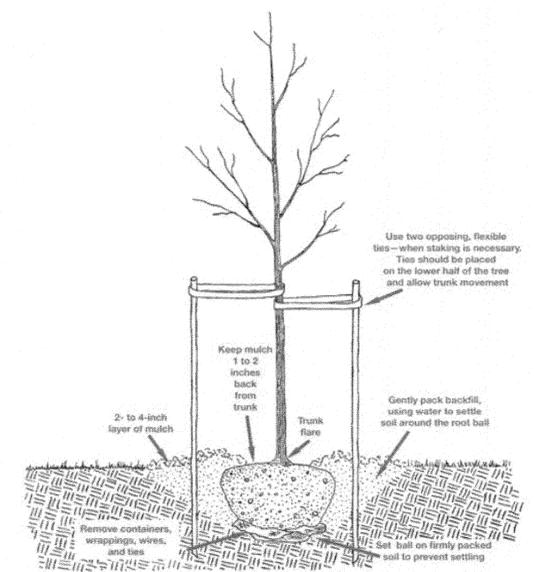
**GRAPHIC SCALE**  
 0 25 50 100  
 1 inch = 50 ft.

PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

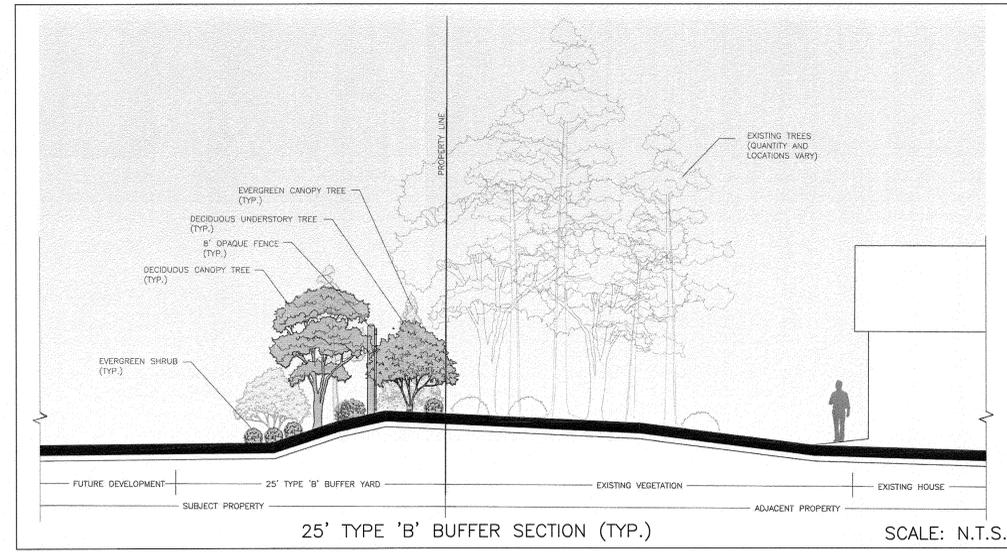
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**MODULAR BLOCK RETAINING WALL DETAIL**  
NOT TO SCALE



**STANDARD TREE INSTALLATION DETAIL (TYP.)**  
N.T.S.



**B. Type B Buffer:** The intent of the Type B Buffer is to create a semi-opaque buffer, having only seasonal horizontal openings, not to exceed 10% of the total width, from the ground to a height of 8 feet within 2 years of planting. A Type B Buffer can be achieved in 2 ways as specified below.

Type B Buffer Yard Options	Minimum Depth	Minimum Plantings per 100 linear feet	Required Barrier
Option 1	20 feet	2 Evergreen Trees 1 Canopy Tree 2 Understory Trees 12 Shrubs	Not Required

**PLANT SCHEDULE**

TREES	BOTANICAL NAME / COMMON NAME
	Cedrus deodara / Deodar Cedar
	Cercis canadensis 'Flame' / Eastern Red Bud
	Chionanthus virginicus / White Fringetree
	Ilex opaca 'Carolina #2' / Carolina #2 American Holly
	Ilex x 'Nellie R Stevens' / Nellie Stevens Holly
	Juniperus virginiana / Eastern Red Cedar
	Magnolia grandiflora 'Brackens Brown Beauty' / Bracken's Southern Magnolia
	Nyssa sylvatica / Sour Gum
	Pistacia chinensis / Chinese Pistache
	Quercus alba / White Oak
	Quercus lyrata / Overcup Oak
	Quercus stellata / Post Oak
	Thuja plicata 'Green Giant' / Green Giant Arborvitae
	Ulmus parvifolia 'Bosque' / Bosque Elm
	Zelkova serrata 'Village Green' / Sawleaf Zelkova
SHRUBS	BOTANICAL NAME / COMMON NAME
	Abelia x grandiflora 'Edward Goucher' / Glossy Abelia
	Calliopsis americana / American Beautyberry
	Cephalotaxa harringtonia 'Duke Gardens' / Duke Gardens Plum Yew
	Forsythia x intermedia / Border Forsythia
	Hydrangea quercifolia 'Snow Queen' / Snow Queen Oakleaf Hydrangea
	Ilex cornuta 'Burfordii' / Burford Chinese Holly
	Ilex glabra 'Nigra' / Nigra Inkberry
	Ilex latifolia / Lusterleaf Holly
	Illicium parviflorum / Anise Tree
	Osmanthus fragrans / Sweet Olive
	Prunus laurocerasus 'Otto Luyken' / Luykens Laurel
	Rhododendron azalea 'George L. Taber' / Large Pink Azalea
	Viburnum awabuki 'Chindo' / Chindo Viburnum
	Viburnum plicatum tomentosum 'Shasta' / Shasta Japanese Snowball

**LANDSCAPE NOTES:**

- ALL MATERIALS AND METHODS OF CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE TOWN OF WAKE FOREST AND THE STATE OF NORTH CAROLINA STANDARDS AND SPECIFICATIONS.
- THE LOCATION OF ALL EXISTING UTILITIES SHOULD BE CONFIRMED PRIOR TO BEGINNING CONSTRUCTION. CALL "NO ONE-CALL", 1-800-632-4949, NOTIFY OWNER OF ANY DISCREPANCIES BETWEEN FIELD CONDITIONS AND THOSE SHOWN ON THE PLAN.
- ALL PLANT MATERIALS TO COMPLY WITH THE MOST CURRENT VERSION OF THE AMERICAN STANDARDS FOR NURSERY STOCK Z60.1-2014. [http://americanhort.org/documents/ANSI\\_Nursery\\_Stock\\_Standards\\_AmericanHort\\_2014.pdf](http://americanhort.org/documents/ANSI_Nursery_Stock_Standards_AmericanHort_2014.pdf)
- LOCATE ALL EXISTING UTILITIES PRIOR TO INSTALLATION OF PLANT MATERIAL. NOTIFY OWNER OF ANY DISCREPANCIES BETWEEN FIELD CONDITIONS AND THOSE SHOWN ON THE PLAN.
- ANY TREE LOCATED WITHIN A SIGHT DISTANCE TRIANGLE WILL NEED TO BE LIMBED UP TO A MINIMUM OF 5 FEET.
- VERIFICATION OF TOTAL QUANTITIES AS SHOWN ON THE PLANT LIST SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- SUBSTITUTIONS OF SPECIFIC PLANTS CAN ONLY OCCUR WITH PRIOR WRITTEN PERMISSION OF BOTH OWNER AND LANDSCAPE ARCHITECT.
- ALL TREE PLANTINGS SHALL BE MULCHED WITH 3 INCHES OF SHREDDED BARK OR 4 INCHES OF PINE STRAW IN A 3 FOOT RADIUS AROUND THE TREE, OR TO THE DRIPLINE, WHICHEVER IS GREATER. THE MULCH SHALL BE FREE OF TRASH AND MAINTAINED WEED FREE THEREAFTER. MULCH SHALL NOT COVER THE ROOT COLLARS.
- ALL TREES MUST BE PLANTED AFTER OCTOBER 1 AND BEFORE MARCH 31.
- AT THE TIME OF PLANTING, CANOPY TREES MUST HAVE A MINIMUM CALIPER OF 1.5 INCHES AS MEASURED AT 6 INCHES ABOVE GRADE. MULTI-STEMMED TREES SHALL HAVE AT LEAST 3 STALKS AND MUST BE AT LEAST 6 FEET IN HEIGHT WHEN PLANTED.
- STAKING SHALL BE REQUIRED WHERE PLANTS ARE UNABLE TO SUPPORT THEMSELVES WITH THEIR EXISTING ROOT SYSTEM. SUCH CONDITIONS MAY INCLUDE BARE ROOTED PLANTS, STRONG WIND SITUATIONS, LOOSE SOIL, WET CONDITIONS, STEEP SLOPES. TREE TIES SHALL BE SOFT, MIN 1 INCH WIDE POLYMER MATERIAL. NO KNOTS ARE TO BE TIED AROUND THE TRUNK THAT MAY RESTRICT GROWTH. TIES ARE TO BE REMOVED AFTER ONE YEAR FOLLOWING INSTALLATION.
- NO TREES SHALL BE PLANTED WITHIN 15' OF ANY LIGHT POLE.
- WHERE POSSIBLE, TREES IN EXISTING BUFFERS WILL REMAIN DURING CONSTRUCTION. ANY ADJUSTMENT TO EXISTING BUFFERS WILL BE MADE AT SITE PLAN LEVEL AND REVIEWED BY STAFF.
- ALL PLANT MATERIAL SHOWN TO BE FIELD LOCATED AT TIME OF SITE PLAN.

**INSTALLATION NOTES:**

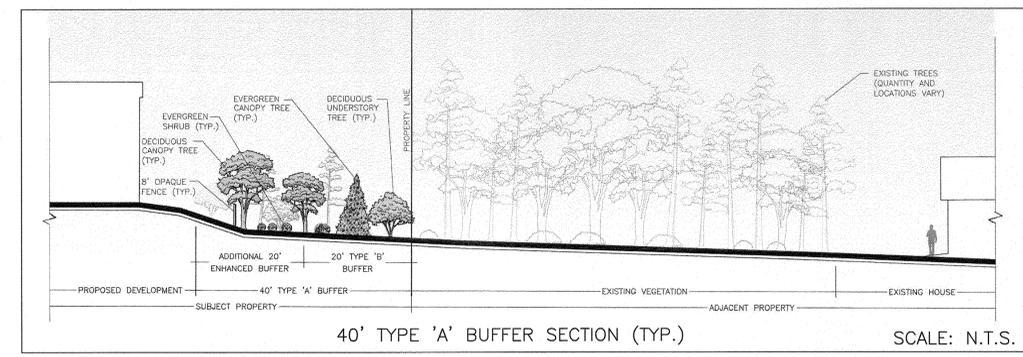
- IF ANY TREES DIE DUE TO CONSTRUCTION ON SITE THEY SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE IN ACCORDANCE WITH LOCAL ZONING ORDINANCES AND WITH APPROVAL OF THE OWNER AND / OR LANDSCAPE ARCHITECT.
- ALL TREES AND SHRUBS SHALL BE GUARANTEED TO BE HEALTHY AND TO SURVIVE THE FIRST YEAR AT JOB SITE.
- ALL TREES SHALL BE CERTIFIED NURSERY GROWN: BURLAP AND BALL (B&B) OR CONTAINER GROWN AND UNWINT ANY CIRCLING OR GRIDLING ROOTS FOUND IN CONTAINER GROWN PLANTS.
- REMOVE ALL TREATED OR PLASTIC-COATED BURLAP, STRAPPING WIRE OR NYLON TWINE FROM ROOT BALL AFTER SETTING IN HOLE, CUT AWAY TOP AND SIDES OF WIRE BASKET.
- INSTALL TREES SO THAT THE ROOT COLLAR IS AT GRADE OR ONE INCH ABOVE EXISTING GRADE. IF ROOT COLLAR IS NOT VISIBLE, REMOVE SOIL FROM TOP OF ROOT BALL TO EXPOSE ROOT COLLAR.
- SET ALL PLANTS IN VERTICAL POSITION PRIOR TO STAKING.
- SOAK PLANT BALL AND PIT IMMEDIATELY AFTER INSTALLATION.
- ALL PRUNING SHALL CONFORM TO THE METHODS SET FORTH IN THE CURRENT EDITION OF THE TREE, SHRUB, AND OTHER WOODY PLANT MAINTENANCE - STANDARD PRACTICES OF THE AMERICAN NATIONAL STANDARDS INSTITUTE AND TOWN OFFICIALS.
- ALL PLANTS MUST BE INSTALLED ACCORDING TO THE MOST RECENT LOCAL APPLICABLE CODES AND ORDINANCES.

**MAINTENANCE NOTES:**

- THE OWNER OF THE PROPERTY AND THEIR AGENTS, HEIRS, OR ASSIGNS SHALL BE RESPONSIBLE FOR THE INSTALLATION, PRESERVATION AND MAINTENANCE OF ALL PLANTINGS AND PHYSICAL FEATURES ON THIS PLAN. FAILURE TO MAINTAIN ALL PLANTINGS IN ACCORDANCE WITH THIS PLAN MAY CONSTITUTE A VIOLATION OF THIS ORDINANCE AND MAY RESULT IN FINES. THE OWNERS SHALL BE RESPONSIBLE FOR MAINTENANCE OF THE VEGETATION, INCLUDING BUT NOT LIMITED TO:
  - FERTILIZATION
  - PRUNING WITHIN LIMITS
  - PEST CONTROL
  - MULCHING
  - MOWING
  - PROTECTION OF THE ROOT ZONES FROM EQUIPMENT, CONSTRUCTION AND RELATED MATERIALS, ETC.
  - METHOD OF IRRIGATION
  - OTHER CONTINUING MAINTENANCE OPERATION

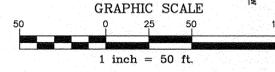
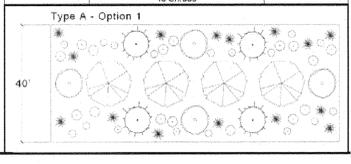
**SITE LIGHTING NOTES:**

- ALL SITE LIGHTING SHALL COMPLY WITH CHAPTER 10 OF THE TOWN OF WAKE FOREST UDO.
- A LIGHTING PHOTOMETRIC PLAN SHALL BE PROVIDED WITH THE CONSTRUCTION DRAWING SUBMITTAL.
- MAXIMUM LIGHT LEVELS SHALL ADHERE TO THE BELOW STANDARDS:  
LIGHT TRESPASS OFF PROPERTY: 0.8 FOOTCANDLES  
DISPLAY/CANOPY AREAS: 20 FOOTCANDLES  
PARKING AREAS: 6 FOOTCANDLES  
ALL OTHER ON-SITE AREA: 10 FOOTCANDLES



**A. Type A Buffer:** The intent of the Type A Buffer is to create a completely opaque buffer, having no horizontal openings from the ground to a height of 8 feet within 2 years of planting. A Type A Buffer can be achieved in 3 ways as specified below.

Type A Buffer Yard Options	Minimum Depth	Minimum Plantings per 100 linear feet	Required Barrier
Option 1	40 feet	4 Evergreen Trees 4 Canopy Trees 4 Understory Trees 48 Shrubs	Not Required



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License No.: C-0293  
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REVISIONS:  
2016-10-11 REVISED PER WAKE FOREST COMMENTS  
2016-12-2 REVISED PER WAKE FOREST COMMENTS

DEVELOPER:  
DELHAIZE AMERICA SHARED SERVICES GROUP, LLC  
2110 EXECUTIVE DRIVE  
SALISBURY, NORTH CAROLINA, 28145  
CONTACT: MARK ROBERT  
PHONE: 704-934-8772  
EMAIL: mark.robert@delhaize.com

**CRENSHAW CORNERS**  
MASTER SUBDIVISION PLAN  
WAKE FOREST, NORTH CAROLINA  
LANDSCAPE DETAILS

PROJECT NO. DHA-15000  
FILENAME: DHA15000-LS1  
CHECKED BY: JSM  
DRAWN BY: LRS  
SCALE: 1"=50'  
DATE: 09-01-16  
SHEET NO. LS-2



## STAFF REPORT

**To:** Planning Board & Board of Commissioners  
**Date:** January 3, 2017  
**Case:** SU-16-03: Wake Forest Crossing Outparcel 10  
**Prepared By:** Jonathan Cooper, Senior Planner

### GENERAL INFORMATION

**Owner:** Weingarten/Investments Inc.  
PO Box 924133  
Houston, TX 77292-4133

**Applicant:** Milan Patel  
9800 San Remo Place  
Wake Forest, NC 27587  
construction@milkamhospitality.com

**Requested Action:** Approval of a Special Use permit for a building exceeding three stories

**Tax PINS #:** 1830-28-1505 & 1830-18-6497

**Location:** 1005 Stadium Drive

**Size:** 2.189 acres

**Existing Land Use:** Vacant

**Proposed Land Use:** Hotel / Inn (more than 20 rooms)

**Existing Zoning:** CU-HB, Conditional Use-Highway Business

### **Surrounding Land Uses & Zoning:**

**North -** Vacant/Stadium drive; RD, Rural Holding District  
**South -** Commercial Retail-WF Crossing, HB, Highway Business  
Vacant, RD, Rural Holding District  
**East -** Commercial Retail (under construction); HB, Highway Business  
**West -** Vacant; HB, Highway Business

**Zoning History:** A Special Use Permit was approved for the Wake Forest Crossing Shopping Center in 2005 (SU-01-05). A copy of the approved Special Use Permit is included in the Board agenda.

**Wake Forest Community Plan:** This property is located in the Highway Corridor Zone per the Wake Forest Community Plan. Commercial establishments within the corridor can be quite large in scale, with ample parking, and near total dependence on automobile access. For many motorists passing through the Town, Capitol Boulevard is their most significant impression of Wake Forest. This corridor has many of the characteristics associated with a typical commercial strip found in many cities. The policy emphasis for the Highway Corridor Zone is to mitigate the adverse visual and functional impacts of strip development as

concentrated within the corridor. This may include continued improvements in area signage and landscaping, the addition of sidewalks and bikeways (where appropriate) to encourage pedestrian and bicycle access, and to continue to work closely with area partners on the US 1 Corridor plan of improvement, institutions gathering places, and the largest concentration of historic properties of anywhere in the community.

Policies for Commercial Areas:

- Policy LSC-1: Large-scale commercial developments should be encouraged, where appropriate, to contain a diverse mixture of retail, office, restaurant, and service uses.
- Policy LSC-2: Large-scale commercial uses should be located on the corners of neighborhood planning areas, that is, at the intersection of two or more major streets.
- Policy LSC-8: New large-scale commercial development should have limited driveway access to major thoroughfares and should connect all adjacent parking lots.

**Analysis:** The proposed hotel is located in a commercial area located at US1 and Stadium Drive and has access via internal shopping center driveways and parking lots.

Policies for Streets:

- Policy S-6: Streetyard vegetation should be planted or retained along major streets to soften and unify the streetscape, and to create attractive edge to the roadway allowing views through to the businesses. (Total screening may be required along limited access highways.)
- Policy S-9: Parking areas within a major street corridor should be generally screened from view using structural elements, topographic features and/or plantings. Plants should be tall enough at maturity to obscure views of parked cars. Service and loading areas should be completely screened.

**Staff Analysis:** The proposed site will have landscaping along Stadium drive to unify the streetscape and shield parking areas.

Policies for Street Trees:

- Policy ST-4: Regularly spaced street trees should be planted in central medians, frontage street medians, plaza strips, and, where necessary, in dedicated easements on private property.
- Policy ST-5: The planting or preservation of street trees of appropriate size and species should continue to be required as part of the upfront costs of all new development, in accordance with the Town's street tree planting master plan.

**Staff Analysis:** Landscaping will be installed/maintained along Stadium Drive as part of the development of the shopping center.

**SPECIAL INFORMATION**

**Public Utilities:** Municipal water & sewer services are available to the site.

**Public Services:** Municipal services are available to the site.

**Transportation:** The site currently has accesses to Stadium drive and US1 via an internal, private shopping center street.

**Physical Characteristics:** The parcel is currently a vacant undeveloped commercial lot. The site has been rough graded for future development.

**Applicable Regulations:** Unified Development Ordinance, Wake Forest Community Plan, Wake Forest Transportation Plan.

**Major Site Plan Data:**

Name: Wake Forest Crossing Outparcel 10  
Lot size: 2.189 acres  
Proposed Building Size: 41,500 square feet (84 rooms)  
Parking Required: 92 spaces  
Parking Provided: 113 spaces  
Landscaping: Plan meets the requirements of the landscape regulations.  
Buffers: A 20' Type "B" buffer is required along Stadium Drive and is shown.

**ANALYSIS:**

The property is zoned HB, Highway Business where hotels are considered a permitted use. In Chapter 2.2.5 of the Unified Development Ordinance, the maximum permitted building height is 3 stories; the UDO allows for buildings up to 90' in the US-1 Corridor with an approved Special Use Permit. The purpose of this request is for a Special Use Permit to allow a building 4 stories tall. Due to the grade of the parcel relative to Stadium Drive and Capital Blvd, the proposed building will appear to be a three story building and will not be out of character with the buildings on the adjacent lots.

In order to grant a Special-Use Permit, required findings of fact contained in Section 15.10 of the Wake Forest Unified Development Ordinance are required to be met. Staff offers the following findings of fact based on the attached Special Use Permit application:

- Finding 1: **The proposed special use conforms to the character of the neighborhood, considering the location, type, and height of the buildings or structures and the type and extent of landscaping on the site,** the proposed use will be located on an outparcel for an existing shopping center, and the proposed design is consistent with the existing buildings/uses;
- Finding 2: **The proposed use will not cause undue traffic congestion or create a traffic hazard,** in that the lot will be accessed via the internal shopping center drive;
- Finding 3: **Adequate utilities (water, sewer, drainage, electric, etc) are available for the proposed use,** in that approved public utilities currently exist;
- Finding 4: **The proposed use shall not be noxious or offensive by reason of vibration, noise, odor, dust, smoke or gas,** in that the proposed building height will not be noxious or offensive;
- Finding 5: **The establishment of the proposed use shall not impede orderly development and improvement of surrounding property,** in that the proposed 4-story building is located in an existing shopping center and will not impede orderly development of surrounding property;
- Finding 6: **The establishment, maintenance or operation of the proposed use shall not be detrimental to or endanger the public health, safety or general welfare,** in that the proposed building height will not change the intensity of the development, therefore not compromising the public health, safety, and general well-being.

- Finding 7: **The application will not substantially injure the value of adjoining or abutting property,** proposed building height will not adversely impact the adjoining properties;
- Finding 8: **The proposed use is consistent with the officially adopted plans and policies of the town,** in that the proposed 4-story building will be developed in compliance with the requirements of the Unified Development Ordinance.

### **RECOMMENDATION**

Staff recommends approval of the Special-Use Permit to allow a four-story building, based on the findings of fact and subject to the conditions from the original Special Use Permit SU-01-05.

#### **Attachments:**

- Aerial Map
- Zoning Map
- Community Plan Maps
- Special Use Permit Application
- Special Use Permit SU-01-05
- Proposed Site Plans
- Rendered Site Plan Elevations



Wake Union Church

Capital Blvd

Rd

Kilnarmock Ct

Glancee Dr

Haywick Pl

Stadium Dr

Drogheda Pl

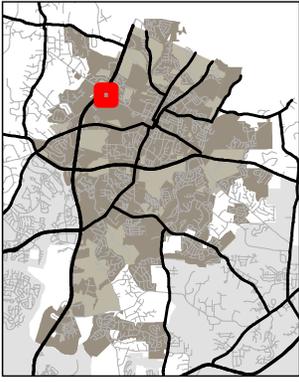
Whistling Swan Pl

Capital Blvd

1

Agora Dr

Mcdo

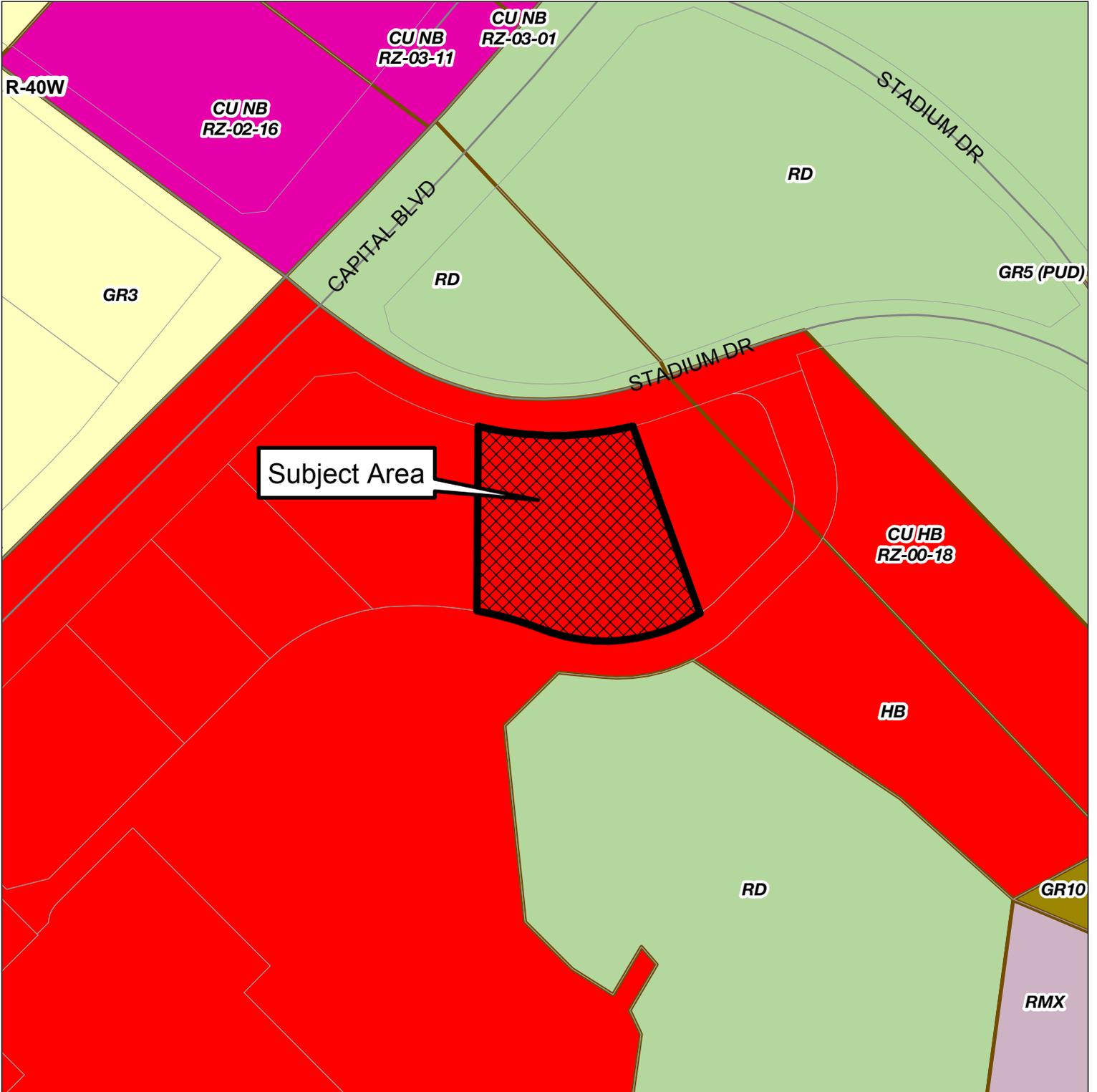


12/15/2016

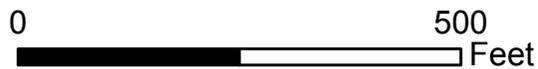


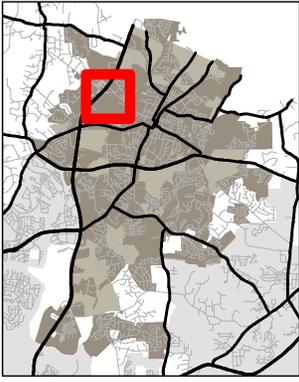
TOWN of  
WAKE FOREST

# SU-16-03: Wake Forest Crossing Outparcel 10 1831-95-4306 Allowance of 4-Story Building



Please note that this map is intended for illustrative purposes only. For specific inquiries regarding zoning boundaries, contact the Wake Forest Department of Planning & Inspections at 919-435-9510.





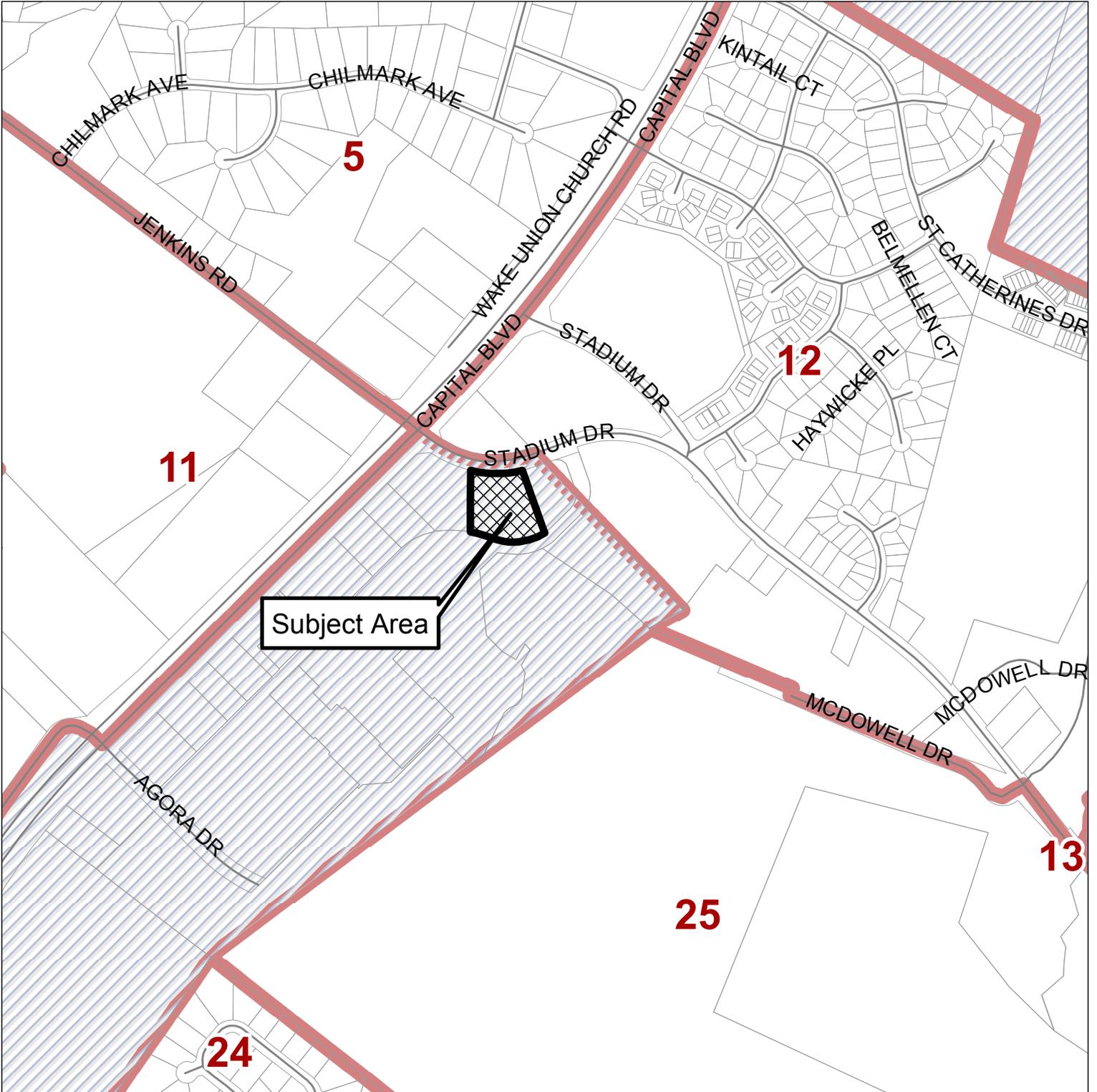
# Neighborhood Planning Areas



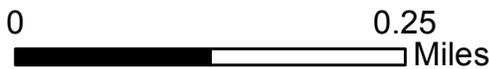
TOWN of  
WAKE FOREST

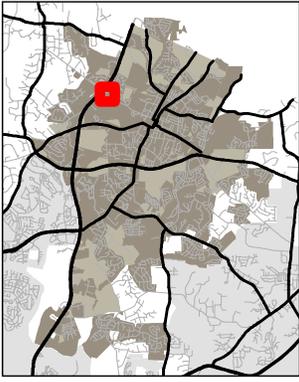
## SU-16-03: Wake Forest Crossing Outparcel 10 1831-95-4306 Allowance of 4-Story Building

12/15/2016



Please note that this map is intended for illustrative purposes only. For specific inquiries regarding zoning boundaries, contact the Wake Forest Department of Planning & Inspections at 919-435-9510.





# Community Plan Zones

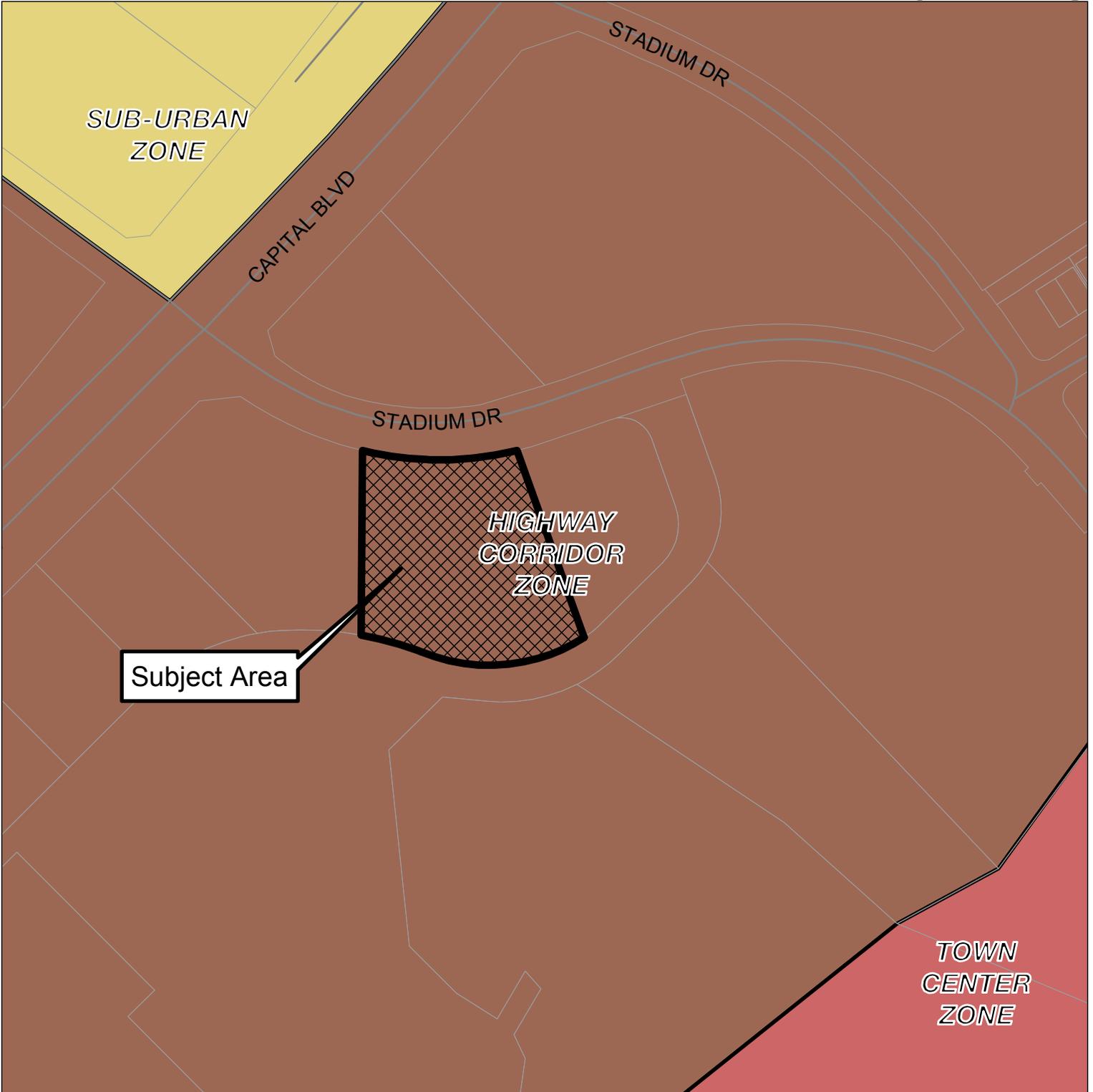


TOWN of WAKE FOREST

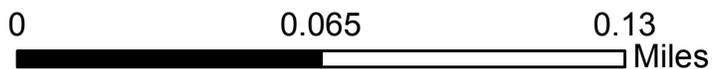
## SU-16-03: Wake Forest Crossing Outparcel 10 1831-95-4306

### Allowance of 4-Story Building

12/15/2016



Please note that this map is intended for illustrative purposes only. For specific inquiries regarding zoning boundaries, contact the Wake Forest Department of Planning & Inspections at 919-435-9510.





# Town of Wake Forest

401 ELM STREET WAKE FOREST, N. C. 27587-2932  
PHONE 919/554-6100 FAX 919/554-6195

June 11, 2001

Agora Developments, LLC  
3300 Harrison Road  
Columbia, SC 29704

**Re: Case SU-01-05**

Dear Sirs:

This letter is official notification that on Tuesday, May 15, 2001, the Wake Forest Board of Commissioners approved your request for a special use permit for a shopping center. Attached is your copy of the special use permit.

If you should have any questions, please contact me at 919-554-6142 during business hours or at [chip.russell@ci.wake-forest.nc.us](mailto:chip.russell@ci.wake-forest.nc.us).

Sincerely,

Chip Russell, AICP  
Planning Director



# Town of Wake Forest

401 ELM STREET WAKE FOREST, N. C. 27587-2932  
PHONE 919/554-6100 FAX 919/554-6195

## SPECIAL USE PERMIT

**Special Use Permit No.:** SU-01-05

**Date Issued:** May 15, 2001

**Petitioner:** Agora Developments, LLC  
3300 Harrison Road  
Columbia, SC 29704

**Property Owner:** Southeastern Baptist Theological Seminary

**Property Location:** 12500 block of Capital Boulevard (US-1), east side

**Tax PIN:** 1831.16-83-7816; 1831.12-95-4414; 1841.09-05-0397

**Property Size:** 50.46 acres

**Land Use:** Shopping Center

**Zoning:** HB, Highway Business District

The Wake Forest Board of Commissioners considered your request on May 15, 2001 for a special use permit for a shopping center.

The Wake Forest Board of Commissioners voted to approve your request for a shopping center, based on the submitted master development plan and the following findings of fact:

**Finding 1:** The proposed use or development is located, designed, and proposed to be operated so as not to be detrimental to the public health, safety and general welfare, in that the proposed use, a shopping center, is to be located in an area appropriately zoned (HB, Highway Business District); the proposed use will comply with the conditions of the Conditional Use Permit #RZ-00-18 associated with a portion of the property's zoning; and, the proposed use will benefit the Town of Wake Forest by enhancing the commercial tax base and by providing shopping, restaurant and service establishments to benefit town citizens.

- Finding 2: **The proposed use is appropriately located with respect to transportation facilities, water supply, fire and police protection, waste disposal and similar facilities**, in that municipal water and sewer service will be provided by developer paid extensions; municipal services will be provided; and, the site has access to Capital Boulevard, Stadium Drive and Seminary Boulevard which are major thoroughfares according to the Town of Wake Forest Thoroughfare Plan.
- Finding 3: **The proposed use will not substantially injure the value of adjoining or abutting property**, in that buffering, screening and landscaping as required by the zoning ordinance and the US-1 Corridor Plan will be provided; and, the adjoining property is undeveloped at this time.
- Finding 4: **The proposed use will not cause undue traffic congestion or create a traffic hazard**, in that a traffic impact analysis has been prepared for this project recommending improvements, to be made by the developer, to the adjoining road system to provide an acceptable level of service; and the interior traffic movements of the shopping center have been designed to minimize adverse traffic impacts.
- Finding 5: **The proposed use will not create undue noise, dust, and gasses**, in that the proposed uses are retail and office which will not create undue noise, dust and gasses; and vehicle access areas will be paved as not to create dust.
- Finding 6: **The proposed use, if developed according to the plan submitted and approved, will be in harmony with the area in which it is located**, in that the proposed use is surrounded by undeveloped land owned by SEBTS which is targeted for non-residential development according to the Wake Forest Land Use Management Plan; and, the proposed use is consistent with other land uses located in the US-1 corridor at intersections with major thoroughfares.
- Finding 7: **The proposed use or development conforms with the general plans for the physical development of the town**, in that the proposed use and its location conforms to the policies of the Land Development Plan, the Land Use Management Plan and the US-1 Corridor Plan.
- Finding 8: **The proposed use or development meets all other rules and regulations within the zoning ordinance and all existing Town policies**, in that the master plan submitted with the special-use permit application complies with the requirements of the HB, Highway Business District and the requirements for shopping centers.

The Special Use Permit is hereby issued subject to the following conditions:

1. Use the following design measures when preparing plans for the shopping center buildings and outparcels:
  - A. Architectural Character Avoid blank, windowless, faceless facades on all buildings by implementing the following guidelines:
    1. The length of any facade in excess of 100 feet shall be interrupted by recesses, projections, windows, awnings, and arcades.
    2. Utilize a repeating pattern of change in color, texture, and material modules.
    3. Provide variations in roof lines.
    4. Each principal building shall have a clearly defined, highly visible customer entrance with distinguishing features such as canopies or porticos.
  - B. Color and Materials Provide a higher quality development by:
    5. Provide predominant exterior materials that are of high quality, such as brick, wood, sandstone, or other native stone.
    6. Facade colors shall be of "low reflectance, subtle, neutral, or earth tone colors." The use of high-intensity or metallic colors is discouraged except for accent purposes.
  - C. Spatial Relationships
    7. All facades clearly visible from public streets or adjoining properties shall contribute to the pleasing scale of features of the building and feature characteristics similar to a front facade.
    8. The visual and acoustic impacts of loading docks, trash collection, and other outdoor storage and activity areas shall be fully contained.
    9. Provide community and public spaces such as water features, clock towers, patio seating areas, plazas, gardens, etc.
  - D. Pedestrian Flow and Accessibility
    10. Provide sidewalks along the full length of any facade featuring a customer entrance and any facade abutting a public parking area.
    11. Provide internal pedestrian walkway system. Interconnect internal sidewalk system with public sidewalks along public streets.

12. Utilize special paving materials to distinguish pedestrian walkways from driving surfaces.
13. Provide weather protection features such as awnings within 30 feet of all customer entrances.
14. Interconnect outparcel vehicle access areas.

E. Uniform Design

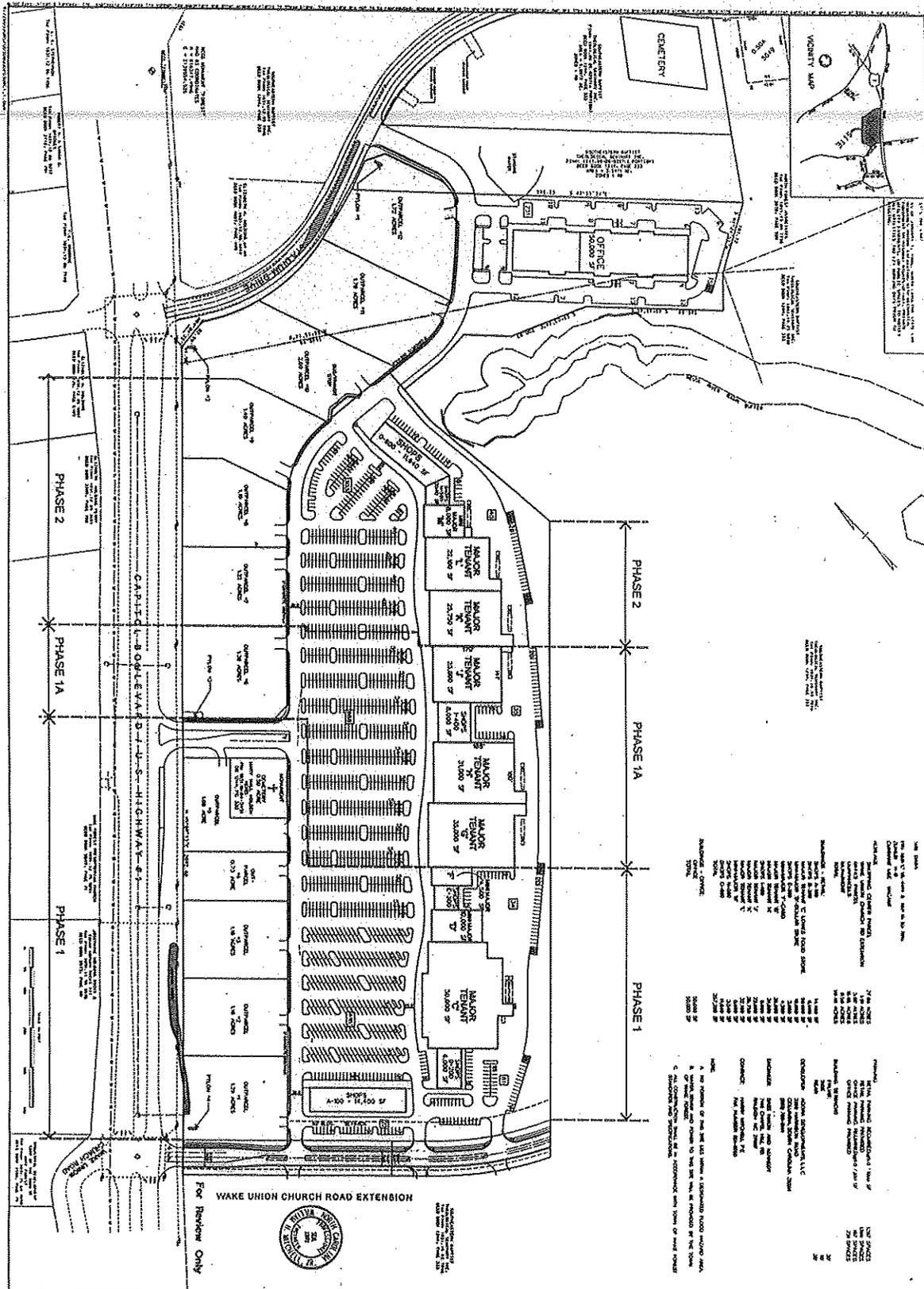
15. Provide a uniform architectural style for all buildings and structures including outparcels.
16. Provide uniform plans for signs and site lighting including outparcels.

F. Outdoor Lighting

17. Fixtures shall be of a type and design appropriate to the lighting application and aesthetically compatible to the building architecture.
  18. All outdoor lighting shall be aimed, located, designed, fitted and maintained so as not to present a disabling glare hazard to drivers or pedestrians, or nuisance glare concern to neighboring properties.
  19. Directional fixtures such as flood lights, spot lights and sign lights shall be installed or aimed as to not shine directly into the window of a neighboring residence, directly into a right-of-way, or skyward.
2. Provide all roadway improvements recommended in the traffic impact analysis report.
  3. Maximum building coverage for the shopping center site is 30%.
  4. Provide a protected driveway through center of parking lot, minimum 20 feet wide.
  5. Provide or make provisions for a central drive through the shopping center buildings with cross-access connection to rear property.

  
\_\_\_\_\_  
Mayor

May 15, 2001  
Date



THE SHEET IS TO BE READ IN CONJUNCTION WITH THE GENERAL NOTES AND SPECIFICATIONS.

NOTES:

1. ALL DISTANCES ARE IN FEET AND INCHES.
2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
3. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.
4. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.
5. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.

CONTRACTOR: BASS, NIXON & KENNEDY, INC.

DATE: 11/11/11

SCALE: 1" = 40'

SHEET C1.1 OF	<b>WAKE FOREST CROSSING SHOPPING CENTER</b> TOWN OF WAKE FOREST, WAKE COUNTY, NORTH CAROLINA	PROJECT NO. 11-01	DATE 11/11/11	PROJECT BY	BASS, NIXON & KENNEDY, INC. CONSULTING ENGINEERS 1704 DUFFELL HILL ROAD, RALEIGH, NORTH CAROLINA 27617 TEL: (919) 470-4444 FAX: (919) 470-4444 WWW.BNKE.COM	
		SITE PLAN				

EXISTING SITE IMAGERY



PROJECT 3D IMAGERY



**TRU by Hilton**  
Special Use Permit  
For: Milan Patel  
3d Imagery - Overview  
December 10, 2016

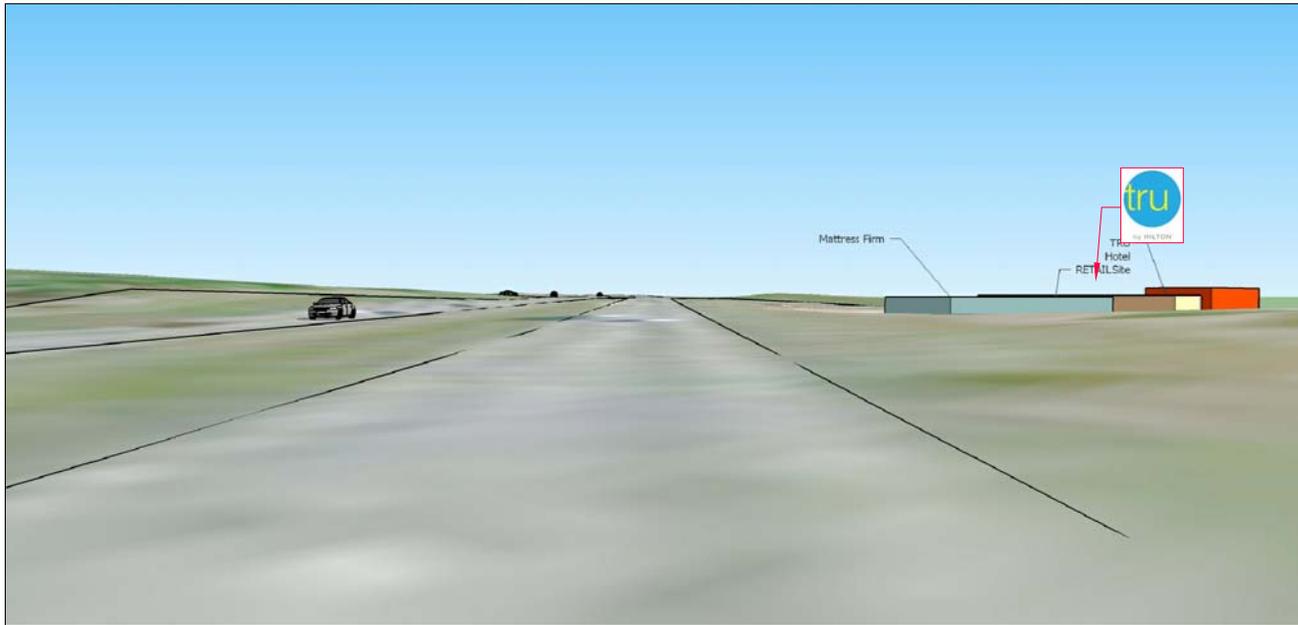
**161** **onesixone**  
architecture & interiors

6618 Dunton Street  
Huntersville, NC 28078  
Telephone 704.726.6013  
www.161architecture.com

**EXISTING SITE IMAGERY**



**PROJECT 3D IMAGERY**



**TRU by Hilton**

Special Use Permit

For: Milan Patel

3d Imagery - Capital Blvd NORTH

December 10, 2016

**onesixone**  
architecture & interiors  
6618 Dunton Street  
Huntersville, NC 28078  
Telephone 704.726.6013  
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**EXISTING SITE IMAGERY**



**PROJECT 3D IMAGERY**



**TRU by Hilton**

Special Use Permit

For: Milan Patel

3d Imagery - Jenkins Rd. SOUTH

December 10, 2016

**onesixone**  
architecture & interiors  
6618 Dunton Street  
Huntersville, NC 28078  
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EXISTING SITE IMAGERY



PROJECT 3D IMAGERY



**TRU by Hilton**

Special Use Permit

For: Milan Patel

3d Imagery - Capital Blvd. SOUTH

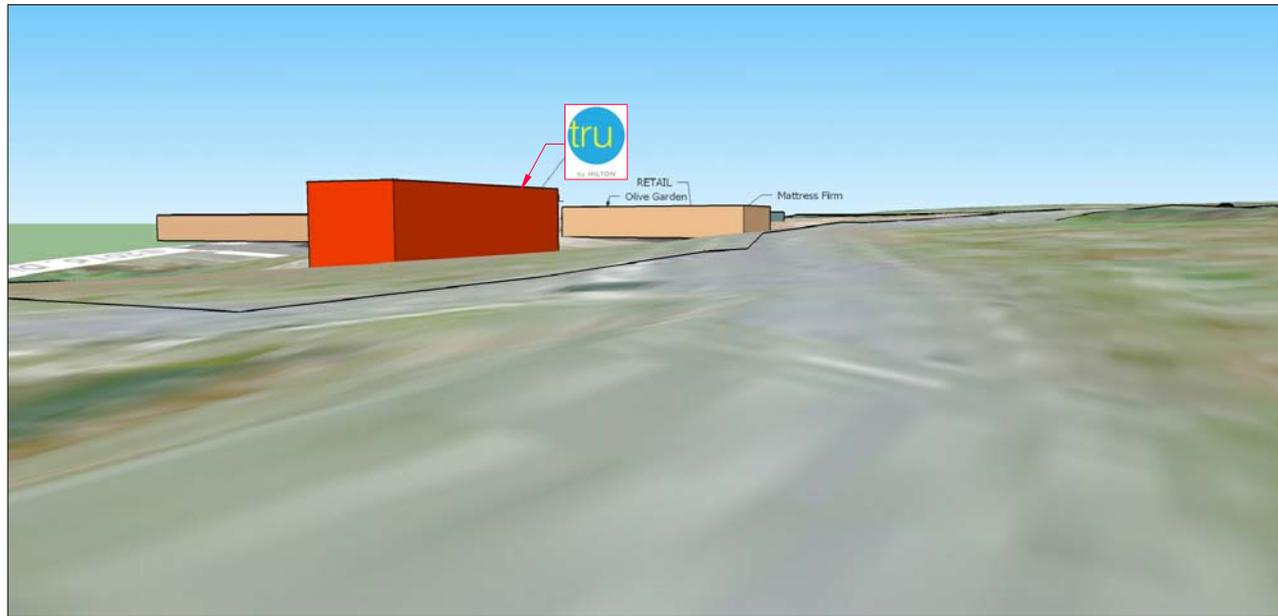
December 10, 2016

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Telephone 704.726.6013  
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EXISTING SITE IMAGERY



PROJECT 3D IMAGERY



**TRU by Hilton**

Special Use Permit

For: Milan Patel

3d Imagery - Stadium Dr.

December 10, 2016



EXISTING SITE IMAGERY



PROJECT 3D IMAGERY



**TRU by Hilton**

Special Use Permit

For: Milan Patel

3d Imagery - Shopping Center Dr.

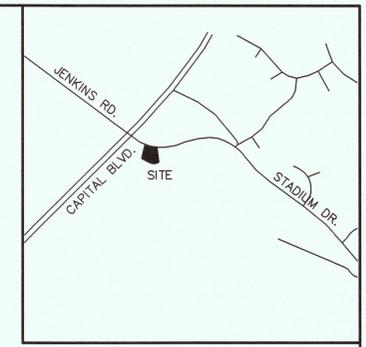
December 10, 2016

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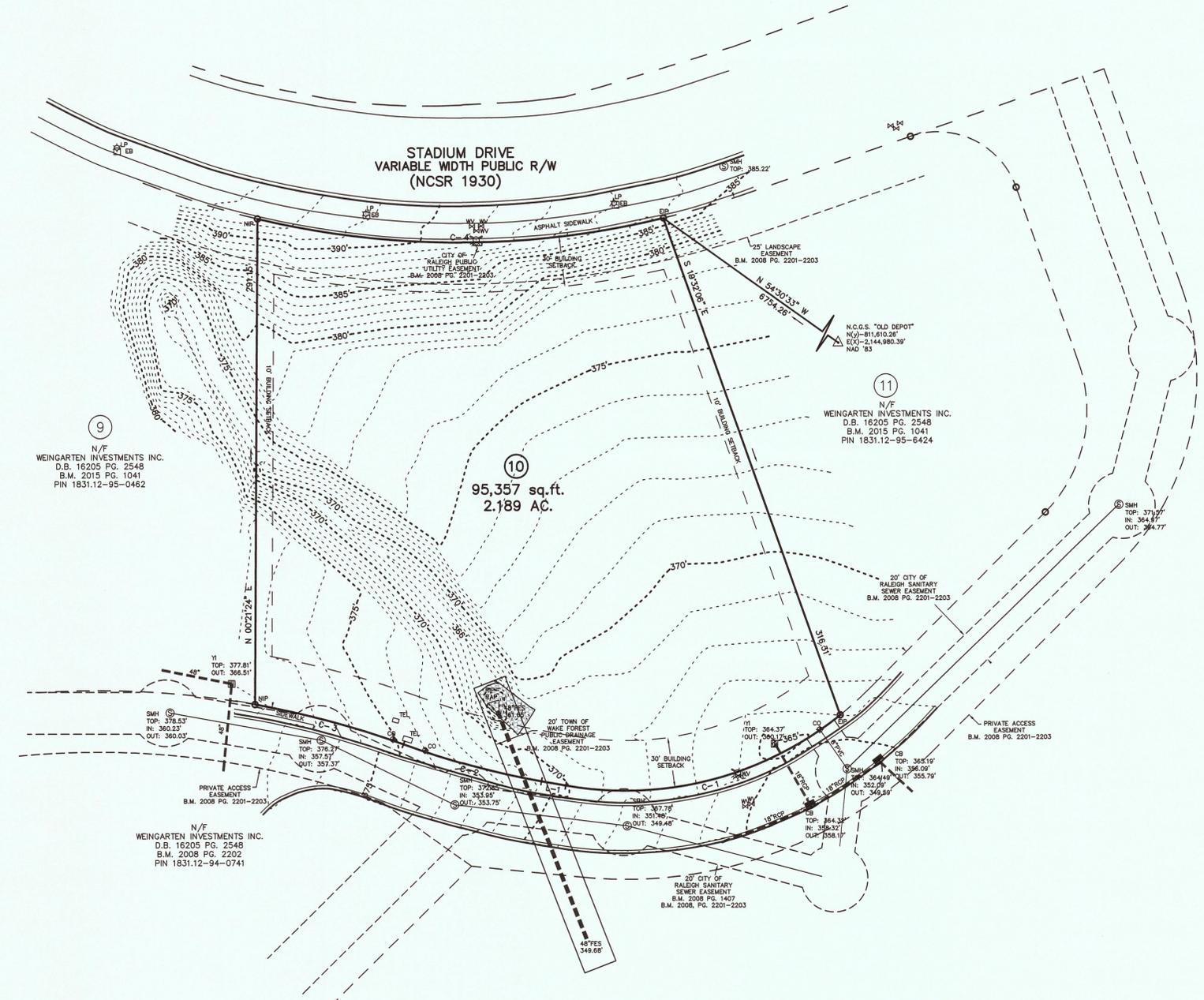
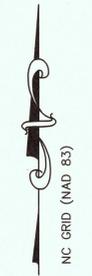
I DECLARE THAT THIS SURVEY COMPLIES WITH THE NORTH CAROLINA STANDARDS OF PRACTICE FOR SURVEYING, (SECTION 1600) FOR CLASS A SURVEYS AND THAT THE CALCULATED RATIO OF PRECISION BEFORE ADJUSTMENTS IS 1:10,000+. FURTHERMORE, PROPERTY CORNERS SHOWN ARE PRIMARY CONTROL MONUMENTATION FOR THE ESTABLISHMENT OF PROPERTY CORNERS IN THE ABSENCE OF GRID MONUMENTS AND OTHER SUBDIVISION PROPERTY CORNERS. THIS SURVEY IS NOT TO BE RECORDED WITHOUT THE WRITTEN AUTHORIZATION OF THE SURVEYOR.



*Michael A. Moss*  
PROFESSIONAL LAND SURVEYOR L-3794



VICINITY MAP



- LEGEND:**
- EIP - EXISTING IRON PIPE
  - EPK - EXISTING PK NAIL
  - NIP - NEW IRON PIPE SET
  - R/W - RIGHT OF WAY
  - CATV - CABLE TV BOX
  - EB - ELECTRIC BOX
  - TEL - TELEPHONE PEDESTAL
  - PP - POWER POLE
  - OHL - OVERHEAD LINE
  - LP - LIGHT POLE
  - WM - WATER METER
  - WW - WATER VALVE
  - CO - SEWER CLEAN-OUT

- REFERENCES:**
- B.M. 2008 PG. 2201-2204
  - B.M. 2014 PG. 206
  - B.M. 2015 PG. 1041

**LINE TABLE**

LINE	LENGTH	BEARING
L-1	14.85'	N 79°58'45" W

**CURVE TABLE**

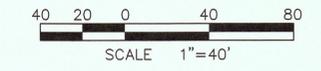
CURVE	LENGTH	RADIUS	CHORD	BEARING
C-1	175.38'	208.00'	170.13'	N 75°37'52" E
C-2	85.87'	492.00'	85.76'	S 74°58'45" E
C-3	92.50'	538.00'	92.39'	N 74°54'18" W
C-4	248.16'	521.50'	243.88'	N 89°55'36" E

- NOTES:**
1. THIS PLAT SUBJECT TO ALL EASEMENTS, AGREEMENTS AND RIGHTS OF WAY OF RECORD PRIOR TO THE DATE OF THIS PLAT.
  2. NO UNDERGROUND UTILITIES HAVE BEEN MARKED OR LOCATED FOR THIS PLAT.
  3. ALL BEARINGS AND DISTANCES ARE HORIZONTAL GROUND MEASUREMENTS.
  4. ALL ELEVATIONS ARE BASED ON NGVD NAD '83.
  5. ALL CONTOURS ARE AT 1' INTERVALS HIGHLIGHTED EVERY 5'.

TOPOGRAPHIC SURVEY FOR  
**WAKE FOREST HOSPITALITY LLC**

OWNER: WEINGARTEN INVESTMENTS INC.  
REF: D.B. 16205 PAGE 2548  
REF: B.M. 2015 PAGE 1041 PAGE 2548

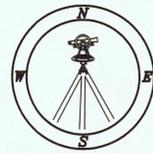
TOWN OF WAKE FOREST  
WAKE COUNTY, NORTH CAROLINA



JUNE 29, 2016  
REVISED OCTOBER 7, 2016  
ZONED CU HB  
PIN # 1831.12-95-4306

**LINE TYPE LEGEND**

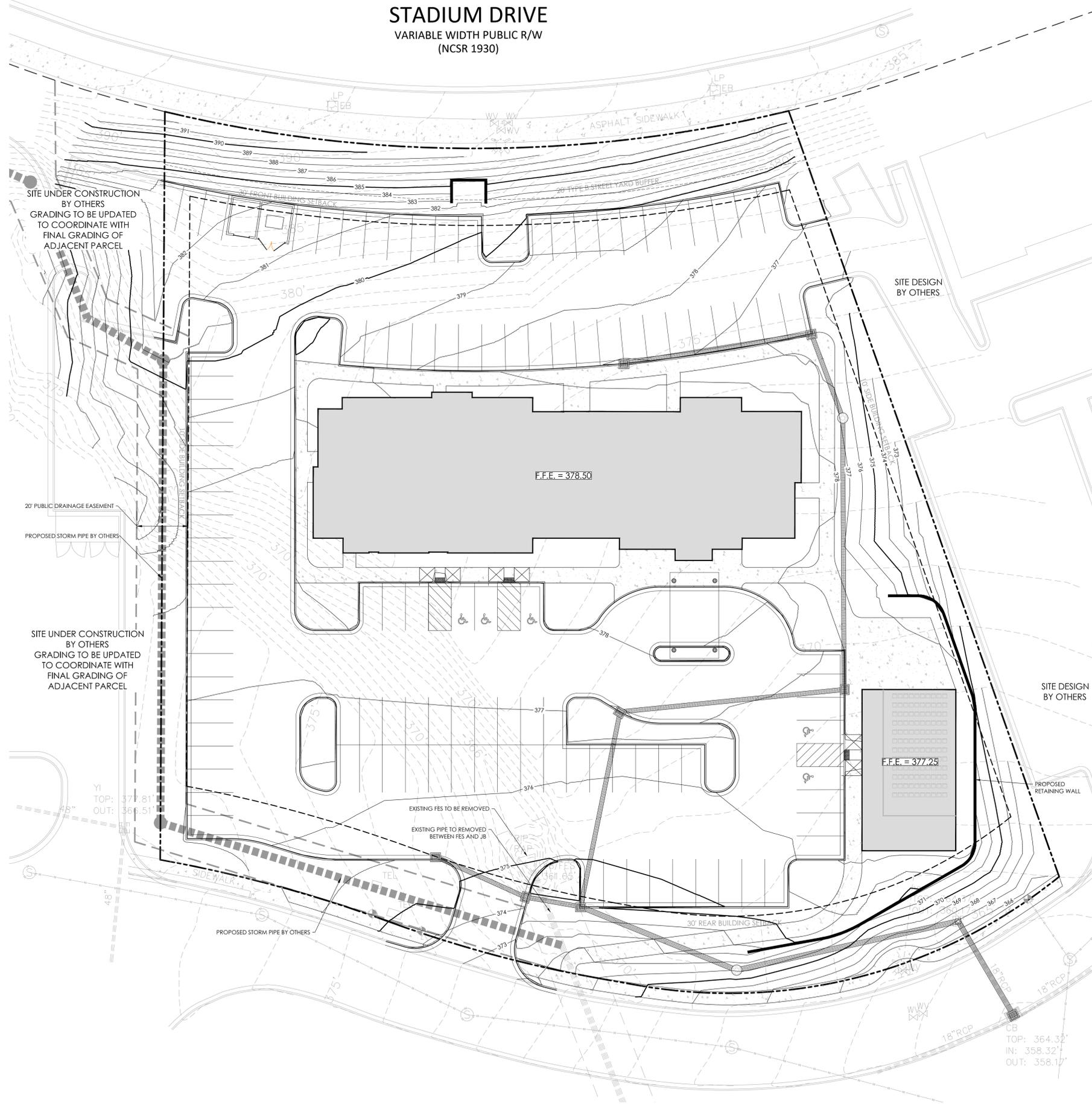
	PROPERTY LINE - LINE SURVEYED
	RIGHT-OF-WAY
	ADJOINING LINE - LINE NOT SURVEYED
	OVERHEAD LINE
	BUILDING SETBACK
	EASEMENT
	BUFFER
	FLOOD HAZARD SOILS



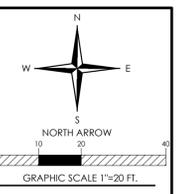
(\WFCS\SS\10.DWG\_L1P)



**STADIUM DRIVE**  
VARIABLE WIDTH PUBLIC R/W  
(NCSR 1930)



**HensonFoley**  
Landscape Architecture | Civil Engineering | Surveying  
8712 Lindholm Dr Suite 202A, Huntersville, NC 28078  
p: 704.875.1615 | www.hensonfoley.com  
NC ENGINEERING BOARD LICENSE # C-37816  
NC LAND SURVEYING BOARD LICENSE # PL-1389



**TRU HOTEL WAKE FOREST**  
PIN # 1831954306  
1005 STADIUM DRIVE, WAKE FOREST, NORTH CAROLINA  
**PRELIMINARY GRADING & DRAINAGE**

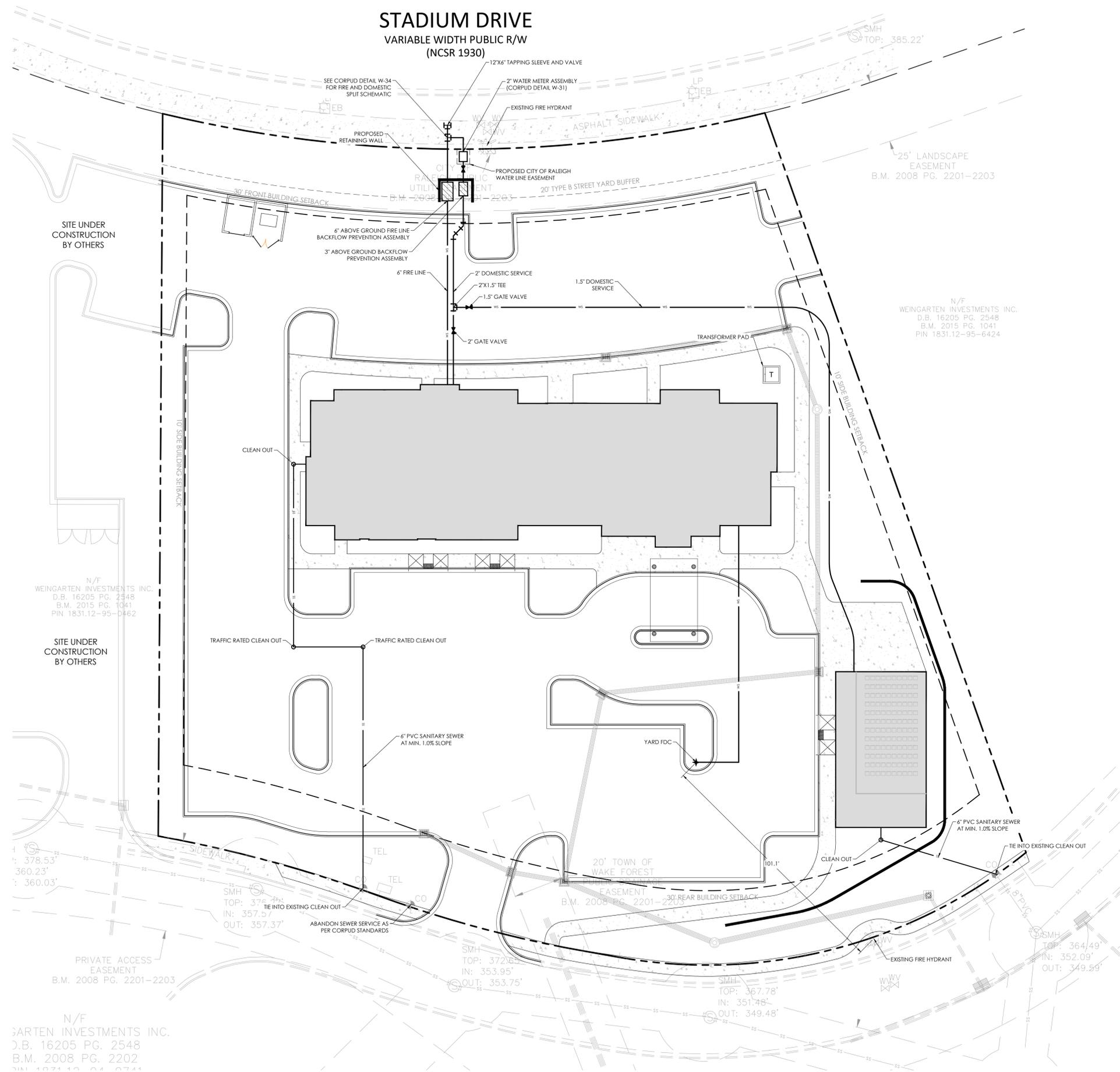
REVISIONS:


SPECIAL USE PERMIT - GRADING PLAN.DWG  
PROJECT NUMBER: 216046  
DATE: 10/07/2016 DRAWN BY: KMG  
**SUP02\_03**  
SHEET OF



1. CONTRACTOR IS FULLY RESPONSIBLE FOR CONTACTING APPROPRIATE PARTIES AND ASSURING THAT EXISTING UTILITIES ARE LOCATED PRIOR TO BEGINNING CONSTRUCTION.
2. CONTRACTOR IS RESPONSIBLE FOR PLACING BARRICADES USING FLAGMEN, ETC., AS NECESSARY TO INSURE SAFETY TO THE PUBLIC.
3. ALL PAVEMENT CUTS, CONCRETE OR ASPHALT, ARE TO BE REPLACED ACCORDING TO STANDARDS OF THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION. SHORING WILL BE ACCORDING TO OSHA TRENCHING STANDARDS PART 1926 SUBPART P, OR AS AMENDED.

**STADIUM DRIVE**  
VARIABLE WIDTH PUBLIC R/W  
(NCSR 1930)



**HensonFoley**  
Landscape Architecture | Civil Engineering | Surveying  
8712 Lindholm Dr Suite 202A, Huntersville, NC 28078  
p: 704.875.1615 | www.hensonfoley.com  
NC ENGINEERING BOARD LICENSE # C-3781  
NC LAND SURVEYING BOARD LICENSE # PL-189

N  
W E  
S  
NORTH ARROW  
0 10 20 40  
GRAPHIC SCALE 1"=20 FT.  
NORTH CAROLINA  
REGISTERED PROFESSIONAL ENGINEER  
23557  
MOTLEY D. FOLEY

**TRU HOTEL WAKE FOREST**  
PIN # 1831954306  
1005 STADIUM DRIVE, WAKE FOREST, NORTH CAROLINA  
**PRELIMINARY UTILITY PLAN**

REVISIONS:


SPECIAL USE PERMIT - UTILITY PLAN/DWG  
PROJECT NUMBER: 216046  
DATE: 10/07/2016 DRAWN BY: KMG  
**SUP03\_03**  
SHEET OF

## STAFF REPORT

**TO:** Planning Board  
**DATE:** January 3, 2016  
**CASE:** RZ-16-09: 844 S. Main Street  
**PREPARED BY:** Courtney Jenkins, Planner

### GENERAL INFORMATION

**Applicant / Owner:** David B. Alford  
852 S. Main Street  
Wake Forest NC 27587  
(919) 263-1983  
[alford613@yahoo.com](mailto:alford613@yahoo.com)

**Requested Action:** Rezone to GR3, General Residential 3

**Existing Zoning:** NB, Neighborhood Business

**Location:** 844 S. Main Street

**Size:** 1.67 acres

**Tax Pin No.:** 1840-28-8106

**Existing Land Use:** Vacant

**Zoning History:** None on record

**Applicable Regulations:** Wake Forest Zoning Ordinance, Wake Forest Community Plan

### **Surrounding Land Use and Zoning:**

- N -** NB, Neighborhood Business
- S -** GR-3, General Residential-3
- E -** RMX. Residential Mixed-Use
- W -** Pineview Estates Single Family Residential Subdivision; GR-3, General Residential-3

### **Wake Forest Community Plan:**

The subject property is located in the Town Center Zone per the Growth Strategy Map. The policy emphasis of this plan is to retain the urban, pedestrian oriented character of the Town Center Zone. Large scale commercial development and parking lots would detract from the pedestrian oriented, small town character of this area and should be avoided. Development and redevelopment should respect the largely modest scale, and historic character of existing desirable structures and sites in this area. New residential development should be at a truly urban density, with the objective of placing a greater number of buying households within walking distance of the downtown commercial district, or nearby neighborhood services. Whenever possible, homes with porches

should pull up to the street and sidewalk, emphasizing the importance of the street space to each neighborhood.

A neighborhood planning area means a section of the Town of Wake Forest, usually about one half to one mile on a side that is formed by major physical boundaries or barriers. Most often, the planning area boundaries are major thoroughfares. However, planning area boundaries may also be formed by a creek or stream, railroad tracks, a large “walled off” land use, or other significant physical barrier. In general, these are all boundaries or barriers which inhibit pedestrian movement. These principles are not intended to suggest that all the needs of a person or family are going to be met within a single neighborhood planning area. However, a primary objective and benefit of this concept is to provide at least the option for some portion of each household's needs to be met within the boundaries of the neighborhood planning area, thereby reducing auto-dependency, congestion on the town’s thoroughfares, and providing for a better neighborhood environment and quality of life.

The following policies are applicable to the review of the rezoning request RZ-16-09:

**Policies for Community Character:**

- *(Policy CC-6):* Community character should be supported by development that is compatible when considered within the context of the surrounding area.

**Applicable Regulations:** Zoning Ordinance, Wake Forest Community Plan

**SPECIAL INFORMATION**

**Public Utilities:** Municipal water and sewer is available to the property.

**Public Services:** Public Services are available to the property.

**Transportation:** The property is has frontage and access on a major thoroughfare, South Main Street.

**Physical Characteristics:** The parcel is currently vacant and mostly wooded. There are no known environmentally sensitive features on the parcel.

**ANALYSIS**

This is a “general use” zoning change request to GR3, General Residential 3. The General Residential Districts are established to maintain previously developed suburban residential subdivisions for their existing or approved low-to-medium density single-family dwellings and related recreational, religious and educational facilities. Intended to act as a transitional zoning district between rural development in the county and the urban development of the town, these regulations are further intended to discourage any use which would be detrimental to the predominately residential nature of the areas included within the district.

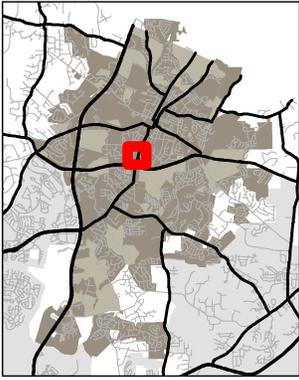
The subject property contains approximately 1.67 acres and currently vacant. The applicant has requested this site be rezoned to residential, which is consistent with the property adjoining this site to the east and west, and with the property to the south, which is location of the residence of the applicant and property owner. The rezoning of this parcel to the General Residential Zoning District would be logical due to its proximity to existing residential zoning districts.

## **RECOMMENDATION**

The request is consistent with the applicable policies of the Wake Forest Community Plan and Planning staff recommends that the parcel be rezoned to General Residential 3 Zoning District.

### Attachments:

- Zoning Map
- Aerial Map
- Wake Forest Community Plan Maps
- Consistency Statement
- Rezoning Application

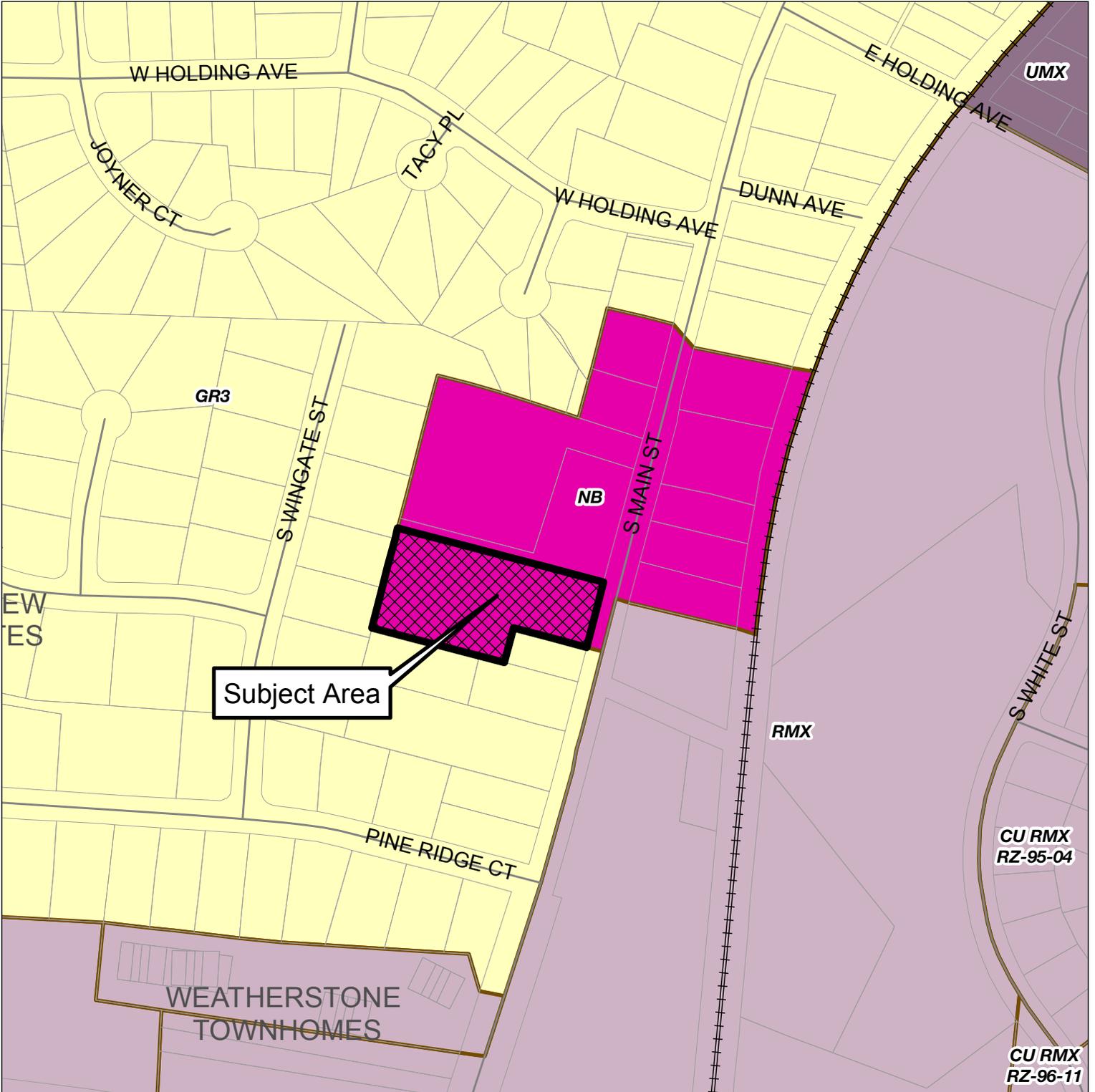


12/19/2016



TOWN of  
WAKE FOREST

# RZ-16-09 844 S. Main Street Rezone from NB to GR3



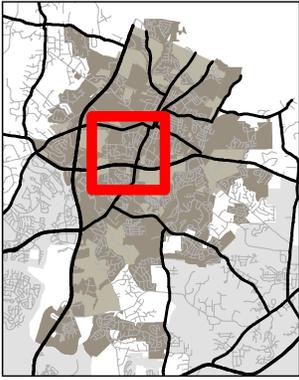
Please note that this map is intended for illustrative purposes only. For specific inquiries regarding zoning boundaries, contact the Wake Forest Department of Planning & Inspections at 919-435-9510.



# Neighborhood Planning Areas

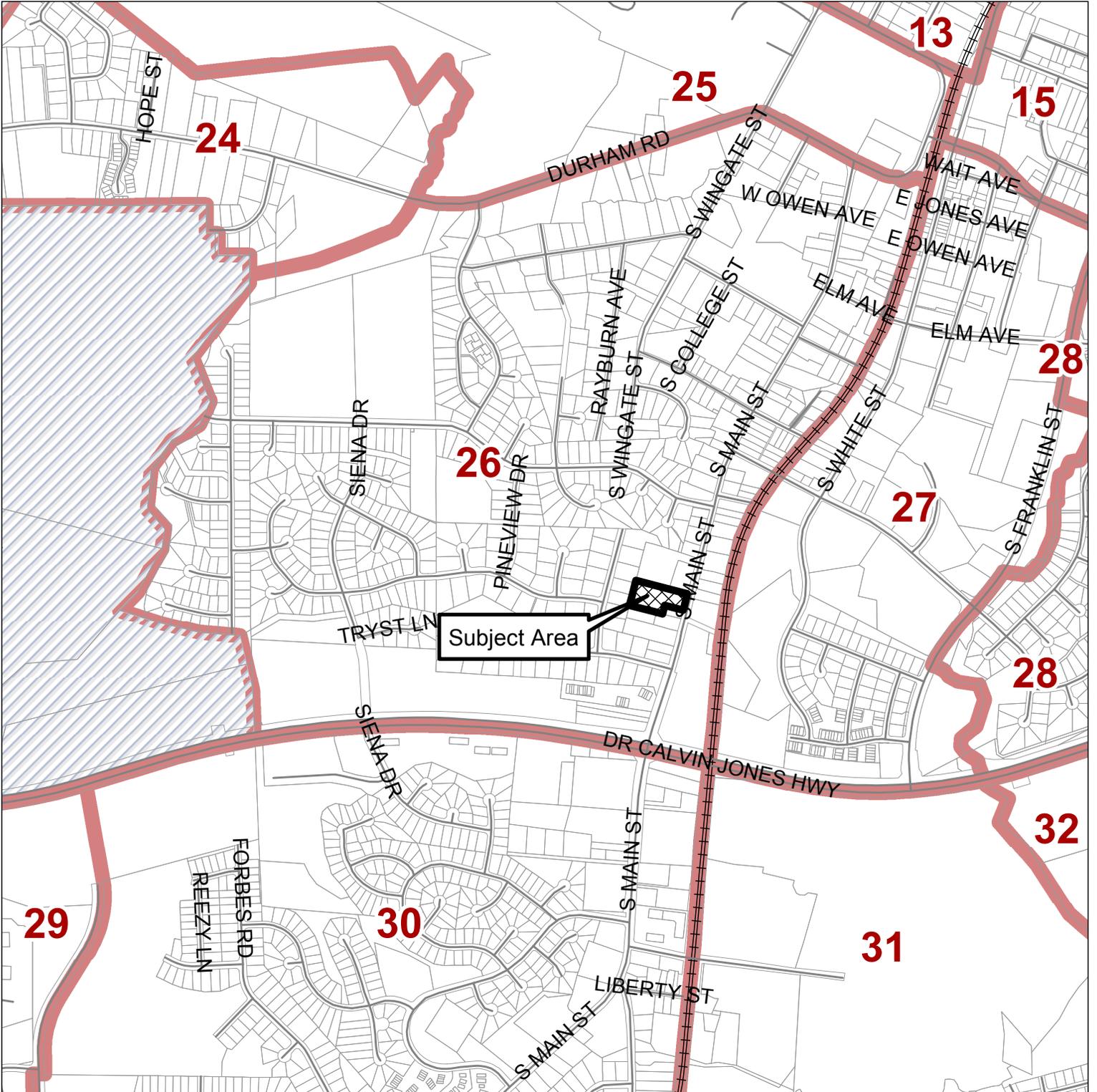


TOWN of  
WAKE FOREST



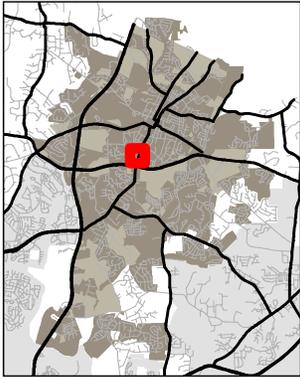
12/19/2016

## RZ-16-09 844 S. Main Street Rezone from NB to GR3



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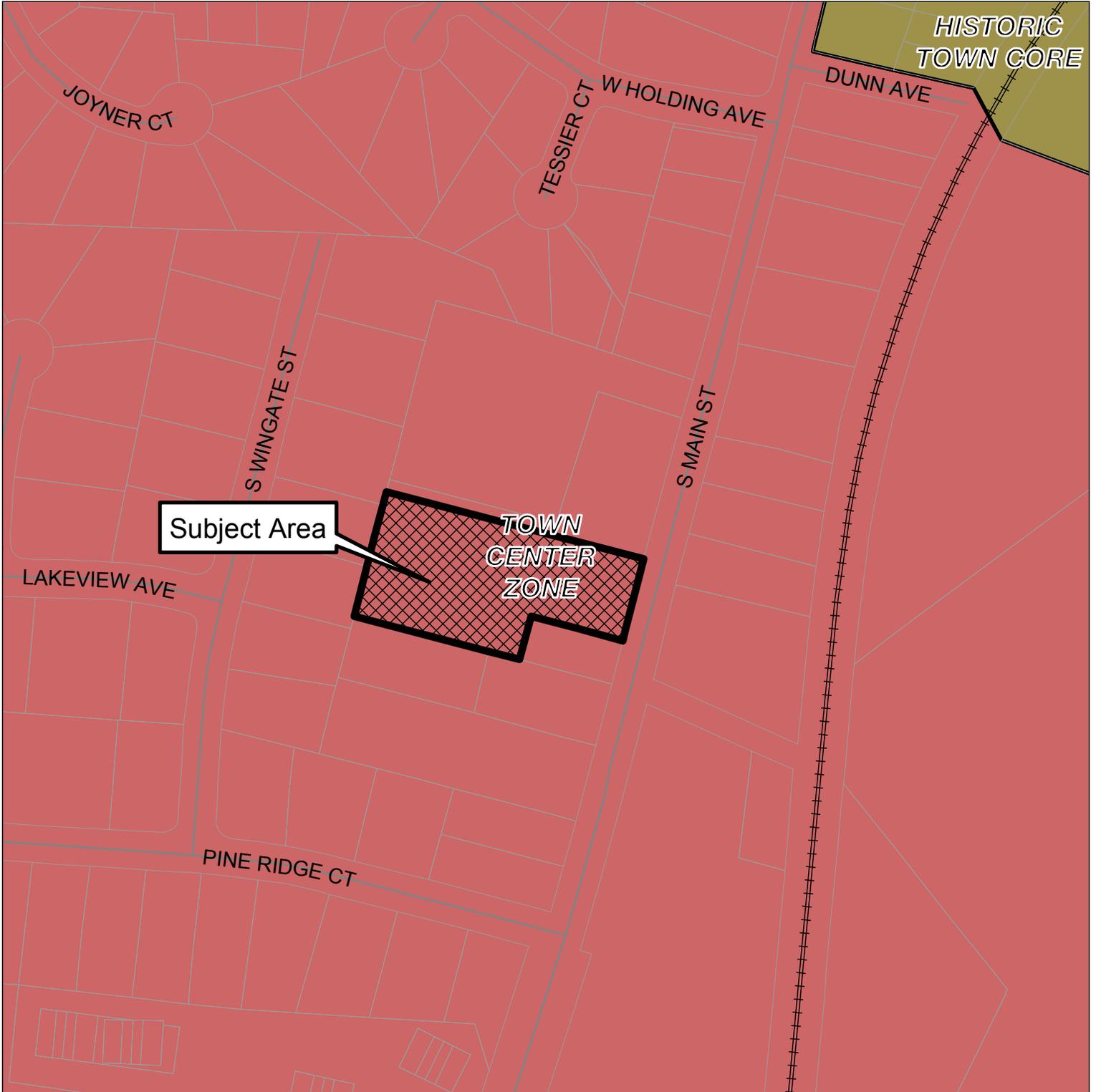
# Community Plan Zones



TOWN of WAKE FOREST

## RZ-16-09 844 S. Main Street Rezone from NB to GR3

12/19/2016

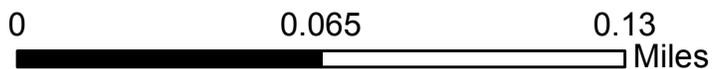


Subject Area

TOWN CENTER ZONE

HISTORIC TOWN CORE

Please note that this map is intended for illustrative purposes only. For specific inquiries regarding zoning boundaries, contact the Wake Forest Department of Planning & Inspections at 919-435-9510.



## **RZ-16-09: Presidential Investments**

### **Proposed Consistency Statement**

The rezoning request is consistent with the Community Plan and UDO in that:

1. The property is located in the Town Center Zone per the Growth Strategy Map. The policy emphasis of this plan is to retain the urban, pedestrian oriented character of the Town Center Zone. Development and redevelopment should respect the largely modest scale, and historic character of existing desirable structures and sites in this area. New residential development should be at a truly urban density, with the objective of placing a greater number of buying households within walking distance of the downtown commercial district, or nearby neighborhood services. The GR3 zoning designation would allow future development to be designed in a manner that would implement many of the recommendations of the Town Center Zone.
2. The proposed GR3 zoning would allow for residential development which would be consistent with the property adjoining this site to the east and west, and with the property to the south, which is location of the residence of the applicant and property owner.



Tessier Ct

S Wingate St

1A

S Main St

S White St



# TOWN *of* WAKE FOREST

## PLANNING BOARD MEETING MINUTES November 1, 2016

**Members Present:** Grif Bond, Rod Springer, Al Hinton, Colleen Sharpe, Bob Hill, Ed Gary, Thad Juszczak

**Members Absent:** Chuck Moseley

**Town Staff Present:** Chip Russell, Planning Director  
Charlie Yokley, Assistant Planning Director  
Jonathan Cooper, Senior Planner  
Deeda Harris, Town Clerk  
Toby Hampson, Town Attorney

### **CALL TO ORDER:**

The regular meeting of the Wake Forest Planning Board was called to order by Chairperson Hill at 7:45 p.m.

### **REGULAR BUSINESS:**

**ITEM:** APPROVAL OF AGENDA

**MOTION:** Al Hinton made a motion to approve the agenda. Ed Gary seconded the motion.

**DISCUSSION:** None

**ACTION:** The Planning Board voted 7-0 to approve the November 1, 2016 Planning Board agenda.

**ITEM:** APPROVAL OF MINUTES FROM October 4, 2016.

**MOTION:** Ed Gary made a motion to approve the minutes. Al Hinton seconded the motion.

**DISCUSSION:** Thad Juszczak asked about the temporary connection for the construction entrance for the proposed Stonegate development and whether it would apply to all construction traffic or just the traffic associated with the site work. He stated that the developer of the project informed the Board that he could not control how contractors involved in the construction of the homes in the subdivision accessed the site. The Board clarified that the condition would not apply to any traffic not associated with the initial site work for the development.

Planning Board Meeting  
November 1, 2016 Minutes

**ACTION:** The Planning Board voted 7-0 to approve the minutes from the October 4, 2016 meeting.

**ITEM:** CASE RZ-16-08 Shopfront Overlay District Expansion: Consideration a proposed amendment to Wake Forest Zoning Overlay Map to expand Required Shopfront (SF) Overlay District to the 200 and 300 blocks of Elm Avenue, 400 block of S. White Street, and the 400 block of S. Brooks Street. Wake County Tax PINs affected are 1841-40-9130, 1841-50-3315, 1841-40-6144, 1840-59-0776, 1840-50-2111, 1840-49-8853, 1840-59-3856, and 1841-50-5123.

**MOTION:** Ed Gary made a motion to recommend approval of Case RZ-16-08. Grif Bond seconded the motion.

**DISCUSSION:** None

**ACTION:** The Planning Board voted (7-0) to recommend approval of RZ-16-08.

**OTHER BUSINESS:**

Bob Hill pointed out the item listed on the agenda for future quasi-judicial review.

Grif Bond asked if there were any regulations in the UDO regarding the use of cargo containers as a permanent accessory structure. Mr. Yokley stated that the UDO did not specifically address that issue. Mr. Bond asked if that was something that should be addressed and stated that he would like to have that discussion in the future. Mr. Russell stated that he did not see an issue with the cargo containers being used on sites as long as they were not being used for habitation. Mr. Hampson stated that the UDO addressed accessory structures in Chapter 4.6.

Mr. Hill addressed the Board and stated that this would be his final Planning Board meeting. He stated that it had been an honor to serve the Town of Wake Forest over the years and thanked everyone for the opportunity.

**ADJOURNMENT:**

There being no further business, the Planning Board Meeting was adjourned at 8:00 p.m.

Respectfully submitted,

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Chip Russell, Secretary

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Chairman