



TOWN *of* WAKE FOREST

Joint Public Hearing and Planning Board Meeting Agenda December 07, 2021 at 7:30 PM

Notice

In accordance with the requirements of Title II of the Americans with Disability Act of 1990 (ADA), the Town of Wake Forest will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities. For individuals with impaired hearing, special equipment is available for use during meetings in the Town Hall Board Chambers. Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of the Town of Wake Forest should contact the office of ADA Coordinator [Mickey Rochelle](#) at 919-435-9455 or Town Clerk [Deeda Harris](#) at 919-435-9413 as soon as possible, but no later than 48 hours before the scheduled event.

Cable & Online Broadcast of Joint Public Hearings and Planning Board Meetings

All Board of Commissioners meetings are broadcast live on [WFTV 10](#) beginning at 7 p.m. Meetings are also aired online on the [Public Meetings Portal](#) on the [Town of Wake Forest website](#). Archived meeting videos are also provided and available for one year after the original air date.

Meeting Agendas

[Planning Board](#) meeting agendas are typically available to be viewed and downloaded by noon on the Friday prior to the third 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 a copy of each month's agenda via email by enrolling in the Town's free [E-Notifier](#) subscription service.

Public Hearings

When an agenda item is denoted as a [Public Hearing](#), persons attending shall be permitted to address the 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 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. No comments will be allowed on agenda items.

1. Joint Public Hearing

- 1.A. Consideration of Action on LEGISLATIVE CASE RZ-19-10, Star Road PUD:
Request filed by Chuck Walker to rezone from the existing Highway Business (HB) to
Planned Unit Development District (PUD) for 33.9± acres located at 0 Star Road being
Wake County Tax PINs: 1739653709, 1739750868, and 1739558441 and adjacent
right-of-way to centerline.
[RZ-19-10 Staff Report.pdf](#)
[Attachment A – Neighborhood Meeting Information.pdf](#)
[Attachment B – Application.pdf](#)
[Attachment C – Aerial, Zoning, and Community Plan Maps](#)
[Attachment D- Plan Consistency Matrix.pdf](#)
[Attachment E - S-Line Rail Map.pdf](#)
[Attachment F - Traffic Impact Analysis Executive Summary, NCDOT Review Report,
and Town of Wake Forest Approval Letter.pdf](#)
[Exhibit 1 – Star Road PUD Concept Plan.pdf](#)
[Exhibit 2 – Star Road PUD Intent and Compatibility Statement.pdf](#)

2. Regular Business

- 2.A. Approval of Agenda
- 2.B. Adopt October 5, 2021 and November 9, 2021 Meeting Minutes
[Draft October 5, 2021 PB Meeting Minutes.pdf](#)
[Draft November 9, 2021 PB Meeting Minutes.pdf](#)

3. New Business

- 3.A. Consideration of Action on LEGISLATIVE CASE RZ-19-10, Star Road PUD:
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[Exhibit 2 – Star Road PUD Intent and Compatibility Statement.pdf](#)

3.B. Appoint Chair and Vice-Chair for the 2022 Calendar Year

3.C. Approval of 2022 Planning Board Schedule
[2022 PB MeetingSchedule, 2021Nov.pdf](#)

4. Planning Director Comments

4.A. Certificate of Appreciation for Outgoing Planning Board Member

4.B. Upcoming Public Hearings
[Upcoming Public Hearings 113021.pdf](#)

5. Other Business

6. Adjournment



Joint Public Hearing and Planning Board Agenda Item Report

Agenda Item No.: 2021-382-
Submitted by: Patrick Reidy
Submitting Department: Planning
Meeting Date: December 7, 2021

SUBJECT

Consideration of Action on LEGISLATIVE CASE RZ-19-10, Star Road PUD: Request filed by Chuck Walker to rezone from the existing Highway Business (HB) to Planned Unit Development District (PUD) for 33.9± acres located at 0 Star Road being Wake County Tax PINs: 1739653709, 1739750868, and 1739558441 and adjacent right-of-way to centerline.

Recommendation:

Joint Public Hearing: Hold public hearing and either close or continue to January 4, 2022. Planning Board: Recommend approval, approval with recommended changes, or continue to January 4, 2022 for further consideration.

Item Summary:

ATTACHMENTS

- [RZ-19-10 Staff Report.pdf](#)
- [Attachment A – Neighborhood Meeting Information.pdf](#)
- [Attachment B – Application.pdf](#)
- [Attachment C – Aerial, Zoning, and Community Plan Maps](#)
- [Attachment D- Plan Consistency Matrix.pdf](#)
- [Attachment E - S-Line Rail Map.pdf](#)
- [Attachment F - Traffic Impact Analysis Executive Summary, NCDOT Review Report, and Town of Wake Forest Approval Letter.pdf](#)
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- [Exhibit 2 – Star Road PUD Intent and Compatibility Statement.pdf](#)



Staff Report

Case RZ-19-10: Star Road Planned Unit Development (PUD)

Meeting Date	December 7, 2021
Requested Actions	Consideration of the Following Items related to the Zoning Map Amendment request. 1. Act on Plan Consistency Statement 2. Amend the Town of Wake Forest Zoning Map from Highway Business (HB) to Planned Unit Development (PUD)
Case Manager	Patrick Reidy, Senior Planner

PUBLIC MEETINGS

Neighborhood Meeting	Joint Public Hearing
November 10, 2021 (See Attachment A)	December 7, 2021

CASE INFORMATION

Applicant	Site Property Development, LLC C/O Chuck Walker 8431 Bandford Way, Suite 101 Raleigh, NC 27615
Property Owner	La Scala Associates LLC 847 Wake Forest Business Park, Suite 101 Wake Forest, NC 27587
Location	East of Star Road and west and the railroad (future S-line) Address: 0 Star Road PINS: 1739653709, 1739750868, and 1739558441
Gross Acreage	33.9 ± acres (includes 0.4 acres of Star Road right-of-way)
Zoning	Existing: Highway Business (HB) and Special Highway Overlay-1 (SHO-1) Proposed: Planned Unit Development (PUD)

Growth Strategies Map	Existing: Highway Corridor Zone Proposed: Highway Corridor Zone and General Urban
Land Use	Vacant
Corporate Limits	The proposed PUD is in the Town's extra-territorial jurisdiction
<i>See Attachment B for a copy of the application and Attachment C for Aerial, Zoning, Community Plan Maps</i>	

SURROUNDING LAND USES AND ZONING

	Land Use	Zoning
North	- Utilities – Class 2 (City of Raleigh North Operations Yard) - Dwelling - Multi-family (under construction)	- Highway District (HB) - Conditional Use General Residential 10 (CU GR 10)
South	Vacant	Highway Business (HB)
East	- Single Family Dwelling (Heartsfield – Local Landmark) - Industrial (Merritt Business Park)	- Rural Holding District (RD) - Light Industrial (LI)
West	- Capital Boulevard - Star Road	N/A
The proposed zoning map amendment is generally incompatible with the surrounding land uses and zoning, except for the multifamily development under construction		

ZONING CASE HISTORY

The proposed PUD was zoned Highway Business prior to the town wide rezoning in 2013.
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PLANNED UNIT DEVELOPMENT (PUD) ANALYSIS

Proposed Use	Required: Permitted uses in a PUD district may include any uses specified as permitted in Section 2.3.3 Use Table. Proposed: POD 1 (Commercial): 20,000-60,000 square feet (See Page 2 of Exhibit 2) - ATM - Amusements, Indoor - Banks, Credit Unions, Financial Services - Bar/Tavern
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	• Business Support Services • Child/Adult Daycare • Dry Cleaning & Laundry Services • General Commercial • Medical Clinic • Light Manufacturing Workshops • Personal Services • Post Office • Professional Services • Recreation Facilities, Indoor • Restaurant • Studio – Art, dance, martial arts, music POD 2 (Residential): 7 units/acre maximum or 211 units • Dwelling - Townhome Summary: Per the UDO, a PUD is designed to promote a compatible mix of uses to instigate an integrated and sustainable development consistent with the Town's unique character. The PUD is not intended for use with subdivisions or developments which can be developed under the strict application of the minimum standards of the UDO. The proposed PUD does not result in a unique, high-quality development nor does it promote a mix of uses. Therefore, the proposed PUD does not comply with the purpose of the PUD District in the UDO.
Density	Required: No minimum or maximum gross density requirement. Proposed: POD 1 (Commercial): N/A POD 2 (Residential): 7 units/acre maximum Summary: There is not a minimum or maximum gross density requirement. Therefore, the proposed PUD (Exhibit 2) complies with the density requirement in the UDO.
Dimensional Standards	Required: Section 2.7 of the UDO permits variable dimensional standards. Proposed: See the Proposed Modifications of Standards Section of the Staff Report. Summary: A PUD permits variable dimensional standards; therefore, the proposed PUD (Exhibit 2) complies with Section 2.7 of the UDO.

Open Space	Required: 15% (5.03 acres) Proposed: 20.9% (7.07 acres) Summary: The proposed PUD complies with the minimum open space percentage requirement in the UDO. However, the opens space provided does not contribute to the required uniqueness and high-quality PUD requirement in the UDO since most of the open space includes stream buffers (required by state law), stormwater ponds (required by law), street yard buffers, and perimeter buffers found in conventional commercial and residential development. See Sheet C-6 in Exhibit 1.
Park Space	Required: 2% (0.67 acres) Proposed: 2% (0.68 acres) Summary: In a PUD, 25% of the required park space shall be active. No active park space is proposed in Exhibit 1 or Exhibit 2. Therefore, the proposed PUD does not comply with the minimum open space percentage requirement in the UDO.
Tree Preservation	Required: Comply with Chapter 8: Tree Protection, including the minimum tree canopy requirements of 1 canopy tree per 10,000 sf of parcel area and specimen/historic tree standards. Proposed: The proposed PUD (Exhibit 1 and 2) does not provide information regarding existing specimen trees, tree preservation, or tree replacement. Summary: The proposed PUD does not comply with the tree protection requirements in the UDO.
Landscape Buffers	Required: Comply with Chapter 8: Buffers and Landscaping. Based on the buffer yard requirements of Section 8.5.2, no buffers are required in a PUD and it is up to the applicant to proposed necessary buffers. Proposed: The proposed PUD provides buffers along the street yard adjacent to Star Road and buffers around the northern, eastern, and part of the southern property lines. A buffer is also provided between POD 1 and POD 2. No buffering is proposed along the overhead transmission line along the southern property line. (See Sheet C-4 in Exhibit 1). Summary: The proposed PUD complies with the buffer and landscaping requirements in the UDO.

Transportation Impact Analysis (TIA)	Required: Provide a TIA that complies with Section 6.11 of the UDO. Provided: A TIA performed by Ramey-Kemp & Associated, Inc that complies with the UDO was provided. See Attachment F. Summary: Improvements recommended to mitigate the impact of the development are: • Convert Montys Lane and Height Lane approaches to left-in/right-in/right-out to restrict side street approaches to right-turn only. • Construct a northern U-Turn location for Height Lane with a minimum of 200 feet full-width storage and appropriate taper. • Restripe intersection to accommodate the turning radius of southbound U-turn for truck traffic. • Construct westbound approach with one ingress lane and egress lane. • Provide stop control for westbound approach. Improvements recommended in the TIA are not included in Exhibit 1 or Exhibit 2; therefore, the proposed PUD does not comply with the TIA requirements in the UDO.
Roadway Infrastructure	Required: Provide local roads designed as a 51' right-of-way with sidewalks, curb and gutter, and street trees. The 2010 Transportation Plan designates Star Road as a local road and to provide curb and gutter, sidewalks, and street trees. Proposed: See Sheet C-4 in Exhibit 1 for the internal streets. No improvements along Star Road are shown on PUD Concept Plan. The plan also shows a cul-de-sac within the overhead transmission line easement but has not provided any indication from the utility provider that the cul-de-sac is acceptable. It is possible that townhome units could be proposed within the easement, which is unlikely to be approved by the utility provider. Summary: Stub roads and improvements to Star Road are not provided as required by the UDO in Exhibit 1. Therefore, the PUD does not comply with the roadway infrastructure requirements in the UDO or the 2010 Transportation Plan.
Rail Infrastructure	Required: Reserve right-of-way for the future S-line. Proposed: No additional right-of-way reservation required. Summary: The proposed PUD (Exhibit 1) is consistent with the future S-line corridor. See Attachment E.

Water and Sewer Infrastructure	Required: Include a proposed water and wastewater plan. Proposed: See Sheet C-5 in Exhibit 1. Summary: The PUD (Exhibit 1) will extend water and sewer services per City of Raleigh requirements to and throughout the site which complies with the PUD requirements in the UDO.
Natural Resources and Environmental Protection	Required: Demonstrate compliance with the current regulatory standards of the UDO related to Erosion and Sedimentation Control Regulations; Flood Damage Prevention; Water Supply Watershed Protection Regulations; and Watercourse (Riparian Buffer Areas). Proposed: Exhibit 1 shows a Neuse Riparian Buffer, but does not show wetland buffers or stormwater control measures. Summary: Not enough information was provided in Exhibits 1 and 2 to determine compliance with the natural resource and environmental protection standards set forth in the UDO. Therefore, the proposed PUD (Exhibit 1) does not comply with the Natural Resources and Environmental Protection requirements in the UDO.
Architecture	Required: Architectural and design criteria that provide higher quality than routine developments, high-quality community amenities, and are to include typical architectural elevations for the townhomes. Proposed: See Page 4 of Exhibit 2. Summary: The proposed architectural standards in Exhibit 2 do not ensure high quality community amenities and no architectural elevations representative of the residential structures were provided. Therefore, the proposed PUD does not comply with the minimum architectural requirements in the UDO.

PROPOSED MODIFICATIONS OF STANDARDS

Section 2.2.5 Base Dimensional Standards: POD 1 (Commercial)

	Proposed	Existing (Highway Business)
Development Standards		
District/Development Area (min)	N/A	N/A
Development/District Exterior Setback/Buffer	N/A	N/A

Section 2.2.5 Base Dimensional Standards: POD 1 (Commercial)

	Proposed	Existing (Highway Business)
Building Floor Area (max)	60,000 sf	100,000 sf (may exceed max with SUP)
Building Floor Area (min)*	20,000 sf	N/A
Development Floor Area (max)	N/A	N/A
Lot Standards		
Lot Area (min)	20,000 sf	20,000 sf
Lot Width at Front Setback (min)	150 ft	150 ft
Principal Buildings		
Principal Front Setback (min)	30 ft	30 ft
Street Side/Secondary Front Setback (min)	20 ft	30 ft
Side Setback (min)	10 ft	10 ft
Rear Setback (min)	30 ft	30 ft
Accessory Structures		
Side Setback (min)	10 ft	10 ft
Rear Setback (min)	10 ft	10 ft
Parking Configuration		
Parking Location	Location C	Unrestricted
Specific Restrictions	N/A	Parking in first 10 ft of Front Yard Setback not permitted
Bulding Height		
Principal Building (max)	3 stories	3 stories
Accessory Structure (max)	2 stories	2 stories

Section 2.2.5 Base Dimensional Standards: POD 1 (Commercial)

	Proposed	Existing (Highway Business)
Additional Height Permitted w/ Additional Setback (Subject to SUP)	N/A	90 ft height permitted in US-1 Corridor Area
*At least two (2) office buildings, or 20,000 SF of building floor area, shall be constructed prior to the 100th townhome Certificate of Occupancy (CO).		

Section 2.2.5 Base Dimensional Standards: POD 2 (Residential)

	Proposed	Existing (Highway Business)
Development Standards		
District/Development Area (min)	N/A	N/A
Development/District Exterior Setback/Buffer	N/A	N/A
Density (max)	7 units/acre	N/A
Building Floor Area (max)	N/A	100,000 sf (may exceed max with SUP)
Building Floor Area (min)	N/A	N/A
Development Floor Area (max)	N/A	N/A
Townhome Lot Standards		
Lot Area (min)	1,400 sf	20,000 sf
Lot Width at Front Setback (min)	18 ft	150 ft
Principal Buildings		
Principal Front Setback (min)	12 ft (max)	30 ft
Street Side/Secondary Front Setback (min)	12 ft	30 ft
Side (from adjacent lot) Setback (min)⁺	0 or 5 ft	10 ft

Section 2.2.5 Base Dimensional Standards: POD 2 (Residential)

	Proposed	Existing (Highway Busines)
Rear Setback (min)	18 ft	30 ft
Rear Garage Setback from Alley (min)	18 ft	N/A
Accessory Structures		
Side Setback (min)	10 ft	10 ft
Rear Setback (min)	10 ft	10 ft
Other Standards	N/A	See UDO Section 4.6
Parking Configuration		
Parking Location	Location B	Unrestricted
Specific Restrictions	N/A	Parking in first 10 ft of Front Yard Setback not permitted
Bulding Height		
Principal Building (max)	3 stories	3 stories
Accessory Structure (max)	2 stories	2 stories
Additional Height Permitted w/ Additional Setback (Subject to SUP)	N/A	90 ft height permitted in US-1 Corridor Area
*0 FT applies to interior townhome units and 5 FT applies to exterior townhome units such that the minimum space between exterior units is 10 FT.		

COMPREHENSIVE PLAN CONSISTENCY

Community Plan (2009)	The proposed zoning map amendment request is generally inconsistent with the adopted Community Plan.
Transportation Plan (2010)	The proposed zoning map amendment request is generally consistent with the Transportation Plan. The application was accepted for review on July 2, 2019, which is prior to the adoption of the 2019 Comprehensive Transportation Plan (CTP). Therefore, the 2019 CTP is not applicable.

Historic Preservation Plan (2012)	The Historic Preservation Plan is not applicable to the zoning map amendment request.
Northeast Neighborhood Plan (2007)	The Northeast Neighborhood Plan is not applicable to the zoning map amendment request.
Parks, Recreation, and Cultural Resources Master Plan (2015)	The Parks, Recreation, and Cultural Resources Master Plan is not applicable to the zoning map amendment request.
Public Art Vision Plan (2009)	The Public Art Vision Plan is not applicable to the zoning map amendment request.
Renaissance Plan (2017)	The Renaissance Plan is not applicable to the zoning map amendment request.
<i>See Attachment D for detailed Plan Consistency Analysis and each adopted Plan for full policy guidance.</i>	

STAFF RECOMMENDATION

The zoning map amendment request is generally **Inconsistent** with the relevant policies in the Comprehensive Plan, and **Denial** of the zoning map amendment request is reasonable and in the public interest for the following reasons.

- The Community Plan's Growth Strategies Map identifies the property as Highway Corridor Zone. The existing Highway Business Zoning District is appropriate for this corridor.
- The Community Plan's Neighborhood Planning Area's Map identifies this property as a non-residential planning area. The existing Highway Business Zoning District is the appropriate zoning for a non-residential planning area.
- Converting commercially zoned land to residential development is inconsistent with a Community Plan Policy related to *Paying for Growth* since converting limited commercially zoned land to residential does not seek to balance residential and non-residential development in order to foster a favorable service-cost to revenue-generated tax base.
- The proposed PUD does not result in a unique, high-quality development.
- Improvements to Star Road are not provided as required by the UDO in Exhibit 1.
- The open space provided does not contribute to the required uniqueness and high-quality PUD requirement in the UDO since most of the open space includes stream buffers (required by state law), stormwater ponds (required by law), street yard buffers, and perimeter buffers found in conventional commercial and residential development.
- No active park spaces have been shown, which is a requirement of a PUD.
- Residential elevations, which is required as part of a proposed PUD application, have not been provided.
- The proposed PUD does not comply with the tree protection requirements in the UDO.

- Road improvements recommended in the TIA are not included in Exhibit 1 or Exhibit 2.
- The proposed PUD (Exhibit 1) does not comply with the Natural Resources and Environmental Protection requirements in the UDO.
- The Community Plan states that that new infrastructure costs should primarily be born by those creating the demand, and this proposed PUD does not include TIA recommended improvements or improvements to Star Road.

ATTACHMENTS

Attachment A:	Neighborhood Meeting Information
Attachment B:	Application
Attachment C:	Aerial, Zoning, and Community Plan Maps
Attachment D:	Plan Consistency Analysis
Attachment E:	S-Line Rail Map
Attachment F:	Traffic Impact Analysis Executive Summary, NCDOT Review Report, and Town of Wake Forest Approval Letter

EXHIBITS

Exhibit 1:	Proposed Star Road PUD Concept Plan
Exhibit 2:	Star Road PUD Intent and Compatibility Statement

Star Road PUD Neighborhood Meeting Summary

On Wednesday, November 10, 2021, a neighborhood meeting was held to inform neighbors of the proposed Star Road Planned Unit Development (PUD) project and to gain their feedback for consideration in development of the PUD concept plans. The notification sent to the neighbors is attached along with the list of neighbors notified. The neighbors that attended the meeting are shown on the attached attendees list. The attendees that represented the development team included Jon Frazier, FLM Engineering, and Chuck Walker, Entitlement Preservation Group.

Following a brief presentation by the development team, the neighbors in attendance were invited to ask questions and share concerns. Below is a list of the questions, comments, and concerns raised along with answers provided by the development team. The questions and answers are listed by attendee in alphabetical order and summarized for brevity.

Jim Cook

Q1: What is the anticipated timing of the project?

A: If the PUD is approved, the timing to get through subsequent master plans and construction for development is approximately one year.

Q2: Describe the Type A buffer that is proposed adjacent to the Cook property.

A: The development team showed and described the Type A, Option 3 buffer from the Town of Wake Forest UDO.

Q3: What is the anticipated height of the townhomes?

A: The PUD sets a maximum height of three stories, and the development team noted that a three-story townhome is usually about 35 feet tall.

Q4: Have there been any discussions about high-speed rail as part of this project?

A: There have been no discussion regarding high-speed rail as part of this project.

Q5: Who are the developers for the project?

A: The development team noted that the developers are Jim Allen of The Jim Allen Group and Mike Jordan of JordanBuilt Homes, who are both local developers.

Q6: What is the target number of units and anticipated selling price for the townhomes?

A: The PUD sets the maximum density for the townhomes at seven units per acre, so at approximately 30 acres, there could be up to about 210 townhomes. Regarding selling price, it is difficult to anticipate a price due to the fluctuations in building material costs.

October 28, 2021

**Reference: Star Road Planned Unit Development (PUD)
Neighborhood Meeting Notification**

Dear Neighbor:

We are writing to notify you of a neighborhood meeting to discuss the proposed Planned Unit Development (PUD) project located on Star Road (Wake County PINs 1739-65-3709, 1739-75-0868 and 1739-55-8441). The attached land use map has been submitted to the Town of Wake Forest and is currently under review by town staff.

Per town requirements, we are notifying neighbors within 500' of the property. Due to the ongoing COVID-19 pandemic closures and guidelines, the meeting will be virtual and will be held on Wednesday, November 10, 2021 at 6:00 PM. The virtual meeting link and alternate telephone call-in information are listed below.

For Virtual Meeting Access (Microsoft Teams):

Enter <https://bit.ly/3mdqTlp>, into the web browser of your choice.

Please note, for virtual meeting access, your computer must include a microphone and speakers.

For Access via Telephone (Voice Only):

Telephone Number: 919.999.3953
Conference ID Code: 181 549 531#

We look forward to your attendance.

Sincerely,



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

DEVELOPMENT NAME: STAR ROAD PUD

SITE ADDRESS: STAR ROAD, WAKE FOREST, NC

PIN NUMBER(S): 1739-65-3709, 1739-75-0868 AND 1739-55-8441

TOTAL ACREAGE: 33.5 AC

EXISTING USE: VACANT

PROPOSED USE: OFFICE AND TOWNHOMES

JURISDICTION: TOWN OF WAKE FOREST (ETJ ANNEXATION
REQUIRED PRIOR TO CONSTRUCTION DRAWINGS)

CURRENT ZONING DISTRICT: HIGHWAY BUSINESS

PROPOSED ZONING DISTRICT: PLANNED UNIT DEVELOPMENT (PUD)

POD 1 PROPOSED MAX. OFFICE/COMMERCIAL SQUARE FOOTAGE:
60,000 SF

POD 2 PROPOSED MAX. DENSITY: 7 UNITS/ACRE

MINIMUM PARK SPACE REQUIRED: 29,185 SF / 0.67 AC (2%)

MINIMUM OPEN SPACE REQUIRED: 218,890 SF / 5.03 AC (15%)

MAXIMUM IMPERVIOUS COVERAGE: 1,021,480 SF / 23.45 AC (70%)

=====	EX. PROPERTY LINE
-----	EX. RIGHT-OF-WAY
-----	EX. ADJACENT OWNERS
-----	EX. EASEMENT
-----	EX. ROAD CENTERLINE
-----	EX. CHANNEL/STREAM
-----	EX. STREAM BUFFER
-----	EX. OVERHEAD ELECTRIC LINE
----- OHW ----- OHW -----	EX. STORM SEWER
----- W ----- W -----	EX. WATER LINE
----- SS ----- SS -----	EX. SANITARY SEWER

PROP. POD 1

PROP. POD 2

OWNER: CITY OF RALEIGH
PIN: 1739-66-1393
ZONING: HB
USE: OFFICE

OWNER: FOREST GREENERY
GROUP LLC
PIN: 1739-76-0570
ZONING: CU GR10
USE: VACANT

OWNER: COOKE, J DAVID
COOKE, MARY O
PIN: 1739-77-6074
ZONING: RD
USE: SINGLE-FAMILY
RESIDENTIAL

POD 2
AREA: 30.2 AC
USE: TOWNHOMES
MAX. DENSITY: 7 UNITS/AC

POD 1
AREA: 3.3 AC
USE: MAX. 60,000 SF
OFFICE/COMMERCIAL

OWNER: LA SCALA
ASSOC LLC
PIN: 1739-55-8056
ZONING: HB
USE: VACANT

OWNER: PURYEAR INVESTMENTS, LLC
PIN: 1739-65-4232
ZONING: HB
USE: VACANT

OWNER: MERRITT-WF1 LLC
PIN: 1739-84-0297
ZONING: LI
USE: VACANT

EX. NEUSE RIPARIAN
STREAM BUFFER; 50'
FROM TOP OF BANK (TYP.)

EX. STREAM (TYP.)

EX. WETLAND
W/ 10' BUFFER

EX. NEUSE RIPARIAN
STREAM BUFFER; 50'
FROM TOP OF BANK (TYP.)

EX. 20' SANITARY S

EX. 30' CP&L ESMT

STAR ROAD (NCSR 2182)

EX. 50' VIA FORTUNATA PLAZA
RIGHT-OF-WAY

EX. 80; SEABOARD COAST LINE
RAILWAY RIGHT-OF-WAY

EX. 180' CP&L ESMT.

RECOMMENDATION FOR APPROVAL
BY THE WAKE FOREST
PLANNING BOARD

DATE _____

APPROVAL BY THE
WAKE FOREST BOARD OF
COMMISSIONERS

DATE _____



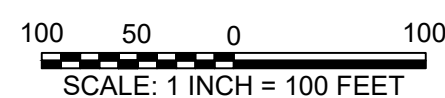
POST OFFICE BOX 91727
RALEIGH, NORTH CAROLINA 27675
PHONE: 919.610.1051
FIRM NC LICENSE NUMBER C-4222

REVISION HISTORY

[illegible]

ORIGINAL PLAN SIZE: 24" X 36"

DO NOT USE FOR CONSTRUCTION



SCALE ADJUSTMENT

THIS BAR IS 1 INCH IN LENGTH
ON ORIGINAL DRAWING

0 1"

IF IT IS NOT 1 INCH ON THIS
SHEET, ADJUST YOUR SCALE
ACCORDINGLY

PUD CONCEPT PLANS
RZ-19-10

STAR RD
WAKE FOREST, NC

SITE PROPERTY
DEVELOPMENT LLC

DATE:	07-01-2019
SCALE:	AS SHOWN
DESIGNED BY:	FLM
APPROVED BY:	FLM
PROJECT NO.:	19024

LAND USE MAP

C-3

SHEET 3 OF 6

Neighborhood Meeting Notification List				
PIN	Owner	Mail Address 1	Mail Address 2	Mail Address 3
1739740366	5228 UNICON DRIVE LLC	701 FINGER LAKES DR	WAKE FOREST NC 27587-9571	
1739758675	CHAMPION, REGINALD E CHAMPION, DEBORAH O	1025 GREENHOW LN	WAKE FOREST NC 27587-9351	
1739661393	CITY OF RALEIGH	PO BOX 590	RALEIGH NC 27602-0590	
1739776074	COOKE, JAMES DAVID JR	9737 LIGON MILL RD	WAKE FOREST NC 27587-4926	
1739465393	CROSSROADS HOLDINGS, LLC	PO BOX 911	HENDERSON NC 27536-0911	
1739662623	FOREST GREENERY GROUP LLC	500 AVENUE P	NEWARK NJ 07105-4802	
1739456108	HANSON AGGREGATES SOUTHEAST LLC	MARVIN F POER AND COMPANY-SPS RE	3520 PIEDMONT RD NE STE 410	ATLANTA GA 30305-1512
1739668930	HAWTHORNE AT WAKEFIELD APARTMENTS LLC	806 GREEN VALLEY RD STE 311	GREENSBORO NC 27408-7076	
1739757767	KEITH, MATTHEW J	1029 GREENHOW LN	WAKE FOREST NC 27587-9351	
1739556212	LA SCALA ASSOC LLC	STE 101	847 WAKE FOREST BUSINESS PARK	WAKE FOREST NC 27587-6576
1739640646	LIVING WORD FAMILY CHURCH INC	PO BOX 61129	RALEIGH NC 27661-1129	
1739840297	MERRITT-WF1 LLC	2066 LORD BALTIMORE DR	BALTIMORE MD 21244-2501	
1739654232	PURYEAR INVESTMENTS, LLC	5844 LEASE LN	RALEIGH NC 27617-4708	
1739459700	REIDSVILLE CENTRE LLC	PO BOX 804	KURE BEACH NC 28449-0804	
1739758878	WARD, JUSTIN WOOD, NICOLE	1031 GREENHOW LN	WAKE FOREST NC 27587-9351	

Star Road PUD

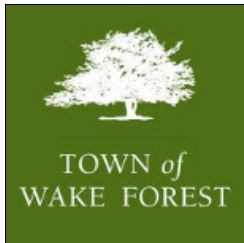
Neighborhood Meeting Attendees

Mary Cook and Family (Jim Cook, John Cook, and Sydney Cook)

9737 Ligon Mill Road

Ekatrina Cady (Seller)

847 Wake Forest Business Park, Suite 101



2.50) Conditional District Rezoning (Prior to July 1, 2021)

Conditional District Rezoning

Town of Wake Forest, NC

301 S. Brooks St.

Wake Forest, NC 27587-2932

TEL (919) 435-9510 | FAX (919) 435-9539

Project Overview

#293397

Project Title: Star Rd PUD

Jurisdiction: Town of Wake Forest (Wake County)

Application Type: 2.50) Conditional District Rezoning (Prior to July 1, 2021)

State: NC

Workflow: Conditional District Rezoning

County: Wake

Submittal Requirements

A submittal checklist is available to view additional documents which are required to be submitted with this application. After answering the application questions, you will be asked to upload the required documents.

[VIEW CONDITIONAL DISTRICT REZONING
SUBMITTAL CHECKLIST](#)

Missing items will result in the application being declined and returned to the applicant to resubmit. A revised and complete application including all missing items must be received or the application will not be deemed complete and routed for review.

Please confirm you have reviewed the associated submitted checklist for this permit and confirm you will submit all documents required on the submittal checklist:

Pre-Application Meeting

Has a pre-application conference been held?: Yes

This type of project requires a pre-application conference be completed prior to official submittal. Please return to the home screen and select **Pre-Application Conference** from the application type drop down list in order to schedule your required meeting.

Pre-Application Conference Date and Time: 03/25/2019 2:30 PM **Staff Member Met With:** Jennifer Currin

Project Tracking ID: RZ-19-10

Project Location

Project Address or PIN:

- 0 STAR RD (Unverified)
- 1739-65-3709, 1739-75-0868 AND 1739-55-8441 (Unverified)

Tax PIN: 1739-65-3709, 1739-75-0868 AND 1739-55-8441 (Unverified)

GIS Verified Fields

Corporate Limits:
GIS Acreage:
Floodplain (WAKE):

Zoning:
Land Use:
Floodplain (FRANKLIN):

Zoning Information

Currently a Conditional District?: No

Currently a Conditional Use?: No

Is there an existing Special Use Permit for the Property?:

Related Town of Wake Forest Case Numbers: RZ-19-10

Current Zoning Overlay: NA, Not Applicable to this Project

i If the request is to a Conditional District (CD), this application should be accompanied by a master plan that includes land use, existing conditions, buildings, lots, etc. per Chapter 15 of the UDO. In addition, please provide a narrative of the proposed use and list any proposed conditions.

Proposed Conditional Zoning District: PUD, Planned Unit Development

Proposed Land Use: The Star Road PUD will be a compatible mix of non-residential and residential uses that will encourage connectivity between the uses, sensitivity to natural resources, and efficient provision of infrastructure and utilities.

The non-residential use will consist of up to 70,000 square feet of office on approximately 4.05 acres along Star Road and the US-1 frontage. The residential use will consist of affordable townhomes on the remaining 29.45 acres with a maximum density of six units per acre.

Proposed Number of Lots:

Number of Buildings:

Number of Single-Family Lots:

Number of Townhome Lots:

Number of Multi-Family Units:

Number of Stories:

Square Footage of All Buildings (non-residential):

Project Contacts

Please enter all project contacts related to your application.

This is an important step to ensure all members of the applicant team receive email notifications associated with the project which may include comments, requested revisions, scheduled meetings or hearings, and final decisions. This also informs Town staff of the team members assigned role with the project.

Project Contact - Applicant

Chuck Walker

8431 Bandford Way, Suite 101
Raleigh, NC 27615
P:9196259760
cwalker@epgrouponline.com

Project Contact - Developer

Chuck Walker

8431 Bandford Way, Suite 101
Raleigh, NC 27615
P:9196259760
cwalker@epgrouponline.com

Project Contact - Property Owner

La Scala Associates LLC N/A

847 WAKE FOREST BUSINESS PARK, SUITE 101
Wake Forest, NC 27587
P:9196101051
unknown@gmail.com

Project Contact - Engineer

Jon Frazier
FLM Engineering, Inc
PO Box 91727
Raleigh, NC 27675
P:9196101051
jfrazier@flmengineering.com

AGENT AUTHORIZATION FORM:

Application #: _____

Submittal Date: July 1, 2019

La Scala Associates LLC is the owner of the property for which the attached application is being submitted.

The property is located at: 0 Star Road, Wake Forest, NC 27587 (Wake County PINs: 1739-65-3709, 1739-75-0868 and 1739-55-8441

The agent for this project is: Chuck Walker, Site Property Development, LLC

_____ I am the owner of the property and will be acting as my own agent.

Name: Chuck Walker

Address: 8341 Bandford Way, Suite 101, Raleigh, NC 27615

Telephone Number: (919) 625 - 9760

Fax: _____

Email Address: cwalker@epgrouponline.com

Signature(s) of Owner(s):

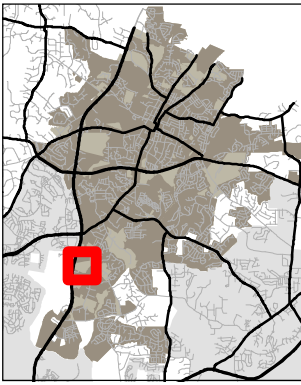
Ekaterra Cany
Administrator of
Daryl W. Cady Estate

Print or type name(s):

EKATERA CANY

Attach additional sheets if there are additional owners.

***Owner of record as shown on the latest equalized assessment rolls of Wake County. (An option to purchase does not constitute ownership). If ownership has been recently transferred, a copy of the deed must accompany this authorization.**



11/16/2021



TOWN of
WAKE FOREST

**RZ-19-10 STAR ROAD (PUD)
HB To PUD**

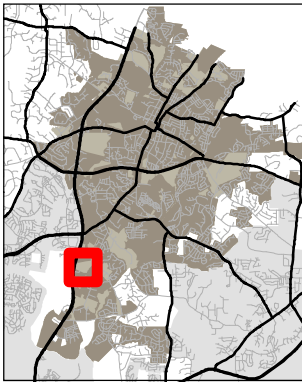
PIN(S): 1739653709, 1739750868 & 1739558441



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

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Feet



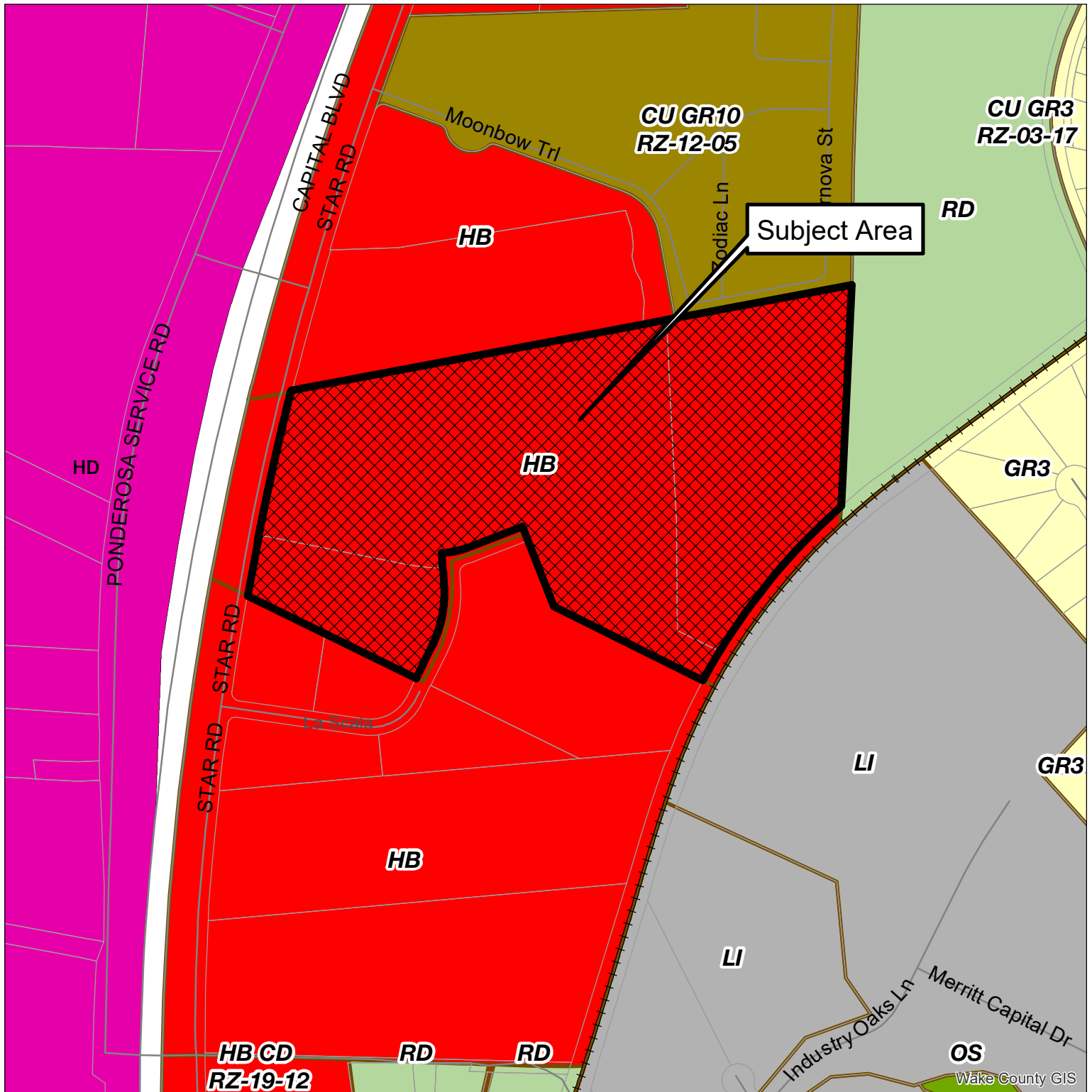


TOWN of
WAKE FOREST

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PIN(S): 1739653709, 1739750868 & 1739558441

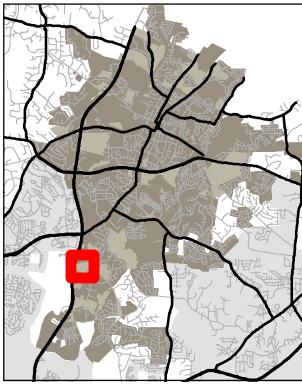
11/16/2021



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Community Plan Zones

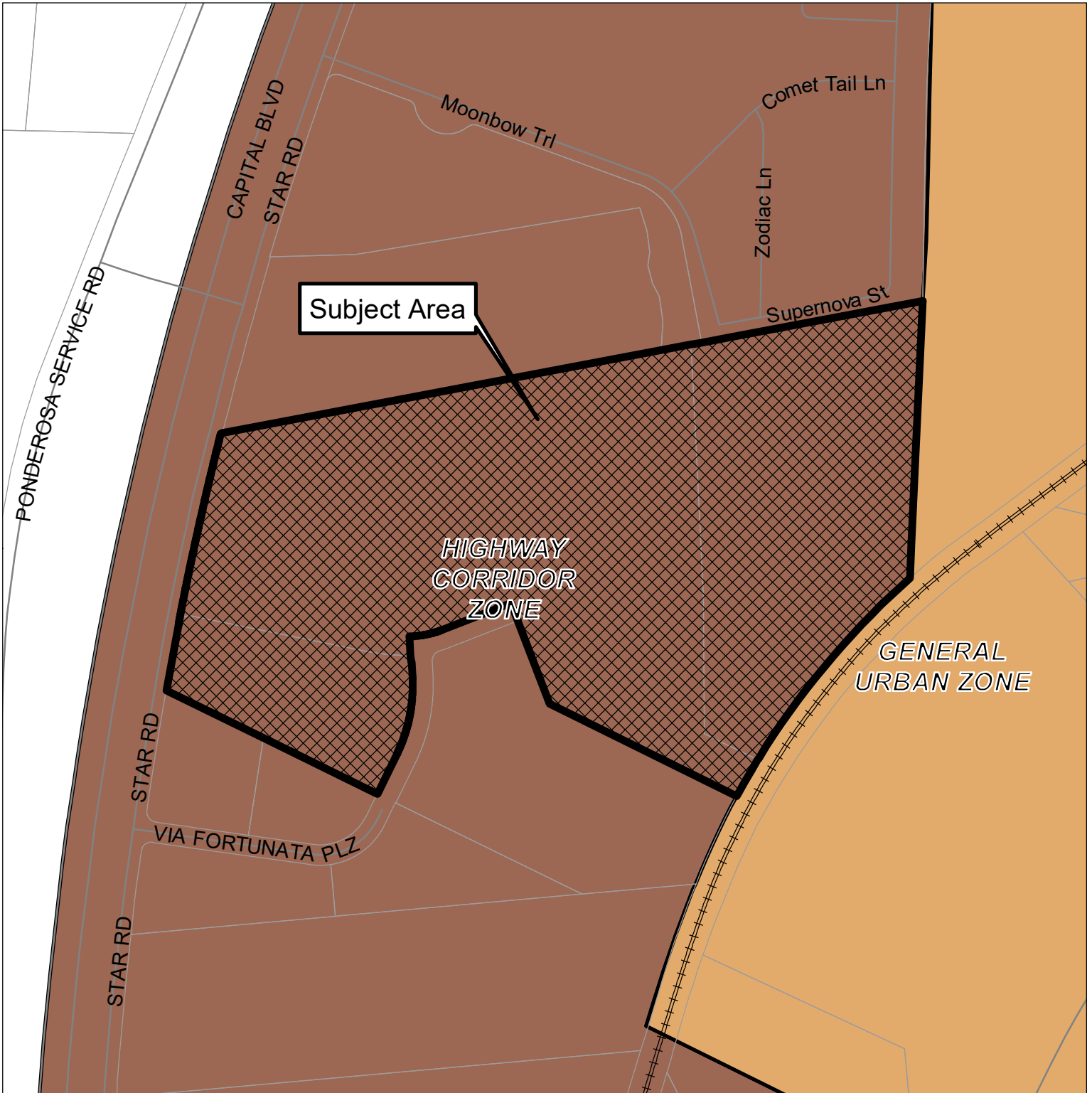


TOWN of
WAKE FOREST

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PIN(S): 1739653709, 1739750868 & 1739558441

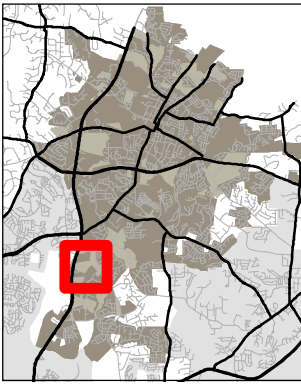
11/16/2021



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Neighborhood Planning Areas

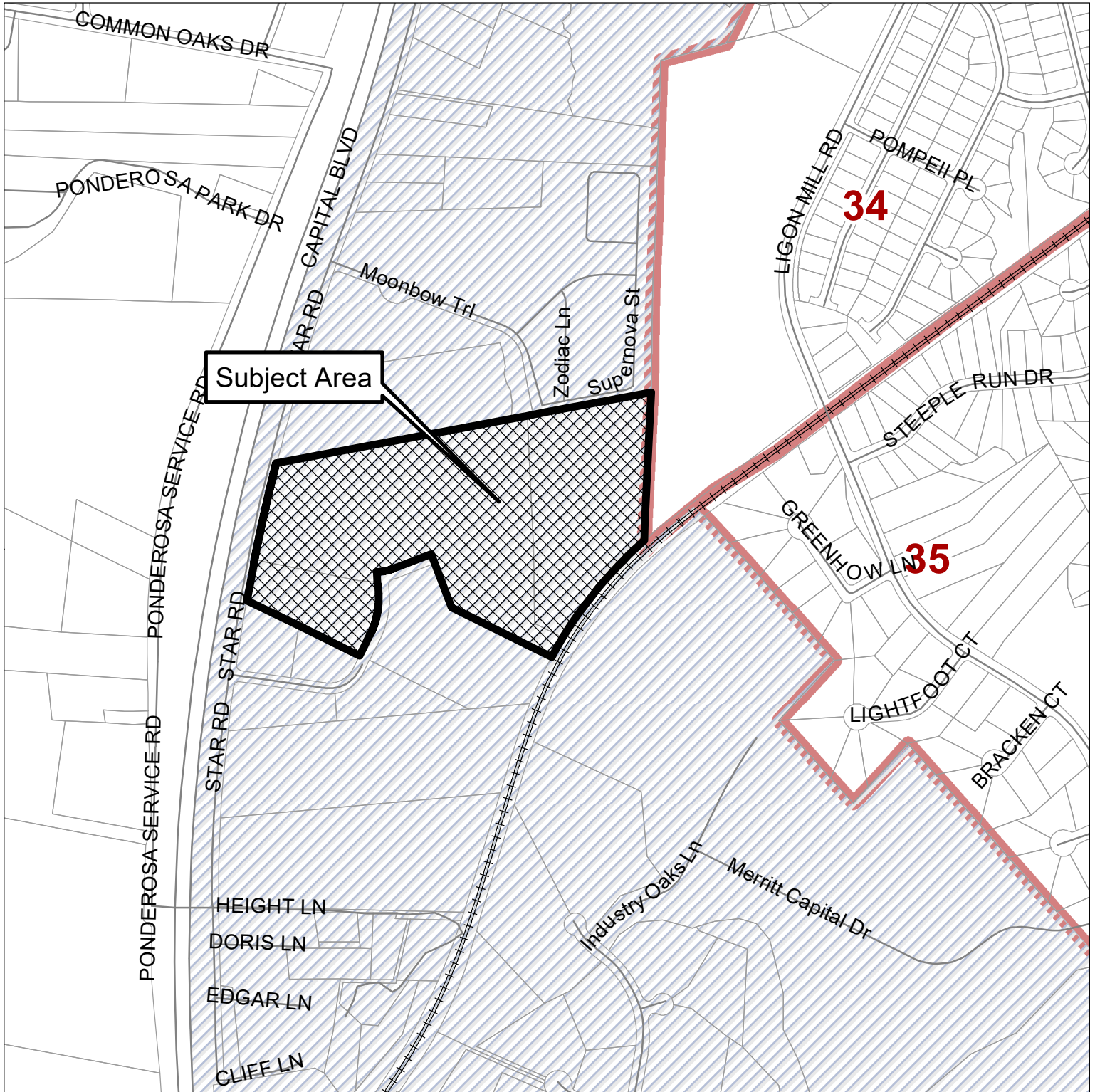


TOWN of
WAKE FOREST

**RZ-19-10 STAR ROAD (PUD)
HB To PUD**

PIN(S): 1739653709, 1739750868 & 1739558441

11/16/2021



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27

Community Plan Consistency Grid				
GENERAL POLICY RECOMMENDATIONS		YES	NO	NA
GPR-1	Develop complete neighborhoods built around gathering spaces with a mix of housing types, lot sizes, and integrated commercial uses versus monolithic subdivisions			
GPR-2	Appropriately transition large-scale commercial, institutional, and industrial uses into surrounding neighborhoods			
GPR-3	Integrate alternative modes of transportation, such as transit and biking, into development			
GPR-4	Carefully configure street patterns to allow for multiple outlets from neighborhoods, and to continue the policy of providing for connections between neighborhoods, without encouraging through traffic			
GPR-5	Require sidewalks, bikeways and greenways as part of the necessary infrastructure for new development			
GPR-6	Require regularly spaced street trees, selected and planted in accordance with a street tree master plan, in new developments, whether commercial, office or residential			
GPR-7	Place new public and private buildings of architectural significance in locations of prominence and visual importance			
GPR-8	Ensure neighborhoods have adequate open space areas designed into the development			
GPR-9	Ensure residential architecture respects the value of the street upon which it faces with houses pulled up to the street, porches in the front, garages to the rear or setback from the rest of the home's front facade, and front walkways to the sidewalk			
POLICIES FOR OLDER NEIGHBORHOODS		YES	NO	NA
ON-1	Concentrate police protection, preferably in the form of foot and bicycle patrols, as part of a comprehensive strategy for neighborhood revitalization and crime prevention			
ON-2	Encourage pedestrian-level streetlights and appropriately designed private property lights , particularly in the town's older walkable neighborhoods			
ON-3	Implement housing programs, code enforcement activities, and public improvements in partnership with residents in targeted neighborhood areas and include restoration and rehabilitation activities			
ON-4	Ensure new infill development is architecturally compatible with existing structures, site layout and the streetscape within its vicinity			
ON-5	Continually reinvest in the infrastructure of older urban neighborhoods, including but not limited to: park improvements, sidewalks, street paving and maintenance, street trees, street lights, water and sewer lines, and drainage			
ON-6	Encourage pedestrian-oriented, designed and scaled stores and services providing basic necessities to residents of the town's older neighborhoods			
ON-7	Facilitate mass transit services through recognition of planned transit routes, development mix and density, and accommodation for future transit stop locations in redevelopment and infill projects in older neighborhoods			
POLICIES FOR NEWER NEIGHBORHOODS		YES	NO	NA
NN-1	Encourage architecturally compatible accessory housing on developed lots within existing neighborhood areas, especially for the elderly			
NN-2	Working in cooperation with neighborhood residents, support the provision of greenways, bikeways and walkways within existing neighborhoods			
NN-3	Architecturally compatible, residentially scaled office and institutional development may be permitted along major streets forming a boundary of a neighborhood planning area			
NN-4	Existing, less intensive development (i.e. residential or office uses) located at the intersection of two or more major streets may be allowed to undergo an orderly transition to appropriate commercial use, provided that original use is no longer viable and that careful site design will allow for compatibility with adjoining areas			
POLICIES FOR FUTURE NEIGHBORHOODS		YES	NO	NA
FN-1	Promote a walkable community to minimize sprawl, as most new neighborhoods should be compact in form			
FN-2	Ensure new neighborhood streets are no wider than necessary to serve their intended purpose			
FN-3	Consider future transit service corridors and reinforce these corridors with development mixtures and densities appropriate for transit services			
FN-4	Include at least one neighborhood center or focal point in neighborhood planning areas			
FN-5	Encourage neighborhood serving businesses in neighborhood design			

Community Plan Consistency Grid				
FN-6	Encourage centrally located amenity centers and discourage them on the periphery of neighborhoods			
FN-7	Encourage a mixture of housing types, sizes, and prices for each neighborhood planning area			
FN-8	Encourage higher density housing that is served by transit and located close to adjoining work and shopping areas			
FN-9	Ensure new neighborhoods are connected to other neighborhoods, shopping, and work areas within the neighborhood planning area			
FN-10	Ensure street design gives equal priority to pedestrians and automobiles			
FN-11	Recognize bike routes and greenways in neighborhoods at the time of development			
POLICIES FOR EXISTING COMMERCIAL AREAS		YES	NO	NA
EC-1	Encourage appropriate landscaping and reconfiguration of large, existing unlandscaped parking areas.			
EC-2	Encourage the provision of convenience clusters for pedestrians, bicyclists and future transit services at strategic locations in existing commercial areas			
EC-3	Encourage the consolidation of commercial driveways onto major streets and the connection of adjacent parking lots			
EC-4	Encourage businesses to replace existing, non-conforming signage with more attractive, conforming signage.			
EC-5	Encourage new infill development across the front street face of existing, over-designed parking lots			
EC-6	Continue to prohibit billboards within the planning jurisdiction of Wake Forest			
EC-7	Ensure bicycle and pedestrian access to existing commercial areas			
POLICIES FOR FUTURE LARGE-SCALE COMMERCIAL AREAS		YES	NO	NA
LSC-1	Encourage large-scale commercial developments where appropriate, to contain a diverse mixture of retail, office, restaurant and service uses			
LSC-2	Locate large-scale commercial uses on the corners of neighborhood planning areas, that is, at the intersection of two or more major streets			
LSC-3	Allow planned mixed-use developments which allow for a compatible mixture of residential and non-residential uses with a pedestrian scale and design should be encouraged			
LSC-4	In planning for a new large scale development, buffer large-scale uses from adjacent residential areas by smaller scale buildings or by buffer strips			
LSC-5	Except for limited access highways, pull up new commercial buildings to the street; parking should be placed to the rear or side of the structure			
LSC-6	When appropriate, require the use of all around architecture (high quality facades on all sides of a building)			
LSC-7	Plan ahead for new large-scale commercial development in regards to future public transit stops and convenience clusters			
LSC-8	Limit driveway access for new large-scale commercial development to major thoroughfares and connect all adjacent parking lots			
LSC-9	Cluster together auto dealerships, large equipment sales and other businesses primarily dependent upon expansive outdoor sales lots for both functional and economic reasons			
LSC-10	Strongly discourage the abandonment of "big box" retail stores, for the purpose of relocating to another "bigger box" location in the community			
POLICIES FOR SMALL SCALE NEIGHBORHOOD BUSINESSES		YES	NO	NA
SSB-1	Encourage small scale, pedestrian-oriented shopping and work places in the design of new neighborhoods			
SSB-2	Locate neighborhood businesses at center of planning area rather than major thoroughfares			
SSB-3	Ensure neighborhood businesses are designed at a residential scale and character			
SSB-4	Coordinate the location of neighborhood serving businesses with bikeways and, where appropriate, future transit stops			
SSB-5	Employ on-street parking in coordination with a limited amount of off-street parking for neighborhood serving businesses			

Community Plan Consistency Grid				
SSB-6	Ensure neighborhood businesses have residential scale signage and lighting			
SSB-7	Ensure neighborhood businesses encouraged as upfront infrastructure cost of new development			
SSB-8	Ensure neighborhood businesses locate near public amenities if opportunity allows			
SSB-9	Encourage living quarters over small retail shops and offices			
POLICIES FOR FIRST GENERATION BUSINESS AND INDUSTRIAL AREAS		YES	NO	NA
FGI-1	Actively participate, facilitate and partner in the adaptive reuse and conversion of former production, warehousing and manufacturing buildings into uses compatible with their design and location			
FGI-2	If the demolition of an old industrial building or complex becomes necessary, any new structure(s) and site redevelopment should be compatible with the neighborhood context; such redevelopment should serve to improve the quality, character and livability of the surrounding area			
POLICIES FOR SECOND GENERATION BUSINESS AND INDUSTRIAL AREAS		YES	NO	NA
SGI-1	Encourage and support the rehabilitation, improvement, and re-occupancy of viable business and industrial properties that have become vacant.			
SGI-2	The Town of Wake Forest acknowledges and supports the work of state and federal agencies, as well as its own town building inspectors, concerning the enforcement of environmental regulations and building standards, particularly concerning the redevelopment or adaptive reuse of manufacturing sites and buildings			
POLICIES FOR THIRD GENERATION BUSINESS AND INDUSTRIAL AREAS		YES	NO	NA
TGI-1	Periodically examine zoning ordinance and other development regulations to maintain or update appropriate standards and locations for manufacturing, warehouse and distribution opportunities within the Town's planning jurisdiction			
TGI-2	Employ industrial development performance standards to promote the establishment or expansion of industries that are compatible with the public health, safety, and welfare of area residents, and that are supportive of the long term economic prosperity and environmental quality of the community			
TGI-3	Provide and maintain adequate screening and buffering between residential areas and newly developed industrial sites			
TGI-4	Ensure industrial and warehouse sites located within view of a public right-of-way or nearby property provide landscaping that enhances the property and is consistent with a quality image			
POLICIES FOR DOWNTOWN		YES	NO	NA
D-1	Encourage a compatible, diverse mixture of retail, office, institutional, residential, dining, services, entertainment, and public open space in the downtown area			
D-2	Recognize the advantages of clustering similar activities and development forms in appropriate parts of the downtown			
D-3	Expand pedestrian oriented streetscape improvements, including wider sidewalks, street trees, decorative street lights, street furniture, and landscaping			
D-4	Direct new and expanding businesses to compatible buildings and sites in or near the downtown area			
D-5	Reserve ground floor space for retail uses with office and other uses on upper floors			
D-6	Maintain a tangible presence and commitment to the downtown through the location of the Town's major municipal offices there and encourage other local, state and federal government agencies to maintain similar commitments to the downtown			
D-7	Continue to support the Wake Forest farmers market at the municipal parking lot in downtown Wake Forest			
D-8	Continue to utilize the Renaissance Area Urban Code to ensure that development and redevelopment will be supportive of the architectural and historic context that is vital to the economic success of downtown Wake Forest			
D-9	Encourage efforts to restore missing or underutilized street frontages, particularly on lots where previous buildings have been demolished and replaced with (oftentimes) surface parking			
D-10	Locate parking lots to the side or behind buildings or in the interior of the block with off-street parking spaces for multi-family buildings being in the rear yard			

Community Plan Consistency Grid				
POLICIES FOR PARKS, OPEN SPACE AND RECREATION		YES	NO	NA
PR-1	In cooperation with private sector interests, develop a system of open space greenways and walking trails to connect to residential areas with, especially, schools and park facilities			
PR-2	Include mini-parks in existing and proposed developments to meet the needs of small children and the elderly, and to encourage social interaction and mutual support among area families			
PR-3	Locate parks in full view of residential/non-residential activity for security			
PR-4	Provide funding to help demand for open space and recreation created by development			
PR-5	Co-locate parks & recreation facilities with schools, utility companies, and federal, state and local government agencies			
PR-6	Continue to seek efficiencies, cost savings, and quality services for park maintenance as the Town grows			
PR-7	Continue to explore new opportunities for providing recreation programs with all available partners			
POLICIES FOR MAJOR STREETS		YES	NO	NA
S-1	Space major streets no more than 1 mile apart			
S-2	Ensure access to undeveloped sections of major streets are from intersecting minor streets, rather than private driveways			
S-3	Ensure minor streets intersect major streets regularly at approximately every 400 to 600 feet			
S-4	Incorporate central medians into the design of new or improved major streets			
S-5	Plant landscaping, and where possible, street trees in central medians of major streets			
S-6	Plant and retain streetyard vegetation along major streets to soften and unify the streetscape			
S-7	Ensure contrasting streetyards along major streets for change in visual character			
S-8	Preserve and enhance natural, cultural and historic features along major streets			
S-9	Ensure parking areas are screened from view within major street corridors			
S-10	Employ special roadway overlay zoning to help implement corridor plans			
S-11	Ensure road widenings and/or one-way pairs are avoided for streets where the original design intent and relationship to adjoining land uses was otherwise			
POLICIES FOR MINOR STREETS		YES	NO	NA
S-12	Encourage street patterns that respond to site topography, accentuate focal points and interesting vistas, create interesting public spaces and intersections, and that are coordinated with the placement of significant structures or open spaces			
S-13	Consider incorporation of medians in neighborhood axial streets			
S-14	Create short blocks of 300-500 feet in length to allow for many alternative routes for walking and biking, as well as a beneficial network of local streets			
S-15	Design street widths to fit the intended use of the street, corresponding to the traffic load and planned development types			
S-16	Employ a fully-connected honeycomb of streets to promote convenient circulation within the neighborhood and provide for multiple, alternative outlets from the area to adjoining neighborhoods and major streets			
S-17	Encourage on-street parking in compact neighborhoods			
S-18	Utilize grass swales to capture runoff in conservation subdivisions			
S-19	Ensure turning radius of corners at intersections are as small as possible to shorten the street crossing distance for pedestrians at intersections			
S-20	Install traffic calming methods as necessary to enhance livability			
POLICIES FOR SIDEWALKS		YES	NO	NA
SW-1	Where no sidewalks are present, provide sidewalks in existing developed areas to connect residential areas to walkable pedestrian destinations			
SW-2	Ensure sidewalks are required on both sides of the street in new developments when along thoroughfares and collectors, in multi-family developments, in "front porch" developments, and along local streets within walking distance of a major pedestrian trip attractor			
SW-3	Ensure sidewalk widths correspond with anticipated pedestrian traffic volumes, adjoining land uses, and sidewalk activities with minimum sidewalk widths at 5 feet, or 6 feet if along the verge of a street			

Community Plan Consistency Grid				
SW-4	Continue curb stamp installation and retrofit curb ramps in existing sidewalks			
SW-5	Ensure crosswalks are plainly marked and well lit, especially where significant pedestrian activity is observed or expected			
POLICIES FOR BIKEWAYS		YES	NO	NA
B-1	The bicycle facility selection guide, as used by the Federal Highway Administration, shall be employed for determining the most suitable type of bicycle facility for any new or upgraded roads in Wake Forest			
B-2	Facilitate bicycle and pedestrian way connections between neighborhoods, either by street or connecting path, to enable the effective use of local, minor streets for pedestrian and bicycle travel			
B-3	Install striped bicycle lanes and appropriate signage along existing streets where called for in the Bicycle Plan			
B-4	Install striped bicycle lanes and appropriate signage along new collector streets			
B-5	Install bicycle-responsive signals at intersections where appropriate			
B-6	Ensure all new public and private developments have bike parking and bicycle access			
B-7	Examine all future road construction and improvements for bikeway feasibility and conformity with the Town of Wake Forest Bicycle Plan			
B-8	Examine all future developments and site plans for bicycle compatibility and conformity with the town Bicycle Plan			
B-9	Include bicycle facilities and their impacts in traffic impact analyses for new private developments			
B-10	Establish and implement pedestrian and bicycle friendly schools zones around all schools			
B-11	Ensure bicycle-related improvements are an integral component of the Town's annual budget for public infrastructure investment			
POLICIES FOR GREENWAY TRAILS		YES	NO	NA
GT-1	Continue to pursue a greenway trails system that connects residential areas with schools and park facilities			
GT-2	Develop greenway trails in accordance with the environmental conditions of its corridor, its intended use for travel versus recreation, and the anticipated traffic volume of pedestrians and bicyclists			
GT-3	Ensure greenway construction is treated as a normal element of infrastructure necessary to support new development			
GT-4	Ensure greenway maintenance and safety in Town control after transfer from private control			
POLICIES FOR PUBLIC TRANSPORTATION		YES	NO	NA
PT-1	Support the successful operation and expansion of transit with compact, transit-compatible development patterns			
PT-2	Require site planning that incorporates transit stops and convenience clusters			
POLICIES FOR STREET TREES		YES	NO	NA
ST-1	Prepare and maintain an official Street Tree Planting Master Plan			
ST-2	Ensure consistent street tree species occur along certain sections of streets			
ST-3	Ensure a diversity of street tree species Town wide with no single species comprising more than 10-15% of total trees			
ST-4	Install regularly spaced street trees in central medians and frontage street medians			
ST-5	Continue to require the planting or preservation of street trees of appropriate size and species			
ST-6	Maximize available budget dollars for street tree master plan implementation			
POLICIES FOR STREETLIGHTS		YES	NO	NA
SL-1	Ensure streetlights are installed according to the design speed and/or intended use of the street or area they serve			
SL-2	Periodically evaluate emerging lighting technologies for best color, brightness and energy efficiency			
SL-3	Continue to develop and implement joint policies and standards for street light selection, installation, operation and maintenance in cooperation with Wake Electric and Duke/Progress Energy			

Community Plan Consistency Grid				
SL-4	Ensure streetlights are installed on both sides of streets unless a newly approved street is planned from the outset to have a sidewalk on only one side			
POLICIES FOR UTILITY POLES AND WIRES		YES	NO	NA
UPW-1	Maintain a master plan for the undergrounding of utilities, with priority given to pre-determined areas			
UPW-2	Ensure major town entrances and gateway corridors receive first priority for the undergrounding of overhead utilities			
UPW-3	Ensure high visibility, pedestrian-oriented areas receive second priority for the undergrounding of overhead utilities			
UPW-4	Ensure overhead utilities in other priority areas are placed underground or relocated as opportunities arise			
POLICIES FOR WIRELESS TELECOMMUNICATION FACILITIES		YES	NO	NA
WTF-1	Facilitate the development of wireless service technology as an economic development asset and significant benefit to the town and its residents			
WTF-2	Ensure the impacts of wireless telecommunication facilities should not be permitted to compromise the health, safety and public welfare of area residents; nor should such facilities be allowed to diminish the character of the community and visual quality of its environment			
WTF-3	Ensure that in residential areas, historic districts and the Renaissance districts, cell towers are only considered when there is no alternative for serving those areas and no other alternative wireless telecommunication structure can be utilized			
WTF-4	Initiate updates to standards for wireless telecommunication facilities as new technologies and structural requirements for wireless capabilities emerge over time			
POLICIES FOR TOWN AND SPECIAL AREA ENTRANCES		YES	NO	NA
TSE-1	Employ noticeable streetscape improvements to clearly announce a town entrance and to enhance gateway corridors			
TSE-2	Extend streetscape improvements as the Town limits expand			
TSE-3	Employ special "gateway" treatment where where a bridge, underpass, overpass or other roadway feature is located at an entry point to the town or some portion of it			
POLICIES FOR COMMUNITY CHARACTER		YES	NO	NA
CC-1	Employ architectural standards consistent with Wake Forest's architectural character for new, expanding, or improved businesses			
CC-2	Exceptional locations, views and vistas in the town should receive exceptional treatment and/or protection in design and development			
CC-3	Place noteworthy buildings, important outdoor spaces, objects of historic merit, important monuments, and significant works of art in positions of visibility and prominence			
CC-4	Incorporate significant natural and existing man-made elements into the thematic design of new developments			
CC-5	Save large trees, ponds, creeks, or other natural features of the landscape when locating new streets, buildings, parking lots, etc			
CC-6	Support community character by ensuring development is compatible with surrounding area			
CC-7	Ensure exterior lighting is attractive, functional and safety conscious, while also avoiding negative impacts on the night sky visibility of Wake Forest			
POLICIES FOR REGIONAL TRANSPORTATION		YES	NO	NA
RT-1	Continue to anticipate and plan for the impacts of new high speed rail service as it passes through Wake Forest en route to major urban centers north and south along the east coast			
RT-2	Continue to anticipate and plan for the transformation of US 1 Capital Blvd into a limited access freeway and multi-modal transportation corridor as per the plans of the US 1 Corridor Study			
RT-3	Support the express bus service between downtown Wake Forest and downtown Raleigh			
POLICIES FOR WATER AND SEWER		YES	NO	NA
WS-1	Work proactively with other local governments, utility service providers, and the State of North Carolina on regional, long term solutions for water supplies and sewage treatment			
WS-2	Place water and sewer utilities in areas where growth is desired			
WS-3	Avoid placing sewer utilities in environmentally sensitive areas or in areas where open space is desired			

Community Plan Consistency Grid				
WS-4	Encourage the development of sewer services that employ water reuse technologies			
POLICIES FOR WATER CONSERVATION		YES	NO	NA
WC-1	Conserve, to the fullest extent possible, potable water and waste water treatment capacity			
WC-2	Employ other types of non-municipal water supplies such as wells, rainwater catching systems, rain barrels and in-ground cisterns			
WC-3	Eliminate or reduce usage of the municipal water supply for outside irrigation			
WC-4	Encourage new development to plant drought tolerant grasses on lawns			
WC-5	Encourage construction of new rainwater retainage systems			
WC-6	Encourage new development to include traditional plants native to the area			
WC-7	Encourage the installation of water saving devices in new and existing development			
POLICIES FOR COMMUNITY ORIENTED SCHOOLS		YES	NO	NA
S-1	Plan for new school locations in advance through joint collaboration between the Town and School Board — with emphasis on steering facilities to desirable growth areas and avoiding sprawl			
S-2	Encourage offering land for new school facilities, particularly in conjunction with related neighborhood development			
S-3	Design safe campuses with pedestrian access to adjoining neighborhoods			
S-4	Prioritize traffic management and safety in the vicinity of public schools			
S-5	Co-locate school facilities with other community facilities and services			
S-6	Ensure costs for new schools should be borne largely by new growth and development creating the demand			
S-7	Foster diversity in community-oriented public schools by encouraging diversity in nearby neighborhoods feeding each school			
POLICIES FOR PAYING FOR GROWTH		YES	NO	NA
PFG-1	Ensure the costs of infrastructure, facilities and services related to new growth and development should be borne primarily by those creating the demand			
PFG-2	Continually seek to balance residential and non-residential development to foster a favorable service-cost to revenue-generated tax base			
PFG-3	Fees charged by the Town for development reviews and inspections should approximate the actual costs to the Town of conducting such work			
PFG-4	Explore cost recovery fees for new "greenfield" development			
PFG-5	Undertake annual planning and budgeting for capital facilities			
POLICIES FOR A HEALTHY SUSTAINABLE ENVIRONMENT		YES	NO	NA
HSE-1	Ensure development policies work to make Wake Forest more walkable and pedestrian-friendly, and less dependent on the single-occupant automobile			
HSE-2	Encourage compact, transit-oriented, mixed-use developments to facilitate walking, biking and transit options			
HSE-3	Locate new higher density residential development within walking distance of jobs and services and design it to be transit compatible with current and future transit services			
HSE-4	Recognize and facilitate low impact development			
HSE-5	Ensure runoff and drainage from development is of a quality and quantity as near to natural conditions as possible			
HSE-6	Require vegetative riparian buffers along all creeks, rivers, lakes and other water bodies in Wake Forest			
HSE-7	Encourage conservation subdivisions where site conditions call for minimizing environmental disturbance and protecting adjoining natural resources			
HSE-8	Ensure large parking lots have landscaped planting islands and perimeter buffer strips and may use other design technologies to intercept and absorb runoff			
HSE-9	Carefully control development activities in the special flood hazard areas			
HSE-10	Encourage the construction of energy efficient structures, including the use of "green" building design			
HSE-11	Ensure site plans for new development work sympathetically with the natural features of the land, including existing topography and significant existing vegetation			

Community Plan Consistency Grid				
HSE-12	Explore a combination of incentives and disincentives to protect existing trees and/or require the replacement of trees removed for development			
HSE-13	Encourage green infrastructure (grassed swales, rain gardens, bio-retention strips, cisterns, rain barrels, permeable pavements, etc.)			
HSE-14	Offer a variety of solid waste reduction strategies and services including educational programs on waste prevention, recycling and reuse			
HSE-15	Facilitate proper disposal of household hazardous waste materials			
HSE-16	Encourage on-site residential composting			
HSE-17	Continue off-site mulching and redistribution of landscape yard waste			
HSE-18	Continue to support education and activities that reduce litter and illegal dumping			
HSE-19	Continue to plan in advance for area requirements concerning solid waste collection and disposal			
POLICIES FOR ECONOMIC DEVELOPMENT		YES	NO	NA
ED-1	Encourage new and expanding industries and businesses that are compatible with the long-term quality of the area's natural and cultural resources, match up well with the area's infrastructure and services, employ and develop the skills of area workers, and diversify the local economy			
ED-2	Retain quality businesses and to attract new ones continue to invest in infrastructure and services that sustain and enhance the area's already high quality of life, image and cultural identity			
ED-3	Pursue economic and business development partnerships between the Town, other local jurisdictions, other economic development organizations, and private companies			
ED-4	Strive for a financial and regulatory environment that supports the establishment and growth of small business			
ED-5	Develop real estate "product" suitable for business placement that focuses on the identification, enhancement and certification of buildings and sites readily available for construction and/or occupancy			
POLICIES FOR ARTS CULTURE AND HISTORIC PRESERVATION		YES	NO	NA
ACH-1	Encourage efforts and actively participate in the provision of indoor and outdoor public and private spaces to showcase the work of visual and performing artists in Wake Forest			
ACH-2	Encourage new private sector developments to include art as an integral element of privately owned common areas and semi-public spaces			
ACH-3	Ensure budgets for new construction and renovations of town buildings include a line item for the purchase and display of art			
ACH-4	Continue to have cultural arts be enhanced as a permanent function of the Town's recreation program offerings			
ACH-5	Employ design standards that ensure development and redevelopment is consistent with the architectural context, community character, economic attractiveness and livability of Wake Forest			
ACH-6	Encourage the identification, restoration, and active use of structures, buildings, monuments, landmarks, sites and neighborhoods of historic or architectural significance			
ACH-7	Strongly discourage the destruction of architectural, historic, and archeological resources of Wake Forest			
POLICIES FOR PUBLIC SAFETY		YES	NO	NA
PS-1	Employ community education, school, and public involvement programs to enhance community awareness of public safety issues			
PS-2	Periodically review the need for additional paid personnel, capital improvements and equipment needs to meet or exceed public safety standards, insurance ratings and other measures of public safety			
PS-3	Strategically locate additional public safety substations, provided that sufficient resources can be made available to properly staff and equip them			
PS-4	Proactively support legislative efforts to strengthen local law enforcement tools			
PS-5	Employ a holistic approach to public safety involving residents, businesses, and institutions in the preparation of neighborhood improvement plans, with priority given to public safety concerns			
PS-6	Encourage excellence in law enforcement, fire protection, and emergency services through on-going education, training and participation in national accreditation programs			
PS-7	Support the establishment of an east-west through street (or loop road) on the north side of town to improve emergency access to locations in that area			

Community Plan Consistency Grid				
POLICIES FOR LEADERSHIP AND COMMUNITY INVOLVEMENT		YES	NO	NA
LCI-1	Continue to emphasize the importance of advisory boards & committees in conducting the Town's business			
LCI-2	Ensure boards and committees of the Town are representative of the population and geography of the planning area or subject matter being addressed			
LCI-3	Encourage public involvement in decisions on land use and development by making the public aware of proposed developments at the earliest lawful opportunity, as well as fostering communication between developers and the general public			
LCI-4	Encourage neighborhood and special area planning			
LCI-5	Continue to ensure maintenance and enhancements to the Town's internet and multi-media news dissemination capabilities			
LCI-6	Participate proactively in the cooperation of efforts among civic and volunteer organizations for maximum impact in the community			

Comprehensive Transportation Plan (2010) Consistency Grid

CREATE A SAFE AND EFFICIENT MULTIMODAL TRANSPORTATION SYSTEM		YES	NO	NA
P.1	Update town ordinances to clarify design guidance for sidewalk, greenways, and multi-use paths.			
P.2	Pursue connectivity for pedestrians and cyclists with pathways in places where street connections are not feasible or acceptable.			
P.3	Review land development and redevelopment applications to identify opportunities to connect bikeways, greenways, and sidewalks with adjacent neighborhoods, parks, schools, offices, shops, and public spaces.			
P.4	Build pedestrian facilities according to the priorities established by the Town Board of Commissioners and in conjunction with street projects built by others.			
B.1	Request an increase in annual funding for on-road bikeways such as wide striped shoulders and striped bike lanes.			
B.2	Seek approval from NCDOT and Town Board of Commissioners to conduct demonstration projects using "sharrows".			
B.3	Accelerate repaving and restriping of roads on the Bicycle Plan to accelerate the creation of new on-road bikeways.			
B.4	Supplement existing bike route signs with time and distance signs along on- and off-road bikeways and greenways.			
B.5	Provide bicycle facilities according to the priorities established by the Town Board of Commissioners and in conjunction with street projects by others.			
S.1	Balance the Town's mobility needs with other priorities such as the function of the street, corridor relationship to land use, urban design, and the promotion of alternate modes.			
S.2	Support connectivity throughout the street network to create an efficient multimodal network of slow streets.			
S.3	Adopt a complete streets policy and use it to ensure all future transportation projects incorporate safe and efficient facilities and services for users of all ages and abilities.			
S.4	Analyze the signal timing to ensure adequate time for protected left turns from all approaches at South Main Street and NC 98 Bypass.			
S.5	Selectively re-program the direction of signals on Durham Road west of US 1. Furthermore, a reduction in traffic volumes on Durham Road following completion of the NC 98 Bypass may reduce the crash frequency at this location.			
S.6	Monitor conditions to assess change in crash frequency/severity at South Main Street and Capital Boulevard (US 1) that may result from the recent modifications to the signals and westbound approach to Capital Boulevard. Also monitor the relatively high vehicle speed of southbound traffic approaching this intersection.			
T.1	Create new route traveling the same streets as the existing Circulator route but in the opposite direction.			
T.2	Provide route maps with departure/arrival times.			
T.3	Install bus shelters and improve passenger safety at stops.			
COORDINATE TRANSPORTATION AND LAND USE PLANNING TO ENSURE THAT GROWTH PAYS ITS OWN WAY		YES	NO	NA
S.7	Revise the collector street portion of the thoroughfare plan with alignment and classification changes outlined in Chapter 5 to provide guidance to development community on proposed street network.			
S.8	Continue to require developers to fund roadway improvements that are rational and proportional to the impact created by development.			
S.9	Utilize the Corridor Profiles (Appendix A), which provide key information on traffic volumes and roadway characteristics. Where feasible, the illustrative cross sections include bicycle and pedestrian amenities.			
S.10	Install additional posted speed limit for westbound Wait Avenue just west of Jones Dairy Road.			
S.11	Consider revising the posted speed limit on Durham Road between US 1 and Wingate to 40 mph.			
PLAN, DESIGN, & CONSTRUCT TRANSPORTATION FACILITIES THAT CONTRIBUTE TO WAKE FOREST'S SMALL TOWN CHARACTER AND ATTRACTIVE APPEARANCE		YES	NO	NA
S.12	Plan, design, build and maintain landscaped medians along designated thoroughfares (Appendix A) that will manage access, improve safety and add to visual attractiveness of the area.			
T.4	Work with CAMPO, the Triangle Transit and NCDOT Rail Division to plan high-quality, high-frequency passenger rail or bus-rapid transit in Wake Forest.			
PROVIDE SAFE & CONVENIENT FACILITIES AND SERVICES FOR PEOPLE WHO CHOOSE NOT TO USE AN AUTOMOBILE		YES	NO	NA
P.5	Build sidewalks and crosswalks to connect near neighborhoods with downtown Wake Forest.			

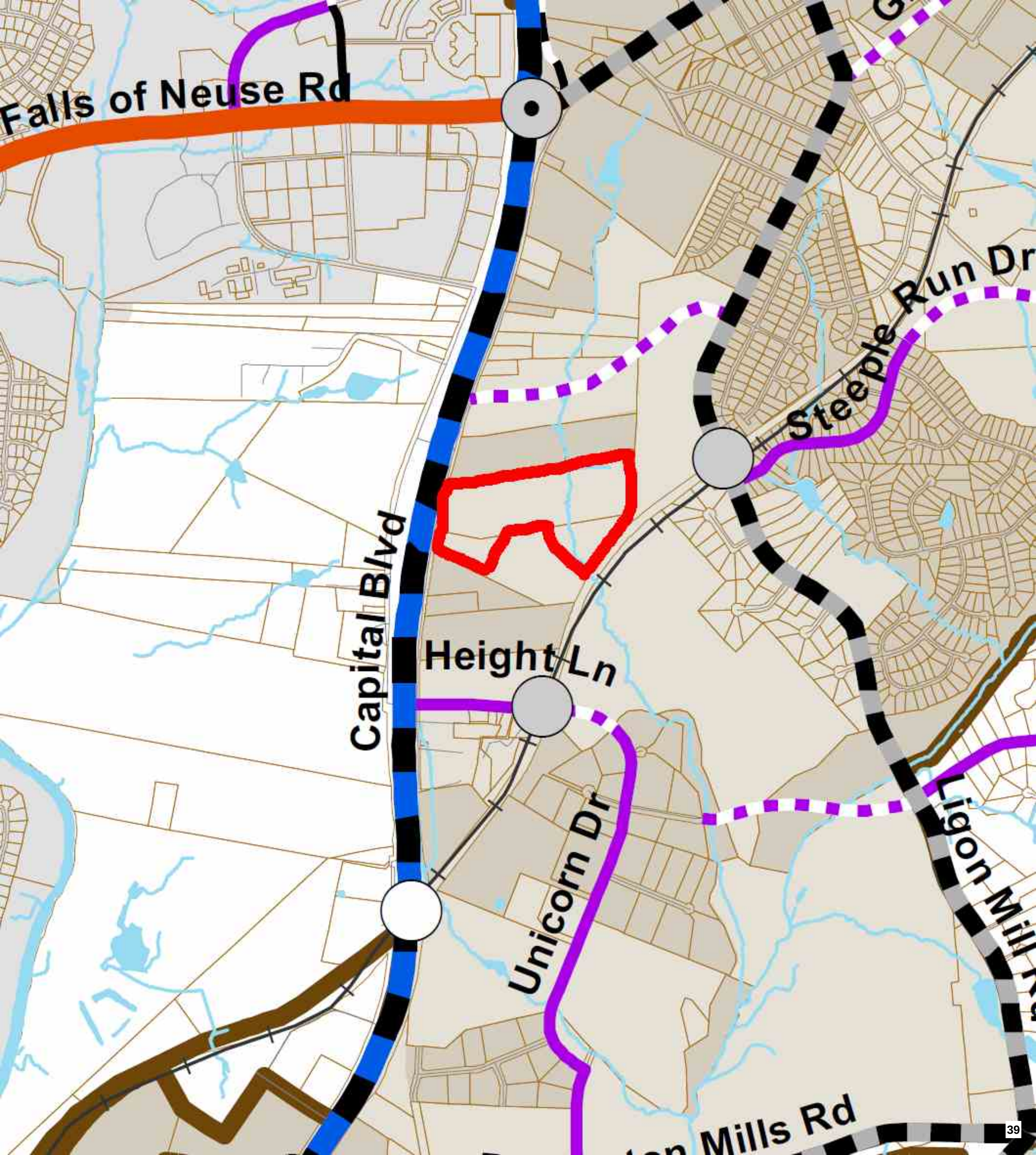
Comprehensive Transportation Plan (2010) Consistency Grid

P.6	Use federal and state grants to implement infrastructure-related and non-infrastructure projects and programs associated with walking and bicycling to all 8 public schools in Wake Forest.			
P.7	Update Subdivision Ordinance to allow reduction in trip generation for trips diverted to alternate modes of transportation, provide incentives, reduce parking requirements, strengthen connectivity, establish sidewalk maintenance policy, and implement traffic calming program.			
P.8	Continue to fund sidewalk construction using Town funds.			
P.9	Build greenways consistent with priorities established by the Town Board of Commissioners.			
B.6	Conduct public awareness campaign to educate citizens of the danger in riding bicycles on sidewalks.			
B.7	Consider a new Police program to distribute "coupons" to Wake Forest youth for demonstrating responsible bicycling in a "Catch 'em biking right" campaign.			
B.8	Complete the collector street network through and to 36 activity centers in Wake Forest to provide slower speed, lower-volume streets suitable for many cyclists.			

ENSURE SERVICEABLE OPERATION OF EXISTING FACILITIES AND SERVICES		YES	NO	NA
B.9	Organize quarterly bike rides with Town staff to assess bike route conditions.			
B.10	Designate space to permit interested organizations to create valet bike parking at Town.			
B.11	Encourage formation of web-based "Ride Anytime" site to match groups of riders.			
B.12	Sponsor a bicycle mentor program.			
B.13	Launch free adult bicycle safety courses including web-based and television-based short courses.			
B.14	Run a public service message campaign in the Town's newsletter and in neighborhood newsletters.			
B.15	Develop a corporate outreach program to encourage bicycle commuting.			
B.16	Implement a local bike event in conjunction with the Triangle "Bike to Work Week" in the month of May.			
B.17	Install a kiosk and provide pamphlets at Wake Forest Town Hall.			
S.13	Protect the integrity of the existing system and balance the transportation network with strategic investments in pedestrian, bicycle, and transit projects.			
S.14	Introduce new project selection factors at CAMPO to reinforce the importance of maintaining existing systems.			
S.15	Monitor intersection operations to determine LOS deficiencies; implement engineering, policy, transit, and multimodal improvements to extend the life of intersection for acceptable operations.			
T.5	Develop a corporate outreach program to encourage transit use.			

PROACTIVELY PLAN FOR WELL-PLANNED TRANSPORTATION LINKAGES TO OTHER PARTS OF THE TRIANGLE REGION		YES	NO	NA
S.16	Work cooperatively with CAMPO during the next update of their transportation plan to incorporate the recommendations of the Wake Forest Plan.			
S.17	Review development applications for sites along Capital Boulevard and parallel frontage roads and require roadway modifications consistent with the long-range plan to convert to a freeway with continuous two-way frontage roads on both sides.			
T.6	Pursue CAMPO funding opportunities for transit improvements.			
T.7	Host transit events targeted to a range of cultural groups.			

IDENTIFY SUFFICIENT, TIMELY, & EQUITABLE FINANCING MECHANISMS FOR WELL-TIMED TRANSPORTATION SERVICES AND IMPROVEMENTS		YES	NO	NA
S.18	Continue to seek state and federal transportation funds through cooperative planning with CAMPO and NCDOT.			
S.19	Form a staff Safety Committee and hold periodic meetings to share information among the Police, Engineering, Parks & Recreation, and Planning departments to review crash data and create an Action Plan.			
S.20	Develop an Action Plan to address streets and intersections that exceed statewide crash rate averages. Review the Action Plan in committee.			
S.21	Implement intersection safety improvements at top crash locations.			



Falls of Neuse Rd

Capital Blvd

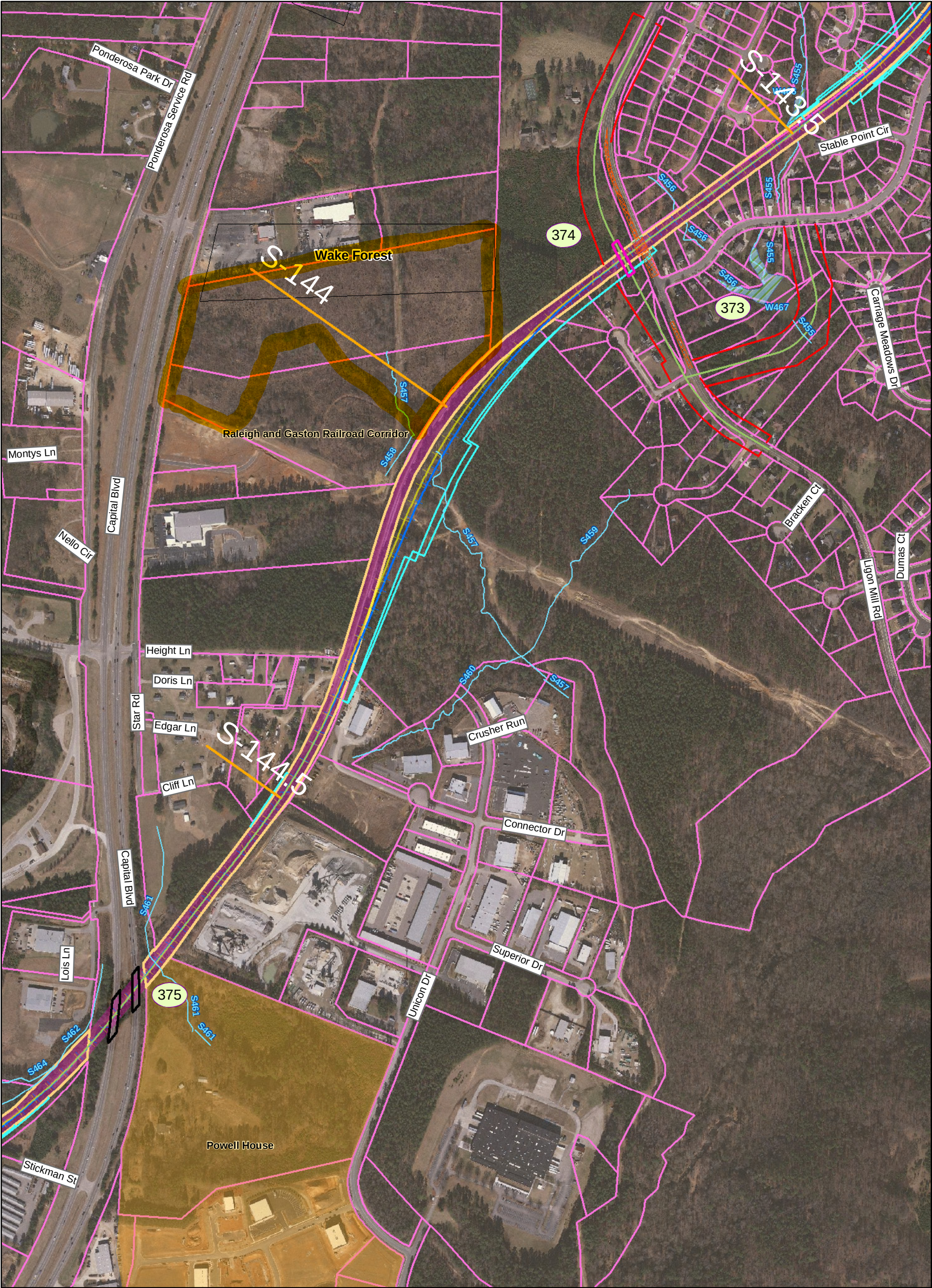
Height Ln

Unicorn Dr

Steeple Run Dr

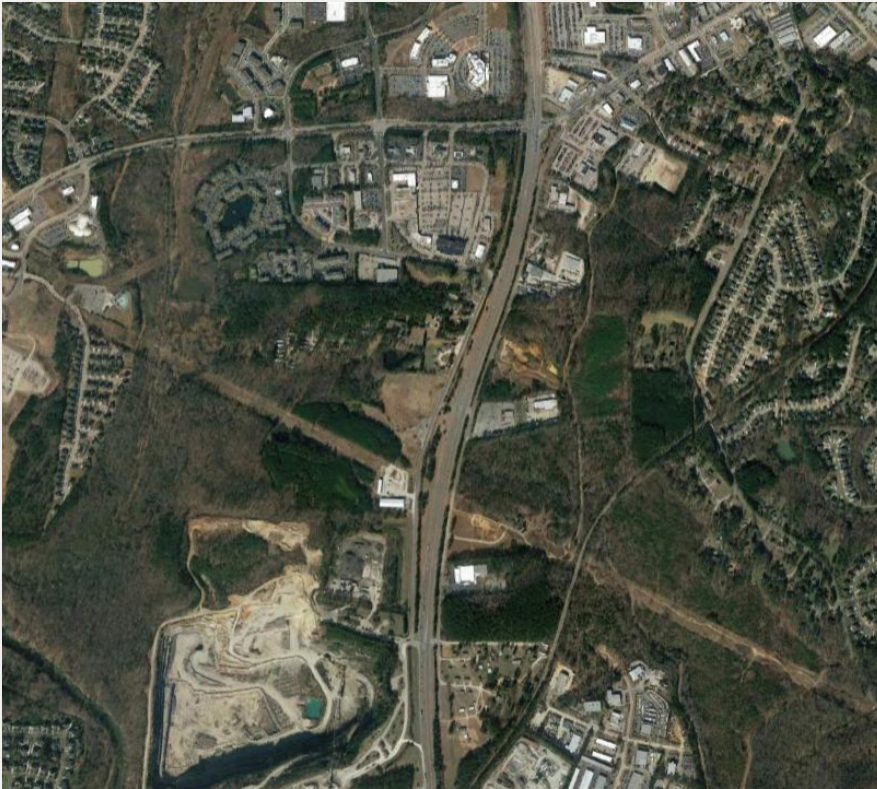
Ligon Mills Rd

Ligon Mills Rd



Southeast High Speed Rail - North Carolina

	NC1 Alignment		Existing Bridge		Milepost Marker		Eligible Architectural Resource
	NC2 Alignment		Proposed Bridge		Municipal Boundary		Listed Architectural Resource
	NC3 Alignment		Road Closure		County Boundary		Raleigh & Gaston RR Corridor (Eligible)
	Common Alignment		Existing Rail Right of Way		Fire/EMS Location		Battlefield (National Register eligible)
	Parcel Boundary		Proposed Rail Right of Way		Intersection Node		
	Streams		Proposed Road Right of Way				
	Wetlands		Proposed Easement				



Star Road Mixed - Use
Traffic Impact Analysis
Wake Forest, North Carolina



**TRAFFIC IMPACT
ANALYSIS**

FOR

STAR ROAD MIXED-USE

LOCATED

IN

WAKE FOREST, NC

Prepared For:
Entitlement Preservation Group
275 North Pea Ridge Road
Pittsboro, NC 27312

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

MARCH 2021



A handwritten signature in blue ink, appearing to read "Nathaniel Bouquin", written over the bottom right portion of the professional seal.

RKA Project No. 21029

Prepared By: DT

Reviewed By: NB

TRAFFIC IMPACT ANALYSIS
STAR ROAD MIXED-USE
WAKE FOREST, NORTH CAROLINA

EXECUTIVE SUMMARY

1. Development Overview

A Traffic Impact Analysis (TIA) was conducted for the proposed Star Road Mixed-Use development in accordance with the Wake Forest (Town) Unified Development Ordinance (UDO) and North Carolina Department of Transportation (NCDOT) capacity analysis guidelines. The proposed development is to be located east of Star Road and north of Height Lane in Wake Forest, North Carolina. The proposed development is expected consist of 171 townhomes and a an approximately 43,000 s.f. shopping center and estimated to be built out in 2024. Site access is proposed via one (1) full-movement driveway along Star Road.

2. Existing Traffic Conditions

The study area for the TIA was determined through coordination with the Town and NCDOT and consists of the following existing intersections:

- Capital Boulevard (US 1) and Star Road Connector / Ponderosa Service Road Connector
- Star Road and Star Road Connector
- Capital Boulevard (US 1) and Montys Lane / Height Lane
- Star Road and Main Street

Peak hour turning movement counts, collected at the study intersections listed above in May of 2019, were obtained from a traffic study conducted by Stantec Consulting Services Inc. for the Evolve Wake Forest development (sealed 7-13-2020). These 2019 counts were collected during weekday AM (6:30 AM – 9:00 AM) and PM (4:00 PM – 6:30 PM) peak periods. The May 2019 counts were projected to the year 2021 using the 3% growth rate approved by the Town and NCDOT to determine existing (2021) traffic volumes. Weekday AM and PM traffic volumes were balanced between study intersections, where appropriate.

3. Site Trip Generation

The proposed development is assumed to consist of 171 townhomes and an approximately 43,000 s.f. shopping center. Average weekday daily, AM peak hour, and PM peak hour trips for the proposed development were estimated using methodology contained within the ITE Trip Generation Manual, 10th Edition. Table E-1 provides a summary of the trip generation potential for the site.

Table E-1: Site Trip Generation

Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	Weekday AM Peak Hour Trips (vph)		Weekday PM Peak Hour Trips (vph)	
			Enter	Exit	Enter	Exit
Multi-Family Housing (Low-Rise) (220)	171 units	1,250	18	61	60	35
Shopping Center (820)	43,000 s.f.	3,390	107	66	140	151
Total Trips		4,640	125	127	200	186
<i>Internal Capture: (1% AM Entering, 1% PM Exiting) (19% PM Entering, 20% PM Exiting)</i>			-1	-1	-38	-37
Total External Trips			124	126	162	149
<i>Pass-By Trips: Shopping Center (34% PM)</i>			--	--	-40	-40
Total Primary Trips			124	126	122	109

4. Future Traffic Conditions

Through coordination with the Town and NCDOT, it was determined that an annual growth rate of 3% would be used to generate projected (2024) weekday AM and PM peak hour traffic volumes. The following adjacent developments were identified to be considered under future conditions:

- City of Raleigh Water Quality Lab
- Capital Power Sports
- Evolve Wake Forest

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

- Existing (2021) Traffic Conditions
- No-Build (2024) Traffic Conditions
- Build (2024) Traffic Conditions

5. Capacity Analysis Summary

The analysis considered weekday AM and PM peak hour traffic for existing (2021), no-build (2024), and build (2024) conditions. Refer to Section 7 in the report for the capacity analysis summary performed at each study intersection.

6. Recommendations

Based on the findings of this study, specific geometric and traffic control improvements have been identified at study intersections. The improvements are summarized below and are illustrated in Figure E-1.

Improvements by Evolve Wake Forest

Capital Boulevard (US 1) and Star Road Connector / Ponderosa Service Road Connector

- Convert the Star Road Connector / Ponderosa Connector approaches to left-in/right-in/right-out where only right-turns out are permitted for the side-street approaches.
- Extend existing northbound left-turn lane to a minimum of 250 feet of storage and appropriate taper length.
- Extend existing southbound left-turn lane to a minimum of 300 feet of storage and appropriate taper length.

Capital Boulevard (US 1)

- Provide northern U-turn location for Star Road Connector traffic, with a minimum of 200 feet of storage and appropriate taper.

Recommended Improvements by DeveloperCapital Boulevard (US 1) and Montys Lane / Height Lane

- Convert the Montys Lane / Height Lane approaches to left-in/right-in/right-out where only right-turns out are permitted for the side-street approaches.

Capital Boulevard (US 1)

- Provide northern U-turn location for Height Lane traffic, with a minimum of 200 feet of storage and appropriate taper.

Capital Boulevard (US 1) and Stickman Street

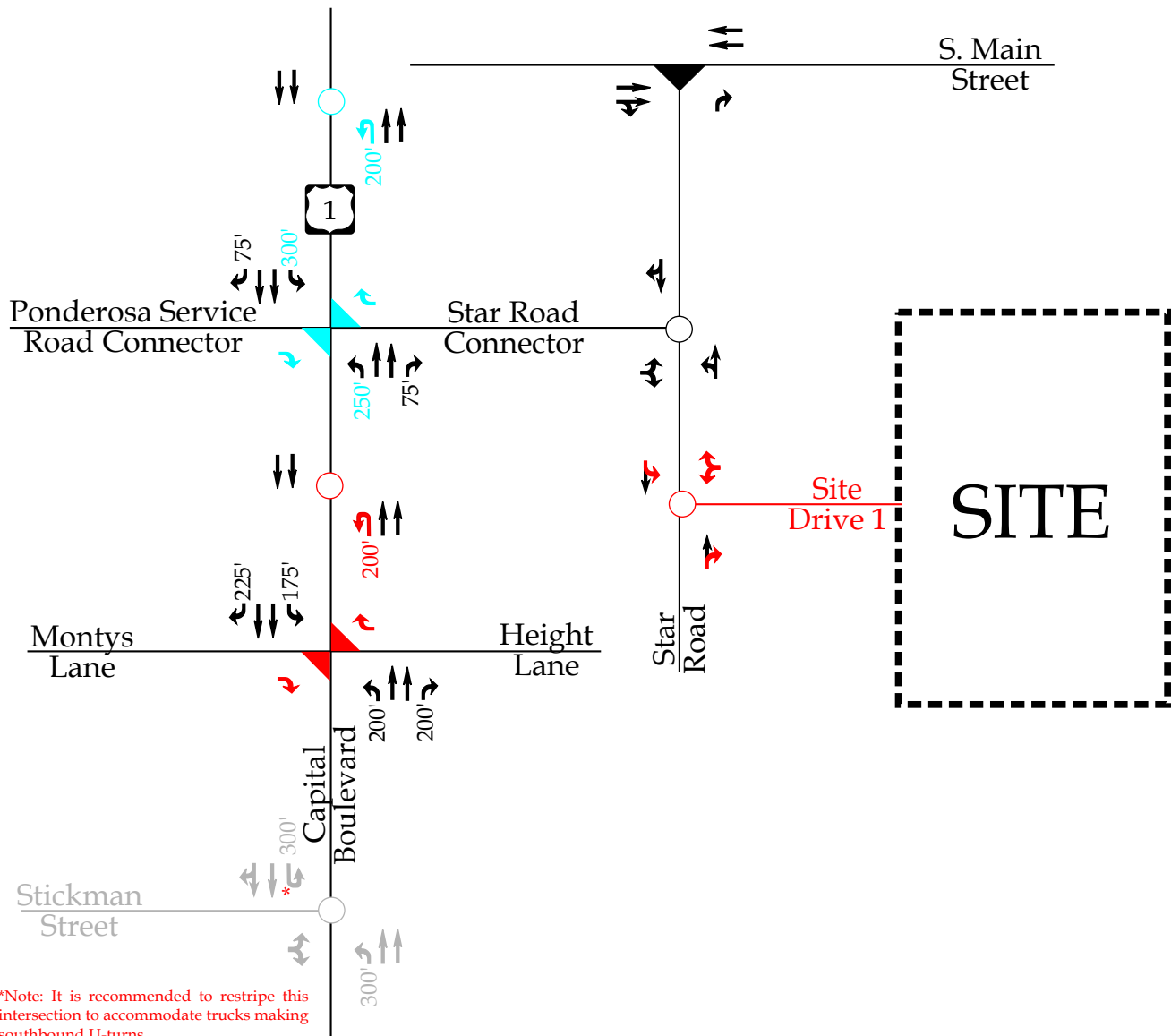
- Restripe intersection to accommodate the turning radius of trucks making a southbound U-turn movement.

Star Road and Site Drive 1

- Construct westbound approach with one ingress lane and one egress lane.
- Provide stop-control for westbound approach.

LEGEND

- Unsignalized Intersection
- ▲ Right-In/Right-Out Intersection
- ▲ Left-Over Intersection
- Existing Lane
- Improvement by Developer
- Improvement by Evolve
- x' Storage (In Feet)



Moving forward.

RKA
RAMEY KEMP ASSOCIATES

Star Road Mixed-Use
Wake Forest, NC

Recommended Lane
Configurations

Scale: Not to Scale | Figure E-1



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

April 19, 2021

Star Road Mixed-Use
Traffic Impact Analysis Review Report
Congestion Management Section

TIA Project: SC-2021-080
Division: 5
County: Wake



Doumit Y. Ishak, Regional Engineer
Clarence B. Bunting, IV, P.E. Project Engineer
Braden M. Walker, P.E. Project Design Engineer

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
TRANSPORTATION MOBILITY & SAFETY DIVISION
1561 MAIL SERVICE CENTER
RALEIGH, NC 27699-1561

Telephone: (919) 814-5000
Fax: (919) 771-2745
Customer Service: 1-877-368-4968

Website: www.ncdot.gov

Location:
750 N. GREENFIELD PARKWAY
GARNER, NC 27529

Star Road Mixed-Use

SC-2021-080

Wake Forest

Wake County

Per your request, the Congestion Management Section (CMS) of the Transportation Mobility and Safety Division has completed a review of the subject site. The comments and recommendations contained in this review are based on data for background conditions presented in the Traffic Impact Analysis (TIA) and are subject to the approval of the local District Engineer's Office and appropriate local authorities.

Date Initially Received by CMS	03/19/21	Date of Site Plan	N/A
Date of Complete Information	03/19/21	Date of Sealed TIA	03/19/21

Proposed Development

The TIA assumes the development is to be completed by 2024 and consist of the following:

Land Use	Land Use Code	Size
Multi-Family Housing (Low-Rise)	220	171 d.u.
Shopping Center	820	43,000 sq.ft.

Trip Generation - Unadjusted Volumes During a Typical Weekday

	IN	OUT	TOTAL
AM Peak Hour	125	127	252
PM Peak Hour	200	186	386
Daily Trips			4,640

General Reference

For reference to various documents applicable to this review please reference the following link: <http://www.ncdot.org/doh/preconstruct/traffic/teppl/Topics/C-37/C-37.html>

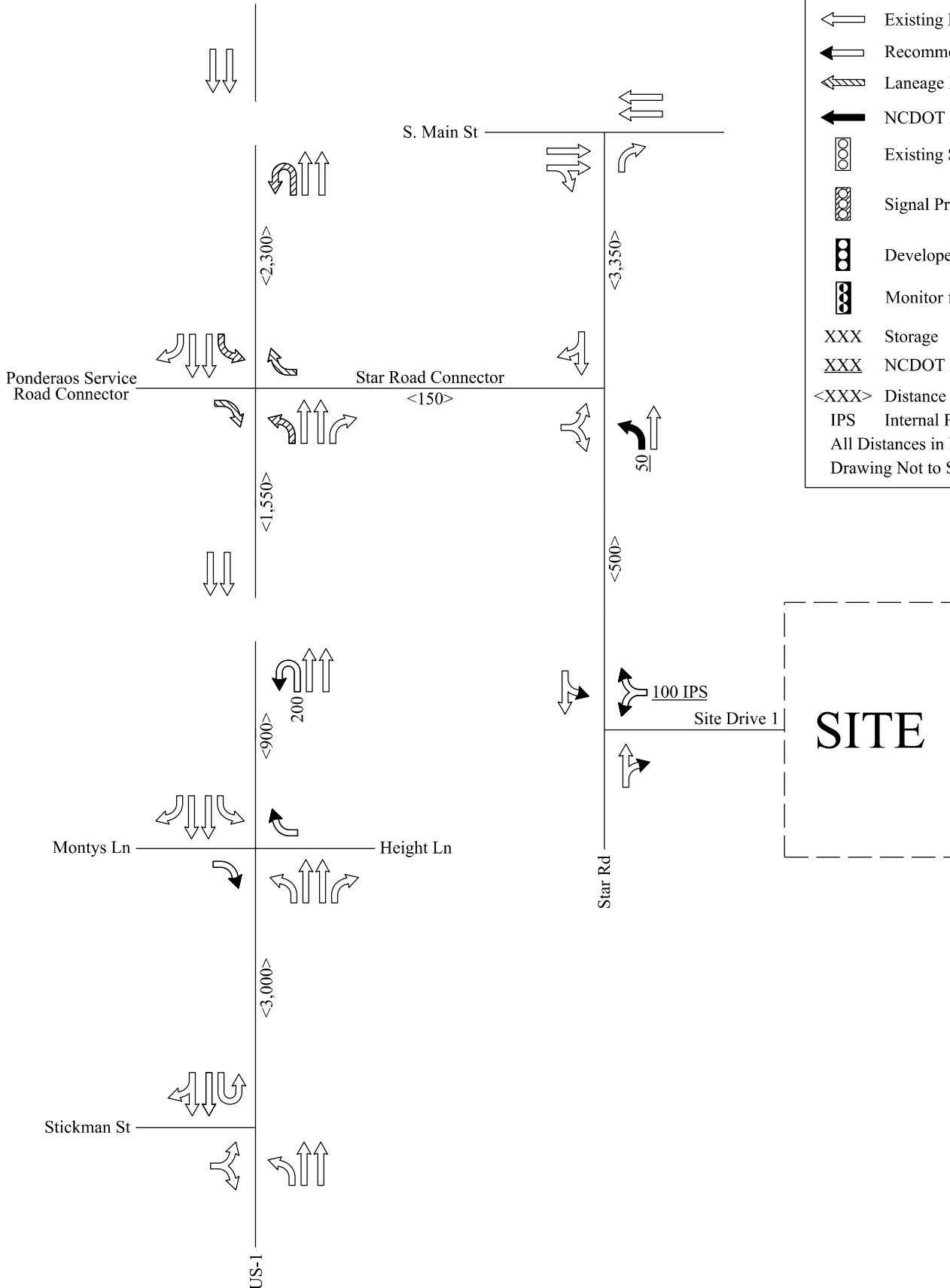
Once the driveway permit has been approved and issued, a copy of the final driveway permit requirements should be forwarded to this office. If we can provide further assistance, please contact the Congestion Management Section.

Improvements By Others

The analysis includes background improvements by others. If these improvements are not in place at the time of construction, the site should provide these improvements or analysis demonstrating mitigation is not necessary.

Star Road Mixed-Use Wake Forest, Wake County SC-2021-080

-  Existing Laneage
-  Recommended Laneage
-  Laneage Built By Others
-  NCDOT Recommendation
-  Existing Signal
-  Signal Proposed By Others
-  Developer Proposed Signal
-  Monitor for Signal
- XXX Storage
- XXX NCDOT Recommended Storage
- <XXX> Distance Between Intersections
- IPS Internal Protected Stem
- All Distances in Feet
- Drawing Not to Scale





TOWN of WAKE FOREST

301 S. Brooks Street
Wake Forest, NC 27587
t 919.435.9400

www.wakeforestnc.gov

12 April 2021

Nathaniel A. Bouquin, PE
Traffic Engineering Project Manager
Ramey Kemp & Associates, Inc.

Re: Star Road Mixed-Use Traffic Impact Analysis (TIA)

The Town of Wake Forest has reviewed the TIA provided by Ramey Kemp & Associates on March 19, 2021 for the Star Road Mixed-Use Project in Wake Forest ("Star Road Mixed-Use"). Star Road Mixed-Use is proposed to consist of a total of 43,000 SF shopping center and 171 townhomes. The site is located on Star Road and expected to have full build out by 2024. Site access will be through one full-movement driveway along Star Road.

Trip Generation

Multi-Family Housing (Low-Rise) – 171 Townhomes			
ITE Land Use Code: 220	Entering	Exiting	Total
AM Peak Hour	18	61	79
PM Peak Hour	60	35	95
Total Daily Trips			174
Shopping Center/Retail – 43,000 SF			
ITE Land Use Code: 820	Entering	Exiting	Total
AM Peak Hour	107	66	173
PM Peak Hour	140	151	291
Total Daily Trips			464
Total Site Daily Trips			4,640

The Town of Wake Forest has found the TIA to be consistent with the Unified Development Ordinance (UDO) and is hereby formally approved. Any additional offsite improvements required by NCDOT, will supersede those in this letter.

Committed Improvements by Others:

These improvements have been assumed for analysis based on existing approved development. If these improvements are not installed at time of development, further analysis may be required.

Capital Boulevard (US-1) and Star Road/Ponderosa Service Road Connector

- Convert the Star Road/Ponderosa Service Road Connector approaches to single left-in/right-in/right-out to restrict side street approaches to right turns only.
- Extend existing northbound left-turn lane to a minimum of 250 feet full width storage and appropriate taper.
- Extend existing southbound left-turn lane to a minimum of 300 feet full-width storage and appropriate taper length.

Capital Boulevard (US-1)

- Construct a northern U-Turn location for Star Road Connector with a minimum of 200 feet full-width storage and appropriate taper.

Required Improvements by Developer:

*All required improvements are to be constructed **PRIOR** to the Certificate of Occupancy of any building, including a Temporary Certificate of Occupancy.*

Capital Boulevard (US-1) and Montys Lane/Height Lane

- Convert Montys Lane and Height Lane approaches to left-in/right-in/right-out to restrict side street approaches to right-turn only.

Capital Boulevard (US-1)

- Construct a northern U-Turn location for Height Lane with a minimum of 200 feet full-width storage and appropriate taper.

Capital Boulevard (US-1) and Stickman Street

- Restripe intersection to accommodate the turning radius of southbound U-turn for truck traffic.

Star Road and Site Driveway 1

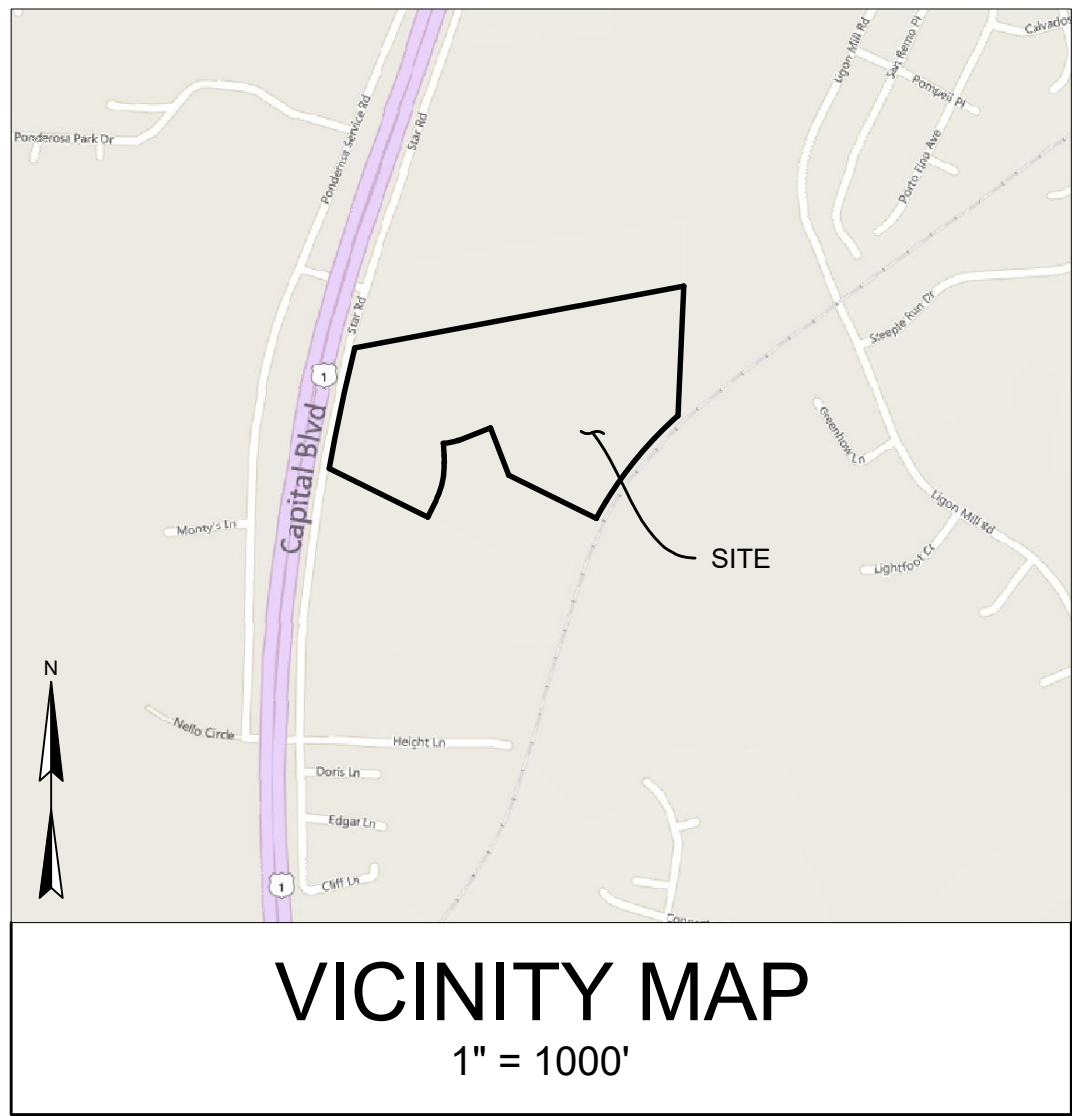
- Construct westbound approach with one ingress lane and egress lane.
- Provide stop control for westbound approach.

It should be noted that Capital Boulevard (US-1) and Star Road are not maintained by the Town of Wake Forest and may require additional permitting and approval by NCDOT. All offsite improvements shall be included in the master plan approval.

If you have any questions, please let me know.

Jonathan K. Jacobs, PE
Transportation Engineer
Town of Wake Forest Public Works

Cc: Patrick Reidy, AICP, CZO, Senior Planner, Town of Wake Forest
Jennifer Currin, AICP, CZO, LEED AP, Assistant Planning Director, Town of Wake Forest
Cody Winkler, EI, Assistant District Engineer, NCDOT



PUD CONCEPT PLANS FOR STAR ROAD PUD RZ-19-10

STAR ROAD
WAKE FOREST, NORTH CAROLINA
PINS: 1739-65-3709, 1739-75-0868 AND 1739-55-8441

SHEET	TITLE
C-1	COVER
C-2	EXISTING CONDITIONS MAP
C-3	LAND USE MAP
C-4	VEHICULAR & PEDESTRIAN CIRCULATION PLAN
C-5	UTILITY ACCESS & CONNECTION PLAN
C-6	BUFFERS & OPEN SPACE PLAN

DEVELOPER:
SITE PROPERTY DEVELOPMENT, LLC
CONTACT: CHUCK WALKER
8341 BANDFORD WAY, SUITE 101
RALEIGH, NC 27615
919.625.9760
CWALKER@EPGROUPONLINE.COM

ENGINEER OF RECORD:
FLM ENGINEERING, INC
CONTACT: JON FRAZIER, PE
PO BOX 91727
RALEIGH, NC 27675
919.610.1051
JFRAZIER@FLMENGINEERING.COM

RECOMMENDATION FOR APPROVAL
BY THE WAKE FOREST
PLANNING BOARD

DATE _____

APPROVAL BY THE
WAKE FOREST BOARD OF
COMMISSIONERS

DATE _____



POST OFFICE BOX 91727
RALEIGH, NORTH CAROLINA 27675
PHONE: 919.610.1051
FIRM NC LICENSE NUMBER C-4222

REVISION HISTORY

REV #	DESCRIPTION	DATE	BY
1	TOWF COMMENTS	4/24/2020	FLM
1	TOWF COMMENTS	3/8/2021	FLM

ORIGINAL PLAN SIZE: 24" X 36"

PRELIMINARY
PLANS
DO NOT USE FOR CONSTRUCTION

SCALE ADJUSTMENT
THIS BAR IS 1 INCH IN LENGTH
ON ORIGINAL DRAWING
0 1"
IF IT IS NOT 1 INCH ON THIS
SHEET, ADJUST YOUR SCALE
ACCORDINGLY

PUD CONCEPT PLANS
RZ-19-10

STAR RD
WAKE FOREST, NC

SITE PROPERTY
DEVELOPMENT LLC

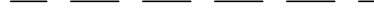
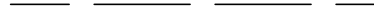
DATE:	07-01-2019
SCALE:	AS SHOWN
DESIGNED BY:	FLM
APPROVED BY:	FLM
PROJECT NO.:	19024

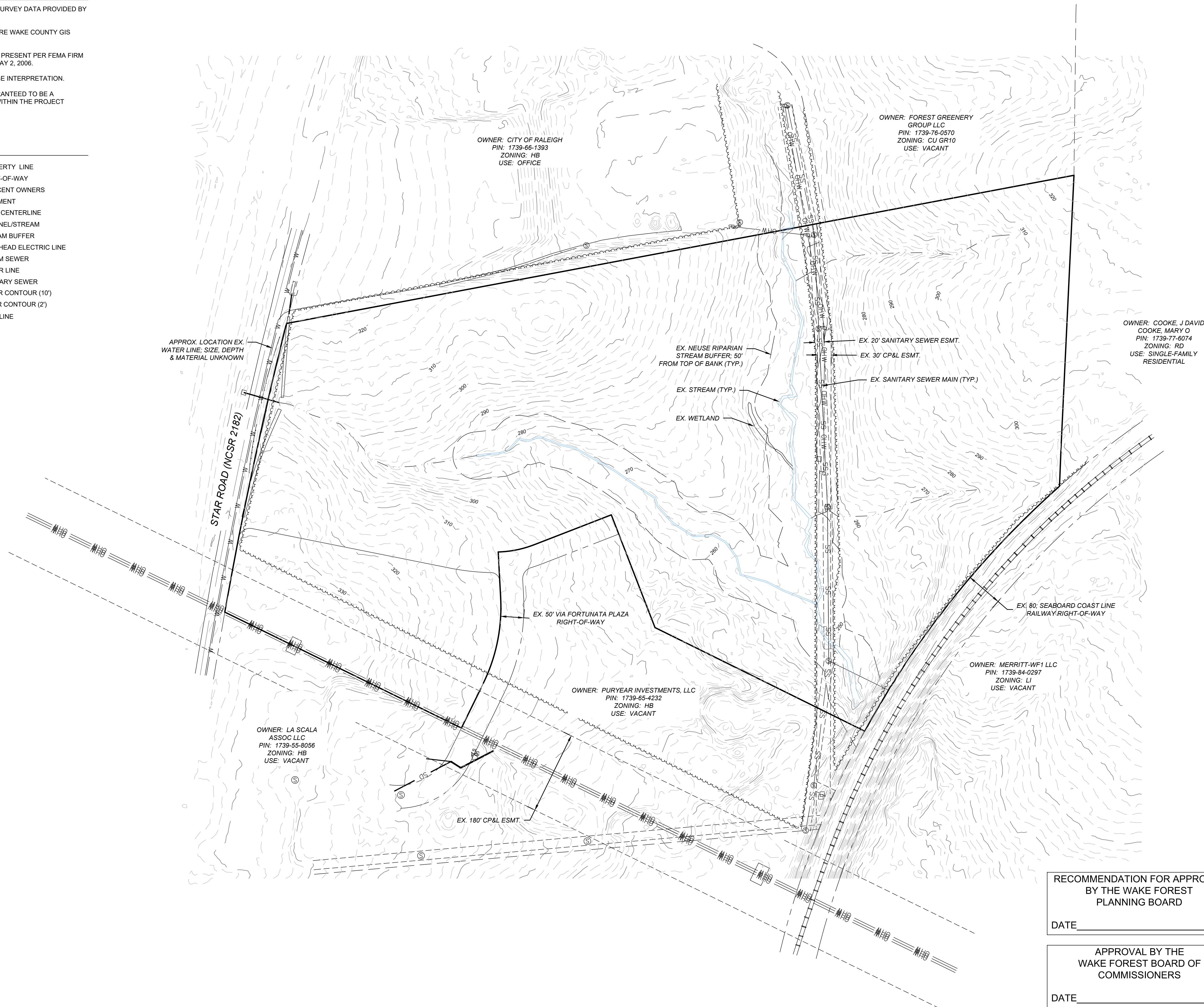
COVER

C-1
SHEET 1 OF 6

1. BOUNDARY AND EXISTING FEATURE SURVEY DATA PROVIDED BY CAWTHORNE, MOSS & PANCIERA, PC.
2. CONTOURS SHOWN ON THIS SHEET ARE WAKE COUNTY GIS TOPOGRAPHIC DATA.
3. THERE ARE NO FLOOD PRONE AREAS PRESENT PER FEMA FIRM PANEL NO. 3720173900J, EFFECTIVE MAY 2, 2006.
4. TREE LINES SHOWN PER AERIAL IMAGE INTERPRETATION.
5. THE UTILITIES SHOWN ARE NOT GUARANTEED TO BE A REPRESENTATION OF ALL UTILITIES WITHIN THE PROJECT EXTENT.

LEGEND

- | | |
|---|----------------------------|
|  | EX. PROPERTY LINE |
|  | EX. RIGHT-OF-WAY |
|  | EX. ADJACENT OWNERS |
|  | EX. EASEMENT |
|  | EX. ROAD CENTERLINE |
|  | EX. CHANNEL/STREAM |
|  | EX. STREAM BUFFER |
|  | EX. OVERHEAD ELECTRIC LINE |
|  | EX. STORM SEWER |
|  | EX. WATER LINE |
|  | EX. SANITARY SEWER |
|  | EX. MAJOR CONTOUR (10') |
|  | EX. MINOR CONTOUR (2') |
|  | EX. TREE LINE |



POST OFFICE BOX 91727
RALEIGH, NORTH CAROLINA 27675
PHONE: 919.610.1051
FIRM NC LICENSE NUMBER C-4222

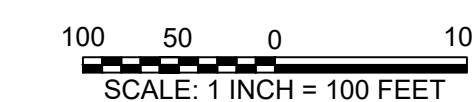
REVISION HISTORY

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ORIGINAL PLAN SIZE: 24" X 36"

PRELIMINARY PLANS

DO NOT USE FOR CONSTRUCTION



	SCALE ADJUSTMENT
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THIS BAR IS 1 INCH IN LENGTH



IF IT IS NOT 1 INCH ON THIS
SHEET, ADJUST YOUR SCALE
ACCORDINGLY

PUD CONCEPT PLANS
RZ-19-10

STAR RD
WAKE FOREST, NC

SITE PROPERTY
DEVELOPMENT LLC

DATE:	07-01-2019
SCALE:	AS SHOWN
DESIGNED BY:	FLM
APPROVED BY:	FLM
PROJECT NO.:	19024

EXISTING CONDITIONS MAP

C-2

SHEET 2 OF

DEVELOPMENT NAME: STAR ROAD PUD
SITE ADDRESS: STAR ROAD, WAKE FOREST, NC
PIN NUMBER(S): 1739-65-3709, 1739-75-0868 AND 1739-55-8441
TOTAL ACREAGE: 33.5 AC
EXISTING USE: VACANT
PROPOSED USE: OFFICE AND TOWNHOMES
JURISDICTION: TOWN OF WAKE FOREST (ETJ ANNEXATION REQUIRED PRIOR TO CONSTRUCTION DRAWINGS)
CURRENT ZONING DISTRICT: HIGHWAY BUSINESS
PROPOSED ZONING DISTRICT: PLANNED UNIT DEVELOPMENT (PUD)
POD 1 PROPOSED MAX. OFFICE SQUARE FOOTAGE: 60,000 SF
POD 2 PROPOSED MAX. DENSITY: 7 UNITS/ACRE
MINIMUM PARK SPACE REQUIRED: 29,185 SF / 0.67 AC (2%)
MINIMUM OPEN SPACE REQUIRED: 218,890 SF / 5.03 AC (15%)
MAXIMUM IMPIEVIOUS COVERAGE: 1,021,480 SF / 23.45 AC (70%)

_____	EX. PROPERTY LINE
_____	EX. RIGHT-OF-WAY
_____	EX. ADJACENT OWNERS
_____	EX. EASEMENT
_____	EX. ROAD CENTERLINE
_____	EX. CHANNEL/STREAM
_____	EX. STREAM BUFFER
_____ OHW _____ OHW _____	EX. OVERHEAD ELECTRIC LINE
_____ SD _____ SD _____	EX. STORM SEWER
_____ W _____ W _____	EX. WATER LINE
_____ SS _____ SS _____	EX. SANITARY SEWER

PROP. POD 1

PROP. POD 2

POD 2
AREA: 30.2 AC
USE: TOWNHOMES
MAX. DENSITY: 7 UNITS/AC

POD 1
AREA: 3.3 AC
USE: MAX. 60,000 SF
OFFICE

EX. NEUSE RIPARIAN
STREAM BUFFER; 50'
FROM TOP OF BANK (TYP.)

EX. STREAM (TYP.) —

EX. WETLAND —

EX. 20' SANITARY SEWER ESMT.
EX. 30' CP&L ESMT.

EX. 30' CP&L ESMT

OWNER: PURYEAR INVESTMENTS, LLC
PIN: 1739-65-4232
ZONING: HB
USE: VACANT

OWNER: LA SCALA
ASSOC LLC
PIN: 1739-55-8056
ZONING: HB
USE: VACANT

EX. 180' CP&L ESMT.

OWNER: MERRITT-WF1 LLC
PIN: 1739-84-0297
ZONING: LI
USE: VACANT

RECOMMENDATION FOR APPROVAL
BY THE WAKE FOREST
PLANNING BOARD

DATE _____

APPROVAL BY THE
WAKE FOREST BOARD OF
COMMISSIONERS

DATE _____



POST OFFICE BOX 91727
RALEIGH, NORTH CAROLINA 27675
PHONE: 919.610.1051
FIRM NC LICENSE NUMBER C-4222

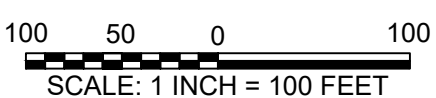
REVISION HISTORY

[illegible]

ORIGINAL PLAN SIZE: 24" X 36"

PRELIMINARY PLANS

DO NOT USE FOR CONSTRUCTION



SCALE ADJUSTMENT

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0 1"

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PUD CONCEPT PLANS
RZ-19-10

STAR RD
WAKE FOREST, NC

SITE PROPERTY
DEVELOPMENT LLC

DATE:	07-01-2019
SCALE:	AS SHOWN
DESIGNED BY:	FLM
APPROVED BY:	FLM
PROJECT NO.:	19024

LAND USE MAP

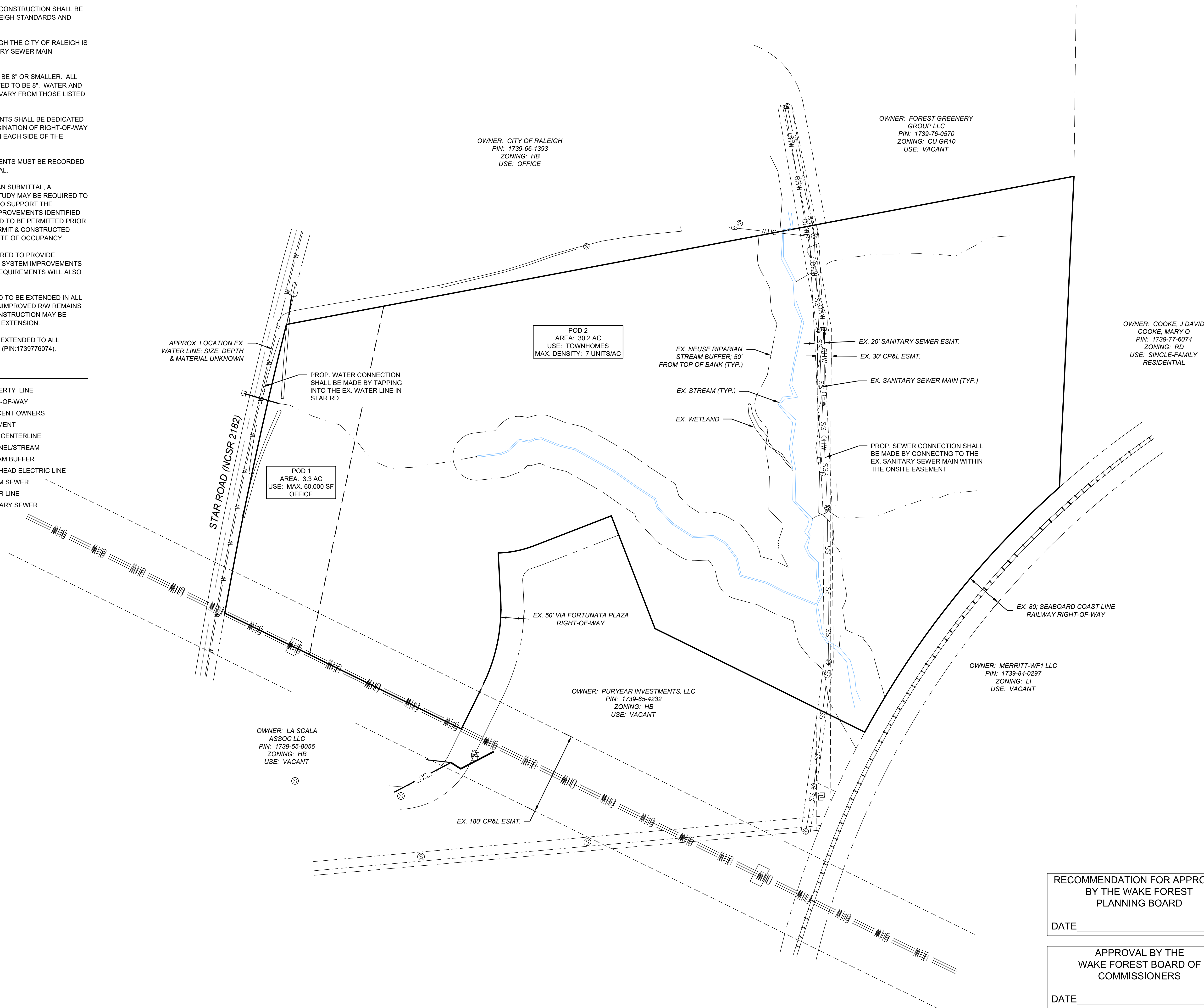
C-3

SHEET 3 OF 6

1. ALL WATER AND SANITARY SEWER CONSTRUCTION SHALL BE IN ACCORDANCE WITH CITY OF RALEIGH STANDARDS AND SPECIFICATIONS.
2. CONSTRUCTION APPROVAL THROUGH THE CITY OF RALEIGH IS REQUIRED FOR WATER AND SANITARY SEWER MAIN EXTENSIONS.
3. ALL WATER MAINS ANTICIPATED TO BE 8" OR SMALLER. ALL SANITARY SEWER MAINS ANTICIPATED TO BE 8". WATER AND SANITARY SEWER MAIN SIZES MAY VARY FROM THOSE LISTED PENDING FINAL DESIGN.
4. ON-SITE SANITARY SEWER EASEMENTS SHALL BE DEDICATED AS NECESSARY SO THAT THE COMBINATION OF RIGHT-OF-WAY AND EASEMENT EQUALS 15' ON EACH SIDE OF THE SANITARY SEWER MAIN.
5. OFF-SITE SANITARY SEWER EASEMENTS MUST BE RECORDED PRIOR TO CONSTRUCTION APPROVAL.
6. AT THE TIME OF DEVELOPMENT PLAN SUBMITTAL, A DOWNSTREAM SEWER CAPACITY STUDY MAY BE REQUIRED TO DETERMINE ADEQUATE CAPACITY TO SUPPORT THE PROPOSED DEVELOPMENT. ANY IMPROVEMENTS IDENTIFIED BY THE STUDY WOULD BE REQUIRED TO BE PERMITTED PRIOR TO THE ISSUANCE OF BUILDING PERMIT & CONSTRUCTED PRIOR TO RELEASE OF A CERTIFICATE OF OCCUPANCY.
7. THIS DEVELOPMENT WILL BE REQUIRED TO PROVIDE ADEQUATE FIRE FLOW. ANY WATER SYSTEM IMPROVEMENTS NECESSARY TO MEET FIRE FLOW REQUIREMENTS WILL ALSO BE REQUIRED OF THE DEVELOPER.
8. PUBLIC WATERLINES ARE REQUIRED TO BE EXTENDED IN ALL PUBLIC RIGHTS-OF-WAYS. IF THE UNIMPROVED R/W REMAINS UNIMPROVED, A FEE-IN-LIEU OF CONSTRUCTION MAY BE REQUIRED INSTEAD OF THE WATER EXTENSION.
9. PUBLIC SEWER IS REQUIRED TO BE EXTENDED TO ALL UPSTREAM ADJACENT PROPERTIES (PIN:1739776074).

LEGEND

_____	EX. PROPERTY LINE
_____	EX. RIGHT-OF-WAY
_____	EX. ADJACENT OWNERS
_____	EX. EASEMENT
_____	EX. ROAD CENTERLINE
_____	EX. CHANNEL/STREAM
_____	EX. STREAM BUFFER
_____ OHW _____ OHW _____	EX. OVERHEAD ELECTRIC LINE
_____ SD _____ SD _____	EX. STORM SEWER
_____ W _____ W _____	EX. WATER LINE
_____ SS _____ SS _____	EX. SANITARY SEWER



POST OFFICE BOX 91727
RALEIGH, NORTH CAROLINA 27675
PHONE: 919.610.1051
FIRM NC LICENSE NUMBER C-4222

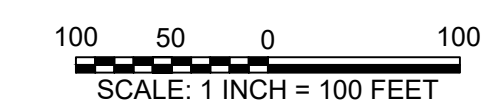
REVISION HISTORY

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ORIGINAL PLAN SIZE: 24" X 36"

PRELIMINARY PLANS

DO NOT USE FOR CONSTRUCTION



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PUD CONCEPT PLANS
RZ-19-10

STAR RD
WAKE FOREST, NC

SITE PROPERTY
DEVELOPMENT LLC

DATE:	07-01-2019
SCALE:	AS SHOWN
DESIGNED BY:	FLM
APPROVED BY:	FLM
PROJECT NO.:	19024

UTILITY ACCESS & CONNECTION PLAN

C-5

SHEET 5 OF 6

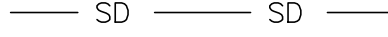
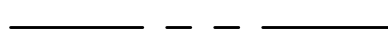
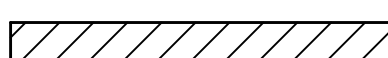
MINIMUM PARK SPACE REQUIRED: 29,185 SF / 0.67 AC (2%)

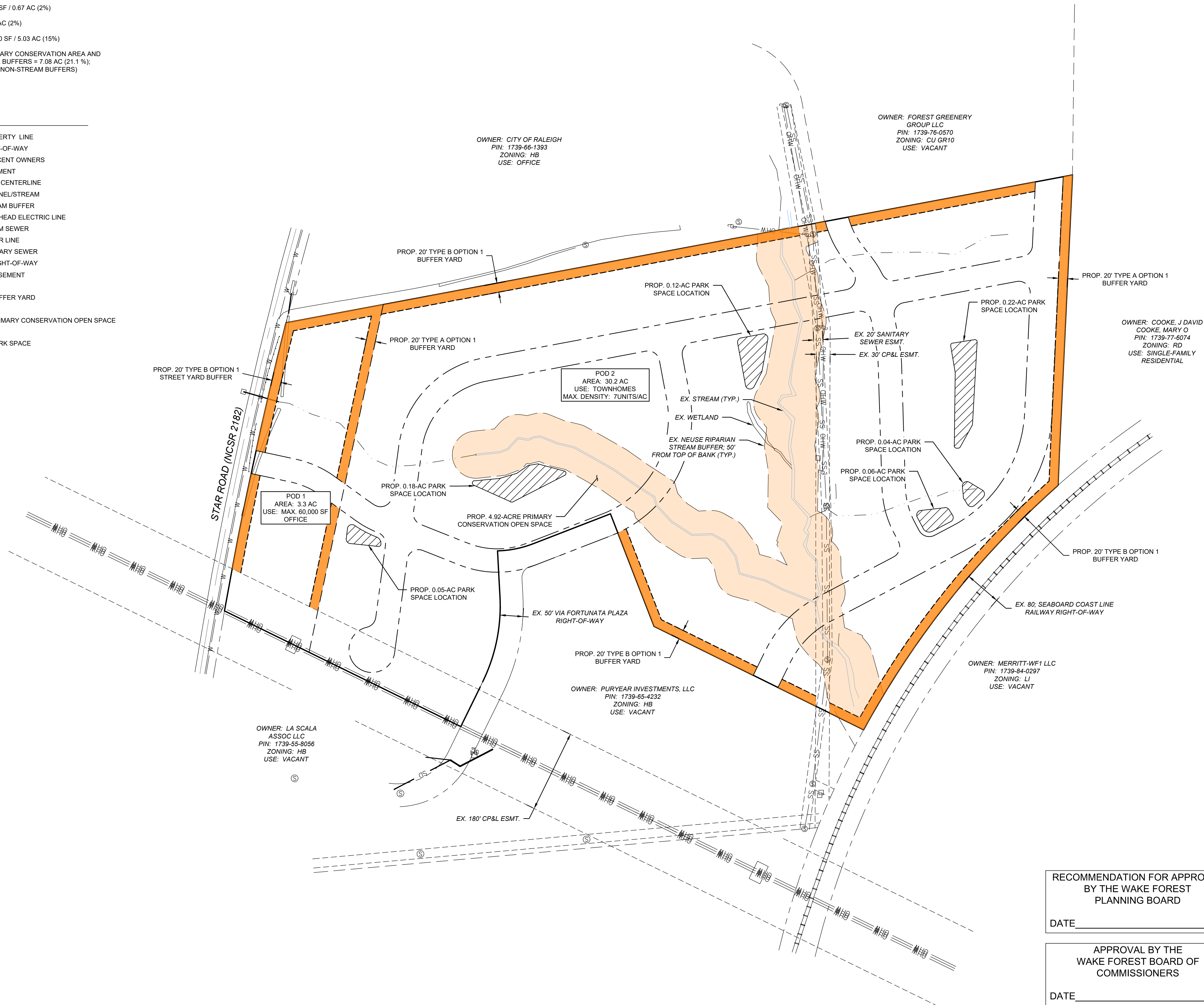
PARK SPACE PROVIDED: 29,700 SF / 0.68 AC (2%)

MINIMUM OPEN SPACE REQUIRED: 218,890 SF / 5.03 AC (15%)

OPEN SPACE PROVIDED: 4.92 AC OF PRIMARY CONSERVATION AREA AND 2.15 AC OF STREET YARD AND PERIMETER BUFFERS = 7.08 AC (21.1 %); STREET YARD AND PERIMETER BUFFERS (NON-STREAM BUFFERS) CONSTITUTE 30% OF OPEN SPACE

LEGEND

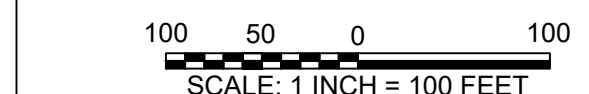
- | | |
|---|---------------------------------------|
|  | EX. PROPERTY LINE |
|  | EX. RIGHT-OF-WAY |
|  | EX. ADJACENT OWNERS |
|  | EX. EASEMENT |
|  | EX. ROAD CENTERLINE |
|  | EX. CHANNEL/STREAM |
|  | EX. STREAM BUFFER |
|  | EX. OVERHEAD ELECTRIC LINE |
|  | EX. STORM SEWER |
|  | EX. WATER LINE |
|  | EX. SANITARY SEWER |
|  | PROP. RIGHT-OF-WAY |
|  | PROP. EASEMENT |
|  | PROP. BUFFER YARD |
|  | PROP. PRIMARY CONSERVATION OPEN SPACE |
|  | PROP. PARK SPACE |

[illegible]

ORIGINAL PLAN SIZE: 24" X 36"

PRELIMINARY
PLANS

DO NOT USE FOR CONSTRUCTION



SCALE ADJUSTMENT

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PUD CONCEPT PLANS
RZ-19-10

STAR RD
WAKE FOREST, NC

SITE PROPERTY
DEVELOPMENT LLC

DATE:	07-01-2019
SCALE:	AS SHOWN
DESIGNED BY:	FLM
APPROVED BY:	FLM
PROJECT NO.:	19024

BUFFERS & OPEN SPACE PLAN

C-6

SHEET 6 OF 6

INTENT AND COMPATIBILITY STATEMENT

FOR

STAR ROAD PUD

WAKE FOREST, NC

SEPTEMBER 30, 2021

PREPARED BY:

FLM Engineering, Inc.
PO Box 91727
Raleigh, NC 27675
919.610.1051
NC License No. C-4222



Table of Contents

1.0	Introduction	1
2.0	Intent	1
3.0	Compatibility.....	1
4.0	District Provisions.....	2
4.1	Proposed Uses	2
4.2	Dimensional Standards	3
4.3	Design Standards	4
5.0	Limitations	7

1.0 Introduction

Site Property Development, LLC is proposing the Star Road Planned Unit Development (PUD) on approximately 33.5 acres (Wake County Parcel Nos. 1739-65-3709, 1739-75-0868 and 1739-55-8441), located on Star Road in Wake Forest, North Carolina. This report details intent, compatibility, and district provisions of the proposed PUD.

2.0 Intent

The Star Road PUD will be a compatible mix of non-residential and residential uses that will encourage connectivity between the uses, sensitivity to natural resources, and efficient provision of infrastructure and utilities.

The non-residential use will consist of up to 60,000 square feet of office and/or commercial uses on approximately 3.3 acres along Star Road and the US-1 frontage. The residential use will consist of affordable townhomes on the remaining 30.2 acres with a maximum density of seven (7) units per acre. The development makes use of the Star Road and US-1 frontage for non-residential uses while transitioning to townhomes nestled into the natural landscape on the remainder of the property. The proposed road network encourages connectivity between uses while establishing corridors in accordance with the town's transportation plan. Unique design standards will be established for the residential uses. The result will be a unique, high quality overall development.

3.0 Compatibility

The Star Road PUD is both compatible with the surrounding land uses and the Town of Wake Forest's documents and plans. Surrounding properties include: a Highway Business-zoned parcel to the north containing the City of Raleigh's North Raleigh Operations Center building; a vacant, Conditional Use GR10-zoned parcel to the northeast; a vacant, Rural Holding District-zoned parcel to the east; vacant, Light Industrial-zoned parcels to the southeast; and vacant, Highway Business-zoned parcels to the south. Single-family residential subdivisions exist within approximately 400 feet of the property to the east.

The proposed PUD provides for needed office space and commercial development along the Star Road/US-1 frontage with the townhomes serving as an affordable housing option and transitional use between the commercial use along US-1 and the residential uses to the east.

The PUD will be developed consistent with the Town of Wake Forest Unified Development Ordinance (UDO). The PUD will embody many of the same themes as the Wake Forest Community Plan (2009), Transportation Plan (2019), Open Space and Greenways Plan (2009), and US-1 Corridor Plan (1999) including:

- Promoting a compact, walkable community;
- Using streets no wider than necessary to serve their intended purpose;
- Implementing higher-density housing in close proximity of opportunities for working;
- Encouraging the conservation of remaining open spaces through higher-density development;
- Establishing strong pedestrian and bicyclist connectivity to adjacent uses;
- Maintaining the regional traffic flow along US-1; and
- Preserving and enhancing of the visual quality of the main traffic corridors.

4.0 District Provisions

The proposed uses, dimensional standards, and design standards within the Star Road PUD are described below.

4.1 Proposed Uses

Pod 1 Uses	
ATM	Medical Clinic
Amusements, Indoor	Light Manufacturing Workshops
Banks, Credit Unions, Financial Services	Personal Services
Bar/Tavern	Post Office
Business Support Services	Professional Services
Child/Adult Daycare Center	Recreation Facilities, Indoor
Dry Cleaning & Laundry Services	Restaurant
General Commercial	Studio – Art, Dance, Martial Arts, Music

Pod 2 Uses
Dwelling - Townhome

4.2 Dimensional Standards

Pod 1 Dimensional Standards	
A. Development Standards	
1. District/Development Area (min)	N/A
2. Development/District Exterior Setback/Buffer	N/A
3. Density (max)	N/A
4. Open Space (min)	N/A
5. Park Space (min)	N/A
6. Building Floor Area (max)	60,000 SF
7. Building Floor Area (min)*	0 SF
B. Lot Standards	
1. Lot Area (min)	20,000 SF
2. Lot Width at Front Setback (min)	150 FT
C. Principal Building	
1. Principal Front Setback (min)	30
2. Street Side/Secondary Front Setback (min)	20
3. Side Setback (min)	10
4. Rear Setback (min)	30
D. Accessory Structure	
1. Side Setback (min)	10
2. Rear Setback (min)	10
3. Other Standards	N/A
E. Parking Configuration	
1. Parking Location	Location C
2. Specific Restrictions	N/A
F. Building Height	
1. Principal Building (max)	3 stories
2. Accessory Structure (max)	2 stories

**Pod 1 shall be cleared and graded with utilities stubbed to serve the future office/commercial buildings. The area shall be maintained and “for sale” or similar real estate marketing signs shall be posted.*

Pod 2 Dimensional Standards	
A. Development Standards	
1. District/Development Area (min)	N/A
2. Development/District Exterior Setback/Buffer	N/A
3. Density (max)	7 units/acre
4. Open Space (min)	15%
5. Park Space (min)	2% (25% active)
6. Building Floor Area (max)	N/A
B. Townhome Lot Standards	
1. Lot Area (min)	1,400 SF
2. Lot Width at Front Setback (min)	18 FT
C. Principal Building	
1. Principal Front Setback (max)	12 FT
2. Street Side/Secondary Front Setback (min)	12 FT
3. Side (from adjacent lot) Setback (min)*	0 or 5 FT
4. Rear Setback (min)	18 FT
5. Rear Garage Setback from Alley	18 FT
D. Accessory Structure	
1. Side Setback (min)	10
2. Rear Setback (min)	10
3. Other Standards	N/A
E. Parking Configuration	
1. Parking Location	Location B
2. Specific Restrictions	N/A
F. Building Height	
1. Principal Building (max)	3 stories
2. Accessory Structure (max)	2 stories

** 0 FT applies to interior townhome units and 5 FT applies to exterior townhome units such that the minimum space between exterior units is 10 FT.*

4.3 Design Standards

Design standards for non-residential and residential buildings are described below.

4.3.1 Non-residential Buildings

The non-residential buildings will be subject to the Architectural Design Review process as outlined in UDO Section 15.8.3.

4.3.2 Residential Design Buildings

The Home Owners' Association (HOA) documents for this project will include language that establishes an Architectural Review Committee to ensure, insofar as is reasonable and practicable, that improvements are constructed and maintained in a manner that provides for the harmony of external design and location concerning dwellings and improvements of the properties and to natural features and topography, that avoids improvements deleterious to the aesthetic or property values of any portion of the properties. The following architectural criteria shall be applied throughout the project:

1. Townhouses will have a minimum of 1,100 square feet and be up to three stories in height.
2. Each townhome group shall implement varied front elevation styles that provide different horizontal and vertical features so that no more than two townhomes are identical in style. No two townhomes shall be the same that are adjacent to each other.
3. All residential buildings shall have roof pitches on the main roof of 6 on 12 and 12 on 12. The minimum pitch will be 3 on 12. Roof pitches on elements such as porches, dormers, sheds, gables, cupolas, bay windows, porticos, turrets, and other accents will have a pitch of not less than 2 on 12 or the possible addition of dormers. Any porches may use either slope, flat, or shed roofs.
4. Porches: All residential buildings shall have useable porches or stoops with a minimum width of 5 ft and an average minimum depth of 5 ft to form a predominant motif of the building design and be located on the front of the building to respond to the climatic conditions and the vernacular of the area.
5. Building Walls: All residential building walls (including accessory structures greater than 144 square feet) shall be primarily clad in wood clapboard, cementitious fiberboard, wood shingle, wood drop siding, primed board, wood board and batten, brick, stone, stucco, or synthetic materials similar and/or superior in appearance and durability. This requirement shall be included in the restrictive covenants and the builders' contracts to eliminate the need for specific town staff review.

6. Roof Materials: All buildings' roofs shall be asphalt shingles, clad in standing seam metal, or synthetic materials similar and/or superior in appearance and durability.
7. Material Colors: Community building facade colors should reflect the context of the surrounding area and should generally be of low reflectance earth tone, muted, subtle, or neutral colors. Some bright colored elevations are allowed assuming trim is painted white or a complementary accent color. Variations in color schemes are encouraged to articulate entryways and public amenities to give greater recognition to these features. A varied color palette shall be utilized on homes throughout the project to include a minimum of three-color families for siding and shall include a varied trim, shutter, if present, and accent colors complementing the siding color.
8. Any exterior wall of a home that fronts on a public street shall contain at least two of the following decorative elements:

Windows	Bay window	Recessed window
Decorative windows	Porch	Decorative trim
Column(s)	Portico	Decorative cornice
Decorative gable	Balcony	Dormer
Decorative air vents on gable		Decorative shake
Brick accent	Stone accent	

9. Exterior Element Requirements Townhomes shall be:
 - a. Side eaves shall be a minimum of 4 inches and will be allowed to encroach setbacks as allowed in UDO.
 - a. Varied streetscape in architectural detail and colors to prevent monotony.
 - b. Crawlspace or stem walls with 24" or over of exposure to be covered with Brick or Stone on the front elevation facing public ROW. This would not include step-downs between townhome units.
 - c. Stem wall foundations must have a minimum exposed foundation height of at least 18 inches. This does not include stoops, steps, or other like kinds as these would also be brick or stone.

- d. If any portion of a monolithic slab that has more than 10 inches of exposed area is visible above the final grade of the lot, then all exposed areas facing the public ROW of the Monolithic Slab shall be covered with Brick or Stone.
 - e. Rooflines to match architectural building style. For townhouses, the roofline cannot be a single mass; it must be broken up horizontally and or vertically. The maximum number of continuous units within a building without a break is two.
 - f. Eaves, front, and rear shall project at least 12 inches from the wall of the structure and will be allowed to encroach into setbacks as allowed by UDO.
 - g. All elevations of the units facing the right-of-way shall have trim around the windows.
10. Foundations include but may not be limited to crawl space, stem wall, and monolithic slabs. There are many factors, not known at the time of zoning, that determine which foundation is chosen. Some examples for consideration are cost, drainage, soils, clearing limits, street grades ADA compliance, and steps. The developer and builder must retain the right to determine the appropriate type of foundation needed.
11. Townhomes shall be rear loaded with garages in the rear of the units and accessed by alleys.
12. Evergreen foundation plantings, with a minimum of 18" at the time of planting, will be installed around home foundations at a minimum of 10 ft on center.

5.0 Limitations

This work was performed in a manner consistent with the level of care and skill ordinarily exercised by other members of FLM Engineering's (FLM) profession practicing in the same locality, and under similar conditions, as of the date any services were provided. FLM's opinions and recommendations were necessarily based on a limited number of data and observations. It is possible that actual conditions could vary beyond the data evaluated. Therefore, FLM makes no guarantee or warranty, express or implied, regarding any services, communications, reports, opinions, or instruments of service provided.



Joint Public Hearing and Planning Board Agenda Item Report

Agenda Item No.: 2021-387-
Submitted by: Terry Savary
Submitting Department: Planning
Meeting Date: December 7, 2021

SUBJECT

Approval of Agenda

Recommendation:

Item Summary:

ATTACHMENTS

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Joint Public Hearing and Planning Board Agenda Item Report

Agenda Item No.: 2021-388-
Submitted by: Terry Savary
Submitting Department: Planning
Meeting Date: December 7, 2021

SUBJECT

Adopt October 5, 2021 and November 9, 2021 Meeting Minutes

Recommendation:

Item Summary:

ATTACHMENTS

- [Draft October 5, 2021 PB Meeting Minutes.pdf](#)
- [Draft November 9, 2021 PB Meeting Minutes.pdf](#)



TOWN *of* WAKE FOREST

PLANNING BOARD MEETING MINUTES October 5, 2021

Members Present: Joe Kimray (Chair), Karin Kuropas (Vice-Chair), Michael Hickey, Thomas Ballman, Colleen Sharpe, Chris Joyner, and Michael Siderio

Members Absent: None

Town Staff Present: Courtney Tanner, Planning Director
Jennifer Currin, Assistant Planning Director
Terry Savary, Deputy Town Clerk
Kari Grace, Senior Planner
Vivian Jones, Mayor
Commissioner Wall-Lennon
Commissioner Dyer
Eric Vernon, Town Attorney

CALL TO ORDER

The regular meeting of the Wake Forest Planning Board was called to order by Chair Kimray at 7:53 p.m.

2. REGULAR BUSINESS

2.A. ITEM: APPROVAL OF AGENDA

Motion: Vice-Chair Karin Kuropas moved to approve the agenda. Mike Hickey seconded the motion.

Discussion: None.

Action: The Planning Board voted unanimously (7-0) to approve the October 5, 2021 agenda.

2.B. ITEM: APPROVAL OF MINUTES from the September 7, 2021 meeting

Motion: Vice-Chair Karin Kuropas moved to approve the September 7, 2021 meeting minutes. Mike Hickey seconded the motion.

Discussion: None.

Action: The Planning Board voted (7-0) to approve the September 7, 2021 meeting minutes.

3. NEW BUSINESS

3.A. ITEM: **Consideration of Legislative Case RZ-21-04**, filed by Jones & Cnossen Engineering, PLLC on behalf of the property owner to rezone approximately 6.955 acres located at 0 Ligon Mill Road, being Wake County Tax PIN 1830822645, from Conditional Use Neighborhood Business (CU NB) to General Residential 10 (GR10).

Discussion: Chair Kimray stated he's not a fan of rezoning business to residential but with this specific piece of property there's nothing that can be done commercially. He believes the Palisades apartment complex has done a wonderful job with the development they've already completed, and thinks it's a great extension to continue the completion of Ligon Mill Rd. Chair Kimray offered the following condition: Remove all permitted uses except for dwelling multi-family.

Mr. Ballman spoke about the notion that commercial is not suited for the land. Mr. Ballman said the two multi-family dwellings with parking are very similar footprints with the same type of building coverage and parking requirements. Chair Kimray believes it's quite different. He said the building coverage for commercial development is much more elongated. Mr. Ballman stated what is being proposed is a pretty intense use on a piece of land that isn't so great.

Ms. Sharpe remarked that there's plenty of shopping you can walk to in the area.

Motion: Chris Joyner moved to approve CASE RZ-21-04 with the following condition. Colleen Sharpe seconded the motion.

Condition

Remove all permitted uses except for dwelling multi-family.

Action: The Planning Board voted (6-1) to approve CASE RZ-21-04 with the following condition:

Condition

Remove all permitted uses except for dwelling multi-family.

Aye

Chris Joyner
Colleen Sharpe
Mike Hickey
Mike Siderio
Joe Kimray
Karin Kuropas

Nay

Thomas Ballman

4. PLANNING DIRECTOR COMMENTS

4.A. Upcoming Public Hearings

Ms. Tanner said they only have one item left for a Joint Public Hearing. The goal is to finish out all Joint Public Hearings within the calendar year.

5. OTHER BUSINESS

None.

6. ADJOURNED

Vice-Chair Karin Kuropas moved to adjourn the meeting. Colleen Sharpe seconded the motion.

The Planning Board voted unanimously (7-0) to adjourn the October 5, 2021 Planning Board meeting.

The Planning Board meeting adjourned at 8:01 p.m.

Respectfully submitted,

Courtney Tanner, Planning Director

Joe Kimray, Chairman



Wake Forest Planning Board Minutes

The Wake Forest Planning Board met on **Tuesday, November 9, 2021**, at **6:00 p.m.** in the Board Room at Wake Forest Town Hall, 301 S Brooks Street.

Planning Board Members present: Joe Kimray, Karin Kuropas, Thomas Ballman, Michael Siderio, and Michael Hickey

Planning Board Members absent: Colleen Sharpe and Christopher Joyner

Board of Commissioners present: Mayor Vivian Jones and Commissioner Bridget Wall-Lennon

Board of Commissioners absent: Commissioner Liz Simperts, Commissioner Chad Sary, Commissioner Jim Dyer, and Commissioner Adam Wright

A quorum was not present for the Board of Commissioners

Staff Members present: Town Manager Kip Padgett, Town Attorney Sam Slater, Planning Director Courtney Tanner, Assistant Planning Director Jennifer Currin, Interim Town Clerk Sherry Scoggins, Deputy Town Clerk Terry Savary, Senior Planner – Historic Preservation Michelle Michael, Long Range Planning Manager Brad West, and Planner II – Long Range Dylan Bruchhaus

1. Call to Order

Chair Kimray called the meeting to order at 6:00 p.m.

2. Adoption of Agenda

ACTION:

Mover: Karin Kuropas moved to adopt the agenda as presented.

Seconded: Thomas Ballman.
Vote: Motion carried 5-0.

3. Approval of Minutes

ACTION:

Mover: Karin Kuropas moved to approve the October 12, 2021 meeting minutes as presented.

Seconded: Thomas Ballman.

Vote: Motion carried 5-0.

4. Presentations

4.A. Recognition of Ms. Tilda Caudle as a American Planning Association-NC Marvin Collins Award Recipient

Ms. Caudle stated she is humbled for receipt of the award. Ms. Caudle participated in the Northeast Community Update Plan. She said on behalf of the Northeast Community Coalition and the residents of the Northeast Community, thank you for the recognition.

4.B. Presentation on the Northeast Community Plan Update

The Planning Board invited the Wake Forest Board of Commissioners to attend this evening's Planning Board meeting to receive the Northeast Community Plan Update Presentation by the consultant.

Consultants Sukirti Ghosh, Associate Principal & Urban Designer with Rhodeside-Harwell, Inc. (RHI) and Russ Archambault, Vice President and Principal, RKG Associates, Inc. provided an overview of the Northeast Community Plan Update. The presentation is attached and incorporated into the minutes.

Mr. Ghosh stated it's been a positive experience working with the community. He said some of things he's heard is the Town of Wake Forest is growing, and there are challenges in development, affordability, and gentrification. The plan has looked at those issues and they've looked at the plan to help the community evolve the next few years. He added the last Northeast Community Plan Update was in 2007. He said they are looking at how to provide quality of life and understanding current and future land

uses. He said the study began 1.5 years ago. They've hosted virtual and in-person meetings for the community and the meetings were successful.

Mr. Archambault stated the community is more racially diverse than the Town overall. He said there's a lot of new development in the community. RHI consultant plan recommendations are as follows:

- Preserve and protect the community; how to grow for sustainability – Protecting the elements for the Northeast Community, minimize displacement, preserve existing parks, and preserve and commemorate the history.
- Flourish – How to create sustainable and equitable for today and tomorrow. Creating both ownership and rental opportunities. How to promote commercial development and build on the existing commercial.
- Connection – Internal connections and connecting the Northeast with the surrounding areas. Improvement of roadways and streetscapes.
- Partner – How we all can come together to implement the plan. Continue and grow community celebration events.

Mayor Jones asked for clarification on what Mr. Archambault said earlier regarding action to forestall developer purchasing and redeveloping. Mr. Archambault stated he was alluding to the fact that it becomes a point in the process where the neighborhood or area is discovered by the development community, and they rush in to buy up properties. Mayor Jones asked how you forestall that. Mr. Archambault said you take opportunities to introduce new development that's in character and at price points that are considered affordable for the Northeast Community. Mayor Jones asked the consultants to explain why the land use map is being called advisory and how that works. Mr. Ghosh explained that it is advisory since the future land use map is more of a guideline.

Commissioner Wall-Lennon believes gentrification is happening in the northeast. Mr. Archambault stated they've heard people express concern about gentrification, but they've not heard anything happening on a significant level. Commissioner Wall-Lennon said she doesn't know how to mitigate that going forward but this does concern her. Commissioner Wall-Lennon said she realizes the whole area isn't considered historic, but she said it's historic and you may not be able to call it that because it doesn't meet specific criteria. She also asked about the gateway to the Northeast Community and if there'll be a historic type of branding for the community. Mr. Ghosh said there could be a combination of signage, public art, and landscaping.

Michelle Michael explained any type of wayfinding or branding going forward can be recognized without having a national register designation. She said it's the Town's historically African American neighborhood and it is up to the Town to recognize that and designate and recognize as they see fit.

Commissioner Wall-Lennon asked if any municipalities puts money towards affordable housing to fund a community land trust. Mr. Archambault said a community land trust has been created in the Raleigh area and they're actively seeking project opportunities.

Mayor Jones said she'd like to push some of the timelines forward and get some things started as soon as possible.

Commissioner Wall-Lennon commented that the consultants have done an excellent job in capturing the community ideas and appreciates the engagement with the community.

5. Old Business with Public Comment
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No Old Business with Public Comment presented.

6. Old Business

No Old Business presented.

7. New Business with Public Comment
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7.A. Consideration of the Public Comment Session on the Northeast Community Plan Update

Tenice Caudle, 832 N. Franklin St., Wake Forest, NC 27587 thanked the Town for acknowledging the lack of affordable housing and the need for affordable housing in the Town of Wake Forest. She has seen a lot of changes in the housing market over the past 10 years that has become concerning. She said she lives directly in front of where 12 new homes are being built and it's very disheartening. She can't afford one of the new homes as those are in the \$300's. She would like to see development that is more affordable. She said on behalf of the Northeast Community Coalition she'd like to thank the Town and the project team for taking the time to perform the study to make Wake

Forest a place for everyone. She'd like to see the plan expanded beyond the Northeast Community and within Wake Forest.

Chair Kimray said he's very excited about the affordable housing plan that is underway in the Town of Wake Forest. He said the Northeast Community is a historic part of the Town and is thrilled the Town has finally taken the step to get serious about how we protect that community.

Thomas Ballman said in the Comprehensive Transportation Plan there's a recommendation for a crossing over the railroad tracks at Juniper St. He said it would be an efficient way to access the high school and the greenway to Joyner Park. Mr. Ballman commented that the cemetery is identified as residential zoning on the existing land use map and the other maps show it as recreation space. Michelle Michael stated all the Northeast is zoned Urban Residential (UR) and believes it's zoned residential even though it's a cemetery. She said staff can make correction on the land use map.

Mike Siderio asked about the definition of affordable housing and a definition of what that price range is. Planning Director Courtney Tanner stated they'll need to define who are the Town of Wake Forest target audience. Mr. Archambault said every community sets its own level for defining affordable housing.

ACTION:

Mover: Thomas Ballman moved to accept the Northeast Community Plan Update.

Seconder: Mike Hickey.

Vote: Motion carried 5-0.

7.B. Consideration of and Public Comment Session on Comprehensive Transportation Plan Amendment (CPZ-21-01)

Planner II – Long Range Dylan Bruchhaus provided an overview of the Comprehensive Transportation Plan (CTP). Staff has a policy to annually update the plan. Below are proposed changes as outlined in Staff Report:

- Chapter 4: Bicycle & Pedestrian The proposed request changes Map 4-2 (Existing Multi-Use Path Network), Map 4-3 (Existing Greenway Network), Map 4-5 (Future Pedestrian Network), and Map 4-6 (Future Greenway Network).
- Chapter 5: Transit The proposed request changes Map 5-1 (Regional Existing & Future Transit Network) and Map 5-2 (Wake Forest Existing & Future Transit).

- Chapter 6: Roadways The proposed request changes the section Roadway Cross-Sections, Map 6-6 (Future Roadway Network), Table 6-1 (Roadway Recommendations), Map 6-7 (Recommended Grade Separations), and the section Grade Separations.
- Chapter 7: Prioritization The proposed request changes Table 7-2 (Greenway Prioritization) and Map 7- 1 (Greenway Prioritization).

No public comment.

Chair Kimray said he appreciates the annual revisit of the CTP.

ACTION:

Mover: Karin Kuropas moved to approve the Comprehensive Transportation Plan as amended.

Second: Mike Hickey.

Vote: Motion carried 5-0.

8. New Business

8.A. Approval of 2022 Planning Board Meeting Schedule

Chair Kimray stated there is a question about a meeting date. He asked that someone make the motion to table the approval of the 2022 Planning Board Meeting Schedule.

ACTION:

Mover: Mike Hickey moved to table the 2022 Planning Board Meeting Schedule.

Second: Karin Kuropas.

Vote: Motion carried 5-0.

9. Staff Comments

No comments.

10. Planning Board Comments

Chair Kimray extended congratulations to Candidate Elect Nick Sliwinski and Candidate Elect Keith Shackelford.

11. Adjournment

ACTION:

Mover: Karin Kuropas moved to adjourn at 7:23 p.m.

Seconder: Thomas Ballman.

Vote: Motion carried 5-0.

Duly approved in open session this 14th day of December 2021.

Joe Kimray
Planning Board Chair

Courtney Tanner
Planning Director



Joint Public Hearing and Planning Board Agenda Item Report

Agenda Item No.: 2021-382-
Submitted by: Patrick Reidy
Submitting Department: Planning
Meeting Date: December 7, 2021

SUBJECT

Consideration of Action on LEGISLATIVE CASE RZ-19-10, Star Road PUD: Request filed by Chuck Walker to rezone from the existing Highway Business (HB) to Planned Unit Development District (PUD) for 33.9± acres located at 0 Star Road being Wake County Tax PINs: 1739653709, 1739750868, and 1739558441 and adjacent right-of-way to centerline.

Recommendation:

Joint Public Hearing: Hold public hearing and either close or continue to January 4, 2022. Planning Board: Recommend approval, approval with recommended changes, or continue to January 4, 2022 for further consideration.

Item Summary:

ATTACHMENTS

- [RZ-19-10 Staff Report.pdf](#)
- [Attachment A – Neighborhood Meeting Information.pdf](#)
- [Attachment B – Application.pdf](#)
- [Attachment C – Aerial, Zoning, and Community Plan Maps](#)
- [Attachment D- Plan Consistency Matrix.pdf](#)
- [Attachment E - S-Line Rail Map.pdf](#)
- [Attachment F - Traffic Impact Analysis Executive Summary, NCDOT Review Report, and Town of Wake Forest Approval Letter.pdf](#)
- [Exhibit 1 – Star Road PUD Concept Plan.pdf](#)
- [Exhibit 2 – Star Road PUD Intent and Compatibility Statement.pdf](#)



Staff Report

Case RZ-19-10: Star Road Planned Unit Development (PUD)

Meeting Date	December 7, 2021
Requested Actions	Consideration of the Following Items related to the Zoning Map Amendment request. 1. Act on Plan Consistency Statement 2. Amend the Town of Wake Forest Zoning Map from Highway Business (HB) to Planned Unit Development (PUD)
Case Manager	Patrick Reidy, Senior Planner

PUBLIC MEETINGS

Neighborhood Meeting	Joint Public Hearing
November 10, 2021 (See Attachment A)	December 7, 2021

CASE INFORMATION

Applicant	Site Property Development, LLC C/O Chuck Walker 8431 Bandford Way, Suite 101 Raleigh, NC 27615
Property Owner	La Scala Associates LLC 847 Wake Forest Business Park, Suite 101 Wake Forest, NC 27587
Location	East of Star Road and west and the railroad (future S-line) Address: 0 Star Road PINS: 1739653709, 1739750868, and 1739558441
Gross Acreage	33.9 ± acres (includes 0.4 acres of Star Road right-of-way)
Zoning	Existing: Highway Business (HB) and Special Highway Overlay-1 (SHO-1) Proposed: Planned Unit Development (PUD)

Growth Strategies Map	Existing: Highway Corridor Zone Proposed: Highway Corridor Zone and General Urban
Land Use	Vacant
Corporate Limits	The proposed PUD is in the Town's extra-territorial jurisdiction
<i>See Attachment B for a copy of the application and Attachment C for Aerial, Zoning, Community Plan Maps</i>	

SURROUNDING LAND USES AND ZONING

	Land Use	Zoning
North	- Utilities – Class 2 (City of Raleigh North Operations Yard) - Dwelling - Multi-family (under construction)	- Highway District (HB) - Conditional Use General Residential 10 (CU GR 10)
South	Vacant	Highway Business (HB)
East	- Single Family Dwelling (Heartsfield – Local Landmark) - Industrial (Merritt Business Park)	- Rural Holding District (RD) - Light Industrial (LI)
West	- Capital Boulevard - Star Road	N/A
The proposed zoning map amendment is generally incompatible with the surrounding land uses and zoning, except for the multifamily development under construction		

ZONING CASE HISTORY

The proposed PUD was zoned Highway Business prior to the town wide rezoning in 2013.
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PLANNED UNIT DEVELOPMENT (PUD) ANALYSIS

Proposed Use	Required: Permitted uses in a PUD district may include any uses specified as permitted in Section 2.3.3 Use Table. Proposed: POD 1 (Commercial): 20,000-60,000 square feet (See Page 2 of Exhibit 2) - ATM - Amusements, Indoor - Banks, Credit Unions, Financial Services - Bar/Tavern
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	• Business Support Services • Child/Adult Daycare • Dry Cleaning & Laundry Services • General Commercial • Medical Clinic • Light Manufacturing Workshops • Personal Services • Post Office • Professional Services • Recreation Facilities, Indoor • Restaurant • Studio – Art, dance, martial arts, music POD 2 (Residential): 7 units/acre maximum or 211 units • Dwelling - Townhome Summary: Per the UDO, a PUD is designed to promote a compatible mix of uses to instigate an integrated and sustainable development consistent with the Town's unique character. The PUD is not intended for use with subdivisions or developments which can be developed under the strict application of the minimum standards of the UDO. The proposed PUD does not result in a unique, high-quality development nor does it promote a mix of uses. Therefore, the proposed PUD does not comply with the purpose of the PUD District in the UDO.
Density	Required: No minimum or maximum gross density requirement. Proposed: POD 1 (Commercial): N/A POD 2 (Residential): 7 units/acre maximum Summary: There is not a minimum or maximum gross density requirement. Therefore, the proposed PUD (Exhibit 2) complies with the density requirement in the UDO.
Dimensional Standards	Required: Section 2.7 of the UDO permits variable dimensional standards. Proposed: See the Proposed Modifications of Standards Section of the Staff Report. Summary: A PUD permits variable dimensional standards; therefore, the proposed PUD (Exhibit 2) complies with Section 2.7 of the UDO.

Open Space	Required: 15% (5.03 acres) Proposed: 20.9% (7.07 acres) Summary: The proposed PUD complies with the minimum open space percentage requirement in the UDO. However, the opens space provided does not contribute to the required uniqueness and high-quality PUD requirement in the UDO since most of the open space includes stream buffers (required by state law), stormwater ponds (required by law), street yard buffers, and perimeter buffers found in conventional commercial and residential development. See Sheet C-6 in Exhibit 1.
Park Space	Required: 2% (0.67 acres) Proposed: 2% (0.68 acres) Summary: In a PUD, 25% of the required park space shall be active. No active park space is proposed in Exhibit 1 or Exhibit 2. Therefore, the proposed PUD does not comply with the minimum open space percentage requirement in the UDO.
Tree Preservation	Required: Comply with Chapter 8: Tree Protection, including the minimum tree canopy requirements of 1 canopy tree per 10,000 sf of parcel area and specimen/historic tree standards. Proposed: The proposed PUD (Exhibit 1 and 2) does not provide information regarding existing specimen trees, tree preservation, or tree replacement. Summary: The proposed PUD does not comply with the tree protection requirements in the UDO.
Landscape Buffers	Required: Comply with Chapter 8: Buffers and Landscaping. Based on the buffer yard requirements of Section 8.5.2, no buffers are required in a PUD and it is up to the applicant to proposed necessary buffers. Proposed: The proposed PUD provides buffers along the street yard adjacent to Star Road and buffers around the northern, eastern, and part of the southern property lines. A buffer is also provided between POD 1 and POD 2. No buffering is proposed along the overhead transmission line along the southern property line. (See Sheet C-4 in Exhibit 1). Summary: The proposed PUD complies with the buffer and landscaping requirements in the UDO.

Transportation Impact Analysis (TIA)	Required: Provide a TIA that complies with Section 6.11 of the UDO. Provided: A TIA performed by Ramey-Kemp & Associated, Inc that complies with the UDO was provided. See Attachment F. Summary: Improvements recommended to mitigate the impact of the development are: • Convert Montys Lane and Height Lane approaches to left-in/right-in/right-out to restrict side street approaches to right-turn only. • Construct a northern U-Turn location for Height Lane with a minimum of 200 feet full-width storage and appropriate taper. • Restripe intersection to accommodate the turning radius of southbound U-turn for truck traffic. • Construct westbound approach with one ingress lane and egress lane. • Provide stop control for westbound approach. Improvements recommended in the TIA are not included in Exhibit 1 or Exhibit 2; therefore, the proposed PUD does not comply with the TIA requirements in the UDO.
Roadway Infrastructure	Required: Provide local roads designed as a 51' right-of-way with sidewalks, curb and gutter, and street trees. The 2010 Transportation Plan designates Star Road as a local road and to provide curb and gutter, sidewalks, and street trees. Proposed: See Sheet C-4 in Exhibit 1 for the internal streets. No improvements along Star Road are shown on PUD Concept Plan. The plan also shows a cul-de-sac within the overhead transmission line easement but has not provided any indication from the utility provider that the cul-de-sac is acceptable. It is possible that townhome units could be proposed within the easement, which is unlikely to be approved by the utility provider. Summary: Stub roads and improvements to Star Road are not provided as required by the UDO in Exhibit 1. Therefore, the PUD does not comply with the roadway infrastructure requirements in the UDO or the 2010 Transportation Plan.
Rail Infrastructure	Required: Reserve right-of-way for the future S-line. Proposed: No additional right-of-way reservation required. Summary: The proposed PUD (Exhibit 1) is consistent with the future S-line corridor. See Attachment E.

Water and Sewer Infrastructure	Required: Include a proposed water and wastewater plan. Proposed: See Sheet C-5 in Exhibit 1. Summary: The PUD (Exhibit 1) will extend water and sewer services per City of Raleigh requirements to and throughout the site which complies with the PUD requirements in the UDO.
Natural Resources and Environmental Protection	Required: Demonstrate compliance with the current regulatory standards of the UDO related to Erosion and Sedimentation Control Regulations; Flood Damage Prevention; Water Supply Watershed Protection Regulations; and Watercourse (Riparian Buffer Areas). Proposed: Exhibit 1 shows a Neuse Riparian Buffer, but does not show wetland buffers or stormwater control measures. Summary: Not enough information was provided in Exhibits 1 and 2 to determine compliance with the natural resource and environmental protection standards set forth in the UDO. Therefore, the proposed PUD (Exhibit 1) does not comply with the Natural Resources and Environmental Protection requirements in the UDO.
Architecture	Required: Architectural and design criteria that provide higher quality than routine developments, high-quality community amenities, and are to include typical architectural elevations for the townhomes. Proposed: See Page 4 of Exhibit 2. Summary: The proposed architectural standards in Exhibit 2 do not ensure high quality community amenities and no architectural elevations representative of the residential structures were provided. Therefore, the proposed PUD does not comply with the minimum architectural requirements in the UDO.

PROPOSED MODIFICATIONS OF STANDARDS

Section 2.2.5 Base Dimensional Standards: POD 1 (Commercial)

	Proposed	Existing (Highway Business)
Development Standards		
District/Development Area (min)	N/A	N/A
Development/District Exterior Setback/Buffer	N/A	N/A

Section 2.2.5 Base Dimensional Standards: POD 1 (Commercial)

	Proposed	Existing (Highway Business)
Building Floor Area (max)	60,000 sf	100,000 sf (may exceed max with SUP)
Building Floor Area (min)*	20,000 sf	N/A
Development Floor Area (max)	N/A	N/A
Lot Standards		
Lot Area (min)	20,000 sf	20,000 sf
Lot Width at Front Setback (min)	150 ft	150 ft
Principal Buildings		
Principal Front Setback (min)	30 ft	30 ft
Street Side/Secondary Front Setback (min)	20 ft	30 ft
Side Setback (min)	10 ft	10 ft
Rear Setback (min)	30 ft	30 ft
Accessory Structures		
Side Setback (min)	10 ft	10 ft
Rear Setback (min)	10 ft	10 ft
Parking Configuration		
Parking Location	Location C	Unrestricted
Specific Restrictions	N/A	Parking in first 10 ft of Front Yard Setback not permitted
Bulding Height		
Principal Building (max)	3 stories	3 stories
Accessory Structure (max)	2 stories	2 stories

Section 2.2.5 Base Dimensional Standards: POD 1 (Commercial)

	Proposed	Existing (Highway Business)
Additional Height Permitted w/ Additional Setback (Subject to SUP)	N/A	90 ft height permitted in US-1 Corridor Area
*At least two (2) office buildings, or 20,000 SF of building floor area, shall be constructed prior to the 100th townhome Certificate of Occupancy (CO).		

Section 2.2.5 Base Dimensional Standards: POD 2 (Residential)

	Proposed	Existing (Highway Business)
Development Standards		
District/Development Area (min)	N/A	N/A
Development/District Exterior Setback/Buffer	N/A	N/A
Density (max)	7 units/acre	N/A
Building Floor Area (max)	N/A	100,000 sf (may exceed max with SUP)
Building Floor Area (min)	N/A	N/A
Development Floor Area (max)	N/A	N/A
Townhome Lot Standards		
Lot Area (min)	1,400 sf	20,000 sf
Lot Width at Front Setback (min)	18 ft	150 ft
Principal Buildings		
Principal Front Setback (min)	12 ft (max)	30 ft
Street Side/Secondary Front Setback (min)	12 ft	30 ft
Side (from adjacent lot) Setback (min)⁺	0 or 5 ft	10 ft

Section 2.2.5 Base Dimensional Standards: POD 2 (Residential)

	Proposed	Existing (Highway Busines)
Rear Setback (min)	18 ft	30 ft
Rear Garage Setback from Alley (min)	18 ft	N/A
Accessory Structures		
Side Setback (min)	10 ft	10 ft
Rear Setback (min)	10 ft	10 ft
Other Standards	N/A	See UDO Section 4.6
Parking Configuration		
Parking Location	Location B	Unrestricted
Specific Restrictions	N/A	Parking in first 10 ft of Front Yard Setback not permitted
Bulding Height		
Principal Building (max)	3 stories	3 stories
Accessory Structure (max)	2 stories	2 stories
Additional Height Permitted w/ Additional Setback (Subject to SUP)	N/A	90 ft height permitted in US-1 Corridor Area
*0 FT applies to interior townhome units and 5 FT applies to exterior townhome units such that the minimum space between exterior units is 10 FT.		

COMPREHENSIVE PLAN CONSISTENCY

Community Plan (2009)	The proposed zoning map amendment request is generally inconsistent with the adopted Community Plan.
Transportation Plan (2010)	The proposed zoning map amendment request is generally consistent with the Transportation Plan. The application was accepted for review on July 2, 2019, which is prior to the adoption of the 2019 Comprehensive Transportation Plan (CTP). Therefore, the 2019 CTP is not applicable.

Historic Preservation Plan (2012)	The Historic Preservation Plan is not applicable to the zoning map amendment request.
Northeast Neighborhood Plan (2007)	The Northeast Neighborhood Plan is not applicable to the zoning map amendment request.
Parks, Recreation, and Cultural Resources Master Plan (2015)	The Parks, Recreation, and Cultural Resources Master Plan is not applicable to the zoning map amendment request.
Public Art Vision Plan (2009)	The Public Art Vision Plan is not applicable to the zoning map amendment request.
Renaissance Plan (2017)	The Renaissance Plan is not applicable to the zoning map amendment request.
<i>See Attachment D for detailed Plan Consistency Analysis and each adopted Plan for full policy guidance.</i>	

STAFF RECOMMENDATION

The zoning map amendment request is generally **Inconsistent** with the relevant policies in the Comprehensive Plan, and **Denial** of the zoning map amendment request is reasonable and in the public interest for the following reasons.

- The Community Plan's Growth Strategies Map identifies the property as Highway Corridor Zone. The existing Highway Business Zoning District is appropriate for this corridor.
- The Community Plan's Neighborhood Planning Area's Map identifies this property as a non-residential planning area. The existing Highway Business Zoning District is the appropriate zoning for a non-residential planning area.
- Converting commercially zoned land to residential development is inconsistent with a Community Plan Policy related to *Paying for Growth* since converting limited commercially zoned land to residential does not seek to balance residential and non-residential development in order to foster a favorable service-cost to revenue-generated tax base.
- The proposed PUD does not result in a unique, high-quality development.
- Improvements to Star Road are not provided as required by the UDO in Exhibit 1.
- The open space provided does not contribute to the required uniqueness and high-quality PUD requirement in the UDO since most of the open space includes stream buffers (required by state law), stormwater ponds (required by law), street yard buffers, and perimeter buffers found in conventional commercial and residential development.
- No active park spaces have been shown, which is a requirement of a PUD.
- Residential elevations, which is required as part of a proposed PUD application, have not been provided.
- The proposed PUD does not comply with the tree protection requirements in the UDO.

- Road improvements recommended in the TIA are not included in Exhibit 1 or Exhibit 2.
- The proposed PUD (Exhibit 1) does not comply with the Natural Resources and Environmental Protection requirements in the UDO.
- The Community Plan states that that new infrastructure costs should primarily be born by those creating the demand, and this proposed PUD does not include TIA recommended improvements or improvements to Star Road.

ATTACHMENTS

Attachment A:	Neighborhood Meeting Information
Attachment B:	Application
Attachment C:	Aerial, Zoning, and Community Plan Maps
Attachment D:	Plan Consistency Analysis
Attachment E:	S-Line Rail Map
Attachment F:	Traffic Impact Analysis Executive Summary, NCDOT Review Report, and Town of Wake Forest Approval Letter

EXHIBITS

Exhibit 1:	Proposed Star Road PUD Concept Plan
Exhibit 2:	Star Road PUD Intent and Compatibility Statement

Star Road PUD Neighborhood Meeting Summary

On Wednesday, November 10, 2021, a neighborhood meeting was held to inform neighbors of the proposed Star Road Planned Unit Development (PUD) project and to gain their feedback for consideration in development of the PUD concept plans. The notification sent to the neighbors is attached along with the list of neighbors notified. The neighbors that attended the meeting are shown on the attached attendees list. The attendees that represented the development team included Jon Frazier, FLM Engineering, and Chuck Walker, Entitlement Preservation Group.

Following a brief presentation by the development team, the neighbors in attendance were invited to ask questions and share concerns. Below is a list of the questions, comments, and concerns raised along with answers provided by the development team. The questions and answers are listed by attendee in alphabetical order and summarized for brevity.

Jim Cook

Q1: What is the anticipated timing of the project?

A: If the PUD is approved, the timing to get through subsequent master plans and construction for development is approximately one year.

Q2: Describe the Type A buffer that is proposed adjacent to the Cook property.

A: The development team showed and described the Type A, Option 3 buffer from the Town of Wake Forest UDO.

Q3: What is the anticipated height of the townhomes?

A: The PUD sets a maximum height of three stories, and the development team noted that a three-story townhome is usually about 35 feet tall.

Q4: Have there been any discussions about high-speed rail as part of this project?

A: There have been no discussion regarding high-speed rail as part of this project.

Q5: Who are the developers for the project?

A: The development team noted that the developers are Jim Allen of The Jim Allen Group and Mike Jordan of JordanBuilt Homes, who are both local developers.

Q6: What is the target number of units and anticipated selling price for the townhomes?

A: The PUD sets the maximum density for the townhomes at seven units per acre, so at approximately 30 acres, there could be up to about 210 townhomes. Regarding selling price, it is difficult to anticipate a price due to the fluctuations in building material costs.

October 28, 2021

**Reference: Star Road Planned Unit Development (PUD)
Neighborhood Meeting Notification**

Dear Neighbor:

We are writing to notify you of a neighborhood meeting to discuss the proposed Planned Unit Development (PUD) project located on Star Road (Wake County PINs 1739-65-3709, 1739-75-0868 and 1739-55-8441). The attached land use map has been submitted to the Town of Wake Forest and is currently under review by town staff.

Per town requirements, we are notifying neighbors within 500' of the property. Due to the ongoing COVID-19 pandemic closures and guidelines, the meeting will be virtual and will be held on Wednesday, November 10, 2021 at 6:00 PM. The virtual meeting link and alternate telephone call-in information are listed below.

For Virtual Meeting Access (Microsoft Teams):

Enter <https://bit.ly/3mdqTlp>, into the web browser of your choice.

Please note, for virtual meeting access, your computer must include a microphone and speakers.

For Access via Telephone (Voice Only):

Telephone Number: 919.999.3953
Conference ID Code: 181 549 531#

We look forward to your attendance.

Sincerely,



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

DEVELOPMENT NAME: STAR ROAD PUD
SITE ADDRESS: STAR ROAD, WAKE FOREST, NC
PIN NUMBER(S): 1739-65-3709, 1739-75-0868 AND 1739-55-8441
TOTAL ACREAGE: 33.5 AC
EXISTING USE: VACANT
PROPOSED USE: OFFICE AND TOWNHOMES
JURISDICTION: TOWN OF WAKE FOREST (ETJ ANNEXATION REQUIRED PRIOR TO CONSTRUCTION DRAWINGS)
CURRENT ZONING DISTRICT: HIGHWAY BUSINESS
PROPOSED ZONING DISTRICT: PLANNED UNIT DEVELOPMENT (PUD)
POD 1 PROPOSED MAX. OFFICE/COMMERCIAL SQUARE FOOTAGE: 60,000 SF
POD 2 PROPOSED MAX. DENSITY: 7 UNITS/ACRE
MINIMUM PARK SPACE REQUIRED: 29,185 SF / 0.67 AC (2%)
MINIMUM OPEN SPACE REQUIRED: 218,890 SF / 5.03 AC (15%)
MAXIMUM IMPERVIOUS COVERAGE: 1,021,480 SF / 23.45 AC (70%)

LEGEND

- | | |
|---------------------------|----------------------------|
| _____ | EX. PROPERTY LINE |
| _____ | EX. RIGHT-OF-WAY |
| _____ | EX. ADJACENT OWNERS |
| _____ | EX. EASEMENT |
| _____ | EX. ROAD CENTERLINE |
| _____ | EX. CHANNEL/STREAM |
| _____ | EX. STREAM BUFFER |
| _____ OHW _____ OHW _____ | EX. OVERHEAD ELECTRIC LINE |
| _____ SD _____ SD _____ | EX. STORM SEWER |
| _____ W _____ W _____ | EX. WATER LINE |
| _____ SS _____ SS _____ | EX. SANITARY SEWER |

PROP. POD 1

PROP. POD 2

STAR ROAD (NCSR 2182)

POD 1
AREA: 3.3 AC
USE: MAX. 60,000 SF
OFFICE/COMMERCIAL

POD 2
AREA: 30.2 AC
USE: TOWNHOMES
MAX. DENSITY: 7 UNITS/AC

EX. NEUSE RIPARIAN
STREAM BUFFER; 50'
FROM TOP OF BANK (TYP.)

EX. STREAM (TYP.)

EX. WETLAND
W/ 10' BUFFER

— EX. 20' SANITARY SEWER ESMT.

— EX. 30' CP&L ESMT.

— EX. 30' CP&L ESMT

OWNER: PURYEAR INVESTMENTS, LLC
PIN: 1739-65-4232
ZONING: HB
USE: VACANT

OWNER: LA SCALA
ASSOC LLC
PIN: 1739-55-8056
ZONING: HB
USE: VACANT

OWNER: MERRITT-WF1 LLC
PIN: 1739-84-0297
ZONING: LI
USE: VACANT

EX. 180' CP&L ESMT.

RECOMMENDATION FOR APPROVAL
BY THE WAKE FOREST
PLANNING BOARD

DATE _____

APPROVAL BY THE
WAKE FOREST BOARD OF
COMMISSIONERS

DATE _____



POST OFFICE BOX 91727
RALEIGH, NORTH CAROLINA 27675
PHONE: 919.610.1051
FIRM NC LICENSE NUMBER C-4222

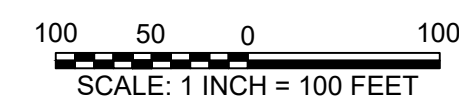
REVISION HISTORY

[illegible]

ORIGINAL PLAN SIZE: 24" X 36"

PRELIMINARY PLANS

DO NOT USE FOR CONSTRUCTION



SCALE ADJUSTMENT

THIS BAR IS 1 INCH IN LENGTH
ON ORIGINAL DRAWING

IF IT IS NOT 1 INCH ON THIS
SHEET, ADJUST YOUR SCALE
ACCORDINGLY

PUD CONCEPT PLANS
RZ-19-10

STAR RD
WAKE FOREST, NC

SITE PROPERTY
DEVELOPMENT LLC

DATE:	07-01-2019
SCALE:	AS SHOWN
DESIGNED BY:	FLM
APPROVED BY:	FLM
PROJECT NO.:	19024

LAND USE MAP

C-3

SHEET 3 OF 6

Neighborhood Meeting Notification List				
PIN	Owner	Mail Address 1	Mail Address 2	Mail Address 3
1739740366	5228 UNICON DRIVE LLC	701 FINGER LAKES DR	WAKE FOREST NC 27587-9571	
1739758675	CHAMPION, REGINALD E CHAMPION, DEBORAH O	1025 GREENHOW LN	WAKE FOREST NC 27587-9351	
1739661393	CITY OF RALEIGH	PO BOX 590	RALEIGH NC 27602-0590	
1739776074	COOKE, JAMES DAVID JR	9737 LIGON MILL RD	WAKE FOREST NC 27587-4926	
1739465393	CROSSROADS HOLDINGS, LLC	PO BOX 911	HENDERSON NC 27536-0911	
1739662623	FOREST GREENERY GROUP LLC	500 AVENUE P	NEWARK NJ 07105-4802	
1739456108	HANSON AGGREGATES SOUTHEAST LLC	MARVIN F POER AND COMPANY-SPS RE	3520 PIEDMONT RD NE STE 410	ATLANTA GA 30305-1512
1739668930	HAWTHORNE AT WAKEFIELD APARTMENTS LLC	806 GREEN VALLEY RD STE 311	GREENSBORO NC 27408-7076	
1739757767	KEITH, MATTHEW J	1029 GREENHOW LN	WAKE FOREST NC 27587-9351	
1739556212	LA SCALA ASSOC LLC	STE 101	847 WAKE FOREST BUSINESS PARK	WAKE FOREST NC 27587-6576
1739640646	LIVING WORD FAMILY CHURCH INC	PO BOX 61129	RALEIGH NC 27661-1129	
1739840297	MERRITT-WF1 LLC	2066 LORD BALTIMORE DR	BALTIMORE MD 21244-2501	
1739654232	PURYEAR INVESTMENTS, LLC	5844 LEASE LN	RALEIGH NC 27617-4708	
1739459700	REIDSVILLE CENTRE LLC	PO BOX 804	KURE BEACH NC 28449-0804	
1739758878	WARD, JUSTIN WOOD, NICOLE	1031 GREENHOW LN	WAKE FOREST NC 27587-9351	

Star Road PUD

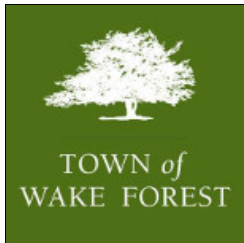
Neighborhood Meeting Attendees

Mary Cook and Family (Jim Cook, John Cook, and Sydney Cook)

9737 Ligon Mill Road

Ekatrina Cady (Seller)

847 Wake Forest Business Park, Suite 101



2.50) Conditional District Rezoning (Prior to July 1, 2021)

Conditional District Rezoning

Town of Wake Forest, NC

301 S. Brooks St.

Wake Forest, NC 27587-2932

TEL (919) 435-9510 | FAX (919) 435-9539

Project Overview

#293397

Project Title: Star Rd PUD

Jurisdiction: Town of Wake Forest (Wake County)

Application Type: 2.50) Conditional District Rezoning (Prior to July 1, 2021)

State: NC

Workflow: Conditional District Rezoning

County: Wake

Submittal Requirements

A submittal checklist is available to view additional documents which are required to be submitted with this application. After answering the application questions, you will be asked to upload the required documents.

[VIEW CONDITIONAL DISTRICT REZONING
SUBMITTAL CHECKLIST](#)

Missing items will result in the application being declined and returned to the applicant to resubmit. A revised and complete application including all missing items must be received or the application will be not be deemed complete and routed for review.

Please confirm you have reviewed the associated submitted checklist for this permit and confirm you will submit all documents required on the submittal checklist:

Pre-Application Meeting

Has a pre-application conference been held?: Yes

This type of project requires a pre-application conference be completed prior to official submittal. Please return to the home screen and select **Pre-Application Conference** from the application type drop down list in order to schedule your required meeting.

Pre-Application Conference Date and Time: 03/25/2019 2:30 PM **Staff Member Met With:** Jennifer Currin

Project Tracking ID: RZ-19-10

Project Location

Project Address or PIN:

- 0 STAR RD (Unverified)
- 1739-65-3709, 1739-75-0868 AND 1739-55-8441 (Unverified)

Tax PIN: 1739-65-3709, 1739-75-0868 AND 1739-55-8441 (Unverified)

GIS Verified Fields

Corporate Limits:
GIS Acreage:
Floodplain (WAKE):

Zoning:
Land Use:
Floodplain (FRANKLIN):

Zoning Information

Currently a Conditional District?: No

Currently a Conditional Use?: No

Is there an existing Special Use Permit for the Property?:

Related Town of Wake Forest Case Numbers: RZ-19-10

Current Zoning Overlay: NA, Not Applicable to this Project

i If the request is to a Conditional District (CD), this application should be accompanied by a master plan that includes land use, existing conditions, buildings, lots, etc. per Chapter 15 of the UDO. In addition, please provide a narrative of the proposed use and list any proposed conditions.

Proposed Conditional Zoning District: PUD, Planned Unit Development

Proposed Land Use: The Star Road PUD will be a compatible mix of non-residential and residential uses that will encourage connectivity between the uses, sensitivity to natural resources, and efficient provision of infrastructure and utilities.

The non-residential use will consist of up to 70,000 square feet of office on approximately 4.05 acres along Star Road and the US-1 frontage. The residential use will consist of affordable townhomes on the remaining 29.45 acres with a maximum density of six units per acre.

Proposed Number of Lots:

Number of Buildings:

Number of Single-Family Lots:

Number of Townhome Lots:

Number of Multi-Family Units:

Number of Stories:

Square Footage of All Buildings (non-residential):

Project Contacts

Please enter all project contacts related to your application.

This is an important step to ensure all members of the applicant team receive email notifications associated with the project which may include comments, requested revisions, scheduled meetings or hearings, and final decisions. This also informs Town staff of the team members assigned role with the project.

Project Contact - Applicant

Chuck Walker

8431 Bandford Way, Suite 101
Raleigh, NC 27615
P:9196259760
cwalker@epgrouponline.com

Project Contact - Developer

Chuck Walker

8431 Bandford Way, Suite 101
Raleigh, NC 27615
P:9196259760
cwalker@epgrouponline.com

Project Contact - Property Owner

La Scala Associates LLC N/A

847 WAKE FOREST BUSINESS PARK, SUITE 101
Wake Forest, NC 27587
P:9196101051
unknown@gmail.com

Project Contact - Engineer

Jon Frazier
FLM Engineering, Inc
PO Box 91727
Raleigh, NC 27675
P:9196101051
jfrazier@flmengineering.com

AGENT AUTHORIZATION FORM:

Application #: _____

Submittal Date: July 1, 2019

La Scala Associates LLC is the owner of the property for which the attached application is being submitted.

The property is located at: 0 Star Road, Wake Forest, NC 27587 (Wake County PINs: 1739-65-3709, 1739-75-0868 and 1739-55-8441

The agent for this project is: Chuck Walker, Site Property Development, LLC

_____ I am the owner of the property and will be acting as my own agent.

Name: Chuck Walker

Address: 8341 Bandford Way, Suite 101, Raleigh, NC 27615

Telephone Number: (919) 625 - 9760

Fax: _____

Email Address: cwalker@epgrouponline.com

Signature(s) of Owner(s):

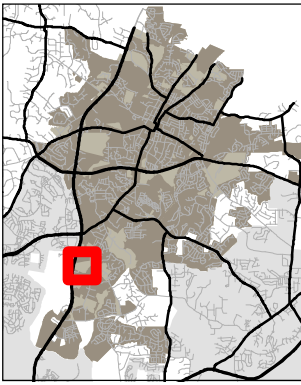
Ekaterra Cany
Administrator of
Daryl W. Cady Estate

Print or type name(s):

EKATERA CANY

Attach additional sheets if there are additional owners.

***Owner of record as shown on the latest equalized assessment rolls of Wake County. (An option to purchase does not constitute ownership). If ownership has been recently transferred, a copy of the deed must accompany this authorization.**



11/16/2021



TOWN of
WAKE FOREST

**RZ-19-10 STAR ROAD (PUD)
HB To PUD**

PIN(S): 1739653709, 1739750868 & 1739558441

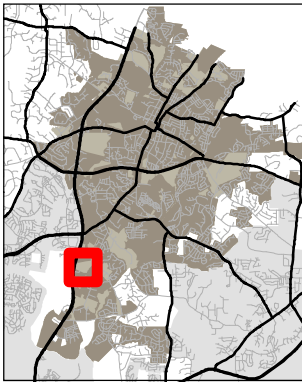


Subject Area

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

0 500 1,000 1,500 Feet

N
101

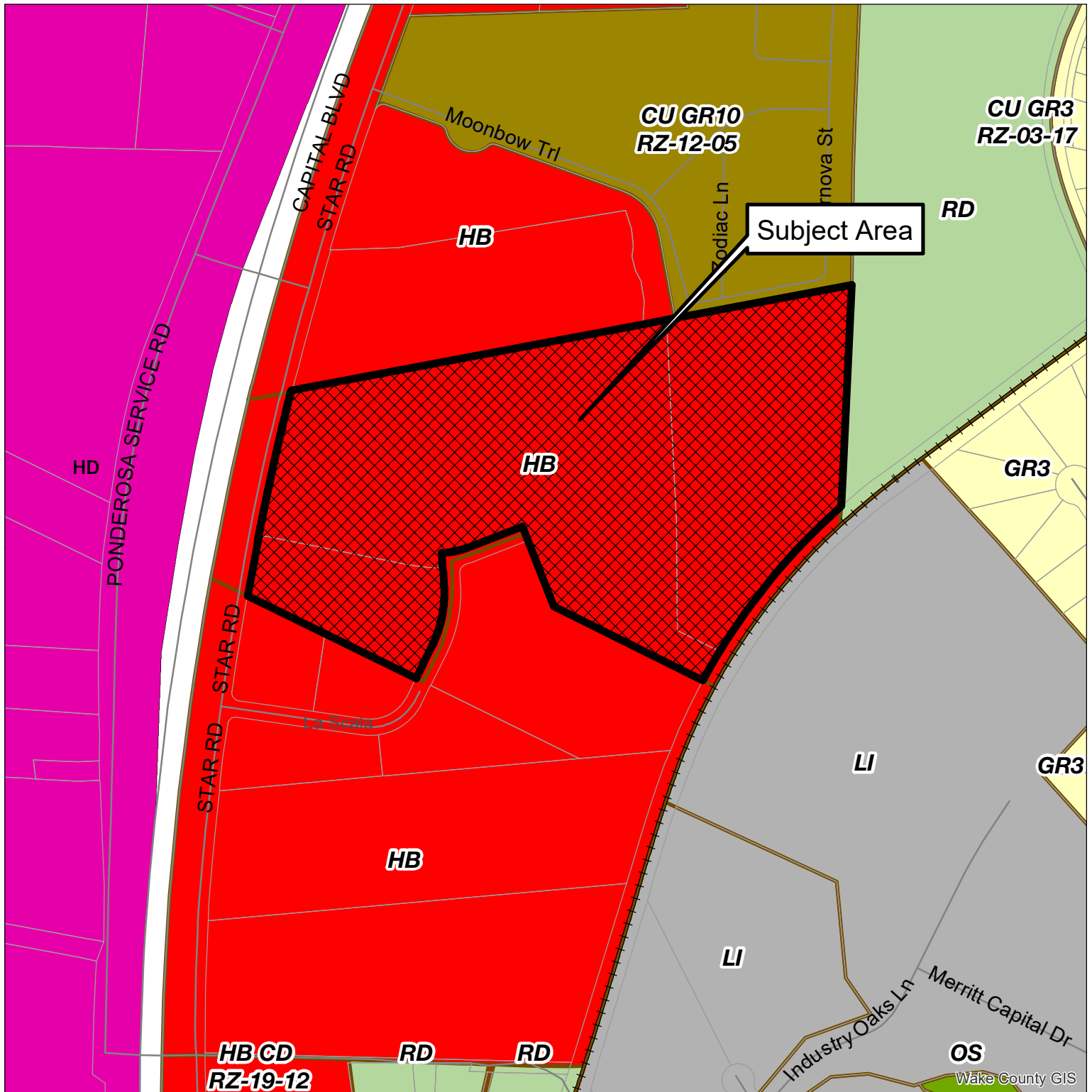


TOWN of
WAKE FOREST

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HB To PUD**

PIN(S): 1739653709, 1739750868 & 1739558441

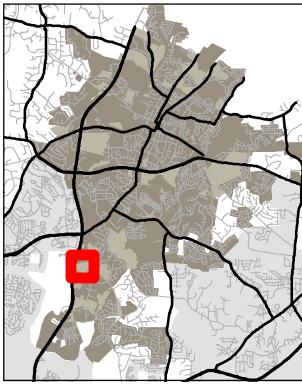
11/16/2021



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Town Wake Forest Planning Department at 919-435-9510.

0 500 1,000 1,500 Feet

102



Community Plan Zones

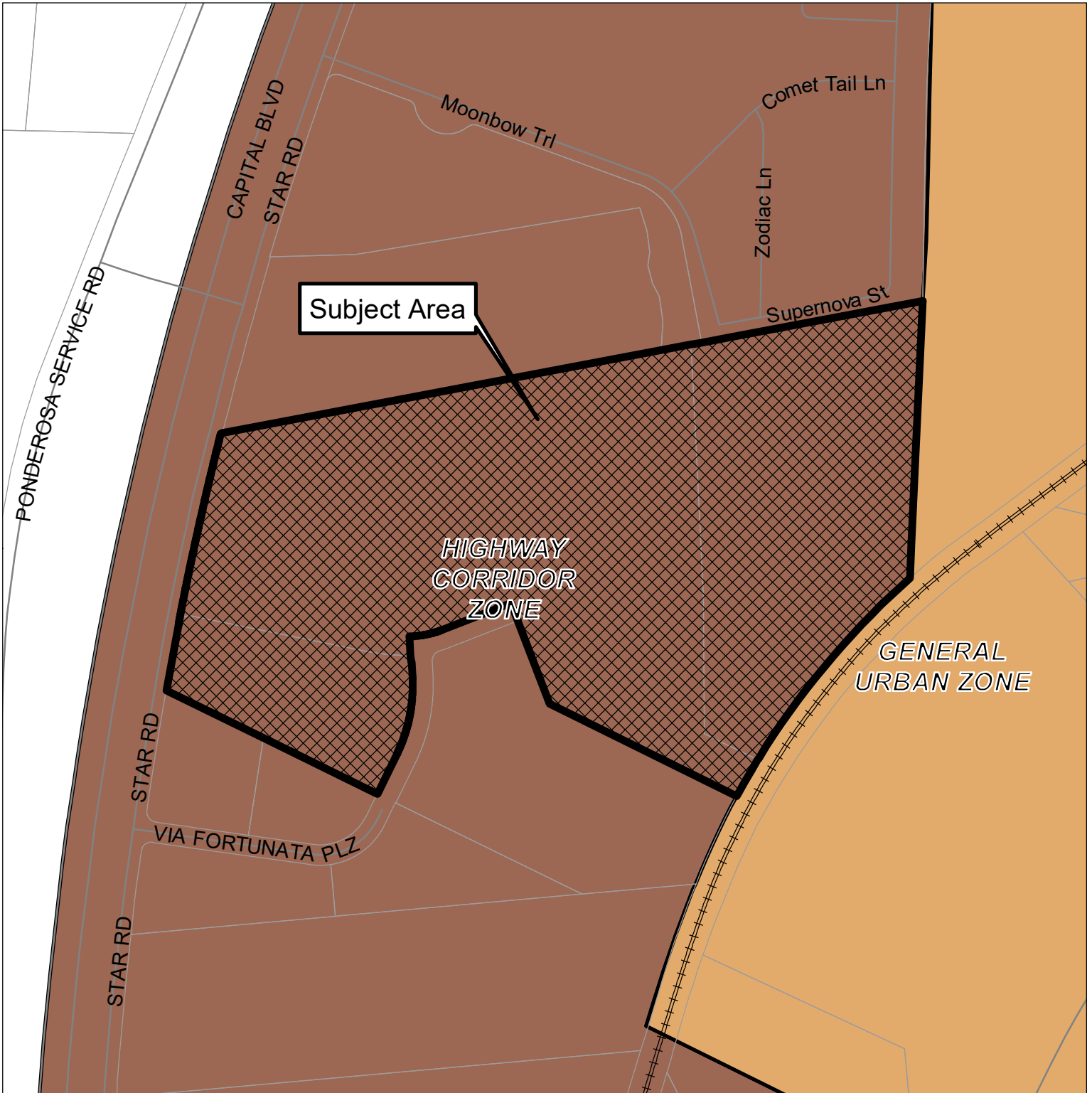


TOWN of
WAKE FOREST

**RZ-19-10 STAR ROAD (PUD)
HB To PUD**

PIN(S): 1739653709, 1739750868 & 1739558441

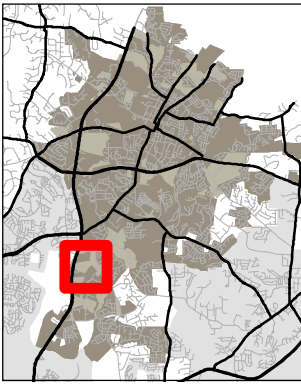
11/16/2021



Please note that this map is intended for illustrative purposes only.
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Town Wake Forest Planning Department at 919-435-9510.

0 0.1 0.2 Miles

N
W
103



Neighborhood Planning Areas

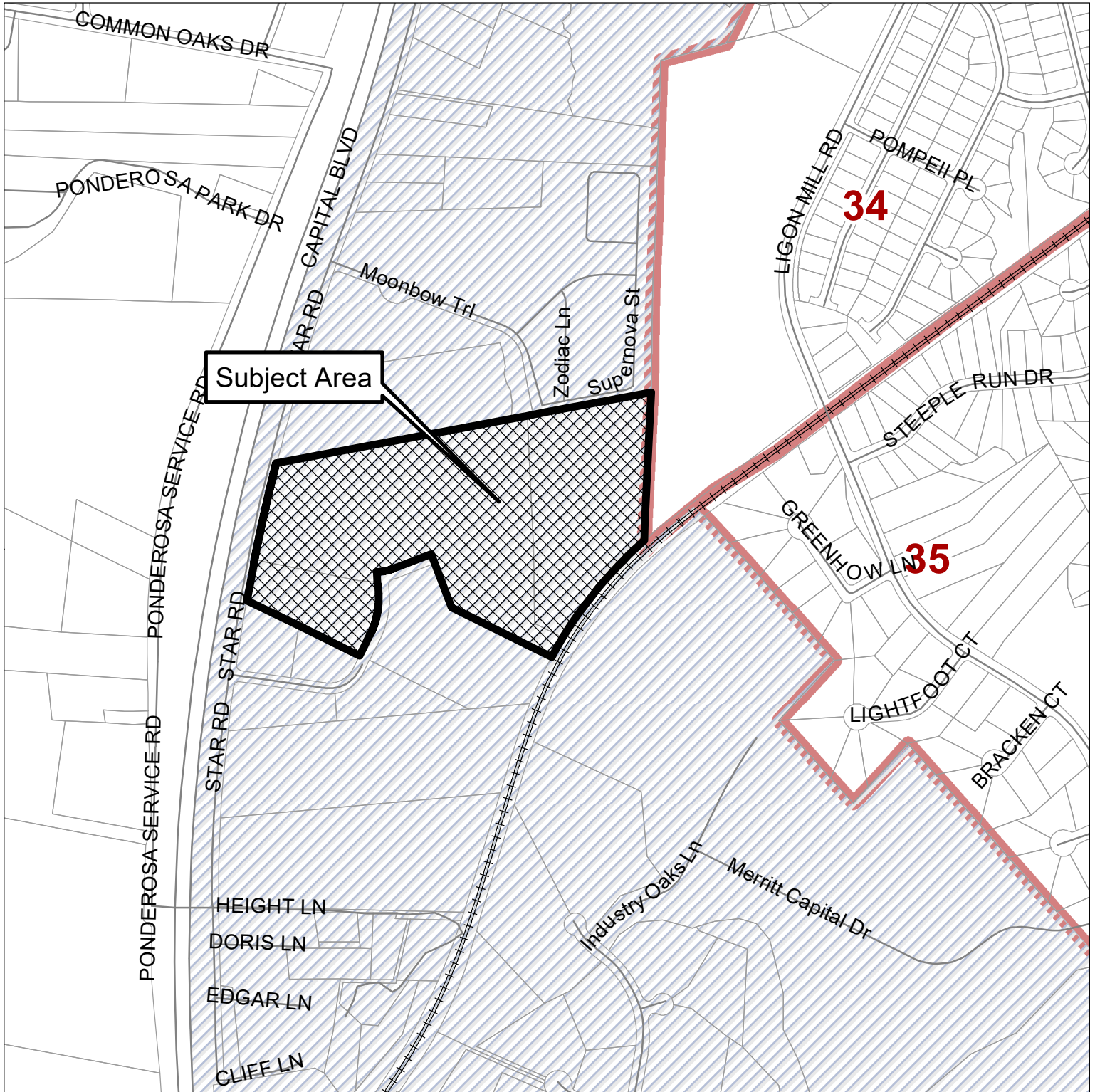


TOWN of
WAKE FOREST

**RZ-19-10 STAR ROAD (PUD)
HB To PUD**

PIN(S): 1739653709, 1739750868 & 1739558441

11/16/2021



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Town Wake Forest Planning Department at 919-435-9510.

0

0.25

Miles

N
W
104

Community Plan Consistency Grid				
GENERAL POLICY RECOMMENDATIONS		YES	NO	NA
GPR-1	Develop complete neighborhoods built around gathering spaces with a mix of housing types, lot sizes, and integrated commercial uses versus monolithic subdivisions			
GPR-2	Appropriately transition large-scale commercial, institutional, and industrial uses into surrounding neighborhoods			
GPR-3	Integrate alternative modes of transportation, such as transit and biking, into development			
GPR-4	Carefully configure street patterns to allow for multiple outlets from neighborhoods, and to continue the policy of providing for connections between neighborhoods, without encouraging through traffic			
GPR-5	Require sidewalks, bikeways and greenways as part of the necessary infrastructure for new development			
GPR-6	Require regularly spaced street trees, selected and planted in accordance with a street tree master plan, in new developments, whether commercial, office or residential			
GPR-7	Place new public and private buildings of architectural significance in locations of prominence and visual importance			
GPR-8	Ensure neighborhoods have adequate open space areas designed into the development			
GPR-9	Ensure residential architecture respects the value of the street upon which it faces with houses pulled up to the street, porches in the front, garages to the rear or setback from the rest of the home's front facade, and front walkways to the sidewalk			
POLICIES FOR OLDER NEIGHBORHOODS		YES	NO	NA
ON-1	Concentrate police protection, preferably in the form of foot and bicycle patrols, as part of a comprehensive strategy for neighborhood revitalization and crime prevention			
ON-2	Encourage pedestrian-level streetlights and appropriately designed private property lights , particularly in the town's older walkable neighborhoods			
ON-3	Implement housing programs, code enforcement activities, and public improvements in partnership with residents in targeted neighborhood areas and include restoration and rehabilitation activities			
ON-4	Ensure new infill development is architecturally compatible with existing structures, site layout and the streetscape within its vicinity			
ON-5	Continually reinvest in the infrastructure of older urban neighborhoods, including but not limited to: park improvements, sidewalks, street paving and maintenance, street trees, street lights, water and sewer lines, and drainage			
ON-6	Encourage pedestrian-oriented, designed and scaled stores and services providing basic necessities to residents of the town's older neighborhoods			
ON-7	Facilitate mass transit services through recognition of planned transit routes, development mix and density, and accommodation for future transit stop locations in redevelopment and infill projects in older neighborhoods			
POLICIES FOR NEWER NEIGHBORHOODS		YES	NO	NA
NN-1	Encourage architecturally compatible accessory housing on developed lots within existing neighborhood areas, especially for the elderly			
NN-2	Working in cooperation with neighborhood residents, support the provision of greenways, bikeways and walkways within existing neighborhoods			
NN-3	Architecturally compatible, residentially scaled office and institutional development may be permitted along major streets forming a boundary of a neighborhood planning area			
NN-4	Existing, less intensive development (i.e. residential or office uses) located at the intersection of two or more major streets may be allowed to undergo an orderly transition to appropriate commercial use, provided that original use is no longer viable and that careful site design will allow for compatibility with adjoining areas			
POLICIES FOR FUTURE NEIGHBORHOODS		YES	NO	NA
FN-1	Promote a walkable community to minimize sprawl, as most new neighborhoods should be compact in form			
FN-2	Ensure new neighborhood streets are no wider than necessary to serve their intended purpose			
FN-3	Consider future transit service corridors and reinforce these corridors with development mixtures and densities appropriate for transit services			
FN-4	Include at least one neighborhood center or focal point in neighborhood planning areas			
FN-5	Encourage neighborhood serving businesses in neighborhood design			

Community Plan Consistency Grid				
FN-6	Encourage centrally located amenity centers and discourage them on the periphery of neighborhoods			
FN-7	Encourage a mixture of housing types, sizes, and prices for each neighborhood planning area			
FN-8	Encourage higher density housing that is served by transit and located close to adjoining work and shopping areas			
FN-9	Ensure new neighborhoods are connected to other neighborhoods, shopping, and work areas within the neighborhood planning area			
FN-10	Ensure street design gives equal priority to pedestrians and automobiles			
FN-11	Recognize bike routes and greenways in neighborhoods at the time of development			
POLICIES FOR EXISTING COMMERCIAL AREAS		YES	NO	NA
EC-1	Encourage appropriate landscaping and reconfiguration of large, existing unlandscaped parking areas.			
EC-2	Encourage the provision of convenience clusters for pedestrians, bicyclists and future transit services at strategic locations in existing commercial areas			
EC-3	Encourage the consolidation of commercial driveways onto major streets and the connection of adjacent parking lots			
EC-4	Encourage businesses to replace existing, non-conforming signage with more attractive, conforming signage.			
EC-5	Encourage new infill development across the front street face of existing, over-designed parking lots			
EC-6	Continue to prohibit billboards within the planning jurisdiction of Wake Forest			
EC-7	Ensure bicycle and pedestrian access to existing commercial areas			
POLICIES FOR FUTURE LARGE-SCALE COMMERCIAL AREAS		YES	NO	NA
LSC-1	Encourage large-scale commercial developments where appropriate, to contain a diverse mixture of retail, office, restaurant and service uses			
LSC-2	Locate large-scale commercial uses on the corners of neighborhood planning areas, that is, at the intersection of two or more major streets			
LSC-3	Allow planned mixed-use developments which allow for a compatible mixture of residential and non-residential uses with a pedestrian scale and design should be encouraged			
LSC-4	In planning for a new large scale development, buffer large-scale uses from adjacent residential areas by smaller scale buildings or by buffer strips			
LSC-5	Except for limited access highways, pull up new commercial buildings to the street; parking should be placed to the rear or side of the structure			
LSC-6	When appropriate, require the use of all around architecture (high quality facades on all sides of a building)			
LSC-7	Plan ahead for new large-scale commercial development in regards to future public transit stops and convenience clusters			
LSC-8	Limit driveway access for new large-scale commercial development to major thoroughfares and connect all adjacent parking lots			
LSC-9	Cluster together auto dealerships, large equipment sales and other businesses primarily dependent upon expansive outdoor sales lots for both functional and economic reasons			
LSC-10	Strongly discourage the abandonment of "big box" retail stores, for the purpose of relocating to another "bigger box" location in the community			
POLICIES FOR SMALL SCALE NEIGHBORHOOD BUSINESSES		YES	NO	NA
SSB-1	Encourage small scale, pedestrian-oriented shopping and work places in the design of new neighborhoods			
SSB-2	Locate neighborhood businesses at center of planning area rather than major thoroughfares			
SSB-3	Ensure neighborhood businesses are designed at a residential scale and character			
SSB-4	Coordinate the location of neighborhood serving businesses with bikeways and, where appropriate, future transit stops			
SSB-5	Employ on-street parking in coordination with a limited amount of off-street parking for neighborhood serving businesses			

Community Plan Consistency Grid				
SSB-6	Ensure neighborhood businesses have residential scale signage and lighting			
SSB-7	Ensure neighborhood businesses encouraged as upfront infrastructure cost of new development			
SSB-8	Ensure neighborhood businesses locate near public amenities if opportunity allows			
SSB-9	Encourage living quarters over small retail shops and offices			
POLICIES FOR FIRST GENERATION BUSINESS AND INDUSTRIAL AREAS		YES	NO	NA
FGI-1	Actively participate, facilitate and partner in the adaptive reuse and conversion of former production, warehousing and manufacturing buildings into uses compatible with their design and location			
FGI-2	If the demolition of an old industrial building or complex becomes necessary, any new structure(s) and site redevelopment should be compatible with the neighborhood context; such redevelopment should serve to improve the quality, character and livability of the surrounding area			
POLICIES FOR SECOND GENERATION BUSINESS AND INDUSTRIAL AREAS		YES	NO	NA
SGI-1	Encourage and support the rehabilitation, improvement, and re-occupancy of viable business and industrial properties that have become vacant.			
SGI-2	The Town of Wake Forest acknowledges and supports the work of state and federal agencies, as well as its own town building inspectors, concerning the enforcement of environmental regulations and building standards, particularly concerning the redevelopment or adaptive reuse of manufacturing sites and buildings			
POLICIES FOR THIRD GENERATION BUSINESS AND INDUSTRIAL AREAS		YES	NO	NA
TGI-1	Periodically examine zoning ordinance and other development regulations to maintain or update appropriate standards and locations for manufacturing, warehouse and distribution opportunities within the Town's planning jurisdiction			
TGI-2	Employ industrial development performance standards to promote the establishment or expansion of industries that are compatible with the public health, safety, and welfare of area residents, and that are supportive of the long term economic prosperity and environmental quality of the community			
TGI-3	Provide and maintain adequate screening and buffering between residential areas and newly developed industrial sites			
TGI-4	Ensure industrial and warehouse sites located within view of a public right-of-way or nearby property provide landscaping that enhances the property and is consistent with a quality image			
POLICIES FOR DOWNTOWN		YES	NO	NA
D-1	Encourage a compatible, diverse mixture of retail, office, institutional, residential, dining, services, entertainment, and public open space in the downtown area			
D-2	Recognize the advantages of clustering similar activities and development forms in appropriate parts of the downtown			
D-3	Expand pedestrian oriented streetscape improvements, including wider sidewalks, street trees, decorative street lights, street furniture, and landscaping			
D-4	Direct new and expanding businesses to compatible buildings and sites in or near the downtown area			
D-5	Reserve ground floor space for retail uses with office and other uses on upper floors			
D-6	Maintain a tangible presence and commitment to the downtown through the location of the Town's major municipal offices there and encourage other local, state and federal government agencies to maintain similar commitments to the downtown			
D-7	Continue to support the Wake Forest farmers market at the municipal parking lot in downtown Wake Forest			
D-8	Continue to utilize the Renaissance Area Urban Code to ensure that development and redevelopment will be supportive of the architectural and historic context that is vital to the economic success of downtown Wake Forest			
D-9	Encourage efforts to restore missing or underutilized street frontages, particularly on lots where previous buildings have been demolished and replaced with (oftentimes) surface parking			
D-10	Locate parking lots to the side or behind buildings or in the interior of the block with off-street parking spaces for multi-family buildings being in the rear yard			

Community Plan Consistency Grid				
POLICIES FOR PARKS, OPEN SPACE AND RECREATION		YES	NO	NA
PR-1	In cooperation with private sector interests, develop a system of open space greenways and walking trails to connect to residential areas with, especially, schools and park facilities			
PR-2	Include mini-parks in existing and proposed developments to meet the needs of small children and the elderly, and to encourage social interaction and mutual support among area families			
PR-3	Locate parks in full view of residential/non-residential activity for security			
PR-4	Provide funding to help demand for open space and recreation created by development			
PR-5	Co-locate parks & recreation facilities with schools, utility companies, and federal, state and local government agencies			
PR-6	Continue to seek efficiencies, cost savings, and quality services for park maintenance as the Town grows			
PR-7	Continue to explore new opportunities for providing recreation programs with all available partners			
POLICIES FOR MAJOR STREETS		YES	NO	NA
S-1	Space major streets no more than 1 mile apart			
S-2	Ensure access to undeveloped sections of major streets are from intersecting minor streets, rather than private driveways			
S-3	Ensure minor streets intersect major streets regularly at approximately every 400 to 600 feet			
S-4	Incorporate central medians into the design of new or improved major streets			
S-5	Plant landscaping, and where possible, street trees in central medians of major streets			
S-6	Plant and retain streetyard vegetation along major streets to soften and unify the streetscape			
S-7	Ensure contrasting streetyards along major streets for change in visual character			
S-8	Preserve and enhance natural, cultural and historic features along major streets			
S-9	Ensure parking areas are screened from view within major street corridors			
S-10	Employ special roadway overlay zoning to help implement corridor plans			
S-11	Ensure road widenings and/or one-way pairs are avoided for streets where the original design intent and relationship to adjoining land uses was otherwise			
POLICIES FOR MINOR STREETS		YES	NO	NA
S-12	Encourage street patterns that respond to site topography, accentuate focal points and interesting vistas, create interesting public spaces and intersections, and that are coordinated with the placement of significant structures or open spaces			
S-13	Consider incorporation of medians in neighborhood axial streets			
S-14	Create short blocks of 300-500 feet in length to allow for many alternative routes for walking and biking, as well as a beneficial network of local streets			
S-15	Design street widths to fit the intended use of the street, corresponding to the traffic load and planned development types			
S-16	Employ a fully-connected honeycomb of streets to promote convenient circulation within the neighborhood and provide for multiple, alternative outlets from the area to adjoining neighborhoods and major streets			
S-17	Encourage on-street parking in compact neighborhoods			
S-18	Utilize grass swales to capture runoff in conservation subdivisions			
S-19	Ensure turning radius of corners at intersections are as small as possible to shorten the street crossing distance for pedestrians at intersections			
S-20	Install traffic calming methods as necessary to enhance livability			
POLICIES FOR SIDEWALKS		YES	NO	NA
SW-1	Where no sidewalks are present, provide sidewalks in existing developed areas to connect residential areas to walkable pedestrian destinations			
SW-2	Ensure sidewalks are required on both sides of the street in new developments when along thoroughfares and collectors, in multi-family developments, in "front porch" developments, and along local streets within walking distance of a major pedestrian trip attractor			
SW-3	Ensure sidewalk widths correspond with anticipated pedestrian traffic volumes, adjoining land uses, and sidewalk activities with minimum sidewalk widths at 5 feet, or 6 feet if along the verge of a street			

Community Plan Consistency Grid				
SW-4	Continue curb stamp installation and retrofit curb ramps in existing sidewalks			
SW-5	Ensure crosswalks are plainly marked and well lit, especially where significant pedestrian activity is observed or expected			
POLICIES FOR BIKEWAYS		YES	NO	NA
B-1	The bicycle facility selection guide, as used by the Federal Highway Administration, shall be employed for determining the most suitable type of bicycle facility for any new or upgraded roads in Wake Forest			
B-2	Facilitate bicycle and pedestrian way connections between neighborhoods, either by street or connecting path, to enable the effective use of local, minor streets for pedestrian and bicycle travel			
B-3	Install striped bicycle lanes and appropriate signage along existing streets where called for in the Bicycle Plan			
B-4	Install striped bicycle lanes and appropriate signage along new collector streets			
B-5	Install bicycle-responsive signals at intersections where appropriate			
B-6	Ensure all new public and private developments have bike parking and bicycle access			
B-7	Examine all future road construction and improvements for bikeway feasibility and conformity with the Town of Wake Forest Bicycle Plan			
B-8	Examine all future developments and site plans for bicycle compatibility and conformity with the town Bicycle Plan			
B-9	Include bicycle facilities and their impacts in traffic impact analyses for new private developments			
B-10	Establish and implement pedestrian and bicycle friendly schools zones around all schools			
B-11	Ensure bicycle-related improvements are an integral component of the Town's annual budget for public infrastructure investment			
POLICIES FOR GREENWAY TRAILS		YES	NO	NA
GT-1	Continue to pursue a greenway trails system that connects residential areas with schools and park facilities			
GT-2	Develop greenway trails in accordance with the environmental conditions of its corridor, its intended use for travel versus recreation, and the anticipated traffic volume of pedestrians and bicyclists			
GT-3	Ensure greenway construction is treated as a normal element of infrastructure necessary to support new development			
GT-4	Ensure greenway maintenance and safety in Town control after transfer from private control			
POLICIES FOR PUBLIC TRANSPORTATION		YES	NO	NA
PT-1	Support the successful operation and expansion of transit with compact, transit-compatible development patterns			
PT-2	Require site planning that incorporates transit stops and convenience clusters			
POLICIES FOR STREET TREES		YES	NO	NA
ST-1	Prepare and maintain an official Street Tree Planting Master Plan			
ST-2	Ensure consistent street tree species occur along certain sections of streets			
ST-3	Ensure a diversity of street tree species Town wide with no single species comprising more than 10-15% of total trees			
ST-4	Install regularly spaced street trees in central medians and frontage street medians			
ST-5	Continue to require the planting or preservation of street trees of appropriate size and species			
ST-6	Maximize available budget dollars for street tree master plan implementation			
POLICIES FOR STREETLIGHTS		YES	NO	NA
SL-1	Ensure streetlights are installed according to the design speed and/or intended use of the street or area they serve			
SL-2	Periodically evaluate emerging lighting technologies for best color, brightness and energy efficiency			
SL-3	Continue to develop and implement joint policies and standards for street light selection, installation, operation and maintenance in cooperation with Wake Electric and Duke/Progress Energy			

Community Plan Consistency Grid				
SL-4	Ensure streetlights are installed on both sides of streets unless a newly approved street is planned from the outset to have a sidewalk on only one side			
POLICIES FOR UTILITY POLES AND WIRES		YES	NO	NA
UPW-1	Maintain a master plan for the undergrounding of utilities, with priority given to pre-determined areas			
UPW-2	Ensure major town entrances and gateway corridors receive first priority for the undergrounding of overhead utilities			
UPW-3	Ensure high visibility, pedestrian-oriented areas receive second priority for the undergrounding of overhead utilities			
UPW-4	Ensure overhead utilities in other priority areas are placed underground or relocated as opportunities arise			
POLICIES FOR WIRELESS TELECOMMUNICATION FACILITIES		YES	NO	NA
WTF-1	Facilitate the development of wireless service technology as an economic development asset and significant benefit to the town and its residents			
WTF-2	Ensure the impacts of wireless telecommunication facilities should not be permitted to compromise the health, safety and public welfare of area residents; nor should such facilities be allowed to diminish the character of the community and visual quality of its environment			
WTF-3	Ensure that in residential areas, historic districts and the Renaissance districts, cell towers are only considered when there is no alternative for serving those areas and no other alternative wireless telecommunication structure can be utilized			
WTF-4	Initiate updates to standards for wireless telecommunication facilities as new technologies and structural requirements for wireless capabilities emerge over time			
POLICIES FOR TOWN AND SPECIAL AREA ENTRANCES		YES	NO	NA
TSE-1	Employ noticeable streetscape improvements to clearly announce a town entrance and to enhance gateway corridors			
TSE-2	Extend streetscape improvements as the Town limits expand			
TSE-3	Employ special "gateway" treatment where where a bridge, underpass, overpass or other roadway feature is located at an entry point to the town or some portion of it			
POLICIES FOR COMMUNITY CHARACTER		YES	NO	NA
CC-1	Employ architectural standards consistent with Wake Forest's architectural character for new, expanding, or improved businesses			
CC-2	Exceptional locations, views and vistas in the town should receive exceptional treatment and/or protection in design and development			
CC-3	Place noteworthy buildings, important outdoor spaces, objects of historic merit, important monuments, and significant works of art in positions of visibility and prominence			
CC-4	Incorporate significant natural and existing man-made elements into the thematic design of new developments			
CC-5	Save large trees, ponds, creeks, or other natural features of the landscape when locating new streets, buildings, parking lots, etc			
CC-6	Support community character by ensuring development is compatible with surrounding area			
CC-7	Ensure exterior lighting is attractive, functional and safety conscious, while also avoiding negative impacts on the night sky visibility of Wake Forest			
POLICIES FOR REGIONAL TRANSPORTATION		YES	NO	NA
RT-1	Continue to anticipate and plan for the impacts of new high speed rail service as it passes through Wake Forest en route to major urban centers north and south along the east coast			
RT-2	Continue to anticipate and plan for the transformation of US 1 Capital Blvd into a limited access freeway and multi-modal transportation corridor as per the plans of the US 1 Corridor Study			
RT-3	Support the express bus service between downtown Wake Forest and downtown Raleigh			
POLICIES FOR WATER AND SEWER		YES	NO	NA
WS-1	Work proactively with other local governments, utility service providers, and the State of North Carolina on regional, long term solutions for water supplies and sewage treatment			
WS-2	Place water and sewer utilities in areas where growth is desired			
WS-3	Avoid placing sewer utilities in environmentally sensitive areas or in areas where open space is desired			

Community Plan Consistency Grid				
WS-4	Encourage the development of sewer services that employ water reuse technologies			
POLICIES FOR WATER CONSERVATION		YES	NO	NA
WC-1	Conserve, to the fullest extent possible, potable water and waste water treatment capacity			
WC-2	Employ other types of non-municipal water supplies such as wells, rainwater catching systems, rain barrels and in-ground cisterns			
WC-3	Eliminate or reduce usage of the municipal water supply for outside irrigation			
WC-4	Encourage new development to plant drought tolerant grasses on lawns			
WC-5	Encourage construction of new rainwater retainage systems			
WC-6	Encourage new development to include traditional plants native to the area			
WC-7	Encourage the installation of water saving devices in new and existing development			
POLICIES FOR COMMUNITY ORIENTED SCHOOLS		YES	NO	NA
S-1	Plan for new school locations in advance through joint collaboration between the Town and School Board — with emphasis on steering facilities to desirable growth areas and avoiding sprawl			
S-2	Encourage offering land for new school facilities, particularly in conjunction with related neighborhood development			
S-3	Design safe campuses with pedestrian access to adjoining neighborhoods			
S-4	Prioritize traffic management and safety in the vicinity of public schools			
S-5	Co-locate school facilities with other community facilities and services			
S-6	Ensure costs for new schools should be borne largely by new growth and development creating the demand			
S-7	Foster diversity in community-oriented public schools by encouraging diversity in nearby neighborhoods feeding each school			
POLICIES FOR PAYING FOR GROWTH		YES	NO	NA
PFG-1	Ensure the costs of infrastructure, facilities and services related to new growth and development should be borne primarily by those creating the demand			
PFG-2	Continually seek to balance residential and non-residential development to foster a favorable service-cost to revenue-generated tax base			
PFG-3	Fees charged by the Town for development reviews and inspections should approximate the actual costs to the Town of conducting such work			
PFG-4	Explore cost recovery fees for new "greenfield" development			
PFG-5	Undertake annual planning and budgeting for capital facilities			
POLICIES FOR A HEALTHY SUSTAINABLE ENVIRONMENT		YES	NO	NA
HSE-1	Ensure development policies work to make Wake Forest more walkable and pedestrian-friendly, and less dependent on the single-occupant automobile			
HSE-2	Encourage compact, transit-oriented, mixed-use developments to facilitate walking, biking and transit options			
HSE-3	Locate new higher density residential development within walking distance of jobs and services and design it to be transit compatible with current and future transit services			
HSE-4	Recognize and facilitate low impact development			
HSE-5	Ensure runoff and drainage from development is of a quality and quantity as near to natural conditions as possible			
HSE-6	Require vegetative riparian buffers along all creeks, rivers, lakes and other water bodies in Wake Forest			
HSE-7	Encourage conservation subdivisions where site conditions call for minimizing environmental disturbance and protecting adjoining natural resources			
HSE-8	Ensure large parking lots have landscaped planting islands and perimeter buffer strips and may use other design technologies to intercept and absorb runoff			
HSE-9	Carefully control development activities in the special flood hazard areas			
HSE-10	Encourage the construction of energy efficient structures, including the use of "green" building design			
HSE-11	Ensure site plans for new development work sympathetically with the natural features of the land, including existing topography and significant existing vegetation			

Community Plan Consistency Grid				
HSE-12	Explore a combination of incentives and disincentives to protect existing trees and/or require the replacement of trees removed for development			
HSE-13	Encourage green infrastructure (grassed swales, rain gardens, bio-retention strips, cisterns, rain barrels, permeable pavements, etc.)			
HSE-14	Offer a variety of solid waste reduction strategies and services including educational programs on waste prevention, recycling and reuse			
HSE-15	Facilitate proper disposal of household hazardous waste materials			
HSE-16	Encourage on-site residential composting			
HSE-17	Continue off-site mulching and redistribution of landscape yard waste			
HSE-18	Continue to support education and activities that reduce litter and illegal dumping			
HSE-19	Continue to plan in advance for area requirements concerning solid waste collection and disposal			
POLICIES FOR ECONOMIC DEVELOPMENT		YES	NO	NA
ED-1	Encourage new and expanding industries and businesses that are compatible with the long-term quality of the area's natural and cultural resources, match up well with the area's infrastructure and services, employ and develop the skills of area workers, and diversify the local economy			
ED-2	Retain quality businesses and to attract new ones continue to invest in infrastructure and services that sustain and enhance the area's already high quality of life, image and cultural identity			
ED-3	Pursue economic and business development partnerships between the Town, other local jurisdictions, other economic development organizations, and private companies			
ED-4	Strive for a financial and regulatory environment that supports the establishment and growth of small business			
ED-5	Develop real estate "product" suitable for business placement that focuses on the identification, enhancement and certification of buildings and sites readily available for construction and/or occupancy			
POLICIES FOR ARTS CULTURE AND HISTORIC PRESERVATION		YES	NO	NA
ACH-1	Encourage efforts and actively participate in the provision of indoor and outdoor public and private spaces to showcase the work of visual and performing artists in Wake Forest			
ACH-2	Encourage new private sector developments to include art as an integral element of privately owned common areas and semi-public spaces			
ACH-3	Ensure budgets for new construction and renovations of town buildings include a line item for the purchase and display of art			
ACH-4	Continue to have cultural arts be enhanced as a permanent function of the Town's recreation program offerings			
ACH-5	Employ design standards that ensure development and redevelopment is consistent with the architectural context, community character, economic attractiveness and livability of Wake Forest			
ACH-6	Encourage the identification, restoration, and active use of structures, buildings, monuments, landmarks, sites and neighborhoods of historic or architectural significance			
ACH-7	Strongly discourage the destruction of architectural, historic, and archeological resources of Wake Forest			
POLICIES FOR PUBLIC SAFETY		YES	NO	NA
PS-1	Employ community education, school, and public involvement programs to enhance community awareness of public safety issues			
PS-2	Periodically review the need for additional paid personnel, capital improvements and equipment needs to meet or exceed public safety standards, insurance ratings and other measures of public safety			
PS-3	Strategically locate additional public safety substations, provided that sufficient resources can be made available to properly staff and equip them			
PS-4	Proactively support legislative efforts to strengthen local law enforcement tools			
PS-5	Employ a holistic approach to public safety involving residents, businesses, and institutions in the preparation of neighborhood improvement plans, with priority given to public safety concerns			
PS-6	Encourage excellence in law enforcement, fire protection, and emergency services through on-going education, training and participation in national accreditation programs			
PS-7	Support the establishment of an east-west through street (or loop road) on the north side of town to improve emergency access to locations in that area			

Community Plan Consistency Grid				
POLICIES FOR LEADERSHIP AND COMMUNITY INVOLVEMENT		YES	NO	NA
LCI-1	Continue to emphasize the importance of advisory boards & committees in conducting the Town's business			
LCI-2	Ensure boards and committees of the Town are representative of the population and geography of the planning area or subject matter being addressed			
LCI-3	Encourage public involvement in decisions on land use and development by making the public aware of proposed developments at the earliest lawful opportunity, as well as fostering communication between developers and the general public			
LCI-4	Encourage neighborhood and special area planning			
LCI-5	Continue to ensure maintenance and enhancements to the Town's internet and multi-media news dissemination capabilities			
LCI-6	Participate proactively in the cooperation of efforts among civic and volunteer organizations for maximum impact in the community			

Comprehensive Transportation Plan (2010) Consistency Grid

CREATE A SAFE AND EFFICIENT MULTIMODAL TRANSPORTATION SYSTEM		YES	NO	NA
P.1	Update town ordinances to clarify design guidance for sidewalk, greenways, and multi-use paths.			
P.2	Pursue connectivity for pedestrians and cyclists with pathways in places where street connections are not feasible or acceptable.			
P.3	Review land development and redevelopment applications to identify opportunities to connect bikeways, greenways, and sidewalks with adjacent neighborhoods, parks, schools, offices, shops, and public spaces.			
P.4	Build pedestrian facilities according to the priorities established by the Town Board of Commissioners and in conjunction with street projects built by others.			
B.1	Request an increase in annual funding for on-road bikeways such as wide striped shoulders and striped bike lanes.			
B.2	Seek approval from NCDOT and Town Board of Commissioners to conduct demonstration projects using "sharrows".			
B.3	Accelerate repaving and restriping of roads on the Bicycle Plan to accelerate the creation of new on-road bikeways.			
B.4	Supplement existing bike route signs with time and distance signs along on- and off-road bikeways and greenways.			
B.5	Provide bicycle facilities according to the priorities established by the Town Board of Commissioners and in conjunction with street projects by others.			
S.1	Balance the Town's mobility needs with other priorities such as the function of the street, corridor relationship to land use, urban design, and the promotion of alternate modes.			
S.2	Support connectivity throughout the street network to create an efficient multimodal network of slow streets.			
S.3	Adopt a complete streets policy and use it to ensure all future transportation projects incorporate safe and efficient facilities and services for users of all ages and abilities.			
S.4	Analyze the signal timing to ensure adequate time for protected left turns from all approaches at South Main Street and NC 98 Bypass.			
S.5	Selectively re-program the direction of signals on Durham Road west of US 1. Furthermore, a reduction in traffic volumes on Durham Road following completion of the NC 98 Bypass may reduce the crash frequency at this location.			
S.6	Monitor conditions to assess change in crash frequency/severity at South Main Street and Capital Boulevard (US 1) that may result from the recent modifications to the signals and westbound approach to Capital Boulevard. Also monitor the relatively high vehicle speed of southbound traffic approaching this intersection.			
T.1	Create new route traveling the same streets as the existing Circulator route but in the opposite direction.			
T.2	Provide route maps with departure/arrival times.			
T.3	Install bus shelters and improve passenger safety at stops.			
COORDINATE TRANSPORTATION AND LAND USE PLANNING TO ENSURE THAT GROWTH PAYS ITS OWN WAY		YES	NO	NA
S.7	Revise the collector street portion of the thoroughfare plan with alignment and classification changes outlined in Chapter 5 to provide guidance to development community on proposed street network.			
S.8	Continue to require developers to fund roadway improvements that are rational and proportional to the impact created by development.			
S.9	Utilize the Corridor Profiles (Appendix A), which provide key information on traffic volumes and roadway characteristics. Where feasible, the illustrative cross sections include bicycle and pedestrian amenities.			
S.10	Install additional posted speed limit for westbound Wait Avenue just west of Jones Dairy Road.			
S.11	Consider revising the posted speed limit on Durham Road between US 1 and Wingate to 40 mph.			
PLAN, DESIGN, & CONSTRUCT TRANSPORTATION FACILITIES THAT CONTRIBUTE TO WAKE FOREST'S SMALL TOWN CHARACTER AND ATTRACTIVE APPEARANCE		YES	NO	NA
S.12	Plan, design, build and maintain landscaped medians along designated thoroughfares (Appendix A) that will manage access, improve safety and add to visual attractiveness of the area.			
T.4	Work with CAMPO, the Triangle Transit and NCDOT Rail Division to plan high-quality, high-frequency passenger rail or bus-rapid transit in Wake Forest.			
PROVIDE SAFE & CONVENIENT FACILITIES AND SERVICES FOR PEOPLE WHO CHOOSE NOT TO USE AN AUTOMOBILE		YES	NO	NA
P.5	Build sidewalks and crosswalks to connect near neighborhoods with downtown Wake Forest.			

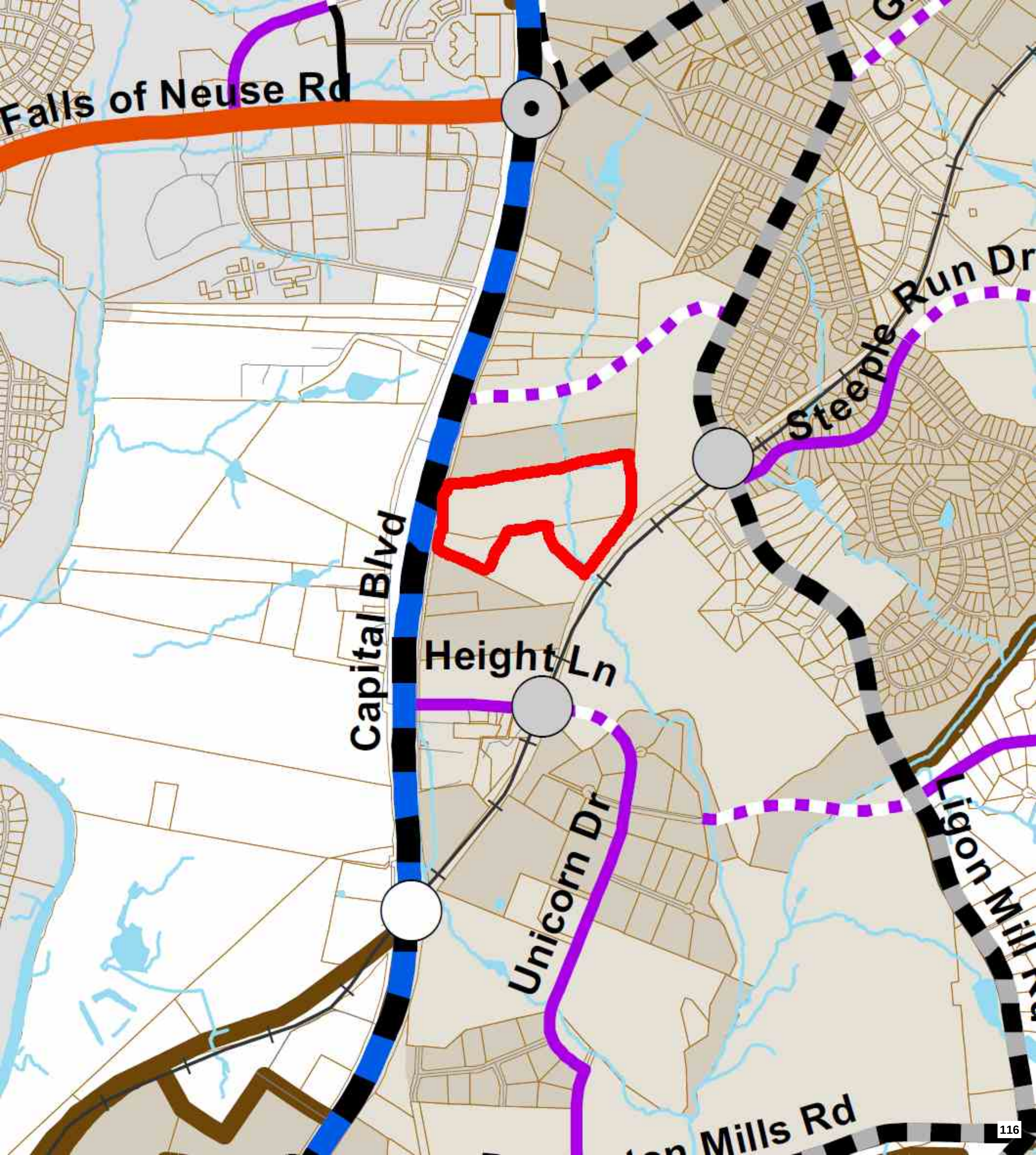
Comprehensive Transportation Plan (2010) Consistency Grid

P.6	Use federal and state grants to implement infrastructure-related and non-infrastructure projects and programs associated with walking and bicycling to all 8 public schools in Wake Forest.			
P.7	Update Subdivision Ordinance to allow reduction in trip generation for trips diverted to alternate modes of transportation, provide incentives, reduce parking requirements, strengthen connectivity, establish sidewalk maintenance policy, and implement traffic calming program.			
P.8	Continue to fund sidewalk construction using Town funds.			
P.9	Build greenways consistent with priorities established by the Town Board of Commissioners.			
B.6	Conduct public awareness campaign to educate citizens of the danger in riding bicycles on sidewalks.			
B.7	Consider a new Police program to distribute "coupons" to Wake Forest youth for demonstrating responsible bicycling in a "Catch 'em biking right" campaign.			
B.8	Complete the collector street network through and to 36 activity centers in Wake Forest to provide slower speed, lower-volume streets suitable for many cyclists.			

ENSURE SERVICEABLE OPERATION OF EXISTING FACILITIES AND SERVICES		YES	NO	NA
B.9	Organize quarterly bike rides with Town staff to assess bike route conditions.			
B.10	Designate space to permit interested organizations to create valet bike parking at Town.			
B.11	Encourage formation of web-based "Ride Anytime" site to match groups of riders.			
B.12	Sponsor a bicycle mentor program.			
B.13	Launch free adult bicycle safety courses including web-based and television-based short courses.			
B.14	Run a public service message campaign in the Town's newsletter and in neighborhood newsletters.			
B.15	Develop a corporate outreach program to encourage bicycle commuting.			
B.16	Implement a local bike event in conjunction with the Triangle "Bike to Work Week" in the month of May.			
B.17	Install a kiosk and provide pamphlets at Wake Forest Town Hall.			
S.13	Protect the integrity of the existing system and balance the transportation network with strategic investments in pedestrian, bicycle, and transit projects.			
S.14	Introduce new project selection factors at CAMPO to reinforce the importance of maintaining existing systems.			
S.15	Monitor intersection operations to determine LOS deficiencies; implement engineering, policy, transit, and multimodal improvements to extend the life of intersection for acceptable operations.			
T.5	Develop a corporate outreach program to encourage transit use.			

PROACTIVELY PLAN FOR WELL-PLANNED TRANSPORTATION LINKAGES TO OTHER PARTS OF THE TRIANGLE REGION		YES	NO	NA
S.16	Work cooperatively with CAMPO during the next update of their transportation plan to incorporate the recommendations of the Wake Forest Plan.			
S.17	Review development applications for sites along Capital Boulevard and parallel frontage roads and require roadway modifications consistent with the long-range plan to convert to a freeway with continuous two-way frontage roads on both sides.			
T.6	Pursue CAMPO funding opportunities for transit improvements.			
T.7	Host transit events targeted to a range of cultural groups.			

IDENTIFY SUFFICIENT, TIMELY, & EQUITABLE FINANCING MECHANISMS FOR WELL-TIMED TRANSPORTATION SERVICES AND IMPROVEMENTS		YES	NO	NA
S.18	Continue to seek state and federal transportation funds through cooperative planning with CAMPO and NCDOT.			
S.19	Form a staff Safety Committee and hold periodic meetings to share information among the Police, Engineering, Parks & Recreation, and Planning departments to review crash data and create an Action Plan.			
S.20	Develop an Action Plan to address streets and intersections that exceed statewide crash rate averages. Review the Action Plan in committee.			
S.21	Implement intersection safety improvements at top crash locations.			



Falls of Neuse Rd

Capital Blvd

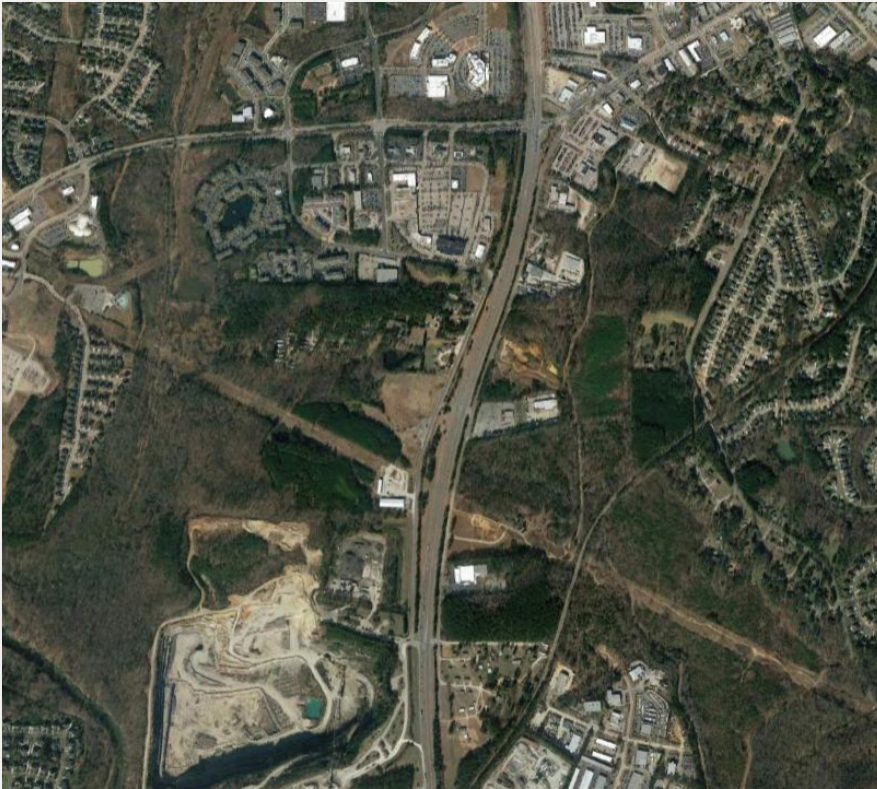
Height Ln

Unicorn Dr

Steeple Run Dr

Ligon Mills Rd

Ligon Mills Rd



Star Road Mixed - Use
Traffic Impact Analysis
Wake Forest, North Carolina



**TRAFFIC IMPACT
ANALYSIS**

FOR

STAR ROAD MIXED-USE

LOCATED

IN

WAKE FOREST, NC

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MARCH 2021



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TRAFFIC IMPACT ANALYSIS
STAR ROAD MIXED-USE
WAKE FOREST, NORTH CAROLINA

EXECUTIVE SUMMARY

1. Development Overview

A Traffic Impact Analysis (TIA) was conducted for the proposed Star Road Mixed-Use development in accordance with the Wake Forest (Town) Unified Development Ordinance (UDO) and North Carolina Department of Transportation (NCDOT) capacity analysis guidelines. The proposed development is to be located east of Star Road and north of Height Lane in Wake Forest, North Carolina. The proposed development is expected consist of 171 townhomes and a an approximately 43,000 s.f. shopping center and estimated to be built out in 2024. Site access is proposed via one (1) full-movement driveway along Star Road.

2. Existing Traffic Conditions

The study area for the TIA was determined through coordination with the Town and NCDOT and consists of the following existing intersections:

- Capital Boulevard (US 1) and Star Road Connector / Ponderosa Service Road Connector
- Star Road and Star Road Connector
- Capital Boulevard (US 1) and Montys Lane / Height Lane
- Star Road and Main Street

Peak hour turning movement counts, collected at the study intersections listed above in May of 2019, were obtained from a traffic study conducted by Stantec Consulting Services Inc. for the Evolve Wake Forest development (sealed 7-13-2020). These 2019 counts were collected during weekday AM (6:30 AM – 9:00 AM) and PM (4:00 PM – 6:30 PM) peak periods. The May 2019 counts were projected to the year 2021 using the 3% growth rate approved by the Town and NCDOT to determine existing (2021) traffic volumes. Weekday AM and PM traffic volumes were balanced between study intersections, where appropriate.

3. Site Trip Generation

The proposed development is assumed to consist of 171 townhomes and an approximately 43,000 s.f. shopping center. Average weekday daily, AM peak hour, and PM peak hour trips for the proposed development were estimated using methodology contained within the ITE Trip Generation Manual, 10th Edition. Table E-1 provides a summary of the trip generation potential for the site.

Table E-1: Site Trip Generation

Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	Weekday AM Peak Hour Trips (vph)		Weekday PM Peak Hour Trips (vph)	
			Enter	Exit	Enter	Exit
Multi-Family Housing (Low-Rise) (220)	171 units	1,250	18	61	60	35
Shopping Center (820)	43,000 s.f.	3,390	107	66	140	151
Total Trips		4,640	125	127	200	186
<i>Internal Capture: (1% AM Entering, 1% PM Exiting) (19% PM Entering, 20% PM Exiting)</i>			-1	-1	-38	-37
Total External Trips			124	126	162	149
<i>Pass-By Trips: Shopping Center (34% PM)</i>			--	--	-40	-40
Total Primary Trips			124	126	122	109

4. Future Traffic Conditions

Through coordination with the Town and NCDOT, it was determined that an annual growth rate of 3% would be used to generate projected (2024) weekday AM and PM peak hour traffic volumes. The following adjacent developments were identified to be considered under future conditions:

- City of Raleigh Water Quality Lab
- Capital Power Sports
- Evolve Wake Forest

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

- Existing (2021) Traffic Conditions
- No-Build (2024) Traffic Conditions
- Build (2024) Traffic Conditions

5. Capacity Analysis Summary

The analysis considered weekday AM and PM peak hour traffic for existing (2021), no-build (2024), and build (2024) conditions. Refer to Section 7 in the report for the capacity analysis summary performed at each study intersection.

6. Recommendations

Based on the findings of this study, specific geometric and traffic control improvements have been identified at study intersections. The improvements are summarized below and are illustrated in Figure E-1.

Improvements by Evolve Wake Forest

Capital Boulevard (US 1) and Star Road Connector / Ponderosa Service Road Connector

- Convert the Star Road Connector / Ponderosa Connector approaches to left-in/right-in/right-out where only right-turns out are permitted for the side-street approaches.
- Extend existing northbound left-turn lane to a minimum of 250 feet of storage and appropriate taper length.
- Extend existing southbound left-turn lane to a minimum of 300 feet of storage and appropriate taper length.

Capital Boulevard (US 1)

- Provide northern U-turn location for Star Road Connector traffic, with a minimum of 200 feet of storage and appropriate taper.

Recommended Improvements by DeveloperCapital Boulevard (US 1) and Montys Lane / Height Lane

- Convert the Montys Lane / Height Lane approaches to left-in/right-in/right-out where only right-turns out are permitted for the side-street approaches.

Capital Boulevard (US 1)

- Provide northern U-turn location for Height Lane traffic, with a minimum of 200 feet of storage and appropriate taper.

Capital Boulevard (US 1) and Stickman Street

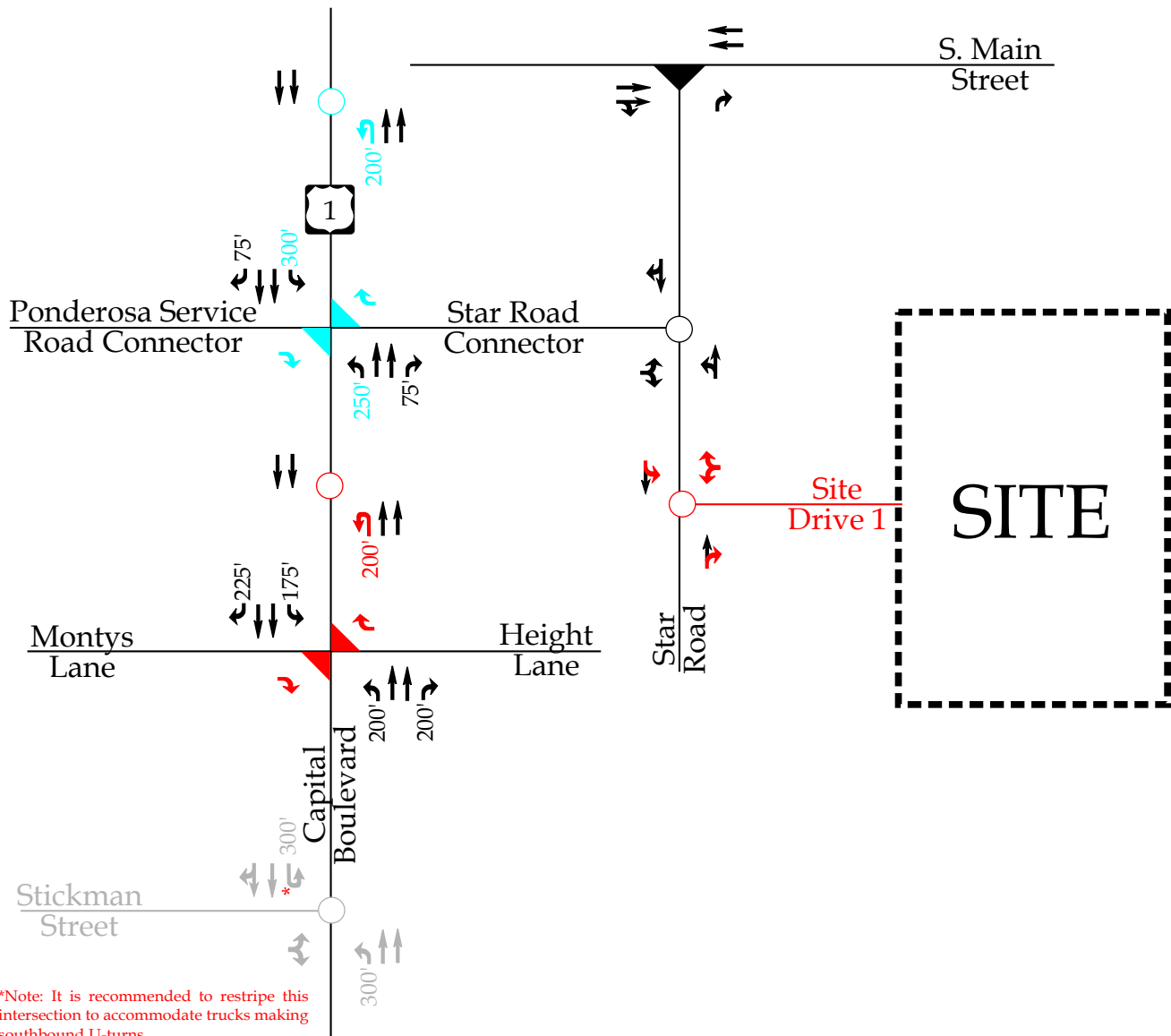
- Restripe intersection to accommodate the turning radius of trucks making a southbound U-turn movement.

Star Road and Site Drive 1

- Construct westbound approach with one ingress lane and one egress lane.
- Provide stop-control for westbound approach.

LEGEND

- Unsignalized Intersection
- ▲ Right-In/Right-Out Intersection
- ▲ Left-Over Intersection
- Existing Lane
- Improvement by Developer
- Improvement by Evolve
- x' Storage (In Feet)



Moving forward.

RKA
RAMEY KEMP ASSOCIATES

Star Road Mixed-Use
Wake Forest, NC

Recommended Lane
Configurations

Scale: Not to Scale | Figure E-1



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

April 19, 2021

Star Road Mixed-Use
Traffic Impact Analysis Review Report
Congestion Management Section

TIA Project: SC-2021-080
Division: 5
County: Wake



Doumit Y. Ishak, Regional Engineer
Clarence B. Bunting, IV, P.E. Project Engineer
Braden M. Walker, P.E. Project Design Engineer

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
TRANSPORTATION MOBILITY & SAFETY DIVISION
1561 MAIL SERVICE CENTER
RALEIGH, NC 27699-1561

Telephone: (919) 814-5000
Fax: (919) 771-2745
Customer Service: 1-877-368-4968

Website: www.ncdot.gov

Location:
750 N. GREENFIELD PARKWAY
GARNER, NC 27529

Star Road Mixed-Use

SC-2021-080

Wake Forest

Wake County

Per your request, the Congestion Management Section (CMS) of the Transportation Mobility and Safety Division has completed a review of the subject site. The comments and recommendations contained in this review are based on data for background conditions presented in the Traffic Impact Analysis (TIA) and are subject to the approval of the local District Engineer's Office and appropriate local authorities.

Date Initially Received by CMS	03/19/21	Date of Site Plan	N/A
Date of Complete Information	03/19/21	Date of Sealed TIA	03/19/21

Proposed Development

The TIA assumes the development is to be completed by 2024 and consist of the following:

Land Use	Land Use Code	Size
Multi-Family Housing (Low-Rise)	220	171 d.u.
Shopping Center	820	43,000 sq.ft.

Trip Generation - Unadjusted Volumes During a Typical Weekday

	IN	OUT	TOTAL
AM Peak Hour	125	127	252
PM Peak Hour	200	186	386
Daily Trips			4,640

General Reference

For reference to various documents applicable to this review please reference the following link: <http://www.ncdot.org/doh/preconstruct/traffic/teppl/Topics/C-37/C-37.html>

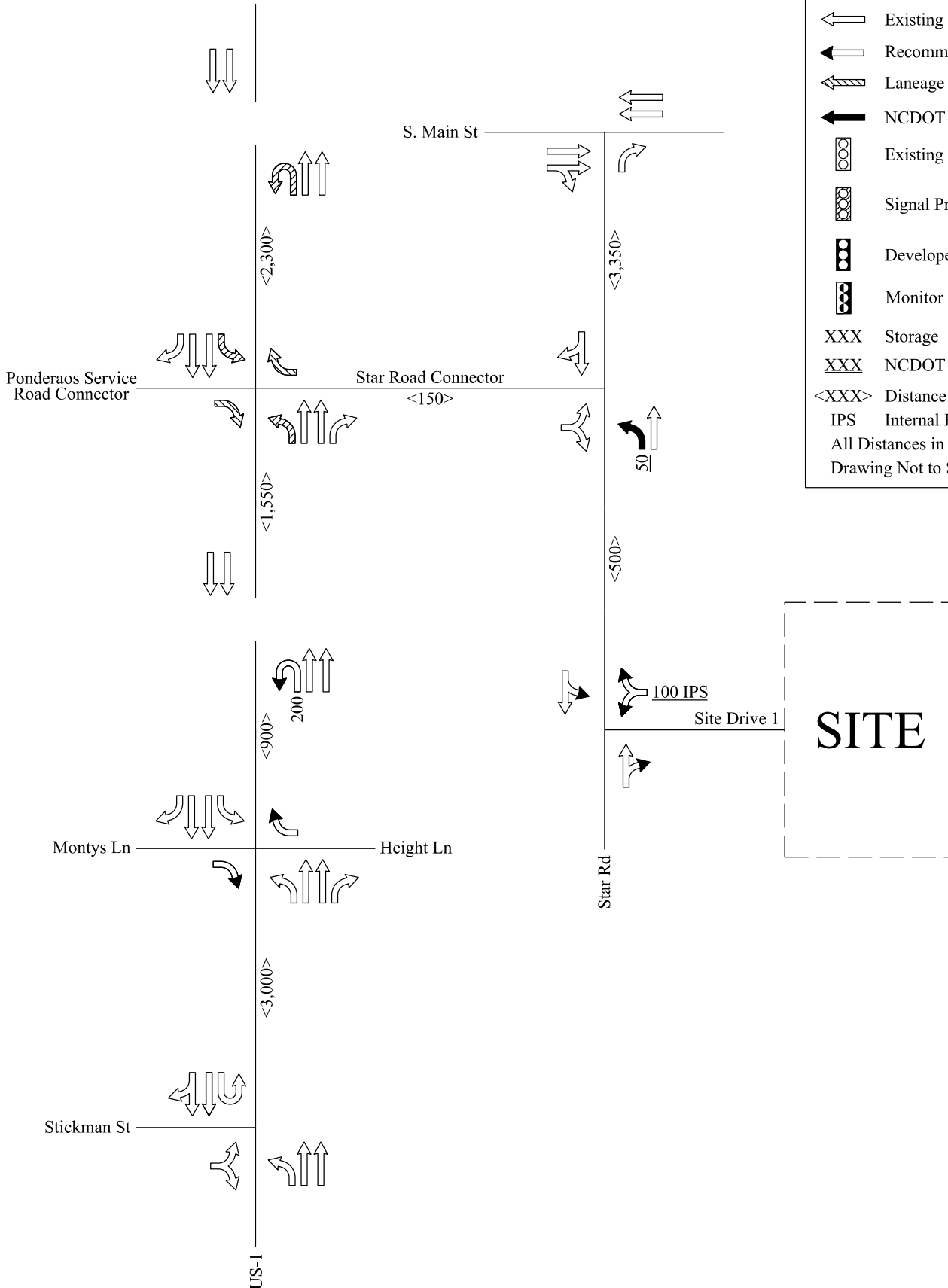
Once the driveway permit has been approved and issued, a copy of the final driveway permit requirements should be forwarded to this office. If we can provide further assistance, please contact the Congestion Management Section.

Improvements By Others

The analysis includes background improvements by others. If these improvements are not in place at the time of construction, the site should provide these improvements or analysis demonstrating mitigation is not necessary.

Star Road Mixed-Use Wake Forest, Wake County SC-2021-080

-  Existing Laneage
-  Recommended Laneage
-  Laneage Built By Others
-  NCDOT Recommendation
-  Existing Signal
-  Signal Proposed By Others
-  Developer Proposed Signal
-  Monitor for Signal
- XXX Storage
- XXX NCDOT Recommended Storage
- <XXX> Distance Between Intersections
- IPS Internal Protected Stem
- All Distances in Feet
- Drawing Not to Scale





TOWN of WAKE FOREST

301 S. Brooks Street
Wake Forest, NC 27587
t 919.435.9400

www.wakeforestnc.gov

12 April 2021

Nathaniel A. Bouquin, PE
Traffic Engineering Project Manager
Ramey Kemp & Associates, Inc.

Re: Star Road Mixed-Use Traffic Impact Analysis (TIA)

The Town of Wake Forest has reviewed the TIA provided by Ramey Kemp & Associates on March 19, 2021 for the Star Road Mixed-Use Project in Wake Forest ("Star Road Mixed-Use"). Star Road Mixed-Use is proposed to consist of a total of 43,000 SF shopping center and 171 townhomes. The site is located on Star Road and expected to have full build out by 2024. Site access will be through one full-movement driveway along Star Road.

Trip Generation

Multi-Family Housing (Low-Rise) – 171 Townhomes			
ITE Land Use Code: 220	Entering	Exiting	Total
AM Peak Hour	18	61	79
PM Peak Hour	60	35	95
Total Daily Trips			174
Shopping Center/Retail – 43,000 SF			
ITE Land Use Code: 820	Entering	Exiting	Total
AM Peak Hour	107	66	173
PM Peak Hour	140	151	291
Total Daily Trips			464
Total Site Daily Trips			4,640

The Town of Wake Forest has found the TIA to be consistent with the Unified Development Ordinance (UDO) and is hereby formally approved. Any additional offsite improvements required by NCDOT, will supersede those in this letter.

Committed Improvements by Others:

These improvements have been assumed for analysis based on existing approved development. If these improvements are not installed at time of development, further analysis may be required.

Capital Boulevard (US-1) and Star Road/Ponderosa Service Road Connector

- Convert the Star Road/Ponderosa Service Road Connector approaches to single left-in/right-in/right-out to restrict side street approaches to right turns only.
- Extend existing northbound left-turn lane to a minimum of 250 feet full width storage and appropriate taper.
- Extend existing southbound left-turn lane to a minimum of 300 feet full-width storage and appropriate taper length.

Capital Boulevard (US-1)

- Construct a northern U-Turn location for Star Road Connector with a minimum of 200 feet full-width storage and appropriate taper.

Required Improvements by Developer:

*All required improvements are to be constructed **PRIOR** to the Certificate of Occupancy of any building, including a Temporary Certificate of Occupancy.*

Capital Boulevard (US-1) and Montys Lane/Height Lane

- Convert Montys Lane and Height Lane approaches to left-in/right-in/right-out to restrict side street approaches to right-turn only.

Capital Boulevard (US-1)

- Construct a northern U-Turn location for Height Lane with a minimum of 200 feet full-width storage and appropriate taper.

Capital Boulevard (US-1) and Stickman Street

- Restripe intersection to accommodate the turning radius of southbound U-turn for truck traffic.

Star Road and Site Driveway 1

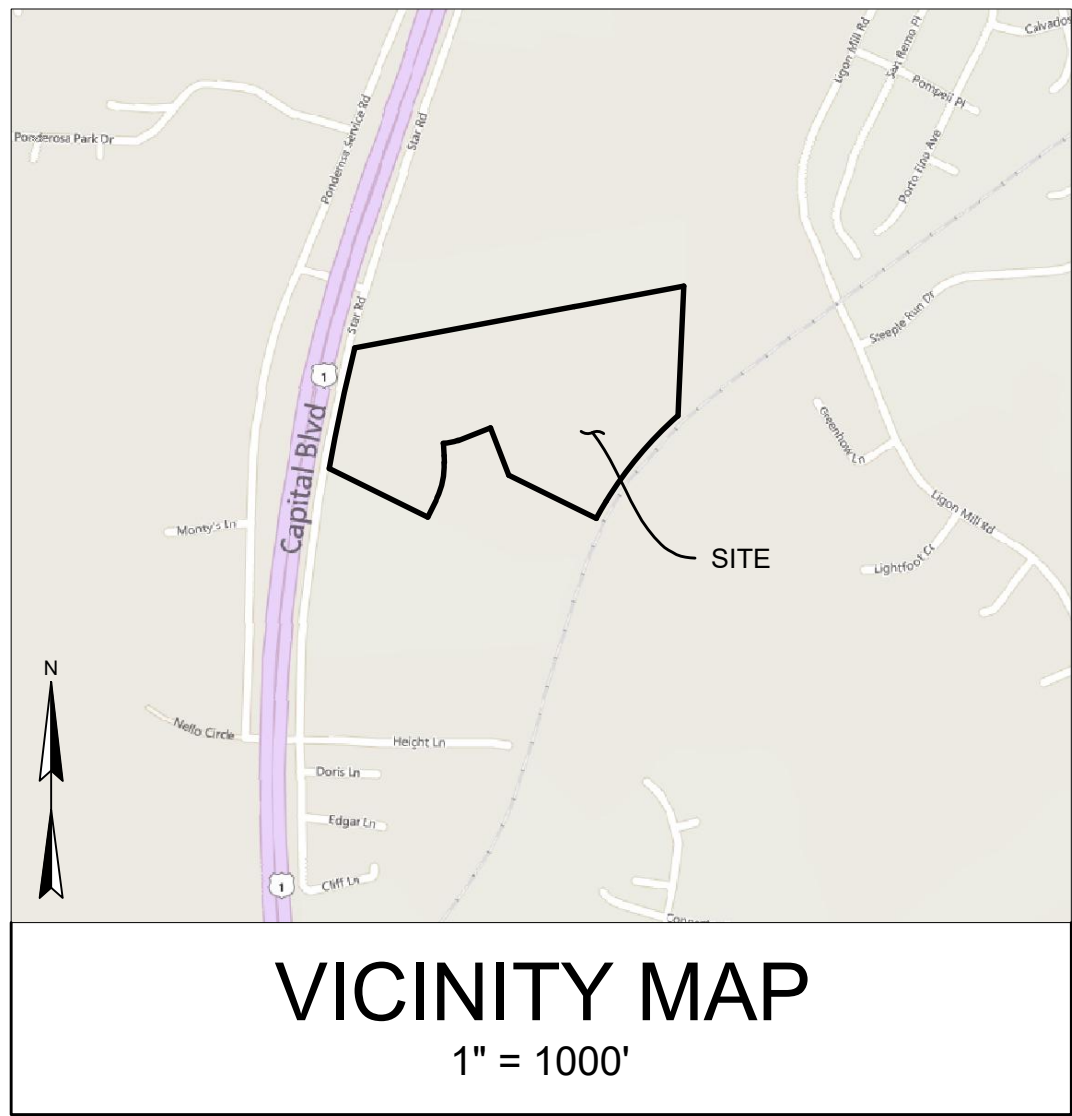
- Construct westbound approach with one ingress lane and egress lane.
- Provide stop control for westbound approach.

It should be noted that Capital Boulevard (US-1) and Star Road are not maintained by the Town of Wake Forest and may require additional permitting and approval by NCDOT. All offsite improvements shall be included in the master plan approval.

If you have any questions, please let me know.

Jonathan K. Jacobs, PE
Transportation Engineer
Town of Wake Forest Public Works

Cc: Patrick Reidy, AICP, CZO, Senior Planner, Town of Wake Forest
Jennifer Currin, AICP, CZO, LEED AP, Assistant Planning Director, Town of Wake Forest
Cody Winkler, EI, Assistant District Engineer, NCDOT



PUD CONCEPT PLANS FOR STAR ROAD PUD RZ-19-10

STAR ROAD
WAKE FOREST, NORTH CAROLINA
PINS: 1739-65-3709, 1739-75-0868 AND 1739-55-8441



POST OFFICE BOX 91727
RALEIGH, NORTH CAROLINA 27675
PHONE: 919.610.1051
FIRM NC LICENSE NUMBER C-4222

REVISION HISTORY			
REV #	DESCRIPTION	DATE	BY
1	TOWF COMMENTS	4/24/2020	FLM
1	TOWF COMMENTS	3/8/2021	FLM

ORIGINAL PLAN SIZE: 24" X 36"

PRELIMINARY
PLANS
DO NOT USE FOR CONSTRUCTION

SCALE ADJUSTMENT
THIS BAR IS 1 INCH IN LENGTH
ON ORIGINAL DRAWING
0 1"
IF IT IS NOT 1 INCH ON THIS
SHEET, ADJUST YOUR SCALE
ACCORDINGLY

PUD CONCEPT PLANS
RZ-19-10

STAR RD
WAKE FOREST, NC

SITE PROPERTY
DEVELOPMENT LLC

DATE:	07-01-2019
SCALE:	AS SHOWN
DESIGNED BY:	FLM
APPROVED BY:	FLM
PROJECT NO.:	19024

COVER

C-1
SHEET 1 OF 6

SHEET	TITLE
C-1	COVER
C-2	EXISTING CONDITIONS MAP
C-3	LAND USE MAP
C-4	VEHICULAR & PEDESTRIAN CIRCULATION PLAN
C-5	UTILITY ACCESS & CONNECTION PLAN
C-6	BUFFERS & OPEN SPACE PLAN

DEVELOPER:

SITE PROPERTY DEVELOPMENT, LLC
CONTACT: CHUCK WALKER
8341 BANDFORD WAY, SUITE 101
RALEIGH, NC 27615
919.625.9760
CWALKER@EPGROUPONLINE.COM

ENGINEER OF RECORD:

FLM ENGINEERING, INC
CONTACT: JON FRAZIER, PE
PO BOX 91727
RALEIGH, NC 27675
919.610.1051
JFRAZIER@FLMENGINEERING.COM

RECOMMENDATION FOR APPROVAL
BY THE WAKE FOREST
PLANNING BOARD

DATE _____

APPROVAL BY THE
WAKE FOREST BOARD OF
COMMISSIONERS

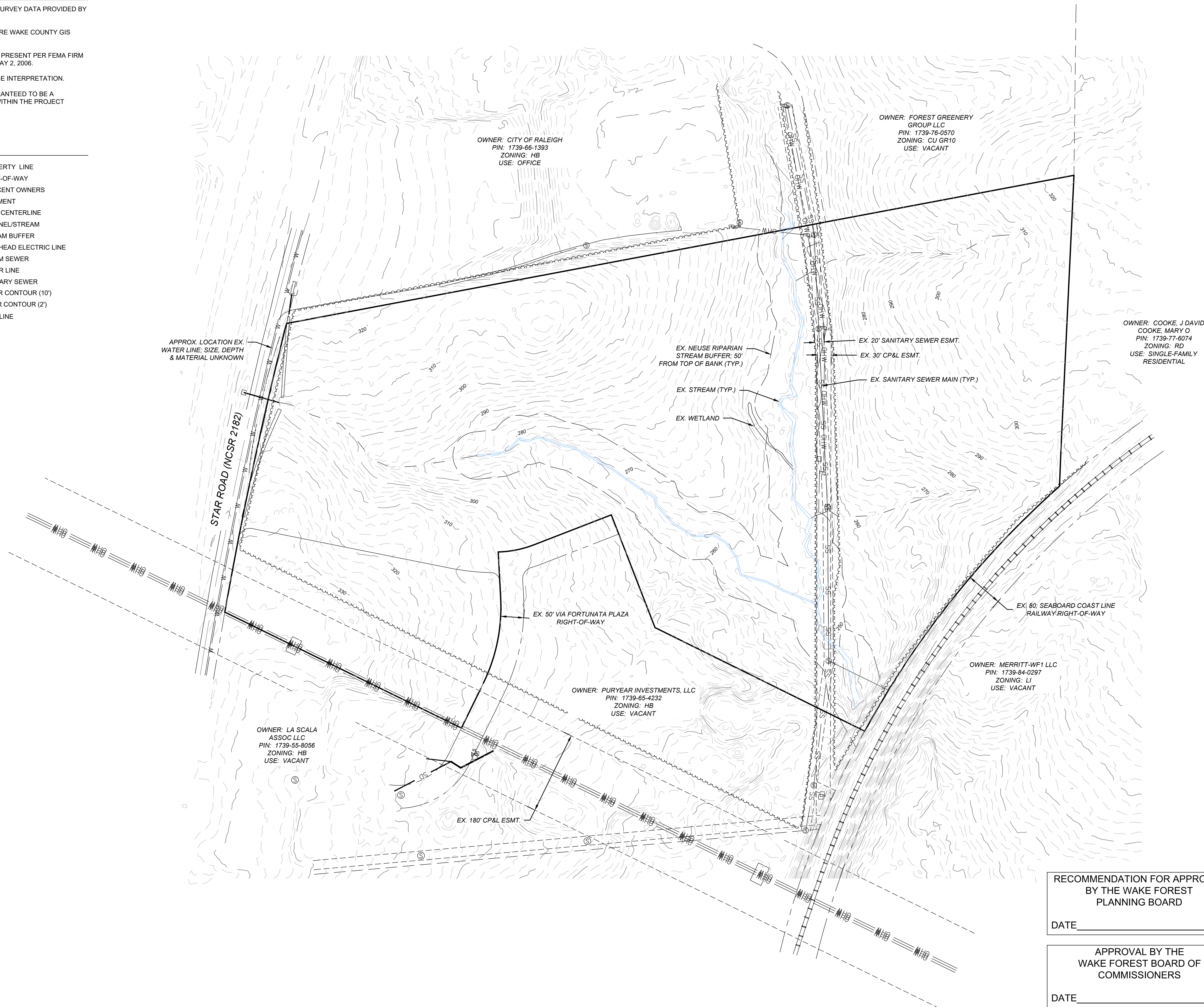
DATE _____

NOTES

1. BOUNDARY AND EXISTING FEATURE SURVEY DATA PROVIDED BY CAWTHORNE, MOSS & PANCIERA, PC.
2. CONTOURS SHOWN ON THIS SHEET ARE WAKE COUNTY GIS TOPOGRAPHIC DATA.
3. THERE ARE NO FLOOD PRONE AREAS PRESENT PER FEMA FIRM PANEL NO. 3720173900J, EFFECTIVE MAY 2, 2006.
4. TREE LINES SHOWN PER AERIAL IMAGE INTERPRETATION.
5. THE UTILITIES SHOWN ARE NOT GUARANTEED TO BE A REPRESENTATION OF ALL UTILITIES WITHIN THE PROJECT EXTENT.

LEGEND

	EX. PROPERTY LINE
	EX. RIGHT-OF-WAY
	EX. ADJACENT OWNERS
	EX. EASEMENT
	EX. ROAD CENTERLINE
	EX. CHANNEL/STREAM
	EX. STREAM BUFFER
	EX. OVERHEAD ELECTRIC LINE
	EX. STORM SEWER
	EX. WATER LINE
	EX. SANITARY SEWER
	EX. MAJOR CONTOUR (10')
	EX. MINOR CONTOUR (2')
	EX. TREE LINE



RECOMMENDATION FOR APPROVAL
BY THE WAKE FOREST
PLANNING BOARD

DATE _____

APPROVAL BY THE
WAKE FOREST BOARD OF
COMMISSIONERS

DATE _____



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RALEIGH, NORTH CAROLINA 27675
PHONE: 919.610.1051
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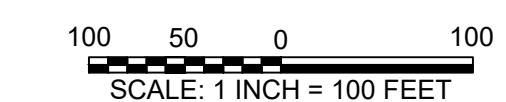
REVISION HISTORY

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ORIGINAL PLAN SIZE: 24" X 36"

PRELIMINARY PLANS

DO NOT USE FOR CONSTRUCTION



SCALE ADJUSTMENT

THIS BAR IS 1 INCH IN LENGTH

ON ORIGINALE STOWING	
0	1*

IF IT IS NOT 1 INCH ON THIS

SHEET, ADJUST YOUR SCALE
ACCORDINGLY

PUD CONCEPT PLANS
RZ-19-10

STAR RD
WAKE FOREST, NC

SITE PROPERTY
DEVELOPMENT LLC

DATE:	07-01-2019
SCALE:	AS SHOWN
DESIGNED BY:	FLM
APPROVED BY:	FLM
PROJECT NO.:	19024

EXISTING CONDITIONS MAP

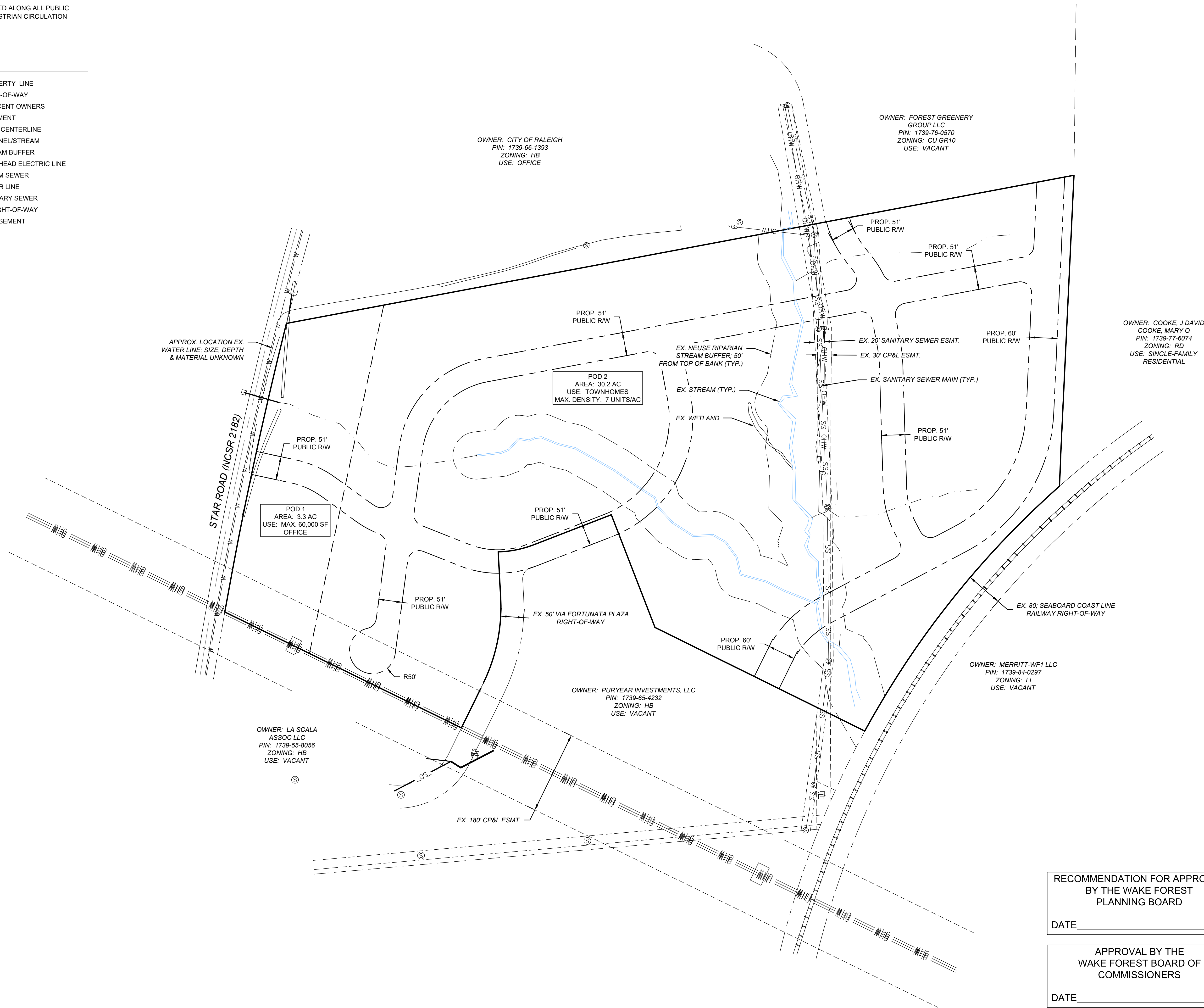
C-2

SHEET 2 OF 6

1. SIDEWALKS SHALL BE CONSTRUCTED ALONG ALL PUBLIC RIGHTS-OF-WAY TO PROVIDE PEDESTRIAN CIRCULATION THROUGHOUT PROPERTY.

LEGEND

	EX. PROPERTY LINE
	EX. RIGHT-OF-WAY
	EX. ADJACENT OWNERS
	EX. EASEMENT
	EX. ROAD CENTERLINE
	EX. CHANNEL/STREAM
	EX. STREAM BUFFER
	EX. OVERHEAD ELECTRIC LINE
	EX. STORM SEWER
	EX. WATER LINE
	EX. SANITARY SEWER
	PROP. RIGHT-OF-WAY
	PROP. EASEMENT



FLM
ENGINEERING

POST OFFICE BOX 91727
RALEIGH, NORTH CAROLINA 27675
PHONE: 919.610.1051
FIRM NC LICENSE NUMBER C-4222

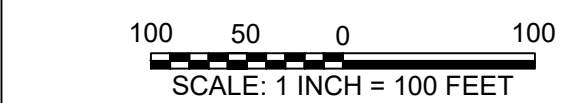
REVISION HISTORY

[illegible]

ORIGINAL PLAN SIZE: 24" X 36"

PRELIMINARY
PLANS

DO NOT USE FOR CONSTRUCTION



PUD CONCEPT PLANS
RZ-19-10

STAR RD
WAKE FOREST, NC

SITE PROPERTY
DEVELOPMENT LLC

DATE:	07-01-2019
SCALE:	AS SHOWN
DESIGNED BY:	FLM
APPROVED BY:	FLM
PROJECT NO.:	19024

VEHICULAR & PEDESTRIAN CIRCULATION PLAN

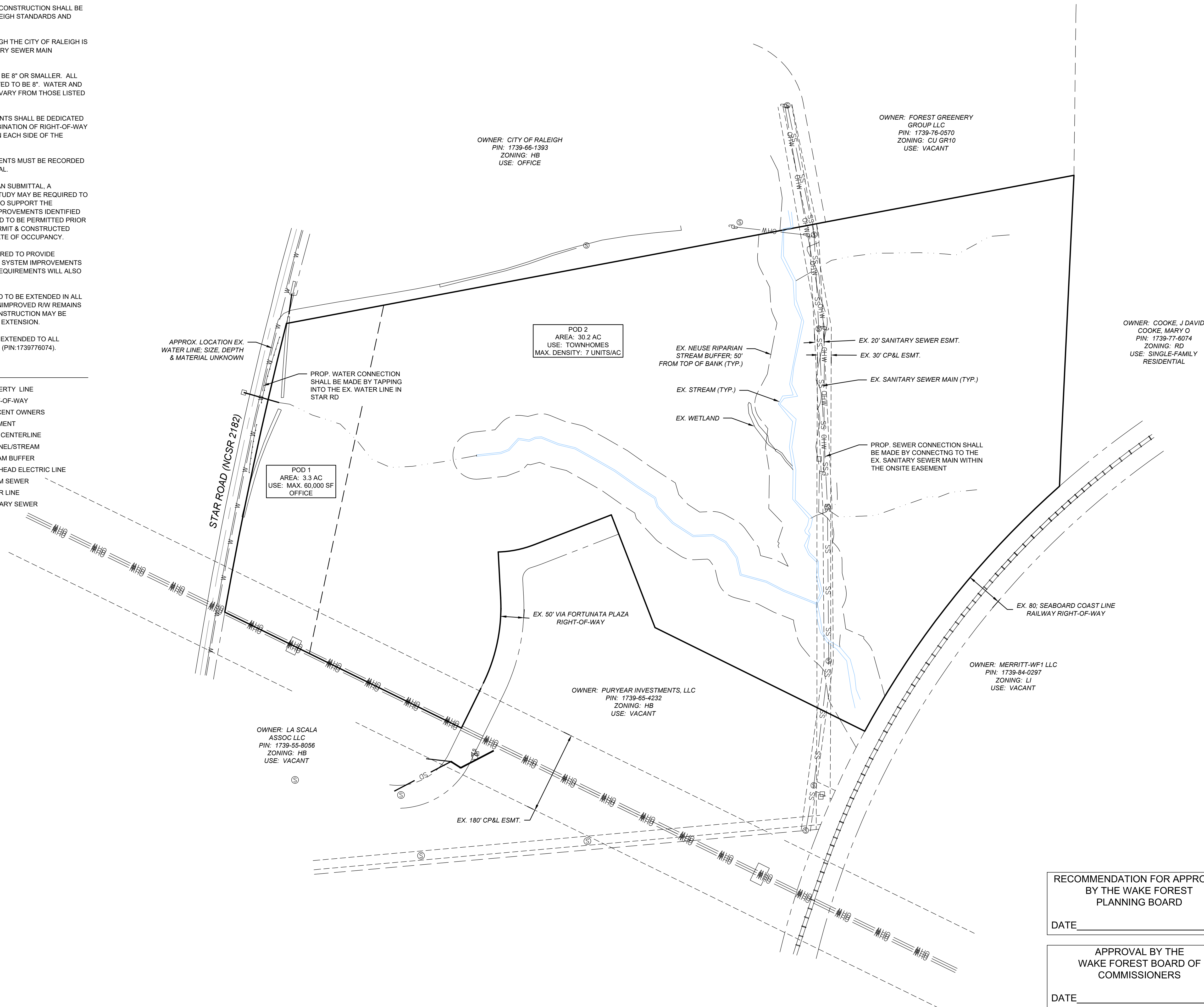
C-4

SHEET 4 OF 6

1. ALL WATER AND SANITARY SEWER CONSTRUCTION SHALL BE IN ACCORDANCE WITH CITY OF RALEIGH STANDARDS AND SPECIFICATIONS.
2. CONSTRUCTION APPROVAL THROUGH THE CITY OF RALEIGH IS REQUIRED FOR WATER AND SANITARY SEWER MAIN EXTENSIONS.
3. ALL WATER MAINS ANTICIPATED TO BE 8" OR SMALLER. ALL SANITARY SEWER MAINS ANTICIPATED TO BE 8". WATER AND SANITARY SEWER MAIN SIZES MAY VARY FROM THOSE LISTED PENDING FINAL DESIGN.
4. ON-SITE SANITARY SEWER EASEMENTS SHALL BE DEDICATED AS NECESSARY SO THAT THE COMBINATION OF RIGHT-OF-WAY AND EASEMENT EQUALS 15' ON EACH SIDE OF THE SANITARY SEWER MAIN.
5. OFF-SITE SANITARY SEWER EASEMENTS MUST BE RECORDED PRIOR TO CONSTRUCTION APPROVAL.
6. AT THE TIME OF DEVELOPMENT PLAN SUBMITTAL, A DOWNSTREAM SEWER CAPACITY STUDY MAY BE REQUIRED TO DETERMINE ADEQUATE CAPACITY TO SUPPORT THE PROPOSED DEVELOPMENT. ANY IMPROVEMENTS IDENTIFIED BY THE STUDY WOULD BE REQUIRED TO BE PERMITTED PRIOR TO THE ISSUANCE OF BUILDING PERMIT & CONSTRUCTED PRIOR TO RELEASE OF A CERTIFICATE OF OCCUPANCY.
7. THIS DEVELOPMENT WILL BE REQUIRED TO PROVIDE ADEQUATE FIRE FLOW. ANY WATER SYSTEM IMPROVEMENTS NECESSARY TO MEET FIRE FLOW REQUIREMENTS WILL ALSO BE REQUIRED OF THE DEVELOPER.
8. PUBLIC WATERLINES ARE REQUIRED TO BE EXTENDED IN ALL PUBLIC RIGHTS-OF-WAYS. IF THE UNIMPROVED R/W REMAINS UNIMPROVED, A FEE-IN-LIEU OF CONSTRUCTION MAY BE REQUIRED INSTEAD OF THE WATER EXTENSION.
9. PUBLIC SEWER IS REQUIRED TO BE EXTENDED TO ALL UPSTREAM ADJACENT PROPERTIES (PIN:1739776074).

LEGEND

_____	EX. PROPERTY LINE
_____	EX. RIGHT-OF-WAY
_____	EX. ADJACENT OWNERS
_____	EX. EASEMENT
_____	EX. ROAD CENTERLINE
_____	EX. CHANNEL/STREAM
_____	EX. STREAM BUFFER
_____ OHW _____ OHW _____	EX. OVERHEAD ELECTRIC LINE
_____ SD _____ SD _____	EX. STORM SEWER
_____ W _____ W _____	EX. WATER LINE
_____ SS _____ SS _____	EX. SANITARY SEWER



POST OFFICE BOX 91727
RALEIGH, NORTH CAROLINA 27675
PHONE: 919.610.1051
FIRM NC LICENSE NUMBER C-4222

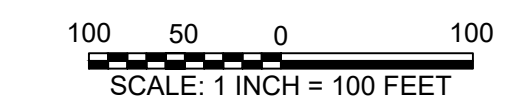
REVISION HISTORY

[illegible]

ORIGINAL PLAN SIZE: 24" X 36"

PRELIMINARY PLANS

DO NOT USE FOR CONSTRUCTION



SCALE ADJUSTMENT

THIS BAR IS 1 INCH IN LENGTH
ON ORIGINAL DRAWING

0 1"

IF IT IS NOT 1 INCH ON THIS
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ACCORDINGLY

PUD CONCEPT PLANS
RZ-19-10

STAR RD
WAKE FOREST, NC

SITE PROPERTY
DEVELOPMENT LLC

DATE:	07-01-2019
SCALE:	AS SHOWN
DESIGNED BY:	FLM
APPROVED BY:	FLM
PROJECT NO.:	19024

UTILITY ACCESS & CONNECTION PLAN

C-5

SHEET 5 OF 6

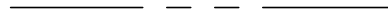
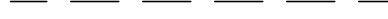
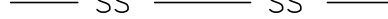
MINIMUM PARK SPACE REQUIRED: 29,185 SF / 0.67 AC (2%)

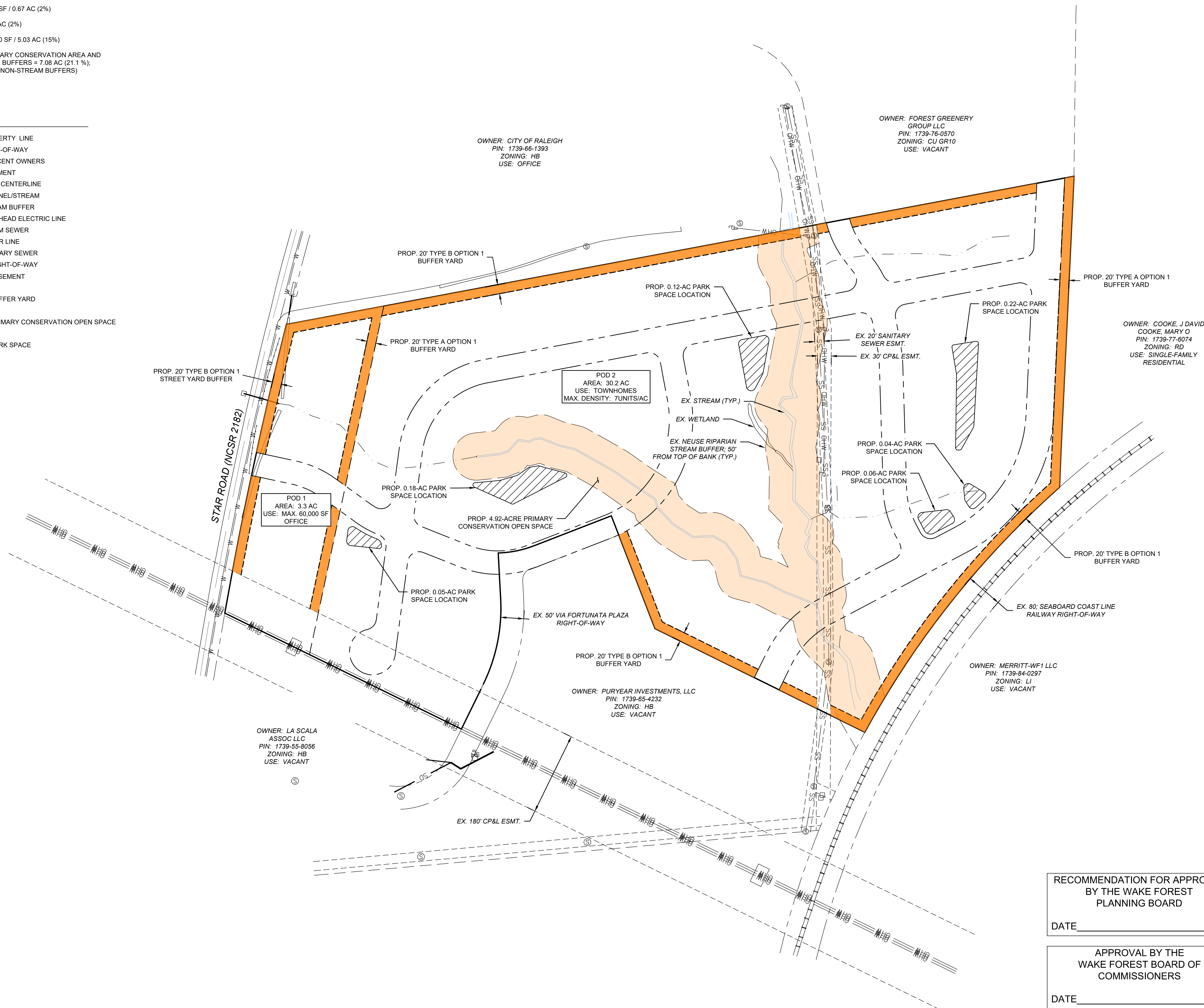
PARK SPACE PROVIDED: 29,700 SF / 0.68 AC (2%)

MINIMUM OPEN SPACE REQUIRED: 218,890 SF / 5.03 AC (15%)

OPEN SPACE PROVIDED: 4.92 AC OF PRIMARY CONSERVATION AREA AND 2.15 AC OF STREET YARD AND PERIMETER BUFFERS = 7.08 AC (21.1 %); STREET YARD AND PERIMETER BUFFERS (NON-STREAM BUFFERS) CONSTITUTE 30% OF OPEN SPACE

LEGEND

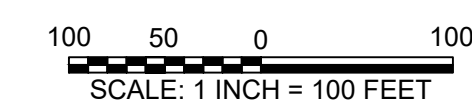
- | | |
|---|---------------------------------------|
|  | EX. PROPERTY LINE |
|  | EX. RIGHT-OF-WAY |
|  | EX. ADJACENT OWNERS |
|  | EX. EASEMENT |
|  | EX. ROAD CENTERLINE |
|  | EX. CHANNEL/STREAM |
|  | EX. STREAM BUFFER |
|  | EX. OVERHEAD ELECTRIC LINE |
|  | EX. STORM SEWER |
|  | EX. WATER LINE |
|  | EX. SANITARY SEWER |
|  | PROP. RIGHT-OF-WAY |
|  | PROP. EASEMENT |
|  | PROP. BUFFER YARD |
|  | PROP. PRIMARY CONSERVATION OPEN SPACE |
|  | PROP. PARK SPACE |

[illegible]

ORIGINAL PLAN SIZE: 24" X 36"

PRELIMINARY PLANS

DO NOT USE FOR CONSTRUCTION



SCALE ADJUSTMENT

THIS BAR IS 1 INCH IN LENGTH

	0	1*
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IF IT IS NOT 1 INCH ON THIS SHEET, ADJUST YOUR SCALE ACCORDINGLY.

PUD CONCEPT PLANS
RZ-19-10

STAR RD
WAKE FOREST, NC

SITE PROPERTY
DEVELOPMENT LLC

DATE:	07-01-2019
SCALE:	AS SHOWN
DESIGNED BY:	FLM
APPROVED BY:	FLM
PROJECT NO.:	19024

BUFFERS & OPEN SPACE PLAN

C-6

SHEET 8 OF 8

INTENT AND COMPATIBILITY STATEMENT

FOR

STAR ROAD PUD

WAKE FOREST, NC

SEPTEMBER 30, 2021

PREPARED BY:

FLM Engineering, Inc.
PO Box 91727
Raleigh, NC 27675
919.610.1051
NC License No. C-4222

Table of Contents

1.0	Introduction	1
2.0	Intent	1
3.0	Compatibility.....	1
4.0	District Provisions.....	2
4.1	Proposed Uses	2
4.2	Dimensional Standards	3
4.3	Design Standards	4
5.0	Limitations	7

1.0 Introduction

Site Property Development, LLC is proposing the Star Road Planned Unit Development (PUD) on approximately 33.5 acres (Wake County Parcel Nos. 1739-65-3709, 1739-75-0868 and 1739-55-8441), located on Star Road in Wake Forest, North Carolina. This report details intent, compatibility, and district provisions of the proposed PUD.

2.0 Intent

The Star Road PUD will be a compatible mix of non-residential and residential uses that will encourage connectivity between the uses, sensitivity to natural resources, and efficient provision of infrastructure and utilities.

The non-residential use will consist of up to 60,000 square feet of office and/or commercial uses on approximately 3.3 acres along Star Road and the US-1 frontage. The residential use will consist of affordable townhomes on the remaining 30.2 acres with a maximum density of seven (7) units per acre. The development makes use of the Star Road and US-1 frontage for non-residential uses while transitioning to townhomes nestled into the natural landscape on the remainder of the property. The proposed road network encourages connectivity between uses while establishing corridors in accordance with the town's transportation plan. Unique design standards will be established for the residential uses. The result will be a unique, high quality overall development.

3.0 Compatibility

The Star Road PUD is both compatible with the surrounding land uses and the Town of Wake Forest's documents and plans. Surrounding properties include: a Highway Business-zoned parcel to the north containing the City of Raleigh's North Raleigh Operations Center building; a vacant, Conditional Use GR10-zoned parcel to the northeast; a vacant, Rural Holding District-zoned parcel to the east; vacant, Light Industrial-zoned parcels to the southeast; and vacant, Highway Business-zoned parcels to the south. Single-family residential subdivisions exist within approximately 400 feet of the property to the east.

The proposed PUD provides for needed office space and commercial development along the Star Road/US-1 frontage with the townhomes serving as an affordable housing option and transitional use between the commercial use along US-1 and the residential uses to the east.

The PUD will be developed consistent with the Town of Wake Forest Unified Development Ordinance (UDO). The PUD will embody many of the same themes as the Wake Forest Community Plan (2009), Transportation Plan (2019), Open Space and Greenways Plan (2009), and US-1 Corridor Plan (1999) including:

- Promoting a compact, walkable community;
- Using streets no wider than necessary to serve their intended purpose;
- Implementing higher-density housing in close proximity of opportunities for working;
- Encouraging the conservation of remaining open spaces through higher-density development;
- Establishing strong pedestrian and bicyclist connectivity to adjacent uses;
- Maintaining the regional traffic flow along US-1; and
- Preserving and enhancing of the visual quality of the main traffic corridors.

4.0 District Provisions

The proposed uses, dimensional standards, and design standards within the Star Road PUD are described below.

4.1 Proposed Uses

Pod 1 Uses	
ATM	Medical Clinic
Amusements, Indoor	Light Manufacturing Workshops
Banks, Credit Unions, Financial Services	Personal Services
Bar/Tavern	Post Office
Business Support Services	Professional Services
Child/Adult Daycare Center	Recreation Facilities, Indoor
Dry Cleaning & Laundry Services	Restaurant
General Commercial	Studio – Art, Dance, Martial Arts, Music

Pod 2 Uses
Dwelling - Townhome

4.2 Dimensional Standards

Pod 1 Dimensional Standards	
A. Development Standards	
1. District/Development Area (min)	N/A
2. Development/District Exterior Setback/Buffer	N/A
3. Density (max)	N/A
4. Open Space (min)	N/A
5. Park Space (min)	N/A
6. Building Floor Area (max)	60,000 SF
7. Building Floor Area (min)*	0 SF
B. Lot Standards	
1. Lot Area (min)	20,000 SF
2. Lot Width at Front Setback (min)	150 FT
C. Principal Building	
1. Principal Front Setback (min)	30
2. Street Side/Secondary Front Setback (min)	20
3. Side Setback (min)	10
4. Rear Setback (min)	30
D. Accessory Structure	
1. Side Setback (min)	10
2. Rear Setback (min)	10
3. Other Standards	N/A
E. Parking Configuration	
1. Parking Location	Location C
2. Specific Restrictions	N/A
F. Building Height	
1. Principal Building (max)	3 stories
2. Accessory Structure (max)	2 stories

**Pod 1 shall be cleared and graded with utilities stubbed to serve the future office/commercial buildings. The area shall be maintained and “for sale” or similar real estate marketing signs shall be posted.*

Pod 2 Dimensional Standards	
A. Development Standards	
1. District/Development Area (min)	N/A
2. Development/District Exterior Setback/Buffer	N/A
3. Density (max)	7 units/acre
4. Open Space (min)	15%
5. Park Space (min)	2% (25% active)
6. Building Floor Area (max)	N/A
B. Townhome Lot Standards	
1. Lot Area (min)	1,400 SF
2. Lot Width at Front Setback (min)	18 FT
C. Principal Building	
1. Principal Front Setback (max)	12 FT
2. Street Side/Secondary Front Setback (min)	12 FT
3. Side (from adjacent lot) Setback (min)*	0 or 5 FT
4. Rear Setback (min)	18 FT
5. Rear Garage Setback from Alley	18 FT
D. Accessory Structure	
1. Side Setback (min)	10
2. Rear Setback (min)	10
3. Other Standards	N/A
E. Parking Configuration	
1. Parking Location	Location B
2. Specific Restrictions	N/A
F. Building Height	
1. Principal Building (max)	3 stories
2. Accessory Structure (max)	2 stories

** 0 FT applies to interior townhome units and 5 FT applies to exterior townhome units such that the minimum space between exterior units is 10 FT.*

4.3 Design Standards

Design standards for non-residential and residential buildings are described below.

4.3.1 Non-residential Buildings

The non-residential buildings will be subject to the Architectural Design Review process as outlined in UDO Section 15.8.3.

4.3.2 Residential Design Buildings

The Home Owners' Association (HOA) documents for this project will include language that establishes an Architectural Review Committee to ensure, insofar as is reasonable and practicable, that improvements are constructed and maintained in a manner that provides for the harmony of external design and location concerning dwellings and improvements of the properties and to natural features and topography, that avoids improvements deleterious to the aesthetic or property values of any portion of the properties. The following architectural criteria shall be applied throughout the project:

1. Townhouses will have a minimum of 1,100 square feet and be up to three stories in height.
2. Each townhome group shall implement varied front elevation styles that provide different horizontal and vertical features so that no more than two townhomes are identical in style. No two townhomes shall be the same that are adjacent to each other.
3. All residential buildings shall have roof pitches on the main roof of 6 on 12 and 12 on 12. The minimum pitch will be 3 on 12. Roof pitches on elements such as porches, dormers, sheds, gables, cupolas, bay windows, porticos, turrets, and other accents will have a pitch of not less than 2 on 12 or the possible addition of dormers. Any porches may use either slope, flat, or shed roofs.
4. Porches: All residential buildings shall have useable porches or stoops with a minimum width of 5 ft and an average minimum depth of 5 ft to form a predominant motif of the building design and be located on the front of the building to respond to the climatic conditions and the vernacular of the area.
5. Building Walls: All residential building walls (including accessory structures greater than 144 square feet) shall be primarily clad in wood clapboard, cementitious fiberboard, wood shingle, wood drop siding, primed board, wood board and batten, brick, stone, stucco, or synthetic materials similar and/or superior in appearance and durability. This requirement shall be included in the restrictive covenants and the builders' contracts to eliminate the need for specific town staff review.

6. Roof Materials: All buildings' roofs shall be asphalt shingles, clad in standing seam metal, or synthetic materials similar and/or superior in appearance and durability.
7. Material Colors: Community building facade colors should reflect the context of the surrounding area and should generally be of low reflectance earth tone, muted, subtle, or neutral colors. Some bright colored elevations are allowed assuming trim is painted white or a complementary accent color. Variations in color schemes are encouraged to articulate entryways and public amenities to give greater recognition to these features. A varied color palette shall be utilized on homes throughout the project to include a minimum of three-color families for siding and shall include a varied trim, shutter, if present, and accent colors complementing the siding color.
8. Any exterior wall of a home that fronts on a public street shall contain at least two of the following decorative elements:

Windows	Bay window	Recessed window
Decorative windows	Porch	Decorative trim
Column(s)	Portico	Decorative cornice
Decorative gable	Balcony	Dormer
Decorative air vents on gable		Decorative shake
Brick accent	Stone accent	

9. Exterior Element Requirements Townhomes shall be:
 - a. Side eaves shall be a minimum of 4 inches and will be allowed to encroach setbacks as allowed in UDO.
 - a. Varied streetscape in architectural detail and colors to prevent monotony.
 - b. Crawlspace or stem walls with 24" or over of exposure to be covered with Brick or Stone on the front elevation facing public ROW. This would not include step-downs between townhome units.
 - c. Stem wall foundations must have a minimum exposed foundation height of at least 18 inches. This does not include stoops, steps, or other like kinds as these would also be brick or stone.

- d. If any portion of a monolithic slab that has more than 10 inches of exposed area is visible above the final grade of the lot, then all exposed areas facing the public ROW of the Monolithic Slab shall be covered with Brick or Stone.
 - e. Rooflines to match architectural building style. For townhouses, the roofline cannot be a single mass; it must be broken up horizontally and or vertically. The maximum number of continuous units within a building without a break is two.
 - f. Eaves, front, and rear shall project at least 12 inches from the wall of the structure and will be allowed to encroach into setbacks as allowed by UDO.
 - g. All elevations of the units facing the right-of-way shall have trim around the windows.
10. Foundations include but may not be limited to crawl space, stem wall, and monolithic slabs. There are many factors, not known at the time of zoning, that determine which foundation is chosen. Some examples for consideration are cost, drainage, soils, clearing limits, street grades ADA compliance, and steps. The developer and builder must retain the right to determine the appropriate type of foundation needed.
11. Townhomes shall be rear loaded with garages in the rear of the units and accessed by alleys.
12. Evergreen foundation plantings, with a minimum of 18" at the time of planting, will be installed around home foundations at a minimum of 10 ft on center.

5.0 Limitations

This work was performed in a manner consistent with the level of care and skill ordinarily exercised by other members of FLM Engineering's (FLM) profession practicing in the same locality, and under similar conditions, as of the date any services were provided. FLM's opinions and recommendations were necessarily based on a limited number of data and observations. It is possible that actual conditions could vary beyond the data evaluated. Therefore, FLM makes no guarantee or warranty, express or implied, regarding any services, communications, reports, opinions, or instruments of service provided.



Joint Public Hearing and Planning Board Agenda Item Report

Agenda Item No.: 2021-401-
Submitted by: Courtney Tanner
Submitting Department: Planning
Meeting Date: December 7, 2021

SUBJECT

Appoint Chair and Vice-Chair for the 2022 Calendar Year

Recommendation:

Item Summary:

ATTACHMENTS

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Joint Public Hearing and Planning Board Agenda Item Report

Agenda Item No.: 2021-402-
Submitted by: Terry Savary
Submitting Department: Planning
Meeting Date: December 7, 2021

SUBJECT

Approval of 2022 Planning Board Schedule

Recommendation:

Item Summary:

ATTACHMENTS

- [2022 PB MeetingSchedule, 2021Nov.pdf](#)

**TOWN OF WAKE FOREST
PLANNING BOARD
2022 MEETING SCHEDULE**

Meetings are held on the 2nd Tuesday of the month at 6:00 p.m. in the Wake Forest Town Hall Board Room, 301 S. Brooks St., unless otherwise noted.

MONTH	MEETING DATE
January	January 11, 2022
January	January 31, 2022*
March	March 8, 2022
April	April 12, 2022
May	May 10, 2022
June	June 14, 2022
July	July 12, 2022
August	August 9, 2022
September	September 13, 2022
October	October 11, 2022
November	November 8, 2022
December	December 13, 2022

**The January 31, 2022 will take the place of the February monthly meeting*



Joint Public Hearing and Planning Board Agenda Item Report

Agenda Item No.: 2021-55-
Submitted by: Courtney Tanner
Submitting Department: Planning
Meeting Date: December 7, 2021

SUBJECT

Certificate of Appreciation for Outgoing Planning Board Member

Recommendation:

Item Summary:

ATTACHMENTS

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Joint Public Hearing and Planning Board Agenda Item Report

Agenda Item No.: 2021-400-
Submitted by: Jennifer Currin
Submitting Department: Planning
Meeting Date: December 7, 2021

SUBJECT

Upcoming Public Hearings

Recommendation:

Item Summary:

ATTACHMENTS

- [Upcoming Public Hearings 113021.pdf](#)

Upcoming Quasi-Judicial Public Hearings

Updated November 30, 2021

QUASI-JUDICIAL PROJECTS*				
Project Name	Project Location	Submittal Date	Submitted By	Projected Date of Public Hearing
Smoot Property Major Master Plan	S. White St.	June 2021	The Nau Company	1 st Quarter 2022

*Quasi-Judicial Hearings - Contact with any members of a decision-making board prior to the public hearing by any individual regarding the matter is prohibited.