ZEBULON
NORTH CAROLINA

TOWN OF ZEBULON
JOINT PUBLIC HEARING
APRIL 13, 2026
6:00 PM

I. CALL TO ORDER

II. APPROVAL OF AGENDA

III. NEW BUSINESS

a. ***IDT Project Number 1920385 – Planned Development 2026-01 – Wawa (1300 N Arendell Ave) -*** *PIN # 2706003875.* A request by Capital Growth Buchalter on behalf of property owner Bellwood Forest LLC, for a rezoning to the Planned Development (PD) zoning district for the development of a Wawa gas station.

b. ***UDO Text Amendment 2026-01 Amendment of the Mobile Food Vendors Ordinance -*** A request led by the Town of Zebulon, for a text amendment to section 4.5 of the UDO amending the language around Mobile Food Vendors.

c. ***Code of Ordinances Text Amendment 2026-01 Amendment of Parking Schedule*** - A request led by the Town of Zebulon, for an amendment to Chapter 75 of the Zebulon Code of Ordinances relating to Schedule II: Parking Limitations.

IV. ADJOURNMENT

Topic: **PD 2026-01 – Wawa Planned Development (PD) Rezoning Petition**
Speaker: Christopher Medina, Planner I
From: Matthew Lower, Planning Director
Prepared by: Christopher Medina, Planner I
Approved by: Catherine Crosby, Town Manager

Executive Summary:
The Board of Commissioners will consider a Planned Development (PD) rezoning petition for 1300 N Arendell Ave (PIN# 2706003875). Town Board's approval of this Planned Development rezoning petition will allow the establishment of a convenience store with gasoline sales and a drive through window, as proposed by the applicant.

Discussion:
Capital Growth Buchalter is seeking to rezone one parcel, totaling 1.76 acres, from Heavy Commercial (HC) to a Planned Development (PD) Zoning District.

The existing building will be demolished, and the new site will include a 6,372 square-foot convenience store building with a food pickup window and six fuel pumps. The applicant proposes fifteen conditions that deviate from the requirements of the Unified Development Ordinance (UDO). If approved, any development on the property will be subject to the conditions described within the proposed Planned Development Narrative and any additional Town development standards.

Unified Development Ordinance (UDO) Consistency Analysis:
"The Planned Development (PD) districts are established and intended to encourage innovative land planning and site design concepts that support a high quality of life and achieve a high quality of development, environmental sensitivity, energy efficiency, and other Town goals and objectives (UDO Section 3.5.6.A)"

As part of a complete Planned Development application the applicant has provided a Planned Development narrative to help inform the proposed districts character. While this narrative engages with the Unified Development Ordinance, the Planned Development process allows flexibility to create a new district that is beyond what is permitted under an existing zoning district.

The following conditions have been proposed as deviations from the ordinance:

1) The fuel canopy will be located between the building and N Arendell Avenue.

    - UDO Section 4.3.5.Q.1.a: "Pump islands may not be located between a building and any adjacent street rights-of-way."

2) Dumpster enclosure will be permitted within the 25ft rear setback of the property.

   - UDO Section 3.4.4: “Minimum rear setback (feet) – 0 if abutted by an alley; otherwise, 25.”

3) Driveway access to Hendricks Drive will be located as indicated on site plan.

   - UDO Section 5.1.6.G.2: “No two driveway access points, whether on the same or different lots, shall be located within 50 feet of each other, to the maximum extent practicable.”

4) Streetscape buffer along Hendricks Drive shall be 10ft in width.

   - UDO Section 5.6.12.D.1: “Streetscape buffers shall maintain a minimum width of at least 15 feet from the lot lines subject to these standards.”

5) The stacking requirement at each fuel dispenser will allow for the vehicle in the stacking space to be rotated to permit traffic flow.

   - UDO Table 5.8.9.A: “Convenience store with gasoline sales shall have a minimum of one stacking space at each end of the outermost gas pump.”

6) The primary wall/facade (facing North Arendell Avenue) will be occupied by no less than twenty-three percent (23%) of visually transparent and/or opaque windows or doors.

   - UDO Section 5.3.1.F.7.a.i: “At least 40 percent of the first floor portion of the primary wall is occupied by visually transparent windows or doors.”

7) The secondary wall/façade (facing Pearces Road) will be occupied by no less than fifteen percent (15%) of visually transparent and/or opaque windows or doors.

   - UDO Section 5.3.1.F.7.b: “Secondary building walls shall be configured so that at least 30 percent of the ground floor facade and at least 20 percent of any second-floor facade is occupied by: Visually transparent windows or doors with regular spacing; False or opaque windows with regular spacing; Articulated wall forms designed to mimic window openings that also include an overhang or awning.”

8) The secondary wall/façade (facing Hendricks Road) will be occupied by no less than fifteen percent (15%) of visually transparent and/or opaque windows or doors.

   - UDO Section 5.3.1.F.7.b: "Secondary building walls shall be configured so that at least 30 percent of the ground floor facade and at least 20 percent of any second-floor facade is occupied by: Visually transparent windows or doors with regular spacing; False or opaque windows with regular spacing; Articulated wall forms designed to mimic window openings that also include an overhang or awning."

9) The primary wall will have horizontal modulation with recesses that are less than ten (10) feet deep.

   - UDO Section 5.3.1.F.4.b.i.2: "Each individual projection or recess shall have a minimum depth of ten feet either beyond or inwards from the primary wall plane."

10) The primary building entrance will have two (2) of the features listed in Section 5.3.1.F.2.b.

   - UDO Section 5.3.1.F.2.b.iii: "A significant architectural feature that extends above the primary roof height."
   - UDO Section 5.3.1.F.2.b.vi: "A canopy, awning, portico, archway, arcade, or other covering that extends outwards from the building wall by at least five feet."

11) The secondary facade facing Pearces Road will not have building articulation.

   - UDO Section 5.3.1.F.4.a.ii: "Secondary building walls shall provide at least one of the building types identified in Section 5.3.1.F.4.b, Types of Building Articulation."

12) Two (2) wall mounted signs will be permitted on the fuel canopy, one on each side, in addition to signage posted on and above each fuel dispenser.

   - UDO Table 5.11.9.M: "Maximum number of wall signs per development for lots in all other districts (single tenant building) is 1 wall sign per building facade."

13) The wall mounted sign on the primary facade and secondary facades will be permitted to exceed the standards within Section 5.11. (None of the proposed wall mounted signs will not exceed ninety-three (93) square feet of sign face area.)

- UDO Table 5.11.9.M: "Maximum sign face area for lots in Heavy Commercial (HC) districts is half square foot of sign face area per lineal foot of building facade upon which the sign is located."
- UDO Table 5.11.9.M: "No individual wall sign shall exceed 64 square feet of sign face area."

14) Other than the deviations listed within this Planned Development Narrative, the design of the building shall comply with the applicable Commercial Design Standards found within the Zebulon Unified Development Ordinance.

- UDO Section 5.3.1.B: "These commercial design standards shall apply to new construction of any principal structures from all use types listed in the Commercial and Institutional Use Classification section of Table 4.2.3, Principal Use Table."

15) The Applicant, as a part of this Planned Development, will design and finish a portion of Jones Street between Hendricks Drive and Dogwood Drive.

Policy Analysis:

Comprehensive Land Use Plan:

The future land use map shows the subject parcel as General Commercial (GC). The commercial use is consistent with the GC future land use. "This designation is for properties in commercial retail, office and service uses, primarily along portions of major roadway corridors within the community for high visibility and accessibility, but also in other locations to accommodate smaller-scale and neighborhood-focused businesses. (Land Use and Development, Page 18)."

The rezoning is supported by the following CLUP goals:

1. **Goals for Land Use and Development:**
    - **Goal 1:** A land use allocation and pattern that advances Zebulon's objectives of achieving greater housing variety, supporting its economic development and tax base needs, and creating a complete community with convenient resident access to schools, recreation, shopping and services (Land Use and Development, p.2).
    - **Goal 2:** Consistent character of land use within areas intended for particular character types, from rural and suburban through auto-oriented and urban along the community character spectrum (Land Use and Development, p.2).

- **Goal 3:** Ongoing and effective collaboration between land use and transportation planning to ensure a well-connected community with adequate means and capacity to accommodate multiple forms of circulation between local destinations (Land Use and Development, p.2).

2. **Goals for Growth Capacity**
   - **Goal 1:** A growth management philosophy and strategies that enable most of the projected growth in the Zebulon area to be absorbed within and contiguous to the existing developed town (Growth Capacity, p.2).
   - **Goal 2:** A growth progression and pattern of development that promotes the Town's long-term financial sustainability and applies an adequate public facilities approach to growth management. (Growth Capacity, p.2).
3. **Economic Development Goals and Actions**:
   - **Goal 1:** An economically resilient community with a diverse yet stable economic base, an environment that supports both entrepreneurs and established businesses, and a local real estate market attractive to emerging investment, job creation and development opportunities (Economic Development, p.2).
   - **Goal 2**: A town that remains the unquestioned hub community for eastern Wake County as a multi-purpose destination and center of employment, commerce, government services, education, culture and recreational and leisure activities for residents and visitors (Economic Development, p.2).
   - **Goal 3**: Community infrastructure that supports ongoing economic development momentum including utilities, transportation, technology, education and housing (Economic Development, p.2).

Outcomes:

The rezoning will have the following outcomes:

1. New convenience store (with gasoline sales): The rezoning from a Heavy Commercial (HC) zoning district to a Planned Development (PD) district will allow for a new Wawa gas station with a convenience store, drive-through, pick-up window and six gas pumps.
2. The site will be developed to an alternative form other than what is prescribed in the Unified Development Ordinance (UDO).

Staff Recommendation for Joint Public Hearing:

Staff recommends opening the public hearing for this Planned Development rezoning petition. After public hearing and discussion closes, refer the matter to the Planning Board for consideration.

Staff Recommendation for Planning Board:

Staff recommends approval of the Planned Development (PD) with Conditions 1, 2, 3, 4, 5, 14, and 15. The unique configuration of the site necessitates these modifications to ensure safe site circulation and functional design.

Staff has no position on Conditions 6–13. If the Board finds that the addition of these conditions is consistent with the intent of UDO Sections 2.2.15 and 3.5.6, staff recommends their approval.

Attachments:

1. Application
2. Neighborhood Meeting Packet
3. Plan Set
4. Architectural Elevations
5. Planned Development Narrative
6. Transportation Impact Analysis (TIA)/ DOT Response Letter
7. Stacking Space Study
8. Utility Allocation Checklist
9. Future Land Use Map
10. Aerial Map
11. Zoning Map
12. Public Hearing Notification Affidavit

Town of Zebulon
Planning Department
1003 N. Arendell Avenue, Zebulon, NC 27597
Phone: (919) 823-1810 Fax: (919) 887-2824
www.townofzebulon.org

PLANNED DEVELOPMENT APPLICATION

GENERAL INFORMATION:

A Planned Development in accordance with Section 2.2.15 and 3.5.5 of the UDO is intended to provide flexibility by establishing site specific regulations including permitted uses, dimensional standards, phasing schedules and additional details to allow for a development that is better than what would otherwise be permitted under the strict interpretation of the UDO. All site-specific standards and conditions must be consistent with the objectives of these regulations, the adopted Comprehensive Land Use Plan, Transportation Plan, and Vision 2030 Strategic Plan. The review process established in this part provides for the accommodation of such uses by a reclassification of property into a Planned Development, subject to site-specific standards and conditions.

INSTRUCTIONS:

PRE-APPLICATION MEETING: A pre-application meeting with staff in accordance with Section 2.3.2 of the UDO to verify the application requirements, processes, and procedures regarding a proposed request. To schedule a meeting, applicants must e-mail a pdf map, drawing, model, site or sketch plan to the Planning Department (Planning@townofzebulon.org) no later than five (5) working days prior to the desired meeting day.

NEIGHBORHOOD MEETING: Neighborhood meetings are required in accordance with Section 2.3.4 of the UDO prior to application submission. The applicant is required to notify property owners and any neighborhood association that represents citizens within that area within 300 feet of the subject property via first class mail a minimum of 10 days in advance of the neighborhood meeting. The applicant shall use their own return address on the envelopes as the meeting is a private meeting between the developer and the neighbors. The applicant shall submit the “Certified List of Property Owners” and “Neighborhood Meeting Packet” forms included in this application packet with their initial submittal.

ANNEXATION REQUIREMENTS: If a property or portion thereof subject to this rezoning is outside the corporate limits and ETJ, an annexation petition is **required** to be submitted on the same day as this application in accordance with section 2.2.2 of the UDO.

APPLICATION PROCEDURE – The applicant requesting a Planned Development must submit an application through the Town of Zebulon GeoCivix Web Portal. As noted below some materials must be brought in person to the Zebulon Planning Department to complete the application process. Access to GeoCivix can be found on the Town of Zebulon Website or through this link (https://townofzebulon.geocivix.com/secure/)

- **Materials to Submit through the Town of Zebulon GeoCivix Web Portal:**
  - Completed Application Form
  - PDF Plan Set (See site plan checklist
  - Comprehensive Planned Development Document
  - One (1) Legal Description (metes and bounds) of subject property
  - Registered survey of subject property
  - Certified List of Property Owners within 300 feet of subject property
  - Owner's Consent Form
  - Neighborhood Meeting Packet
  - Utility Allocation Checklist

Materials to Submit in Person with the Town of Zebulon Planning Department:

- Stamped envelopes addressed to Certified List of Property Owners all the homeowners associations of those properties within 300 feet of the outer boundary subject property or properties. Affixed with the following return address:
  Town of Zebulon
  Planning Department
  1003 N. Arendell Ave
  Zebulon, NC 27597
- Petition Fee (Please See Fee Schedule) (Can be paid online but applicants must let Planning Staff know prior to paying)

PUBLIC HEARING PROCEDURE – Upon submittal of a complete application, the Planning Department will schedule the application for a joint public hearing before the Planning Board and the Board of Commissioners. APPLICANTS ARE STRONGLY ENCOURAGED TO CONTACT PLANNING STAFF AS SOON AS POSSIBLE TO ADDRESS ANY QUESTIONS ABOUT THE PUBLIC HEARING. Notices of the public hearing will be mailed to all adjacent property owners of the property being considered for a Planned Development Amendment. At the public hearing, the applicant, proponents, and opponents will be given the opportunity to offer evidence in favor of or against the proposal. After completion of the public hearing, the Planning Board will deliberate and forward its recommendation to the Board of Commissioners for final consideration. Deadline dates and Joint Public Hearing dates can be found on the Town of Zebulon's website.

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APPLICATION FOR PLANNED DEVELOPMENT

PART 1. DESCRIPTION OF REQUEST/PROPERTY

Street Address of the Property:		Acreage:
1300 N Arendell Ave, Zebulon, NC 27597		1.76
Parcel Identification Number (NC PIN):	Deed Book:	Deed Page(s):
2706003875	019353	01921
Existing Zoning of the Property:	Proposed Zoning of the Property:	
Heavy Commercial (HC)	Planned Development (PD)	
Existing Use of the Property:	Proposed Use of the Property:	See other uses on page 8
Commercial/Retail	Convenience Store with Fuel Sales	

Reason for rezoning to a Planned Unit Development:

The convenience store has a 'fly thru' (known in the code as a drive through) where customers order ahead on an app and pick up food through a window. The code does not permit a convenience store to have a drive through and therefore triggers the Planned Development process. The PD will also provide flexibility regarding the location of the fuel canopy on site.

PART 2. APPLICANT/AGENT INFORMATION

Name of Applicant/Agent:		
Capital Growth Buchalter		
Street Address of Applicant/Agent:		
361 Summit Blvd, Suite 110		
City:	State:	Zip Code:
Birmingham	AL	35243
Email of Applicant/Agent:	Telephone Number of Applicant/Agent:	Fax Number of Applicant/Agent:
jlewin@cgpre.com	602-908-1424	

Are you the owner of the property?	Are you the owner's agent?	
☐ Yes ☒ No	☐ Yes ☒ No	**Note: If you are not the owner of the property, you must obtain the Owner's consent and signature giving you permission to submit this application.**

PART 3. PROPERTY OWNER INFORMATION

Name of Property Owner:		
Bellwood Forest LLC		
Street Address of Property Owner:		
2701 E Millbrook Rd		
City:	State:	Zip Code:
Raleigh	NC	27604-2811
Email of Property Owner:	Telephone Number of Property Owner:	Fax Number of Property Owner:
cb@americanprideus.com	(919) 847-7700; 200	

I hereby state that the facts related in this application and any documents submitted herewith are complete, true, correct, and accurate to the best of my knowledge.

Signature of Applicant:	*Print Name:*	*Date:*
Jeffrey Lewin	Jeffrey Lewin	10/30/25
Signature of Owner:	*Print Name:*	*Date:*
	Charles T. Bell, manager of Bellwood Forest, LLC	10/30/25

LEGISLATIVE CONSIDERATIONS – PLANNED DEVELOPMENT

The applicant shall propose site-specific standards and conditions that take into account the following considerations, which are considerations that are relevant to the legislative determination of whether or not the proposed planned development is in the public interest. Therese considerations do not exclude the legislative consideration of any other factor that is relevant to the public interest. Failure to adequately address the findings below may result in denial of the application. Please provide responses to the following standards as outlined in Section 2.2.15 of the Unified Development Ordinance.

1. Please provide details on how the proposed Planned Development advances the public health, safety, or welfare
The proposed Planned Development advances the public health, safety, and welfare of the community by redeveloping an older development. The access points are consistent with existing conditions, and we are removing the Arendell access point to provide safer traffic movements near the intersection. We are also preventing southbound access on Pearces Rd from our site to help minimize congestion in the area. Further, the site is minimizing traffic off of the highway by meeting all the travel needs at one location. New site lighting will also lead to a safer community presence.
2. Please provide details on how the proposed Planned Development is appropriate for its proposed location, and is consistent with the purposes, goals, objectives, and policies of the Town's adopted policy guidance.
The proposed Planned Development is appropriate for its proposed location and is consistent with the Town's purposes, goals, objectives, and policies because it improves open space, onsite vegetation and landscaping, and stormwater management objectives. The proposed use is very similar to the permitted use of "Convenience Store with Fuel Sales" the existing Heavy Commercial (HC); however, the site has a pick up window which is seen as a "drive through" in the Town UDO.
3. Please provide details on how the proposed Planned Development is reasonable and in the public interest.
The proposed Planned Development is reasonable and in the public interest because the proposed use is incredibly similar to the permitted use of the current zoning; the fly-thru is the small difference that requires the PD process. The site will provide additional, safe sidewalk along all of the road frontages while maintaining and improving the open space adjacent to street frontages.
4. Please provide details on how the proposed Planned Unit Development provides for innovative land planning and site design concepts that support a high quality of life and achieve a high quality of development, environmental sensitivity, energy efficiency, and other Town goals and objectives.
The proposed Planned Development maintains and improves open space along street frontages while providing better onsite stormwater management through the use of underground detention systems. The site has improved the quality of life in the area through the removal of the Arendell Ave driveway, thus increasing the driver safety at the intersection of Arendell and Pearces. The proposed development also prevents additional southbound traffic onto Pearces Rd while opening up an additional, safe traffic pattern on Jones St to the traffic signal at Dogwood Dr.
5. Please provide details on how the proposed planned unit development provides improved means of access, open space, and design amenities;
The proposed Planned Development maintains or improves open space on all street frontages and will increase vegetation within those open spaces. The development also increases driver safety on Arendell through the removal of the driveway between Pearces Rd and Hendricks Dr while providing an additional route to a traffic signal through the Jones St connection to Dogwood Dr. A fly-thru window is being proposed so that customers can more easily access food and beverage from the store.

6. Please provide details on how the proposed Planned Unit Development provides a well-integrated mix of residential and nonresidential land uses in the same development, including a mix of housing types, lot sizes, and densities;
The proposed Planned Development provides a commercial use that is nearby to residential use. In addition to traveling customers, the site will serve these nearby residents with convenient access to food and gas without compromising the needs of local residents.
7. Please provide details on how the proposed Planned Unit Development creates a system of incentives for redevelopment and infill in order to revitalize established areas;
The proposed Planned Development creates a system of incentives for redevelopment and infill in order to revitalize established areas because its improving vehicular and pedestrian traffic patterns and safety which will be appealing to potential users and redevelopers. The site will also provide onsite stormwater management which increases the overall functionality of the site. Further, the site is directly revitalizing an infill site.
8. Please provide details on how the proposed Planned Unit Development promotes a vibrant public realm by placing increased emphasis on active ground floor uses, pedestrian-oriented building façade design, intensive use of sidewalks, and establishment of public gathering areas;
The proposed Planned Development promotes a vibrant public realm by providing additional sidewalk on all 3 street frontages with a vegetated buffer between the sidewalk and the road for safer pedestrian movement.
9. Please provide details on how the proposed Planned Unit Development provides for efficient use of land resulting in smaller networks of utilities and streets and thereby lowering development and housing costs; and
The proposed Planned Development provides for efficient use of land because it is connecting Jones St to Dogwood Dr for safer access to Arendell Ave. No new infrastructure is needed from the Town. The proximity to the highway will also help reduce local traffic by providing all the traveling customers needs in one location.
10. Please provide details on how the proposed Planned Unit Development provides quality design and environmentally sensitive development that respects surrounding established land use character and respects and takes advantage of a site's natural and man-made features, such as trees, estuaries, shorelines, special flood hazard area, and historic features.
The proposed Planned Development provides quality design and environmentally sensitive development because it is maintaining and improving open space and providing onsite, underground stormwater management. Additional landscaping will be placed in the open space as well.
11. Other factors as the Board of Commissioners may determine to be relevant.
The proposed use of the site is incredibly close to the permitted use of the existing zoning. The fly thru (order ahead on an app and pick up at the window) is not recognized in the code and therefore triggers this process. Going through the PD process will help give the public great certainty about what the site will look like in its finished state.

OWNER'S CONSENT FORM

Name of Project: Wawa - Pearces Rd and Arendell Ave Submittal Date: Nov 3, 2025

OWNER'S AUTHORIZATION

I hereby give CONSENT to Capital Growth Buchalter (type, stamp or print clearly full name of agent) to act on my behalf, to submit or have submitted this application and all required material and documents, and to attend and represent me at all meetings and public hearings pertaining to the application(s) indicated above. Furthermore, I hereby give consent to the party designated above to agree to all terms and conditions which may arise as part of the approval of this application.

I hereby certify I have full knowledge the property I have an ownership interest in is the subject of this application. I acknowledge and agree that, pursuant to Section 2.2.15. of the Town of Zebulon Unified Development Ordinance, that lands subject to a Planned Development shall be subject to all the standards, conditions, and plans approved as part of that application. These standards, plans, and approved conditions are perpetually binding on the land as an amendment to this Ordinance and the Official Zoning Map and may only be changed in accordance with the procedures established in this Ordinance. Development located outside the Town of Zebulon's corporate limits shall comply with all Town policies related to annexation and the extension of utilities. I understand that all other applicable standards and regulations of the UDO will remain applicable to the subject lands unless specifically listed as conditions or deviations as part of this request. I understand that any false, inaccurate, or incomplete information provided by me, or my agent will result in the denial, revocation or administrative withdrawal of this application, request, approval or permits. I acknowledge that additional information may be required to process this application. I further consent to the Town of Zebulon to publish, copy or reproduce any copyrighted document submitted as a part of this application for any third party. I further agree to all terms and conditions, which may be imposed as part of the approval of this application.

Signature of Owner	Print Name	Date
	Charles T. Bell, Manager of Bellwood Forest, LLC.	10/30/25

CERTIFICATION OF PROPERTY OWNER

I hereby certify the statements or information made in any paper or plans submitted herewith are true and correct to the best of my knowledge. I understand this application, related material and all attachments become official records of the Planning Department of the Town of Zebulon, North Carolina, and will not be returned.

Signature of Owner	Print Name	Date
	Charles T. Bell, Manager of Bellwood Forest, LLC	10/30/25

*Owner of record as shown by the Wake County Revenue Department (www.wakegov.com). An option to purchase does not constitute ownership. If ownership has been recently transferred, a copy of the deed must accompany this form.

CONCEPT PLAN REQUIREMENTS

Every applicant requesting Planned Development approval shall submit **8 copies** and **1 pdf (e-mail or USB Drive)** of a concept plan drawing with the application for a Planned Development. The concept plan shall contain sufficient information to adequately determine the type of development being proposed. The concept plan drawing shall include, at a minimum, the following features unless otherwise specified by the Planning Department:

ITEM		CHECK IF SUBMITTED
1.	Plot plan showing all existing and planned structures, building setback lines, perimeter boundaries, and easements.	✓
2.	Elevation drawings of all buildings indicating the proposed exterior finish materials.	✓
3.	Landscaping plan, lighting, fencing, screening, and walls, indicating all heights and locations.	✓
4.	Location of all ingress and egress.	✓
5.	Off-street parking and loading facilities, with calculations showing how the quantities were obtained.	✓
6.	All pedestrian walks and open areas for use by residents, tenants, or the public.	✓
7.	Proposed land uses indicating areas in square feet.	✓
8.	The location and types of all signs, including lighting and heights, with elevation drawings.	✓
9.	Existing and/or proposed street names.	✓
10.	Proposed potable or reuse water, wastewater connections, and storm sewer line; proposed grading and drainage patterns; proposed water and sewer allocations.	✓
11.	Such additional items and conditions, including design standards as the Planning Board and Board of Commissioners deems necessary.	NA
12.	Trip generation data and TIA if applicable in accordance with Section 6.13 of the UDO.	✓

TIA Draft completed. Feedback by DOT released on 1/23/2026. Coordination with DOT still in progress

Item 7

Proposed Land Uses	Maximum of or Approximate Square Footage
Primary Use - Convenience Store with Fuel Sales	6,372
Restaurant with Drive Through	6,372
Fly Thru / Pick-Up Window	1,900
Automated Teller Machine	5
Electric Vehicle Charging Station	1,650
Ice House	25
Outdoor Dining	100
Outdoor Display/Sales	30
Parking of Recreational Vehicles	1,650
Tool/Storage Shed	150
Underground Storage Tank	2,200

PROPOSED USES

An application has been duly filed requesting that the property described in this application be rezoned from Heavy Commercial (HC) to Planned Development (PD). It is understood and acknowledged that if the property is rezoned as requested, the property described in this request will be perpetually bound to the use(s) authorized and subject to such conditions as imposed, unless subsequently changed or amended as provided for in the Unified Development Ordinance. It is further understood and acknowledged that final plans for any specific development to be made pursuant to any such Planned Development shall be submitted for site or subdivision plan approval. Use additional pages as needed.

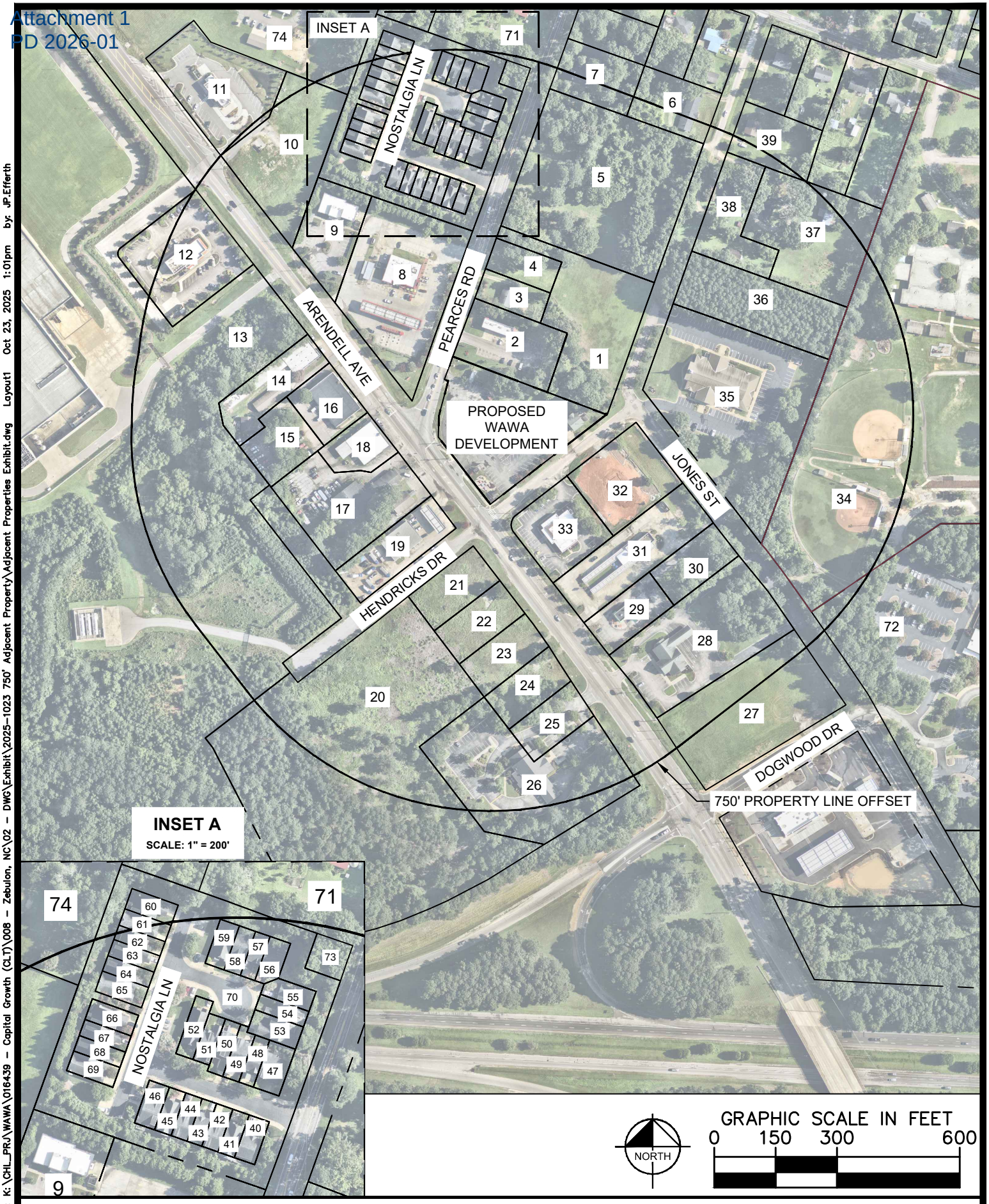
The Rezoned Lands may be used for, and only for, the uses listed immediately below. The permitted uses are subject to the limitations and regulations stated in the Use Table and any additional limitations or regulations stated below. For convenience, some relevant sections of the Unified Development Ordinance may be referenced; such references do not imply that other sections of the Unified Development Ordinance do not apply.

1.	Primary Use - Convenience Store with Fuel Sales	**25.**	
2.	Restaurant with Drive Through	**26.**	
3.	Fly Thru / Pick-Up Window	**27.**	
4.	Automated Teller Machine	**28.**	
5.	Electric Vehicle Charging Station	**29.**	
6.	Ice House	**30.**	
7.	Outdoor Dining	**31.**	
8.	Outdoor Display/Sales	**32.**	
9.	Parking of Recreational Vehicles	**33.**	
10.	Tool/Storage Shed	**34.**	
11.	Underground Storage Tank	**35.**	
12.		**36.**	
13.		**37.**	
14.		**38.**	
15.		**39.**	
16		**40.**	
17.		**41.**	
18.		**42.**	
19.		**43.**	
20.		**44.**	
21.		**45.**	
22.		**46.**	
23.		**47.**	
24.		**48.**	

PROPOSED DEVELOPMENT CONDITIONS

The applicant hereby requests that the Zebulon Board of Commissioners, pursuant to Section 3.3.5 of the Unified Development Ordinance, approve the Proposed Planned Development with above listed use(s), subject to the following condition(s), requested deviations, and proposed alternative means of compliance. (Attach additional pages as needed)

Please see the Narrative that was provided within this submittal for the Proposed Development Conditions



INSET A
SCALE: 1" = 200'

NORTH

GRAPHIC SCALE IN FEET
0 150 300 600

ADJACENT PROPERTY OWNERS

DATE: 10/23/2025 SHEET 1 of 1

Kimley»Horn

NC LICENSE #F-0102
200 SOUTH TRYON STREET, SUITE 200
CHARLOTTE, NORTH CAROLINA 28202
PHONE 704-333-5131

© 2025

Drawing name: K:\CHL_PRJ\WAWA\016439 - Capital Growth (CLT)\008 - Zebulon, NC\02 - DWG\Exhibit\2025-1023 750' Adjacent Property\Adjacent Properties Exhibit.dwg Layout1 Oct 23, 2025 1:01pm by: JP.Efferth

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Adjacent Property Owner Number	Address	Owner	MAILING ADDRESS
1	301 JONES ST	CG ENTERPRISES OF NC LLC	1609 WHISPERING MEADOWS DR, ZEBULON NC 27597-7367
2	102 PEARCES RD	WAFFLE HOUSE INC, TAX DEPARTMENT	5986 FINANCIAL DR, NORCROSS GA 30071-2949
3	106 PEARCES RD	LE, KHANH Q NGUYEN, NGOC N	3715 HINTON GROVE PL, RALEIGH NC 27604-5058
4	108 PEARCES RD	CG ENTERPRISES OF NC LLC	1609 WHISPERING MEADOWS DR, ZEBULON NC 27597-7367
5	204 PEARCES RD	BUNN, DONNA GREEN GREEN, RICHARD ALLEN	603 BRANTLEYTOWN RD, ZEBULON NC 27597-6021
6	401 JONES ST	PARRISH, RENEE L, PARRISH REALTY C/O RENEE BAKER	PO BOX 1128, ZEBULON NC 27597-1128
7	300 PEARCES RD	KIMBALL, ROBERT LEE JR KIMBALL, ELIZABETH ANNE	101 SCHAFFER CLOSE, CARY NC 27518-9761
8	1406 N ARENDELL AVE	OLDE HERITAGE PROPERTIES LLC	PO BOX 40, ZEBULON NC 27597-0040
9	1420 N ARENDELL AVE	WAKE COUNTY BOARD OF ALCOHOLIC CONTROL	1212 WICKER DR, RALEIGH NC 27604-1428
10	1500 N ARENDELL AVE	WEN 14582 ZEBULON LLC, DELIGHT RALEIGH LLC	PO BOX 780794, WICHITA KS 67278-0794
11	1512 N ARENDELL AVE	BL FAMILY TRUS	1188 COCO PALMS DR, EL CAJON CA 92020-7873
12	1513 N ARENDELL AVE	TRI ARC FOOD SYSTEMS INC	4905 WATERS EDGE DR, RALEIGH NC 27606-2405
13	49 GREEN PACE RD	TRUIST BANK	PO BOX 167, WINSTON SALEM NC 27102-0167
14	1413 N ARENDELL AVE	PARRISH REALTY CO OF ZEBULON INC	2072 EARPSBORO RD, ZEBULON NC 27597-6896
15	0 N ARENDELL AVE	PARRISH REALTY CO OF ZEBULON INC	2072 EARPSBORO RD, ZEBULON NC 27597-6896
16	1405 N ARENDELL AVE	LNP INC, PARRISH REALTY C/O RENEE BAKER	PO BOX 1128, ZEBULON NC 27597-1128
17	1309 N ARENDELL AVE	LNP INC, PARRISH REALTY C/O RENEE BAKER	PO BOX 1128, ZEBULON NC 27597-1128
18	1403 N ARENDELL AVE	LNP INC	PO BOX 1128, ZEBULON NC 27597-1128
19	1301 N ARENDELL AVE	EDDINS OIL COMPANY INC	1301 N ARENDELL AVE, ZEBULON NC 27597-8733
20	0 HENDRICKS DR	BB CAR WASH LLC DR CAR WASH LLC	3933 ARROW DR, RALEIGH NC 27612-4646
21	1211 N ARENDELL AVE	BB CAR WASH LLC DR CAR WASH LLC	3933 ARROW DR, RALEIGH NC 27612-4646
22	1209 N ARENDELL AVE	BB CAR WASH LLC DR CAR WASH LLC	3933 ARROW DR, RALEIGH NC 27612-4646
23	1207 N ARENDELL AVE	BB CAR WASH LLC DR CAR WASH LLC	3933 ARROW DR, RALEIGH NC 27612-4646
24	1203 N ARENDELL AVE	BB CAR WASH LLC DR CAR WASH LLC	3933 ARROW DR, RALEIGH NC 27612-4646
25	0 N ARENDELL AVE	STATE EMPLOYEES CREDIT UNION	PO BOX 26807, RALEIGH NC 27611-6807
26	1201 N ARENDELL AVE	STATE EMPLOYEES CREDIT UNION	PO BOX 26807, RALEIGH NC 27611-6807
27	1200 N ARENDELL AVE	COOK OUT-ZEBULON INC	PO BOX 698, THOMASVILLE NC 27361-0698
28	1204 N ARENDELL AVE	TRUIST BANK	PO BOX 167, WINSTON SALEM NC 27102-0167
29	1206 N ARENDELL AVE	COOK OUT-ZEBULON INC	15 LAURA LN STE 300, THOMASVILLE NC 27360-5865
30	0 JONES ST	COOK OUT-ZEBULON INC	15 LAURA LN STE 300, THOMASVILLE NC 27360-5865
31	1240 N ARENDELL AVE	PURO DESCANSANDO PARTNERS II LP DESCANSANDO PARTNERS LP, DBA SONIC DRIVE-IN	7003 CHADWICK DR STE 101, BRENTWOOD TN 37027-5288
32	1000 HENDRICKS DR	JTSJ INC	9107 S TRYON ST STE F, CHARLOTTE NC 28273-3125
33	1260 N ARENDELL AVE	EPARK LLC	PO BOX 10907, GOLDSBORO NC 27532-0907
34	700 PROCTOR ST	WAKE CNTY BOARD OF EDUCATION, RE SERVICES DIRECTOR	1551 ROCK QUARRY RD, RALEIGH NC 27610-4145
35	300 JONES ST	CHURCH OF JESUS CHRIST OF LATTER-DAY, TAX ADM DIV 521-6575	50 E NORTH TEMPLE RM 2225, SALT LAKE CITY UT 84150-0022
36	404 JONES ST	BMSS1	404 JONES ST, ZEBULON NC 27597-8708
37	602 MOORE ST	SANTANA, LEONEL ALEXANDER PEREZ, WILMARIS BARRIOS	602 MOORE ST, ZEBULON NC 27597-8700
38	600 MOORE ST	LONG, EMILY ANN	600 MOORE ST, ZEBULON NC 27597-8700

39	460 JONES ST	MATTSON, ASHLEY M	460 JONES ST, ZEBULON NC 27597-8708
40	101 NOSTALGIA LN	MANDAL, ABIR K	101 NOSTALGIA LN, ZEBULON NC 27597-6871
41	103 NOSTALGIA LN	SILVER, RODERICK N	103 NOSTALGIA LN, ZEBULON NC 27597-6871
42	105 NOSTALGIA LN	HEMPHILL, ANDREW SCOTT	105 NOSTALGIA LN, ZEBULON NC 27597-6871
43	107 NOSTALGIA LN	WILSON, SHELIA COUNCIL	107 NOSTALGIA LN, ZEBULON NC 27597-6871
44	109 NOSTALGIA LN	GILLEENY, RYAN GILLEENY, KYNDRA	109 NOSTALGIA LN, ZEBULON NC 27597-6871
45	111 NOSTALGIA LN	DAUPHINAIS, STEPHANIE DAUPHINAIS, PAUL B	111 NOSTALGIA LN, ZEBULON NC 27597-6871
46	113 NOSTALGIA LN	HARPER, MARTHA ANN	113 NOSTALGIA LN, ZEBULON NC 27597-6871
47	100 NOSTALGIA LN	SPELLER, JULIAN THOMAS TRUSTEE SPELLER, BRENDA AYERS TRUSTEE	106 E LEE ST, ZEBULON NC 27597-2426
48	102 NOSTALGIA LN	WHITE, AMESHA	102 NOSTALGIA LN, ZEBULON NC 27597-6870
49	104 NOSTALGIA LN	EGGIMANN, PETER EGGIMANN, DEVERA	PO BOX 1629, WENDELL NC 27591-1629
50	106 NOSTALGIA LN	CARAPELLE, BEVERLY L	106 NOSTALGIA LN, ZEBULON NC 27597-6870
51	304 NOSTALGIA LN	GUEVARA, BETHANN M	304 NOSTALGIA LN, ZEBULON NC 27597-6874
52	300 NOSTALGIA LN	BERUBE, TAD ARTHUR	8721 ZEIGLER DR, KNIGHTDALE NC 27545-7466
53	308 NOSTALGIA LN	INGRAM, BIELCA INGRAM, WILLIAM	308 NOSTALGIA LN, ZEBULON NC 27597-6874
54	311 NOSTALGIA LN	PAUL, BETTY	311 NOSTALGIA LN, ZEBULON NC 27597-6875
55	309 NOSTALGIA LN	ROBERTS, STEVEN ANDREW ROBERTS LEBLANC, SUSAN LENORE	9 HARWOOD CT, FREDERICKSBURG VA 22405-2858
56	307 NOSTALGIA LN	BARTON, PAULA HOPE	307 NOSTALGIA LN, ZEBULON NC 27597-6875
57	305 NOSTALGIA LN	MATALUCCI, MATTHEW PACE, GINA	305 NOSTALGIA LN, ZEBULON NC 27597-6875
58	303 NOSTALGIA LN	VORYS, NANCY YORK	303 NOSTALGIA LN, ZEBULON NC 27597-6875
59	301 NOSTALGIA LN	WEST, MICHAEL PARKER, COURTNEY	301 NOSTALGIA LN, ZEBULON NC 27597-6875
60	219 NOSTALGIA LN	GIBSON, MARLEN MORI GIBSON, RANDALL DALE	219 NOSTALGIA LN, ZEBULON NC 27597-6873
61	217 NOSTALGIA LN	CREECH, HEDY JORDAN, YVONNE MARTIN	217 NOSTALGIA LN, ZEBULON NC 27597-6873
62	215 NOSTALGIA LN	DUNSTON, MAURICE	215 NOSTALGIA LN, ZEBULON NC 27597-6873
63	213 NOSTALGIA LN	BLACKWELL, EMILY	213 NOSTALGIA LN, ZEBULON NC 27597-6873
64	211 NOSTALGIA LN	KUHN, GERALD G KUHN, YARITZA	211 NOSTALGIA LN, ZEBULON NC 27597-6873
65	209 NOSTALGIA LN	MACHACEK, JOHN D MACHACEK, ELLEN G	209 NOSTALGIA LN, ZEBULON NC 27597-6873
66	207 NOSTALGIA LN	SCHILLING, DOMENICK CAIN, LORI	207 NOSTALGIA LN, ZEBULON NC 27597-6873
67	205 NOSTALGIA LN	BINDER, TINA H BINDER, MICHAEL I	205 NOSTALGIA LN, ZEBULON NC 27597-6873
68	203 NOSTALGIA LN	MOSS, KIMBERLY HOCUTT EXECUTOR THE ESTATE OF EVA D HOCUTT	10704 THORNBURY CREST CT, RALEIGH NC 27614-7845
69	201 NOSTALGIA LN	UNDERHILL, KAREN	201 NOSTALGIA LN, ZEBULON NC 27597-6873
70	201 PEARCES RD	WAKELON TOWNHOMES HOMEOWNERS ASSN INC	13037 NC HIGHWAY 39, ZEBULON NC 27597-8028

71	450 PROCTOR ST	CROHAN, DONNAL FRANCIS PATRICK II	2474 WALNUT ST # 232, CARY NC 27518-9212
72	1002 DOGWOOD DR	WAKE COUNTY, WAKE COUNTY ATTORNEY'S OFFICE	PO BOX 550, RALEIGH NC 27602-0550
73	311 PEARCES RD	WAKEFIELD WOMANS CLUB	UNKNOWN - RALEIGH NC 27606
74	308 PROCTOR ST	WAKEFIELD CENTRAL BAPTIST CHURCH	308 PROCTOR ST ZEBULON NC 27597-8718

Town of Zebulon

Planning Department

1003 N. Arendell Avenue, Zebulon, NC 27597
Phone: (919) 823-1810 Fax: (919) 887-2824
www.townofzebulon.org

INSTRUCTION PACKET AND AFFIDAVIT FOR NEIGHBORHOOD MEETINGS

GENERAL INFORMATION:

In accordance with Section 2.3.4 of the Unified Development Ordinance, the purpose of the neighborhood meeting is to inform landowners and occupants of nearby lands about a development application that is going to be reviewed under this Ordinance, and to provide the applicant an opportunity to hear comments and concerns about the development proposal prior to the public hearing process. The neighborhood meeting is proposed as a means of resolving potential conflicts and outstanding issues with nearby landowners, where possible, in a more informal context.

WHEN IS A NEIGHBORHOOD MEETING REQUIRED?

- Conditional Rezonings
- Planned Developments
- Site Plans in the Downtown Core or Downtown Periphery Zoning Districts
- Special Use Permits; or
- Zoning Map Amendments that establish a more dense or intense zoning district.

INSTRUCTIONS

Prior to submitting an application for the applications listed above the applicant must conduct at least one (1) Neighborhood Meeting. The applicant shall submit all forms included in this packet with the initial application submittal in accordance with Section 2.3.4 of the Town of Zebulon Unified Development Ordinance.

The Neighborhood Meeting must be held in accordance with the following rules:

- These groups and individuals must be invited to the meeting:
- The applicant is required to notify the Planning Department, all property owners within 300 feet of the subject property, and any neighborhood association that represents citizens in the area via first class mail a minimum of 10 days in advance of the neighborhood meeting, not including the day of mailing. The applicant shall use their own return address on the envelopes as the meeting is a private meeting between the applicant and the neighbors.

The applicant shall include with the meeting notice a vicinity map in addition to either the existing zoning map of the area or preliminary plans of the proposed development (see Handout requirements below).

- The meeting must be held within specific timeframes and meet certain requirements:
- The meeting must be held for a minimum of two (2) hours, Monday through Thursday, during the 5:00 p.m. - 9:00 p.m. time period. The meeting cannot be held on a Town recognized holiday (which coincide with the State of North Carolina recognized holidays).
- The meeting shall be held at a place that is generally accessible to neighbors that reside in close proximity to the land subject to the application.
- A sign-in sheet must be used in order to verify attendance. Ensure each attendee signs in. Please note if any person(s) refuses to sign in. Note if no one attended.

HANDOUT REQUIREMENTS:

For any process requiring a legislative or quasi-judicial hearing, preliminary plans of the proposed development must be available at the meeting to help facilitate discussion. Neighbors may request emailed/mailed copies of the maps or plans from the applicant by checking the "send plans" box on the sign-in sheet; applicant shall provide reduced copies upon request.

Printed copies must equal the number of notices required to be sent.

Contact information for the applicant's representative must be provided on the attached "Project Contact Information" form.

A copy of the handout must be included as part of the Neighborhood Meeting report.

The agenda of the meeting shall include:

Explanation of all processes the meeting is being held for (rezoning, subdivision, etc.).

Explanation of future meetings (additional neighborhood meetings, Planning Board, Board of Commissioners, etc.).

Explanation of development proposal – uses and conditions for rezonings, layout for subdivision and site plans, and builder/end user if known/public knowledge.

Questions or concerns by attendees, and responses by the applicant, if any, must be noted. Provide blank comment sheets or notecards for neighbors to submit written comments. The applicant shall also include any questions and concerns received via written correspondence (such as email) or phone call along with responses provided by the applicant.

The applicant shall be responsible for notifying any neighbors who check the "Send Plans & Updates" box on the sign-in sheet of any additional neighborhood meetings and the actual submittal date to the Town with a link to the Town of Zebulon's Interactive Development Map.

For accountability purposes, please submit the following with your application:

- A copy of the letter mailed to neighbors and neighborhood organizations (use attached invitation template);
- A list of those persons and neighborhood organizations invited to the meeting;
- A copy of the sign-in sheet (use attached sign-in sheet template);
- A summary of the meeting and a list of any changes made to the project as a result of the neighborhood comments (use attached meeting summary template);
- The affidavit, signed, dated, and notarized (use attached affidavit template); and
- One reduced copy of the maps and/or plans presented to the neighbors at the Neighborhood Meeting.

NOTICE OF NEIGHBORHOOD MEETING

This document is a public record under the North Carolina Public Records Act and may be published on the Town's website or disclosed to third parties.

Dear Neighbor:
You are invited to a neighborhood meeting to review and discuss the development proposal at:

1300 N Arendelle Ave, Zebulon, NC 27597 (Address)

2706003875 (Pin Numbers)

in accordance with the Town of Zebulon Neighborhood Meeting procedures. This meeting is intended to be a way for the applicant to discuss the project and review the proposed plans with adjacent neighbors and neighborhood organizations before the submittal of an application to the Town. This provides neighbors an opportunity to raise questions and discuss any concerns about the impacts of the project before it is officially submitted. Once an application has been submitted to the Town, it may be tracked using the Interactive Development Map located on the Town of Zebulon website at:
https://www.townofzebulon.org/planning/interactive-development-map

A Neighborhood Meeting is requested because this project will include:

- ☐ Conditional Rezoning
- ☒ Planned Unit Development
- ☐ Site Plan within the Downtown Core or Downtown Periphery Zoning Districts
- ☐ Zoning Map Amendment (results in more intensive uses or increased density)
- ☐ Special Use Permit (Quasi-Judicial Hearing)
  *Quasi-Judicial Hearing: The Board of Commissioners cannot discuss the project prior to the public hearing.

The following is a description of the proposed (also see attached map(s) and/or plan sheet(s)):
Construction of a 6,372 square foot food store with fuel sales located at the corner of N Arendelle Ave and Pearces Road in Zebulon, NC. The project also includes surface parking, site landscaping, six (6) fuel MPD's, offsite roadway imrpovements, and additional site appurtenances.

Estimated Submittal Date: 11/3/2025

MEETING INFORMATION:

Property Owner(s) Name(s) Bellwood Forest LLC

Applicant(s) Capital Growth Buchalter (Contact person: Kirk Farrelly)

Contact Information (e-mail/phone) 205-263-4589

Meeting Address: Zebulon Community Center - 301 S Arendell Ave, Zebulon, NC 27597

Date of Meeting: October 28th 2025

Time of Meeting: 6-8pm

**Meetings shall occur between 5:00 p.m.-9:00 p.m. on a Monday through Thursday (excluding Town recognized holidays). If you have questions about the general process for this application, please contact the Planning Department at 919-823-1809. You may also find information about the Zebulon Planning Department and on-going planning efforts at https://www.townofzebulon.org/services/planning

PROJECT CONTACT INFORMATION

This document is a public record under the North Carolina Public Records Act and may be published on the Town's website or disclosed to third parties.

Development Contacts:		
Project Name: Wawa - Pearces Rd and Arendell Ave		Zoning: HC - Heavy Commercial
Location: 1300 N Arendelle Ave, Zebulon, NC 27597		
Property PIN(s): 2706003875		Acreage/Square Feet: 1.76 acres
Property Owner: Bellwood Forest LLC		
Address: 2701 E Millbrook Rd		
City: Raleigh	State: NC	Zip: 27604-2811
Phone:		Email:
Developer: Capital Growth Buchalter (Contact person: Kirk Farrelly)		
Address: 361 Summit Boulevard, Suite 110		
City: Birmingham	State: AL	Zip: 35243
Phone: 205-263-4589	Fax:	Email: kfarrelly@cgpre.com
Engineer: Kimley-Horn & Associates (Contact Person: Shannon Craven, P.E.)		
Address: 200 South Tryon St, Suite 200		
City: Charlotte	State: NC	Zip: 28202
Phone: 704-954-7468	Fax:	Email: jp.efferth@kimley-horn.com
		Shannon.craven@kimley-horn.com
Builder (if known):		
Address:		
City:	State:	Zip:
Phone:	Fax:	Email:

PROVIDING INPUT TO THE PLANNING BOARD OR BOARD OF COMMISSIONERS:

Each Board of Commissioners meeting agenda includes a Public Forum time when anyone is permitted to speak for three (3) minutes on any topic with the exception of items listed as Public Hearings for that meeting. The Board of Commissioners meets on the 1st Monday of each month at 7:00 p.m. and Joint Public Hearings are scheduled for the 2nd Monday of every Month. (except for holidays, see schedule of meetings at https://www.townofzebulon.org/agendas-minutes. You may also contact Board of Commissioners at https://www.townofzebulon.org/government/board-commissioners.

PRIVATE AGREEMENTS AND EASEMENT NEGOTIATION:

The Town of Zebulon cannot enforce private agreements between developers and neighbors and is not a party to the easement and right-of-way negotiation that occurs between developers and neighboring property owners for easements or rights-of-way that are necessary to build the project.

It is recommended that all private agreements be made in writing and that if a property owner feels it necessary, they should obtain private legal counsel in order to protect their interests in both private agreements and during easement negotiations. The only conditions that the Town of Zebulon can enforce are those conditions that are made a part of the conditional zoning of the property by agreement of the developer and the Town.
As an example, if a developer offers to build a fence for a neighbor to mitigate some impact, the Town can only enforce the construction of the fence if the fence becomes a condition of the rezoning. This would occur by the developer offering the condition as part of their conditional zoning application package or at the Joint Public Hearing on the conditional zoning and the Town accepting it as a condition. Private agreements regarding a fence being constructed will not be enforced by the Town.

To request that any agreement with a developer is made a part of the conditional zoning at the time of approval, you may ask at the public hearing if the agreement is included in the conditions. If it is not, you may request that the Board of Commissioners not approve the rezoning without the agreement being included in the conditions (note that it is up to Board of Commissioners whether to approve or deny the rezoning but they cannot impose conditions that the applicant does not agree to add). The developer's proposed conditions can be viewed any time after a rezoning is submitted on the Town of Zebulon Interactive Development Map which can be found at: https://www.townofzebulon.org/planning/interactive-development-map

DOCUMENTATION:

Neighbors to a requested new development and/or rezoning are strongly encouraged to fully document (such as through dated photographs) the condition of their property before any work is initiated for the new development. Stormwater controls installed on developed property are not designed to and will likely not remove 100% of the soil particles transported by stormwater runoff. As a result, creeks and ponds could become cloudy for a period of time after rain events.

NEIGHBORHOOD MEETING SIGN-IN SHEET:

This document is a public record under the North Carolina Public Records Act and may be published on the Town's website or disclosed to third parties.

Project Name: WAWA - PEARCES RD AND ARENDELL AVE

Meeting Address: 301 S ARENDELL AVE, ZEBULON, NC 27597

Date of Meeting: TUESDAY, OCTOBER 28 **Time of Meeting:** 6-8PM

Property Owner(s) Names: BELLWOOD FOREST LLC

Applicants: CAPITAL GROWTH BUCHALTER (CONTACT: JEFF LEWIN)

Please print your name below, state your address and/or affiliation with a neighborhood group, and provide your phone number and email address. Providing your name below does not represent support or opposition to the project; it is for documentation purposes only.

	Name/Organization	Address	Phone Number	Email	Send Plans & Updates (Yes/No)
1	Khanh Le	108 Pearces Rd Zebulon NC	919-766-6789	K_LE6789@yahoo.com	Yes
2					
3					
4					
5					
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Summary of Discussion from the Neighborhood Meeting

Project Name: WAWA – Pearces Rd and Arendell Ave
Meeting Address: 301 S Arendell Ave, Zebulon, NC 27597
Date of Meeting: October 28, 2025
Time of Meeting: 6:00PM – 8:00PM
Property Owner: Bellwood Forest LLC
Applicant: Capital Growth Buchalter (Contact: Jeff Lewin)

Summary:

The applicant introduced the project team and presented an overview of Wawa, highlighting its operations and community engagement. The team explained the current heavy commercial zoning and the request to rezone to a Planned Development District for greater design flexibility. The rezoning process, including staff review, public hearings, and board approval, was outlined. The design team reviewed the site plan, addressing access, traffic flow, sidewalks, and stormwater management.

Question / Concern: How does the development impact the community, including traffic, stormwater, and neighborhood improvements?

Applicant Response: A Traffic Impact Analysis is being conducted with NCDOT. The plan includes a new Jones Street connection to Dogwood Drive and a concrete median on Pearces Road to reduce congestion. The site will include on-site underground stormwater management to prevent flooding and runoff impacts.

Question / Concern: There's not a pond shown on the plan.

Applicant Response: Stormwater will be managed through an underground detention and treatment system rather than a visible pond.

Question / Concern: Will this development include improvements to surrounding roads or open new access points for easier traffic flow?

Applicant Response: The project includes extending Jones Street to Dogwood Drive for improved circulation and limiting access on Pearces Road to right-in/right-out. These improvements are designed to enhance traffic safety and flow.

Question / Concern: How will this affect nearby properties and traffic during construction?

Applicant Response: A DOT-approved traffic control plan will be in place during construction. Cones, signage, and alerts will guide drivers. The goal is to complete the roadway improvements as quickly as possible.

Question / Concern: Will the road be widened to reduce congestion?

Applicant Response: There are currently no plans to widen the road. Instead, the project includes a right-in/right-out design and median installation to improve traffic operations.

Question / Concern: Is there a traffic light at the intersection?

Applicant Response: Yes, there is an existing traffic signal at Pearces Road and Arendell Avenue.

Question / Concern: Will this gas station divert traffic away from nearby residential properties?

Applicant Response: Yes, the design redirects traffic through Jones Street and Dogwood Drive to reduce congestion in front of adjacent residences.

Question / Concern: The community appreciates improvements that help traffic and welcomes the new convenience store and local hiring.

Applicant Response: Thank you.

Question / Concern: Where are the closest Wawa locations in North Carolina?

Applicant Response: Current stores are located in Wilson, Goldsboro, Fayetteville, Rocky Mount, Greenville, Kill Devil Hills, Lumberton, and Garner.

Question / Concern: Where is the Wawa in Garner located?

Applicant Response: At Highway 42 and Old Drugstore Road.

Question / Concern: How far is it from the interstate, and which side is it on?

Applicant Response: Approximately three minutes from the interstate, located on the right-hand side.

AFFIDAVIT OF CONDUCTING A NEIGHBORHOOD MEETING, SIGN-IN SHEET AND ISSUES/RESPONSES SUBMITTAL

This document is a public record under the North Carolina Public Records Act and may be published on the Town's website or disclosed to third parties.

I, Jonathan Efferth, do hereby declare as follows:
Print Name

1. I have conducted a Neighborhood Meeting for the proposed Rezoning, Major Site Plan, Master Subdivision Plan, or Special Use Permit.

2. The meeting invitations were mailed to the Zebulon Planning Department, all property owners within 300 feet of the subject property and any neighborhood association that represents citizens in the area via first class mail a minimum of 10 days in advance of the Neighborhood Meeting.

3. The meeting was conducted at 301 S Arendell Ave, Zebulon, NC 27597 (location/address) on 10/28/25 (date) from 6pm (start time) to 8pm (end time).

4. I have included the mailing list, meeting invitation, sign-in sheet, issue/response summary, and zoning map/reduced plans with the application.

5. I have prepared these materials in good faith and to the best of my ability.

October 28, 2025 By: Jonathan Efferth || Jonathan Efferth
Date

STATE OF North Carolina
COUNTY OF Mecklenburg

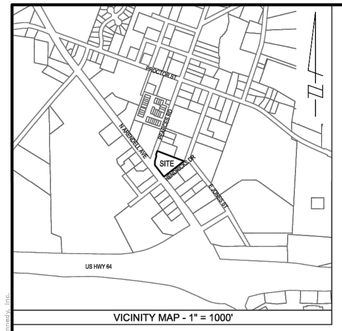
Sworn and subscribed before me, Megan Taylor Serian, a Notary Public for the above State and County, on this the 30 day of October, 2025.

SEAL Megan Taylor Serian
Notary Public

MEGAN TAYLOR SERIAN NOTARY PUBLIC MECKLENBURG COUNTY, NC My Comm. Exp. 10-6-2027

Megan Taylor Serian
Print Name

My Commission Expires:
10-6-2027



VICINITY MAP - 1" = 1000'

NOTE:
1. AREAS BY COORDINATE GEOMETRY UNLESS SHOWN OTHERWISE.
2. ALL DISTANCES ARE HORIZONTAL GROUND DISTANCES.
3. ALL STREETS ARE PUBLIC RIGHTS-OF-WAY UNLESS SHOWN OTHERWISE.
4. NO NCGS MONUMENT WITHIN 2,000 FEET OF PROPERTY.
5. NO FEMA FLOOD HAZARD AREAS PER FIRM NUMBER 3720270600K, DATED JULY 19, 2022.
6. PROPERTY IS ZONED HC.
7. THE COORDINATES SHOWN ON THIS PLAT WERE DERIVED BY REAL TIME NETWORK (RTN) GLOBAL POSITIONING SYSTEM (GPS). THIS METHOD RESULTS IN (NAD 1983(2011) - (CORS 96) POSITIONS AND NORTH AMERICAN VERTICAL DATUM '88 (MEAN SEA LEVEL) ELEVATIONS USING THE CONTINUOUSLY OPERATING REFERENCE STATIONS (CORS) MAINTAINED BY NORTH CAROLINA GEODETIC SURVEY. CLASS A SURVEY, 0.033 FT POSITIONAL ACCURACY, VRS FIELD PROCEDURE, GEOID12A AND UNITS IN FEET.
8. ITEMS 6(A) & 6(B) - NO ZONING REPORT PROVIDED TO SURVEYOR AT THIS TIME.
9. ITEM 9 - THERE ARE 50 TOTAL PARKING SPACES INCLUDING 45 REGULAR SPACES AND 5 H/C SPACES.
10. ITEM 16 - THERE IS NO EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.
11. ITEM 17 - THERE IS NO EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.

NOTE:
THE LOCATIONS OF UNDERGROUND UTILITIES AS SHOWN HEREON ARE BASED ON OBSERVED ABOVE GROUND STRUCTURES, FIELD MARKINGS AND DRAWINGS PROVIDED TO THE SURVEYOR. LOCATIONS OF UNDERGROUND UTILITIES/STRUCTURES MAY VARY FROM LOCATIONS SHOWN HEREON. ADDITIONAL BURIED UTILITIES/STRUCTURES MAY BE ENCOUNTERED. NO EXCAVATIONS WERE MADE DURING THE PROGRESS OF THIS SURVEY TO LOCATE BURIED UTILITIES/STRUCTURES. BEFORE EXCAVATIONS ARE BEGUN, FIELD LOCATIONS AND THE TYPE OF UTILITIES/STRUCTURES SHOULD BE VERIFIED.

Attachment 3
PD 2026-01

NC GRID (NAD '83/2011)

REFERENCES:
DB. 19353 PG. 1921
BM. 2011 PG. 759

PROPERTY DESCRIPTION PER RECORD:

LYING AND BEING SITUATE IN WAKE COUNTY, NORTH CAROLINA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A RIGHT-OF-WAY MONUMENT AT THE NORTHEAST CORNER OF THE INTERSECTION OF THE RIGHTS-OF -WAY OF N. ARENDELL AVE. AND HENDRICKS DR.; THENCE N 37°42'30" W 203.72 FEET TO A POINT; THENCE N 01 °52'22" E 52.32 FEET TO A POINT; THENCE N 15°00'28" E88.01 FEET TO A POINT; THENCE N 75°53'58" W 1.0 FEET TO A POINT; THENCE N 19° 46'09" E 99.98 FEET TO A POINT; THENCE S 69°34'48" E 397.94 FEET TO A POINT; THENCE S 52°17'12" W 358.58 FEET TO THE POINT AND PLACE OF BEGINNING, AND CONTAINING 1.76 ACRES (76,665 SQUARE FEET) MORE OR LESS, ACCORDING TO A PLAT OF SURVEY ENTITLED "BOUNDARY & TOPOGRAPHIC SURVEY 1300 N. ARENDELL, ZEBULON, WAKE CO., NORTH CAROLINA", PREPARED BY HAROLD A. YELLE, II, PROFESSIONAL LAND SURVEYOR FOR AIKEN & YELLE ASSOCIATES, PA. DATED MAY 4, 2023, TO WHICH REFERENCE IS MADE FOR A COMPLETE AND ACCURATE DESCRIPTION.

AND BEING THE SAME PROPERTY SHOWN ON PLAT OF SURVEY RECORDED IN BOOK OF MAPS 2011, PAGE 759, WAKE COUNTY REGISTRY.

PROPERTY DESCRIPTION PER FIELD:

BEGINNING AT AN EXISTING IRON PIPE AT THE EASTERN RIGHT-OF-WAY OF PEARCES ROAD (N.C.S.R. 1001), SAID PIPE BEING THE SOUTHWESTERN PROPERTY CORNER OF LANDS NOW OR FORMERLY OWNED BY WAFFLE HOUSE, INC. AS SHOWN IN BOOK OF MAPS 2015, PAGE 1948, WAKE COUNTY REGISTRY AND HAVING NC GRID (NAD '83/2011) COORDINATES OF N: 761027.9420 FEET AND E: 2200256.5310 FEET; THENCE LEAVING SAID EASTERN RIGHT-OF-WAY ALONG AND WITH SAID SHARED SOUTHERN LINE S 69°32'34" E A DISTANCE OF 397.94 FEET TO AN EXISTING IRON PIPE AT THE NORTHERN RIGHT-OF-WAY OF HENDRICKS DRIVE, SAID PIPE BEING THE SOUTHEASTERN PROPERTY CORNER OF LANDS NOW OR FORMERLY OWNED BY CG ENTERPRISES OF NC, LLC AS RECORDED IN DEED BOOK 19356, PAGE 637, WAKE COUNTY REGISTRY AND HAVING NC GRID (NAD '83/2011) COORDINATES OF N: 760888.9580 FEET AND E: 2200629.1100 FEET; THENCE ALONG AND WITH SAID NORTHERN RIGHT-OF-WAY S 52°23'26" W A DISTANCE OF 358.31 FEET TO AN EXISTING CONCRETE RIGHT-OF-WAY MONUMENT AT THE EASTERN RIGHT-OF-WAY OF N. ARENDELL AVENUE -N.C. HIGHWAY 96; THENCE ALONG AND WITH SAID EASTERN RIGHT-OF-WAY N 37°40'47" W A DISTANCE OF 203.11 FEET TO AN EXISTING CONCRETE RIGHT-OF-WAY MONUMENT AT THE EASTERN RIGHT-OF-WAY OF PEARCES ROAD (N.C.S.R. 1001); THENCE ALONG AND WITH SAID EASTERN RIGHT-OF-WAY N 01°46'40" E A DISTANCE OF 51.92 FEET TO AN EXISTING CONCRETE RIGHT-OF-WAY MONUMENT; THENCE N 14°44'17" E A DISTANCE OF 88.11 FEET TO AN EXISTING PK NAIL; THENCE N 70°01'17" W A DISTANCE OF 10.02 FEET TO A POINT; THENCE N 19°59'36" E A DISTANCE OF 60.09 FEET TO THE POINT OF BEGINNING, CONTAINING 1.7543 ACRES.

FIDELITY NATIONAL TITLE COMPANY, LLC
COMMITMENT NUMBER: WL24008609
COMMITMENT DATE: AUGUST 14, 2025 AT 08:00 AM

SCHEDULE B, PART II
EXCEPTIONS

③ BUILDING RESTRICTION LINES, EASEMENTS, AND ANY OTHER MATTERS SHOWN ON MAP OR PLAT RECORDED IN BOOK OF MAPS 2011, PAGE 759.(AS SHOWN ON SURVEY, TCE NOT SHOWN AS SURVEYOR ASSUMES IT NO LONGER AFFECTS PROPERTY AS CONSTRUCTION APPEARS TO BE COMPLETE)

⑤ EASEMENT(S) OR RIGHT(S)-OF-WAY IN FAVOR OF CAROLINA POWER & LIGHT COMPANY RECORDED IN BOOK 1739, PAGE 251(AS SHOWN ON SURVEY); BOOK 2949, PAGE 533(AS SHOWN ON SURVEY); BOOK 2978, PAGE 561(AS SHOWN ON SURVEY); AND BOOK 3251, PAGE 639.(AS SHOWN ON SURVEY)

⑥ EASEMENT(S) OR RIGHT(S)-OF-WAY IN FAVOR OF SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY RECORDED IN BOOK 4641, PAGE 846.(AS SHOWN ON SURVEY)

⑦ EASEMENT(S) OR RIGHT(S)-OF-WAY IN FAVOR OF THE TOWN OF ZEBULON RECORDED IN BOOK 14426, PAGE 2505.(TCE NOT SHOWN AS SURVEYOR ASSUMES IT NO LONGER AFFECTS PROPERTY AS CONSTRUCTION APPEARS TO BE COMPLETE)

⑧ PERMANENT SIDEWALK EASEMENT AND TEMPORARY CONSTRUCTION EASEMENTS #1 AND #2 IN FAVOR OF THE TOWN OF ZEBULON RECORDED IN BOOK 17771, PAGE 2017, AND THE PERMANENT SIDEWALK EASEMENT AND TEMPORARY CONSTRUCTION EASEMENT #2 BEING SHOWN ON PLAT OF SURVEY RECORDED IN BOOK OF MAPS 2020, PAGE 396.(AS SHOWN ON SURVEY)

⑨ ASSIGNMENT AND ACKNOWLEDGMENT REGARDING UNDERGROUND STORAGE TANK BY AND BETWEEN A.G. LEE OIL CO., INC., JONES AND FALK PROPERTIES AND GAY FAMILY LIMITED PARTNERSHIP, II RECORDED IN BOOK 18488, PAGE 1048.(AFFECTS PROPERTY, NOT PLOTTABLE)

LEGEND

○	CP = CALCULATED POINT
▣	ECM = EXISTING CONRETE MONUMENT
●	EIP = EXISTING IRON PIPE
◆	PK NAIL
▭	A/C PAD
⊗	BOLLARD
⊡	COMMUNICATIONS PEDESTAL
▤	COMMUNICATIONS VAULT
▬	CURB INLET
⋈	ELECTRIC METER
⊹	FIRE HYDRANT
‹	GUY WIRE
▨	HOT BOX
⊽	ICV = IRRIGATION CONTROL VALVE
⌂	MAIL BOX
⊙	SANITARY SEWER CLEAN OUT
Ⓢ	SANITARY SEWER MANHOLE
⌀	SATELLITE DISH
⊸	SIGN
☼	STREET LIGHT
▲	T.B.M. = TEMPORARY BENCH MARK
Ⓣ	TELEPHONE MANHOLE
⊕	TRAFFIC SIGNAL BOX
⊹	TRAFFIC SIGNAL POLE
⊙	UIG FIBEROPTIC MARKER
○	UTILITY POLE
⋈	WATER METER
⋈	WATER VALVE
▨	WATER VAULT

XXXX DENOTES ADDRESS
ELECTRIC OVERHEAD
FENCE LINE
R/W = RIGHT-OF-WAY
SANITARY SEWER LINE
STORM LINE
UTILITY EASEMENT

SURVEYOR'S CERTIFICATE

TO: CGP ACQUISITION & DEVELOPMENT, LLC, A NEVADA LIMITED LIABILITY COMPANY; FIDELITY NATIONAL TITLE COMPANY, LLC:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 6(A), 6(B), 7(A), 7(B)(1), 7(C), 8, 9, 11, 13, 16, 17, 18, 19 AND 20 OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON OCTOBER 16, 2025.

DATE OF PLAT OR MAP:

DAN GREGORY L-5240

NORTH CAROLINA PROFESSIONAL SEAL L-5240 DAN GREGORY
PRELIMINARY
NOT FOR RECORDATION, CONVEYANCES OR SALES

OWNER:
BELLWOOD FOREST, LLC
2701 E. MILLBROOK RD.
RALEIGH, NC 27604-2811

SCALE: 1" = 30'
0 15 30 60 90 120

BNK

BASS, NIXON & KENNEDY, INC.
CONSULTING ENGINEERS
• 6310 CHAPEL HILL ROAD, SUITE 250, RALEIGH, NORTH CAROLINA 27607
• TELEPHONE: (919)851-4422 or (800)354-1879
FAX: (919)851-8968
• CERTIFICATION NUMBERS: NCBELS (C-0110); NCBLA (C-0267)

NO.	DATE	DESCRIPTION
		REVISIONS

JOB NO.	25097	DRAWN BY:	CWC
DATE	10-17-2025	CHK BY:	DG
SCALE:	1" = 30'	KHA PROJECT	111111111

ALTA/NSPS LAND TITLE SURVEY & TOPOGRAPHIC SURVEY
OF
1300 N. ARENDELL AVENUE
LITTLE RIVER TWSP. WAKE COUNTY NORTH CAROLINA

SHEET 1 OF 1

EXISTING CONDITIONS PLAN C101

FOR REFERENCE ONLY

Plotted By:Efferth, JP Sheet Set:WAWA ZEBULON Layout:C101 - EXST COND PLAN January 09, 2026 05:04:21pm K:\CHIL PR\JWAYA\016439 - Capital Growth (OLT)\008 - Zebulon, NC\02 - DWG\Plan Sheets\C101 - EXST COND PLAN.dwg
R:\2025\25097 - 1306 N Arendell Ave (Zebulon)\SURVEY\25097CARLSON\dwg\25097 ALTA.dwg, 10/17/2025 11:15:23 AM, colin campbell

01/08/2026

NOTE:
1. AREAS BY COORDINATE GEOMETRY UNLESS SHOWN OTHERWISE.
2. ALL DISTANCES ARE HORIZONTAL GROUND DISTANCES.
3. ALL STREETS ARE PUBLIC RIGHTS-OF-WAY UNLESS SHOWN OTHERWISE.
4. NO NCGS MONUMENT WITHIN 2,000 FEET OF PROPERTY.
5. NO FEMA FLOOD HAZARD AREAS PER FIRM NUMBER 3720270600K, DATED JULY 19, 2022.
6. PROPERTIES ARE ZONED .
7. THE COORDINATES SHOWN ON THIS PLAT WERE DERIVED BY REAL TIME NETWORK (RTN) GLOBAL POSITIONING SYSTEM (GPS). THIS METHOD RESULTS IN (NAD 1983/2011) - (CORS 96) POSITIONS AND NORTH AMERICAN VERTICAL DATUM '88 (MEAN SEA LEVEL) ELEVATIONS USING THE CONTINUOUSLY OPERATING REFERENCE STATIONS (CORS) MAINTAINED BY NORTH CAROLINA GEODETIC SURVEY. CLASS A SURVEY, 0.033 FT POSITIONAL ACCURACY, VRS FIELD PROCEDURE, GEOID12A AND UNITS IN FEET.

NOTE:
THE LOCATIONS OF UNDERGROUND UTILITIES AS SHOWN HEREON ARE BASED ON OBSERVED ABOVE GROUND STRUCTURES, FIELD MARKINGS AND DRAWINGS PROVIDED TO THE SURVEYOR. LOCATIONS OF UNDERGROUND UTILITIES/STRUCTURES MAY VARY FROM LOCATIONS SHOWN HEREON. ADDITIONAL BURIED UTILITIES/STRUCTURES MAY BE ENCOUNTERED. NO EXCAVATIONS WERE MADE DURING THE PROGRESS OF THIS SURVEY TO LOCATE BURIED UTILITIES/STRUCTURES. BEFORE EXCAVATIONS ARE BEGUN, FIELD LOCATIONS AND THE TYPE OF UTILITIES/STRUCTURES SHOULD BE VERIFIED.

Attachment 3
PD 2026-01

NC GRID (NAD '83/2011)

REFERENCES:
DB. 2843 PG. 659
DB. 11951 PG. 2765
DB. 13625 PG. 1724
DB. 18664 PG. 2434
DB. 19242 PG. 353
DB. 19274 PG. 2666
BM. 1995 PG. 499
BM. 2006 PG. 2692
BM. 2009 PG. 925

"I CERTIFY THAT THIS MAP WAS DRAWN UNDER MY SUPERVISION FROM AN ACTUAL SURVEY MADE UNDER MY SUPERVISION USING REFERENCES SHOWN HEREON; THAT THE BOUNDARIES NOT SURVEYED ARE INDICATED AS DRAWN FROM INFORMATION IN BOOK _____, PAGE _____ OR OTHER REFERENCE SOURCE _____; THAT THE RATIO OF PRECISION OR POSITIONAL ACCURACY IS 10,000+; AND THAT THIS MAP MEETS THE REQUIREMENTS OF THE STANDARDS OF PRACTICE FOR LAND SURVEYING IN NORTH CAROLINA (21 NCAC 56. 1600)."

THIS _____ DAY OF _____, 2025.

SEAL _____
PROFESSIONAL LAND SURVEYOR

NORTH CAROLINA PROFESSIONAL SEAL 5313 SURVEYOR DAN GREGORY

PRELIMINARY

FOR REFERENCE ONLY

EXISTING CONDITIONS PLAN C102

OFFSITE TOPOGRAPHIC SURVEY
OF
1300 N. ARENDELL AVENUE
LITTLE RIVER TWSP. WAKE COUNTY NORTH CAROLINA

SHEET 1 OF 1

JOB NO. 25097 | DATE 12-5-2025 | DRAWN BY CWC
SCALE: 1" = 30' | CHK BY: DG
KHA PROJECT 111111111

NO.	DATE	DESCRIPTION	BY
		REVISIONS	

BASS, NIXON & KENNEDY, INC.
CONSULTING ENGINEERS
• 6310 CHAPEL HILL ROAD, SUITE 250, RALEIGH, NORTH CAROLINA 27607
• TELEPHONE: (919)851-4422 or (800)354-1879
FAX: (919)851-8968
• CERTIFICATION NUMBERS: NCBELS (C-0110); NCBLA (C-0267)

Plotted By:Elferth, JP Sheet Set:WAVA ZEBULON Layout:C102 - EXST COND PLAN January 09, 2026 05:04:24pm K:\CHL_PRJ\WAVA\0164938 - Capital Growth (CLT)\008 - Zebulon_NC\02 - DWG\PlanSheets\C-
R:\2025\25097 - 1306 N Arendell Ave (Zebulon)\SURVEY\25097CARLSON\dwg\25097 TOPO OFFSITE.dwg, 12/5/2025 7:17:47 AM, colin campbell

01/08/2026

Attachment 3
PD 2026-01

SIX (6) EMPLOYEE ONLY SPACES

U63-FB
6,372 GSF

PROPOSED 2' CONCRETE MEDIAN

PEARCES ROAD - N.C.S.R. 1001
VARIABLE WIDTH PUBLIC R/W
BM. 2011 PG 759

N. ARENDELL AVENUE
- N.C. HWY 96
100' PUBLIC R/W
BM. 2011 PG. 759

HENDRICKS DRIVE
PRIVATE DRIVE
BM. 2011 PG 759

DOT RECOMMENDED
RIGHT-IN/RIGHT-OUT
MOVEMENT

SITE NOTES

1. ALL CURB RADII ARE 3.0' UNLESS OTHERWISE NOTED.
2. ALL DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
3. LOADING ZONE STRIPING SHALL BE PAINTED 4" SINGLE YELLOW SOLID LINE AT 2'-0" O.C. 45° TO THE DRIVE AISLE.
4. TWO COATS YELLOW TRAFFIC PAINT (4" MIN. WIDTH) REQUIRED FOR PAVEMENT STRIPING EXCEPT TWO COATS BLUE TRAFFIC PAINT SHALL BE USED FOR ACCESSIBLE PARKING AREA (18" LETTERS, 2" PAINT STROKE).
5. PROPOSED CONCRETE PADS TO HAVE 2 FT X 2 FT CHAMFERED CORNERS.
6. ALL LIGHTING TO BE INSTALLED 5' BEHIND CURB AND CENTERED ON PAVEMENT STRIPING UNLESS OTHERWISE NOTED.
7. TYING TO EXISTING CURB/GUTTER: THE EXISTING PAVEMENT SHALL BE NEATLY SAWCUT AND REMOVED FOR A DISTANCE OF 2'-0" FROM THE FACE OF CURB AND 2'-0" FROM THE EDGE OF CURB AND GUTTER AND THE SUBGRADE, BASE COURSE, AND PAVING REPLACED WITH NEW PRODUCTS.
8. REFER TO SHEETS C901 - C903 FOR WAWA STANDARD DETAILS. SEE SHEETS C904 - C9XX FOR CONSTRUCTION DETAILS.
9. FOR BUILDING AND FUEL CANOPY INFORMATION, SEE ARCHITECTURE PLANS.

SITE LEGEND

- (P1) WAWA ASPHALT PAVEMENT (SEE SHEET 902)
- (P2) STANDARD DUTY CONCRETE PAVEMENT (SEE SHEET C902)
- (P3) HEAVY DUTY CONCRETE PAVEMENT (SEE SHEET C902)
- (P4) CONCRETE SIDEWALK (SEE SHEET C902 FOR ONSITE)
- (P5) ASPHALT MILL AND OVERLAY (SEE SHEET C902)
- 2'-6" CURB & GUTTER (SEE SHEET #### FOR REVERSE VS REGULAR)
- MOUNTABLE CURB AND GUTTER
- 6" CURB
- PROPERTY LINE

SITE PLAN KEY NOTES

1. SEE "GENERAL NOTES" SHEET FOR SITE GENERAL NOTES .
2. SEE "SITE DETAIL" SHEETS FOR DETAILS REFERENCED ON THE SITE PLANS.

SITE IMPROVEMENTS

- (A) 2'-6" CURB AND GUTTER (SEE SITE DETAIL SHEET)
- (B) ACCESSIBLE PARKING SPACE TYPICAL. SEE DETAIL SHEETS FOR PARKING SPACE SIGN AND SYMBOL
- (C) DUMPSTER ENCLOSURE (SEE ARCH. PLANS)
- (D) FUEL CANOPY (SEE ARCH. PLANS)
- (E) FUEL DISPENSER (SEE FUEL PLANS)
- (F) UNDERGROUND FUEL STORAGE TANKS (SEE FUEL PLANS FOR SIZING)
- (G) MOUNTABLE CURB (SEE DETAIL SHEET)
- (H) AIR STATIONS WITH 4'X3' CONCRETE PAD WITH BOLLARDS
- (I) VENT STACK ON 6'X6' CONCRETE PAD WITH BOLLARDS (SEE FUEL PLANS)
- (J) BUILDING E-STOP (SEE ARCH. PLANS)
- (K) LOADING ZONE
- (L) 6"Ø CONCRETE BOLLARDS, BRONZE COVERS (SEE SITE DETAIL SHEET)
- (M) LIGHT POLES WITH ONE (1) 6" BOLLARD (SEE LIGHTING PLAN)
- (N) 4' TALL CHAIN LINK FENCE (SEE DETAIL SHEET) - NOT USED
- (O) BUILDING ENTRANCE
- (P) 6" VERTICAL CONCRETE CURB (SEE DETAIL SHEET)
- (Q) REMOTE E-STOP WITH TWO (2)BOLLARDS (SEE FUEL PLANS)
- (R) TRANSFORMER WITH FOUR (4) BOLLARDS
- (S) CT CABINET (SEE ARCH. PLANS)
- (T) RETAINING WALL (DESIGN/BUILD BY CONTRACTOR) - NOT USED
- (U) ADA RAMP (SEE DETAIL SHEET)
- (V) 4' X 6' ACKNOWLEDGEMENT SWITCH PAD (MINIMUM 12FT AWAY FROM VENT STACK PAD)

SITE SIGNAGE AND PAVEMENT MARKINGS

- (S1) PROPOSED MONUMENT SIGN (NOT USED)
- (S2) PROPOSED PYLON SIGN (SEE SIGNAGE PLANS FOR DETAILS)
- (S3) "STOP" SIGN (SEE DETAIL SHEET)
- (S4) 16" X 18" DIRECTIONAL SIGN (SEE SIGNAGE PLANS)
- (S5) ADA PARKING SIGN (SEE DETAIL SHEET)
- (S6) "AIR PUMP PARKING ONLY" (SEE DETAIL SHEET)
- (S7) 24" WIDE PAINTED WHITE STOP BAR (SEE SITE DETAIL SHEET)
- (S8) SINGLE YELLOW SOLID LINE/4" WIDE (SEE DETAIL SHEET)
- (S9) "DO NOT ENTER" - SEE DETAIL SHEET
- (S10) "NO LEFT TURN" - SEE DETAIL SHEET

GRAPHIC SCALE IN FEET
0 10 20 40

NORTH

Know what's below. Call before you dig.

No.	REVISIONS	DATE	BY

Kimley»Horn
© 2025 KIMLEY-HORN AND ASSOCIATES, INC.
200 SOUTH TRYON ST, SUITE 200, CHARLOTTE, NC 28202
PHONE: 704-333-5131
WWW.KIMLEY-HORN.COM
NC LICENSE #F-0102

PRELIMINARY

KH PROJECT	016439008
DATE	01/08/2026
SCALE	AS SHOWN
DESIGNED BY	JPE
DRAWN BY	JPE
CHECKED BY	SMC

WAWA - PEARCES RD AND ARENDELL AVE

PREPARED FOR
CAPITAL GROWTH
BUCHALTER

ZEBULON NC

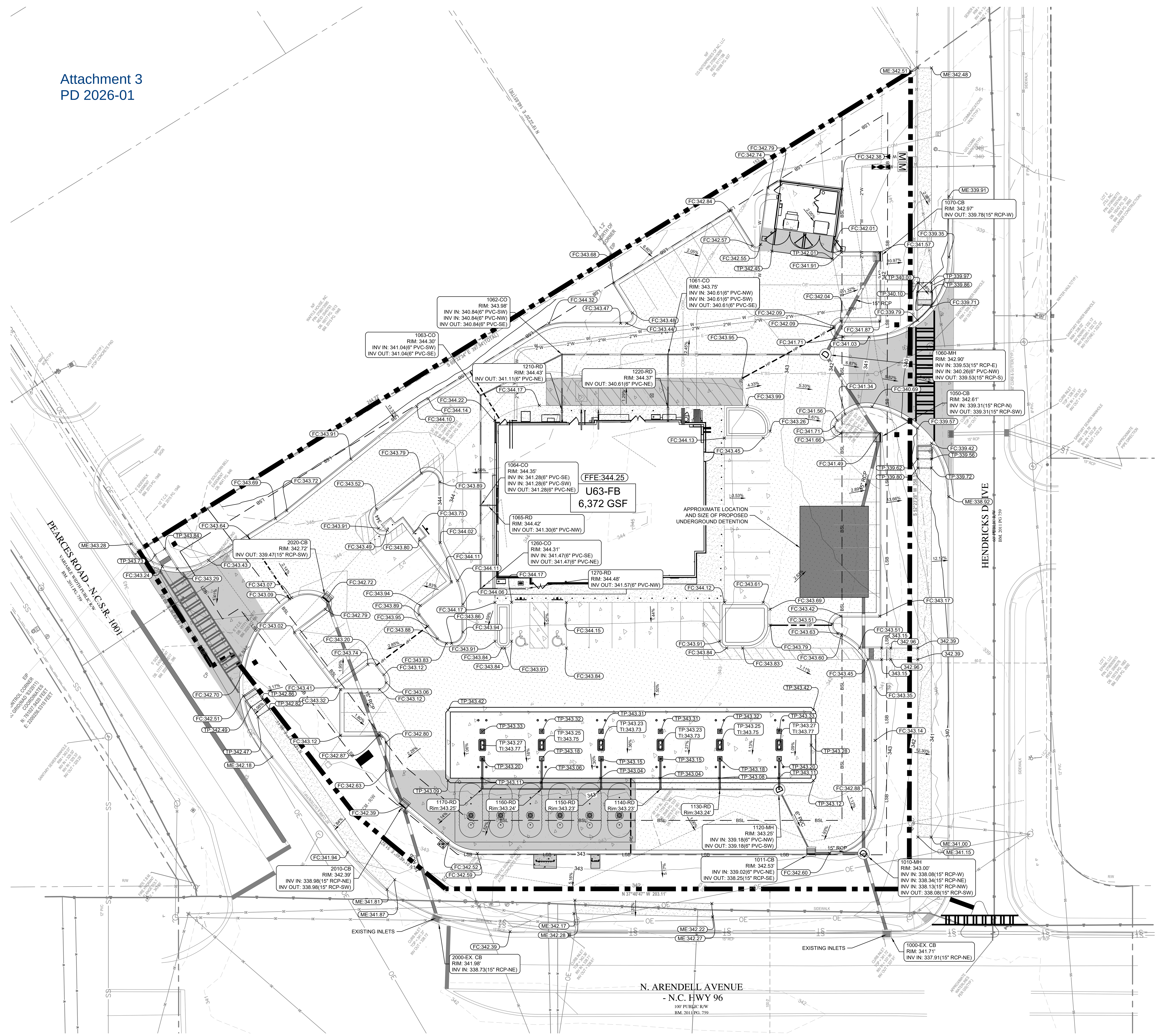
SITE PLAN

SHEET NUMBER
C301

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

Plotted By: Fornuto, Noah Sheet Set: WAWA ZEBULON Layout: C301 SITE PLAN February 11, 2026 05:31:39pm K:\CHL_PRJ\WAWA\016439 - Capital Growth (CLT)\008 - Zebulon, NC\02 - DWG\PlanSheets\C301 - SITE PLAN.dwg

Attachment 3
PD 2026-01



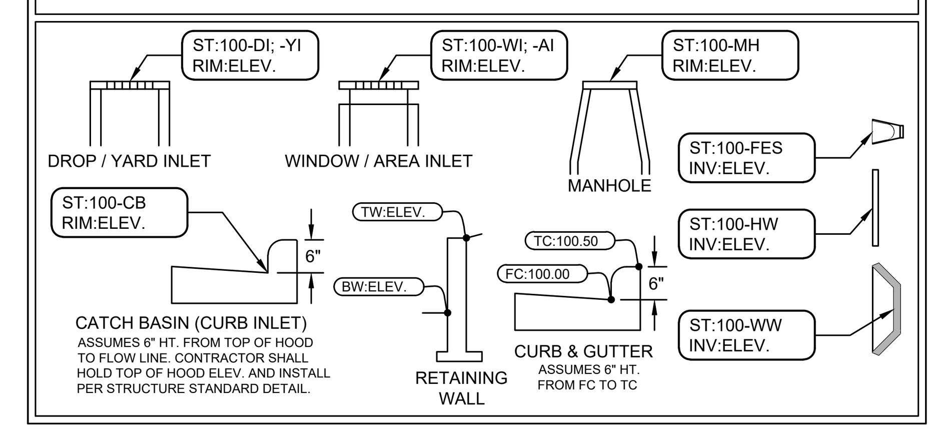
PROPOSED TOPOGRAPHIC LEGEND

450	PROPOSED MAJOR CONTOUR	450	EXISTING MAJOR CONTOUR
451	PROPOSED MINOR CONTOUR	451	EXISTING MINOR CONTOUR
		LOD	LIMITS OF DISTURBANCE
	RIDGE LINE	TP:107.89	PROPOSED SPOT GRADE
	FLOW LINE		TP:TOP OF PAVEMENT TC:TOP OF CURB ; FC/FL:BOTTOM OF CURB FG:FINAL GRADE ME:MATCH EXISTING HP:HIGHT POINT FFE:FINISHED FLOOR ELEV. TI: TOP OF ISLAND BI: BOTTOM OF ISLAND
2.00%	PROP. SLOPE GRADE		
4:1	PROP. RUN:RISE		

GRADING AND DRAINAGE NOTES

1. ADA ACCESSIBLE SPACES SHALL HAVE A MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS.
2. PIPE LENGTHS ARE MEASURED FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE.
3. CONTRACTOR TO VERIFY DEPTH OF EXISTING UNDERGROUND UTILITIES AND NOTIFY KIMLEY-HORN IF ANY CONFLICTS EXIST.
4. ALL CLEANOUTS ARE TO BE TRAFFIC RATED.
5. ALL DOORS ARE REQUIRED TO HAVE ADA COMPLIANT ACCESS.
6. ALL PROPOSED CURB CUTS SHALL COMPLY WITH ANSI 406.1.
7. ALL MATCH EXISTING ELEVATIONS SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION. REPORT ANY DISCREPANCIES TO THE ENGINEER IMMEDIATELY UPON DISCOVERY.
8. NO EARTHEN SLOPE SHALL BE GREATER THAN 3:1, UNLESS OTHERWISE NOTED.
9. ALL SPOT GRADES DEPICT FINISH GRADE UNLESS OTHER WISE NOTED.
10. A MINIMUM VERTICAL SEPARATION OF 18-INCHES SHALL BE MAINTAINED AT CROSSINGS. IN THE EVENT THAT MINIMUM SEPARATION REQUIREMENTS CANNOT BE MET, THE CONTRACTOR SHALL UTILIZE MINIMUM PIPE SEPARATION REQUIREMENTS PER THE GOVERNING AGENCY.

SPOT GRADE SCHEMATIC



STORM WATER & DRAINAGE LEGEND

MH	MANHOLE (SOLID LID)	RD	ROOF DRAIN
CB	CATCH BASINS	CO	CLEANOUT
	STORM WATER PIPE		

RIM:	CB:	BOTTOM OF CURB AT GUTTER LINE	ST:C35-DI RIM:767.79 — STRUCTURE LABEL
RIM:	DI, MH, CO, YI, AI:	CENTER OF GRATE OR LID	ST:A100-FES INV:750.50
INV:	FES, HW, WW:	PIPE INVERT ELEVATION	

STORM DRAINAGE ABBREVIATIONS LIST

(SEE LATEST NCDOT STDS. MANUAL AND DETAIL SHEETS)

CB	CATCH BASIN (NCDOT STDS. 840.00, .01, .02, .46, .66)
	US FOUNDRY 5181 FRAME & HOOD AND US FOUNDRY 6003 GRATE
DI	DROP INLET (NCDOT STDS. 840.00, .14, .15, .46, .66)
	US FOUNDRY 4139 FRAME AND US FOUNDRY 6002 GRATE
MH	JUNCTION BOX/MANHOLE (NCDOT STDS. 840.00, .31, .32, .46, .54, .66)
RD	ROOF DRAIN (REF: ARCH/MEP)
CO	CLEAN-OUT (SEE DETAIL SHEET)
EX-CB	EXISTING CATCH BASIN

VERTICAL DATUM: NAVD88

GRAPHIC SCALE IN FEET
0 10 20 40

NORTH

811 Know what's below. Call before you dig.

No.	REVISIONS	DATE	BY

Kimley»Horn

© 2025 KIMLEY-HORN AND ASSOCIATES, INC.
200 SOUTH TRYON ST, SUITE 200, CHARLOTTE, NC 28202
PHONE: 704-333-5131
WWW.KIMLEY-HORN.COM
NC LICENSE #F-0102

PRELIMINARY

KH PROJECT	DATE	SCALE	DESIGNED BY	DRAWN BY	CHECKED BY
016439008	01/08/2026	AS SHOWN	JPE	JPE	SMC

GRADING AND DRAINAGE PLAN

WAWA - PEARCES RD AND ARENDELL AVE

PREPARED FOR
CAPITAL GROWTH BUCHALTER

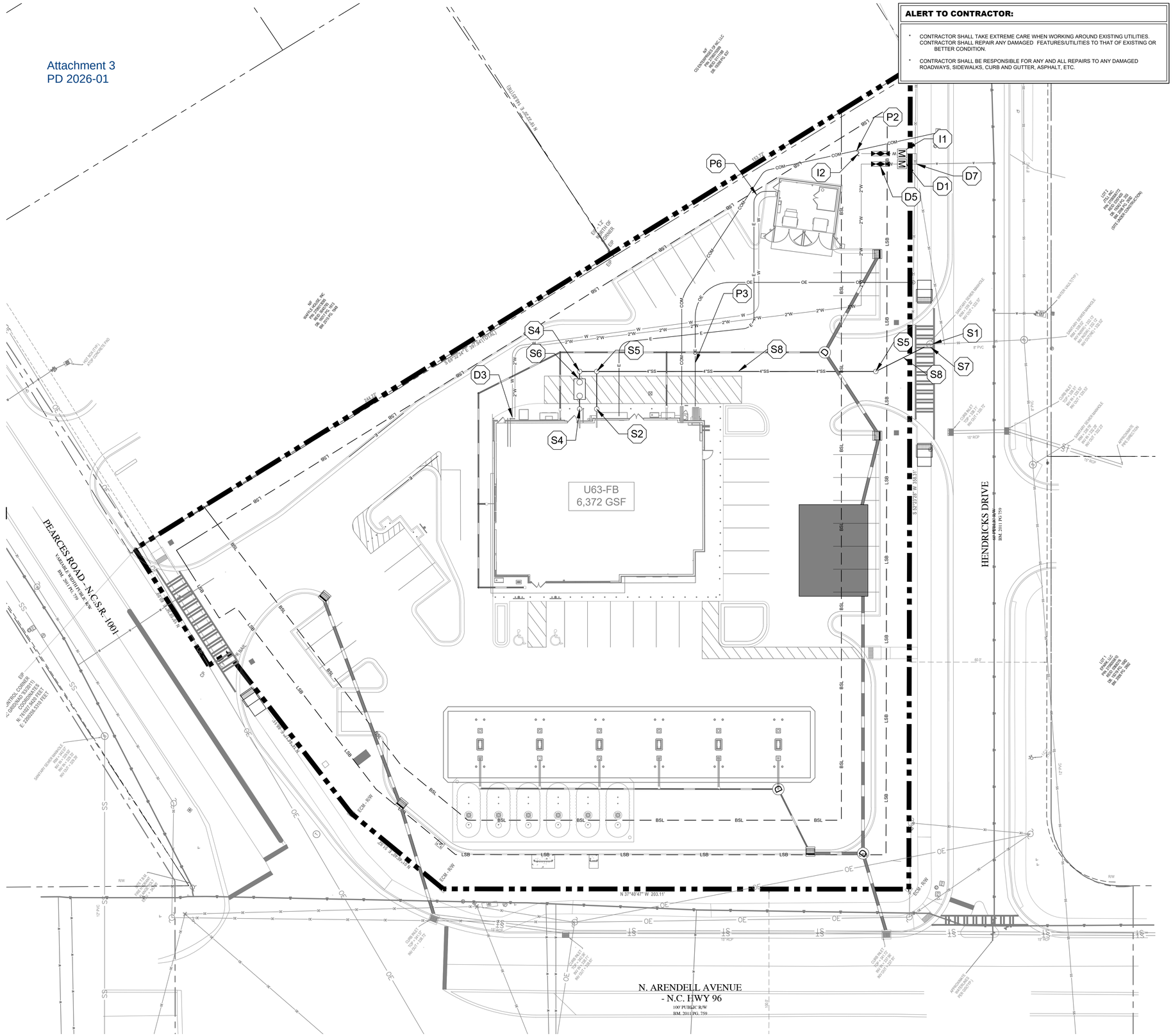
ZEBULON NC

SHEET NUMBER
C401

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Plotted By:Fornuto, Noah Sheet Set:WAWA ZEBULON Layout:C401 GRADING AND DRAINAGE PLAN February 11, 2026 05:32:08pm K:\CHL_PRJ\WAWA\016439 - Capital Growth (CLT)\008 - Zebulon, NC\02 - DWG\PlanSheets\C401 - GRDG DRNG OA.dwg

Attachment 3
PD 2026-01



ALERT TO CONTRACTOR:

- CONTRACTOR SHALL TAKE EXTREME CARE WHEN WORKING AROUND EXISTING UTILITIES. CONTRACTOR SHALL REPAIR ANY DAMAGED FEATURES/UTILITIES TO THAT OF EXISTING OR BETTER CONDITION.
- CONTRACTOR SHALL BE RESPONSIBLE FOR ANY AND ALL REPAIRS TO ANY DAMAGED ROADWAYS, SIDEWALKS, CURB AND GUTTER, ASPHALT, ETC.

UTILITY NOTES

1. THE DEPTH AND LOCATION OF ALL UNDERGROUND UTILITIES SHALL BE VERIFIED PRIOR TO CONSTRUCTION. REPORT ANY DISCREPANCIES TO THE ENGINEER IMMEDIATELY UPON DISCOVERY.
2. ALL NON-METALLIC PIPE SHALL BE INSTALLED WITH TRACER WIRE.
3. TRACER WIRE SHALL BE INSTALLED ALONG THE ENTIRE LENGTH OF THE PROPOSED SANITARY SEWER LATERAL.
4. ALL SANITARY SEWER CLEANOUTS ARE TO BE TRAFFIC RATED.
5. ALL NEW UTILITY SERVICES FOR ELECTRICITY, TELEPHONE, AND CABLE SHALL BE INSTALLED UNDERGROUND. NO NEW ABOVE GROUND UTILITIES ARE PERMITTED.
6. ADJUST ALL APPURTENANCES TO PROPOSED GRADE.
7. CONDUIT TO BE INSTALLED BETWEEN IRRIGATION METER AND BUILDING FOR BAS MONITORING PER WAWA STANDARD.
8. THE EXISTING UTILITIES ON THIS PLAN ARE APPROXIMATE ONLY, AND ARE NOT ACCURATE FOR CONSTRUCTION PURPOSES. FOR FIELD LOCATIONS CALL 811 WITH THREE (3) WORKING DAYS MINIMUM NOTICE.
9. NOTE TO CONTRACTOR: WHEN ORDERING KNOX BOX, GO TO WWW.KNOXBOX.COM AND SELECT ZEBULON FIRE/RESCUE SERVICES.
10. A MINIMUM OF 2 FT OF SUITABLE FILL IS REQUIRED BETWEEN ANY ROCK/CONCRETE/ASPHALT AND THE GAS SERVICE LINE.
11. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR UTILITY CONNECTIONS OUTSIDE THE BUILDING.
12. SEE "GENERAL NOTES" SHEET FOR SITE GENERAL NOTES AND ZONING NOTES.
13. REFER TO GENERAL NOTES SHEET FOR GENERAL, WATER UTILITY, AND SANITARY SEWER; NOTES, MATERIALS, AND REQUIREMENTS.
14. SEE "EXISTING CONDITIONS" FOR COMPLETE BOUNDARY DESCRIPTION, ADJOINING PROPERTIES, ZONING AND USE, AND EXISTING UTILITY LOCATIONS AND SIZES.
15. PIPE LENGTHS SHOWN ARE MEASURED FROM CENTER TO CENTER OF STRUCTURES ROUNDED TO THE NEAREST FOOT.
16. CONTRACTOR TO REFER TO UTILITY DETAIL SHEET FOR UTILITY BEDDING DETAIL.

CAUTION!!!
CONTRACTOR IS TO VERIFY PRESENCE AND EXACT LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION.

CONTRACTOR SHALL REFER TO ARCH / MEP PLANS FOR EXACT UTILITY ENTRANCE LOCATIONS.

ROOF DRAINS, FOUNDATION DRAINS, AND OTHER CLEAN WATER CONNECTIONS TO THE SANITARY SYSTEM ARE PROHIBITED

UTILITY KEYNOTE LEGEND

SANITARY SEWER KEYNOTES

- (S1) SANITARY SEWER TAP. CONTRACTOR TO COORDINATE SANITARY SEWER CONNECTION TO EXISTING MAIN WITH RALEIGH WATER/PUBLIC UTILITIES(COR).
- (S2) 4" SDR35 PVC SANITARY SERVICE. INV OUT FROM BUILDING AT MINIMUM 3.25' BELOW FFE.
- (S3) PRIVATE 4" SDR35 PVC SANITARY SEWER LATERAL AT MINIMUM 1.0% SLOPE. COORDINATE WITH ARCH / MEP PLANS.
- (S4) 4" 2 WAY-SANITARY SEWER CLEANOUT(S) - ("H-20" TRAFFIC RATED IN ALL PAVED AREAS), SPACING PER GOVERNING AGENCY.
- (S5) 4" SANITARY SEWER CLEANOUT(S) - ("H-20" TRAFFIC RATED IN ALL PAVED AREAS), SPACING PER GOVERNING AGENCY.
- (S6) GREASE INTERCEPTOR. REFER TO DETAIL SHEET.
- (S7) MANHOLE. REFER TO DETAIL SHEET.
- (S8) PRIVATE 4" SDR35 DIP SANITARY SEWER LATERAL AT MINIMUM 1.0% SLOPE. COORDINATE WITH ARCH / MEP PLANS.

POWER - COMMUNICATION (TELEPHONE, FIBER OPTIC, DATA, TV) KEYNOTES

- (P1) CONTRACTOR TO COORDINATE ELECTRIC CONNECTION TO EXISTING POWER METER BOX WITH THE TOWN OF ZEBULON PUBLIC WORKS.
- (P2) COMMUNICATION (PHONE, DATA, TV) SERVICE - (3) 4" CONDUITS.
- (P3) ELECTRICAL SERVICE - (6) 4" CONDUITS - TO EXISTING METER
- (P4) (2) 6" CONDUIT SLEEVES FOR FUTURE EV USE - NOT USED
- (P5) TRANSFORMER WITH REMOTE CT CABINET AND METER (SEE ARCH PLANS)
- (P6) ELECTRICAL SERVE TO TRASH ENCLOSURE. REFER TO ARCHITECTURAL PLANS FOR SIZE AND LOCATION

GAS SERVICE KEYNOTES

- (G1) GAS MAIN CONNECTION TO EXISTING CONNECTION. CONTRACTOR TO COORDINATE CONNECTION WITH DUKE ENERGY.
- (G2) GAS METER. CONTRACTOR TO CONFIRM LOCATION WITH ARCHITECT PLANS AND UTILITY COMPANY REQUIREMENTS.
- (G3) GAS SERVICE. CONTRACTOR TO CONFIRM SIZE WITH ARCHITECT PLANS AND UTILITY COMPANY REQUIREMENTS.

WATER LINE DISTRIBUTION KEYNOTES

- (D1) 2" DOMESTIC METER WITH ASSOCIATED APPURTENANCES AND VALVES. CONTRACTOR TO COORDINATE WITH RALEIGH WATER/PUBLIC UTILITIES(COR).
- (D2) 2" BLACK POLY PIPE DOMESTIC WATER SERVICE. CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING ANY APPURTENANCES ON THE DOMESTIC LINE SUCH AS BACKFLOW PREVENTION DEVICES, GATE VALVES, BENDS AND FITTINGS, ETC., WHICH MAY BE REQUIRED. CONTRACTOR TO COORDINATE WITH RALEIGH WATER/PUBLIC UTILITIES(COR)
- (D3) 2" DOMESTIC SERIVE ENTRY LOCATION INTO BUILDING. REFER TO ARCH PLANS.
- (D4) 3/4" PVC LINE TO FROST FREE YARD HYDRANT WITH HOSE BIB AT REMOTE TRASH COMPOUND. REFER TO ARCH PLANS.
- (D5) 2" RPZ BACKFLOW PREVENTER IN ABOVE-GROUND HOTBOX WITH HEAT TAPE. SEE SHEET C904 FOR DETAIL.
- (D6) 2" BALL VALVE.
- (D7) CONNECTION TO EXISTING STUB OUT. CONTRACTOR TO COORDINATE WITH RALEIGH WATER/PUBLIC UTILITIES(COR) TO INSTALL WATER TAP.

IRRIGATION WATER LINE DISTRIBUTION NOTES

- (I1) 1" METER, 1" RPZ BACKFLOW PREVENTER ASSEMBLY IN ABOVE GROUND HOTBOX WITH HEAT TAPE, AND BLOW OFF ASSEMBLY.
- (I2) 1.5" CLASS 200 PVC IRRIGATION LOOP. SEE IRRIGATION PLANS FOR DETAIL.
- (I3) IRRIGATION CONNECTION POINT TO BUILDING. REFER TO ARCH AND IRRIGATION PLANS.

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- CONTRACTOR SHALL BE RESPONSIBLE FOR ANY AND ALL REPAIRS TO ANY DAMAGED ROADWAYS, SIDEWALKS, CURB AND GUTTER, ASPHALT, ETC.

GRAPHIC SCALE IN FEET
0 10 20 40

NORTH

811 Know what's below. Call before you dig.

No.	REVISIONS	DATE	BY

Kimley»Horn
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WWW.KIMLEY-HORN.COM
NC LICENSE #F-0102

PRELIMINARY

KH PROJECT	016439008
DATE	01/08/2026
SCALE	AS SHOWN
DESIGNED BY	JPE
DRAWN BY	JPE
CHECKED BY	SMC

UTILITY PLAN

WAWA - PEARCES RD AND ARENDELL AVE

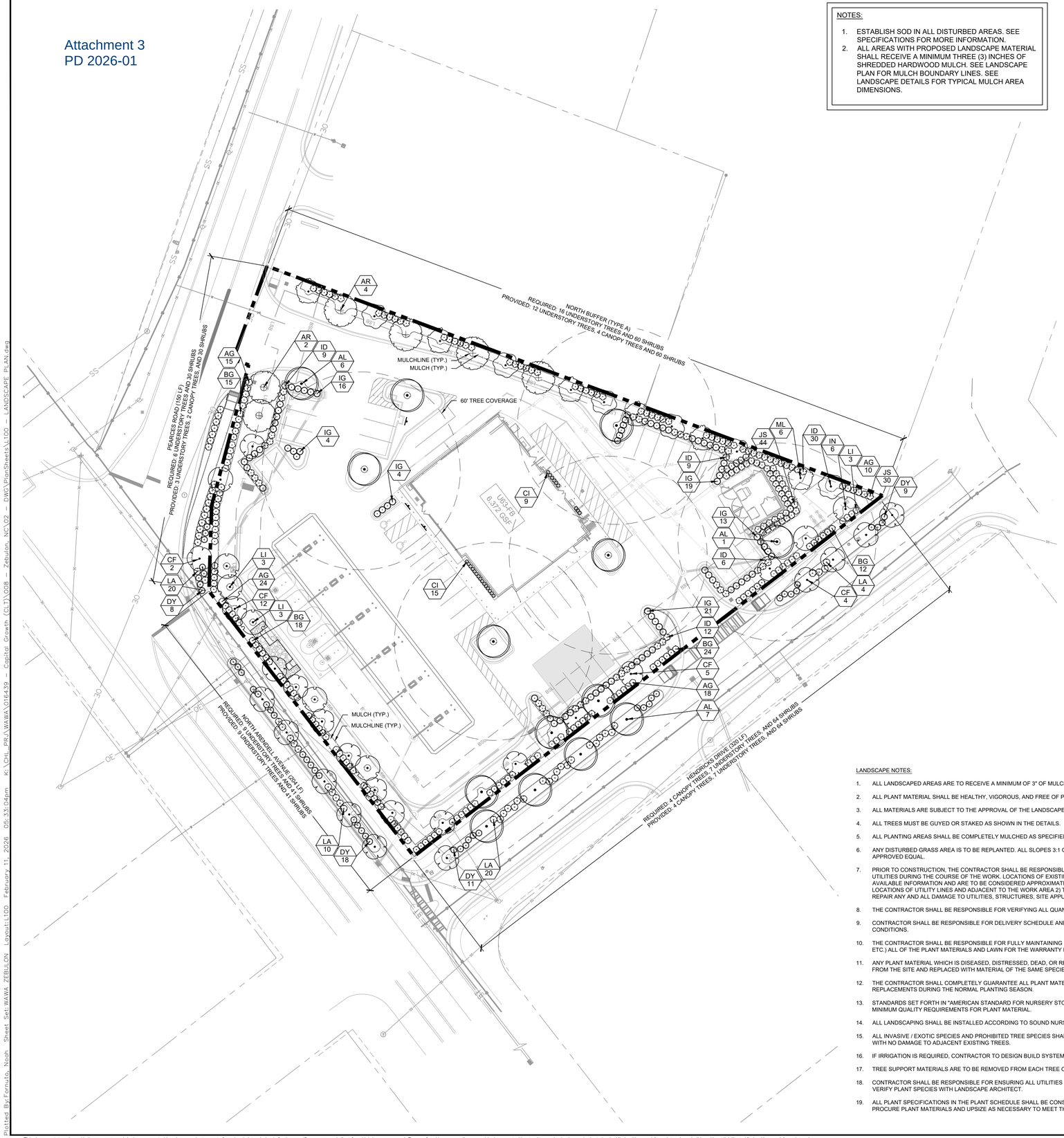
PREPARED FOR
CAPITAL GROWTH
BUCHALTER

ZEBULON NC

SHEET NUMBER
C501

Plotted By:Fornuto, Noah Sheet Set:WAWA ZEBULON Layout:C501 UTILITY PLAN February 11, 2026 08:32:35pm K:\CHL_PRJ\WAWA\016439 - Capital Growth (CLT)\008 - Zebulon NC\02 - DWG\PlanSheets\C501 - UTIL OA.dwg
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Attachment 3
PD 2026-01



NOTES:

1. ESTABLISH SOD IN ALL DISTURBED AREAS. SEE SPECIFICATIONS FOR MORE INFORMATION.
2. ALL AREAS WITH PROPOSED LANDSCAPE MATERIAL SHALL RECEIVE A MINIMUM THREE (3) INCHES OF SHREDDED HARDWOOD MULCH. SEE LANDSCAPE PLAN FOR MULCH BOUNDARY LINES. SEE LANDSCAPE DETAILS FOR TYPICAL MULCH AREA DIMENSIONS.

PLANT SCHEDULE

SYMBOL	CODE	QTY	COMMON NAME	BOTANICAL NAME	METHOD	SIZE	CAL
DECIDUOUS CANOPY							
	AL	14	LEGACY SUGAR MAPLE SINGLE, STRAIGHT, FULL	ACER SACCHARUM `LEGACY`	F.G., B & B	10` MIN HEIGHT	2.5" MIN CAL
DECIDUOUS UNDERSTORY							
	CF	23	FLOWERING DOGWOOD SINGLE, STRAIGHT, FULL	CORNUS FLORIDA	F.G., B & B	8` MIN HEIGHT	1.5" MIN CAL
	LI	9	CRAPE MYRTLE SINGLE, STRAIGHT, FULL	LAGERSTROEMIA INDICA	F.G., B & B	8` MIN HEIGHT	1.5" MIN CAL
EVERGREEN UNDERSTORY							
	IN	6	NELLIE R. STEVENS HOLLY SINGLE, STRAIGHT, FULL	ILEX X 'NELLIE R. STEVENS'	F.G., B & B	8` MIN HEIGHT	1.5" MIN CAL
	ML	6	LITTLE GEM DWARF SOUTHERN MAGNOLIA SINGLE, STRIAGHT, FULL	MAGNOLIA GRANDIFLORA 'LITTLE GEM'	F.G., B & B	8` MIN HEIGHT	1.5" MIN CAL
NATIVE CANOPY							
	AR	6	RED MAPLE	ACER RUBRUM	F.G., B & B	10` MIN HEIGHT	2.5" MIN CAL
SYMBOL	**CODE**	**QTY**	**COMMON NAME**	**BOTANICAL NAME**	**CONTAINER**	**SPACING**	**SIZE**
SHRUBS							
	AG	67	GLOSSY ABELIA FULL	ABELIA X GRANDIFLORA	3 GAL.	36" O.C.	36" HT MIN
	BG	69	GREEN MOUNTAIN BOXWOOD FULL	BUXUS X 'GREEN MOUNTAIN'	3 GAL.	36" O.C.	36" HT MIN
	CI	24	ICE DANCE JAPANESE SEDGE	CAREX MORROWII 'ICE DANCE'	CONT.	24" O.C.	18" FULL
	ID	66	DWARF BURFORD HOLLY FULL	ILEX CORNUTA 'DWARF BURFORD'	3 GAL.	36" O.C.	36" HT MIN
	IG	77	INKBERRY HOLLY FULL	ILEX GLABRA	3 GAL.	36" O.C.	36" HT MIN
	JS	74	ROCKY MOUNTAIN JUNIPER FULL	JUNIPERUS SCOPULORUM	3 GAL.	36" O.C.	36" HT MIN
ENHANCEMENT PLANTINGS							
	DY	46	CINNAMON GIRL™ DISTYLIUM	DISTYLIUM X 'PIIDIST-V'	3 GAL.	36" O.C.	30" HT MIN
	LA	54	JAZZ HANDS LOROPETALUM	LOROPETALUM CHINENSE `JAZZ HANDS`	3 GAL.	36" O.C.	36" HT MIN
SYMBOL	**CODE**	**QTY**	**COMMON NAME**	**BOTANICAL NAME**	**CONTAINER**	**SPACING**	**SIZE**
GROUND COVERS							
	RR	288 SF	RIVER ROCK		-		

MISC.	QTY	BOTANICAL/COMMON NAME	SPECIFICATIONS
MULCH	TBD	HARDWOOD MULCH	3" DEPTH MINIMUM, SHREDDED, FREE OF WEEDS/INVASIVE PLANT MATERIAL
SOD	TBD	BERMUDA GRASS	ROLLED TIGHT, 100% WEED/INSECT/DISEASE FREE

STREET TREES (ARTICLE 5.6.13)		
Pearces Rd 150 linear feet	**Required**	**Provided**
Understory Trees (Due to overhead powelines)	4 understory trees per 100 lf = 6 understory trees	2 understory trees due to site constraints
North Arendell Ave 204 linear feet	**Required**	**Provided**
Understory Trees (Due to overhead powelines)	4 understory trees per 100 lf = 8 understory trees	6 understory trees provided due to utility conflicts
Hendricks Dr 320 linear feet	**Required**	**Provided**
Canopy Trees	1 canopy trees per 100 lf = 4 canopy trees	4 canopy trees due to utility conflicts
Understory	2 understory trees per 100 lf = 6 understory trees	5 understory trees due to utility conflicts
FOUNDATION PLANTING (ARTICLE 5.6.11)		
Pearces Rd 150 linear feet	**Required**	**Provided**
Shrubs	Evergreen shrubs or decorative grasses	Provided
Height	Min. 18"	Provided

LANDSCAPE REQUIREMENTS		
STREETSCAPE BUFFER (ARTICLE 5.6.12)		
Pearces Rd 150 linear feet	**Required**	**Provided**
Understory Trees (Due to overhead powelines)	4 understory trees per 100 lf = 6 understory trees	3 understory trees + 2 canopy trees due to site constraints
Shrubs	20 shrubs per 100 lf = 30 shrubs	30 shrubs
North Arendell Ave 204 linear feet	**Required**	**Provided**
Understory Trees (Due to overhead powelines)	4 understory trees per 100 lf = 9 understory trees	9 understory trees
Shrubs	20 shrubs per 100 lf = 41 shrubs	42 shrubs
Hendricks Dr 320 linear feet	**Required**	**Provided**
Canopy Trees	1 canopy trees per 100 lf = 4 canopy trees	4 canopy trees
Understory	2 understory trees per 100 lf = 7 understory trees	7 understory trees
Shrubs	20 shrubs per 100 lf = 64 shrubs	64 shrubs
PERIMETER BUFFER (ARTICLE 5.6.10)		
North Buffer (Type A) 398 linear feet	**Required**	**Provided**
Width	10 feet	10 feet
Understory Trees	4 understory trees per 100 lf = 16 understory trees	12 understory trees + 4 canopy trees
Shrubs	15 per 100 lf = 60 shrubs	60 shrubs
PARKING LOT LANDSCAPING (ARTICLE 5.6.9.A)		
Parking Lot (40 spaces)	**Required**	**Provided**
Shade Trees	1 canopy tree per 12 parking spaces = 4 canopy trees	4 Canopy Trees
Tree Coverage	No parking space more than 60' from a tree	Provided
Landscape Islands	Islands that do not contain trees shall contain 3 or more shrubs and also may contain understory trees	Provided
PARKING LOT PERIMETER (ARTICLE 5.6.9.C)		
Parking Lot Perimeter 359 linear feet	**Required**	**Provided**
Width	5 feet	5 feet
Evergreen Shrubs	Continuous row of evergreen shrubs no greater than three feet on-center	Provided
SCREENING (ARTICLE 5.10.5.)		
Screening Perimeter 85 linear feet	**Required**	**Provided**
Evergreen Shrubs	Two staggered rows of shrubs that form a hedge.	Provided

* ALL ACER SACCHARUM 'LEGACY' TREES TO BE COUNTED FOR UTILITY ALLOCATION POLICY: 3A REQUIREMENT

LANDSCAPE NOTES:

1. ALL LANDSCAPED AREAS ARE TO RECEIVE A MINIMUM OF 3" OF MULCH. DO NOT MOUND MULCH AGAINST ROOT FLARES.
2. ALL PLANT MATERIAL SHALL BE HEALTHY, VIGOROUS, AND FREE OF PESTS AND DISEASE.
3. ALL MATERIALS ARE SUBJECT TO THE APPROVAL OF THE LANDSCAPE ARCHITECT BEFORE, DURING, AND AFTER INSTALLATION.
4. ALL TREES MUST BE GUYED OR STAKED AS SHOWN IN THE DETAILS.
5. ALL PLANTING AREAS SHALL BE COMPLETELY MULCHED AS SPECIFIED.
6. ANY DISTURBED GRASS AREA IS TO BE REPLANTED. ALL SLOPES 3:1 OR GREATER SHALL BE SEEDED WITH SLOPE MASTER NO-MOW MIX OR OWNER APPROVED EQUAL.
7. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL UNDERGROUND UTILITIES AND SHALL AVOID DAMAGE TO ALL UTILITIES DURING THE COURSE OF THE WORK. LOCATIONS OF EXISTING BURIED UTILITY LINES SHOWN ON THE PLANS ARE BASED UPON BEST AVAILABLE INFORMATION AND ARE TO BE CONSIDERED APPROXIMATE. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR 1) TO VERIFY THE LOCATIONS OF UTILITY LINES AND ADJACENT TO THE WORK AREA 2) TO PROTECT OF ALL UTILITY LINES DURING THE CONSTRUCTION PERIOD 3) TO REPAIR ANY AND ALL DAMAGE TO UTILITIES, STRUCTURES, SITE APPURTENANCES, ETC. WHICH OCCURS AS A RESULT OF THE CONSTRUCTION.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL QUANTITIES SHOWN ON THESE PLANS BEFORE PRICING THE WORK.
9. CONTRACTOR SHALL BE RESPONSIBLE FOR DELIVERY SCHEDULE AND PROTECTION BETWEEN DELIVERY AND PLANTING TO MAINTAIN HEALTHY PLANT CONDITIONS.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FULLY MAINTAINING (INCLUDING BUT NOT LIMITED TO: WATERING, SPRAYING, MULCHING, FERTILIZING, ETC.) ALL OF THE PLANT MATERIALS AND LAWN FOR THE WARRANTY PERIOD.
11. ANY PLANT MATERIAL WHICH IS DISEASED, DISTRESSED, DEAD, OR REJECTED (PRIOR TO SUBSTANTIAL COMPLETION) SHALL BE PROMPTLY REMOVED FROM THE SITE AND REPLACED WITH MATERIAL OF THE SAME SPECIES, QUANTITY, AND SIZE AND MEETING ALL PLANT LIST SPECIFICATIONS.
12. THE CONTRACTOR SHALL COMPLETELY GUARANTEE ALL PLANT MATERIAL FOR WARRANTY PERIOD. THE CONTRACTOR SHALL PROMPTLY MAKE ALL REPLACEMENTS DURING THE NORMAL PLANTING SEASON.
13. STANDARDS SET FORTH IN "AMERICAN STANDARD FOR NURSERY STOCK" REPRESENT GUIDELINE SPECIFICATIONS ONLY AND SHALL CONSTITUTE MINIMUM QUALITY REQUIREMENTS FOR PLANT MATERIAL.
14. ALL LANDSCAPING SHALL BE INSTALLED ACCORDING TO SOUND NURSERY PRACTICES, AND SHALL BE STATE STANDARD OR BETTER
15. ALL INVASIVE / EXOTIC SPECIES AND PROHIBITED TREE SPECIES SHALL BE REMOVED FROM SITE, INCLUDING ROOT BALLS TO THE EXTENT POSSIBLE WITH NO DAMAGE TO ADJACENT EXISTING TREES.
16. IF IRRIGATION IS REQUIRED, CONTRACTOR TO DESIGN BUILD SYSTEM AND VERIFY ALL PRODUCTS WITH LANDSCAPE ARCHITECT.
17. TREE SUPPORT MATERIALS ARE TO BE REMOVED FROM EACH TREE ONCE IT IS "ESTABLISHED" (AS APPROVED BY THE LANDSCAPE ARCHITECT).
18. CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING ALL UTILITIES ARE ADEQUATELY SCREENED WITH THE REQUIRED PLANTING MATERIAL AND VERIFY PLANT SPECIES WITH LANDSCAPE ARCHITECT.
19. ALL PLANT SPECIFICATIONS IN THE PLANT SCHEDULE SHALL BE CONSIDERED THE MINIMUM ALLOWABLE SPECIFICATIONS. CONTRACTOR SHALL PROCURE PLANT MATERIALS AND UPSIZE AS NECESSARY TO MEET THE MOST STRINGENT SPECIFICATION.

GRAPHIC SCALE IN FEET
0 15 30 60

NORTH

811 Know what's below. Call before you dig.

No.	REVISIONS	DATE	BY

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NC LICENSE #F-0102

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KH PROJECT 016439008
DATE 01/08/2026
SCALE AS SHOWN
DESIGNED BY
DRAWN BY
CHECKED BY

LANDSCAPE PLAN

WAWA - PEARCES RD AND ARENDELL AVE

PREPARED FOR
CAPITAL GROWTH
BUCHALTER

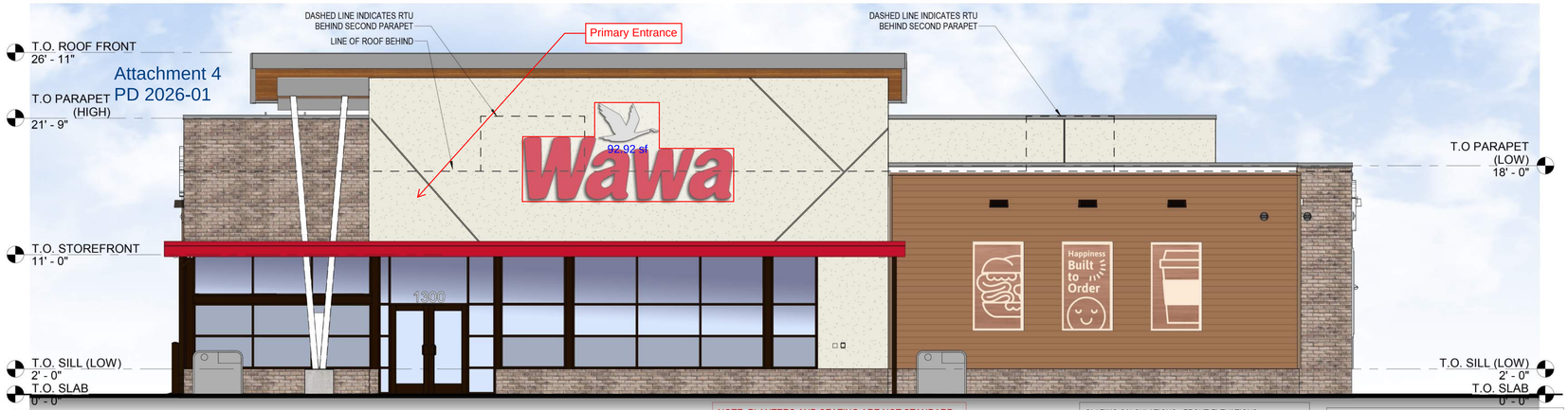
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SHEET NUMBER
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Attachment 4
PD 2026-01



1 FRONT ELEVATION
A0.14 3/16" = 1'-0"

NOTE: PLANTERS AND SEATING ARE NOT STANDARD, INCLUDE ONLY PER SITE REQUIREMENTS

GLAZING CALCULATIONS - FRONT ELEVATIONS	
TRANSPARENT GLAZING - 313 SQFT	16%
SPANDREL GLAZING - 140 SQFT	7%
TOTAL GLAZING - 453 SQFT	23%

FIRST FLOOR GLAZING (BELOW 11'-0")	
TRANSPARENT GLAZING	31%
SPANDREL GLAZING	14%
TOTAL GLAZING	45%

MATERIAL CALCULATIONS - FRONT ELEVATIONS	
BRICK 1 - 379 SQFT	19%
EIFS - 580 SQFT	29%
COMPOSITE SIDING - 495 SQFT	25%
AWNING - 67 SQFT	4%
TOTAL = 1,521 SQFT	77%



2 REAR ELEVATION
A0.14 3/16" = 1'-0"

NOTE: PLANTERS AND SEATING ARE NOT STANDARD, INCLUDE ONLY PER SITE SPECIFIC REQUIREMENTS

MATERIAL CALCULATIONS - REAR ELEVATIONS	
BRICK 1 - 632 SQFT	34%
EIFS - 606 SQFT	32%
COMPOSITE SIDING - 626 SQFT	34%
TOTAL = 1,867 SQFT	100%



3 LEFT ELEVATION
A0.14 3/16" = 1'-0"

GLAZING CALCULATIONS - LEFT ELEVATIONS	
TRANSPARENT GLAZING - 195 SQFT	13%
SPANDREL GLAZING - 38 SQFT	2%
TOTAL GLAZING - 233 SQFT	15%

MATERIAL CALCULATIONS - LEFT ELEVATIONS	
BRICK 1 - 902 SQFT	57%
EIFS - 60 SQFT	4%
COMPOSITE SIDING - 323 SQFT	20%
AWNING - 63 SQFT	4%
TOTAL = 1,350 SQFT	85%

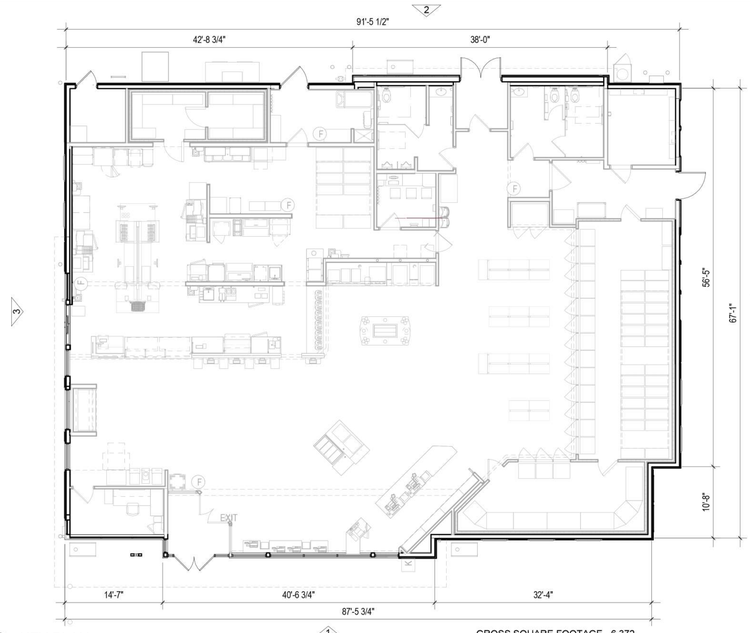


4 RIGHT ELEVATION
A0.14 3/16" = 1'-0"

GLAZING CALCULATIONS - RIGHT ELEVATIONS	
TRANSPARENT GLAZING - 0 SQFT	0%
SPANDREL GLAZING - 252 SQFT	15%
TOTAL GLAZING - 252 SQFT	15%

FIRST FLOOR GLAZING (BELOW 11'-0")	
TRANSPARENT GLAZING	0%
SPANDREL GLAZING	24%
TOTAL GLAZING	24%

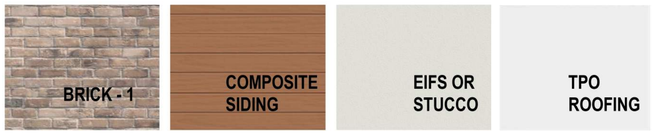
MATERIAL CALCULATIONS - RIGHT ELEVATIONS	
BRICK 1 - 393 SQFT	30%
EIFS - 112 SQFT	9%
COMPOSITE SIDING - 586 SQFT	45%
AWNING - 11 SQFT	1%
TOTAL = 1,102 SQFT	85%



5 KEY PLAN
A0.14 3/32" = 1'-0"

GROSS SQUARE FOOTAGE - 6,372

MATERIALS:

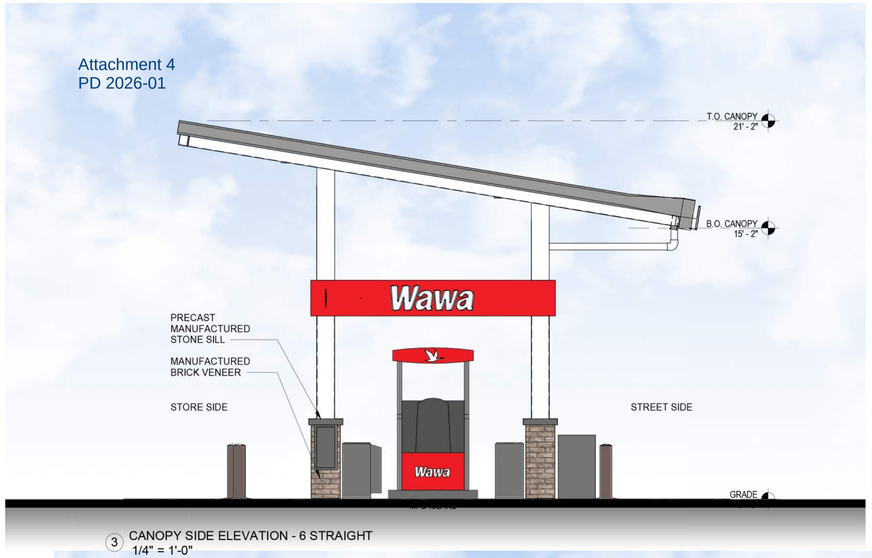


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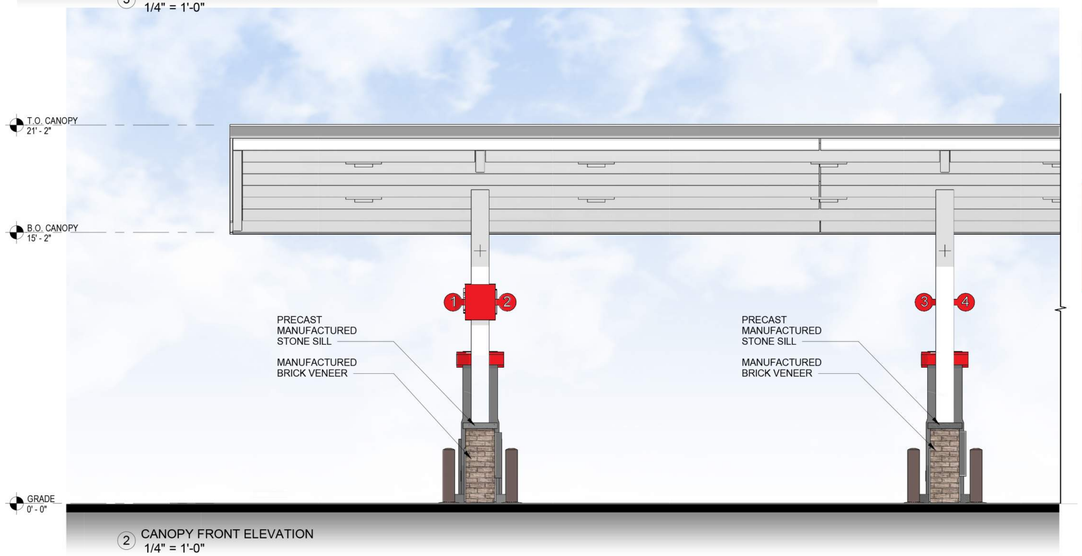
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1300 N Arandell Ave
ZEBULON, NC 27597 • U63FB-R FLY THRU • 11/17/23

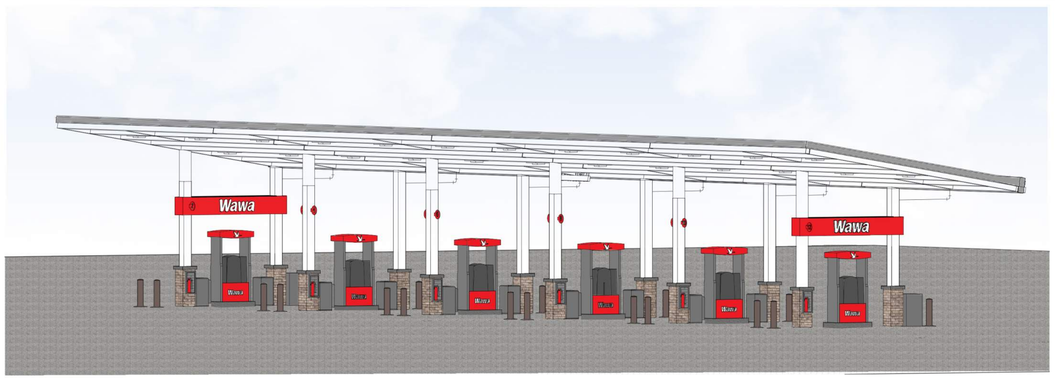
Attachment 4
PD 2026-01



3 CANOPY SIDE ELEVATION - 6 STRAIGHT
1/4" = 1'-0"



2 CANOPY FRONT ELEVATION
1/4" = 1'-0"



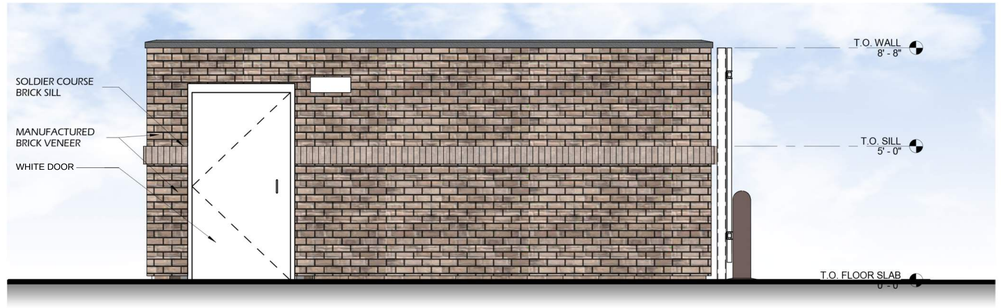
1 PERSPECTIVE (FOR REFERENCE ONLY)

ROOF

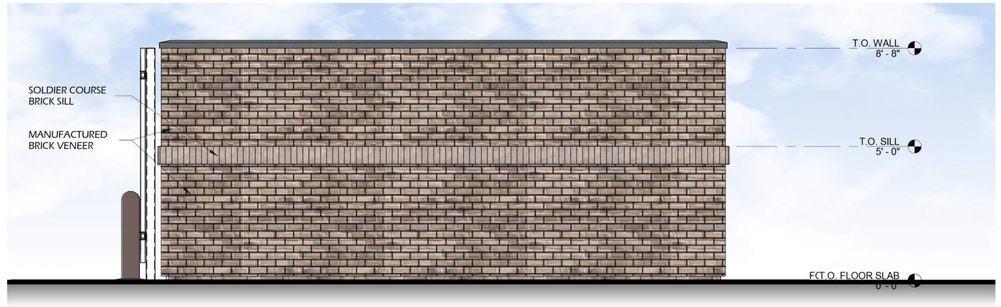
BRICK - 1

BOLLARD

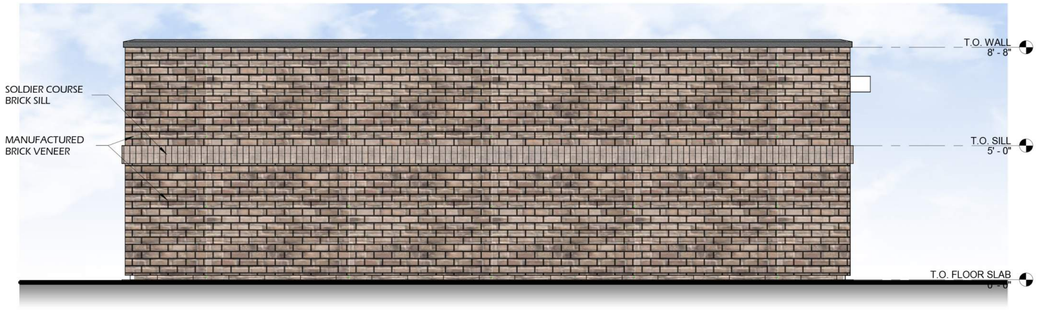
METAL OVERHANG
BRITE RED



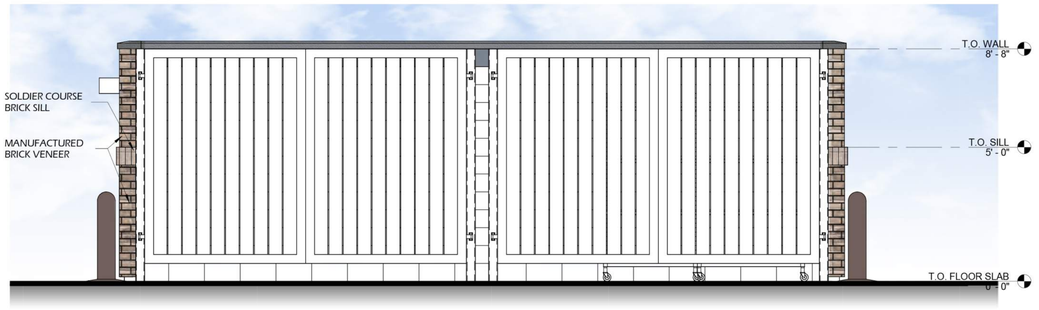
4 SIDE ELEVATION 1 - TRASH COMPOUND
3/8" = 1'-0"



5 SIDE ELEVATION 2 - TRASH COMPOUND
3/8" = 1'-0"



6 REAR ELEVATION - TRASH COMPOUND
3/8" = 1'-0"



8 FRONT ELEVATION
3/8" = 1'-0"

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1300 N Arandell Ave
ZEBULON, NC, 27597 • 6147 • 01/29/26

Kimley»Horn

WAWA ZEBULON
1300 N ARENDELL AVE
ZEBULON, NORTH CAROLINA

PLANNED DEVELOPMENT NARRATIVE

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FEBRUARY 2026

KHA PROJECT NO. 116824053

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1.0 INTRODUCTION

The proposed project is the redevelopment of the existing commercial site located at 1300 N Arendell Ave, Zebulon, NC 27597 (PIN 2706003875). Maintaining the commercial use is consistent with the current Town of Zebulon Comprehensive Land Use Plan (CLUP), as the property is designated Heavy Commercial (HC). As noted in the CLUP, the current Heavy Commercial (HC) zone is closely associated with General Commercial (GC). The GC designation "is for properties in commercial retail, office and service uses, primarily along portions of major roadway corridors within the community for high visibility and accessibility[.]" The primary land use types in the HC designation include "automobile service-related enterprises (e.g., gas stations)." This application is consistent with CLUP and the proposed use directly aligns with the HC designation.

The building and site will be demolished and rebuilt to include a 6,372 SF building with a pick-up window and six MPDs. The existing standing buildings on the site will be removed. The proposed fly-thru pick-up window, along with some other site features, has triggered the Planned Development application process.

2.0 PERMITTED USES

This site is zoned Heavy Commercial (HC) per the Town of Zebulon Unified Development Ordinance (UDO) amended April 17, 2025. The proposed principal use, convenience store (with gasoline sales), and the proposed accessory use, drive through (pick-up window), are both permitted by-right in this zone.

The convenience store (with gasoline sales) principal use is subject to the specific standards from 4.3.5.Q:

1. Location of fuel pump islands
    a. Pump islands may not be located between a building and any adjacent street right-of-way. ***Applicant is proposing a condition related to this standard. See Section 10.0 Conditions.***
    b. Pump islands shall be at least 10 feet from any lot line and 12 feet from any principal building. Canopies over the pump islands may be located within 10 feet of a lot line. ***Project in compliance.***
2. Location of fuel tanks
    a. Gasoline and fuel storage tanks shall be located a minimum of 20 feet from any lot line or building. ***Project in compliance.***

The drive through (pick-up window) accessory use is subject to the specific standards from 4.4.7.I:

1. Outdoor speakers associated with a drive-through shall be at least 50 feet from any lot with a residential zoning district designation. ***N/A – no outdoor speakers associated with pick-up window.***
2. Drive-through windows, menus, or order boxes shall not be located on the front façade of the building they serve. ***Project in compliance.***
3. Drive-through facilities shall be designed so as not to obstruct the movement of pedestrians along sidewalks, through areas intended for public use, or between the building entrance and customer parking spaces. ***Project in compliance.***
4. Canopies or other features installed over a drive through window shall maintain common roof lines and materials with the principal structure. ***Project in compliance.***
5. New construction of drive-throughs shall conform to the mixed-use design standards in section 5.3.2. ***Not applicable***

Other permitted accessory uses on the site are listed below. These accessory uses must comply with the standards listed in section 4.4.7. as applicable.

- Automated Teller Machine
- Electric Vehicle Charging Station
- Ice House
- Outdoor Dining
- Outdoor Display/Sales
- Parking of Recreational Vehicles
- Tool/Storage Shed
- Underground Storage Tank

3.0 ZONING REQUIREMENTS

The site is subject to the following district dimensional standards of its existing zone, Heavy Commercial (HC), per UDO Section 3.4.4:

- Minimum Lot Area: 6,000 SF
- Minimum Lot Width: 50 FT
- Maximum Lot Coverage: 80%
- Maximum Building Height: 50 FT

- Minimum (Building) Street Setback 30 FT
- Minimum (Building) Side Setback: 0 FT
- Minimum (Building) Rear Setback: 25 FT
    - *Application is proposing a condition related to this standard. See Section 10.0 Conditions which notes a 10 FT perimeter buffer along the entire rear of the site.*

The site is subject to the following perimeter and streetscape buffer requirements per UDO Sections 5.6.10 and 5.6.12:

- Minimum Perimeter Buffer (PIN 2706015099): 40 FT
    - *Applicant is proposing a condition related to this standard. See Section 10.0 Conditions which notes a 10 FT perimeter buffer.*
- Minimum Perimeter Buffer (PIN 2706013095): 10 FT
- Minimum Streetscape Buffer: 15 FT
    - *Application is proposing a condition related to this standard. See Section 10.0 Conditions which notes a 10 FT perimeter buffer along Hendricks Drive.*

The project proposes the following additional dimensional standards as required for Planned Development (PD) District applications per UDO Section 3.5.6.B.6:

- Maximum Individual Building Size 10,000 SF
- Floor Area Ratio 0.10 MAXIMUM

The site has adequate parking per UDO Section 5.8.4. 40 spaces have been provided, meeting the required standard of 1 space per 200 sf of a “Convenience Store (with gasoline sales)” which equates to 32 spaces.

4.0 ARCHITECTURAL STANDARDS

The architecture of the proposed building will follow all Commercial Design Standards, except where Applicant has proposed targeted conditions, as detailed in Section 10.0 Conditions. Appendix B provides the proposed building elevations with fenestration calculations.

The front building façade is the primary building wall. There are two secondary building walls, both adjacent to the front building façade. The fly-thru window is on a secondary building wall. The rear of the building is a tertiary building wall.

5.0 SIGNAGE

Signage has been provided per UDO Section 5.11. There is one proposed wall mounted sign on three of the four building facades. The rear side of the building does not have wall mounted signs. Additional wall mounted signage is provided on the ends of the fuel canopy. Signage will be provided on the fuel dispensers and above the fuel dispensers. There is one proposed ground sign near the intersection of N Arendell Avenue and Pearces Road. There are four entrance and exit directionals, two at each entrance. There are fly thru directional panels in various locations throughout the site. There is signage provided on the clearance bar in the fly-thru lane.

6.0 STORMWATER MANAGEMENT

The existing site did not have any stormwater infrastructure: stormwater would sheet flow from the site into the nearest storm sewer owned and operated by North Carolina Department of Transportation (NCDOT). The proposed development will meet all applicable Town of Zebulon and North Carolina requirements through the addition of onsite storm infrastructure including an underground stormwater detention facility. The underground stormwater detention facility will be sized to handle the additional built upon area proposed on the site.

The proposed onsite stormwater infrastructure will outfall into the existing NCDOT storm sewers located on N Arendell Avenue.

7.0 OPEN SPACE

This site shall comply with minimum open space set-aside requirements as defined in Section 5.7.4 where commercial open space is required to be 3%. This site complies with the open space through the use of required landscape areas around the perimeter of the site and in the landscape islands onsite.

8.0 UTILITIES

The proposed site will demolish and replace the existing water and sanitary sewer onsite due to inadequate sizing of the existing infrastructure.

- A proposed 2-inch water lateral connects the proposed building to the main off of Hendricks Drive.
- A proposed sanitary lateral and sanitary lateral with a grease trap connects to the sewer main off of Hendricks Drive.
- There are multiple stormwater pipes proposed on site. All proposed stormwater pipes convey water from the site via DOT pipes in the right-of-way on N Arendell Avenue.

This project will meet the 60 points required for the Utility Allocation Policy by the following:

- 40 base points for single use retail
- 5 points for construction of full cross section of existing off-site public street
- 5 points for nearby intersection improvements
- 2 points for construction of off-site sidewalk improvements
- 2 points for enhanced roadside landscaping
- 6 points for installation of native shade tree species

9.0 TRAFFIC IMPACT ANALYSIS

A traffic impact analysis (TIA) has been performed by Kimley-Horn was approved by North Carolina Department of Transportation (NCDOT) on January 23rd, 2026. The approved TIA report has been provided in Appendix D of this report for reference.

NCDOT made two recommendations for the site: a right-in/right-out restriction at Hendricks Drive and a right turn lane into the driveway on Pearces Road. However, after conversations with the District Engineer, the right turn lane is not required. Communication of that decision has been passed along to planning staff.

10.0 CONDITIONS

This project is subject to the following conditions:

1. The fuel canopy will be located between the building and N Arendell Avenue.

   Summary of Proposed Condition: This condition is proposed following extensive review with staff. The subject property is unique as it sits between the intersection of N Arendell Ave and Pearces Rd and Hendricks Dr. These boundary roadways create a unique parcel shape that create limitations on the location of the fuel canopy. As reviewed with Zebulon planning staff, the canopy was located on the site plan in the only position that will enable truck traffic to circulate through the parcel while complying with property setbacks and other code required limitations. The location shown on the site plan promotes the most direct and efficient circulation for the trucks required to enter the site and for typical passenger vehicles. Finally, it places the busiest part of the site, the fuel canopy, towards Arendell Ave and away from the residentially zoned parcel to the north.

2. Dumpster enclosure will be permitted within the 25ft rear setback of the property.

Summary of Proposed Condition: Applicant seeks a modification from the rear setback requirement of Section 3.4.4.C to allow the dumpster enclosure to be placed within the 25ft building setback while maintaining the 10ft landscape buffer. All the other structures onsite including the building, fuel canopy, and underground storage tanks meet the required distance from the street and lot lines.

3. Driveway access to Hendricks Drive will be located as indicated on site plan.

   Summary of Proposed Condition: The centerline of the driveway will be within three (3) feet of the location shown on the site plan.

   This condition is proposed following an analysis of alternative driveway locations. An exhibit of the alternative driveway locations and associated truck turns was provided alongside this submittal. All truck turn simulations were created using the AutoTURN software.

   Applicant investigated driveway placement directly across from the WakeMed driveway; however, based on an analysis of the onsite truck circulation proved that the required truck movements could not be achieved without conflicts with the building pad, or in the case of the fuel truck (WB-50), was simply not possible due to the tightness of the turns.

   Applicant investigated driveway placement directly across from the proposed Domino's driveway slightly further north on Hendricks Drive. An analysis of the onsite truck circulation showed these movements possible. However, the driveway alignment in this location breaks down as trucks block the driveway resulting in congestion at the driveway and the potential for cars to block the intersection when they cannot proceed fully into the site.

   The proposed driveway location shown offers direct and efficient circulation for all vehicles onsite while allowing free flow access to entering vehicles.

4. Streetscape buffer along Hendricks Drive shall be 10ft in width.

Summary of Proposed Condition: Applicant seeks an adjustment from the Streetscape Buffer as detailed in Section 5.6.12.D.2 along Hendricks Drive. Adherence to the fifteen (15) foot buffer on Hendricks Drive would narrow the site and disallow adequate parking spaces and drive aisle widths on the Hendricks Drive side of the site. Applicant has adhered to the fifteen (15) foot buffer along Pearces Road and N Arendell Avenue.

5. The stacking requirement at each fuel dispenser will allow for the vehicle in the stacking space to be rotated to permit traffic flow.

   Summary of Proposed Condition: Applicant seeks an adjustment from the Stacking Spaces design orientation detailed in section 5.8.9.(b) of the Zebulon Unified Development Ordinance. The size and shape of the site, bound by three (3) roadways, prohibits the standard orientation for stacking spaces without encroaching on the full width drive aisle on the northeast side of the fuel canopy. Rotating the stacking space by forty-five (45) degrees, as shown on the Site Plan, allows for sufficient traffic flow behind the space while still providing a realistic expectation for vehicle placement onsite.

6. The primary wall/façade (facing North Arendell Avenue) will be occupied by no less than twenty-three percent (23%) of visually transparent and/or opaque windows or doors.

   Summary of Proposed Condition: Applicant seeks an adjustment from Section 5.3.1.F.7(a) of the Commercial Design Standards for fenestration on the primary façade facing North Arendell Avenue. As shown on the elevations and proposed designs for this site, Applicant provides significant fenestration and transparent windows and doors along the primary façade.

7. The secondary wall/façade (facing Pearces Road) will be occupied by no less than fifteen percent (15%) of visually transparent and/or opaque windows or doors.

   Summary of Proposed Condition: Applicant seeks an adjustment from Section 5.3.1.F.7(b) of the Commercial Design Standards for fenestration on the secondary façade facing Pearces Road. As shown on the elevations and proposed designs for

this site, Applicant provides significant fenestration and transparent windows and doors along the secondary façade.

8. The secondary wall/façade (facing Hendricks Road) will be occupied by no less than fifteen percent (15%) of visually transparent and/or opaque windows or doors.

   Summary of Proposed Condition: Applicant seeks an adjustment from Section 5.3.1.F.7(b) of the Commercial Design Standards for fenestration on the secondary façade facing Hendricks Drive. As shown on the elevations and proposed designs for this site, Applicant provides significant fenestration and transparent windows and doors along the secondary façade.

9. The primary wall will have horizontal modulation with recesses that are less than ten (10) feet deep.

   Summary of Proposed Condition: Applicant seeks an adjustment from Section 5.3.1.F.4.b regarding building projection and recession depth. The recessions shown in the building elevations are just under 3ft deep. Please see Building Elevations for reference.

10. The primary building entrance will have two (2) of the features listed in Section 5.3.1.F.2.b.

    Summary of Proposed Condition: Applicant seeks an adjustment from Section 5.3.1.F.2.b and will permit the primary entrance to be marked by the

    iii) One (1) white vertical pole to the left of the entrance that extend above the lower roof lines

    vi) The 4.5 ft canopy that extends out from the primary wall and along the majority of the primary façade.

11. The secondary façade facing Pearces Road will not have building articulation.

    Summary of Proposed Condition: The secondary façade facing Pearces Road does not meet the articulation requirements of Sectoin 5.3.1.F.2.b. Where Roof Modulation is provided on the secondary façade facing Hendricks Drive, it is not possible on this side of the building due to the screening of equipment placed on the roof. Other forms of articulation are not feasible due to the presence of the Fly-Thru lane and pick up

window. This side of the building does contain the 4.5 foot canopy that extends outward from the façade.

12. Two (2) wall mounted signs will be permitted on the fuel canopy, one on each side, in addition to signage posted on and above each fuel dispenser.

    Summary of Proposed Condition: At each end of the fuel canopy, a maximum of one (1) 28 square foot, sign will be permitted. The text on such sign shall not surpass 7.5 square feet.

    Additionally, each side of the fuel dispensers will be permitted to have signage on the top and bottom of the dispenser. The sign at the top of the dispenser will be a maximum of 3.5 square feet, and the sign at the bottom of the dispenser will be a maximum of 7.5 square feet.

    Pump indicator signs will be permitted in the fuel canopy. These signs have the express purpose of labeling each dispenser with a number for customer clarity.

    Please see Fuel Elevations for reference.

13. The wall mounted sign on the primary façade and secondary façades will be permitted to exceed the standards within Section 5.11.

    Summary of Proposed Condition: The wall mounted sign on the primary façade shall not exceed ninety-three (93) square feet in wall area. The wall mounted sign on the secondary façades shall not exceed twenty-seven (27) square feet in wall area. Please see the building elevations for reference.

14. Other than the deviations listed within this Planned Development Narrative, the design of the building shall comply with the applicable Commercial Design Standards found within the Zebulon Unified Development Ordinance.

    Summary of Proposed Condition: The building onsite shall comply with the Zebulon Commercial Design Standards unless specifically listed within this document. If for whatever reason, another deviation is required, the design team for the building must meet with Zebulon Planning Staff to receive approval for the change.

15. The Applicant, as a part of this Planned Development, will design and finish a portion of Jones Street between Hendricks Drive and Dogwood Drive.

Summary of Proposed Condition: After conversations with Zebulon Planning Staff, the Applicant has agreed to design and finish an approximate seventy-five (75) foot portion of Jones Street that lies unpaved in its current condition. The portion of Jones Street will comply with Town of Zebulon regulations at the time of design.

Please also note that the Developer is in conversation with Zebulon staff to improve an additional northern section of Jones Street through reallocated impact fees for the construction of future city roadway improvements.

Traffic Impact Analysis

Zebulon Gas Station
Zebulon, NC

Prepared for:

Capital Growth Buchalter

Kimley»Horn

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Traffic Impact Analysis for

Zebulon Gas Station

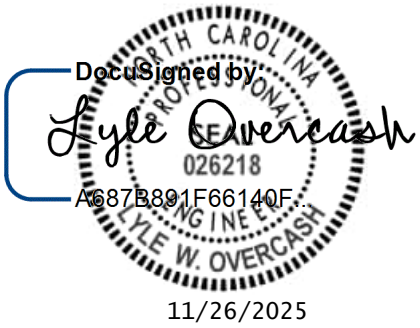
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November 2025

116824053

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Executive Summary

Kimley-Horn and Associates, Inc. has performed a Traffic Impact Analysis for the Zebulon Gas Station development, located east of NC 96 and south of Pearces Road in Zebulon, NC. The property currently consists of general retail space, and as currently envisioned, the site is proposed to consist of a 6,372 square foot (s.f.) convenience store/gas station with 12 vehicle fueling positions (vfp). The site is proposed to be accessed via one full movement access on Hendricks Drive, one right-in/right-out access on Pearces Road, and one right-in only access on NC 96. Build-out of the development is anticipated by 2026.

This report presents trip generation, distribution, traffic analyses, and recommendations for transportation improvements required to meet anticipated traffic demands in conjunction with the development.

Per the Town of Zebulon (Town) Unified Development Ordinance (UDO), the future traffic conditions were analyzed for the build-out year plus one year into the future after the development is completed (2027). Therefore, the traffic conditions studied include the following:

- Existing (2025)
- Background (2027)
- Build-out (2027) – Scenario 1
- Build-out (2027) – Scenario 2

Two build scenarios were analyzed as part of this traffic study. Scenario 1 analyzed the proposed right-in only driveway along NC 96 in addition to site access along Hendricks Drive and Pearces Road. Scenario 2 only analyzed site access along Hendricks Drive and Pearces Road.

Study Intersections

The following study intersections were included in this analysis:

- NC 96 at Riley Hill Road/Proctor Street
- NC 96 at Green Pace Road
- NC 96 at Pearces Road/Future Hendricks Drive Retail Driveway
- NC 96 at Hendricks Drive /Eddins Oil Co Driveway
- NC 96 at I-87 Westbound Ramps/Dogwood Drive
- NC 96 at I-87 Eastbound Ramps
- Proctor Street at Green Pace Road
- Hendricks Drive at Site Driveway 1 *(full movement access)*
- Pearces Road at Site Driveway 2 *(right-in/right-out access)*
- NC 96 at Site Driveway 3 *(right-in only access) – Scenario 1 only*

Existing Traffic Data

Weekday AM (7:00 – 9:00 am) and PM (4:00 – 6:00 pm) peak hour turning movement counts were collected at each of the existing study intersections on September 11, 2025, while Wake County Public Schools were in session.

Background Traffic Data

To calculate projected (2027) traffic volumes, a 2.5% annual growth rate was applied to the existing traffic volumes up to the study year 2027. Traffic from nine (9) approved developments in the study area was also included in the background traffic volumes. These approved developments include Zebulon Domino's, Clifton Grove (Pearces Road Residential), Weavers Ridge, Zebulon Sheetz, Cookout, Faison Tract, Weavers Pointe, Wendy's, and Hendricks Drive Retail.

Trip Generation

The traffic generation potential of the proposed development was determined using the trip generation data published in *Trip Generation* (Institute of Transportation Engineers, Eleventh Edition, 2021). As shown in Table ES-1, the proposed development is projected to generate approximately 1,314 new daily trips, 86 new AM peak hour trips, and 86 new PM peak hour trips.

Table ES-1
ITE Traffic Generation (Vehicles)

Land Use		Intensity		Daily			AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out	Total	In	Out
945	Convenience Store/Gas Station: 9-15 vfp	6,372	s.f.	4,464	2,232	2,232	360	180	180	347	174	173
Pass-By Reductions				*-3,150*	*-1,575*	*-1,575*	*-274*	*-137*	*-137*	*-261*	*-131*	*-130*
Total Net New External Trips				**1,314**	**657**	**657**	**86**	**43**	**43**	**86**	**43**	**43**

Capacity Analysis

Capacity analyses were performed using Synchro Version 12 software. Table ES-2 summarizes the operation of the study intersections for the AM and PM peak hour traffic conditions.

Table ES-2 - Level of Service Summary													
Intersection and Approach/Movement	**Traffic Control**	**Existing (2025) Traffic**		**Background (2027) Traffic**		**Build-out (2027) Traffic - Scenario 1**		**Build-out (2027) Traffic Improved - Scenario 1**		**Build-out (2027) Traffic - Scenario 2**		**Build-out (2027) Traffic Improved - Scenario 2**	
		AM	**PM**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**
NC 96 at Riley Hill Road/Proctor Street		**- (-)**	**- (-)**	**- (-)**	**- (-)**	**- (-)**	**- (-)**			**- (-)**	**- (-)**		
Eastbound	**Unsignalized**	F (185.5)	F (71.0)	F (>500)*	F (298.2)	F (>500)*	F (319.3)			F (>500)*	F (319.3)		
Westbound		F (202.4)	E (38.1)	F (>500)	F (217.1)	F (>500)	F (301.6)	**N/A**		F (>500)	F (301.6)	**N/A**	
Northbound Left		B (10.1)	A (9.1)	B (11.3)	A (9.7)	B (11.4)	A (9.7)			B (11.4)	A (9.7)		
Southbound Left		A (8.8)	A (9.6)	A (9.2)	B (10.5)	A (9.3)	B (10.6)			A (9.3)	B (10.6)		
NC 96 at Green Pace Road		**B (16.3)**	**B (20.0)**	**B (19.2)**	**C (22.9)**	**B (17.9)**	**C (23.5)**	**B (18.2)**	**C (23.5)**	**B (17.9)**	**C (23.5)**	**B (18.2)**	**C (23.5)**
Eastbound	**Signalized**	F (84.7)	E (73.7)	F (85.7)	E (65.8)	E (78.8)	E (69.9)	E (78.8)	E (69.9)	E (78.8)	E (69.9)	E (78.8)	E (69.9)
Westbound		D (52.7)	D (37.0)	D (45.2)	C (29.2)	D (42.0)	C (32.0)	D (42.0)	C (32.0)	D (42.0)	C (32.0)	D (42.0)	C (32.0)
Northbound		A (4.6)	A (6.8)	A (4.3)	A (5.4)	A (3.9)	A (5.0)	A (4.6)	A (5.1)	A (3.8)	A (5.0)	A (4.5)	A (5.1)
Southbound		A (7.2)	B (10.6)	B (13.2)	C (22.0)	B (13.0)	C (22.2)	B (13.0)	C (22.2)	B (13.0)	C (22.2)	B (13.0)	C (22.2)
NC 96 at Pearces Road/Future Hendricks Drive Retail Driveway		**C (20.1)**	**B (16.7)**	**D (46.6)**	**D (42.8)**	**E (56.3)**	**D (49.4)**	**D (42.0)**	**D (37.4)**	**E (56.3)**	**D (49.1)**	**D (41.9)**	**D (37.1)**
Eastbound		N/A		E (73.0)	E (65.6)	E (62.9)	E (75.1)	E (66.0)	F (81.0)	E (62.9)	E (75.1)	E (66.0)	F (81.0)
Westbound	**Signalized**	D (42.1)	D (49.7)	F (91.6)	F (112.4)	F (107.5)	F (96.1)	F (82.5)	F (91.1)	F (107.5)	F (96.1)	F (82.5)	F (91.1)
Northbound		B (12.9)	B (10.1)	D (35.9)	C (30.0)	D (54.5)	D (45.6)	C (34.0)	C (21.9)	D (54.3)	D (45.0)	C (33.7)	C (21.4)
Southbound		B (16.7)	B (11.0)	C (23.3)	C (21.7)	C (21.7)	C (25.2)	B (19.1)	C (25.4)	C (21.8)	C (25.2)	B (19.2)	C (25.4)
NC 96 at Hendricks Drive/Eddins Oil Co Driveway		**- (-)**	**- (-)**	**- (-)**	**- (-)**	**- (-)**	**- (-)**	**- (-)**	**- (-)**	**- (-)**	**- (-)**	**- (-)**	**- (-)**
Eastbound		E (39.8)	E (46.3)	F (66.4)	F (166.9)	F (87.4)	F (295.9)	D (34.2)	D (25.7)	F (87.4)	F (273.1)	D (34.9)	D (25.9)
Westbound	**Unsignalized**	F (80.5)	F (103.3)	F (102.6)	F (379.0)	F (>500)	F (>500)	E (37.0)	F (201.0)	F (>500)	F (>500)	E (37.6)	F (184.8)
Northbound Left		B (13.4)	B (14.0)	B (13.0)	B (13.0)	B (12.6)	B (12.7)	B (12.6)	B (12.7)	B (12.6)	B (12.7)	B (12.6)	B (12.7)
Southbound Left		A (8.4)	A (8.9)	A (8.8)	B (10.0)	A (9.2)	B (10.6)	A (9.2)	B (10.6)	A (9.2)	B (10.3)	A (9.2)	B (10.3)
NC 96 at I-87 Westbound Ramps/Dogwood Drive		**C (29.2)**	**C (33.8)**	**D (36.7)**	**D (37.4)**	**C (34.6)**	**D (39.0)**	**C (34.7)**	**D (38.5)**	**C (34.1)**	**D (38.7)**	**C (34.4)**	**D (38.3)**
Eastbound		D (50.4)	D (47.9)	E (57.7)	E (75.1)	E (70.9)	E (76.6)	E (70.3)	E (75.6)	E (70.9)	E (76.6)	E (70.3)	E (76.2)
Westbound	**Signalized**	D (50.7)	E (65.1)	F (139.1)	E (66.6)	E (74.9)	E (73.9)	E (71.3)	E (68.8)	E (74.9)	E (73.9)	E (71.3)	E (69.4)
Northbound		C (24.2)	C (28.4)	B (18.3)	C (24.2)	C (24.8)	C (22.8)	C (25.5)	C (22.8)	C (24.7)	C (22.8)	C (25.7)	C (22.8)
Southbound		C (22.2)	C (27.3)	C (22.7)	C (27.7)	C (21.2)	C (30.9)	B (19.4)	C (29.9)	B (20.0)	C (30.0)	B (18.5)	C (29.1)
NC 96 at I-87 Eastbound Ramps		**C (31.7)**	**C (34.9)**	**C (34.2)**	**D (46.4)**	**C (33.0)**	**D (47.3)**	**C (33.5)**	**D (47.8)**	**D (37.5)**	**D (47.3)**	**C (33.5)**	**D (47.8)**
Eastbound	**Signalized**	E (62.3)	E (59.7)	E (57.1)	E (65.8)	D (53.6)	E (65.9)	E (56.4)	E (65.9)	E (59.2)	E (65.9)	D (53.6)	E (65.9)
Northbound		C (26.3)	C (30.6)	D (39.9)	D (50.2)	D (38.5)	D (52.3)	D (35.2)	D (52.3)	D (38.5)	D (52.3)	D (38.5)	D (52.3)
Southbound		B (15.4)	B (18.1)	B (14.7)	C (26.7)	B (15.2)	C (27.3)	B (17.6)	C (28.7)	C (23.1)	C (27.3)	B (16.5)	C (28.7)
Proctor Street at Green Pace Road		**- (-)**	**- (-)**	**- (-)**	**- (-)**	**- (-)**	**- (-)**			**- (-)**	**- (-)**	**- (-)**	**- (-)**
Northbound	**Unsignalized**	A (9.5)	A (9.6)	A (9.4)	A (9.8)	A (9.3)	A (9.8)	**N/A**		A (9.6)	A (9.8)	A (9.3)	A (9.8)
Westbound Left		A (7.7)	A (7.6)	A (7.7)	A (7.6)	A (7.7)	A (7.6)			A (7.8)	A (7.6)	A (7.7)	A (7.6)
Hendricks Drive at Site Driveway 1						**- (-)**	**- (-)**	**- (-)**	**- (-)**	**- (-)**	**- (-)**	**- (-)**	**- (-)**
Southbound	**Unsignalized**	**N/A**				A (9.0)	A (9.1)	A (9.7)	A (9.6)	A (9.0)	A (9.1)	B (10.2)	B (10.1)
Eastbound Left						A (7.3)	A (7.4)	A (7.3)	A (7.4)	A (7.4)	A (7.5)	A (7.4)	A (7.5)
Pearces Road at Site Driveway 2	**Unsignalized**	**N/A**				**- (-)**	**- (-)**	**N/A**		**- (-)**	**- (-)**	**- (-)**	**- (-)**
Northbound						B (11.0)	B (13.9)			B (11.1)	B (13.9)	B (11.1)	B (14.0)

*Due to Synchro limitations, no delay is available at this approach.
Note: Scenario 1 includes right-in only access along NC 96
Scenario 2 does not include right-in only access along NC 96

Committed Improvements by Others

While the Hendricks Drive Retail TIA has not yet been completed at the time this study was performed, the site traffic and the following improvements were included in this analysis based on coordination with North Carolina Department of Transportation (NCDOT) and the Town of Zebulon and are assumed to be committed by Hendricks Drive Retail Development.

NC 96 at Pearces Road/Future Hendricks Drive Retail Driveway

- Construct Hendricks Drive Retail Driveway as an eastbound approach to be striped as an exclusive left-turn lane and a shared through/right-turn lane
- Provide frontage widening along NC 96 by constructing an additional southbound through lane from Pearces Road to Hendricks Drive
- Modify the existing traffic signal to accommodate this additional laneage

Proposed Improvements by Zebulon Gas Station Development

The following roadway improvements are recommended to be performed as part of this project to accommodate the projected site traffic:

NC 96 at Pearces Road/Future Hendricks Drive Retail Driveway

- Restripe the existing shared westbound through/right-turn lane as a shared left/through/right-turn lane
- Modify the existing traffic signal to accommodate laneage improvements

Hendricks Drive at Site Driveway 1

- Construct Site Driveway 1 as a full-movement access with one egress and ingress lane

Pearces Road at Site Driveway 2

- Construct Site Driveway 2 as a right-in/right-out access with one egress and ingress lane

NC 96 at Site Driveway 3 (*Scenario 1 only*)

- Construct Site Driveway 3 as a right-in only access with one ingress lane

Conclusions

The intersection of NC 96 at Riley Hill Road/Proctor Street currently operates with moderate to long delays and is expected to operate with long delays at the minor street approaches in both peak hours, with or without the proposed project in place for both scenarios. As site traffic is expected to account for less than 2% of the total traffic at this intersection, no improvements are recommended by the development to accommodate projected vehicular site traffic. It is recommended that the intersection should be monitored for restriction, potentially by restriping the eastbound and westbound approaches to allow only right-turns onto NC 96 when the parcel in the northeast quadrant is developed.

NCDOT TIP project U-5118 FB proposes to construct access management improvements north of Pearces Road to Dogwood Drive along NC 96. This project was expected to begin construction in 2025. While this project was considered for inclusion, it was ultimately excluded in order to provide a conservative analysis of the intersection of NC 96 at Pearces Road based on previous coordination with the Town of Zebulon.

Elements of the U-5118 FB project will be implemented at the intersection of NC 96 at Pearces Road with the approved development, Hendricks Drive Retail, committed to providing frontage widening along NC 96. It should be noted that it is also recommended that the proposed development restripe the existing shared westbound through/right-turn lane as a shared left/through/right-turn lane.

To accommodate the proposed site traffic, completing the Future Jones Street Extension is recommended to provide an alternate connection between Hendricks Drive and I-87 Westbound Ramps/Dogwood Drive. It should be noted that the approved development, Cookout, is committed to constructing a portion of the extension within their parcel. To determine the impacts of the Future Jones Street Extension, modified site traffic distribution and pass-by assignments were used. Refer to Appendix F for the distribution and pass-by distribution assignments for the improved scenarios. With these improvements, the intersection of NC 96 at Hendricks Drive/Eddins Oil Co Driveway is expected to operate with moderate delays for the minor-street approaches in the AM peak hour and moderate to long delays for the minor-street approaches in the PM peak hour for both scenarios.

All other study intersections are expected to operate with acceptable delays during both peak hours with the recommended improvements in place.

Refer to **Figure ES-1a** and **Figure ES-1b** for the recommended roadway laneage for Scenario 1 and Scenario 2, respectively.

NOT TO SCALE

NC 96

PROCTOR STREET

RILEY HILL ROAD

GREEN PACE ROAD

PEARCES ROAD

HENDRICKS DRIVE RETAIL DRIVEWAY

EDDINS OIL CO DRIVEWAY

HENDRICKS DRIVE

FUTURE JONES STREET EXTENSION

DOGWOOD DRIVE

US 64–264 WB RAMPS

US 64–264 EB OFF RAMP

US 64–264 EB ON RAMP

SITE DRIVEWAY 1

SITE DRIVEWAY 2

SITE DRIVEWAY 3

RESTRIPE 100' (TWLTL)

SPEED LIMIT 35

550' 150' 650' 150' 200' 350' 1700' 175' 400' 100' (TWLTL) 120' 130' (TWLTL) 100' 100' (TWLTL) 850' (TWLTL) 100' 650' 150' 425' 1075' 375' 150' 250'

LEGEND

- EXISTING LANE
- EXISTING STOP SIGN
- EXISTING TRAFFIC SIGNAL
- EXISTING CHANNELIZED ISLAND
- COMMITTED LANE (BY OTHERS)
- COMMITTED SIGNAL MODIFICATION (BY OTHERS)
- RECOMMENDED LANE
- RECOMMENDED STOP SIGN
- RECOMMENDED SIGNAL MODIFICATION
- POSTED SPEED LIMIT
- XX' STORAGE LENGTH
- XXX' INTERSECTION SPACING

FIGURE ES–1a

RECOMMENDED ROADWAY LANEAGE – SCENARIO 1

ZEBULON GAS STATION
ZEBULON, NC
TRAFFIC IMPACT ANALYSIS

Kimley»Horn

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NOT TO SCALE

NC 96

PROCTOR STREET

RILEY HILL ROAD

GREEN PACE ROAD

PEARCES ROAD

HENDRICKS DRIVE RETAIL DRIVEWAY

EDDINS OIL CO DRIVEWAY

HENDRICKS DRIVE

FUTURE JONES STREET EXTENSION

DOGWOOD DRIVE

US 64–264 WB RAMPS

US 64–264 EB OFF RAMP

US 64–264 EB ON RAMP

SITE DRIVEWAY 1

SITE DRIVEWAY 2

SPEED LIMIT 35

550' 150' 650' 150' 200' 350' 1700' 175' 400' RESTRIPE 100' (TWLTL) 100' (TWLTL) 250' (TWLTL) 100' 100' (TWLTL) 250' 850' (TWLTL) 100' 650' 150' 425' 1075' 375' 150'

LEGEND

- EXISTING LANE
- EXISTING STOP SIGN
- EXISTING TRAFFIC SIGNAL
- EXISTING CHANNELIZED ISLAND
- COMMITTED LANE (BY OTHERS)
- COMMITTED SIGNAL MODIFICATION (BY OTHERS)
- RECOMMENDED LANE
- RECOMMENDED STOP SIGN
- RECOMMENDED SIGNAL MODIFICATION
- POSTED SPEED LIMIT
- XX' STORAGE LENGTH
- XXX' INTERSECTION SPACING

FIGURE ES–1b

RECOMMENDED ROADWAY LANEAGE – SCENARIO 2

ZEBULON GAS STATION
ZEBULON, NC
TRAFFIC IMPACT ANALYSIS

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1.0 Introduction

Kimley-Horn and Associates, Inc. has performed a Traffic Impact Analysis for the Zebulon Gas Station development, located east of NC 96 and south of Pearces Road in Zebulon, NC. The property currently consists of general retail space, and as currently envisioned, the site is proposed to consist of a 6,372 square foot (s.f.) convenience store/gas station with 12 vehicle fueling positions (vfp). The site is proposed to be accessed via one full movement access on Hendricks Drive, one right-in/right-out access on Pearces Road, and one right-in only access on NC 96. Build-out of the development is anticipated by 2026.

This report presents trip generation, distribution, traffic analyses, and recommendations for transportation improvements required to meet anticipated traffic demands in conjunction with the development.

Per the Town of Zebulon (Town) Unified Development Ordinance (UDO), the future traffic conditions were analyzed for the build-out year plus one year into the future after the development is completed (2027). Therefore, the traffic conditions studied include the following:

- Existing (2025)
- Background (2027)
- Build-out (2027) – Scenario 1
- Build-out (2027) – Scenario 2

Two build scenarios were analyzed as part of this traffic study. Scenario 1 analyzed the proposed right-in only driveway along NC 96 in addition to site access along Hendricks Drive and Pearces Road. Scenario 2 only analyzed site access along Hendricks Drive and Pearces Road.

NCDOT and Town planning staff provided background data and were consulted regarding the elements to be covered in this analysis. The approved assumptions memorandum is included in the Appendix of this report.

2.0 Inventory

2.1 Study Area

The study area for this development includes the following intersections:

- NC 96 at Riley Hill Road/Proctor Street
- NC 96 at Green Pace Road
- NC 96 at Pearces Road/Future Hendricks Drive Retail Driveway
- NC 96 at Hendricks Drive /Eddins Oil Co Driveway
- NC 96 at I-87 Westbound Ramps/Dogwood Drive
- NC 96 at I-87 Eastbound Ramps
- Proctor Street at Green Pace Road
- Hendricks Drive at Site Driveway 1 *(full movement access)*
- Pearces Road at Site Driveway 2 *(right-in/right-out access)*
- NC 96 at Site Driveway 3 *(right-in only access)**

** Two build scenarios were analyzed as part of this traffic study. Scenario 1 analyzed the proposed right-in only driveway along NC 96 in addition to site access along Hendricks Drive and Pearces Road. Scenario 2 only analyzed site access along Hendricks Drive and Pearces Road.*

Figure 2.1 shows the site location and study intersections. The conceptual site plan is shown on **Figure 2.2**.

2.2 Existing Conditions

The Zebulon Gas Station development is located east of NC 96 and south of Pearces Road in Zebulon, NC. Roadways in the study area include NC 96, Riley Hill Road, Proctor Street, Green Pace Road, Pearces Road, Hendricks Drive, and I-87. Roadway network elements (speed limit, estimated average daily traffic volume, and existing configuration) of study area roadways are summarized in Table 2.1, located on the following page. The existing roadway laneage is shown in **Figure 2.3**.

Table 2.1 Roadway Network Summary			
Roadway	**Speed Limit**	**Estimated AADT Volume**	**Typical Existing Configuration**
NC 96	35 mph	12,500 vpd north of Pearces Road* 24,000 vpd south of Pearces Road**	2-Lane Undivided/ 4-Lane Undivided
Riley Hill Road	35 mph	2,400 vpd west of NC 96**	2-Lane Undivided
Proctor Street	35 mph	3,400 vpd east of NC 96**	2-Lane Undivided
Green Pace Road	35 mph	3,800 vpd west of NC 96**	2-Lane Undivided
Pearces Road	35 mph	7,400 vpd east of NC 96***	2-Lane Undivided
Hendricks Drive	25 mph	<1,000 vpd east of NC 96***	2-Lane Undivided
I-87	70 mph	76,500 west of NC 96** 61,000 vpd east of NC 96**	4-Lane Divided

*2021 AADT from NCDOT.
**2023 AADT from NCDOT
***ADT was calculated for this roadway using existing AM and PM traffic volumes, assuming the total of those peak hours is 20% of the daily traffic volumes.

2.3 Future Roadway Improvements

NCDOT TIP project U-5118 FB proposes to construct access management improvements north of Pearces Road to Dogwood Drive along NC 96. This project was expected to begin construction in 2025. While this project was considered for inclusion, it was ultimately excluded in order to provide a conservative analysis of the intersection of NC 96 at Pearces Road based on previous coordination with the Town of Zebulon. Many elements of the U-5118 FB concepts are being implemented by private developments.

RILEY HILL ROAD
PROCTOR STREET
GREEN PACE ROAD
NC 96
PEARCES ROAD
SITE
HENDRICKS DRIVE
DOGWOOD DRIVE
US 64–264 WB RAMPS
US 64–264 EB RAMPS
NOT TO SCALE

LEGEND
STUDY INTERSECTION
PROPOSED SITE DRIVEWAYS

FIGURE 2.1

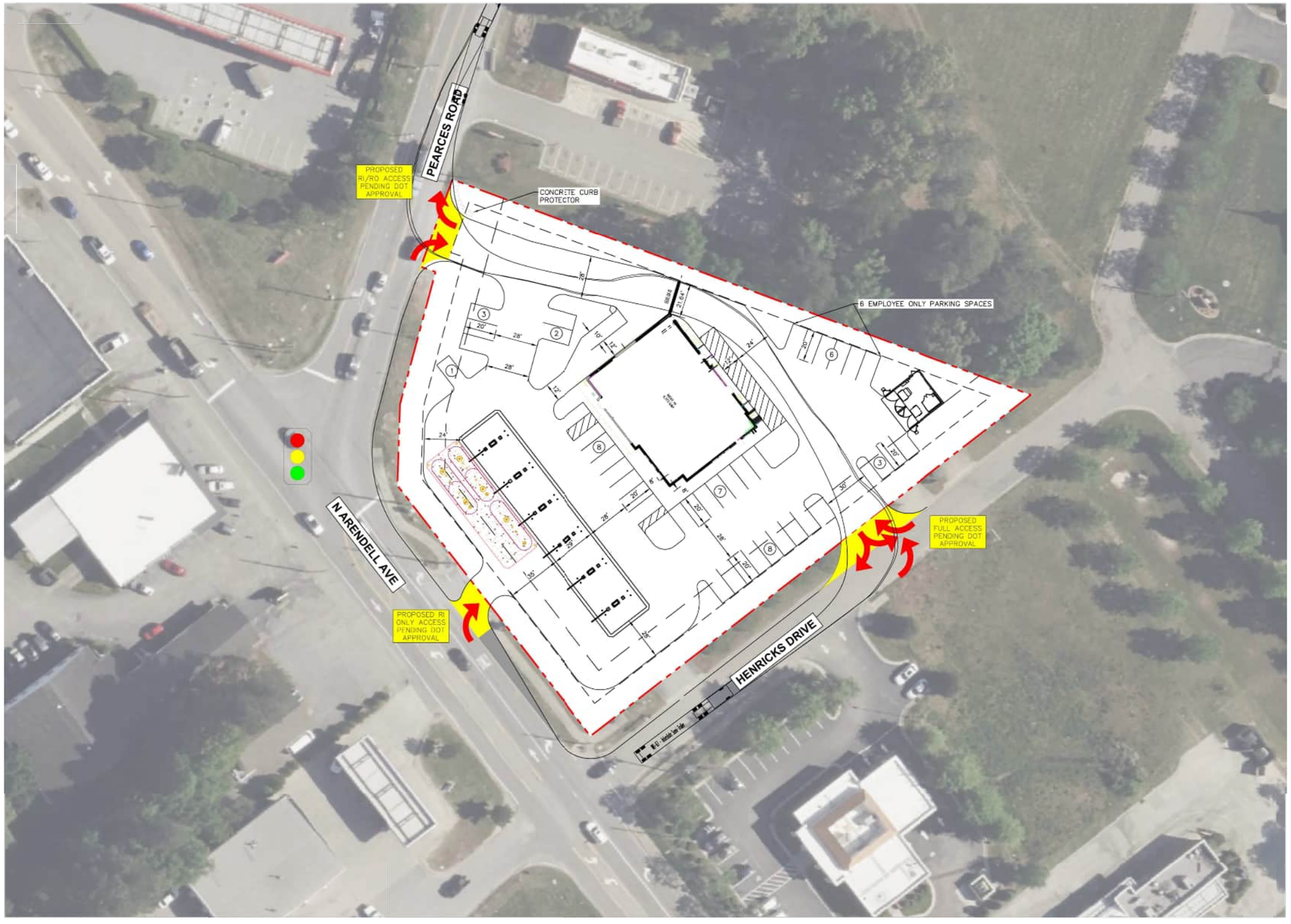
SITE LOCATION

ZEBULON GAS STATION
ZEBULON, NC
TRAFFIC IMPACT ANALYSIS

Kimley»Horn

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DROP IN PLAN
ZEBULON, NC

ARENDELL AVE & PEARCES RD

PRELIMINARY SITE DATA
EX. ZONING: HC
PR. ZONING: HC
ACREAGE:
SITE ACREAGE: ±1.76 AC.
REMAINING ACREAGE:
PARKING COUNT:
MINIMUM: 1 PER 200 SF = 30 SPACES
MAXIMUM: 125% OF MINIMUM = 38 SPACES
PROVIDED: 38 SPACES
SETBACKS:
FRONT: 30 FT
SIDE STREET: 30 FT
SIDE: 0 FT
REAR: 25 FT
BUFFERS:
ROW: 15 FT
HC: 10 FT
R2: 40 FT

NOTES:
1. **PUMP ISLANDS MAY NOT BE LOCATED BETWEEN A BUILDING AND ANY ADJACENT STREET RIGHTS-OF-WAY. (4.3.5.Q) - VARIANCE REQUIRED.**
2. **DEVIATIONS FROM THE MAXIMUM PARKING MAY BE REQUESTED IN ACCORDANCE WITH SECTION 5.8.11, PARKING ALTERNATIVES.**
3. **STORMWATER DESIGN HAS NOT BEEN ACCOUNTED FOR WITH THIS DROP IN PLAN. IF IT IS DETERMINED STORMWATER QUALITY AND QUANTITY ARE REQUIRED, UNDERGROUND DETENTION WILL BE NEEDED.**
4. **DRIVEWAY LOCATIONS ARE PRELIMINARY AND HAVE NOT BEEN DISCUSSED WITH NCDOT OR THE TOWN OF ZEBULON. FURTHER COORDINATION WILL BE NEEDED.**

PRELIMINARY SITE PLAN:

- THIS SITE PLAN, BEING PRELIMINARY IN NATURE DOES NOT GUARANTEE THAT ALL REQUIREMENTS FOR ZONING ISSUES, NOR STORM DRAINAGE, GRADING, UTILITY EASEMENTS, AND THE LIKE ARE PROPERLY ADDRESSED AT THIS TIME. THE ABOVE REQUIREMENTS CAN AFFECT THE LAYOUT OF THIS SITE.

Kimley»Horn

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PHONE: 757-213-8600
WWW.KIMLEY-HORN.COM

Concept Plan

DATE: 02.05.2025

EXHIBIT 8

NORTH

GRAPHIC SCALE IN FEET
0 15 30 60

FIGURE 2.2

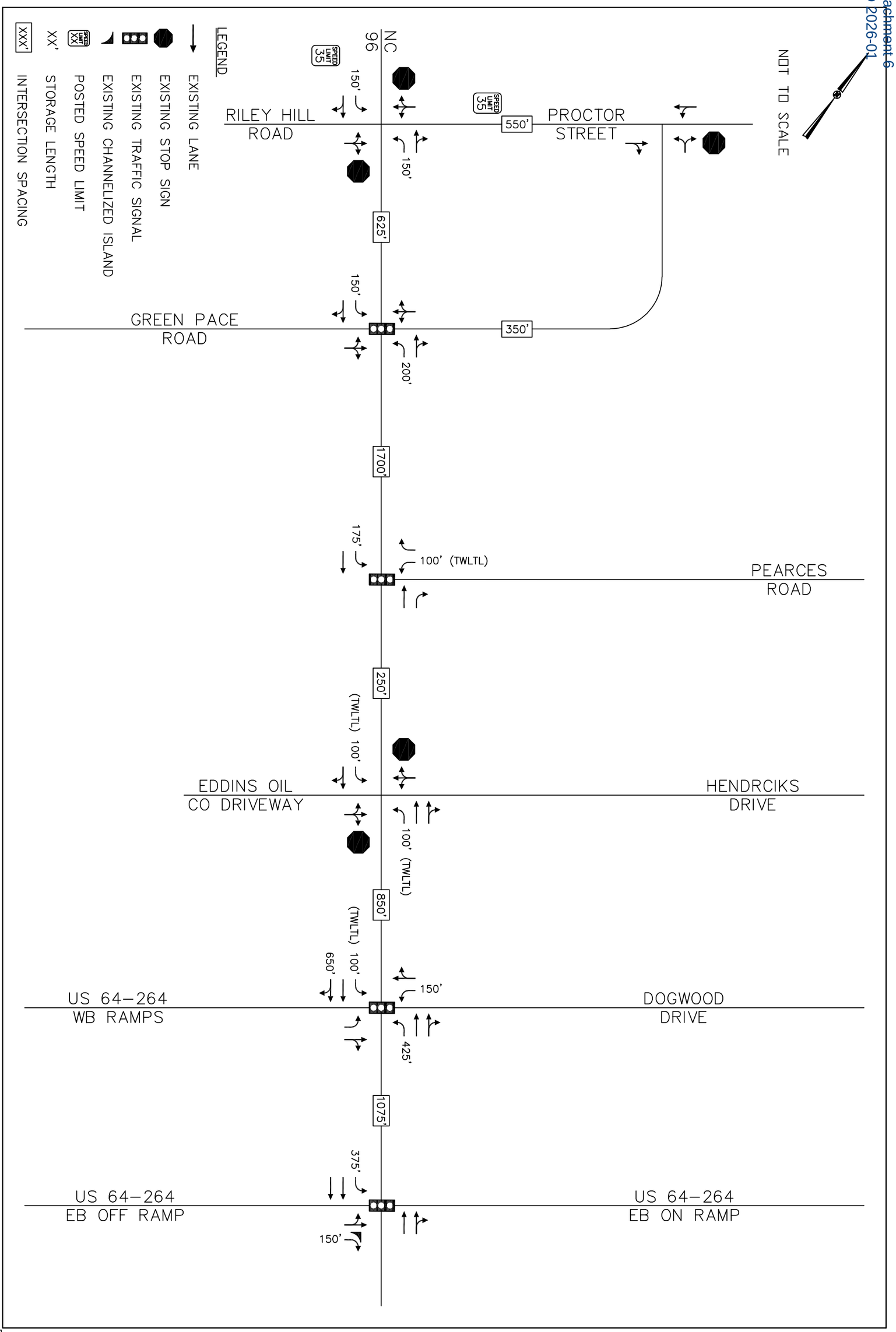
COMCEPTUAL SITE PLAN

ZEBULON GAS STATION
ZEBULON, NC
TRAFFIC IMPACT ANALYSIS

Kimley»Horn

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K:\RAL_TPTO_Traffic\116824053 Zebulon Gas Station\T5 - Report-Submittals\Zebulon Gas Station.dwg



Kimley»Horn	ZEBULON GAS STATION ZEBULON, NC TRAFFIC IMPACT ANALYSIS	EXISTING ROADWAY LANEAGE	FIGURE 2.3

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3.0 Traffic Generation

The traffic generation potential of the proposed development was determined using the traffic generation data published in *Trip Generation* (Institute of Transportation Engineers, Eleventh Edition, 2021). As currently envisioned, the proposed convenience store/gas station is planned to consist of 6,372 s.f. convenience store/gas station with 12 vfp. Table 3.0 summarizes the estimated traffic generation for the proposed development.

Table 3.0
ITE Traffic Generation (Vehicles)

Land Use		Intensity		Daily			AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out	Total	In	Out
945	Convenience Store/Gas Station: 9-15 vfp	6,372	s.f.	4,464	2,232	2,232	360	180	180	347	174	173
Pass-By Reductions				*-3,150*	*-1,575*	*-1,575*	*-274*	*-137*	*-137*	*-261*	*-131*	*-130*
Total Net New External Trips				**1,314**	**657**	**657**	**86**	**43**	**43**	**86**	**43**	**43**

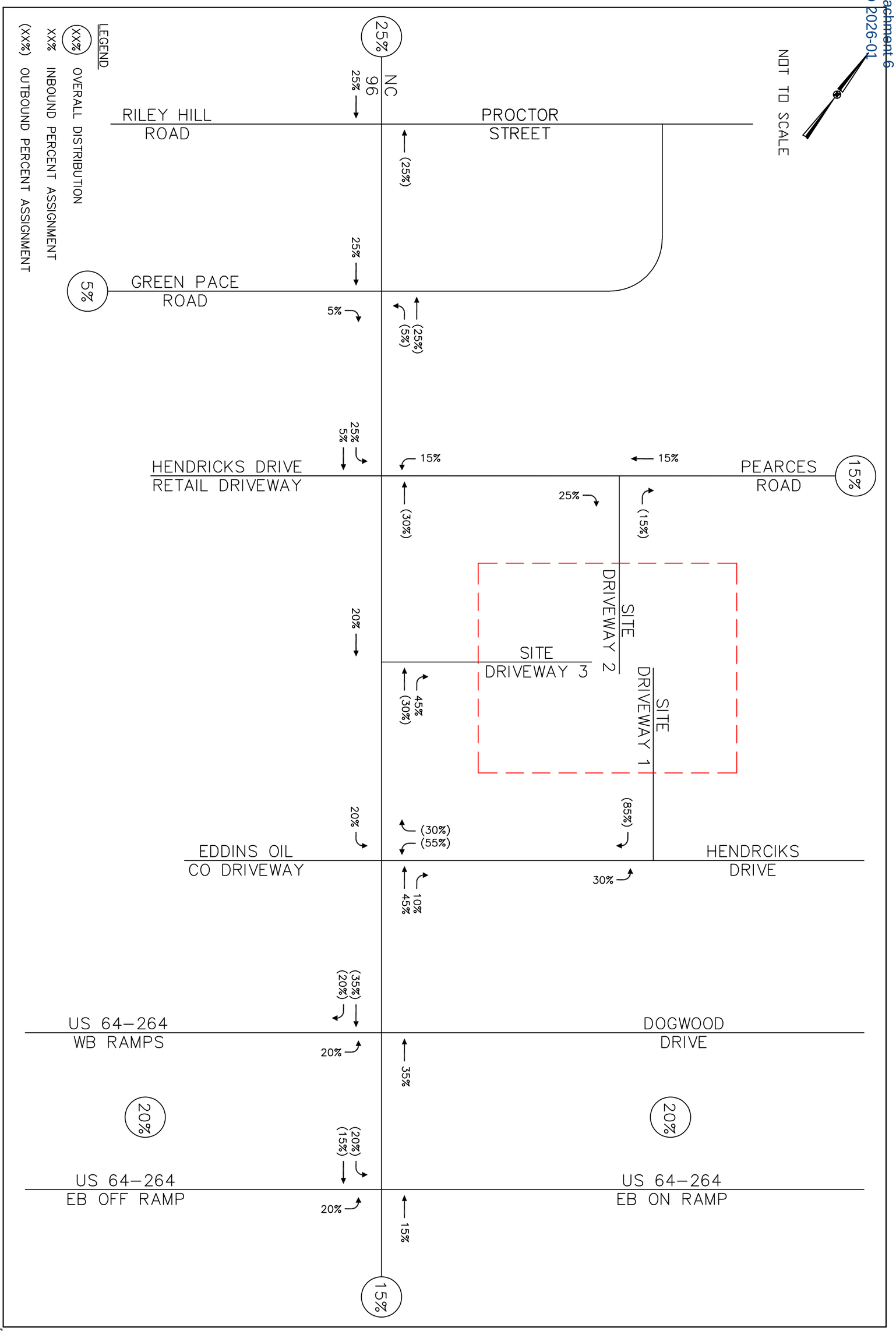
Table 3.0 shows that the proposed development has the potential to generate 1,314 new daily trips in a typical weekday with 86 new AM peak hour trips and 86 new PM peak hour trips.

4.0 Site Traffic Distribution

The proposed site generated trips were assigned to the surrounding roadway network. The directional distribution and assignment are based on existing travel patterns.

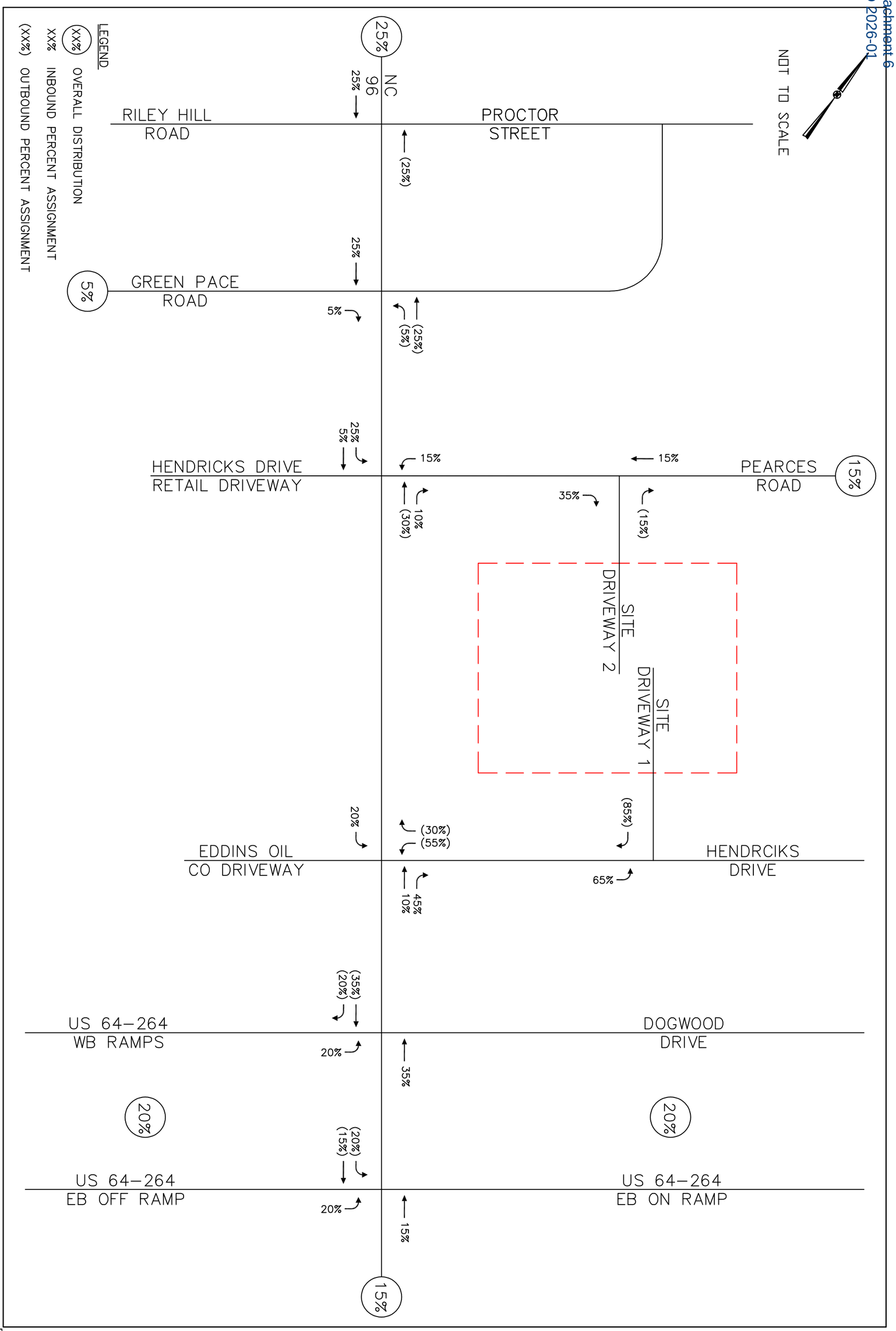
- 25% to/from the north via NC 96
- 20% to/from the west via I-87
- 20% to/from the east via I-87
- 15% to/from the east via Pearces Road
- 15% to/from the south via NC 96
- 5% to/from the west via Green Pace Road

The Scenario 1 and Scenario 2 primary site traffic distribution and assignment are shown in **Figure 4.1a** and **Figure 4.1b**, respectively. The AM pass-by trip distribution and assignments for Scenario 1 and Scenario 2 are shown in **Figure 4.2a** and **Figure 4.2b**, respectively. The PM pass-by trip distribution and assignments for Scenario 1 and Scenario 2 are shown in **Figure 4.3a** and **Figure 4.3b**, respectively.



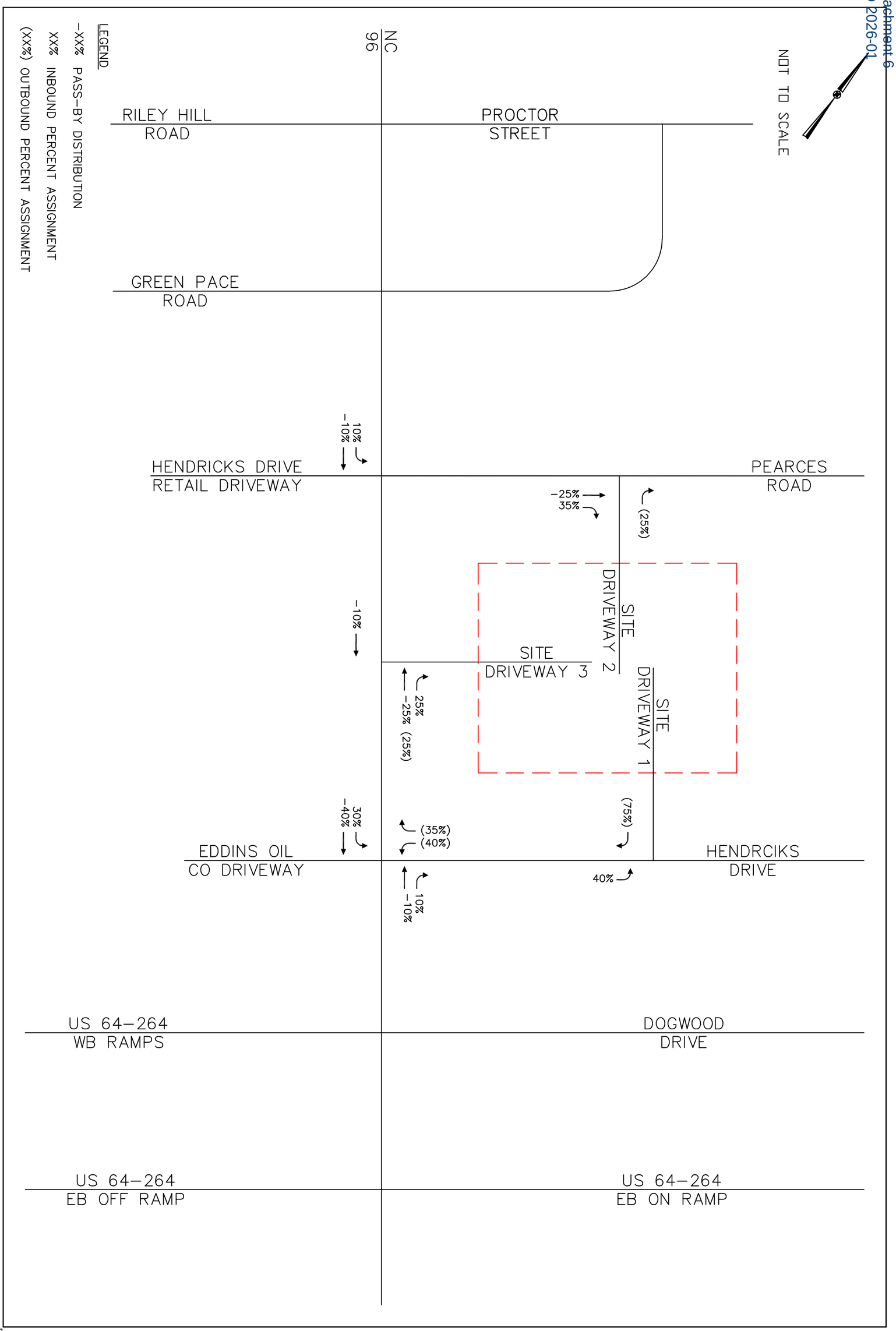
Kimley»Horn	ZEBULON GAS STATION ZEBULON, NC TRAFFIC IMPACT ANALYSIS	SITE TRAFFIC DISTRIBUTION AND PERCENT ASSIGNMENT – SCENARIO 1	FIGURE 4.1a

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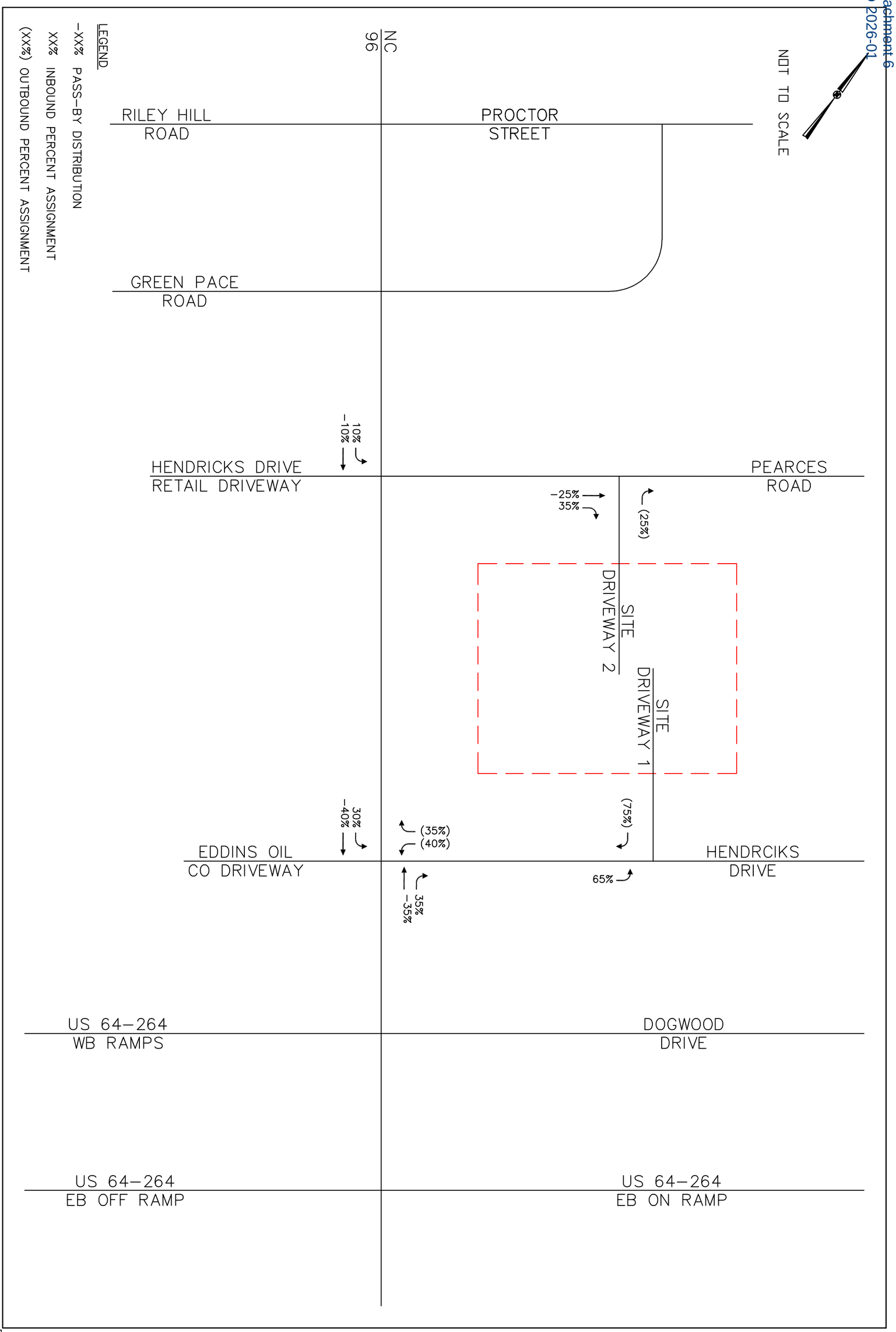
Kimley»Horn	ZEBULON GAS STATION ZEBULON, NC TRAFFIC IMPACT ANALYSIS	SITE TRAFFIC DISTRIBUTION AND PERCENT ASSIGNMENT – SCENARIO 2	FIGURE 4.1b

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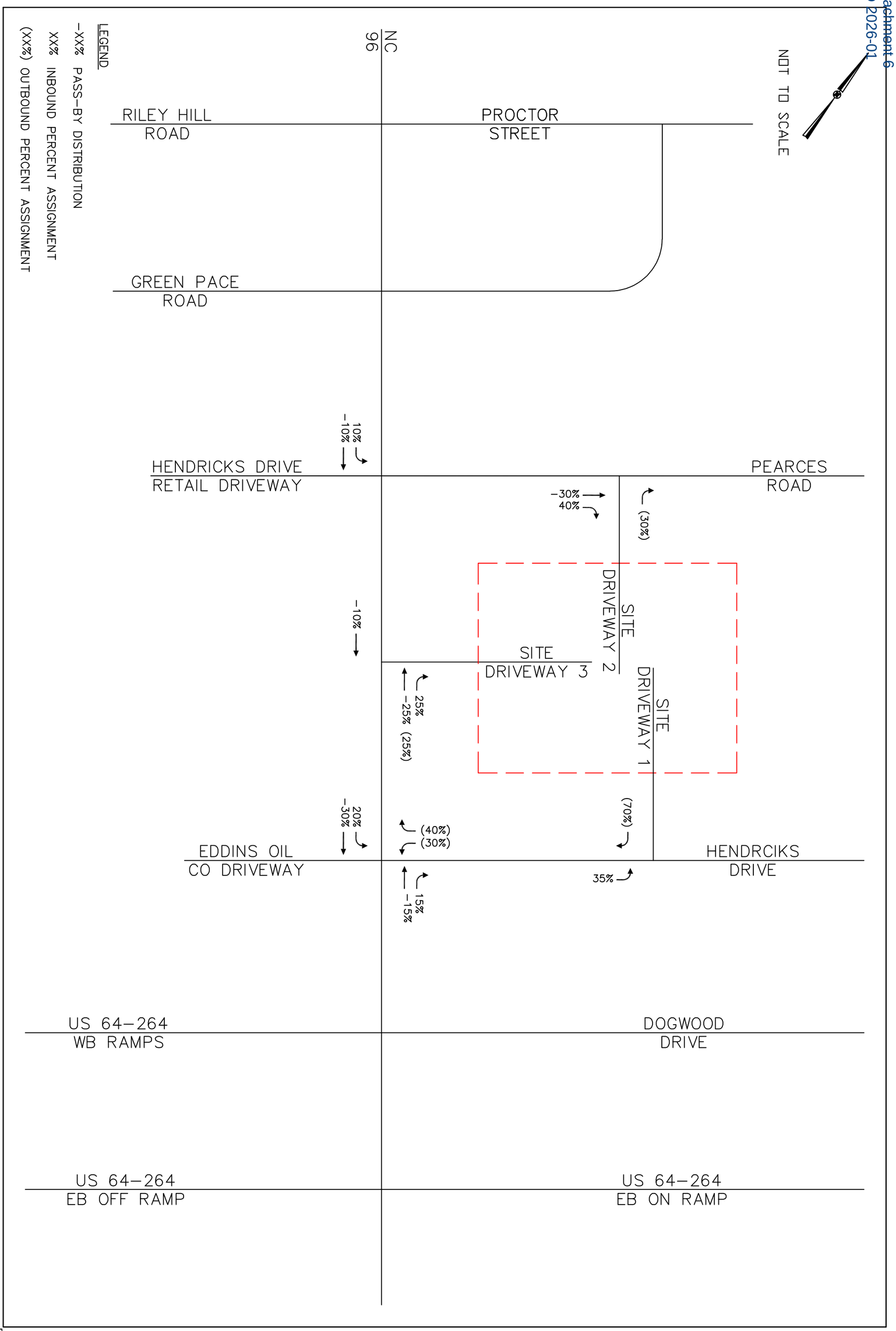
Kimley»Horn	ZEBULON GAS STATION ZEBULON, NC TRAFFIC IMPACT ANALYSIS	AM PEAK HOUR PASS–BY ASSIGNMENTS – SCENARIO 1	FIGURE 4.2a

THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION BY KIMLEY–HORN AND ASSOCIATES, INC. SHALL BE WITHOUT LIABILITY TO KIMLEY–HORN AND ASSOCIATES, INC.



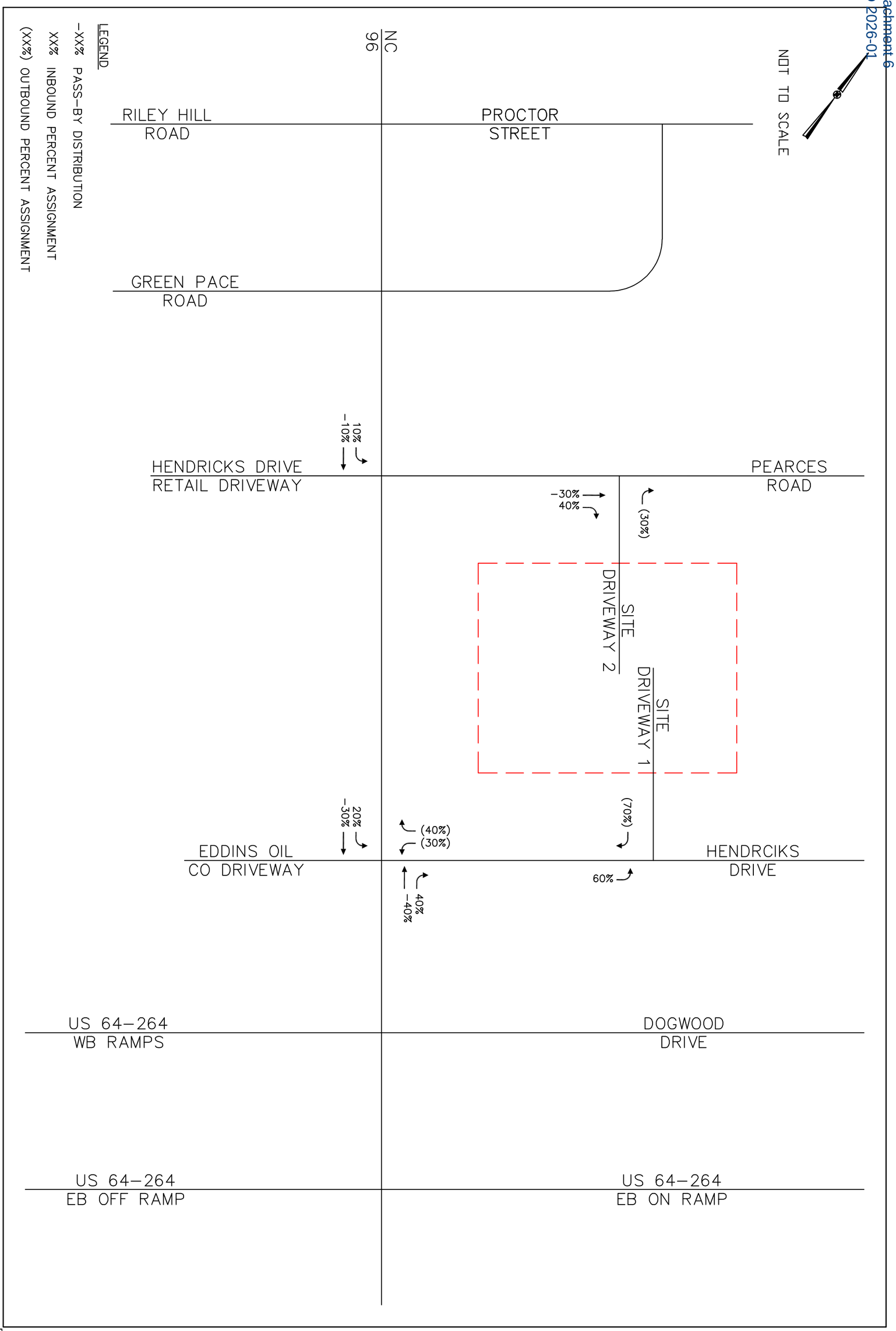
Kimley»Horn	ZEBULON GAS STATION ZEBULON, NC TRAFFIC IMPACT ANALYSIS	AM PEAK HOUR PASS–BY ASSIGNMENTS – SCENARIO 2	FIGURE 4.2b

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Kimley»Horn	ZEBULON GAS STATION ZEBULON, NC TRAFFIC IMPACT ANALYSIS	PM PEAK HOUR PASS–BY ASSIGNMENTS – SCENARIO 1	FIGURE 4.3a

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Kimley»Horn	ZEBULON GAS STATION ZEBULON, NC TRAFFIC IMPACT ANALYSIS	AM PEAK HOUR PASS–BY ASSIGNMENTS – SCENARIO 2	FIGURE 4.3b

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5.0 Projected Traffic Volumes

5.1 Existing Traffic

AM peak hour (7:00 to 9:00 AM) and PM peak hour (4:00 to 6:00 PM) turning movement counts were performed at the following study intersection on September 11, 2025 while Wake County Public schools were in session:

- NC 96 at Riley Hill Road/Proctor Street
- NC 96 at Green Pace Road
- NC 96 at Pearces Road/Future Hendricks Drive Retail Driveway
- NC 96 at Hendricks Drive /Eddins Oil Co Driveway
- NC 96 at I-87 Westbound Ramps/Dogwood Drive
- NC 96 at I-87 Eastbound Ramps
- Proctor Street at Green Pace Road

The existing AM and PM peak hour traffic volumes are shown on **Figure 5.1** and the traffic count data are included in the Appendix.

5.2 Approved Development Traffic

Approved development traffic is generated by approved but not yet constructed projects in the vicinity of the proposed project. Based on discussions with the Town and NCDOT, there were nine (9) approved developments in the study area that were identified for inclusion as background traffic. These approved developments include Zebulon Domino's, Clifton Grove (Pearces Road Residential), Weavers Ridge, Zebulon Sheetz, Cookout, Faison Tract, Weavers Pointe, Wendy's, and Hendricks Drive Retail.

<u>Zebulon Domino's</u>

- Location: North of Dogwood Drive and east of NC 96
- Land Uses: 1,632 s.f. Domino's Restaurant
- Data Source: *Zebulon Domino's TIA* (DRMP, Inc., November 2024)

<u>Clifton Grove (formerly Pearces Road Residential)</u>

- Location: West of Pearces Road and south of Pippin Road
- Land Uses: 232 single family detached units
- Data Source: *Pearces Road Residential Development TIA* (Timmons Group, October 2020)

<u>Weaver's Ridge</u>

- Location: East of NC 96 across from Glory Road
- Land Uses: 124 townhomes and 58 single-family homes
- Data Source: *Weaver's Ridge Traffic Study* (Ramey Kemp & Associates, Inc., July 2019)

Zebulon Sheetz

- Location: East of NC 96 and north of Pearces Road
- Land Uses: 6,150 s.f. convenience store/gas station with 14 vfp
- Data Source: *Zebulon Sheetz Development TIA* (Kimley-Horn & Associates, Inc., June 2025)

Cookout

- Location: East of NC 96 between Dogwood Drive and Jones Street
- Land Uses: 2,800 s.f. fast food restaurant with drive-thru and 1,825 s.f. of party gathering room
- Data Source: *Zebulon Cook Out TIA* (Davenport, November 2023)

Faison Tract

- Location: Off NC 97 between Green Pace Road and Water Plant Road
- Land Uses: 209 single family residential units
- Data Source: *Faison Tract TIA* (Timmons Group, April 2023)

Weavers Pointe

- Location: North of Pippin Road and east of NC 96
- Land Uses: 105 single family homes
- Data Source: *Weavers Pointe Traffic Study* (Ramey Kemp & Associates, Inc., July 2022)

Wendy's

- Location: 1500 N. Arendell Avenue
- Land Uses: 2,100 s.f. fast food restaurant with drive-thru
- Data Source: *Wendy's Arendell Zebulon TIA* (Davenport, November 2024)

Hendricks Drive Retail

- Location: West of the intersection of NC 96 and Pearces Road
- Land Uses: 1-tunnel automated car wash and 6,400 s.f. convenience store/gas station with 14 vfp
- Data Source: *Hendricks Drive Retail TIA* (McAdams, TIA In Progress)

While the Hendricks Drive Retail TIA has not yet been completed at the time this study was performed, site trips from full build-out of this adjacent development were included in this analysis based on coordination with NCDOT and the Town of Zebulon. Approved development traffic volumes are shown on **Figure 5.2** for the AM and PM peak hours.

5.3 Historic Growth Traffic

Historic growth traffic is the increase in traffic due to usage increases and non-specific growth throughout the area. In addition to the approved development traffic and per Town requirements, study intersections were grown to the 2027 build-out year using an annual growth rate of 2.5%.

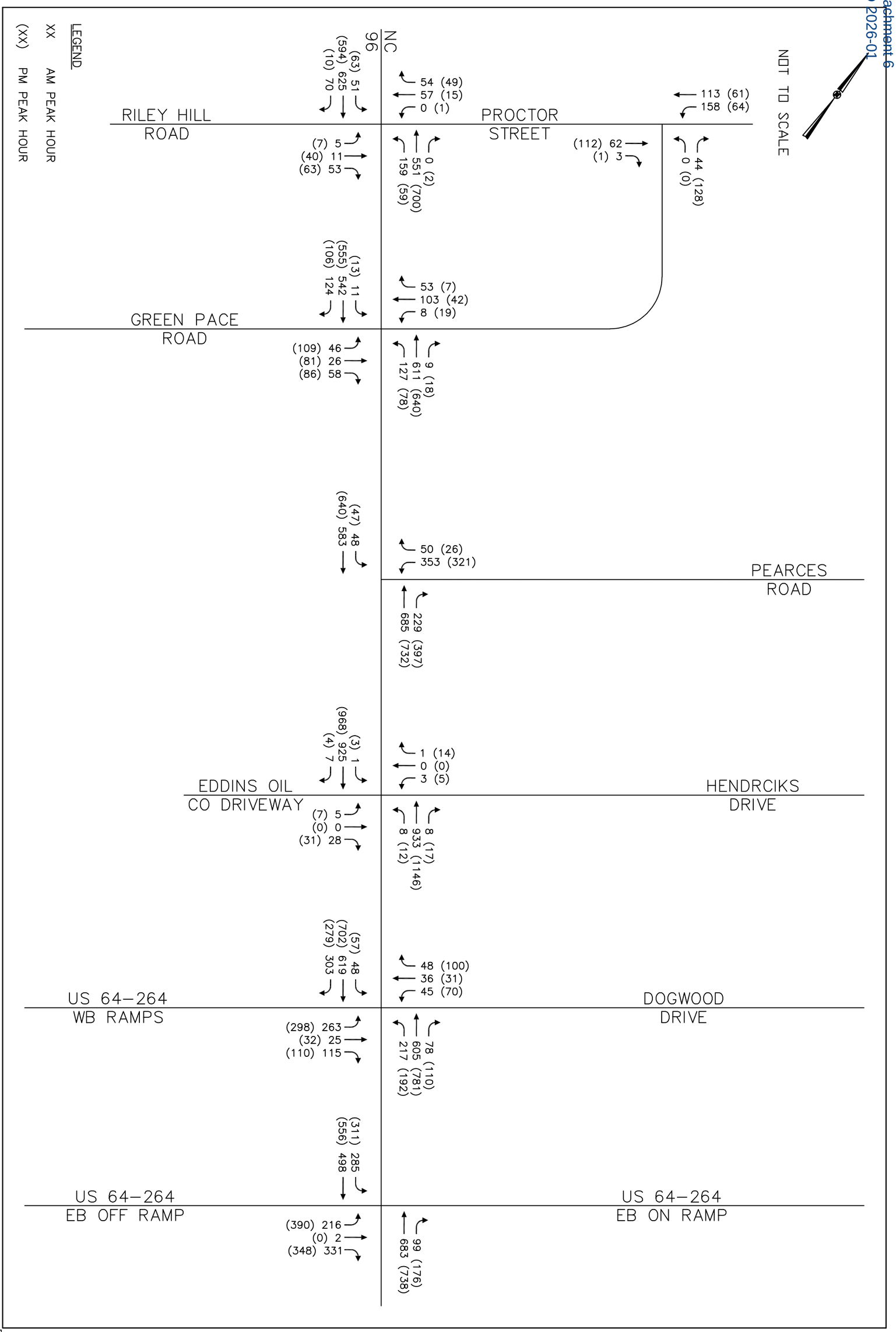
Projected future year (2027) background AM and PM peak hour traffic volumes are shown on **Figure 5.3**. Background growth calculations are detailed on intersection spreadsheets in the Appendix of this report.

5.4 Site Traffic

The proposed site traffic was generated and assigned to the adjacent roadway network according to the distributions discussed previously in *Section 4.0*. The primary AM and PM peak hour site traffic volumes for Scenario 1 and Scenario 2 are shown on **Figure 5.4a** and **Figure 5.4b**, respectively. The pass-by AM and PM peak hour site traffic volumes are shown on **Figure 5.5a** and **Figure 5.5b**, respectively. The total AM and PM peak hour site traffic volumes are shown on **Figure 5.6a** and **Figure 5.6b**, respectively.

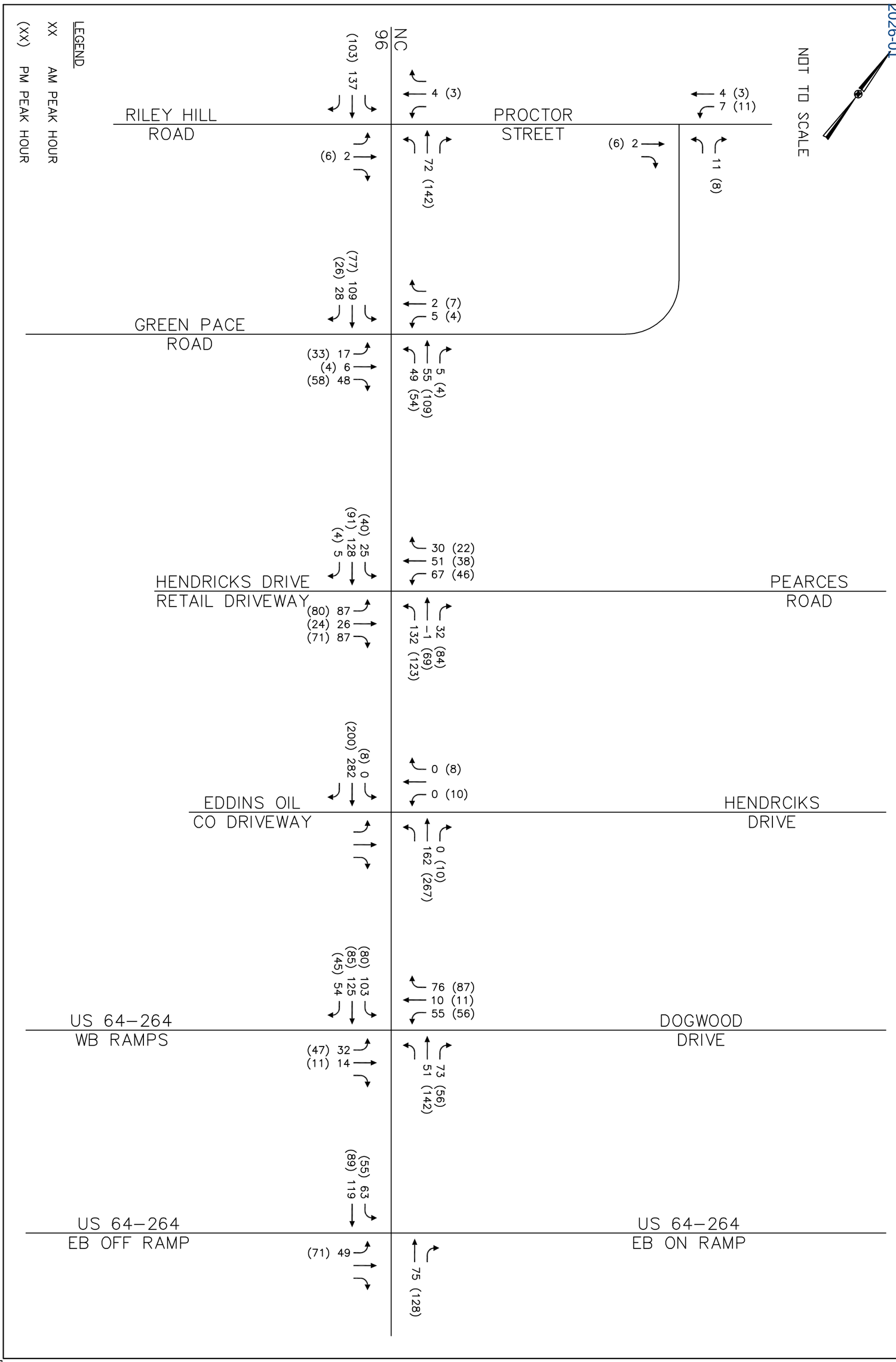
5.5 Build-Out Traffic

To obtain the projected (2027) build-out traffic volumes, the projected site traffic volumes were added to the projected (2027) background traffic. Traffic volume calculations are detailed in intersection spreadsheets in the Appendix of this report. **Figure 5.7a** and **Figure 5.7b** show the projected (2027) AM and PM peak hour build-out traffic volumes for Scenario 1 and Scenario 2, respectively.



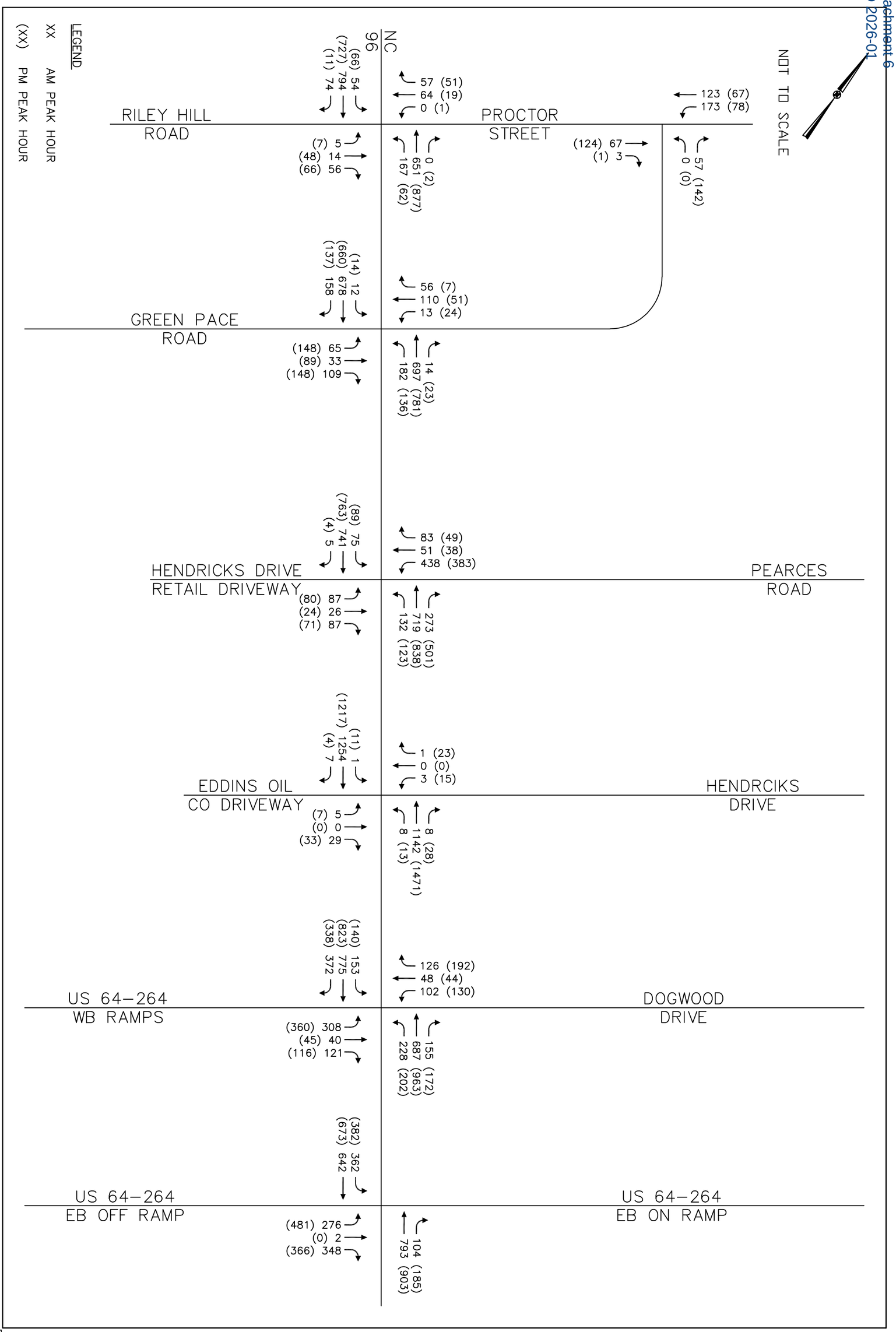
Kimley»Horn	ZEBULON GAS STATION ZEBULON, NC TRAFFIC IMPACT ANALYSIS	EXISTING (2025) AM AND PM PEAK HOUR TRAFFIC VOLUMES	FIGURE 5.1

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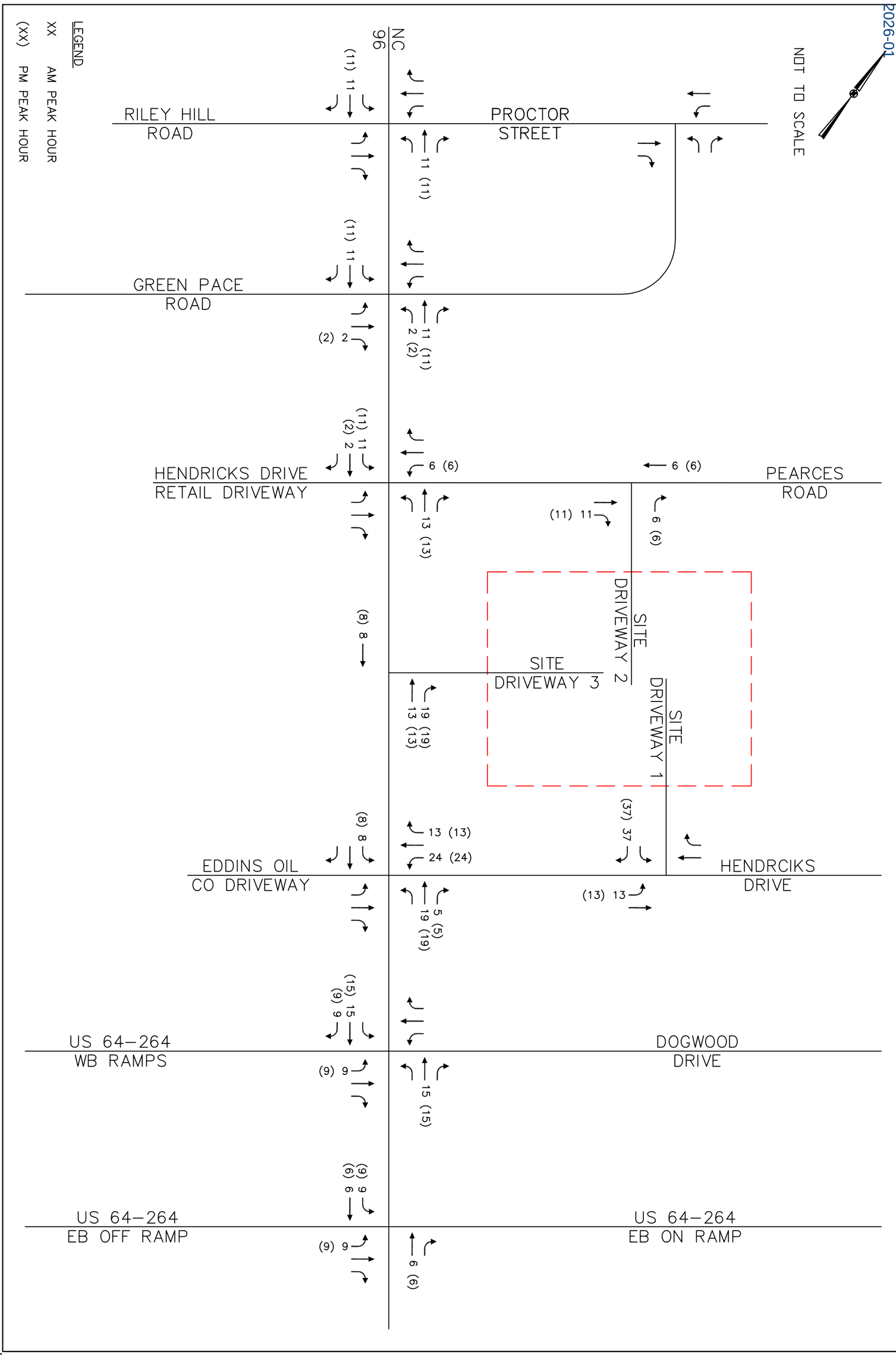
Kimley»Horn	ZEBULON GAS STATION ZEBULON, NC TRAFFIC IMPACT ANALYSIS	APPROVED DEVELOPMENT AM AND PM PEAK HOUR TRAFFIC VOLUMES	FIGURE 5.2

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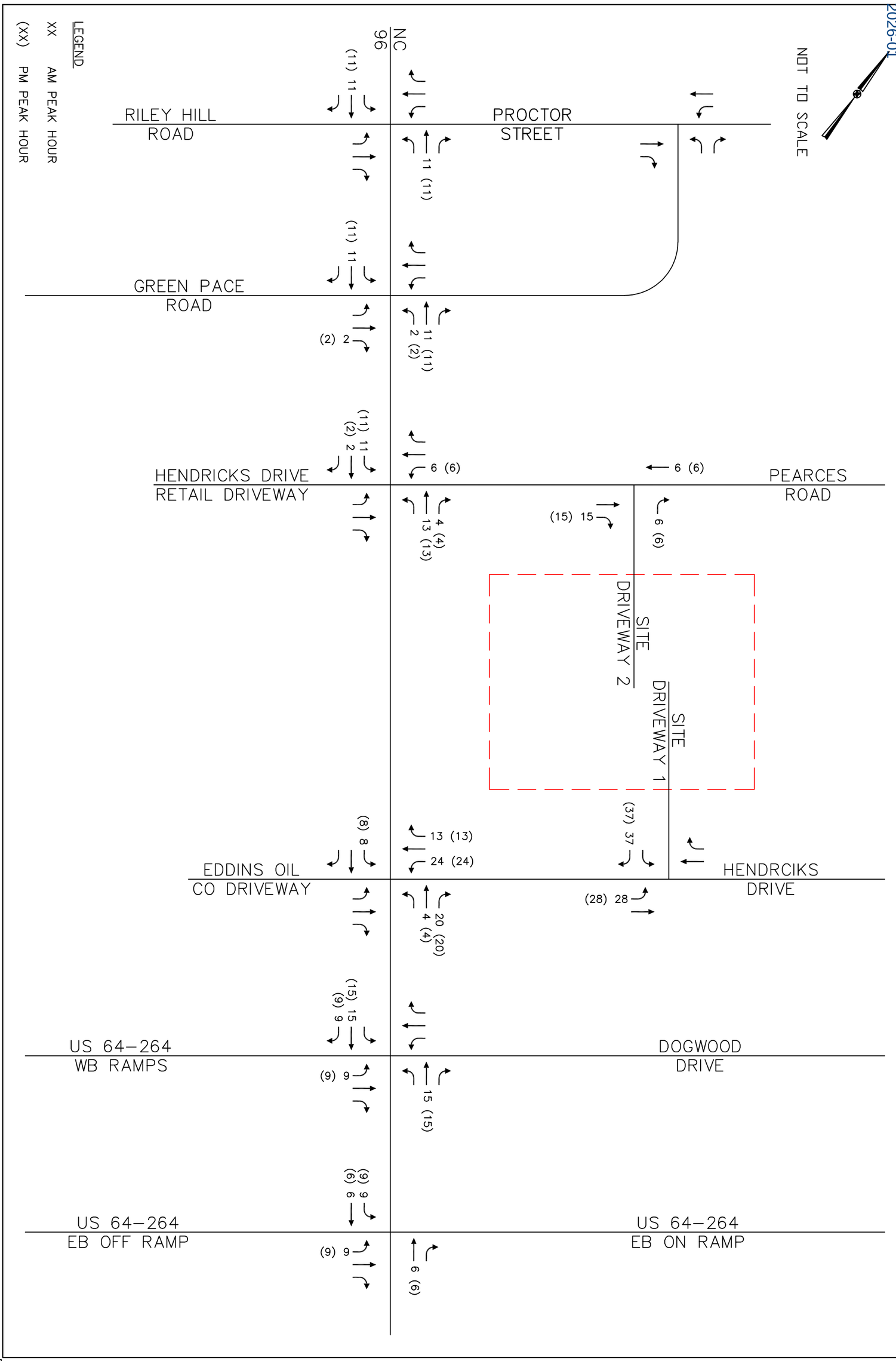
Kimley»Horn	ZEBULON GAS STATION ZEBULON, NC TRAFFIC IMPACT ANALYSIS	PROJECTED (2027) BACKGROUND AM AND PM PEAK HOUR TRAFFIC VOLUMES	FIGURE 5.3

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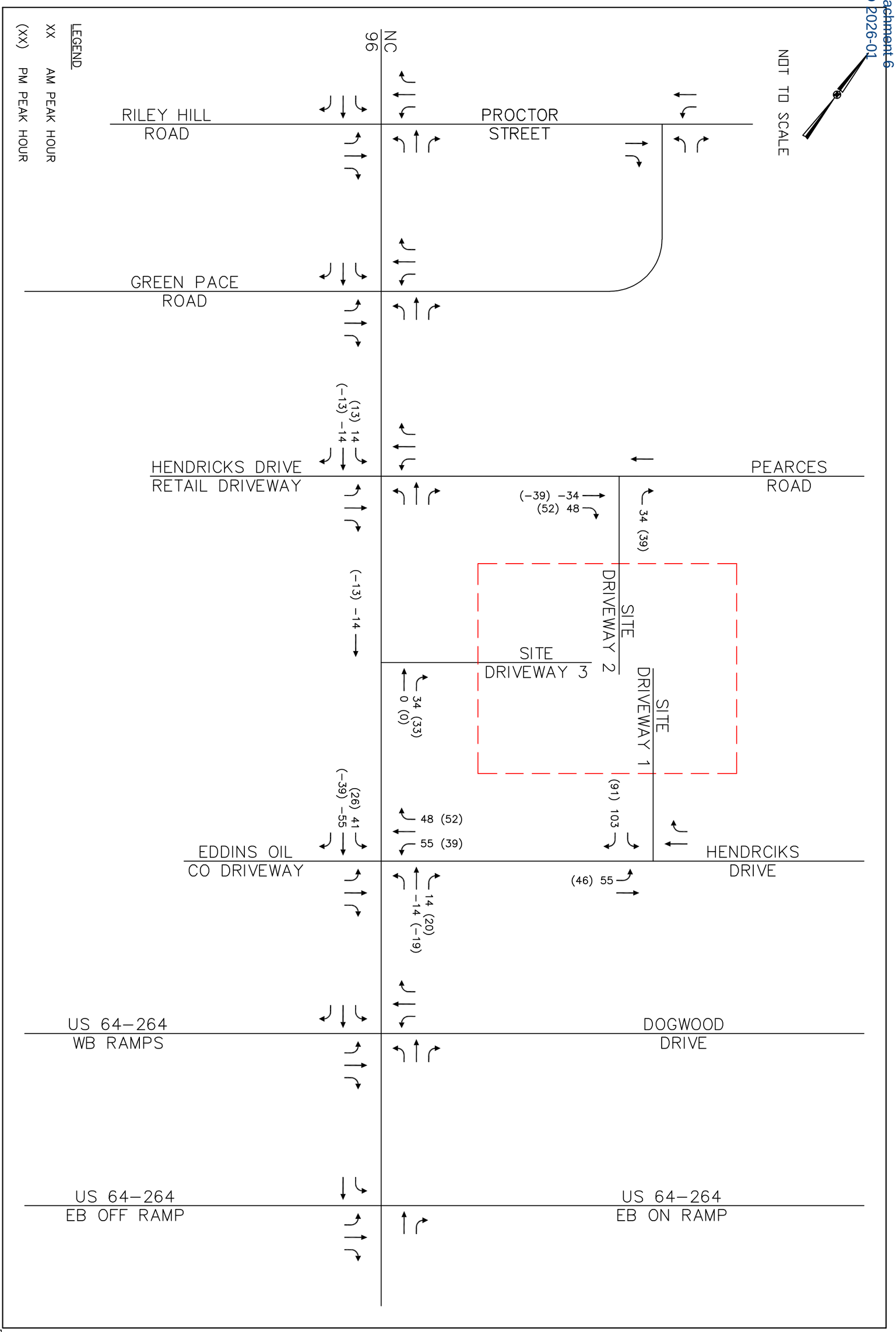
Kimley»Horn	ZEBULON GAS STATION ZEBULON, NC TRAFFIC IMPACT ANALYSIS	AM AND PM PEAK HOUR PRIMARY SITE TRAFFIC VOLUMES – SCENARIO 1	FIGURE 5.4a

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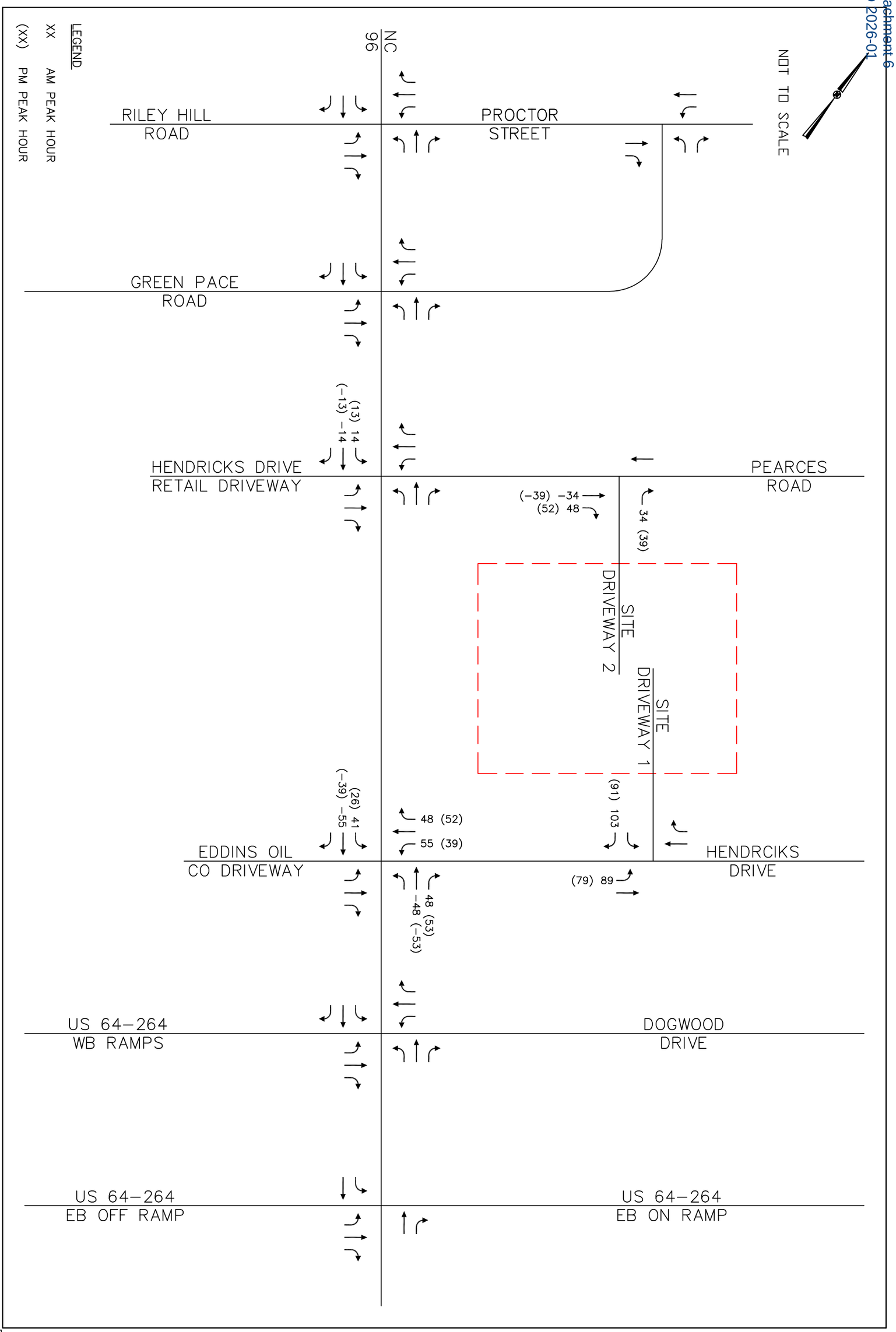
Kimley»Horn	ZEBULON GAS STATION ZEBULON, NC TRAFFIC IMPACT ANALYSIS	AM AND PM PEAK HOUR PRIMARY SITE TRAFFIC VOLUMES – SCENARIO 2	FIGURE 5.4b

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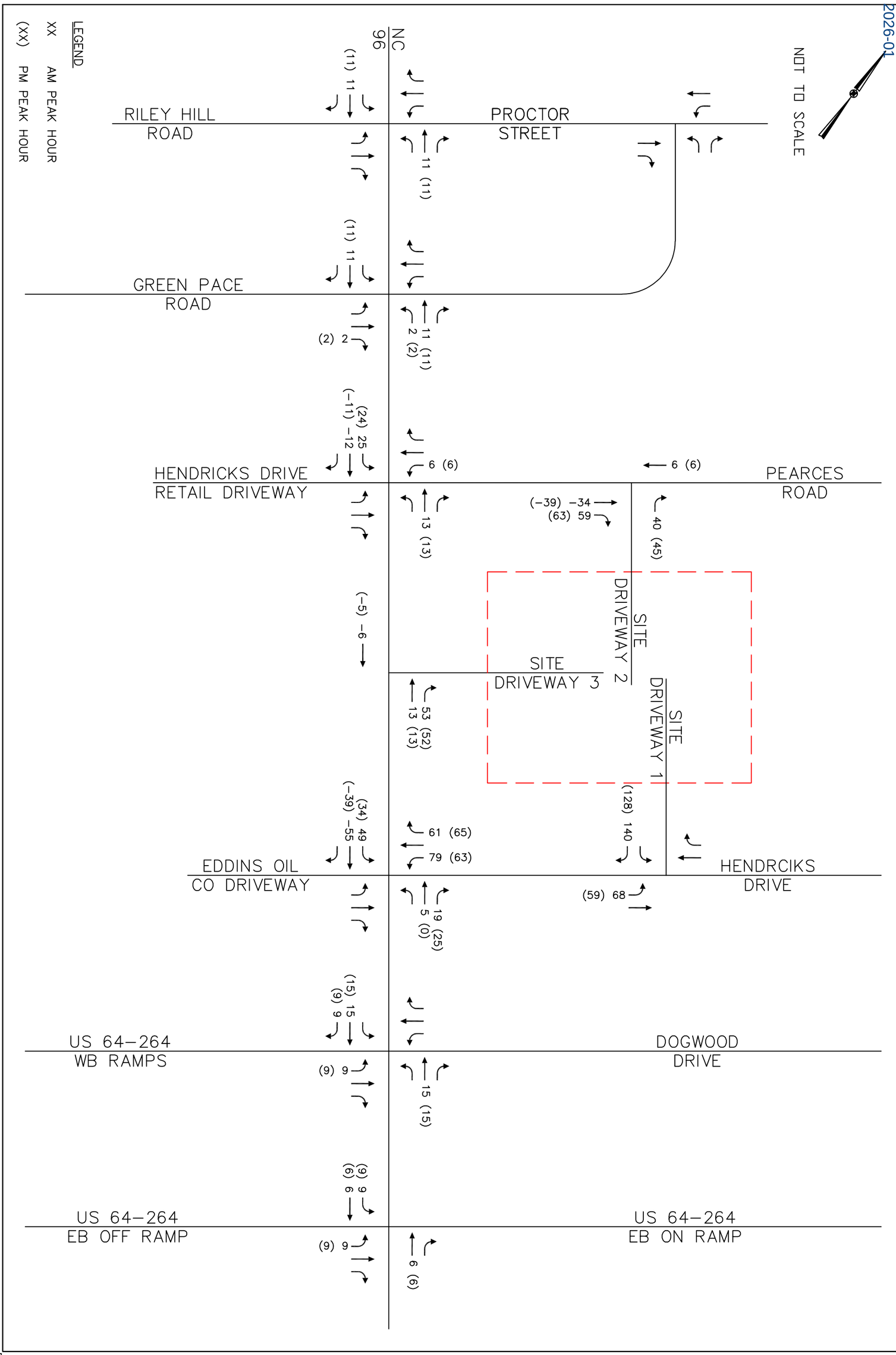
Kimley»Horn	ZEBULON GAS STATION ZEBULON, NC TRAFFIC IMPACT ANALYSIS	AM AND PM PEAK HOUR PASS–BY SITE TRAFFIC VOLUMES – SCENARIO 1	FIGURE 5.5a

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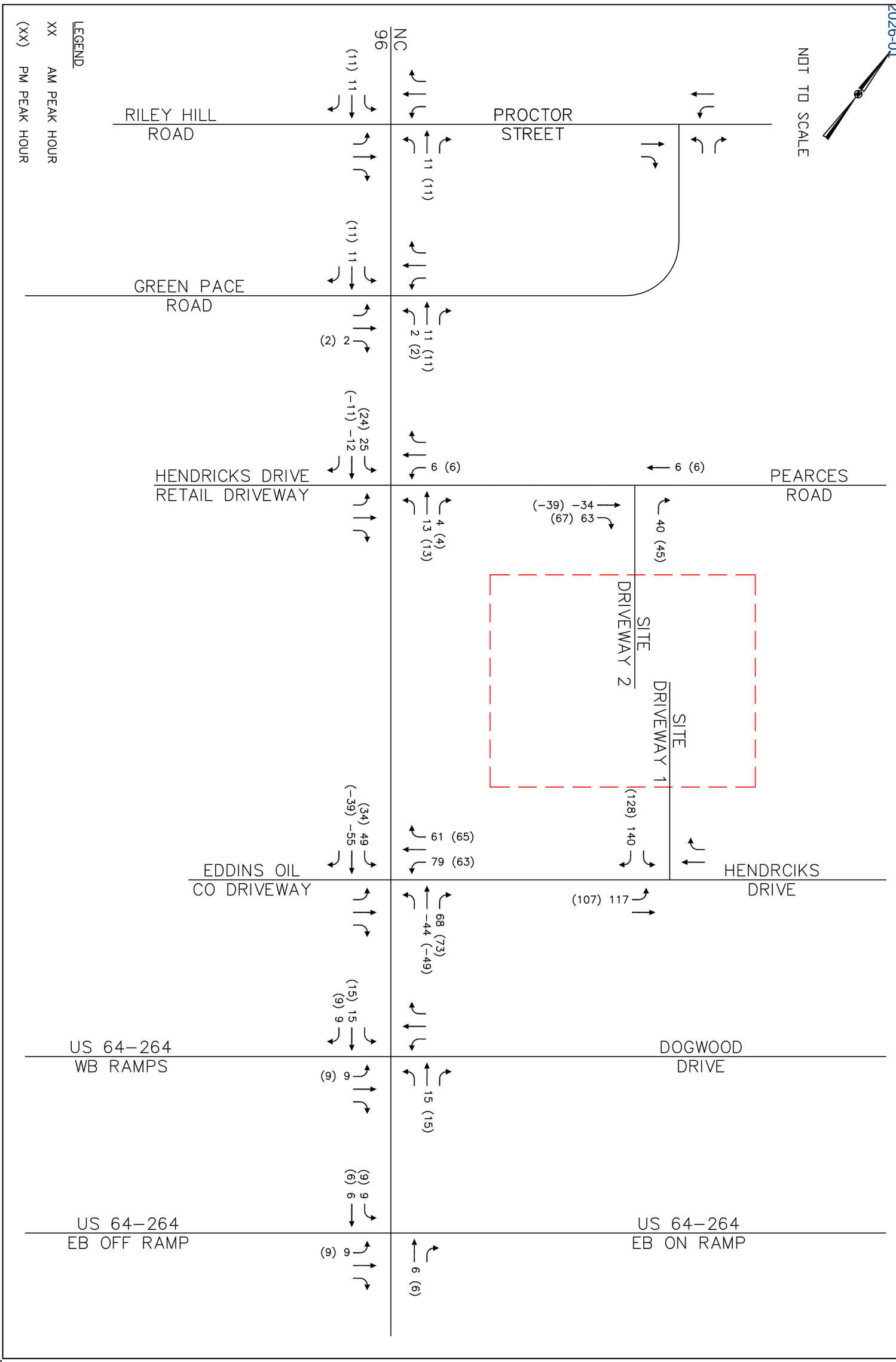
Kimley»Horn	ZEBULON GAS STATION ZEBULON, NC TRAFFIC IMPACT ANALYSIS	AM AND PM PEAK HOUR PASS-BY SITE TRAFFIC VOLUMES - SCENARIO 2	FIGURE 5.5b

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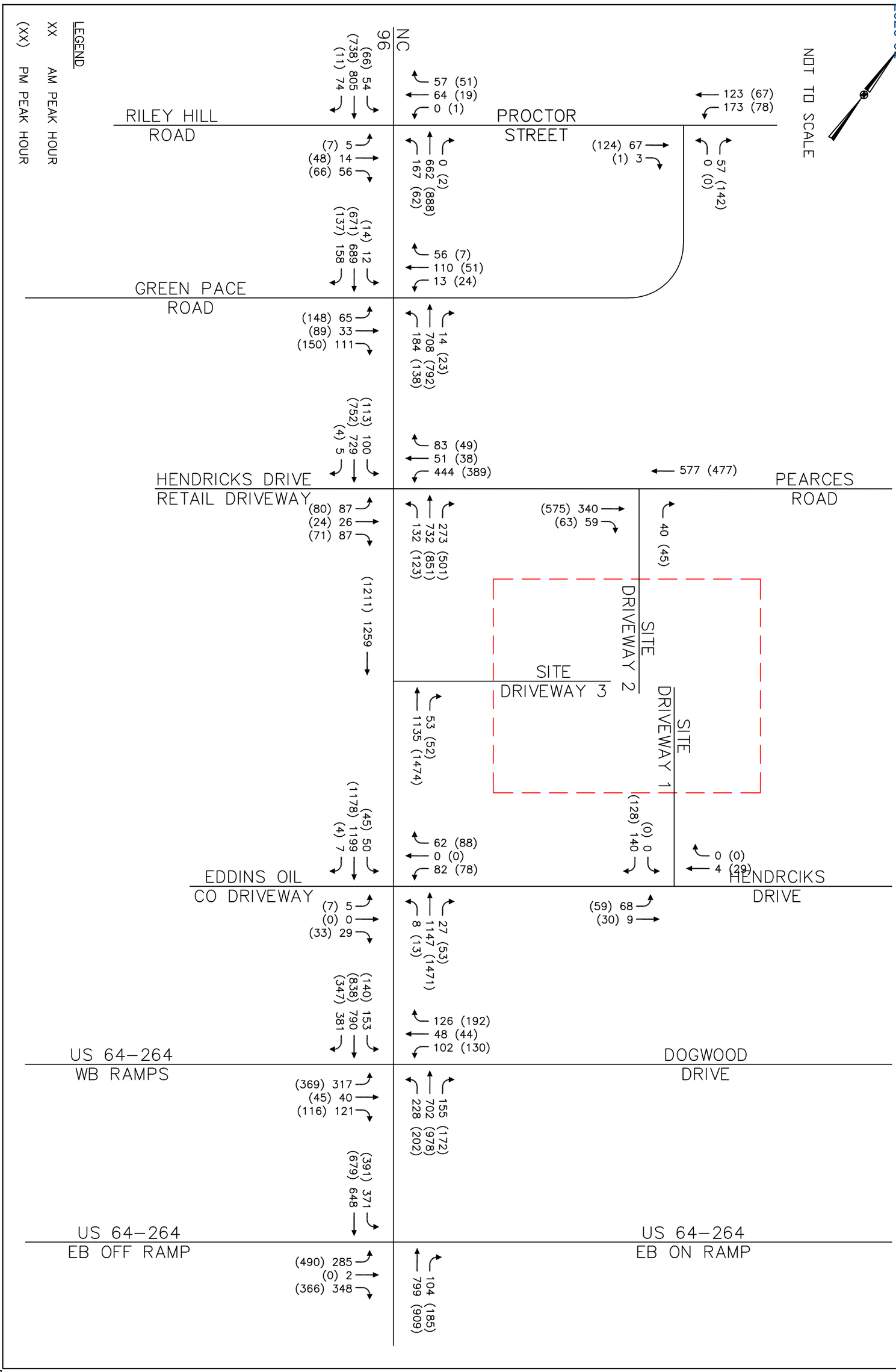
Kimley»Horn	ZEBULON GAS STATION ZEBULON, NC TRAFFIC IMPACT ANALYSIS	AM AND PM PEAK HOUR TOTAL SITE TRAFFIC VOLUMES – SCENARIO 1	FIGURE 5.6a

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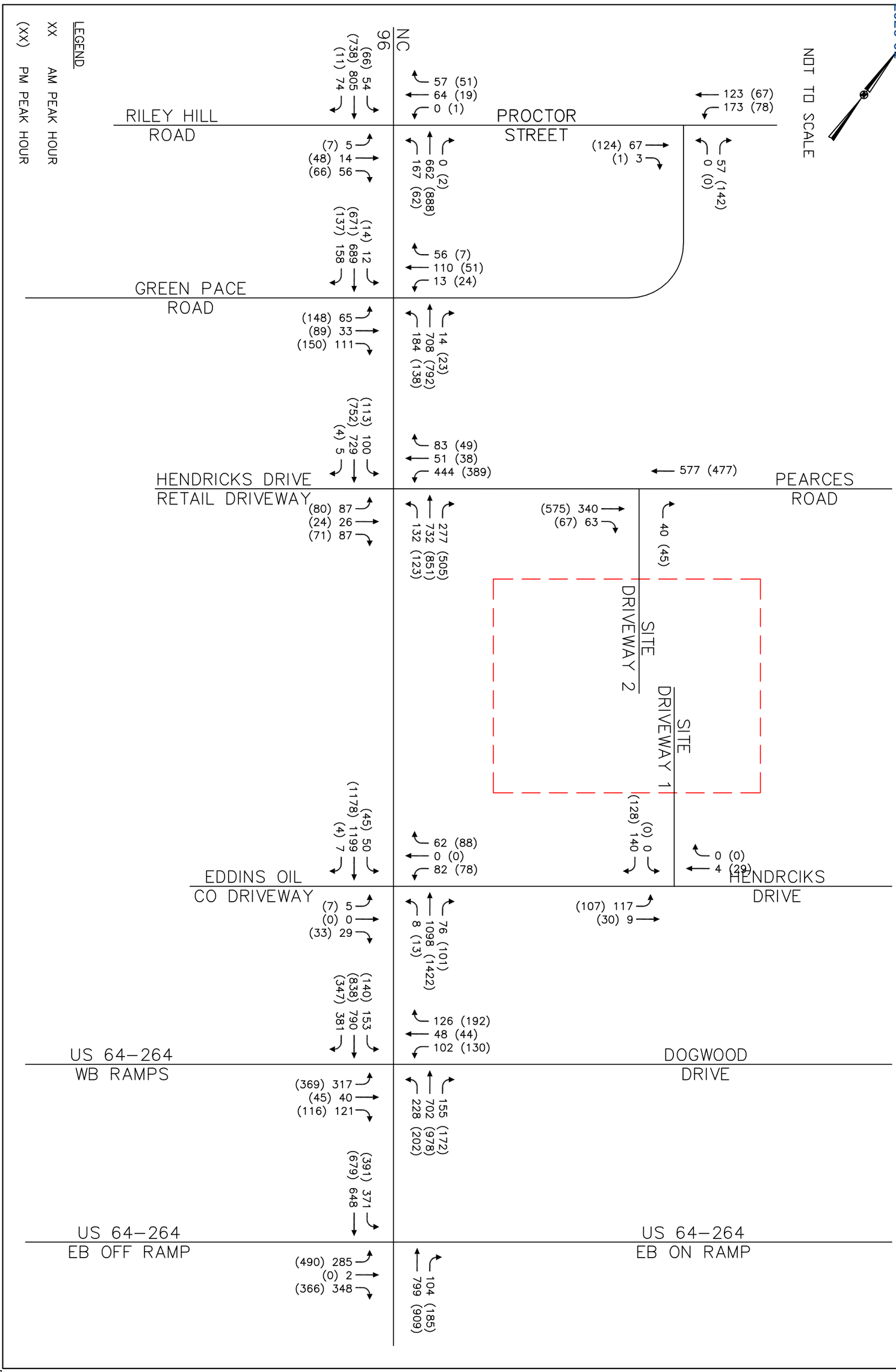
Kimley»Horn	ZEBULON GAS STATION ZEBULON, NC TRAFFIC IMPACT ANALYSIS	AM AND PM PEAK HOUR TOTAL SITE TRAFFIC VOLUMES – SCENARIO 2	FIGURE 5.6b

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Kimley»Horn	ZEBULON GAS STATION ZEBULON, NC TRAFFIC IMPACT ANALYSIS	PROJECTED (2027) BUILD AM AND PM PEAK HOUR TRAFFIC VOLUMES – SCENARIO 1	FIGURE 5.7a

THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION BY KIMLEY–HORN AND ASSOCIATES, INC. SHALL BE WITHOUT LIABILITY TO KIMLEY–HORN AND ASSOCIATES, INC.



Kimley»Horn	ZEBULON GAS STATION ZEBULON, NC TRAFFIC IMPACT ANALYSIS	PROJECTED (2027) BUILD AM AND PM PEAK HOUR TRAFFIC VOLUMES – SCENARIO 2	FIGURE 5.7b

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6.0 Capacity Analysis

Capacity analyses (see Appendix) were performed for the AM and PM peak hours for the existing traffic condition (2025) and the projected (2027) background and build-out traffic conditions using Synchro/SimTraffic Version 12 software to determine the operating characteristics of the adjacent road network and the impacts of the proposed project.

Capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a set time duration. Capacity is combined with Level-of-Service (LOS) to describe the operating characteristics of a road segment or intersection. LOS is a qualitative measure that describes operational conditions and motorist perceptions within a traffic stream. The *Highway Capacity Manual* defines six levels of service, LOS A through LOS F, with A representing the shortest average delays and F representing the longest average delays. LOS D is the typically accepted standard for signalized intersections in urbanized areas. For signalized intersections, LOS is defined for the overall intersection operation.

For unsignalized intersections, only the movements that must yield right-of-way experience control delay. Therefore, LOS criteria for the overall intersection is not reported by Synchro/SimTraffic Version 12 or computable using methodology published in the *Highway Capacity Manual.* It is typical for stop sign controlled side streets and driveways intersecting major streets to experience long delays during peak hours, while the majority of the traffic moving through the intersection on the major street experiences little or no delay. Table 6.0 lists the LOS control delay thresholds published in the *Highway Capacity Manual* for signalized and unsignalized intersections.

Table 6.0
Level-of-Service Control Delay Thresholds

Level-of-Service	Signalized Intersections – Control Delay Per Vehicle [sec/veh]	Unsignalized Intersections – Average Control Delay [sec/veh] & Qualitative Operational Description	
A	≤ 10	≤ 10	Short Delays
B	> 10 – 20	> 10 – 15	
C	> 20 – 35	> 15 – 25	
D	> 35 – 55	> 25 – 35	Moderate Delays
E	> 55 – 80	> 35 – 50	
F	> 80	> 50	Long Delays

Existing peak hour factors (PHF) were used in each traffic condition except for new intersections where a PHF of 0.90 was used. A minimum PHF of 0.90 was also used for all future scenarios per Congestion Management guidelines. Signal timings for coordinated traffic signals along NC 96 were optimized in all future traffic conditions.

All capacity analyses are included in the Appendix and are briefly summarized in the following sub-sections.

6.1 NC 96 at Riley Hill Road/Proctor Street

Analyses indicate that the unsignalized intersection of NC 96 at Riley Hill Road/Proctor Street currently operates with moderate to long delays in both peak hours for the minor-street approaches (Riley Hill Road/Proctor Street). The minor-street approaches of this intersection are expected to operate with long delays in both peak hours, with or without the proposed project in place for both scenarios.

As site traffic is expected to account for less than 2% of the total traffic at this intersection, no improvements are recommended by the development to accommodate projected vehicular site traffic. It is recommended that the intersection should be monitored for restriction, potentially by restriping the eastbound and westbound approaches to allow only right-turns onto NC 96 when the parcel in the northeast quadrant is developed.

Table 6.1 summarizes the operation of the intersection of NC 96 at Riley Hill Road/Proctor Street for existing (2025), background (2027), and build-out (2027) traffic conditions.

Table 6.1
NC 96 at Riley Hill Road/Proctor Street (Unsignalized)

Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Existing (2025) Traffic	EB - F (185.5) WB - F (202.4) NBL - B (10.1) SBL - A (8.8)	EB - F (71.0) WB - E (38.1) NBL - A (9.1) SBL - A (9.6)
Background (2027) Traffic	EB - F (>500)* WB - F (>500) NBL - B (11.3) SBL - A (9.2)	EB - F (298.2) WB - F (217.1) NBL - A (9.7) SBL - B (10.5)
Build-out (2027) Traffic – Scenarios 1 & 2	EB - F (>500)* WB - F (>500) NBL - B (11.4) SBL - A (9.3)	EB - F (319.3) WB - F (301.6) NBL - A (9.7) SBL - B (10.6)

*Due to Synchro limitations, no delay is available at this approach.

6.2 NC 96 at Green Pace Road

Analyses indicate that the signalized intersection of NC 96 at Green Pace Road currently operates at LOS B during both peak hours. The signalized intersection is expected to operate at LOS B in the AM peak hour and LOS C in the PM peak hour, with or without the proposed project in place for both scenarios.

As site traffic is expected to have minimal impact on the operation of this intersection, no improvements are recommended to accommodate projected site traffic. Under build-out traffic with improvement scenarios, small changes in delay were observed.

Table 6.2 summarizes the operation of the intersection of NC 96 at Green Pace Road for existing (2025), background (2027), and build-out (2027) traffic conditions.

Table 6.2 NC 96 at Green Pace Road (Signalized)		
Condition	**AM Peak Hour LOS (Delay)**	**PM Peak Hour LOS (Delay)**
Existing (2025) Traffic	Overall - B (16.3) EB - F (84.7) WB - D (52.7) NB - A (4.6) SB - A (7.2)	Overall - B (20.0) EB - E (73.7) WB - D (37.0) NB - A (6.8) SB - B (10.6)
Background (2027) Traffic	Overall - B (19.2) EB - F (85.7) WB - D (45.2) NB - A (4.3) SB - B (13.2)	Overall - C (22.9) EB - E (65.8) WB - C (29.2) NB - A (5.4) SB - C (22.0)
Build-out (2027) Traffic - Scenario 1	Overall - B (17.9) EB - E (78.8) WB - D (42.0) NB - A (3.9) SB - B (13.0)	Overall - C (23.5) EB - E (69.9) WB - C (32.0) NB - A (5.0) SB - C (22.2)
Build-out (2027) Traffic Improved - Scenario 1	Overall - B (18.2) EB - E (78.8) WB - D (42.0) NB - A (4.6) SB - B (13.0)	Overall - C (23.5) EB - E (69.9) WB - C (32.0) NB - A (5.1) SB - C (22.2)
Build-out (2027) Traffic - Scenario 2	Overall - B (17.9) EB - E (78.8) WB - D (42.0) NB - A (3.8) SB - B (13.0)	Overall - C (23.5) EB - E (69.9) WB - C (32.0) NB - A (5.0) SB - C (22.2)
Build-out (2027) Traffic Improved - Scenario 2	Overall - B (18.2) EB - E (78.8) WB - D (42.0) NB - A (4.5) SB - B (13.0)	Overall - C (23.5) EB - E (69.9) WB - C (32.0) NB - A (5.1) SB - C (22.2)

6.3 NC 96 at Pearces Road/Future Hendricks Drive Retail Driveway

Analyses indicate that the signalized intersection of NC 96 at Pearces Road/Future Hendricks Drive Retail Driveway currently operates at LOS C in the AM peak hour and LOS B in the PM peak hour.

The following improvements are committed to be performed by Hendricks Drive Retail Development:

- Construct Hendricks Drive Retail Driveway with an exclusive eastbound left-turn lane and a shared eastbound through/right-turn lane
- Provide frontage widening along NC 96 by constructing an additional southbound through lane from Pearces Road to Hendricks Drive
- Modify the existing traffic signal to accommodate this additional laneage

With these improvements, the signalized intersection is expected to operate at LOS D during both peak hours for the background (2027) traffic conditions. With the proposed development in place, the signalized intersection is expected to operate at LOS E in the AM peak hour and LOS D in the PM peak hour for both scenarios.

To accommodate the proposed site traffic, the following improvements are recommended at this intersection:

- Restripe the existing shared westbound through/right-lane as a shared left/through/right-lane
- Modify the existing traffic signal to accommodate laneage improvements

With the recommended improvements in place, analyses indicate that the signalized intersection is expected to operate at LOS D during both peak hours.

Table 6.3 summarizes the operation of the intersection of NC 96 at Pearces Road/Future Hendricks Drive Retail Driveway for existing (2025), background (2027), and build-out (2027) traffic conditions.

Table 6.3 NC 96 at Pearces Road/Future Hendricks Drive Retail Driveway (Signalized)		
Condition	**AM Peak Hour LOS (Delay)**	**PM Peak Hour LOS (Delay)**
Existing (2025) Traffic	Overall - C (20.1) WB - D (42.1) NB - B (12.9) SB - B (16.7)	Overall - B (16.7) WB - D (49.7) NB - B (10.1) SB - B (11.0)
Background (2027) Traffic	Overall - D (46.6) EB - E (73.0) WB - F (91.6) NB - D (35.9) SB - C (23.3)	Overall - D (42.8) EB - E (65.6) WB - F (112.4) NB - C (30.0) SB - C (21.7)
Build-out (2027) Traffic - Scenario 1	Overall - E (56.3) EB - E (62.9) WB - F (107.5) NB - D (54.5) SB - C (21.7)	Overall - D (49.4) EB - E (75.1) WB - F (96.1) NB - D (45.6) SB - C (25.2)
Build-out (2027) Traffic Improved - Scenario 1	Overall - D (42.0) EB - E (66.0) WB - F (82.5) NB - C (34.0) SB - B (19.1)	Overall - D (37.4) EB - F (81.0) WB - F (91.1) NB - C (21.9) SB - C (25.4)
Build-out (2027) Traffic - Scenario 2	Overall - E (56.3) EB - E (62.9) WB - F (107.5) NB - D (54.3) SB - C (21.8)	Overall - D (49.1) EB - E (75.1) WB - F (96.1) NB - D (45.0) SB - C (25.2)
Build-out (2027) Traffic Improved - Scenario 2	Overall - D (41.9) EB - E (66.0) WB - F (82.5) NB - C (33.7) SB - B (19.2)	Overall - D (37.1) EB - F (81.0) WB - F (91.1) NB - C (21.4) SB - C (25.4)

6.4 NC 96 at Hendricks Drive/Eddins Oil Co Driveway

Analyses indicate that the unsignalized intersection of NC 96 at Hendricks Drive/Eddins Oil Co Driveway currently operates with moderate delays for the eastbound minor-street approach (Eddins Oil Co Driveway) and operates with long delays for the westbound minor-street approach (Hendricks Drive) for both peak hours. The minor street approaches of this intersection are expected to operate with long delays in both peak hours, with or without the proposed project in place for both scenarios.

To accommodate the proposed site traffic, completing the Future Jones Street Extension is recommended to provide an alternate connection between Hendricks Drive and I-87 Westbound Ramps/Dogwood Drive. It should be noted that the approved development, Cookout, is committed to constructing a portion of the extension within their parcel. To determine the impacts of the Future Jones Street Extension, different site traffic distribution and pass-by assignments were used. Refer to Appendix F for the distribution and pass-by distribution assignments for the improved scenarios.

With the recommended improvements in place, analyses indicate that the unsignalized intersection is expected to operate with moderate delays for the minor-street approaches in the AM peak hour and moderate to long delays for the minor-street approaches in the PM peak hour for both scenarios.

Table 6.4 summarizes the operation of the intersection of NC 96 at Hendricks Drive/Eddins Oil Co Driveway for existing (2025), background (2027), and build-out (2027) traffic conditions.

Table 6.4 NC 96 at Hendricks Drive/Eddins Oil Co Driveway (Unsignalized)		
Condition	**AM Peak Hour LOS (Delay)**	**PM Peak Hour LOS (Delay)**
Existing (2025) Traffic	EB - E (39.8) WB - F (80.5) NBL - B (13.4) SBL - A (8.4)	EB - E (46.3) WB - F (103.3) NBL - B (14.0) SBL - A (8.9)
Background (2027) Traffic	EB - F (66.4) WB - F (102.6) NBL - B (13.0) SBL - A (8.8)	EB - F (166.9) WB - F (379.0) NBL - B (13.0) SBL - B (10.0)
Build-out (2027) Traffic - Scenario 1	EB - F (87.4) WB - F (>500) NBL - B (12.6) SBL - A (9.2)	EB - F (295.9) WB - F (>500) NBL - B (12.7) SBL - B (10.6)
Build-out (2027) Traffic Improved - Scenario 1	EB - D (34.2) WB - E (37.0) NBL - B (12.6) SBL - A (9.2)	EB - D (25.7) WB - F (201.0) NBL - B (12.7) SBL - B (10.6)
Build-out (2027) Traffic - Scenario 2	EB - F (87.4) WB - F (>500) NBL - B (12.6) SBL - A (9.2)	EB - F (273.1) WB - F (>500) NBL - B (12.7) SBL - B (10.3)
Build-out (2027) Traffic Improved - Scenario 2	EB - D (34.9) WB - E (37.6) NBL - B (12.6) SBL - A (9.2)	EB - D (25.9) WB - F (184.8) NBL - B (12.7) SBL - B (10.3)

6.5 NC 96 at I-87 Westbound Ramps/Dogwood Drive

Analyses indicate that the signalized intersection of NC 96 at I-87 Westbound Ramps/Dogwood Drive currently operates at LOS C in both peak hours. Under background (2027) traffic conditions, the intersection is expected to operate at LOS D in both peak hours. Under build-out (2027) the intersection is expected to operate at LOS C in the AM peak hour and LOS D in the PM peak hour.

To accommodate the proposed site traffic, completing the Future Jones Street Extension is recommended to provide an alternate connection between Hendricks Drive and I-87 Westbound Ramps/Dogwood Drive. It should be noted that the approved development, Cookout, is committed to constructing a portion of the extension within their parcel. To determine the impacts of the Future Jones Street Extension, different site traffic distribution and pass-by assignments were used. Refer to Appendix F for the distribution and pass-by distribution assignments for the improved scenarios.

With the completion of the Future Jones Street Extension and additional site traffic, analyses indicate that the signalized intersection is expected to continue to operate at LOS C in the AM peak hour and LOS D in the PM peak hour.

Table 6.5 summarizes the operation of the intersection of NC 96 at I-87 Westbound Ramps/Dogwood Drive for existing (2025), background (2027), and build-out (2027) traffic conditions.

Table 6.5 NC 96 at I-87 Westbound Ramps/Dogwood Drive (Signalized)		
Condition	**AM Peak Hour LOS (Delay)**	**PM Peak Hour LOS (Delay)**
Existing (2025) Traffic	Overall - C (29.2) EB - D (50.4) WB - D (50.7) NB - C (24.2) SB - C (22.2)	Overall - C (33.8) EB - D (47.9) WB - E (65.1) NB - C (28.4) SB - C (27.3)
Background (2027) Traffic	Overall - D (36.7) EB - E (57.7) WB - F (139.1) NB - B (18.3) SB - C (22.7)	Overall - D (37.4) EB - E (75.1) WB - E (66.6) NB - C (24.2) SB - C (27.7)
Build-out (2027) Traffic - Scenario 1	Overall - C (34.6) EB - E (70.9) WB - E (74.9) NB - C (24.8) SB - C (21.2)	Overall - D (39.0) EB - E (76.6) WB - E (73.9) NB - C (22.8) SB - C (30.9)
Build-out (2027) Traffic Improved - Scenario 1	Overall - C (34.7) EB - E (70.3) WB - E (71.3) NB - C (25.5) SB - B (19.4)	Overall - D (38.5) EB - E (75.6) WB - E (68.8) NB - C (22.8) SB - C (29.9)
Build-out (2027) Traffic - Scenario 2	Overall - C (34.1) EB - E (70.9) WB - E (74.9) NB - C (24.7) SB - B (20.0)	Overall - D (38.7) EB - E (76.6) WB - E (73.9) NB - C (22.8) SB - C (30.0)
Build-out (2027) Traffic Improved - Scenario 2	Overall - C (34.4) EB - E (70.3) WB - E (71.3) NB - C (25.7) SB - B (18.5)	Overall - D (38.3) EB - E (76.2) WB - E (69.4) NB - C (22.8) SB - C (29.1)

6.6 NC 96 at I-87 Eastbound Ramps

Analyses indicate that the signalized intersection of NC 96 at I-87 Eastbound Ramps currently operates at LOS C in both peak hours. The signalized intersection is expected to operate at LOS C in the AM peak hour and LOS D in the PM peak hour for the background (2027) traffic conditions. With the proposed development in place and under Scenario 1, the signalized intersection is expected to continue to operate at LOS C in the AM peak hour and LOS D in the PM peak hour. With the proposed development in place and under Scenario 2, the signalized intersection is expected to operate at LOS D in both peak hours.

As site traffic is expected to have minimal impact on the operation of this intersection, no improvements by the developer are recommended to accommodate projected site traffic. However, with the recommended improvements implemented at nearby intersections, the signalized intersection is expected to operate at LOS C in the AM peak hour and LOS D in the PM peak hour under both scenarios.

Table 6.6 summarizes the operation of the intersection of NC 96 at I-87 Eastbound Ramps for existing (2025), background (2027), and build-out (2027) traffic conditions.

Table 6.6
NC 96 at I-87 Eastbound Ramps (Signalized)

Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Existing (2025) Traffic	Overall - C (31.7) EB - E (62.3) NB - C (26.3) SB - B (15.4)	Overall - C (34.9) EB - E (59.7) NB - C (30.6) SB - B (18.1)
Background (2027) Traffic	Overall - C (34.2) EB - E (57.1) NB - D (39.9) SB - B (14.7)	Overall - D (46.4) EB - E (65.8) NB - D (50.2) SB - C (26.7)
Build-out (2027) Traffic - Scenario 1	Overall - C (33.0) EB - D (53.6) NB - D (38.5) SB - B (15.2)	Overall - D (47.3) EB - E (65.9) NB - D (52.3) SB - C (27.3)
Build-out (2027) Traffic Improved - Scenario 1	Overall - C (33.5) EB - E (56.4) NB - D (35.2) SB - B (17.6)	Overall - D (47.8) EB - E (65.9) NB - D (52.3) SB - C (28.7)
Build-out (2027) Traffic - Scenario 2	Overall - D (37.5) EB - E (59.2) NB - D (38.5) SB - C (23.1)	Overall - D (47.3) EB - E (65.9) NB - D (52.3) SB - C (27.3)
Build-out (2027) Traffic Improved - Scenario 2	Overall - C (33.5) EB - D (53.6) NB - D (38.5) SB - B (16.5)	Overall - D (47.8) EB - E (65.9) NB - D (52.3) SB - C (28.7)

6.7 Proctor Street at Green Pace Road

Analyses indicate that the unsignalized intersection of Proctor Street at Green Pace Road currently operates with short delays in both peak hours for the minor-street (Green Pace Road). The minor street approach of this intersection is expected to continue to operate with short delays in both peak hours, with or without the proposed project in place for both scenarios.

As site traffic is expected to have minimal impact on the operation of this intersection, no improvements are recommended to accommodate projected site traffic. Under build-out traffic with improvement scenarios, small changes in delay were observed.

Table 6.7 summarizes the operation of the intersection of Proctor Street at Green Pace Road for existing (2025), background (2027), and build-out (2027) traffic conditions.

Table 6.7
Proctor Street at Green Pace Road (Unsignalized)

Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Existing (2025) Traffic	NB - A (9.5) WBL - A (7.7)	NB - A (9.6) WBL - A (7.6)
Background (2027) Traffic	NB - A (9.4) WBL - A (7.7)	NB - A (9.8) WBL - A (7.6)
Build-out (2027) Traffic - Scenario 1	NB - A (9.3) WBL - A (7.7)	NB - A (9.8) WBL - A (7.6)
Build-out (2027) Traffic - Scenario 2	NB - A (9.6) WBL - A (7.8)	NB - A (9.8) WBL - A (7.6)
Build-out (2027) Traffic Improved - Scenario 2	NB - A (9.3) WBL - A (7.7)	NB - A (9.8) WBL - A (7.6)

6.8 Hendricks Drive at Site Driveway 1

The Zebulon Gas Station proposes to construct a full-movement driveway along Hendricks Drive approximately 250 feet east of NC 96. The following improvements are recommended to be constructed at this intersection as part of the proposed development.

- Construct Site Driveway 1 as a full-movement access with one egress and ingress lane

With the recommended improvements in place, analyses indicate that the proposed driveway is expected to operate with short delays on the minor-street approach (Site Driveway 1) for both scenarios.

To accommodate the proposed site traffic, completing the Future Jones Street Extension is recommended to provide an alternate connection between Hendricks Drive and I-87 Westbound Ramps/Dogwood Drive. It should be noted that the approved development, Cookout, is committed to constructing a portion of the extension within their parcel. To determine the impacts of the Future Jones Street Extension, different site traffic distribution and pass-by assignments were used. Refer to Appendix F for the distribution and pass-by distribution assignments for the improved scenarios.

With the recommended improvements in place, analyses indicate that the unsignalized intersection is expected to continue to operate with short delays in both peak hours for both scenarios.

Table 6.8 summarizes the operation of the intersection of Hendricks Drive at Site Driveway 1 for existing (2025), background (2027), and build-out (2027) traffic conditions.

Table 6.8
Hendricks Drive at Site Driveway 1 (Unsignalized)

Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Build-out (2027) Traffic - Scenario 1	SB - A (9.0) EBL - A (7.3)	SB - A (9.1) EBL - A (7.4)
Build-out (2027) Traffic Improved - Scenario 1	SB - A (9.7) EBL - A (7.3)	SB - A (9.6) EBL - A (7.4)
Build-out (2027) Traffic - Scenario 2	SB - A (9.0) EBL - A (7.4)	SB - A (9.1) EBL - A (7.5)
Build-out (2027) Traffic Improved - Scenario 2	SB - B (10.2) EBL - A (7.4)	SB - B (10.1) EBL - A (7.5)

6.9 Pearces Road at Site Driveway 2

The Zebulon Gas Station proposes to construct a right-in/right-out driveway along Pearces Road approximately 175 feet east of NC 96. The following improvements are recommended to be constructed at this intersection as part of the proposed development.

- Construct Site Driveway 2 as a right-in/right-out access with one egress and ingress lane

With the recommended improvements in place, analyses indicate that the proposed driveway is expected to operate with short delays on the minor-street approach (Site Driveway 2) for both scenarios.

As site traffic is expected to have minimal impact on the operation of this intersection, no improvements are recommended to accommodate projected site traffic. However, improvements at nearby intersections result in slight changes in delay.

Table 6.9 summarizes the operation of the intersection of Pearces Road at Site Driveway 2 for existing (2025), background (2027), and build-out (2027) traffic conditions.

Table 6.9
Pearces Road at Site Driveway 2 (Unsignalized)

Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Build-out (2027) Traffic - Scenario 1	NB - B (11.0)	NB - B (13.9)
Build-out (2027) Traffic - Scenario 2	NB - B (11.1)	NB - B (13.9)
Build-out (2027) Traffic Improved - Scenario 2	NB - B (11.1)	NB - B (14.0)

6.10 NC 96 at Site Driveway 3

The Zebulon Gas Station proposes to construct a right-in only driveway along NC 96 approximately 125 feet south of Pearces Road. The proposed driveway was only analyzed under Scenario 1 build-out traffic conditions. The following improvements are recommended to be constructed at this intersection as part of the proposed development.

- Construct Site Driveway 3 as a right-in only access with one ingress lane

Due to Synchro limitations, no delay or level of service was calculated. It should be noted that due to the proximity to the signalized intersection of NC 96 at Pearces Road, long queues are expected based on SimTraffic simulations.

7.0 Recommendations

Committed Improvements by Others

While the Hendricks Drive Retail TIA has not yet been completed at the time this study was performed, the following improvements were included in this analysis based on coordination with NCDOT and the Town of Zebulon and are assumed to be committed by Hendricks Drive Retail Driveway.

NC 96 at Pearces Road

- Construct Hendricks Drive Retail Driveway with an exclusive eastbound left-turn lane and a shared eastbound through/right-turn lane
- Provide frontage widening along NC 96 by constructing an additional southbound through lane from Pearces Road to Hendricks Drive
- Modify the existing traffic signal to accommodate this additional laneage

Proposed Improvements by Zebulon Gas Station Development

The following roadway improvements are recommended to be performed as part of this project to accommodate the projected site traffic:

NC 96 at Pearces Road

- Restripe the existing shared westbound through/right-lane as a shared left/through/right-lane
- Modify the existing traffic signal to accommodate laneage improvements

Hendricks Drive at Site Driveway 1

- Construct Site Driveway 1 as a full-movement access with one egress and ingress lane

Pearces Road at Site Driveway 2

- Construct Site Driveway 2 as a right-in/right-out access with one egress and ingress lane

NC 96 at Site Driveway 3 (Scenario 1)

- Construct Site Driveway 3 as a right-in only access with one ingress lane

Conclusions

The intersection of NC 96 at Riley Hill Road/Proctor Street currently operates with moderate to long delays and is expected to operate with long delays at the minor street approaches in both peak hours, with or without the proposed project in place for both scenarios. As site traffic is expected to account for less than 2% of the total traffic at this intersection, no improvements are recommended by the development to accommodate projected vehicular site traffic. It is recommended that the intersection should be monitored for restriction, potentially by restriping the eastbound and westbound approaches to allow only right-turns onto NC 96 when the parcel in the northeast quadrant is developed.

NCDOT TIP project U-5118 FB proposes to construct access management improvements north of Pearces Road to Dogwood Drive along NC 96. This project was expected to begin construction in 2025. While this project was considered for inclusion, it was ultimately excluded in order to provide a conservative analysis of the intersection of NC 96 at Pearces Road based on previous coordination with the Town of Zebulon. Elements of the U-5118 FB project will be implemented at the intersection of NC 96 at Pearces Road with the approved development, Hendricks Drive Retail, committed to providing frontage widening along NC 96. It should be noted that it is also recommended that the proposed development restripe the existing shared westbound through/right-turn lane as a shared left/through/right-turn lane.

To accommodate the proposed site traffic, completing the Future Jones Street Extension is recommended to provide an alternate connection between Hendricks Drive and I-87 Westbound Ramps/Dogwood Drive. It should be noted that the approved development, Cookout, is committed to constructing a portion of the extension within their parcel. To determine the impacts of the Future Jones Street Extension, modified site traffic distribution and pass-by assignments were used. Refer to Appendix F for the distribution and pass-by distribution assignments for the improved scenarios. With these improvements, the intersection of NC 96 at Hendricks Drive/Eddins Oil Co Driveway is expected to operate with moderate delays for the minor-street approaches in the AM peak hour and moderate to long delays for the minor-street approaches in the PM peak hour for both scenarios.

All other study intersections are expected to operate with acceptable delays during both peak hours with the recommended improvements in place. The recommended roadway laneage with the committed and proposed improvements is shown on **Figure 7.1a** and **Figure 7.1b**.

NOT TO SCALE

NC 96

PROCTOR STREET

RILEY HILL ROAD

GREEN PACE ROAD

PEARCES ROAD

HENDRICKS DRIVE RETAIL DRIVEWAY

EDDINS OIL CO DRIVEWAY

FUTURE JONES STREET EXTENSION

HENDRICKS DRIVE

DOGWOOD DRIVE

US 64–264 WB RAMPS

US 64–264 EB OFF RAMP

US 64–264 EB ON RAMP

SITE DRIVEWAY 1

SITE DRIVEWAY 2

SITE DRIVEWAY 3

SPEED LIMIT 35

550’ 350’ 150’ 650’ 150’ 200’ 1700’ 175’ 400’ RESTRIPE 100’ (TWLTL) 100’ (TWLTL) 120’ 130’ (TWLTL) 100’ 100’ (TWLTL) 850’ (TWLTL) 100’ 650’ 150’ 425’ 1075’ 375’ 150’ 250’

LEGEND

- EXISTING LANE
- EXISTING STOP SIGN
- EXISTING TRAFFIC SIGNAL
- EXISTING CHANNELIZED ISLAND
- COMMITTED LANE (BY OTHERS)
- COMMITTED SIGNAL MODIFICATION (BY OTHERS)
- RECOMMENDED LANE
- RECOMMENDED STOP SIGN
- RECOMMENDED SIGNAL MODIFICATION
- POSTED SPEED LIMIT
- XX’ STORAGE LENGTH
- XXX’ INTERSECTION SPACING

FIGURE 7.1a

RECOMMENDED ROADWAY LANEAGE – SCENARIO 1

ZEBULON GAS STATION
ZEBULON, NC
TRAFFIC IMPACT ANALYSIS

Kimley»Horn

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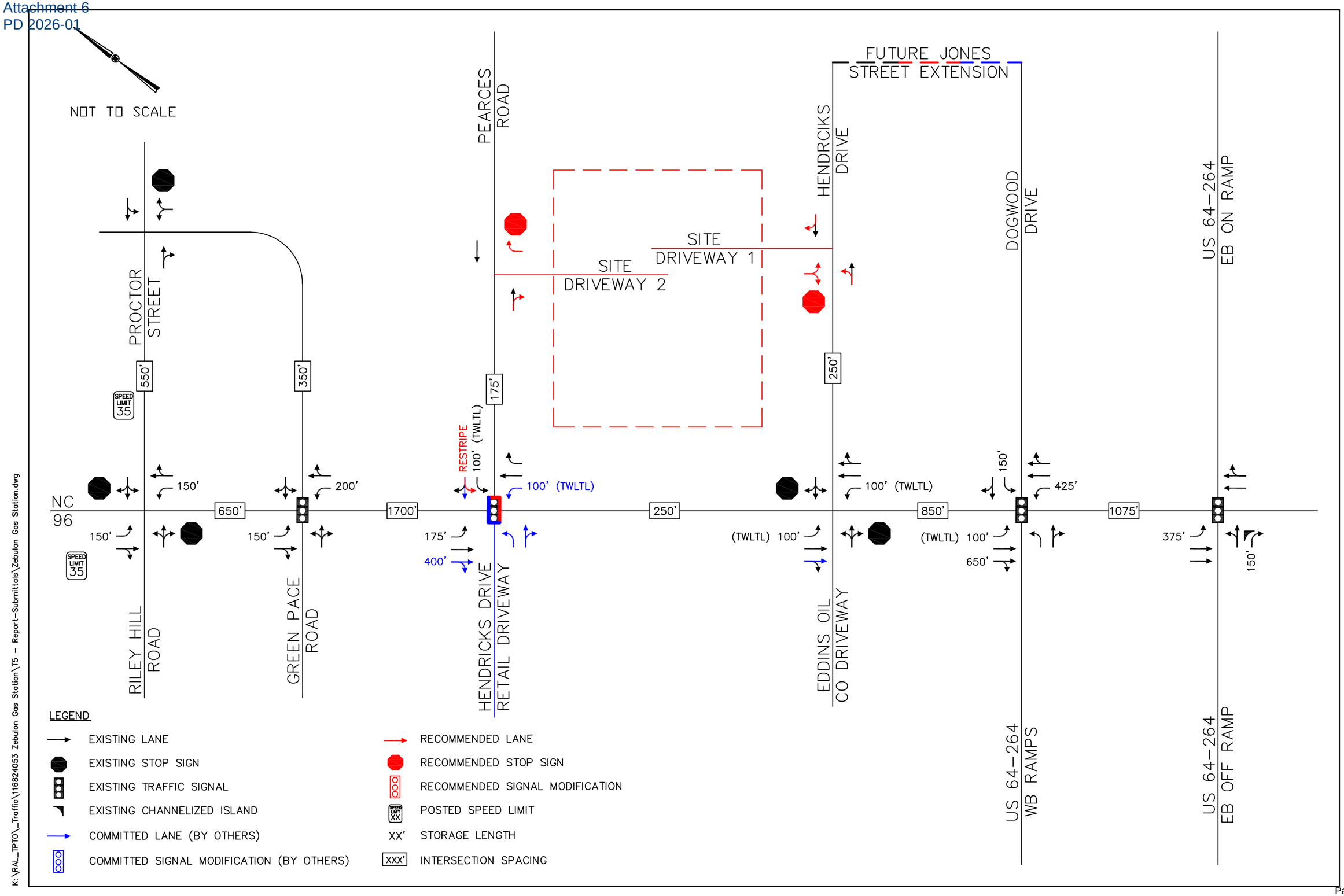


FIGURE 7.1b

RECOMMENDED ROADWAY LANEAGE – SCENARIO 2

ZEBULON GAS STATION
ZEBULON, NC
TRAFFIC IMPACT ANALYSIS

Kimley»Horn

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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JOSH STEIN
GOVERNOR

DANIEL H. JOHNSON
SECRETARY

January 23, 2026

Zebulon Gas Station

Traffic Impact Analysis Review Report

Congestion Management Section

TIA Project: SC-2025-247
Division: 5
County: Wake



Clarence B Bunting, P.E. Regional Engineer
Trevor S. Darnell, Project Design Engineer

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Customer Service: 1-877-368-4968

Website: www.ncdot.gov

Location:
750 N. GREENFIELD PARKWAY
GARNER, NC 27529

Zebulon Gas Station		
SC-2025-247	Zebulon	Wake County

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

Date Initially Received by CMS	11/26/25	Date of Site Plan	02/05/25
Date of Complete Information	11/26/25	Date of Sealed TIA	11/26/25

Proposed Development

The TIA assumes the development is completed by 2026 and consists of the following:

Land Use	Land Use Code	Size
Convenience Store/Gas Station- VFP (9-15)	945	6,372 sq.ft.

Trip Generation - Unadjusted Volumes During a Typical Weekday			
	IN	**OUT**	**TOTAL**
AM Peak Hour	180	180	360
PM Peak Hour	174	173	347
Daily Trips			4,464

General Reference

For reference to various documents applicable to this review please reference the following link: ***https://connect.ncdot.gov/resources/safety/Pages/Congestion-Management.aspx***

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

Site Accesses

The proposed site accesses are in close proximity to other existing intersections. If operational issues develop, access may need to be restricted.

NC-96 / Pearces Road / Hendricks Drive Retail Driveway

The TIA shows improvements at the subject intersection by both this development and background developments. The TIA also references project U-5118 FB which was not included within the analysis. Care should be taken to coordinate with these other developments / projects. Additional analysis may be needed.

Improvements By Others

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

Signalization

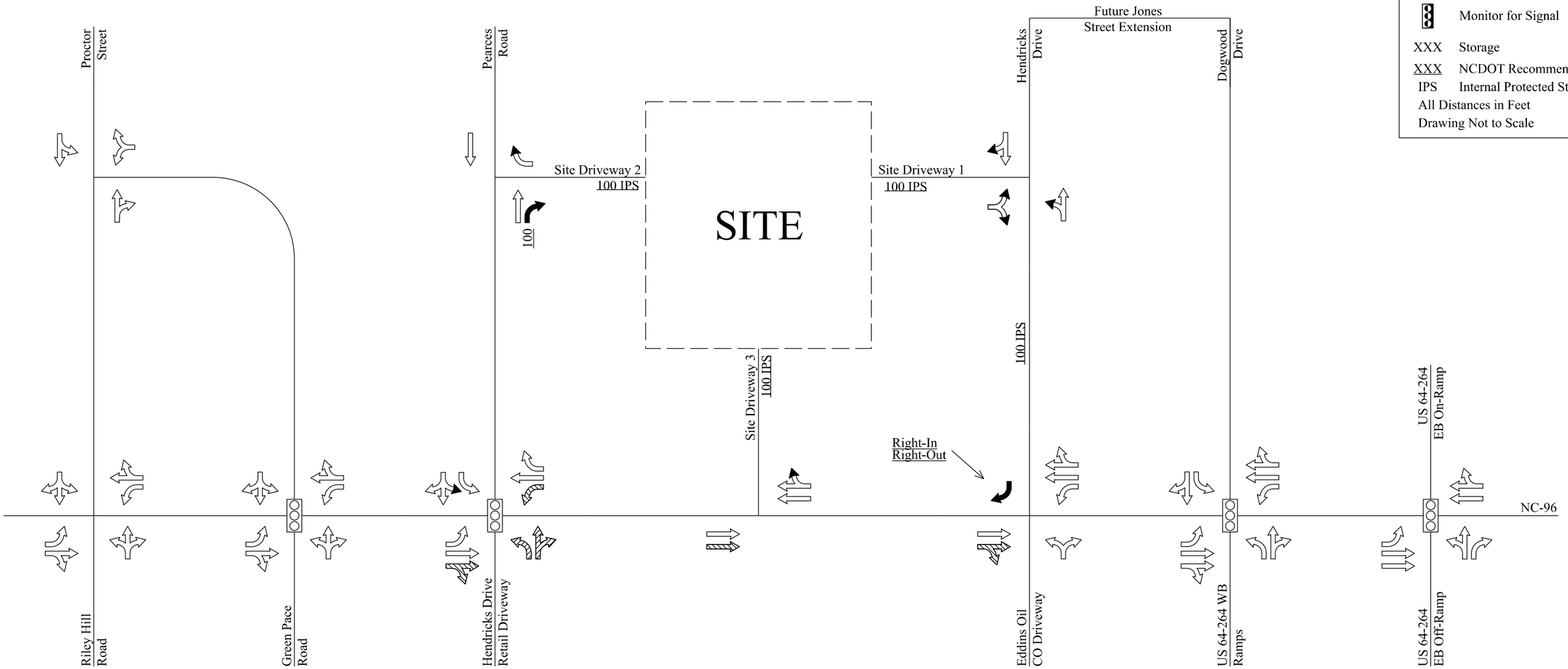
We defer to the District Engineer, the Division Traffic Engineer, and the Regional Traffic Engineer for final decisions regarding signalization.

Scenario 1

District Note: Without proper IPS at Site Driveway 3, the District Office would require use of Scenario 2. - DTB

Zebulon Gas Station
SC-2025-247

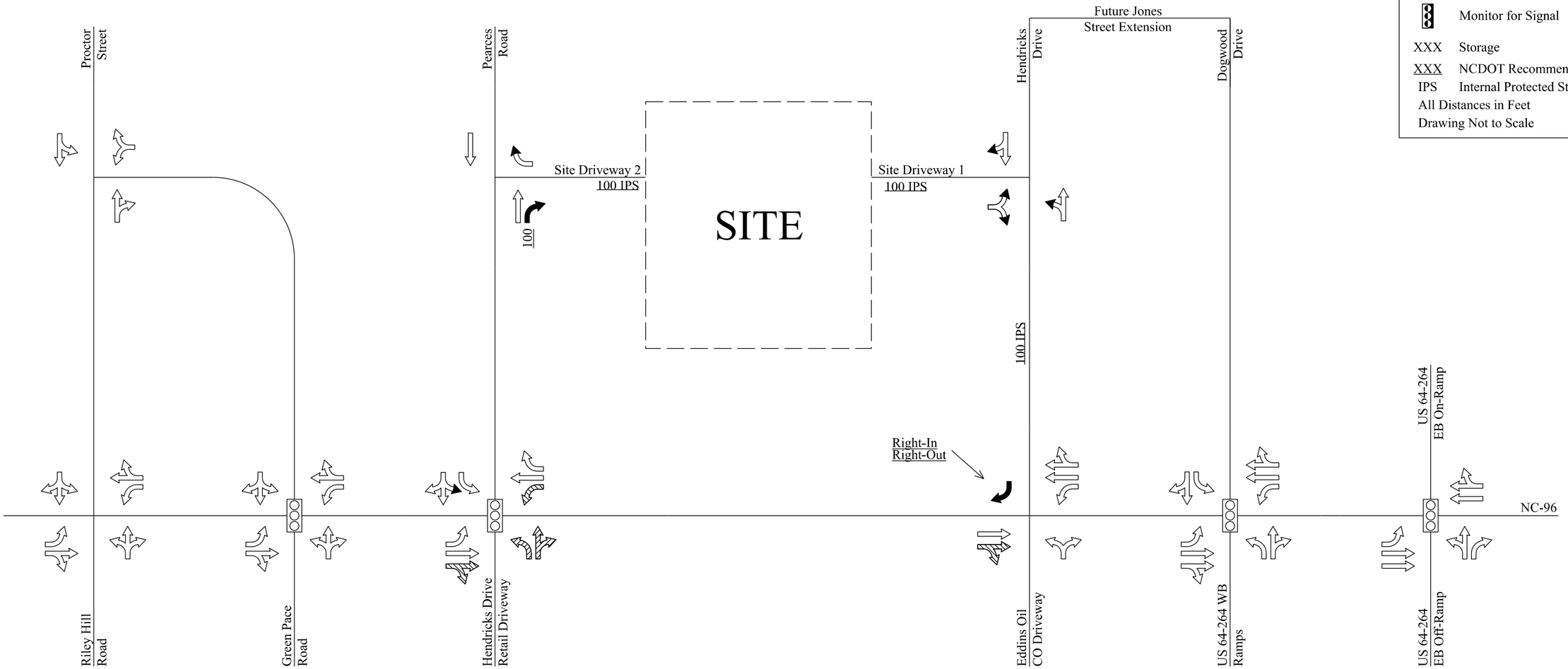
- Existing Laneage
- Recommended Laneage
- Laneage Built By Others
- NCDOT Recommendation
- Existing Signal
- Signal Proposed By Others
- Monitor for Signal
- XXX Storage
- XXX NCDOT Recommended Storage
- IPS Internal Protected Stem
- All Distances in Feet
- Drawing Not to Scale



Scenario 2

Zebulon Gas Station
SC-2025-247

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



Kimley»Horn

MEMORANDUM

To: Town of Zebulon Planning Staff

From: JP Efferth

Kimley-Horn and Associates, Inc.

Date: January 15th, 2026

Subject: Wawa – Stacking Study

In lieu of a formal stacking study, this document is intended to report queuing numbers and average transaction from a previous study performed at two (2) locations with the FlyThru lane. The FlyThru lane is a new initiative for Wawa, and the two (2) locations listed in the study are among the small number of stores in the entire Wawa system that are operating with the FlyThru lane.

WHAT IS A FLYTHRU?

- A vehicular pick-up format that delivers the most convenient way possible for Wawa customers to pick up digital orders
  - Customers order and pay through the Wawa mobile app and pick up via the FlyThru window on the exterior of the store
  - Lane allows customer to scan a QR code upon arrival to check in their order and pick it up without having to wait
- FlyThru does not have:
  - Speaker boxes
  - Pay as you Go / No Payment Transactions
  - Double Lanes
  - Menu Boards

OBSERVATIONS FROM THE PREVIOUS STUDY:

PA Store:

- AM 6 Trips, queue: 1, 24 s
- Mid 9 Trips, queue: 2, 89 s
- PM 6 Trips, queue: 2, 34 s

NJ Store:

- AM 3 Trips, queue: 1, 24 s
- Mid 3 Trips, queue: 1, 18 s
- PM 3 Trips, queue: 2, 160 s

Max queue: 2 vehicles
Average processing time: 58 s
Counted in 10 min intervals

Periods with multiple customers had very short processing times compared to periods with only 1 customer:

- Avg Processing Time Multiple Customers: 21 seconds
- Average Processing Time One Customer: 85 seconds

TRAFFIC DATA

The following data was collected in November 2024 at one location in Pennsylvania and one location in New Jersey:

Table 1: Wawa FlyThru Traffic Data – PA

Wawa FlyThru Mobile Pickup	Weekday Peak Hour – AM	MID	PM
Vehicle Trips	6	9	6
Maximum FlyThru Queue (Vehicles)	1	2	2
Average Transaction Time (Seconds)	24	89	34

Table 2: Wawa FlyThru Traffic Data – NJ

Wawa FlyThru Mobile Pickup	Weekday Peak Hour – AM	MID	PM
Vehicle Trips	3	3	3
Maximum FlyThru Queue (Vehicles)	1	1	2
Average Transaction Time (Seconds)	29	18	160

Per the previous study, the peak hour for each site fell between 7:00 am – 8:50 am, 12:20 pm – 1:50 pm, and 4:50 – 5:50 pm for the weekday morning, weekday midday, and weekday afternoon peak hour, respectively.

The outlier average transaction time of 89 seconds (Table 1 – MID) and 160 seconds (Table 2 – PM) were likely the result of a few orders where the customer may have placed the order just before arriving at the FlyThru or the order may have needed to be remade. However, even with these outliers included, the queue never exceeded more than 2 vehicles. Furthermore, during busy hours, when the customer's order was not yet ready at the FlyThru window, customers were directed to park at a nearby parking space where a Wawa associate would walk out and deliver their food once ready.

CONCLUSION

The stacking study performed at the Pennsylvania and New Jersey locations indicate that the FlyThru queue did not exceed two (2) vehicles at any given time. During peak hours, the study found that average times in the FlyThru lane decreased. The FlyThru lane at the Zebulon, North Carolina location is expected to follow the same patterns.

Please reach out with any questions.

Sincerely,

JP Efferth

JP.Efferth@kimley-horn.com

ZEBULON
NORTH CAROLINA

MUNICIPAL UTILITY ALLOCATION POLICY

Statement of Purpose and Goals

Introduction

Drinking water supplies throughout the greater City of Raleigh distribution system are finite, subject to disruption by drought and/or other calamity and Zebulon's allocation is contractually limited. The Town staff, the Planning Board, and the Board of Commissioners have given a great deal of thought and study as to the best utilization of this valuable resource to benefit current and future citizens.

The Town of Zebulon's municipal water and sewer capacity is a valuable resource that must be conserved and apportioned to new development projects that promote the Town's policy of ensuring a diversified tax base and housing supply. Such an allocation policy will tend to promote diversity of housing available to a wide cross section of citizens of diverse socio-economic backgrounds and promote economic viability and sustainability by providing for retail and other commercial development within the Town of Zebulon.

In order to preserve and enhance property values, manage its limited water supply as a vital natural resource, promote economic development, and incentivize smart growth practices, the allocation of Zebulon's potable water capacity shall hereafter be in accordance with this policy.

Land Use and the Tax Base

The local government expense of providing fire and police protection, schools, parks, social services, water and sewage systems and other essential public services to residential neighborhoods is generally greater than the ad valorem tax revenue generated by such neighborhoods. On the other hand, the cost of providing services to commercial and industrial development is generally less than the tax revenue accruing to the local government. Having a predominantly residential tax base would require the Town of Zebulon over time to assess a higher tax levy to raise funds to provide essential services or to reduce the level of public services provided. This is one reason among many why local governments including Zebulon strive to achieve a balance of both residential and non-residential growth.

Zebulon's historical development is transitioning from industrial to residential, leading to a current tax base of approximately 40% residential and 60% commercial/industrial. The following table shows Zebulon's tax base over the past five years [1]

Zebulon Tax Base (Past Five Years)

Fiscal Year	Commercial	Residential
2021-2022	60%	40%
2020-2021	65%	35%
2019-2020	72%	28%
2018-2019	73%	27%
2017-2018	71%	29%

[1] "Tax Base Components | Wake County Government," *Wake County North Carolina*, https://www.wakegov.com/departments-government/tax-administration/data-files-statistics-and-reports/tax-base-components

As shown in the table above, the residential tax base has steadily increased proportionally over the past five years. This trend in the tax base data, combined with the vested planned residential development in the coming years, demonstrates the need for the Town to address this shift through policy. The Zebulon Board of Commissioners believes that it is fiscally responsible and otherwise in the public interest to promote and encourage non-residential development in the jurisdiction as an alternative to rapid residential development to keep the ratio between the two development types well balanced. A goal of maintaining a tax base of 60% residential and 40% commercial/industrial is hereby established.

Development Goals for the Full Build-Out of Zebulon

Communities without a wide variety of housing types and styles also put pressure on the Wake County Public School System which remains committed to having students of a wide range of socio-economic backgrounds attend each local school. In addition to the goal of maintaining a balanced tax base, the Town of Zebulon is committed to achieving a balance of housing types within its jurisdiction.

This commitment is consistent with both the Town's Strategic Plan and Comprehensive Plan. The *Town of Zebulon: Vision 2030 Strategic Plan* lists "Growing Smart" as one of its three focus areas, calling for the planning of appropriate land uses and affordability of the community. The *Grow Zebulon Comprehensive Land Use Plan* identifies six guiding principles for the town. Two of those principles are "Zebulon will be BALANCED" and "Zebulon will be PRUDENT." A balance should be achieved for the Town's tax base, its land uses, and its housing types to allow for an affordable community with employment and business opportunities that will help the community prosper. The achievement of balance in Zebulon will contribute to the Town being prudent. As stated previously, a local government's cost of providing services to commercial properties is generally less than that of residential properties. Having a balanced tax base that is not proportionally over-saturated with residential properties will contribute to keeping the Town financially sound.

Below are three development goals that are integral to the utility allocation policy and the future of the Town. These development goals apply to the entire, future Zebulon jurisdiction including the ETJ, short-range and long-range urban service areas.

GOAL #1: Maintain 60%-40% ratio of residential to non-residential tax values.

Upon Adoption-January 2021
60% Residential - 40% Non-Residential

GOAL #2: Residential Housing Percentage Breakdown
SFD|TH|MF – 75%|10%|15% (Note – Duplex counted as MF)

Upon Adoption-January 2021
80.5% | 0.5% | 19%

GOAL #3: Encourage Mixed Use Development to improve pedestrian connectivity to non-residential activity.

Policy and Procedures

Water Allocation

All existing parcels of real property within the corporate limits of Zebulon, regardless of proposed acreage, shape, or location as of the adoption of this ordinance are entitled to **115 gallons per day** of water allocation to build and sustain a single family or a limited business or commercial use. No additional water allocation will be awarded for proposed development except in accordance with the requirements of this policy.

Wastewater Connection

All projects considered for utility allocation must provide a wastewater system connection with adequate receiving capacity, as determined by the Wake County Health Department and/or City of Raleigh Public Utilities Department and approved by the Town of Zebulon Planning Director.

General Conditions & Requirements

- All proposed projects must be within the existing corporate limits or have filed a valid and complete petition for Voluntary Annexation.
- All proposed projects under consideration must have a complete application submitted for the appropriate Master Plan, Subdivision, Site Plan, Special Use Permit, Conditional Zoning Request, Zoning Compliance Permit, Building Permit, or any other necessary approval.
- All projects are subject to a Utility Allocation or Developer's Agreement approved by the Town's Board of Commissioners. If the Developer/Applicant fails to meet all terms of that agreement the unused allocation will be reclaimed, no new building permits will be issued, and no new connections to the water or wastewater systems will be permitted. Active building permits will have certificates of occupancy held until mitigating measures are agreed to by all parties.
- Projects with proven vested rights upon adoption of this ordinance will be permitted to finish their projects as previously approved.
- Public water may be utilized for irrigation purposes so long as the Primary Use associated with the site has previously gained water allocation through the Town.
- Any third parties who buy land to build upon are bound by the approved Utility Allocation Agreement or Development Agreement for that property. If the agreement is not fulfilled, the above terms and conditions still apply regardless of who owns the land.

Compliance Required

This policy allocates municipal water in gallons per day for new development proposals, master plans, site plans, building plans, and/or structures seeking construction approval. Each phase of a phased development must comply with the terms and development schedule of an approved Utility Allocation Agreement before the next phase can begin or the development risks loss of previously reserved allocation.

Previously dedicated but unused allocation can be reclaimed by the Town's Board of Commissioners for:

(1) the lack of compliance with any existing Utility Allocation or Developer's Agreement;

(2) violation of applicable town policy provision, ordinance standard, condition of approval;

(3) violation of federal or state regulation; or

(4) other good cause.

Utility Allocation Application Process

Upon receiving a new development proposal requesting water capacity, the Planning Staff shall direct the Developer/Applicant to demonstrate the project's qualifications. A Developer/Applicant shall state on the appropriate application, and stipulate within an approved Utility Allocation Agreement, the use or uses proposed to be built as part of the project along with the construction design and materials. Town action on the request will be deferred until the application is complete and the requested information has been provided.

Proposed projects shall complete the UTILITY ALLOCATION WORKSHEET according to its instructions to determine the total number of points achieved. The Utility Allocation Application package will be reviewed for completeness and compliance by the Technical Review Committee (TRC) in conjunction with the applicable development approval for the subject property (conditional rezoning, planned development, site plan, etc.).

Qualification for water allocation is judged by:

- The level of developer investment
- Anticipated increases in the Town's ad valorem tax base
- Construction and dedication of public infrastructure
- Provision of employment opportunities for Zebulon citizens
- Provisions of diversified housing stock
- Preservation of open space
- Protection of existing tree canopy
- Conservation of existing habitat
- The provision of recreational amenities for current or future Zebulon residents

Projects must be awarded **60 TOTAL POINTS** or more to merit water allocation.

Points are awarded in two categories, BASE POINTS and BONUS POINTS. BONUS POINTS are broken down into six categories.

1. Nonconformity Abatement and Public Infrastructure Improvements
2. Green Development Standards
3. Gateway and Transit Improvements
4. Amenities
5. Affordable Housing
6. Other

Unless a project can gain all necessary BONUS POINTS from a single improvement identified in the approved list, improvements must be made from at least two of the categories of BONUS POINTS.

All features and/or improvements that earn a projects BONUS POINTS must be clearly shown on a development plan for each application type.

Expiration of Allocation Award

A developer/applicant who has secured allocation according to this policy and hasn't progressed in construction plan approval, building permit approval, or on-site construction for a period of 12 months will lose the award of allocation without benefit.

Annual Review of Policy & Appeals

This policy shall be reviewed in January of each year and, when appropriate, readjusted by the Town's Board of Commissioners. The Town's overall progress on policy goals will be considered and the multipliers and/or point thresholds readjusted accordingly.

Appeals of any provision of this ordinance shall be decided upon by the Town's Board of Commissioners upon receiving a recommendation from the Planning Board.

BASE POINTS: List of Preferred Land Uses and Required Characteristics:

The uses listed below have been determined to be the most desirable and important uses for the Town of Zebulon to promote and maintain economic and housing diversity. Only projects that completely meet the stated performance characteristics will be considered for utility allocation. Please select one of the following Base Point classifications.

60 Base Points	**Single Family Homes (Expedited Subdivision or Recombination)** Newly constructed Single Family Homes built upon new lots created via the minor subdivision, exempt subdivision, expedited subdivision (3 or fewer lots) or recombination process.
60 Base Points	**Change of Use** This category captures renovation, rehabilitation, up-fit or retrofit of existing buildings or portions of buildings that pre-date this policy and require a code summary sheet, change in building occupancy, certificate of occupancy, building permit and/or building inspections and do not increase the utility demand from the previous use of the building.
45 Base Points	**Business Office/Finance/ Insurance / Professional Services Center - Large** Qualifying projects must exceed 100,000 square feet of heated floor space and create at least 150 employment positions that exceed the average annual Wake County salary according to Wake County Economic Development or the Employment Security Commission. Employees perform professional, scientific, and technical services for others. Such services require a high degree of expertise and training and provide high salaried employment opportunities. Examples include software engineering, legal, medical, accounting, consulting, architectural, biomedical, chemical, research and development, and administrative services. Finance or Insurance Centers shall also pool financial risks by underwriting insurance and annuities. Some establishments support employee benefit programs. Examples include bank or credit union headquarters, brokerages, investments, insurance, financing, and data processing establishments.
45 Base Points	**Manufacturing/Industrial Employment Center** Manufacturing or Industrial establishments in this category exceed 200,000 square feet of floor space located in plants, factories, or mills and employ power-

	driven machines and materials-handling equipment. They may also employ workers who assemble or create new products by hand, without the characteristic machinery-intensive enterprise. Many manufacturing establishments process products of agriculture, forestry, fishing, mining, or quarrying as well as products of other manufacturing establishments. Most manufacturing establishments have some form of captive services (e.g., research and development, and administrative operations, such as accounting, payroll, or management) in conjunction on-site.
45 Base Points	**Governmental Uses/Public Administration** This category encompasses centers for all government functions; it includes federal, state, and local government agencies that administer, oversee, and manage public programs and budgets and have executive, legislative, or judicial authority. Establishments develop policy, create laws, adjudicate civil and criminal legal cases, and provide for public safety and national defense.
40 Base Points	**Single Use Retail** Newly constructed single use, stand-alone building used primarily for retail, restaurant, or similar commercial use.
40 Base Points	**Hotels, Motels, or other Accommodation Service Establishments** This category serves lodging and short-term accommodations for travelers. They may offer a wide range of services, from overnight sleeping space to full-service hotel suites. They may offer these services in conjunction with other activities, such as entertainment or recreation. Stays in these establishments are generally less than one month. This classification does not include boarding or rooming houses.
40 Base Points	**Arts/Entertainment/Museums** These establishments operate facilities or provide services for a variety of cultural, entertainment, and performing art functions. Establishments include those that produce, promote, or participate in live performances, events, or exhibits intended for public viewing; those that preserve and exhibit objects and sites of historical, cultural, or educational interest; and those that operate facilities or provide services to serve activities associated with the aforementioned.
40 Base Points	**Amusement, Sports or Recreational Establishment** Establishments in this category operate either indoor or outdoor facilities offering family activities (i.e. sports, recreation, or amusement) and provide services, such as facilitating amusement in places operated by others, operating recreational sports groups and leagues. Examples include golf courses, indoor sports venues, bowling alleys, miniature golf courses, athletic clubs, skating rinks and arcades. This category may be used in conjunction with a commercial or residential development as a mixed use development.
40 Base Points	**Mixed Use Development (Transit Oriented)** Newly constructed or substantially rehabilitated collection of vertically mixed retail, office and residential uses in multi-story buildings centered within a one-half mile radius of an existing rail or bus transit station or the intersection of

	Horton Street and North Arendell Avenue in Downtown Zebulon. In order to qualify as mixed use, developments must dedicate at least one-third of the total heated square footage to residential use and the remainder to a mix of retail and office uses. All three use types must be represented and at least 10% of the heated square footage must be dedicated to street level, storefront retail uses.
40 Base Points	**Mixed Use Development (Urban Infill)** Newly constructed or substantially rehabilitated collection of mixed retail, office and residential uses in a multi-story building on a previously developed parcel within the corporate limits. In order to qualify as mixed use, developments must dedicate at least one-third of the total heated square footage to residential use and the remainder to a mix of retail and office uses. All three use types must be represented and at least 10% of the heated square footage must be dedicated to street level, storefront retail uses.
40 Base Points	**Mixed Use Development (Greenfield)** Newly constructed collection of mixed retail, office and residential uses in a multi-story building or buildings on a previously undeveloped parcel. In order to qualify as mixed use, developments must dedicate at least one-third of the total heated square footage to residential use and the remainder to a mix of retail and office uses. All three use types must be represented and at least 10% of the heated square footage must be dedicated to street level, storefront retail uses.
35 Base Points	**Housing Services for the Elderly Establishments** This category offers housing services for the aged, not requiring a license from the North Carolina Department of Health and Human Services, such as independent retirement housing, multi-unit assisted housing with services (MAHS), and continuing care retirement centers. All facilities must provide, but not necessarily be limited to, the following services/facilities: On-site laundry facilities, on site management, guaranteed transportation services at least four days per week, on-site exercise facilities, on-site computer access, and a clubhouse/common lounge area for all residents.
35 Base Points	**Mixture of Use Development (Retail/Office-Institutional/Commercial)** Newly constructed collection of horizontally arranged uses including retail, office-institutional and commercial within a master planned project on a previously undeveloped parcel or parcels totaling at least 10 acres. Mixture of use projects must include at least two (2) use types with at least 25% of the space devoted to each use type included in the development.
30 Base Points	**Retail/Commercial Center** Newly constructed center of at least 50,000 square feet, typically containing an anchor such as a grocery store and other smaller spaces and/or outparcels for subordinate uses. Uses are entirely consumer-driven and include all manner of retail, service and office possibilities.
30 Base Points	**Business Office/Finance/ Insurance / Professional Services Center – Medium** Qualifying projects must exceed 50,000 square feet of heated floor space and create at least 75 employment positions that exceed the average annual Wake County salary according to Wake County Economic Development or the

	Employment Security Commission. Employees perform professional, scientific, and technical services for others. Such services require a high degree of expertise and training and provide high salaried employment opportunities. Examples include software engineering, legal, medical, accounting, consulting, architectural, biomedical, chemical, research and development, and administrative services. Finance or Insurance Centers shall also pool financial risks by underwriting insurance and annuities. Some establishments support employee benefit programs. Examples include bank or credit union headquarters, brokerages, investments, insurance, financing, and data processing establishments.
30 Base Points	**Business Office/Finance/ Insurance / Professional Services Center – Small** Qualifying projects 50,000 square feet of heated floor space or less. Employees perform professional, scientific, and technical services for others. Such services require a high degree of expertise and training and provide high salaried employment opportunities. Examples include software engineering, legal, medical, accounting, consulting, architectural, biomedical, chemical, research and development, and administrative services. Finance or Insurance Centers shall also pool financial risks by underwriting insurance and annuities. Some establishments support employee benefit programs. Examples include bank or credit union headquarters, brokerages, investments, insurance, financing, and data processing establishments.
30 Base Points	**Multi-Tenant Retail Center** Newly constructed center 50,000 square feet or less, typically containing a more than one tenant space within a single structure. Uses are entirely consumer-driven and include all manner of retail, service and office possibilities.
30 Base Points	**Single Use Office** Newly constructed single use, stand-alone building used primarily for office and professional.
30 Base Points	**Bungalow Court or Pocket Neighborhood** Newly constructed Bungalow Court or Pocket Neighborhood per the standards of the Unified Development Ordinance.
30 Base Points	**Distribution/Trucking Center** Newly constructed center of at least 500,000 square feet where products and resources are transported to and delivered from via truck or rail.
25 Base Points	**Warehouse** Newly constructed center of at least 500,000 square feet where products and resources are stored.
25 Base Points	**Religious Institutions** Any facility such as a church, temple, synagogue, mosque or monastery used for worship by a non-profit organization and their customarily related uses.
20 Base Points	**Intensive Industrial Uses:** Uses classified as Special Land Uses within the Industrial Classification.

20 Base Points	**Multi-Family Residential & Condo Units**
20 Base Points	**Major Subdivision 4- 25 Lots** Any subdivision of land of four (4) – 25 Lots.
10 Base Points	**Major Subdivision 26 lots or more** Any subdivision of land of 26 or more lots.
Board Determination	**All Other Uses Not Categorized** This category of use captures all other uses not categorized elsewhere. Allocations for such uses are left to the discretion of the Town's Board of Commissioners upon recommendation of the Planning Board and acted on a case-by-case basis.

BONUS POINTS

Proposed projects can gain BONUS POINTS by agreeing to provide any of the following items over and above the UDO or Standard Specification requirements for their development proposal.

NOTE: No bonus points are given for UDO requirements.

CATEGORY 1 – Non-Conformity Abatement and Public Infrastructure Improvements

Section 1A - Abatement of Nonconformities		(Max - 3 points)
	Abatement of any existing non-conforming structures	3
	Abatement of any existing non-conforming use of land	2
	Abatement of any existing non-conforming lots	1

Section 1B - Roadway Infrastructure Not Warranted by TIA/UDO/CTP		(Max - 10 points)
✔	Construction of full cross section of existing off-site public street	5
✔	Nearby intersection improvements	5
	Traffic signal improvements	4
	Signage or striping improvements	1

Section 1C - Off-Site Public Greenway Improvements		(Max - 10 points)
	Construct more than 4000 linear feet of 10-foot-wide path	10
	Construct more than 3000 linear feet of 10-foot-wide path	8
	Construct more than 2000 linear feet of 10-foot-wide path	6
	Construct more than 1000 linear feet of 10-foot-wide path	4
	Construct 500 to 1000 linear feet of 10-foot-wide path	2

Section 1D – Off-Site Bike-Ped Improvements		(Max – 5 points)
✔	Construction of off-site sidewalk improvements (Subject to TRC Approval)	2
	Construction of off-site bike lane improvements (Subject to TRC Approval)	3

CATEGORY 2. Green Development Standards/ Building & Site Design

Section 2A - Conservation of Natural Habitat Meeting Active Open Space Requirements as Defined in the UDO		(Max - 10 points)
	One point per acre up to 10 acres	1 - 10

Section 2B - Parking		(Max – 15 points)
	Structured Parking Facilities - must reduce footprint by 20%	10
	EV Charging Stations (two-port)	5
	Provision of on-street public parking (1 point per stall up to 10 Max)	1 - 10

Section 2C - Stormwater SCM's		(Max – 10 points)
	Stormwater - Restored Riparian Buffer	10
	Construct a fountain or other stormwater amenity within the BMP/SCM (as approved by Staff)	4
	Stormwater - Landscaped Green Roof	5
	Stormwater - Underground capture system for on-site irrigation	5
	Stormwater - Bioretention	5
	Stormwater - Wetland	5
	Exclusive use of porous pavement in parking areas where suitable	2

Section 2D - Building/Site Design		(Max - 20 points)
	Compliance with residential design guidelines per Section 5.2 of the UDO	10
	Non-Residential building design that incorporates an active upper story.	5
	Pedestrian oriented and walkable site design which promotes alternatives to vehicular travel within the development. (Subject to TRC Approval)	5

Section 2E - Infill/Redevelopment		(Max – 16 points)
	Development or Redevelopment within DTC	10
	Development or Redevelopment within DTP	6
	Redevelopment of previously vacant building space over 20,000 square feet	6
	Redevelopment of previously vacant building space under 20,000 square feet	5

Section 2F - Historic Preservation		
	Historic Structure Preservation via Deed Restriction (Determined by TRC)	10
	Restoration of Historic Structure (Must be approved by TRC)	5

Section 2G – LEED Certification		(Max – 10 points)
	LEED Certification for Neighborhood Development (LEED ND)	10
	Platinum LEED Certification	10
	Gold LEED Certification	8
	Silver LEED Certification	6
	Bronze LEED Certification	4
	LEED Certified Certification	2

CATEGORY 3 – Outdoor Enhancement and Transit Improvements

Section 3A – Outdoor Enhancement		(Max – 12 points)
	Construction of a Parkway Street Section on a Collector level street	5

	Construction or Preservation of Gateway Landscaping or Structure (Subject to Comprehensive Plan Consistency and TRC approval)	5
	Outdoor Display of Public Art (Subject to TRC Approval)	4
	Public Facing Outdoor Mural (Subject to TRC Approval)	4
	Maintenance of Roadside Gateway Plant Bed (requires maintenance agreement)	3
	Planting Pollinator Garden (225 Square Foot Minimum)	3
	Exclusive use of xeriscaping techniques and drought tolerant species	3
✔	Enhanced Roadside Landscaping (Subject to TRC Approval)	2
	Enhanced Buffer Landscaping (Subject to TRC Approval)	2
	Construction of a Parkway Street Section on a Local level street	2
✔	Installation of Native Shade Tree Species (per Tree up to 10 Trees)	1

6 trees = 6 points

Section 3B – Transit (Pursuant to location being adjacent to a planned or active transit route)		(Max - 8 points)
	Provision of more than 50 designated Park & Ride Stalls	8
	Provision of 25 designated Park & Ride Stalls	5
	Provision of 10 designated Park & Ride Stalls	3
	Provision of mass transit easement w/ structure (bus stop with shelter & bench)	2

CATEGORY 4 - Amenities

Section 4A - Private Greenway		(Max - 3 points)
	Construction of more than 3000 linear feet private greenway meeting Town of Zebulon standards	3
	Construction of more than 2000 linear feet of private greenway meeting Town of Zebulon standards	2
	Construction of more than 1000 linear feet of private greenway meeting Town of Zebulon standards	1

Section 4B – Pool (Combinations may be approved by TRC)		(Max - 8 points)
	Olympic Pool and Aquatic Center	8
	Junior Olympic Pool	5
	Lap Pool (four lane minimum)	3
	Resort Style Pool	2
	Any Other Pool	1

Section 4C - Outdoor Deck/Patio		(Max - 3 points)
	Deck/Patio - More than 3000 square feet	3
	Deck/Patio - More than 2000 square feet	2
	Deck/Patio - More than 1000 square feet	1

Section 4D - Pool Amenities	(Max - 2 points)

	Jacuzzi/Hot Tub/Whirlpool	2
	Water Playground with apparatus	2
	Sauna/Steam room	2

Section 4E - Clubhouse		(Max - 10 points)
	Commercial Coffee Shop with at least 10 designated public seating spaces.	10
	With full kitchen and over 4000 square feet of meeting space	10
	With full kitchen and less than 4000 square feet of meeting space	9
	Meeting space without kitchen more than 3500 square feet	8
	Meeting space without kitchen 2500 - 3499 square feet	7
	Meeting Space without kitchen 1500 - 2499 square feet	5
	Meeting Space without kitchen less than 1500 square feet	4
	No meeting space, bathrooms and changing rooms only	3
	Outdoor Kitchen or Grills	2

Section 4F - Additional Active Recreation		(Max - 10 points)
	Gymnasium (regulation size indoor basketball court)	10
	Baseball/Softball Field (regulation size)	5
	Football/Soccer Field (regulation size)	5
	Skate Park	5
	Tennis Courts (two regulation courts, fenced)	5
	Multi-Use Hardcourt (two regulation basketball courts, street hockey, fenced)	5
	Pickleball Court (three regulation courts, fenced)	5
	Pocket Park – 5,000 square feet	3
	IPEMA Certified Playground Equipment	4
	Lighted Field of Play for nighttime use	3
	Electronic Scoreboard or Covered Dugouts or Bleachers	3
	Community Garden – 15-foot by 15-foot, with water access and potting shed.	3

Section 4G – Additional Urban Open Space Enhancements (Within Non Residential Zoning Districts)		(Max – 10 points)
	Fountain	2
	Canopy Including Fixed Permanent Seating	2
	Drinking Fountain with Pet Fountain	2
	Permanent Game Tables	1
	Permanent Tables with Shade Cover	1
	All Weather Bulletin Board	1
	Covered or Internal Bicycle Parking	1
	Artist-Design Bicycle Racks	1
	Little Free Library	1
	Drinking Fountain	1
	Public Work Bike Stand With Tools	1

CATEGORY 5 – Affordable Housing

Inclusion of a percentage of the provided housing stock of a proposed development cost no more than 30% of a household income not exceeding 80% of the Area Median Income (AMI)		(Max – 10 Points
	15% Affordable Housing	10
	10% Affordable Housing	5

CATEGORY 6 – Other

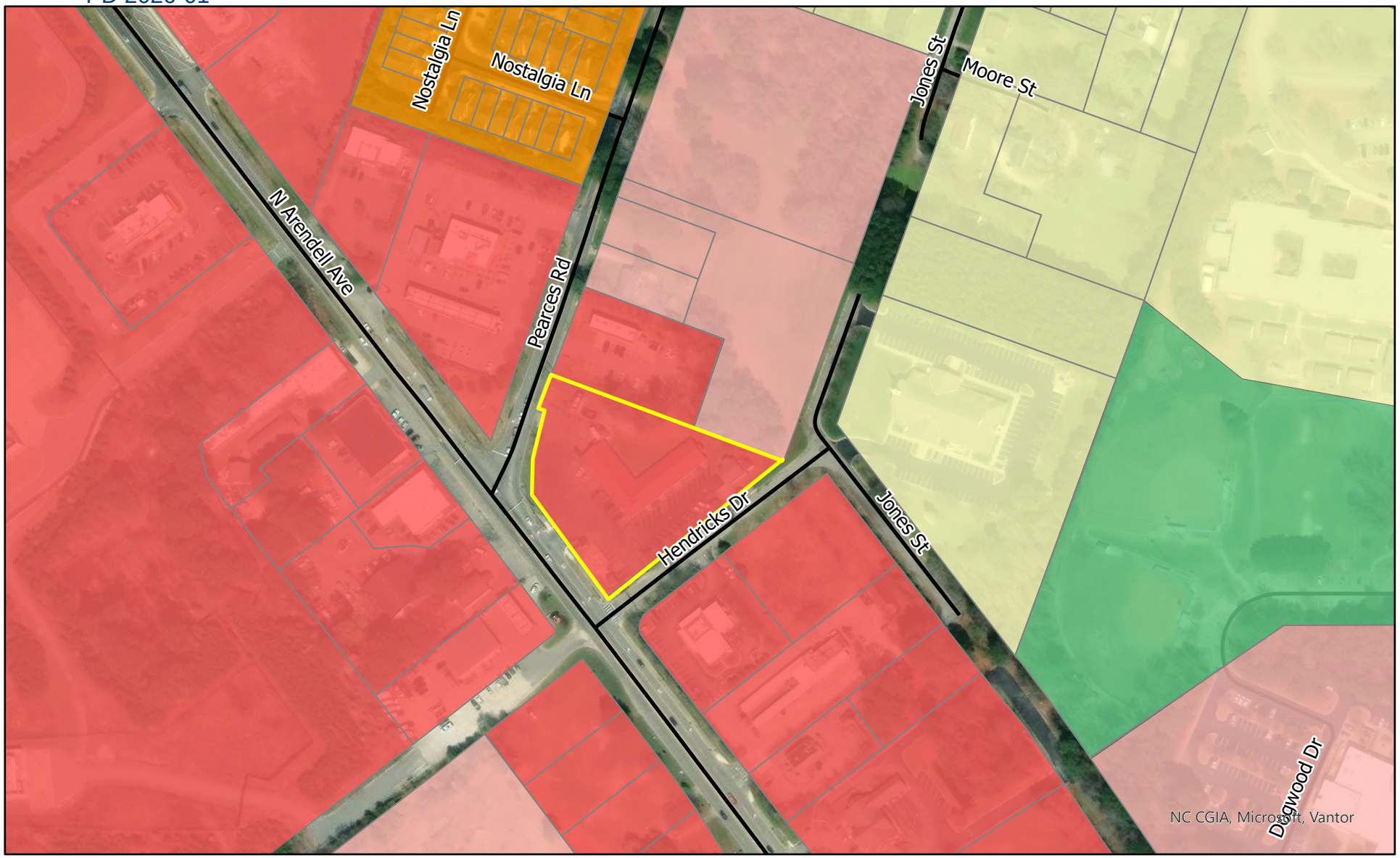
(Max 5 Points)

	Integrated public safety operation systems (EX. Flock Safety or others as approved by the Police Department)	3
	Smart Waste and Recycling Stations	2

Base Points: 40
+Bonus Points: 20
=Total Points: 60

Attachment 9
PD 2026-01

Future Land Use Map



Planning
ZEBULON
NORTH CAROLINA

0 0.01 0.03 0.06 Miles

Legend

- Wawa - 1300 N Arendell
- Streets
- Parcels

Land Use/Character

- Parks and Recreation (PR)
- Suburban Residential (SR)
- Residential Mix (RM)
- Suburban Commercial (SC)
- General Commercial (GC)

Attachment 10
PD 2026-01

Aerial Map



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ZEBULON
NORTH CAROLINA

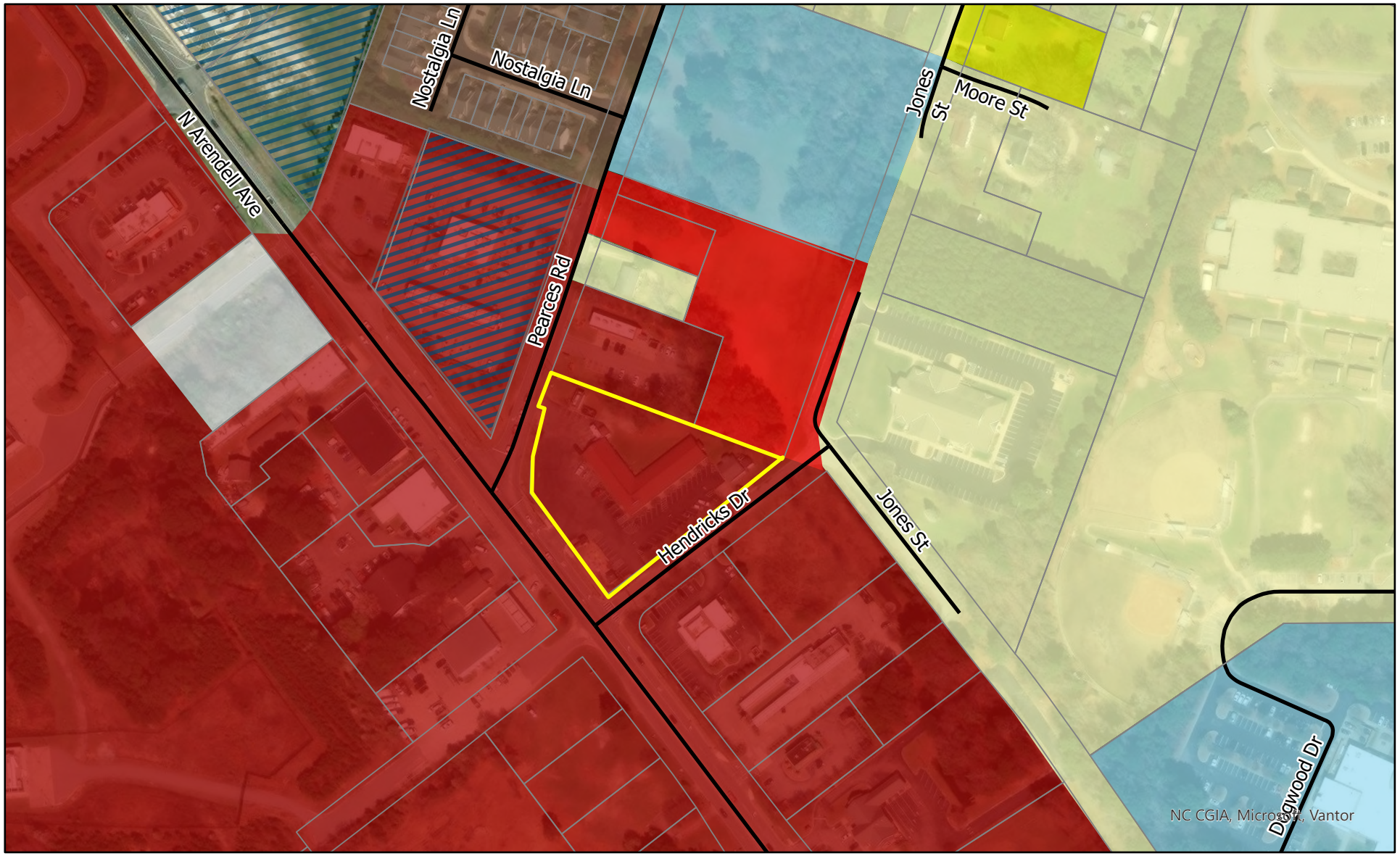
0 0.01 0.03 0.06 Miles

Legend

- Wawa - 1300 N Arendell
- Streets
- Parcels

Attachment 11
PD 2026-01

Zoning Map



Planning
ZEBULON
NORTH CAROLINA

0 0.01 0.03 0.06 Miles

Legend

- Wawa - 1300 N Arendell
- Streets
- Parcels
- R2, Residential Suburban
- R4, Residential Neighborhood
- RMF, Residential Multi-Family
- GC, General Commercial
- HC, Heavy Commercial
- LI, Light Industrial
- OI, Office and Institutional
- CZ, Conditional Zoning

ZEBULON
NORTH CAROLINA

CASE # Planned Development 2026-01: Wawa (1300 N Arendell Ave)

HEARING DATE: April 13, 2026

State of North Carolina

County of Wake

BEFORE ME, the undersigned Notary, E. McKinney Worner on this 2nd day of April 2026 personally appeared Matthew Lower, known to me to be a credible person and of lawful age, who being by me first duly sworn, on his oath, deposes and says:

I Matthew Lower, Planning Director for the Town of Zebulon, affirm that the following Public Notice Procedures have been completed in accordance with applicable North Carolina General Statute and Town of Zebulon Unified Development Ordinance Section 2.3.6 have been satisfied for the above referenced hearing.

- Advertisement in a Paper of General Circulation sent on **03/27/2026** (Wake Weekly, publication dates **04/03 & 04/10/2026**)
- Posted to Planning Department Website **03/30/2026**
- Signs Posted on Site **03/20/2026**
- Mailed Notices sent out **04/01/2026**

Matthew Lower

April 2 2026
Date

Subscribed and sworn to before me, this 2nd day of April 2026.

[Notary Seal]

E. MCKINNEY WORNER
NOTARY PUBLIC
My Commission Expires
May 23, 2027
WAKE COUNTY, NC

[signature of Notary]
NOTARY PUBLIC

E. McKinney Worner
[printed name of Notary]

My commission expires: May 23, 2027.

Notice of Public Hearing

Notice is hereby given pursuant to the provisions of Article 2.3.6 of the Unified Development Ordinance of the City of Zebulon that a public hearing will be held on **April 13, 2026, at 6:00 p.m**. at the **Zebulon Municipal Complex, 1003 N. Arendell Avenue**, and will be conducted by the Board of Commissioners and the Planning Board for the purpose to consider the following items:

IDT Project Number 1920385 – Planned Development 2026-01 – Wawa (1300 N Arendell Ave)

PIN# 2706003875. A request by Capital Growth Buchalter on behalf of property owner Bellwood Forest LLC, for a rezoning to the Planned Development (PD) zoning district for the development of a Wawa gas station.

Public comments may be submitted to publiccomments@townofzebulon.org no later than 12:00 noon on the day of the hearing to be read on the record. Links will be provided along with the completed application packet and documentation on the Town of Zebulon webpage https://www.townofzebulon.org/o/planning/page/public-hearing-information. If you have questions or additional information, please contact us at (919) 823-1810.

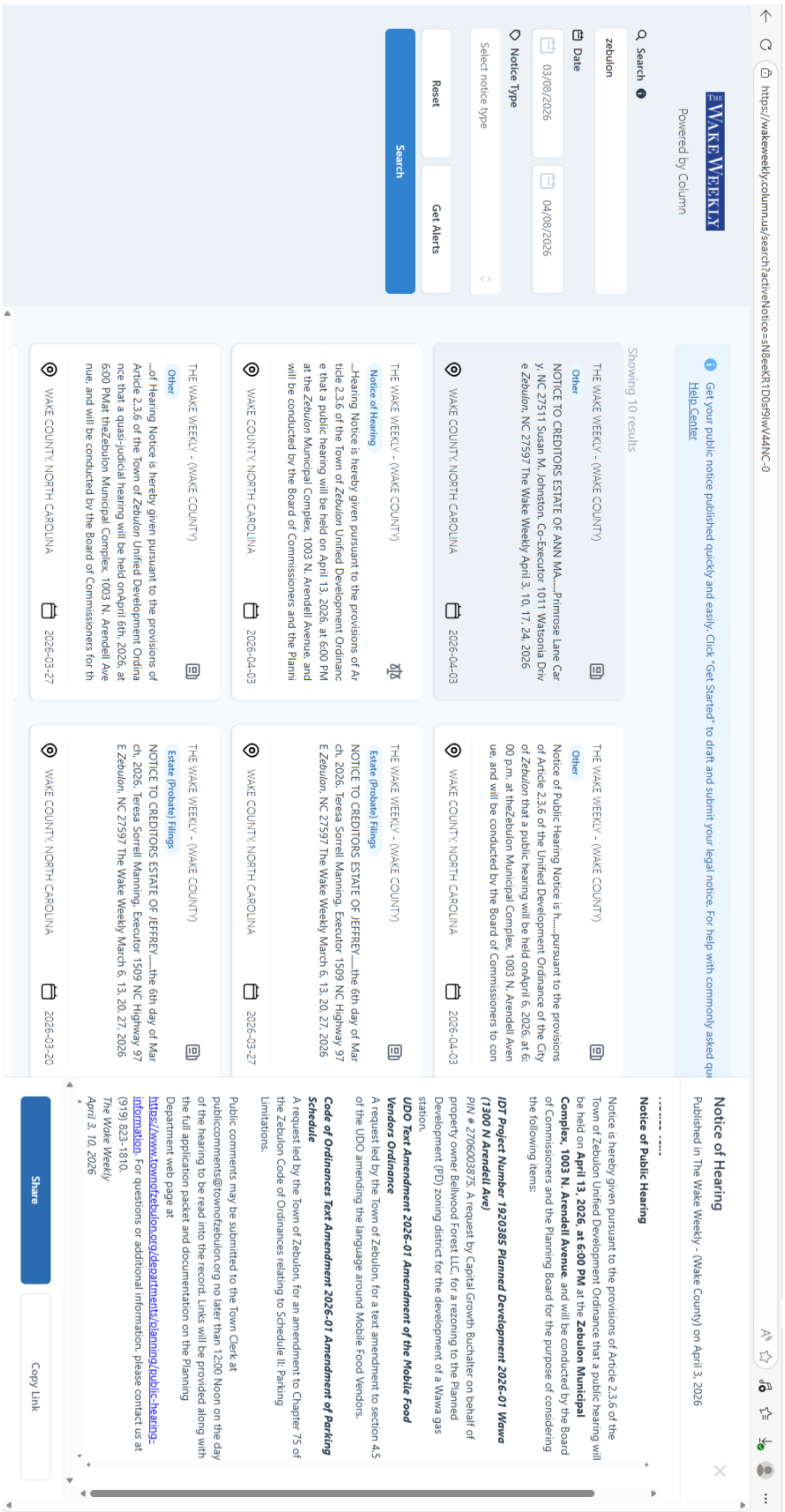
Aviso de Audiencia Pública

Por la presente se notifica, de conformidad con las disposiciones del Artículo 2.3.6 de la Ordenanza de Desarrollo Unificado de la Ciudad de Zebulon, que se celebrará una audiencia pública el **13 de abril de 2026, a las 6:00 p. m.**, en el **Complejo Municipal de Zebulon, ubicado en 1003 N. Arendell Avenue**. Dicha audiencia será dirigida por la Junta de Comisionados y la Junta de Planificación con el propósito de considerar los siguientes asuntos:

Proyecto IDT N.º 1920385 – Desarrollo Planificado 2026-01 – Wawa (1300 N Arendell Ave)

N.º de PIN: 2706003875. Solicitud presentada por Capital Growth Buchalter, en nombre del propietario del inmueble, Bellwood Forest LLC, para una rezonificación al distrito de zonificación de Desarrollo Planificado (PD), con el fin de desarrollar una estación de servicio Wawa.

Los comentarios del público pueden enviarse a publiccomments@townofzebulon.org a más tardar a las 12:00 del mediodía del día de la audiencia para que sean leídos y registrados en actas. Se proporcionarán enlaces, junto con el paquete de solicitud completo y la documentación pertinente, en la página web del Municipio de Zebulon: https://www.townofzebulon.org/o/planning/page/public-hearing-information. Si tiene preguntas o requiere información adicional, por favor contáctenos al (919) 823-1810.


https://wakeweekly.column.us/search?activeNotice=sN8eeKR1DOsf9JwV44NC-0
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Help Center
Showing 10 results
THE WAKE WEEKLY - (WAKE COUNTY)
Other
NOTICE TO CREDITORS ESTATE OF ANN MA.....Primrose Lane Car
y, NC 27511 Susan M. Johnston, Co-Executor 1011 Watsonia Driv
e Zebulon, NC 27597 The Wake Weekly April 3, 10, 17, 24, 2026
WAKE COUNTY, NORTH CAROLINA
2026-04-03
THE WAKE WEEKLY - (WAKE COUNTY)
Notice of Hearing
...Hearing Notice is hereby given pursuant to the provisions of Ar
ticle 2.3.6 of the Town of Zebulon Unified Development Ordinanc
e that a public hearing will be held on April 13, 2026, at 6:00 PM
at the Zebulon Municipal Complex, 1003 N. Arendell Avenue, and
will be conducted by the Board of Commissioners and the Planni
WAKE COUNTY, NORTH CAROLINA
2026-04-03
THE WAKE WEEKLY - (WAKE COUNTY)
Other
...of Hearing Notice is hereby given pursuant to the provisions of
Article 2.3.6 of the Town of Zebulon Unified Development Ordina
nce that a quasi-judicial hearing will be held onApril 6th, 2026, at
6:00 PMat theZebulon Municipal Complex, 1003 N. Arendell Ave
nue, and will be conducted by the Board of Commissioners for th
WAKE COUNTY, NORTH CAROLINA
2026-03-27
THE WAKE WEEKLY - (WAKE COUNTY)
Other
Notice of Public Hearing Notice is h.....pursuant to the provisions
of Article 2.3.6 of the Unified Development Ordinance of the City
of Zebulon that a public hearing will be held onApril 6, 2026, at 6:
00 p.m. at theZebulon Municipal Complex, 1003 N. Arendell Aven
ue, and will be conducted by the Board of Commissioners to con
WAKE COUNTY, NORTH CAROLINA
2026-04-03
THE WAKE WEEKLY - (WAKE COUNTY)
Estate (Probate) Filings
NOTICE TO CREDITORS ESTATE OF JEFFREY.....the 6th day of Mar
ch, 2026. Teresa Sorrell Manning, Executor 1509 NC Highway 97
E Zebulon, NC 27597 The Wake Weekly March 6, 13, 20, 27, 2026
WAKE COUNTY, NORTH CAROLINA
2026-03-27
THE WAKE WEEKLY - (WAKE COUNTY)
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ch, 2026. Teresa Sorrell Manning, Executor 1509 NC Highway 97
E Zebulon, NC 27597 The Wake Weekly March 6, 13, 20, 27, 2026
WAKE COUNTY, NORTH CAROLINA
2026-03-20
Notice of Hearing
Published in The Wake Weekly - (Wake County) on April 3, 2026
Notice of Public Hearing
Notice is hereby given pursuant to the provisions of Article 2.3.6 of the Town of Zebulon Unified Development Ordinance that a public hearing will be held on April 13, 2026, at 6:00 PM at the Zebulon Municipal Complex, 1003 N. Arendell Avenue, and will be conducted by the Board of Commissioners and the Planning Board for the purpose of considering the following items:
IDT Project Number 1920385 Planned Development 2026-01 Wawa (1300 N Arendell Ave)
PIN # 2706003875. A request by Capital Growth Buchalter on behalf of property owner Bellwood Forest LLC. for a rezoning to the Planned Development (PD) zoning district for the development of a Wawa gas station.
UDO Text Amendment 2026-01 Amendment of the Mobile Food Vendors Ordinance
A request led by the Town of Zebulon, for a text amendment to section 4.5 of the UDO amending the language around Mobile Food Vendors.
Code of Ordinances Text Amendment 2026-01 Amendment of Parking Schedule
A request led by the Town of Zebulon, for an amendment to Chapter 75 of the Zebulon Code of Ordinances relating to Schedule II: Parking Limitations.
Public comments may be submitted to the Town Clerk at publiccomments@townofzebulon.org no later than 12:00 Noon on the day of the hearing to be read into the record. Links will be provided along with the full application packet and documentation on the Planning Department web page at https://www.townofzebulon.org/departments/planning/public-hearing-information. For questions or additional information, please contact us at (919) 823-1810.
The Wake Weekly
April 3, 10, 2026
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https://www.townofzebulon.org/o/planning/page/public-hearing-information

on the record. Links will be provided along with the completed application packet and documentation on the Town of Zebulon webpage https://www.townofzebulon.org/o/planning/page/public-hearing-information.If you have questions or additional information, please contact us at (919) 823-1811.

Notice of Public Hearing

Notice is hereby given pursuant to the provisions of Article 2.3.6 of the Town of Zebulon Unified Development Ordinance that a public hearing will be held on **April 13, 2026, at 6:00 PM** at the **Zebulon Municipal Complex, 1003 N. Arendell Avenue**, and will be conducted by the Board of Commissioners and the Planning Board for the purpose of considering the following items:

IDT Project Number 1920385 – Planned Development 2026-01 – Wawa (1300 N Arendell Ave)

PIN # 2706003875. A request by Capital Growth Buchalter on behalf of property owner Bellwood Forest LLC, for a rezoning to the Planned Development (PD) zoning district for the development of a Wawa gas station.

UDO Text Amendment 2026-01 – Amendment of the Mobile Food Vendors Ordinance

A request led by the Town of Zebulon, for a text amendment to section 4.5 of the UDO amending the language around Mobile Food Vendors.

Code of Ordinances Text Amendment 2026-01 – Amendment of Parking Schedule

A request led by the Town of Zebulon, for an amendment to Chapter 75 of the Zebulon Code of Ordinances relating to Schedule II: Parking Limitations.

Public comments may be submitted to the Town Clerk at publiccomments@townofzebulon.org no later than 12:00 Noon on the day of the hearing to be read into the record. Links will be provided along with the full application packet and documentation on the Planning Department web page at https://www.townofzebulon.org/departments/planning/public-hearing-information. For questions or additional information, please contact us at (919) 823-1810.

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Rezoning Petition
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www.townofzebulon.org
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Zebulon Planning Department


NOTICE OF PUBLIC HEARING
Wawa – Planned Development
Rezoning Petition
1300 N Arendell Ave
www.townofzebulon.org
919.823.1810
Zebulon Planning Department


Notice of Public Hearing
Wawa – Planned Development
Rezoning Petition
1300 N Arendell Ave
www.townofzebulon.org
919-823-1810
Zebulon Planning Department

Planning Department

Topic: Mobile Food Vendor Text Amendment
Speaker: Matt Lower, Planning Director
From: Matt Lower, Planning Director
Approved by: Katy Crosby, Town Manager

Executive Summary:

The Planning Board and the Board of Commissioners will receive:

- UDO Text Amendment for Food Trucks

Proposal:

Based on continued stakeholder feedback, staff has proposed a revised framework that allows businesses in the downtown core to sponsor food trucks directly.

Key elements include:

- Downtown businesses may sponsor food trucks to operate in front of their establishment
- Trucks may occupy up to two on-street parallel parking spaces
- Operating hours: Friday-Sat: 4pm-1am, Sundays 10am-8pm
- Sponsoring businesses may reserve spaces up to 2 hours in advance (using Town-provided traffic cones)
- Sponsoring businesses must:
    - Pull a temporary use permit that identifies preferred parking locations
    - Submit a monthly operating schedule to the Planning Department
- All food trucks must have a valid mobile food vender permit

This approach is intended to create predictable activity while allowing flexibility for businesses.

Comprehensive Plan Alignment

Food trucks are contemplated as an economic development tool in the *Grow Zebulon Comprehensive Plan* (Issues & Considerations, pg 11; Recreation and Amenities, pg 4). Approval of the mobile food vendor text amendment would address the following goals from the Comprehensive Plan:

- **Economic Development Goal 1:** An economically resilient community with a diverse yet stable economic base, an environment that supports both entrepreneurs and established businesses, and a local real estate market attractive to emerging investment, job creation and development opportunities.
- **Economic Development Goal 5:** A revived Downtown that is the vital heart of Zebulon and remains so even as retail and business development emerges near new residential rooftops across the community**.**

Fiscal Impact:

Fiscal impact is limited to incidental purchases (traffic cones) & staff time necessary to implement the ordinance.

Attachments:

1. Proposed Text Change
2. Public Hearing Affidavit
3. Adopted Statement of Adoption

4.5.4 STANDARDS FOR SPECIFIC TEMPORARY USES

A. MOBILE FOOD VENDORS

1. PURPOSE

This section is designed to provide standards relative to the accessibility, appearance, and safety regarding commercial food vending, as well as to preserve the peace and enjoyment of residences and occupation of a site by a properly licensed business.

2. OPERATIONAL REGULATIONS

a. A mobile food vendor permit shall be required as provided for herein.

b. Noncommercial private events held on single-family detached and duplex lots shall not be required to obtain a mobile food vendor permit.

c. The following activities shall not be required to obtain a mobile food vendor permit provided that all required permits are obtained:

d. Mobile food vendors that that stop based on customer demand for point of sale service and move to a different location such as an ice cream truck or similar operation.

e. Mobile food vendors operating as part of a Town of Zebulon sponsored event. provided that all required permits are obtained, if applicable, and that the mobile food vendor:

- **i.** Is not open to the public, such as outdoor weddings and employee parties;
- **ii.** Is located on a site with a single user and/or tenant; and,
- **iii.** Noncommercial private events held on single-family detached, duplex lots, or common space owned by a home owners association, if applicable, the mobile food vendor:
  1. Is not open to the public, such as outdoor weddings, employee parties and homeowner association events;
  2. Is located on a site with a single user/ or tenant;
  3. Will not make, cause, or allow the making of any noise or sound which exceeds the limits set forth in the Town of Zebulon's Code of Ordinances, as may be amended from time to time, and will not generate adverse traffic, or other nuisance impacts on adjacent properties.

f. Permits, unless sooner suspended or revoked, shall be valid for no longer than one year expiring at the end of the calendar year.

g. Permit certificates shall be attached to the mobile food vendor unit where they are readily visible and shall include the name, mailing address, and valid phone number of the mobile food vendor unit owner and shall list the addresses and parcel identification numbers where the permit is valid.

h. Routine inspections may be conducted by local inspectors on each mobile food unit at any time and at any frequency deemed appropriate by the Town.

i. Any mobile food vendor unit that has a suspended or revoked permit by the State of North Carolina and/or Wake County, and on a subsequent inspection, a State of North Carolina and/or Wake County Inspector determines that the mobile food vendor has not corrected the violation(s), shall have its Town-issued mobile food vendor permit revoked and food service shall cease in the Town.

j. A permit issued under this section is not transferable.

3. STANDARDS

The following standards shall apply to all mobile food vendor permits, unless exempt above:

a. **Except in the DTC**, no products shall be sold from any mobile food vendor unit which is stopped, standing, or parked in any public street, right-of-way, or easement. Nor shall the mobile food vendor impede the flow of traffic or pedestrians on the sidewalk.

Attachment 1
TA 2026-01

b. In the DTC, mobile food vendors may operate in two on-street parking spaces in front of a sponsoring business provided:

i. The sponsoring business identifies the spots and submits a monthly schedule to the Planning Department for approval.

ii. Both the sponsoring businesses and all mobile food vendors maintain valid temporary use and mobile food vendor permits, respectively.

c. Mobile food vendor units are prohibited on all parcels used for residential purposes as designated on the Official Zoning Map or on the grounds of any government office, facility, public park, recreation area, or other similar public land within the Town, which is under the control, operation, or management of the Town, except as otherwise allowed in this section or by law.

d. **Except as described otherwise in this section**, mobile food vendors are allowed within the Town's planning jurisdiction so long as the mobile food vendor unit is located on private property designated and used for commercial, industrial, or nonresidential purposes, subject to the following conditions:

i. Mobile food vendors shall not provide customer seating.

ii. No display areas, merchandise, or stored items in association with the vendor or those associated with the principal use on the property, which are displaced due to the vending activity, shall encroach onto any public street, right-of-way, or easement, or onto any adjacent private property without express permission from that property owner.

iii. The mobile food vendor shall set up and locate the vehicle, wares, and/or any associated displays in accordance with the principal structure setback requirements of the district where located.

iv. The mobile food vendor sales area shall not exceed more than two parking spaces or six hundred square feet in area, whichever is greater. However, at no time may the required number of parking spaces for the principal use of the property be rendered nonconforming due to vendor use.

v. The mobile food vendor unit shall not interfere with required parking, loading and unloading spaces or the vehicular access to those spaces for the principal use.

vi. The mobile food vendor unit shall not block, damage, or interfere with required landscaping, buffers, or stormwater drainage systems on the subject property.

vii. During periods of nonuse, mobile food vendor equipment must remain locked and secured, unless otherwise required by the State of North Carolina or Wake County.

viii. The mobile food vendor shall be prohibited from selling or distributing any type of glass container with the exception of sealed prepackaged nonalcoholic beverages such as sodas or juices.

ix. Amplified music ~~**or other sounds**~~ from any mobile food vendor unit for the purposes of vending products is prohibited.

x. All mobile food vendors shall operate in compliance with Title IX: General Regulations, Chapter 97: Noise, of the Town Code of Ordinances.

xi. Mobile food vendors shall be prohibited from discharging fat, oil, grease, or waste water into the sanitary sewer system. Waste shall be properly stored and disposed of at a properly designated location.

xii. Each mobile food vending unit shall be equipped with adequate trash receptacles and shall be responsible for the proper disposal of solid waste from the site daily without using public waste receptacles. All disturbed areas must be cleaned following each stop at a minimum of 20 feet of the sales location.

xiii. Each mobile food vending unit shall be equipped with at least one fire extinguisher with a minimum of a 2A-10-BC rating.

Attachment 1
TA 2026-01

xiv. Vinyl wrapping, decals, stickers, painted text and/or graphics, and menu boards affixed to the mobile food vendor unit shall not count towards the maximum aggregate sign area.

xv. **In the DTC, mobile food vendors may operate on Friday and Saturdays from 4pm to 1am, and on Sundays from 10am to 8 pm, in spaces shown in an approved monthly schedule submitted by a permit holding downtown business.**

4. ENFORCEMENT

The following provisions may be enforced by the Police Department and the Planning Department.

a. FINE FOR VIOLATION

Any mobile food vendor licensee operating in violation of any provision within this section or any other rules and regulations may be subject to a fine in accordance with Article 8: Enforcement. Each day of violation shall constitute a separate offense for purposes of the penalties and remedies specified in this Ordinance.

b. REVOCATION, SUSPENSION, MODIFICATION

i. The Board of Commissioners may modify a mobile food vendor license, including an approved location:

1. At any time before the issuance of a mobile food vendor license;

2. If after the issuance of such license, for cause, after reasonable notice to the licensee of the grounds for the proposed modification and the time and place of the hearing regarding such proposed modification; or

3. By request of the licensee.

ii. The Board may suspend, revoke, or decline to renew a mobile food vendor license for cause, after reasonable notice to the licensee of the grounds for the proposed action and the time and place of the hearing regarding such proposed action. **For purposes of this section, cause means health or safety violations, false or incorrect information contained in the application, violations of Town ordinances, or failure to comply with the terms or conditions contained in the license.**

ZEBULON
NORTH CAROLINA

CASE # UDO Text Amendment 2026-01 – Amendment of the Mobile Food Vendors Ordinance

HEARING DATE: April 13, 2026

State of North Carolina

County of Wake

BEFORE ME, the undersigned Notary, E. McKinney Worner on this 2nd day of April 2026, personally appeared Matthew Lower, known to me to be a credible person and of lawful age, who being by me first duly sworn, on his oath, deposes and says:

I, Matthew Lower, Planning Director for the Town of Zebulon, affirm that the following Public Notice Procedures have been completed in accordance with applicable North Carolina General Statute and Town of Zebulon Unified Development Ordinance Section 2.3.6 have been satisfied for the above referenced hearing.

- Advertisement in a Paper of General Circulation sent on **03/27/2026** (Wake Weekly, publication dates **04/03 & 04/10/2026**)
- Posted to Planning Department Website **03/30/2026**

Matthew Lower

April 2 2026
Date

Subscribed and sworn to before me, this 2nd day of April 2026.

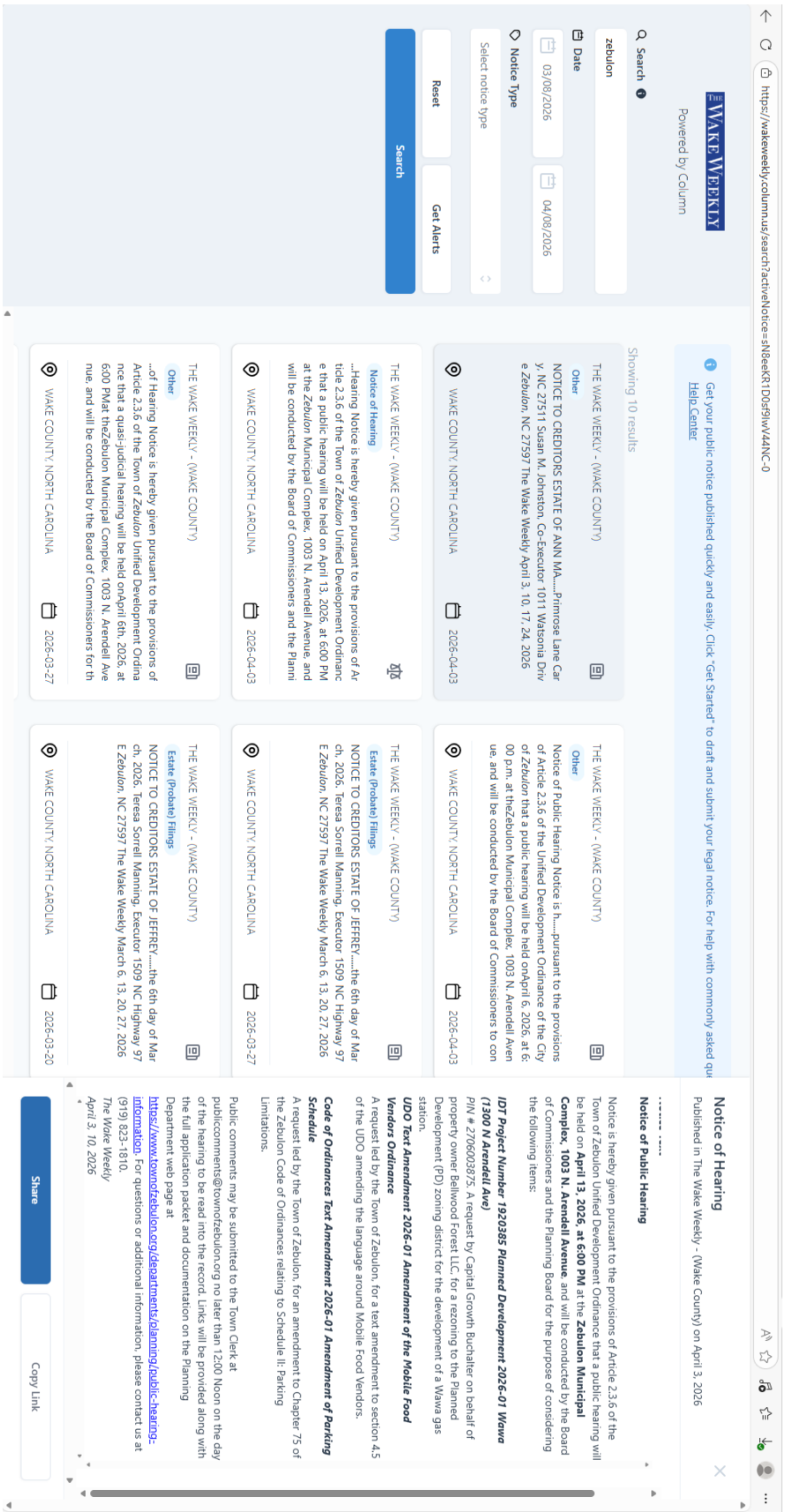
[Notary Seal:]

E. MCKINNEY WORNER NOTARY PUBLIC My Commission Expires May 23, 2027 WAKE COUNTY, NC

[signature of Notary]
NOTARY PUBLIC

E. McKinney Worner
[printed name of Notary]

My commission expires: May 23, 2027.


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WRITTEN STATEMENT OF ADOPTION
ORDINANCE 2026-X
MOBILE FOOD VENDER TEXT AMENDMENT
APRIL 13, 2026

Per Zebulon Unified Development Ordinance (UDO) 2.2.21.F.4, the Zebulon Board of Commissioners shall adopt a written statement upon the approval of a UDO Text Amendment (TA):

1. Ordinance 2026-X is approved.
2. Ordinance 2026-X is fully consistent with the Town's adopted policy guidance in the Comprehensive Plan.
3. Ordinance 2026-X is consistent with the Comprehensive Plan as it will implement the following goals and policies:
    a. Economic Development Goals and Actions:
        i. Goal 1: An economically resilient community with a diverse yet stable economic base, an environment that supports both entrepreneurs and established businesses, and a local real estate market attractive to emerging investment, job creation and development opportunities
        ii. Goal 5. A revived Downtown that is the vital heart of Zebulon and remains so even as retail and business development emerges near new residential rooftops across the community.
        iii. Policy A. Embrace the Town's public sector role of facilitating private investment, sometimes by leading with strategic public investments that also involve risk and, at times, a longer timeframe to return on that investment
        iv. Policy C. Maintain a regulatory framework and Town processes that signals its interest in attracting target business sectors, needed and compatible revenue-generating uses, and lifestyle and leisure uses that support Zebulon's livability and residents' quality of life
        v. Policy H. Take greater advantage of its two greatest underutilized economic assets – Downtown Zebulon and Five County Stadium – and the spin-off investment they can generate within the broader community.
4. Ordinance 2026-X does not amend the Town's adopted policy guidance in the Comprehensive Plan.
5. Ordinance 2026-X is not associated with any development application approval.
6. Ordinance 2026-X is reasonable as it aligns with the Town's long-term planning goals by providing for an opportunity for retail choice and entrepreneurship in a manner that puts "feet on the street" downtown Zebulon.
7. Ordinance 2026-X is in the public interest because it enables in-demand retail activity to occurs helping to promotes downtown vibrancy.

ZEBULON
NORTH CAROLINA

WRITTEN STATEMENT OF ADOPTION
ORDINANCE 2026-X
MOBILE FOOD VENDER TEXT AMENDMENT
APRIL 13, 2026

Adopted this the 13th day of April, 2026

_____

Jessica D. Harrison - Mayor

SEAL

_____

Jeremy Crawford - Town Clerk

Planning Department

Topic: Downtown Parking Text Amendment
Speaker: Matt Lower, Planning Director
From: Matt Lower, Planning Director
Approved by: Katy Crosby, Town Manager

Executive Summary:

The Planning Board and the Board of Commissioners will receive:

- Code of Ordinances Updated Text for Downtown Parking

Proposal:

Based on continued stakeholder feedback, staff proposes updated the Downtown parking limitations.

Key elements include:

- Eliminating 12- and 30-minute parking provisions and other outdated provisions related to not restricting areas to motorcycle parking.
- Expanding 2-hour parking to include both sides of the 100, 200, 300 block of North Arendell, and the 100 blocks of East and West Vance, Horton, and Sycamore St.
- Create ability to issue parking passes to residents who live within the 2-hour restriction zone.
- Authorize food truck operations as provided by the UDO.
- Maintain currents hours of enforcement (8-6 except Sundays and some limited holidays).

This approach is intended to create a predictable and enforceable parking ordinance for downtown.

Comprehensive Plan Alignment

Downtown parking is contemplated in *Grow Zebulon Comprehensive Plan* (Issues & Considerations, pg 10; Recreation and Amenities, pg 7). Approval of the downtown parking text amendment would address the following goals from the Comprehensive Plan:

- **Recreation & Amenities Policy O:** Seek a balance between satisfying parking demands and maintaining a fundamental commitment to a compact, walkable core Downtown, especially through creative strategies for dealing with significant – but infrequent – peak parking needs during special events.

Fiscal Impact:

Fiscal impact is equal to the cost of signage (design, purchase, and installation), parking passes (design, purchase, and installation), and staff time for enforcement.

Attachments:

1. Proposed Text Change
2. Public Hearing Affidavit

SCHEDULE II: PARKING LIMITATIONS.

(A) When signs are erected adjacent to parking spaces in each block by the Police Department giving notice thereof, no person shall park a vehicle for longer than the posted limits or the limitations set by this schedule at any time between the hours of 8:00 a.m. to 6:00 p.m. on any day except Sunday, Independence Day, Labor Day and Christmas on the following streets of the town.

Parking Period	***Location***
~~Twelve-minute parking~~	~~Vance Street on the north side in front of the property occupied by the United States Post Office~~
~~Thirty-minute parking~~	~~First 4 parking spaces on north side of Vance Street east of the intersection of Vance Street and Arendell Avenue~~
Two-hour parking	**Both sides of the 100, 200, 300 block of North Arendell, and the 100 blocks of East and West Vance, Horton, and Sycamore St.**

(B) Provided, that this schedule shall not authorize parking beside fire hydrants, in front of alleys, driveways or theaters, or in other spaces not otherwise authorized by the ordinances of the town.

(C) The Town may issue parking passes to residents who live within a restricted parking area at a rate not more than 3 per dwelling unit

(D) Spaces for food trucks, to the extent and as authorized by the UDO, may be reserved up to two hours in advance by placing Town-provided traffic cones or similar Town-provided markers in those spaces.

(~~C~~ E) No person shall park his or her vehicle between the hours of 11:00 p.m. and 7:00 a.m. on either side of Gill Street from a point located 150 feet north of the intersection of the northern right-of-way line of Stronach Avenue and the centerline of Gill Street northward to its terminus.

~~(D) Parking upon the south side of East Vance Street between 95 feet and 105 feet east of the intersection of Vance Street and North Arendell Avenue shall not be restricted to motorcycle parking.~~

(1985 Code, Ch. 75, Sch. II) (Ord. 2006-09, passed 10-3-2005) Penalty, see § 70.99

SCHEDULE III: LOADING ZONES.

It shall be unlawful for any person to stop, stand or park any motor vehicle within the following loading zones during the hours specified below except for the purpose of commercial loading and unloading of tangible goods.

Description	***Hours***	***Ord. No.***
The area on the south side of West Horton Street beginning at a point which is 183 feet west of the intersection of the western right-of-way line of Arendell Avenue and extending in a westerly direction 23 feet	-	1987-16

ZEBULON
NORTH CAROLINA

CASE # Code of Ordinances Text Amendment 2026-01 – Amendment of Parking Schedule

HEARING DATE: April 13, 2026

State of North Carolina

County of Wake

BEFORE ME, the undersigned Notary, E. McKinney Worner on this 2nd day of April 2026, personally appeared Matthew Lower, known to me to be a credible person and of lawful age, who being by me first duly sworn, on his oath, deposes and says:

I, Matthew Lower, Planning Director for the Town of Zebulon, affirm that the following Public Notice Procedures have been completed in accordance with applicable North Carolina General Statute and Town of Zebulon Unified Development Ordinance Section 2.3.6 have been satisfied for the above referenced hearing.

- Advertisement in a Paper of General Circulation sent on **03/27/2026** (Wake Weekly, publication dates **04/03 & 04/10/2026**)
- Posted to Planning Department Website **03/30/2026**

Matthew Lower

April 2 2026
Date

Subscribed and sworn to before me, this 2nd day of April 2026.

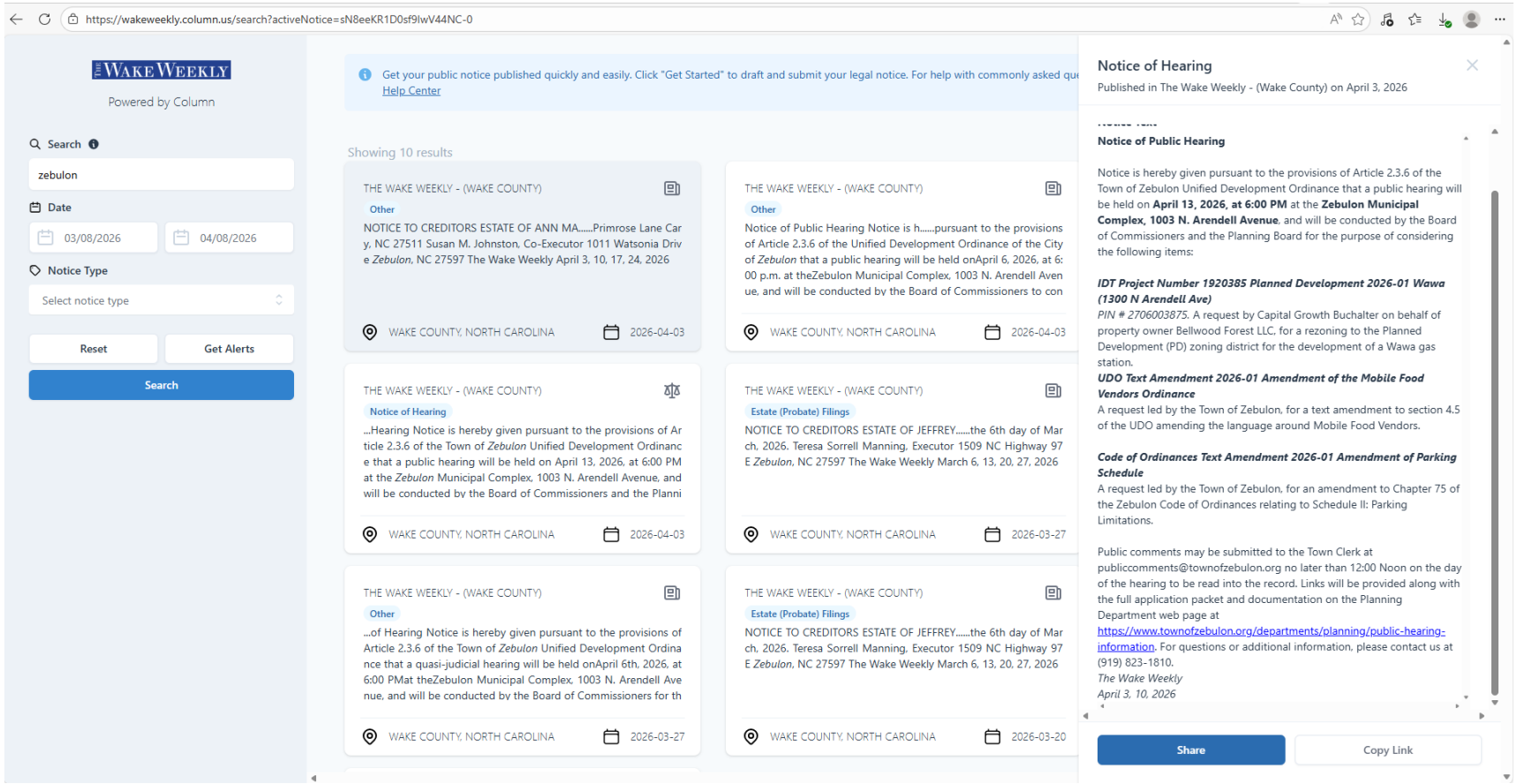
[Notary Seal]

E. MCKINNEY WORNER
My Commission Expires
NOTARY PUBLIC
May 23, 2027
WAKE COUNTY, NC

[signature of Notary]
NOTARY PUBLIC

E. McKinney Worner
[printed name of Notary]

My commission expires: May 23, 2027.


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