



**Town of Clayton
Town of Clayton Planning Board Agenda
Monday, February 28, 2022 @ 6:00 PM
Town Council Chambers**

<https://www.youtube.com/TownofClaytonNC>

IN PERSON TOWN COUNCIL / ADVISORY BOARD MEETING PROCEDURES

- Hand sanitizer will be available, both in the lobby and council chambers.
- Podium/microphone will be sanitized after each speaker.

**Face Masks May Be Removed When Speaking.*

1. CALL TO ORDER

2. ADJUSTMENT OF THE AGENDA

3. APPROVAL OF MINUTES

- a. Draft Minutes
 - January 24, 2022 DRAFT Minutes
[January 24 2022 DRAFT Minutes](#)

POTENTIAL ACTION: Adoption of Minutes

4. PUBLIC HEARINGS

5. NEW BUSINESS

- a. 2021-165-RZ - Front / O'Neil Street Rezoning
Presenter: Aaron Prichard, Planner II
[Application](#)
[Owners Consent](#)
[Neighborhood Meeting Summary](#)
[Survey](#)
[Adjacent Property Letter](#)
[Staff Report](#)
[Staff Report Map](#)

POTENTIAL ACTION: Recommendation of Approval/Denial to Town Council

- b. 2022-4-RZ - ETMJR Property
Presenter: Aaron Prichard, Planner II
[Application & Owners Consent](#)
[Neighborhood Meeting Materials](#)
[Survey](#)
[Staff Report](#)
[Staff Report Map](#)

POTENTIAL ACTION: Recommendation of Approval/Denial to Town Council

- c. 2021-90-CZM - Ramblewood Village
Presenter: Ben Howell, Planning Director

[Application](#)

[Staff Report](#)

[Master Plan Narrative](#)

[Master Plan](#)

[Neighborhood Meeting Materials](#)

[Transportation Impact Analysis](#)

[NCDOT Congestion Mgmt Comments on TIA](#)

[Wastewater Allocation Scoring Sheet](#)

[Recommended Conditions of Approval-Signed by Applicant](#)

[Staff Report Map](#)

POTENTIAL ACTION: Recommendation of Approval/Denial to Town Council

- d. 2021-20-CZM - Country Lane - Conditional Zoning
Presenter: Ben Howell, Planning Director

[Application](#)

[Staff Report](#)

[Master Plan Narrative](#)

[Master Plan](#)

[Architectural Elevations](#)

[Neighborhood Mtg Materials](#)

[TIA](#)

[NCDOT Congestion Management Comments](#)

[Wastewater Allocation Scoring Sheet](#)

[Recommended Conditions of Approval - Signed by Applicant](#)

[Staff Report Map](#)

POTENTIAL ACTION: Recommendation of Approval/Denial to Town Council

6. INFORMAL DISCUSSION AND PUBLIC COMMENT

7. STAFF REPORTS

- a. Planning Director Report
Presenter: Ben Howell, Planning Director

8. ADJOURN

- a. Adjourn the Meeting

POTENTIAL ACTION: Motion to Adjourn



Town of Clayton
Clayton Planning Board Minutes
Monday, January 24, 2022 @ 6:00 PM
Town Council Chambers

BOARD MEMBERS PRESENT:

Ethan Bennett
Jodie Dupree
Kevin Lee
James Lipscomb
James Moore
Ronald Williams
Stephen Powers
Lisa Begley
Jeffrey Spencer

STAFF PRESENT:

Ben Howell, Planning Director
Andria Archer, Council Liaison
Kimberly Moffett, Town Clerk

MEMBERS ABSENT:

1 CALL TO ORDER

- a) Welcome and introduction of new board members

2 OATH OF OFFICE

- a) Oath of Office Administered to Board Members
Administered by: Kimberly A. Moffett, Town Clerk
- Ethan Bennett
 - Jodie Dupree
 - Kevin Lee
 - James Lipscomb
 - James Moore
 - Ronald Williams

3 ELECTION OF CHAIR & CO-CHAIR

- a) Nomination & Election of Chair

Stephen Powers nominated James Moore as Chair of the Board. There were no other nominations.

ACTION: Approval of James Moore as Chair

Motion: Board Member Powers
Second: Board Member Lipscomb
Vote: Unanimous

- b) Nomination & Election of Co-Chair

James Lipscomb nominated Stephen Powers as Vice Chair of the Board. There were no other nominations.

ACTION: Approval of Stephen Powers as Co-Chair

Motion: Board Member Lipscomb
Second: Board Member Williams
Vote: Unanimous

4 ADJUSTMENT OF THE AGENDA

5 APPROVAL OF MINUTES

- a) Draft Minutes
- December 21, 2021

Board Member Bennett suggested minor edit to minutes on page three regarding sentence structure.

ACTION: Adoption of Minutes with minor amendment as noted by Board Member Bennett

Motion: Board Member Powers
Second: Board Member Lee
Vote: Unanimous

6 PUBLIC HEARINGS

7 NEW BUSINESS

8 INFORMAL DISCUSSION AND PUBLIC COMMENT

9 ADJOURN

- a) Adjourn the Meeting

With there being nothing further, the meeting was adjourned at 6:11 p.m.

ACTION: Motion to Adjourn

Motion: Board Member Bennett
Second: Board Member Lee
Vote: Unanimous

Duly adopted this the 28th day of February, 2022.

James Moore, Chair

ATTEST:

Kimberly A. Moffett, CMC, NCCMC
Town Clerk
Clerk to the Board

January 24, 2022
Minutes



TOWN OF CLAYTON
Planning Department
111 E. Second St., P.O. Box 879
Clayton, NC 27528
Phone: 919-553-5002
Fax: 919-553-1720

REZONING APPLICATION COVER SHEET

Name of Project: Front/O'Neil Street Rezoning **Date:** 12/20/2021

Applicant Name: Hearth Pointe Development

The following checklist to be completed by applicant:

- ☒ Pre-Application Meeting on: 12/15/2021
- ☒ Review Fee
- ☒ Advertisement Fee
- ☒ Completed Application
- ☒ Owner's Consent Form
- ☒ Adjacent Property Owner's List
- ☒ Neighborhood Meeting Notice Letter (1 copy)
- ☒ 2 Sets of stamped, addressed, empty envelopes for adjacent property owner notification
- ☒ Signed & Sealed Boundary Survey
- ☒ Copy of signed & sealed boundary survey in PDF on USB

Reviewed by: _____



TOWN OF CLAYTON
Planning Department
111 E. Second St., P.O. Box 879
Clayton, NC 27528
Phone: 919-553-5002
Fax: 919-553-1720

REZONING APPLICATION

- ☒ Standard Rezoning Fee: \$500.00
☐ Planned Development Rezoning Fee: \$1,000 + \$5.00 per acre
☒ Advertisement Fee: \$200.00

SITE INFORMATION

Name of Project: Front/O'Neil Street Rezoning
Acreage of Property: .129 Zoning District: B-1
County Tag #: 05031012 NC Pin #: 166913-03-5562
Address/Location: Corner of Front Street and O'Neil Street
Existing Zoning District: B-1 Proposed Zoning District: R-6

APPLICANT INFORMATION

Applicant: Hearth Pointe Development
Mailing Address: 114 W Main Street Clayton, NC 27520
Phone Number: 919-670-0704 Fax: _____
Contact Person: Haley Hogg, AICP, CZO
Email Address: Haley@hearthpointe.com

PROPERTY OWNER INFORMATION

Name: JJARR, LLC
Mailing Address: 114 W Main Street Clayton, NC 27520
Phone Number: 919-670-0704 Fax: _____
Email Address: Haley@hearthpointe.com

OFFICE USE ONLY

Date Received: _____ Amount Paid: _____ File Number: _____

EXPLANATION OF PROJECT

Please provide detailed information concerning all requests. Attach additional sheets if necessary.

Rezoning request to convert the subject parcel from B-1 (Central Business) to R-6 (Residential-6).

APPROVAL CRITERIA

All applications for a Rezoning must address the following findings:

1. Consistency with the adopted plans of the Town.

The proposed rezoning is consistent with the Town's Growth Plan 2045, which designates the parcel as "Downtown Neighborhood". This designation comprises of primarily single-family uses and aims to retain established downtown neighborhoods. A rezoning to R-6 is consistent with this designation as it would convert a commercially zoned lot to a residential zoning district, which ultimately will assist in retaining the residential character on this block.

2. Suitability of the subject property for uses permitted by the current vs. the proposed district.

The parcel is currently B-1 which allows for a variety of commercial uses including offices, parking lots, restaurants, retail, and upper-story residential. The requested district of R-6 would primarily allow single-family uses, as well as some lower intensity non-residential uses. Rezoning to the R-6 zoning district will be more suitable for this property, given the location adjacent to existing residential uses and the Growth Plan 2045's designation.

3. Whether the proposed change tends to improve the balance of uses, or meets specific demand in the Town.

The subject parcel is located on a residential block in downtown Clayton. Rezoning from a commercial district to residential will allow for a better balance of uses, as it will prevent the possibility of high-intensity commercial uses from locating on this parcel and impacting adjacent properties.

4. The capacity of adequate public facilities and services including schools, roads, recreation facilities, wastewater treatment, potable water supply and stormwater drainage facilities is available for the proposed use.

There is adequate capacity of public facilities to serve this parcel. Rezoning to a lower intensity district will result in potential uses that typically utilize less in terms of public facilities.

5. It has been determined that the legal purposes for which zoning exists are not violated.

The legal purposes for which zoning exists are not being violated as a part of this request. The R-6 zoning district is typically seen in the downtown area of Clayton due to the higher densities associated with it. The subject parcel is located in Downtown, and a rezoning to R-6 would be compatible with the zoning of the adjacent parcels

6. It has been determined that there will be no adverse effect upon adjoining property owners unless such effect can be justified by the overwhelming public good or welfare.

There will be not adverse effect upon adjoining property owners. The property is currently zoned B-1, which allows for a variety of commercial uses. The parcel also has a setback variance for the B-1 zoning district, which means that any commercial development now would be permitted with 0' side setbacks. Rezoning to R-6, which is a residential district, will remove the potential for high intensity incompatible uses to be developed on this site and impact adjacent properties.

7. It has been determined that no one property owner or small group of property owners will benefit materially from the change to the detriment of the general public.

No one property owner or small group of property owners will benefit from the change to the detriment of the general public.
Rezoning to a lower intensity zoning district will help the Town in retaining established downtown neighborhoods as outlined in the
Growth Plan 2045.

APPLICANT AFFIDAVIT

I/We, the undersigned, do hereby make application and petition to the Town Council of the Town of Clayton to amend the Zoning Ordinance and change the Official Zoning Map of the Town of Clayton as requested.. I hereby certify that I have full legal right to request such action and that 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 Clayton, North Carolina, and will not be returned.

Haley Hogg

Print Name

Haley Hogg

Signature of Applicant

Digitally signed by Haley Hogg
Date: 2021.12.13 13:52:24 -05'00'

12/16/2021

Date

NEIGHBORHOOD MEETING INFORMATION

Purpose:

The purpose of the Neighborhood Meeting is to inform the surrounding property owners of the nature of the proposed land use and/or development features, answer questions, respond to concerns, and solicit comments.

Meeting Date:

The neighborhood meeting must be held prior to the 1st scheduled public meeting date. It is recommended to hold the meeting at least 10 days prior to the 1st scheduled public meeting date, however, it is **not** a requirement.

Meeting Time & Location:

The meeting must be held no earlier than 6:00 pm Monday through Friday, and must be held in a location generally accessible to residents within close proximity of the request. The meeting space must be able to comfortably accommodate everyone that receives an invitation.

Meeting Notice Mailing requirements:

1. The applicant must contact all adjacent property owners via first class mailing (see sample letter).
2. The mailing must include all the persons, firms, or corporations owning property within 100 feet and immediately adjacent to the subject property. Where the subject property immediately adjoins a public or private right-of-way, landscape or riparian buffer, commonly-owned private area, public property, or homeowners' association property, then letters of notification shall be sent to adjoining property owners as if they directly abut the subject property.
3. The notice must be mailed at least ten (10) calendar days but not more than twenty-five (25) days prior to the date of the Neighborhood Meeting.

Information required to be provided at the Neighborhood Meeting:

At a minimum, the following materials must be present and discussed at a Neighborhood Meeting:

1. A copy of the project application.
2. A schedule of all upcoming public meetings for the application.
3. A map at a scale that is appropriate to the project and shows neighboring properties and roads.
4. A map, drawing, or other depiction of the proposed land use change or development proposal.

Information provided to Planning Department:

Alert the Planning Department once the date, location, and time of the Neighborhood Meeting are determined.

Deliver the following items to the Planning Department at least ten (10) calendar days prior to the 1st scheduled public meeting in electronic or hard copy format:

- ☐ Adjacent Property Owner's List (aka "mailing list") *Should be submitted with original application packet*
- ☐ Copy of the letter mailed *Should be submitted with original application packet*
- ☐ Attendance Roster (aka "sign-in sheet") *Submit no later than 10 days prior to 1st public meeting date*
- ☐ Neighborhood Meeting Summary Form with minutes (see below) *Submit no later than 10 days prior to the 1st public meeting date*

ADJACENT PROPERTY OWNERS LIST

Project Name: Front/O'Neil Street Rezoning

The following are all the persons, firms, or corporations owning property within 100 feet and immediately adjacent to the property (including across street rights of way) subject to this request. Where the subject property immediately adjoins a public or private right-of-way, landscape or riparian buffer, commonly-owned private area, public property, or homeowners' association property, then letters of notification shall be sent to adjoining property owners as if they directly abut the subject property. Please use a separate sheet if necessary

It is the responsibility of the applicant to correctly identify the current owner, based upon records in the Johnston County GIS Office, for all property owners of land within the required public notice radius.

PARCEL NUMBER	NAME	ADDRESS
05031008	GILLESPIE, FRANK ALLEN JR.	214 N FAYETTEVILLE ST CLAYTON, NC 27520-1908
05031007	STONE, ZACHARY THOMAS & STONE, MEAGAN HUNTER	303 N ONEIL ST CLAYTON, NC 27520-1923
05031059	Keith and Virginia Parrish	210 N Fayetteville Street Clayton, NC 27520
05031010	Jerry and Deborah Pace	13388 Buffalo Road Clayton, NC 27527
05031013	Charles and Texie Lee	2130 Shotwell Road Clayton, NC 27520
05031009	Robert and Cynthia Gunter	106 W Front Street Clayton, NC 27520
05031014	Ortiz, Esther Betty	1104 Belhaven Road Cary, NC 27513
05031060	Charles and Texie Lee	2130 Shotwell Road Clayton, NC 27520

SAMPLE NEIGHBORHOOD MEETING LETTER

(PLACE ON AGENT'S OR OWNER'S LETTERHEAD)

<Date>

Dear Clayton Area Property Owner:

The purpose of this letter is to notify you of an application filed with the Town of Clayton for a land use change or development proposal involving property adjacent to, or in close proximity to, property shown in your ownership by Johnston County tax records. Per Town of Clayton regulations, a Neighborhood Meeting will be held to provide information to area residents about the proposal. A representative of the applicant will be present to explain their application, answer questions, and solicit comments.

Meeting Date: _____ Meeting Time: _____

Meeting Location: _____

Type of Application: _____

Project/proposal property address: _____

Description of project/proposal: _____

Upcoming public meetings for this
application (Planning Board
and/or Town Council): _____

At a minimum, the following will be available for your inspection at the Neighborhood Meeting:

1. A copy of the project application.
2. A schedule of all upcoming public meetings for the application.
3. A map at a scale that is appropriate to the project and shows neighboring properties and roads.
4. A map, drawing, or other depiction of the proposed land use change or development proposal.

A map is enclosed with this letter showing the location of the property that is subject to this application for land use change and/or development proposal.

If you have any questions prior to or after this meeting, you may contact us at **<Insert phone number of applicant>**. You may also contact the Town of Clayton Planning Department at 919-553-5002.

Sincerely,

<Applicant>

Cc: Town of Clayton Planning Department

October 2019

Page 3 of 5

NEIGHBORHOOD MEETING ATTENDANCE ROSTER

Project: _____

Application: _____

Location/Date: _____

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NEIGHBORHOOD MEETING SUMMARY FORM

FILL OUT THE FOLLOWING:

Application:

Date of Mailing:

Date of Meeting: _____ Time of Meeting: _____

Location of Meeting:

I hereby attest that letters were mailed to the addresses listed on the Adjacent Property Owners List (attached) ten days prior to the Neighborhood Meeting, and that all required information was presented at the Meeting:

Printed Name: _____ Signature: _____

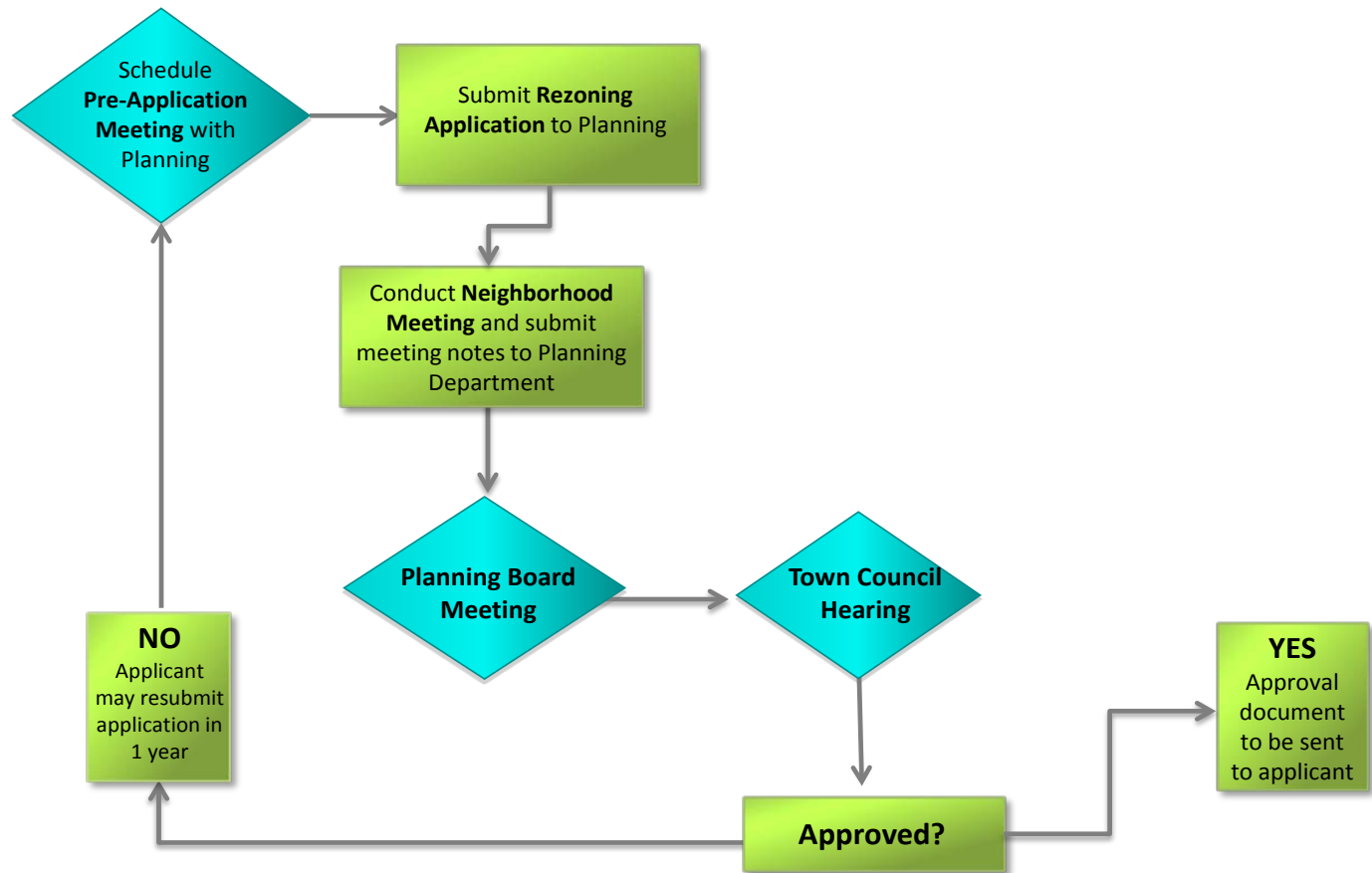
Meeting Summary/Minutes: *provide a summary of the discussion held at the meeting, including issues raised and any resolution discussed, and any changes made to the application as a result of the meeting.*

This image shows a blank sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

Please write clearly (or submit a typed summary). Use additional sheets if necessary.

Town of Clayton Rezoning Process Flow Chart

This is the same process for a Planned Development Rezoning





TOWN OF CLAYTON
Planning Department
111 E. Second St., P.O. Box 879
Clayton, NC 27528
Phone: 919-553-5002
Fax: 919-553-1720

OWNER'S CONSENT FORM

Consent is required from the property owner(s) if an agent will act on their behalf. A separate form is required from each owner. Consent is valid for one year from date of notary, unless otherwise specified. All fields must be completed.

Project Name: O'Neil / Front Street ~~Consent~~
Lofts at Wild District Address or PIN #: 1106913-03-5562

AGENT/APPLICANT INFORMATION:

David DeYoung - RiverWild
(Name - type, print clearly)

114 W. Main Street
(Address)
Clayton NC 27520
(City, State, Zip)

I hereby give CONSENT to the above referenced agent/applicant to act on my behalf, to submit applications and all required materials and documents, and to attend and represent me at all meetings and public hearings pertaining to the following processes (list applicable requests):

All entitlement Processes

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 that I have authority to execute this consent form as/on behalf of the property owner. 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 further agree to all terms and conditions which may be imposed as part of the approval of this application.

OWNER AUTHORIZATION:

JJARR, LLC
(Name - type, print clearly)

[Signature]
(Owner's Signature)

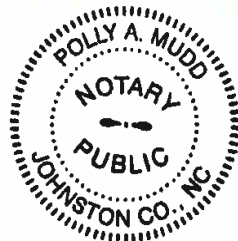
114 W. Main Street
(Address)

Clayton NC 27520
(City, State, Zip)

STATE OF North Carolina
COUNTY OF Johnston

Sworn and subscribed before me the 30 day of November, 2020, Polly A. Mudd, a Notary Public for the above State and County, this

SEAL



Notary Public

My Commission
Expires:

June 18, 2025

July 2018

NEIGHBORHOOD MEETING SUMMARY FORM

FILL OUT THE FOLLOWING:

Application: O'Neil/Front Street Rezoning

Date of Mailing: January 12,, 2022

Date of Meeting: January 27, 2022 Time of Meeting: 6:00 PM

Location of Meeting: Zoom (invite included in letter)

I hereby attest that letters were mailed to the addresses listed on the Adjacent Property Owners List (attached) ten days prior to the Neighborhood Meeting, and that all required information was presented at the Meeting:

Printed Name: Haley Hogg Signature: Haley Hogg Digitally signed by Haley Hogg
Date: 2022.01.31 10:07:22 -05'00'

Meeting Summary/Minutes: *provide a summary of the discussion held at the meeting, including issues raised and any resolution discussed, and any changes made to the application as a result of the meeting.*

The meeting was started at 6 pm. No neighbors joined the meeting by 6:30 PM, so we closed the meeting at 6:30 PM as outlined. We also have not received any phone calls from adjacent property owners regarding this rezoning request.

Please write clearly (or submit a typed summary). Use additional sheets if necessary.

NEIGHBORHOOD MEETING ATTENDANCE ROSTER

Project: O'Neil/Front Street Rezoning

Application: Rezoning

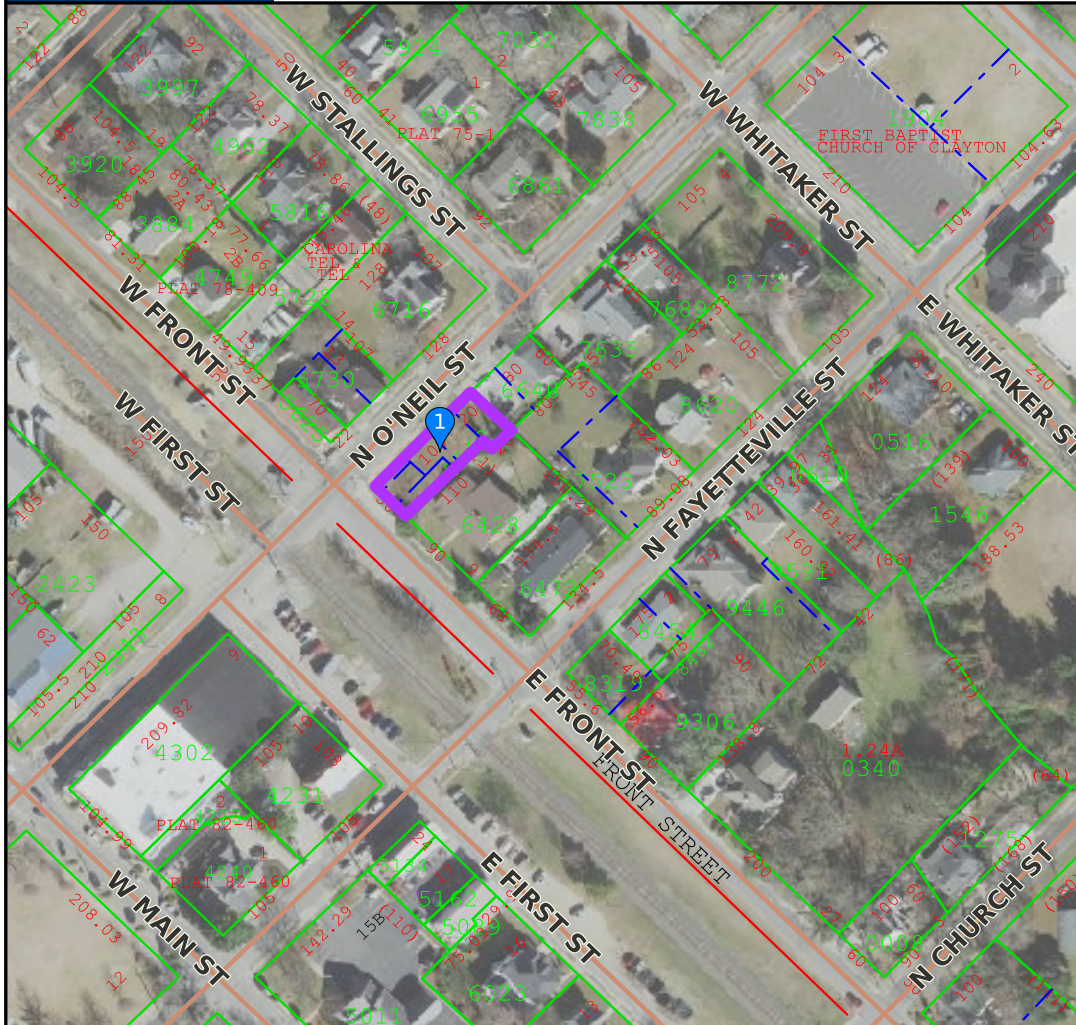
Location/Date: January 27, 2022

	NAME	ADDRESS
1	Haley Hogg, Planning Manger	Hearth Pointe Development - 114 W Main Street Clayton, NC 27520
2	Becca Mountz, Planning Project Coordinator	Hearth Pointe Development - 114 W Main Street Clayton, NC 27520
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*** DISCLAIMER ***

Johnston County assumes no legal responsibility for the information represented here.



Result 1

id: 05031012
Tag: 05031012
NCPin: 166913-03-5562
Mapsheet No: 166913
Owner Name 1: JJARR, LLC
Owner Name 2:
Mail Address 1: 114 W MAIN ST STE 102
Mail Address 2:
Mail Address 3: CLAYTON, NC 27520-2397
Site Address 1:
Site Address 2:
Book: 05490
Page: 0106
Market Value: 37380
Assessed Acreage: 0.130
Calc. Acreage: 0.129
Sales Price: 0
Sale Date: 2019-12-18



Scale: 1:1898 - 1 in. = 158.19 feet

(The scale is only accurate when printed landscape on a 8 1/2 x 11 size sheet with no page scaling.)

Johnston County GIS
December 6, 2021



HEARTH POINTE DEVELOPMENT

January 12, 2021

Dear Clayton Area Property Owner:

The purpose of this letter is to notify you of an application filed with the Town of Clayton for a Rezoning request involving property adjacent to, or in close proximity to, property shown in your ownership by Johnston County tax records. Per Town of Clayton regulations, a Neighborhood Meeting will be held to provide information to area residents about the request. A representative of the applicant will be present to explain their application, answer questions, and solicit comments. The following provides details for the Neighborhood Meeting:

Meeting Date: January 27, 2022
Meeting Time: 6:00 - 8:00 PM*
Meeting Location: Virtual Meeting - Use the link below to join!
Type of Application: Rezoning
Project Address: Corner of O'Neil Street and Front Street
Property TAG ID: 05031012

**Please note that if there are no attendees on the call by 6:30 PM then the meeting will be closed. If a neighbor is unable to attend until after 6:30 pm please contact Becca Mountz at becca@hearthpointe.com with the anticipated time to join so that our team can ensure the call remains open.*

Project Description: This application pertains to property located at the corner of O'Neil Street and Front Street (see attached map). This parcel is currently vacant and is zoned Central-Business (B-1). The existing zoning district would allow for a variety of non-residential commercial uses. Our team is requesting to rezone this parcel to Residential-6 (R-6) which allows for primarily single-family residential uses. We feel that this is an appropriate district given the adjacent uses of single-family residential.

Public Meeting: This Rezoning request will be heard at a public meeting by the Clayton Planning Board. The Planning Board will provide a recommendation to Town Council on this request. Following Planning Board, the request will proceed to Town Council for a final public hearing and decision. Based on direction from the Town, it is anticipated that this application will adhere to the following schedule. However, please note that this schedule is tentative and subject to change.

- 1) Submittal: December 17, 2021
- 2) Planning Board (Recommendation): February 28, 2022
- 3) Town Council (Decision): March 14, 2022

How to join the meeting: Use the Zoom link below to access the meeting. You can also call in via the phone number provided using the access code.

<https://us02web.zoom.us/j/87663641584?pwd=UjZvd2FiejQ2NDN6ZUdlRmFWUVZPQT09>

Meeting ID: 876 6364 1584
Passcode: 727392

HEARTHPOINTE.COM

114 W. Main Street, Clayton, NC 27520 | 919.670.0704





HEARTH POINTE

DEVELOPMENT
One tap mobile

+19292056099,,87663641584#,,,,*727392# US (New York)
+13017158592,,87663641584#,,,,*727392# US (Washington DC)
Find your local number: <https://us02web.zoom.us/j/ktYjEe1EA>

The following documents will be provided at the neighborhood meeting as a part of the presentation:

- A copy of the project application.
- A map that shows the location of the subject property.

If you have any questions prior to or after this meeting, you may contact us at 919-670-0704. You may also contact the Town of Clayton Planning Department at 919-553-5002.

Sincerely,

Haley Hogg, AICP, CZO
Planning Manager

Cc: Town of Clayton Planning Department

HEARTHPOINTE.COM

114 W. Main Street, Clayton, NC 27520 | 919.670.0704



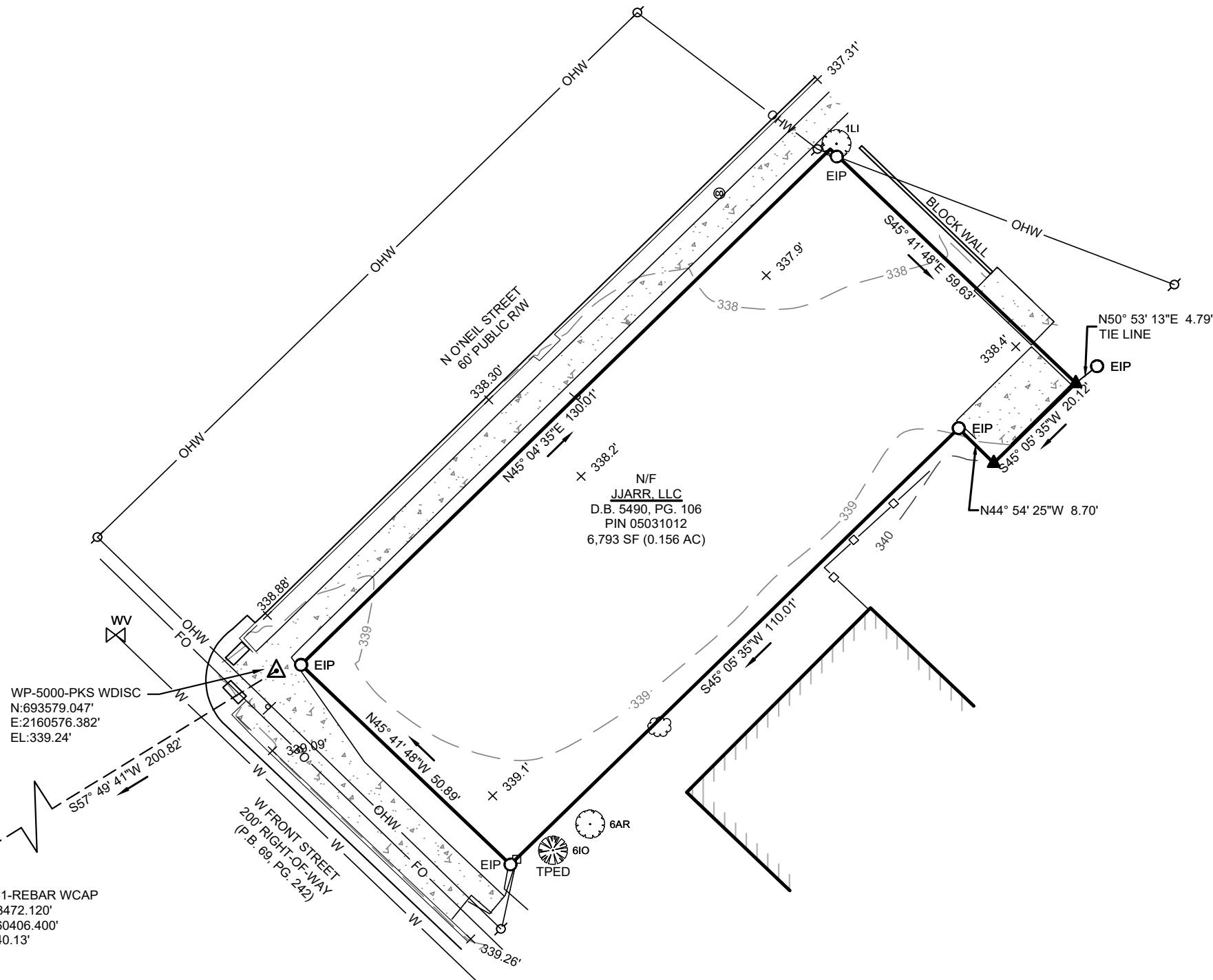
G:\Projects\2020\20010 - Paper Company Project\DWG\LOFT CLAYTON.dwg Nov 30, 2020 - 6:37pm

LEGEND

- | | |
|--|------------------------------|
| | SURVEY CONTROL POINT |
| | EXISTING IRON PIPE |
| | COMPUTED POINT |
| | SANITARY SEWER CLEANOUT |
| | UTILITY POLE |
| | SIGN |
| | DECIDUOUS TREE |
| | EVERGREEN TREE |
| | BUSH |
| | WATER VALVE |
| | TELEPHONE PEDESTAL |
| | WOOD FENCE |
| | UNDERGROUND FIBER OPTIC LINE |
| | UNDERGROUND WATER LINE |
| | OVERHEAD WIRES |
| | UNKNOWN DESTINATION |
| | CONCRETE SURFACE |

WP-5000-PKS WDISC
N:693579.047'
E:2160576.382'
EL:339.24'

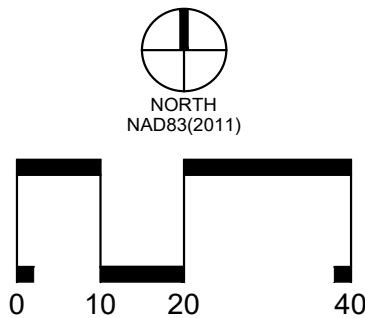
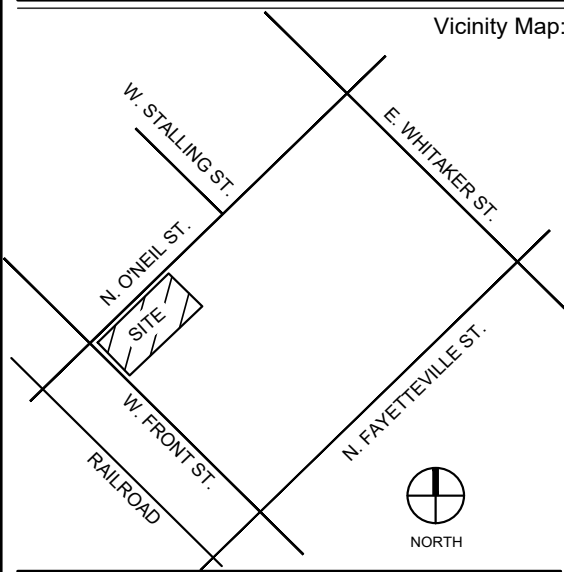
GPS-1-REBAR WCAP
N:693472.120'
E:2160408.400'
EL:340.13'



GENERAL NOTES

- THIS SURVEY MAP IS INTENDED TO REPRESENT THE EXISTING CONDITIONS/TOPOGRAPHY ON A PORTION OF THE PROPERTIES SHOWN HEREON, AND IS NOT A BOUNDARY SURVEY. THIS SURVEY WAS PERFORMED WITHOUT THE BENEFIT OF A TITLE REPORT AND THEREFORE ALL ENCUMBRANCES UPON THE PROPERTY MAY NOT BE SHOWN.
- THE PROPERTY LINES SHOWN HEREON HAVE BEEN CONFIRMED FROM A SURVEY BY STEWART INC. PROPERTY LINES SHOWN TAKEN FROM REFERENCES SHOWN HEREON.
- HORIZONTAL DATUM IS NAD 83 (2011) AND VERTICAL DATUM IS NAVD88. BASED ON GPS METHODS USING REAL-TIME KINEMATIC SOLUTIONS FOR THE SURVEY CONTROL POINTS SHOWN HEREON AND TIED TO NORTH CAROLINA GEODETIC SURVEY MONUMENT "MORIAH RESET".

"MORIAH RESET"
N 701370.11'
E 2146838.92'
EL 360.75'
- THIS DRAWING DOES NOT CONFORM TO N.C. GS47-30 AND THEREFORE IS NOT FOR RECORDATION.
- UTILITIES SHOWN HEREON ARE BASED ON ABOVE-GROUND VISIBLE EVIDENCE AND A LEVEL B UTILITY DESIGNATION/MARKING SERVICES PERFORMED BY STEWART INC. AS A PART OF THIS SURVEY. CONTRACTOR SHALL FIELD VERIFY THE LOCATION OF ALL UTILITIES BEFORE COMMENCING CONSTRUCTION.
- TREES SHOWN HEREON MAY NOT REPRESENT ALL VEGETATION ON THE SUBJECT PROPERTY.
- THE SUBJECT PROPERTY IS ZONED "CENTRAL BUSINESS" (PER TOWN OF CLAYTON ZONING MAP AMENDED AUGUST 5, 2019).
- THE SUBJECT PROPERTY LIES IN ZONES X (AREA DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE AND FUTURE CONDITIONS 1% ANNUAL CHANCE FLOODPLAIN). BASED ON THE FLOOD INSURANCE RATE MAP COMMUNITY MAP NUMBER 3720166900K DATED 06/20/2018.



SCALE: 1" = 20'

Title:

EXISTING CONDITIONS
SURVEY FOR:

JJARR, LLC

PREPARED FOR: RIVERWILD
TOWN OF CLAYTON
JOHNSTON COUNTY, NORTH CAROLINA
DATE: 11/30/2020 SCALE: 1"=20'
CONTOUR INTERVAL = 1'



STEWART

5410 OLD POOLE ROAD
RALEIGH, NC 27610
T 919.380.8750

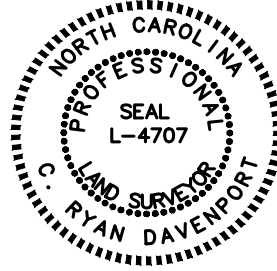
FIRM LICENSE # C-1051
www.stewartinc.com
PROJECT # C12010

I, C. RYAN DAVENPORT, CERTIFY THAT THIS PROJECT WAS COMPLETED UNDER MY DIRECT AND RESPONSIBLE CHARGE FROM AN ACTUAL GROUND SURVEY MADE UNDER MY SUPERVISION; THAT THE SURVEY WAS COMPLETED ON 11/19/2020; THAT CONTOURS SHOWN AS (CONTINUOUS LINES) MAY NOT MEET THE STATED STANDARD; AND ALL COORDINATES ARE BASED ON NAD83(2011) AND NAVD88.

Designed by:

C. RYAN DAVENPORT, PLS L-4707

11/30/2020





Town of Clayton
Planning Department
111 E. Second Street, Clayton, NC 27520
P.O. Box 879, Clayton, NC 27528
Phone: 919-553-5002
Fax: 919-553-1720

February 14, 2022

NOTICE

SUBJECT: **Project:** 2021-165-RZ Front/O'Neil Street Rezoning
 Address: Corner of Front Street and O'Neil Street
 TAG #: 05031012
 Applicant: Hearth Pointe Development

Dear Clayton Area Property Owner:

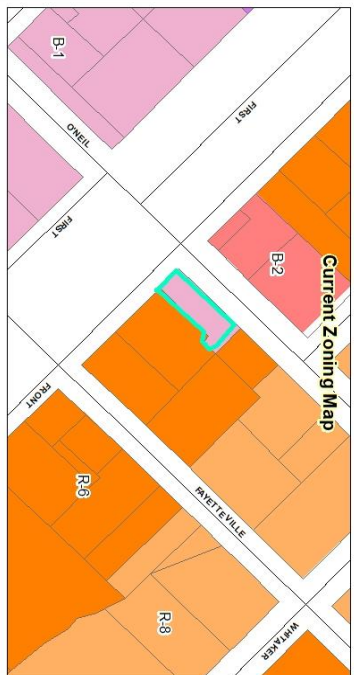
Notice is hereby given that the Clayton Planning Board will hold a public meeting on **Monday February 28, 2022, at 6:00 PM** at Town Hall, 111 E. Second Street, to make a recommendation on the above referenced Rezoning application. This application will proceed to Town Council for a public hearing following Planning Board recommendation. Another notice will be sent prior to the date of the scheduled public hearing. The applicant is requesting to rezone .129 acres from Central Business District (B-1) to Single Family Residential (R-6). Please see the map on the back of this letter.

Based upon records in the Johnston County Tax Office, you are the owner of property that is within 100 feet of this proposed rezoning request. You are invited to attend this meeting and express your opinions on this request to the Planning Board.

If you should need additional assistance or information, please contact the Planning Department at (919) 553-5002 or email at bvenable@TownOfClaytonNC.org.

Sincerely,

Bruce Venable
Planner I



Request:
 2021-165-RZ, to Rezone a parcel from Business-Central (B-1) to
 Single-Family Residential: 6,000 S.F. Lot (R-6).
 Applicant: Heath Pointe Development
 Property Owners: JJARR, LLC
 Tag #: 00031012



Staff Report Map
 Prepared by: TOC Planning Department
 February 14, 2022
 Disclaimer: Town of Clayton assumes no legal responsibility
 for the quality to the data represented here.

Document Path: C:\PLANNING\BIZONING\Rezoning\2021-165-RZ From_O'Neil Street to zoning\Staff Report Map\2021-165-RZ Rezoning\Staff Report Map



Town of Clayton
Planning Department
111 E. Second Street, Clayton, NC 27520
P.O. Box 879, Clayton, NC 27528
Phone: 919-553-1545

Planning Board, 02/28/2022

STAFF REPORT

Application Number: 2021-165-RZ
Project Name: Front St/ O'Neil St - Rezoning

TAG #(s): 05031012

Town Limits/ETJ: Town Limits

Applicant: Hearth Pointe Development - Haley Hogg

Owner: JJARR, LLC

Location: Corner of O'Neil Street and Front Street

Project Planner: Bruce Venable, Planner I Trainee

Public Noticing Dates:

- **Neighborhood Meeting:** January 27, 2022
- **Sign posted:** February 16, 2022
- **TC Adjacent Property Letters Mailed:** February 16, 2022

REQUEST: Rezoning from Central-Business (B-1) to Single-Family Residential-6 (R-6)



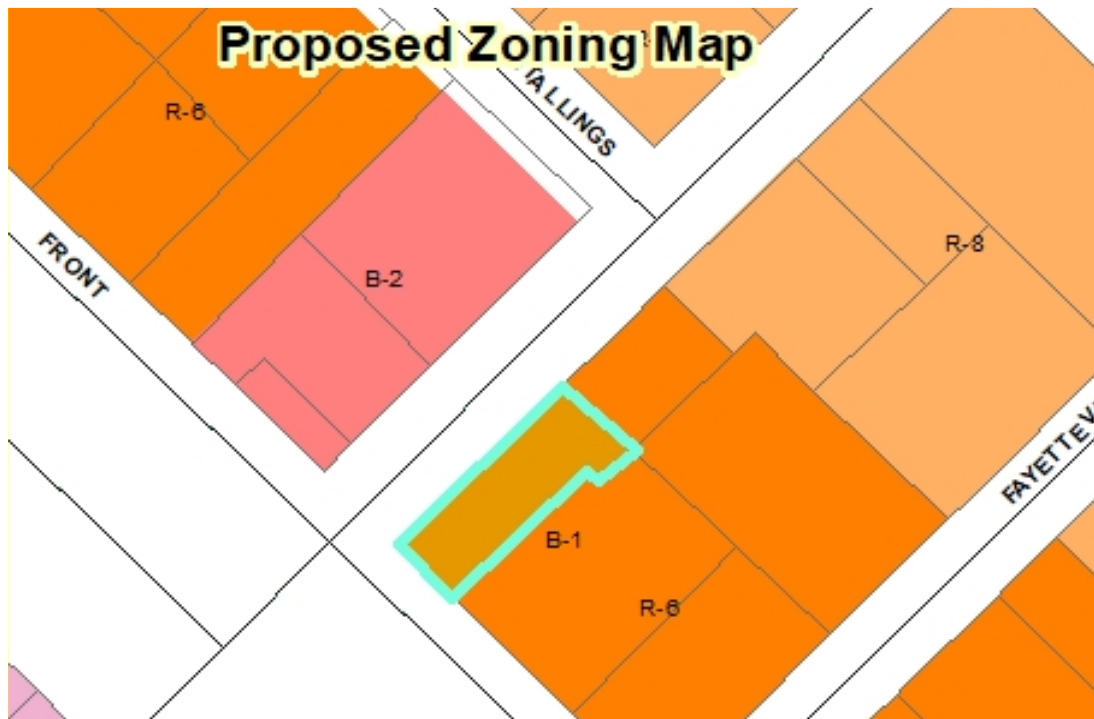
SITE DATA:

Acreage: +/- 0.129

Existing Use: Vacant

ADJACENT ZONING AND LAND USES:

Direction	Zoning	Existing Use
North	R-6 (Single-Family Residential-6)	Single Family Detached Residences
South	B-1 (Central-Business-1) - across Front St	North Carolina Paper Co.
East	R-6 (Single-Family Residential-6)	Single Family Detached Residences
West	B-2 (Neighborhood-Business-2) across O'Neil St	Barber Shop

**STAFF ANALYSIS AND COMMENTARY:****Overview**

The site is within the Clayton Town Limits, located at the intersection of Front and O'Neil Street on the east side of O'Neil Street; being shown as vacant on the Aerial Map. The applicant is requesting to rezone the property from Central-Business (B-1) to Single-Family Residential-6 (R-6). Future development of the site will be filed under a separate application and reviewed independently. The R-6 district is established to provide for orderly suburban residential development and redevelopment, intended to protect, preserve, and enhance existing residential areas of higher density, which includes multi-family dwellings mixed with other housing types.

Consistency with the Comprehensive Growth Plan 2045

The proposed zone of R-6 is the densest residential district in the Unified Development Code, so rezoning this property to R-6 is consistent with the Comprehensive Growth Plan's Future Land Use Map, which designates these parcels as High-Density Residential with a Community Mixed-Use Overlay. One of the current lots is approximately 0.05 acres, which is nonconforming in terms of lot area for its current zoning district (R-8). The applicant has filed a recombination plat for the lots so that minimum area requirements are met. Rezoning to R-6 and recombining these lots would bring them into compliance with the Unified Development Code. Implementation of the Unified Development Code's standards is an explicit goal of the Comprehensive Growth Plan.

Comprehensive Growth Plan Goals supporting the rezoning request include:

Goal LU 1: Provides residential infill within Downtown.

Policy LU 1.1: Manage future growth and encourage quality development through the implementation of the Comprehensive Plan, the Unified Development Code (UDC), and other plans and regulations adopted by the Town Council.

Strategy LU 1.1.1: Review development proposals for consistency with the Future Land Use Map.



CONSIDERATIONS:

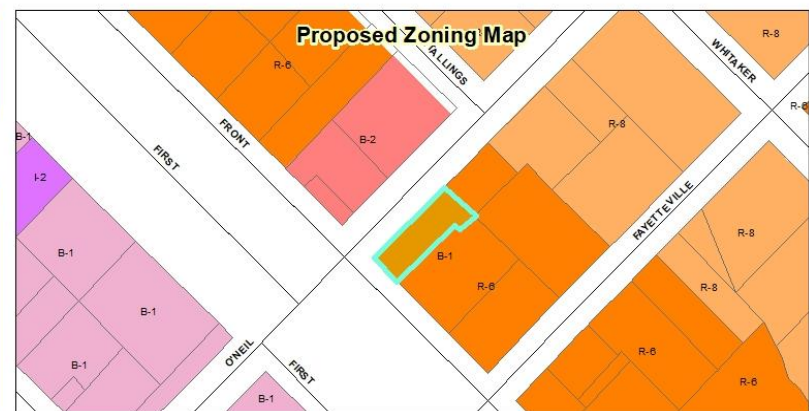
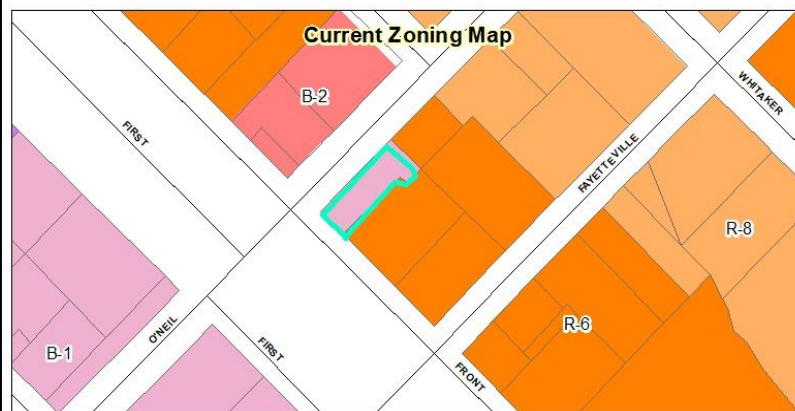
- Rezoning applications are decided by the Town Council. The Planning Board shall make a recommendation to the Town Council.
-

STAFF RECOMMENDATION:

Staff recommends **APPROVAL** of the proposed rezoning request.

ATTACHMENTS:

- 1) Application / Owner's Consent Form
- 2) Neighborhood Meeting Materials
- 3) Survey
- 4) Staff Report Maps



Request:
2021-165-RZ, to Rezone a parcel from Business-Central (B-1) to
Single-Family Residential: 6,000 S.F. Lot (R-6).

Applicant: Hearth Pointe Development
Property Owners: JJARR, LLC
Tag #: 05031012

Site



Staff Report Map
Prepared by: TOC Planning Department
February 14, 2022

Disclaimer: Town of Clayton assumes no legal responsibility
for the quality of the data represented here.

Document Path: O:\PLANNING\REZONING\Re zoning\2021-165-RZ Front, O'Neil Street Re zoning\Staff Report Maps\Staff Report Map - 2021-165-RZ Hearthpointe.mxd



TOWN OF CLAYTON
Planning Department
111 E. Second St., P.O. Box 879
Clayton, NC 27528
Phone: 919-553-5002
Fax: 919-553-1720

REZONING APPLICATION

- ☒ Standard Rezoning Fee: \$500.00
☐ Planned Development Rezoning Fee: \$1,000 + \$5.00 per acre
☒ Advertisement Fee: \$200.00

SITE INFORMATION

Name of Project: ETMJR PROPERTY LLC
Acreage of Property: 3.68 Acres in R-E Zoning District: R-E To B-3
County Tag #: 05105034A + 05105034 NC Pin #: 167700-36-1001 + 167700-35-1710
Address/Location: 7531 US HWY. TO BUSINESS
Existing Zoning District: R-E Proposed Zoning District: B-3

APPLICANT INFORMATION

Applicant: Alsey J. Gilbert PLS
Mailing Address: 442 1/2 E. MAIN ST CLAYTON NC 27520
Phone Number: 919-553-5104 Fax: _____
Contact Person: Alsey
Email Address: alseygilbert@yahoo.com

PROPERTY OWNER INFORMATION

Name: ~~ETMJR~~ ETMJR PROPERTY LLC
Mailing Address: 495 Country Dr. RINGGOLD Va. 24586
Phone Number: _____ Fax: _____
Email Address: _____

OFFICE USE ONLY

Date Received: JAN 03 2012 Amount Paid: \$700 PAID File Number: 2022-4-RZ

TOWN OF CLAYTON
PLANNING DEPARTMENT

EXPLANATION OF PROJECT

Please provide detailed information concerning all requests. Attach additional sheets if necessary.

Relic Rezoning when in County Front 500' Along to
1495 BUSINESS

APPROVAL CRITERIA

All applications for a Rezoning must address the following findings:

1. Consistency with the adopted plans of the Town.

Matches Current Zoning & Consistent with Adjacent

2. Suitability of the subject property for uses permitted by the current vs. the proposed district.

Property will MATCH ADJACENT AND FRONT Portion of Tracts

3. Whether the proposed change tends to improve the balance of uses, or meets specific demand in the Town.

Will CORRECT Relic Zoning & Be Consistent with Adjacent
Zoning

4. The capacity of adequate public facilities and services including schools, roads, recreation facilities, wastewater treatment, potable water supply and stormwater drainage facilities is available for the proposed use.

No Sewer ~~will~~ Exists Property to be served by Septic

5. It has been determined that the legal purposes for which zoning exists are not violated.

Remainder of Property to be Consistent with Most of Tract
an Consistent with Adjacent

6. It has been determined that there will be no adverse effect upon adjoining property owners unless such effect can be justified by the overwhelming public good or welfare.

Most of Property is B-3 just rezoning Remainder no Adverse
effect should be felt as most of Tracts are Already B-3

7. It has been determined that no one property owner or small group of property owners will benefit materially from the change to the detriment of the general public.

No detriment to general public

APPLICANT AFFIDAVIT

I/We, the undersigned, do hereby make application and petition to the Town Council of the Town of Clayton to amend the Zoning Ordinance and change the Official Zoning Map of the Town of Clayton as requested.. I hereby certify that I have full legal right to request such action and that 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 Clayton, North Carolina, and will not be returned.

Alsey Gilbert
Print Name

[Signature]
Signature of Applicant

01/23/22
Date



TOWN OF CLAYTON
Planning Department
111 E. Second St., P.O. Box 879
Clayton, NC 27528
Phone: 919-553-5002
Fax: 919-553-1720

REZONING APPLICATION COVER SHEET

Name of Project: ETM JR PROPERTY LLC Date: 1/3/22

Applicant Name: Aisey J. Gilbert PLS

The following checklist to be completed by applicant:

- ☒ Pre-Application Meeting on: TAKED To Ben on 12-27-21
- ☒ Review Fee
- ☒ Advertisement Fee
- ☒ Completed Application
- ☒ Owner's Consent Form
- ☒ Adjacent Property Owner's List
- ☒ Neighborhood Meeting Notice Letter (1 copy)
- ☒ 2 Sets of stamped, addressed, empty envelopes for adjacent property owner notification
- ☒ Signed & Sealed Boundary Survey
- ☒ Copy of signed & sealed boundary survey in PDF on USB

Reviewed by: 



TOWN OF CLAYTON
Planning Department
111 E. Second St., P.O. Box 879
Clayton, NC 27528
Phone: 919-553-5002
Fax: 919-553-1720

OWNER'S CONSENT FORM

Consent is required from the property owner(s) if an agent will act on their behalf. A separate form is required from each owner. Consent is valid for one year from date of notary, unless otherwise specified. All fields must be completed.

Project Name: ETM JR Property LLC Address or PIN #: _____

AGENT/APPLICANT INFORMATION:

Alsey J. Gilbert
(Name - type, print clearly)

44242 EAST Main St
(Address)
Clayton NC 27520
(City, State, Zip)

I hereby give **CONSENT** to the above referenced agent/applicant to act on my behalf, to submit applications and all required materials and documents, and to attend and represent me at all meetings and public hearings pertaining to the following processes (*list applicable requests*):

Recombination and Rezoning Only

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 that I have authority to execute this consent form as/on behalf of the property owner. 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 further agree to all terms and conditions which may be imposed as part of the approval of this application.

OWNER AUTHORIZATION:

Edmond T Milam JR
(Name - type, print clearly)

495 Country Drive
(Address)

(Owner's Signature)



Ringgold, VA 24586
(City, State, Zip)

STATE OF VA
COUNTY OF PATSYLANIA

Sworn and subscribed before me Edmond T. Milam, Jr., a Notary Public for the above State and County, this
the 30th day of Nov, 2021.

SEAL

Krystal Milam
Notary Public

My Commission Expires: 11.30.22

July 2018

NEIGHBORHOOD MEETING SUMMARY FORM

FILL OUT THE FOLLOWING:

Application: ETM JR PROPERTY LLC

Date of Mailing: 2/12/22 1/28/2022

Date of Meeting: 2/10/2022 Time of Meeting: 6:30 PM

Location of Meeting: HORNE BUILDING

I hereby attest that letters were mailed to the addresses listed on the Adjacent Property Owners List (attached) ten days prior to the Neighborhood Meeting, and that all required information was presented at the Meeting:

Printed Name: Alsey Gilbert Signature: 

Meeting Summary/Minutes: provide a summary of the discussion held at the meeting, including issues raised and any resolution discussed, and any changes made to the application as a result of the meeting.

No one in Attendance, although I did receive a call
on 2/12/22 from the Jordans who owns TP 05105035
Address: 7595B US HWY 70 BUS, CLAYTON NC 27520. We discussed
B3 Zoning & they would like to rezone their property also
I informed that would have to be a separate action, but
would be glad to help them with that.

Please write clearly (or submit a typed summary). Use additional sheets if necessary.

NEIGHBORHOOD MEETING ATTENDANCE ROSTER

Project: ETM JK PROPERTY LLC

Application: _____

Location/Date: 2/10/2022

	NAME	ADDRESS
1	No one in Attendance	
2		
3		
4		
5		
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9		
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12		
13		
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15		
16		
17		
18		
19		
20		

Alsey J. Gilbert PLS

442 ½ EAST MAIN STREET

Clayton N.C. 27520

Email: alseygilbert@ymail.com

Phone 919-553-5104

Fax: 919-553-3663

Dear Clayton Area Property Owner:

The purpose of this letter is to notify you of an application filed with the Town of Clayton for a Rezoning proposal involving property adjacent to, or in close proximity to, property shown in your ownership by Johnston County tax records. Per Town of Clayton regulations, a Neighborhood meeting will be held to provide information to area residents about the proposal. A representative of the applicant will be present to explain their application, answer questions, and solicit comments.

Meeting Date: February 10th, 2022 at 6:30 pm at the Horne Building 442 ½ E. Main St. Clayton NC 27520.

Purpose of application: Rezoning remainder (front portion already B-3 within 500' of US 70) of 7531 US Hwy 70 Business from R-E to B-3.

Date of Public Meetings: Planning Board February 28th, 2022
Town Council March 21st, 2022

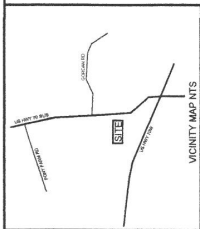
A map is enclosed showing the portion to be rezoned.

If you should have any questions please call Alsey Gilbert PLS at 919-553-5104

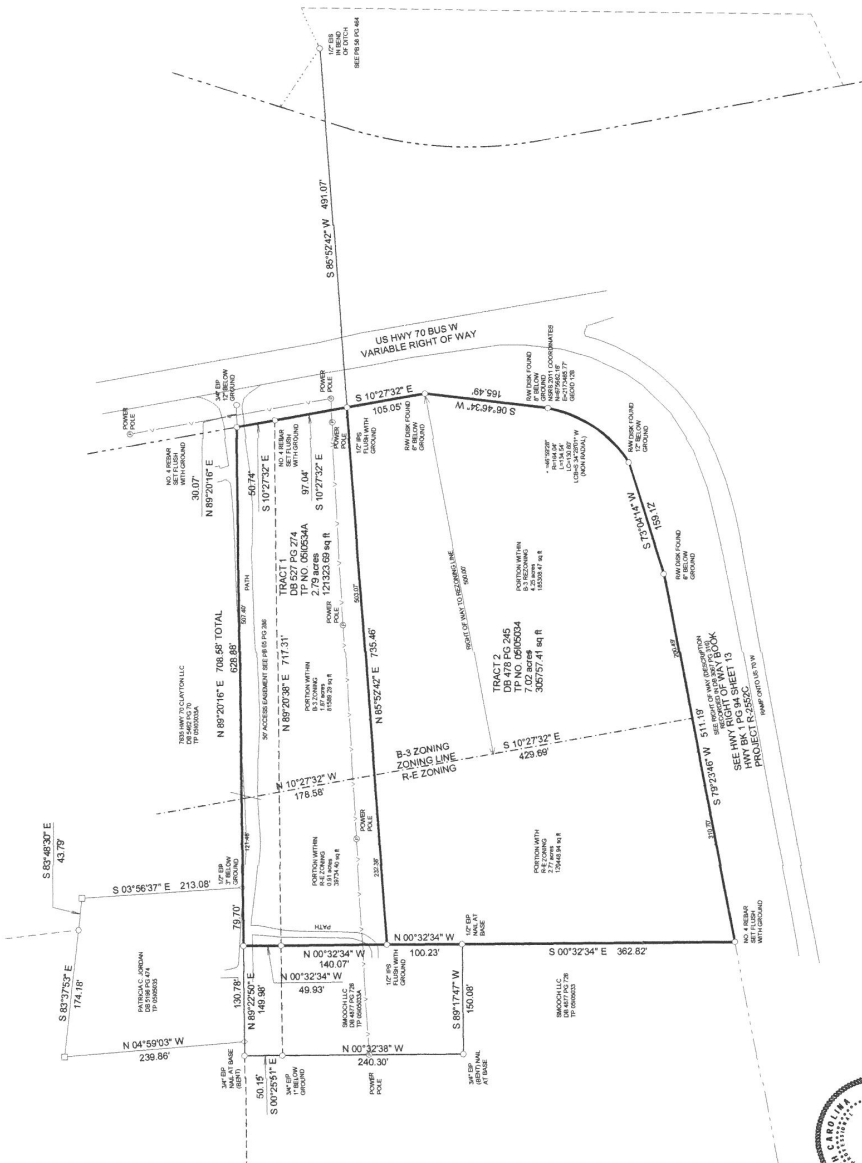
Sincerely,



Alsey J. Gilbert PLS



- LEGEND**
- 1. BOUNDARY LINE
 - 2. EASEMENT
 - 3. RIGHT-OF-WAY
 - 4. FLOOD HAZARD
 - 5. ZONING LINE
 - 6. POWER LINE
 - 7. TELEPHONE LINE
 - 8. FENCE
 - 9. DRIVE
 - 10. ROAD
 - 11. RAILROAD
 - 12. WATER
 - 13. WOOD
 - 14. ROCK
 - 15. SAND
 - 16. GRAVEL
 - 17. CLAY
 - 18. SILT
 - 19. LOESS
 - 20. COAL
 - 21. IRON
 - 22. COPPER
 - 23. ZINC
 - 24. LEAD
 - 25. GOLD
 - 26. SILVER
 - 27. PLATINUM
 - 28. DIAMOND
 - 29. JEWELRY
 - 30. ART
 - 31. ANTIQUE
 - 32. COLLECTIBLE
 - 33. HISTORIC
 - 34. MONUMENT
 - 35. LANDMARK
 - 36. MILESTONE
 - 37. SIGN
 - 38. LIGHT
 - 39. SOUND
 - 40. SMELL
 - 41. TASTE
 - 42. TOUCH
 - 43. FEEL
 - 44. THINK
 - 45. KNOW
 - 46. BELIEVE
 - 47. TRUST
 - 48. LOVE
 - 49. HATE
 - 50. FEAR
 - 51. HOPE
 - 52. DREAM
 - 53. IMAGINE
 - 54. REMEMBER
 - 55. FORGET
 - 56. MISS
 - 57. LONG
 - 58. WAIT
 - 59. RUN
 - 60. WALK
 - 61. CRAWL
 - 62. CLIMB
 - 63. JUMP
 - 64. FALL
 - 65. SLIP
 - 66. TRIP
 - 67. STUMBLE
 - 68. TROUBLE
 - 69. PROBLEM
 - 70. DIFFICULTY
 - 71. OBSTACLE
 - 72. BARRIER
 - 73. HURDLE
 - 74. CHALLENGE
 - 75. TEST
 - 76. TRIAL
 - 77. TRY
 - 78. TESTER
 - 79. TRIALER
 - 80. TRYER
 - 81. TESTER
 - 82. TRIALER
 - 83. TRYER
 - 84. TESTER
 - 85. TRIALER
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 - 87. TESTER
 - 88. TRIALER
 - 89. TRYER
 - 90. TESTER
 - 91. TRIALER
 - 92. TRYER
 - 93. TESTER
 - 94. TRIALER
 - 95. TRYER
 - 96. TESTER
 - 97. TRIALER
 - 98. TRYER
 - 99. TESTER
 - 100. TRIALER



REVISED 10/2020 FOR
REZONING REQUEST

ALSETT J. GILBERT, SURVEYOR
STATE OF NORTH CAROLINA
LICENSE NO. 11111
SEE DEED BOOK 6078 PG 250
ALSO SEE PG 264

1. THAT THE SURVEYOR HAS EXAMINED THE RECORDS OF THE PUBLIC RECORDS OF THE STATE OF NORTH CAROLINA AND HAS FOUND THAT THE PROPERTY DESCRIBED IN THE DEED BOOK 6078 PG 250 IS THE SAME AS THE PROPERTY DESCRIBED IN THE DEED BOOK 6078 PG 264.
2. THAT THE SURVEYOR HAS EXAMINED THE RECORDS OF THE PUBLIC RECORDS OF THE STATE OF NORTH CAROLINA AND HAS FOUND THAT THE PROPERTY DESCRIBED IN THE DEED BOOK 6078 PG 250 IS THE SAME AS THE PROPERTY DESCRIBED IN THE DEED BOOK 6078 PG 264.
3. THAT THE SURVEYOR HAS EXAMINED THE RECORDS OF THE PUBLIC RECORDS OF THE STATE OF NORTH CAROLINA AND HAS FOUND THAT THE PROPERTY DESCRIBED IN THE DEED BOOK 6078 PG 250 IS THE SAME AS THE PROPERTY DESCRIBED IN THE DEED BOOK 6078 PG 264.
4. THAT THE SURVEYOR HAS EXAMINED THE RECORDS OF THE PUBLIC RECORDS OF THE STATE OF NORTH CAROLINA AND HAS FOUND THAT THE PROPERTY DESCRIBED IN THE DEED BOOK 6078 PG 250 IS THE SAME AS THE PROPERTY DESCRIBED IN THE DEED BOOK 6078 PG 264.
5. THAT THE SURVEYOR HAS EXAMINED THE RECORDS OF THE PUBLIC RECORDS OF THE STATE OF NORTH CAROLINA AND HAS FOUND THAT THE PROPERTY DESCRIBED IN THE DEED BOOK 6078 PG 250 IS THE SAME AS THE PROPERTY DESCRIBED IN THE DEED BOOK 6078 PG 264.
6. THAT THE SURVEYOR HAS EXAMINED THE RECORDS OF THE PUBLIC RECORDS OF THE STATE OF NORTH CAROLINA AND HAS FOUND THAT THE PROPERTY DESCRIBED IN THE DEED BOOK 6078 PG 250 IS THE SAME AS THE PROPERTY DESCRIBED IN THE DEED BOOK 6078 PG 264.
7. THAT THE SURVEYOR HAS EXAMINED THE RECORDS OF THE PUBLIC RECORDS OF THE STATE OF NORTH CAROLINA AND HAS FOUND THAT THE PROPERTY DESCRIBED IN THE DEED BOOK 6078 PG 250 IS THE SAME AS THE PROPERTY DESCRIBED IN THE DEED BOOK 6078 PG 264.
8. THAT THE SURVEYOR HAS EXAMINED THE RECORDS OF THE PUBLIC RECORDS OF THE STATE OF NORTH CAROLINA AND HAS FOUND THAT THE PROPERTY DESCRIBED IN THE DEED BOOK 6078 PG 250 IS THE SAME AS THE PROPERTY DESCRIBED IN THE DEED BOOK 6078 PG 264.
9. THAT THE SURVEYOR HAS EXAMINED THE RECORDS OF THE PUBLIC RECORDS OF THE STATE OF NORTH CAROLINA AND HAS FOUND THAT THE PROPERTY DESCRIBED IN THE DEED BOOK 6078 PG 250 IS THE SAME AS THE PROPERTY DESCRIBED IN THE DEED BOOK 6078 PG 264.
10. THAT THE SURVEYOR HAS EXAMINED THE RECORDS OF THE PUBLIC RECORDS OF THE STATE OF NORTH CAROLINA AND HAS FOUND THAT THE PROPERTY DESCRIBED IN THE DEED BOOK 6078 PG 250 IS THE SAME AS THE PROPERTY DESCRIBED IN THE DEED BOOK 6078 PG 264.

REZONING SURVEY FOR:
**ETMJR PROPERTY, LLC
(VA CORP)**
TP NO. 0505034 & 0505034A
TRACT 1 7501 US HWY 70 BUS
TRACT 2 7501 US HWY 70 BUS
SCALE CLAYTON NC 27502 09/6/2021
CLAYTON TWP JOHNSTON CO NC

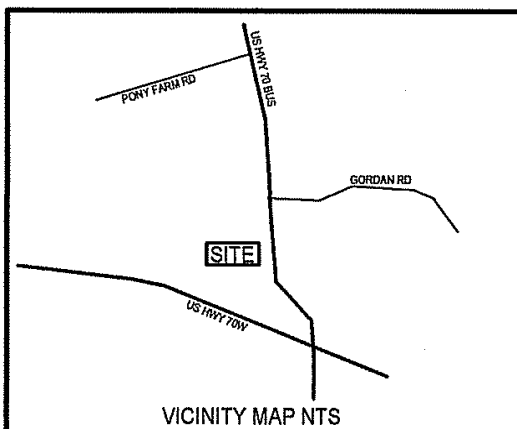
OWNER:
ETMJR PROPERTY
485 COUNTRY DRIVE
RINGGOLD VA 24086

DATE: 09/06/2021
EFFECTIVE DATE: 09/06/2021
FLOOD HAZARD NO. 372018700K

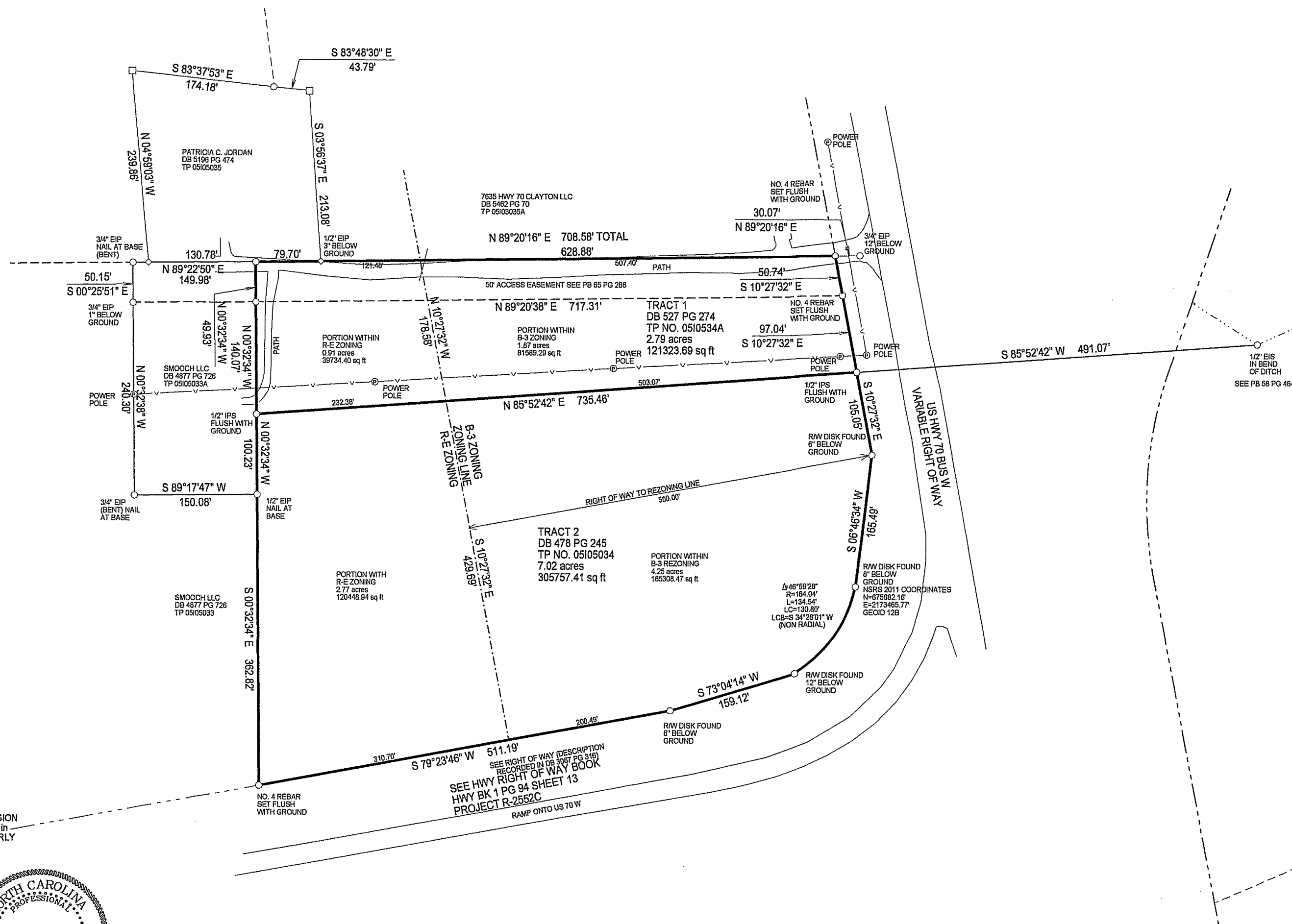
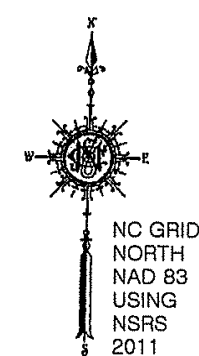
PROPERTY SHOWN HEREON IS NOT
LOCATED IN A FEMA DESIGNATED FLOOD ZONE

ALL DISTANCES ARE HORIZONTAL DISTANCES

0 100 200 300



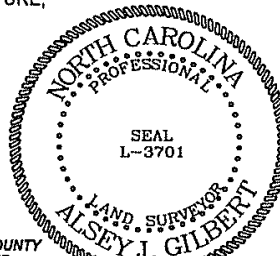
LEGEND:
EIP - EXISTING IRON PIPE
IPS - IRON PIPE SET
ES - EXISTING IRON STAKE
SS - IRON STAKE SET
RW - RIGHT OF WAY
PK - PARKER KOLON NAIL
ECM - EXISTING CONC MONUMENT
CNS - CONCRETE MONUMENT SET
FA - FIRE HYDRANT
S - SEWER CLEANOUT
T - TELEPHONE BOX
C - CABLE BOX
W - WATER METER
SMH - SANITARY SEWER MANHOLE
NF - NON OR FORMERLY
BC - BACK OF CURB
C - COMPUTED POINT
G - GEODEIC MONUMENT
RCP - REINFORCED CONCRETE PIPE
P - PARCEL BOUNDARY
R - RIGHT OF WAY
T - TIE LINE
F - FEATURE
S - STREAM (IE WATER COURSE)
N - NOT SURVEYED
P - POWER LINE
R - REZONING LINE
AREA BY COORDINATE METHOD
TITLE BY LAWYER
PROPERTY SUBJECT TO EASEMENT OF RECORD



I, ALSEY J. GILBERT, PLS CERTIFY THAT THIS PLAT WAS DRAWN UNDER MY SUPERVISION FROM AN ACTUAL SURVEY MADE UNDER MY SUPERVISION (dead description recorded in db 527 pg 274 and db 478 pg 245) THAT THE BOUNDARIES NOT SURVEYED ARE CLEARLY INDICATED AS DRAWN FROM INFORMATION FOUND IN PB 65 PAGE 285 THAT THE RATIO OF PRECISION IS 1:59775 THAT THIS PLAT WAS PREPARED IN ACCORDANCE WITH G.S. 47-30 AS AMENDED. WITNESS MY ORIGINAL SIGNATURE, REGISTRATION NUMBER AND SEAL THIS 16TH DAY OF SEPTEMBER AD 2021

ALSEY J. GILBERT, PLS
REG. NO. L-3701

SEE DEED BOOK 6078 PG 280
FOR CURRENT DEED
ALSO SEE PB 94 PG 264



REVISED 1/3/2020 FOR
REZONING REQUEST

1. THAT THE SURVEY CREATES A SUBDIVISION OF LAND WITHIN THE AREA OF A COUNTY OR MUNICIPALITY THAT HAS AN ORDINANCE THAT REGULATES PARCELS OF LAND.
2. THAT THE SURVEY IS LOCATED IN A PORTION OF A COUNTY OR MUNICIPALITY THAT IS UNREGULATED AS TO AN ORDINANCE THAT REGULATES PARCELS OF LAND.
3. THAT THE SURVEY IS OF ANOTHER CATEGORY, SUCH AS THE RECOMBINATION OF EXISTING PARCELS, A COURT ORDERED SURVEY, OR OTHER EXEMPTION OR EXCEPTION TO THE DEFINITION OF SUBDIVISION.
4. THAT THE INFORMATION AVAILABLE TO THE SURVEYOR IS SUCH THAT THE SURVEYOR IS UNABLE TO MAKE A DETERMINATION TO THE BEST OF THE SURVEYOR'S PROFESSIONAL ABILITY AS TO THE CORRECTNESS OF THE SURVEY.

09/16/2021
DATE

SURVEYOR

AS FOR THE
DATE: 09/16/2021
TYPE OF GPS: RTM (SPS)
DATUM EPOCH: NAD 83 NSRS 2011
POSITIONAL ACCURACY: 0.05
GEOD MODEL: 128
PUBLISHED MODEL: (VRS)
COMBINED FACTOR: 0.99988260
US SURVEY FOOT

PROPERTY SHOWN HEREON IS NOT
LOCATED IN A FEMA DESIGNATED FLOOD ZONE

FLOOD HAZARD NO. 3720167700K

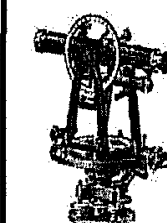
EFFECTIVE DATE: 09/20/2018

09/16/2021
DATE

OWNERS:
ETM JR PROPERTY
LLC (VA CORP)
495 COUNTRY DRIVE
RINGGOLD VA, 24586

ALL DISTANCES ARE HORIZONTAL DISTANCES

REZONING SURVEY FOR:
**ETM JR PROPERTY, LLC
(VA CORP)**
TP NO. 05105034 & 05105034A
TRACT 1 7581 US HWY 70 BUS
CLAYTON NC 27520
TRACT 2 7551 US HWY 70 BUS
CLAYTON NC 27520
SCALE 1"=100' DATE 09/16/2021
CLAYTON TWP JOHNSTON CO NC



ALSEY J. GILBERT, PLS
442 1/2 EAST MAIN ST.
CLAYTON NC 27520
PHONE 919/553-5104
FAX 919/553-3663



Town of Clayton
Planning Department
111 E. Second Street, Clayton, NC 27520
P.O. Box 879, Clayton, NC 27528
Phone: 919-553-1545

Planning Board, 2/28/2022

STAFF REPORT

Application Number: 2022-4-RZ
Project Name: ETMJR Property LLC - Rezoning

TAG #(s): 05I05034A, 05I05034
Town Limits/ETJ: ETJ
Applicant: Alsey J. Gilbert PLS
Owner: ETMJR Property LLC
Location: 7531 US Hwy 70 Business, Clayton, NC 27520
Project Planner: Aaron Prichard, Planner II

Public Noticing Dates:

- **Neighborhood Meeting:** February 10, 2022
- **Sign posted:** February 18, 2022
- **PB Adjacent Property Letters Mailed:** February 15, 2022

REQUEST: Rezoning from Residential Estate (R-E) to Highway Business (B-3)

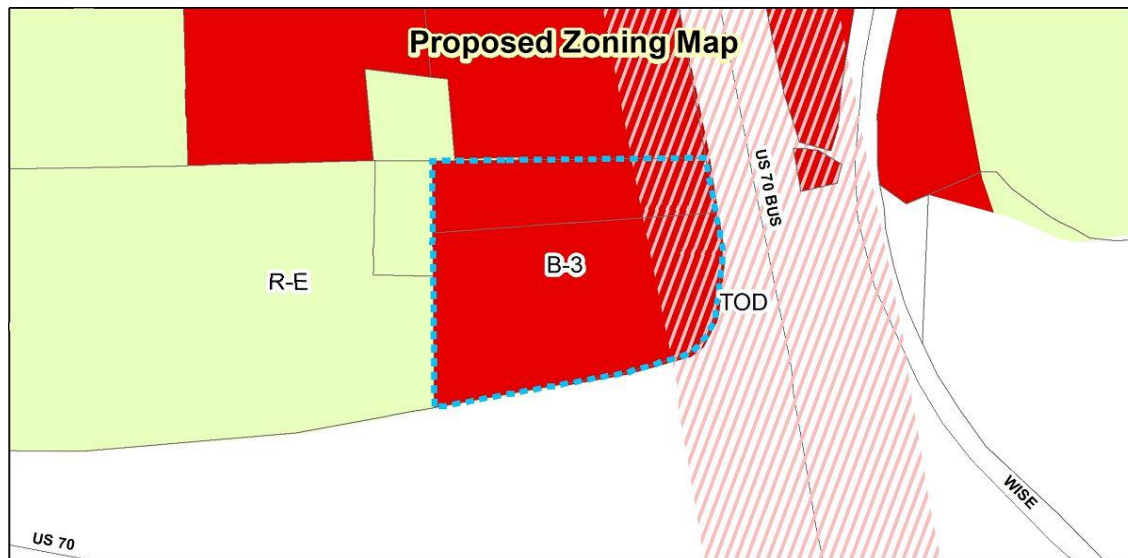


SITE DATA:

Acreage: +/- 3.68 acres
Existing Use: Vacant

ADJACENT ZONING AND LAND USES:

Direction	Zoning	Existing Use
North	B-3 (Highway Business)	Vacant
South	None	Right-of-Way
East	Thoroughfare Overlay	Right-of-Way
West	R-E (Residential Estate)	Vacant

**STAFF ANALYSIS AND COMMENTARY:****Overview**

The site is within the Clayton Extraterritorial Jurisdiction. The site is located at the northwest corner of the intersection of US Highway 70 Business W and US Highway 70 W; being shown as vacant on the Aerial Map. The applicant is requesting to re-zone the western portions of these two lots from Residential Estate (R-E) to Highway Business (B-3) to eliminate the relic R-E zoning on the property. The applicant has not submitted any plans to develop the property at this time. B-3 zoning is established to provide opportunities for offices, service uses, and businesses retailing durable and convenience goods for the entire community. B-3 districts are intended to be located on major and minor thoroughfares, and be accessible to and serve the entire community. Site design and buffering mitigate impacts of traffic, operations, and scale on adjacent businesses and residential neighborhoods.

Consistency with the Comprehensive Growth Plan 2045

The Future Land Use Map identifies this area as “Employment Center” (see map below). Page 21 of the Comprehensive Growth Plan states that Employment Center areas are designated “to provide locations for primary employment and economic development opportunities” and are “located along a major transportation corridor...” These guidelines are consistent with the purpose and function of B-3 zoning, as stated above. The rezoning request would be consistent with the Employment Center Future Land Use designation.

Comprehensive Growth Plan Goals supporting the rezoning request include:

Goal LU 1: Preserve Clayton’s character while allowing for growth and development in appropriate areas.

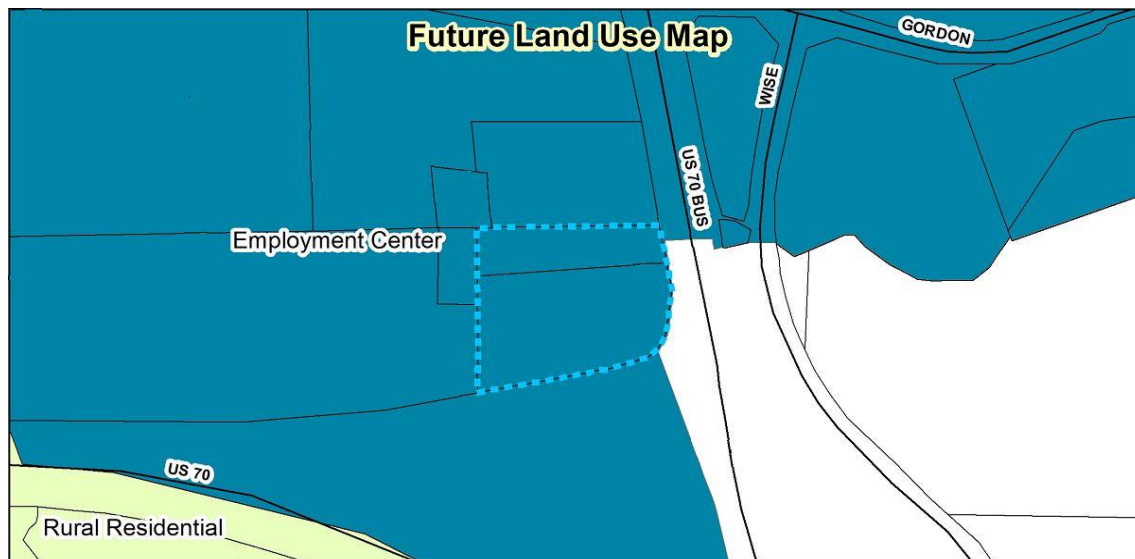
Policy LU 1.1: Manage future growth and encourage quality development through the implementation of the Comprehensive Plan, the Unified Development Code (UDC), and other plans and regulations adopted by the Town Council.

Strategy LU 1.1.1: Review development proposals for consistency with the Future Land Use Map.

Goal ED 1: Increase opportunities for companies that provide well-paid jobs.

Policy ED 1.2: Preserve and develop prime industrial land for employment growth.

Strategy ED 1.2.2: Protect industrial land uses by encouraging compatible uses within and near the Employment Center areas identified on the Future Land Use Map.



CONSIDERATIONS:

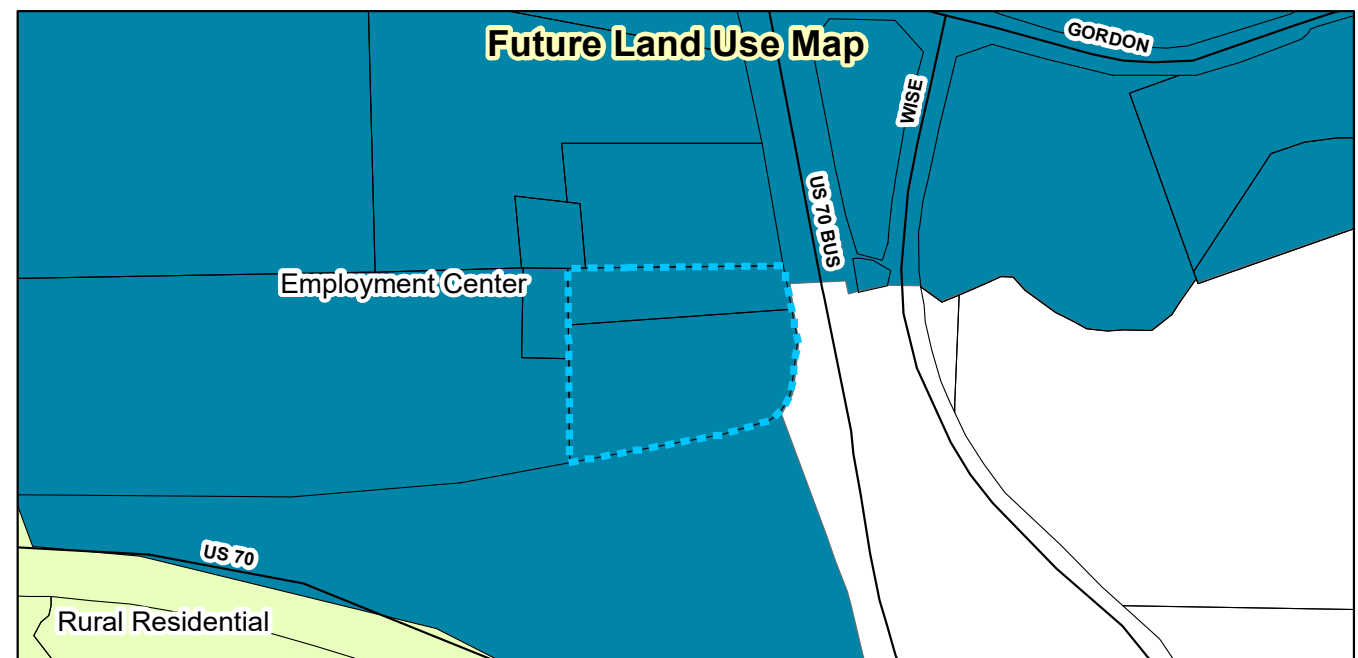
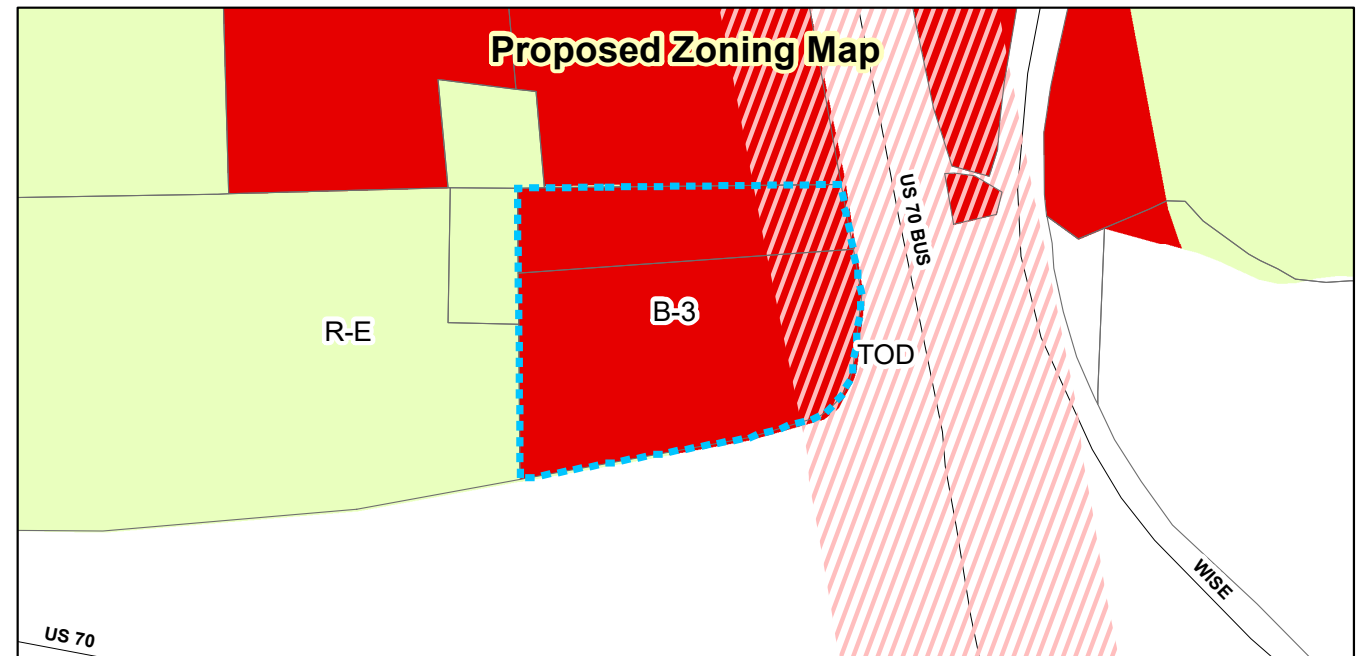
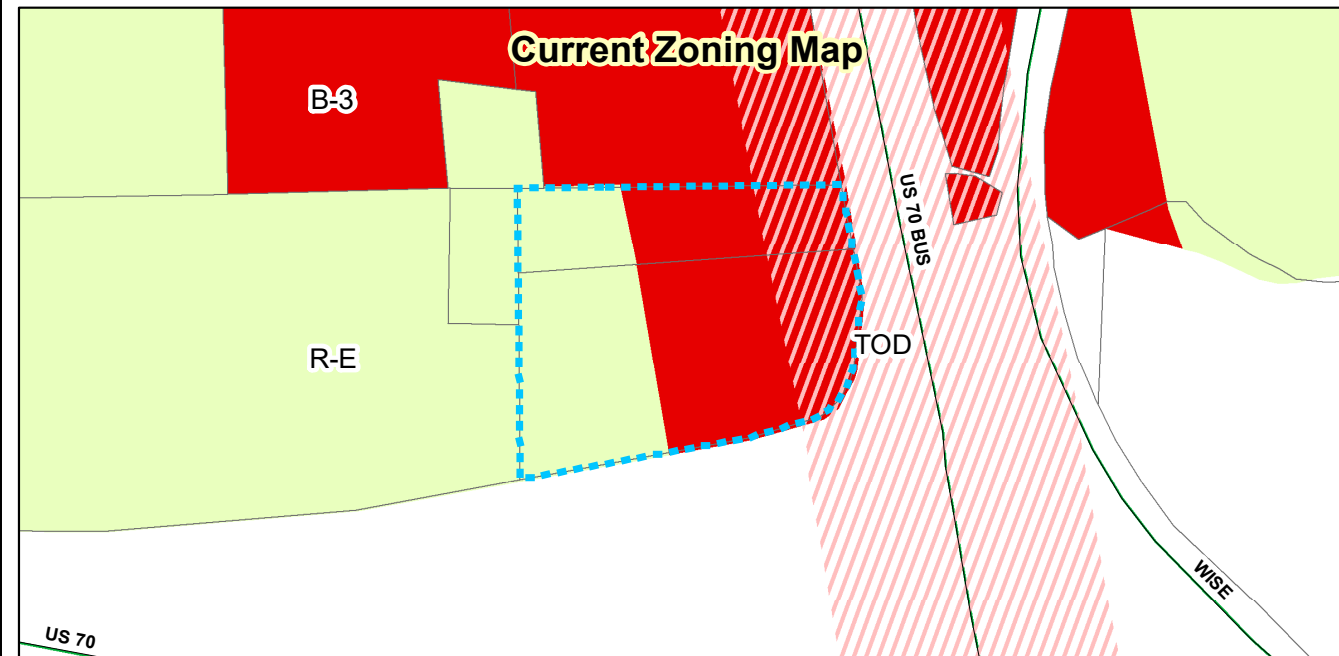
- Rezoning applications are decided by the Town Council. The Planning Board shall make a recommendation to the Town Council.
-

STAFF RECOMMENDATION:

Staff recommends **APPROVAL** of the proposed rezoning request.

ATTACHMENTS:

- 1) Application/Owner's Consent Form
- 2) Neighborhood Meeting Materials
- 3) Survey
- 4) Staff Report Maps



Request:
2022-4-RZ, to Rezone a parcel from Residential Estate (R-E) to Highway Business (B-3).



Applicant: Alsey J. Gilbert, PLS
 Property Owners: ETMJR Property, LLC
 Tag #: 05105034A & 050105034



Staff Report Map
 Prepared by: TOC Planning Department
 February 14, 2022

Disclaimer: Town of Clayton assumes no legal responsibility
 for the quality fo the data represented here.

Document Path: O:\PLANNING\REZONING\Rezoning\2022\2022-4-RZ ETM JR Property LLC\Staff Report Maps\Staff Report Map - 2022-4-RZ ETM JR Property LLC.mxd



TOWN OF CLAYTON
Planning Department
111 E. Second St., P.O. Box 879
Clayton, NC 27528
Phone: 919-553-5002
Fax: 919-553-1720

Conditional Zoning w/Master Plan Coversheet

Name of Project: Ramblewood Village Date: 8/2/21
Applicant Name: Bass, Nixon and Kennedy, Inc.

The following checklist to be completed by applicant:

- ☒ Pre-Application Meeting on: July 7, 2021
- ☒ Review Fee
- ☒ Completed Application
- ☒ Owner's Consent Form
- ☒ Adjacent Property Owner's List
- ☐ Neighborhood Meeting Letter (one copy)
- ☒ 2 sets of stamped, addressed, empty envelopes for adjacent property owner notification
- ☒ Signed & sealed boundary survey
- ☒ Copy of signed & sealed boundary survey in PDF on USB
- ☒ Master Plan Set to include the following:
- Cover Sheet
 - Survey
 - Bubble Plan Outlining:
 - a. Where and which uses or groups of uses will occur
 - b. The proposed intensity/density of those uses
 - c. General location of internal and external network of public right-of-way and public infrastructure
 - d. All required elements for establishment of a zoning district including but not limited to dimensional standards, open space network, natural resource preservation, and landscaping or buffering

Reviewed by: _____



TOWN OF CLAYTON
Planning Department
111 E. Second St., P.O. Box 879
Clayton, NC 27528
Phone: 919-553-5002
Fax: 919-553-1720

Conditional Zoning w/Master Plan Application

Conditional Rezoning w/Associated Site Plan Fee: \$1000 + \$5.00 per acre
Advertising Fee: \$200.00

SITE INFORMATION

Name of Project: Ramblewood Village
Acreage of Property: 22.02 Zoning District: B-3 & R-E
County Tag #: 05G01026A, 05G01199R & 05G01199C NC Pin #: 164900-79-1785, 164900-78-3824 & 164900-69-6350
Address/Location: Ramblewood Drive and US Hwy. 70 W
Existing Zoning District: B-3 & R-E Proposed Zoning District: CZ-R

APPLICANT INFORMATION

Applicant: Bass, Nixon and Kennedy, Inc.
Mailing Address: 6310 Chapel Hill Road, Ste. 250, Raleigh, NC 27607
Phone Number: 919-851-4422 Fax: 919-851-8968
Contact Person: Marty D. Bizzell, PE
Email Address: marty.bizzell@bnkinc.com

PROPERTY OWNER INFORMATION

Name: Linda Ruth Johnson & Johnny Scott
Mailing Address: 148 Canyon Rd., Clayton & 105 Sleepy Creek Dr., Clayton, NC 27520
Phone Number: _____ Fax: _____
Email Address: _____

OFFICE USE ONLY

Date Received: _____ Amount Paid: _____ File Number: _____

January 2021

EXPLANATION OF PROJECT

Please provide detailed information concerning all requests. Attach additional sheets if necessary.

The purpose of this request is to rezone the above referenced properties from RE & B3 to Conditional Zoning - Residential (CZ-R). The request is accompanied by a master plan which indicates a proposed density of approximately 8 units per acre of residential development. The master plan proposes single family detached lots and townhomes with a typical lot dimension of 70' x 30'. The neighborhood would be served by a combination of private and public streets with rear private alleys. The development will provide stormwater management, adequate water and sewer facilities and open space to serve the neighborhood. Any TIA identified road improvements will be made as well as necessary sewer improvements that may be identified to serve the development.

APPROVAL CRITERIA – REZONING

All applications for a Conditional Rezoning must address the following Approval Criteria:

1. Consistency with the adopted plans of the Town.

The future land use map currently shows the area as agricultural and rural residential and are currently zoned R-E and B-3.

2. Suitability of the subject property for uses permitted by the current vs. the proposed conditional district.

The proposal is for a single family and townhome development. The current zoning is R-E which allows for low density single family homes. The CZ District as proposed would allow for higher density homes. The southern property abutting Hwy. 70 is primarily zoned B-3 which currently would not allow single family and townhomes without rezoning. The necessary infrastructure will be provided to support the higher density single family and townhomes.

3. Whether the proposed change tends to improve the balance of uses, or meets specific demand in the Town.

The proposed project would add to the mix of uses within the area. Single family homes are immediately west of the project and a mobile home park is further west of the single family neighborhood. Commercial uses are to the south of the site with a NC State agricultural research facility to the east. The additional residential neighborhood would blend with the existing uses.

4. The capacity of adequate public facilities and services including schools, roads, recreation facilities, wastewater treatment, water supply facilities and stormwater drainage facilities is available for the proposed conditional district.

A traffic impact analysis (TIA) is being performed to determine if there are adequate roads/streets to serve the proposed development. The developer will construct any required road improvements recommended by the TIA. In addition, the developer will provide a downstream sewer capacity study to determine if existing pump station is adequate. If not, developer will either contribute monetarily to the Town or provide improvements to existing facilities.

5. It has been determined that the legal purposes for which zoning exists are not violated.

All Town of Clayton rezoning procedures and approvals will be followed and adhered to and will not be violated.

6. It has been determined that there will be no adverse effect upon adjoining property owners unless such effect can be justified by the overwhelming public good or welfare.

The proposed development should have no adverse effect upon adjoining property owners. Increased traffic, stormwater and sewer will be analyzed and mitigated.

January 2021

-
7. It has been determined that no one property owner or small group of property owners will benefit materially from the change to the detriment of the general public.

It is not the intent of the developer that one property owner or small group of property owners will benefit materially from the change to the detriment of the general public.

APPROVAL CRITERIA- MASTER PLAN

All associated Master Plans must address the following Approval Criteria:

1. Compliance with code section 155.203(L) and all other applicable requirements of this chapter, or analysis and justification if it deviates from the requirements of this chapter.

Project will conform to all items listed in code section 155.203(L) with respect to rezoning criteria, master plan, design guidelines/dimensional standards. Proposed dimensional standards are noted on the master plan as well as any other deviations from this chapter.

2. Consistency with the Clayton General Design guidelines.

Project is consistent with General Development Standards as noted in Article 4 of the Town of Clayton UDO.

3. Conformance of the proposal with the stated purpose of the requested conditional zoning district.

The Master Plan reflects the stated purpose of the requested conditional zoning district. The Master Plan identifies the requested deviation from the dimensional standards and requested density for the project.

4. Compatibility of the proposed development with the adjacent community.

The proposed project is for a high density single family and townhome development. The project will provide a transition from the existing low density single family neighborhood to the west to the existing commercial uses along US Hwy. 70. A type C buffer will be planted along the perimeter of the site to buffer the site from the existing residential neighborhood.

5. The quality of design intended for each component of the project and the ability of the overall development plan to ensure a unified, cohesive environment at full build-out.

Each single family home will be constructed by the same builder and all homes will have similar architectural features to provide a cohesive environment as full build-out.

6. Compatible relationships between each component of the overall project.

All homes will be compatible with respect to architectural features, infrastructure, stormwater management, access and environmental features.

7. Self-sufficiency of each phase of the overall project.

Currently, it is anticipated that the project will not be phased.

8. Documentation that the proposed infrastructure improvements accommodate the additional impacts caused by the development, or documentation to assure that the development, as proposed, will not overtax the existing public infrastructure systems.

The existing infrastructure will be analyzed specifically the traffic and sanitary sewer. A traffic impact analysis and a sewer study will be performed to determine any necessary improvements that may need to be made to support the development. The development will adhere to all recommendations from the TIA with regard to road improvements. An existing pump station will also be analyzed for capacity to make sure project can be accommodated.

9. The fiscal impact of the proposal and the proposed financing of required improvements.

The developer will assume all responsibility for the fiscal impacts of the development with regard to provided the required infrastructure improvements.

10. The success of the proposal in providing adequate pedestrian and bicycle links within the development and with the adjacent community.

The project will provide adequate pedestrian circulation within the development. No existing pedestrian facilities are within the immediate area to connect/link to.

11. The effectiveness with which the proposal protects and preserves the ecologically sensitive areas within the development.

Wetlands and buffers have been identified on the project. Minimization and avoidance of the features will be adhered to. Any impacts to these areas will be to provide necessary access and infrastructure to the development. Any impacts to these areas will be fully permitted by the USCOE or the NC Dept. of Environmental Quality.

APPLICANT AFFIDAVIT

I/We, the undersigned, do hereby make application and petition to the Town Council of the Town of Clayton to amend the Zoning Ordinance and change the Official Zoning Map of the Town of Clayton as requested.. I hereby certify that I have full legal right to request such action and that 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 Clayton, North Carolina, and will not be returned.

Marty D. Bizzell

Print Name

Marty D. Bizzell

Signature of Applicant

Digitally signed by Marty D. Bizzell
DN: cn=Marty D. Bizzell, o=Town of Clayton, ou=North Carolina, email=Marty.D.Bizzell@townofclayton.com, c=US

8/3/21

Date

January 2021

ADJACENT PROPERTY OWNERS LIST

Project Name: Ramblewood Village

The following are all the persons, firms, or corporations owning property within 100 feet and immediately adjacent to the property (including across street rights of way) subject to this request. Where the subject property immediately adjoins a public or private right-of-way, landscape or riparian buffer, commonly-owned private area, public property, or homeowners' association property, then letters of notification shall be sent to adjoining property owners as if they directly abut the subject property. Please use a separate sheet if necessary

It is the responsibility of the applicant to correctly identify the current owner, based upon records in the Johnston County GIS Office, for all property owners of land within the required public notice radius.

PARCEL NUMBER	NAME	ADDRESS
05G01195A	CAM Properties, LLC	1567 Frontenac Road Naperville, IL 60563-1754
05G01195B	Eastern Wrecker Sales, Inc.	13401 Highway 70 West Clayton, NC 27520-0000
05G01199N	Specialized Properties, LLC	PO Box 324 Garner, NC 27529-0324
05G01199F & 05G01199G	Marshall E. and Gail M. Johnson	637 Ramblewood Drive Clayton, NC 27520-0000
05G01198K 05G01199A&C	Price Kornegay, LLC	13401 US 70 Business Highway W. Clayton, NC 27520-2139
05G01026A	Linda Ruth Johnson Trustee	148 Canyon Road Clayton, NC 27520-0000
05E99020F	NC Dept. Agriculture Central Crops Research Station	13223 US Highway 70 West Clayton, NC 27520-0000
05G01199I	Leslie Ray and Bettie C. Hunt	629 Ramblewood Drive Clayton, NC 27520-0000
05G01200N	DWB Properties, LLC	PO Box 324 Garner, NC 27529-0324
05G01199R	Linda Johnson & Johnny Scott	105 Sleepy Creek Drive Clayton, NC 27520-7410

January 2021



TOWN OF CLAYTON
Planning Department
111 E. Second St., P.O. Box 879
Clayton, NC 27528
Phone: 919-553-5002
Fax: 919-553-1720

OWNER'S CONSENT FORM

Consent is required from the property owner(s) if an agent will act on their behalf. A separate form is required from each owner. Consent is valid for one year from date of notary, unless otherwise specified. All fields must be completed.

Project Name: Tricor Clayton Property Address or PIN #: 164900-79-1785

AGENT/APPLICANT INFORMATION:

Marty D. Bizzell, PE
(Name - type, print clearly) 6310 Chapel Hill Rd., Ste. 250
(Address)
Raleigh, NC 27607
(City, State, Zip)

I hereby give **CONSENT** to the above referenced agent/applicant to act on my behalf, to submit applications and all required materials and documents, and to attend and represent me at all meetings and public hearings pertaining to the following processes (*list applicable requests*):

Conditional Zoning with Master Plan Application Construction Plans

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 that I have authority to execute this consent form as/on behalf of the property owner. 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 further agree to all terms and conditions which may be imposed as part of the approval of this application.

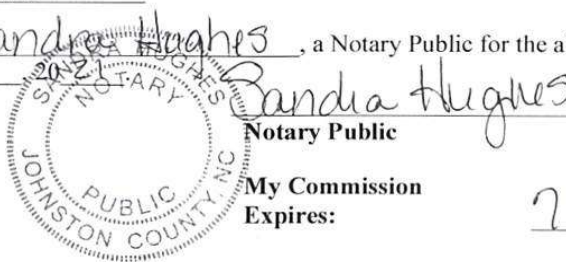
OWNER AUTHORIZATION:

Linda Ruth Johnson Trustee 148 Canyon Road
(Name - type, print clearly) (Address)
Linda Ruth Johnson CLAYTON, NC 27520
(Owner's Signature) (City, State, Zip)

STATE OF NC
COUNTY OF Johnston

Sworn and subscribed before me Sandra Hughes, a Notary Public for the above State and County, this the 27th day of July

SEAL



My Commission Expires: 7/31/21

July 2018



TOWN OF CLAYTON
Planning Department
111 E. Second St., P.O. Box 879
Clayton, NC 27528
Phone: 919-553-5002
Fax: 919-553-1720

OWNER'S CONSENT FORM

Consent is required from the property owner(s) if an agent will act on their behalf. A separate form is required from each owner. Consent is valid for one year from date of notary, unless otherwise specified. All fields must be completed.

Project Name: Tricor Clayton Property Address or PIN #: 164900-78-3824

AGENT/APPLICANT INFORMATION:

Marty D. Bizzell, PE
(Name - type, print clearly)

6310 Chapel Hill Rd., Ste. 250
(Address)
Raleigh, NC 27607
(City, State, Zip)

I hereby give **CONSENT** to the above referenced agent/applicant to act on my behalf, to submit applications and all required materials and documents, and to attend and represent me at all meetings and public hearings pertaining to the following processes (*list applicable requests*):

Conditional Zoning with Master Plan Application Construction Plans

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OWNER AUTHORIZATION:

Linda Johnson & Johnny Scott
(Name - type, print clearly)

Linda Johnson
(Owner's Signature)

105 SLEEPY CREEK DR
(Address)

CLAYTON, NC 27520-7410
(City, State, Zip)

STATE OF NC
COUNTY OF Johnston

Sworn and subscribed before me Sandra Hughes, a Notary Public for the above State and County, this
the 27th day of July

SEAL



Notary Public

My Commission
Expires: 7/31/21

July 2018



Town of Clayton
Planning Department
111 E. Second Street, Clayton, NC 27520
P.O. Box 879, Clayton, NC 27528
Phone: 919-553-5002
Fax: 919-553-1720

Planning Board February 28, 2022

STAFF REPORT

Application Number: 2021-90-CZM

Project Name: Ramblewood Village Conditional Zoning District

Tag #(s): 05G01026A, 05G01199R, 05G0199C

Location: US 70 BUS W near Ramblewood Drive

Existing Zoning District: B-3 and R-E

Proposed Zoning District: CZ-R

Applicant: Bass, Nixon and Kennedy, Inc.

Owner(s): Linda Ruth Johnson and Johnny Scott

Public Noticing:

- Neighborhood meeting: October 12, 2021
- Sign posted: February 16, 2022
- Letters mailed: February 16, 2022

REQUEST: Rezone the properties referenced above, located near Ramblewood Drive and US 70 BUS W, from the Residential - Estate (R-E) and Highway Business (B-3) Zoning Districts to a Conditional Zoning - Residential District (CZ-R). The Conditional Zoning District would allow for up to 171 units, or a density of up to 8 units per acre. The Conditional Zoning District is accompanied by a Master Plan and Master Plan Narrative.

SITE DATA:

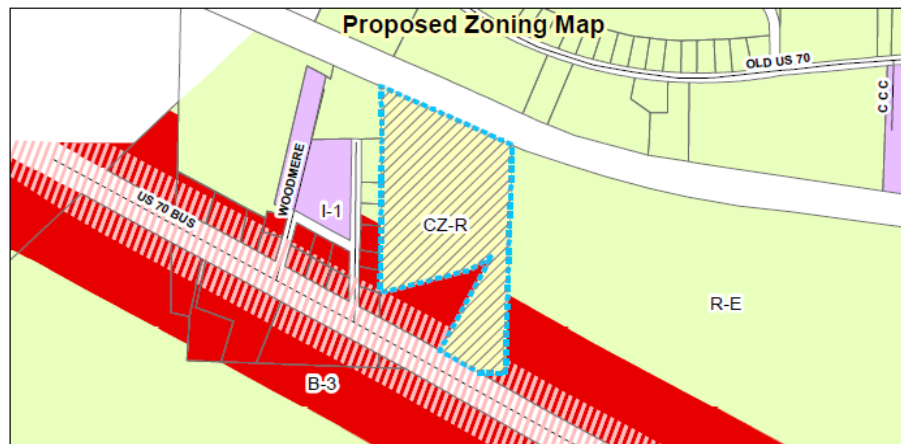
Acreage: 22.02 acres

Existing Use: Vacant



ADJACENT ZONING AND LAND USES:

Direction	Zoning	Existing Use(s)
North	Railroad Corridor and Residential-Estate (R-E)	Vacant
South	Highway Business (B-3)	Existing Business
East	Residential-Estate (R-E)/Highway Business (B-3)	NC State/NC Dept. of Agriculture Research Farm
West	Highway Business (B-3)/Residential- Estate (R-E)	Single-Family Residential

**DEVELOPMENT DATA:**

Proposed Uses:	Residential (mixture of townhomes and single-family homes)
Proposed Density:	Overall up to 171 units are proposed (mixture of townhomes and single-family homes) which would create an overall proposed residential density of 8 units/acre for the development
Fire Protection:	Town of Clayton (After Annexation)
Access/Streets:	Access will be provided from US 70 BUS W and Ramblewood Drive
Water/Sewer Provider:	Town of Clayton
Electric Provider:	Duke Energy

OVERVIEW:

The applicant is requesting a Conditional Zoning District with an associated Master Plan to allow for 171 residential dwellings (a mixture of townhomes and single-family homes) on 22.02 acres. The development is proposed to consist of 95 single-family homes and 76 townhomes, although that mix may be modified, as long as the total number of units does not exceed 171 dwellings. The development has requested the following minimum lot dimensional standards:

Min. lot area:	Min. lot width	Front setback	Side	Side Street	Rear
Single-family detached:					
2,500	28	10	*3	10	7
*The minimum side setback will be 3' with a minimum building separation of 10'					
Townhouse:					
1,275	21	10	0/3	10	7

Transportation Improvements:

The development will be accessed from a new road ("Street A") connecting US 70 BUS W to Ramblewood Drive. This "Street A" (see Master Plan Narrative for cross-section) will be a publicly-maintained road with on-street parking and sidewalks, constructed to Town and/or NCDOT standards. The development will also feature a private street with parking on both sides, as well as several smaller private drives providing direct access to driveways for the townhomes and single-family homes. Other than "Street A," all internal roadways will be constructed to the cross-sections and standards provided in the Master Plan Narrative and will be maintained by the development homeowner's association. All homes in the development will front on either "Street A," the private street or drives, or open space. All streets within the development will meet the Fire Code requirements for access. In addition to on-street parking on "Street A" and the new private street, there are also several areas of "overflow" off-street parking scattered throughout the development. The development has requested the following modifications to lot frontage standards (Section 155.400(C) in the UDC):

As part of the Conditional Zoning designation, addressing may be from private streets and private drives, with lots fronting on opens spaces or common areas. All lots will have direct connection to a private drive easement or front on a public or private street.

All public and private streets used as fire apparatus routes will conform to all applicable North Carolina Fire Codes as well as NFPA. Signage will be provided to help fire and garbage collection vehicles navigate the site.

A TIA for the development was performed by Ramey-Kemp & Associates, and reviewed by NCDOT Congestion Management. Based on the review by NCDOT, the development will be responsible for constructing new right-turn lanes on US 70 BUS W at the intersection with "Street A" and the intersection with Ramblewood Drive. The development will also be responsible for improving Ramblewood Drive with an asphalt overlay from the intersection of US 70 BUS W to the intersection with "Street A," and constructing a right-turn lane on Ramblewood Drive at the intersection of US 70 BUS W.

Stormwater, Water, Sewer and Electricity

The development will comply with the Town of Clayton Stormwater Ordinance. Public water will be provided by the Town of Clayton from public water mains located within the rights-of-way of US 70 BUS W and Ramblewood Drive, and the development will be responsible for relocating an existing Town of Clayton master meter in order to meter flow from the property. Public sewer is proposed to be provided to the site by an extension of an existing gravity sewer main located east of the site on US 70 BUS, which connects into an existing pump station. Both the existing gravity sewer main and pump station will be studied for capacity by the development prior to the extension, and the development will either construct any necessary improvements or contribute a payment-in-lieu to the Town for the improvements if the improvements will be included in a Town project. Electric power for the development will be provided by Duke Energy, and the development will install streetlights meeting the Town of Clayton standards.

Open Space/Amenities

The development will consist of approximately 7.75 acres of open space and amenities, consisting of protected wetlands, a pond, and neighborhood amenities. Amenities that will be provided include an off-leash dog park, a community pool and clubhouse, and a mulch walking trail around the existing pond. The development will also be contributing a recreation/open space fee, in accordance with Section 155.203(i)(2)(a) of the UDC for the single-family

homes.

Landscaping/Buffers

The development will provide a 15-foot-wide Type C landscape buffer along the perimeter of the development. The buffer will include a 6-foot-high privacy fence for the opaque screening. In addition to the planting required by the UDC for the Type C buffer, the development will also plant an additional 12 shrubs per 100 linear feet on the development-side of the fence in the buffer. The development will also be providing the required streetyard buffer and plantings along US 70 BUS W frontage.

Architectural Standards

The Master Plan Narrative includes proposed elevations for the single-family homes and townhomes. In addition to the elevations, the development will have the following Architectural Standards:

1. All units to be 2 and 3-story with a variety of elevations. Units of the same elevation shall not be side by side.
2. Exterior color schemes for Single Family and Townhome front elevation siding will not be repeated side by side. Color schemes of townhome buildings will be different from one building to the next.
3. Siding elements to include a mix of lap siding, shake, and board and batten per architectural elevation.
4. All front building facades to be fiber cement siding. Side and rear elevations may be vinyl siding or fiber cement siding with colors to match front elevations.
5. Each unit to have a front porch element with a front lead walk that connects to a shared sidewalk.
6. 2 vehicular parking spaces to be provide on each lot, either with a 1 car garage and parking pad, or a two-car garage, with all garages loaded from private drives.
7. Side roof eaves to be 10" overhang except between interior townhome units.
8. Stone/masonry accents to be provided on a minimum of 25% of all front building facades. Stone accents will be a minimum of a 3' skirt under the front elevation windows and up to a 9' area under the front porch.
9. Architectural style shingles to be used.
10. Side or rear patios to be provided on most units for outdoor living with interior townhomes an exception when there is a 2-car garage.

CONDITIONAL ZONING AND MASTER PLAN APPROVAL CRITERIA

Conditional Zoning District Approval Criteria

See Master Plan Narrative for Applicant Responses

In connection with its legislative decision on a conditional zoning district request, the Town Council may consider factors including, but not limited to, the following:

1. Consistency with the adopted plans and policies of the Town
Staff Commentary: The development application was submitted prior to approval of the 2045 Growth Plan. The 2040 Growth Plan identifies the development area as "Agricultural/Rural Residential," which recommends low-density residential development at a density of 2 dwelling units/acre. The 2045 Growth Plan was adopted in November 2021 identifies the development area as "Medium Density Residential," which calls for "housing units that are more urban in character and in closer proximity to commercial centers and services." The Medium Density Residential land use category in the 2045 Growth Plan calls for a density of 3-5 units per acre, primarily consisting of single-family homes with less than 50% attached units. While the development proposal is not consistent with the 2040 or 2045 Growth Plan, the applicant has proposed a number of conditions that will mitigate the impact of the development on the surrounding area. If the Conditional Zoning District is approved by Town Council, the 2045 Growth Plan will be considered to be amended for this area to match the Conditional Zoning District.

2. Suitability of the subject property for uses permitted by the current versus the proposed conditional district
Staff Commentary: The current zoning districts would permit a mix of commercial uses (in the B-3 Zoning District along US 70), and very-low-density residential uses in the R-E zoning district. The proposed conditional district will restrict uses on the property to single-family home and townhome uses. While the property does not currently have access to Public Sewer service to allow for higher-density development, it does have access to Public Water service, which would generally allow for lot sizes of approximately 20,000 square feet on individual septic services.
3. Whether the proposed change tends to improve the balance of uses, or meets a specific demand in the Town
Staff Commentary: This area is a mix of low-density residential development, commercial and agricultural uses. The proposed development would provide a mix of additional housing along a major corridor, with easy access to Clayton to the east and Wake County to the west.
4. The capacity of adequate public facilities and services including schools, roads, recreation facilities, wastewater treatment and water supply facilities and stormwater drainage facilities for the proposed conditional district
Staff Commentary: The proposed development would be served by Johnston County schools. US 70 BUS will provide primary access to the development, with a right-in/right-out access at “Street A” and full-movement access at Ramblewood Drive. There are several Town parks nearby the development, and the development will provide additional recreational and open space amenities for the future residents of the development. There are existing public water lines near the development along US 70 and Ramblewood Drive that can provide water service. While there is no wastewater infrastructure directly adjacent to the development, the development has proposed to extend a gravity sewer main to the nearest Town sewer infrastructure, and conduct a study to determine needed improvements to the existing Town sewer infrastructure to accommodate the development. The development is subject to the Wastewater Allocation Policy for the Town, and has completed a Wastewater Allocation scoring sheet showing that it can meet the minimum points required for wastewater allocation by the Town, which will be approved by the Town Council.
5. It has been determined that the legal purposes for which zoning exists are not contravened
Staff Commentary: Staff does not believe that legal purposes for which zoning exists will be contravened by the approval of the conditional zoning district.
6. It has been determined that there will be no adverse effect upon adjoining property owners unless such effect can be justified by the overwhelming public good or welfare
Staff Commentary: The proposed development is surrounded by a research farm operated by the State of North Carolina and NC State University, existing businesses along US 70, and existing residential homes along Ramblewood. The North Carolina Railroad corridor borders the development to the north. The development has proposed a 15-foot wide Class C buffer with an opaque fence to limit impacts on adjoining properties. In addition, the development is preserving existing wetlands near the property line with the research farm, which will further mitigate impact of the development on the research farm. Staff has proposed a condition to require a disclosure on future plats, in future deeds and covenants about potential noxious smells, noises and dust from farming operations on the research farm.
7. It has been determined that no one property owner or small group of property owners will benefit materially from the change to the detriment of the general public
Staff Commentary: While the owners/developers may benefit from the development, staff believes that with the proposed conditions there will be no detriment to the general public.

Master Plan Approval Criteria

The master plan shall include and the applicant shall be responsible for successfully addressing the following:

- Compliance with § 155.203(L) and all other applicable requirements of this chapter, or analysis and justification if it deviates from the requirements of this chapter;
- Consistency with the Clayton General Design Guidelines;
- Conformance of the proposal with the stated purpose of the requested conditional zoning district;

- Compatibility of the proposed development with the adjacent community;
- The quality of design intended for each component of the project and the ability of the overall development plan to ensure a unified, cohesive environment at full build-out;
- Compatible relationships between each component of the overall project;
- Self-sufficiency of each phase of the overall project;
- The fiscal impact of the proposal and the proposed financing of required improvements;
- The success of the proposal in providing adequate pedestrian and bicycle links within the development and with the adjacent community; and
- The effectiveness with which the proposal protects and preserves the ecologically sensitive areas within the development.

Staff Commentary: The applicant has provided a Master Plan Narrative providing details of the proposal. Through the Master Plan, Narrative and proposed conditions, staff believes that the applicant has successfully met the criteria.

CONSIDERATIONS:

- The Planning Board shall make a recommendation on the application to the Town Council. The Planning Board's recommendation shall include a written statement to the Town Council describing whether its recommendation is consistent with the adopted plans and policies of the Town. If the Planning Board fails to make a recommendation, the Town Council may process the request without a recommendation.
- If approved, the conditional zoning district, master plan and narrative will be recorded with Johnston County and shall guide future development for this land. The conditional zoning district, master plan, and narrative shall not expire, and will run with the land.
- If the conditional zoning district is approved, the 2045 Growth Plan Future Land Use Map will be considered amended to match the proposed conditional zoning district.
- The Planning Board may recommend conditions be added or removed. The developer must agree to any imposed conditions.

RECOMMENDED CONDITIONS OF APPROVAL:

If approved, staff is recommending the following conditions of approval be placed upon the application. The applicant has reviewed the attachment and is in agreement with the conditions proposed by staff.

1. Following Town Council approval, an electronic copy of the Master Plan and Narrative including the Conditions of Approval shall be submitted to the Planning Department for final approval.
2. The Development shall meet all adopted Town of Clayton Unified Development Code (UDC) requirements, Town of Clayton Engineering and Stormwater design standards, and the North Carolina Fire Code and NFPA Fire standards, except where specifically modified by the approved master plan.
3. The Development shall be constructed in substantial conformance with the Master Plan and Master Plan Narrative as approved by the Clayton Town Council.
4. All parcels subject to the rezoning and master plan shall be annexed into Town prior to any additional development approvals.
5. Uses in the Development will be limited to single-family detached residential homes and townhomes, and any allowed accessory uses within the Town of Clayton UDC for residential development.
6. The following standards will apply to the Development:
 - Maximum Number of Units: 171 (95 Single-Family Homes, 76 Townhomes)
 - Maximum Density: 8 dwelling units per acre
 - Minimum Lot Size, Single-Family Homes: 2,500 Square Feet
 - Minimum Lot Size, Townhomes: 1,275 Square Feet
 - Minimum Lot Width, Front, Side, Side Street and Rear Setbacks as specified in Master Plan

7. The following transportation improvements will be constructed and accepted by NCDOT (where necessary) prior to approval of the Final Plat:
 - Ramblewood Drive will receive an asphalt overlay from US Highway 70 west to the intersection with the proposed Street A.
 - A 100-foot-long right turn lane with appropriate taper will be constructed on Ramblewood Drive at the US 70 Intersection.
 - A 100-foot-long right-turn lane with a 200-foot-long lane taper will be provided at the intersection of the proposed Street A and US 70 West.
 - A 100-foot-long right-turn lane with a 200-foot-long lane taper will be provided at the intersection of Ramblewood Drive and US 70 West.
8. If, at the time of Site Plan approval, the development does not meet the minimum requirement of 1,245 square feet of Recreational Open Space per single-family lot, the developer will pay a fee in lieu for any shortage based on requirements in the Town of Clayton development code section 155.203(i)(2)(a) as set forth in the Town's Comprehensive List of Fees and Charges.
9. The development will include the following active amenity areas:
 - a. Swimming pool with restroom facilities and clubhouse
 - b. Mulched walking trail around the existing pond located on the site.
 - c. Fenced dog park
10. All Type C landscape buffers will provide an additional twelve (12) evergreen shrubs to be planted on the development side of the opaque wood fence for each 100-foot-long section of required perimeter buffer. Additionally, an opaque fence will be provided in all Type C landscape buffers with no option for an evergreen hedge.
11. Public sewer is proposed to be provided to the site by an extension of a gravity sewer main extended eastward along the r/w of US Hwy. 70 and connected to an existing gravity main which is located between parcels at 13049 US HWY 70 BUS (PIN: 164900-87-7344) and 12989 US HWY 70 BUS (PIN:164900-87-8294). The existing downstream gravity main and pump station will be analyzed for capacity and any additional improvements necessary to accommodate the proposed sewer flow will be mitigated by the developer by either making the required improvements to the existing gravity main/pump station or by contributing a fee to the Town of Clayton for required improvements.
12. Each unit will contain all sustainable/high efficiency appliances to be certified through the ecoSelect Program (as described in the ecoSelect Checklist Guide provided in the Master Plan Narrative). A Certification conducted by an independent third-party shall be submitted to the Planning Department prior to the Certificate of Occupancy for each home.
13. An informational statement will be provided on plats, in deeds and in covenants regarding farming operations surrounding the development and potential noxious sounds, smells and dust.
14. All Single-Family homes and Townhomes in the Development must comply with the Architectural Standards and Building Elevations provided in the Master Plan Narrative.
15. To the extent of any conflict between the Master Plan, Master Plan Narrative and these conditions, these conditions shall control.

ATTACHMENTS:

- 1) Application
- 2) Master Plan Narrative
- 3) Master Plan
- 4) Neighborhood Meeting Materials
- 5) Transportation Impact Analysis (TIA)
- 6) NCDOT Congestion Management Comments
- 7) Wastewater Allocation Scoring Sheet
- 8) Recommended Conditions of Approval - Signed
- 9) Staff Report Map

RAMBLEWOOD VILLAGE CONDITIONAL ZONING MASTER PLAN

**Town of Clayton Project
2021-90-CZM**

November 10, 2021

Revised: January 3, 2022

Revised: January 31, 2022

Revised: February 23, 2022

PREPARED FOR:

JPM South and Triport, LLC

REPORT PREPARED BY:

Bass, Nixon & Kennedy, Inc.

Consulting Engineers

Ramblewood Village Subdivision

Ramblewood Village Subdivision is a mixed residential, walkable development consisting of a mix of single-family detached homes and attached townhomes. Ramblewood Village will be developed on vacant property located approximately 0.43 miles southeast of the Wake County line on the north side of US Highway 70 West. The development will be transformed into a place where people can live and play in one community, while taking advantage of shopping opportunities in the surrounding neighborhood and immediate access to US Highway 70 east and west. Ramblewood Village will:

Provide exceptional design, character, and quality

Ramblewood Village Subdivision is a mixed-residential development that will provide quality housing options in a walkable community. The design of the single-family and townhome building types will include a variety of elevations with architectural accents that create a village aesthetic. All units within the development will be oriented with small front yards and front porches on each unit fronting on open spaces to create a courtyard effect or front on common sidewalks on public and private streets. All garages will be accessed from the rear of the lots through a network of private drives and addressing will be from the public or private street, or from private drives for lots that do not front on streets.

Provide high quality community amenities

Ramblewood Village Subdivision will have a varied assortment of amenities that will benefit the people who live in the development. The recreational open space requirement is 1,245 square feet per single-family lot within the development. The total required open space is 2.72 acres. The amenities provided will include the following:

- Neighborhood dog park
 - Approximately 7,500 – 8,500 square feet of fenced area for an off-leash dog park.

- User amenities such as waste collection stations, benches and watering stations
- Community pool and clubhouse
 - This will include a community activity center available to residents as well as a community mail center. The location and configuration of the kiosk is subject to final approval by the local postmaster.
 - The pool will contain a sun deck as well as bathrooms and changing facilities for residents and guests.
 - Additional parking for residents and guests.
- Walking trail that takes advantage of the existing pond on the property
 - The trail will be a five (5) foot wide mulched surface that is connected to the proposed public sidewalk system

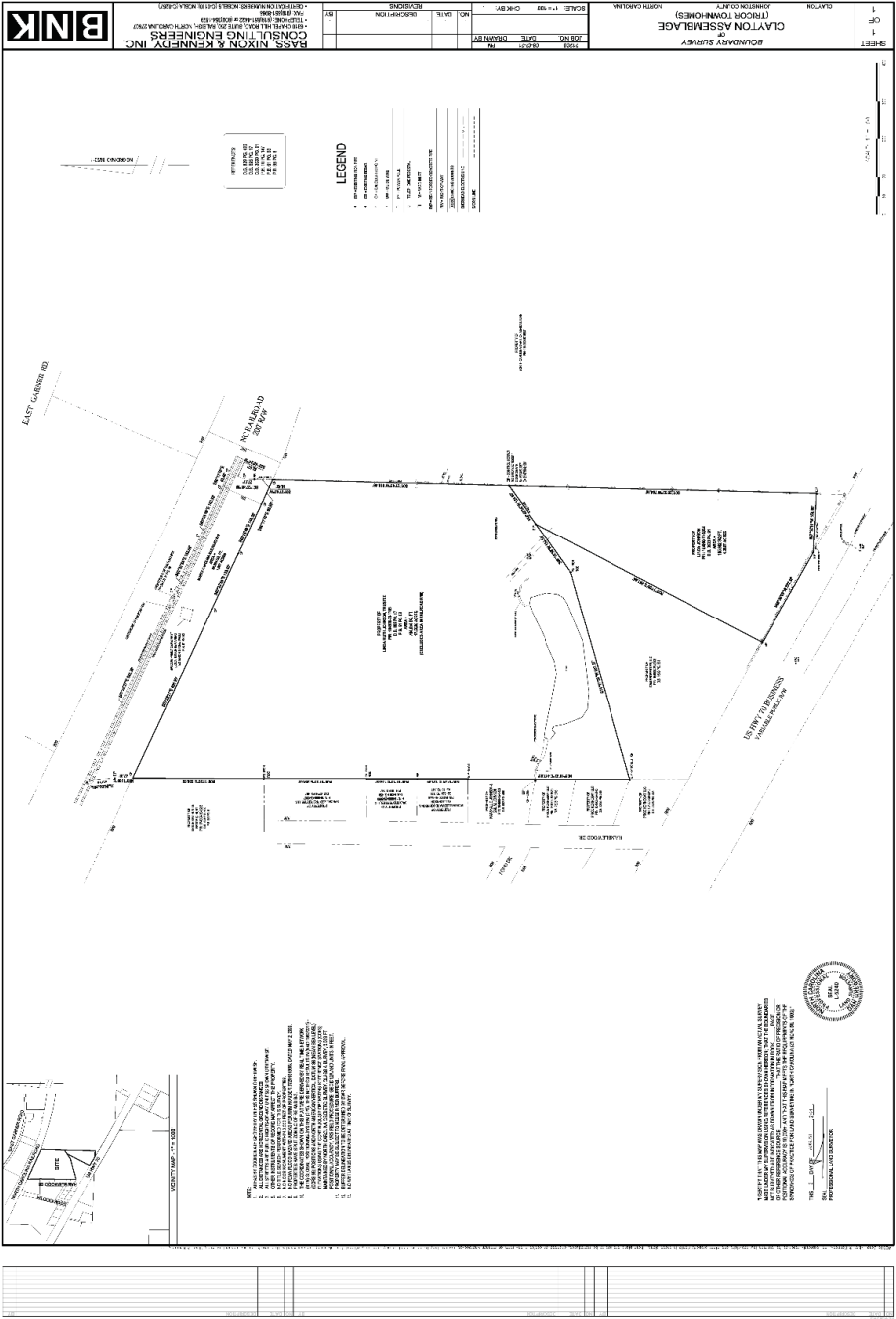
The amenities described above total approximately 2.16 acres. A fee-in-lieu will be paid for the remaining 0.55 acres per Town of Clayton development code section 155.203(i)(2)(a) as set forth in the Town's Comprehensive List of Fees and Charges.

EXISTING CONDITIONS

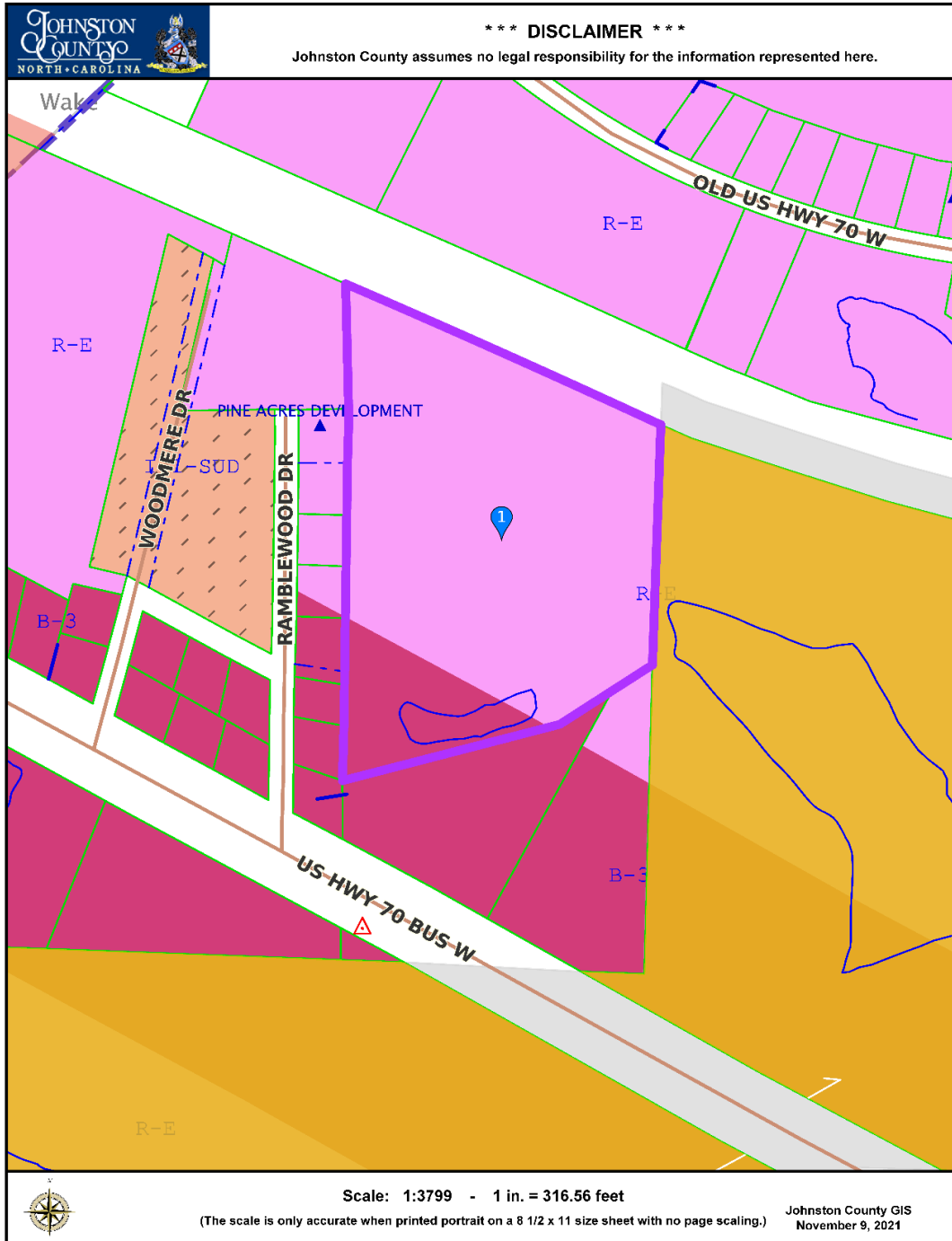
Ramblewood Village Subdivision is located on parcels fronting on Ramblewood Drive and US Highway 70 Business West, approximately 0.43 miles southeast of the Johnston/Wake County line. The total project area is 22.19 acres. The properties do not have a current street address as they are undeveloped. The Johnston County PIN's are 164900-78-3824, 164900-79-1785, and 164900-69-6350 (portion). This lot will be purchased to allow for the secondary access to the site. The parcels currently gain access from US Highway 70 and Ramblewood Drive, which also connects to US Highway 70. The site consists of predominantly grasslands with a stand of mixed evergreen and hardwood trees in areas that contain steep slopes and wetlands as shown on the included aerial photograph. The wetland areas are along the east and south property lines. There is also an existing pond on the site that will remain. This pond has been determined to be man-made and does not meet the requirements for Neuse River buffers.

The existing zoning districts within the development boundary are B-3 and R-E. The proposed zoning is CZ-R (Conditional Zoning-Residential)

BOUNDARY SURVEY



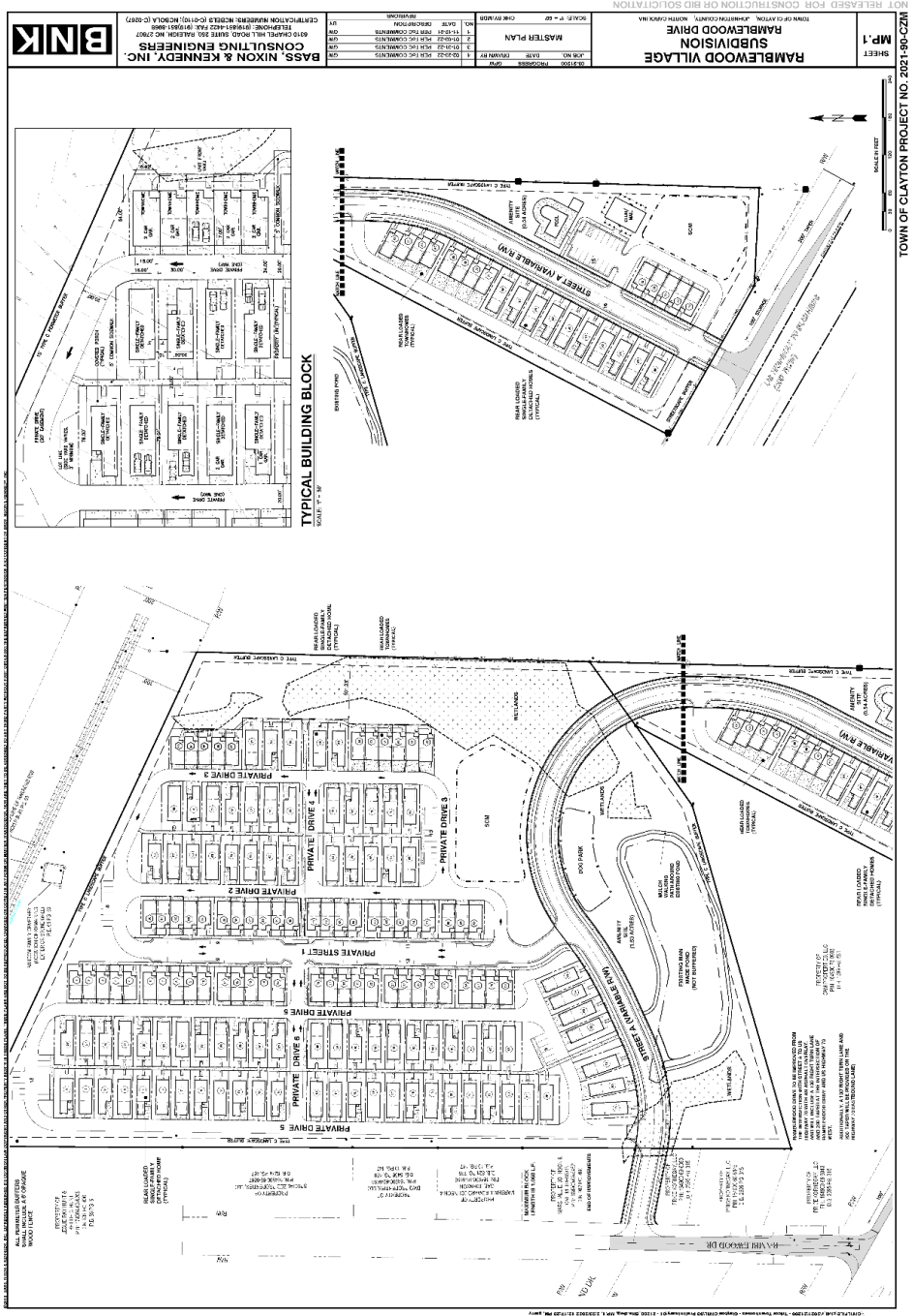
CURRENT ZONING MAP/VICINITY MAP



AERIAL



MASTER PLAN



SITE DATA

PROJECT NAME:	RAMBLEWOOD VILLAGE
PIN:	PORTION: 164900-69-6350 164900-78-3824 164900-79-1785
ADDRESS:	NONE CLAYTON, NORTH CAROLINA
EXISTING ZONING:	B-3 AND R-E
PROPOSED ZONING:	CZ-R
USE:	
EXISTING:	VACANT
PROPOSED:	SINGLE-FAMILY RESIDENTIAL/ TOWNHOMES
SITE AREA:	22.12 AC
PROPOSED DENSITY:	7.73 DWELLING UNITS/ACRE
SINGLE FAMILY DETACHED HOMES	95 DWELLING UNITS
TOWNHOMES:	76 DWELLING UNITS
BUILDING SETBACKS:	
FRONT (STREET OR SIDEWALK):	10'
SIDE:	3' MIN/ 10' AGGREGATE
SIDE CORNER:	10'
REAR (FROM ALLEY):	7'
BUILDING SEPARATION:	0'/10'
PARKING:	
REQUIRED:	2 SPACES PER UNIT(348)
PROVIDED:	2 SPACES PER UNIT
	PROVIDED INSIDE GARAGE AND PARKING PADS
GUEST PARKING PROVIDED	93 SPACES
	58 ONSTREET PLUS 35 OFF-STREET SPACES
OPEN SPACE REQUIRED:	1,245 S.F./ SINGLE FAMILY LOT
1,245 S.F. X 95 LOTS	1,245 x 95 = 118,275 S.F. (2.72 ACRES)
RECREATIONAL OPEN OPEN SPACE CALCULATIONS:	
FINAL DESIGN AT SITE PLAN SUBMITTAL:	
SWIMMING POOL WITH RESTROOM FACILITIES AND CLUBHOUSE	0.54 ACRES
WALKING TRAILS DOG PARK AT EXISTING POND	1.63 ACRES
TOTAL RECREATIONAL OPEN SPACE PROVIDED:	2.17 ACRES
FEE-IN-LIEU TO BE PAID FOR APPROXIMATELY 23,958 S.F.	0.55 ACRES
OF OPEN SPACE PER 155.203(i)(2)(a)	
TOTAL OPEN OPEN SPACE PROVIDED (ACTIVE AND PASSIVE)	7.75 ACRES

Development Details

Ramblewood Village Subdivision is a mixed-residential development with 95 single-family units and 76 townhome units for a total of 171 units. The development will provide quality housing choices for residents as well as amenities for residents in the development, which will be finalized during the Site Planning Phase of the project, as described on page 2 of this document.

To improve access for residents and to accommodate visitors, on-street parking will be provided along the new public street (Street A) and the internal private street. Additionally, Existing Ramblewood Drive will receive an overlay of asphalt from Street A to the intersection with U.S. Highway 70, including the addition of a right turn lane onto U.S. Highway 70. Typical street sections are included within this document and will require approval at the Construction Drawing phase by the Engineering/Public Works Department and NCDOT. There are approximately 58 on-street parking spaces proposed for the development. 51 additional off-street parking spaces will be provided within the Amenity Area designated on the Master Plan and at other convenient locations within the site.



Conditional Rezoning Approval Criteria

1. Consistency with the adopted plans of the Town: The 2045 future land use map currently shows the area as Medium Density Residential (MDR) and Employment Center (EC) and the current zoning is R-E and B-3. The newly adopted 2045 Growth Plan recommends a gross residential density for MDR of 3-5 units/acre. The project was originally submitted under the 2040 Growth Plan which recommended medium density residential have a gross density of up to 7 units/acre under a Planned Development Residential Development such as is proposed with this CZ rezoning. Although the proposed density slightly exceeds 7 units/acre, the project proposes to provide the necessary infrastructure to mitigate the proposed density. For example, sanitary sewer will be extended to serve the property, turn lanes will be provided along US Hwy. 70, existing Ramblewood Drive will be improved off-site to accommodate proposed traffic and public water will be extended into the site from existing water mains in Ramblewood Drive and US Hwy. 70 to serve the property. The 2045 Growth Plan states that the growth plan “suggests a direction for moving forward” and based on this statement the proposed rezoning meets the intent of the growth plan.
2. Suitability of the subject property for uses permitted by the current vs. the proposed conditional district: The proposal is for single-family residential and townhomes. The current zoning is R-E which allows for low density single-family homes. The CZ-R district as proposed would allow for higher density development. The southern property abutting Highway 70 is primarily zoned B-3 which currently would not allow single-family development without rezoning. The necessary infrastructure will be provided to support the higher density residential development.
3. Whether the proposed change tends to improve the balance of uses or meets specific demand in the Town: The proposed project would add to the mix of uses within the area. Single-family homes are immediately west of the project and a mobile home park is further west of the single-family neighborhood. Commercial uses are to the south of the site with an NC State agricultural research facility to the east. The additional residential neighborhood would blend with the existing uses.
4. The capacity of adequate public facilities and services including schools, roads, recreation facilities, wastewater treatment, water supply facilities and stormwater drainage facilities is available for the proposed conditional district: A traffic impact analysis (TIA) has been performed to determine if there are adequate roads/streets to serve the proposed development. The developer will construct any required road

improvements recommended by the TIA. In addition, the developer will provide a downstream sewer capacity study to determine if the existing pump station is adequate. If not, the developer will either contribute monetarily to the Town or provide improvements to existing facilities. See Public Utilities descriptions below.

The development will be served by the following schools

Cooper Elementary School located 4.0 miles from site.

Riverwood Middle School located 7.7 miles from site.

Clayton Highschool located 3.1 miles from site.

EMS services will be provided by Johnston County EMS Main, 4.2 miles from site.

Hospital services will be provided by Johnston Health Clayton, 5.5 miles from site.

Local recreational facilities:

- Clayton Community Park and Clayton Community Center
- Municipal Park
- Legend Park (provides access to the Clayton greenway system)

Ramblewood Village Subdivision is located within the Neuse River basin. Most of the site is open grassed land and currently drains to nearby ponds and US Highway 70 shoulder ditches. The proposed development will require stormwater management measures for quality and quantity treatment in accordance with the Town of Clayton Stormwater Design Manual. A network of underground piping will convey storm drainage from impervious areas to the proposed Stormwater Control Measures (SCMs). Location and adequate sizing for these devices will be verified during final site design. All stormwater management will be required to meet North Carolina Department of Environmental Quality and Town of Clayton design requirements at the time of site construction drawing submittal.

All water and sewer within Ramblewood Village Subdivision will be designed to meet all Town of Clayton Standards and Specifications. Public water is available to the site via a 16" public water main within the r/w of the US Hwy. 70 and a 12" public water main within the Ramblewood Drive r/w. Both existing water mains are currently controlled and managed by Johnston County Public Utilities. An existing Town of Clayton master meter will be relocated to this site in order to meter flow from this property.

Public sewer is proposed to be provided to the site by an extension of a gravity sewer main extended eastward along the r/w of US Hwy. 70 and connected to an existing gravity main which is located between parcels at 13049 US HWY 70 BUS (PIN: 164900-87-7344) and 12989 US HWY 70 BUS (PIN:164900-87-8294). The existing downstream gravity main and pump station will be analyzed for capacity and any additional improvements necessary to accommodate the proposed sewer flow will be mitigated by the developer by

either making the required improvements to the existing gravity main/pump station or by contributing a fee to the Town of Clayton for required improvements.

5. It has been determined that the legal purposes for which zoning exists are not violated: All Town of Clayton rezoning procedures and approvals will be followed and adhered to and will not be violated. Refer to attached Traffic Impact Analysis for additional information.
6. It has been determined that there will be no adverse effect upon adjoining property owners unless such effect can be justified by the overwhelming public good or welfare: The proposed development should have no adverse effect upon adjoining property owners. Increased traffic, stormwater and sanitary sewer will be analyzed and mitigated.

Please refer to Public Utilities section for additional information pertaining to approval criteria.

Overall Development Mix

Single-Family Data:

The single-family homes in the development will be a mix of three and four bedroom units. The current anticipated mix of units is as follows (this unit mix is subject to change based on future market conditions)

Total single-family units:	95 dwelling units
Three bedroom units:	19 units
Four bedroom units:	76 units

Townhome Data:

The townhomes in the development will be a mix of two- and three-bedroom units. The current anticipated mix of units is as follows (this unit mix is subject to change based on future market conditions)

1. Total townhome units:	76 dwelling units
2. Two bedroom units:	15 dwelling units
3. Three bedroom units:	61 dwelling units

Single-family Detached Building Elevations



A



B



C

Building Facade Materials
Front Facade: Stone accents with vertical and/or horizontal fiber cement siding
Side and Rear Facades: vinyl or fiber cement siding

RAMBLEWOOD VILLAGE
Clayton, NC

3 Bedroom 1 Car Garage



A

Building Facade Materials

Front Facade: Stone accents with vertical and/or horizontal fiber cement siding

Side and Rear Facades: vinyl or fiber cement siding



B



C

RAMBLEWOOD VILLAGE
Clayton, NC

3 Bedroom 2 Car Garage



A

Building Facade Materials
 Front Facade: Stone accents with vertical and/or horizontal fiber cement siding
 Side and Rear Facades: vinyl or fiber cement siding



B



C

RAMBLEWOOD VILLAGE
 Clayton, NC

4 Bedroom 2 Car Garage







Townhome Building Elevations

Building Facade Materials
Front Facade: Stone accents with
vertical and/or horizontal fiber cement
siding
Side and Rear Facades: vinyl or fiber
cement siding



Building Facade Materials
Front Facade: Stone accents with vertical and/or horizontal fiber cement siding
Side and Rear Facades: vinyl or fiber cement siding



Townhome Building Rear Perspective



UDC AND COMPREHENSIVE PLAN CONSISTENCY

UDC Consistency

Ramblewood Village Subdivision is designed to meet the requirements of the Town of Clayton UDC where practical and applicable.

The applicant is seeking the following modifications to provisions of the UDC as part of this rezoning. The requested modifications are listed below:

Modification to minimum lot dimensional standards

UDC Section 155.203 Table 2-2 Conventional Subdivision Regulations

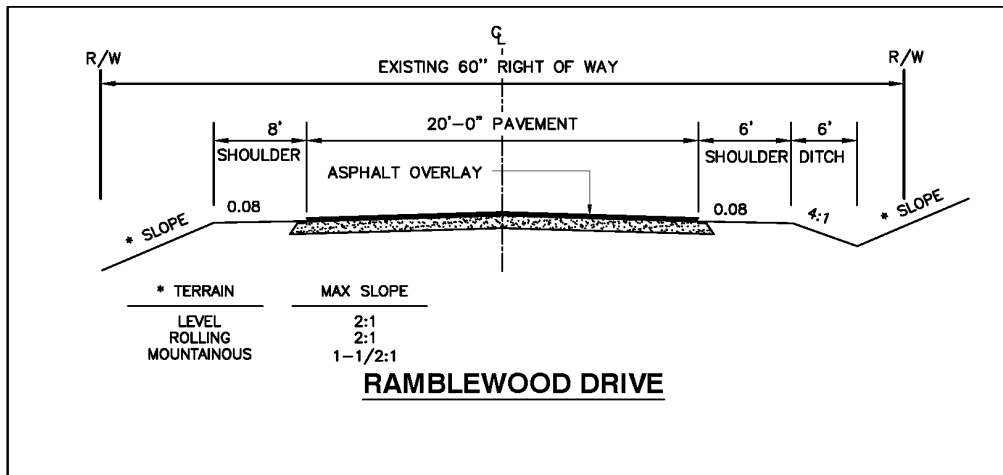
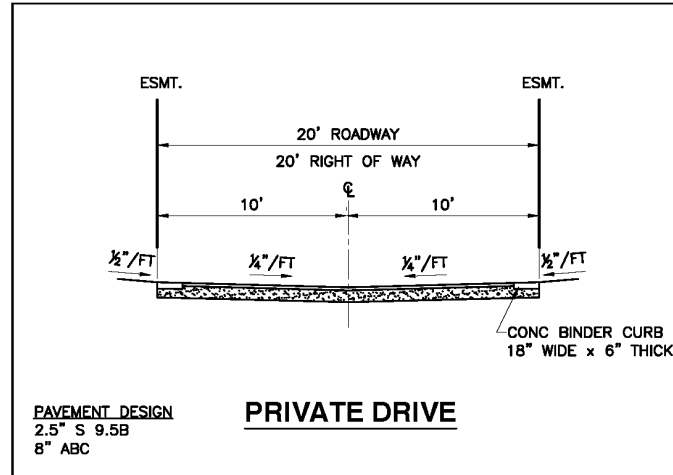
Min. lot area:	Min. lot width	Front setback	Side	Side Street	Rear
Single-family detached:					
2,500	28	10	*3	10	7
*The minimum side setback will be 3' with a minimum building separation of 10'					
Townhouse:					
1,275	21	10	0/3	10	7

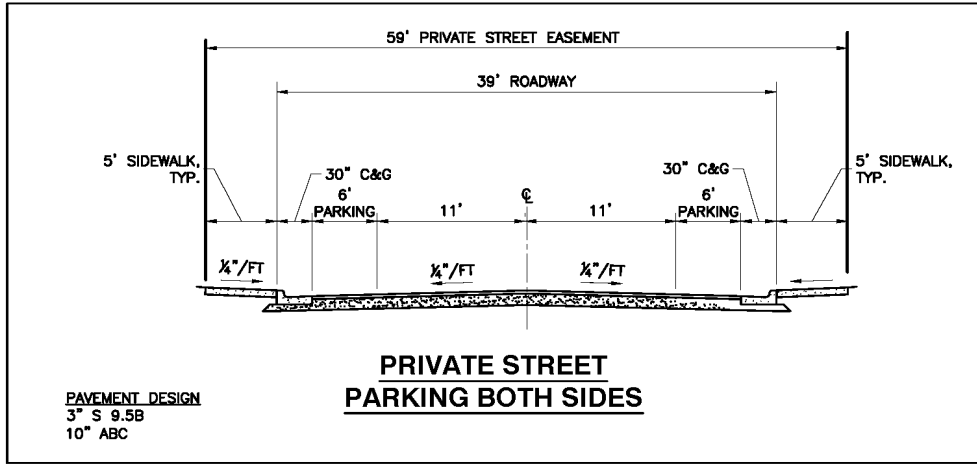
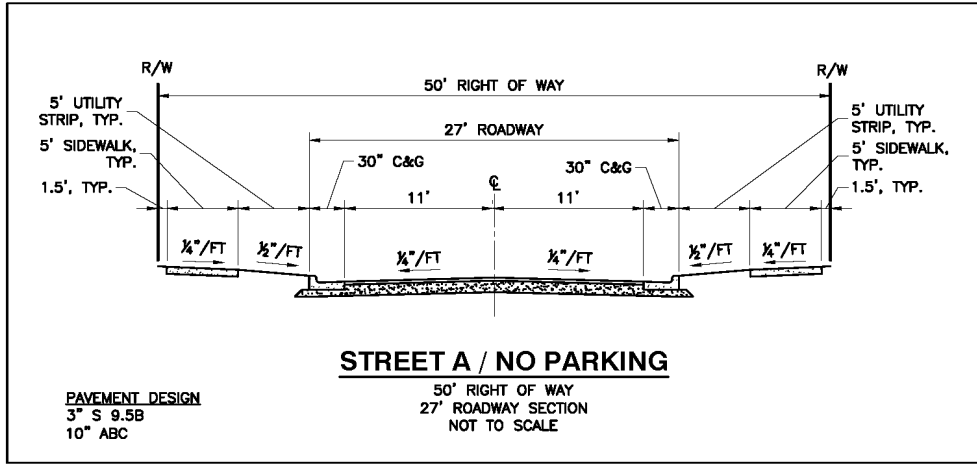
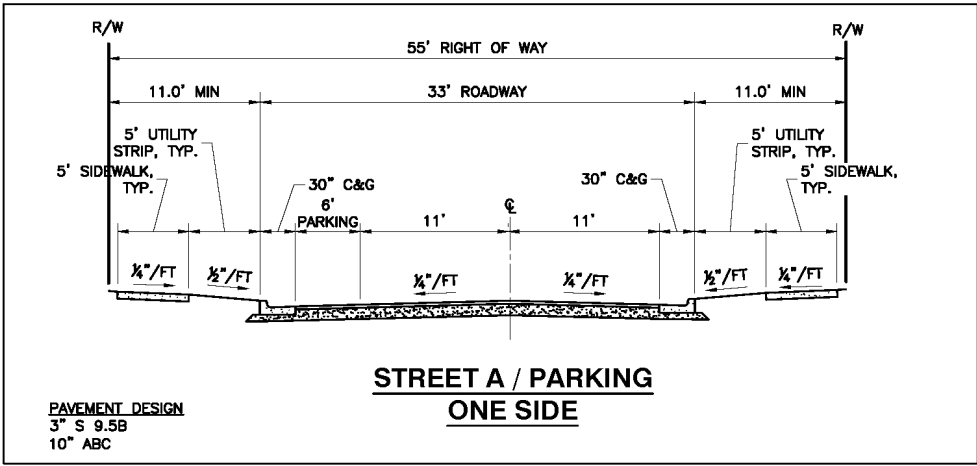
Modifications to lot frontage standards (155.400(C))

As part of the Conditional Zoning designation, addressing may be from private streets and private drives, with lots fronting on opens spaces or common areas. All lots will have direct connection to a private drive easement or front on a public or private street.

All public and private streets used as fire apparatus routes will conform to all applicable North Carolina Fire Codes as well as NFPA. Signage will be provided to help fire and garbage collection vehicles navigate the site.

Modification to typical street cross-sections





PUBLIC FACILITIES

New public street (Street A)

Ramblewood Village Subdivision will feature a new, pedestrian-friendly public street running from US Highway 70 through the site and connecting with Ramblewood Drive to the west. The new street will meet the standards required by the Town of Clayton and/or NCDOT except as indicated within this document. The public street section will provide on-street parking on one side only for guest and resident parking. On-street parking locations are shown on the attached Master Plan. A typical cross-section is provided with this document.

New private street

Ramblewood Village Subdivision will also feature a new, pedestrian-friendly private street within the development. The new street will meet the standard required by the Town of Clayton except as indicated withing this document. The private street section will provide on-street parking on both sides for guest and resident parking. A typical cross-section is provided within this document. All private streets and private drives shall be maintained by the development homeowner's association.

Improvements to existing road network (U.S. Highway 70 West)

Based on recommendation provided in the attached Traffic Impact Analysis prepared by Ramey Kemp and Associates, a one-hundred-foot right turn lane and two-hundred-foot lane taper will be provided at the new project entrance from US Highway 70 into the development. This will be a right turn only condition entering and exiting the site and access to US Highway 70 east will not be allowed.

Improvements to existing road network (Ramblewood Drive)

The existing intersection at US Highway 70 and Ramblewood Drive is a full movement intersection. A one-hundred-foot right turn lane and two-hundred-foot lane taper will be provided at this intersection on the westbound lane of US Highway 70 on the east side of Ramblewood Drive. Additionally, Ramblewood Drive will be improved with an asphalt overlay from US Highway 70 approximately four-hundred-five feet to the intersection with the existing Pond Drive intersection and Street A. This will include a one-hundred right turn lane and two-hundred foot taper from Ramblewood Drive onto US Highway 70 east.

Refuse Collection/Recycling

Trash collection within the development will be provided by municipal waste collection. All trash collection will be at the garage/driveway for each unit and trash/recycling bins will be stored within garages. Alleys and private drives have been designed to accommodate minimum turning movement of trash collection trucks used by the Town of Clayton. A truck circulation plan has been provided with the Master Plan drawings. The storage location requirement for trash and recycling containers will be incorporated in the development homeowner's association documents and will be enforced by the property management company.

Fire Protection

The public and private street network for the development is designed to accommodate the Town of Clayton fire apparatus vehicles. All units will be accessible from either a public or private street or private drive with adequate maneuverability. A fire apparatus circulation plan has been provided with the Master Plan drawings.

Stormwater

Ramblewood Village Subdivision is located within the Neuse River basin. Most of the site is open grassed land and currently drains to nearby ponds and US Highway 70 shoulder ditches. The proposed development will require stormwater management measures for quality and quantity treatment in accordance with the Town of Clayton Stormwater Design Manual. A network of underground piping will convey storm drainage from impervious areas to the proposed Stormwater Control Measures (SCMs). Location and adequate sizing for these devices will be verified during final site design. All stormwater management will be required to meet North Carolina Department of Environmental Quality and Town of Clayton design requirements at the time of site construction drawing submittal.

Domestic Water and Sewer

All water and sewer within Ramblewood Village Subdivision will be designed to meet all Town of Clayton Standards and Specifications. Public water is available to the site via a 16" public water main within the r/w of the US Hwy. 70 and a 12" public water main within the Ramblewood Drive r/w. Both existing water mains are currently controlled and managed by Johnston County Public Utilities. An existing Town of Clayton master meter will be relocated to this site in order to meter flow from this property.

Public sewer is proposed to be provided to the site by an extension of a gravity sewer main extended eastward along the r/w of US Hwy. 70 and connected to an existing gravity main which is located between parcels at 13049 US HWY 70 BUS (PIN: 164900-87-7344) and 12989 US HWY 70 BUS (PIN:164900-87-8294). The existing downstream gravity main and pump station will be analyzed for capacity and any additional improvements necessary to accommodate the proposed sewer flow will be mitigated by the developer by either making the required improvements to the existing gravity main/pump station or by contributing a fee to the Town of Clayton for required improvements.

Electric Power/Lighting

Electric power for the development will be provided by Duke Energy. A street/site lighting plan will be provided to meet all municipal lighting standards at the construction drawing phase. The lighting plan will be provided either by a private lighting design engineer or Duke Energy.

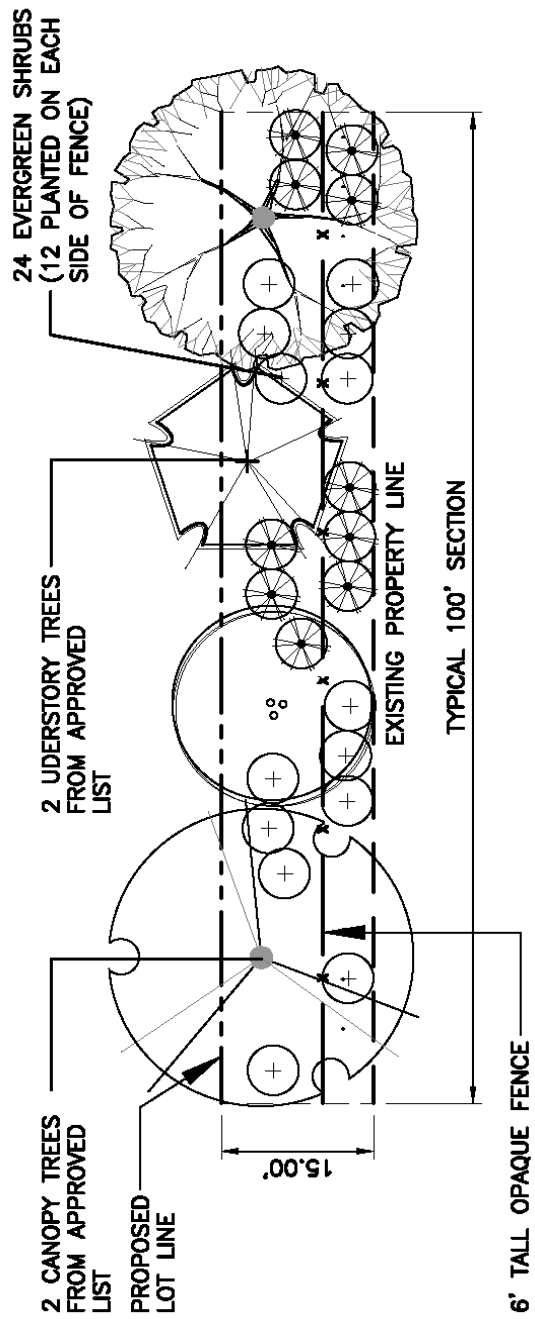
LANDSCAPING

A 15' wide Type C, Alternative 2 landscape buffer will be provided along all project boundaries of the development per Town of Clayton UDC standards. The developer proposes a 6' opaque fence in lieu of a continuous evergreen hedge for all perimeter buffers. Alternative 2 is being used both to control access to the railroad tracks to the north and to minimize access to the existing research pond to the east by incorporating a solid fence. The fence will also create a better screen and more privacy along the non-residential uses adjacent to Ramblewood Drive and US 70. There will be a planted buffer in areas where there is no existing vegetation along the western boundary adjacent to the existing residential development. The northeast portion of the site will retain existing vegetation adjacent to the NCDOA Research facility. This existing undisturbed buffer is approximately eighty feet wide on average. Refer to aerial image on page 6.

12 additional evergreen shrubs (beyond the 12 shrubs required by the UDC) will be planted on the development side of the fence for each one hundred linear feet of required buffer. These shrubs will meet the planting size and species requirements for a Type C buffer.

A three (3) foot berm will be provided in areas where grading and topography permits. This will be in addition to the six-foot-tall fence described in the UDC.

The streetyard along US Highway 70 will meet the Town of Clayton UDC requirements for thoroughfare plantings.



TYPE C LANDSCAPE BUFFER (ALTERNATIVE 2)

N.T.S.

ZONING CONDITIONS

General Zoning Conditions

1. Uses in the Development will be limited to single-family detached residential homes and townhomes, and any allowed accessory uses within the Town of Clayton UDC for residential development.
2. The following standards will apply to the Development:
 - Maximum Number of Units: 171 (95 Single-Family Homes, 76 Townhomes)
 - Maximum Density: 8 dwelling units per acre
 - Maximum Lot Size, Single-Family Homes: 2,500 Square Feet
 - Minimum Lot Size, Townhomes: 1,275 Square Feet
 - Minimum Lot Width, Front, Side, Side Street and Rear Setbacks as specified in Master Plan
3. The following transportation improvements will be constructed and accepted by NCDOT (where necessary) prior to approval of the Final Plat:
 - Ramblewood Drive will receive an asphalt overlay from US Highway 70 west to the intersection with the proposed Street A.
 - A 100-foot-long right turn lane with appropriate taper will be constructed on Ramblewood Drive at the US 70 Intersection.
 - A 100-foot-long right-turn lane with a 200-foot-long taper will be provided at the intersection of the proposed Street A and US 70 West.
 - A 100-foot-long right-turn lane with a 200-foot-long lane taper will be provided at the intersection of Ramblewood Drive and US 70 West.
4. If, at the time of Preliminary Plat approval, the development does not meet the minimum requirement of 1,245 square feet of Recreational Open Space per single-family lot, the developer will pay a fee-in-lieu for any shortage based on requirements in the Town of Clayton development code section 155.203(i)(2)(a) as set forth in the Town's Comprehensive List of Fees and Charges.
5. The development will include the following active amenity areas:
 - a. Swimming pool with restroom facilities and clubhouse
 - b. Mulched walking trail around the existing pond located on the site.
 - c. Fenced dog park
6. All Type C landscape buffers will provide an additional twelve (12) evergreen

shrubs to be planted on the development side of the opaque wood fence for each 100-foot-long section of required perimeter buffer. Additionally, an opaque fence will be provided in all Type C landscape buffers with no option for an evergreen hedge.

7. Public sewer is proposed to be provided to the site by an extension of a gravity sewer main extended eastward along the r/w of US Hwy. 70 and connected to an existing gravity main which is located between parcels at 13049 US HWY 70 BUS (PIN: 164900-87-7344) and 12989 US HWY 70 BUS (PIN: 164900-87-8294). The existing downstream gravity main and pump station will be analyzed for capacity, and any additional improvements necessary to accommodate the proposed sewer flow will be mitigated by the developer by either making the required improvements to the existing gravity main/pump station or by contributing a fee to the Town of Clayton for required improvements.
8. Each unit will contain all sustainable/high efficiency appliances to be certified through the ecoSelect Program (as described in the ecoSelect Checklist Guide provided in the Master Plan Narrative). A Certification conducted by an independent third-party shall be submitted to the Planning Department prior to the Certificate of Occupancy for each home.
9. An informational statement will be provided on plats, in deeds and in covenants regarding farming operations surrounding the development and potential noxious sounds, smells and dust.
10. All Single-Family homes and Townhomes in the Development must comply with the Architectural Standards and Building Elevations provided in the Master Plan Narrative.
11. To the extent of any conflict between the Master Plan, Master Plan Narrative and these conditions, these conditions shall control.

Architectural Standards

1. All units to be 2 and 3-story with a variety of elevations. Units of the same elevation shall not be side by side.
2. Exterior color schemes for Single Family and Townhome front elevation siding will not be repeated side by side. Color schemes of townhome buildings will be different from one building to the next.
3. Siding elements to include a mix of lap siding, shake, and board and batten per architectural elevation.

4. All front building facades to be fiber cement siding. Side and rear elevations may be vinyl siding or fiber cement siding with colors to match front elevations.
5. Each unit to have a front porch element with a front lead walk that connects to a shared sidewalk.
6. 2 vehicular parking spaces to be provide on each lot, either with a 1 car garage and parking pad, or a two-car garage, with all garages loaded from private drives.
7. Side roof eaves to be 10" overhang except between interior townhome units.
8. Stone/masonry accents to be provided on a minimum of 25% of all front building facades. Stone accents will be a minimum of a 3' skirt under the front elevation windows and up to a 9' area under the front porch.
9. Architectural style shingles to be used.
10. Side or rear patios to be provided on most units for outdoor living with interior townhomes an exception when there is a 2-car garage.

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SYMBOLS AND ABBREVIATIONS

ABC	AGGREGATE BASE COURSE		EXISTING CURB INLET
ALUM	ALUMINUM		EXISTING GRATE INLET/YARD INLET
AST2	ALUMINIZED STEEL - TYPE 2		EXISTING FLARED END SECTION
B-B	BACK TO BACK		EXISTING FIRE HYDRANT
BOA	BLOW-OFF ASSEMBLY		EXISTING BLOW-OFF ASSEMBLY
C&G	CURB AND GUTTER		EXISTING GATE VALVE
CFS	CUBIC FEET PER SECOND		EXISTING REDUCER
CI	CURB INLET		EXISTING WATER METER
CL	CENTER LINE		EXISTING SAN SEWER MANHOLE
CMP	CORRUGATED METAL PIPE		EXISTING CLEAN OUT
CO	CLEAN OUT		EXISTING POWER POLE
COM	COMMUNICATION		EXISTING TELEPHONE PEDESTAL
CONC	CONCRETE		EXISTING AREA LIGHT
DCV	DOUBLE CHECK VALVE		EXISTING SIGN
DDCV	DOUBLE DETECTOR CHECK VALVE		NEW CURB INLET
DI	DROP INLET		NEW GRATE INLET/YARD INLET
DIP	DUCTILE IRON PIPE		NEW FLARED END SECTION
EASE	EASEMENT		NEW FIRE HYDRANT
ELEC	ELECTRIC		NEW BLOW-OFF ASSEMBLY
EX	EXISTING		NEW GATE VALVE
FES	FLARED END SECTION		NEW REDUCER
FH	FIRE HYDRANT		NEW WATER METER
FM	FORCE MAIN		NEW TEE
FT	FEET		NEW PLUG
FT/SEC	FEET PER SEC		NEW MANHOLE
G&V	GALVANIZED		NEW CLEAN OUT
GV	GATE VALVE		NEW SIGN
HDPE	HIGH DENSITY POLYETHYLENE		IRON PIPE
L	LENGTH		BENCHMARK
LF	LINEAR FEET		
MH	MANHOLE		
			TEMP SILT FENCE
			TEMP TREE PROTECTION FENCE
			TEMP COMBINATION SILT/TREE PROTECTION FENCE
			TEMP DIVERSION DITCH
			DISTURBED LIMITS
			STREAM

General Zoning Conditions

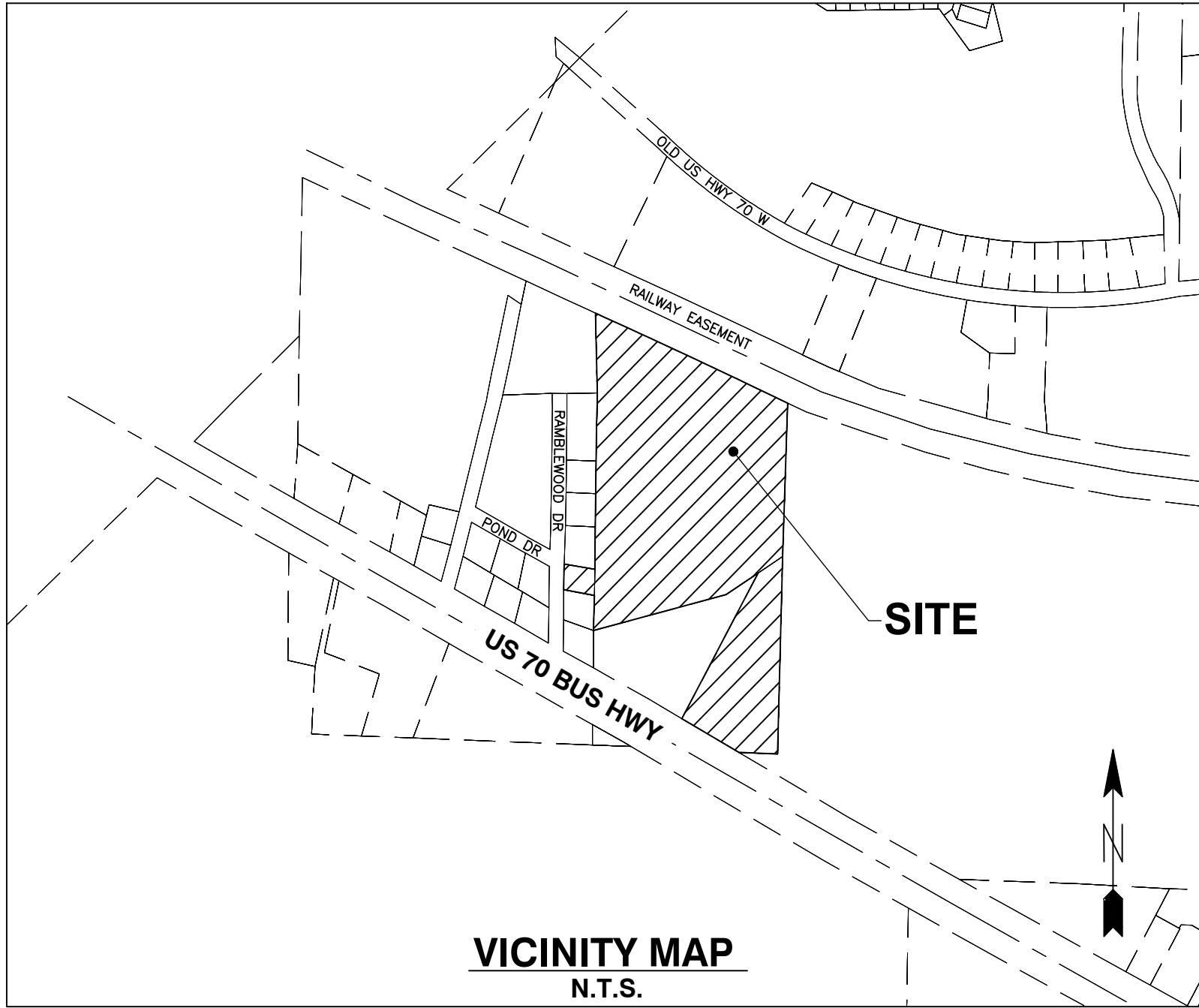
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ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH CURRENT TOWN OF CLAYTON STANDARDS AND SPECIFICATIONS

RAMBLEWOOD VILLAGE

RAMBLEWOOD DRIVE AND US HWY 70 W.
TOWN OF CLAYTON, WAKE COUNTY, NORTH CAROLINA

REZONING SUBMITTAL
TOWN OF CLAYTON PROJECT
NO. 2021-90-CZM



VICINITY MAP
N.T.S.

Architectural Standards

- All units to be 2 and 3-story with a variety of elevations. Units of the same elevation shall not be side by side.
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SHEET INDEX

COVER	
C1.0	BOUNDARY SURVEY
C1.1	MASTER PLAN
C1.2	FIRE APPARATUS EXHIBIT

SITE DATA

PROJECT NAME:	RAMBLEWOOD VILLAGE		
PIN:	PORTION: 164900-69-6350 164900-78-3824 164900-79-1785		
ADDRESS:	NONE		
EXISTING ZONING:	CLAYTON, NORTH CAROLINA		
PROPOSED ZONING:	B-3 AND R-E CZ-R		
USE:	VACANT		
EXISTING:	SINGLE-FAMILY RESIDENTIAL/ TOWNHOMES		
PROPOSED:			
SITE AREA:	22.12 AC		
PROPOSED DENSITY:	7.73 DWELLING UNITS/ACRE		
SINGLE FAMILY DETACHED HOMES	95 DWELLING UNITS		
TOWNHOMES:	76 DWELLING UNITS		
BUILDING SETBACKS:			
FRONT (STREET OR SIDEWALK):	10'		
SIDE:	3' MIN/ 10' AGGREGATE		
SIDE CORNER:	10'		
REAR (FROM ALLEY):	7'		
BUILDING SEPARATION:	0'/10'		
PARKING:			
REQUIRED:	2 SPACES PER UNIT(348)		
PROVIDED:	2 SPACES PER UNIT		
GUEST PARKING PROVIDED	PROVIDED INSIDE GARAGE AND PARKING PADS 93 SPACES		
OPEN SPACE REQUIRED:	1,245 S.F./ SINGLE FAMILY LOT		
1,245 S.F. X 95 LOTS	1,245 x 95 = 118,275 S.F. (2.72 ACRES)		
RECREATIONAL OPEN OPEN SPACE CALCULATIONS:			
FINAL DESIGN AT SITE PLAN SUBMITTAL:			
SWIMMING POOL WITH RESTROOM FACILITIES AND CLUBHOUSE	0.54 ACRES		
WALKING TRAILS DOG PARK AT EXISTING POND	1.63 ACRES		
TOTAL RECREATIONAL OPEN SPACE PROVIDED:	2.17 ACRES		
FEE-IN-LIEU TO BE PAID FOR APPROXIMATELY 23,958 S.F. OF OPEN SPACE PER 155,203(1)(2)(a)	0.55 ACRES		
TOTAL OPEN OPEN SPACE PROVIDED (ACTIVE AND PASSIVE)	7.75 ACRES		
WATER AND SEWER SERVICES PROVIDED BY THE TOWN OF CLAYTON			
171 SANITARY SEWER SERVICES WILL BE REQUIRED TO SERVE THE DEVELOPMENT			

OWNERS:

LINDA RUTH JOHNSON TRUSTEE
148 CANYON RD.
CLAYTON NC 27520

LINDA JOHNSON
JOHNNY SCOTT
105 SLEEPY CREEK DR.
CLAYTON, NC 27520

PRICE KORNEGAY LLC
113401 US 70 BUSINESS HWY W
CLAYTON, NC 27520-2139

DEVELOPER:

TRICOR, LLC
8281 EAST GELDING DRIVE
SCOTTSDALE, ARIZONA 85260
MARK KRING
919-398-4875

ENGINEER/LANDSCAPE ARCHITECT:

BNK

BASS, NIXON & KENNEDY, INC.
CONSULTING ENGINEERS

6310 CHAPEL HILL ROAD, SUITE 250
RALEIGH, NORTH CAROLINA 27607

TELEPHONE: (919) 851-4422
FAX: (919) 851-8968

CERTIFICATION NUMBERS: NCBELS (C-0110)
NCBOLA (C-0267)

CONTACT: MARTY D. BIZZELL, PE, CPESC
EMAIL: Marty.Bizzell@BNKinc.com

CONTACT: GARRY WALSTON, RLA
EMAIL: Garry.Walston@BNKinc.com

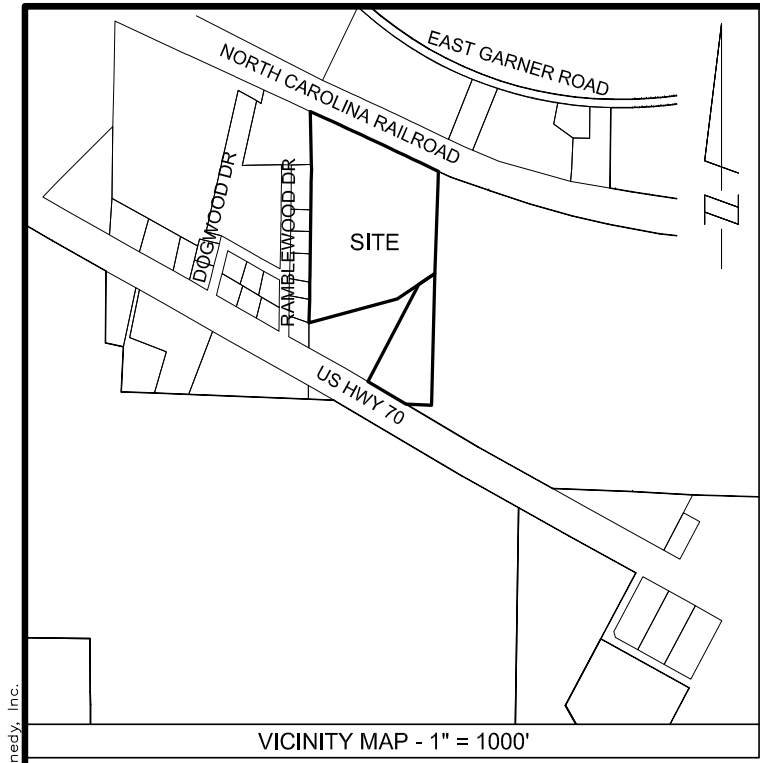
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3	01-31-22	PER ToC COMMENTS	GW
2	01-03-22	PER ToC COMMENTS	GW
1	11-12-21	PER ToC COMMENTS	GW
REVISIONS			

03-21200 - RAMBLEWOOD VILLAGE - MASTER PLAN SUBMITTAL

TOWN CLAYTON PROJECT NO. 2019-139-SP

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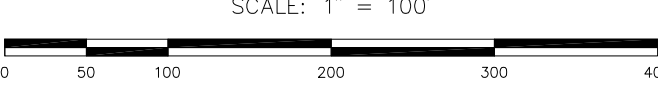
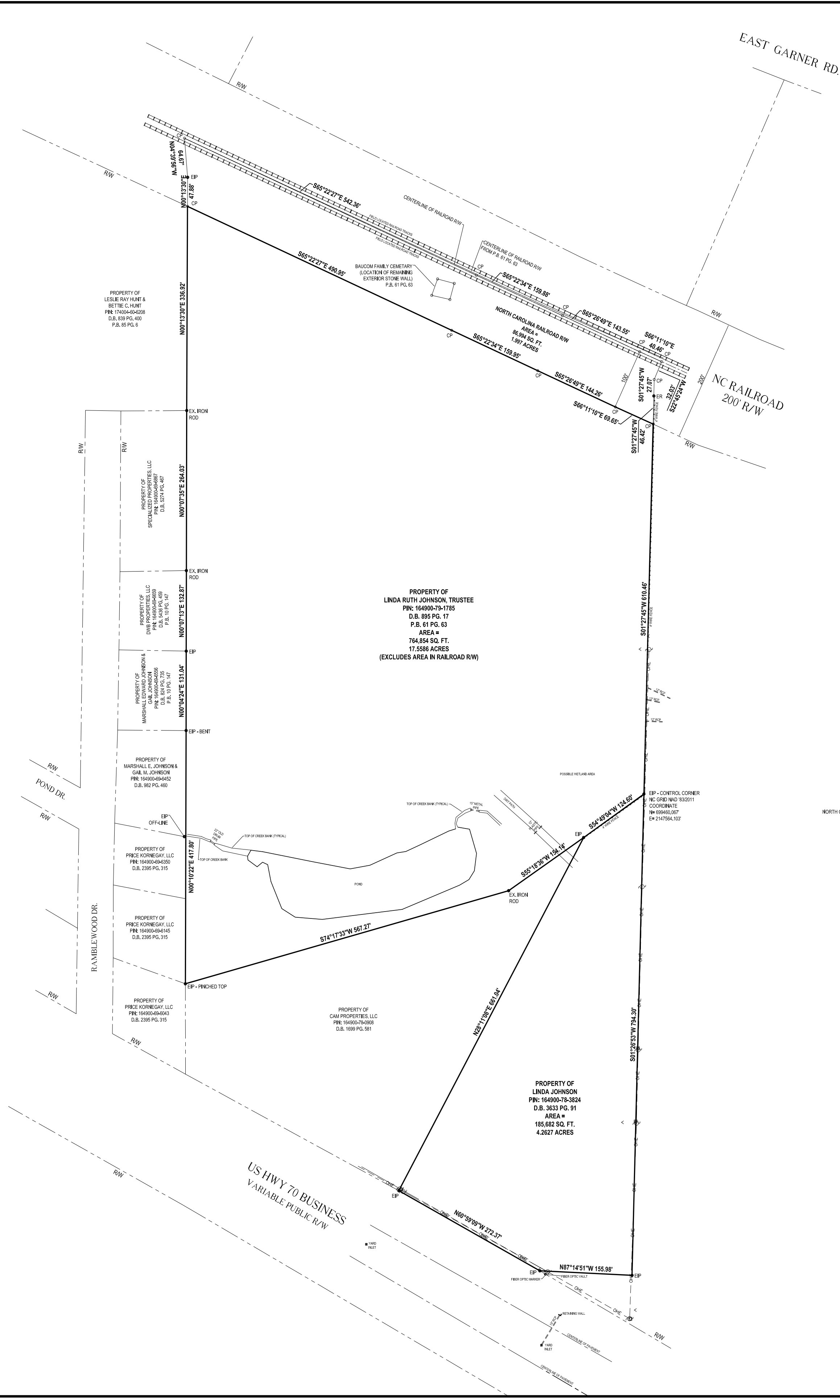
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- NOTE:
1. AREAS BY COORDINATE GEOMETRY UNLESS SHOWN OTHERWISE.
 2. ALL DISTANCES ARE HORIZONTAL GROUND DISTANCES.
 3. ALL STREETS ARE PUBLIC RIGHTS-OF-WAY UNLESS SHOWN OTHERWISE.
 4. OTHER INSTRUMENTS OF RECORD MAY AFFECT THIS PROPERTY.
 5. NO TITLE SEARCH PERFORMED FOR THIS SURVEY.
 6. NO NCSS MONUMENT WITHIN 2,000 FEET OF PROPERTIES.
 7. NO FEMA FLOOD HAZARD AREAS PER FIRM NUMBER 372016490J DATED MAY 2, 2006.
 8. PROPERTIES HAVE SPLIT ZONING OF R-E AND B-3.
 9. 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 98 (MEAN SEA LEVEL) ELEVATIONS USING THE CONTINUOUSLY OPERATING REFERENCE STATIONS (CORS) MAINTAINED BY NORTH CAROLINA GEODETIC SURVEY, CLASS A SURVEY, 0.003 FT POSITIONAL ACCURACY, VRS FIELD PROCEDURE, GEOID12A AND UNITS IN FEET.
 10. PROPERTY MAY BE SUBJECT TO NEUSE RIVER BUFFERS.
 11. BUFFER DELINEATION TO BE DETERMINED BY DWR BEFORE FINAL APPROVAL.
 12. NO WETLANDS DELINEATED AT TIME OF SURVEY.

"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 1:10,000+; AND THAT THIS MAP MEETS THE REQUIREMENTS OF THE STANDARDS OF PRACTICE FOR LAND SURVEYING IN NORTH CAROLINA (21 NCAC 56.1600)."

THIS 2 DAY OF AUGUST 2021
SEAL
PROFESSIONAL LAND SURVEYOR

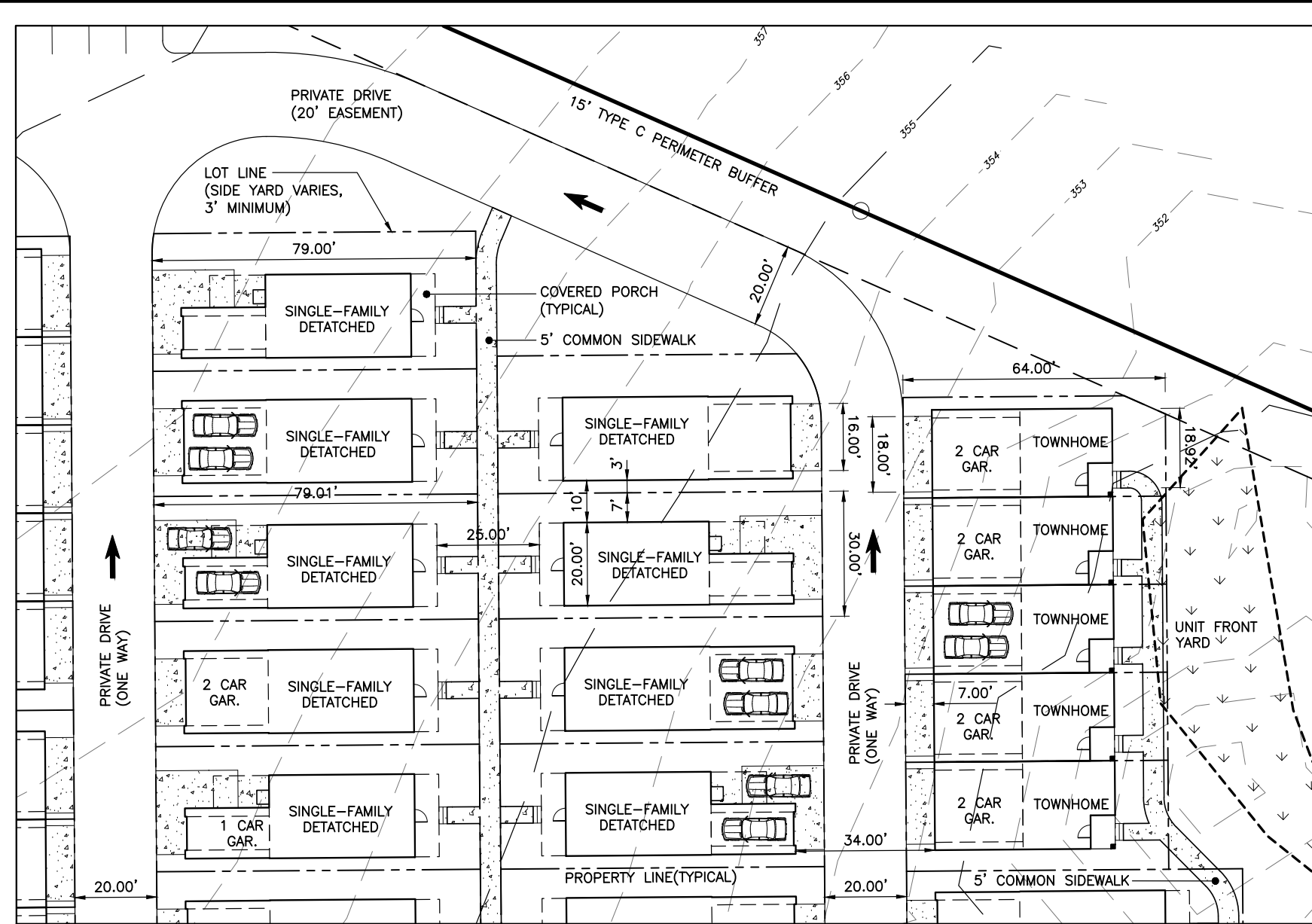


LEGEND	
•	EP = EXISTING IRON PIPE
•	ER = EXISTING REBAR
•	CP = CALCULATED POINT
<	GW = GUIDE WIRE
⋈	PP = POWER POLE
□	TELEPHONE PEDESTAL
□	YI = YARD INLET
—	RCP = RE-INFORCED CONCRETE PIPE
---	RW = RIGHT-OF-WAY
XXXX	XXXX DENOTES ADDRESS
---	OVERHEAD ELECTRIC LINE
---	STORM LINE

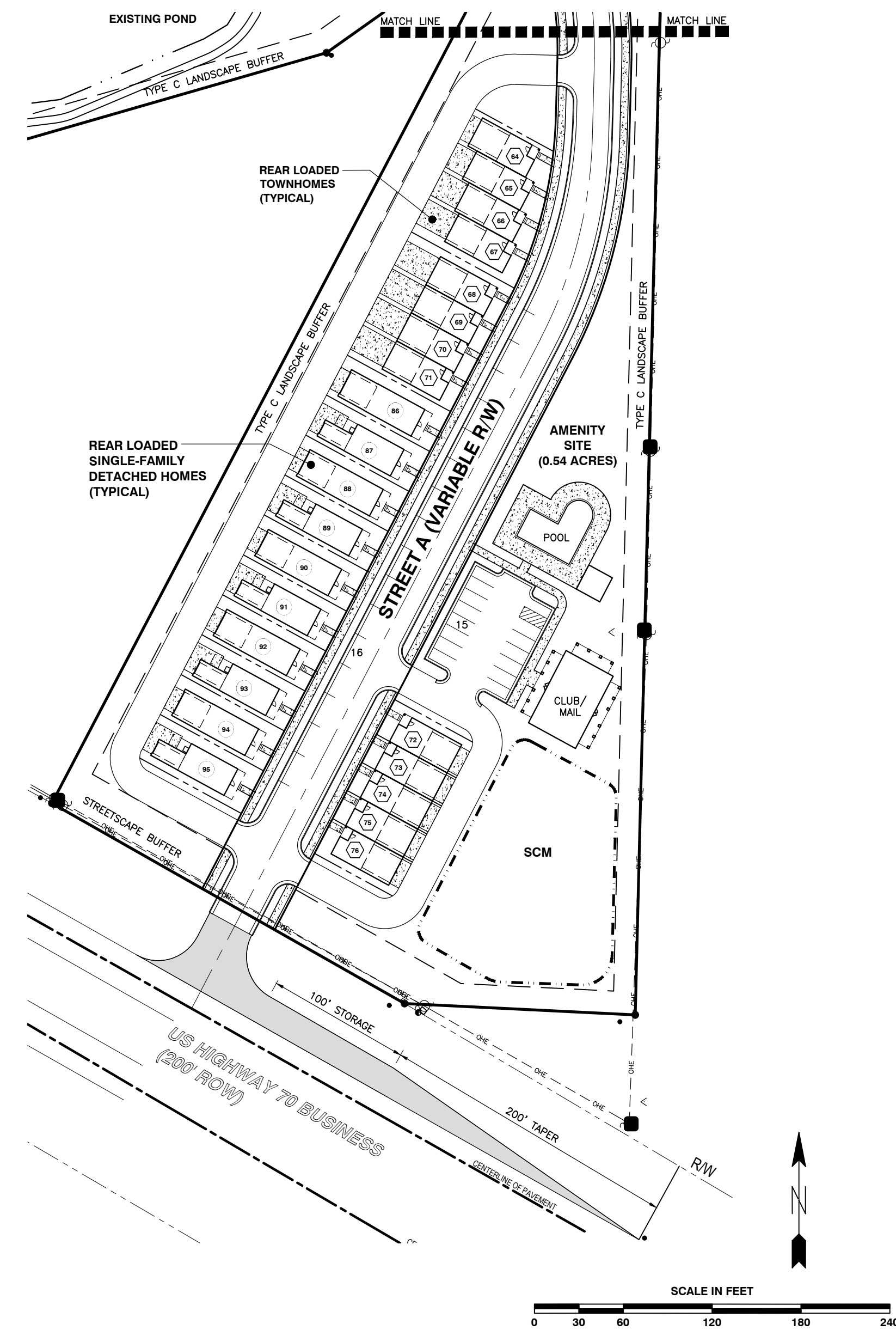
REFERENCES:
D.B. 839 PG. 400
D.B. 895 PG. 17
D.B. 3633 PG. 91
P.B. 10 PG. 147
P.B. 51 PG. 53
P.B. 85 PG. 6



SHEET 1 OF 1	BOUNDARY SURVEY OF CLAYTON ASSEMBLAGE (TRICOR TOWNHOMES)				BASS, NIXON & KENNEDY, INC. CONSULTING ENGINEERS • 8310 CHAPEL HILL ROAD, SUITE 250, RALEIGH, NORTH CAROLINA 27607 • TELEPHONE: (919) 851-4422 or (800) 354-1879 • FAX: (919) 851-4986 • CERTIFICATION NUMBERS: NCBSLS (C-0110), NCBSLA (C-0287)				
	21200	08-02-21	PM						
	JOB NO.	DATE	DRAWN BY						
SCALE: 1" = 100'				CHK BY:		NO.	DATE	DESCRIPTION	BY
								REVISIONS	



SCALE: 1" = 30'



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BASS, NIXON & KENNEDY, INC.
CONSULTING ENGINEERS
6310 CHAPEL HILL ROAD, SUITE 250, RALEIGH, NC 27607
TELEPHONE: (919)851-4422 FAX: (919)851-8968

03-21200	PROGRESS	GPW	MASTER PLAN			GPW
JOB NO.	DATE	DRAWN BY				GW
	4	02-23-22			PER T&C COMMENTS	GW
	3	01-31-22			PER T&C COMMENTS	GW
	2	01-03-22			PER T&C COMMENTS	GW
	1	11-2-21			PER T&C COMMENTS	GW
	NO.	DATE			DESCRIPTION	BY
					CHK BY: MJB	
					SCALE: 1" = 60'	

**RAMBLEWOOD VILLAGE
SUBDIVISION
RAMBLEWOOD DRIVE**

SHEET
MP.1

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PROPERTY OF
LESLIE RAY HUNT &
BETTIE C. HUNT
PIN: 174004-60-6208
D.B. 839 PG. 400
P.B. 85 PG. 6

PROPERTY OF
SPECIALIZED PROPERTIES, LLC
PIN: 164900-69-6867
D.B. 5274 PG. 467

PROPERTY OF
DWB PROPERTIES, LLC
PIN: 164900-69-6659
D.B. 5436 PG. 459
P.B. 10 PG. 147

PROPERTY OF
MARSHALL EDWARD JOHNSON &
GAIL M. JOHNSON
PIN: 164900-69-6596
D.B. 824 PG. 735
P.B. 10 PG. 147

PROPERTY OF
MARSHALL E. JOHNSON &
GAIL M. JOHNSON
PIN: 164900-69-6452
D.B. 982 PG. 460

PROPERTY OF
PRICE KORNEGAY, LLC
PIN: 164900-69-6350
D.B. 2395 PG. 315

PROPERTY OF
PRICE KORNEGAY, LLC
PIN: 164900-69-6145
D.B. 2395 PG. 315

PROPERTY OF
PRICE KORNEGAY, LLC
PIN: 164900-69-6043
D.B. 2395 PG. 315

PROPERTY OF
CAM PROPERTIES, LLC
PIN: 164900-70-0906
D.B. 1699 PG. 581



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TELEPHONE: (919)851-4422 FAX: (919)851-8988
CERTIFICATION NUMBERS: NCBELS (C-010); NCBOLA (C-0257)

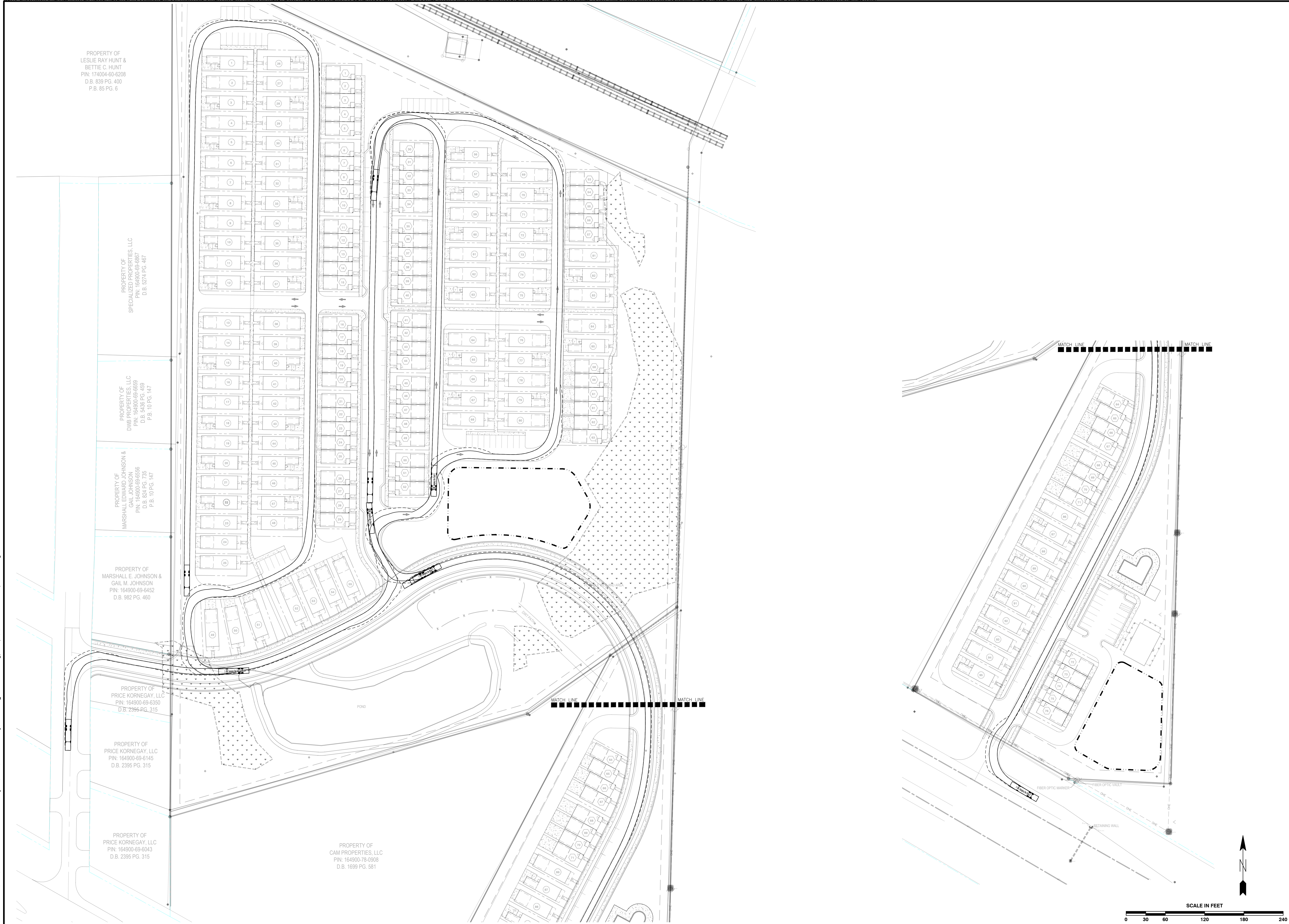
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1	11-12-21	PER TOC COMMENTS	GW

NO.	DATE	DESCRIPTION	BY
1	11-12-21	PER TOC COMMENTS	GW
2	01-03-22	PER TOC COMMENTS	GW

RAMBLEWOOD VILLAGE
SUBDIVISION
RAMBLEWOOD DRIVE
TOWN OF CLAYTON, JOHNSTON COUNTY, NORTH CAROLINA

SHEET
MP.2

NOT RELEASED FOR CONSTRUCTION OR BID SOLICITATION



TOWN OF CLAYTON PROJECT NO. 2021-90-CZM



BASS, NIXON & KENNEDY, INC., CONSULTING ENGINEERS
6310 Chapel Hill Road, Suite 250, Raleigh, NC 27607
919-851-4422 FAX 919-851-8968 www.BNKinc.com

September 30, 2021

Dear Clayton Area Property Owner,

The purpose of this letter is to notify you of an application filed with the Town of Clayton for a land use change or development proposal involving property adjacent to, or in close proximity to, property shown in your ownership by Johnston County tax records. Per Town of Clayton regulations, a Neighborhood Meeting will be held to provide information to area residents about the proposal. A representative of the applicant will be present to explain their application, answer questions and solicit comments.

The meeting date is October 12, 2021 at 6:30 PM. This meeting will be a Virtual Zoom Meeting: <https://us02web.zoom.us/j/84777321636> or by telephone (301) 715-8592.

The project/proposal address is: Ramblewood Village - 3 Properties

PIN: 164900-69-6350 - 13401 US Business 70 Hwy W: 164900-79-1785; 164900-78-3824.

This meeting will present and discuss the proposed rezoning to conditional residential zoning to accommodate single family residential and residential townhomes. At a minimum, the following will be available for your inspection at the Neighborhood Meeting:

1. A copy of the project application.
2. A schedule of all upcoming public meetings for the application.
3. A map at a scale that is appropriate to the project and shows neighboring properties and roads.
4. A map, drawing, or other depiction of the proposed land use change or development proposal.

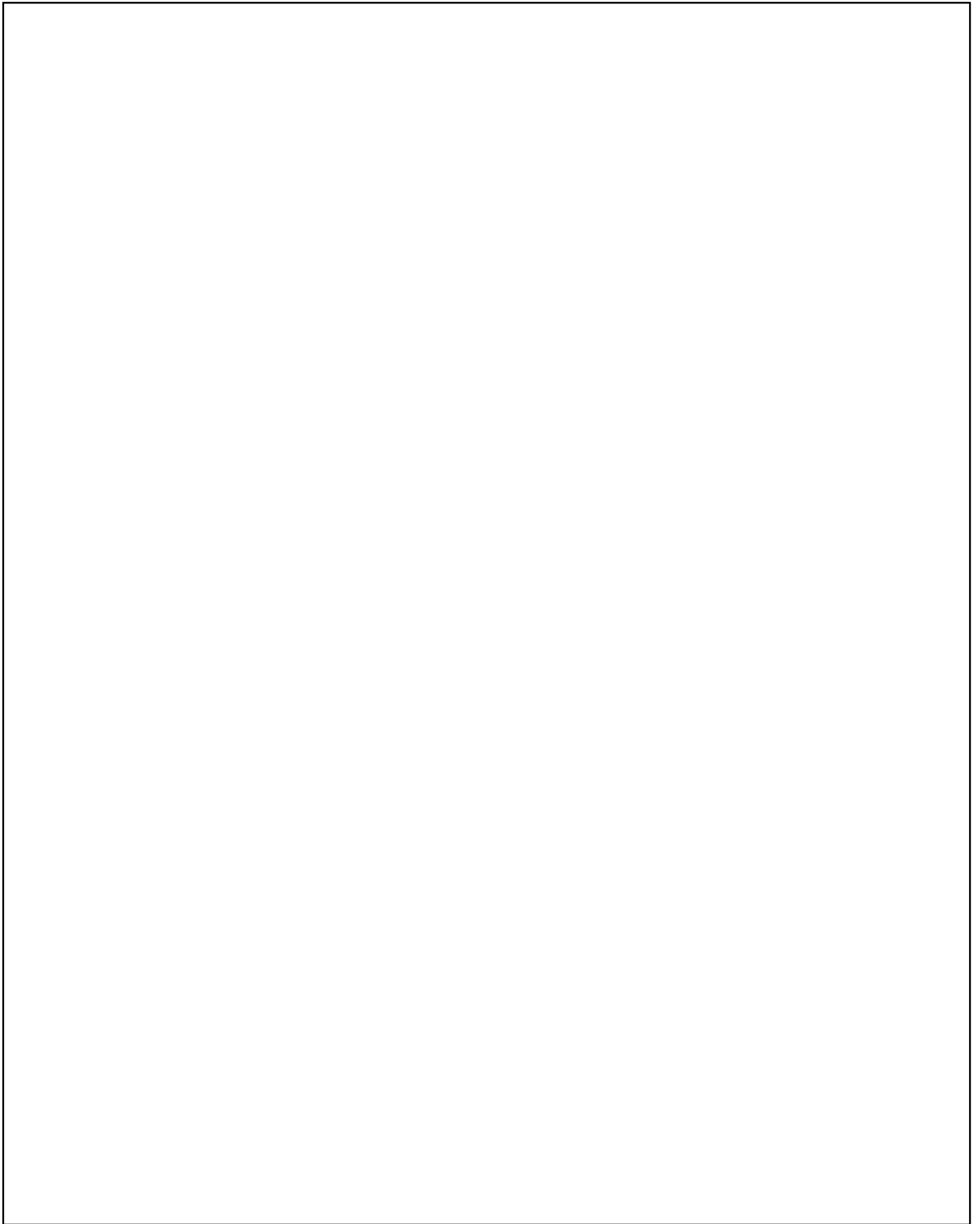
A map is enclosed with this letter showing the location of the property that is subject to this application for land use change and/or development proposal. The upcoming public meetings for this application: Planning Board is October 25, 2021; (Tentative).

If you have any questions prior to or after this meeting, you may contact me at 919-851-4422. You may also contact the Town of Clayton Planning Department at 919-553-5002.

Sincerely,

Marty D. Bizzell, PE
Senior Principal Engineer
Bass, Nixon and Kennedy

Cc: Town of Clayton Planning Department





BASS, NIXON & KENNEDY, INC., CONSULTING ENGINEERS
6310 CHAPEL HILL ROAD, SUITE 250, RALEIGH, NC 27607
919/851-4422 FAX 919/851-8968 www.bnkincc.com

Date: October 12, 2021
RE: Tricor Townhomes Virtual Neighborhood Meeting Minutes
Attending: Garry Walston (BNK)
John Meyers, Mark Crane, Brad Whitehurst (Tricor)
Keith Stark-Superintendent NCSU Research Station, 13223 US Hwy 70
W., Clayton, 27520 (kdstarke@ncsu.edu)
Dee Teague-NCSU, 4101 Beryl Drive, Raleigh, NC 27695
Lee Lambert- Chatham County
Johnny Scott-105 Sleepy Creek Drive, Clayton, NC 27520 (919-550-2179)
Weston McCorkill-NC Dept. of Agriculture with a vested interest in the
Central Crop Research Center
Steve Lamell-Associate Dean for Research in College of Agriculture & Life
Sciences NCSU. (Patterson Hall, Box 7616, NCSU, Raleigh, NC 27695)

Garry: Presented an overview of project. Property is currently split zoned into B3 and RE. Rezoning to Conditional zoning which is a new classification from the Town of Clayton. This allows for more design flexibility. 2 submittals have been sent to Town of Clayton with only minor comments on the Technical Review. The project is combining 3 properties into 1 development consisting of a mixture of single family attached townhomes and detached homes.

There are wetlands and environmental features on the sight. We are currently having them mapped. The site plan is laid out to minimize the impact to those areas. We also have open space included and have exceeded the area required for open spaces. The density is planned for 8 units/acre which is 170-175 units.

We are on the schedule for the Planning Board for October 25, 2021. The public is invited to this meeting. The subsequent Town Council meeting is planned for either December 6 or December 20. The public is also invited.

Questions

1. **What will be the width of the street that comes off Highway 70?**
50 feet; 2 11' lanes with curb and gutter to capture runoff to the SCM pond. A sidewalk is required.
2. **How are you draining the pond? Has the dam been busted?**
We didn't bust the dam. We pumped it down about a week ago and met with the wetlands consultant at the site yesterday.
We haven't breeched the dam, but we will shortly which will drain to existing wetland pocket. The pond has been there for awhile and is deep.
3. **What is the plan to make sure we don't end up with a lot of debris and sedimentation after you alter the pond?**
The dam breach shouldn't have any sediment associated with it. We can use a bag or a filter or some kind of Rip Rap outlet. We can let it naturally flow into wetlands.
4. **Prior to completion, what is feeding the water into the pond?**
Most feeds into wetland. Most of the pond coming from the west and immediate area around the pond. I don't see where any water is leaving that pond.
We have gone to great lengths to avoid any impacts to the wetlands. We are required to cross the wetlands to get on and off the site.
The wetland impact will be permitted by DENR and Army Corps of Engineers. We have an environmental group on board, and we go by their recommendations.
5. **There is an animal facility on other side of road and there is an odor. We have some concerns about residential beside farm operations and the potential problems that arise from this situation.**

6. **We have sheds on at the research facility. Will these be visible to the new development?**
The tree buffer (80 foot minimum) of thick vegetation will hide the sheds.
7. **Will there be a regrade on the property so it drains to Highway 70?**
No, Parcel 3 is self-contained. Once we determine where the drainage pond will go, it will handle Parcel 2.
We are required by the State and Town of Clayton to design to keep stormwater runoff the same as predevelopment levels.
Infiltration and slow release. The Clean Water Act also requires us to keep post-development runoff at pre-development levels.
8. **What is your email address?**
Garry.walston@bnkinc.com
9. **Can you explain the process going forward?**
I will submit the minutes from this meeting as well as a list of attendees to the Town of Clayton. They will send this to the Planning Board with their recommendations.
10. **Is there a possibility of a light or an intersection installed?**
No
11. **Dangerous driving across 70 with our equipment. It doesn't really impact the neighborhood. Will there be a turn lane?**
Once the Traffic Impact Analysis (TIA) is finished, they will advise on best result.
12. **Is there any thought about putting a fence around the development? I have concerns about kids getting into the pond. We already have a crime problem such as theft from the buildings.**
Currently there aren't any plans for any other barriers other than the vegetative buffer. We like to keep the developments well-lit and maintained with no physical barriers. The wetlands will also be a

natural barrier.

- 13. Are there any residents in the virtual meeting?**
No, all attendees are associated with the NCSU Research facility.

RAMEY KEMP ASSOCIATES
TOGETHER WE ARE LIMITLESS



Ramblewood Residential
Traffic Impact Analysis
Clayton, North Carolina



TRAFFIC IMPACT ANALYSIS UPDATE

FOR

RAMBLEWOOD RESIDENTIAL

LOCATED

IN

CLAYTON, NORTH CAROLINA

Prepared For:
BNK Engineers
6310 Chapel Hill Road, Suite 250
Raleigh, NC 27607

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

DECEMBER 2021



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

RKA Project No. 21572

Prepared By: TF

Reviewed By: NB

**TRAFFIC IMPACT ANALYSIS UPDATE
RAMBLEWOOD RESIDENTIAL
CLAYTON, NORTH CAROLINA**

EXECUTIVE SUMMARY

1. Development Overview

An updated Traffic Impact Analysis (TIA) was conducted for the proposed Ramblewood Residential development in accordance with the Town of Clayton (Town) Unified Development Ordinance (UDO) and North Carolina Department of Transportation (NCDOT) capacity analysis guidelines. This TIA update presents analysis for a revised site access plan compared to the original TIA (submitted in November 2021). The proposed development is to be located along US 70 Business, east of Ramblewood Drive in Clayton, North Carolina. The proposed development is expected to be a maximum of 180 single-family homes and is estimated to be built out in 2025. Site access is proposed via one (1) right-in/right-out (RIRO) driveway along US 70 Business and one (1) full-movement driveway along Ramblewood Drive.

2. Existing Traffic Conditions

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

- US 70 Business and Ramblewood Drive
- US 70 Business and White Pine Drive

Existing peak hour traffic volumes were determined based on traffic counts conducted at the study intersections below, in September 2021 during a typical weekday AM (7:00 AM – 9:00 AM) and PM (4:00 PM – 6:00 PM) peak periods, while schools were in session for in-person learning:

- US 70 Business and Ramblewood Drive
- US 70 Business and White Pine Drive

Based on coordination with NCDOT and Town staff, a previously collected traffic count at the intersection of US 70 and Shotwell Road from October 2017 was grown to 2021 using a 2% annual growth rate and then compared to an April 2021 traffic count at the same intersection to



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determine an adjustment factor to be applied to new peak hour counts collected at the study intersections in order to account for the changes in traffic patterns due to COVID-19. An adjustment factor of 26% was applied to new count data collected during the weekday AM peak hour and 40% was applied to new count data collected during the weekday PM peak hour to determine 2021 existing volumes.

Traffic volumes were balanced between study intersections, where appropriate.

3. Site Trip Generation

The proposed development is assumed to consist of a maximum of 180 single-family homes. Average weekday daily, AM peak hour, and PM peak hour trips for the proposed development were estimated using methodology contained within the ITE Trip Generation Manual, 10th Edition. Table E-1 provides a summary of the trip generation potential for the site.

Table E-1: Site Trip Generation

LAND USE (ITE Code)	INTENSITY	DAILY TRIPS (VPD)	WEEKDAY AM PEAK HOUR (VPH)		WEEKDAY PM PEAK HOUR (VPH)	
			Enter	Exit	Enter	Exit
Single Family Detached Housing (210)	180 dwellings	1,877	35	105	118	70

4. Future Traffic Conditions

Through coordination with the Town and NCDOT, it was determined that an annual growth rate of 3% would be used to generate 2025 projected weekday AM and PM peak hour traffic volumes. No adjacent developments were identified to be considered under future conditions.

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

- 2021 Existing Traffic Conditions
- 2025 No-Build Traffic Conditions
- 2025 Build Traffic Conditions

5. Capacity Analysis Summary

The analysis considered weekday AM and PM peak hour traffic for 2021 existing, 2025 no-build, and 2025 build conditions. Refer to Table E-2, for the capacity analysis summary performed at each study intersection.

Table E-2: Capacity Analysis Summary

Intersection	Approach	2021 Existing Conditions		2025 No-Build Conditions		2025 Build Conditions		2025 Build Conditions - Improved	
		AM	PM	AM	PM	AM	PM	AM	PM
US 70 Business & Ramblewood Drive	EB	F ¹	D ¹	F ¹	E ¹	F ¹	E ¹	F ¹	E ¹
	WB	B ¹	F ¹	C ¹	F ¹	C ¹	F ¹	C ¹	F ¹
	NB	F ²	F ^{2*}	F ^{2*}	F ²	F ^{2*}	D ²	F ^{2*}	D ²
	SB	F ²	F ^{2*}	F ^{2*}	F ²	F ^{2*}	C ²	F ^{2*}	C ²
US 70 Business & White Pine Drive	EB	F ¹	B ¹	F ¹	C ¹	F ¹	C ¹	F ¹	C ¹
	WB	C ¹	F ¹	C ¹	F ¹	C ¹	F ¹	C ¹	F ¹
	NB	F ²	F ^{2*}	F ^{2*}	F ^{2*}	F ^{2*}	F ^{2*}	F ^{2*}	F ^{2*}
	SB	F ²	F ^{2*}	F ^{2*}	F ^{2*}	F ^{2*}	F ^{2*}	F ^{2*}	F ^{2*}
US 70 Business & Site Access A	EB	N/A		N/A		--	--	--	--
	WB					--	--	--	--
	SB					E ²	C ²	E ²	C ²
Ramblewood Drive & Site Access B	WB	N/A		N/A		A ²	A ²	A ²	A ²
	NB					--	--	--	--
	SB					A ¹	A ¹	A ¹	A ¹

*Level of service not reported due to synchro limitations with minor street approaches with high volumes of conflicting flow, LOS F is assumed.

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

6. Recommendations

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

Recommended Improvements by Developer

US 70 Business and Ramblewood Drive

- Provide an exclusive westbound right-turn lane with a minimum of 50 feet of full-width storage and appropriate deceleration and taper length.

US 70 Business and Site Access A

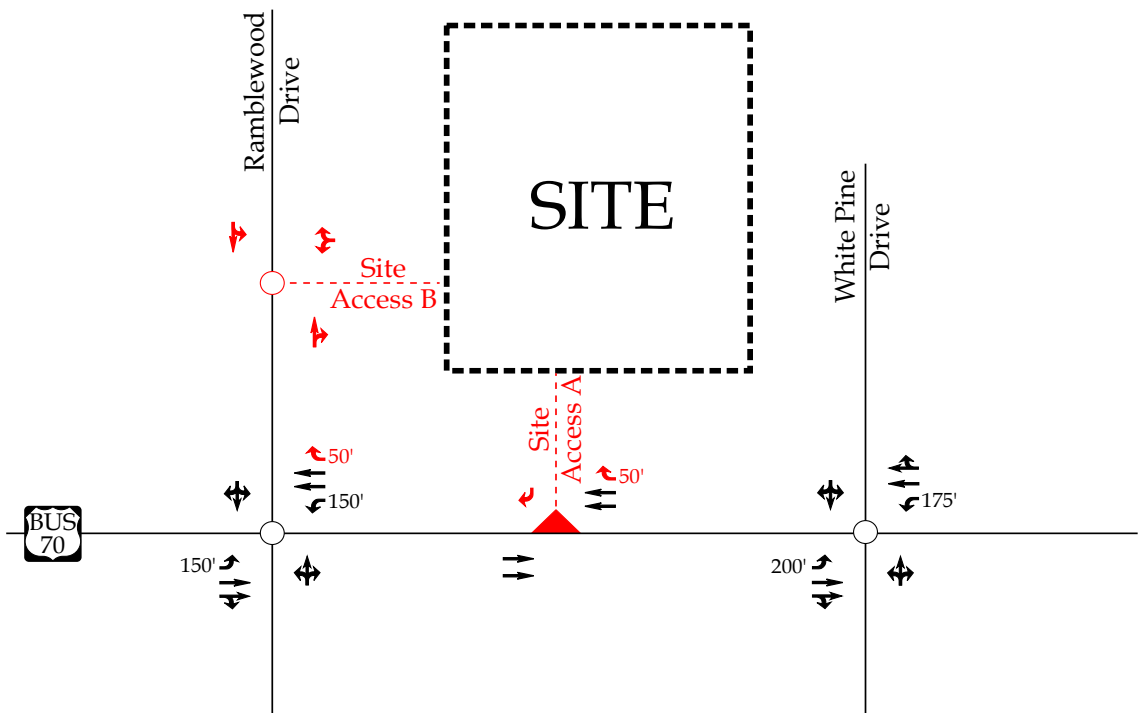
- Construct the southbound approach with one (1) ingress lane and one (1) egress lane.
- Provide stop control for the southbound approach.
- Provide an exclusive westbound right-turn lane with a minimum of 50 feet of full-width storage and appropriate deceleration and taper length.

Ramblewood Drive and Site Access B

- Construct the westbound approach with one (1) ingress lane and one (1) egress lane.
- Provide stop control for the westbound approach.

LEGEND

- Unsignalized Intersection
- ▲ Right-In/Right-Out Intersection
- Existing Lane
- Improvement by Developer
- X' Storage (In Feet)



Moving forward.

RKA

RAMEY KEMP ASSOCIATES

Ramblewood Residential
Clayton, NC

Recommended Lane
Configurations

Scale: Not to Scale | Figure E-1

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Appendix A:	Scoping Documentation
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Appendix C:	Capacity Calculations – US 70 Business and Ramblewood Drive
Appendix D:	Capacity Calculations – US 70 Business and White Pine Drive
Appendix E:	Capacity Calculations – US 70 Business and Site Access A
Appendix F:	Capacity Calculations – Ramblewood Drive and Site Access B
Appendix G:	Turn Lane Warrants

**TRAFFIC IMPACT ANALYSIS UPDATE
RAMBLEWOOD RESIDENTIAL
CLAYTON, NORTH CAROLINA**

1. INTRODUCTION

The contents of this report present the findings of the updated Traffic Impact Analysis (TIA) conducted for the proposed Ramblewood Residential development, located along US 70 Business, east of Ramblewood Drive in Clayton, North Carolina. This TIA update presents analysis for a revised site access plan compared to the original TIA (submitted in November 2021). The purposed of this study is to determine the potential impacts to the surrounding transportation system created by traffic generated by the proposed development, as well as recommend improvements to mitigate the impacts.

The proposed development, anticipated to be completed by 2025, is assumed to consist of the following uses:

- 180 Single Family Homes

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

- 2021 Existing Traffic Conditions
- 2025 No-Build Traffic Conditions
- 2025 Build Traffic Conditions

1.1. Site Location and Study Area

The development is proposed to be located along US 70 Business, east of Ramblewood Drive in Clayton, North Carolina. Refer to Figure 1 for the site location map.

The study area for the TIA was determined through coordination with the North Carolina Department of Transportation (NCDOT) and the Town of Clayton (Town) and consists of the following existing intersections:

- US 70 Business and Ramblewood Drive
- US 70 Business and White Pine Drive



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Refer to Appendix A for the approved scoping documentation.

1.2. Proposed Land Use and Site Access

The site is expected to be located south along US 70 Business, east of Ramblewood Drive. The proposed development, anticipated to be completed by 2025, is assumed to consist of the following uses:

- 180 Single Family Homes

Site access is proposed via one (1) right-in/right-out driveway along US 70 Business and one (1) full-movement driveway along Ramblewood Drive. Refer to Figure 2 for a copy of the preliminary site plan.

1.3. Adjacent Land Uses

The proposed development is located in an area consisting primarily of undeveloped land and residential development.

1.4. Existing Roadways

Existing lane configurations (number of traffic lanes on each intersection approach), speed limits, storage capacities, and other intersection and roadway information within the study area are shown in Figure 3. Table 1, on the next page, provides a summary of this information, as well.

Table 1: Existing Roadway Inventory

Road Name	Route Number	Typical Cross Section	Speed Limit	Maintained By	2019 AADT (vpd)
US 70 Business		4-lane divided	55 mph	NCDOT	30,500
Ramblewood Drive	N/A	2-lane undivided	25 mph (assumed)	Private	40*
White Pine Drive	N/A	2-lane undivided	25 mph (assumed)	Private	10*

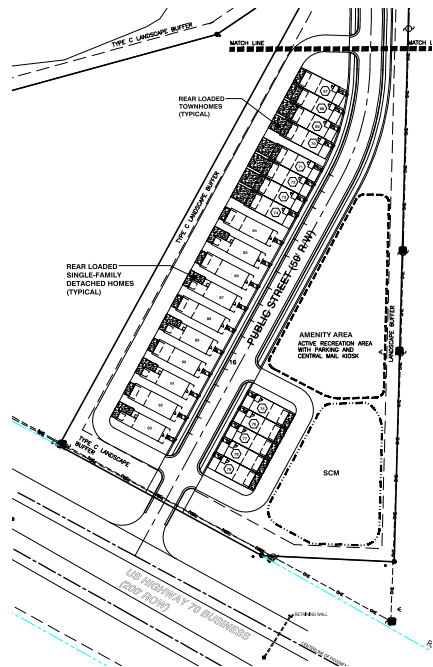
*ADT based on the traffic counts from 2021 and assuming the weekday PM peak hour volume is 10% of the average daily traffic.



LEGEND

- Proposed Site Location
- Study Intersection
- Study Area

Moving forward. RKA RAMEY KEMP ASSOCIATES	Ramblewood Residential Clayton, NC	Site Location Map	
		Scale: Not to Scale	Figure 1



TOWN OF CLAYTON PROJECT NO. 2021-90-CZM

BNK

BASS, NIXON & KENNEDY, INC.
CONSULTING ENGINEERS
6310 CHAPEL HILL ROAD, SUITE 250, RALEIGH, NC 27607
TELEPHONE: (919)851-4422 FAX: (919)851-8968
CERTIFICATION NUMBERS: NCBELS (C-0110); NCBOLA (C-0287)

03-21200	PROGRESS	GPW
JOB NO.	DATE	DRAWN BY
SITE PLAN WITH ENVIRONMENTAL		
1	10-01-21	PER TOC COMMENTS
NO.	DATE	DESCRIPTION
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SCALE: 1" = 60'		
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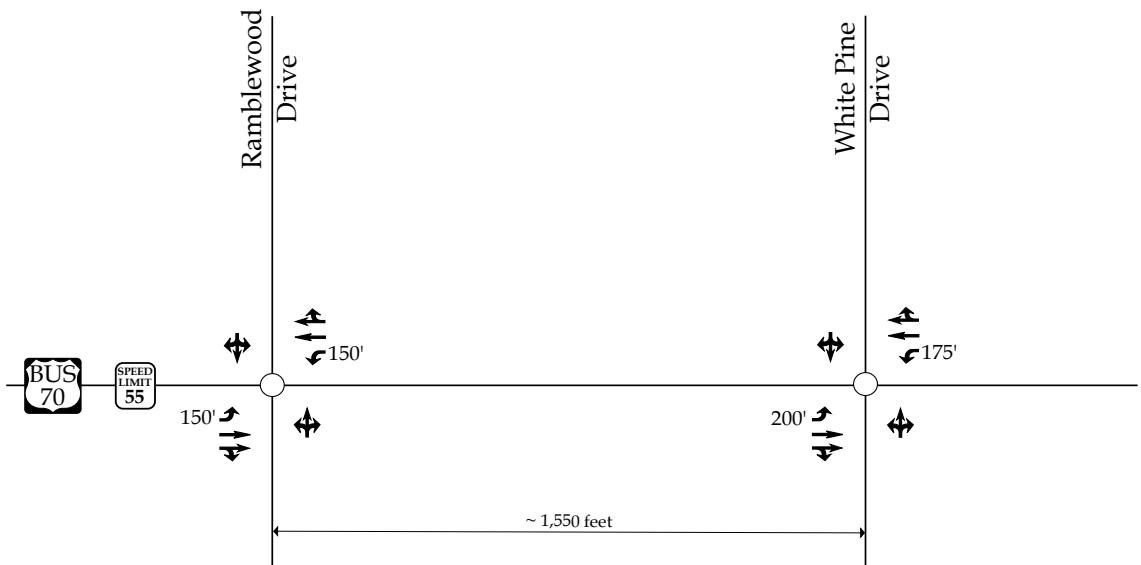
**RAMBLEWOOD DRIVE
SUBDIVISION
RAMBLEWOOD DRIVE**

SHEET
C1.2

NAIDLEWOOD DRIVE
TOWN OF CLAYTON, JOHNSTON COUNTY, NORTH CAROLINA

LEGEND

- Unsignalized Intersection
- ➔ Existing Lane
- X' Storage (In Feet)
-  Posted Speed Limit



Moving forward.

RKA

RAMEY KEMP ASSOCIATES

Ramblewood Residential
Clayton, NC

2021 Existing
Lane Configurations

Scale: Not to Scale

Figure 3

2. 2021 EXISTING PEAK HOUR CONDITIONS

2.1. 2021 Existing Peak Hour Traffic Volumes

Existing peak hour traffic volumes were determined based on traffic counts conducted at the study intersections listed below, in September 2021 during a typical weekday AM (7:00 AM – 9:00 AM) and PM (4:00 PM – 6:00 PM) peak periods, while schools were in session for in-person learning:

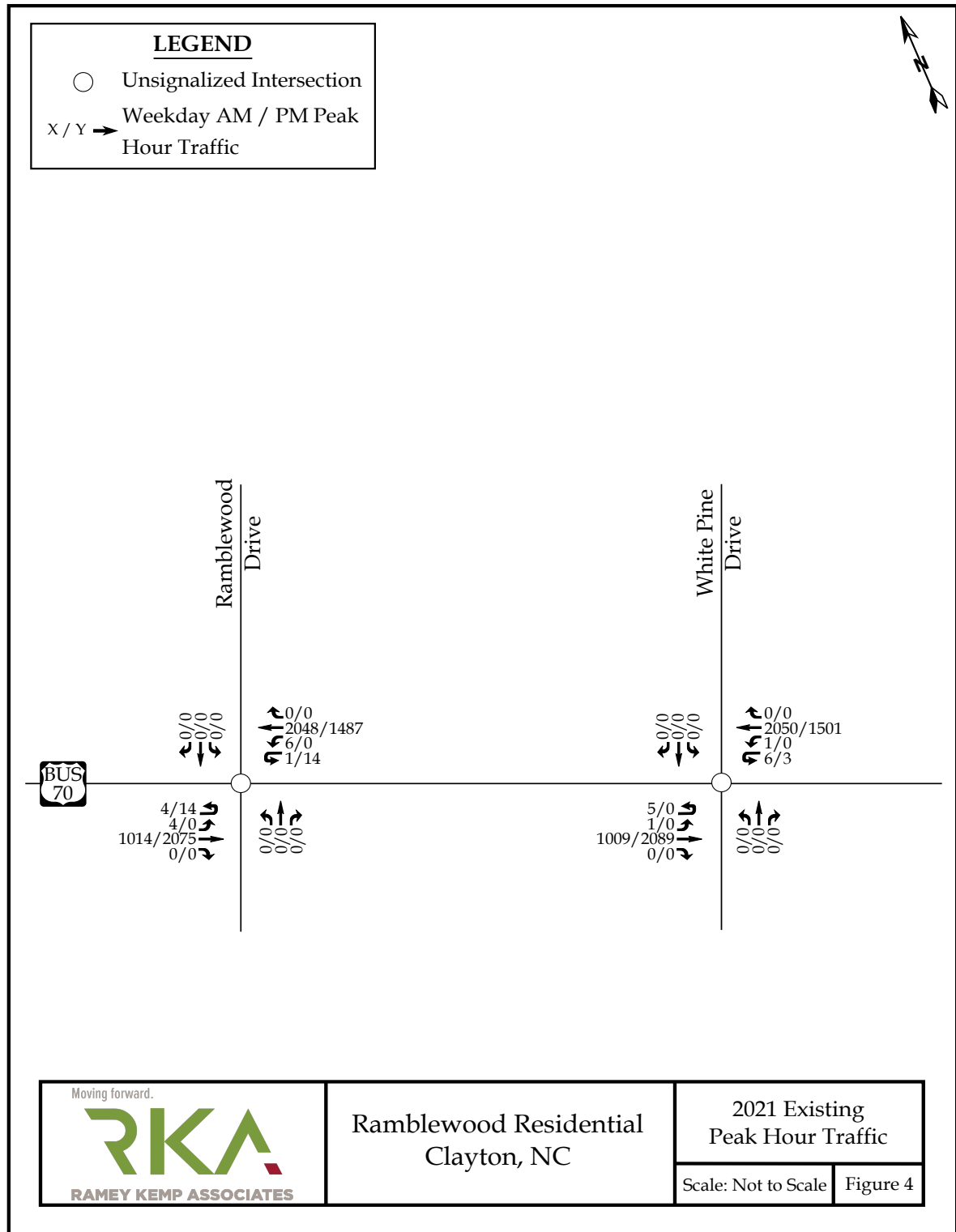
- US 70 Business and Ramblewood Drive
- US 70 Business and White Pine Drive

Based on coordination with NCDOT and Town staff, a previously collected traffic count at the intersection of US 70 and Shotwell Road from October 2017 was grown to 2021 using a 2% annual growth rate and then compared to the April 2021 traffic counts at the same intersection to determine an adjustment factor to be applied to new peak hour counts collected at the study intersections in order to account for the changes in traffic patterns due to COVID-19. An adjustment factor of 26% was applied to new count data collected during the weekday AM peak hour and 40% was applied to new count data collected during the weekday PM peak hour to determine 2021 existing volumes.

Weekday AM and PM traffic volumes were balanced between study intersections, where appropriate. Refer to Figure 4 for 2021 existing weekday AM and PM peak hour traffic volumes. A copy of the count data is located in Appendix B of this report.

2.2. Analysis of 2021 Existing Peak Hour Traffic Conditions

The 2021 existing weekday AM and PM peak hour traffic volumes were analyzed to determine the current level-of-service at the study intersections under existing roadway conditions. The results of the analysis are presented in Section 7 of this report.



3. 2025 NO-BUILD PEAK HOUR CONDITIONS

In order to account for growth of traffic and subsequent traffic conditions at a future year, no-build traffic projections are needed. No-build traffic is the component of traffic due to the growth of the community and surrounding area that is anticipated to occur regardless of whether or not the proposed development is constructed. No-build traffic is comprised of existing traffic growth within the study area and additional traffic created as a result of adjacent approved developments.

3.1. Ambient Traffic Growth

Through coordination with the Town and NCDOT, it was determined that an annual growth rate of 3% would be used to generate 2025 projected weekday AM and PM peak hour traffic volumes.

3.2. Adjacent Development Traffic

Based on coordination with the NCDOT and the Town, it was determined there were no adjacent developments to consider with this study.

3.3. Future Roadway Improvements

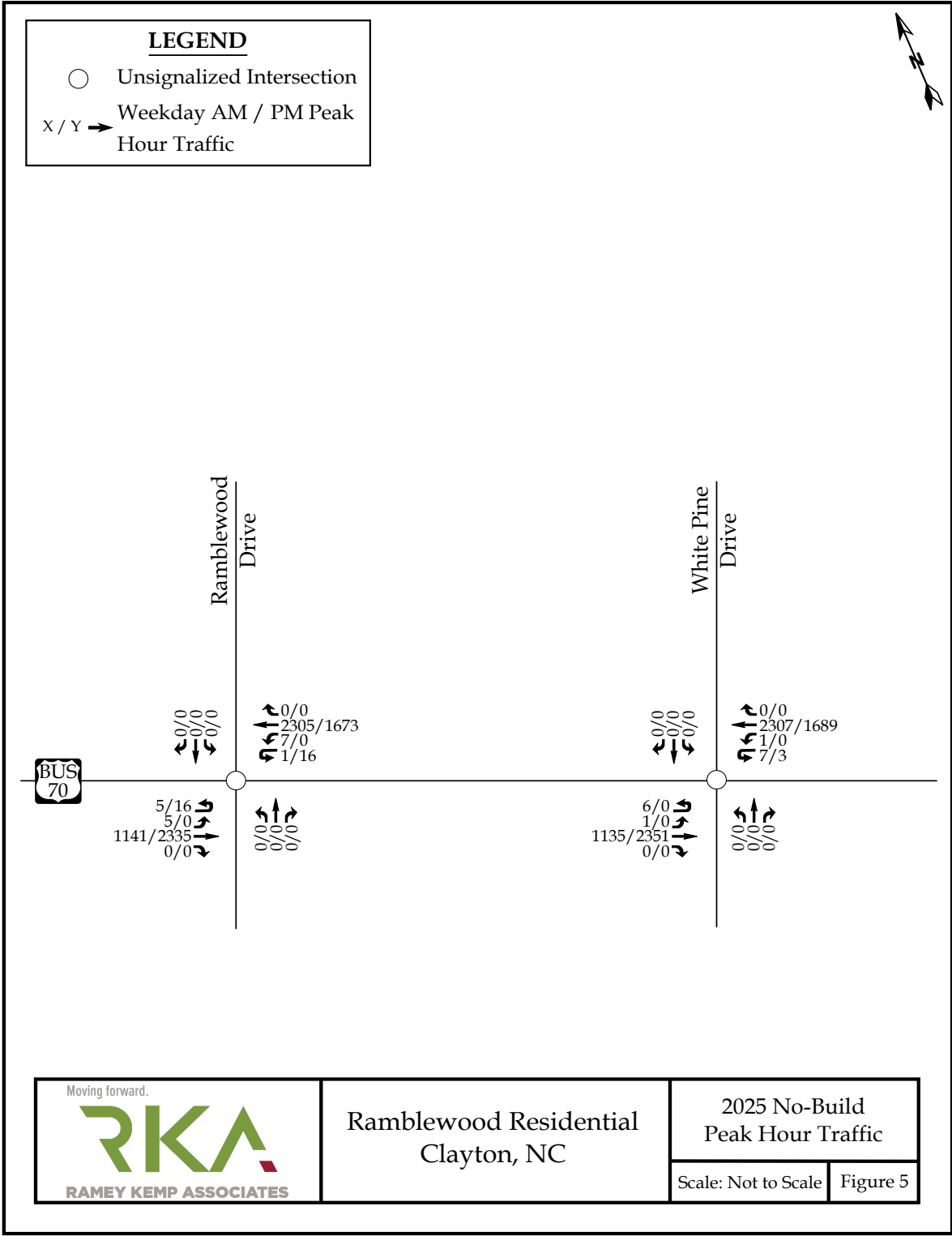
Based on coordination with the NCDOT and the Town, it was determined there were no future roadway improvements to consider with this study. It should be noted that the State Transportation Improvement Program (STIP) project U-6113 is expected to convert US 70 Business to a superstreet configuration between Greenfield Parkway and NC 42. Due to this project being not currently funded for construction, the improvements associated with this STIP project were not analyzed under future conditions for the proposed development.

3.4. 2025 No-Build Peak Hour Traffic Volumes

The 2025 no-build traffic volumes were determined by projecting the 2021 existing peak hour traffic to the year 2025. Refer to Figure 5 for an illustration of the 2025 no-build peak hour traffic volumes at the study intersections.

3.5. Analysis of 2025 No-Build Peak Hour Traffic Conditions

The 2025 no-build AM and PM peak hour traffic volumes at the study intersections were analyzed with future geometric roadway conditions and traffic control. The analysis results are presented in Section 7 of this report.



4. SITE TRIP GENERATION AND DISTRIBUTION

4.1. Trip Generation

The proposed development is assumed to consist of 180 single-family homes. Average weekday daily, AM peak hour, and PM peak hour trips for the proposed development were estimated using methodology contained within the *ITE Trip Generation Manual*, 10th Edition. Table 2 provides a summary of the trip generation potential for the site.

Table 2: Trip Generation Summary

Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	Weekday AM Peak Hour Trips (vph)		Weekday PM Peak Hour Trips (vph)	
			Enter	Exit	Enter	Exit
Single-Family Detached Housing (110)	180 Units	1,877	35	105	118	70

It is estimated that the proposed development will generate approximately 1,877 total site trips on the roadway network during a typical 24-hour weekday period. Of the daily traffic volume, it is anticipated that 140 trips (35 entering and 105 exiting) will occur during the weekday AM peak hour and 188 (118 entering and 70 exiting) will occur during the weekday PM peak hour.

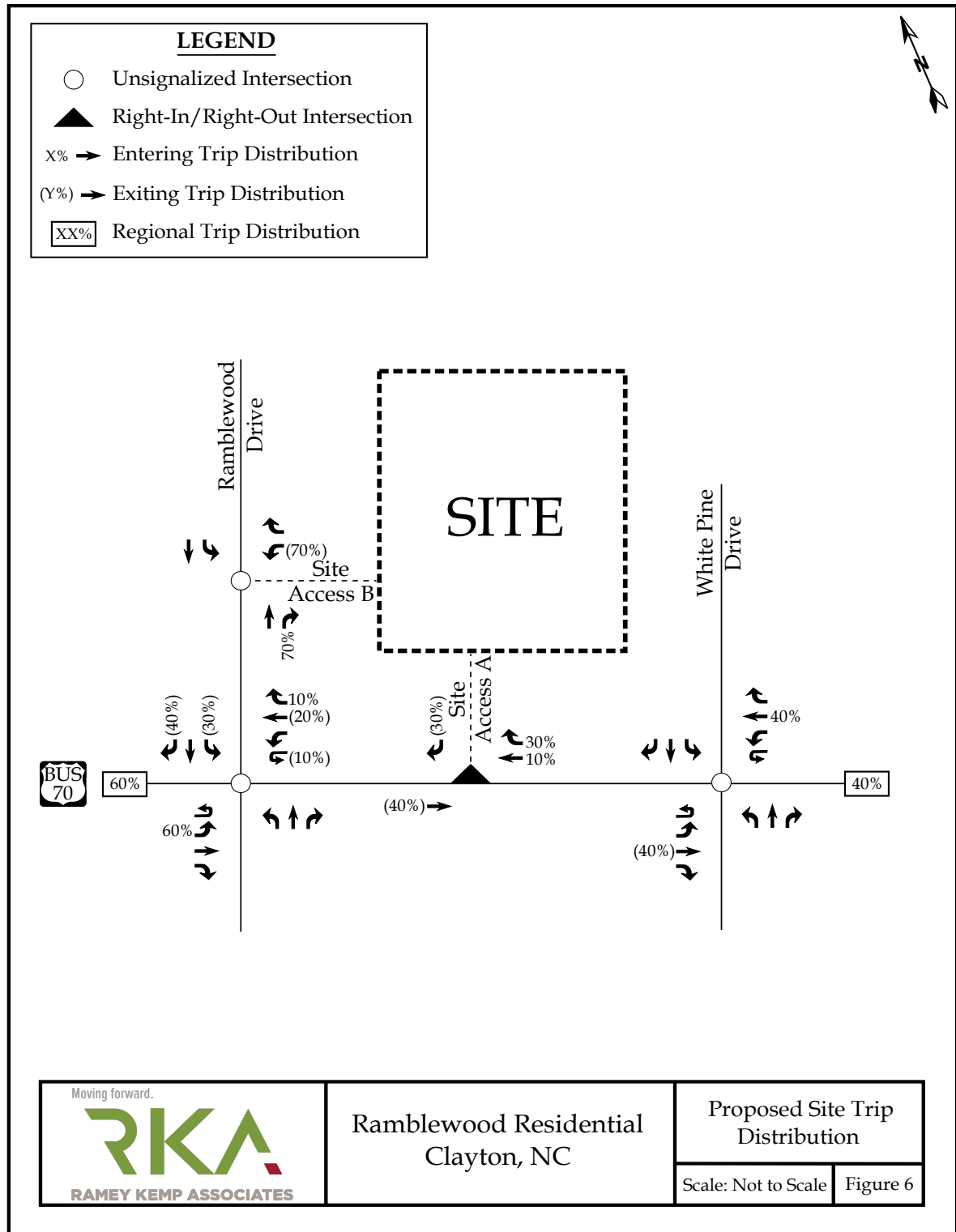
4.2. Site Trip Distribution and Assignment

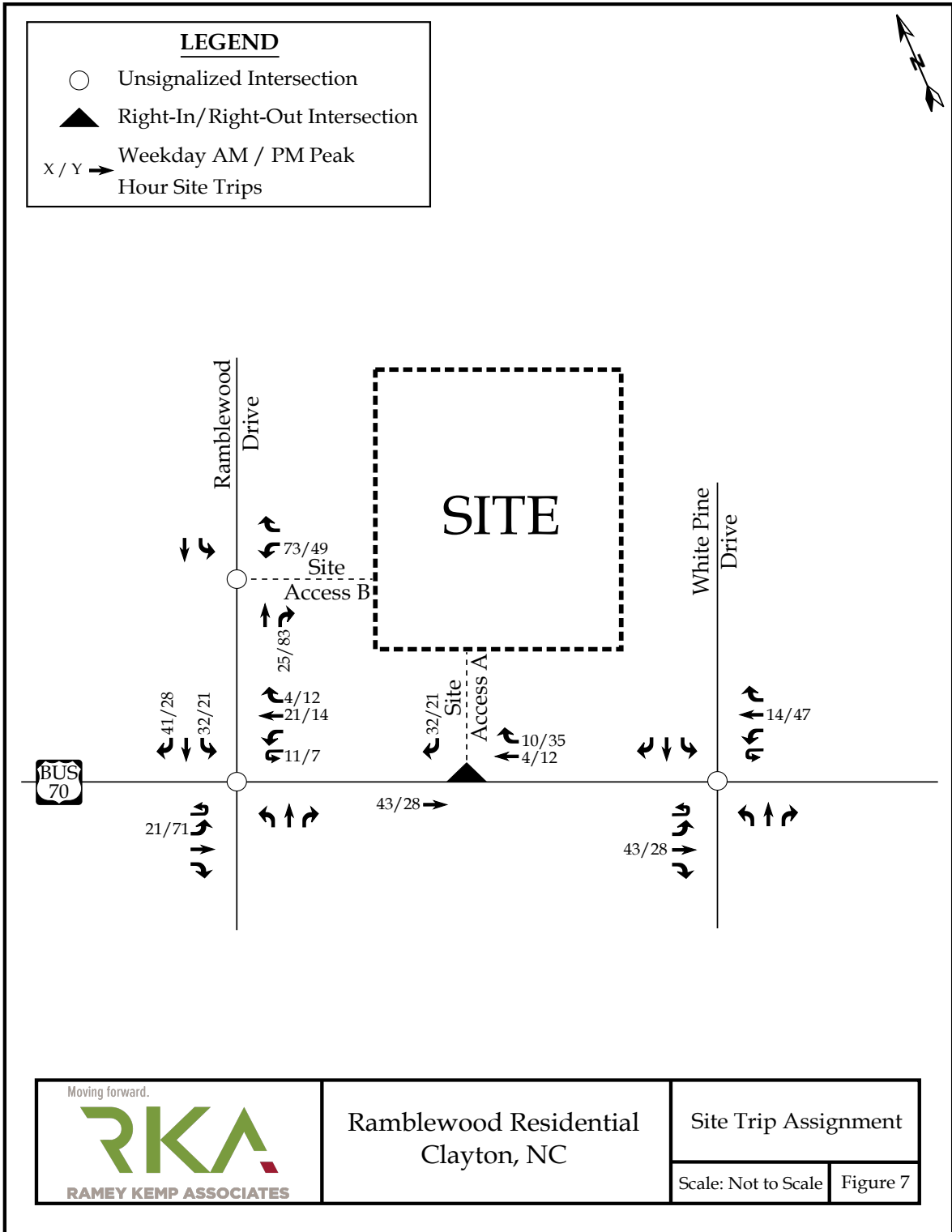
Trip distribution percentages used in assigning site traffic for this development were estimated based on a combination of existing traffic patterns, population centers adjacent to the study area, and engineering judgment.

It is estimated that the site trips will be regionally distributed as follows:

- 40% to/from the east via US 70 Business
- 60% to/from the west via US 70 Business

The site trip distribution is shown in Figure 6. Refer to Figure 7 for the site trip assignment.



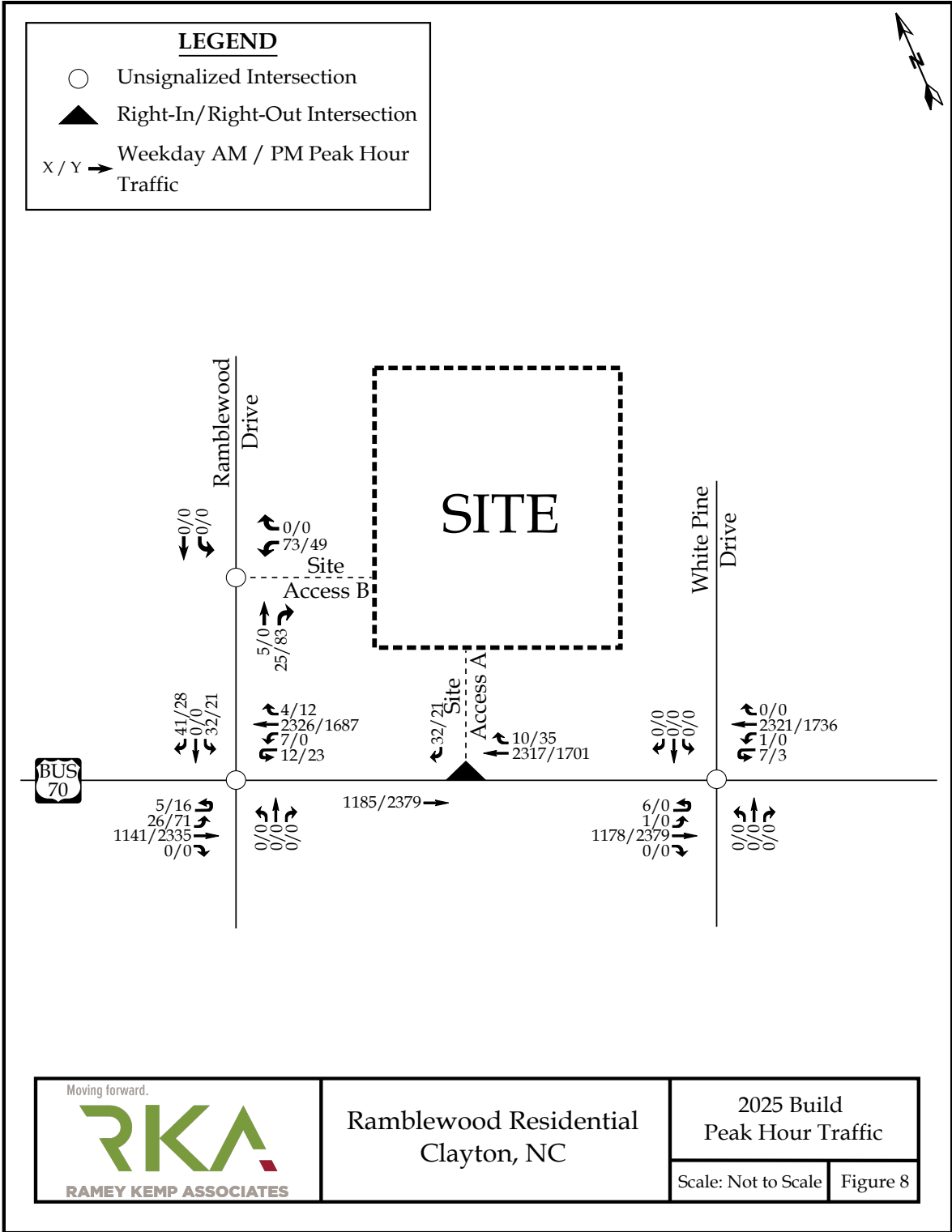


5. 2025 BUILD TRAFFIC CONDITIONS**5.1. 2025 Build Peak Hour Traffic Volumes**

To estimate traffic conditions with the site fully built-out, the total site trips were added to the 2025 no-build traffic volumes to determine the 2025 build traffic volumes. Refer to Figure 8 for an illustration of the 2025 build peak hour traffic volumes with the proposed site fully developed.

5.2. Analysis of 2025 Build Peak Hour Traffic Conditions

Study intersections were analyzed with the 2025 build traffic volumes using the same methodology previously discussed for existing and no-build traffic conditions. Intersections were analyzed with improvements necessary to accommodate future traffic volumes. The results of the capacity analysis for each intersection are presented in Section 7 of this report.



6. TRAFFIC ANALYSIS PROCEDURE

Study intersections were analyzed using the methodology outlined in the *Highway Capacity Manual* (HCM), 6th Edition published by the Transportation Research Board. Capacity and level of service are the design criteria for this traffic study. A computer software package, Synchro (Version 10.3), was used to complete the analyses for the study intersections. Please note that the unsignalized capacity analysis does not provide an overall level of service for an intersection; only delay for an approach with a conflicting movement.

The HCM defines capacity as “the maximum hourly rate at which persons or vehicles can reasonably be expected to traverse a point or uniform section of a lane or roadway during a given time period under prevailing roadway, traffic, and control conditions.” Level of service (LOS) is a term used to represent different driving conditions, and is defined as a “qualitative measure describing operational conditions within a traffic stream, and their perception by motorists and/or passengers.” Level of service varies from Level “A” representing free flow, to Level “F” where breakdown conditions are evident. Refer to Table 3 for HCM level-of-service and related average control delay per vehicle for both signalized and unsignalized intersections. Control delay as defined by the HCM includes “initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay”. An average control delay of 50 seconds at a signalized intersection results in LOS “D” operation at the intersection.

Table 3: Highway Capacity Manual – Levels-of-Service and Delay

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

6.1. Adjustments to Analysis Guidelines

Capacity analysis at all study intersections was completed according to the NCDOT Congestions Management Guidelines.

7. CAPACITY ANALYSIS

7.1. US 70 Business [EB-WB] and Ramblewood Drive [SB]

The existing unsignalized intersection of US 70 Business and Ramblewood Drive was analyzed under 2021 existing, 2025 no-build, and 2025 build traffic conditions with lane configurations and traffic control shown in Table 4. Refer to Table 4 for a summary of the analysis results. Refer to Appendix C for the Synchro capacity analysis reports.

Table 4: Analysis Summary of US 70 Business and Ramblewood Drive

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2021 Existing	EB WB NB SB	1 U-LT, 1 TH, 1 TH-RT 1 U-LT, 1 TH, 1 TH-RT 1 LT-TH-RT 1 LT-TH-RT	F ¹ B ¹ F ² F ²	N/A	D ¹ F ¹ F ^{2*} F ^{2*}	N/A
2025 No-Build	EB WB NB SB	1 U-LT, 1 TH, 1 TH-RT 1 U-LT, 1 TH, 1 TH-RT 1 LT-TH-RT 1 LT-TH-RT	F ¹ C ¹ F ^{2*} F ^{2*}	N/A	E ¹ F ¹ F ² F ²	N/A
2025 Build	EB WB NB SB	1 U-LT, 1 TH, 1 TH-RT 1 U-LT, 1 TH, 1 TH-RT 1 LT-TH-RT 1 LT-TH-RT	F ¹ C ¹ F ^{2*} F ^{2*}	N/A	E ¹ F ¹ D ² C ²	N/A
2025 Build - Improved	EB WB NB SB	1 U-LT, 1 TH, 1 TH-RT 1 U-LT, 2 TH, 1 RT 1 LT-TH-RT 1 LT-TH-RT	F ¹ C ¹ F ^{2*} F ^{2*}	N/A	E ¹ F ¹ D ² C ²	N/A

*Level of service not reported due to synchro limitations with minor street approaches with high volumes of conflicting flow, LOS F is assumed.

Improvements to lane configurations are shown in bold.

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

Capacity analysis of 2021 existing and 2025 no-build traffic conditions indicates that the major street left-turn movements and minor street approaches currently operate at LOS F during the weekday AM and PM peak hours, with the exception of the westbound left-turn movement during the weekday AM peak hour (LOS B/C), and the eastbound left-turn movement during the weekday PM peak hour (LOS D/E).

Under 2025 build traffic conditions, the major street left-turn movements and minor street approaches are expected to operate at LOS F during the weekday AM and PM peak hours with the exception of the westbound left-turn movement during the weekday AM peak hour (LOS C), the eastbound left-turn movement during the weekday PM peak hour (LOS E), and the minor street approaches during the weekday PM peak hour (LOS C/D).

These level-of-service are not uncommon for stop-controlled minor street approaches (and major street u-turn/left-turn movements) with heavy mainline traffic volumes. It should be noted that no traffic was observed on the minor street approaches during data collection and that turning movements from the minor street with volumes less than '4' vehicles were conservatively modeled with a volume of '4' per NCDOT Congestion Management Guidelines. It is expected that the upstream signalized intersections along US 70 Business to the east and west will provide sufficient gaps to service the major street u-turn/left-turn movements and minor street traffic at this intersection.

Due to the poor level-of-service expected for the minor-street approaches, a traffic signal was considered at this intersection under 2025 build traffic conditions to achieve acceptable levels-of-service. The peak hour signal warrant from the *Manual on Uniform Traffic Control Devices* (MUTCD) was considered and this intersection is not expected to meet the peak hour warrants for either the weekday AM or PM peak hours under 2025 build traffic conditions. It is also not expected that this intersection would satisfy the MUTCD 8-hour and 4-hour warrants, which NCDOT favors for installation of a traffic signal. For these reasons, signalization is not recommended at this intersection.

A right-turn lane was considered based on the NCDOT *Policy on Street and Driveway Access to North Carolina Highways* and is recommended on the westbound approach. Refer to Appendix G for a copy of the turn-lane warrants.

7.2. US 70 Business [EB-WB] and White Pine Drive [SB]

The existing unsignalized intersection of US 70 Business and White Pine Drive was analyzed under 2021 existing, 2025 no-build, and 2025 build traffic conditions with the lane configurations and traffic control shown in Table 5. Refer to Table 5 for a summary of the analysis results. Refer to Appendix D for the Synchro capacity analysis reports.

Table 5: Analysis Summary of US 70 Business and White Pine Drive

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2021 Existing	EB WB NB SB	1 U-LT, 1 TH, 1 TH-RT 1 U-LT, 1 TH, 1 TH-RT 1 LT-TH-RT 1 LT-TH-RT	F ¹ C ¹ F ² F ²	N/A	B ¹ F ¹ F ^{2*} F ^{2*}	N/A
2025 No-Build	EB WB NB SB	1 U-LT, 1 TH, 1 TH-RT 1 U-LT, 1 TH, 1 TH-RT 1 LT-TH-RT 1 LT-TH-RT	F ¹ C ¹ F ^{2*} F ^{2*}	N/A	C ¹ F ¹ F ^{2*} F ^{2*}	N/A
2025 Build	EB WB NB SB	1 U-LT, 1 TH, 1 TH-RT 1 U-LT, 1 TH, 1 TH-RT 1 LT-TH-RT 1 LT-TH-RT	F ¹ C ¹ F ^{2*} F ^{2*}	N/A	C ¹ F ¹ F ^{2*} F ^{2*}	N/A

*Level of service not reported due to synchro limitations with minor street approaches with high volumes of conflicting flow, LOS F is assumed.

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

Capacity analysis of 2021 existing and 2025 no-build traffic conditions indicates that the major street left-turn movements and minor street approaches currently operate at LOS F during the weekday AM and PM peak hours, with the exception of the eastbound u-turn/left-turn movement during the weekday PM peak hour, and the westbound u-turn/left-turn movement during the weekday AM peak hour, which are expected to operate at LOS C or better. The minor street approaches are expected to operate at LOS F during the weekday AM and PM peak hours.

Under 2025 build traffic conditions, the major street u-turn/left-turn movements are expected to operate at LOS F during the weekday AM and PM peak hours with the exception of the westbound u-turn/left-turn movement during the weekday AM peak hour (LOS C), and the eastbound u-turn/left-turn movement during the weekday PM peak hour (LOS C). The minor street approaches are expected to operate at LOS F during the weekday AM and PM peak hours.

These level-of-service are not uncommon for stop-controlled minor street approaches (and major street left-turn movements) with heavy mainline traffic volumes. It should be noted that no traffic was observed on the minor street approaches during data collection and that turning movements from the minor street were conservatively modeled with a volume of '4' per NCDOT Congestion Management Guidelines. It is expected that the upstream signalized intersections along US 70 Business to the east and west will provide sufficient gaps to service the major street u-turn/left-turn movements and minor street traffic at this intersection.

Due to the poor level-of-service expected for the minor-street approaches, a traffic signal was considered at this intersection under 2025 build traffic conditions to achieve acceptable levels-of-service. The peak hour signal warrant from the *Manual on Uniform Traffic Control Devices* (MUTCD) was considered and this intersection is not expected to meet the peak hour warrants for either the weekday AM or PM peak hours under 2025 build traffic conditions. It is also not expected that this intersection would satisfy the MUTCD 8-hour and 4-hour warrants, which NCDOT favors for installation of a traffic signal. For these reasons, signalization is not recommended at this intersection. Due to the minor impacts by the proposed development and lack of warrants for additional improvements, no improvements are recommended at this intersection.

7.3. US 70 Business [EB-WB] and Site Access A [SB]

The proposed right-in/right-out (RIRO) intersection of US 70 Business and Site Access A was analyzed under 2025 build traffic conditions with the lane configurations and traffic control shown in Table 6. Refer to Table 6 for a summary of the analysis results. Refer to Appendix E for the Synchro capacity analysis reports.

Table 6: Analysis Summary of US 70 Business and Site Access A

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2025 Build	EB WB SB	2 TH 2 TH, 1 RT 1 RT	-- -- E ¹	N/A	-- -- C ¹	N/A

Improvements to lane configurations are shown in bold.

1. Level of service for minor-street approach.

Capacity analysis of 2025 build traffic conditions indicates that the minor street approach is expected to operate at LOS E during the weekday AM peak hour and at LOS C during the weekday PM peak hour. These levels of service are not uncommon for stop-controlled minor-street approaches with heavy mainline traffic volumes. It is expected that the upstream signalized intersections along US 70 Business to the east and west will provide sufficient gaps to service the minor street traffic at this intersection.

A right-turn lane was considered based on the NCDOT *Policy on Street and Driveway Access to North Carolina Highways* and is recommended on the westbound approach. Refer to Appendix G for a copy of the turn-lane warrants.

7.4. Ramblewood Drive [NB-SB] and Site Access B [WB]

The proposed unsignalized intersection of Ramblewood Drive and Site Access B was analyzed under 2025 build traffic conditions with the lane configurations and traffic control shown in Table 7. Refer to Table 7 for a summary of the analysis results. Refer to Appendix F for the Synchro capacity analysis reports.

Table 7: Analysis Summary of US 70 Business and Site Access B

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2025 Build	WB NB SB	1 LT-RT 1 TH-RT 1 LT-TH	A ² -- A ¹	N/A	A ² -- A ¹	N/A

Improvements to lane configurations are shown in bold.

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

Capacity analysis of 2025 build traffic conditions indicates that the major-street left-turn movement and minor-street approach are expected to operate at LOS A during the weekday AM and PM peak hours.

Turn-lanes were considered based on the NCDOT *Policy on Street and Driveway Access to North Carolina Highways*. Based on expected turning movement volumes into the proposed development, volumes along Ramblewood Drive are below the threshold for exclusive turn-lane requirements.

8. CONCLUSIONS

This updated Traffic Impact Analysis was conducted to determine the potential traffic impacts of the proposed Ramblewood Residential development, located along US 70 Business, east of Ramblewood Drive in Clayton, North Carolina. This TIA updated presents analysis for a revised site access plan compared to the original TIA (submitted in November 2021). The proposed development is expected to be a residential development and be built out by 2025. Site access is proposed to be provided via one (1) right-in/right-out driveway along US 70 Business and one (1) full-movement driveway along Ramblewood Drive.

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

- 2021 Existing Traffic Conditions
- 2025 No-Build Traffic Conditions
- 2025 Build Traffic Conditions

Trip Generation

It is estimated that the proposed development will generate approximately 140 primary trips (35 entering and 105 exiting) during the weekday AM peak hour and 188 primary trips (118 entering and 70 exiting) during the weekday PM peak hour.

Adjustments to Analysis Guidelines

Capacity analysis at all study intersections was completed according to NCDOT Congestion Management Guidelines. Refer to section 6.1 of this report for a detailed description of any adjustments to these guidelines made throughout the analysis.

Intersection Capacity Analysis Summary

All the study area intersections (including the proposed site driveways) are expected to operate at acceptable levels-of-service under existing and future year conditions with the exception of the intersections listed below. A summary of the study area intersections that are expected to need improvements are as follows:

US 70 Business and Ramblewood Drive

Capacity analysis of 2021 existing and 2025 no-build traffic conditions indicates that the major street left-turn movements and minor street approaches currently operate at LOS F during the weekday AM and PM peak hours, with the exception of the westbound left-turn movement during the weekday AM peak hour (LOS B/C), and the eastbound left-turn movement during the weekday PM peak hour (LOS D/E).

Under 2025 build traffic conditions, the major street left-turn movements and minor street approaches are expected to operate at LOS F during the weekday AM and PM peak hours with the exception of the westbound left-turn movement during the weekday AM peak hour (LOS C), the eastbound left-turn movement during the weekday PM peak hour (LOS E), and the minor street approaches during the weekday PM peak hour (LOS C/D).

These level-of-service are not uncommon for stop-controlled minor street approaches (and major street u-turn/left-turn movements) with heavy mainline traffic volumes. It should be noted that no traffic was observed on the minor street approaches during data collection and that turning movements from the minor street with volumes less than '4' vehicles were conservatively modeled with a volume of '4' per NCDOT Congestion Management Guidelines. It is expected that the upstream signalized intersections along US 70 Business to the east and west will provide sufficient gaps to service the major street u-turn/left-turn movements and minor street traffic at this intersection.

Due to the poor level-of-service expected for the minor-street approaches, a traffic signal was considered at this intersection under 2025 build traffic conditions to achieve acceptable levels-of-service. The peak hour signal warrant from the *Manual on Uniform Traffic Control Devices* (MUTCD) was considered and this intersection is not expected to meet the peak hour warrants for either the weekday AM or PM peak hours under 2025 build traffic conditions. It is also not expected that this intersection would satisfy the MUTCD 8-hour and 4-hour warrants, which NCDOT favors for installation of a traffic signal. For these reasons, signalization is not recommended at this intersection.

A right-turn lane was considered based on the NCDOT *Policy on Street and Driveway Access to North Carolina Highways* and is recommended on the westbound approach. Refer to Appendix G for a copy of the turn-lane warrants.

US 70 Business and White Pine Drive

Capacity analysis of 2021 existing and 2025 no-build traffic conditions indicates that the major street left-turn movements and minor street approaches currently operate at LOS F during the weekday AM and PM peak hours, with the exception of the eastbound u-turn/left-turn movement during the weekday PM peak hour, and the westbound u-turn/left-turn movement during the weekday AM peak hour, which are expected to operate at LOS C or better. The minor street approaches are expected to operate at LOS F during the weekday AM and PM peak hours.

Under 2025 build traffic conditions, the major street u-turn/left-turn movements are expected to operate at LOS F during the weekday AM and PM peak hours with the exception of the westbound u-turn/left-turn movement during the weekday AM peak hour (LOS C), and the eastbound u-turn/left-turn movement during the weekday PM peak hour (LOS C). The minor street approaches are expected to operate at LOS F during the weekday AM and PM peak hours.

These level-of-service are not uncommon for stop-controlled minor street approaches (and major street left-turn movements) with heavy mainline traffic volumes. It should be noted that no traffic was observed on the minor street approaches during data collection and that turning movements from the minor street were conservatively modeled with a volume of '4' per NCDOT Congestion Management Guidelines. It is expected that the upstream signalized intersections along US 70 Business to the east and west will provide sufficient gaps to service the major street u-turn/left-turn movements and minor street traffic at this intersection.

Due to the poor level-of-service expected for the minor-street approaches, a traffic signal was considered at this intersection under 2025 build traffic conditions to achieve acceptable levels-of-service. The peak hour signal warrant from the *Manual on Uniform Traffic Control Devices*

(MUTCD) was considered and this intersection is not expected to meet the peak hour warrants for either the weekday AM or PM peak hours under 2025 build traffic conditions. It is also not expected that this intersection would satisfy the MUTCD 8-hour and 4-hour warrants, which NCDOT favors for installation of a traffic signal. For these reasons, signalization is not recommended at this intersection. Due to the minor impacts by the proposed development and lack of warrants for additional improvements, no improvements are recommended at this intersection.

US 70 Business and Site Access A

Capacity analysis of 2025 build traffic conditions indicates that the minor street approach is expected to operate at LOS E during the weekday AM peak hour and at LOS C during the weekday PM peak hour. These levels of service are not uncommon for stop-controlled minor-street approaches with heavy mainline traffic volumes. It is expected that the upstream signalized intersections along US 70 Business to the east and west will provide sufficient gaps to service the minor street traffic at this intersection.

A right-turn lane was considered based on the NCDOT *Policy on Street and Driveway Access to North Carolina Highways* and is recommended on the westbound approach. Refer to Appendix G for a copy of the turn-lane warrants.

9. RECOMMENDATIONS

Based on the findings of this study, specific geometric improvements have been identified and are recommended to accommodate future traffic conditions. See a more detailed description of the recommended improvements below. Refer to Figure 9 for an illustration of the recommended lane configuration for the proposed development.

Recommended Improvements by Developer

US 70 Business and Ramblewood Drive

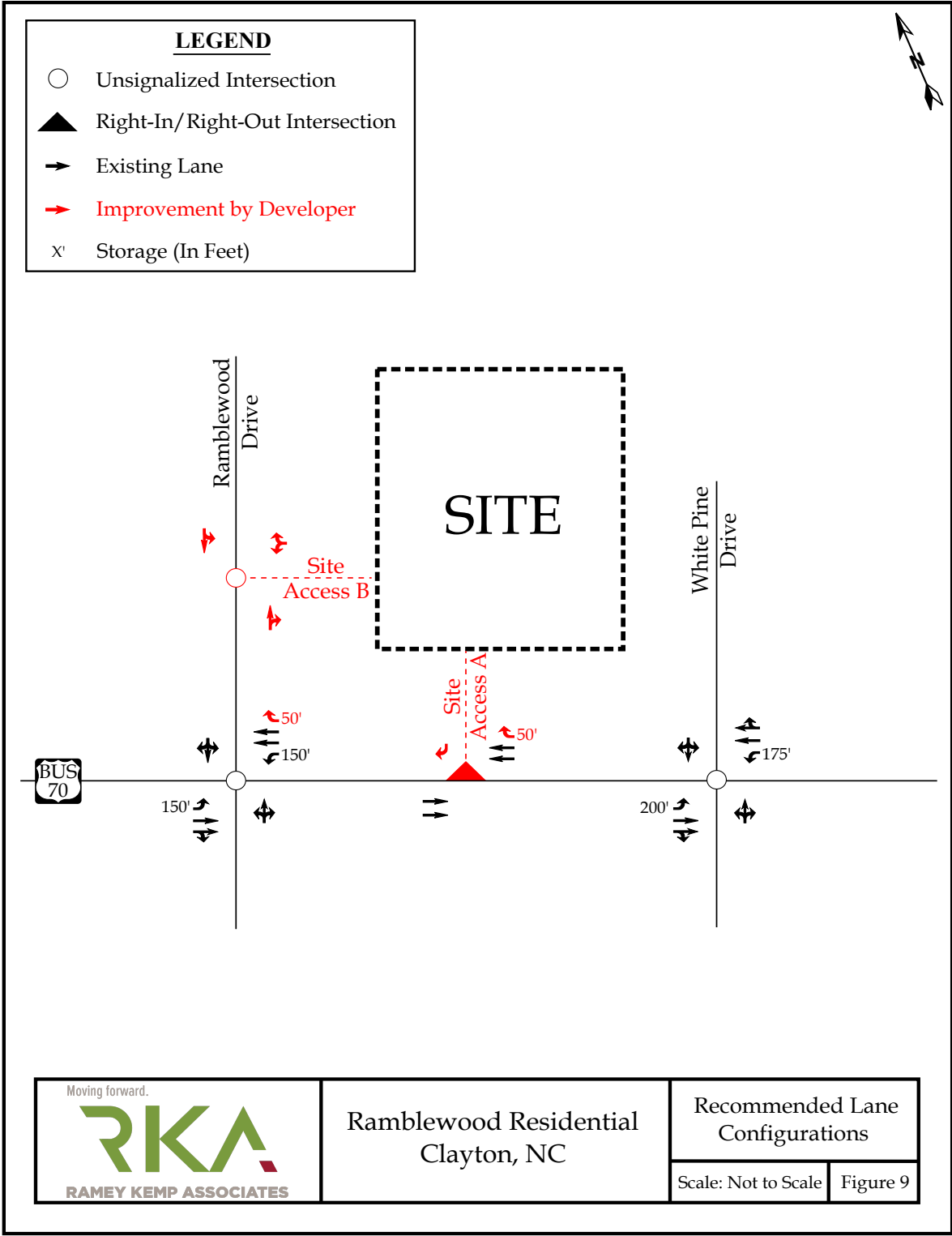
- Provide an exclusive westbound right-turn lane with a minimum of 50 feet of full-width storage and appropriate deceleration and taper length.

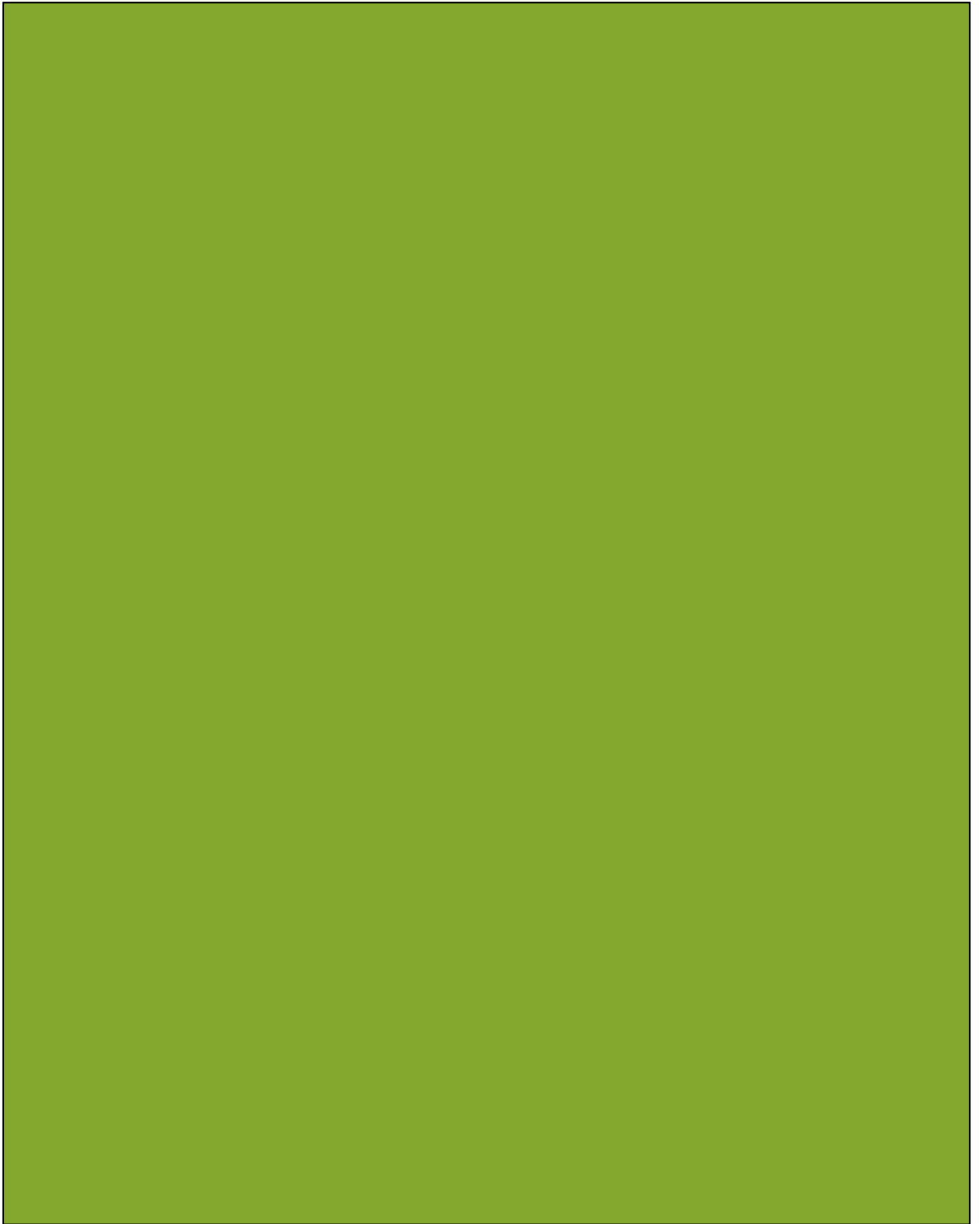
US 70 Business and Site Access A

- Construct the southbound approach with one (1) ingress lane and one (1) egress lane.
- Provide stop control for the southbound approach.
- Provide an exclusive westbound right-turn lane with a minimum of 50 feet of full-width storage and appropriate deceleration and taper length.

Ramblewood Drive and Site Access B

- Construct the westbound approach with one (1) ingress lane and one (1) egress lane.
- Provide stop control for the westbound approach.







Received by TOC
2/1/2022

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

DELIVERY VIA EMAIL

January 5, 2022

Jonathan K. Jacobs, PE
Assistant Town Engineer - Town of Clayton
111 E. Second Street
Clayton, NC 27528

COUNTY: Johnston

SUBJECT: **TIA Review of Proposed Ramblewood Residential TIA**

Dear Mr. Jacobs,

Highway Division Four (Division) has reviewed the Traffic Impact Analysis (TIA) for the subject development. Please accept this letter as concurrence with the TIA and the attached TIA Review Report performed by the Congestion Management Section of the Transportation Mobility and Safety Division of NCDOT. Any comments below are in addition to the requirements that are included in the actual TIA or Traffic Impact Analysis Review. All requirements or recommendations included herein are based off current Department and Division policies. This review should not be mistaken for approval of the driveway permit, design/construction plans, final plat, site plans, or access locations. A driveway permit must be obtained prior to construction and NCDOT will approve site plan and access locations during this review. All design aspects of any submitted plans shall comply with current NCDOT Standard Specifications for Roads and Structures and Policy on Street and Driveway Access to North Carolina Highways.

GENERAL COMMENTS

- Any roadway improvements and right-of-way dedication necessary to accommodate the road construction shall be the responsibility of the owner/developers. All required ROW shall be dedicated as public ROW in the final plat. Installation of right turn lanes will typically require at least 15' of dedication.
- Lane Closures for required improvement construction will only be permitted under restricted hours due to heavy traffic volumes in the vicinity of the proposed development. These restrictions will be determined during the driveway permitting application and approval.
- These conditions are based on current traffic volumes and projected growth for the study area. If the proposed build out year for this development, as stated in the TIA, varies more than one year an addendum or revised TIA may be required.

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS | DIV. 4 DIST. 3
2671 US 70 WEST
GOLDSBORO, NC 27530

Telephone: (919) 739-5300
Fax: (919) 731-2017
Customer Service: 1-877-368-4968
Website: www.ncdot.gov

Location:
2671 US 70 WEST
GOLDSBORO, NC 26730

Additional Requirements

- All driveways for this site on NCDOT ROW must be spaced 600' on secondary and 1,000' on primary routes. This is measured along the ROW line between the tangent projection of the inside edges of adjacent driveways apart measuring the distance between the radiuses of both driveways.

Feel free to contact me if you have any additional questions or concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "Sam Lawhorn".

Sam Lawhorn, PE
District Engineer

cc: Kevin Bowen, PE - Division Engineer
Paul Marak, PE - Division Traffic Engineer
Jim Dunlop, PE - Congestion Management Engineer
Nate Bouquin, PE – Ramey Kemp
Driveway Permit File



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

DEPARTMENT OF TRANSPORTATION
TRANSPORTATION MOBILITY AND SAFETY DIVISION
TRAFFIC MANAGEMENT UNIT
CONGESTION MANAGEMENT SECTION

January 5, 2022

Traffic Impact Analysis Review Report
Ramblewood Residential

TIA Project: SC-2021-506
Division: 4
County: Johnston
Description: Ramblewood Residential



James H. Dunlop 5 JANUARY 2022

James H. Dunlop, P. E.
Congestion Management Engineer

Charles Sorrell
Congestion Management Project Design Engineer

MAILING ADDRESS:
1561 Mail Service Center
Raleigh, North Carolina 27699-1561

Telephone: 919-814-5000

Website: WWW.NCDOT.ORG/DOH/Preconstruct/Traffic/Congestion/CM/

LOCATION:
750 North Greenfield Parkway
Garner, North Carolina 27529



Ramblewood Residential TIA

SC-2021-506

Johnston 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 sealed Traffic Impact Analysis (TIA) and are subject to the approval of the local District Engineer's Office and appropriate local authorities.

Key Dates	
Initially Received by CMS	12/15/21
Complete Information Received by CMS	12/15/21
Date of Preliminary Review Accepting TIA for Review	1/5/21
Sealed TIA Prepared by Ramey Kemp	12/14/21
Site Plan Prepared by BNK	10/1/21

Proposed Development

According to the TIA, the proposed Ramblewood Residential Development is to be located on US 70 Bus. in Johnston County. The TIA states the development is to be constructed by 2025 and is to consist of the following:

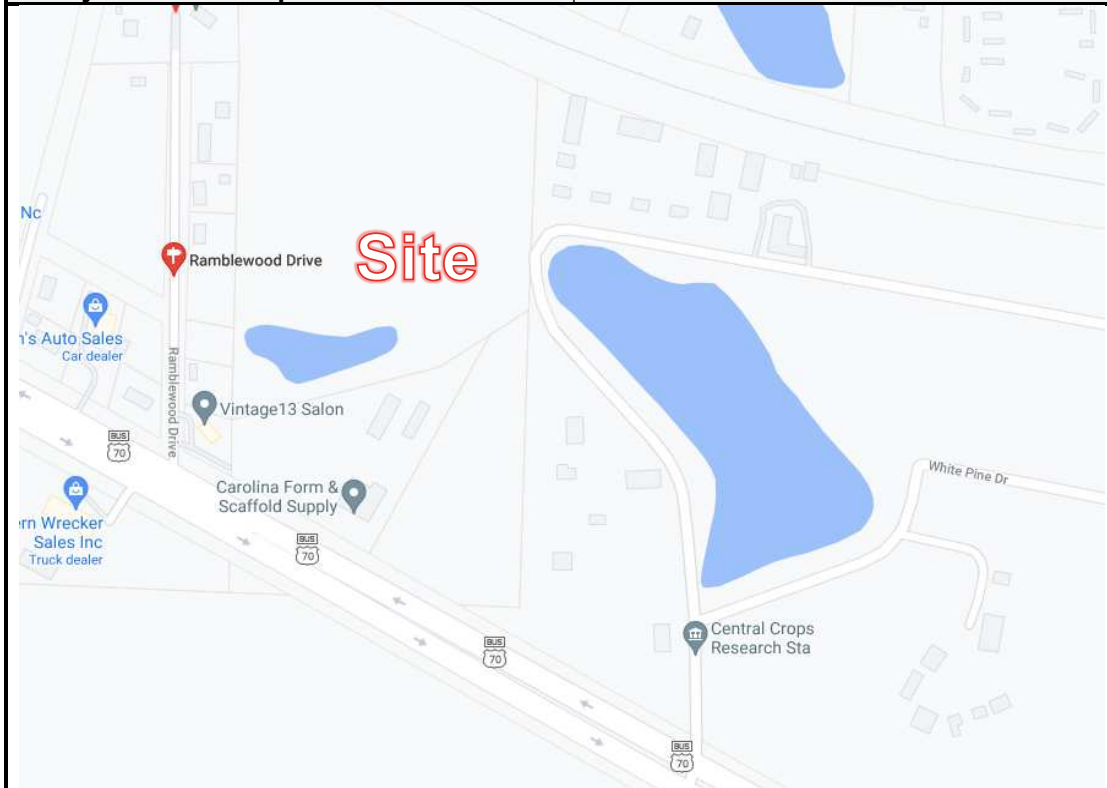
Land Use	Land Use Code	Size
Single-Family Detached Housing	110	180 units

Trip Generation - Unadjusted Volumes During a Typical Weekday Based on appropriate methodology outlined in the <i>ITE Trip Generation Manual, 10th Ed.</i>			
	IN	OUT	TOTAL
AM Peak Hour	35	105	140
PM Peak Hour	118	70	188
Daily Trips			1,877



Study Area

Study Area and Proposed Site Location - ↑ N



TIP Projects in Study Area

None in Area

TIA Comments

The following items vary from our recommended practices:

-



General Reference

For reference to various documents applicable to this review please reference the following links: <https://connect.ncdot.gov/resources/safety/Pages/Congestion-Management.aspx> and https://connect.ncdot.gov/resources/safety/Teppi/Pages/Teppi-Topic.aspx?Topic_List=C37.

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 at (919) 814-5000.

Recommendations

Legend

- | | |
|---|--|
| ❶ | Improvement by Developer. Congestion Management concurs with recommendation. |
| ❷ | Improvement by Developer. Additional or modified recommendation. |

Ramblewood Drive and Site Access B

- **NB Ramblewood Drive**
 - o 100' Right-Turn Lane ❷
- **WB Site Access B**
 - o Two-lane cross-section: one ingress, one egress ❶
 - o Egress: Left/Right-Turn Lane ❶
 - o 100' Internal Protected Stem ❷

US-70 Bus. And Ramblewood Drive

- **SB Ramblewood Drive**
 - o 100' Right-Turn Lane ❷
- **WB US-70 Bus.**
 - o 100' Right-Turn Lane ❷



US-70 Bus. and Site Access A

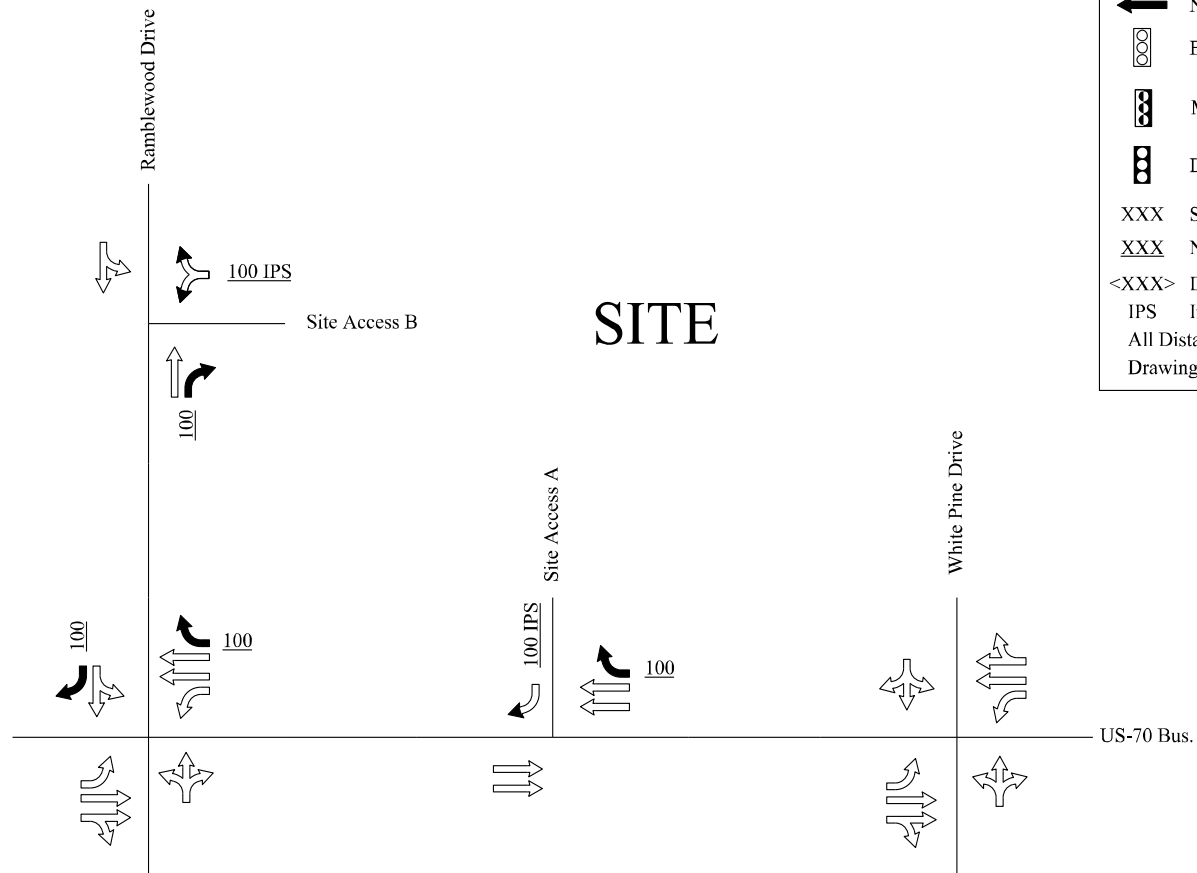
- **WB US-70 Bus.**
 - o 100' Right-Turn Lane ②
- **SB Site Access A**
 - o Two-lane cross-section: one ingress, one egress ①
 - o Egress: Right-Turn Lane ①
 - o 100' Internal Protected Stem ②

US-70 Bus. and White Pine Drive

No improvements are recommended for site traffic.

Ramblewood Residential SC-2021-506

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



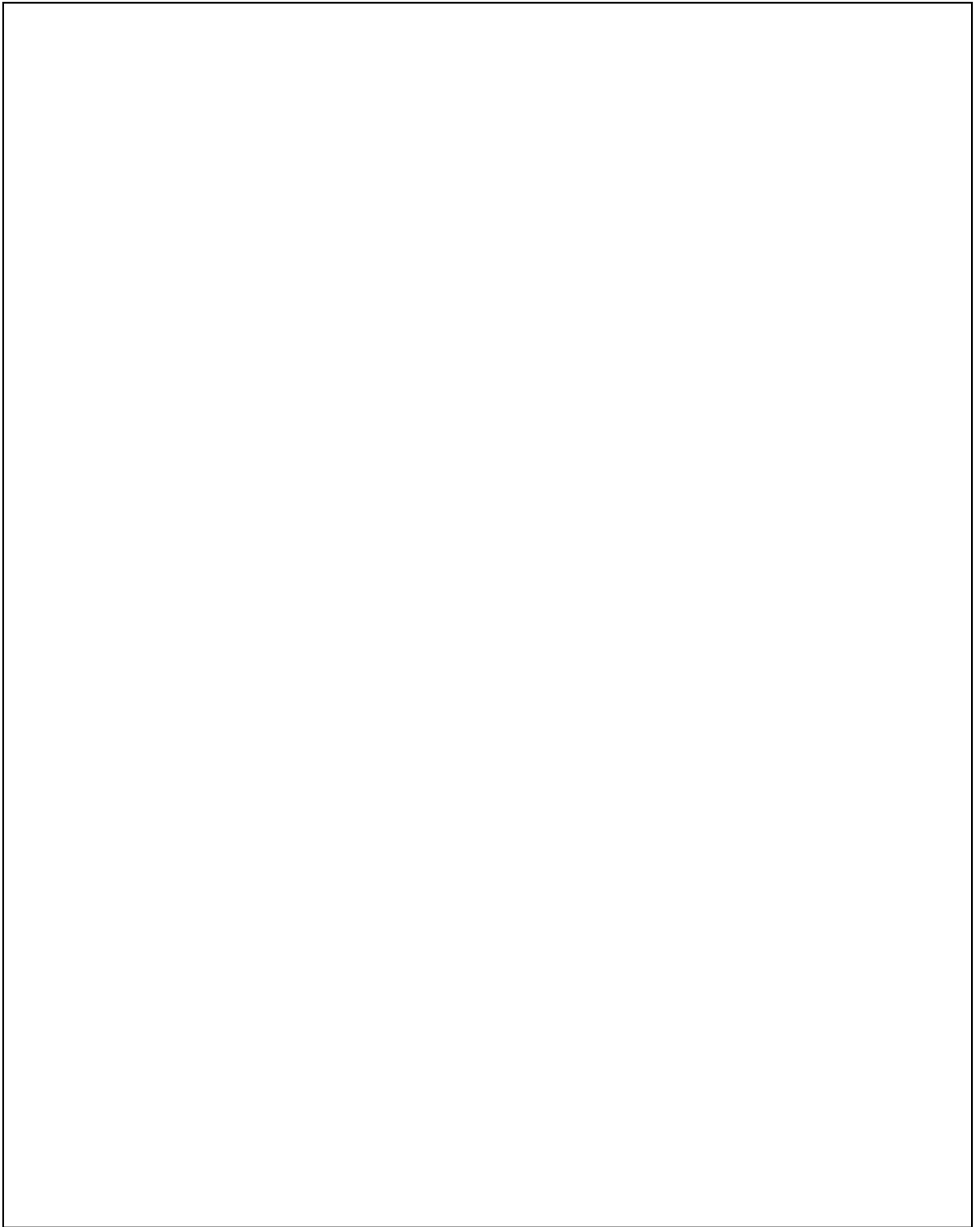
Charles Sorrell 1/3/22



WATER & WASTEWATER ALLOCATION CRITERIA

TOTAL POINTS = **60** MINIMUM 50 POINTS REQUIRED

	Category	Points	Calc.	Notes
DEVELOPMENT TYPE ¹ (Choose 1 from this category)	Government/Public Admin./Public Safety	50		
	Non-residential (Commercial) - Retail & Restaurant	30		
	Non-residential (Commercial) - Office	20		
	Non-residential (Commercial) - Warehouse	15		
	Non-residential (Commercial) - Medical	25		
	Non-residential (Commercial) - Hotel/Motel	35		
	Industrial/Manufacturing	30		
	Institutional	15		
	Residential Existing Lot- Single Family Detached	40		Individual Existing Lot construction
	Residential Subdivision - Single Family Detached (> 0.25 Acre Lots)	20		Single Family Homes on Individual Lots greater than 0.25 acres
	Residential Subdivision - Single Family Detached (< 0.25 Acre Lots)	15		Single Family Homes on Individual Lots less than 0.25 Acres
	Residential Subd. - Single Family Attached (> 1,500 SF Heated Space)	10		Townhomes with heated square-footage greater than 1,500 SF
	Residential Subd. - Single Family Attached (< 1,500 SF Heated Space)	5		Townhomes with heated square-footage less than 1,500 SF
	Residential - Multifamily (Apartments)	10		
	Mixed-Residential	25	25	Mix of various lot sizes of Single-family, Townhomes, and Apartments
	Mixed-Use Commercial & Residential	30		Mix of Residential and Non-residential (Commercial) uses
	Downtown Redevelopment	30		
	Infill Development	25		Utilities already exist within 300 Feet of property
FUTURE TAX STATUS (Choose 1 from this category)	Exempt	0		
	Residential	5	5	
	Non-residential	10		
	Industrial	10		
COMMUNITY BENEFIT BONUS POINTS (Choose All that apply from this category)	Cultural Arts/Entertainment for Public	10		
	Sports/Recreation for Public	10		
	Town Electric Customer	20		
	Expansion of existing non-residential use	10		
	Re-development of an existing property	5		Must result in increased property value
	Residential Subdivision - Additional amenities included	5 - 15	15	Pool, Clubhouse, sports courts, etc. - 5 pts per, max 15 pts
	Job Creation - 10 to 25 new jobs	5		
	Job Creation - 26 to 100 new jobs	10		
	Job Creation - 100+ new jobs	15		
	Job creation - Jobs created will have salaries at or above median income	5		Must be greater than 50% of jobs added with documentation to confirm
	Residential - Multiple-Car Garages provided	5		
	Residential - Overflow Parking provided	5	5	Subject to Planning and Engineering support
	Masonry Elements included in Building Construction	10	10	
	Sustainable/High Efficiency Products and appliances used	5 - 15	15	5 pts per, max 15 pts
	Private trail connection to Public Greenway	10		
COMMUNITY IMPACT DEDUCT POINTS (Choose All that apply from this category)	Pump Station Improvements required ²	-10	-10	Subject to Town policy and standards
	New Pump Station Required ²	-20		Subject to Town policy and standards
	Out-of-Town Status (After construction)	-10		
	Outside Fire District	-5		
	Inconsistent with Comp Plan	-5	-5	
CLARIFICATIONS	1	Any Development Type Category not listed is subject to Town Council discretion with staff recommendation.		
	2	The Town Engineer may waive these deductions if the improvements are consistent with Future utility service plans, replace/offline an aging station, or are in the best interest of the Town.		



ERROR: undefined
OFFENDING COMMAND:

STACK:

Recommend Conditions of Approval (2021-90-CZM, Ramblewood Village Conditional Zoning District and Master Plan):

1. Following Town Council approval, an electronic copy of the Master Plan and Narrative including the Conditions of Approval shall be submitted to the Planning Department for final approval.
2. The Development shall meet all adopted Town of Clayton Unified Development Code (UDC) requirements, Town of Clayton Engineering and Stormwater design standards, and the North Carolina Fire Code and NFPA Fire standards, except where specifically modified by the approved master plan.
3. The Development shall be constructed in substantial conformance with the Master Plan and Master Plan Narrative as approved by the Clayton Town Council.
4. All parcels subject to the rezoning and master plan shall be annexed into Town prior to any additional development approvals.
5. Uses in the Development will be limited to single-family detached residential homes and townhomes, and any allowed accessory uses within the Town of Clayton UDC for residential development.
6. The following standards will apply to the Development:
 - Maximum Number of Units: 171 (95 Single-Family Homes, 76 Townhomes)
 - Maximum Density: 8 dwelling units per acre
 - Minimum Lot Size, Single-Family Homes: 2,500 Square Feet
 - Minimum Lot Size, Townhomes: 1,275 Square Feet
 - Minimum Lot Width, Front, Side, Side Street and Rear Setbacks as specified in Master Plan
7. The following transportation improvements will be constructed and accepted by NCDOT (where necessary) prior to approval of the Final Plat:
 - Ramblewood Drive will receive an asphalt overlay from US Highway 70 west to the intersection with the proposed Street A.
 - A 100-foot-long right turn lane with appropriate taper will be constructed on Ramblewood Drive at the US 70 Intersection.
 - A 100-foot-long right-turn lane with a 200-foot-long lane taper will be provided at the intersection of the proposed Street A and US 70 West.
 - A 100-foot-long right-turn lane with a 200-foot-long lane taper will be provided at the intersection of Ramblewood Drive and US 70 West.
8. If, at the time of Site Plan approval, the development does not meet the minimum requirement of 1,245 square feet of Recreational Open Space per single-family lot, the developer will pay a fee in lieu for any shortage based on requirements in the Town of Clayton development code section 155.203(i)(2)(a) as set forth in the Town's Comprehensive List of Fees and Charges.
9. The development will include the following active amenity areas:
 - a. Swimming pool with restroom facilities and clubhouse
 - b. Mulched walking trail around the existing pond located on the site.
 - c. Fenced dog park

10. All Type C landscape buffers will provide an additional twelve (12) evergreen shrubs to be planted on the development side of the opaque wood fence for each 100-foot-long section of required perimeter buffer. Additionally, an opaque fence will be provided in all Type C landscape buffers with no option for an evergreen hedge.
11. Public sewer is proposed to be provided to the site by an extension of a gravity sewer main extended eastward along the r/w of US Hwy. 70 and connected to an existing gravity main which is located between parcels at 13049 US HWY 70 BUS (PIN: 164900-87-7344) and 12989 US HWY 70 BUS (PIN:164900-87-8294). The existing downstream gravity main and pump station will be analyzed for capacity and any additional improvements necessary to accommodate the proposed sewer flow will be mitigated by the developer by either making the required improvements to the existing gravity main/pump station or by contributing a fee to the Town of Clayton for required improvements.
12. Each unit will contain all sustainable/high efficiency appliances to be certified through the ecoSelect Program (as described in the ecoSelect Checklist Guide provided in the Master Plan Narrative). A Certification conducted by an independent third-party shall be submitted to the Planning Department prior to the Certificate of Occupancy for each home.
13. An informational statement will be provided on plats, in deeds and in covenants regarding farming operations surrounding the development and potential noxious sounds, smells and dust.
14. All Single-Family homes and Townhomes in the Development must comply with the Architectural Standards and Building Elevations provided in the Master Plan Narrative.
15. To the extent of any conflict between the Master Plan, Master Plan Narrative and these conditions, these conditions shall control.

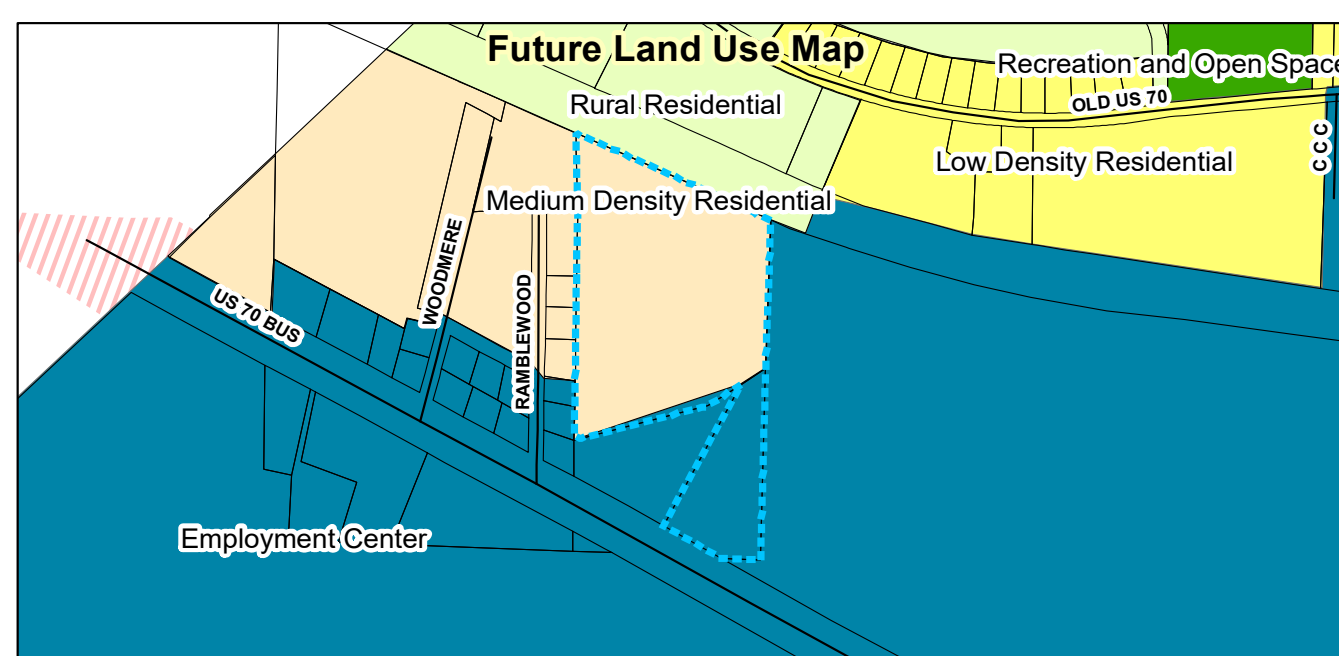
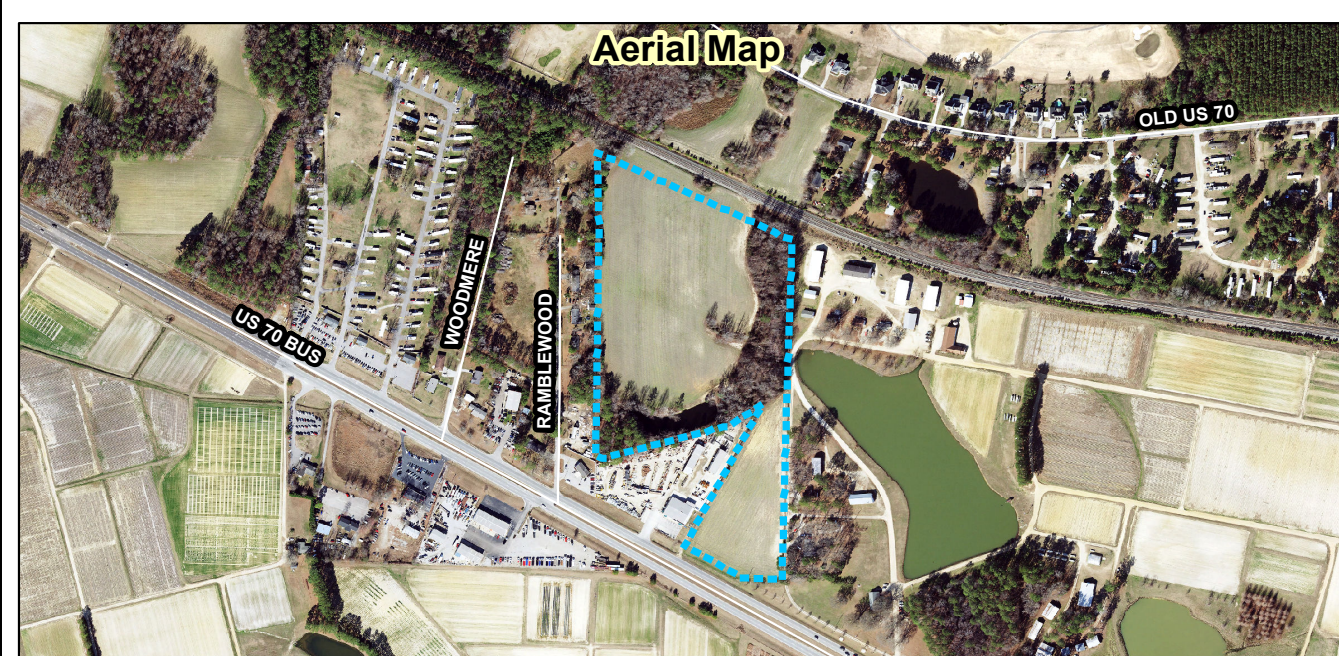
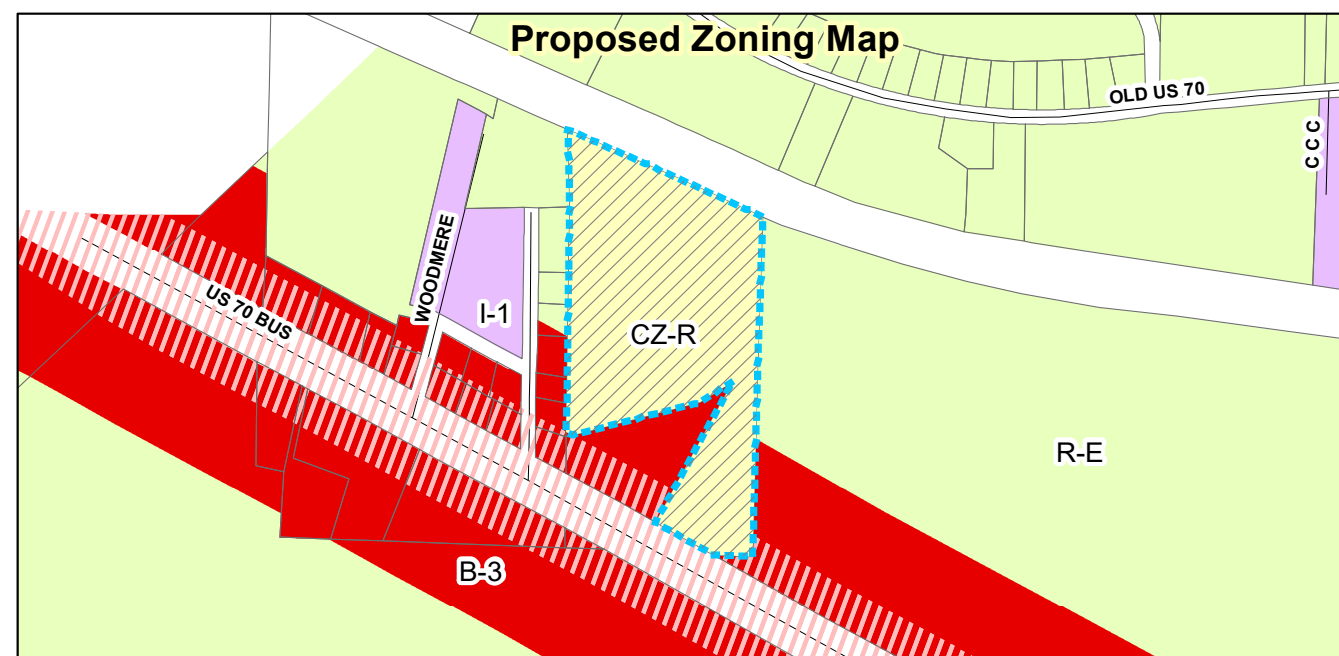
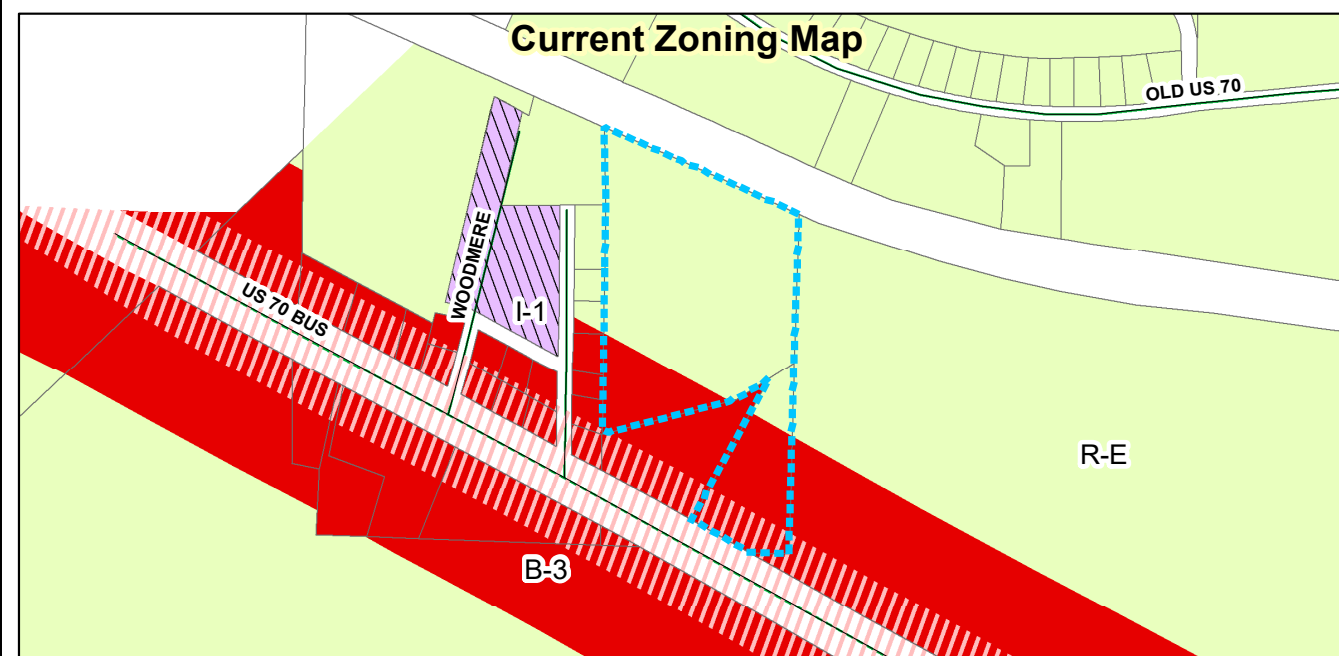
APPLICANT AFFIDAVIT

I/We, the undersigned, do hereby certify that I have reviewed the recommended conditions of approval and am in agreement with the conditions as they are outlined within this letter.

MARTY D. BIZZELL
Print Name

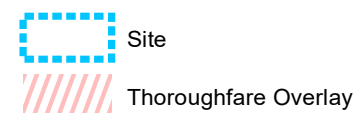
Marty D. Bizzell
Signature of Applicant

2/23/22
Date



Request:
2021-90-CZM, to Rezone a parcel from Highway Business (B-3) and Residential Estate (R-E) to Conditional Zoning-Residential (CZ-R).

Applicant: Bass, Nixon, and Kennedy, Inc.
 Property Owners: Linda Ruth Johnson and Johnny Scott
 Tag #: 05G01026A, 05G01199R, & 05G01199C



Staff Report Map
 Prepared by: TOC Planning Department
 February 15, 2022

Disclaimer: Town of Clayton assumes no legal responsibility for the quality of the data represented here.

Document Path: O:\PLANNING\CONDITIONAL ZONING w_MASTER\2021\2021-90-CZM Ramblewood Village\Staff Report Maps\Staff Report Map - 2021-90-CZM Ramblewood Village.mxd



TOWN OF CLAYTON
Planning Department
111 E. Second St., P.O. Box 879
Clayton, NC 27528
Phone: 919-553-5002
Fax: 919-553-1720

Conditional Zoning w/Master Plan Coversheet

Name of Project: Country Lane Date: 10/22/21
Applicant Name: WithersRavenel, Inc.

The following checklist to be completed by applicant:

- ☒ Pre-Application Meeting on: 05/13/20
- ☒ Review Fee
- ☒ Completed Application
- ☒ Owner's Consent Form
- ☒ Adjacent Property Owner's List
- ☐ Neighborhood Meeting Letter (one copy)
- ☐ 2 sets of stamped, addressed, empty envelopes for adjacent property owner notification
- ☒ Signed & sealed boundary survey
- ☒ Copy of signed & sealed boundary survey in PDF on USB
- ☒ Master Plan Set to include the following:
- Cover Sheet
 - Survey
 - Bubble Plan Outlining:
 - a. Where and which uses or groups of uses will occur
 - b. The proposed intensity/density of those uses
 - c. General location of internal and external network of public right-of-way and public infrastructure
 - d. All required elements for establishment of a zoning district including but not limited to dimensional standards, open space network, natural resource preservation, and landscaping or buffering

Reviewed by: _____



TOWN OF CLAYTON
Planning Department
111 E. Second St., P.O. Box 879
Clayton, NC 27528
Phone: 919-553-5002
Fax: 919-553-1720

Conditional Zoning w/Master Plan Application

Conditional Rezoning w/Associated Site Plan Fee: \$1000 + \$5.00 per acre
Advertising Fee: \$200.00

SITE INFORMATION

Name of Project: Country Lane
Acreage of Property: 115.03 Ac. Zoning District: PD-R
County Tag #: 05G03026S NC Pin #: 165804-82-1701
Address/Location: (Northeast of the intersection of Jasper Drive with Country Lane)
Existing Zoning District: PD-R Proposed Zoning District: R-8 CZ

APPLICANT INFORMATION

Applicant: WithersRavenel, Inc.
Mailing Address: 115 MacKenan Drive, Cary, NC 27511
Phone Number: 919-535-5212 Fax: 919-467-6008
Contact Person: Brendie Vega
Email Address: bvega@withersravenel.com

PROPERTY OWNER INFORMATION

Name: Country Lane Investors LLC
Mailing Address: 5121 Kingdom Way, Suite 200, Raleigh, NC 27607
Phone Number: 919-832-0594 Fax: _____
Email Address: sstroud@naicarolantic.com

OFFICE USE ONLY

Date Received: _____ Amount Paid: _____ File Number: _____

January 2021

EXPLANATION OF PROJECT

Please provide detailed information concerning all requests. Attach additional sheets if necessary.

The proposed conditional rezoning will allow for the site to be developed as a single-family, detached subdivision for up to 274 lots. It is intended that the development function as a seamless continuation of the homes to the northwest, and is designed to tie-in to these existing streets to provide for connectivity. The site will include amenities for future residents within the subdivision and the design will maximize the preservation of sensitive environmental features located on the property.

Proposed Zoning Conditions: 1. Permitted uses shall be limited to single-family, detached residential dwellings, amenities, and preserved open space. 2. The gross density shall not exceed 2.4 du/ac. 3. Lot adjacent to perimeter boundary shall have a minimum average lot size of 8,000 sf. 4. At least 50% of the required recreation and open space is part of a contiguous parcel. 5. The project shall have a minimum of 30% open space, RCA, and other natural features based on gross acreage. 6. At least 50% of the required recreation and open space is part of a contiguous parcel. (155.203-Part1-1.4.B)

APPROVAL CRITERIA – REZONING

All applications for a Conditional Rezoning must address the following Approval Criteria:

1. Consistency with the adopted plans of the Town.

The Town's Future Land Use Map designates the majority of the property as "Low-Density Residential" which is intended to support the suburban character with single-family dwellings at up to 3 dwelling units per acre. The proposed plan provides single-family dwellings in a suburban character at a gross density of less than 3 units per acre thereby meeting the Future Land Use Map.

2. Suitability of the subject property for uses permitted by the current vs. the proposed conditional district.

The existing zoning is accompanied by an existing Master Plan that has expired, making rezoning a necessity. Rezoning to R-8 CZ allows for a more traditional approach to the suburban development of residential units without the context and variation proposed by the previous planned development district.

3. Whether the proposed change tends to improve the balance of uses, or meets specific demand in the Town.

The proposed change is from one residential district to another one that can be compatible with the Future Land Use Map. It will encourage development of suburban character at a density that is appropriate with the surrounding features. The Town is seeking more single-family residential to balance out requests that have been made to the Town in more recent submittals.

4. The capacity of adequate public facilities and services including schools, roads, recreation facilities, wastewater treatment, water supply facilities and stormwater drainage facilities is available for the proposed conditional district.

Based on recent discussions with the Town of Clayton Engineering Department in regard to this proposed rezoning request, it is our understanding that adequate public facilities are available for this project, or that they will be available as improvements provided by this project.

5. It has been determined that the legal purposes for which zoning exists are not violated.

The legal purposes for which zoning exists have not been violated. Further, the Town of Clayton in adopting Conditional Zoning through amendments to the UDO provide for the possibility of mutually agreeable zoning conditions through the rezoning process for this request.

6. It has been determined that there will be no adverse effect upon adjoining property owners unless such effect can be justified by the overwhelming public good or welfare.

The development of the property as a suburban single-family subdivision is compatible with the adjoining land uses

which contain similar developments and thus will not adversely affect adjoining properties.

7. It has been determined that no one property owner or small group of property owners will benefit materially from the change to the detriment of the general public.

No group will benefit materially to the detriment of the general public from the rezoning nor development of the property.

APPROVAL CRITERIA- MASTER PLAN

All associated Master Plans must address the following Approval Criteria:

1. Compliance with code section 155.203(L) and all other applicable requirements of this chapter, or analysis and justification if it deviates from the requirements of this chapter.

The proposed project is in compliance with the requirements, uses, and buffers of 155.203(L)(2) Planned Development-Residential (PD-R) District. The project made up of over 10 contiguous acres of land, proposes residential use, and provides a perimeter buffer along the project boundaries. This project is intended to provide a variety of housing options for the Town.

2. Consistency with the Clayton General Design guidelines.

The proposed project is consistent with the access, parking, loading, landscaping, screening, buffering, signage, and lighting guidelines outlined in Sections 155.400 through 155.404.

3. Conformance of the proposal with the stated purpose of the requested conditional zoning district.

The district's intent is to provide a mix of housing types, including amenities, buffering, and open space. It is intended for large-scale residential projects. The proposed project is a large-scale residential project on approximately 114.6 acres that contains a community amenity site, perimeter buffering and a minimum of 30% open space and RCA.

4. Compatibility of the proposed development with the adjacent community.

The proposed development consists of single-family detached homes. This is consistent with the surrounding uses of single-family detached homes and manufactured homes. Furthermore, the proposed development is at a density consistent with the closest homes located along Hunter Way, Locket Drive, and Lynn Drive as well as the proximate development of Bristol at Cobblestone.

5. The quality of design intended for each component of the project and the ability of the overall development plan to ensure a unified, cohesive environment at full build-out.

One iconic element of this project is the minimum dedication of 30% open space and RCA of the gross acreage for the site. It was determined that the quality of this project would rely on its preserved and protected lands. With this design principal, quality homes, roads, and amenities were developed that flow around these features to create a quality community. Its emphasis on protection guides design cohesion.

6. Compatible relationships between each component of the overall project.

Country Lane has been intentionally designed to emphasize harmony between access, dwellings, amenities, and the environment. Homes and roads are strategically located to flow around sensitive natural features, leaving much of the project undeveloped. This in turn aesthetically improves the homes located on the project, that will front passive green spaces and ponds.

7. Self-sufficiency of each phase of the overall project.

Each phase of the project will be designed so as to conform to applicable requirements for connectivity, open space, water and sewer service, and stormwater management such that the overall project will be compliant with such standards at each phased condition.

8. Documentation that the proposed infrastructure improvements accommodate the additional impacts caused by the development, or documentation to assure that the development, as proposed, will not overtax the existing public infrastructure systems.

All new infrastructure will be built to Town standards, and it is our understanding based on recent discussions with Engineering staff that adequate public water and sewer capacity are available for this project. This project is also committed to partnering with the Town for the installation of the Town's proposed regional lift station to be located on this site. A TIA will be required in conjunction with the Preliminary Subdivision Plan, which will address any needed transportation-related mitigation requirements.

9. The fiscal impact of the proposal and the proposed financing of required improvements.

Development of this site in any form or fashion requires rezoning of the property. By allowing this rezoning, the Town will benefit from additional tax base and development of this property in a manner consistent with the Comprehensive Plan. Financing for the development will be provided by the developer, including the development's proportional share of the Town's proposed regional sewer lift station project.

10. The success of the proposal in providing adequate pedestrian and bicycle links within the development and with the adjacent community.

This project will include direct connections to the existing roadway and sidewalk stubs at Hunter Way and Lynn Drive. All new proposed streets will have pedestrian sidewalk connectivity in accordance with Town standards and design guidelines.

11. The effectiveness with which the proposal protects and preserves the ecologically sensitive areas within the development.

Areas of riparian buffers, streams, wetlands and steep slopes will be protected as part of this development plan. There are two proposed stream crossings, both of which are necessary for access and connectivity, and both of which are designed to minimize impact. The plan has been designed so as to identify steep slope areas, which are restricted from residential construction. Although the required riparian buffer along Little Creek is 50' wide, development will not be allowed within 150' of Little Creek.

APPLICANT AFFIDAVIT

I/We, the undersigned, do hereby make application and petition to the Town Council of the Town of Clayton to amend the Zoning Ordinance and change the Official Zoning Map of the Town of Clayton as requested. I hereby certify that I have full legal right to request such action and that 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 Clayton, North Carolina, and will not be returned.

Brendie Vega
Print Name

Brendie Vega
Signature of Applicant

10.22.2021
Date

NEIGHBORHOOD MEETING INFORMATION

Purpose:

The purpose of the Neighborhood Meeting is to inform the surrounding property owners of the nature of the proposed land use and/or development features, answer questions, respond to concerns, and solicit comments.

Meeting Date:

The neighborhood meeting must be held at least 10 days prior to the 1st scheduled public meeting date.

Meeting Time & Location:

The meeting must be held no earlier than 6:00 pm Monday through Friday, and must be held in a location generally accessible to residents within close proximity of the request. The meeting space must be able to comfortably accommodate everyone that receives an invitation.

Meeting Notice Mailing requirements:

- a. The applicant must contact all adjacent property owners via first class mailing (see sample letter).
- b. The mailing must include all the persons, firms, or corporations owning property within 100 feet and immediately adjacent to the subject property. Where the subject property immediately adjoins a public or private right-of-way, landscape or riparian buffer, commonly-owned private area, public property, or homeowners' association property, then letters of notification shall be sent to adjoining property owners as if they directly abut the subject property.
- c. The notice must be mailed at least ten (10) calendar days but not more than twenty-five (25) days prior to the date of the Neighborhood Meeting.

Information required to be provided at the Neighborhood Meeting:

At a minimum, the following materials must be present and discussed at a Neighborhood Meeting:

- i. A copy of the project application.
- ii. A schedule of all upcoming public meetings for the application.
- iii. A map at a scale that is appropriate to the project and shows neighboring properties and roads.
- iv. A map, drawing, or other depiction of the proposed land use change or development proposal.

Information provided to Planning Department:

Alert the Planning Department once the date, location, and time of the Neighborhood Meeting are determined.

Deliver the following items to the Planning Department at least ten (10) calendar days prior to the 1st scheduled public meeting in electronic or hard copy format:

- ☐ Adjacent Property Owner's List (aka "mailing list") Should be submitted with original application packet
- ☐ Copy of the letter mailed Should be submitted with original application packet
- ☐ Attendance Roster (aka "sign-in sheet") Submit no later than 10 days prior to 1st public meeting date
- ☐ Neighborhood Meeting Summary Form with minutes (see below) Submit 10 days prior to 1st public hearing

ADJACENT PROPERTY OWNERS LIST

Project Name: _____

The following are all the persons, firms, or corporations owning property within 100 feet and immediately adjacent to the property (including across street rights of way) subject to this request. Where the subject property immediately adjoins a public or private right-of-way, landscape or riparian buffer, commonly-owned private area, public property, or homeowners' association property, then letters of notification shall be sent to adjoining property owners as if they directly abut the subject property. Please use a separate sheet if necessary

It is the responsibility of the applicant to correctly identify the current owner, based upon records in the Johnston County GIS Office, for all property owners of land within the required public notice radius.

[illegible]

SAMPLE NEIGHBORHOOD MEETING LETTER

(PLACE ON AGENT'S OR OWNER'S LETTERHEAD)

<Date>

Dear Clayton Area Property Owner:

The purpose of this letter is to notify you of an application filed with the Town of Clayton for a land use change or development proposal involving property adjacent to, or in close proximity to, property shown in your ownership by Johnston County tax records. Per Town of Clayton regulations, a Neighborhood Meeting will be held to provide information to area residents about the proposal. A representative of the applicant will be present to explain their application, answer questions, and solicit comments.

Meeting Date: _____ Meeting Time: _____

Meeting Location: _____

Type of Application: _____

Project/proposal property address: _____

Description of project/proposal: _____

Upcoming public meetings for this
application (Planning Board
and/or Town Council): _____

At a minimum, the following will be available for your inspection at the Neighborhood Meeting:

1. A copy of the project application.
2. A schedule of all upcoming public meetings for the application.
3. A map at a scale that is appropriate to the project and shows neighboring properties and roads.
4. A map, drawing, or other depiction of the proposed land use change or development proposal.

A map is enclosed with this letter showing the location of the property that is subject to this application for land use change and/or development proposal.

If you have any questions prior to or after this meeting, you may contact us at **<Insert phone number of applicant>**. You may also contact the Town of Clayton Planning Department at 919-553-5002.

Sincerely,

<Applicant>

Cc: Town of Clayton Planning Department

January 2021

NEIGHBORHOOD MEETING ATTENDANCE ROSTER

Project: _____

Application: _____

Location/Date: _____

NAME	ADDRESS
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January 2021

NEIGHBORHOOD MEETING SUMMARY FORM

FILL OUT THE FOLLOWING:

Application:

Date of Mailing:

Date of Meeting: _____

Time of Meeting:

Location of Meeting:

I hereby attest that letters were mailed to the addresses listed on the Adjacent Property Owners List (attached) ten days prior to the Neighborhood Meeting, and that all required information was presented at the Meeting:

Printed Name: _____

Signature: _____

Meeting Summary/Minutes: *provide a summary of the discussion held at the meeting, including issues raised and any resolution discussed, and any changes made to the application as a result of the meeting.*

This image shows a blank sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There is no text or other markings on the paper.

Please write clearly (or submit a typed summary). Use additional sheets if necessary.



TOWN OF CLAYTON
Planning Department
111 E. Second St., P.O. Box 879
Clayton, NC 27528
Phone: 919-553-5002
Fax: 919-553-1720

OWNER'S CONSENT FORM

Consent is required from the property owner(s) if an agent will act on their behalf. A separate form is required from each owner. Consent is valid for one year from date of notary, unless otherwise specified. All fields must be completed.

Project Name: Country Lane Address or PIN #: PIN: 165804-82-1701

AGENT/APPLICANT INFORMATION:

WithersRavenel, Inc. 115 MacKenan Drive
(Name - type, print clearly) (Address)
Cary, NC 27511
(City, State, Zip)

I hereby give **CONSENT** to the above referenced agent/applicant to act on my behalf, to submit applications and all required materials and documents, and to attend and represent me at all meetings and public hearings pertaining to the following processes (*list applicable requests*):

Rezoning Subdivision Plan
Special Use Permit

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 that I have authority to execute this consent form as/on behalf of the property owner. 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 further agree to all terms and conditions which may be imposed as part of the approval of this application.

OWNER AUTHORIZATION:

Country Lane Investors, LLC 5121 Kingdom Way
(Name - type, print clearly) (Address)
[Signature] Raleigh, NC 27607
(Owner's Signature) (City, State, Zip)

STATE OF North Carolina
COUNTY OF Wake

Sworn and subscribed before me Kristina Leaphart, a Notary Public for the above State and County, this the 17th day of July, 2020.

SEAL



July 2018

Kristina Leaphart
Notary Public

My Commission Expires: 7/16/2022

Country Lane Legal Description

Beginning at an existing axle, said axle having NC grid coordinates of (NAD 83 – 2011) of N=683,679.0082, E=2,156,182.8168, thence from said beginning point South 88°41'59" East 406.86 feet to an existing axle, thence South 00°08'09" East 367.24 feet to an existing iron pipe, thence South 00°46'27" West 498.56 feet to an existing iron pipe, thence North 61°23'06" East 1,443.22 feet to a point, thence North 85°50'54" East 384.56 feet to an existing iron pipe, thence South 18°16'19" East 28.79 feet to an existing iron pipe, thence South 25°15'22" East 50.73 feet to an existing iron pipe, thence South 83°17'57" East 54.30 feet to an existing iron pipe, thence South 82°48'44" East 21.24 feet to an existing iron pipe, thence South 31°17'37" East 82.44 feet to an existing iron pipe, thence South 21°13'42" East 689.36 feet to an existing iron pipe, thence South 79°37'03" East 236.21 feet to an existing iron pipe, thence South 68°04'16" East 58.31 feet to an existing iron pipe, thence South 29°03'04" East 762.46 feet to an existing iron pipe, thence South 63°32'58" East 705.65 feet to a calculated point, thence South 47°45'45" East 84.95 feet to a new iron pipe, thence South 47°45'45" East 273.27 feet to an existing iron pipe, thence South 60°04'17" West 1,978.56 feet to an existing rebar, thence North 02°08'58" East 1,443.32 feet to an existing flat metal bar, thence South 89°21'48" West 391.23 feet to an existing iron pipe, thence South 89°37'49" West 137.76 feet to an existing iron pipe, thence South 89°16'05" West 1,171.48 feet to an existing rebar, thence North 00°53'12" East 480.16 feet to an existing rebar, thence South 81°56'47" West 257.52 feet to an existing iron pipe, thence South 00°43'06" West 447.48 feet to an existing iron pipe, thence South 00°52'33" West 44.44 feet to an existing iron pipe on the eastern right of way of Country Lane (SR 1626) (60' Public R/W), thence with said right of way North 35°01'06" West 917.41 feet to an existing iron pipe, thence leaving said right of way South 86°19'11" East 145.41 feet to an existing iron pipe, thence North 00°19'43" West 865.51 feet to an existing axle, thence North 00°29'28" West 242.61 feet to the point and place of beginning, containing an area of 117.633 acres (5,124,113 sq ft) more or less.



Town of Clayton
Planning Department
111 E. Second Street, Clayton, NC 27520
P.O. Box 879, Clayton, NC 27528
Phone: 919-553-5002
Fax: 919-553-1720

Planning Board February 28, 2022

STAFF REPORT

Application Number: 2021-20-CZM

Project Name: Country Lane Conditional Zoning District

Tag #: 05G03026S

Location: Northeast of intersection of Jasper Drive and Country Lane

Existing Zoning District: PD-R

Proposed Zoning District: CZ-R

Applicant: WithersRavenel, Inc.

Owner(s): Country Lane Investors, LLC

Public Noticing:

- Neighborhood meeting: March 30, 2021
- Sign posted: February 16, 2022
- Letters mailed: February 16, 2022

REQUEST: Rezone the property referenced above, located on Country Lane northeast of its intersection with Jasper Drive, from the Planned Development – Residential Zoning District to a Conditional Zoning – Residential District (CZ-R). The Conditional Zoning District would allow for up to 299 units, or a density of up to 2.6 units per acre. The Conditional Zoning District is accompanied by a Master Plan and Master Plan Narrative.

SITE DATA:

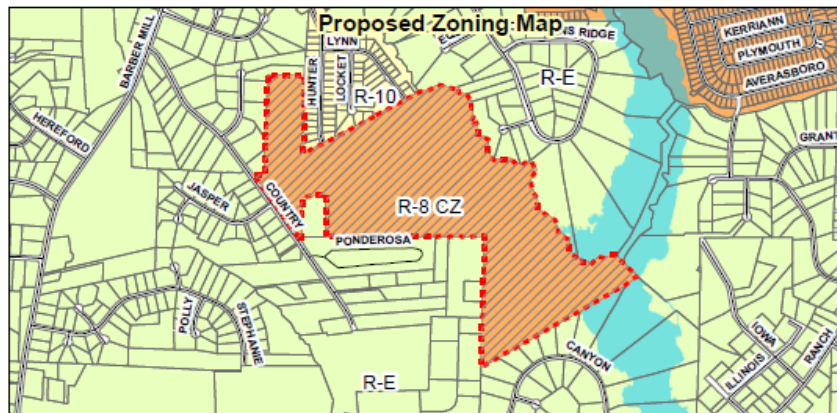
Acreage: 114.81 acres

Existing Use: Vacant



ADJACENT ZONING AND LAND USES:

Direction	Zoning	Existing Use(s)
North	Residential-10 (R-10) and Residential-Estate (R-E)	Existing single-family residential
South	Residential-Estate (R-E)	Existing single-family residential
East	Residential-Estate (R-E)	Existing single-family residential
West	Residential- Estate (R-E)	Existing single-family residential

**DEVELOPMENT DATA:**

Proposed Uses:	Residential (single-family homes)
Proposed Density:	Overall up to 299 units are proposed at an overall proposed residential density of 2.6 units/acre for the development
Fire Protection:	Town of Clayton
Access/Streets:	Access will be provided from Country Lane, with additional access from Hunter Drive and Lynn Way
Water/Sewer Provider:	Town of Clayton
Electric Provider:	Duke Energy

OVERVIEW:

The applicant is requesting a Conditional Zoning District with an associated Master Plan to allow for 299 residential dwellings on 114.81 acres. The development will consist of single-family residential homes and is proposed to be developed in 3 phases as shown on the Master Plan. The development has requested the following minimum lot dimensional standards:

Unit Type	Minimum Lot Area (SF)	Minimum Lot Width (ft)*	Maximum Lot Coverage (%)**	Maximum Impervious Surface (%)
Single-family	6,000 min. average internal; 8,000 min. average adjacent to parcel boundary	45 ft*	50%	60%

*As measured at the front setback line

**The maximum area of the lot that is permitted to be covered by buildings, including both principal structures and accessory buildings. Building coverage does not include paved areas such as driveways, uncovered porches or patios, decks, swimming pools or pool cages, or roof overhangs of less than three feet.

Unit Type	Front	Side Interior	Side Street	Rear	Maximum Height
Single-family	25'	6'	10'	15'	35'

Encroachments into the setbacks shall be permitted as listed in UDC dated 11-15-2021.

Transportation Improvements:

The development will be accessed from Country Lane, Hunter Lane and Lynn Way, and will consist of internal streets built to Town standards with sidewalks, curb and gutter.

A TIA for the development was performed by Exult Engineering, and reviewed by NCDOT Congestion Management. Based on the review by NCDOT, the development will be responsible for constructing the following improvements:

- Barber Mill Road at Amelia Church Road: Construct an exclusive southbound right-turn lane on Barber Mill Road with 100' of full-width storage with appropriate deceleration and taper.
- Amelia Church Road at Barber Mill Road: Construct an exclusive eastbound left-turn lane on Amelia Church Road with 200' of full-width storage with appropriate deceleration and taper.
- Barber Mill Road at Country Lane
 - Construct an exclusive northbound right-turn lane on Barber Mill Road with 100' of full-width storage with appropriate deceleration and taper.
 - Construct an exclusive southbound left-turn lane on Barber Mill Road with 100' of full-width storage with appropriate deceleration and taper.

Stormwater, Water, Sewer and Electricity

The development will comply with the Town of Clayton Stormwater Ordinance. Public water will be provided by the Town of Clayton from a public water main located along Country Lane, and the development will be responsible for installing a Town of Clayton master meter in order to meter flow from the property. The development will also connect to existing public water infrastructure on Hunter Lane and Lynn Way. Public sewer is proposed to be provided to the site by installation of sewer infrastructure throughout the site and construction of a new pump station to serve the development. Electric power for the development will be provided by Duke Energy, and the development will install streetlights meeting the Town of Clayton standards.

Open Space/Amenities

The development will preserve approximately 45 acres of open space, including areas of riparian buffers, floodplains, streams and wetlands. The development will also provide a minimum one acre amenity site designated for a fitness/recreation center for the neighborhood. The developer has agreed to a condition specifying specific additional amenities that will be provided for the development. The development will dedicate a greenway and public utility easement along the eastern property boundary for future installation of a greenway as shown in the 2045 Growth Plan. The development will also be responsible for meeting Section 155.203(I)(2) of the Unified Development Ordinance, requiring dedication or payment-in-lieu for recreation or open space to the Town.

Landscaping/Buffers

The development will provide a 15-foot-wide Type C landscape buffer along the perimeter of the development. The buffer will include opaque screening consisting of a wall, fence, berm, evergreen hedge or combination thereof. The development will also include street trees meeting the requirements in the UDC.

Architectural Standards

The applicant has submitted several example architectural elevations, and states in the narrative that the development will follow the 2006 Design Guidelines.

CONDITIONAL ZONING AND MASTER PLAN APPROVAL CRITERIA**Conditional Zoning District Approval Criteria**

See Master Plan Narrative for Applicant Responses

In connection with its legislative decision on a conditional zoning district request, the Town Council may consider factors including, but not limited to, the following:

1. Consistency with the adopted plans and policies of the Town
Staff Commentary: The development application was submitted prior to approval of the 2045 Growth Plan. The 2040 Growth Plan identifies the development area as “Low Density Residential,” which recommends residential development at a density of up to 3 dwelling units/acre. The 2045 Growth Plan was adopted in November 2021 identifies the development area as “Medium Density Residential,” which calls for “housing units that are more urban in character and in closer proximity to commercial centers and services.” The Medium Density Residential land use category in the 2045 Growth Plan calls for a density of 3-5 units per acre, primarily consisting of single-family homes with less than 50% attached units. The development proposal is consistent with the 2040 Growth Plan, and can be considered consistent (although a lower overall density) with the 2045 Growth Plan.
2. Suitability of the subject property for uses permitted by the current versus the proposed conditional district
Staff Commentary: The current zoning district for the property is Planned Development – Residential (PD-R), which is no longer in use. The property is surrounded by residential neighborhoods at varying densities, and is suitable for residential development.
3. Whether the proposed change tends to improve the balance of uses, or meets a specific demand in the Town
Staff Commentary: The surrounding area is residential, and the proposed use is residential. The proposed conditional zoning district will allow for additional suburban-style residential development.
4. The capacity of adequate public facilities and services including schools, roads, recreation facilities, wastewater treatment and water supply facilities and stormwater drainage facilities for the proposed conditional district
Staff Commentary: The proposed development would be served by Johnston County schools, and none of the area schools are on the County’s “capped” list for 2021-2022. Access to the development will be provided by Country Lane, with an internal network of streets providing access to the homes. The road accessing the lots south of the creek crossings has been modified to a median-divided cross-section (See Master Plan) with two separated travel lanes in order to provide adequate access to this area for emergency access. The development will be required to meet the Town’s Recreation and Open Space requirements in Section 155.203(I), and in addition, will provide an amenity center for the residents of the development. The development will also be providing approximately 45 acres of open space that will allow for passive and/or active recreation, as well as dedication of a greenway easement along the eastern property boundary. The development will be required to meet the requirements in the Town’s Stormwater Ordinance. The property has access to public water along Country Lane, Hunter Way and Lynn Drive, and will install sanitary sewer throughout the development, which will connect to a new pump station and sewer force main constructed for the development.

5. It has been determined that the legal purposes for which zoning exists are not contravened
Staff Commentary: Staff does not believe that legal purposes for which zoning exists will be contravened by the approval of the conditional zoning district.
6. It has been determined that there will be no adverse effect upon adjoining property owners unless such effect can be justified by the overwhelming public good or welfare
Staff Commentary: The proposed development will consist of suburban-style, low-density residential development. While the development may consist of smaller lots than adjacent properties, with the open space and natural areas that will be preserved, the overall density of the
7. It has been determined that no one property owner or small group of property owners will benefit materially from the change to the detriment of the general public
Staff Commentary: While the owners/developers may benefit from the development, staff believes that with the proposed conditions there will be detriment to the general public.

Master Plan Approval Criteria

The master plan shall include and the applicant shall be responsible for successfully addressing the following:

- Compliance with § 155.203(L) and all other applicable requirements of this chapter, or analysis and justification if it deviates from the requirements of this chapter;
- Consistency with the Clayton General Design Guidelines;
- Conformance of the proposal with the stated purpose of the requested conditional zoning district;
- Compatibility of the proposed development with the adjacent community;
- The quality of design intended for each component of the project and the ability of the overall development plan to ensure a unified, cohesive environment at full build-out;
- Compatible relationships between each component of the overall project;
- Self-sufficiency of each phase of the overall project;
- The fiscal impact of the proposal and the proposed financing of required improvements;
- The success of the proposal in providing adequate pedestrian and bicycle links within the development and with the adjacent community; and
- The effectiveness with which the proposal protects and preserves the ecologically sensitive areas within the development.

Staff Commentary: The applicant has provided a Master Plan Narrative providing details of the proposal. Through the Master Plan, Narrative and proposed conditions, staff believes that the applicant has successfully met the criteria.

CONSIDERATIONS:

- The Planning Board shall make a recommendation on the application to the Town Council. The Planning Board's recommendation shall include a written statement to the Town Council describing whether its recommendation is consistent with the adopted plans and policies of the Town. If the Planning Board fails to make a recommendation, the Town Council may process the request without a recommendation.
 - If approved, the conditional zoning district, master plan and narrative will be recorded with Johnston County and shall guide future development for this land. The conditional zoning district, master plan, and narrative shall not expire, and will run with the land.
 - If the conditional zoning district is not consistent with the 2045 Growth Plan and is approved, the 2045 Growth Plan Future Land Use Map will be considered amended to match the proposed conditional zoning district.
 - The Planning Board may recommend conditions be added or removed. The developer must agree to any imposed conditions.
-

RECOMMENDED CONDITIONS OF APPROVAL:

If approved, staff is recommending the following conditions of approval be placed upon the application. The applicant has reviewed the proposed conditions and is in agreement with the conditions proposed by staff.

1. Following Town Council approval, an electronic copy of the Master Plan and Narrative including the Conditions of Approval shall be submitted to the Planning Department for final approval.
2. The Development shall meet all adopted Town of Clayton Unified Development Code (UDC) requirements, Town of Clayton Engineering and Stormwater design standards, and the North Carolina Fire Code and NFPA Fire standards, except where specifically modified by the approved master plan.
3. The Development shall be constructed in substantial conformance with the Master Plan and Master Plan Narrative as approved by the Clayton Town Council.
4. Permitted uses in the Development shall be limited to the following uses:
 - Single-family House
 - Park
 - Fitness/Recreation Center
 - Utility, Minor
5. The following standards will apply to the Development:
 - Maximum Number of Single-Family Houses: 299
 - Maximum Density: 2.6 dwelling units per acre
 - Minimum Lot Size, Interior Lots: 6,000 Square Foot Average
 - Minimum Lot Size, Adjacent to Project Boundary: 8,000 Square Feet
6. Other dimensional standards and setbacks shall meet the requirements in the approved Master Plan Narrative.
7. A minimum of 45 acres of the site will be comprised of open space, and at least 50% of the required recreation and open space will be part of a contiguous parcel.
8. A 1-acre site will be designated for a Fitness/Recreation Center for the Development.
9. At least one of the following additional amenities will be included in the Development:
 - Pool
 - Splashpad
 - Playground
 - Clubhouse
10. At least two of the following amenities will be included in the Development:
 - Great lawn
 - Picnic shelter
 - Pavilion
 - Firepit
 - Dog Park
11. A two-lane median divided residential collector street will provide access from the northern phases to the southern phase of the Development, acting as two means of access in the event of emergencies, while also minimizing environmental impacts.
12. The following transportation improvements will be approved and bonded by NCDOT prior to approval of the Final Plat:
 - a. Barber Mill Road at Amelia Church Road
 - Construct an exclusive southbound right-turn lane on Barber Mill Road with 100' of full-width storage with appropriate deceleration and taper.
 - Construct an exclusive eastbound left-turn lane on Amelia Church Road with 200' of full-width storage with appropriate deceleration and taper.

- b. Barber Mill Road at Country Lane Road
 - Construct an exclusive northbound right-turn lane on Barber Mill Road with 100' of full-width storage with appropriate deceleration and taper.
 - Construct an exclusive southbound left-turn lane on Barber Mill Road with 100' of full-width storage with appropriate deceleration and taper.
- 13. No more than 30 Certificates of Occupancy will be issued within the Development before the second required access point is constructed.
- 14. The Development will be responsible for the installation of a public sanitary sewer system that will serve up to 299 residential units in Country Lane, including the installation of a Pump Station and approximately 8,000 linear feet of Force Main Sewer. Easements will be provided for the public utilities that are installed outside of public right of way per Town of Clayton Requirements.
- 15. The Development shall dedicate a Greenway and Public Utility Easement along the entire eastern property boundary for the future construction of a greenway and sewer utilities. The final location of the easement shall be based on coordination with Town staff. The Greenway and Public Utility easement shall be at least 20 feet wide, and a minimum 20-foot-wide access to the easement shall be provided from the pump station area.
- 16. The Development shall provide a Payment-in-Lieu for Construction of a future 10-foot-wide asphalt greenway in the dedicated easement or shall construct a 10-foot-wide asphalt greenway in the dedicated easement. If the Development constructs the greenway, an additional 20-foot-wide Public Utility Easement shall be provided adjacent to the greenway easement for future installation of sewer utilities. Payment-in-Lieu shall be calculated at 125% of the estimated construction cost (based on a sealed Engineer's Estimate) and shall be provided prior to approval of the Final Plat for Phase 3.
- 17. The Development shall construct at least two connections to the greenway easement. One connection shall be in Phase 2 and one connection shall be in Phase 3. These connections shall be a minimum of 5 feet wide and may be constructed of asphalt or concrete.
- 18. A minimum of four different home plans, each with a minimum of two different elevations, will be provided to add variety to the neighborhood. No home can be constructed with an exterior elevation (front façade) or color palette that is identical to the home on either side or directly across the street from it.
- 19. Elevations provided are representative of the product that may be built while still meeting the architectural design commitments. Elevations may change due to revisions in base models, finishes preferred by home buyers, home plans more suitable for individual lot layout and driveway placement, or other factors. Alternative elevations proposed will be reviewed and approved by the Planning Director for consistency with the architectural design commitments at time of rezoning.
- 20. All homes will have 2-car garages.
- 21. Energy efficient features will include a minimum of three of the following: 14- SEER Energy- efficient HVAC System, Air Barrier & Sealing, Carbon Monoxide Detectors, Decorative Fiberglass Front Door, Gas Heat (2nd Floor Electric Heat Pump if Separate System), LED Lighting throughout Home, Low VOC Carpet, Low VOC Paint, Low-E Insulated Single-hung Vinyl Windows w/ Tilt Out Feature, MERV 8 HVAC Filters, Programmable Thermostat, R-38 Attic Insulation, Separate HVAC System or Zone for Each Floor (per plan), Smoke Alarms in Each Bedroom, Water-saving Faucets & Shower Heads.
- 22. A 15-foot-wide Type C Landscape Buffer will be provided along the Development boundary as shown on the Master Plan. The Type C Landscape Buffer shall include a minimum 6-foot-high opaque screening (at installation) consisting of a wall, fence, berm, evergreen hedge, or combination thereof.
- 23. A minimum of 30 overflow parking spaces shall be provided, spaced throughout the development. Overflow parking spaces shall meet the standard dimensions for parking spaces in the UDC.
- 24. To the extent of any conflict between the Master Plan, Master Plan Narrative and these conditions, these conditions shall control.

ATTACHMENTS:

- 1) Application
- 2) Master Plan Narrative
- 3) Master Plan
- 4) Architectural Elevations

- 5) Neighborhood Meeting Materials
- 6) Transportation Impact Analysis (TIA)
- 7) NCDOT Congestion Management Comments
- 8) Wastewater Allocation Scoring Sheet
- 9) Recommended Conditions of Approval - Signed
- 10) Staff Report Map



Country Lane Conditional Zoning Master Plan Narrative

Town of Clayton, North Carolina

February 7, 2022

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I. Purpose and Intent

The proposed rezoning is being submitted as a conditional zoning request. The addition of conditions to the request is intended to provide a limit to the uses, a minimum lot size along the adjacent properties, and a maximum density and number of dwelling units. The current zoning has an expired site plan; therefore, a rezoning is needed to amend the current zoning map and district.

A. Compatibility

The proposal is compatible with the adjacent community. It is designed to create a harmonious relationship with all surrounding uses. There are no foreseeable adverse impacts to property owners.

B. Phasing

As shown on the master plan, the project is to be completed in three phases. Each phase will be self-sufficient with regards to infrastructure and amenities.

II. Conditional Zoning District Approval Criteria

The Town Council may consider the following factors in its legislative decision.

A. Consistency

Consistency with adopted plans and policies of the Town.

The proposal is consistent with the adopted plans and policies of the Town of Clayton. The Town's Future Land Use Map designates the majority of the property as "Low-Density Residential" which is intended to support the suburban character with single-family dwellings at up to three dwelling units per acre. The proposed plan provides single-family dwellings in a suburban character at a gross density of less than three units per acre, thereby meeting the Future Land Use Map.

B. Suitability

Suitability of the subject property for uses permitted by the current versus the proposed district.

The existing zoning is accompanied by an existing Master Plan that has expired, making rezoning a necessity. Rezoning to CZ-R allows for a more traditional approach to the suburban development of residential units without the context and variation proposed by the previous planned development district.

C. Balance of Uses and Specific Demand

Whether the proposed change tends to improve the balance of uses or meets a specific demand in the Town.

The proposed change is from one residential district to another one that can be compatible with the Future Land Use Map. It will encourage development of suburban character at a density that is appropriate with the surrounding features.

The Town is seeking more single-family residential to balance out requests that have been made to the Town in more recent submittals.

D. Public Facilities

The capacity of adequate public facilities and services including schools, roads, recreation facilities, wastewater treatment and water supply facilities, and stormwater drainage facilities for the proposed conditional district.

Based on recent discussions with the Town of Clayton Engineering Department in regard to this proposed rezoning request, it is our understanding that adequate public facilities are available for this project, or that they will be available as improvements provided by this project.

1. Schools

The subdivision is expected to be served by the Johnston County Public School System. Based on the JCPS School Finder, for the 2021-22 calendar year the assigned schools are West Clayton Elementary, Clayton Middle School, and Clayton High School. None of the schools are listed in the "2021-2022 Capped Schools" list.

2. Roads

The street network will consist of public streets in accordance with the Town of Clayton typical street cross section. The road accessing the southern lots will have a modified road section as shown on Sheet C2.0 – Master Plan. This modified road section will be median divided and provide two separate travel lanes allowing emergency vehicle access in the even one lane is obstructed.

3. Recreation

In addition to participation in the Town's Recreation and Open Space Fees, the site will have its own recreation with the construction of an amenity center and the addition of recreational opportunities throughout the neighborhood.

4. Stormwater

In accordance with the Town's requirements, the SCMs will be designed to treat and control one inch of rainfall. Peak discharge will be controlled at or below pre-development levels for the 1-year, 2-year, 10-year, and 25-year storm events.

E. Legal Purposes

It has been determined that the legal purposes for which zoning exists are not contravened.

The legal purposes for which zoning exists have not been violated. Further, the Town of Clayton in adopting Conditional Zoning through amendments to the UDC provide

for the possibility of mutually agreeable zoning conditions through the rezoning process for this request.

F. Adverse Effects

It has been determined that there will be no adverse effect upon adjoining property owners unless such effect can be justified by the overwhelming public good or welfare.

The development of the property as a suburban single-family subdivision is compatible with the adjoining land uses which contain similar developments and thus will not adversely affect adjoining properties.

G. Material Benefit

It has been determined that no one property owner or small group of property owners will benefit materially from the change to the detriment of the general public.

No group will benefit materially to the detriment of the general public from the rezoning nor development of the property.

III. Master Plan Approval Criteria

A. Compliance with § 155.203(L)

Compliance with § 155.203(L) and all other applicable requirements of Chapter 155, or analysis and justification if it deviates from the requirement of Chapter 155.

The proposed project complies with the requirements, uses, and buffers of the CZ-R district. The project made up of over 10 contiguous acres of land, proposes residential use, and provides a perimeter buffer along the project boundaries. This project is intended to provide a variety of housing options for the Town.

B. Clayton General Design Guidelines

Consistency with the Clayton General Design Guidelines.

The proposed project is consistent with the access, parking, loading, landscaping, screening, buffering, signage, and lighting guidelines outlined in Sections 155.400 through 155.404.

C. Conformance with Purpose

Conformance of the proposal with the stated purpose of the requested conditional zoning district.

The district's intent is to provide a mix of housing types, including amenities, buffering, and open space. It is intended for large-scale residential projects. The proposed project is a large-scale residential project on approximately 114.6 acres that contains a community amenity site, perimeter buffering and a minimum of 30% combined RCA and open space.

D. Compatibility with Community

Compatibility of the proposed development with the adjacent community.

The proposed single-family residential development is at a density consistent with the closest homes located along Hunter Way, Locket Drive, and Lynn Drive as well as the proximate development of Bristol at Cobblestone. These homes are in the Residential 10 (R-10) zoning district. The PD-R will be compatible with the surrounding Residential Estate (RE) zoning district because the gross density will remain under 2.6 units per acre. The maximum density permitted in RE is 2.1 units per acre. In addition, RE, as defined in the UDC, permits cluster subdivisions with reduced lot sizes and more open space, similar to this proposal.

E. Quality

The quality of design intended for each component of the project and the ability of the overall development plan to ensure a unified, cohesive environment at full build-out.

One iconic element of this project is the minimum dedication of 30% combined RCA and open space for the site. It was determined that the quality of this project would rely on its preserved and protected lands. With this design principal, quality homes, roads, and amenities were developed that flow around these features to create a quality community. Its emphasis on protection guides design cohesion.

F. Compatible Relationships

Compatible relationships between each component of the overall project.

Country Lane has been intentionally designed to emphasize harmony between access, dwellings, amenities, and the environment. Homes and roads are strategically located to flow around sensitive natural features, leaving much of the project undeveloped. This in turn aesthetically improves the homes located on the project, that will front passive green spaces and ponds.

G. Self-sufficiency

Self-sufficiency of each phase of the overall project.

Each phase of the project will be designed so as to conform to applicable requirements for connectivity, open space, water and sewer service, and stormwater management such that the overall project will be compliant with such standards at each phased condition.

H. Fiscal Impact

The fiscal impact of the proposal and the proposed financing of required improvements.

Development of this site in any form or fashion requires rezoning of the property. By allowing this rezoning, the Town will benefit from additional tax base and development of this property in a manner consistent with the Comprehensive Plan.

Financing for the development will be provided by the developer, including the development's proportional share of the Town's proposed regional sewer lift station project.

I. Pedestrian and Bicycle Links

The success of the proposal in providing adequate pedestrian and bicycle links within the development and with the adjacent community.

This project will include direct connections to the existing roadway and sidewalk stubs at Hunter Way and Lynn Drive. All new proposed streets will have pedestrian sidewalk connectivity in accordance with Town standards and design guidelines.

J. Ecological Sensitivity

The effectiveness with which the proposal protects and preserves the ecologically sensitive areas within the development.

Areas of riparian buffers, streams, and wetlands will be protected as part of this development plan. There are two proposed stream crossings, both of which are necessary for access and connectivity, and both of which are designed to minimize impact. Although the required riparian buffer along Little Creek is 50' wide, development will not be allowed within 150' of Little Creek.

IV. General Information

A. Project Data

Project Name	Country Lane
Applicant	WithersRavenel
Existing Zoning	PD-R
Proposed Zoning	CZ-R
NC PIN	165804821701
County Tag	05G03026S
Developer	Clayton Properties Group, Inc. dba Mungo Homes of North Carolina, Inc.
Authorized Agent	WithersRavenel, Inc.

B. Vicinity Map



V. Master Plan Summary

The project is located on Country Lane Road with additional access points connecting to Hunter Way and Lynn Drive, which are currently stubbed to the project site. The master plan for this single-family subdivision will not exceed 2.6 dwelling units per acre or 299 lots.

VI. Fiscal Impacts

The proposed product and pricing will be commensurate with the existing homes on adjacent properties; therefore, it is reasonable to assert that the development will have little to no impact on the value of neighboring properties.

The compact lot layout creates less infrastructure demand on the part of the Town than a conventional large-lot subdivision. It reduces the Town's maintenance costs. In addition, the design provides an efficient road network for Town services.

The additional rooftops will increase the possibilities for nonresidential development and investment.

VII. Consistency with Plans and Codes

The Town of Clayton's comprehensive plan designates the majority of the property as "Low-Density Residential." The plan describes this land use as suburban in nature with single-family dwellings at up to three dwelling units per acre. The proposed development has a density of less than three units per acre and meets the criteria described.

A. Zoning

The existing PD zoning district eliminates the possibility of development without a rezoning. The proposed rezoning district is Conditional Zoning (CZ-R). The Unified Development Code § 155.200(c) states, "The R-8 district is established to provide for

orderly suburban residential development and redevelopment and is intended to maintain residential areas at suburban densities characterized predominantly by single-family detached units.”

CZ-R allows for a traditional approach to residential suburban development without the variation proposed by the previous planning district. The proposed development is consistent with the stated purpose of the conventional R-8 district.

B. Conditions

1. Permitted uses shall be limited to single-family, detached residential dwellings, amenities, and preserved open space.
2. The gross density shall not exceed 2.6 du/ac, and the maximum number of dwelling units shall not exceed 299.
3. Lots adjacent to perimeter boundary shall have a minimum lot size of 8,000 sf.
4. At least 50% of the required recreation and open space will be part of a contiguous parcel.
5. A minimum of 45 acres of the site will be comprised of open space. An additional 1-acre site will be designated for a Fitness/Recreation Center for the neighborhood.

At least one of the following amenities will be included in the development:

- ▶ Pool and cabana
- ▶ Splashpad
- ▶ Playground
- ▶ Clubhouse

At least two of the following amenities will be included in the development

- ▶ Great lawn
- ▶ Soccer lawn
- ▶ Picnic shelter
- ▶ Pavilion
- ▶ Firepit
- ▶ Dog park

6. The project shall have a minimum of 30% open space, based on gross acreage.
7. A two-lane median divided residential collector street will provide access from the northern phases to the southern phase of the development, acting as two means

of access in the event of emergencies, while also minimizing environmental impacts.

8. All TIA requirements in will be installed prior to the issuance of the first Certificate of Occupancy.
 - a. Barber Mill Road at Amelia Church Road
 - ▶ Construct an exclusive southbound right-turn lane on Barber Mill Road with 100' of full-width storage with appropriate decel and taper.
 - ▶ Construct an exclusive eastbound left-turn lane on Amelia Church Road with 200' of full-width storage with appropriate decel and taper.
 - b. Barber Mill Road at Country Lane Road
 - ▶ Construct an exclusive northbound right-turn lane on Barber Mill Road with 100' of full-width storage with appropriate decel and taper.
 - ▶ Construct an exclusive southbound left-turn lane on Barber Mill Road with 100' of full-width storage with appropriate decel and taper.
9. No more than 30 Certificates of Occupancy will be issued within the subdivision before the second required access point is constructed.
10. A minimum of four different home plans, each with two different elevations, will be provided to add variety to the neighborhood.
11. Elevations provided are representative of the product that may be built while still meeting the architectural design commitments. Elevations may change due to revisions in base models, finishes preferred by home buyers, home plans more suitable for individual lot layout and driveway placement, or other factors. Alternative elevations proposed will be reviewed and approved by the Planning Director for consistency with the architectural design commitments at time of rezoning.
12. All homes will have 2-car garages.
13. Energy efficient features will include a minimum of three of the following: 14-SEER Energy-efficient HVAC System, Air Barrier & Sealing, Carbon Monoxide Detectors, Decorative Fiberglass Front Door, Gas Heat (2nd Floor Electric Heat Pump if Separate System), LED Lighting Throughout Home, Low VOC Carpet, Low VOC Paint, Low-E Insulated Single-hung Vinyl Windows w/ Tilt Out Feature, MERV 8 HVAC Filters, Programmable Thermostat, R-38 Attic Insulation, Separate

HVAC System or Zone for Each Floor (per plan), Smoke Alarms in Each Bedroom, Water-saving Faucets & Shower Heads.

C. Permitted Uses

1. Single Family House
2. Park
3. Fitness/Recreation Center
4. Utility, Minor

VIII. Land Intensity and Design Controls

The proposed development is single-family residential, and the maximum density is less than three dwelling units per acre. Lots will be a minimum of 8,000 square feet where they are adjacent to the project boundary. Internal lots will be a minimum average of 6,000 square feet.

IX. Dimensional Standards Table

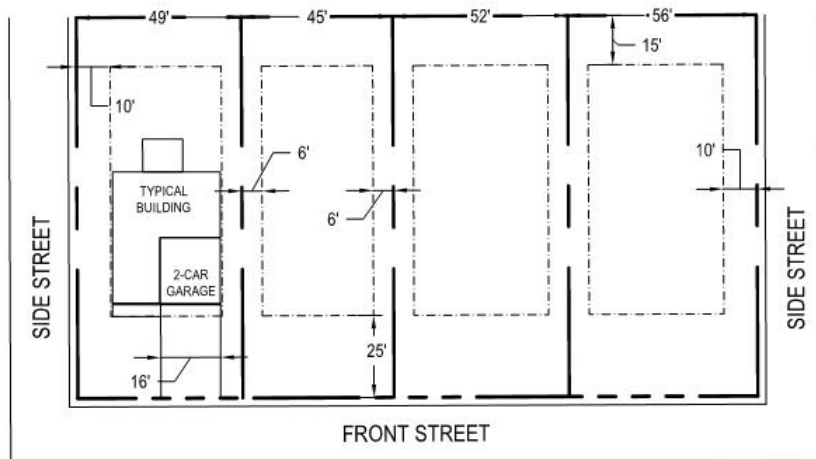
Unit Type	Minimum Lot Area (SF)	Minimum Lot Width (ft)*	Maximum Lot Coverage (%)**	Maximum Impervious Surface (%)
Single-family	6,000 min. average internal; 8,000 min. average adjacent to parcel boundary	45 ft*	50%	60%

*As measured at the front setback line

**The maximum area of the lot that is permitted to be covered by buildings, including both principal structures and accessory buildings. Building coverage does not include paved areas such as driveways, uncovered porches or patios, decks, swimming pools or pool cages, or roof overhangs of less than three feet.

Unit Type	Front	Side Interior	Side Street	Rear	Maximum Height
Single-family	25'	6'	10'	15'	35'

Encroachments into the setbacks shall be permitted as listed in UDC dated 11-15-2021.



FRONT LOAD

X. Landscaping and Lighting

Landscaping and lighting elements will meet Town standards unless otherwise noted and approved by the Town Council.

A 15'-foot-wide Type C Landscape Buffer will be provided along the Development boundary as shown on the Master Plan. The Type C Landscape Buffer shall include a minimum 6-foot-high opaque screening (at installation) consisting of a wall, fence, berm, evergreen hedge, or combination thereof.

Street yard trees will be provided as required by the UDC.

The development will be served by Duke Energy. Street lighting in the subdivision will meet the Town standards.

XI. Parking and Loading Requirements

Parking and loading will meet Town standards unless otherwise noted and approved by the Town Council.

A mailbox kiosk and dedicated parking will be provided as approved by the USPS and the Town of Clayton.

XII. Design Commitments

The development will meet the standards outlined in the Design Guidelines dated February 20, 2006, unless otherwise noted and approved by the Town Council.

Energy efficient features will include the following: 14-SEER Energy-efficient HVAC System, Air Barrier & Sealing, Carbon Monoxide Detectors, Decorative Fiberglass Front Door, Gas Heat (2nd Floor Electric Heat Pump if Separate System), LED Lighting Throughout Home, Low VOC Carpet, Low VOC Paint, Low-E Insulated Single-hung Vinyl Windows w/ Tilt Out Feature, MERV 8 HVAC Filters, Programmable Thermostat, R-38 Attic Insulation, Separate HVAC System or Zone for Each Floor (per plan), Smoke Alarms in Each Bedroom, Water-saving Faucets & Shower Heads.

XIII. Open Space and Amenities

A minimum of 45 acres of the site will be comprised of open space. An additional 1-acre site will be designated for a Fitness/Recreation Center for the neighborhood.

At least one of the following amenities will be included in the development:

- ▶ Pool and cabana
- ▶ Splashpad
- ▶ Playground
- ▶ Clubhouse

At least two of the following amenities will be included in the development

- ▶ Great lawn
- ▶ Soccer lawn
- ▶ Picnic shelter
- ▶ Pavilion
- ▶ Firepit
- ▶ Dog park

XIV. Natural Resources and Environmental Preservation

Areas of floodplain, riparian buffers, streams, wetlands will be protected as resource conservation areas (RCA) as part of this development. There are two proposed stream crossings, both of which are necessary for access and connectivity, and both of which are designed to minimize impacts.

XV. Stormwater Management

The proposed development lies within the Neuse River Basin. The site is subject to Neuse River Basin nutrient requirements and is subject to meet local requirements in the Town of Clayton stormwater ordinance in place at the time of preliminary plat submittal. The following requirements apply to the subject site:

- ▶ Stormwater systems shall be designed in accordance with the NCDEQ Design Manual.
- ▶ Stormwater systems shall be designed to control and treat the runoff generated from 1-inch of precipitation. The measure shall discharge the storage volume at a rate equal or less than the pre-development discharge rate for the 1-year, 24-hour storm. Stormwater flows from the development shall not be erosive nor contribute to the degradation of waterways of the State.

- ▶ System will control post-development stormwater runoff rates so that there is no increase in peak flow rates from the pre-development condition for the 1-year, 2-year, 10-year, and 25-year 24-hour duration storm events at the watershed level at each point of discharge.
- ▶ Nitrogen loads from the proposed development shall not exceed 3.6 lbs/ac/year as part of the Neuse River Basin rules or “runoff volume match” (runoff volume post-development shall not be more than 10% higher than the annual runoff volume pre-development)
- ▶ All stormwater control measures (SCMs) used to meet these requirements shall be designed to have a minimum of 85% average annual removal for Total Suspended Solids (TSS).
- ▶ All proposed SCMs shall be designed per NCDEQ minimum design criteria in order to achieve at least 85% reduction of total suspended solid export. The proposed impervious area will be captured to the maximum extent practicable and shall be diverted to the proposed SCMs for treatment.

XVI. Public Facilities

Having discussed the proposal with the Town’s Engineering Department, we understand that adequate public facilities and infrastructure are available or will become available as improvements for the project.

A. Water and Sewer Infrastructure

The development will be served by public water and sanitary sewer utility systems. The utilities shall be designed to conform with the Town of Clayton standards and specifications. Potable water from Johnston County’s water system exists along Country Lane and will be extended through the development. A master meter will be installed on the water connection at Country Lane. Connections to the Town of Clayton water system on Hunter Way and Lynn Drive will also provide water service to the development. The proposed development will be responsible for the installation of a sanitary sewer system that will serve up to 299 residential units in Country Lane including the installation of a Pump Station and approximately 8,000 linear feet of Force Main Sewer. Easements will be provided for the public utilities that are installed outside of public right of way per Town of Clayton Requirements.

B. Multimodal Connections

1. Pedestrian Sidewalks

This project will include direct connections to the existing roadway and sidewalk stubs at Hunter Way and Lynn Drive. All new proposed streets will have pedestrian sidewalk connectivity in accordance with Town standards and design guidelines. A required 5’ sidewalk will be installed along Country Lane’s frontage.

2. Greenway

A public greenway easement shall be dedicated along the eastern property boundary or a location approved by the Town of Clayton Planning Director or

their designee. The developer may choose to build parts of the greenway and provide trail connections from the public right-of-way.

XVII. Transportation Impact Analysis

Based on the TIA prepared by Exult Engineering, the following improvements will be required of the development:

A. Barber Mill Road at Amelia Church Road

- ▶ Construct an exclusive southbound right-turn lane on Barber Mill Road with 100' of full-width storage with appropriate decel and taper.
- ▶ Construct an exclusive eastbound left-turn lane on Amelia Church Road with 200' of full-width storage with appropriate decel and taper.

B. Barber Mill Road at Country Lane Road

- ▶ Construct an exclusive northbound right-turn lane on Barber Mill Road with 100' of full-width storage with appropriate decel and taper.
- ▶ Construct an exclusive southbound left-turn lane on Barber Mill Road with 100' of full-width storage with appropriate decel and taper.

REZONING DRAWINGS FOR
COUNTRY LANE
CLAYTON, NORTH CAROLINA

1st SUBMITTAL - AUGUST 3, 2020

2nd SUBMITTAL - JANUARY 8, 2021

3rd SUBMITTAL - MARCH 1, 2021

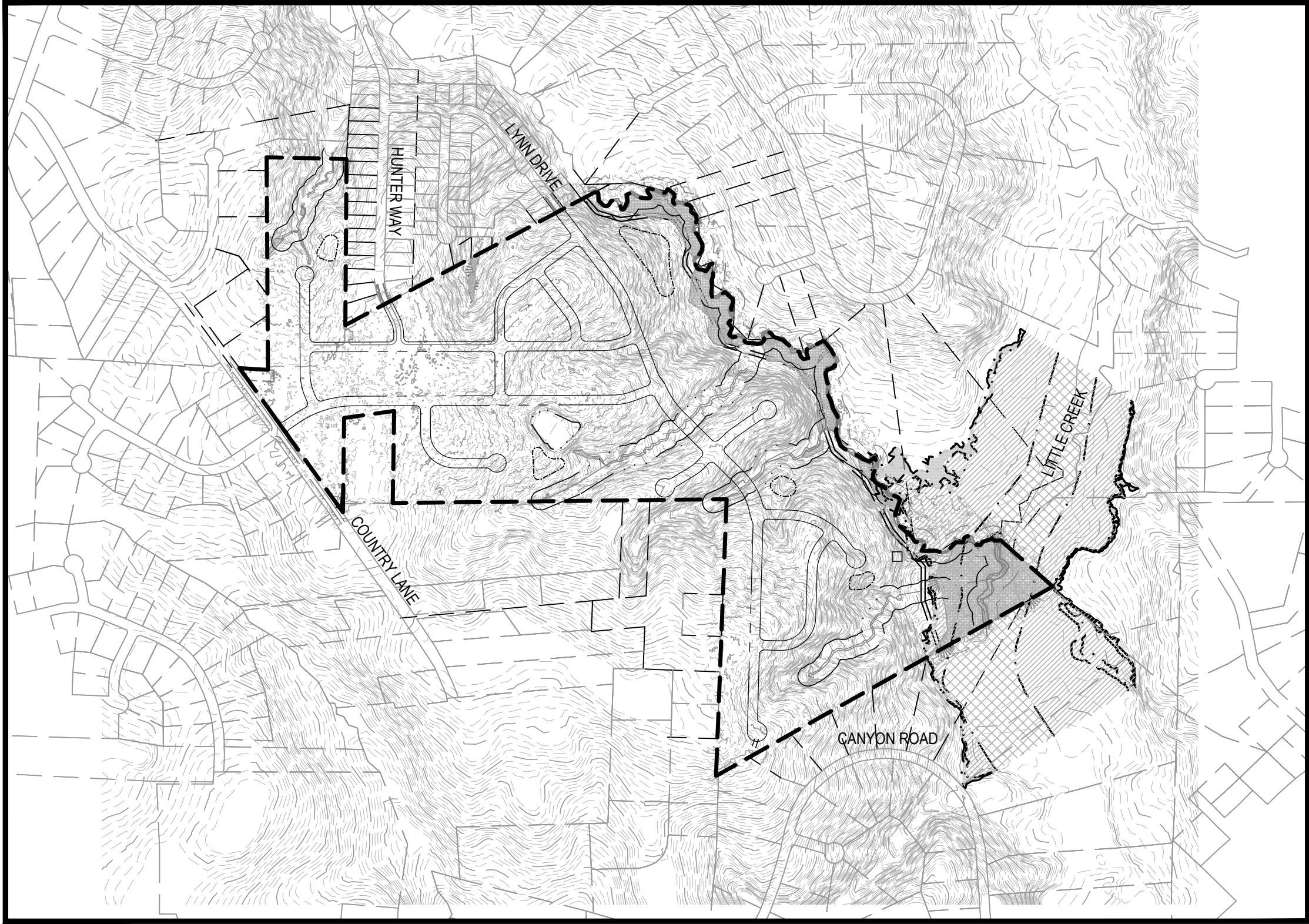
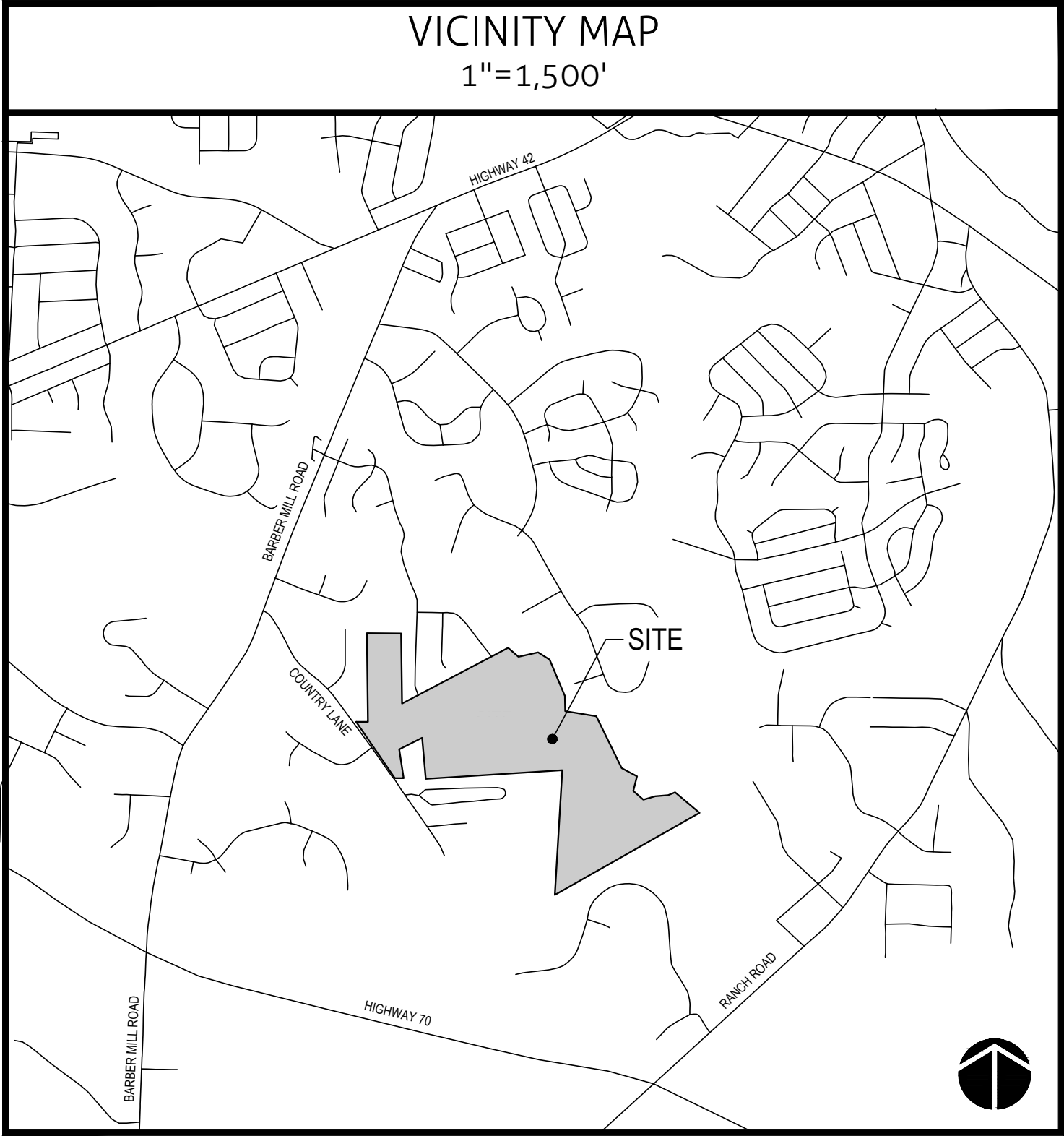
4th SUBMITTAL - JUNE 25, 2021

5th SUBMITTAL - OCTOBER 22, 2021

6th SUBMITTAL - DECEMBER 8, 2021

7th SUBMITTAL - JANUARY 10, 2022

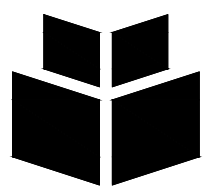
8th SUBMITTAL - FEBRUARY 7, 2022



INDEX OF SHEETS	
Sheet Number	Sheet Title
C0.0	Cover
C1.0	Existing Conditions
C2.0	Master Plan

SITE DATA TABLE	
OWNER NAME	COUNTRY LANE INVESTORS LLC
OWNER ADDRESS	5121 KINGDOM WAY SUITE 200 RALEIGH, NORTH CAROLINA 27607
PARCEL PIN	165804-82-1701
DEED BOOK AND PAGE	DB 04496 PG 0661
TOWNSHIP	CLAYTON
ETJ	CLAYTON
WATER DISTRICT	CLAYTON
CITY LIMITS	CLAYTON
EXISTING ZONING	PD-R
PROPOSED ZONING	CZ-R
WITHIN FEMA FLOOD HAZARD AREA	YES (NO FLOODPLAIN IMPACT)
SITE ACREAGE	115.03 ACRES
TOTAL PROPOSED LOTS	299 MAXIMUM
LOT DENSITY	2.60 DU/AC MAXIMUM
MINIMUM LOT SIZE	6,000 SF
MINIMUM LOT SIZE (ADJACENT TO PROJECT BOUNDARY)	8,000SF

PREPARED BY:



WithersRavenel

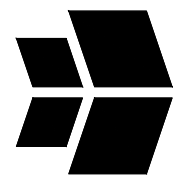
Engineers | Planners | Surveyors

115 MacKenan Drive | Cary, NC 27511 | t: 919.469.3340 | license #: F-1479 | www.withersravenel.com

DEVELOPER

CLAYTON PROPERTIES GROUP, INC. DBA
MUNGO HOMES OF NORTH CAROLINA, INC.

2521 SCHIEFFELIN ROAD SUITE 116
APEX, NC 27502
(919)-303-8525



COUNTRY LANE

CLAYTON, NORTH CAROLINA

EXISTING CONDITIONS

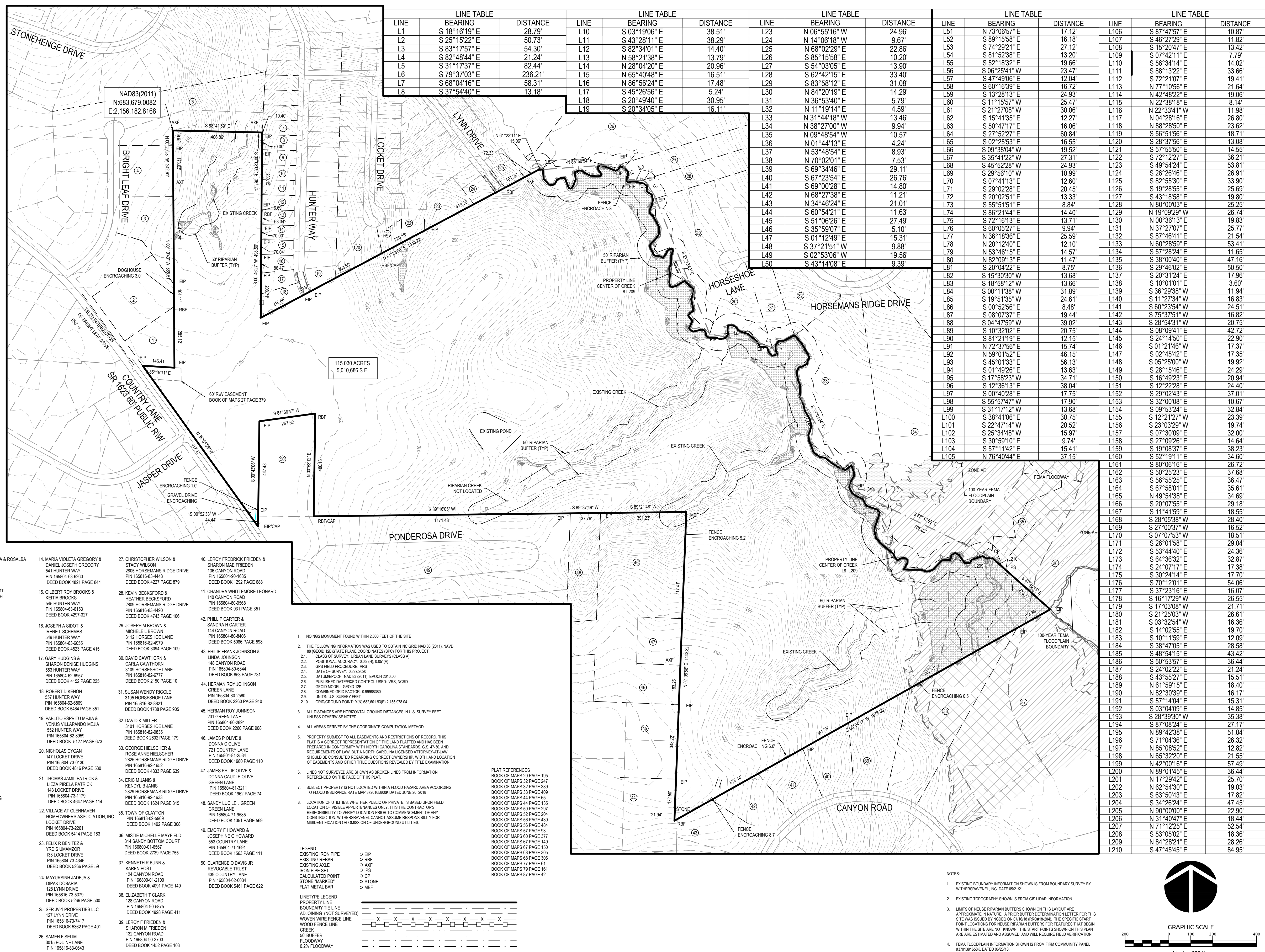
Job No. 0220040202 Drawn By WJR
Date 10/22/21 Designer WJR

PRELIMINARY
NOT APPROVED FOR
CONSTRUCTION

Revisions
1 TOWN COMMENTS 2/7/22

Sheet No.

C1.0



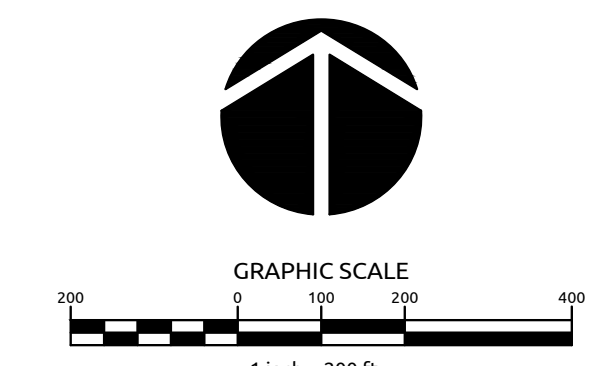
- VILLAFRANCO ROGELIO ZUNIGA & ROSALBA RODRIGUEZ
320 COUNTRY LANE
PIN 156814-02-0000
DEED BOOK 3199 PAGE 361
- SAM CLARENCE PARRISH TRUST
FOR MCKENNA CLAIRE PARRISH
260 COUNTRY LANE
PIN 156814-03-0120
DEED BOOK 4520 PAGE 622
- FRANCES B PARRISH
105 BRIGHT LEAF DRIVE
PIN 156814-03-0198
DEED BOOK 2998 PAGE 924
- FRANCES B PARRISH
517 BRIGHT LEAF DRIVE
PIN 156814-03-0481
DEED BOOK 2998 PAGE 921
- JAMES R MCCARTHY &
AMY LYNN COOK MCCARTHY
109 BRIGHT LEAF DRIVE
PIN 156814-02-0987
DEED BOOK 3010 PAGE 934
- VILLAGE AT GLENHAVEN HOME
OWNERS ASSOCIATION, INC
PIN 15616-74-4006
DEED BOOK 5414 PAGE 183
- JERRY D WALL
513 HUNTER WAY
PIN 156814-03-0679
DEED BOOK 4144 PAGE 269
- AMY L FERGUSON
517 HUNTER WAY
PIN 156814-03-0682
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- SHAN HAI LIN & SONG MEI ZHENG
521 HUNTER WAY
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- PAUL R SILVERBERG
520 HUNTER WAY
PIN 156814-03-0461
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- DAVID A EDWARDS
533 HUNTER WAY
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- JOHN JOSEPH SCOTT &
JOAN FRANCES SCOTT
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- MARIA VIOLETA GREGORY &
DANIEL JOSEPH GREGORY
541 HUNTER WAY
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- GILBERT ROY BROOKS &
KEITHA BROOKS
545 HUNTER WAY
PIN 156814-03-0103
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- JOSEPH A SIDOTI &
RENE L SCHIMBS
549 HUNTER WAY
PIN 156814-03-0555
DEED BOOK 4523 PAGE 415
- GARY HUDGINS &
SHARON DENISE HUDGINS
553 HUNTER WAY
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DEED BOOK 4152 PAGE 225
- ROBERT D KENON
3105 HORSESHOE LANE
PIN 15616-02-0880
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- PAULITO ESPRITO MEJIA &
VENUS VILLAPANDO MEJIA
552 HUNTER WAY
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- NICHOLAS CYGAN
147 LOCKET DRIVE
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- THOMAS JAMIE PATRICK &
LIEZA PRELA PATRICK
143 LOCKET DRIVE
PIN 156814-02-4633
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- TOWN OF CLAYTON
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DEED BOOK 5414 PAGE 183
- MISTIE MICHELLE MAYFIELD
314 SANDY BOTTOM CREEK
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DEED BOOK 2738 PAGE 755
- KENNETH R BUNN &
KAREN POST
124 CANYON ROAD
PIN 156814-01-2100
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- ELIZABETH T CLARK
128 CANYON ROAD
PIN 156814-00-5875
DEED BOOK 4626 PAGE 411
- LEROY F FRIEDEN &
SHARON M FRIEDEN
132 CANYON ROAD
PIN 156814-00-3703
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- CHRISTOPHER WILSON &
STACY WILSON
136 CANYON ROAD
PIN 156814-00-1635
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- DAVID BECKFORD &
HEATHER BECKFORD
140 CANYON ROAD
PIN 156814-00-9569
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- PHILIP CARTER &
SANDRA H CARTER
144 CANYON ROAD
PIN 156814-00-8606
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- PHILIP FRANK JOHNSON &
LINDA JOHNSON
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- HERMAN ROY JOHNSON
GREEN LANE
PIN 156814-00-2080
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- HERMAN ROY JOHNSON
201 GREEN LANE
PIN 156814-00-2084
DEED BOOK 2260 PAGE 908
- JAMES P OLIVE &
DONNA C OLIVE
721 COUNTRY LANE
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DEED BOOK 1860 PAGE 110
- JAMES PHILIP OLIVE &
DONNA LUCILLE OLIVE
GREEN LANE
PIN 156814-01-3211
DEED BOOK 1952 PAGE 74
- SANDY LUCILLE J GREEN
GREEN LANE
PIN 156814-71-9585
DEED BOOK 1351 PAGE 569
- EMORY F HOWARD &
JOSEPHINE M HOWARD
553 COUNTRY LANE
PIN 156814-71-1694
DEED BOOK 1953 PAGE 111
- CLARENCE O DAVIS JR
REVOCABLE TRUST
439 COUNTRY LANE
PIN 156814-03-0034
DEED BOOK 5461 PAGE 622

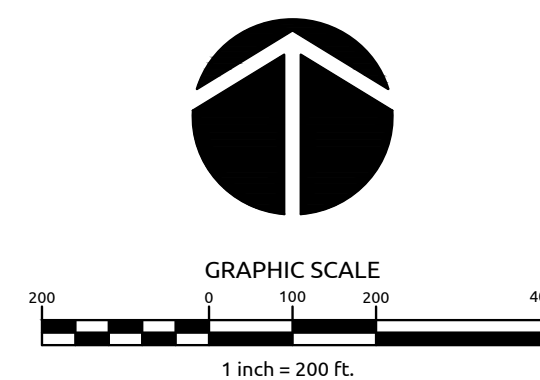
- NO SIGN MONUMENT FOUND WITHIN 2,000 FEET OF THE SITE
- THE FOLLOWING INFORMATION WAS USED TO OBTAIN NC GRID NAD 83 (2011), NAVD 88 (GEOD 1983) PLANE COORDINATES (SPC) FOR THIS PROJECT:
2.1 BASIS OF SURVEY: URBAN LAND SURVEYS (CLASS A)
2.2 POSITIONAL ACCURACY: 0.05' (H), 0.07' (V)
2.3 GPS FIELD PROCEDURE: RRS
2.4 DATE OF SURVEY: 06/27/2020
2.5 DATUM/PROJ: NAD 83 (2011), EPOCH 2010.0
2.6 PUBLISHED DATUMED CONTROL USED: VRS, NCSD
2.7 GEOD MODEL: GEOD 12B
2.8 COMBINED GRID FACTOR: 0.00003800
2.9 UNITS: U.S. SURVEY FEET
2.10 GRID/GROUND POINT: VTN (62,801,932) 2,155,978.04
- ALL DISTANCES ARE HORIZONTAL GROUND DISTANCES IN U.S. SURVEY FEET UNLESS OTHERWISE NOTED
- ALL AREAS DERIVED BY THE COORDINATE COMPUTATION METHOD
- PROPERTY SUBJECT TO ALL EASEMENTS AND RESTRICTIONS OF RECORD. THIS PLAN IS A CORRECT REPRESENTATION OF THE LAND PLATTED AND HAS BEEN PREPARED IN CONFORMITY WITH NORTH CAROLINA STANDARDS, G.S. 47-36, AND REQUIREMENTS OF LAW, BUT A NORTH CAROLINA LICENSED ATTORNEY AT LAW SHOULD BE CONSULTED REGARDING CORRECT OWNERSHIP, WIDTH, AND LOCATION OF EASEMENTS AND OTHER TITLE QUESTIONS REVEALED BY TITLE EXAMINATION.
- LINE NOT SURVEYED ARE SHOWN AS BROKEN LINES FROM INFORMATION REFERENCED ON THE FACE OF THIS PLAN
- SUBJECT PROPERTY IS NOT LOCATED WITHIN A FLOOD HAZARD AREA ACCORDING TO FLOOD INSURANCE RATE MAP 3210160800 (DATED JUNE 20, 2018)
- LOCATION OF UTILITIES, WHETHER PUBLIC OR PRIVATE, IS BASED UPON FIELD LOCATION OF VISIBLE IMPURMANENCES ONLY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY LOCATION PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION. WITHERSRAVENEL, CANNOT ASSUME RESPONSIBILITY FOR MISIDENTIFICATION OR OMISSION OF UNDERGROUND UTILITIES.

PLAT REFERENCES
BOOK OF MAPS 20 PAGE 195
BOOK OF MAPS 32 PAGE 247
BOOK OF MAPS 32 PAGE 389
BOOK OF MAPS 33 PAGE 409
BOOK OF MAPS 44 PAGE 65
BOOK OF MAPS 44 PAGE 135
BOOK OF MAPS 50 PAGE 207
BOOK OF MAPS 52 PAGE 204
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BOOK OF MAPS 79 PAGE 161
BOOK OF MAPS 87 PAGE 42

LEGEND
EXISTING RIPN PIPE
EXISTING REBAR
EXISTING ALLE
IRON PIPE SET
CALCULATED POINT
STONE MARKER
FLAT METAL BAR
LINETYPE LEGEND
PROPERTY LINE
BOUNDARY TIE LINE
ADJOINING (NOT SURVEYED)
WOOD WIRE FENCE LINE
WOOD FENCE LINE
CREEK
50' BUFFER
FLOODWAY
0.2% FLOODWAY

- NOTES
- EXISTING BOUNDARY INFORMATION SHOWN IS FROM BOUNDARY SURVEY BY WITHERSRAVENEL, INC. DATE 06/21/21.
 - EXISTING TOPOGRAPHY SHOWN IS FROM GIS LEAD INFORMATION.
 - LIMITS OF NEUSE RIPARIAN BUFFERS SHOWN ON THIS LAYOUT ARE APPROXIMATE IN NATURE. A PRIOR BUFFER DETERMINATION LETTER FOR THIS SITE WAS ISSUED BY AGGEC ON 07/16/2019. THE PROJECT START POINT LOCATIONS FOR NEUSE RIPARIAN BUFFERS FOR FEATURES THAT BEGIN WITHIN THE SITE ARE AS SHOWN. THE START POINTS SHOWN ON THIS PLAN ARE ESTIMATED AND ASSUMED, AND WILL REQUIRE FIELD VERIFICATION.
 - FEMA FLOODPLAIN INFORMATION SHOWN IS FROM FIRM COMMUNITY PLAN #3701391698, DATED 08/20/18.





CLAYTON, NORTH CAROLINA

PRELIMINARY
NOT APPROVED FOR
CONSTRUCTION

Revisions		
1	TOWN COMMENTS	2/7/22

Sheet No. _____

C2.0

1115 MacKenan Drive | Cary, NC 27511 | t: 919.469.3340 | license #: F-1479 | www.withersravenel.com

\\20130-04001-200402-Country Lane\CAD\Drawing Sets\Master Plan\C2.0 Master Plan Concept.dwg - Wednesday, February 23, 2022 4:46:04 PM - FULLER, ZACHARY

RUSSELL



A



B



C

Renderings are representative of product to be used.
Actual product may vary.

LANCASTER

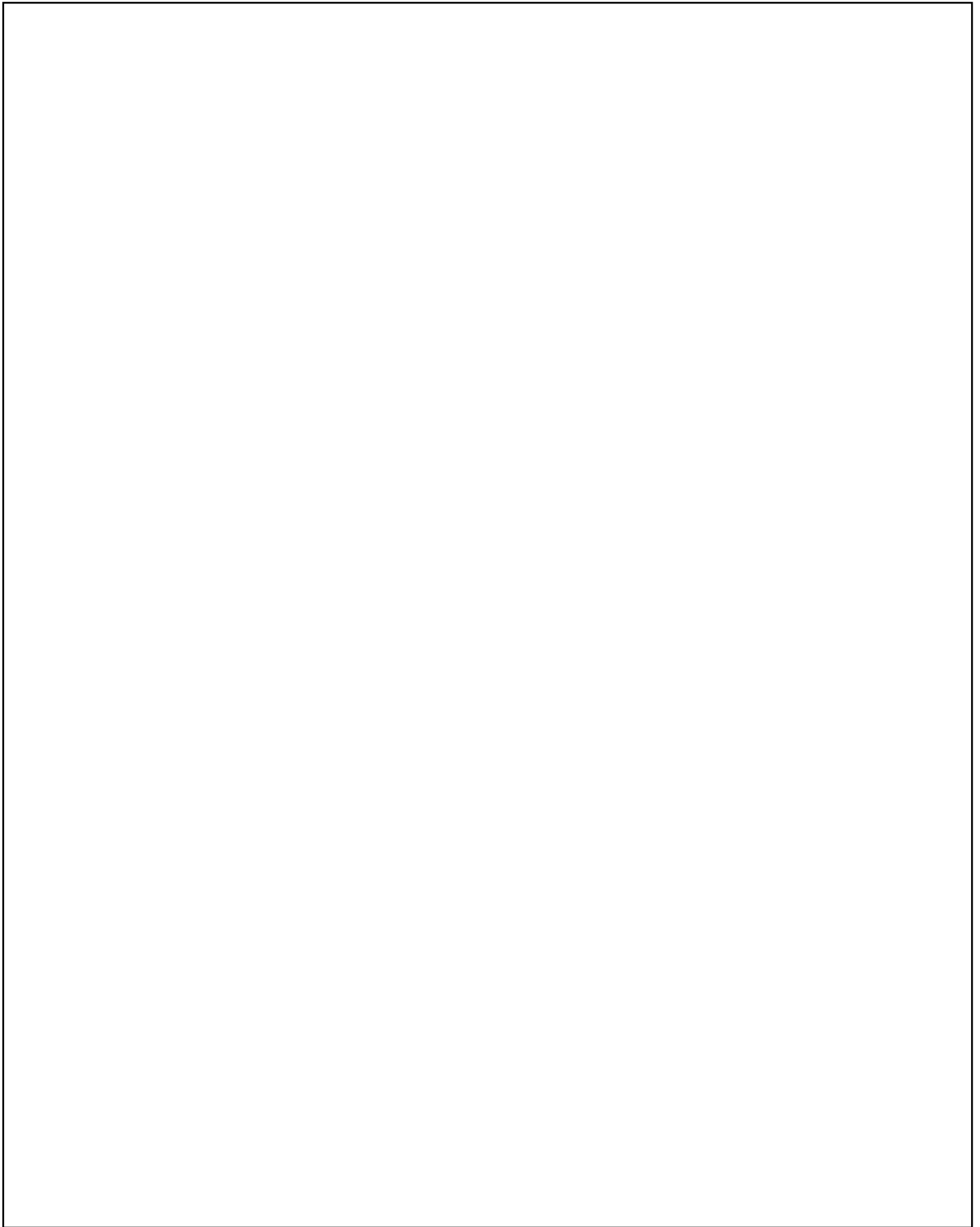


Renderings are representative of product to be used.
A Actual product may vary

B



C



ERROR: undefined
OFFENDING COMMAND:

STACK:



03/19/2021

To: Neighboring Property Owners of Subject Property; PIN
RE: Rezoning Request – Virtual Neighborhood Meeting
FR: Brendie Vega, WithersRavenel

Neighboring Property Owners:

The Purpose of this letter is to notify you of an application filed with the Town of Clayton for a land use change or development proposal involving property adjacent to, or in close proximity to, property shown in your ownership by Johnston County tax records. Per Town of Clayton regulations, a Neighborhood Meeting will be held to provide information to area residents about the proposal. A representative of the applicant will be present to explain their application, answer questions, and solicit comments. Due to the COVID-19 Pandemic, this meeting will be a virtual format where you can join the meeting by telephone, computer or smartphone. The Neighborhood Meeting will be held as follows:

Meeting Date: 03/30/2021

Meeting Time: 6:00 PM – 7:30 PM

Meeting Name: Country Lane

WebEx Phone Number: 1-415-655-0001

WebEx Access Code: 185 261 7939

WebEx allows you to join via a computer or smart phone, and there is a dial-in option for telephone access. We have created an information page on our website for this meeting, to access information on the project, the Neighborhood Meeting, and how to connect to WEBEX on the internet, please visit our website here:

<https://withersravenel.com/publicmeetings>

Type of Application: Rezoning

Project/proposal property address: (Northeast of the intersection of Jasper Dr. with Country Ln)

Description of project/proposal: The proposed rezoning is from the existing Planned Development – Residential (PD-R) to Conditional-Residential (R-8). The project is planned to be the development of residential single-family units.

Upcoming public meetings for this application:

Planning Board –04/26/2021 Town Council – 05/03/2021

At a minimum, the following will be available for your inspection during the virtual Neighborhood Meeting:

1. A copy of the project application.
2. A schedule of all upcoming public meetings for the application.
3. A map at a scale that is appropriate to the project and shows neighboring properties and roads.
4. A map, drawing, or other depiction of the proposed land use change or development proposal.

A map is enclosed with this letter showing the location of the property that is subject to this application for land use change and/or development proposal.

If you have any questions prior to or after this meeting, please email us: countrylane@withersravenel.com

You may also contact the Town of Clayton Planning Department at 919-553-5002

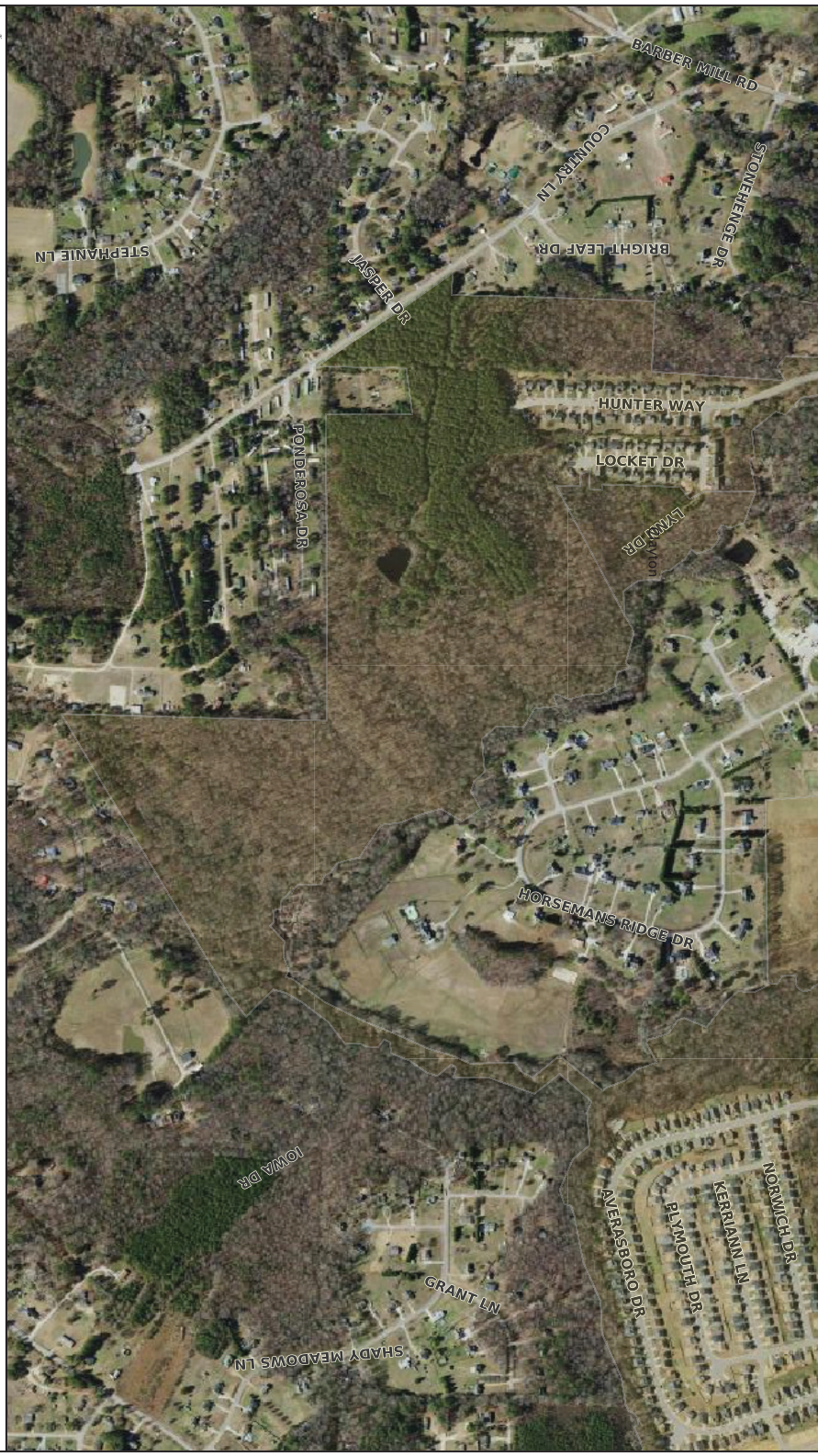
Sincerely,

Brendie Vega

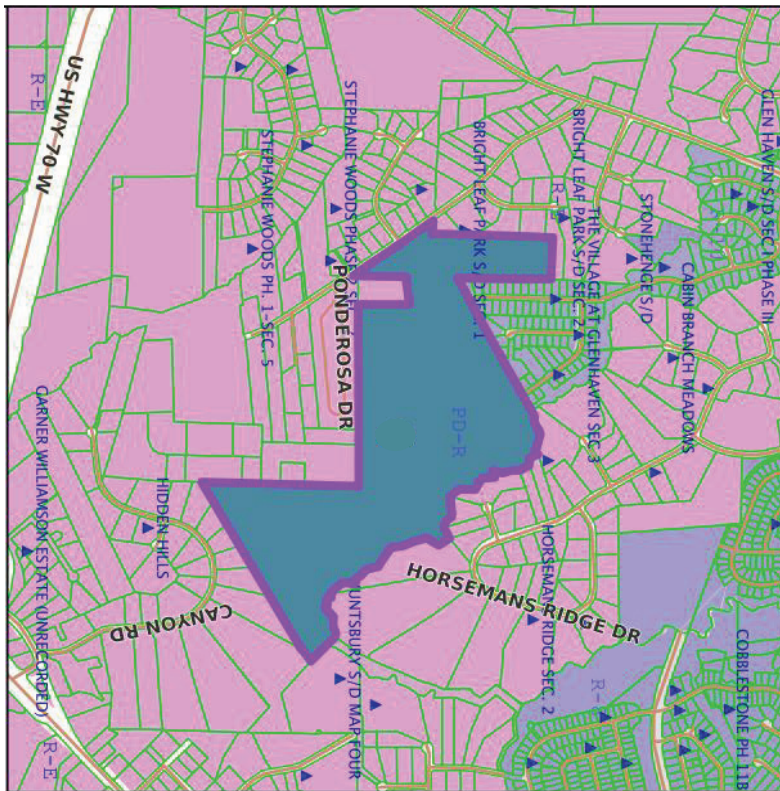
Cc: Town of Clayton Planning Department

137 South Wilmington Street, Suite 200 | Raleigh, NC 27601 t: 919.469.3340 | f: 919.467.6008 |
www.withersravenel.com | License No. C-0832 Asheville | Cary | Greensboro | Pittsboro | Raleigh |
Southern Pines | Wilmington

*** DISCLAIMER ***
Johnston County assumes no legal responsibility for the information represented here.



Scale: 1:5000 - 1 in. = 500 feet
(The scale is only accurate when printed landscape on a 11 x 17 size sheet with no page scaling.)



Current Zoning Exhibit



WithersRavenel
Our People. Your Success.



MEMORANDUM

To: Town of Clayton Planning Department
From: Brendie Vega, AICP
Date: Friday, March 19, 2021
Project: Country Lane Rezoning 2021-20-CZM
Subject: Neighborhood Meeting Notice

I, Brendie Vega, hereby attest that we have mailed neighborhood meeting notices for the above referenced Zoning Case in accordance with the Town of Clayton's guidance for noticing a Virtual Neighborhood Meeting prior to advancing to the Planning Board.

Brendie Vega

Neighborhood Meeting Attendance List							
User Type	FirstName	LastName	Email	Address 1	City	State	Zip Code
Panelist	Brendie	Vega	bvega@withersravenel.com				
Panelist	Daniel	Rauh	drauh@withersravenel.com				
Panelist	Brad	Hart	bhart@withersravenel.com				
Panelist	Chris	Simmering	csimmering@mungo.com	2224 OLD SORRELL RD	APEX	NC	27539
Attendee	Mary	Hansen	mcjch@aol.com	509 Hunter Way	Clayton	NC	27520
Attendee	AMY	FERGUSON	1alfergus@gmail.com	517 HUNTER WAY	CLAYTON	NC	27520
Attendee	Michelle	Mayfield	saturdaycanoing@yahoo.com		Clayton	NC	27520
Attendee	Robert	Carbo	captbob@onager.net	314 SANDY BOTTOM CT	CLAYTON	NC	27520

County Lane

Neighborhood Meeting

Date: March 30, 2021

Time: 6pm – 7:30pm

Location: Webex- <https://withersravenel.com/meeting/country-lane-rezoning-public-meeting/>

Representatives in Attendance:

- Chris Simmering, Mungo Homes
- Brad Hart, WithersRavenel
- Brendie Vega, WithersRavenel
- Daniel Rauh, WithersRavenel

Brendie Vega welcomed everyone to the neighborhood meeting and invited participants to ask Questions in the Q&A option and we would get to them.

1. Seems like a lot of houses with the existing houses. There is not another exit leading to Cobblestone. Are there more exit points?
The number of access points meets Clayton's requirements. Town of Clayton asked us to be open if additional land becomes acquired.
2. What is the pool like by Hunter Lane? How big are they and will they be open?
Those represents preliminary schematics design locations for stormwater management ponds. They will range in size.
3. How many houses are going into this lot?
Current plan has more details, it shows 266 lots.
4. Is the green area in the middle a park?
The green area is open space. There will be no construction.
5. The proposed single family lots will be split in half?
That is correct. Two rows of lots will back up to each other.
6. On the long strip, how many housing?
Both sides of the cul-de-sac there will be about 8 or 9 lots.
7. Will the conditions be required on the property even if the project isn't completed by this developer?
The conditions will run with the rezoning.
8. The green area in southeast will be open area. Will you leave all areas that are not developed including with steep slopes with their natural vegetation.
Yes it will be left in their natural state. 90+% will stay the same.
9. What is the plan for the amenity site?
A pool with a cabana and cookout amenities.
10. Will you be adding a turning lane on Barber Mill?

That will be determined. That type of off-site improvement will need approval. Traffic Impact Analysis determines which areas need to be studied.

11. Concern is storm drainage. Caller is overwhelmed by water. Water drain and storm drain.

Most of site does not drain towards caller's location. Redirect runoff to stormwater ponds. Town will require to show runoff is collected and abides by requirements.

12. The traffic through Hunter Lane. Problem with people driving over speed limit. Is there anything going to be done to control traffic and speed? Speedbump?

We're all sensitive about the speeding. At this stage for rezoning, there are not specific plans.

13. Will you add turning lane on Country Lane?

We anticipate it will require turning lane.

14. Bivalves are sensitive species in nearby creeks. More erosion on property due to construction. What size does stormwater need to be designed for?

Clayton's requirements are usually for two or three storm events that need to be matched.

15. Will you be doing a watershed study?

Yes, we will be required to do detailed study.

16. Will housing be multiple income levels?

Generally it is similar product. There is no full market analysis that will be targeting income levels. It will start in upper 200s and run upper 300s.

17. Will developer encourage lifestyle for rain gardens, etc. Bring Clayton and local development into the future for climate change, increased rainfall.

This project might include those, sometimes it is suited for better areas. We don't have plans to incorporate such, but that doesn't mean we won't.

18. When is the next public hearing?

We will probably get pushed to May.

19. When will construction begin?

A year from now.

20. Is there a phasing plan?

Generally will be from Country Lane and move towards the back.

21. Model homes be built first?

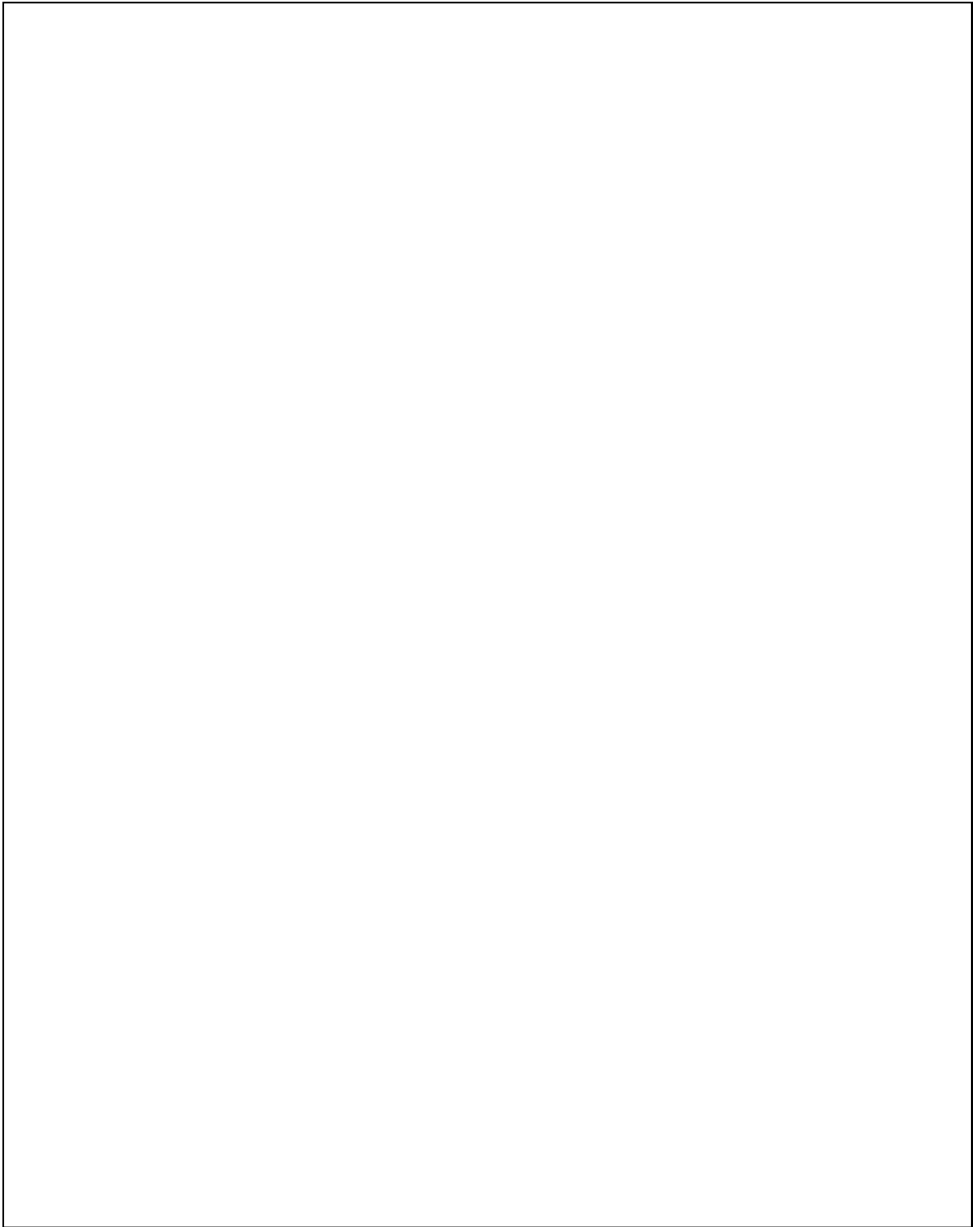
Model homes will be first and double as sales center.

22. Are Riparian buffers left natural?

Yes, they will be for the most part.

23. What is a concerned that is often voiced in public hearings?

Stormwater and traffic are the two biggest. Questions about Town's capacity.



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June 2021



COUNTRY LANE RESIDENTIAL

DRAFT Traffic Impact Analysis

LOCATED IN CLAYTON, NC

Prepared for:

Mungo Homes of North Carolina, Inc.
2521 Schieffelin Road, Suite #116
Apex, NC 27502

Prepared by:

Exult Engineering, PC
P.O. Box 99277
Raleigh, NC 27624



This document entitled Country Lane Residential Traffic Impact Analysis was prepared by Exult Engineering, PC for the account of Mungo Homes of North Carolina, Inc.. The material in it reflects Exult Engineering's best judgement in light of the information available to them at the time of preparation. Any use which a third party makes of this report, or any reliance on or decisions made based on it, are the responsibilities of such third parties. Exult Engineering, PC accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this report.

Country Lane Residential DRAFT Traffic Impact Analysis

Prepared by: _____ (sign)

Date: _____

Brittany Chase, PE

Reviewed by: _____ (sign)

Date: _____

Lisa Lundeen, PE



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EXECUTIVE SUMMARY

The proposed 117.6-acre site is situated along the east side of Country Lane south of the existing Glenhaven Subdivision in Clayton, North Carolina. The property is currently zoned as Planned Development – Residential (PD-R). The proposed development consists of 282 single family dwelling units and does require rezoning to Residential – Conditional Zoning (R8-CZ). The proposed site is to be developed within four years by the year 2025. The proposed development will be accessed by one full movement driveway on Country Lane to align with Jasper Drive and access to Barber Mill Road via interconnectivity to Hunter Way and Lynn Drive. The purpose of this Traffic Impact Analysis (TIA) is to analyze the potential traffic impacts of the proposed development on the surrounding roadway network and to identify any roadway improvements necessary to mitigate the impact of the project traffic.

As requested by the North Carolina Department of Transportation (NCDOT) District Office, scoping for the TIA was done through email correspondence. The NCDOT TIA Scoping Checklist was prepared and submitted to NCDOT and the Town of Clayton for review and comment. The TIA Scoping Checklist and subsequent correspondence regarding the scope of the TIA is included in the Appendix of this report. The *NCDOT Congestion Management Capacity Analysis Guidelines* were referenced to perform this traffic study.

As determined by NCDOT and the Town, the study area includes:

1. Barber Mill Road at Hunter Way/Will Court
2. Barber Mill Road at Country Lane
3. Barber Mill Road at Amelia Church Road
4. Country Lane at Jasper Drive/Proposed Site Driveway

The proposed development is expected to generate 2,700 daily trips, 206 AM peak hour trips (52 entering, 154 exiting), and 275 PM peak hour trips (173 entering, 102 exiting).

Based on coordination with NCDOT and available historical Annual Average Daily Traffic (AADT) information, a 1% annual growth rate was applied to the existing traffic volumes to determine 2025 no-build traffic volumes. Approved developments are developments in the area of the proposed site that have been approved but not yet constructed. The traffic from these approved developments is expected to contribute to the no-build traffic volumes projected for the study intersections. According to NCDOT and the Town, there are no approved developments in the project vicinity to include in the future year analysis.

To determine the traffic impacts of the proposed development, capacity analyses were performed at the study intersections under the following scenarios:

- Existing (2021) Traffic Conditions
- No-Build (2025) Traffic Conditions
- No-Build (2025) Traffic Conditions with Recommended Improvements
- Buildout (2025) Traffic Conditions
- Buildout (2025) Traffic Conditions with Recommended Improvements

Based on the capacity analysis presented herein, the following roadway improvements are recommended to be completed **by others** to accommodate existing and no-build site traffic volumes:

Barber Mill Road at Amelia Church Road:

- Install a traffic signal (if warranted)

Based on the capacity analysis presented herein, the following roadway improvements are recommended to be completed **by the developer** to accommodate buildout site traffic volumes:

Barber Mill Road at Country Lane Road:

- Construct an exclusive northbound right-turn lane on Barber Mill Road with 50' of full-width storage and appropriate taper.
- Construct an exclusive southbound left-turn lane on Barber Mill Road with 75' of full-width storage and appropriate taper.

Country Lane Road at Jasper Drive/Proposed Site Driveway:

- Provide one ingress and one egress lane on the Proposed Site Driveway.

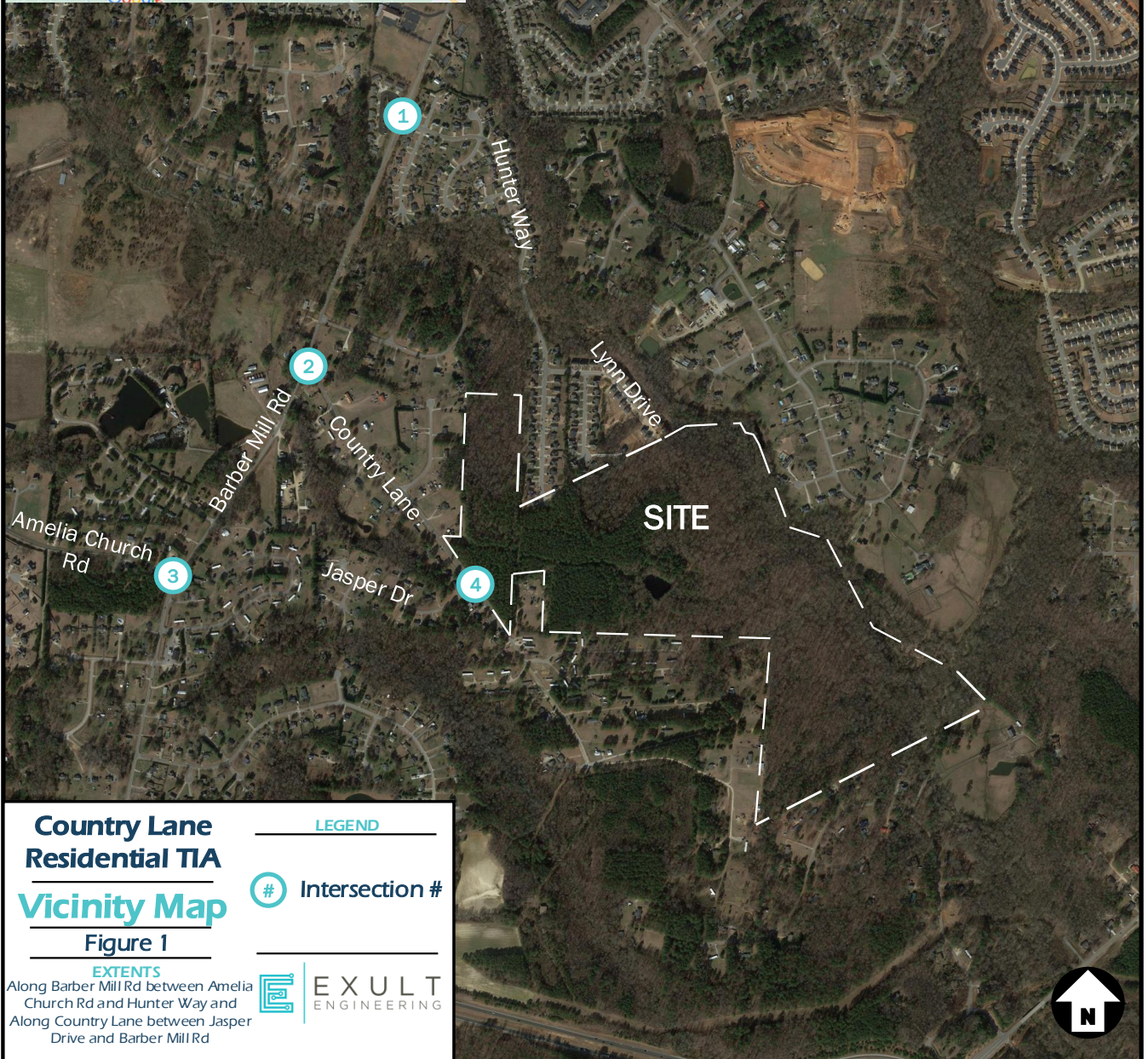
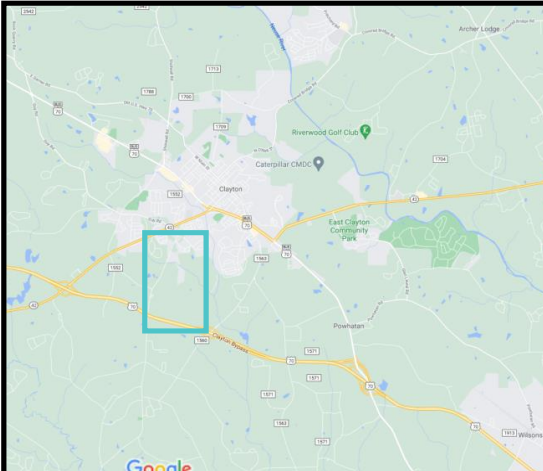
INTRODUCTION

The proposed 117.6-acre site is situated along the east side of Country Lane south of the existing Glenhaven Subdivision in Clayton, North Carolina as shown on Figure 1. The property is currently zoned as Planned Development – Residential (PD-R). The proposed development consists of 282 single family dwelling units and does require rezoning to Residential – Conditional Zoning (R8-CZ). As shown on Figure 2, the proposed development will be accessed by one full movement driveway on Country Lane to align with Jasper Drive and access to Barber Mill Road via interconnectivity to Hunter Way and Lynn Drive. The proposed site is to be developed within four years by the year 2025.

The purpose of this TIA is to analyze the potential traffic impacts of the proposed development on the surrounding roadway network and to identify any roadway improvements necessary to mitigate the impact of the project traffic. This study includes the analysis of the following traffic scenarios:

- Existing (2021) Traffic Conditions
- No-Build (2025) Traffic Conditions
- No-Build (2025) Traffic Conditions with Recommended Improvements
- Buildout (2025) Traffic Conditions
- Buildout (2025) Traffic Conditions with Recommended Improvements

Based on coordination with NCDOT and available historical Annual Average Daily Traffic (AADT) information, a 1% annual growth rate was applied to the existing traffic volumes to determine 2025 no-build traffic volumes. Approved developments are developments in the area of the proposed site that have been approved but not yet constructed. The traffic from these approved developments is expected to contribute to the no-build traffic volumes projected for the study intersections. According to NCDOT and the Town, there are no approved developments in the project vicinity to include in the future year analysis.



Country Lane Residential TIA

Vicinity Map

Figure 1

LEGEND

Intersection

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Along Barber Mill Rd between Amelia Church Rd and Hunter Way and
Along Country Lane between Jasper Drive and Barber Mill Rd



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Country Lane Residential TIA

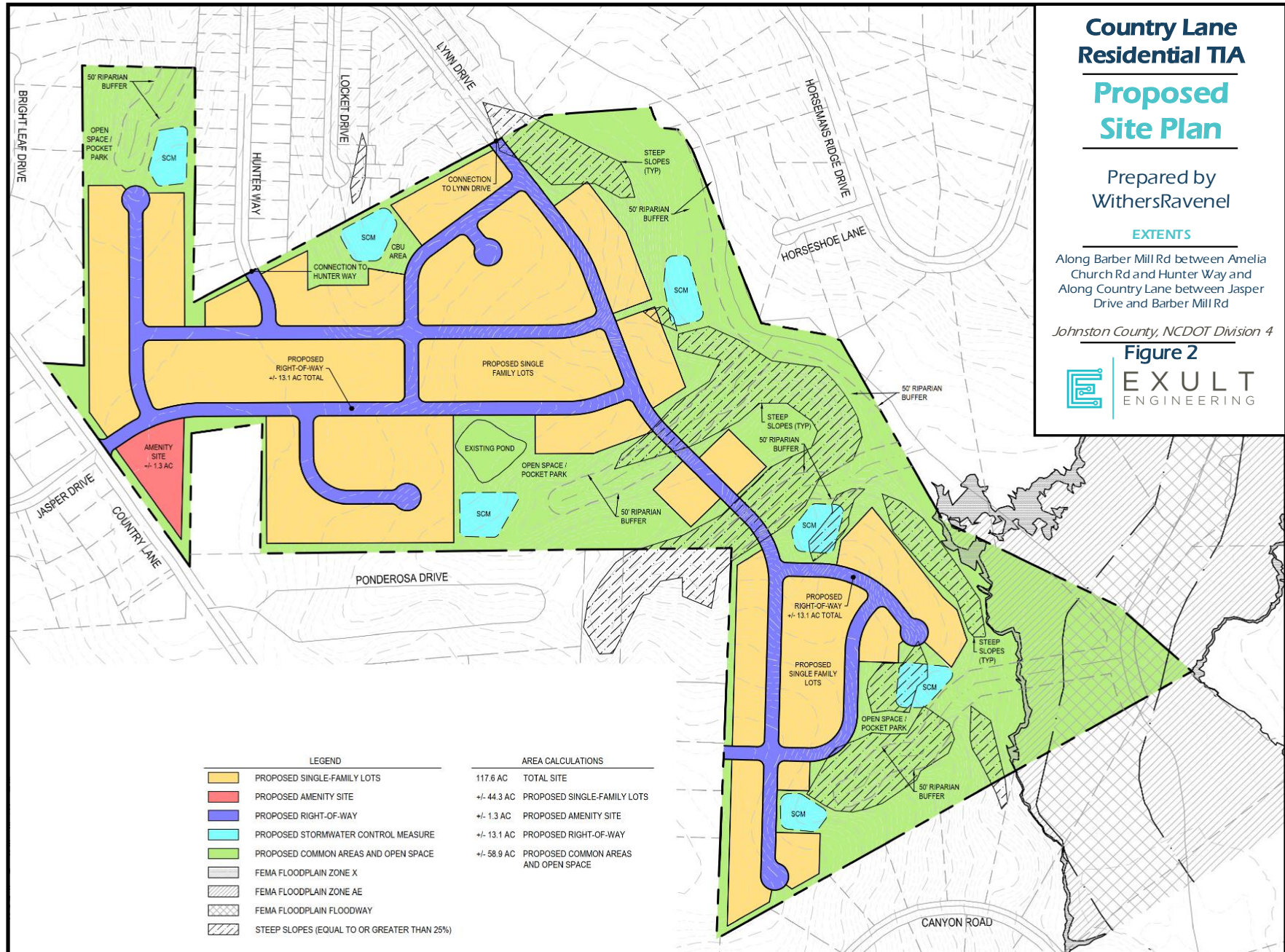
Proposed Site Plan

Prepared by
WithersRavenel

EXTENTS

Along Barber Mill Rd between Amelia Church Rd and Hunter Way and
Along Country Lane between Jasper Drive and Barber Mill Rd

Johnston County, NCDOT Division 4



EXISTING CONDITIONS

The proposed 117.6-acre site is situated along the east side of Country Lane south of the existing Glenhaven Subdivision in Clayton, North Carolina. The property is currently zoned as Planned Development – Residential (PD-R). Per NCDOT and the Town, the study area for the proposed development includes the following unsignalized intersections:

1. Barber Mill Road at Hunter Way/Will Court
2. Barber Mill Road at Country Lane
3. Barber Mill Road at Amelia Church Road
4. Country Lane at Jasper Drive/Proposed Site Driveway

A site visit was performed on Wednesday, May 19, 2021 to observe existing field conditions, such as lane geometry, posted speed limits, and traffic operations. Figure 3 shows the Existing Lane Geometry at the above existing study intersections.

Peak-hour turning movement traffic counts were performed at the following existing study intersections during the AM (7:00 – 9:00) and PM (4:00 – 6:00) peak periods on Thursday, May 13, 2021:

- Barber Mill Road at Hunter Way/Will Court
- Barber Mill Road at Country Lane
- Barber Mill Road at Amelia Church Road

The May 2021 peak hour traffic volumes present at the intersections were used to determine estimated 2021 Average Daily Traffic volumes within the study area by assuming the PM peak hour accounts for approximately 10% of the daily traffic volumes. These estimated ADTs were compared to the reported NCDOT AADTs during non-COVID conditions on the respective roadway segments to determine a “COVID factor.” This factor was applied to the May 2021 peak hour traffic volumes to determine non-COVID traffic conditions at the study intersections.

Due to the limited land uses along Jasper Drive (24 single family homes), traffic volumes were estimated at the intersection of Country Lane and Jasper Drive utilizing a combination of the equations published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition and the approach/departure volumes from the peak hour traffic count collected at the intersection of Country Lane and Barber Mill Road.

Traffic count data is included in the Appendix of this report. Any traffic count imbalances between study intersections were justified due to the number of access points and land uses located between study intersections. Figure 4 depicts the 2021 AM and PM Adjusted Peak Hour Existing Traffic Volumes.

Barber Mill Road (S.R. 1555) is currently a 2-lane roadway with a posted speed limit of 45 miles per hour (mph) in the project vicinity. Barber Mill Road is classified as Major Collector on the *NCDOT Functional Class Map*. Barber Mill Road has a 2019 annual average daily traffic (AADT) volume of 7,500 vehicles per day on the *NCDOT Interactive Traffic Volume Map*.

Amelia Church Road (S.R. 1552) is currently a 2-lane roadway with a posted speed limit of 45 miles per hour (mph) in the project vicinity. Amelia Church Road is classified as local roadway on the *NCDOT Functional Class Map*. Amelia Church Road has a 2019 annual average daily traffic (AADT) volume of 7,000 vehicles per day on the *NCDOT Interactive Traffic Volume Map*.

Country Lane (S.R. 1623) is currently a 2-lane roadway in the project vicinity with a posted speed limit of 35 mph. Country Lane is classified as a local roadway on the *NCDOT Functional Class Map*. Assuming the collected PM peak hour traffic volume accounts for approximately 10% of the daily traffic, Country Lane has an estimated 2021 AADT of 640 vehicles per day.

Hunter Way is currently a 2-lane roadway in the project vicinity with a posted speed limit of 25 mph within the Glenhaven Subdivision. Hunter Way is classified as a local roadway on the *NCDOT Functional Class Map*. Assuming the collected PM peak hour traffic volume accounts for approximately 10% of the daily traffic, Hunter Way has an estimated 2021 AADT of 930 vehicles per day.

Jasper Drive (S.R. 2256) is currently a 2-lane roadway in the project vicinity with an unposted speed limit of 25 mph. Jasper Drive is classified as a local roadway on the *NCDOT Functional Class Map*. Assuming trip generation equations for the land uses along Jasper Drive and the generated PM peak hour traffic volume accounts for approximately 10% of the daily traffic, Jasper Drive has an estimated 2021 AADT of 260 vehicles per day.

Country Lane Residential TIA

Existing Lane Geometry

LEGEND

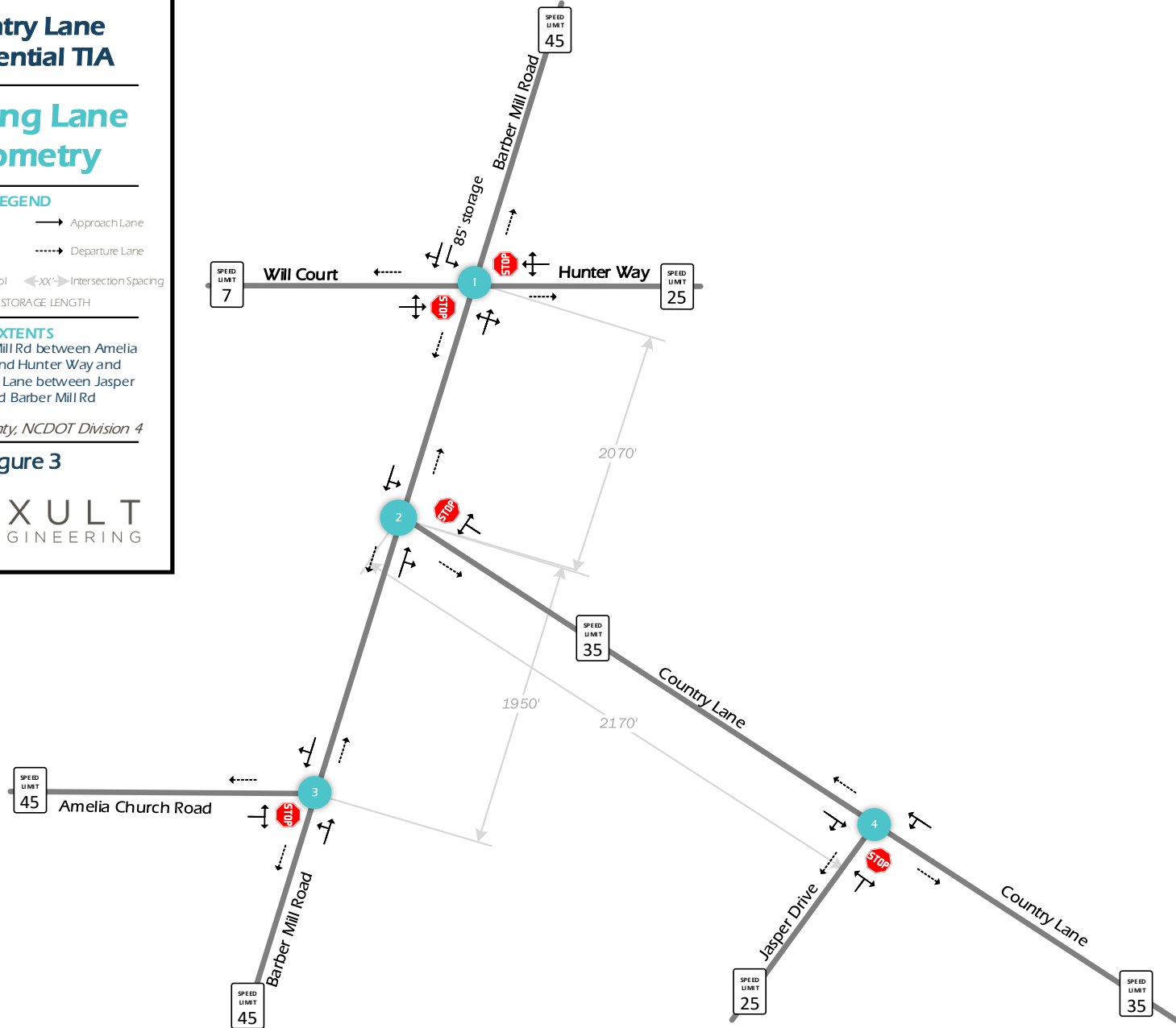
	Stop Control		Approach Lane
	Speed Limit		Departure Lane
	Signal Control		Intersection Spacing
			XX' - FULL STORAGE LENGTH

EXTENTS

Along Barber Mill Rd between Amelia Church Rd and Hunter Way and
Along Country Lane between Jasper Drive and Barber Mill Rd

Johnston County, NCDOT Division 4

Figure 3



Country Lane Residential TIA

Existing (Adjusted) 2021 AM and PM Traffic Volumes

LEGEND

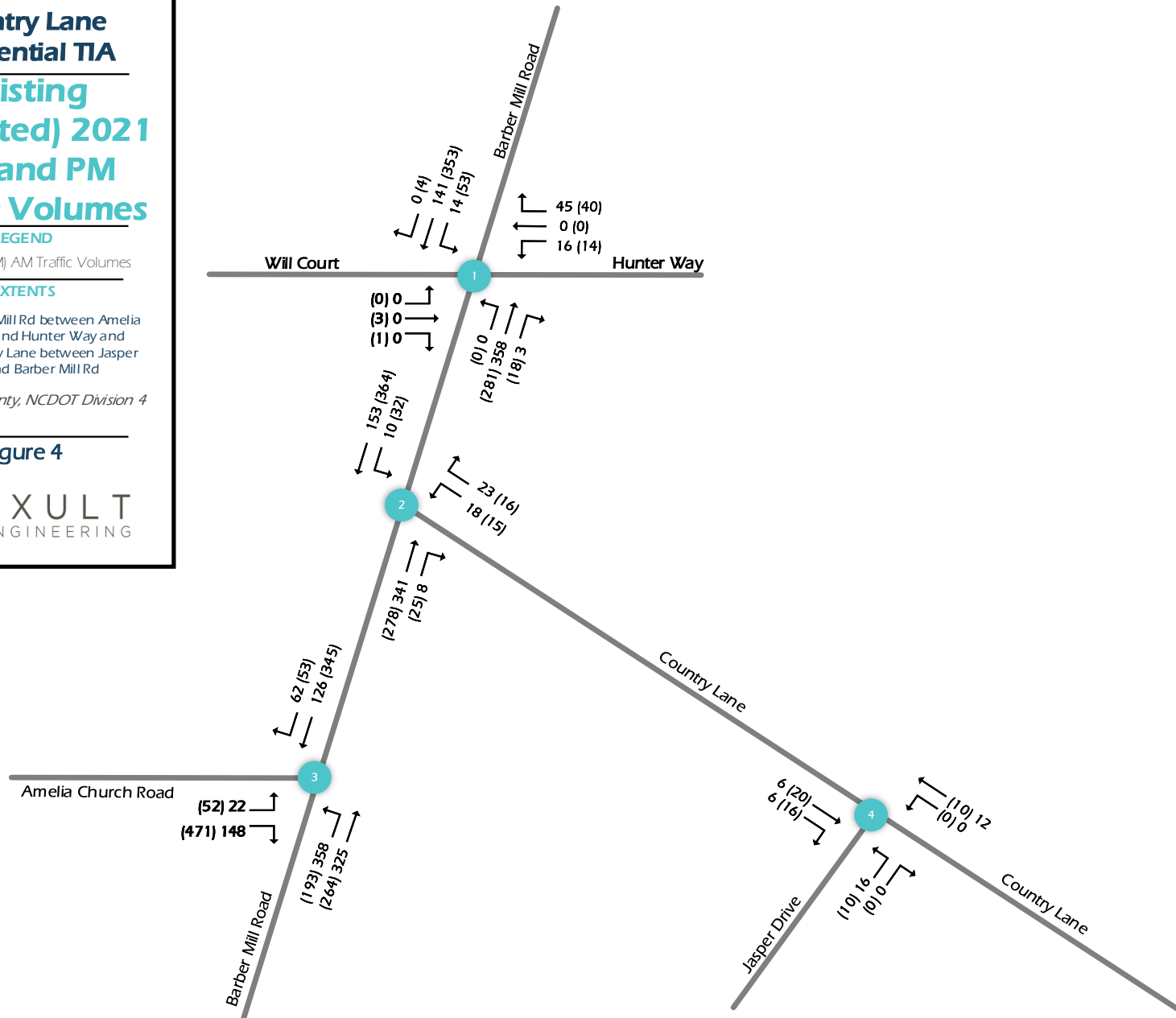
(XX) XX - (PM) AM Traffic Volumes

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Along Barber Mill Rd between Amelia Church Rd and Hunter Way and
Along Country Lane between Jasper Drive and Barber Mill Rd

Johnston County, NCDOT Division 4

Figure 4



FUTURE CONDITIONS

The projected 2025 no-build traffic volumes consist of existing 2021 traffic volumes plus background growth. As required by NCDOT and the Town and supported by historical annual average daily traffic volume data, an annual 1% growth rate was applied to determine 2025 no-build traffic volumes. Approved developments are developments in the area of the proposed site that have been approved but not yet constructed. The traffic from these approved developments is expected to contribute to the no-build traffic volumes projected for the study intersections. According to NCDOT and the Town, there are no approved developments in the project vicinity to include in the future year analysis.

To remain conservative, the annual 1% growth rate was applied to turning movements at Hunter Way and Will Court because these volumes were obtained from traffic counts performed during “COVID” conditions. The annual growth rate was not applied to the turning movement volumes at Jasper Drive because those volumes are based on trip generation rates and are not expected to grow over time.

Figures 5 and 6 show the 2025 AM Peak Hour No-Build Traffic Volumes and the 2025 PM Peak Hour No-Build Traffic Volumes, respectively. Traffic volume calculations are also included in the Appendix of this report.

According to NCDOT and the Town, there are no committed roadway improvements to include in the 2025 future scenarios. Therefore, the existing lane geometry was assumed to be in place at the project build-out year.

Country Lane Residential TIA

2025 AM Peak Hour No-Build Traffic

LEGEND

XX – Existing Traffic
[XX] – No-Build Traffic due to Growth Rate
[XX] – Total No-Build Traffic

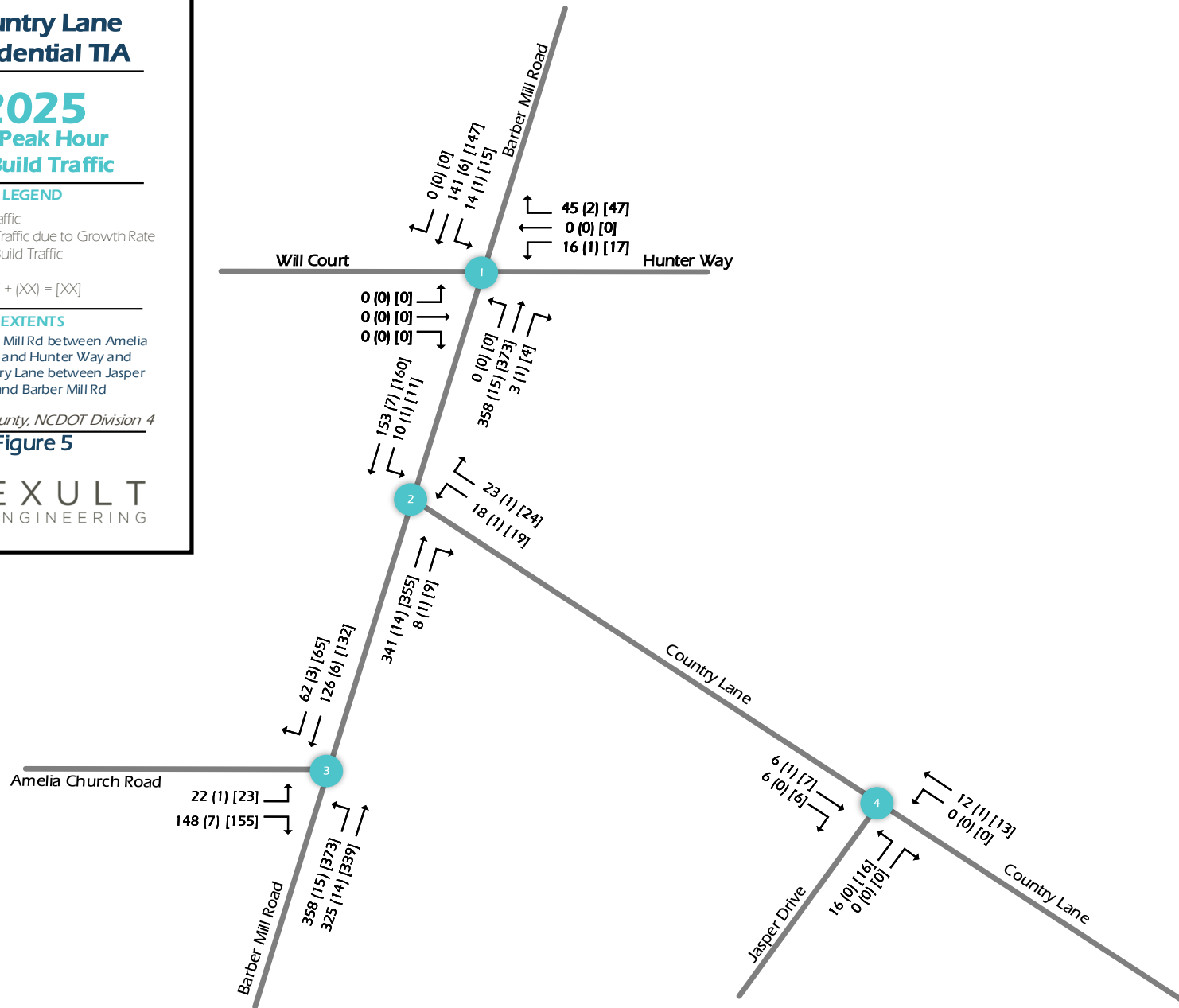
$$XX + [XX] = [XX]$$

EXTENTS

Along Barber Mill Rd between Amelia Church Rd and Hunter Way and
Along Country Lane between Jasper Drive and Barber Mill Rd

Johnston County, NCDOT Division 4

Figure 5



Country Lane Residential TIA

2025 PM Peak Hour No-Build Traffic

LEGEND

XX – Existing Traffic

(XX) – No-Build Traffic due to Growth Rate

[XX] – Total No-Build Traffic

XX + (XX) = [XX]

EXTENTS

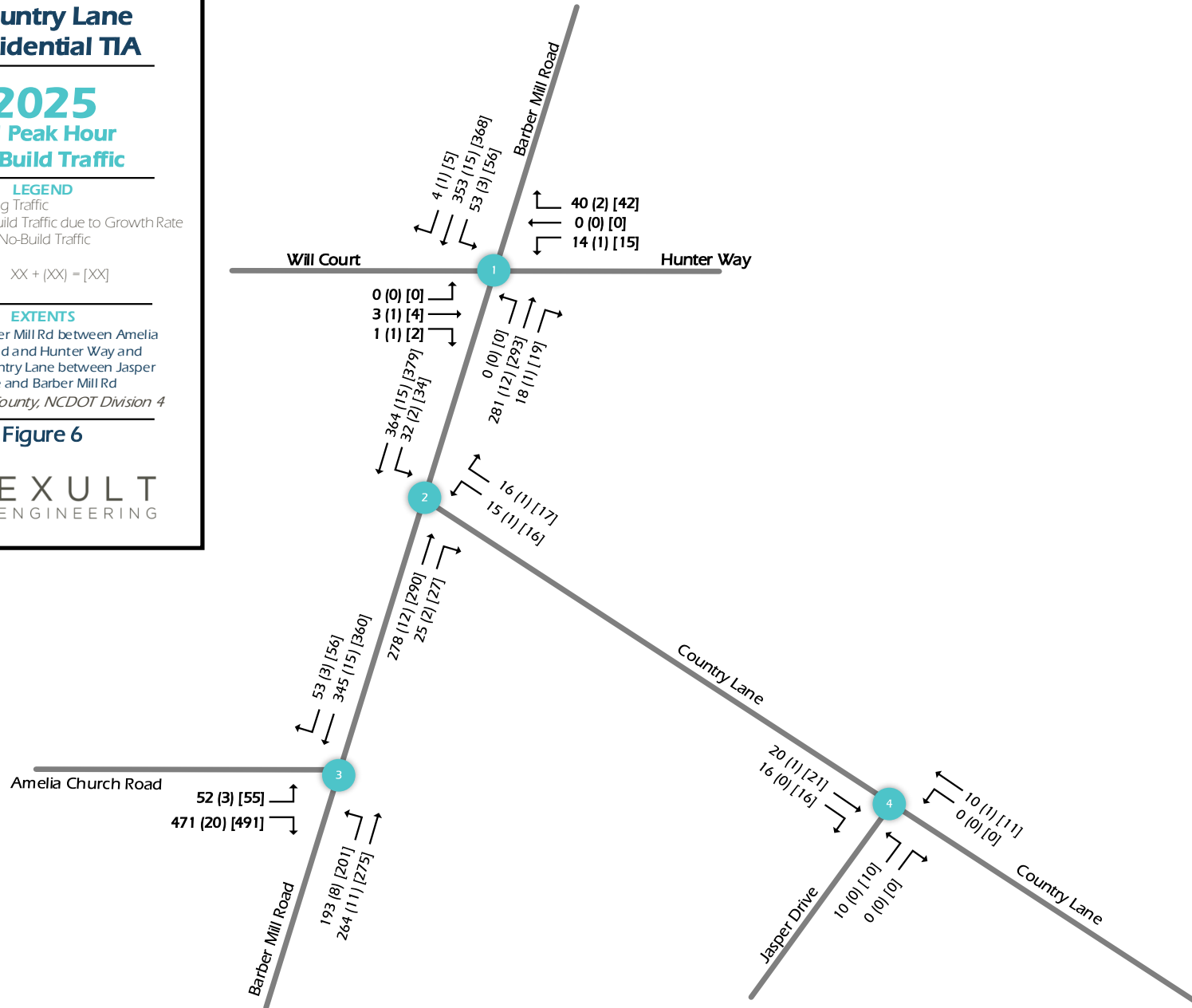
Along Barber Mill Rd between Amelia
Church Rd and Hunter Way and
Along Country Lane between Jasper
Drive and Barber Mill Rd

Johnston County, NCDOT Division 4

Figure 6



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PROPOSED SITE

The proposed 117.6-acre site is situated along the east side of Country Lane south of the existing Glenhaven Subdivision in Clayton, North Carolina. The property is currently zoned as Planned Development – Residential (PD-R). The proposed development consists of 282 single family dwelling units and does require rezoning to Residential – Conditional Zoning (R8-CZ). The proposed development will be accessed by one full movement driveway on Country Lane to align with Jasper Drive and access to Barber Mill Road via interconnectivity to Hunter Way and Lynn Drive. The proposed site is to be developed within four years by the year 2025.

Table 1 shows the projected trip generation for the proposed development. The trip generation was based on rates and equations published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition. The NCDOT Congestion Management Rates vs. Equations spreadsheet was used for guidance. The proposed development is expected to generate 2,700 daily trips, 206 AM peak hour trips (52 entering, 154 exiting), and 275 PM peak hour trips (173 entering, 102 exiting).

Table 1: Trip Generation

Land Use			Daily	AM Peak Hour			PM Peak Hour		
				Total	Enter	Exit	Total	Enter	Exit
210: Single Family	282	d.u.	2,700	206	52	154	275	173	102
Total			2,700	206	52	154	275	173	102

References: *Trip Generation Manual*, 10th Edition, Institute of Transportation Engineers, September 2017

Based on the existing traffic patterns and surrounding opportunities to access retail and office developments, the proposed trip distribution for the site is as follows:

- 40% to/from the North on Barber Mill Road
- 40% to/from the West on Amelia Church Road
- 20% to/from the South on Barber Mill Road

The trip generation and site distribution were previously approved by NCDOT. Figure 7 shows the Site Traffic Distribution and Assignment at each of the study intersections. The trip assignment was applied to the trips generated for the proposed development to determine the projected AM and PM peak hour site traffic. The projected AM and PM peak hour site traffic volumes were added to the 2025 no-build traffic volumes to determine the buildout traffic volumes at the study intersections.

The projected buildout traffic volumes at the study intersections are shown in Figure 8 (2025 AM Peak Hour Buildout Traffic Volumes) and Figure 9 (2025 PM Peak Hour Buildout Traffic Volumes).

Country Lane Residential TIA

2025 AM Peak Hour Buildout Traffic

LEGEND

XX – No-Build Traffic
 (XX) – Site Traffic
 [XX] – Total Buildout Traffic

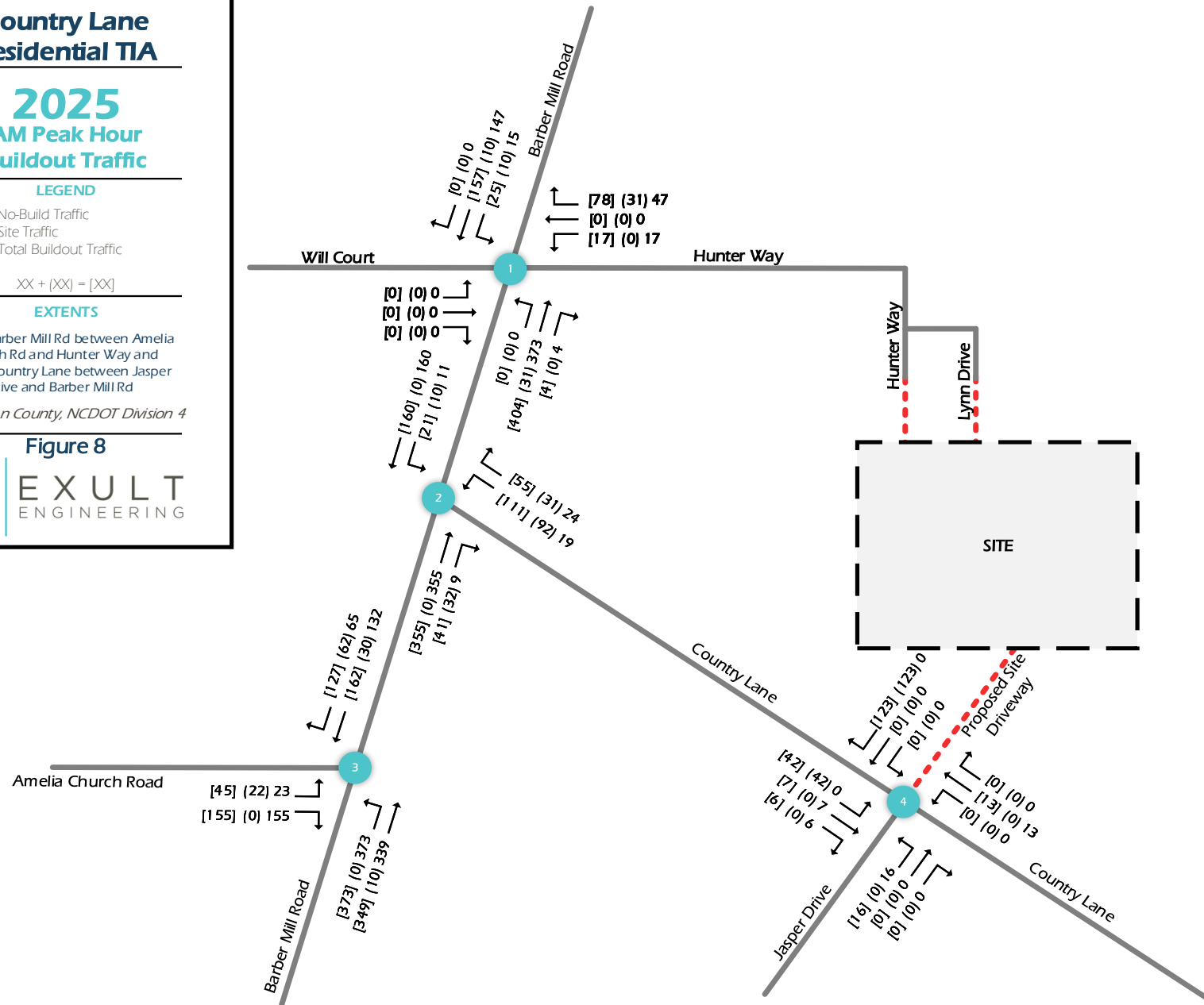
XX + (XX) = [XX]

EXTENTS

Along Barber Mill Rd between Amelia Church Rd and Hunter Way and
 Along Country Lane between Jasper Drive and Barber Mill Rd

Johnston County, NCDOT Division 4

Figure 8



Country Lane Residential TIA

2025 PM Peak Hour Buildout Traffic

LEGEND

XX – No-Build Traffic
 (XX) – Site Traffic
 [XX] – Total Buildout Traffic

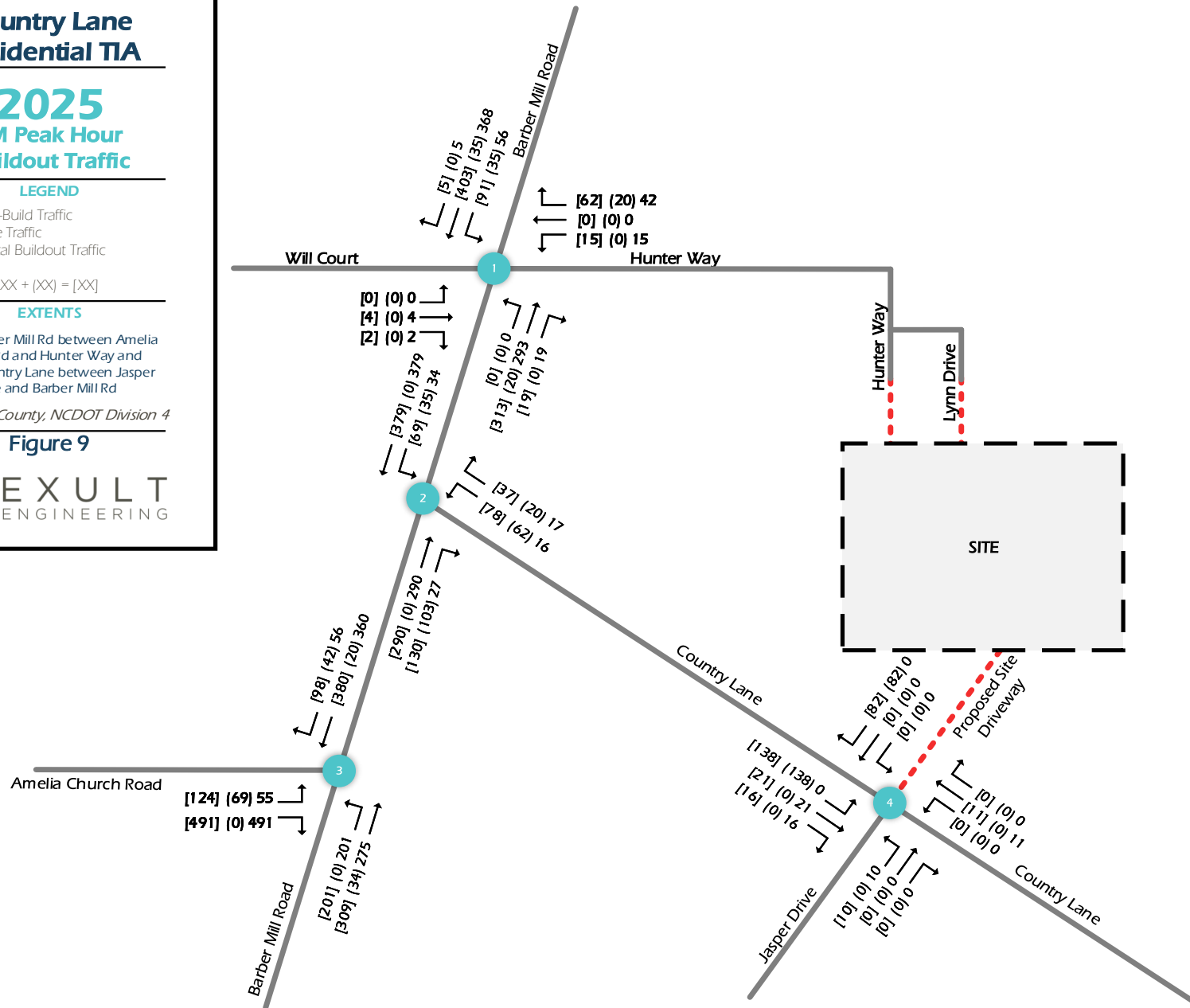
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EXTENTS

Along Barber Mill Rd between Amelia
 Church Rd and Hunter Way and
 Along Country Lane between Jasper
 Drive and Barber Mill Rd

Johnston County, NCDOT Division 4

Figure 9



CAPACITY ANALYSIS

The intersections identified within the study area were analyzed under 2021 existing, 2025 no-build, and 2025 buildout conditions to identify the potential traffic impact of the proposed development on the roadway network. Necessary roadway improvements to mitigate the anticipated impact of the proposed site traffic were recommended based on the level-of-service (LOS) analysis results.

The proposed site is to be developed within four years by the year 2025. This study includes the analysis of the following traffic scenarios:

- Existing (2021) Traffic Conditions
- No-Build (2025) Traffic Conditions
- No-Build (2025) Traffic Conditions with Recommended Improvements
- Buildout (2025) Traffic Conditions
- Buildout (2025) Traffic Conditions with Recommended Improvements

LOS is a qualitative measurement of traffic operations that is a measure of delay time. The Transportation Research Board's *Highway Capacity Manual* (HCM) defines six levels of service for intersections with LOS "A" representing the best operating condition and LOS "F" representing the worst. The following table summarizes the criteria for signalized intersections and stop-controlled intersections.

Table 2: Highway Capacity Manual (LOS and Delay)

Signalized Intersection		Stop-Controlled Intersection	
Level-of-Service (LOS)	Average Control Delay (Seconds per Vehicles)	Level-of-Service (LOS)	Average Control Delay (Seconds per Vehicle)
A	≤ 10.0	A	≤ 10.0
B	> 10.0 and ≤ 20.0	B	> 10.0 and ≤ 15.0
C	> 20.0 and ≤ 35.0	C	> 15.0 and ≤ 25.0
D	> 35.0 and ≤ 55.0	D	> 25.0 and ≤ 35.0
E	> 55.0 and ≤ 80.0	E	> 35.0 and ≤ 50.0
F	> 80.0	F	> 50.0

The current update (version 10.3) of Synchro Professional software was used to determine the LOS, delay, and expected queue length at the signalized and unsignalized intersections. SimTraffic was also used to determine the maximum queue length experienced at the study intersections. This software is based on the analysis procedures defined in the HCM. For unsignalized intersections, Synchro reports were created using the HCM 6th Edition option for unsignalized intersections. Queue lengths for the turn lanes are shown in the summary tables. Detailed Synchro and SimTraffic reports are included in the Appendix of this report.

LOS for a two-way stop-controlled (TWSC) intersection is determined by the control delay and is defined for the minor approaches. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. With respect to field measurements, this summation of control delay is defined as the total time elapsed from the time a vehicle stops at the end of the queue to the time the vehicle departs from the stop line. Capacity analysis results between LOS A and LOS C for the minor street stop-controlled approaches are assumed to represent short delays. Results between LOS D and LOS E for the minor street stop-controlled approaches are assumed to represent moderate delays, and LOS F for the minor street stop-controlled approaches is assumed to represent long delays. It is typical for minor street stop-controlled approaches and driveways intersecting major streets to experience long delays during peak hours, particularly for left-turn movements. However, the majority of the traffic moving through the intersection experiences little or no delay on the major street approaches.

Capacity Analysis Inputs

The *NCDOT Congestion Management Capacity Analysis Guidelines* were referenced to perform this traffic study. The following inputs were used for all intersections:

- Peak Hour Factor (PHF) was based on existing count data for existing scenarios for the intersection. For no-build and buildout scenarios, a PHF of 0.90 was used.
- Percent of heavy vehicles for existing and future scenarios was based on existing traffic count data for each intersection. The percent of heavy vehicles was less than 2% at each intersection according to existing traffic count data. Therefore, the percentage was set to 2% in existing and future year scenarios to remain conservative.
- A traffic volume of four (4) vehicles was used as a value in Synchro where there was an allowable movement with no assigned traffic volume.

For unsignalized intersections, queue length for HCM from Synchro is given in terms of number of vehicles. To convert to queue length in feet, an estimated 25'/vehicle was applied.

The following subsections summarize the LOS and queue length results for the capacity analysis under 2021 existing, 2025 no-build, and 2025 buildout traffic scenarios as well as recommended improvements for each study intersection.

Barber Mill Road at Hunter Way/Will Court

Barber Mill Road at Hunter Way/Will Court is currently an unsignalized intersection. The minor street approaches (Hunter Way/Will Court) operate under stop control while the major street approaches (Barber Mill Road) are free-flow.

Table 3 summarizes the capacity analysis results for the unsignalized intersection of Barber Mill Road at Hunter Way/Will Court under 2021 existing, 2025 no-build, and 2025 buildout scenarios. As shown in Table 3 below, the intersection of Barber Mill Road at Hunter Way/Will Court currently operates with short delays for the minor street approaches (Hunter Way/Will Court) under existing conditions during both the AM and PM peak hours. The intersection is expected to continue to operate with short delays during the AM and PM peak hours under no-build conditions and buildout conditions.



Southbound Approach of Barber Mill Road at Hunter Way/Will Court

Table 3: Level-of-Service: Barber Mill Road at Hunter Way/Will Court (Unsignalized)

Condition	AM Peak		PM Peak	
	LOS and Delay (sec/veh)	Turn Lane Synchro 95% Queue Length/SimTraffic Max Queue Length (feet)	LOS and Delay (sec/veh)	Turn Lane Synchro 95% Queue Length/SimTraffic Max Queue Length (feet)
2021 Existing	EB – B (12.5) WB – B (12.2) NBL – A (7.5) SBL – A (8.1)	EB – 3'/38' WB – 10'/53' SBL – 0'/26'	EB – C (17.4) WB – B (13.2) NBL – A (8.1) SBL – A (8.0)	EB – 3'/29' WB – 10'/54' SBL – 3'/34'
2025 No-Build	EB – B (13.2) WB – B (12.9) NBL – A (7.6) SBL – A (8.2)	EB – 3'/38' WB – 13'/57' SBL – 0'/32'	EB – C (18.4) WB – B (14.3) NBL – A (8.2) SBL – A (8.1)	EB – 3'/38' WB – 13'/58' SBL – 5'/40'
2025 Buildout	EB – B (14.4) WB – B (13.7) NBL – A (7.6) SBL – A (8.3)	EB – 3'/33' WB – 20'/80' SBL – 3'/34'	EB – C (22.5) WB – C (15.4) NBL – A (8.3) SBL – A (8.3)	EB – 5'/38' WB – 20'/57' SBL – 8'/42'

As shown in the above table, the projected site traffic has minimal impact on the study intersection. There are no roadway improvements recommended for the intersection of Barber Mill Road at Hunter Way/Will Court to accommodate the proposed site traffic.

Barber Mill Road at Country Lane

Barber Mill Road at Country Lane is currently an unsignalized intersection. The minor street westbound approach (Country Lane) operates under stop control while the major street approaches (Barber Mill Road) are free-flow.

Table 4 summarizes the capacity analysis results for the unsignalized intersection of Barber Mill Road at Country Lane under 2021 existing, 2025 no-build, and 2025 buildout scenarios. As shown in Table 4 below, the intersection of Barber Mill Road currently operates with short delays for the minor street approach (Country Lane) under existing conditions during both the AM and PM peak hours. The intersection is expected to continue to operate with short delays during the AM and PM peak hours under no-build and buildout traffic conditions.

Based on NCDOT's *Warrant for Left and Right-Turn Lanes* and the projected delay and queue length at project buildout, the following improvements are recommended to be constructed by the developer to accommodate the proposed site traffic:

- Construct an exclusive northbound right-turn lane on Barber Mill Road with 50' of full-width storage and appropriate taper.
- Construct an exclusive southbound left-turn lane on Barber Mill Road with 75' of full-width storage and appropriate taper.



Northbound Approach of Barber Mill Road at Country Lane

Table 4: Level-of-Service: Barber Mill Road at Country Lane (Unsignalized)

Condition	AM Peak		PM Peak	
	LOS and Delay (sec/veh)	Turn Lane Synchro 95% Queue Length/SimTraffic Max Queue Length (feet)	LOS and Delay (sec/veh)	Turn Lane Synchro 95% Queue Length/SimTraffic Max Queue Length (feet)
2021 Existing	WB – B (11.7) SBL – A (8.1)	WB -5'/43'	WB – B (13.2) SBL – A (8.0)	WB - 5'/39'
2025 No-Build	WB – B (12.2) SBL – A (8.2)	WB – 8'/40'	WB – B (13.7) SBL – A (8.1)	WB – 8'/40'
2025 Buildout	WB – C (17.1) SBL – A (8.3)	WB – 45'/87'	WB – C (23.8) SBL – A (8.5)	WB – 48'/88'
2025 Buildout with Recommended Improvements	WB – C (16.5) SBL – A (8.3)	WB – 43'/87' SBL – 3'/33'	WB – C (20.6) SBL – A (8.5)	WB – 40'/82' SBL – 5'/49'

Barber Mill Road at Amelia Church Road

Barber Mill Road at Amelia Church Road is currently an unsignalized intersection. The minor street eastbound approach (Amelia Church Road) operates under stop control while the major street approaches (Barber Mill Road) are free-flow.

Table 5 summarizes the capacity analysis results for the intersection of Barber Mill Road at Amelia Church Road under 2021 existing, 2025 no-build, and 2025 buildout scenarios. As shown in Table 5 below, the intersection of Barber Mill Road at Amelia Church Road currently operates with short delays for the minor street approach (Amelia Church Road) under existing conditions during the AM peak hour and long delays during the PM peak hour. The intersection is expected to operate with short delays for the minor street approach during the AM peak hour and long delays during the PM peak hour under no-build traffic conditions. The intersection is expected to operate with long delays for the minor street approach during the AM and PM peak hours at project buildout. It is typical for the minor street approach to experience moderate and long delays during the peak hours.



Eastbound Approach of Amelia Church Road at Barber Mill Road

Based on the Federal Highway Administration *Manual on Uniform Traffic Control Devices* (2009), the existing traffic volume at this intersection meets both the Peak Hour and Four-Hour Signal Warrants. Therefore, additional capacity analysis was performed at the intersection with a traffic signal in place. Peak Hour and Four-Hour Signal Warrant information is included in the Appendix of this report. It is important to note that this signal is warranted under existing conditions, without the development of the proposed site. Therefore, the responsibility to construct this improvement should not fall on the developer.

The following roadway improvement is recommended to be completed **by others** to accommodate existing and no-build site traffic volumes at the intersection of Barber Mill Road and Amelia Church Road:

- Install a traffic signal (if warranted)

For the future year analysis scenarios that include a signal at the intersection, the following input values were used in accordance with NCDOT Congestion Management guidelines:

- A minimum cycle length of 60 seconds was analyzed for the 2-phase signal.
- The minimum initial for the major street was set to 12 seconds. The minimum initial for the major street protected left-turn movements and the minor street was set to 7 seconds.
- Lost time set to 5 seconds, yellow time set to 5 seconds, and red time set to 2 seconds.
- Right-turns on red were not permitted.

The cycle length was optimized as 60 seconds during the AM peak hour and 100 seconds during the PM peak hour and splits were optimized for scenarios with the signal in place.

Table 5: Level-of-Service: Barber Mill Road at Amelia Church Road

Condition	AM Peak		PM Peak	
	LOS and Delay (sec/veh)	Turn Lane Synchro 95% Queue Length/SimTraffic Max Queue Length (feet)	LOS and Delay (sec/veh)	Turn Lane Synchro 95% Queue Length/SimTraffic Max Queue Length (feet)
2021 Existing	EB – C (16.2) NBL – A (8.6)	EB – 40'/105'	EB – F (126.7) NBL – A (9.0)	EB -538'/481'
2021 Existing (Signalized)	Overall – B (17.0) EB – D (37.5) NB – B (15.5) SB – A (4.0)	No Turn Lanes	Overall – D (48.4) EB – E (63.8) NB – E (58.6) SB – B (16.6)	No Turn Lanes
2025 No-Build	EB – C (20.7) NBL – A (8.8)	EB – 60'/121'	EB – F (159.0) NBL – A (9.1)	EB – 623'/525'
2025 No-Build (Signalized)	Overall – C (22.6) EB – D (50.6) NB – C (20.8) SB – A (3.9)	No Turn Lanes	Overall – E (55.8) EB – E (79.7) NB – E (63.1) SB – B (16.1)	No Turn Lanes
2025 Buildout	EB – F (61.9) NBL – A (9.4)	EB – 170'/192'	EB – F (456.4) NBL – A (9.4)	EB – 1170'/521'
2025 Buildout (Signalized)	Overall – C (29.5) EB – E (69.7) NB – C (28.4) SB – A (4.3)	No Turn Lanes	Overall – F (90.7) EB – F (133.1) NB – F (109.0) SB – B (16.8)	No Turn Lanes

Due to the existing high volume of eastbound right-turn vehicles, following NCDOT's Congestion Management *Capacity Analysis Guidelines* to prohibit right-turns on red has a significant impact to the operation and reported results for the signalized intersection. There is no foreseeable reason that right-turns on red would not be allowed in the future operation of a signal at this location. Therefore, additional scenarios were analyzed that includes permitting right-turns on red at this intersection. The cycle length was optimized as 60 seconds during the AM and PM peak hours and splits were optimized when allowing right-turns on red. The following Table 6 includes the results of the additional capacity analysis performed to compare allowing right-turns on red in the no-build and buildout scenarios. With the signal in place allowing right turns on red, the intersection is expected to operate at an acceptable level-of-service under no-build and buildout traffic conditions.

Table 6: Level-of-Service: Barber Mill Road at Amelia Church Road (Signalized with Right-Turns on Red)

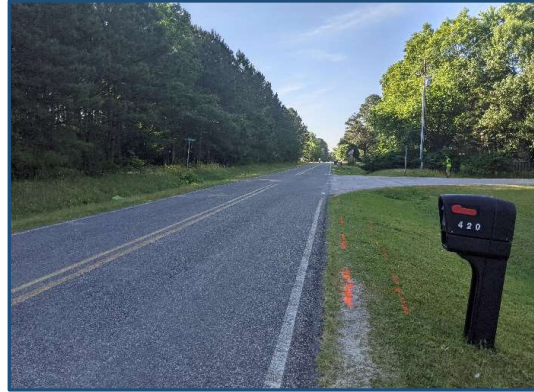
Condition	AM Peak		PM Peak	
	LOS and Delay (sec/veh)	Turn Lane Synchro 95% Queue Length/SimTraffic Max Queue Length (feet)	LOS and Delay (sec/veh)	Turn Lane Synchro 95% Queue Length/SimTraffic Max Queue Length (feet)
2025 No-Build (Signalized with RTOR)	Overall – B (15.9) EB – B (11.1) NB – C (20.8) SB – A (2.6)	No Turn Lanes	Overall – B (16.1) EB – B (17.3) NB – C (22.6) SB – A (7.3)	No Turn Lanes
2025 Buildout (Signalized with RTOR)	Overall – B (19.8) EB – B (13.7) NB – C (28.4) SB – A (2.5)	No Turn Lanes	Overall – D (41.7) EB – E (64.8) NB – D (44.7) SB – A (8.8)	No Turn Lanes

As shown in Table 6, the intersection is projected to operate at an acceptable level-of service with the development of the proposed site and the recommended improvement by others (traffic signal) in place. In addition, the projected delay for the eastbound approach at project buildout is less than what is reported under existing conditions without a signal in place. There are no additional roadway improvements recommended at this intersection to be constructed by the developer.

Country Lane at Jasper Drive/Proposed Site Driveway

Country Lane at Jasper Drive is currently an unsignalized intersection. The minor street approach (Jasper Drive) operates under stop control while the major street approaches (Country Lane) are free-flow. With the development of the proposed site, the Proposed Site Driveway will align with the existing intersection and provide the east leg (westbound approach) to the intersection.

Table 7 summarizes the capacity analysis results for the unsignalized intersection of Country Lane at Jasper Drive under 2021 existing and 2025 no-build scenarios. Table 7 also summarizes the capacity analysis results for the 2025 buildout scenarios with the Proposed Site Driveway in place. As shown in Table 7 below, the intersection of Country Lane at



Southbound Approach of Country Lane at Jasper Drive

Jasper Drive currently operates with short delays for the minor street approach (Jasper Drive) under existing conditions during both the AM and PM peak hours. The intersection is expected to continue to operate with short delays during the AM and PM peak hours under no-build conditions. At project buildout, the eastbound and westbound minor street approaches are expected to continue to operate with short delays.

Table 7: Level-of-Service: Country Lane at Jasper Drive/Proposed Site Driveway (Unsignalized)

Condition	AM Peak		PM Peak	
	LOS and Delay (sec/veh)	Turn Lane Synchro 95% Queue Length/SimTraffic Max Queue Length (feet)	LOS and Delay (sec/veh)	Turn Lane Synchro 95% Queue Length/SimTraffic Max Queue Length (feet)
2021 Existing	EB – A (8.7) NBL – A (7.3)	EB – 3'/31'	EB – A (8.7) NBL – A (7.3)	EB – 0'/31'
2025 No-Build	EB – A (8.7) NBL – A (7.3)	EB – 3'/31'	EB – A (8.7) NBL – A (7.3)	EB – 0'/36'
2025 Buildout	EB – B (10.3) WB – A (9.0) NBL – A (7.3) SBL – A (7.3)	EB – 3'/36' WB – 13'/69'	EB – B (11.9) WB – A (9.1) NBL – A (7.3) SBL – A (7.5)	EB – 3'/31' WB – 8'/65'

Based on NCDOT's *Warrant for Left and Right-Turn Lanes* as well as the projected delay and queue length at project buildout, the following roadway improvement is recommended for the intersection of Country Lane at Proposed Site Driveway to accommodate the proposed site traffic:

- Provide one ingress and one egress lane on the Proposed Site Driveway.

RECOMMENDATIONS

The recommended lane geometry is shown on Figure 10.

Based on the capacity analysis presented herein, the following roadway improvements are recommended to be completed **by others** to accommodate existing and no-build site traffic volumes:

Barber Mill Road at Amelia Church Road:

- Install a traffic signal (if warranted)

Based on the capacity analysis presented herein, the following roadway improvements are recommended to be completed **by the developer** to accommodate buildout site traffic volumes:

Barber Mill Road at Country Lane Road:

- Construct an exclusive northbound right-turn lane on Barber Mill Road with 50' of full-width storage and appropriate taper.
- Construct an exclusive southbound left-turn lane on Barber Mill Road with 75' of full-width storage and appropriate taper.

Country Lane Road at Jasper Drive/Proposed Site Driveway:

- Provide one ingress and one egress lane on the Proposed Site Driveway.

Country Lane Residential TIA

Recommended Lane Geometry

LEGEND

-  Stop Control
-  Existing Approach Lane
-  Recommended Approach Lane (By Developer)
-  Speed Limit
-  Recommended Signal Control (by others)
-  Departure Lane

XX' - Intersection Spacing

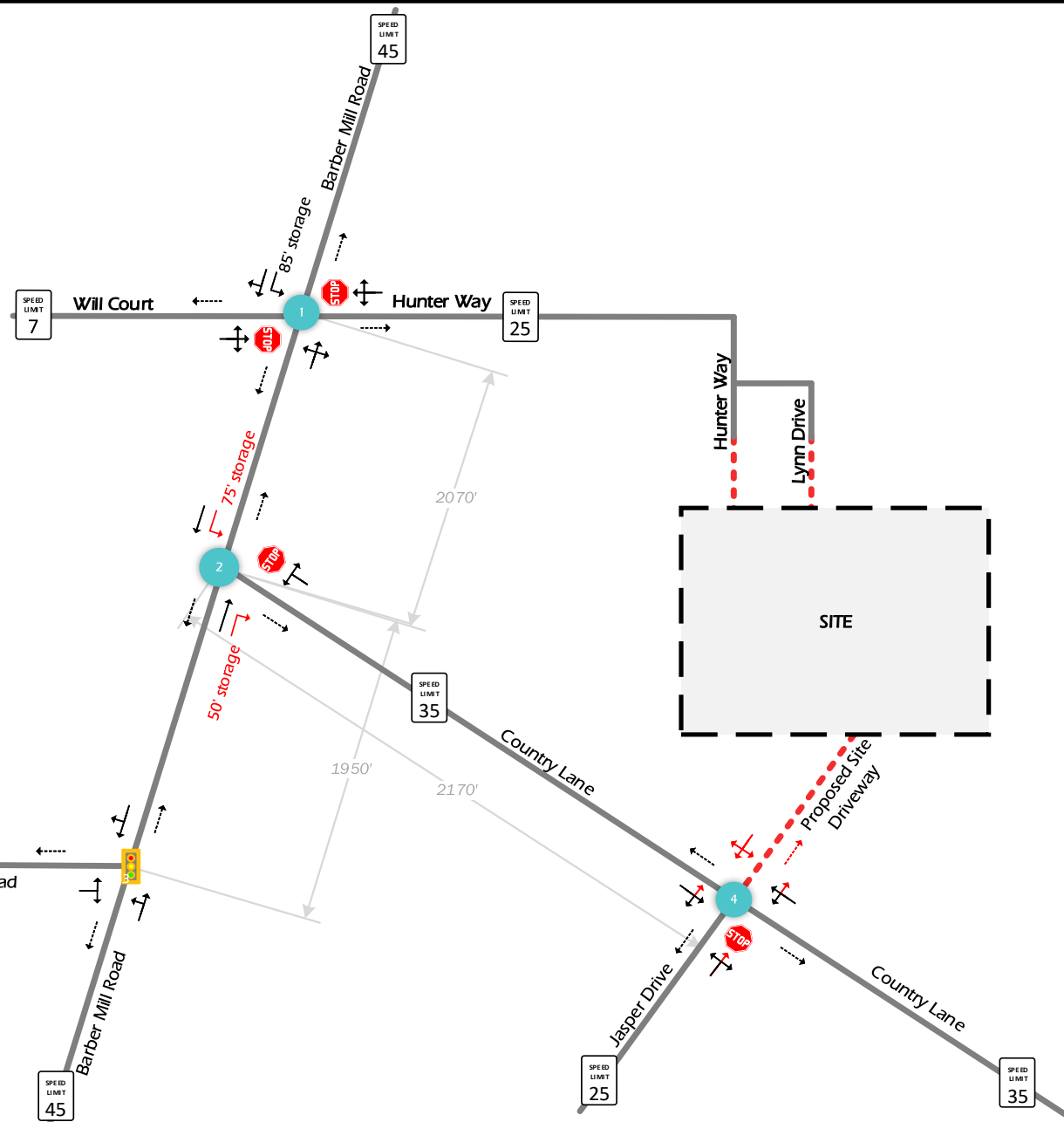
XX' - FULL STORAGE LENGTH

EXTENTS

Along Barber Mill Rd between Amelia Church Rd and Hunter Way and
Along Country Lane between Jasper Drive and Barber Mill Rd

Johnston County, NCDOT Division 4

Figure 10





STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

DELIVERY VIA EMAIL

August 4, 2021

Joshua Baird, PE
Town Engineer - Town of Clayton
PO Box 879
Clayton, NC 27528

COUNTY: Johnston

SUBJECT: **TIA Review of Proposed County Lane Residential TIA**

Dear Mr. Baird,

Highway Division Four (Division) has reviewed the Traffic Impact Analysis (TIA) for the subject development. Please accept this letter as concurrence with the TIA and the attached TIA Review Report performed by the Congestion Management Section of the Transportation Mobility and Safety Division of NCDOT. Any comments below are in addition to the requirements that are included in the actual TIA or Traffic Impact Analysis Review. All requirements or recommendations included herein are based off current Department and Division policies. This review should not be mistaken for approval of the driveway permit, design/construction plans, final plat, site plans, or access locations. A driveway permit must be obtained prior to construction and NCDOT will approve site plan and access locations during this review. All design aspects of any submitted plans shall comply with current NCDOT Standard Specifications for Roads and Structures and Policy on Street and Driveway Access to North Carolina Highways.

GENERAL COMMENTS

- Any roadway improvements and right-of-way dedication necessary to accommodate the road construction shall be the responsibility of the owner/developers. All required ROW shall be dedicated as public ROW in the final plat. Installation of right turn lanes will typically require at least 15' of dedication.
- Lane Closures for required improvement construction will only be permitted under restricted hours due to heavy traffic volumes in the vicinity of the proposed development. These restrictions will be determined during the driveway permitting application and approval.
- These conditions are based on current traffic volumes and projected growth for the study area. If the proposed build out year for this development, as stated in the TIA, varies more than one year an addendum or revised TIA may be required.

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS | DIV. 4 DIST. 3
2671 US 70 WEST
GOLDSBORO, NC 27530

Telephone: (919) 739-5300
Fax: (919) 731-2017
Customer Service: 1-877-368-4968
Website: www.ncdot.gov

Location:
2671 US 70 WEST
GOLDSBORO, NC 26730

- The installation of any improvements being identified by a TIA for an adjacent development does not dismiss or release this development from installation and/or participation of these improvements provided the other development does not move forward as intended. It is recommended that the Developers coordinate this installation with other committed developments. The Department will not participate in determining the value of each individual contribution to this roadway improvement.

Additional Requirements

- All driveways for this site on NCDOT ROW must be spaced 600' on secondary and 1,000' on primary routes. This is measured along the ROW line between the tangent projection of the inside edges of adjacent driveways apart measuring the distance between the radiuses of both driveways.
- Any additional improvements that are constructed by others and not shown on this TIA or review must be maintained while constructing the improvements required by this letter.
- If any left turn lane taper overlaps with any existing or proposed middle turn lane or taper, the entire section will need to be widened to three lanes.

Feel free to contact me if you have any additional questions or concerns.

Sincerely,



Sam Lawhorn, PE
District Engineer

cc: Kevin Bowen, PE - Division Engineer
Andy Brown, PE - Division Traffic Engineer
Jim Dunlop, PE – Congestion Management Engineer
Brittany Chase, PE – Exult Engineering
Driveway Permit File



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

DEPARTMENT OF TRANSPORTATION
TRANSPORTATION MOBILITY AND SAFETY DIVISION
TRAFFIC MANAGEMENT UNIT
CONGESTION MANAGEMENT SECTION

August 3, 2021

Traffic Impact Analysis Review Report
Country Lane Residential

TIA Project: SC-2021-185
Division: 4
County: Johnston
Description: Country Lane Residential



James H. Dunlop, 3 August 2021
James H. Dunlop, P. E.
Congestion Management Engineer

Charles Sorrell
Congestion Management Project Design Engineer

MAILING ADDRESS:
1561 Mail Service Center
Raleigh, North Carolina 27699-1561

Telephone: 919-814-5000

Website: WWW.NCDOT.ORG/DOH/Preconstruct/Traffic/Congestion/CM/

LOCATION:
750 North Greenfield Parkway
Garner, North Carolina 27529



Country Lane Residential TIA

SC-2021-185

Johnston 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 sealed Traffic Impact Analysis (TIA) and are subject to the approval of the local District Engineer's Office and appropriate local authorities.

Key Dates	
Initially Received by CMS	7/28/21
Complete Information Received by CMS	8/3/21
Date of Preliminary Review Accepting TIA for Review	8/3/21
Sealed TIA Prepared by EXULT Engineering	7/28/21
Site Plan Prepared by EXULT Engineering	1/29/21

Proposed Development

According to the TIA, the proposed Country Lane Residential Development is to be located on Country in Access County. The TIA states the development is to be constructed by 2025 and is to consist of the following:

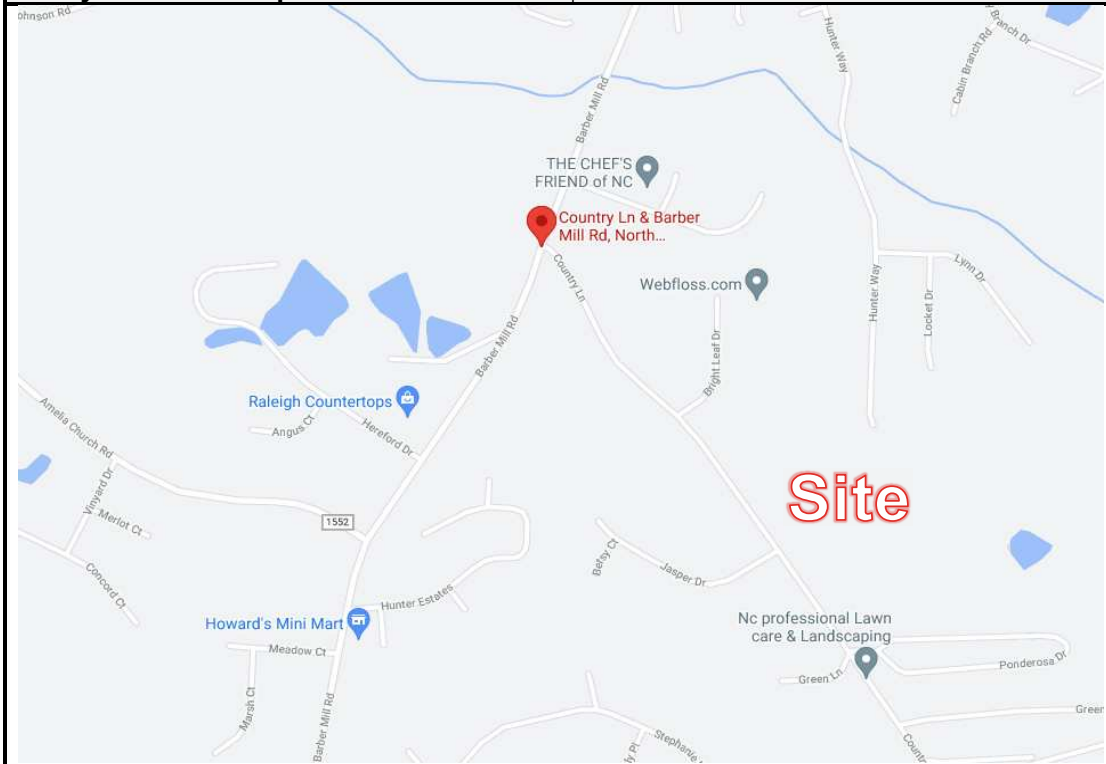
Land Use	Land Use Code	Size
Single-Family Detached Housing	210	282 units

Trip Generation - Unadjusted Volumes During a Typical Weekday Based on appropriate methodology outlined in the <i>ITE Trip Generation Manual, 10th Ed.</i>			
	IN	OUT	TOTAL
AM Peak Hour	52	154	206
PM Peak Hour	173	102	275
Daily Trips			2,700



Study Area

Study Area and Proposed Site Location - ↑ N



TIP Projects in Study Area

None in Area

TIA Comments

The following items vary from our recommended practices:

- TIA had an unfunded improvement that was placed in the background.



General Reference

For reference to various documents applicable to this review please reference the following links: <https://connect.ncdot.gov/resources/safety/Pages/Congestion-Management.aspx> and https://connect.ncdot.gov/resources/safety/Teppl/Pages/Teppl-Topic.aspx?Topic_List=C37.

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 at (919) 814-5000.

Recommendations

Legend

- | | |
|---|--|
| ❶ | Improvement by Developer. Congestion Management concurs with recommendation. |
| ❷ | Improvement by Developer. Additional or modified recommendation. |

Barber Mill Road and Will Court/Hunter Way

No improvements are recommended for site traffic.

Barber Mill Road and Country Lane

- **SB Barber Mill Road**
 - o 100' Left-Turn Lane ❷
- **NB Barber Mill Road**
 - o 100' Right-Turn Lane ❷

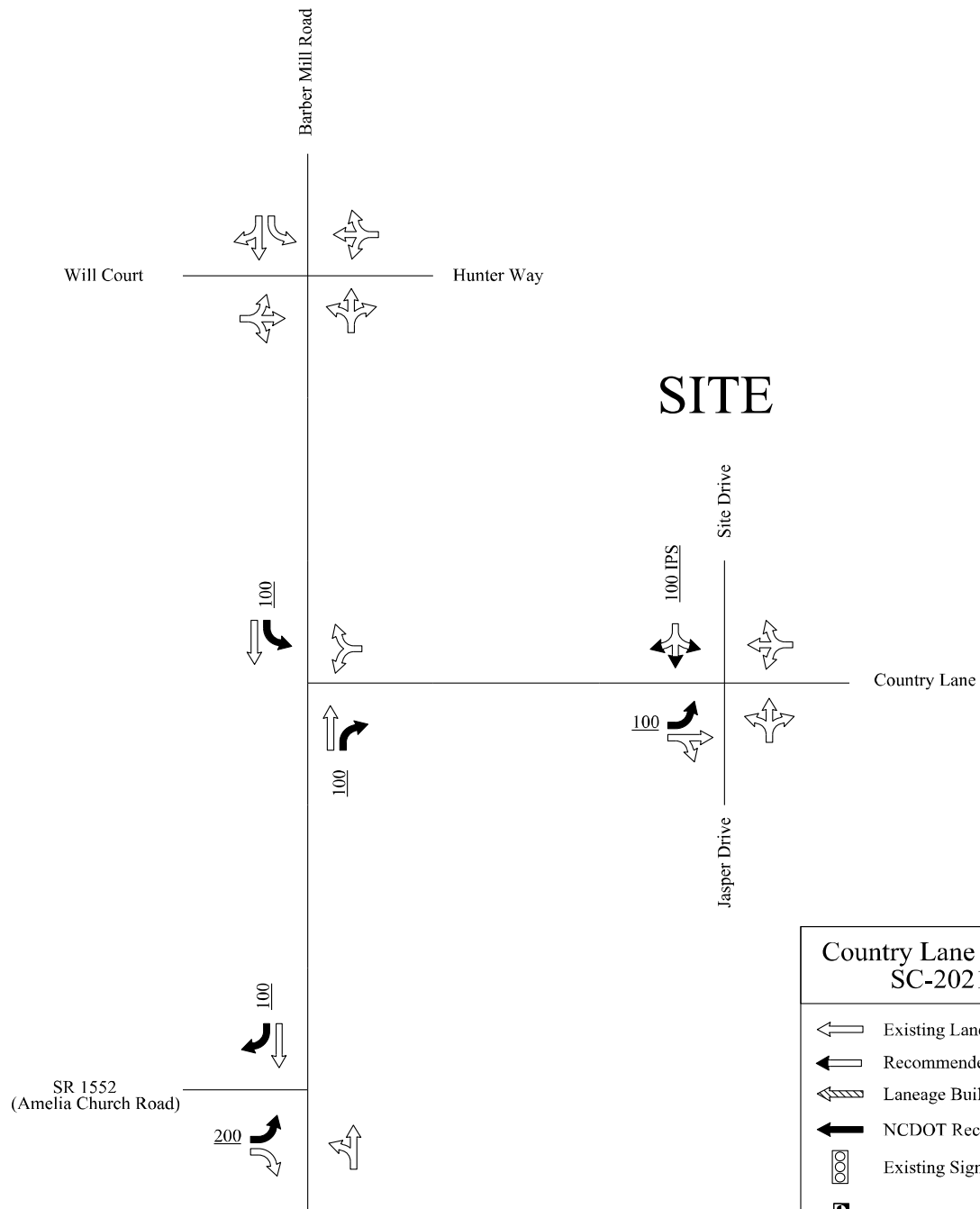
Barber Mill Road and Amelia Church Road

- **SB Barber Mill Road**
 - o 100' Right-Turn Lane ❷
- **EB Amelia Church Road**
 - o 200' Left-Turn Lane ❷



Country Lane and Jasper Drive/Site Drive

- **EB Country Lane**
 - o 100' Left-Turn Lane ②
- **SB Site Drive**
 - o Two-lane cross-section: one ingress, one egress ①
 - o Egress: Left/Thru/Right-Turn Lane ①
 - o 100' Internal Protected Stem ②



Country Lane Residential SC-2021-185

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

Charles Sorrell 7/30/21



WATER & WASTEWATER ALLOCATION CRITERIA				
TOTAL POINTS = 50 MINIMUM 30 POINTS REQUIRED				
	Category	Points	Calc.	Notes
DEVELOPMENT TYPE ¹ (Choose 1 from this category)	Government/Public Admin./Public Safety	50		
	Non-residential (Commercial) - Retail & Restaurant	30		
	Non-residential (Commercial) - Office	20		
	Non-residential (Commercial) - Warehouse	15		
	Non-residential (Commercial) - Medical	25		
	Non-residential (Commercial) - Hotel/Motel	35		
	Industrial/Manufacturing	30		
	Institutional	15		
	Residential Existing Lot- Single Family Detached	40		Individual Existing Lot construction
	Residential Subdivision - Single Family Detached (> 0.25 Acre Lots)	20		Single Family Homes on Individual Lots greater than 0.25 acres
	Residential Subdivision - Single Family Detached (< 0.25 Acre Lots)	15	15	Single Family Homes on Individual Lots less than 0.25 Acres
	Residential Subd.- Single Family Attached (> 1,500 SF Heated Space)	10		Townhomes with heated square-footage greater than 1,500 SF
	Residential Subd.- Single Family Attached (< 1,500 SF Heated Space)	5		Townhomes with heated square-footage less than 1,500 SF
	Residential - Multifamily (Apartments)	10		
	Mixed-Residential	25		Mix of various lot sizes of Single-family, Townhomes, and Apartments
	Mixed-Use Commercial & Residential	30		Mix of Residential and Non-residential (Commercial) uses
	Downtown Redevelopment	30		
	Infill Development	25		Utilities already exist within 300 Feet of property
FUTURE TAX STATUS (Choose 1 from this category)	Exempt	0		
	Residential	5	5	
	Non-residential	10		
	Industrial	10		
COMMUNITY BENEFIT BONUS POINTS (Choose All that apply from this category)	Cultural Arts/Entertainment for Public	10		
	Sports/Recreation for Public	10		
	Town Electric Customer	20		
	Expansion of existing non-residential use	10		
	Re-development of an existing property	5		Must result in increased property value
	Residential Subdivision - Additional amenities included	5 - 15	15	Pool, Clubhouse, sports courts, etc. - 5 pts per, max 15 pts
	Job Creation - 10 to 25 new jobs	5		
	Job Creation - 26 to 100 new jobs	10		
	Job Creation - 100+ new jobs	15		
	Job creation - Jobs created will have salaries at or above median income	5		Must be greater than 50% of jobs added with documentation to confirm
	Residential - Multiple-Car Garages provided	5	5	
	Residential - Overflow Parking provided	5	5	Subject to Planning and Engineering support
	Masonry Elements included in Building Construction	10		
	Sustainable/High Efficiency Products and appliances used	5 - 15	15	5 pts per, max 15 pts
	Private trail connection to Public Greenway	10	10	
COMMUNITY IMPACT DEDUCT POINTS (Choose All that apply from this category)	Pump Station Improvements required ²	-10		Subject to Town policy and standards
	New Pump Station Required ²	-20	-20	Subject to Town policy and standards
	Out-of Town Status (After construction)	-10		
	Outside Fire District	-5		
	Inconsistent with Comp Plan	-5		
CLARIFICATIONS	1	Any Development Type Category not listed is subject to Town Council discretion with staff recommendation.		
	2	The Town Engineer may waive these deductions if the improvements are consistent with Future utility service plans, replace/offline an aging station, or are in the best interest of the Town.		

Min. of 3 will be provided (See list in Conditional Zoning Narrative Section XIII. Open Space and Amenities

Min. of 3 will be provided (See list in Conditional Zoning Narrative Section XII. Design Commitments

Pump Station and forcemain sized for upstream properties



Town of Clayton
Planning Department
111 E. Second Street, Clayton, NC 27520
P.O. Box 879, Clayton, NC 27528
Phone: 919-553-5002
Fax: 919-553-1720

February 22, 2022

WithersRavenel, Inc.
114 MacKenan Drive
Cary, NC 27511
bvega@withersravenel.com

Re: 2021-20-CZM Country Lane Conditional Zoning District and Master Plan

To Whom It May Concern,

The Town of Clayton Planning staff is recommending to the Planning Board and Town Council that conditions of approval be placed upon the above referenced application, which proceeds to Planning Board on Monday, February 28, 2022. Following a recommendation from the Planning Board, the application will proceed to the Town Council on March 28th or April 4th. These recommended conditions of approval are outlined on the back of this letter.

Please read through these potential conditions of approval, and sign below if you are in agreement with the conditions as proposed. If you are not in agreement please respond accordingly in writing. This will be included within the agenda packet for Planning Board and Town Council review.

Thank you.

Sincerely,

Ben Howell, AICP, CZO
Planning Director

Recommend Conditions of Approval (2021-20-CZM, Country Lane Conditional Zoning District and Master Plan):

1. Following Town Council approval, an electronic copy of the Master Plan and Narrative including the Conditions of Approval shall be submitted to the Planning Department for final approval.
2. The Development shall meet all adopted Town of Clayton Unified Development Code (UDC) requirements, Town of Clayton Engineering and Stormwater design standards, and the North Carolina Fire Code and NFPA Fire standards, except where specifically modified by the approved master plan.
3. The Development shall be constructed in substantial conformance with the Master Plan and Master Plan Narrative as approved by the Clayton Town Council.
4. Permitted uses in the Development shall be limited to the following uses:
 - Single-family House
 - Park
 - Fitness/Recreation Center
 - Utility, Minor
5. The following standards will apply to the Development:
 - Maximum Number of Single-Family Houses: 299
 - Maximum Density: 2.6 dwelling units per acre
 - Minimum Lot Size, Interior Lots: 6,000 Square Foot Average
 - Minimum Lot Size, Adjacent to Project Boundary: 8,000 Square Feet
6. Other dimensional standards and setbacks shall meet the requirements in the approved Master Plan Narrative.
7. A minimum of 45 acres of the site will be comprised of open space, and at least 50% of the required recreation and open space will be part of a contiguous parcel.
8. A 1-acre site will be designated for a Fitness/Recreation Center for the Development.
9. At least one of the following additional amenities will be included in the Development:
 - Pool
 - Splashpad
 - Playground
 - Clubhouse
10. At least two of the following amenities will be included in the Development:
 - Great lawn
 - Picnic shelter
 - Pavilion
 - Firepit
 - Dog Park

11. A two-lane median divided residential collector street will provide access from the northern phases to the southern phase of the Development, acting as two means of access in the event of emergencies, while also minimizing environmental impacts.
12. The following transportation improvements will be approved and bonded by NCDOT prior to approval of the Final Plat:
 - a. Barber Mill Road at Amelia Church Road
 - Construct an exclusive southbound right-turn lane on Barber Mill Road with 100' of full-width storage with appropriate deceleration and taper.
 - Construct an exclusive eastbound left-turn lane on Amelia Church Road with 200' of full-width storage with appropriate deceleration and taper.
 - b. Barber Mill Road at Country Lane Road
 - Construct an exclusive northbound right-turn lane on Barber Mill Road with 100' of full-width storage with appropriate deceleration and taper.
 - Construct an exclusive southbound left-turn lane on Barber Mill Road with 100' of full-width storage with appropriate deceleration and taper.
13. No more than 30 Certificates of Occupancy will be issued within the Development before the second required access point is constructed.
14. The Development will be responsible for the installation of a public sanitary sewer system that will serve up to 299 residential units in Country Lane, including the installation of a Pump Station and approximately 8,000 linear feet of Force Main Sewer. Easements will be provided for the public utilities that are installed outside of public right of way per Town of Clayton Requirements.
15. The Development shall dedicate a Greenway and Public Utility Easement along the entire eastern property boundary for the future construction of a greenway and sewer utilities. The final location of the easement shall be based on coordination with Town staff. The Greenway and Public Utility easement shall be at least 20 feet wide, and a minimum 20-foot-wide access to the easement shall be provided from the pump station area.
16. The Development shall provide a Payment-in-Lieu for Construction of a future 10-foot-wide asphalt greenway in the dedicated easement or shall construct a 10-foot-wide asphalt greenway in the dedicated easement. If the Development constructs the greenway, an additional 20-foot-wide Public Utility Easement shall be provided adjacent to the greenway easement for future installation of sewer utilities. Payment-in-Lieu shall be calculated at 125% of the estimated construction cost (based on a sealed Engineer's Estimate) and shall be provided prior to approval of the Final Plat for Phase 3.
17. The Development shall construct at least two connections to the greenway easement. One connection shall be in Phase 2 and one connection shall be in Phase 3. These connections shall be a minimum of 5 feet wide and may be constructed of asphalt or concrete.
18. A minimum of four different home plans, each with a minimum of two different elevations, will be provided to add variety to the neighborhood. No home can be constructed with an exterior elevation (front façade) or color palette that is identical to the home on either side or directly across the street from it.
19. Elevations provided are representative of the product that may be built while still meeting the architectural design commitments. Elevations may change due to revisions in base models, finishes preferred by home buyers, home plans more suitable for individual lot layout and driveway

placement, or other factors. Alternative elevations proposed will be reviewed and approved by the Planning Director for consistency with the architectural design commitments at time of rezoning.

20. All homes will have 2-car garages.
21. Energy efficient features will include a minimum of three of the following: 14- SEER Energy-efficient HVAC System, Air Barrier & Sealing, Carbon Monoxide Detectors, Decorative Fiberglass Front Door, Gas Heat (2nd Floor Electric Heat Pump if Separate System), LED Lighting throughout Home, Low VOC Carpet, Low VOC Paint, Low-E Insulated Single-hung Vinyl Windows w/ Tilt Out Feature, MERV 8 HVAC Filters, Programmable Thermostat, R-38 Attic Insulation, Separate HVAC System or Zone for Each Floor (per plan), Smoke Alarms in Each Bedroom, Water-saving Faucets & Shower Heads.
22. A 15-foot-wide Type C Landscape Buffer will be provided along the Development boundary as shown on the Master Plan. The Type C Landscape Buffer shall include a minimum 6-foot-high opaque screening (at installation) consisting of a wall, fence, berm, evergreen hedge, or combination thereof.
23. A minimum of 30 overflow parking spaces shall be provided, spaced throughout the development. Overflow parking spaces shall meet the standard dimensions for parking spaces in the UDC.
24. To the extent of any conflict between the Master Plan, Master Plan Narrative and these conditions, these conditions shall control.

APPLICANT AFFIDAVIT

I/We, the undersigned, do hereby certify that I have reviewed the recommended conditions of approval and am in agreement with the conditions as they are outlined within this letter.

Brendie Vega

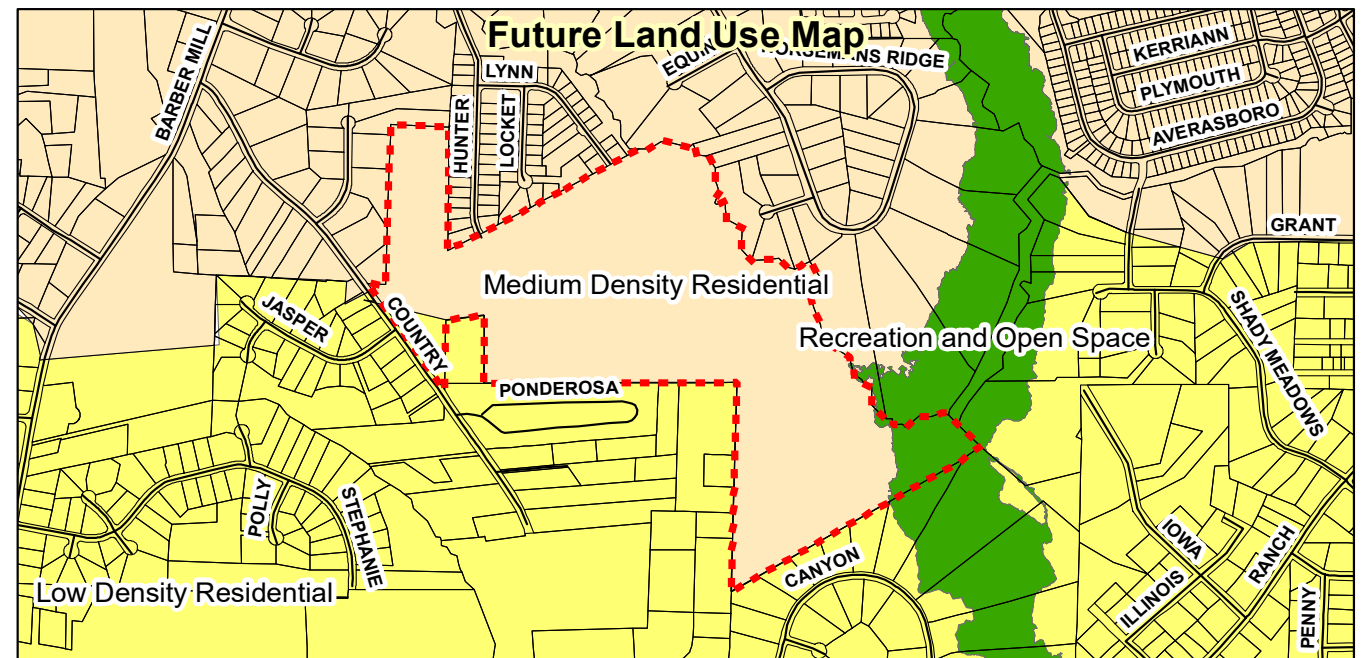
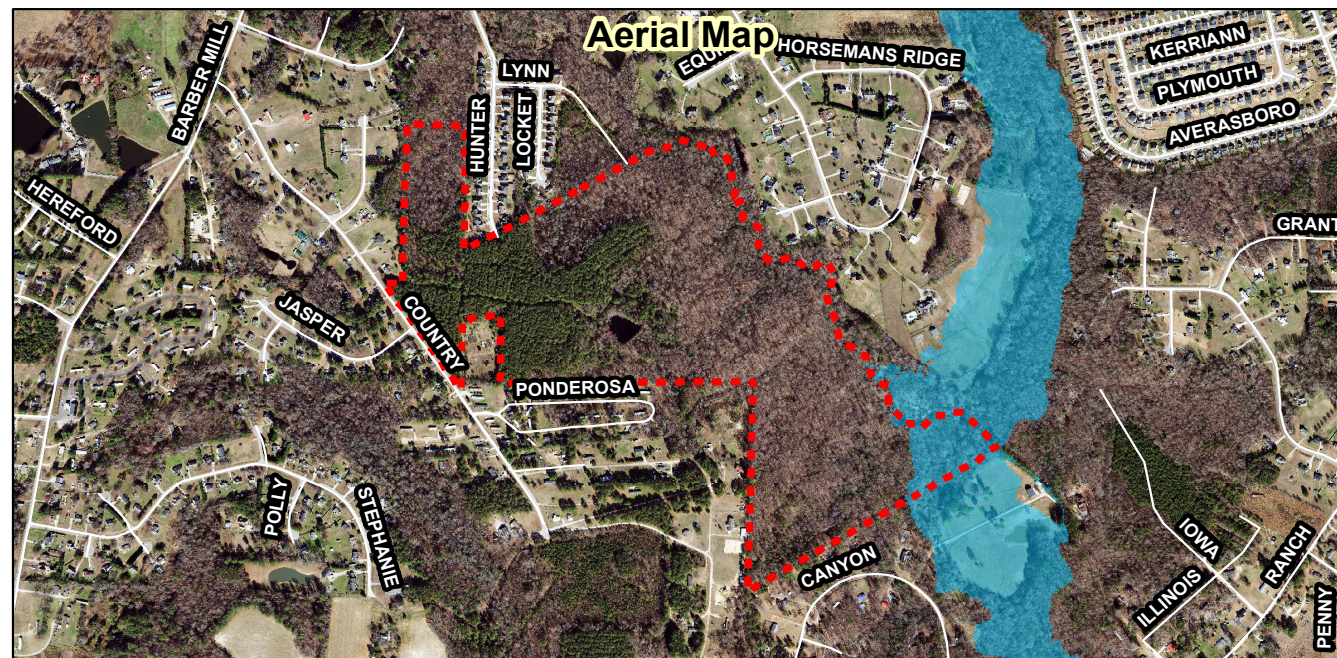
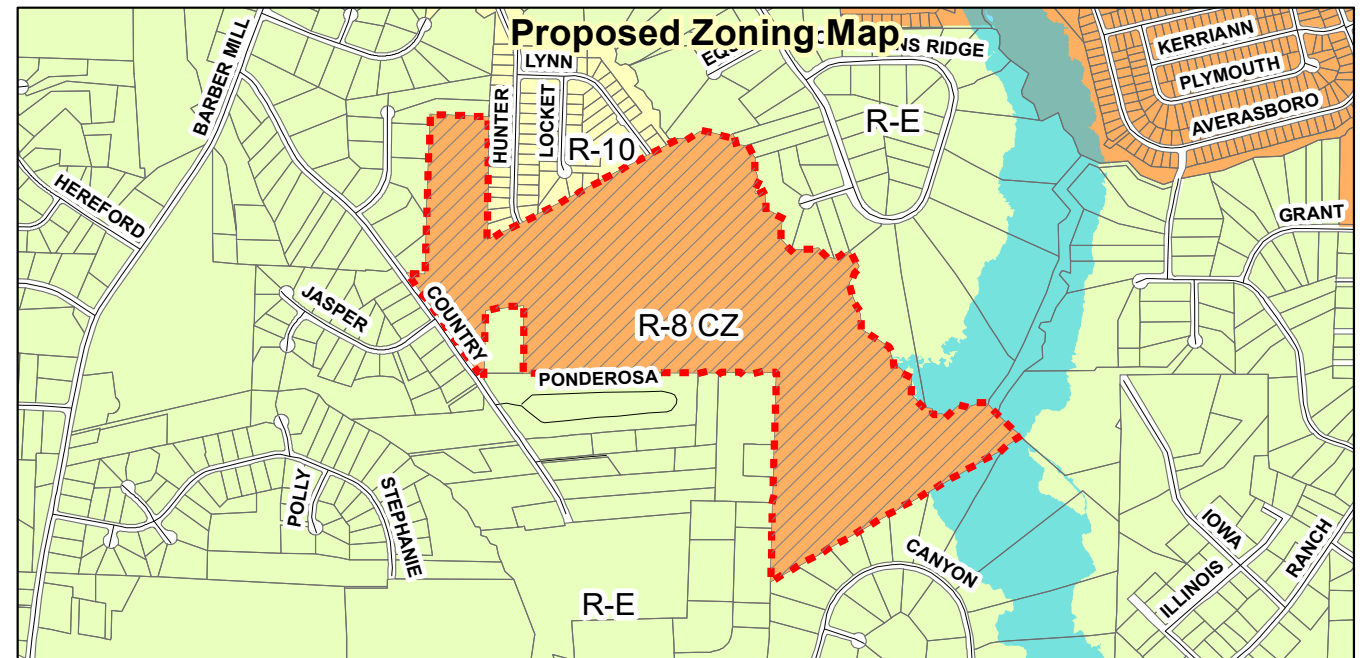
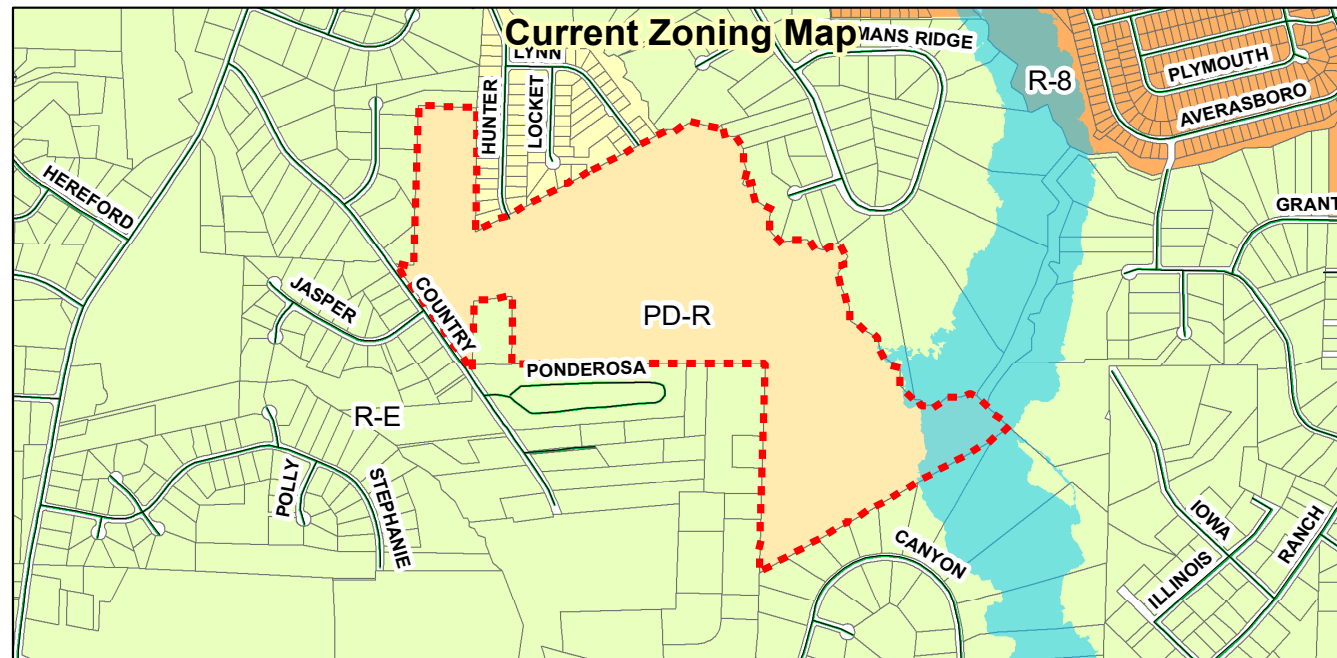
Print Name

Vega, Brendie

Signature of Applicant

Date

Digitally signed by Vega, Brendie
DN: E=bvega@withercravenet.com,
OU=Vega, Brendie, OU=RAleigh,
OU=WRUsers, DC=wintermail01,
DC=com
Reason: I am approving this document
Date: 2022.02.23 17:09:19-0500



Request:
2021-20-CZM, to Rezone a parcel from
Planned Development-Residential (PD-R) to
Conditional Single-Family Residential-8 (R-8 CZ).

Applicant: WithersRavenel, Inc.
 Property Owners: Country Lane Investors, LLC
 Tag #: 05G03026S



Staff Report Map
 Prepared by: TOC Planning Department
 February 15, 2022

Disclaimer: Town of Clayton assumes no legal responsibility
 for the quality of the data represented here.

Document Path: O:\PLANNING\CONDITIONAL ZONING w_MASTER\2021\2021-20-CZM Country Lane\Staff Report Maps\Staff Report Map - 2021-20-CZM Country Lane.mxd