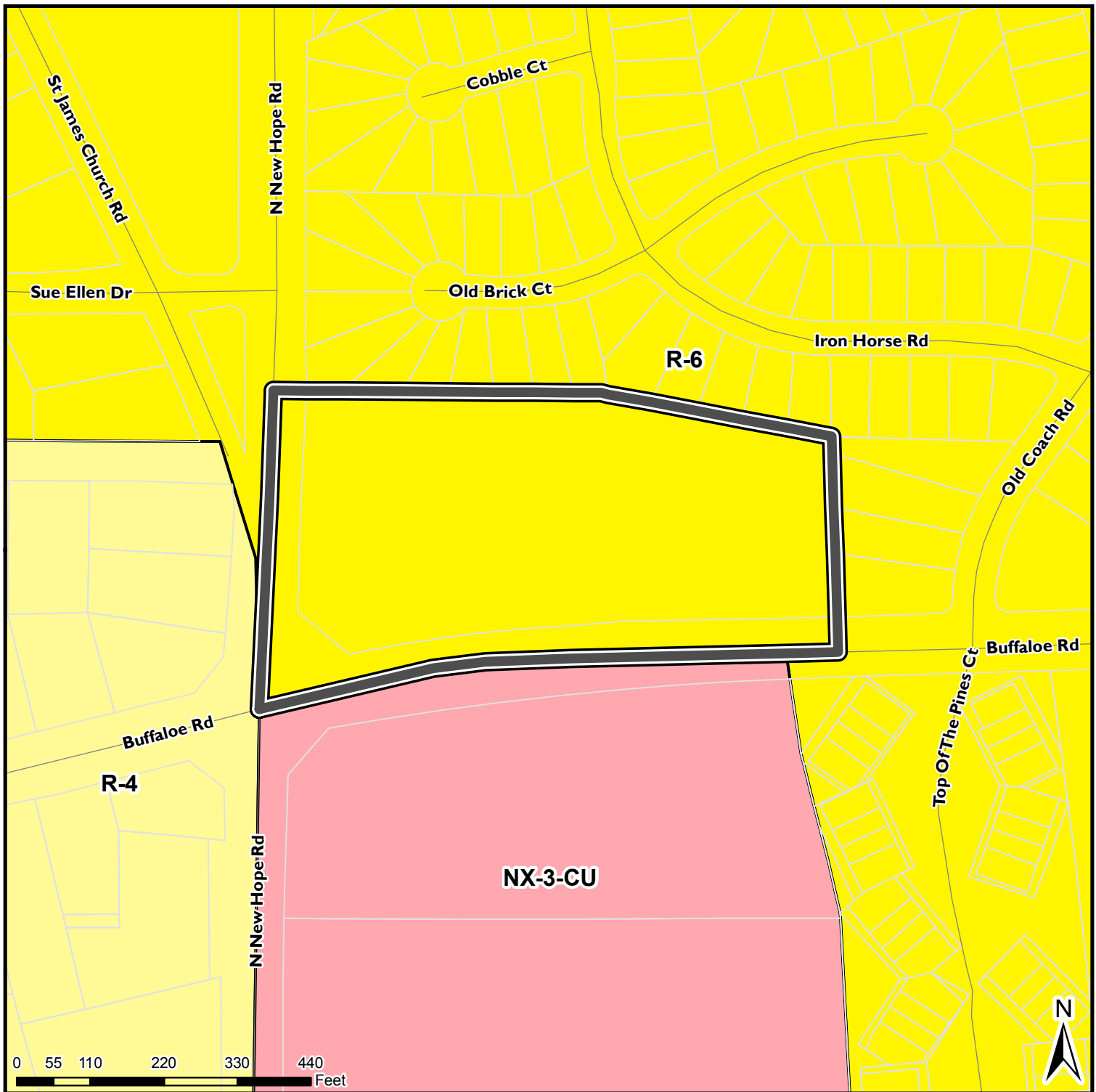


Existing Zoning Map

Z-38-2016



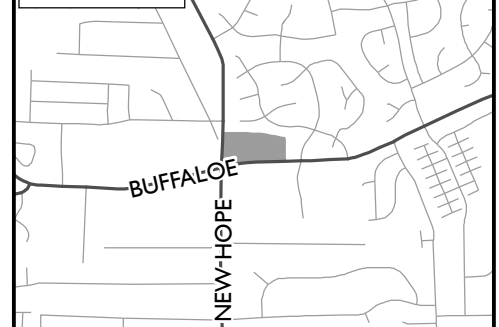
**Submittal
Date**

11/2/2016

Request:

**6.17 acres from
R-6
to NX-3-CU**

VICINITY MAP



Map Date: 11/3/2016



Certified Recommendation

Raleigh Planning Commission

CR#

Case Information: Z-38-16 – Buffalo Road

<i>Location</i>	Buffaloe Road, at its intersection with N. New Hope Road Address: 4115 Buffaloe Road PIN: 1725789080
<i>Request</i>	Rezone property from Residential-6 (R-6) to Neighborhood Mixed Use-3 stories-Conditional Use (NX-3-CU)
<i>Area of Request</i>	6.17 acres
<i>Property Owner</i>	Joan B. Edwards 5119 Eagles Landing Drive Raleigh, NC 27616-6171
<i>Applicant</i>	David L. York, Attorney Smith Moore Leatherwood LLP 434 Fayetteville Street - Suite 2800 Raleigh, NC 27601
<i>Citizens Advisory Council (CAC)</i>	Northeast Chairperson - Lillian Thompson: (919) 850-4594; lillianonline@icloud.com
<i>PC Recommendation Deadline</i>	April 10, 2017

Comprehensive Plan Consistency

The rezoning case is ☒ **Consistent** ☐ **Inconsistent** with the 2030 Comprehensive Plan.

Future Land Use Map Consistency

The rezoning case is ☒ **Consistent** ☐ **Inconsistent** with the Future Land Use Map.

Comprehensive Plan Guidance

<i>FUTURE LAND USE</i>	Neighborhood Mixed Use
<i>URBAN FORM</i>	Center: <i>(None)</i> Corridor: Urban Thoroughfare (Buffaloe & New Hope roads) Within ½-Mile Transit Buffer: No
<i>CONSISTENT Policies</i>	Policy LU 1.2 – Future Land Use Map and Zoning Consistency Policy LU 1.3 – Conditional Use District Consistency Policy LU 2.6 – Zoning and Infrastructure Impacts Policy LU 5.2 – Managing Commercial Development Impacts Policy LU 5.6 – Buffering Requirements Policy LU 6.4 – Bus Stop Dedication Policy LU 7.4 – Scale and Design of New Commercial Uses Policy T 1.6 – Transportation Impacts Policy LU 6.4 – Bus Stop Dedication Policy T 4.8 – Bus Waiting Areas Policy T 4.15 – Enhanced Rider Amenities Policy EP 8.1 – Light Pollution

	Policy EP 8.4 – Noise and Light Impacts Policy EP 8.9 – LED Lighting Policy LU 7.6 – Pedestrian Friendly Development <i>Buffaloe-New Hope Area Plan:</i> --Building Height --Neighborhood Transitions --Mitigating Light and Noise Impacts --Improving Safety, Accessibility, and Connectivity for All Transportation Modes
INCONSISTENT Policies	Policy UD 7.3 – Urban Design Guidelines <i>Buffaloe-New Hope Area Plan:</i> --Frontage

Summary of Proposed Conditions

1. Certain uses and drive-through windows prohibited.
2. Transit easement and shelter offered.
3. Hours of public access, deliveries and solid waste service limited.
4. Building height limited to maximum of 1 story/ 33 feet.
5. Subdivision of property prohibited.
6. Masonry wall min. 7' in height required along northern and eastern boundaries, min. of 15' from boundaries.
7. Type 3 (50' avg.) Protective Yard required along northern and eastern boundaries.
8. Site buildings limited to max. floor area gross of 36,000 square feet.
9. Vehicle surface areas between buildings and northern and eastern boundaries restricted.
10. Signalized cross-walks to be installed at adjacent intersection.
11. Light fixture heights restricted; LED or similar fixtures required.
12. Internal sidewalks to connect with streets; at least one will not cross internal vehicular surfaces, and will include bench.
13. Number of site parking spaces limited.

Public Meetings

<i>Neighbor Meeting</i>	<i>CAC</i>	<i>Planning Commission</i>	<i>City Council</i>	<i>Public Hearing</i>
11/24/16	11/10/16; 12/8/16: Y- 21, N- 1	1/10/17 (deferred); 1/24/17		

Attachments

1. Staff Report
2. Staff Comments on Z-38-16 Conditions (as amended 1/13/16)
3. Traffic Study Worksheet
4. **CR & Staff Report for previous rezoning request: Z-4-13**

Planning Commission Recommendation

<i>Recommendation</i>	
<i>Findings & Reasons</i>	
<i>Motion and Vote</i>	

This document is a true and accurate statement of the findings and recommendations of the Planning Commission. Approval of this document incorporates all of the findings of the attached Staff Report.

_____ Planning Director	_____ Date	_____ Planning Commission Chairperson	_____ Date
----------------------------	---------------	--	---------------

Staff Coordinator: Doug Hill: (919) 996-2622; Doug.Hill@raleighnc.gov



Zoning Staff Report – Z-38-16

Conditional Use District

Case Summary

Overview

The proposal seeks to rezone the site to permit non-residential development. The present zoning, R-6, would permit only housing to be developed on the site. The proposed zoning, NX-3-CU, would permit a variety of residential, office, and/ or commercial uses.

The property was the subject a previous zoning case which was denied, [Z-4-13](#). That proposal sought to rezone the site to the pre-UDO district classification of NB (Neighborhood Business) to permit commercial development (more specifically, construction of a gas station/ convenience store). Citizen concerns raised by the case led to the development and adoption of the [Buffaloe–New Hope Area Plan](#), which in its Vision Statement mandates “new development at the intersection that brings complementary commercial, office, and/or residential uses.”

The area plan was adopted in May, 2015. While the plan was in development, a rezoning request was filed for the two properties immediately south of the subject site, in the southeast quadrant of the Buffaloe/ New Hope intersection (case [Z-12-15](#)). In July, 2015, the two parcels were rezoned to Neighborhood Mixed Use-3 stories-Conditional Use (NX-3-CU). In July, 2016, a retail development totaling 66,000 square feet was approved for those 15.7 acres, as [SR-16-15](#). Site work has not yet begun there, however.

All other adjacent properties are built out in low-density residential development: to the north and east, the Cobblestone neighborhood, zoned R-6; to the west, across N. New Hope Road, subdivisions zoned R-4, and to the southeast, across Buffaloe Road, the Top of the Pines townhouses, zoned R-6. Improvements to New Hope Road in the 1990s and to Buffaloe Road in the early 2000s included installation of sidewalks on both street frontages of the subject property. Sidewalks are continuous eastward on the north side of Buffaloe Road for more than ¾ mile, but are largely absent on the south side (although the approved development at the New Hope intersection will be required to provide them there). New Hope Road has continuous sidewalks on both sides of the corridor, from Louisburg Road to New Bern Avenue.

Topographically, the subject site sits atop a slight rise, close to grade along New Hope Road (though slightly below grade at the street intersection) but nearly 8 feet lower than Buffaloe Road at the site’s southeast corner. A line of trees stands along the swale there; elsewhere on site, trees are scattered, but include a row of pines along the sidewalk at the northwest and a grouping of crape myrtles at the intersection.

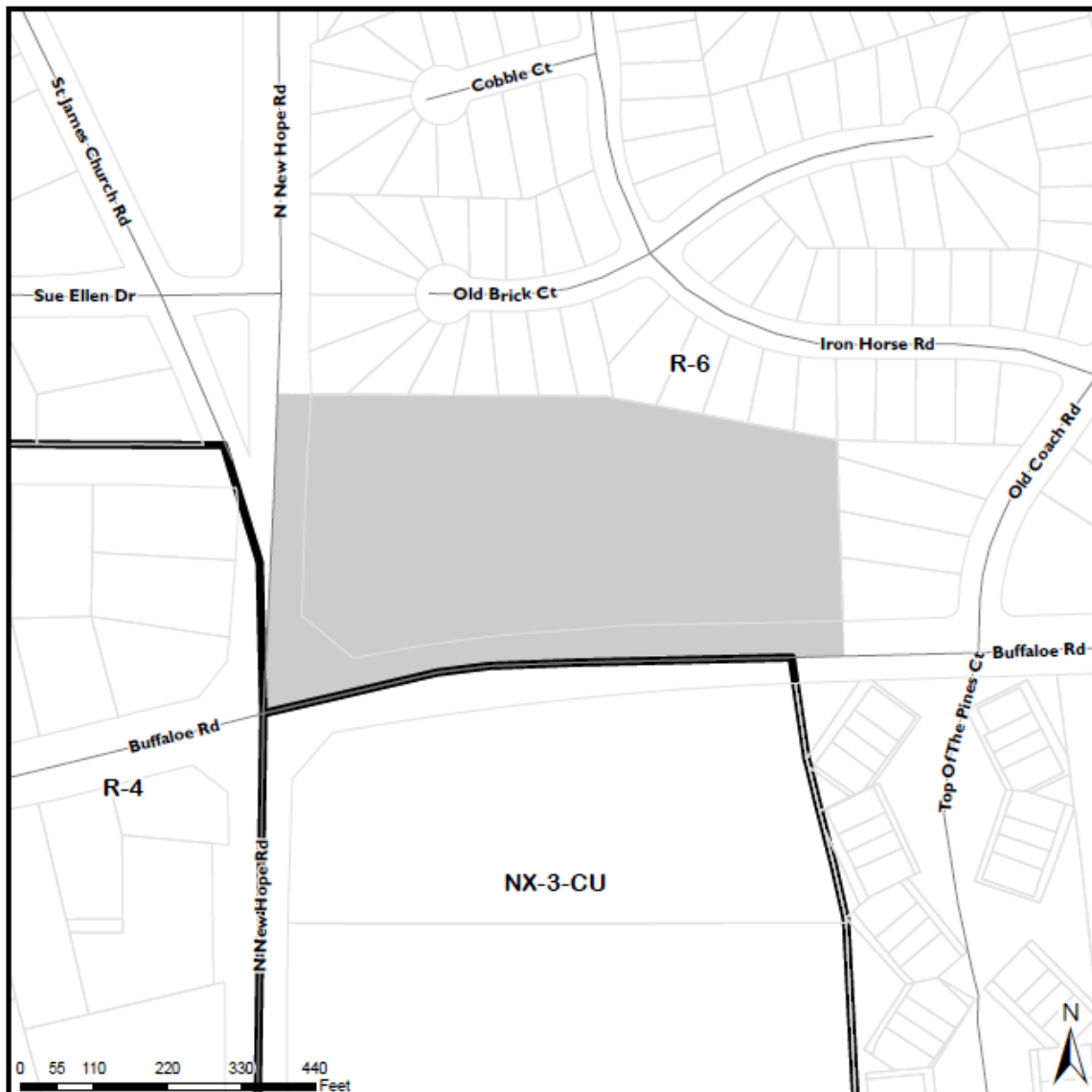
Outstanding Issues

<i>Outstanding Issues</i>	<ol style="list-style-type: none">1. Absence of Frontage.2. Sewer extension required; fire flow may need to be addressed upon development.3. Additional stormwater control measures may be needed to detain a larger	<i>Suggested Mitigation</i>	<ol style="list-style-type: none">1. Provide Frontage designation.2. Extend sewer line to site; address fire flow capacities at the site plan stage.3. Address stormwater control at the site plan
---------------------------	--	-----------------------------	--

	<p>storm event.</p> <p>4. Staff comments on amended conditions.</p>		<p>stage.</p> <p>4. Address staff comments.</p>
--	---	--	---

Existing Zoning Map

Z-38-2016

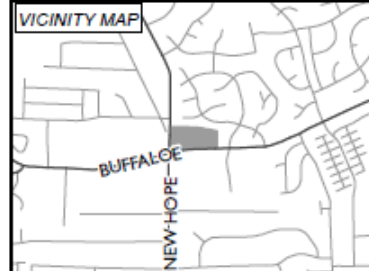


**Submittal
Date**

11/2/2016

Request:

**6.17 acres from
R-6
to NX-3-CU**



Map Date: 11/3/2016

Rezoning Case Evaluation

1. Compatibility Analysis

1.1 Surrounding Area Land Use/ Zoning Summary

	Subject Property	North	South	East	West
Existing Zoning	Residential-6	Residential-6	Neighborhood Mixed Use-3 stories- Conditional Use; Residential-6	Residential-6	Residential-6; Residential-4
Additional Overlay	(None)	(None)	(None)	(None)	(None)
Future Land Use	Neighborhood Mixed Use	Low Density Residential	Neighborhood Mixed Use; Moderate Density Residential	Low Density Residential	Moderate Density Residential; Low Density Residential
Current Land Use	Vacant	Single Unit Living	Vacant; Townhouses	Single Unit Living	Vacant; Single Unit Living
Urban Form (if applicable)	Urban Thoroughfares: Buffalo Road; New Hope Road	(N/ A)	Urban Thoroughfares: Buffalo Road; New Hope Road	(N/ A)	Urban Thoroughfare: New Hope Road

1.2 Current vs. Proposed Zoning Summary

	Existing Zoning	Proposed Zoning
Residential Density:	6 DUs/ acre (Max. 37 DUs)	3.24 DUs/ acre (Max. 20 DUs)
Setbacks: Front: Side: Rear:	<i>If Conventional Development:</i> 10' 10' (from side street); 5' (from lot line) 20'	<i>If General Building:</i> 5' 5' (from side street); 50' (per Transition Zones) 50' (per Transition Zones)
Retail Intensity Permitted:	(not permitted)	36,000
Office Intensity Permitted:	(not permitted)	36,000

1.3 Estimated Development Intensities

	Existing Zoning	Proposed Zoning*
Total Acreage	6.17	6.17
Zoning	R-6	NX-3-CU

<i>Max. Gross Building SF</i>	<i>(n/a)</i>	36,000
<i>Max. # of Residential Units</i>	37	20
<i>Max. Gross Office SF</i>	<i>(not permitted)</i>	36,000
<i>Max. Gross Retail SF</i>	<i>(not permitted)</i>	36,000
<i>Max. Gross Industrial SF</i>	<i>(not permitted)</i>	36,000
<i>Potential F.A.R.</i>	<i>(n/a)</i>	0.13

**The development intensities for proposed zoning districts were estimated using an impact analysis tool. The estimates presented are only to provide guidance for analysis.*

The proposed rezoning is:

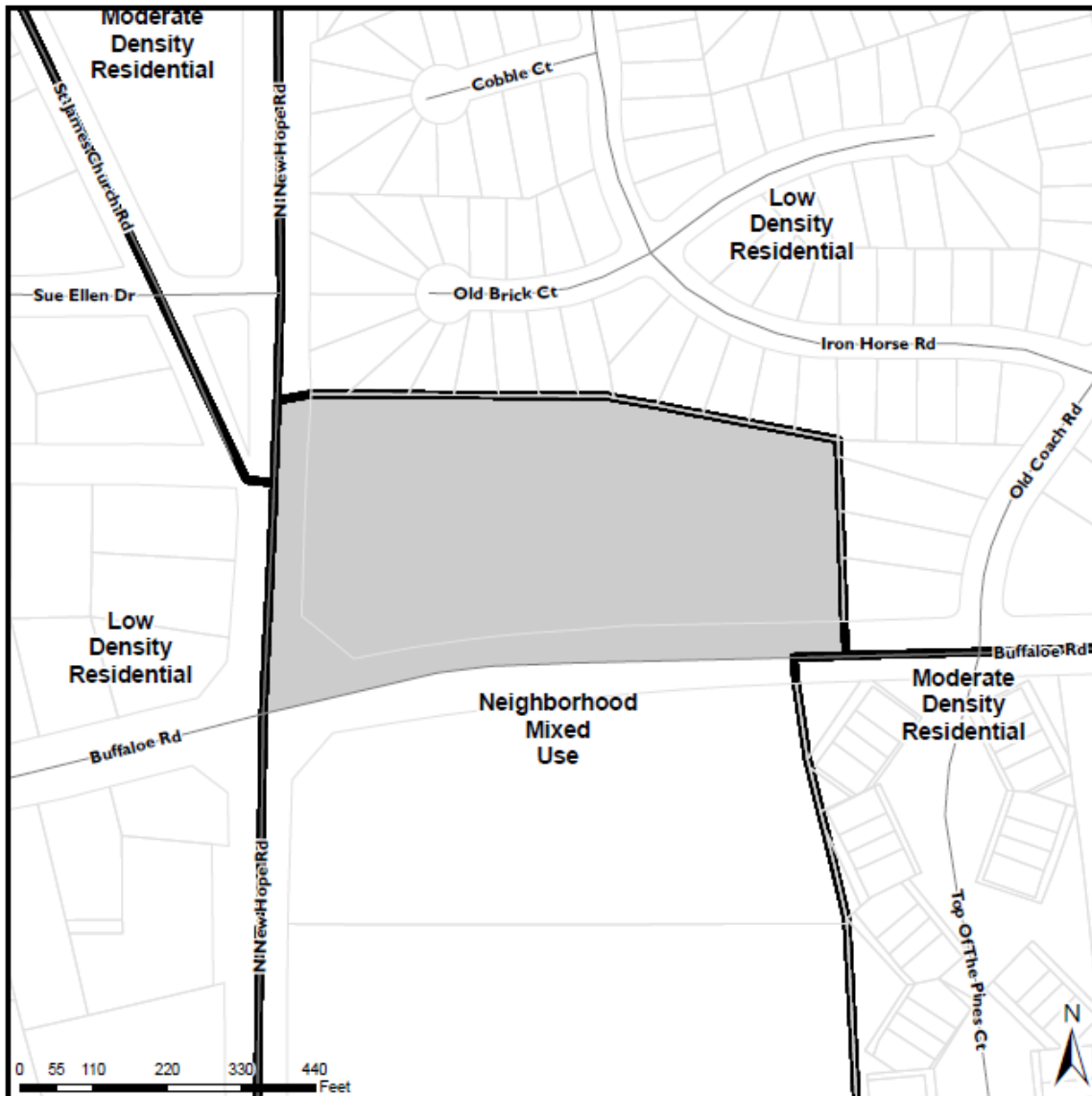
☒ **Compatible** with the property and surrounding area.

☐ **Incompatible.**

Case conditions exceed Code in limiting building height limits and providing transition buffers compatible with neighboring residential development. Building height is restricted to a maximum of one story/ 33 feet; the surrounding residential lots permit houses of up to 3 stories/ 50 feet (through most are built out as two stories, with pitched roofs). UDO Transition Zone requirements require site buildings to be set back a minimum of 50 feet from neighboring lot lines; conditions additionally specify Type 3 (50-foot average width) Protective Yards, with added plantings specified, a masonry screen wall a minimum of 7 feet in height, and restrictions on vehicular surface areas between site buildings and neighboring residential properties. Conditions also reduce potential noise and lighting impacts (e.g., through limitations on lighting height, vehicular surface areas between building and neighboring properties, and prohibition on drive-through windows.

Future Land Use Map

Z-38-2016



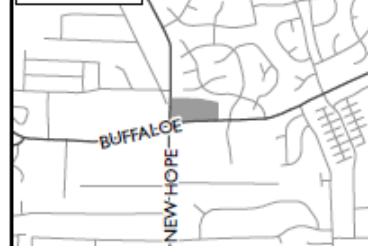
**Submittal
Date**

11/2/2016

Request:

6.17 acres from
R-6
to **NX-3-CU**

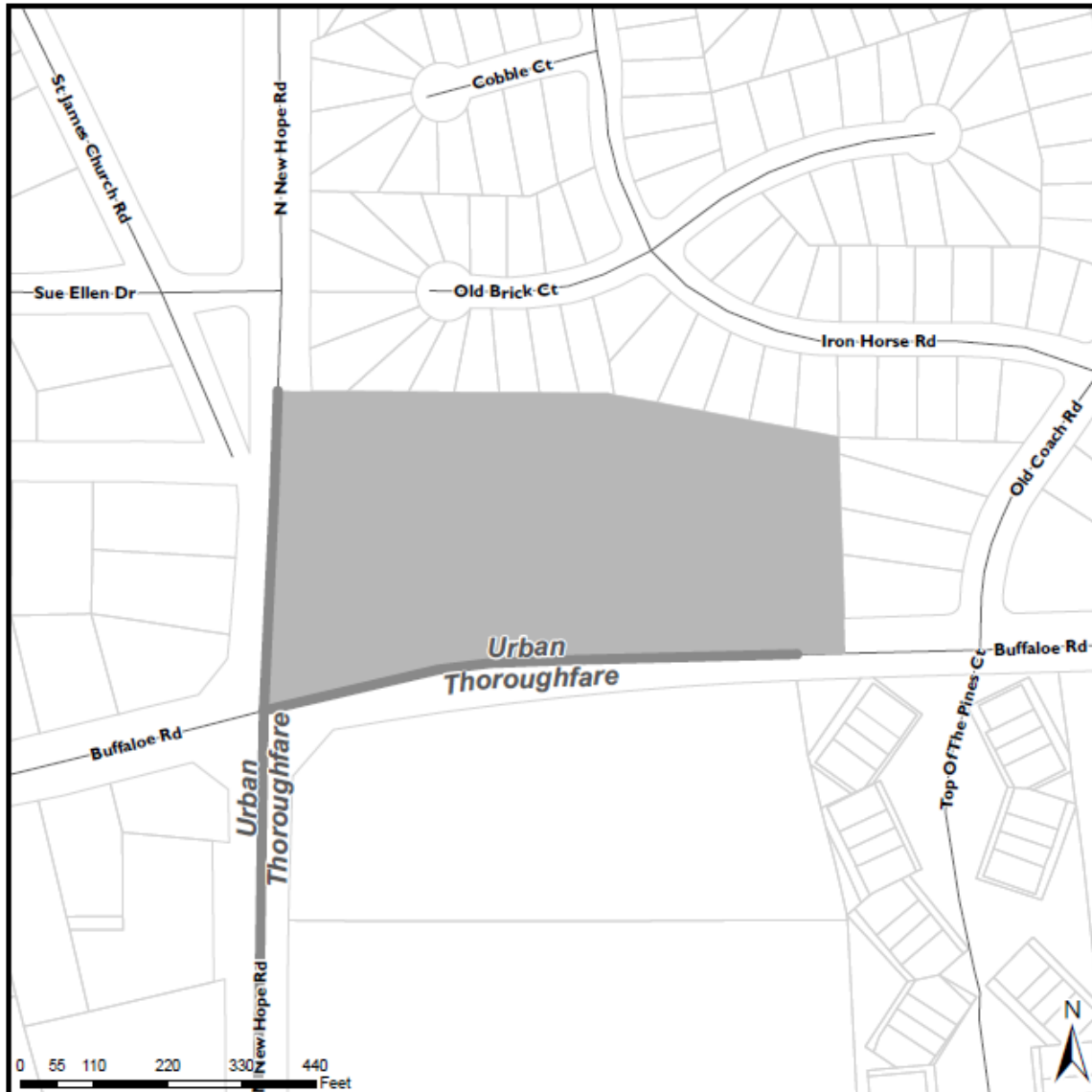
VICINITY MAP



Map Date: 11/3/2016

Urban Form Map

Z-38-2016

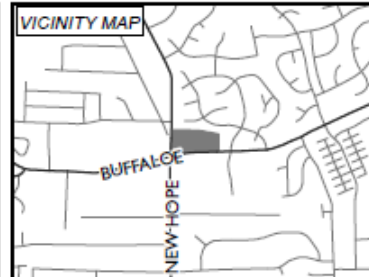


Submittal
Date

11/2/2016

Request:

**6.17 acres from
R-6
to NX-3-CU**



Map Date: 11/3/2016

2. Comprehensive Plan Consistency Analysis

2.1 Comprehensive Plan

Determination of the conformance of a proposed use or zone with the Comprehensive Plan includes consideration of the following questions:

- A. Is the proposal consistent with the vision, themes, and policies contained in the Comprehensive Plan?
- B. Is the use being considered specifically designated on the Future Land Use Map in the area where its location is proposed?
- C. If the use is not specifically designated on the Future Land Use Map in the area where its location is proposed, is it needed to service such a planned use, or could it be established without adversely altering the recommended land use and character of the area?
- D. Will community facilities and streets be available at City standards to serve the use proposed for the property?

- | |
|--|
| <p>A. In the main, the proposal may be considered consistent with the Comprehensive Plan, but lack of Frontage designation is an outstanding issue.</p> <p>The Future Land Use Map designates the site for Neighborhood Mixed Use; the proposed district—NX—is that recommended by the Comprehensive Plan for such areas. The proposal also is consistent with most applicable Plan policies, with case conditions mitigating impacts of form and use, while supporting transit access.</p> <p>However, both the Urban Form Map and the Buffalo-New Hope Area Plan call for a more proximate relationship of site buildings with the two adjacent streets. The Map designates both New Hope Road and Buffalo Road as Urban Thoroughfares; the Area Plan specifically states “a Parking Limited frontage should be implemented to accommodate pedestrian activity.” PL frontage would restrict parking to two bays and a drive aisle between the principal building and the streets, and also require at least one primary street facing entrance, connected directly to the public sidewalk. While the latter provision is conditioned by the proposal, lack of a Frontage designation would leave street setbacks to UDO Building Type; for a General Building or a Mixed Use Building, though, no Build-To maximum is required; multiple bays of parking could therefore front the streets.</p> <p>While the proposal can be considered consistent with Vision Themes ‘Coordinating Land Use and Transportation’ in its provisions for transit, and ‘Managing Our Growth’ in its compatibility with City street infrastructure, it is less so with ‘Growing Successful Neighborhoods and Communities,’ as the Area Plan developed and adopted with the surrounding neighborhoods promotes a more urban approach to site design.</p> <p>B. The uses possible under the proposal are consistent with those associated with the “neighborhood shopping centers” supported by the Future Land Use Map.</p> <p>C. Possible uses are those specifically designated on the Future land Use Map.</p> <p>D. Community streets appear to be sufficient to serve the development possible under the proposal. The request is conditioned to provide a transit stop and pedestrian-oriented improvements. The developer will be required to extend a sewer line to the site.</p> |
|--|

2.2 Future Land Use

Future Land Use designation: Neighborhood Mixed Use

The rezoning request is:

☒ **Consistent** with the Future Land Use Map.

☐ **Inconsistent**

Analysis of Inconsistency:

(N/A)

2.3 Urban Form

Urban Form designation: Urban Thoroughfares (Buffaloe Road; New Hope Road)

☐ **Not applicable** (no Urban Form designation)

The rezoning request is:

☐ **Consistent** with the Urban Form Map.

☒ **Inconsistent**

Analysis of Inconsistency:

The proposal is inconsistent with the Urban Form Map in not providing a Frontage designation. The Buffaloe-New Hope Area Plan recommends Parking Limited Frontage. The Urban Form Map designates both adjoining streets Urban Thoroughfares, for which Parking Limited or any of the four Urban frontages (Green, Urban Limited, Urban General, or Storefront) are considered appropriate.

2.4 Policy Guidance

The rezoning request is **consistent** with the following policies:

Policy LU 1.2 - Future Land Use Map and Zoning Consistency

The Future Land Use Map shall be used in conjunction with the Comprehensive Plan policies to evaluate zoning consistency including proposed zoning map amendments and zoning text changes.

Policy LU 1.3 - Conditional Use District Consistency

All conditions proposed as part of a conditional use district (CUD) should be consistent with the Comprehensive Plan.

The Future Land Use Map designates the site for Neighborhood Mixed Use, of which the Comprehensive Plan states: "NX is the most appropriate zoning district for these areas." The conditioned use prohibitions, rear setbacks and buffers reduce neighborhood impacts.

Policy LU 2.6 - Zoning and Infrastructure Impacts

Carefully evaluate all amendments to the zoning map that significantly increase permitted density or floor area to ensure that impacts to infrastructure capacity resulting from the projected intensification of development are adequately mitigated or addressed.

Policy T 1.6 - Transportation Impacts

Identify and address transportation impacts before a development is implemented.

Submittal of the proposal has included a Traffic Impact Analysis (TIA) report, which has been reviewed and accepted by the City Transportation staff. While there are no existing sanitary sewer mains at the site, the developer will be responsible for extending a sewer line there.

Policy LU 5.2 - Managing Commercial Development Impacts

Manage new commercial development using zoning regulations and through the conditional use zoning and development review processes so that it does not result in unreasonable and unexpected traffic, parking, litter, shadow, view obstruction, odor, noise, and vibration impacts on surrounding residential areas.

Policy LU 5.6 - Buffering Requirements

New development adjacent to areas of lower intensity should provide effective physical buffers to avoid adverse effects. Buffers may include larger setbacks, landscaped or forested strips, transition zones, fencing, screening, height and/or density step downs, and other architectural and site planning measures that avoid potential conflicts.

Policy LU 7.4 - Scale and Design of New Commercial Uses

New uses within commercial districts should be developed at a height, mass, scale, and design that is appropriate and compatible with surrounding areas.

Under the proposal, building height is conditioned to a maximum of 1 story/ 33 feet, with a combined maximum footprint of 36,000 square feet. Per UDO Neighborhood Transition standards, setbacks from the adjoining residential lots will be at least 50 feet; within that setback, the proposal would place a 50-foot average-width Type 3 Protective Yard, planted to standards which exceed minimum UDO requirements:

Plantings per 100'	Type 3 Requirements	Z-38-16: Condition 7
Shade Trees	6	7
Understory Trees	5	6
Shrubs	60	65

Site development would be further screened from neighboring residences by a 7-foot tall masonry wall, installed no closer than 15 feet from adjacent residential properties. Conditions restrict vehicular surface area between site buildings and neighboring residential properties, as well as lighting height.

Policy LU 6.4 - Bus Stop Dedication

The City shall coordinate the dedication of land for the construction of bus stop facilities within mixed-use centers on bus lines as part of the development review and zoning process.

Policy T 4.8 - Bus Waiting Areas

Developments located within existing and planned bus transit corridors should coordinate with CAT to provide a stop facility that is lit and includes a shelter, bench, and other amenities (such as a waste receptacle) as appropriate.

Policy T 4.15 - Enhanced Rider Amenities

Promote the use of transit facilities and services through enhanced pedestrian access and provisions for seating, shelter, and amenities.

The proposal conditions a bus stop and rider amenities.

Policy EP 8.1 - Light Pollution

Reduce light pollution and promote dark skies by limiting the brightness of exterior fixtures and shielding adjacent uses from light sources, provided safety is not compromised. Minimize flood lighting and maximize low level illumination. Promote the use of efficient, full cut-off lighting fixtures wherever practical. Full cut-off fixtures emit no light above the horizontal plane.

Policy EP 8.4 - Noise and Light Impacts

Mitigate potential noise and light pollution impacts from new development on adjoining residential properties.

Policy EP 8.9 - LED Lighting

Use high-efficiency Light-Emitting Diode (LED) lighting for outdoor illumination where feasible; newer technologies should be considered as they become available.

Conditions set the maximum height of light fixtures at 20 feet (ten feet less than the UDO maximum), reducing the potential for off-site (although flood lighting also could be installed). Light sources are conditioned to be LEDs or 'similar' technology. Potential for noise impacts is reduced through restriction of vehicle surface areas between the building and adjoining residential properties, and prohibition of drive-through window operations.

Policy LU 7.6 - Pedestrian-Friendly Development

New commercial developments and redeveloped commercial areas should be pedestrian-friendly.

The proposal conditions crosswalk improvements at the New Hope/ Buffalo intersection and offers a transit stop. There also is provision for connecting the building entrance to the street right-of-way, including at least one which would not require crossing internal vehicular surface areas.

The rezoning request is **inconsistent** with the following policy:

Policy UD 7.3 -Design Guidelines

The Design Guidelines in Table UD-1 shall be used to review rezoning petitions and development applications for mixed-use developments; or rezoning petitions and development applications along Main Street and Transit emphasis corridors or in City Growth, TOD and Mixed-Use centers, including preliminary site plans and development plans, petitions for the application of the Pedestrian Business or Downtown Overlay Districts, Planned Development Districts, and Conditional Use zoning petitions.

The proposal is inconsistent with Guidelines 6, 7 and 8, which call for streets in Mixed Use areas to be "lined by buildings rather than parking lots," with a maximum of "one bay of parking" between the building and a high volume corridor preferred, and "the main part of the building" at the street intersection. The proposal also defers addressing many Design Guidelines to the time of site plan submittal.

2.5 Area Plan Policy Guidance

The rezoning request is **consistent** with the following policies of the Buffalo-New Hope Area Plan:

Building Height

Buildings that are part of new development on the vacant parcels at the Buffalo-New Hope intersection should be limited to a maximum of three-stories and 50 feet in height.

Building height is conditioned to a maximum height of 1 story/ 33 feet.

Neighborhood Transitions

If redevelopment to a more intense use (higher density residential, retail, office, or mixed-use) occurs at the Buffalo-New Hope intersection, buffering and transition areas between these higher intensity uses and adjacent single-family residential areas should exceed standards in Article 3.5 of the Unified Development Ordinance (UDO).

Adjacent to existing residential lot lines, case conditions provide a Type 3 50-foot average width Protective Yard, with added plant materials and a 7-foot tall masonry screen wall. Vehicular surface areas are prohibited between the building and northern lot line, and between any building within 200 feet of the eastern boundary and the adjoining residential properties.

Improving Safety, Accessibility, and Connectivity for All Transportation Modes

Any transportation projects implemented at the Buffalo-New Hope intersection and in its vicinity should take into consideration the needs of all transportation modes, including pedestrians, bicyclists, and vehicles. It is important to note the trade-offs involved in this policy. Making the intersection more pedestrian-friendly will likely impact traffic congestion. Connectivity among residential areas, commercial areas, and community amenities should also be a priority.

The proposal is conditioned to provide a transit stop with a shelter, as well as improvements to pedestrian crosswalks at the adjacent street intersection.

Mitigating Light and Noise Impacts

If redevelopment to a more intense use occurs at the Buffalo-New Hope intersection, light and noise impacts should be mitigated. This could include prohibiting uses that are associated with late-night activity; limiting hours of operation; and/or altering the height, placement, or type of lighting that will be utilized.

Site operating hours are limited (although enforcement may be problematic in that the specified off-hours are outside city staff work hours). Also limited are certain uses which typically could include late-night activity (e.g., vehicle fuel sales; bar, nightclub, tavern, lounge); drive-through windows are prohibited. Maximum height of light fixtures is reduced, and LED fixtures offered (though flood lighting is not addressed).

The rezoning request is **inconsistent** with the following Area Plan policy:

Frontage

If redevelopment occurs at the Buffalo-New Hope intersection, a Parking Limited frontage should be implemented to accommodate pedestrian activity.

The request does not address this policy. Since the UDO does not provide a minimum/ maximum Build-To for General Building or Mixed Use Building types, site building(s) could be placed back

into the property, with multi-bay parking lots fronting the streets. Applicant responses to the Urban Design Guidelines defer confirmation of building proximity to the streets until the time of site plan submittal.

3. Public Benefit and Reasonableness Analysis

3.1 Public Benefits of the Proposed Rezoning

- Provision of additional goods and services proximate to existing neighborhoods.
- Offer of transit easement, shelter, and amenities,

3.2 Detriments of the Proposed Rezoning

- Possible dominance of surface parking at the street intersection, with site building(s) an undetermined distance from the street.

4. Impact Analysis

4.1 Transportation

The Z-38-16 site is located in the northeast quadrant of Buffaloe Road and N New Hope Road. Both Buffaloe Road (SR 2215) and New Hope Road (SR 2036) are maintained by the NCDOT. Both streets have multilane cross sections with curbs on both sides. Sidewalks are in place along the parcel frontages on both streets. Buffaloe Road and New Hope Road are classified as major streets in the UDO Street Plan (Avenue 4-Lane Divided).

There are no City of Raleigh CIP projects or state STIP projects planned for either Buffaloe Road or New Hope Road in the vicinity of the Z-38-16 site. Offers of cross access to adjacent parcels shall be made in accordance with the Raleigh UDO Section 8.3.5.D.

There are no public street stubs abutting the northern or eastern boundaries of the Z-38-16 parcel. Site access will be provided via Buffaloe Road and New Hope Road. Access limitations will be determined in consultation with NCDOT upon submission of a site plan.

In accordance with UDO Section 8.3.2, the maximum block perimeter for NX-3 zoning is 3,000 feet. The block perimeter for Z-38-16, as defined by public rights-of-way for Buffaloe Road, Old Coach Road, Ivy Hill Road, Cobble Creek Lane, Fawn Glen Drive and New Hope Road is 5,465 feet.

The existing parcel is vacant and generates no traffic. Approval of case Z-38-16 would increase average peak hour trip volumes by 48 veh/hr in the AM peak and by 156 veh/hr in the PM peak; daily trip volume will increase by approximately 2,500 veh/day compared to maximum buildout under current zoning. Since peak period traffic volumes will increase by more than 150 vph, and because access will be onto major streets, a traffic impact analysis report is necessary for case Z-38-16.

Z-38-2016 Existing Land Use (Vacant)	Daily	AM	PM
	0	0	0
Z-38-2016 Current Zoning Entitlements (Residential)	Daily	AM	PM
	421	36	43
Z-38-2016 Proposed Zoning Maximums (Retail SC)	Daily	AM	PM
	2,910	84	199
Z-38-2016 Trip Volume Change (Proposed Maximums minus Current	Daily	AM	PM
	2,489	48	156

Impact Identified: Block perimeter exceeds UDO standard.

4.2 Transit

GoRaleigh Route 15L currently serves Buffalo Rd and the Wake County Transit Plan anticipates service on New Hope Road. The offer of a transit easement and shelter is acceptable.

Impact Identified: None. Development will increase demand for transit, but the offer of a transit easement and shelter will mitigate this impact.

4.3 Hydrology

<i>Floodplain</i>	No FEMA Floodplain present
<i>Drainage Basin</i>	Marsh & Beaver-E
<i>Stormwater Management</i>	Subject to Part 10, Chapter 9
<i>Overlay District</i>	None

Impact Identified: The downstream property owner, located at 3705 Old Coach Road, has filed a drainage complaint with the City indicating structural flooding. The subject property may be required to implement additional stormwater control measures to detain a larger storm event, depending on the proposed site and stormwater layout.

4.4 Public Utilities

	<i>Maximum Demand (current use)</i>	<i>Maximum Demand (current zoning)</i>	<i>Maximum Demand (proposed zoning)</i>
<i>Water</i>	0	13,320 gpd	7,200 gpd
<i>Waste Water</i>	0	13,320 gpd	7,200 gpd

Water mains are adjacent to the proposed rezoning area. However there are no existing sanitary sewer mains adjacent to the site. The developer will be responsible for the extension of the sewer lines to the property.

Verification of available water for fire flow is required as part of the building permit process. Any water systems improvements required to meet fire flow requirements will also be required of the developer.

Impact Identified: Extension of a sewer main to the site will be required of the developer. Any water system improvements needed to meet fire flow standards will also be required.

4.5 Parks and Recreation

There are no existing or proposed greenway trails, corridors, or connectors on or adjacent to this site. Nearest trail access is 2.5 miles, Neuse River Trail. Recreation services are provided by Marsh Creek Community Center, 0.6 miles distance.

Impact Identified: None.

4.6 Urban Forestry

Site will need to show compliance with UDO 9.1 at the time of development plan submittal.

Impact Identified: No impacts identified at this time.

4.7 Designated Historic Resources

The site is not located within or adjacent to a National Register Historic District and/or Raleigh Historic Overlay District. It does not include nor is adjacent to any National Register individually-listed properties and/or Raleigh Historic Landmarks.

Impact Identified: None.

4.8 Community Development

The site is not located within a designated Redevelopment Plan area.

Impact Identified: None.

4.9 Impacts Summary

- Developer will be required to extend sewer line to site; fire flow may need to be addressed upon development.
- Additional stormwater control measures may be needed to detain a larger storm event.

4.10 Mitigation of Impacts

- Extend sewer line to site; address fire flow capacities at the site plan stage.
- Address stormwater control at the site plan stage.

5. Conclusions

The proposal would permit site development consistent with the Future Land Use Map and most applicable policies of the Comprehensive Plan. Its lack of Frontage designation, however, is inconsistent with the Urban Form Map and the 2015 Buffalo-New Hope Area Plan, both of which support a maximum of two bays of parking between site building(s) and the two adjacent streets. The developer will need to extend a sewer line to the property. Site development may have to address off-site drainage issues.

Staff Comments – Z-38-16 Conditions *(as amended 1-13-17)*

Condition 11

- Add the word “be” between the words “may” and “no” in the second line of the provision.
- The phrase “or similar light source technology” is not defined; please clarify (e.g., ones with reduced energy usage?).



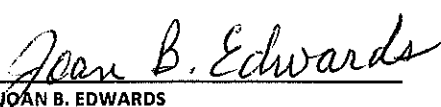
Planning & Development

**Development Services
Customer Service Center**
One Exchange Plaza
1 Exchange Plaza, Suite 400
Raleigh, North Carolina 27601
Phone 919-996-2495
Fax 919-516-2685

NOV 2 2016 PM 2:59

Rezoning Application

Rezoning Request	OFFICE USE ONLY
<input type="checkbox"/> General Use <input checked="" type="checkbox"/> Conditional Use <input type="checkbox"/> Master Plan	Transaction Number
Existing Zoning Classification : R-6 Proposed Zoning Classification Base District NX Height 3 Conditional Use (NX-3-CU)	
_____ If the property has been previously rezoned, provide the rezoning case number.	
_____ Provide all previous transaction numbers for Coordinated Team Reviews, Due Diligence Sessions or Pre-Submittal Conferences. 424660	

GENERAL INFORMATION		
Property Address 4115 Buffalo Road	Date Nov 2, 2016	
Property PIN 1725789080	Deed Reference (Book/Page) Book _____, Page _____ (86-E-1684)	
Nearest Intersection Buffalo Road and New Hope Road	Property size (in acres) 6.17	
Property Owner/Address Joan B. Edwards 5119 Eagles Landing Drive Raleigh, NC 27616-6171	Phone	Fax
	Email	
Project Contact Person/Address David L York, Attorney Smith Moore Leatherwood LLP 434 Fayetteville Rd, Suite 2800 Raleigh, NC 27601	Phone 919-755-8749	Fax 919-838-3165
	Email david.york@smithmoorelaw.com	
Owner/Agent Signature  JOAN B. EDWARDS	Email	

A rezoning application will not be considered complete until all required submittal components listed on the Rezoning Checklist have been received and approved.



Planning & Development

**Development Services
Customer Service Center**
One Exchange Plaza
1 Exchange Plaza, Suite 400
Raleigh, North Carolina 27601
Phone 919-996-2495
Fax 919-516-2685

Rezoning Application Addendum

Comprehensive Plan Analysis	OFFICE USE ONLY
The applicant is asked to analyze the impact of the rezoning request. State Statutes require that the rezoning either be consistent with the adopted Comprehensive Plan, or that the request be reasonable and in the public interest.	Transaction Number
	Zoning Case Number

STATEMENT OF CONSISTENCY	
Provide brief statements regarding whether the rezoning request is consistent with the future land use designation, the urban form map and any applicable policies contained within the 2030 Comprehensive Plan.	
1.	The Property is designated for "Neighborhood Mixed Use" on the Future Land Use Map. This land use category encourages a mix of retail, office and moderate to medium density residential uses. The closest corresponding zoning district per the category description is NX. Accordingly, the rezoning request for NX is consistent with the Future Land Use Map.
2.	The Property is a portion of the properties that were the subject of Buffalo – New Hope Small Area Plan. The Small Area Plan suggests that the Property be zoned with the base NX base district and 3-story building height. The proposed zoning district is consistent with the recommendations of the Buffalo – New Hope Small Area Plan.
3.	The Property is a portion of the properties that were the subject of Buffalo – New Hope Small Area Plan. Although the Small Area Plan suggests that the Property be zoned with Parking Limited frontage (PL), lengthy discussions with the Cobblestone residential community resulted in excluding the PL element in this request because allowing the transition yard and proposed building[s] to buffer the adjacent low density residential neighborhood from lights and noise associated with parking areas was viewed as a better public benefit to the neighbors.
4.	The rezoning is consistent with the following Comprehensive Plan Policies: LU1.2 (Future Land use Map and Zoning Consistency), LU 1.3 (Conditional Use District Consistency), LU 3.2 (Location of Growth).

PUBLIC BENEFITS	
Provide brief statements regarding the public benefits derived as a result of the rezoning request.	
1.	This rezoning request provides a public benefit by rezoning the Property and allowing for its development consistent with the Future Land Use Map and Comprehensive Plan.
2.	This rezoning request provides a public benefit by providing for installation of a transit stop and easement.
3.	Because the Small Area Plan mentioned above was citizen driven, and the fact that this rezoning request is consistent with many recommendations of the Small Area Plan, the rezoning will benefit the public by rezoning in a fashion endorsed by the surrounding community.
4.	This rezoning provides a public benefit with a corresponding increase in the tax base.

URBAN DESIGN GUIDELINES

If the property to be rezoned is shown as a "mixed use center" or located along a Main Street or Transit Emphasis Corridor as shown on the Urban Form Map in the Comprehensive Plan, the applicant must respond to the Urban Design Guidelines contained in the 2030 Comprehensive Plan.

1.	<p><i>All Mixed-Use developments should generally provide retail (such as eating establishments, food stores, and banks), and other such uses as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian friendly form.</i></p> <p>The Property is small in comparison to the NX zoned property to the south. The Property is immediately adjacent to residential uses. The development of the Property can be for retail and/or office uses. Rezoning the Property as requested will promote and enable the mixture of uses in a compact pedestrian friendly manner.</p>
2.	<p><i>Within all Mixed-Use Areas buildings that are adjacent to lower density neighborhoods should transition (height, design, distance and/or landscaping) to the lower heights or be comparable in height and massing.</i></p> <p>The Property is adjacent to a lower density residential neighborhood. By way of zoning condition, building height is limited to a single story and substantial buffering proposed.</p>
3.	<p><i>A mixed use area's road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the mixed use area. In this way, trips made from the surrounding residential neighborhood(s) to the mixed use area should be possible without requiring travel along a major thoroughfare or arterial.</i></p> <p>All public streets proposed for the immediate area have already been constructed and opened. As such the existing built environment suggests that pedestrian and vehicular paths of movement to and through the Property can be achieved.</p>
4.	<p><i>Streets should interconnect within a development and with adjoining development. Cul-de-sacs or dead-end streets are generally discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections. Streets should be planned with due regard to the designated corridors shown on the Thoroughfare Plan.</i></p> <p>All public streets proposed for the immediate area have already been constructed and opened. Given the built environment, no cul-de-sacs or dead-end streets are anticipated.</p>
5.	<p><i>New development should be comprised of blocks of public and/or private streets (including sidewalks). Block faces should have a length generally not exceeding 660 feet. Where commercial driveways are used to create block structure, they should include the same pedestrian amenities as public or private streets.</i></p> <p>All public streets proposed for the immediate area have already been constructed and opened. As such the existing built environment suggests that the block faces are existing and not likely to change.</p>
6.	<p><i>A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use. Streets should be lined by buildings rather than parking lots and should provide interest especially for pedestrians. Garage entrances and/or loading areas should be located at the side or rear of a property.</i></p> <p>The actual location of buildings and parking will be determined at the site plan process.</p>
7.	<p><i>Buildings should be located close to the pedestrian-oriented street (within 25 feet of the curb), with off-street parking behind and/or beside the buildings. When a development plan is located along a high volume corridor without on-street parking, one bay of parking separating the building frontage along the corridor is a preferred option.</i></p> <p>The actual location of buildings and parking will be determined at the site plan process; however, lengthy discussions with the Cobblestone residential community resulted in excluding the PL element in this request because allowing the transition yard and proposed building[s] to buffer the adjacent low density residential neighborhood from lights and noise associated with parking areas was viewed as a better public benefit to the neighbors.</p>
8.	<p><i>If the site is located at a street intersection, the main building or main part of the building should be placed at the corner. Parking, loading or service should not be located at an intersection.</i></p> <p>The actual location of buildings will be determined at the site plan process; however, the topography of the property may dictate that the area at the intersection of the rights-of-way be used for stormwater facilities.</p>
9.	<p><i>To ensure that urban open space is well-used, it is essential to locate and design it carefully. The space should be located where it is visible and easily accessible from public areas (building entrances, sidewalks). Take views and sun exposure into account as well.</i></p> <p>The actual location of open space will be determined at the site plan process at which time its location will take into consideration views and sun exposure.</p>
10.	<p><i>New urban spaces should contain direct access from the adjacent streets. They should be open along the adjacent sidewalks and allow for multiple points of entry. They should also be visually permeable from the sidewalk, allowing passersby to see directly into the space.</i></p> <p>The actual location of open space will be determined at the site plan process at which time its location will take into consideration direct access from adjacent streets.</p>
11.	<p><i>The perimeter of urban open spaces should consist of active uses that provide pedestrian traffic for the space including retail, cafés, and restaurants and higher-density residential.</i></p> <p>The actual location of open space will be determined at the site plan process; however, given the size of the Property, same would be in close proximity to retail uses.</p>
12.	<p><i>A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor "room" that is comfortable to users.</i></p> <p>The actual location of open space will be determined at the site plan process at which time creating an outdoor "room" that is comfortable will be taken into consideration.</p>

13.	<p><i>New public spaces should provide seating opportunities.</i></p> <p>The actual location of open space will be determined at the site plan process at which time public seating will be taken into consideration.</p>
14.	<p><i>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</i></p> <p>The actual location of buildings and parking will be determined at the site plan process; however, lengthy discussions with the Cobblestone residential community resulted in excluding the PL element in this request because allowing the transition yard and proposed building[s] to buffer the adjacent low density residential neighborhood from lights and noise associated with parking areas was viewed as a better public benefit to the neighbors.</p>
15.	<p><i>Parking lots should be located behind or in the interior of a block whenever possible. Parking lots should not occupy more than 1/3 of the frontage of the adjacent building or not more than 64 feet, whichever is less.</i></p> <p>The actual location of buildings and parking will be determined at the site plan process; however, lengthy discussions with the Cobblestone residential community resulted in excluding the PL element in this request because allowing the transition yard and proposed building[s] to buffer the adjacent low density residential neighborhood from lights and noise associated with parking areas was viewed as a better public benefit to the neighbors.</p>
16.	<p><i>Parking structures are clearly an important and necessary element of the overall urban infrastructure but, given their utilitarian elements, can give serious negative visual effects. New structures should merit the same level of materials and finishes as that a principal building would, care in the use of basic design elements can make a significant improvement.</i></p> <p>Parking structures are not anticipated for the Property.</p>
17.	<p><i>Higher building densities and more intensive land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.</i></p> <p>The zoning conditions included with this rezoning request provides for a transit stop should one be requested by the city. Existing transit routes pass by the property.</p>
18.	<p><i>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</i></p> <p>The UDO requires convenient pedestrian access between transit stops and building entrances. The development of the Property will comply with the same should a transit stop be requested by the city.</p>
19.	<p><i>All development should respect natural resources as an essential component of the human environment. The most sensitive landscape areas, both environmentally and visually, are steep slopes greater than 15 percent, watercourses, and floodplains. Any development in these areas should minimize intervention and maintain the natural condition except under extreme circumstances. Where practical, these features should be conserved as open space amenities and incorporated in the overall site design.</i></p> <p>The Property has no steep slopes greater than 15%, watercourses or floodplains.</p>
20.	<p><i>It is the intent of these guidelines to build streets that are integral components of community design. Public and private streets, as well as commercial driveways that serve as primary pedestrian pathways to building entrances, should be designed as the main public spaces of the City and should be scaled for pedestrians.</i></p> <p>All public streets proposed for the immediate area have already been constructed and opened.</p>
21.	<p><i>Sidewalks should be 5-8 feet wide in residential areas and located on both sides of the street. Sidewalks in commercial areas and Pedestrian Business Overlays should be a minimum of 14-18 feet wide to accommodate sidewalk uses such as vendors, merchandising and outdoor seating.</i></p> <p>Sidewalks along Buffalo Road and New Hope Road have already been installed. Any changes to the width or location of these sidewalks will be determined at the site plan process.</p>
22.	<p><i>Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees which complement the face of the buildings and which shade the sidewalk. Residential streets should provide for an appropriate canopy, which shadows both the street and sidewalk, and serves as a visual buffer between the street and the home. The typical width of the street landscape strip is 6-8 feet. This width ensures healthy street trees, precludes tree roots from breaking the sidewalk, and provides adequate pedestrian buffering. Street trees should be at least 6 1/4" caliper and should be consistent with the City's landscaping, lighting and street sight distance requirements.</i></p> <p>The UDO specifically prescribes street trees based upon street typology.</p>
23.	<p><i>Buildings should define the streets spatially. Proper spatial definition should be achieved with buildings or other architectural elements (including certain tree plantings) that make up the street edges aligned in a disciplined manner with an appropriate ratio of height to width.</i></p> <p>The actual location of buildings and parking will be determined at the site plan process; however, lengthy discussions with the Cobblestone residential community resulted in excluding the PL element in this request because allowing the transition yard and proposed building[s] to buffer the adjacent low density residential neighborhood from lights and noise associated with parking areas was viewed as a better public benefit to the neighbors.</p>
24.	<p><i>The primary entrance should be both architecturally and functionally on the front facade of any building facing the primary public street. Such entrances shall be designed to convey their prominence on the fronting facade.</i></p> <p>The location and architectural features of building primary entrances will be determined at the site plan process; however, it is anticipated that same will convey their prominence on fronting facades.</p>
25.	<p><i>The ground level of the building should offer pedestrian interest along sidewalks. This includes windows entrances, and architectural details. Signage, awnings, and ornamentation are encouraged.</i></p> <p>The architectural features of building facades will be determined at the site plan process; however, it is anticipated that same will offer interest to pedestrians.</p>
26.	<p><i>The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function. It is anticipated that the development of the Property will be of a design that facilitates social interaction and pedestrian movement; however, the specifics of same will be determined at the site plan process.</i></p>



Planning & Development

**Development Services
Customer Service Center**
One Exchange Plaza
1 Exchange Plaza, Suite 400
Raleigh, North Carolina 27601
Phone 919-996-2495
Fax 919-516-2685

Conditional Use District Zoning Conditions		OFFICE USE ONLY
Zoning Case Number Z-38-16		Transaction Number
Date Submitted 30-Dec-2016		
Existing Zoning R-6	Proposed Zoning NX-3-CU	

NARRATIVE OF ZONING CONDITIONS OFFERED

1.	The following principal uses shall be prohibited: telecommunication towers – all types; outdoor sports or entertainment facilities – all types; vehicle sales/rental; detention center, jail, prison; vehicular repair (minor); any establishment engaged in the sale of fuel (gasoline or diesel fuel); game arcade; tattoo parlor; check cashing establishment; pawn shop; bar, nightclub, tavern or lounge. Restaurant, as defined in N.C.G.S. § 18B-1000(6), is permitted.
2.	Prior to the issuance of a building permit for new development, if requested in writing by the City of Raleigh, a transit easement shall be deeded to the City and recorded in the Wake County Registry. Prior to recordation of the transit easement, the dimensions (not to exceed 15 feet in depth and 20 feet in width) and location of the easement shall be agreed to by the Public Works Department and then Property Owner, and the easement deed approved as to form by the City Attorney's Office. If requested in writing by the City of Raleigh in writing, the above referenced transit easement shall be improved with the following prior to issuance of the first certificate of occupancy on the Property: (a) a 15'x 20' cement pad; a 30-foot long cement landing zone between the back of curb and sidewalk; (b) an ADA-accessible transit waiting shelter with bench; and (c) a litter container.
3.	The hours of public access to any establishment operating on the property shall be limited to the period from 6:00 am until 11:00 pm. There shall be no deliveries to or shipments from establishments upon the Property between 11:00 pm and 6:00 am. Trash shall not be picked up, or dumpsters emptied, upon the Property between 11:00 pm and 6:00 a.m. Vehicles making deliveries to or shipments from establishments upon the Property, or picking up trash or emptying dumpster upon the Property, shall not arrive upon the Property prior to 6:00 am.
4.	The height of any building constructed upon the Property shall not exceed one (1) story and 33 feet.
5.	The Property shall not be subdivided.
	(Conditions continued on next page.)

These zoning conditions have been voluntarily offered by the property owner. All property owners must sign each condition page. This page may be photocopied if additional space is needed.

Owner/Agent Signature	Print Name JOAN B. EDWARDS
-----------------------	-----------------------------------



Planning & Development

**Development Services
Customer Service Center**
One Exchange Plaza
1 Exchange Plaza, Suite 400
Raleigh, North Carolina 27601
Phone 919-996-2495
Fax 919-516-2685

Conditional Use District Zoning Conditions		OFFICE USE ONLY
Zoning Case Number Z-38-16		Transaction Number
Date Submitted 30-Dec-2016		
Existing Zoning R-6	Proposed Zoning NX-3-CU	

NARRATIVE OF ZONING CONDITIONS OFFERED	
6.	Unless prohibited by the UDO or NC DOT, beginning at the right-of-way of New Hope Road as established at the time of site plan approval (or as close thereto as allowed by NCDOT and the City's Department of Transportation) and extending along the northern and eastern boundary lines of the Property (along the common boundary lines of Lots 1-4, and 10-14 and 16-22 of Cobblestone Subdivision as recorded in Book of Maps 1985, Page 1435, Wake County Registry) to the right-of-way of Buffaloe Road as established at the time of site plan approval (or as close thereto as allowed by NCDOT and the City's Department of Transportation), there shall be constructed and maintained a masonry wall at least seven (7) feet in height. Except where appropriate to save existing vegetation, said wall shall be located no closer than fifteen (15) feet from said northern and eastern boundary lines of the Property. In the event, compliance with the tree conservation requirements of the UDO prohibit installation of the masonry wall within the 50-foot buffer, the masonry wall may be located outside the buffer.
7.	In addition to the masonry wall described in Condition 6 above, a 50-foot wide Type 3 (Zone A) Protective Yard shall be installed and maintained along the northern and eastern boundaries of the Property (along the common boundary lines of Lots 1-4, and 10-14 and 16-22 of Cobblestone Subdivision as recorded in Book of Maps 1985, Page 1435, Wake County Registry), except for areas required for tree conservation, the yard shall be planted to at the rate of 7 shade trees, 6 understory trees and 65 shrubs per 100 lineal feet. This development proposes that the following be planted (or preserved in a TCA where required): 3 shade trees and 2 understory trees per 100 lineal feet on the adjacent property side of the proposed masonry wall in the buffer. This development would also plant the other required 4 shade trees and 4 understory trees per 100 lineal feet on the development side of the proposed masonry wall in the buffer. It is also proposed that the applicant plant shrubs at a rate of 65 shrubs per 100 lineal feet, evenly distributed on each side of the masonry wall.
8.	Buildings situated on the Property shall not exceed a total of 36,000 square feet of floor area gross.
9.	No vehicular surface area shall be located directly between any buildings situated on the Property and the immediately adjacent northern boundary line of the Property (along the common boundary lines of Lots 10-14 and 16-22 of Cobblestone Subdivision as recorded in Book of Maps 1985, Page 1435, Wake County Registry). Where the building is within 200' feet of the adjacent eastern property line, no vehicular surface area shall be located directly between any building situated on the Property and the immediately adjacent eastern boundary line of the Property (along the common boundary lines of Lots 1-4 of Cobblestone Subdivision as recorded in Book of Maps 1985, Page 1435, Wake County Registry).
	(Conditions continued on next page.)

These zoning conditions have been voluntarily offered by the property owner. All property owners must sign each condition page. This page may be photocopied if additional space is needed.

Owner/Agent Signature	Print Name
	JOAN B. EDWARDS



Planning & Development

Development Services Customer Service Center

One Exchange Plaza
1 Exchange Plaza, Suite 400
Raleigh, North Carolina 27601
Phone 919-996-2495
Fax 919-516-2685

Conditional Use District Zoning Conditions		OFFICE USE ONLY
Zoning Case Number Z-38-16		Transaction Number
Date Submitted 30-Dec-2016		
Existing Zoning R-6	Proposed Zoning NX-3-CU	

NARRATIVE OF ZONING CONDITIONS OFFERED	
10.	If requested in writing to do so by Raleigh Department of Transportation or North Carolina Department of Transportation, signalized pedestrian crosswalks shall be installed across New Hope Road north of its intersection with Buffalo Road and across Buffalo Road west of its intersection with New Hope Road. Such crosswalk installation to occur prior to issuance of any certificate of occupancy for the Property.
11.	Light fixtures within parking and vehicular display areas may be no higher than 28 feet; and all wall pack fixtures may no higher than 15 feet.

These zoning conditions have been voluntarily offered by the property owner. All property owners must sign each condition page. This page may be photocopied if additional space is needed.

Owner/Agent Signature	Print Name JOAN B. EDWARDS
-----------------------	-----------------------------------



Planning & Development

**Development Services
Customer Service Center**
One Exchange Plaza
1 Exchange Plaza, Suite 400
Raleigh, North Carolina 27601
Phone 919-996-2495
Fax 919-516-2685

Conditional Use District Zoning Conditions		OFFICE USE ONLY
Zoning Case Number		Transaction Number
Date Submitted <i>Nov 2, 2016</i>		
Existing Zoning R-6	Proposed Zoning NX-3-CU	

NARRATIVE OF ZONING CONDITIONS OFFERED	
1.	The following principal uses shall be prohibited: telecommunication tower (< 250 ft.); telecommunication tower (≥ 250 ft.); outdoor sports or entertainment facility (< 250 seats); outdoor sports or entertainment facility (≥ 250 seats); vehicle sales/rental; detention center, jail, prison; vehicular repair (minor); any establishment engaged in the sale of fuel (gasoline or diesel fuel); arcade; tattoo parlor; nightclub; check cashing establishment; sweepstakes parlor; pawn shop; bar, tavern or lounge except restaurant, as defined in N.C.G.S. § 18B-1000(6).
2.	Prior to the issuance of a building permit for new development, if requested in writing by the City of Raleigh, a transit easement shall be deeded to the City and recorded in the Wake County Registry. Prior to recordation of the transit easement, the dimensions (not to exceed 15 feet in depth and 20 feet in width) and location of the easement shall be agreed to by the Public Works Department and then Property Owner, and the easement deed approved as to form by the City Attorney's Office. If requested in writing by the City of Raleigh in writing, the above referenced transit easement shall be improved with the following prior to issuance of the first certificate of occupancy on the Property: (a) a 15'x20' cement pad; a cement landing zone between the back of curb and sidewalk; (b) an ADA-accessible transit waiting shelter with bench; and (c) a litter container.
3.	The hours of public access to any establishment operating on the public shall be limited to the period from 6:00 am until 11:00 pm. There shall be no deliveries to or shipments from establishments upon the Property between 11:00 pm and 6:00 am. Trash shall not be picked up, or dumpsters emptied, upon the Property between 11:00 pm and 6:00 a.m. Vehicles making deliveries to or shipments from establishments upon the Property, or picking up trash or emptying dumpster upon the Property, shall not arrive upon the Property prior to 6:00 am.
4.	The height of any building constructed upon the Property shall not exceed one (1) story and 33 feet.
5.	The Property shall not be subdivided.

These zoning conditions have been voluntarily offered by the property owner. All property owners must sign each condition page. This page may be photocopied if additional space is needed.

Owner/Agent Signature <i>Joan B. Edwards</i>	Print Name JOAN B. EDWARDS
---	-----------------------------------



Planning & Development

**Development Services
Customer Service Center**
One Exchange Plaza
1 Exchange Plaza, Suite 400
Raleigh, North Carolina 27601
Phone 919-996-2495
Fax 919-516-2685

Conditional Use District Zoning Conditions		OFFICE USE ONLY
Zoning Case Number		Transaction Number
Date Submitted <i>Nov 2, 2016</i>		
Existing Zoning R-6	Proposed Zoning NX-3-CU	

NARRATIVE OF ZONING CONDITIONS OFFERED	
6.	Beginning at the right-of-way of New hope Road as established at the time of site plan approval (or as close thereto as allowed by NCDOT and the City's Department of Transportation) and extending along the northern and eastern boundary lines of the Property to the right-of-way of Buffalo Road as established at the time of site plan approval (or as close thereto as allowed by NCDOT and the City's Department of Transportation), there shall be constructed and maintained a masonry wall at least seven (7) feet in height. Except where appropriate to save existing vegetation, said wall shall be located no closer than fifteen (15) feet from said northern and eastern boundary lines of the Property.
7.	No building on the Property shall be situated less than 50 feet from the northern and eastern boundaries of the Property.
8.	Buildings situated on the Property shall not exceed a total of 36,000 square feet of floor area gross. No single establishment upon the Property shall exceed 36,000 square feet of floor area gross.
9.	No vehicular surface area shall be located directly between any buildings situated on the Property and the immediately adjacent northern boundary line of the Property.

These zoning conditions have been voluntarily offered by the property owner. All property owners must sign each condition page. This page may be photocopied if additional space is needed.

Owner/Agent Signature <i>Joan B. Edwards</i>	Print Name JOAN B. EDWARDS
---	-------------------------------

Traffic Impact Analysis Buffaloe Road Supermarket Raleigh, NC



RAMEY KEMP
— — — — —
ASSOCIATES
TRANSPORTATION ENGINEERS

**TRAFFIC IMPACT
ANALYSIS**

FOR

BUFFALOE ROAD SUPERMARKET

LOCATED

IN

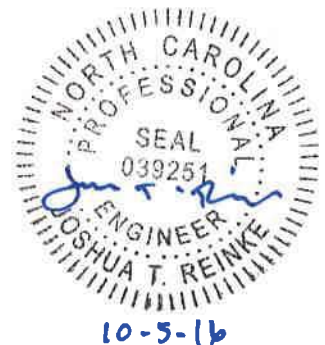
RALEIGH, NORTH CAROLINA

Prepared For:
Bohler Engineering NC, PLLC
4011 Westchase Boulevard, Suite 290
Raleigh, NC 27607

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

October 2016

RKA Project No. 15035.55



Prepared By: NAB

Reviewed By: JTR

TABLE OF CONTENTS

1. INTRODUCTION	1
1.1. Site Location and Study Area.....	1
1.2. Proposed Land Use and Site Access	2
1.3. Adjacent Land Uses.....	2
1.4. Existing Roadways	2
2. EXISTING (2016) PEAK HOUR CONDITIONS	7
2.1. Existing (2016) Peak Hour Traffic	7
2.2. Analysis of Existing (2016) Peak Hour Traffic.....	7
3. BACKGROUND (2017) PEAK HOUR CONDITIONS	9
3.1. Ambient Traffic Growth.....	9
3.2. Adjacent Development Traffic	9
3.3. Future Roadway Improvements.....	9
3.4. Background (2017) Peak Hour Traffic Volumes	9
3.5. Analysis of Background (2017) Peak Hour Traffic Conditions.....	10
4. SITE TRIP GENERATION AND DISTRIBUTION	14
4.1. Trip Generation	14
4.2. Site Trip Distribution and Assignment.....	15
5. COMBINED (2017) TRAFFIC CONDITIONS	21
5.1. Combined (2017) Peak Hour Traffic Volumes	21
5.2. Analysis of Combined (2017) Peak Hour Traffic	21
6. TRAFFIC ANALYSIS PROCEDURE.....	23
6.1. Adjustments to Analysis Guidelines	24
7. CAPACITY ANALYSIS.....	25
7.1. Buffaloe Road and New Hope Road	25
7.2. Buffaloe Road and Valley Stream Drive.....	27
7.3. Buffaloe Road and Old Coach Road / Top of the Pines Court.....	28
7.4. New Hope Road and Sue Ellen Drive	30
7.5. New Hope Road and Jane Lane / Sue Lane.....	32
7.6. Buffaloe Road and Site Drive 1	34
7.7. New Hope Road and Site Drive 2	35
8. Multimodal Analysis	37

9. Crash Data Analysis.....	38
10. CONCLUSIONS.....	40
11. RECOMMENDATIONS	41

LIST OF FIGURES

Figure 1 – Site Location Map	4
Figure 2 – Preliminary Site Plan.....	5
Figure 3 – Existing Lane Configurations.....	6
Figure 4 – Existing (2016) Peak Hour Traffic	8
Figure 5 – Projected (2017) Peak Hour Traffic	11
Figure 6 – Adjacent Development Trips.....	12
Figure 7 – Background (2017) Peak Hour Traffic.....	13
Figure 8 – Primary Site Trip Distribution.....	16
Figure 9 – Primary Site Trip Assignment.....	17
Figure 10 – PM Pass-By Site Trip Distribution.....	18
Figure 11 – PM Pass-By Trip Assignment	19
Figure 12 – Total Site Trip Assignment	20
Figure 13 – Combined (2017) Peak Hour Traffic.....	22
Figure 14 – Recommended Lane Configurations	42

LIST OF TABLES

Table 1: Trip Generation Summary	14
Table 2: Highway Capacity Manual – Levels-of-Service and Delay	23
Table 3: Analysis Summary of Buffaloe Road and New Hope Road.....	25
Table 4: Analysis Summary of Buffaloe Road and Valley Stream Drive	27
Table 5: Analysis Summary of Buffaloe Road and Old Coach Road / Top of the Pines Court	28
Table 6: Analysis Summary New Hope Road and Sue Ellen Drive.....	30
Table 7: Analysis Summary of New Hope Road and Jane Lane / Sue Lane.....	32
Table 8: Analysis Summary of Buffaloe Road and Site Drive 1	34
Table 9: Analysis Summary of New Hope Road and Site Drive 2.....	35

Table 10: Summary of Multimodal Analysis Results.....	37
Table 11: Crash Analysis Summary for Intersections	38
Table 12: Crash Type Summary for Intersections	39

TECHNICAL APPENDIX

Appendix A:	Scoping Information
Appendix B:	Count Data
Appendix C:	Signal Plans
Appendix D:	Adjacent Development Information
Appendix E:	Capacity Calculations – Buffaloe Road and New Hope Road
Appendix F:	Capacity Calculations – Buffaloe Road and Valley Stream Drive
Appendix G:	Capacity Calculations – Buffaloe Road and Old Coach Road / Top of the Pines Court
Appendix H:	Capacity Calculations – New Hope Road and Sue Ellen Drive
Appendix I:	Capacity Calculations – New Hope Road and Jane Lane / Sue Lane
Appendix J:	Capacity Calculations – Buffaloe Road and Site Drive 1
Appendix K:	Capacity Calculations – New Hope Road and Site Drive 2
Appendix L:	Multimodal Analysis
Appendix M:	Crash Data

**TRAFFIC IMPACT ANALYSIS
BUFFALOE ROAD SUPERMARKET
RALEIGH, NORTH CAROLINA**

1. INTRODUCTION

The contents of this report present the findings of the Traffic Impact Analysis (TIA) conducted for the proposed Buffalo Road Supermarket to be located north of Buffalo Road, east of New Hope Road, and west of Old Coach Road in Raleigh, North Carolina. The purpose of this study is to determine the potential impacts to the surrounding transportation system created by traffic generated by the proposed development, as well as recommend improvements to mitigate the impacts.

The property is currently zoned as residential use by the City of Raleigh. It is intended that the property be rezoned as a neighborhood retail use. The proposed development is anticipated to be completed in 2017 and consist of a 35,962 square foot (sq. ft.) supermarket. Site access is proposed via one full movement driveway on Buffalo Road and one full movement driveway on New Hope Road.

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

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

1.1. Site Location and Study Area

The development is proposed to be located north of Buffalo Road, east of New Hope Road, and west of Old Coach Road in Raleigh, North Carolina. Refer to Figure 1 for the site location map.

Scoping for the project was discussed with North Carolina Department of Transportation (NCDOT) and the City of Raleigh (City). Scoping information can be found in Appendix A.

Based on this discussion, it was determined that the study area consists of the following existing intersections:

- Buffaloe Road and New Hope Road
- New Hope Road and Sue Ellen Drive
- New Hope Road and Jane Lane/Sue Lane
- Buffaloe Road and Old Coach Road
- Buffaloe Road and Valley Stream Drive

1.2. Proposed Land Use and Site Access

The proposed development, anticipated to be completed in 2017, is expected to consist of a 35,962 sq. ft. supermarket. Site access is proposed via one full movement driveway on Buffaloe Road and one full movement driveway on New Hope Road. Refer to Figure 2 for a copy of the preliminary site plan.

1.3. Adjacent Land Uses

Land uses in the vicinity of the site consist primarily of residential development. The US 1 corridor with significant retail development is approximately one mile west of the site.

1.4. Existing Roadways

Buffaloe Road is a five-lane roadway with a center two-way left-turn lane and a posted speed limit of 45 miles per hour (mph) within the study area. Based on the most recent data (2013) from the NCDOT, Buffaloe Road had an Average Annual Daily Traffic (AADT) volume of approximately 15,000 vehicles per day (vpd) within the study area.

New Hope Road is a five-lane roadway with a center two-way left-turn lane and a posted speed limit of 45 mph within the study area. Based on the most recent data (2013) from the NCDOT, New Hope Road had an AADT volume of approximately 28,000 vpd within the study area.

Sue Ellen Drive is a two-lane residential roadway with a posted speed limit of 25 mph within the study area. Based on the current traffic counts from 2016, and assuming that the PM peak

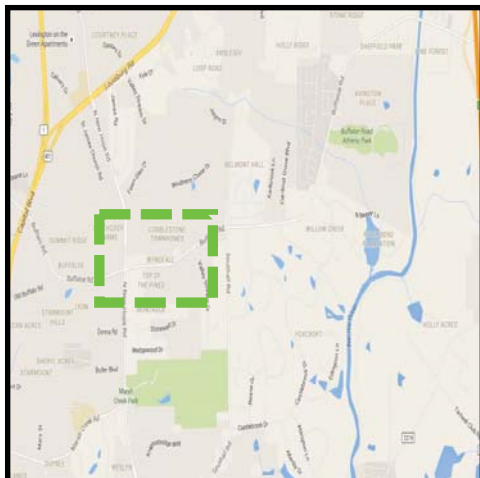
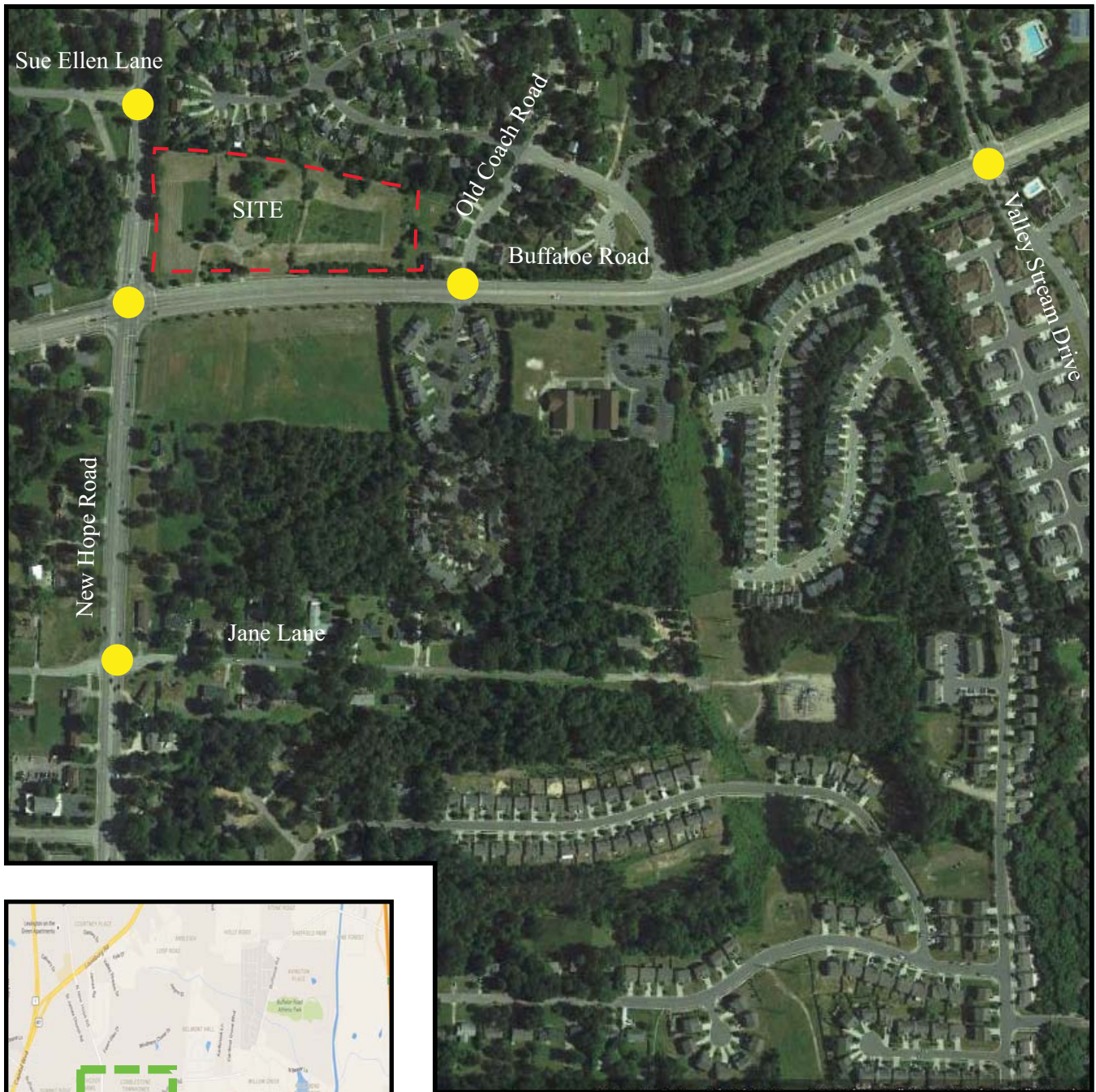
hour volume is 10% of the average daily traffic, Sue Ellen Drive has an AADT volume of approximately 400 vpd within the study area.

Jane Lane and Sue Lane are both two-lane residential roadways with no posted speed limit in the study area. For the purpose of this study, they were assumed to have a speed limit of 25 mph. Based on the current traffic counts from 2016, and assuming that the PM peak hour volume is 10% of the average daily traffic, both roadways have an AADT of approximately 100 vpd.

Old Coach Road / Top of the Pines Court is a two-lane residential roadway with a posted speed limit of 25 mph within the study area. Based on the current traffic counts from 2016, and assuming that the PM peak hour volume is 10% of the average daily traffic, Old Coach Road has an AADT volume of approximately 100 vpd within the study area.

Valley Stream Road is a two-lane residential roadway with no posted speed limit in the study area. For the purpose of this study, it was assumed to have a speed limit of 35 mph. Based on the current traffic counts from 2016, and assuming that the PM peak hour volume is 10% of the average daily traffic, Valley Stream Road has an AADT volume of approximately 2,600 vpd within the study area.

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



LEGEND

- - - Proposed Site Location
- Study Intersection
- - - Study Area



Buffaloe Road
Supermarket
Raleigh, NC

Site Location Map

Scale: Not to Scale

Figure 1



LEGEND

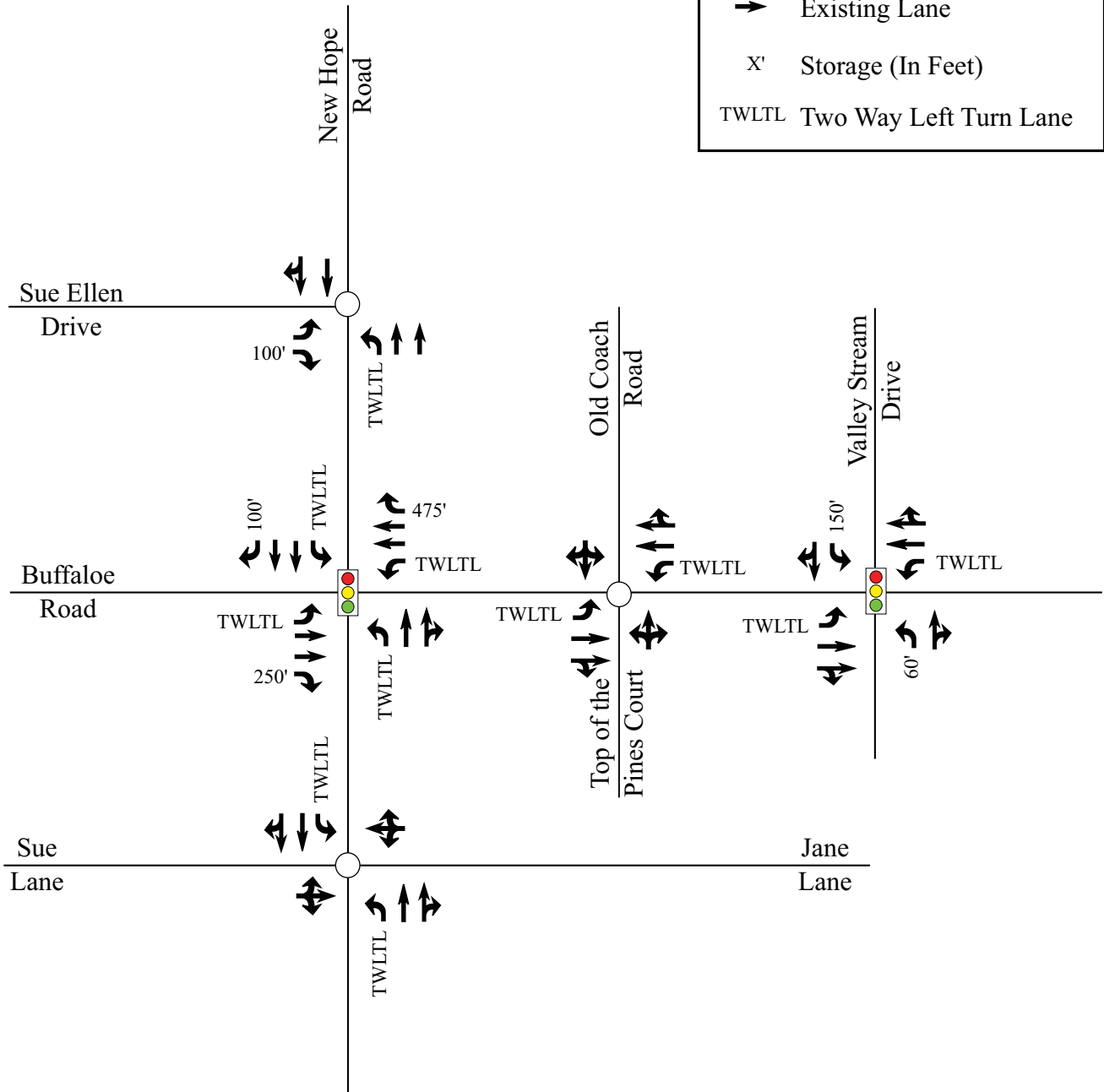
○ Unsignalized Intersection

◫ Signalized Intersection

➔ Existing Lane

X' Storage (In Feet)

TWLTL Two Way Left Turn Lane



Buffalo Road
Supermarket
Raleigh, NC

Existing Lane
Configurations

Scale: Not to Scale

Figure 3

2. EXISTING (2016) PEAK HOUR CONDITIONS

2.1. Existing (2016) Peak Hour Traffic

Existing peak hour traffic volumes were determined based on traffic counts conducted at the study intersections listed below, in March of 2016 by RKA during typical weekday AM (7:00 AM – 9:00 AM) and PM (4:00 PM – 6:00 PM) peak periods:

- Buffaloe Road and New Hope Road
- New Hope Road and Sue Ellen Drive
- New Hope Road and Jane Lane
- Buffaloe Road and Old Coach Road
- Buffaloe Road and Valley Stream Drive

Traffic volumes were balanced between intersections, where appropriate. Refer to Figure 4 for existing (2016) weekday AM and PM peak hour traffic volumes. A copy of the count data is located in Appendix B of this report.

2.2. Analysis of Existing (2016) Peak Hour Traffic

The existing (2016) weekday AM and PM peak hour traffic volumes were analyzed to determine the current levels of service at the study intersections under existing roadway conditions with existing traffic control. Signal information was obtained from NCDOT and the City and is included in Appendix C. The results of the analysis are presented in Section 7 of this report.

It is worth noting, the intersection of New Hope Road and Sue Ellen Drive was observed to have northbound left-turns during the weekday AM and PM peak hours. Per signage at the intersection, this movement is not permitted during the peak hours. These volumes were kept in the analysis to reflect current conditions.



LEGEND



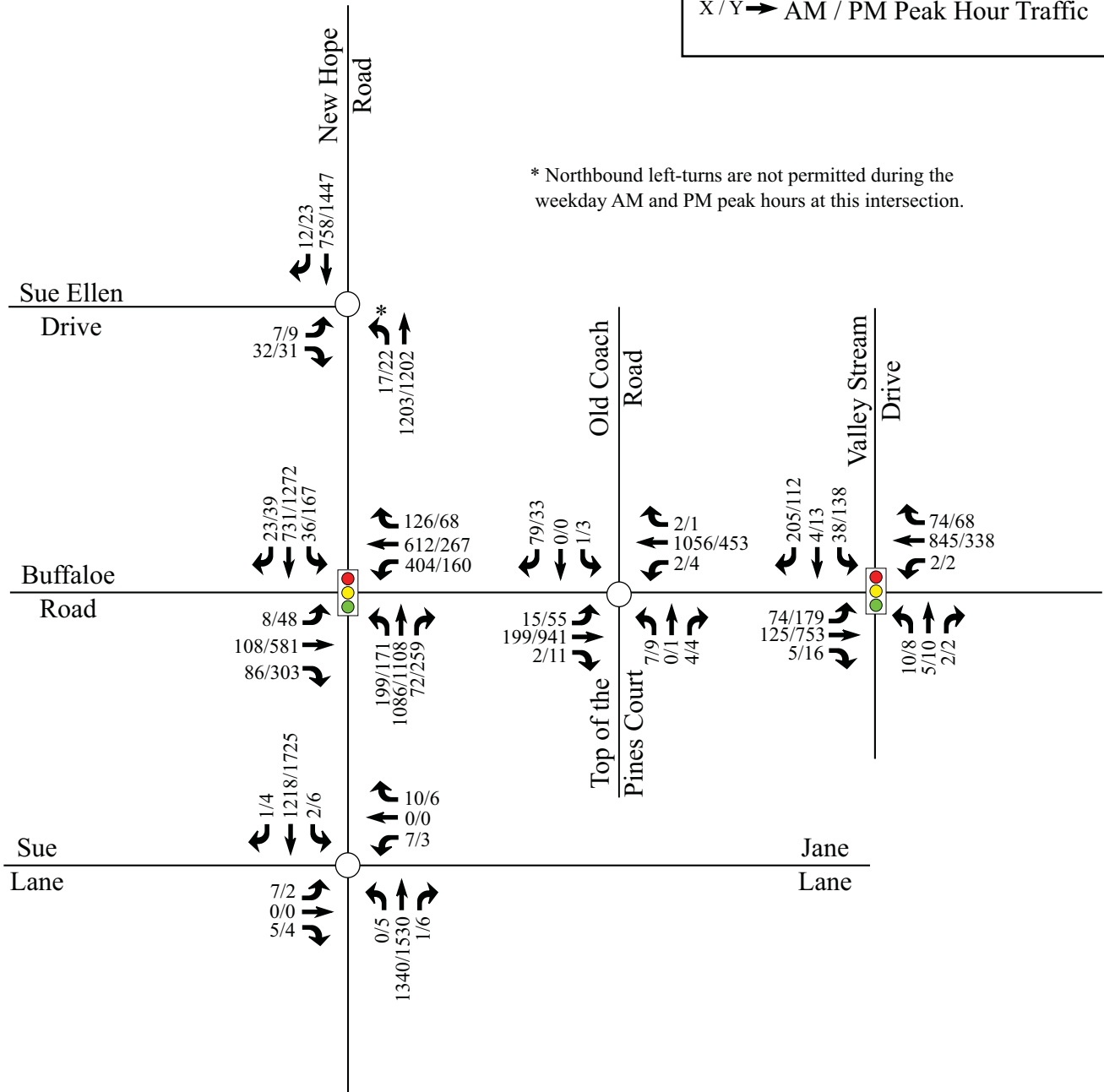
Unsignalized Intersection



Signalized Intersection

X / Y → AM / PM Peak Hour Traffic

* Northbound left-turns are not permitted during the weekday AM and PM peak hours at this intersection.



Buffalo Road
Supermarket
Raleigh, NC

Existing (2016)
Peak Hour Traffic

Scale: Not to Scale

Figure 4

3. BACKGROUND (2017) PEAK HOUR CONDITIONS

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

3.1. Ambient Traffic Growth

Through discussions with the City and NCDOT, it was determined that an annual growth rate of 1% would be used to generate projected (2017) weekday AM and PM peak hour traffic volumes. Refer to Figure 5 for an illustration of the projected (2017) peak hour traffic volumes at the study intersections.

3.2. Adjacent Development Traffic

Based on discussions with the City and NCDOT, there are no approved adjacent developments to be included in this study. One adjacent development that is currently in the approval process, but has not yet been approved, was included to provide a conservative estimate of the future traffic. This development (Buffaloe Road Neighborhood Center) is expected to consist of a 42,000 sq. ft. grocery store, 21,000 sq. ft. of retail space, and two outparcels. A TIA was completed in March 2015 by Kimley-Horn and Associates, Inc. Refer to Figure 6 for a summary of the adjacent development peak hour traffic volumes at the study intersections. Detailed adjacent development information is provided in Appendix D.

3.3. Future Roadway Improvements

Based on discussions with the City and NCDOT, there are no future roadway improvements to be considered in the analysis.

3.4. Background (2017) Peak Hour Traffic Volumes

The background (2017) traffic volumes were determined by growing the existing (2016) peak hour traffic to the year 2017. Refer to Figure 7 for an illustration of the background (2017) peak hour traffic volumes at the study intersections.

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

The background (2017) AM and PM peak hour traffic volumes at the study intersections were analyzed using the existing lane configurations and traffic control. The analysis results are presented in Section 7 of this report.



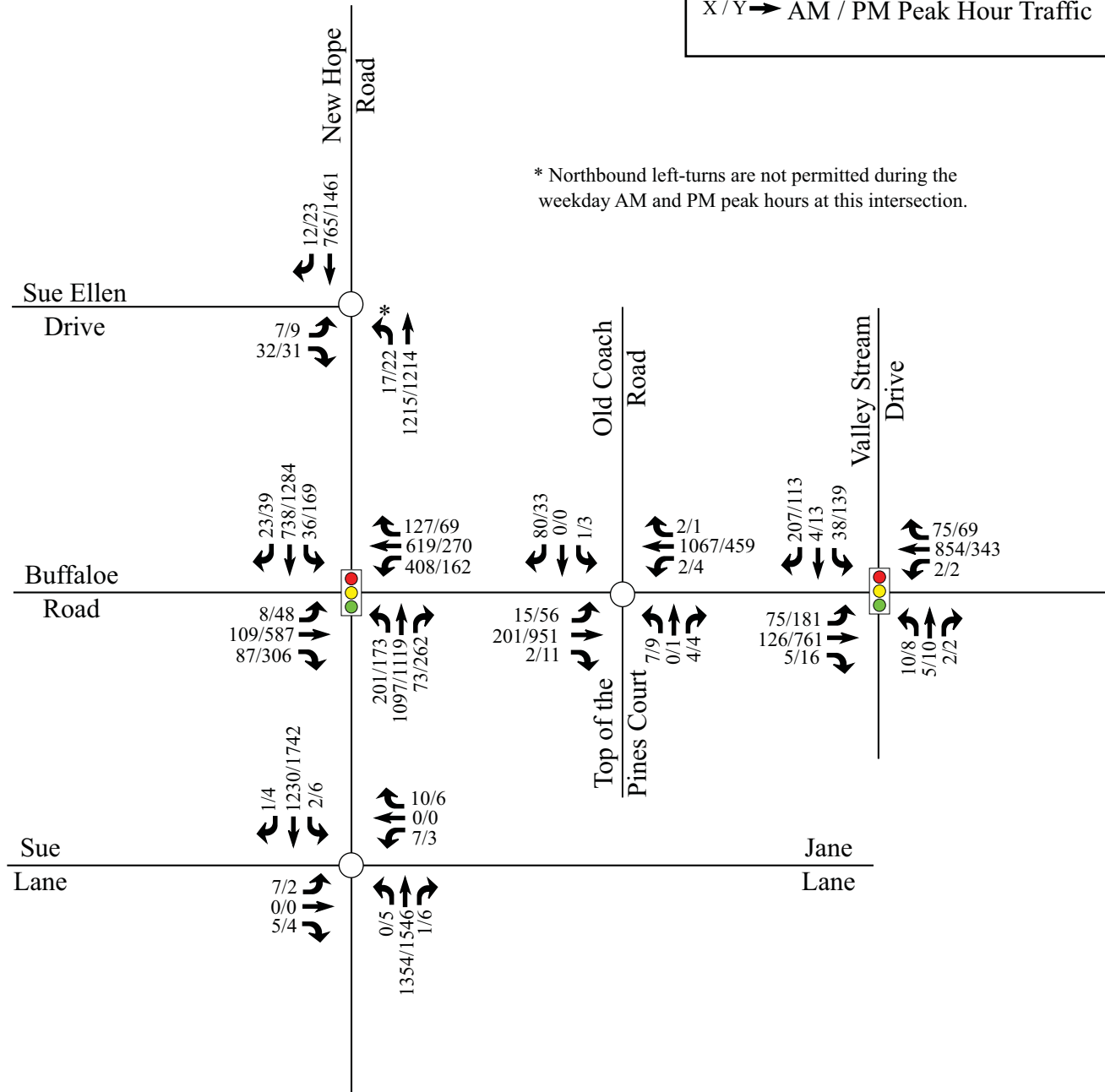
LEGEND

○ Unsignalized Intersection

🚦 Signalized Intersection

X / Y ➡ AM / PM Peak Hour Traffic

* Northbound left-turns are not permitted during the weekday AM and PM peak hours at this intersection.



Buffalo Road
Supermarket
Raleigh, NC

Projected (2017)
Peak Hour Traffic

Scale: Not to Scale

Figure 5



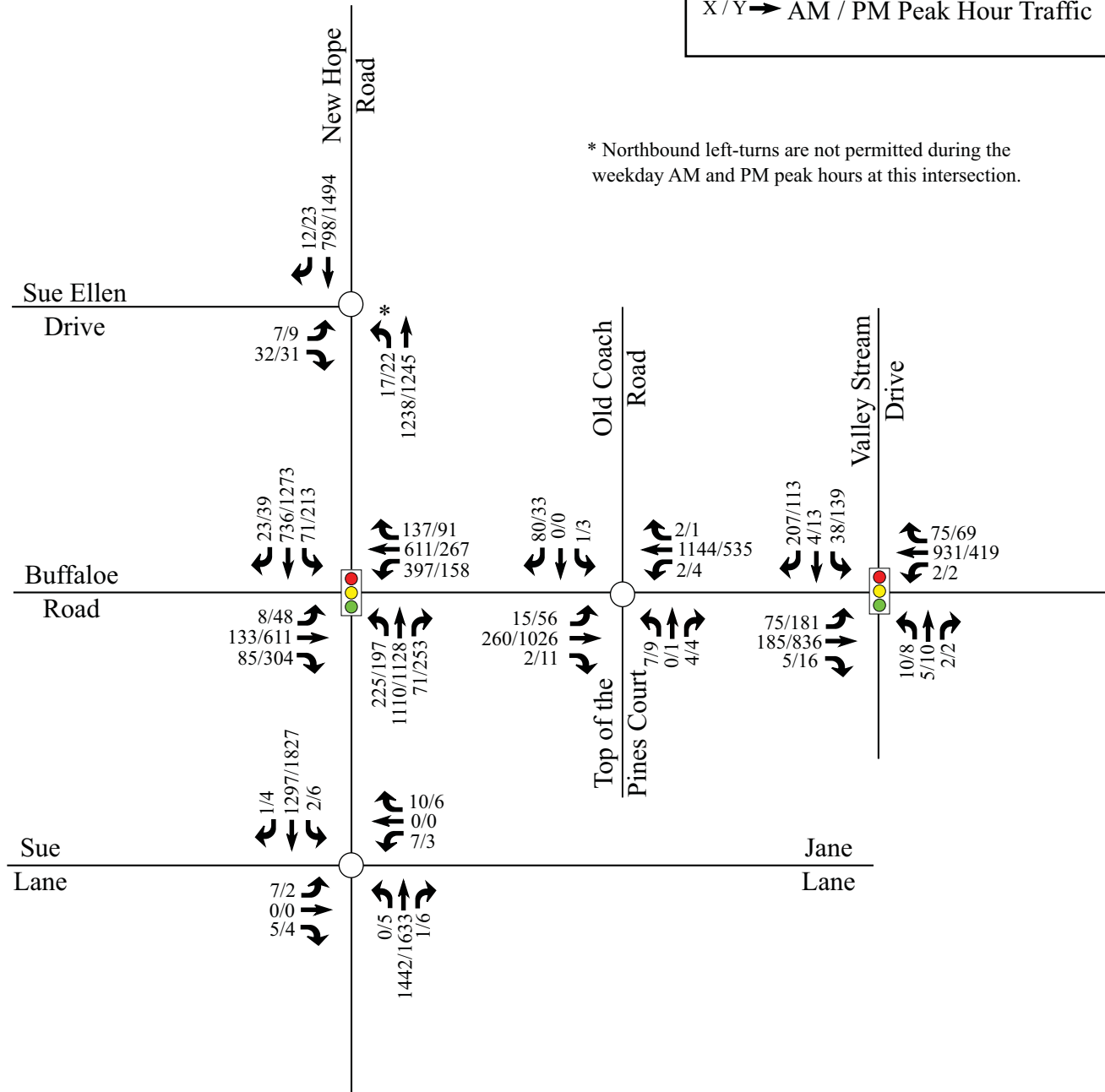
LEGEND

○ Unsignalized Intersection

Signalized Intersection

X / Y → AM / PM Peak Hour Traffic

* Northbound left-turns are not permitted during the weekday AM and PM peak hours at this intersection.



Buffaloe Road
Supermarket
Raleigh, NC

Background (2017)
Peak Hour Traffic

Scale: Not to Scale

Figure 7

4. SITE TRIP GENERATION AND DISTRIBUTION

4.1. Trip Generation

The proposed development is expected to consist of a 35,962 sq. ft. supermarket. Average weekday daily, AM peak hour, and PM peak hour trips for the proposed development were estimated using methodology contained within the ITE *Trip Generation Manual*, 9th Edition. Table 1 provides a summary of the trip generation potential for the site.

Table 1: Trip Generation Summary

Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	AM Peak Hour Trips (vph)		PM Peak Hour Trips (vph)	
			Enter	Exit	Enter	Exit
Supermarket (850)	35,962 sq. ft.	3,680	76	46	174	167
<i>Pass-By Trips: Supermarket (36% Daily, 36% PM)</i>		1,324	--	--	61	61
Total Primary (New) Trips		2,356	76	46	113	106

It is estimated that the proposed development will generate approximately 3,680 total site trips on the roadway network during a typical 24-hour weekday period. Of the daily traffic volume, it is anticipated that 122 total trips (76 entering and 46 exiting) will occur during the AM peak hour and 219 total trips (113 entering and 106 exiting) will occur during the PM peak hour.

Pass-by trips were also taken into consideration in this study. Pass-by trips are made by the traffic already using the adjacent roadway, entering the site as an intermediate stop on their way to another destination. Pass-by trips are expected to account for 1,324 daily trips, of which it is expected that 122 trips (61 entering and 61 exiting) occur during the weekday PM peak hour. It should be noted that the pass-by trips were balanced, as it is likely that these trips would enter and exit in the same hour.

It is anticipated that the proposed development would generate 122 new trips (76 entering and 46 exiting) on the roadway network during the AM peak hour and 219 new trips (113 entering and 106 exiting) during the PM peak hour.

4.2. Site Trip Distribution and Assignment

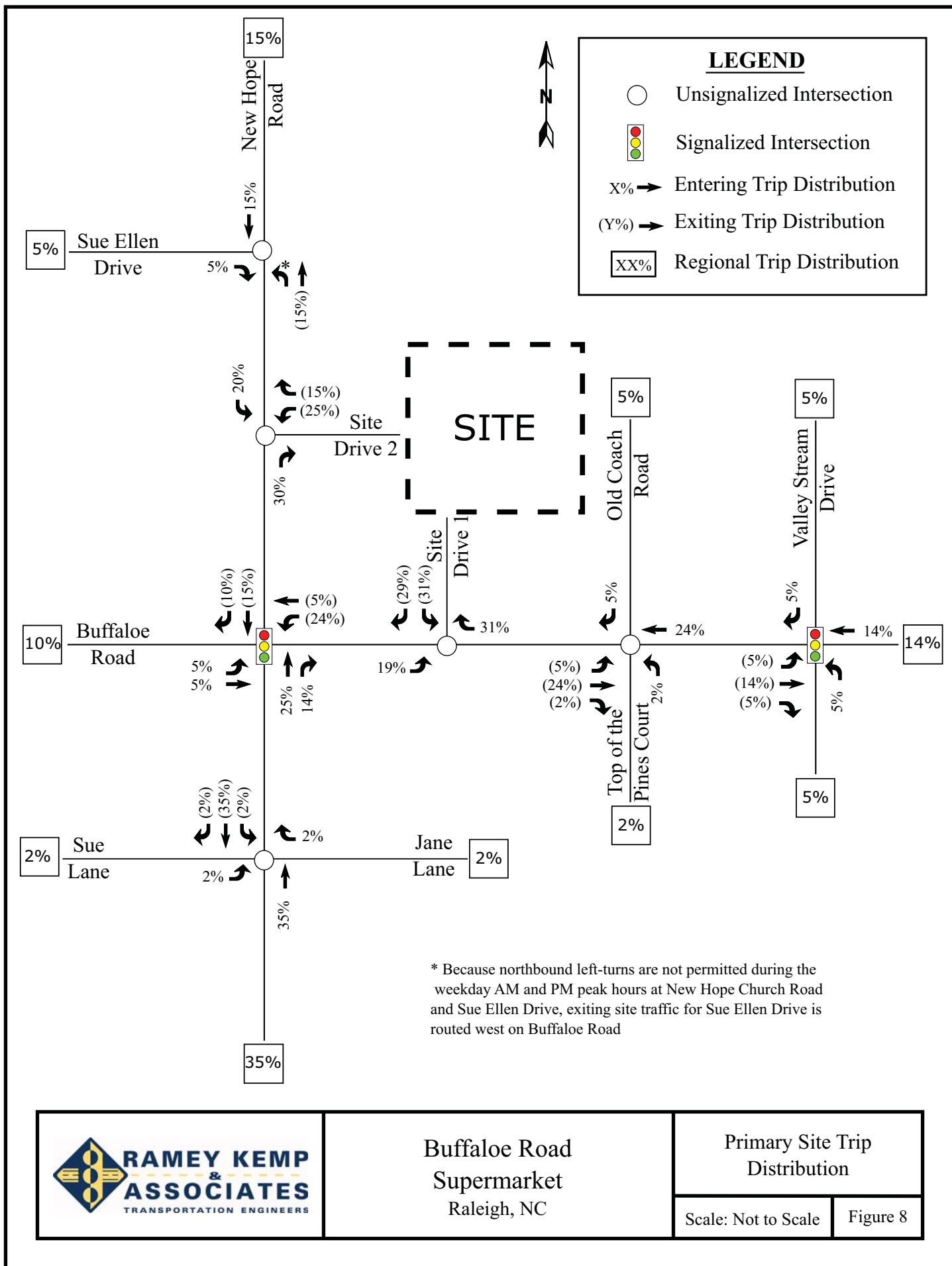
Trip distribution percentages used in assigning site traffic for this development were estimated based on a combination of existing traffic patterns, population centers adjacent to the study area, and engineering judgment. It is estimated that primary site trips will be distributed as follows:

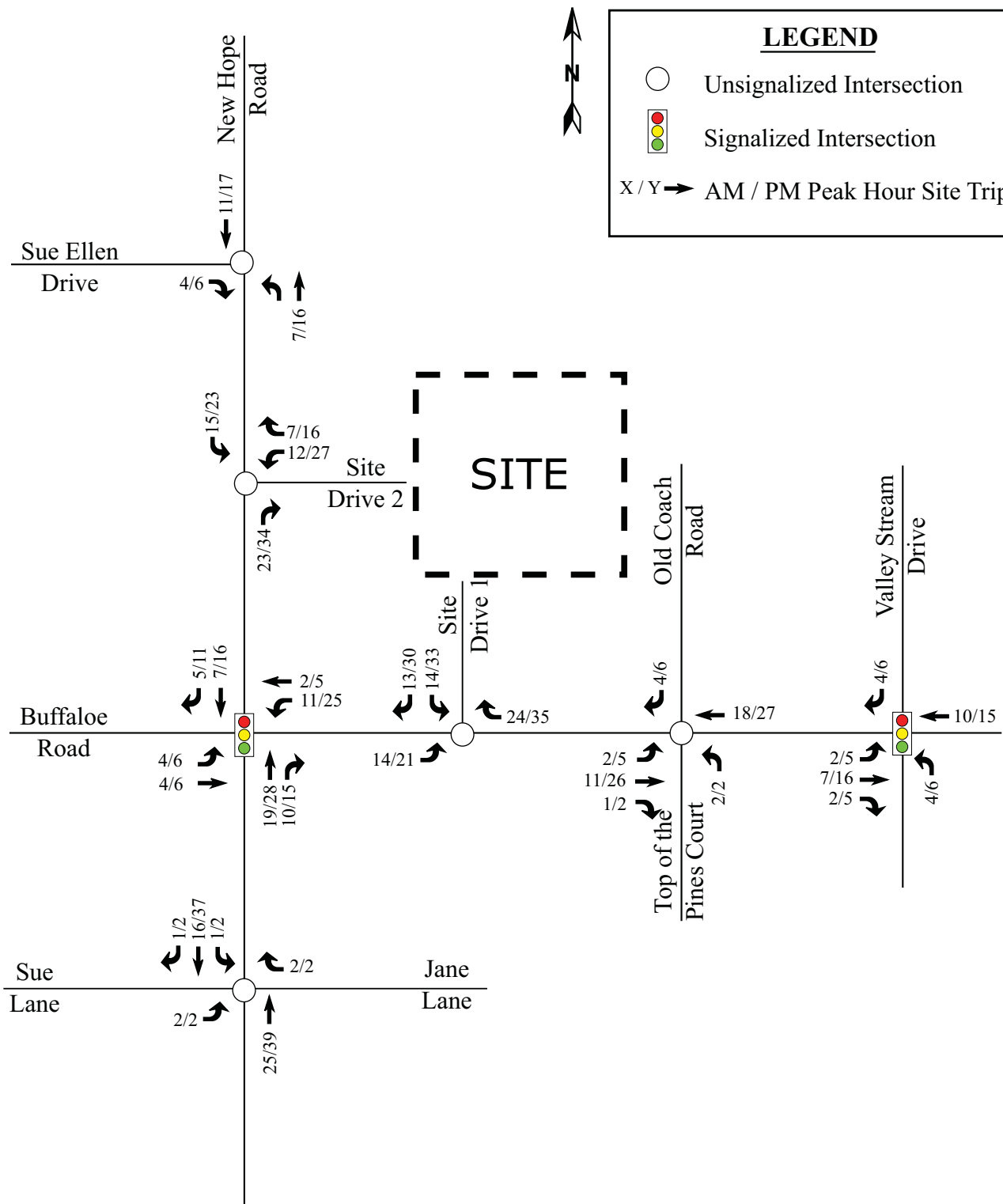
- 15% to/from the north on New Hope Road
- 35% to/from the south on New Hope Road
- 14% to/from the east on Buffaloe Road
- 10% to/from the west on Buffaloe Road
- 5% to/from the north on Old Coach Road
- 2% to/from the south on Top of the Pines Court
- 5% to/from the north on Valley Stream Drive
- 5% to/from the south on Valley Stream Drive
- 5% to/from the west on Sue Ellen Drive
- 2% to/from the east on Jane Lane
- 2% to/from the west on Sue Lane

The primary site trip distribution is shown in Figure 8. Refer to Figure 9 for the primary site trip assignment.

The pass-by site trips were distributed based on existing traffic patterns with consideration given to the proposed driveway access and site layout. Refer to Figures 10 and 11 for the PM pass-by site trip distribution and pass-by site trips, respectively.

The total site trips were determined by adding the primary site trips and the pass-by site trips. Refer to Figure 12 for the total peak hour site trips at the study intersections.



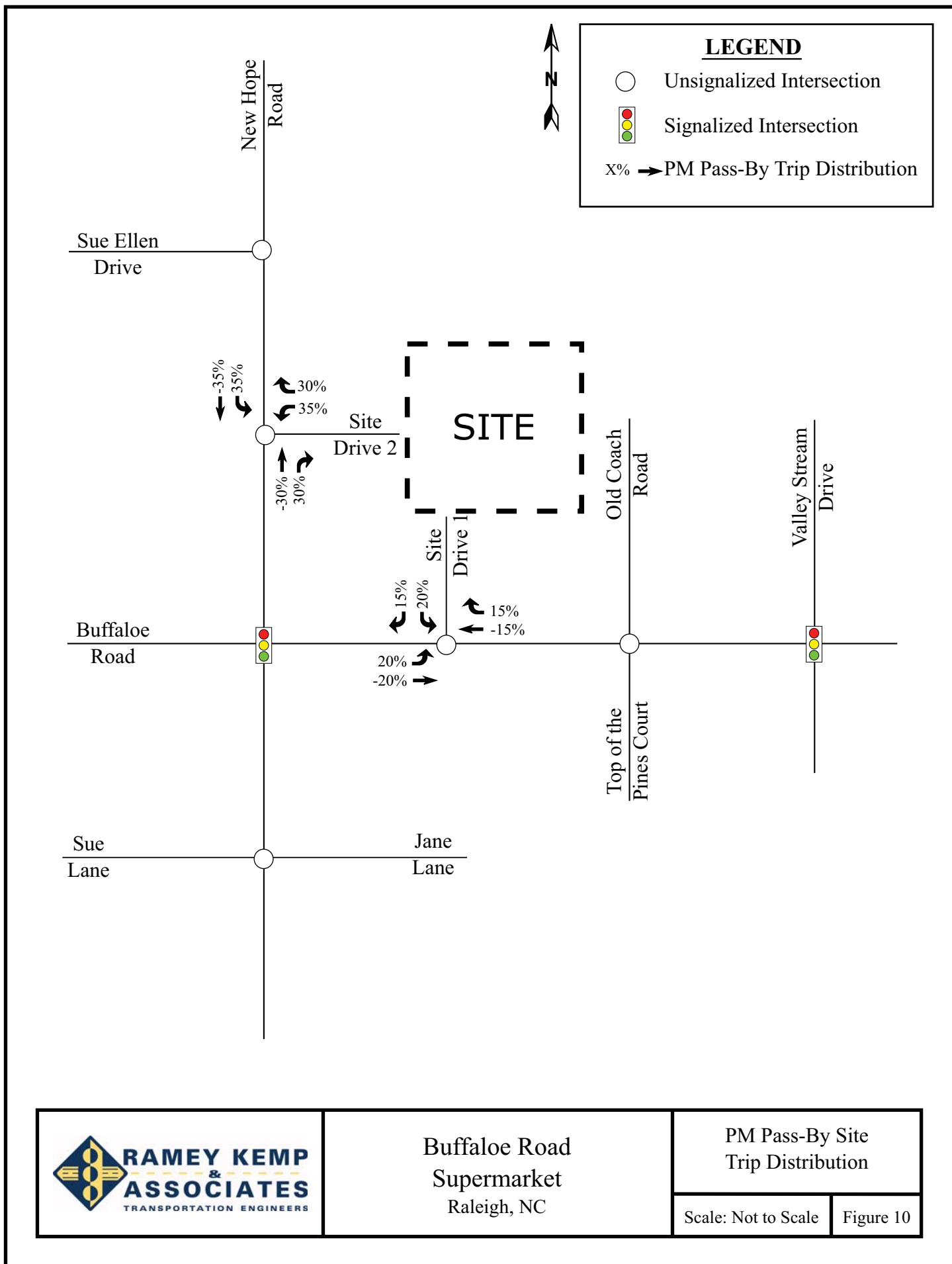


Buffalo Road
Supermarket
Raleigh, NC

Primary Site
Trip Assignment

Scale: Not to Scale

Figure 9

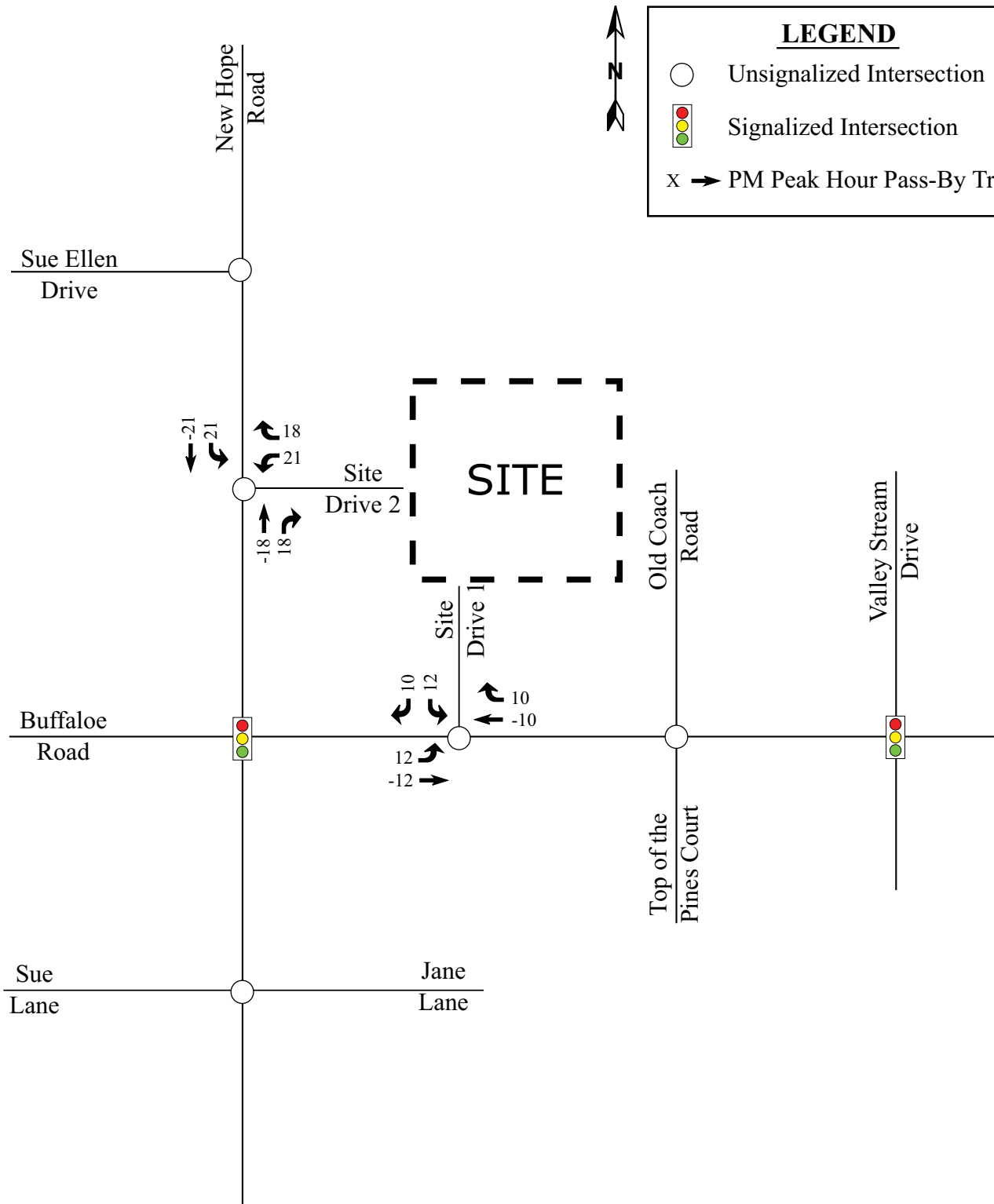


Buffalo Road
Supermarket
Raleigh, NC

PM Pass-By Site
Trip Distribution

Scale: Not to Scale

Figure 10

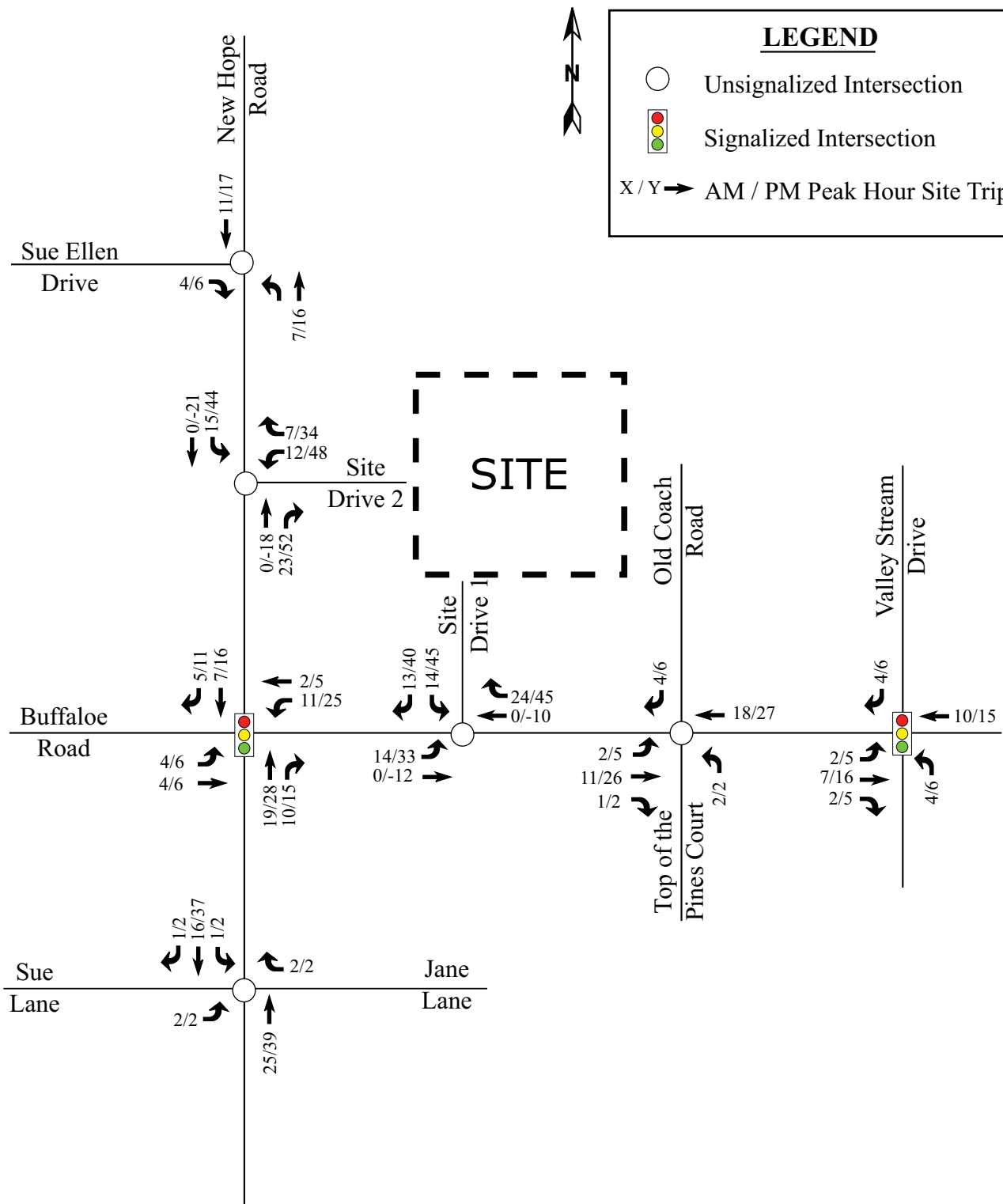


Buffaloe Road
Supermarket
Raleigh, NC

PM Pass-By Site
Trip Assignment

Scale: Not to Scale

Figure 11



Buffalo Road
Supermarket
Raleigh, NC

Total Site Trip Assignment

Scale: Not to Scale

Figure 12

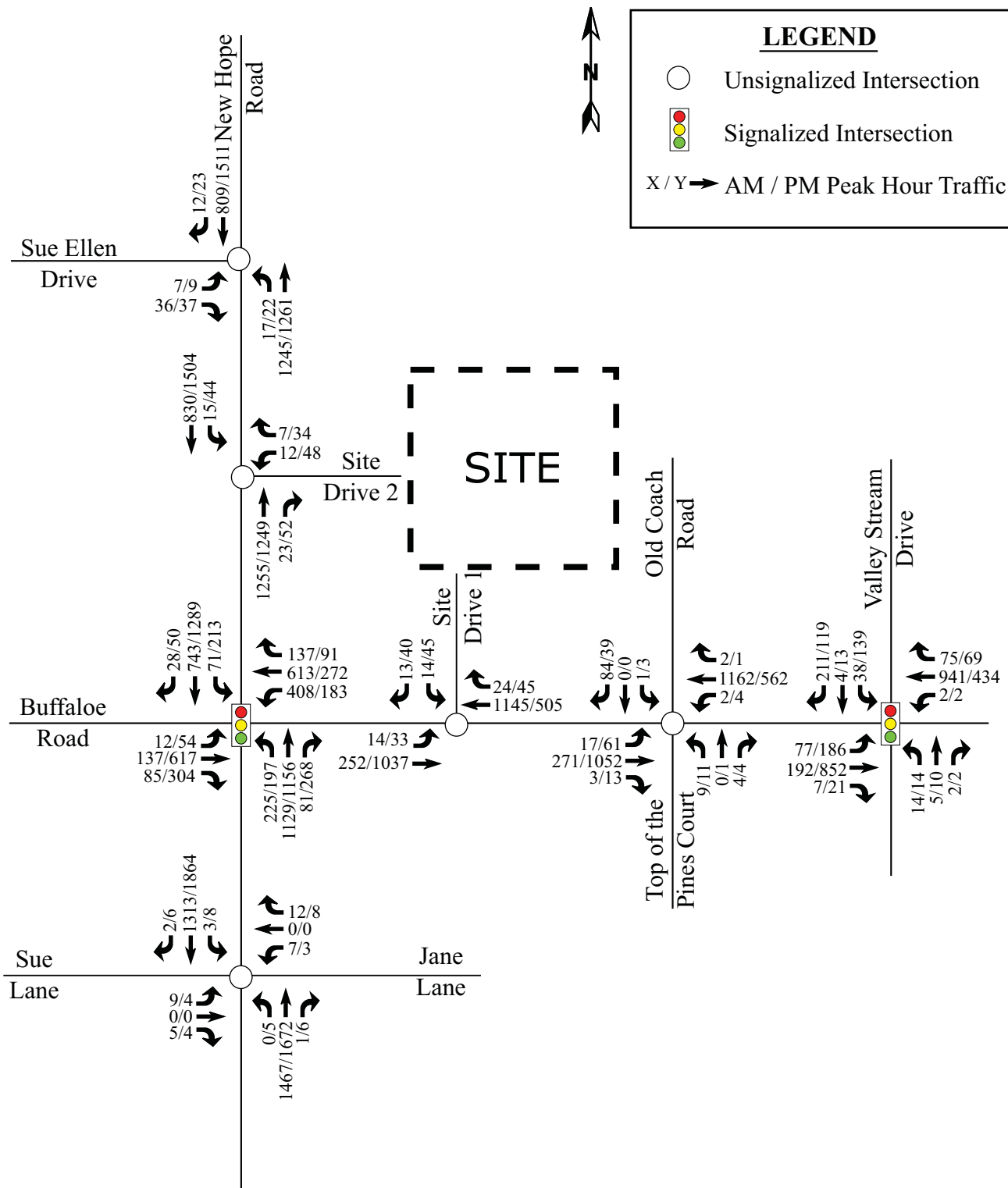
5. COMBINED (2017) TRAFFIC CONDITIONS

5.1. Combined (2017) Peak Hour Traffic Volumes

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

5.2. Analysis of Combined (2017) Peak Hour Traffic

Study intersections were analyzed with the combined (2017) traffic volumes using the same methodology previously discussed for existing and background traffic conditions. The analysis results are presented in Section 7 of this report.



Buffalo Road
Supermarket
Raleigh, NC

Combined (2017)
Peak Hour Traffic

Scale: Not to Scale

Figure 13

6. TRAFFIC ANALYSIS PROCEDURE

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

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

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

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

6.1. Adjustments to Analysis Guidelines

Capacity analysis at all study intersections was completed according to the NCDOT Congestions Management Guidelines, with the exception of the following items:

- Analysis was performed at the signalized intersections with right turn on reds permitted in all analysis scenarios to better reflect the conditions that are operating at the intersection.

7. CAPACITY ANALYSIS

7.1. Buffaloe Road and New Hope Road

The signalized intersection of Buffaloe Road and New Hope Road was analyzed under existing (2016), background (2017), and combined (2017) traffic conditions with existing lane configurations and traffic control. Refer to Table 3 for a summary of the analysis results. Refer to Appendix E for the Synchro capacity analysis reports.

Table 3: Analysis Summary of Buffaloe Road and New Hope Road

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (sec)	Approach	Overall (sec)
Existing (2016) Conditions	EB	1 LT, 2 TH, 1 RT	C	D (35)	E	D (50)
	WB	1 LT, 2 TH, 1 RT	D		D	
	NB	1 LT, 1 TH, 1 TH-RT	C		D	
	SB	1 LT, 2 TH, 1 RT	C		D	
Background (2017) Conditions	EB	1 LT, 2 TH, 1 RT	C	D (36)	E	E (56)
	WB	1 LT, 2 TH, 1 RT	D		D	
	NB	1 LT, 1 TH, 1 TH-RT	C		E	
	SB	1 LT, 2 TH, 1 RT	C		D	
Combined (2017) Conditions	EB	1 LT, 2 TH, 1 RT	C	D (37)	E	E (59)
	WB	1 LT, 2 TH, 1 RT	D		D	
	NB	1 LT, 1 TH, 1 TH-RT	C		E	
	SB	1 LT, 2 TH, 1 RT	C		E	
Combined (2017) Conditions with Signal Timing Modifications	EB	1 LT, 2 TH, 1 RT	D	D (35)	E	E (56)
	WB	1 LT, 2 TH, 1 RT	D		E	
	NB	1 LT, 1 TH, 1 TH-RT	C		D	
	SB	1 LT, 2 TH, 1 RT	C		D	

Capacity analysis indicates that the intersection currently operates at, and is expected to continue to operate at LOS D during the weekday AM and PM peak hours under all conditions analyzed with the exception of the PM peak hour under background (2017) and combined (2017) conditions. Based on the analysis, the intersection is anticipated to operate at LOS E during the weekday PM peak hour under background (2017) and combined (2017) conditions. Minor signal timing modifications to the minor street approaches may be necessary to reduce the delay to levels similar to background conditions and shorten queues. It is worth noting, the

Sim Traffic model shows the northbound left-turns occurring at Sue Ellen Drive queue to the intersection of Buffaloe Road and New Hope Road, causing delays. The northbound left-turns at Sue Ellen Drive are not a permitted movement during the peak hours but were included in the analysis, as they were occurring during data collection.

It is recommended that the City provide additional signage at the intersection of New Hope Road and Sue Ellen Drive alerting drivers to the restrictions to the northbound left-turn during the weekday AM and PM peak hours.

7.2. Buffaloe Road and Valley Stream Drive

The signalized intersection of Buffaloe Road and Valley Stream Drive was analyzed under existing (2016), background (2017), and combined (2017) traffic conditions with existing lane configurations and traffic control. Refer to Table 4 for a summary of the analysis results. Refer to Appendix F for the Synchro capacity analysis reports.

Table 4: Analysis Summary of Buffaloe Road and Valley Stream Drive

ANALYSIS SCENARIO	A P P R O A C H	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (sec)	Approach	Overall (sec)
Existing (2016) Conditions	EB	1 LT, 1 TH, 1 TH-RT	A	A (8)	A	B (12)
	WB	1 LT, 1 TH, 1 TH-RT	A		A	
	NB	1 LT, 1 TH-RT	E		D	
	SB	1 LT, 1 TH-RT	C		D	
Background (2017) Conditions	EB	1 LT, 1 TH, 1 TH-RT	A	A (8)	A	B (12)
	WB	1 LT, 1 TH, 1 TH-RT	A		A	
	NB	1 LT, 1 TH-RT	E		D	
	SB	1 LT, 1 TH-RT	C		D	
Combined (2017) Conditions	EB	1 LT, 1 TH, 1 TH-RT	A	A (9)	A	B (12)
	WB	1 LT, 1 TH, 1 TH-RT	A		A	
	NB	1 LT, 1 TH-RT	E		D	
	SB	1 LT, 1 TH-RT	C		D	

Capacity analysis indicates that the intersection currently operates at an overall LOS B or better and is expected to continue to do so under background (2017) and combined (2017) conditions during both weekday peak hours studied.

7.3. Buffaloe Road and Old Coach Road / Top of the Pines Court

The unsignalized intersection of Buffaloe Road and Old Coach Road / Top of the Pines Court was analyzed under existing (2016), background (2017), and combined (2017) traffic conditions with existing lane configurations and traffic control. Refer to Table 5 for a summary of the analysis results. Refer to Appendix G for the Synchro capacity analysis reports.

Table 5: Analysis Summary of Buffaloe Road and Old Coach Road / Top of the Pines Court

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (sec)	Approach	Overall (sec)
Existing (2016) Conditions	EB	1 LT, 1 TH, 1 TH-RT	B ¹	30	A ¹	37
	WB	1 LT, 1 TH, 1 TH-RT	A ¹	--	B ¹	--
	NB	1 LT-TH-RT	C ²	34	E ²	20
	SB	1 LT-TH-RT	C ²	53	C ²	38
Background (2017) Conditions	EB	1 LT, 1 TH, 1 TH-RT	B ¹	30	A ¹	34
	WB	1 LT, 1 TH, 1 TH-RT	A ¹	--	B ¹	13
	NB	1 LT-TH-RT	C ²	37	F ²	21
	SB	1 LT-TH-RT	C ²	85	C ²	43
Combined (2017) Conditions	EB	1 LT, 1 TH, 1 TH-RT	B ¹	35	A ¹	40
	WB	1 LT, 1 TH, 1 TH-RT	A ¹	7	B ¹	7
	NB	1 LT-TH-RT	D ²	37	F ²	30
	SB	1 LT-TH-RT	C ²	64	C ²	53

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

2. Level of service for minor-street approach.

Based on capacity analysis results, all approaches and movements are anticipated to operate at acceptable levels of service under the conditions analyzed with the exception of the northbound approach. This approach currently operates at LOS E during the weekday PM peak hour and is anticipated to operate at LOS F under background (2017) and combined (2017) conditions during the same peak hour. The delays are typical for minor street approaches with heavy mainline volumes. It should be noted that the minor street approaches are anticipated to operate better than what is shown in the analysis results as all zero (0) volumes at the intersection were replaced with a volume of four (4), per NCDOT Congestion

Management guidelines. In this scenario, it is unlikely there will be much, if any, cross traffic as both Old Coach Lane and Top of the Pines Court serve residential areas. It is worth noting, the proposed development is only expected to account for 3% of traffic for the weekday AM peak hour and 4% for the weekday PM peak hour at the intersection. Of this, the majority of the traffic is added to the major street through volumes.

SimTraffic simulations were analyzed for the weekday PM peak hour to determine the expected impact to the delay per vehicle for the northbound approach. SimTraffic incorporates the adjacent signals to calculate queue lengths and delays to give a more accurate representation of the gaps in traffic provided by the upstream signalized intersection. SimTraffic indicates an average delay of 8 seconds per vehicle is expected for the northbound left turns during the background (2017) conditions and 35 seconds of delay during the combined (2017) improved conditions. SimTraffic also indicates a northbound 95th percentile queue length of 21 feet (1 car) is expected during the background (2017) conditions and 30 feet (2 cars) during the combined (2017) improved conditions for the weekday PM peak hour.

It should be noted that due to the poor level of service for the northbound approach, signalization was considered for the intersection. The intersection is not expected to meet peak hour warrants for the weekday AM or PM peak hours under combined (2017) conditions utilizing the criteria contained in the *Manual on Uniform Traffic Control Devices* (MUTCD). It is unlikely that the 4 or 8-hour warrants would be met at this location.

7.4. New Hope Road and Sue Ellen Drive

The unsignalized intersection of New Hope Road and Sue Ellen Drive was analyzed under existing (2016), background (2017), and combined (2017) traffic conditions with existing lane configurations and traffic control. Refer to Table 6 for a summary of the analysis results. Refer to Appendix H for the Synchro capacity analysis reports.

Table 6: Analysis Summary New Hope Road and Sue Ellen Drive

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

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

2. Level of service for minor-street approach.

Based on capacity analysis results, the northbound left-turn movement is expected to operate at LOS C or better during the weekday peak hours for all conditions analyzed. The eastbound approach currently operates at LOS F during the weekday PM peak hour and is anticipated to continue to operate at LOS F under background (2017) and combined (2017) conditions, with delays typical for minor street approaches with heavy mainline volumes. It is worth noting, per signage at the intersection, the northbound left-turn is not a permitted movement during the weekday AM and PM peak hours. The existing (2016) traffic counts have 17 vehicles observed during the weekday AM peak hour and 22 during the weekday PM peak hour making this movement. These traffic volumes were kept in all analysis scenarios to accurately depict the conditions at the intersection. Site traffic wishing to travel westbound on Sue Ellen Drive was routed westbound on Buffaloe Road to utilize roadways outside of the study area to reach

Sue Ellen Drive. With the construction of the proposed development, it is anticipated the proposed development will only account for 1% of traffic at the intersection during the weekday AM and PM peak hours.

SimTraffic simulations were analyzed for the weekday PM peak hour to determine the expected impact to the delay per vehicle for the eastbound approach. SimTraffic incorporates the adjacent signals to calculate queue lengths and delays to give a more accurate representation of the gaps in traffic provided by the upstream signalized intersection. SimTraffic indicates an average delay of 98 seconds per vehicle is expected for the eastbound right turns during the background (2017) conditions and 23 seconds of delay during the combined (2017) improved conditions. SimTraffic also indicates an eastbound 95th percentile queue length of 78 feet (3 cars) is expected during the background (2017) conditions and 51 feet (2 cars) during the combined (2017) improved conditions for the weekday PM peak hour. The improvements in queueing and delay are expected to occur with the recommended signal timing modifications proposed with the development.

It should be noted that due to the poor level of service for the eastbound approach, signalization was considered for the intersection. The intersection is not expected to meet peak hour warrants for the weekday AM or PM peak hours under combined (2017) conditions utilizing the criteria contained in the *Manual on Uniform Traffic Control Devices* (MUTCD). It is unlikely that the 4 or 8-hour warrants would be met at this location.

It is recommended that the City provide additional signage at the intersection alerting drivers to the restrictions to the northbound left-turn during weekday AM and PM peak hours.

7.5. New Hope Road and Jane Lane / Sue Lane

The unsignalized intersection of New Hope Road and Jane Lane / Sue Lane was analyzed under existing (2016), background (2017), and combined (2017) traffic conditions with existing lane configurations and traffic control. Refer to Table 7 for a summary of the analysis results. Refer to Appendix I for the Synchro capacity analysis reports.

Table 7: Analysis Summary of New Hope Road and Jane Lane / Sue Lane

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

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

2. Level of service for minor-street approach.

Capacity analysis results indicate that the major street left-turn movements are anticipated to operate at acceptable levels of service during the weekday peak hours under all conditions analyzed. The minor approaches are anticipated to operate at LOS F during both weekday peak hours under all conditions analyzed, with delays typical for minor approaches with heavy mainline volumes. It should be noted that the minor street approaches are anticipated to operate better than what is shown in the analysis results as all zero (0) volumes at the intersection were replaced with a volume of four (4), per NCDOT Congestion Management guidelines. In this scenario, it is unlikely there will be much, if any, cross traffic as both Jane Lane and Sue Lane serve small residential areas with no additional outlets. The proposed

development is only expected to account for 2% of traffic at the intersection during the weekday AM peak hour and 3% during the weekday PM peak hour.

SimTraffic simulations were analyzed for the weekday PM peak hour to determine the expected impact of the site traffic on the expected queues. The simulations indicate 95th percentile queue lengths of 50 feet (2 cars) for the eastbound approach and 67 feet (3 cars) for the westbound approach is expected during the background (2017) conditions and 71 feet (3 cars) for the eastbound approach and 78 feet (3 cars) for the westbound approach during the combined (2017) improved conditions for the weekday PM peak hour. The improvements in queueing are expected to occur with the recommended signal timing modifications proposed with the development.

It should be noted that due to the poor level of service for the minor street approaches, signalization was considered for the intersection. The intersection is not expected to meet peak hour warrants for the weekday AM or PM peak hours under combined (2017) conditions utilizing the criteria contained in the *Manual on Uniform Traffic Control Devices* (MUTCD). It is unlikely that the 4 or 8-hour warrants would be met at this location.

7.6. Buffaloe Road and Site Drive 1

The unsignalized intersection of Buffaloe Road and Site Drive 1 was analyzed under combined (2017) conditions with the proposed lane configuration and traffic control shown in Table 8. Refer to Table 8 for a summary of the analysis results. Refer to Appendix J for the Synchro capacity analysis reports.

Table 8: Analysis Summary of Buffaloe Road and Site Drive 1

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

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

2. Level of service for minor-street approach.

Improvements in **BOLD**.

Based on the capacity analysis results, all approaches and movements are anticipated to operate at LOS C or better during both peak hours under combined (2017) conditions.

7.7. New Hope Road and Site Drive 2

The unsignalized intersection of New Hope Road and Site Drive 2 was analyzed under combined (2017) conditions with the proposed lane configuration and traffic control shown in Table 9. Refer to Table 9 for a summary of the analysis results. Refer to Appendix K for the Synchro capacity analysis reports.

Table 9: Analysis Summary of New Hope Road and Site Drive 2

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

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

2. Level of service for minor-street approach.

Improvements in **BOLD**.

Capacity analysis results indicate that under combined (2017) conditions, the westbound approach will operate at LOS D during the weekday AM peak hour and LOS E during the weekday PM peak hour, with delays typical for minor approaches with heavy mainline volumes. It is worth noting, the Sim Traffic model shows the northbound left-turns occurring at Sue Ellen Drive queuing past the site drive blocking access to the site for southbound vehicles. The northbound left-turns at Sue Ellen Drive are not a permitted movement during the weekday peak hours, but were included in the analysis as they were occurring at the site during existing conditions.

It should be noted that due to the poor level of service for the westbound approach, signalization was considered for the intersection. The intersection is not expected to meet peak hour warrants for the weekday AM or PM peak hours under combined (2017) conditions utilizing the criteria contained in the *Manual on Uniform Traffic Control Devices* (MUTCD). It is unlikely that the 4 or 8-hour warrants would be met at this location.

It is recommended that the City provide additional signage at the intersection of New Hope Road and Sue Ellen Drive alerting drivers to the restrictions to the northbound left-turn during weekday AM and PM peak hours. Dual egress lanes were also considered, but were not found to improve the level of service for the minor street approach at the intersection. A single egress lane is recommended for the site drive, as the delays and queueing for the traffic exiting the site are not significant.

8. Multimodal Analysis

Multimodal analysis was performed for the study area, in accordance with the City's requirements. Analysis was performed utilizing the ARTPLAN 2009 software package. This software uses traffic, geometric, community, and other data in order to evaluate the multimodal availability and infrastructure for the study area. Refer to Table 10 for a summary of the existing (2016) analysis results. It is worth noting, the proposed project is not expected to affect the multimodal results in the table below, as no new multimodal infrastructure is being provided. Copies of the analysis reports are provided in Appendix L.

Table 10: Summary of Multimodal Analysis Results

Segment	Bike LOS	Pedestrian LOS	Bus LOS
New Hope Road between Sue Ellen Drive and Buffaloe Road	E	D	F
New Hope Road between Sue Lane / Jane Lane and Buffaloe Road	E	D	F
Buffaloe Road between New Hope Road and Old Coach Road	E	D	F
Buffaloe Road between Old Coach Road / Top of the Pines Court and Valley Stream Drive	E	D	F

As illustrated in the table above, the study area is expected to operate at LOS E for bike use within the study area. This is determined based on lane geometry and the volume of vehicles on New Hope Road and Buffaloe Road.

The pedestrian activity was determined to operate at LOS D in the study area. This is determined based on sidewalk geometrics, as well as the daily and hourly volumes of traffic.

The LOS for bus service was determined to be LOS F for the study area. There is not currently an operational bus stop within the study area.

9. Crash Data Analysis

Crash data was requested from the NCDOT for the most recent five-year period, which was March 1, 2011 through February 29, 2016, at the study intersections to determine the impact that the proposed improvements would have on the safety of the roadway. A summary of crash results is provided for intersections in Table 11. Refer to Appendix M for the crash analysis reports.

Table 11: Crash Analysis Summary for Intersections

Intersection	Number of Crashes						Total Crashes
	2011 ¹	2012	2013	2014	2015	2016 ²	
Buffaloe Road and New Hope Road	16	20	24	21	34	3	118
Buffaloe Road and Old Coach Road / Top of the Pines Court	2	3	1	1	2	0	9
Buffaloe Road and Valley Stream Drive	2	2	2	6	7	0	19
New Hope Road and Sue Ellen Drive	0	3	1	0	0	1	5
New Hope Road and Jane Lane	1	3	1	4	7	2	18
Total	21	31	29	32	50	6	169

1 – March 1 through December 31 (10 months of data)

2 – January 1 through February 29 (2 months of data)

Of the 169 crashes reported at the study intersections for the 5 years analyzed, none were fatal. The signalized intersection of Buffaloe Road and New Hope Road experiences a much larger quantity of crashes than the other intersections. Heavy traffic on both Buffaloe Road and New Hope Road is the primary reason for the high crash rates.

Table 12: Crash Type Summary for Intersections

Intersection	Type of Crash					Total Crashes
	Angle	Left-turn	Rear End	Sideswipe	Other	
Buffaloe Road and New Hope Road	15	8	70	13	12	118
Buffaloe Road and Old Coach Road / Top of the Pines Court	1	0	3	2	3	9
Buffaloe Road and Valley Stream Drive	8	2	6	1	2	19
New Hope Road and Sue Ellen Drive	0	1	4	0	0	5
New Hope Road and Jane Lane	0	0	16	1	1	18
Total	24	11	99	17	18	169
Percent of Total Crashes	14%	7%	59%	10%	10%	--

Table 12, above, outlines the type of crashes experienced at the study intersections. It was noted that roughly 59% of the crashes at the study intersections are the result of a rear-end collision. This is typical for a roadway with heavy volumes. It was also noted that the signalized intersections experienced the majority of angle collisions that occurred at the study intersections, comprising 23 of the 24 angle crashes.

10. CONCLUSIONS

This Traffic Impact Analysis was conducted to determine the potential traffic impacts of the proposed Buffaloe Road Supermarket development, to be located on the northeast quadrant of the intersection of New Hope Road and Buffaloe Road in Raleigh, NC as part of the rezoning process for the property. The property is currently zoned as Residential-6 (R-6) and is intended to be rezoned to Neighborhood Business (NB).

The proposed development is expected to consist of a supermarket 35,962 sq. ft. in size. The site is anticipated to be built-out by 2017. Site access is proposed via two unsignalized full movement driveways – one on Buffaloe Road and one on New Hope Road.

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

- Existing (2016) traffic conditions
- Background (2017) traffic conditions
- Combined (2017) traffic conditions

It is estimated that the proposed development will generate approximately 3,680 total site trips on the roadway network during a typical 24-hour weekday period. Of the daily traffic volume, it is anticipated that 122 total trips (76 entering and 46 exiting) will occur during the AM peak hour and 341 total trips (174 entering and 167 exiting) will occur during the PM peak hour.

After consideration of pass-by trips, it is anticipated that the proposed development would generate 122 new trips (76 entering and 46 exiting) on the roadway network during the AM peak hour and 219 new trips (113 entering and 106 exiting) during the PM peak hour.

The study area intersections are not expected to experience significant queueing or excessive delays as a result of the proposed development. Minor signal timing adjustments may be necessary to reduce signal delay and improve queueing under future conditions at the signalized intersections.

11. RECOMMENDATIONS

Based on the findings of this study, the following geometric and operational improvements have been identified to mitigate site impacts on the surrounding roadway network. Refer to Figure 14 for an illustration of the recommended lane configurations.

Background Improvements – Buffaloe Road Neighborhood Center

Buffaloe Road and New Hope Road

- Construct a concrete monolithic island channelizing the westbound right-turn lane on Buffaloe Road.
- Install a crosswalk across the east leg of Buffaloe Road.

Recommended Improvements by City

New Hope Road and Sue Ellen Drive

- Provide additional signage alerting drivers to restrictions to the northbound left-turn during weekday AM and PM peak hours.

Recommended Improvements by the Developer

Buffaloe Road and New Hope Road

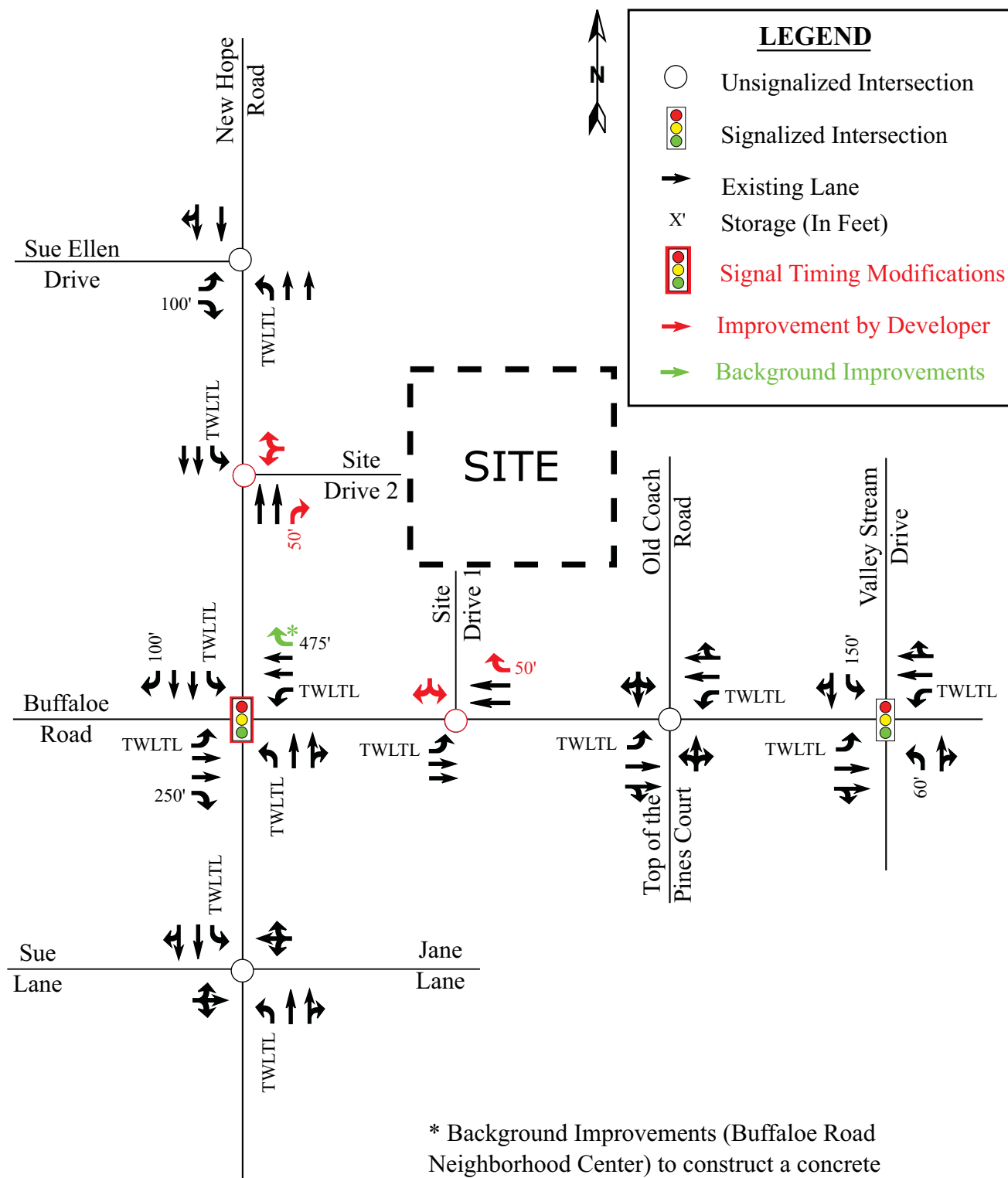
- Modify signal timings for minor street approaches to reduce overall delay, if traffic patterns dictate after build-out.

Buffaloe Road and Site Drive 1

- Construct Site Drive 1 with one ingress lane and one egress lane.
- Provide stop control for the Site Drive 1 southbound approach.
- Construct westbound right-turn lane with 50 feet of storage and appropriate taper.

New Hope Road and Site Drive 2

- Construct Site Drive 2 with one ingress lane and one egress lane.
- Provide stop control for the Site Drive 2 westbound approach.
- Construct northbound right-turn lane with 50 feet of storage and appropriate taper.



* Background Improvements (Buffaloe Road Neighborhood Center) to construct a concrete monolithic island channelizing westbound right-turn lane



Buffaloe Road
Supermarket
Raleigh, NC

Recommended
Lane Configurations

Scale: Not to Scale

Figure 14

October 7, 2016

Neighboring Property Owner

Re: Meeting to Discuss Possible Rezoning of 4115 Buffalo Road

Dear Sir or Madam:

Our firm represents Lidl US LLC regarding a possible re-zoning request for property they have contracted to purchase in the northeast quadrant of the intersection of Buffalo Road and New Hope Road (the "Property"). You are receiving this letter because the public records indicate that you own property in close proximity to the Property. You are invited to attend a neighborhood meeting on October 24, 2016. The meeting will be held at the New Hope Baptist Church, located at 4301 Louisburg Road in Raleigh, and will begin at 7:00 p.m. in the Fellowship Hall

The purpose of this meeting is to discuss the potential rezoning of approximately 6.17 acres located at 4115 Buffalo Road in Raleigh. This site is currently zoned R-6. We anticipate a request to amend the zoning map designation from R-6 to a Neighborhood Mixed Use, 3-Story, conditional use district (NX-3-CU). For your reference, a map highlighting the Property in question is on the reverse side of this letter.

We find that a dialogue with the neighbors is always helpful in assuring that your concerns are being carefully considered.

Please join us on Monday, October 24th, at 7:00 p.m. at the New Hope Baptist Church Fellowship Hall, located at 4301 Louisburg Road in Raleigh to discuss this re-zoning request.

More specific information about the Property is available at the Department of City Planning. They can be reached by e-mail at rezoning@raleighnc.gov, or by phone at 919-996-2626. You can also access them by using the City's Web Portal at <http://www.raleighnc.gov/planning>.

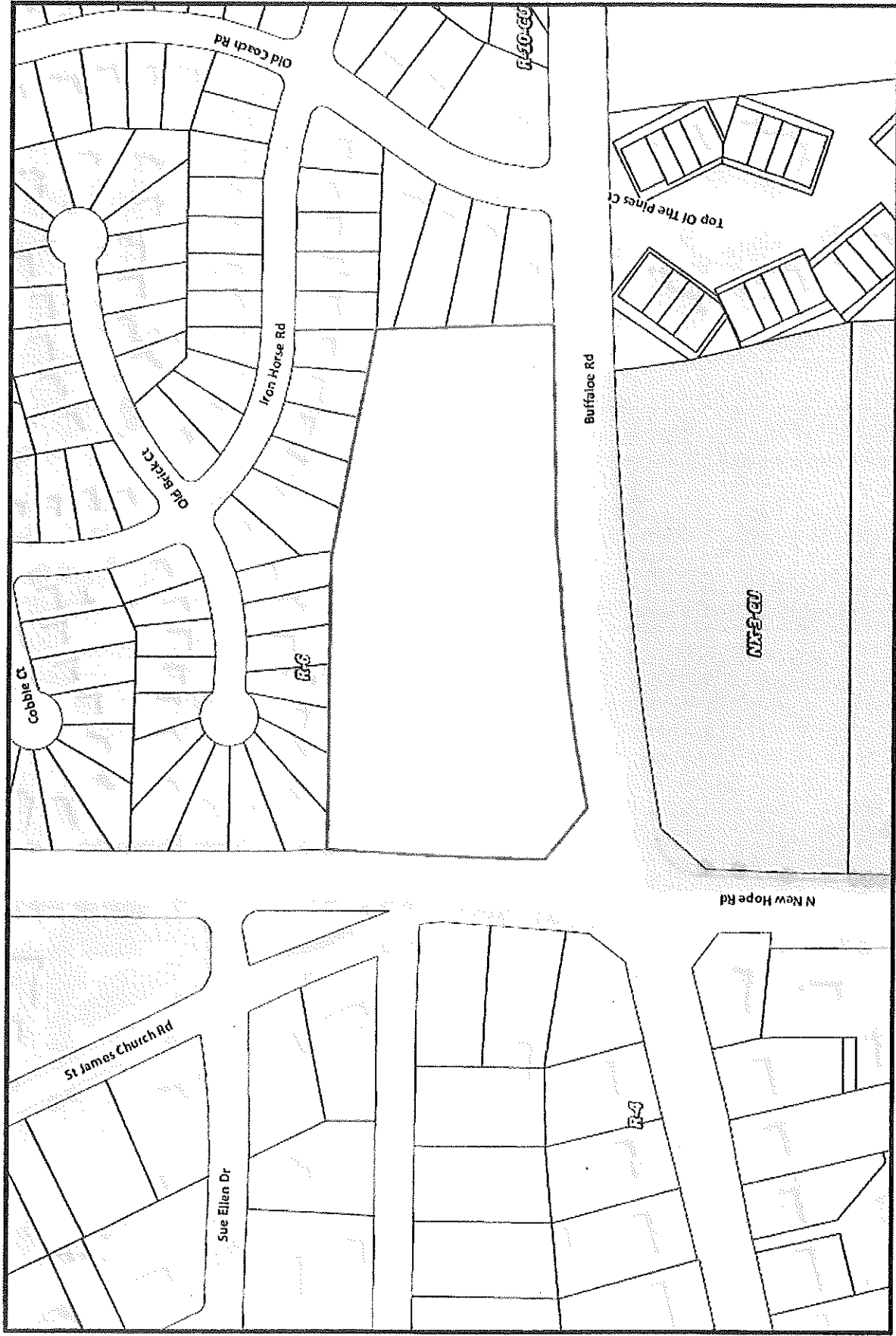
I look forward to seeing you at the meeting. Please call or e-mail me with any questions.

Sincerely,

Smith Moore Leatherwood LLP



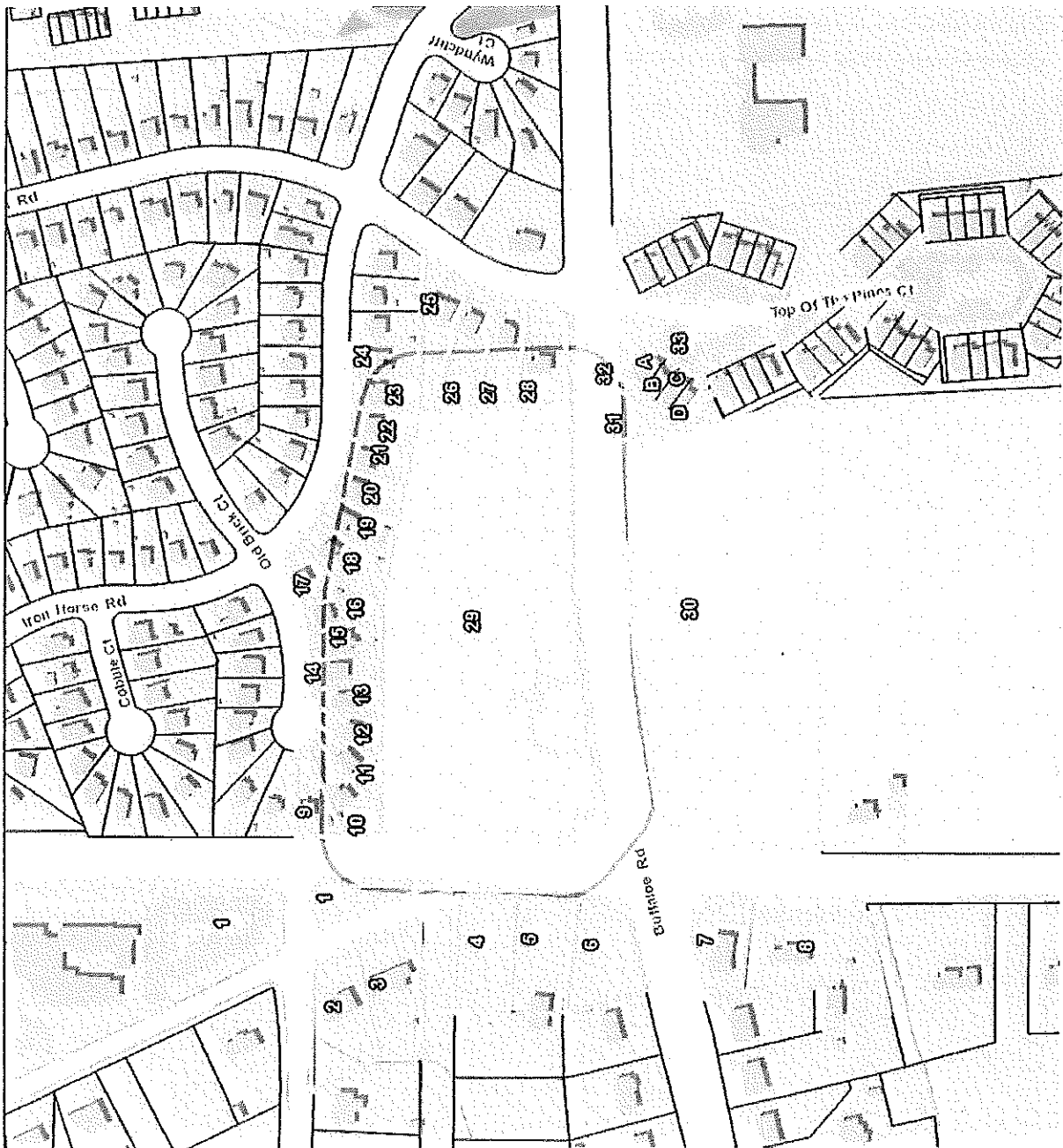
David L. York



4115 Buffalo Road



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



Legend	PIN	Owner	Mail Address 1	Mail Address 2	Site Address	City
1	1725785825	ST JAMES UNITED METHODIST CHURCH	3808 SAINT JAMES CHURCH RD	RALEIGH NC 27604-5031	3808 ST JAMES CHURCH RD	RALEIGH
2	1725789080	POWELL, KEVIN E POWELL, MARY K	3805 SAINT JAMES CHURCH RD	RALEIGH NC 27604-5030	3805 SAINT JAMES CHURCH RD	RALEIGH
3	1725784128	WILLIAMS, CHARLES T WILLIAMS, DEBORHA M	5805 FOREST DR	RALEIGH NC 27616-1879	3801 SAINT JAMES CHURCH RD	RALEIGH
4	1725784092	CURRIN, C ALLEN CURRIN, SUE A	PO BOX 97114	RALEIGH NC 27624-7114	4016 N NEW HOPE RD	RALEIGH
5	1725774992	CURRIN, C ALLEN CURRIN, SUE A	PO BOX 97114	RALEIGH NC 27624-7114	3705 N NEW HOPE RD	RALEIGH
6	1725775709	CURRIN, C ALLEN CURRIN, SUE A	PO BOX 97114	RALEIGH NC 27624-7114	4017 BUFFALOE RD	RALEIGH
7	1725774429	CONTRERAS, JOSE	4014 BUFFALOE RD	RALEIGH NC 27604-5019	4014 BUFFALOE RD	RALEIGH
8	1725775346	DAVIS, MICHAEL WAYNE SR	223 LAUREL CIR	DAVENPORT FL 33837-8963	3607 N NEW HOPE RD	RALEIGH
9	1725788312	SHAHID, ABIDA AKBAR, MOHAMMAD	4100 OLD BRICK CT	RALEIGH NC 27616-5042	4100 OLD BRICK CT	RALEIGH
10	1725788226	HINES, ROSALYN HINES, ROGER A	4104 OLD BRICK CT	RALEIGH NC 27616-5042	4104 OLD BRICK CT	RALEIGH
11	1725788284	PARKER, VICKIE	4108 OLD BRICK CT	RALEIGH NC 27616-5042	4108 OLD BRICK CT	RALEIGH
12	1725789254	LI, XIUHUA	PO BOX 40744	RALEIGH NC 27629-0744	4112 OLD BRICK CT	RALEIGH
13	1725880205	SURIEL, MANUEL SURIEL, ADALGIZA	4116 OLD BRICK CT	RALEIGH NC 27616-5042	4116 OLD BRICK CT	RALEIGH
14	1725880255	GOOD, CHARLES R GOOD, KAY M	4120 OLD BRICK CT	RALEIGH NC 27616-5042	4120 OLD BRICK CT	RALEIGH
15	1725881216	POOR, VICKIE BORDEAUX POOR, GERTRUDE LILES	4124 OLD BRICK CT	RALEIGH NC 27616-5042	4124 OLD BRICK CT	RALEIGH
16	1725881266	HUNT, JASMINE V	4128 OLD BRICK CT	RALEIGH NC 27616-5042	4128 OLD BRICK CT	RALEIGH

Legend	PIN	Owner	Mail Address 1	Mail Address 2	Site Address	City
17	1725882322	VOJTA, MICHI CHRISTINE	3725 EAKLEY CT	RALEIGH NC 27606-2518	3941 IRON HORSE RD	RALEIGH
18	1725882266	CASHION, STEPHANIE L	3937 IRON HORSE RD	RALEIGH NC 27616-5044	3937 IRON HORSE RD	RALEIGH
19	1725883223	COX, DONALD J COX, PAULINE H	3933 IRON HORSE RD	RALEIGH NC 27616-5044	3933 IRON HORSE RD	RALEIGH
20	1725883291	GIDDENS, DANIEL F JR GIDDENS, GINGER S	3929 IRON HORSE RD	RALEIGH NC 27616-5044	3929 IRON HORSE RD	RALEIGH
21	1725884240	PUJOLS, DOMINGO	3925 IRON HORSE RD	RALEIGH NC 27616-5044	3925 IRON HORSE RD	RALEIGH
22	1725885108	COX, RHODA KATHLEEN	3921 IRON HORSE RD	RALEIGH NC 27616-5044	3921 IRON HORSE RD	RALEIGH
23	1725885169	TINGEN, JAMES TINGEN, AMANDA	3917 IRON HORSE RD	RALEIGH NC 27616-5044	3917 IRON HORSE RD	RALEIGH
24	1725886129	MANNES, CASSANDRA LEIGH	3913 IRON HORSE RD	RALEIGH NC 27616-5044	3913 IRON HORSE RD	RALEIGH
25	1725886079	GENTRY-MARTINEZ, JUAN M GENTRY-MARTINEZ, MARBEYA	3713 OLD COACH RD	RALEIGH NC 27616-5068	3713 OLD COACH RD	RALEIGH
26	1725886033	SHAW, ANTHONY B SHAW, SONJA G A	3709 OLD COACH RD	RALEIGH NC 27616-5068	3709 OLD COACH RD	RALEIGH
27	1725876926	BATTLE, MARTHA E	3705 OLD COACH RD	RALEIGH NC 27616-5068	3705 OLD COACH RD	RALEIGH
28	1725876920	WONG, KEVIN HOWARD	3701 OLD COACH RD	RALEIGH NC 27616-5068	3701 OLD COACH RD	RALEIGH
29	1725789080	EDWARDS, JOAN B	5119 EAGLES LANDING DR	RALEIGH NC 27616-6171	4115 BUFFALOE RD	RALEIGH
30	1725779568	RALEIGH BUFFALOE RETAIL INVESTMENT LLC	550 LONG POINT RD	MT PLEASANT SC 29464-7905	4100 BUFFALOE RD	RALEIGH
31	1725875703	TOP OF THE PINES TOWNHOUSES HOMEOWNERS ASSOCIATION INC	1816 PICTOU RD	RALEIGH NC 27606-3639	3661 TOP OF THE PINES CT	RALEIGH
32	1725875730	B & S DEVELOPMENT CORP	1816 PICTOU RD	RALEIGH NC 27606-3639	3663 TOP OF THE PINES CT	RALEIGH

Legend	PIN	Owner	Mail Address 1	Mail Address 2	Site Address	City
33	1725877155	TOP OF THE PINES TOWNHOUSES HOMEOWNERS ASSOCIATION INC	3600 TOP OF THE PINES CT	RALEIGH NC 27604- 5053	3638 TOP OF THE PINES CT	RALEIGH
A	1725876712	TOP OF THE PINES TOWNHOUSES HOMEOWNERS ASSOCIATION INC	9154 GREAT HEON CIR	ORLANDO FL 32836	3659 TOP OF THE PINES CT	RALEIGH
B	1725875699	TOP OF THE PINES TOWNHOUSES HOMEOWNERS ASSOCIATION INC	9154 GREAT HEON CIR	ORLANDO FL 32836	3657 TOP OF THE PINES CT	RALEIGH
C	1725875677	TOP OF THE PINES TOWNHOUSES HOMEOWNERS ASSOCIATION INC	9154 GREAT HEON CIR	ORLANDO FL 32836	3655 TOP OF THE PINES CT	RALEIGH
D	1725875654	TOP OF THE PINES TOWNHOUSES HOMEOWNERS ASSOCIATION INC	9154 GREAT HEON CIR	ORLANDO FL 32836	3653 TOP OF THE PINES CT	RALEIGH

SUMMARY OF ISSUES

A neighborhood meeting was held on Monday, October 24th, 2016 to discuss a potential rezoning located at 4115 Buffaloe Road at the corner of Buffaloe Road and New Hope Road. The neighborhood meeting was held at Fellowship Hall of the New Hope Baptist Church in Raleigh. There were approximately 15 neighbors in attendance. The general issues discussed were:

Summary of Issues:

- Limitations on the use on the property, specifically no fuels sales;
- Buffer from adjacent single family residential to include fence v. wall;
- Traffic concerns and vehicular access;
- Limitations on the hours of operation, including deliveries;
- Bus transit easement;
- Pedestrian circulation;
- New Hope/Buffaloe Road Small Area Plan;
- Limiting vehicular surfaces between building and single family residential;

Attendance Roster:

Address

2524 BIRCHFORD COURT

2813 PINEHURST DR.

5100 Hunter 14:11 Rd

3429 Iron Horse Rd

4120 OLD BRICK COURT

3832 Sre Ellen Drive

11547 AntiQue LN.

1500 Sunday Drive

3641 Top of the Hres Ct.

4011 WEST OAKS BOULEVARD

3519 N New Hope Rd

24-Oct-16 Community Meeting RE: 4115 Buffalo Road

Attendance Roster:

Name

Address

Beverly Arent

3920 Howard Cir, Raleigh 2760

Mike Donnelly

3913 Howard Cr Raleigh 27604

Jean Hunt

7 Dixie Tr. Raleigh, NC 27607

Joan Edwards

5119 Eagles Landing Dr, Raleigh, 27616

David York

434 Fayetteville St Ste 2300 R41 27601