Town of Clayton
Regular Town Council Meeting Agenda
Monday, May 6, 2024 at 6:00 PM
Council Chambers, Town Hall
111 E. Second Street

THE PUBLIC MAY VIEW THE LIVE COUNCIL MEETING ON THE TOWN'S YOUTUBE CHANNEL:
https://www.youtube.com/TownofClaytonNC

1. CALL TO ORDER

a. Call to Order

b. Pledge of Allegiance

c. Invocation

2. ADJUSTMENT OF THE AGENDA

a. **POTENTIAL ACTION:** Approve or Adjust the Agenda

3. CONSENT AGENDA

(Items on the consent agenda are considered routine in nature or have been thoroughly discussed at previous meetings. Any member of the Council may request to have an item removed from the consent agenda for further discussion.)

a. Minutes

- April 1, 2024 - Work Session
- April 15, 2024 - Regular Session
- April 15, 2024 - Closed Session

Presenter: Heidi Holland, Town Clerk
April 1, 2024 - Work Session
April 15, 2024 - Regular Session

b. Downtown Clayton Social District
Presenter: Lydia Davis, Economic Development Specialist
Ordinance #2024-04-01 Clayton Social District

c. Resolution To Accept Streets into The Town of Clayton Street System for Maintenance – Village at Little Creek Phase 1
Presenter: Michael Worner
Resolution #2024-27 To Accept Streets into The Town of Clayton Street System for Maintenance – Village at Little Creek Phase 1

d. Resolution To Accept Streets into The Town of Clayton Street System for Maintenance – Village of Little Creek Phase 2
Presenter: Michael Worner
Resolution #2024-28 To Accept Streets into The Town of Clayton Street System for Maintenance – Village of Little Creek Phase 2

e. Resolution To Accept Streets into The Town of Clayton Street System for Maintenance – Highgate Subdivision Phase 4
Presenter: Michael Worner
Resolution #2024-29 To Accept Streets into The Town of Clayton Street System for Maintenance – Highgate Subdivision Phase 4

f. Resolution for Final Acceptance of Public Water & Sewer Utilities Including SSO for Meadowview Subdivision, Phase 1
Resolution #2024-30 For Final Acceptance of Public Water & Sewer Utilities Including SSO for Meadowview Subdivision, Phase 1

g. Birthday Leave Policy
Presenter: Kenya Walls, Human Resources Director
Birthday Leave Policy
Resolution #2024-32 to Adopt Birthday Leave Policy

h. Resolution To Accept Public Utilities into The Town of Clayton Public Utility System for Maintenance – Spinning Mill Apartments
Presenter: Michael Worner
Resolution #2024-33 To Accept Public Utilities into The Town of Clayton Public Utility System for Maintenance – Spinning Mill Apartments

i. Liberty & W Main St Pump Station Decommission Project - Railroad Pipeline Agreement
Presenter: Chris Gallant, Project Manager
Liberty & W Main St Pump Station Decommission Project - Railroad Pipeline Agreement

j. Resolution to Adopt Code of Conduct for Members of Appointed Boards
Presenter: Heidi Holland, Town Clerk
Resolution #2024-35 to Adopt Code of Conduct for Members of Appointed Boards

k. Budget Amendment and Amended Budget Ordinance - Section 8
Presenter: Robert McKie, Finance Director
Ordinance #2024-05-01 Budget Amendment and Amended Budget Ordinance - Section 8

l. Child Safety Policy
Presenter: Joy Garretson, Library Director
Child Safety Policy
Resolution #2024-38 To Adopt Child Safety Policy

m. Internet Use Policy
Presenter: Joy Garretson, Library Director
Internet Use Policy
Resolution #2024-39 To Adopt Internet Use Policy

n. Tutor Policy
Presenter: Joy Garretson, Library Director
Tutor Policy
Resolution #2024-40 To Adopt Tutor Policy

POTENTIAL ACTION: Adopt Consent Agenda as Presented

4. ADMINISTRATIVE ITEMS

5. INTRODUCTIONS AND SPECIAL PRESENTATIONS

a. Retirement of Detective Pat Millar
Presenter: Chief Tart, Police Chief
Resolution #2024-31

b. Johnston Community College Presentation
Presenter: Lyn Austin and Dana Wooten, President CEO of Clayton Chamber of Commerce

c. Southeast Area Study Update (SEAS) - Capital Area Metropolitan Planning Organization (CAMPO)
Presenter: Gaby Lawlor, CAMPO
SEAS_EndorsementPresentation_Clayton
SEAS_Update_FinalReport_202312_reduced

d. Elected Officials Day Proclamation
Presenter: Heidi Holland to Present to Elected Officials
Elected Officials Day Proclamation

e. Economic Development Week Proclamation
Presenter: Council Member Casey to Present to Economic Development
Economic Development Week Proclamation

f. National Police Week Proclamation
Presenter: Mayor Pro Tem to Present to the Police Department
National Police Week Proclamation

g. Tourette's Syndrome Awareness Month Proclamation
Presenter: Council Member Archer To Present to Paula Brinkley
Tourette's Syndrome Proclamation

6. PUBLIC HEARINGS

a. 2024-24-CZM Shotwell Apartments
Presenter: Conrad Olmedo, Planning Director
2024-24-CZM Shotwell Apartments

POTENTIAL ACTION: Adoption of Ordinance #2024-05-02

b. Establishing an Occupancy Tax in the Town of Clayton
Presenters: Patrick Pierce, Economic Development Director and Robert McKie, Finance Director
Establishing an Occupancy Tax in the Town of Clayton

POTENTIAL ACTION: Adoption of Resolution #2024-42

7. QUASI-JUDICIAL HEARING

Quasi-Judicial Hearing

A quasi-judicial hearing resembles a court trial where testimony is presented. Citizens may give testimony in a quasi-judicial hearing after they have taken an oath. Town Council acts like a court of law and receives only sworn testimony and other credible evidence. In addition, the Town Council must make findings of fact based upon the evidence presented.

The Town Council refrains from "ex parte communication" about these cases, as the Town Council must make a decision based solely on the evidence presented at the hearing itself.
Staff is available to assist with inquiries from citizens.

a. 2023-183-AA Clayton Pawville SUP Modification
Presenter: Conrad Olmedo, Planning Director
2023-183-AA Clayton Pawville SUP Modification

POTENTIAL ACTION: Approval of 2023-183-AA Clayton Pawville SUP Modification

8. OLD BUSINESS

9. NEW BUSINESS

a. Multifamily Housing Revenue Bonds Resolution
Presenter: Robert McKie, Finance Director
Multifamily Housing Revenue Bonds Resolution

POTENTIAL ACTION: Adoption of Resolution #2024-36

b. Electric System Revenue Bonds Resolution
Presenter: Robert McKie, Finance Director
Electric System Revenue Bonds Resolution

POTENTIAL ACTION: Adoption of Resolution #2024-37

10. STAFF REPORTS

a. Town Manager

b. Town Attorney

c. Town Clerk

d. Take Your Child to Work Day
Presenter: Nathanael Shelton - Communication Director
Take Your Child to Work Day

11. OTHER BUSINESS

a. Informal Discussion & Public Comment
- Individuals have three (3) minutes to address the Town Council.
- Groups will designate a spokesperson. The spokesperson will have five (5) minutes to address the Town Council.

b. Council Comments

12. CLOSED SESSION

13. ADJOURNMENT

a. Adjourn

POTENTIAL ACTION: Motion To Adjourn

Town of Clayton
Town Council Work Session Minutes
Monday, April 1, 2024 at 12:00 PM
Rotary Room, Town Hall
111 E. Second Street

Council Present:
Mayor Jody McLeod
Council Member Andria Archer
Mayor Pro Tem Michael Sims
Council Member Porter Casey
Council Member Gretchen Williams
Council Member Ruth Anderson

Council Absent:
None

Staff Present:
Rich Cappola, Town Manager
Jim Cauley, Town Attorney
Dolores Gill, Deputy Town Manager
Lee Barbee, Deputy Town Manager
Robert McKie, Finance Director
Greg Tart, Police Chief
Nathanael Shelton, Communication Officer
Joshua Baird, Engineering Director
Patrick Pierce, Economic Development Director
Conrad Olmedo, Planning Director
Sam Johnson-Phillips, Deputy Town Clerk
David Ranes, Fire Chief

1 CALL TO ORDER

Mayor McLeod called the meeting to order at 12:07 p.m.

2 ADJUSTMENT OF THE AGENDA

a)

Approve or Adjust the Agenda

RESULT:	**CARRIED**
MOVER:	Ruth Anderson
SECONDER:	Porter Casey
YES:	Andria Archer, Michael Sims, Porter Casey, Gretchen Williams, and Ruth Anderson
NO:	None

3 WELCOME

a) Welcome (12:00 - 12:15 p.m.)
Agenda

4 INTRODUCTIONS AND SPECIAL PRESENTATIONS

5 ITEMS FOR DISCUSSION

a) Text Amendments (12:15 - 1:00 p.m.)
Presenter: Chad Meadows, CodeWright and Conrad Olmedo, Planning Director

Mr. Meadows provided an update on the first rounds of the UDO. It was reported this is a living document and it isn't uncommon to make changes to keep it current. Mr. Meadows communicated to Council the process began with the adoption of an ordinance. It was explained that all comments and questions are always maintained throughout the life of the project. Mr. Meadows reported the redline text has been provided showing the changes made. It was stated that the summary table is a tracking mechanism and that the editor notes would show the changes and how it was changed. The UDO pages are retained by Staff.

The UDOTA 1-24 had 38 changes which were organized into the following 7 groups:

- Administrative/Non-Substantive (10)
- Procedures (4)
- Districts (4)
- Uses (4)
- Development Standards (11)
- Enforcements (2)
- Definitions (3)

Mayor Pro Tem Sims inquired about the timing requirements for a neighborhood meeting and asked if the citizens would be able to conduct a neighborhood meeting at any time during the process.

Council Member Archer echoed her concerns regarding the timeline for the neighborhood meetings.

Council Member Anderson expressed that the process seems ambiguous. It was communicated that she would like the wording to be more defined regarding exactly when the neighborhood meetings would be held. She stated she believes requiring a meeting would make it easier on the Planning Department.

Council Member Casey stated the wording has been updated to reflect the meeting and must be held at least 10 days prior to the formal submittal of application.

Mr. Meadows stated some local governments do have requirements and that the Town of Clayton opted not to make it mandatory. He asked if the Town of Clayton wants to require a neighborhood meeting.

Mr. Meadows provided clarifications on the following procedures:

- Conventional Rezonings only processed in accordance with Town's schedule
- Removal of trail from fee-in-lieu procedures (trails are private and not required like greenways or sidewalks)
- Clarify that a Town-initiated street renaming does not require a petition
- Temporary use permits for special events
- Revise traffic assessment from "shall" require to "may" require
- Revise Riparian Buffer provisions to clarify administration by the State, not the Town Districts:
- Duplexes, triplexes, and quadplexes no longer permitted by right in RHD (CZR district option still available)

- Clarify that Type 3 Conditional Rezonings with deviation requests are expected to result in higher quality development
    - Applicant seeking a Type 3 Conditional Rezoning that includes a request for a deviation or reduction from the generally applicable Ordinance standards are responsible for demonstrating, in the concept plan or related application materials, that the proposed development will result in a higher quality development than would otherwise result from strict compliance with the standards. Alternatively, the applicant shall demonstrate how the proposed development with the requested deviations will result in a development that is in closer alignment with the Town's adopted policy guidance than would otherwise result from a strict application of the standards
- Clarify the default density standards that apply to conditional rezoning districts
    - (CZD) Conditional Downtown - Allowable Density

    Unless modified as part of a Type 3 Conditional Rezoning application and Section 3.5 Incentives and Alternatives the maximum density standards I Section 3.2.3. (DTNC) Downtown Core, shall apply to all development withing a CZD District

    - CZM Conditional Mixed-Use – Allowable Density

    Unless modified as part of a Type 3 Conditional Rezoning application and Section 3.5 Incentives and Alternatives the maximum density standards in Section 3.2.8 (MXD) Mixed -Use shall apply to all development within a CZM District

    - (CZC) Conditional Commercial – Allowable Density

    Unless modified as part of a Type 3 Conditional Rezoning application and Section 3.5 Incentives and Alternatives the maximum density standards in Section 3.2.1 (CRM) Corridor Commercial District shall apply to all development within a CZC District

    - (CZI) Conditional Industrial – Allowable Density

    Unless modified as part of a Type 3 Conditional Rezoning application and Section 3.5 Incentives and Alternatives, the maximum density standards in Section 3.2.6 (HID) Heavy Industrial shall apply to all development within a CZI District

Mr. Meadows communicated changes for uses which were shown on the UDOTAA 1-24 Uses table. A suggestion was provided by Mr. Meadows that self-storage be removed from permissible uses in the light industrial permitted only as conditional zoning. It was reported transfer stations would have to be in the Public Zoning District or the Conditional Zoning District.

Mr. Meadows discussed there are provisions that limit the ability to park heavy trucks and trailers in a variety of residential districts and some non-residential districts. The provision was set on axles and gross vehicle weight. The numbers are anything over 2 axels or anything more than 10,000 pounds of gross vehicle weight, would be subjected to these limitations and not permitted to park in the neighborhood. It was stated there has been continuous discussion. Mr. Meadows stated to Council they might want to have discussion and decide to raise the number to 12,400 pounds. It was communicated to Council, even if they decided to raise the number to 12,400

pounds, he would strongly recommend keeping the max number of axels at 2. More than 2 axels are heavy vehicles, a dump truck etc.

Mr. Meadows provided clarifications on the water and sewer extension provisions. It was stated it was redrafted by Engineering as part of the initial adoption of the ordinance. Additional clarity was added for things that were not subdivisions. It was stated this needs to be revisited. There was discussion on adding additional clarity to street stubs about when they are required and the things to come along with, they are not easily extendable. Mr. Meadows provided clarification on the minimum number of development entry points. He stated further discussion needs to be had on this due to statutory changes having taken place. Mr. Olmedo communicated to Council if there were any questions, feel free to email him.

Mr. Meadows told the Council he would like to come back before Council on the 15th with the amendments. Council Member Archer stated she felt this was a great first round and great discussion. Mayor McLeod thanked Mr. Meadows and Mr. Olmedo for their presentation.

Administrative/Non-Substantive

- No exclusion of TRC members from a TRC meeting
- Add conservation subdivisions to the subdivision table
- Clarify exempt subdivisions identified in NCGS
- Replace “side path” with “multi-use path”
- Remove the timing requirement from neighborhood meetings, and permit Town staff to attend meetings in accordance with Planning Director discretion
- Remove circular reference in conditional zoning and clarify that density incentives may be combined
- Clarify that district setbacks are measured from lot lines, not from easements or required landscaping areas
- Clarifies how setbacks are measured if there are conflicts with required landscaping or easements
- Clarify that open space set-aside is not required for minor subdivisions and some forms of residential development
- Clarifies parkland dedication is not required for minor subdivisions

6 BREAK

a) Break (1:00 - 1:10 p.m.)

7 ITEMS FOR DISCUSSION

a) Electric Rate Study (1:10 - 2:10 p.m.)
Presenter: Craig Brown, 1898 Consultants

It was reported by the Town Manager that the cost of service is more in depth this year. Mr. Cappola stated that Craig Brown has been the rate designer. Mr. Brown stated the rate study is a 3-step process. Step 1: Financial Planning, Step 2: Cost of Service, which is done once every 5 years and deals with how equitable the rates are. Step 3: Rate Design. It was reported that the growth has been good and that it has increased to 8.5% in the past 12 months. The energy sales forecast has grown at a slower rate than the customer growth. That means as new developments come in,

they are using more energy efficient appliances and becoming more knowledgeable on conserving energy.

Customer growth, not matching the energy sales forecast, was factored in. It was reported the Revenue Requirements Under Existing Rates:

- Larger than expected increase in Power Supply Costs from NCEMPA True-ups
- O&M escalation of 5% from FY25 budget
- Very little capital outlay from rate revenue in 2024 and 2025 to allow cash balance to return to the minimum target
- Increased debt

There was a substantial drop in the cash balance in FY23. It was communicated that Clayton management has recommended increasing days cash on hand from a target of 100 days to 120 days. The policy target for debt service coverage is 1.50. It was stated that the debt level service coverage ratio is very low. It was stated the plan is to debt finance and bring the balance back up to target.

Rate Adjustment Summary

- Requesting lower increases than forecasted last year

2023 Study
FY25 5.0%
FY26 3.0%
FY27 3.0%
FY28 3.0%

Current Plan
FY25 3.0%
FY26 2.0%
FY27 2.0%
FY28 2.0%
FY29 2.0%

- Only requesting Council approval for FY25 increase
- Reduced rate forecast is driven by lower projection of new residential developments and deferred capital projects

Mr. Brown explained the cost-of-service process. The process consisted of three steps. The first step is Cost Functionalization. This step included production, transmission, distribution, customer and direct. The second step consisted of cost classification which included the customer, demand, and energy. The final step entailed cost allocation which consisted of residential, small community, large community, large power, and lighting.

It was communicated to Council the allocation factors are developed using energy (kwh), demand (kw), and customer data. The development of these allocation factors can vary by utility based on the available data. It was stated correctly allocating costs gives utilities valuable insight into fixed and variable costs for each customer class.

Cost of Service Summary

- Residential is just under the system average 1.69%
- Commercial classes are over recovering allocated costs
- City Usage under-recovers costs 31.10%
-

Recommendations for Applying COS Results

- All classes except City Usage are within a reasonable range of allocated costs
- It is common for commercial classes to slightly over-recover costs to limit residential rate increases
- It is also common for municipalities to under-recover costs
- We recommend no inter-class rate adjustments
- All classes receive the system average 3.0% increase

Cost Causation Principles in Rate Design

Customer:

- Costs that vary based on the number of customers on system
- Billing, meter reading, onsite distribution facilities, and some distribution field equipment

Demand:

- Cost caused by peak loads on system
- Non-variable generation, transmission, non-customer distribution

Energy:

- Costs that vary with the number of kWh produced or consumed
- Fuel, variable generation costs, variable transmission charges

Examples of common problems with the typical rate design was communicated to Council.

It was reported to Council that the Clayton rate design goals would have equal rate increases across all classes and would maintain the same general rate structure. Mr. Brown explained that the typical Clayton resident uses 868 kwh per month, or about 29 kwh per day. The proposed increase would increase the typical electric customer's bill by about 13 cents per day.

b) Water Rate Study (2:10 - 3:00 p.m.)
Presenter: Robert McKie, Finance Director and Rich Cappola, Town Manager

Mr. Cappola presented an overview of the water and wastewater utility profile. It was reported that there are 11,800+ water accounts, 140+ miles of water pipes, 10,400+ sewer accounts, 1 wastewater treatment plant, 3.6+ million gallons of water delivered daily on average, 170+ miles of sewer pipes, 35 M+ waste and wastewater rate revenues, 2.9+ million gallons of wastewater collected daily on average and 6 MGD wastewater treatment plant under construction.

It was reported that there are 4 different factors on how the rates are being built:

Utility Costs:

- Chemicals, Labor, Supplies & Power beginning to normalize
- Significant need for capex investments

Regulatory Rules Landscape – Require both capital investments & increase in annual O&M costs:

- LCRI (Oct 2024)
- M/DBPs (July 2025)
- PFAS (2024)

Capital Program Funding:

- Gap likely to widen
- $85 Billion needed in the next 5 years
- Federal funding: More loans than grants

Other Factors:

- Enhanced consumer confidence reports (CCRs)
- Sector-driven cybersecurity framework
- Risk & resilience assessments (AWIA 2018)
- Extreme weather resilience planning
- Higher than normal interest rates lingering

Mr. Cappola explained each of the 6 governing principles of an enterprise fund.

- Fully supported by user fees
- Nexus between charges and costs
- Revenue stability
- Adequate reserves
- Self Sufficient
- Dedicated to the utility

Mr. Cappola discussed the best practices for an enterprise fund. The practices mentioned are as follows:

- Financial Performance Metrics
- Multi -year financial plan
- Prioritized Asset Management
- Balanced Rate Structure

The water and wastewater rate study objectives were presented to Council. The objectives discussed were as follows:

- Fund operating and capital requirements
- Support cost effective capital program financing
- Align financial plan with desired performance metrics
- Build modest reserve
- Design rates based on cost of service
- Balance customer bill impact

Mr. Cappola provided information regarding the revenue requirements for FY 2025 – FY 2029. It was stated the FY 2025 rate model would be siding on July 1, 2024. It was communicated that currently the projected revenues are $35,019,100, that is under the existing rates. Revenue under existing rates reflects the increase in the number of accounts and billed volumes over the study period (FY 2025 – FY 2029). Those

numbers would continue to grow with normal customer growth. It was stated the O&M projections are going up with the current projection of 2025: $21,281,000; 2026: $24,174,800; 2027: $22,965,100; 2028: $24,413,200; 2029: $$24,971,600. The O&M for wastewater increases significantly from FY 2025 to FY 2026 due to the start of Sam's Branch Wastewater Plant operations. The decrease in FY 2027 is due to decrease in purchased treatment costs.

Mr. Cappola presented the financial plan that was based on stated assumptions and information provided by the Town. Actual results may differ from the assumptions and information that the forecast is based on.

c) Davenport Financial (3:00 - 3:30 p.m.)
Presenter: Ted Cole, Davenport Financial

Mr. Cole presented the Davenport report that included the general fund or the tax supported universe project. Two of the three common bond ratings were discussed. The two discussed were: Moody's Investor Service and Standards & Poor's. The highest that any local government can achieve is AAA, it was reported that Clayton is one notch below AAA. It was communicated to Council that Clayton is AA1 (Moody's Investor Service) and AA+ (Standard & Poor's), that upgrade occurred in 2021.

Council Member Anderson inquired if the projections continue the way that are, what is the timeframe for us to get to AAA-Review Moody's Methodologies; Mr. Cappola estimated by the end of the decade based on the current trajectory. Mr. Cole discussed the general fund financial performance. Historically, the Town's operating revenues have exceeded operating expenditures, resulting in a structurally balanced budget and annual operating surpluses. It was reported that the Town has increased its total fund balance each year for the past five fiscal years.

The Town has an adopted financial policy that states, "General Fund unassigned fund balance at the close of each fiscal year shall not be less than 20% of actual General Fund net expenditures without prior Town Council Authorization." The Town has also formalized their policy to reflect a General Fund Target to maintain unassigned fund balance as a percentage of net expenditures of at least 30%.

8 BREAK

a) Break (3:00 - 3:45 p.m.)

9 ITEMS FOR DISCUSSION

a) Town Council Discussion (3:45 - 5:00 p.m.)
Decisions
Outcomes
Presenter: Rich Cappola, Town Manager

Mr. Cappola provided a recap on the earlier presentations. It was reported there would be an approximate $20 month increase for the average customer in utilities. Council Member Williams inquired on the message to those who are on a fixed income. Mr. Cappola responded there are a few different options, there are energy audits and there are loan programs for those who may have outdated and inefficient utilities.

Mrs. Game stated they are trying to be more of an educational group instead of a billing group. Information is provided in bills about conservation, it was stated they alternate between water and electricity. Also, her staff is prepared to discuss and inform the customer of ways they can lower their bill. Council Member Casey shared that Smithfield has had a 6% electric increase and 6% sewer increase. There was also discussion on sharing the overall cost from the previous years with the usage rates. Mrs. Game stated it has been shared.

10 ADJOURNMENT

With nothing further, the meeting was adjourned at 4:53 p.m.

a)

Motion To Adjourn

RESULT:	**CARRIED**
MOVER:	Michael Sims
SECONDER:	Porter Casey
YES:	Andria Archer, Michael Sims, Porter Casey, Gretchen Williams, and Ruth Anderson
NO:	None

Duly adopted by the Town Council this _____ day of _____ 2024 while in regular session.

_____
Jody L. McLeod
Mayor

ATTEST:

_____
Heidi L. Holland, CMC, NCCMC
Town Clerk

Town of Clayton
Regular Town Council Meeting Minutes
Monday, April 15, 2024 at 6:00 PM
Council Chambers, Town Hall
111 E. Second Street

Council Present:
Mayor Jody McLeod
Council Member Porter Casey
Council Member Andria Archer
Mayor Pro Tem Michael Sims
Council Member Gretchen Williams

Council Absent:
Council Member Ruth Anderson

Staff Present:
Rich Cappola, Town Manager
Jim Cauley, Town Attorney
Heidi Holland, Town Clerk
Dolores Gill, Deputy Town Manager
Lee Barbee, Deputy Town Manager
Robert McKie, Finance Director
Greg Tart, Police Chief
Nathanael Shelton, Communications Officer
David Ranes, Fire Chief
Conrad Olmedo, Planning Director
Sam Johnson-Phillips, Deputy Town Clerk
Patrick Pierce, Economic Development Director
Bruce Venable, Planner
Lydia Davis, Economic Development Specialist

1. CALL TO ORDER

a. Call to Order

Mayor McLeod called the meeting to order at 6:02 p.m.

b. Pledge of Allegiance

Mayor McLeod led the Pledge of Allegiance.

c. Invocation

Mayor McLeod provided the Invocation.

2. ADJUSTMENT OF THE AGENDA

a. **Approve or Adjust the Agenda**

RESULT:	**CARRIED 4-0**
MOVER:	Andria Archer
SECONDER:	Michael Sims
YES:	Porter Casey, Andria Archer, Michael Sims, and Gretchen Williams
NO:	None
ABSENT:	Ruth Anderson

3. CONSENT AGENDA

a. Minutes
- April 1, 2024 - Regular Session
- April 1, 2024 - Closed Session

Presenter: Heidi Holland, Town Clerk

b. HEML Circulation Policy Amendment
Presenter: Joy Garretson, Library Director

c. Resolution To Accept Public Utilities into The Town of Clayton Public Utility System for Maintenance – Creekside Commons Phase 6

d. NCRR Third Supplemental Document to License Agreement
Presenter: Joshua Baird, PE - Engineering Director

e. Weyerhaeuser Land Acquisition
Presenter: Robert McKie, Jr. - Finance Director

Adoption of Consent Agenda as Presented

RESULT:	**CARRIED 4-0**
MOVER:	Porter Casey
SECONDER:	Michael Sims
YES:	Porter Casey, Andria Archer, Michael Sims, and Gretchen Williams
NO:	None
ABSENT:	Ruth Anderson

4. ADMINISTRATIVE ITEMS

5. INTRODUCTIONS AND SPECIAL PRESENTATIONS

a. Celebrating 50 years of Production at the Grifols site
Presenter: Mayor Jody McLeod

b. National Lineman Appreciation Day Proclamation
Presenter: Council Member Archer to Present to the Electric Department

Council Member Archer read the proclamation and presented to the Electric Department.

c. Administrative Professionals' Day Proclamation
Presenter: Council Member Williams to Present to Admin Staff

Council Member Williams read the proclamation and presented to members of the administrative staff.

d. International Firefighters' Day Proclamation
Presenter: Mayor Pro Tem Sims to Present to the Fire Department

Mayor Pro Tem Sims read the proclamation and presented to members of the Fire Department.

e. Earth Day Proclamation
Presenter: Council Member Casey to Read the Proclamation

Council Member Casey read the proclamation.

f. Triangle Adventures Proclamation
Presenter: Council Member Anderson to Read the Proclamation

Mayor McLeod read the proclamation and presented to Triangle Adventures.

g. Professional Municipal Clerks Week Proclamation
Presenter: Mayor McLeod to Present to the Clerk's Office

Mayor McLeod read the proclamation and presented to the Clerk's Office.

h. Celebrating 50 Years of Production at the Grifols Site
Presenter: Mayor McLeod to Present to Grifols

Mayor McLeod read the proclamation and presented to staff of Grifols.

6. PUBLIC HEARINGS

a. Unified Development Ordinance Text Amendment (UDOTA 1-24)
Presenter: Chad Meadows Codewright Planners (Consultant)

Mr. Olmedo stated this item is the first round of text amendments. These amendments were presented at the March 25, 2024, Planning Board. There has been a lot of discussion with staff and Chad Meadows with CodeWright as well as subsequent discussion based on Council's work session comments. Chad Meadows with CodeWright was present. Shared was a presentation and a quick overview. He stated adjustments have been made since planning board's recommended approval where they unanimously recommended approval.

Shared was a quick summary of all adjustments which are organized into 7 groups.

- Administrative/non-substantive
- Procedures
- Districts
- Uses
- Development Standards
- Enforcement
- Definitions

He shared the two additional minor changes that have arisen since the Planning Board's recommendation. The first change deals with high schools. Most local governments in the country follow the Religious Land Use and Institutionalized Persons Act RLUIPA which requires local governments to treat schools the same as it would treat fraternal organizations and churches. To bring all educational religious facility and fraternal provisions into alignment, it was suggested that the requirements be changed for high schools and bring into alignment with elementary and middle schools for the four residential districts, conventional residential, conventional non-residential, special and conditional.

The second revision would be for the rules of parking heavy trucks and vehicles in residential neighborhoods. Further discussion is expected on this. For now, this adjustment is necessary to enable the Town's administrative and enforcement personnel to enforce the provisions. Suggested is a conversion from 10,000 lb. gross vehicle weight rating to 26,000 lb. gross vehicle weight rating measurement. The gross vehicle weight approach would require the vehicle to be weighed.

Next steps would be for public comment tonight, Council to possibly vote tonight and to post the updated UDO when approved.

Mayor McLeod stated this has been noted as a public hearing and asked if anyone wished to speak.

Chris Riling stated he has had discussion with the Town's zoning department on heavy use for trucks. He stated he lives in the ETJ and has an acre of land and for someone to say he can't park a vehicle that is his lively hood, he does not approve of this amendment. He asked Council to reconsider this amendment.

Lisa Mills asked Council to consider other situations, she does not agree with keeping someone from earning their livelihood. She asked Council to keep that in mind when making this decision.

Andrew Clagess stated he thinks the truck Mr. Riling has on his property is well presented and he keeps his property neat. He understands he uses this to work but another neighbor in the neighborhood uses their property to store dump trucks. He asked Council to consider differentiating between what Mr. Riling is doing versus someone who operates a dump truck business in the neighborhood.

The public hearing was closed and turned over to Council for their deliberation.

Council Member Archer stated conversation was anticipated and amendments would be something that would happen consistently. She stated she appreciates everyone that spoke this evening. She stated Council would be further considering this issue for a resolution.

Adoption of Ordinance

RESULT:	**CARRIED 4-0**
MOVER:	Andria Archer
SECONDER:	Michael Sims
YES:	Porter Casey, Andria Archer, Michael Sims, and Gretchen Williams
NO:	None
ABSENT:	Ruth Anderson

b. Downtown Clayton Social District
Presenter: Lydia Davis, Economic Development Specialist

Patrick Pierce stated Lydia Davis and Amy Shearin have done a lot of work on this. Ms. Davis provided background on the social district. She stated Town Council asked

Downtown Development Advisory Board and staff to explore what a Social District would look like in the Town. A task force was formed, shared were the members of this taskforce.

Outreach efforts to date include surveys, monthly taskforce meetings, word of mouth conversations, webinars, and in-person Q&A. On December 11, 2023, DDA made a motion to recommend this social district.

Legislation HB 890 allows this with clarifying legislation in HB 211. A social district must be adopted by a Town ordinance but can easily be dissolved at any time by a motion of the Council. More information on the house bills was shared.

It is the sole decision of a business located within the geographic area of the social district whether to participate in the activities of the social district. 51 communities, and counting, have taken advantage of a social district and not one has reversed their decisions. Statewide there has been positive feedback and there has not been any uptick in disturbances.

Following an adoption of the ordinance, there would need to be a filing with the ABC Commission where they must approve the boundary map, days and hours, signage, copy of the ordinance and they also require a social district logo and a website created that houses all information. More information on the uniform decals and signage were shared.

Recommended times and dates are Monday-Saturday 10:00 a.m. – 10:00 p.m. and Sunday Noon -10:00 p.m. The district would be throughout the downtown core from Ellington to Smith Street on Main Street and designated areas along First and Second Streets.

Shared was the Social District logo, signage, door decals, and stickers for cups.

On May 6, 2024, there would be another ordinance reading and then would be considered for adoption. The taskforce would come back together to have a roll out plan and meet again in late summer/early fall to review the first few months of roll out.

Council Member Casey thanked staff for all the research. He feels this is a great collaboration with businesses downtown.

Mayor McLeod stated this has been noted as a public hearing and asked if anyone wished to speak. With no one wishing to speak this public hearing was closed.

c. 2023-115-CZM Carolina Overlook North Conditional Rezoning
Presenter: Conrad Olmedo, Planning Director

Applicant Brandy Vega asked for a deferral to May 20, 2024, Council meeting. She stated information has been received that they would like to respond to.

A motion was made to continue this item to the May 20, 2024, Council meeting.

Mayor McLeod stated he would like to let the citizens know the Mayor and Council

have received many emails concerning this item. They have been read and notes have been made. He apologized to all for any inconvenience for the continuance of this item tonight.

Adoption of Ordinance

RESULT:	**CARRIED 4-0**
MOVER:	Andria Archer
SECONDER:	Porter Casey
YES:	Porter Casey, Andria Archer, Michael Sims, and Gretchen Williams
NO:	None
ABSENT:	Ruth Anderson

7. QUASI-JUDICIAL HEARING

a. *A quasi-judicial hearing resembles a court trial where testimony is presented. Citizens may give testimony in a quasi-judicial hearing after they have taken an oath. Town Council acts like a court of law and receives only sworn testimony and other credible evidence. In addition, the Town Council must make findings of fact based upon the evidence presented.*
The Town Council refrains from "ex parte communication" about these cases, as the Town Council must make a decision based solely on the evidence presented at the hearing itself.
Staff is available to assist with inquiries from citizens.

b. 2023-124-SUP Creekside Townes Modification
Presenter: Bruce Venable

Mr. Venable stated in the agenda packet there was a letter from the applicant requesting continuance of this item to the May 20, 2024 meeting. Mayor McLeod asked if having this item and the CZM on the May 20, 2024, meeting would be overload for staff? Rich Cappola asked Conrad Olmedo how many other items for Planning Department would be coming on that date? Mr. Olmedo stated he would confirm with the applicant that this item could be returned to the June 3, 2024, meeting. He stated this would be Council's preference as to when they would like to have this held. Mr. Olmedo stated it would be his recommendation to push this to the June 3, 2024, meeting. Mayor McLeod asked Mr. Venable to let the applicant know of the new date.

Approval of SUP

RESULT:	**CARRIED 4-0**
MOVER:	Andria Archer
SECONDER:	Michael Sims
YES:	Porter Casey, Andria Archer, Michael Sims, and Gretchen Williams
NO:	None
ABSENT:	Ruth Anderson

8. OLD BUSINESS

a. 2023-143-SUP Pinnacle Indoor Storage Unit Facility. Findings and Conclusions.
Presenter: Steven Mott, Planner II

Attorney Cauley stated the order for this case was just circulated today. This order documents the denial from the March meeting. He stated if Council has not had time to review the document this item may be deferred.

Council Member Archer stated she is comfortable moving forward.

Adoption of Ordinance

RESULT:	**CARRIED 4-0**
MOVER:	Andria Archer
SECONDER:	Porter Casey
YES:	Porter Casey, Andria Archer, Michael Sims, and Gretchen Williams
NO:	None
ABSENT:	Ruth Anderson

9. NEW BUSINESS

10. STAFF REPORTS

a. Town Manager

Mr. Cappola reminded everyone that the next work session on May 6, 2024 would be a half-day session beginning at noon.

b. Town Attorney

Attorney Cauley stated the Social District ordinance could be put on the consent agenda at the May 6, 2024, meeting if Council agrees with that. Mayor McLeod stated there was Council consensus to put on the consent agenda.

c. Town Clerk

d. Other Staff

11. OTHER BUSINESS

a. Informal Discussion & Public Comment

- Individuals have three (3) minutes to address the Town Council.
- Groups will designate a spokesperson. The spokesperson will have five (5) minutes to address the Town Council.

b. Council Comments

Council Member Casey stated the Clayton Earth Day Clean Up would be this Saturday. He encouraged citizens to join in on this event. A celebration would be at Deep River afterwards at 1:00 p.m. Supplies could be picked up at the Farmer's Market from 8:00 -11:00 a.m.

12. CLOSED SESSION

a. To Discuss Purchasing of Real Property in Accordance with NC GS 143-318.11(a)(5) and To Discuss Economic Development in Accordance with NC GS 143-318.11(a)(4)

Motion To Go Into Closed Session

RESULT:	**CARRIED 4-0**
MOVER:	Michael Sims
SECONDER:	Porter Casey
YES:	Porter Casey, Andria Archer, Michael Sims, and Gretchen Williams
NO:	None
ABSENT:	Ruth Anderson

Motion To Return To Open Session

RESULT:	**CARRIED 4-0**
MOVER:	Porter Casey
SECONDER:	Michael Sims
YES:	Porter Casey, Andria Archer, Michael Sims, and Gretchen Williams
NO:	None
ABSENT:	Ruth Anderson

13. ADJOURNMENT

a. Adjourn

With nothing further, the meeting was adjourned at 7:46 p.m.

Motion To Adjourn

RESULT:	**CARRIED 4-0**
MOVER:	Porter Casey
SECONDER:	Michael Sims
YES:	Porter Casey, Andria Archer, Michael Sims, and Gretchen Williams
NO:	None
ABSENT:	Ruth Anderson

Duly adopted by the Town Council this 6th of May 2024 while in regular session.

_____
Jody L. McLeod
Mayor

ATTEST:

_____
Heidi L. Holland, CMC, NCCMC
Town Clerk

Ordinance #2024-04-01

AN ORDINANCE OF THE TOWN COUNCIL OF THE TOWN OF CLAYTON CREATING THE DOWNTOWN SOCIAL DISTRICT

WHEREAS, §160A-205.4 authorizes cities to adopt an ordinance designating a social district and §18B-300.1 sets out the maintenance and regulation of said social district; and

WHEREAS, the Town Council of the Town of Clayton finds that the establishment of a social district pursuant to the authority set forth above and as amended will be specifically beneficial to the economic well-being of the area so designated and more generally beneficial to the Town at large; and

WHEREAS, the Town Council of the Town of Clayton desires to create and manage the Town of Clayton Downtown Social District as allowed by NCGS §18B-300.1.

NOW, THEREFORE, BE IT ORDAINED by the Town Council of the Town of Clayton, North Carolina:

SECTION 1: Chapter 116 of the Code of Ordinances of the Town Clayton is amended to add a new section 116.02 to read as follows:

Chapter 116.02: SOCIAL DISTRICTS

Section A. Purpose and Intent

a) Pursuant to the provisions of North Carolina General Statute 160A-205.4 *et seq,* one or more social districts may be created within the Town and the Town hereby creates and designates the following social district: Downtown Social District which is designated as shown on a map dated _____; the map is available in the Office of the Town Clerk, and attached hereto. Signage and/or markings shall be posted clearly delineating the boundaries of the Social District.
b) The Downtown Social District shall be created, designated, and managed in accordance with the requirements contained in North Carolina General Statute 160A-205.4 and Chapter 18B.
c) Any person who violates this ordinance, and any person who aids, abets, encourages, assists in, or contributes to such violation, shall be guilty of a misdemeanor punishable in accordance with N.C.G.S. 14-4.

Section B. Definitions

a) "Social District" means and refers to a defined outdoor area in which a citizen may consume alcoholic beverages sold by a permittee. This term does not include the permittee's licensed premises or an extended area allowed under North Carolina General Statute 18B-904(h).

b) "Permittee" means and refers to a person holding any of the following ABC permits issued by the North Carolina Alcoholic Beverage Control Commission established under N.C.G.S 18B-200:
    1) An on-premises malt beverage permit issued pursuant to G.S. 18B 1001(1).
    2) An on-premises unfortified wine permit issued pursuant to G.S. 18B 1001(3).
    3) An on-premises fortified wine permit issued pursuant to G.S. 18B 1001(5).
    4) A mixed beverage permit issued pursuant to G.S. 18B 1001(10).
    5) A wine shop permit issued pursuant to G.S. 18B-1001(16).
    6) A distillery permit issued pursuant to G.S. 18B-1100(5).
    7) A special one-time permit issued to a nonprofit organization pursuant to G.S. 18B-1002(a)(2).
    8) A special one-time permit issued to a unit of local government, a nonprofit organization or a political organization pursuant to G.S. 18B-1002(a)(5).
c) "Person" means and refers to the individual, firm, partnership, association, corporation, limited liability company, other organization or group, or combination of individuals acting as a unit.
d) "Premises" means and refers to a fixed permanent establishment, including all areas inside or outside the permitted establishment, where the permittee has control through a lease, deed, or other legal process.

Section C. Application

a) The provisions and terms contained in this ordinance shall be applicable between the hours of 10:00 a.m. and 10:00 p.m., Monday through Saturday and between the hours of 12:00 p.m. and 10:00 p.m. on Sunday. At all other times, the provisions and terms contained in this Article are not in effect and all provisions of State and local laws concerning the possession and consumption of alcohol shall be in full force and effect.
b) Any alcoholic beverage purchased for consumption in the Downtown Social District shall (i) only be consumed in the Downtown Social District and (ii) be disposed of before the person in possession of the alcoholic beverages exits the Downtown Social District. A violation of this section is a misdemeanor punishable in accordance with N.C.G.S. 14-4.

Section D. Requirements for the Sale of Alcoholic Beverages

a) A permittee located in or contiguous to the Downtown Social District may sell alcoholic beverages for consumption within the Downtown Social District in which it is located in or contiguous to accordance with the following requirements:
    1) The permittee shall only sell alcoholic beverages on its licensed premises.
    2) The permittee shall only sell alcoholic beverages for consumption in the Downtown Social District in a container that meets all of the following requirements:
        a) The container clearly identifies the permittee from which the alcoholic beverage was purchased.
        b) The container clearly displays a logo or some other mark that is unique to the Downtown Social District.

c) The container is not made of glass.
d) The container displays, in no less than 12-point font, the statement "Drink Responsibly – Be 21."
e) The container shall not hold more than 16 fluid ounces.
f) The container shall note the date and time of sale.

Section E. Requirements for the Possession and Consumption of Alcoholic Beverages.

a) The possession and consumption of an alcoholic beverage in the Downtown Social District is subject to all of the following requirements:
   1) Only alcoholic beverages purchased from a permittee located in or contiguous to the Downtown Social District may be possessed or consumed.
   2) Alcoholic beverages shall only be in containers meeting the requirements set forth in the "Requirements for Sale" section of this ordinance.
   3) Alcoholic Beverages shall only be possessed and consumed during the days and hours set forth in the "Application" section of this ordinance.
   4) Nothing in this subdivision shall be construed as authorizing the sale and delivery of alcoholic beverage drinks in excess of the limitations set forth in N.C.G.S. 18B-1010.
   5) A person shall dispose of any alcoholic beverage in the person's possession prior to exiting the Downtown Social District.
b) Permittees have discretion as to whether to permit alcoholic beverages purchased from a different permittee into their establishment.

Section F. Exceptions.

When an allowed event is held pursuant to the issuance of a Special Event Permit as provided by Town of Clayton Code of Ordinance Section 130.02, the terms and conditions of the Special Event Permit shall control within the boundaries of the Special Event. A violation of this Section is a Class 3 misdemeanor punishable in accordance with days N.C.G.S. 14.4 and N.C.G.S. 160A-175.

SECTION 2: Severability

If any section, phrase, sentence, or portion of this ordinance is held void, invalid, unconstitutional, or unenforceable for any reason by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision; and such holding shall not affect the validity of the remaining portions thereof.

SECTION 3: All ordinances in conflict with the provisions of this ordinance are hereby repealed to the extent of such conflict.

This Ordinance shall be effective as of July 11, 2024.

DULY ADOPTED the _____ day of _____, 2024.

TOWN OF CLAYTON

_____
Jody McLeod, Mayor

ATTEST:

_____
Heidi L. Holland, Town Clerk

Regular Town Council Meeting
Agenda Cover Sheet

Meeting Date	Agenda Location
May 6, 2024	CONSENT AGENDA

Item Title

Resolution To Accept Streets into The Town of Clayton Street System for Maintenance – Village at Little Creek Phase 1

Suggested Action

Place on Consent Agenda

Strategic Priorities Alignment

☐ Think Clayton (Administrative)	☐ Think Arts & Culture	☐ Think Downtown	☐ Think Economic Development	☐ Think Land Use & Housing	☐ Think Mobility	☐ Think Parks, Recreation & Natural Resources	☐ Think Public Services & Infrastructure

Public Hearing: No

If Approved, Will Document Require Recordation? No

Does This Item Require a Communication Plan?

☐ Public Hearing (Required by GS)	☐ Public Hearing (Not Required by GS)
☐ Newspaper Notice (Required by GS)	☐ Newspaper Notice (Not Required by GS)
☐ Public Forum/Input Session	☐ Press Release
☐ E-News Distribution	☐ Website
☐ Social Media	☐ Survey
☐ Special Mailing	☐ None Required

Summary

Streets and rights-of-way are required to be designed and built according to the Town of Clayton Manual of Standards, Specifications, and Design. The subject streets have been verified through inspections to have been installed per the Town's Manual of Standards, Specifications, and Design. A one-year warranty period for the subject streets has expired and a final inspection was performed by Engineering staff. Engineering staff recommends final acceptance of the subject streets. Upon final acceptance, the subject streets are eligible for funding through NCDOT's Powell Bill Program.

Funding Source

N/A

Corresponding Documentation

Village at Little Creek Ph. 1 StreetFinalAcceptanceResolution

---

Submitted By: Michael Worner, Engineering

Reviewed By:

Joshua Baird, Engineering Director	Approved - Apr 10 2024
Sam Johnson-Phillips, Deputy Town Clerk	Approved - Apr 11 2024
Heidi Holland, Town Clerk	Approved - Apr 11 2024

Resolution # 2024-27

Resolution To Accept Streets into The Town of Clayton Street System for Maintenance –

Village at Little Creek Phase 1

WHEREAS, streets and right-of-way are required to be designed and built according to the Town of Clayton Manual of Standards, Specifications and Design; and

WHEREAS, approval by the Town of Clayton Town Council is necessary for eligibility for receiving funding from the NCDOT's Powell Bill Program;

WHEREAS, the street segments listed below were placed under a one-year warranty period to monitor for construction deficiencies, which subsequently expired; and

WHEREAS, Town of Clayton Engineering staff has inspected the street segments shown on the attached map and recommends final acceptance by Town Council for maintenance by the Town; and

NOW, THEREFORE, BE IT RESOLVED that the Town Council of the Town of Clayton, North Carolina accept this list of streets and right-of-way into the Town of Clayton Street System.

SUBDIVISION	STREET NAME	BEGINNING DESCRIPTION	END DESCRIPTION	LENGTH
Village at Little Creek Phase 1	Rolling Creek Cir.	Dairy Rd.	Marrian Dr.	.19
Village at Little Creek Phase 1	Rolling Creek Cir	Marrian Dr.	Marrian Dr.	.18
Village at Little Creek Phase 1	Rolling Creek Cir.	Marrian Dr.	Rolling Creek Cir.	.18
Village at Little Creek Phase 1	Rolling Creek Cir.	Rolling Creek Cir.	Marrian Dr.	.10
Village at Little Creek Phase 1	Marrian Dr.	305 Marrian Dr.	Rolling Creek Cir.	.14
			TOTAL	0.79 mi

Duly adopted this the 6th day of May 2024.

_____
Jody McLeod
Mayor

ATTEST:

_____
Heidi L. Holland, CMC, NCCMC
Town Clerk

Regular Town Council Meeting
Agenda Cover Sheet

Meeting Date	Agenda Location
May 6, 2024	CONSENT AGENDA

Item Title

Resolution To Accept Streets into The Town of Clayton Street System for Maintenance – Village of Little Creek Phase 2

Suggested Action

Place on Consent Agenda

Strategic Priorities Alignment

☐ Think Clayton (Administrative)	☐ Think Arts & Culture	☐ Think Downtown	☐ Think Economic Development	☐ Think Land Use & Housing	☐ Think Mobility	☐ Think Parks, Recreation & Natural Resources	☐ Think Public Services & Infrastructure

Public Hearing: No

If Approved, Will Document Require Recordation? No

Does This Item Require a Communication Plan?

☐ Public Hearing (Required by GS)	☐ Public Hearing (Not Required by GS)
☐ Newspaper Notice (Required by GS)	☐ Newspaper Notice (Not Required by GS)
☐ Public Forum/Input Session	☐ Press Release
☐ E-News Distribution	☐ Website
☐ Social Media	☐ Survey
☐ Special Mailing	☐ None Required

Summary

Streets and rights-of-way are required to be designed and built according to the Town of Clayton Manual of Standards, Specifications, and Design. The subject streets have been verified through inspections to have been installed per the Town's Manual of Standards, Specifications, and Design. A one-year warranty period for the subject streets has expired and a final inspection was performed by Engineering staff. Engineering staff recommends final acceptance of the subject streets. Upon final acceptance, the subject streets are eligible for funding through NCDOT's Powell Bill Program.

Funding Source

N/A

Corresponding Documentation

Village at Little Creek Ph. 2 StreetAcceptanceResolution_ROW warranty

---

Submitted By: Michael Worner, Engineering

Reviewed By:

Joshua Baird, Engineering Director	Approved - Apr 10 2024
Sam Johnson-Phillips, Deputy Town Clerk	Approved - Apr 11 2024
Heidi Holland, Town Clerk	Approved - Apr 11 2024

Resolution # 2024-28

Resolution To Accept Streets into The Town of Clayton Street System for Maintenance – Village of Little Creek Phase 2

WHEREAS, streets and right-of-way are required to be designed and built according to the Town of Clayton Manual of Standards, Specifications and Design; and

WHEREAS, Town of Clayton Engineering staff has inspected the street segments listed below and April 1, 2024 recommends acceptance by Town Council for maintenance by the Town; and

WHEREAS, the street segments listed below will be placed under a warranty period for one-year to monitor for construction deficiencies, such warranty period expiring on April 1, 2025; and

WHEREAS, prior to expiration of the one-year warranty period, Town of Clayton Engineering staff will perform a final inspection and notify the developer to correct all deficient items (if any); and

WHEREAS, upon correction of all deficient items (if any), the Town of Clayton Engineering staff will issue a final acceptance notice to the developer; and

WHEREAS, approval by the Town of Clayton Town Council is necessary for eligibility for receiving funding from the NCDOT's Powell Bill Program;

NOW, THEREFORE, BE IT RESOLVED that the Town Council of the Town of Clayton, North Carolina accept this list of streets and right-of-way into the Town of Clayton Street System.

SUBDIVISION	STREET NAME	BEGINNING DESCRIPTION	END DESCRIPTION	LENGTH
Village at Little Creek Phase 2	Marrian Dr.	Rolling Creek Cir.	Forest Brook Way	**.18**
Village at Little Creek Phase 2	Forest Brook Dr	Dead End	Cul-de-sac	**.12**
Village at Little Creek Phase 2	Little Horse Ln.	Marrian Dr.	Cul-de-sac	**.10**
Village at Little Creek Phase 2	Cool Springs Dr.	Little Horse Ln.	Forest Brook Way	**.08**
			TOTAL	0.48 mi

Duly adopted this on the 6th day of May 2024.

_____
Jody McLeod
Mayor

ATTEST:

_____
Heidi L. Holland, NCCMC

Town Clerk

Regular Town Council Meeting
Agenda Cover Sheet

Meeting Date	Agenda Location
May 6, 2024	CONSENT AGENDA

Item Title

Resolution To Accept Streets into The Town of Clayton Street System for Maintenance – Highgate Subdivision Phase 4

Suggested Action

Place on Consent Agenda

Strategic Priorities Alignment

☐ Think Clayton (Administrative)	☐ Think Arts & Culture	☐ Think Downtown	☐ Think Economic Development	☐ Think Land Use & Housing	☐ Think Mobility	☐ Think Parks, Recreation & Natural Resources	☐ Think Public Services & Infrastructure

Public Hearing: No

If Approved, Will Document Require Recordation? No

Does This Item Require a Communication Plan?

☐ Public Hearing (Required by GS)	☐ Public Hearing (Not Required by GS)
☐ Newspaper Notice (Required by GS)	☐ Newspaper Notice (Not Required by GS)
☐ Public Forum/Input Session	☐ Press Release
☐ E-News Distribution	☐ Website
☐ Social Media	☐ Survey
☐ Special Mailing	☐ None Required

Summary

Streets and rights-of-way are required to be designed and built according to the Town of Clayton Manual of Standards, Specifications, and Design. The subject streets have been verified through inspections to have been installed per the Town's Manual of Standards, Specifications, and Design. A one-year warranty period for the subject streets has expired and a final inspection was performed by Engineering staff. Engineering staff recommends final acceptance of the subject streets. Upon final acceptance, the subject streets are eligible for funding through NCDOT's Powell Bill Program.

Funding Source

N/A

Corresponding Documentation

Highgate Ph. 4 StreetAcceptanceResolution_ ROW warranty

Submitted By: Michael Worner, Engineering

Reviewed By:

Joshua Baird, Engineering Director	Approved - Apr 10 2024
Sam Johnson-Phillips, Deputy Town Clerk	Approved - Apr 11 2024
Heidi Holland, Town Clerk	Approved - Apr 11 2024

Resolution # 2024-29

Resolution To Accept Streets into The Town of Clayton Street System for Maintenance –

Highgate Subdivision Phase 4

WHEREAS, streets and right-of-way are required to be designed and built according to the Town of Clayton Manual of Standards, Specifications and Design; and

WHEREAS, Town of Clayton Engineering staff has inspected the street segments listed below and April 5, 2024 recommends acceptance by Town Council for maintenance by the Town; and

WHEREAS, the street segments listed below will be placed under a warranty period for one-year to monitor for construction deficiencies, such warranty period expiring on April 5, 2025; and

WHEREAS, prior to expiration of the one-year warranty period, Town of Clayton Engineering staff will perform a final inspection and notify the developer to correct all deficient items (if any); and

WHEREAS, upon correction of all deficient items (if any), the Town of Clayton Engineering staff will issue a final acceptance notice to the developer; and

WHEREAS, approval by the Town of Clayton Town Council is necessary for eligibility for receiving funding from the NCDOT's Powell Bill Program;

NOW, THEREFORE, BE IT RESOLVED that the Town Council of the Town of Clayton, North Carolina accept this list of streets and right-of-way into the Town of Clayton Street System.

SUBDIVISION	STREET NAME	BEGINNING DESCRIPTION	END DESCRIPTION	LENGTH
Highgate Subdivision	Hopper Circle	Streamliner Blvd.	224 Hopper Circle	**.21**
			TOTAL	.21 mi

Duly adopted this on the 6th day of May 2024.

_____
Jody McLeod
Mayor

ATTEST:

_____
Heidi L. Holland, NCCMC
Town Clerk

Regular Town Council Meeting
Agenda Cover Sheet

Meeting Date	Agenda Location
May 6, 2024	CONSENT AGENDA

Item Title

Resolution # 2024-30. Final Acceptance of Public Water & Sewer Utilities Including SSO for Meadowview Subdivision, Phase 1

Suggested Action

Adoption of Resolution

Strategic Priorities Alignment

☐ Think Clayton (Administrative)	☐ Think Arts & Culture	☐ Think Downtown	☐ Think Economic Development	☐ Think Land Use & Housing	☐ Think Mobility	☐ Think Parks, Recreation & Natural Resources	☒ Think Public Services & Infrastructure

Public Hearing: No

If Approved, Will Document Require Recordation? No

Does This Item Require a Communication Plan?

- ☐ Public Hearing (Required by GS)
- ☐ Newspaper Notice (Required by GS)
- ☐ Public Forum/Input Session
- ☐ E-News Distribution
- ☐ Social Media
- ☐ Special Mailing
- ☐ Public Hearing (Not Required by GS)
- ☐ Newspaper Notice (Not Required by GS)
- ☐ Press Release
- ☐ Website
- ☐ Survey
- ☐ None Required

Summary

Public Utilities (water and sewer), their easements, and applicable apparatuses are required to be designed and built according to the Town of Clayton Manual of Standards, Specifications, and Design. The subject public utilities have been verified through testing and inspections to be installed per the Town's Manual of Standards, Specifications, and Design and have been certified and approved by the appropriate regulatory agencies. Engineering staff recommends final acceptance of the subject public utility infrastructure.

Funding Source

N/A

Corresponding Documentation

Ph 1_Utility Resolution_Final_4-17-24

Submitted By: Chris Rowland, Engineering

Reviewed By:

Joshua Baird, Engineering Director	Approved - Nov 15 2023
Sam Johnson-Phillips, Deputy Town Clerk	Approved - Nov 15 2023
Heidi Holland, Town Clerk	Approved - Nov 15 2023

RESOLUTION TO ACCEPT PUBLIC UTILITIES INTO THE TOWN OF CLAYTON PUBLIC UTILITY SYSTEM FOR MAINTENANCE – VILLAGES AT PARKVIEW, MEADOWVIEW, PHASE 1

WHEREAS, public utilities (water and sewer), their easements, and applicable apparatuses are required to be designed and built according to the Town of Clayton Manual of Standards, Specifications and Design; and

WHEREAS, the public utility segments listed below have been certified and approved by the appropriate regulatory agencies; and

WHEREAS, the public utility segments listed below were placed under a warranty period for one-year to monitor for construction deficiencies, which has subsequently expired and

WHEREAS, Town of Clayton Engineering staff has inspected the public utility segments listed below and recommends final acceptance by Town Council for operation and maintenance by the Town and;

NOW, THEREFORE, BE IT RESOLVED that the Town Council of the Town of Clayton, North Carolina accept this list of public utilities and their apparatuses into the Town of Clayton Public Utility System.

SUBDIVISION	LOCATION DESCRIPTION	UTILITY TYPE AND SIZE	LENGTH
Meadowview, Phase 1	Channel Drop Drive	8” Waterline	1875.00
Meadowview, Phase 1	Section Outside of Channel Drop Drive ROW to Connection	8” Waterline	170.00
Meadowview, Phase 1	Channel Drop Drive	6” Water Line (Hyd)	63.00
Meadowview, Phase 1	Wildflower Circle	8” Waterline	932.00
Meadowview, Phase 1	Dewdrop Court	8” Waterline	75.00
Meadowview, Phase 1	Dewdrop Court	6” Waterline (Hyd)	26.00
Meadowview, Phase 1	Woodcrest Drive	8” Waterline	160.00
Meadowview, Phase 1	Woodcrest Drive	6” Waterline (Hyd)	28.00
		Total	

SUBDIVISION	LOCATION DESCRIPTION	UTILITY TYPE AND SIZE	LENGTH
Meadowview, Phase 1	Channel Drop Drive	8” Sewer	1354.00
Meadowview, Phase 1	Sewer Outfall	8” Sewer	2061.00
Meadowview, Phase 1	Wildflower Circle	8” Sewer	840.00
Meadowview, Phase 1	Dewdrop Court	8” Sewer	75.00
		Total	

Duly adopted this 6th day of May 2024.

_____
Jody McLeod
Mayor

ATTEST:

_____
Heidi L. Holland, NCCMC
Town Clerk

TOWN OF CLAYTON POLICY

Department: Human Resources	**Effective:** Select a Date
Policy Title: Birthday Leave **Version #Click or tap here to enter text.**	**Supersedes:** New **Prepared By:** Kenya Walls Human Resources Director
Approved By: Town Council ☐ or Town Manager ☐	**Date: July 31, 2023**
Approved by Resolution #2024-32	

DRAFT

I. Purpose

This policy establishes the procedure for time off without loss of pay to celebrate the employee's birthday. The purpose of Paid Birthday Leave is to allow employees a day off with pay to recognize their birthday.

II. Objectives

The objectives of this policy are as follows:

- To maintain a set of standards for birthday leave for Full-Time and Permanent Part-Time employees. performance and behavior that is reasonable, fair, and equitably applied;

II. Scope

This policy applies to employees in all full-time and permanent part-time employees who have completed their six (6) month probationary period.

III. Organizational Rules

1. Birthday leave may be taken on any day within an employee's birth month as long as the absence is approved by the employee's supervisor, or in accordance with departmental leave procedures, prior to taking the leave.

2. Full-time employees are allowed 8 hours of leave while part-time employees are granted leave on a proportional basis (i.e. 50% effort = 4 hours of leave). Birthday leave cannot be

used in increments of less than one day. Employees working an alternate schedule of more than 8 hours per day must use vacation for the remaining hours of the day.

3. If an employee does not take his/her birthday leave within his/her birth month, the leave is forfeited for that calendar year.

4. Birthday leave must be earned before the time off and cannot be taken before the eligibility period.

5. Employees who do not recognize birthdays for religious reasons, may opt to use the leave as a floating holiday.

6. Birthday leave is a Town of Clayton employee benefit, and the Town reserves the right to continue, change, or discontinue Birthday Leave at any time.

7. Public Safety Shift employees will earn birthday leave equivalent to their sick leave accrual (i.e. PD=8.4, FD=10.6).

DRAFT

Resolution #2024-32

TOWN OF CLAYTON
ADOPTION OF
BIRTHDAY LEAVE POLICY

BE IT RESOLVED by the Clayton Town Council to adopt the Birthday Leave policy as follows:

I. Purpose

This policy establishes the procedure for time off without loss of pay to celebrate the employee's birthday. The purpose of Paid Birthday Leave is to allow employees a day off with pay to recognize their birthday.

II. Objectives

The objectives of this policy are as follows:

- To maintain a set of standards for birthday leave for Full-Time and Permanent Part-Time employees. performance and behavior that is reasonable, fair, and equitably applied;

II. Scope

This policy applies to employees in all full-time and permanent part-time employees who have completed their six (6) month probationary period.

III. Organizational Rules

1. Birthday leave may be taken on any day within an employee's birth month as long as the absence is approved by the employee's supervisor, or in accordance with departmental leave procedures, prior to taking the leave.

2. Full-time employees are allowed 8 hours of leave while part-time employees are granted leave on a proportional basis (i.e. 50% effort = 4 hours of leave). Birthday leave cannot be used in increments of less than one day. Employees working an alternate schedule of more than 8 hours per day must use vacation for the remaining hours of the day.

3. If an employee does not take his/her birthday leave within his/her birth month, the leave is forfeited for that calendar year.

4. Birthday leave must be earned before the time off and cannot be taken before the eligibility period.

5. Employees who do not recognize birthdays for religious reasons, may opt to use the leave as a floating holiday.

6. Birthday leave is a Town of Clayton employee benefit, and the Town reserves the right to continue, change, or discontinue Birthday Leave at any time.

7. Public Safety Shift employees will earn birthday leave equivalent to their sick leave accrual (i.e. PD=8.4, FD=10.6).

Duly adopted this the 6th day of May, 2024 while in regular session.

_____
Jody L. McLeod
Mayor

ATTEST:

_____
Heidi L. Holland, CMC, NCCMC
Town Clerk

Regular Town Council Meeting
Agenda Cover Sheet

Meeting Date	Agenda Location
May 6, 2024	CONSENT AGENDA

Item Title

Resolution To Accept Public Utilities into The Town of Clayton Public Utility System for Maintenance – Spinning Mill Apartments

Suggested Action

Place on Consent Agenda

Strategic Priorities Alignment

☐ Think Clayton (Administrative)	☐ Think Arts & Culture	☐ Think Downtown	☐ Think Economic Development	☐ Think Land Use & Housing	☐ Think Mobility	☐ Think Parks, Recreation & Natural Resources	☐ Think Public Services & Infrastructure

Public Hearing: No

If Approved, Will Document Require Recordation? No

Does This Item Require a Communication Plan?

☐ Public Hearing (Required by GS)	☐ Public Hearing (Not Required by GS)
☐ Newspaper Notice (Required by GS)	☐ Newspaper Notice (Not Required by GS)
☐ Public Forum/Input Session	☐ Press Release
☐ E-News Distribution	☐ Website
☐ Social Media	☐ Survey
☐ Special Mailing	☐ None Required

Summary

Public Utilities (water and sewer), their easements, and applicable apparatuses are required to be designed and built according to the Town of Clayton Manual of Standards, Specifications, and Design. The subject public utilities have been verified through testing and inspections to be installed per the Town's Manual of Standards, Specifications, and Design and have been certified and approved by the appropriate regulatory agencies. Engineering staff recommends final acceptance of the subject public utility infrastructure.

Funding Source

N/A

Corresponding Documentation

Spinning Mill_UtilityFinalAcceptanceResolution 2024-33

Submitted By: Michael Worner, Engineering

Reviewed By:

Joshua Baird, Engineering Director	Approved - Apr 30 2024
Sam Johnson-Phillips, Deputy Town Clerk	Approved - May 01 2024
Heidi Holland, Town Clerk	Approved - May 01 2024

Resolution To Accept Public Utilities into The Town of Clayton Public Utility System for Maintenance – Spinning Mill Apartments

WHEREAS, public utilities (water and sewer), their easements, and applicable apparatuses are required to be designed and built according to the Town of Clayton Manual of Standards, Specifications and Design; and

WHEREAS, the public utility segments listed below have been certified and approved by the appropriate regulatory agencies; and

WHEREAS, the public utility segments listed below were monitored and inspected for any construction deficiencies, which expired on April 3, 2024; and

WHEREAS, Town of Clayton Engineering staff has inspected the public utility segments listed below on April 8, 2024, and recommends final acceptance by Town Council for operation and maintenance by the Town and.

NOW, THEREFORE, BE IT RESOLVED that the Town Council of the Town of Clayton, North Carolina accept this list of public utilities and their apparatuses into the Town of Clayton Public Utility System.

SUBDIVISION	LOCATION DESCRIPTION	UTILITY TYPE AND SIZE	LENGTH
Spinning Mill Apartments	Peterman Dr.	8” Waterline	158.00 LF
		Total:	158.00 LF

Duly adopted this on the 6th day of May 2024.

_____
Jody McLeod
Mayor

ATTEST:

_____
Heidi L. Holland, NCCMC
Deputy Town Clerk

Regular Town Council Meeting
Agenda Cover Sheet

Meeting Date	Agenda Location
May 6, 2024	CONSENT AGENDA

Item Title

Liberty & W Main St Pump Station Decommission Project - Railroad Pipeline Agreement

Presenter(s)

Chris Gallant - Project Manager

Suggested Action

Approval of Agreement

Strategic Priorities Alignment

☐ Think Clayton (Administrative)	☐ Think Arts & Culture	☐ Think Downtown	☐ Think Economic Development	☐ Think Land Use & Housing	☐ Think Mobility	☐ Think Parks, Recreation & Natural Resources	☒ Think Public Services & Infrastructure

Public Hearing: No

If Approved, Will Document Require Recordation? No

Does This Item Require a Communication Plan?

- ☐ Public Hearing (Required by GS)
- ☐ Newspaper Notice (Required by GS)
- ☐ Public Forum/Input Session
- ☐ E-News Distribution
- ☐ Social Media
- ☐ Special Mailing
- ☐ Public Hearing (Not Required by GS)
- ☐ Newspaper Notice (Not Required by GS)
- ☐ Press Release
- ☐ Website
- ☐ Survey
- ☐ None Required

Summary

As part of the Liberty & W Main St Pump Station Decommission Project, sewer main will need to cross the railroad right of way transversely. NCRR requires an agreement be signed before this "Pipeline Occupancy" is permitted. This agreement stipulates a one-time $200.00 fee to Norfolk Southern Railway and a $750.00 annual fee to North Carolina Railroad Company. This fee is calculated based upon amount, type, and total length within the NCRR corridor. The Pipeline Agreement has been pre-audited by Shaun Mizell, Contracts Manager. Staff request approval of the agreement.

Funding Source

N/A

Corresponding Documentation

64ff2554e2877188e1324f3f_HN-80_Pipeline_Agreement_23066

Submitted By: Chris Gallant, Engineering

Reviewed By:

Joshua Baird, Engineering Director	Approved - Apr 30 2024
Rich Cappola, Town Manager	Approved - May 01 2024
Heidi Holland, Town Clerk	Approved - May 01 2024

Railroad Use Only
NS File No. 1321025

NCRR File No. o_h-095+1324
AC:

PIPELINE AGREEMENT

THIS AGREEMENT, made and entered into by and between TOWN OF CLAYTON, a North Carolina government entity, hereinafter styled "Licensee"; and NORTH CAROLINA RAILROAD COMPANY, a North Carolina corporation, hereinafter styled "Company"; and NORFOLK SOUTHERN RAILWAY COMPANY, a Virginia corporation, hereinafter styled "NSR";

W I T N E S S E T H:

WHEREAS, Licensee proposes to install, maintain, operate and eventually remove one (1) 8-inch ductile iron sewer pipe encased within one (1) 16-inch steel casing pipe, under and across the right of way or property and any tracks of Company, at Milepost 095.24-NC, Valuation Station 4927 plus 21 feet, at or near Old U.S. Highway 70 in Clayton, Johnston County, North Carolina; the same to be located in accordance with prints of the Drawings marked **Exhibits A1** dated February 28, 2024, attached hereto and made a part hereof (hereinafter called “Facilities”);

WHEREAS, Company is willing to permit the proposed Facilities, upon the following terms and conditions; and

NOW, THEREFORE, for and in consideration of the premises, payment of an initial fee by Licensee to NSR of TWO HUNDRED AND NO/100 DOLLARS ($200.00), and also an annual non-refundable fee to Company of SEVEN HUNDRED FIFTY AND NO/100 DOLLARS ($750.00) payable annually in advance; which amount will increase by five percent (5%) each year on the anniversary of this agreement for the remainder of this agreement, and of the covenants hereinafter made, Company does hereby permit and grant to Licensee insofar as Company has the right to do, without warranty and subject to all encumbrances, covenants and easements to which Company's title may be subject, the use and occupation of so much ground as may be necessary for the Facilities. This permit and grant to Licensee is made upon the following terms and conditions, to-wit:

1. Licensee will construct and maintain the Facilities, at its expense, in such a manner as will not interfere with the operations of Company or endanger persons or property of Company, and in accordance with (a) plans and specifications (if any) shown on said print(s) and any other specifications prescribed by Company, (b) applicable governmental regulations or laws, and (c) applicable specifications adopted by the American Railway Engineering and Maintenance of Way Association when not in conflict with plans, specifications or regulations mentioned in (a) and (b) above.

2. Licensee hereby agrees to indemnify and save harmless Company, its officers, agents and employees, from and against any and all liability, claims, losses, damages, expenses (including attorney's fees) or costs for personal injuries (including death) and/or property damage to whomsoever or whatsoever occurring which arises in any manner from the installation, maintenance, operation, presence or removal or the failure to properly install, maintain, operate or remove the Facilities, unless such losses, damages or injuries shall be caused solely by the negligence of Company. The indemnity contained herein is intended to survive the termination of this Agreement.

3. Licensee assumes all responsibility for any environmental obligations imposed under applicable laws, regulations or ordinances relating to the installation of the Facilities and/or to any contamination of any property, water, air or groundwater arising or resulting from Licensee's permitted operations or uses of Company's property pursuant to this Agreement. In addition, Licensee shall obtain any necessary permits to install the Facilities. Licensee agrees to indemnify and hold harmless Company from and against any and all liability, fines, penalties, claims, demands, costs (including attorneys' fees), losses or lawsuits brought by any person, company or governmental entity relating to contamination of any property, water, air or groundwater due to the use or presence of the Facilities. It is agreed that this indemnity provision extends to any cleanup costs related to Licensee's activities upon Company's property and to any costs related to cleanup of the Facilities or to other property caused by the use of the Facilities. The indemnity contained herein is intended to survive the termination of this Agreement.

4. No work of any character shall be started on the property until Certificates of Insurance, specifying that the policies have been furnished and accepted by Company as evidence that Licensee, Contractor, and Subcontractor maintain the following insurance coverages:

(a) Comprehensive General Liability Insurance having a combined single limit of not less than $2,000,000 per occurrence for all loss, damage, cost and expense, including attorney's fees, arising out of bodily injury, liability and property damage liability during the policy period. Such policy shall be endorsed to name Company as an additional insured and shall include a severability of interests provision. In addition, Licensee's policy shall be endorsed to reflect Contractual Liability Insurance specifically relating to the indemnity provisions of this agreement. Any exclusion for construction or demolition activities (including installing wells or bore holes, but not for work done by means of a hand augur) conducted within 50 feet of railroad tracks shall be deleted from Licensee's policy.

(b) In the event Licensee cannot obtain contractual liability insurance to cover the obligations assumed under this Pipeline Agreement, Licensee or its contractor shall procure and furnish to Company a Railroad Protective Liability Insurance Policy having a combined single limit of $2,000,000 per occurrence and $6,000,000 aggregate. Said policy shall name Company as the named insured.

(c) Workers' Compensation Insurance in satisfaction of statutory requirements of the state where the property covered by this agreement is located. Also, Employers' Liability Insurance having limits of not less than $500,000 each accident, $500,000 per disease - policy limit, and $500,000 per disease - each employee.

(d) Automobile Liability Insurance having a combined single limit of not less than $500,000 per occurrence. Said policy shall name Company as an additional insured and shall include a severability of interests provision.

(e) The insurance required herein shall be of such form and content as may be acceptable to Company. Evidence of such insurance (a certificate of insurance for the general liability insurance policy and the original policy of Railroad Protective Liability Insurance) must be furnished to Company at Property Department, North Carolina Railroad Company, 2809 Highwoods Blvd, Raleigh, NC 27604 (or such other current address provided to Licensee) and approved by Company prior to Licensee's entry on the Premises. The insurance required herein shall not limit the liability assumed by Licensee under this Agreement or consent.

5. The details of the Facilities to be installed and maintained shall be at the option of Licensee, and subject to the approval of Company. In case of failure of Licensee to do the work as herein specified, Company reserves the right to remove the Facilities from Company's premises at the expense of Licensee, and to terminate this Agreement upon ten (10) days' written notice.

6. If Company shall make any change or addition on its right of way at or near the Facilities of Licensee affecting the character, height or alignment of any of Company's power lines, communication, signal or other wires or electrical apparatus, or shall place structures or additional wires or electrical apparatus upon its said right of way, or shall make on its said right of way any change to any line, grade, track, roadbed, installations, works or structures or in the use of any such line, grade, track, roadbed, installations, works or structure, which would be affected by the Facilities of Licensee or by the use thereof, Licensee shall within thirty (30) days of written notice from the Company to Licensee, at Licensee's sole cost and expense, make such changes in the location and character of the Facilities as, in the opinion of Company, shall be necessary or appropriate on account of any such changes or additions.

7. Licensee will notify Company prior to the installation and placing in service of cathodic protection in order that tests may be conducted on Company's signal, communications and other electronic systems for possible interference. If the Facilities cause degradation of the signal, communications or other electronic facilities of Company, Licensee, at its expense, will relocate the cathodic protection and/or modify the Facilities to the satisfaction of Company so as to eliminate such degradation. Such modifications may include, without limiting the generality of the foregoing, providing additional shielding, reactances or other corrective measures deemed necessary by Company. This provision applies to the existing signal, communications and electronic equipment of Company and to any signal, communications or electronic equipment that Company may install in the future.

8. If Licensee fails to take any corrective measures requested by Company in a timely manner or if an emergency situation is presented which, in the Company's judgment, requires immediate repairs to the facilities, Company, at Licensee's expense, may undertake such corrective measures or repairs as it deems necessary or desirable and Licensee shall reimburse Company upon receipt of an invoice.

9. Notwithstanding any other provision of this Agreement, it is understood, agreed and covenanted that Licensee accepts this Agreement as a mere license and assumes all risk of damage to its property by reason of its occupation of the premises herein described caused by any defects therein or business conducted thereon, whether caused by the negligence of Company, its officers, agents or employees, or otherwise, and Licensee hereby indemnifies Company, its officers, agents, and employees, from and against any such liability for said damage. The indemnity contained herein is intended to survive the termination of this Agreement.

10. Company shall furnish, at the cost of Licensee, labor and materials to support its tracks and to protect its traffic during the installation, maintenance, repair, renewal or removal of the Facilities.

11. It is further agreed between the parties that the premises shall be used by Licensee only for the Facilities and for no other purpose without the written permission of the chief engineering officer of Company.

12. Licensee shall give Company seventy-two (72) hours' advance notice (or less in case of emergencies) of any work to be performed on the premises of Company. Licensee agrees to pay any costs incurred by Company for the purpose of protection and inspection considered necessary by Company during installation, maintenance, operation, modification, replacement and/or removal of the Facilities. Such costs shall be paid upon the Company's submission of an invoice to Licensee.

13. Licensee shall not assign this Agreement without the written consent of Company which consent may be withheld in Company's sole discretion.

14. The word "Company" as used herein shall include any other company whose property at the aforesaid location may be leased or operated by Company. Said term also shall include Company's

officers, agents and employees, and any parent company, subsidiary or affiliate of Company and their officers, agents and employees.

15. This Agreement may be terminated by either party upon sixty (60) days written notice to the other party. During said sixty (60) day period, Licensee shall remove the Facilities from Company's premises and restore said premises to a condition satisfactory to Company's chief engineering officer. If Licensee fails to remove the Facilities within the aforesaid sixty day period, Company may elect: (a) to become the owner of the Facilities without any claim or consideration whatsoever therefor by or to Licensee, its successors or assigns, or (b) to remove the Facilities and all property of Licensee from the premises of Company at the expense of Licensee. Licensee agrees to reimburse Company for any and all costs of such removal upon receipt of an invoice. No termination of this Agreement shall affect any liability incurred by either party hereto prior to the effective date of such termination.

16. The terms set forth in the attached **Exhibit B**, consisting of two pages and titled "Agreement and Consent of Norfolk Southern Railway Company," are incorporated into this Agreement as if set forth verbatim herein.

[The rest of this page left blank intentionally]

IN WITNESS WHEREOF, the parties hereto have executed this Agreement in triplicate, each part being an original, as of the latest date of either Licensee, Company or NSR shown below:

LICENSEE:
TOWN OF CLAYTON

By: _____

Title: _____

Date: _____

COMPANY:
NORTH CAROLINA RAILROAD COMPANY

By: _____

Title: _____

Date: _____

NSR:
NORFOLK SOUTHERN RAILWAY COMPANY

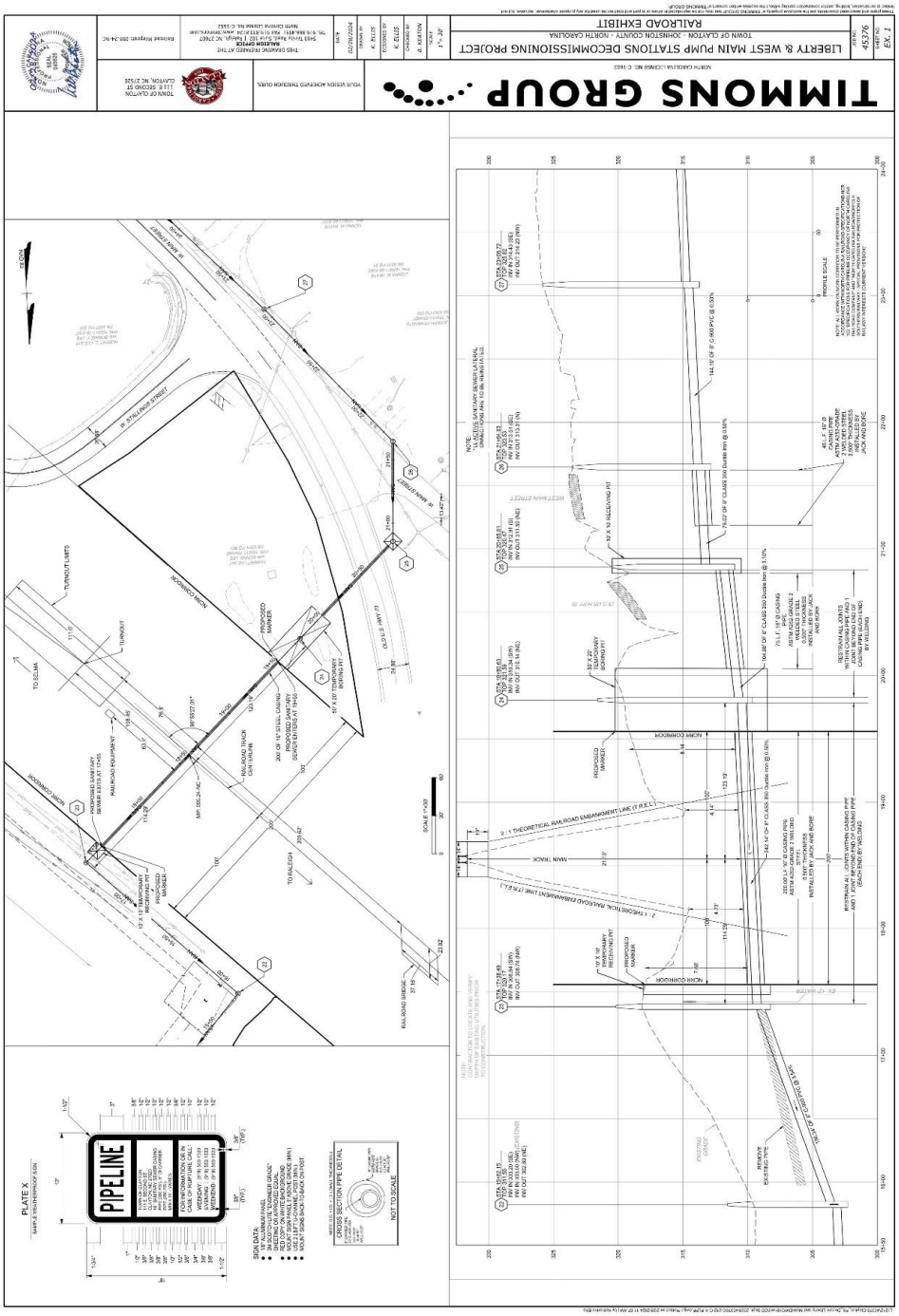
By: _____

Title: _____

Date: _____

Exhibit A1
Milepost 095.24-NC

February 28, 2024
Johnston County, NC



Parcel No. 5 of V-24/24

EXHIBIT B

AGREEMENT AND CONSENT OF NORFOLK SOUTHERN RAILWAY COMPANY

WHEREAS, Company, Licensee, and NSR desire to enter into the attached Agreement regarding the property described therein (the "Premises").

NOW THEREFORE, in consideration of the above recitals and the promises and agreements contained herein, as well as for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, NSR, Company, and Licensee agree as follows:

1. NSR gives its consent to the Agreement pursuant to the terms and conditions of this Consent. All of the terms of this Consent are hereby incorporated by reference into the Agreement. The term "NSR" as used in this Agreement and Consent and as used in the Agreement shall include NSR's officers, agents and employees, and any parent company, subsidiary or affiliate of NSR and their officers, agents and employees.

2. The parties agree and understand that any right or claim of Company held in or by virtue of the Agreement shall also inure to the benefit of, and be enforceable by NSR or by any successor or assignee of Company or NSR, and NSR shall not be responsible for any obligations, duties or indemnities of Company to Licensee under the Agreement. NSR reserves any pre-existing rights, claims and defenses against Company and Licensee and said rights, claims and defenses shall not be waived or limited in any way by the Agreement.

3. Licensee understands that NSR makes no warranties or representations regarding the condition of or title to the Premises. Licensee takes the Premises "AS IS" and expressly waives any and all claims against NSR relating to or arising from the condition of or title to the Premises and the property surrounding the Premises, including without limitation, any claims and costs relating to environmental contamination under any applicable laws (such as, without limitation, those which might arise under CERCLA, RCRA, and the North Carolina Oil Pollution and Hazardous Substances Act).

4. Without the written consent of NSR, (i) neither the Agreement nor this Consent may be assigned in whole or in part by Company or Licensee; (ii) Licensee shall not enter into any sublicense or sublease of the Premises; and (iii) the Agreement shall not be amended by Company or Licensee. No consent by NSR to any sublease, sublicense, assignment, or amendment of the Agreement shall be construed to be consent to any further sublease, sublicense, assignment, or amendment of the Agreement.

5. In consideration of the rights granted by NSR to Licensee by this Consent, Licensee agrees to indemnify and hold NSR harmless to the same extent as Company is indemnified and held harmless pursuant to the Agreement. In addition, without limiting the indemnities provided in the Agreement, Licensee specifically shall indemnify and hold harmless NSR from and against any and all attorney's fees, costs, expenses, liabilities, injuries, claims (including third party claims and any claims under any environmental laws and regulations such as CERCLA, RCRA, and the North Carolina Oil Pollution and Hazardous Substances Control Act) and damages arising from or related to (1) the Agreement; (2) any acts or omissions by Licensee at or near the Premises, (3) Licensee's violations of environmental laws and regulations, and (4) environmental contamination caused by Licensee. For purposes of this paragraph, the term Licensee shall mean its officers, employees, agents, contractors, guests or invitees.

6. NSR must be given at least thirty (30) days notice prior to the placement of any equipment, structure, facility, fixture, or other improvement on the Premises other than those permitted by this Agreement.

7. Company and NSR agree that, by entering into this Consent, (i) NSR is not making any admission regarding any matter between NSR and Company; (ii) Company is not making any admission regarding any matter between NSR and Company; (iii) NSR is not waiving any claim or defense against Company or any affiliate of Company; (iv) Company is not waiving any claim or defense against NSR; (v) NSR does not waive or prejudice any position, claim or defense with regard to any legal or administrative proceedings in which Company or its affiliates and NSR are currently involved or may become involved, including but not limited to any claim or defense with respect to any leasehold rights, environmental obligation or liability, possessory rights, or holdover or non-holdover status of Company; and (vi) Company does not waive or prejudice any position, claim or defense with regard to any legal or administrative proceedings in which Company or its affiliates and NSR are currently involved or may be involved, including but not limited to any claim or defense with respect to any leasehold rights, environmental obligation or liability, possessory rights, or holdover or non-holdover status of Company.

8. Licensee acknowledges that NSR has not made any inspection of the Premises and that the Premises are located at or near active or inactive railroad facilities, structures, or related property.

9. No work of any character shall be started on the property until Certificates of Insurance, specifying that the policies have been furnished and accepted by NSR as evidence that Licensee, Contractor, and Subcontractor maintain the following insurance coverages:

   (a) Comprehensive General Liability Insurance having a combined single limit of not less than $2,000,000 per occurrence for all loss, damage, cost and expense, including attorney's fees, arising out of bodily injury, liability and property damage liability during the policy period. Such policy shall be endorsed to name NSR as an additional insured and shall include a severability of interests provision. In addition, Licensee's policy shall be endorsed to reflect Contractual Liability Insurance specifically relating to the indemnity provisions of this agreement. Any exclusion for construction or demolition activities (including installing wells or bore holes, but not for work done by means of a hand augur) conducted within 50 feet of railroad tracks shall be deleted from Licensee's policy.

   (b) In the event Licensee cannot obtain contractual liability insurance to cover the obligations assumed under this Wireline Agreement, Licensee or its contractor shall procure and furnish to NSR a Railroad Protective Liability Insurance Policy having a combined single limit of $2,000,000 per occurrence and $6,000,000 aggregate. Said policy shall name NSR as the named insured.

   (c) Workers' Compensation Insurance in satisfaction of statutory requirements of the state where the property covered by this agreement is located. Also, Employers' Liability Insurance having limits of not less than $500,000 each accident, $500,000 per disease - policy limit, and $500,000 per disease - each employee.

   (d) Automobile Liability Insurance having a combined single limit of not less than $500,000 per occurrence. Said policy shall name NSR as an additional insured and shall include a severability of interests provision.

   (e) The insurance required herein shall be of such form and content as may be acceptable to NSR. Evidence of such insurance (a certificate of insurance for the general liability insurance policy and the original policy of Railroad Protective Liability Insurance) must be furnished to NSR at NSR Risk Manager, Three Commercial Place, Norfolk, VA 23510 (or such other current address provided to Licensee) and approved by NSR prior to Licensee's entry on the Premises. The insurance required herein shall not limit the liability assumed by Licensee under this Consent or the Agreement.

Resolution #2024-35

RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF CLAYTON ADOPTING A CODE OF CONDUCT FOR MEMBERS OF THE TOWN'S APPOINTED ADVISORY BOARDS

WHEREAS, advisory boards are an integral part of the process of good local government and, through their advisory role, they help ensure that the Town Council is better informed when making decisions; and

WHEREAS, in order for advisory boards to serve their intended function and purpose, it is critical that the members thereof conform to those standards of ethical and professional conduct that warrant the trust of the Mayor and Town Council members and the citizens of Clayton; and

WHEREAS, the Town Council believes that the attached Code of Conduct will benefit the Town by providing expectations and aspirational standards for members of advisory boards; and

WHEREAS, each advisory board member for the Town of Clayton is expected to maintain the highest ethical standards and to conform his or her conduct to those specific standards set forth in the Code of Conduct attached hereto.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF CLAYTON:

1. That the Code of Conduct attached hereto is hereby approved and shall hereafter be applicable to all members of the Town's appointed advisory boards.
2. That each member of an advisory board shall be provided with a copy of the Code of Conduct and shall acknowledge the requirements of the Code of Conduct by subscribing his or her name thereto and the signed acknowledgements shall be retained by the Office of the Town Clerk.
3. That each member of an advisory board shall strive to conform his or her conduct and behavior to the requirements of the Code of Conduct.

Duly adopted this _____ day of _____, 2024.

TOWN OF CLAYTON

By: _____
Jody McLeod, Mayor

ATTEST:

_____
Heidi L. Holland, Town Clerk
(SEAL)

Regular Town Council Meeting
Agenda Cover Sheet

Meeting Date	Agenda Location
May 6, 2024	CONSENT AGENDA

Item Title

Budget Amendment and Amended Budget Ordinance - Section 8

Suggested Action

Place on Consent Agenda

Strategic Priorities Alignment

☒ Think Clayton (Administrative)	☐ Think Arts & Culture	☐ Think Downtown	☐ Think Economic Development	☐ Think Land Use & Housing	☐ Think Mobility	☐ Think Parks, Recreation & Natural Resources	☐ Think Public Services & Infrastructure

Public Hearing: No

If Approved, Will Document Require Recordation? No

Does This Item Require a Communication Plan?

☐ Public Hearing (Required by GS)	☐ Public Hearing (Not Required by GS)
☐ Newspaper Notice (Required by GS)	☐ Newspaper Notice (Not Required by GS)
☐ Public Forum/Input Session	☐ Press Release
☐ E-News Distribution	☐ Website
☐ Social Media	☐ Survey
☐ Special Mailing	☒ None Required

Summary

Adjustment to the position FTE count and position classes to allow for flexibility in hiring additional staff in critical work areas when candidates are available and implement portions of the re-organization plan.

Funding Source

N/A

Corresponding Documentation

FY 2023-2024 Adopted Budget Ordinance Amendment_Section 8_Amended Position Count_RevMAY2024

Submitted By: Robert McKie, Finance Department

Reviewed By:

Rich Cappola, Town Manager	Approved - May 01 2024
Heidi Holland, Town Clerk	Approved - May 02 2024

Town of Clayton
Amendment to the FY 23-24 Budget

BE IT HEREBY ADOPTED BY THE TOWN COUNCIL FOR THE TOWN OF CLAYTON that the following amendment shall be made to Section 8 in the Fiscal Year 2023-2024 Adopted Budget Ordinance:

Section 8 shall previously read: Section 8. Authorized position totals for Fiscal Year 2023-2024 are as follows: 6 elected officials; 312 full-time; 20 permanent part-time; 1 full-time apprentice; 5 interns; 12 auxiliary positions in Fire and Police, and a pool of seasonal/roster workers as needed to support operations. New position authorizations are initially established by the annual budget ordinance and changes authorized by the Town Manager to this schedule may occur during the fiscal year as reclassifications of authorizations to meet the changing needs of the organization. Succession planning may require onboarding a successor employee prior to the effective date of the current employee's retirement or separation from the Town to meet the needs of the organization. The Town Manager is authorized to utilize lapse salary for succession planning without Council approval. Other funding sources for succession planning require Council approval.

Section 8 shall now read: Section 8. **Authorized position totals for Fiscal Year 2023-2024 are as follows: 6 elected officials; *320 full-time*; *25 permanent part-time;* 1 full-time *water resources* apprentice; *10 interns*; *a pool of* auxiliary positions in Fire and Police, and a pool of seasonal/roster workers as needed to support operations, subject to available funding at the discretion of the Town Manager.** New position authorizations are initially established by the annual budget ordinance and changes authorized by the Town Manager to this schedule may occur during the fiscal year as reclassifications of authorizations to meet the changing needs of the organization. Succession planning may require onboarding a successor employee prior to the effective date of the current employee's retirement or separation from the Town to meet the needs of the organization. The Town Manager is authorized to utilize lapse salary for succession planning *or reassignment of positions within each fund* without Council approval. Other funding sources for succession planning require Council approval.

Duly adopted this ____ day of _____, 2024 while in regular session.

_____
Jody L. McLeod
Mayor

Attest:

_____
Heidi L. Holland, CMC, NCCMC
Town Clerk

APPROVED AS TO FORM

_____
Jim Cauley
Town Attorney

Town of Clayton Policy & Procedure Statement

Policy Number	LIBRARY 2023-03
Department	Library
Subject	Child Safety Policy
Approved By	Town Council
Effective Date	May 6, 2024; Resolution #2024-38
Revision Date(s)	

Policy:
This policy shall remain in effect until such time as amended by the Town Council

Child Safety Policy

The Hocutt-Ellington Memorial Library ("the Library") is a welcoming space for building community and connecting people to ideas and resources.

The staff of the Library strives to create a space for children to develop a love of reading and learning in the library. However, library staff is not responsible for the care or supervision of children or for accidents or other incidents that happen to them during their time at the library.

In order to ensure the safety of minors in the library, the Library will enforce the following guidelines:

Supervision

1. For their safety, children 10 years of age and younger must remain in the company of a parent or caretaker **of at least 18 years of age** while in the library. Children ages 10 and under may attend specified programs alone, but their parent/caretaker must remain in the library in case of emergency.
2. If a child is left unattended, library staff will attempt to locate the child's parent or other responsible adult in the building. If the adult cannot be located, staff will contact the Clayton Police Department to assume responsibility for the child.
3. If a child aged 15 or younger is left unattended at closing, staff will attempt to locate or contact the child's caregiver. If the adult or caregiver cannot be contacted or has not arrived by 15 minutes after closing, staff will contact the Clayton Police Department to assume responsibility for the child.

Responsibility

1. Parents or legal guardians are responsible for the care, safety, and behavior of their children under the age of 18, both within the library building and on library grounds, regardless of whether or not they accompany their child(ren). All library users must follow the Library's Rules and Regulations for Conduct in the Library policy.

2. Parents, guardians, and/or designated caregivers are responsible for any actions including but not limited to monetary responsibility for property damage or loss caused by their children under the age of 18.

Resolution #2024-38

TOWN OF CLAYTON
CHILD SAFETY POLICY

BE IT RESOLVED by the Clayton Town Council to adopt the Child Safety Policy as follows:

Child Safety Policy

The Hocutt-Ellington Memorial Library ("the Library") is a welcoming space for building community and connecting people to ideas and resources.

The staff of the Library strives to create a space for children to develop a love of reading and learning in the library. However, library staff is not responsible for the care or supervision of children or for accidents or other incidents that happen to them during their time at the library. In order to ensure the safety of minors in the library, the Library will enforce the following guidelines:

Supervision

1. For their safety, children 10 years of age and younger must remain in the company of a parent or caretaker **of at least 18 years of age** while in the library. Children ages 10 and under may attend specified programs alone, but their parent/caretaker must remain in the library in case of emergency.
2. If a child is left unattended, library staff will attempt to locate the child's parent or other responsible adult in the building. If the adult cannot be located, staff will contact the Clayton Police Department to assume responsibility for the child.
3. If a child aged 15 or younger is left unattended at closing, staff will attempt to locate or contact the child's caregiver. If the adult or caregiver cannot be contacted or has not arrived by 15 minutes after closing, staff will contact the Clayton Police Department to assume responsibility for the child.

Responsibility

1. Parents or legal guardians are responsible for the care, safety, and behavior of their children under the age of 18, both within the library building and on library grounds, regardless of whether or not they accompany their child(ren). All library users must follow the Library's Rules and Regulations for Conduct in the Library policy.

2. Parents, guardians, and/or designated caregivers are responsible for any actions including but not limited to monetary responsibility for property damage or loss caused by their children under the age of 18.

Duly adopted this the 6th day of May, 2024 while in regular session.

_____

Jody L. McLeod
Mayor

ATTEST:

_____
Heidi L. Holland, CMC, NCCMC
Town Clerk

Town of Clayton Policy & Procedure Statement

Policy Number	LIBRARY 2024-04
Department	Library
Subject	Internet Use Policy
Approved By	Town Council
Effective Date	May 6, 2024; Resolution #2024-39
Revision Date(s)	

Policy:
This policy shall remain in effect until such time as amended by the Town Council

Internet Use Policy
Hocutt-Ellington Memorial Library

Policy Statement
The Hocutt-Ellington Memorial Library ("the Library") is committed to its mission to be a welcoming space for building community and connecting people to ideas and resources. In keeping with this mission, the Library offers public electronic resources available on the Internet.

In order to block access to those graphic images and materials defined as harmful to minors in the North Carolina General Statutes § 14-190.1–14-190.15, the Library has installed filters on all public Internet terminals. The Library has no control over content on the Internet and is not responsible for information that is inaccurate, incomplete or illegal. The Library is not responsible for any material transmitted electronically by users of its public Internet terminals. The monitoring of a minor's access to the Internet is the responsibility of that person's parent or legal guardian.

Acceptable Use Policy
Use of public computers to violate state or Federal laws regarding public display of pornography, cyber stalking, identity theft, fraud, etc., is forbidden and may result in revocation of your library use privileges. Failure to comply with the Library's Internet Use Policy will result in a warning to the patron. Repeated violations of Library policy will be submitted to the library director for resolution and may result in the patron being barred from using the Library's public Internet terminals and/or the facility.

Further, law enforcement officials having probable cause to suspect illegal usage of public use personal computers in the Library may obtain usage records for these machines in accordance with state law.

State law requires us to protect minor children from seeing any sexually explicit sites, even accidentally, on Library computers. Content and some websites are filtered and blocked on Library computers and public WiFi service.

Resolution #2024-39

TOWN OF CLAYTON
INTERNET USE POLICY

BE IT RESOLVED by the Clayton Town Council to adopt the Child Safety Policy as follows:

Internet Use Policy
Hocutt-Ellington Memorial Library

Policy Statement
The Hocutt-Ellington Memorial Library ("the Library") is committed to its mission to be a welcoming space for building community and connecting people to ideas and resources. In keeping with this mission, the Library offers public electronic resources available on the Internet.

In order to block access to those graphic images and materials defined as harmful to minors in the North Carolina General Statutes § 14-190.1–14-190.15, the Library has installed filters on all public Internet terminals. The Library has no control over content on the Internet and is not responsible for information that is inaccurate, incomplete or illegal. The Library is not responsible for any material transmitted electronically by users of its public Internet terminals. The monitoring of a minor's access to the Internet is the responsibility of that person's parent or legal guardian.

Acceptable Use Policy
Use of public computers to violate state or Federal laws regarding public display of pornography, cyber stalking, identity theft, fraud, etc., is forbidden and may result in revocation of your library use privileges. Failure to comply with the Library's Internet Use Policy will result in a warning to the patron. Repeated violations of Library policy will be submitted to the library director for resolution and may result in the patron being barred from using the Library's public Internet terminals and/or the facility.

Further, law enforcement officials having probable cause to suspect illegal usage of public use personal computers in the Library may obtain usage records for these machines in accordance with state law.

State law requires us to protect minor children from seeing any sexually explicit sites, even accidentally, on Library computers. Content and some websites are filtered and blocked on Library computers and public WiFi service.

Duly adopted this the 6th day of May, 2024 while in regular session.

_____
Jody L. McLeod
Mayor

ATTEST:

_____
Heidi L. Holland, CMC, NCCMC
Town Clerk

Town of Clayton Policy & Procedure Statement

Policy Number	LIBRARY 2024-05
Department	Library
Subject	Tutor Policy
Approved By	Town Council
Effective Date	May 6, 2024; Resolution #2024-40
Revision Date(s)	

Policy:
This policy shall remain in effect until such time as amended by the Town Council

Tutor Policy

The Hocutt-Ellington Memorial Library ("the Library") premises are available for the use of members of the public to meet their needs in accessing information and enjoying library materials and equipment. As part of its educational mission to be a welcoming space for building community and connecting people to ideas and resources, the Library permits tutoring on the premises in accordance with this policy.

The Library does not sponsor, recommend or assume liability or responsibility for the work and/or activities of tutors who use library space. All arrangements must be made between the tutor, student and parents.

Tutoring Guidelines and Procedures

- Tutoring sessions must not disturb other library patrons or library staff. The Rules and Regulations for Conduct in the Library policy applies to all tutor teams.
- Tutoring sessions will be limited to a maximum of two students per tutor at any given time.
- Library staff members are happy to assist tutor teams, just as they assist any other patrons.
- Tutors are responsible for establishing communication procedures for their students and the student's parents. Library phones may not be used to make or cancel appointments. Library staff will not relay messages to tutors or students.
- Children under the age of ten must be under the direct supervision of the tutor until they are released to a parent or a designated responsible adult.
- No exchange of money may take place between student and tutor in the Library.
- The Library reserves the right to limit tutoring activities if space resources are monopolized or activities interfere with Library operations.

Resolution #2024-40

TOWN OF CLAYTON
TUTOR POLICY

BE IT RESOLVED by the Clayton Town Council to adopt the Child Safety Policy as follows:

Tutor Policy

The Hocutt-Ellington Memorial Library ("the Library") premises are available for the use of members of the public to meet their needs in accessing information and enjoying library materials and equipment. As part of its educational mission to be a welcoming space for building community and connecting people to ideas and resources, the Library permits tutoring on the premises in accordance with this policy.

The Library does not sponsor, recommend or assume liability or responsibility for the work and/or activities of tutors who use library space. All arrangements must be made between the tutor, student and parents.

Tutoring Guidelines and Procedures

- Tutoring sessions must not disturb other library patrons or library staff. The Rules and Regulations for Conduct in the Library policy applies to all tutor teams.
- Tutoring sessions will be limited to a maximum of two students per tutor at any given time.
- Library staff members are happy to assist tutor teams, just as they assist any other patrons.
- Tutors are responsible for establishing communication procedures for their students and the student's parents. Library phones may not be used to make or cancel appointments. Library staff will not relay messages to tutors or students.
- Children under the age of ten must be under the direct supervision of the tutor until they are released to a parent or a designated responsible adult.
- No exchange of money may take place between student and tutor in the Library.
- The Library reserves the right to limit tutoring activities if space resources are monopolized or activities interfere with Library operations.

Duly adopted this the 6th day of May, 2024 while in regular session.

_____
Jody L. McLeod
Mayor

ATTEST:

_____
Heidi L. Holland, CMC, NCCMC
Town Clerk

Resolution #2024-31

Resolution

AWARDING BADGE AND SERVICE WEAPON TO RETIRING POLICE OFFICER

WHEREAS NCGS § 20-187.2 provides that retiring members of municipal law enforcement agencies may receive, at the time of their retirement, the badge worn or carried by them during their service with the municipality; and

WHEREAS NCGS § 20-187.2 further provides that the governing body of the municipal law enforcement agency may, in its discretion, award to a retiring member the service weapon of such retiring member; and

WHEREAS Detective Patrick Millar began his law enforcement career with the Raleigh Police Department in July of 1996. Detective Millar began working with the Clayton Police Department in September of 1998 as a Patrol Officer and has served as a Detective in the Special Operations Division for the past 15 years of his career. His effective retirement date is May 1, 2024, with 28 years of service as a law enforcement officer in the State of NC. He has served the Town of Clayton for over 25 years.

NOW, THEREFORE, BE IT RESOLVED by the Clayton Town Council that the badge and service weapon worn and/or carried by Detective Patrick Millar be awarded to him on his retirement.

Duly adopted this the 6th day of May, 2024, while in regular session.

_____
Jody L. McLeod
Mayor

ATTEST:

_____
Heidi Holland, CMC, NCCMC
Town Clerk

Southeast Area Study Update

Town of Clayton | Final Briefing

May 6, 2024

SEAS
SOUTHEAST AREA STUDY
UPDATE

seareastudyupdate.com

Agenda

1. Project Refresher and Update
2. SEAS Update Report
3. Project Prioritization
4. Call for Endorsement

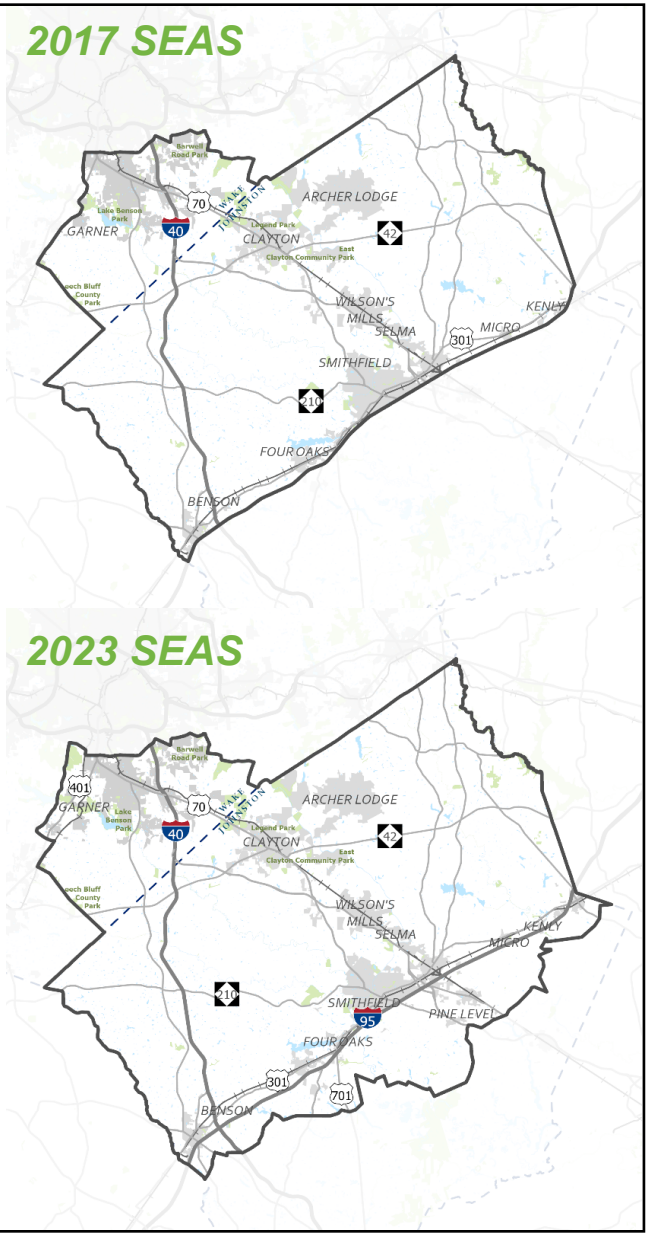
SEAS
SOUTHEAST AREA STUDY
UPDATE

Project Refresher and Update

SEAS
SOUTHEAST AREA STUDY
UPDATE

What is the SEAS Update?

This study **integrates land use and transportation** to accommodate existing and future travel needs for the purpose of reevaluating and revising, as needed, the **unified vision and comprehensive transportation strategy** established in the 2017 SEAS.



SEAS
SOUTHEAST AREA STUDY
UPDATE

Guiding Principles

LIVABILITY
Enhance and promote our region's quality of life through transportation and land use decisions that equitably support public health, education, parks and recreation, public art, and local character.

TRAFFIC FLOW
Make it easier to move within and through our region by reducing congestion and improving roadway operations.

SUSTAINABLE GROWTH
Blend development decisions and transportation strategies to promote and sustain employment and population growth by offering housing and neighborhood choices to meet diverse needs while preserving the area's natural features.

TRAVEL SAFETY
Promote a safer, more secure transportation system by reducing crashes, enhancing reliability and predictability, and improving emergency coordination.

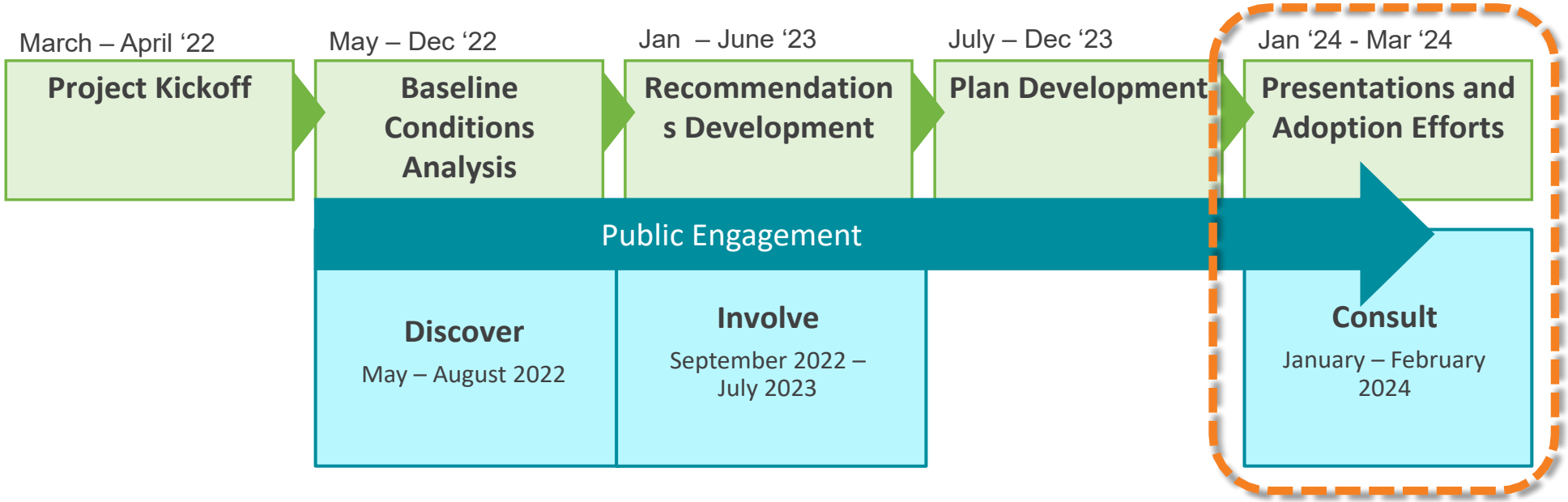
ACTIVE TRANSPORTATION
Integrate our transportation network to provide travel choices, especially walking and cycling, for all users, regardless of age and ability.

NETWORK CONNECTIVITY
Link local and regional destinations through improved connections and enhanced integration among travel modes.

ECONOMIC VITALITY
Grow our economy through a transportation network by connecting residents to jobs, goods, services, and opportunities within and beyond our region.

FREIGHT MOVEMENT
Support global competitiveness of our region through a transportation network that efficiently moves goods and services.

Project Schedule



SEAS
SOUTHEAST AREA STUDY
UPDATE

SEAS Update Report

SEAS
SOUTHEAST AREA STUDY
UPDATE

Chapters

1 Introduction

2 Planning Framework

3 Regional Snapshot

4 Land Use and Scenario Planning

5 Multimodal Recommendations

6 Action Plan

SEAS
SOUTHEAST AREA STUDY
UPDATE

SOUTHEAST AREA STUDY UPDATE

FINAL REPORT

SEAS
SOUTHEAST AREA STUDY
UPDATE

December 2023

CAMPO
UPPER COASTAL PLAIN RURAL PLANNING ORGANIZATION

Introduction

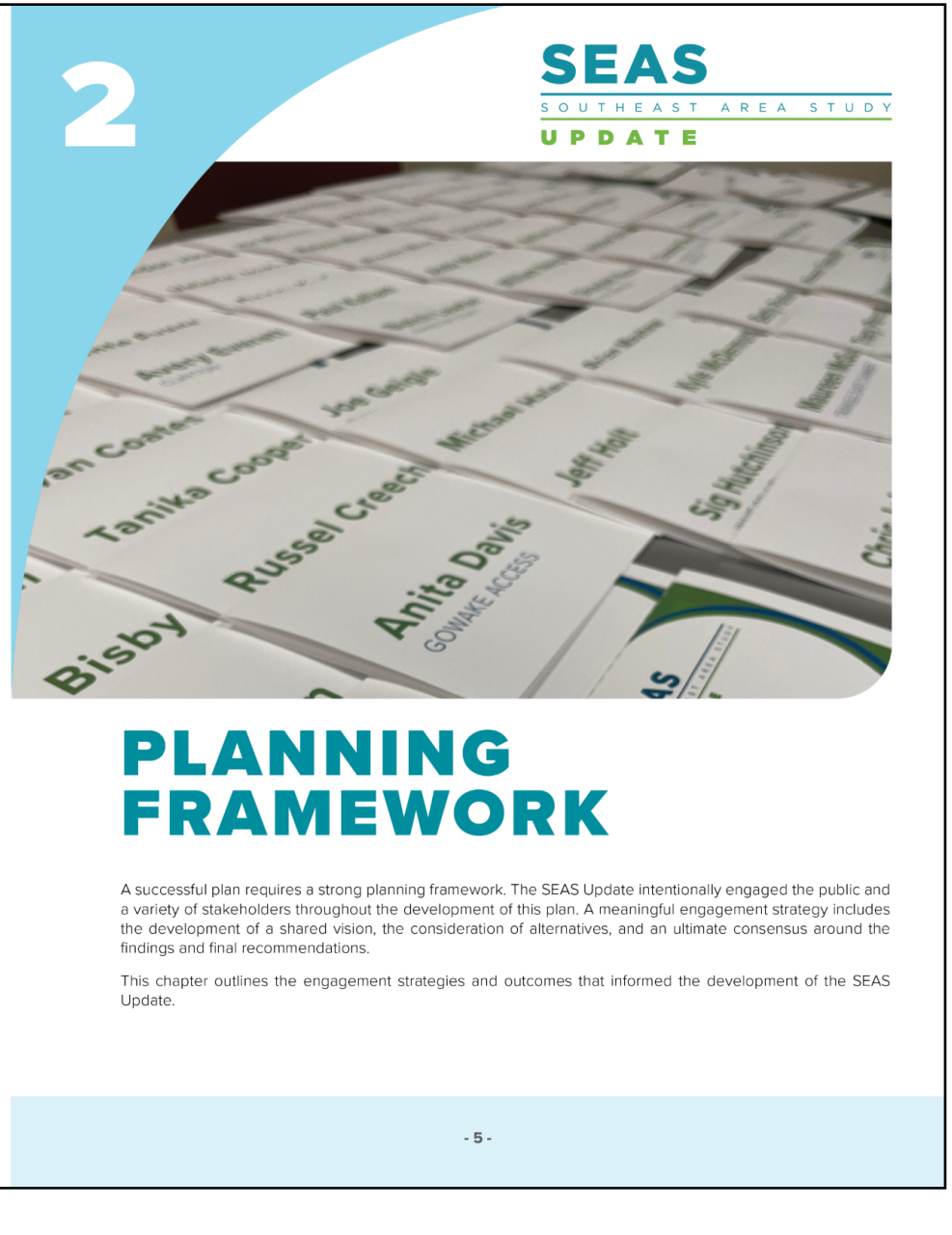
- Background and purpose of the SEAS Update
- How the SEAS area has changed since 2017
- Project Partners and Involved Parties

SEAS
SOUTHEAST AREA STUDY
UPDATE

Planning Framework

- Engagement Phases overview
- Outreach by numbers
- Phase 1 and 2 activities, events, and participants
- Guiding Principles

SEAS
SOUTHEAST AREA STUDY
UPDATE



Regional Snapshot

- Building Blocks: concurrent and adopted plans since 2017
- People
  - Demographic and socioeconomic trends
- Places
  - Growth and land use
- Mobility
  - Multimodal trends and conditions

SEAS
SOUTHEAST AREA STUDY
UPDATE

3

SEAS
SOUTHEAST AREA STUDY
UPDATE

REGIONAL SNAPSHOT

The Regional Snapshot is an assessment of the conditions and trends that affect how people live, work, and travel in and through the Southeast Area. It sets the stage for defining and shaping a new land use and transportation future. This context along with the input from Phase 1 Engagement provides the information needed for the development of recommendations responsive to the needs and values of the Southeast Area.

This chapter leverages a variety of data sources from the local, regional, and state levels. Individual data sources are noted where they are referenced. In many places throughout this document comparisons are made between the study area as a whole, as well as comparisons between the counties, region, or state.

Land Use and Scenario Planning

- Scenario planning purpose, process, and results
- Land use toolkit and recommendations by jurisdiction

SEAS
SOUTHEAST AREA STUDY
UPDATE

LAND USE AND SCENARIO PLANNING

A critical component in the planning process was the establishment of a vision for future land use for the purposes of integrating and coordinating land use, development, and transportation investments. As part of the land use scenario planning process, the SEAS Update tested several scenarios to understand the impacts of growth in the study area. The scenario planning process explored various growth scenarios based on a combination of assumptions, alternatives, and sentiments from community input. The ultimate preferred scenario will act as a guide for future growth that blends land use and mobility needs in the study area. This chapter explores the questions, alternatives, and outcomes of the scenario planning effort.

- 37 -

Multimodal Recommendations

- Recommendations development process
- Equitable planning Analysis
- Roadway, intersection, truck, freight, rail, bicycle, pedestrian, and transit recommendations

SEAS
SOUTHEAST AREA STUDY
UPDATE

MULTIMODAL RECOMMENDATIONS

The SEAS Update's transportation recommendations consider the regional system holistically rather than focusing on each travel mode individually. The resulting recommendations provide a comprehensive multimodal network that invests in a fast-growing region.

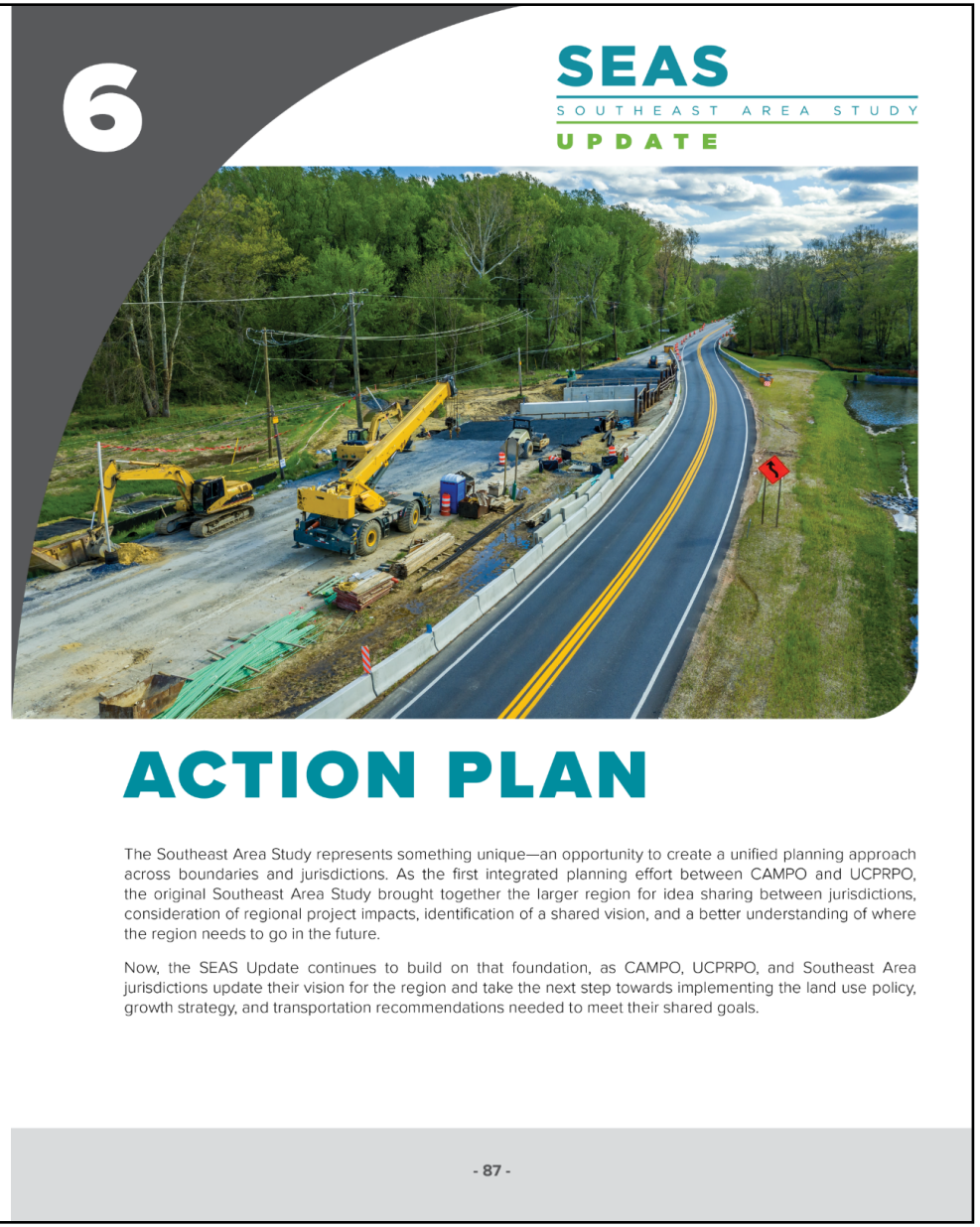
Since a complete transportation network cannot be created without understanding the land use context, the SEAS Update transportation recommendation respond to the preferred growth strategy described in Chapter 4. The recommendations were also refined using the travel demand model to project the region's needs 20 years in the future.

- 57 -

Action Plan

- How the SEAS influences regional planning
- Project prioritization process per mode
- Prioritization maps and project tables
- Call to action and conclusion

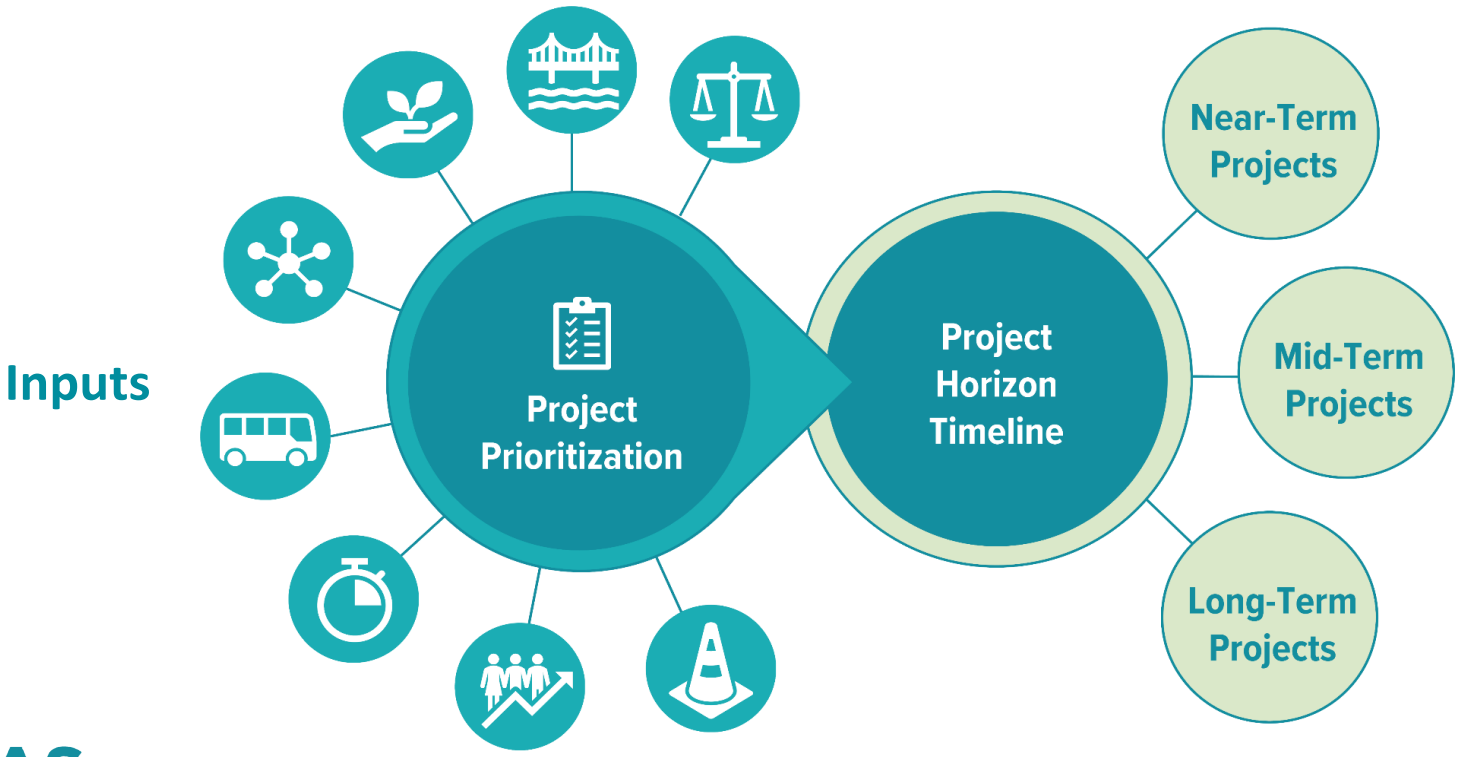
SEAS
SOUTHEAST AREA STUDY
UPDATE



Project Prioritization

SEAS
SOUTHEAST AREA STUDY
UPDATE

Prioritization | Process



Prioritization is simply a decision-making tool. Local planners and elected officials are encouraged to be opportunistic about project funding.

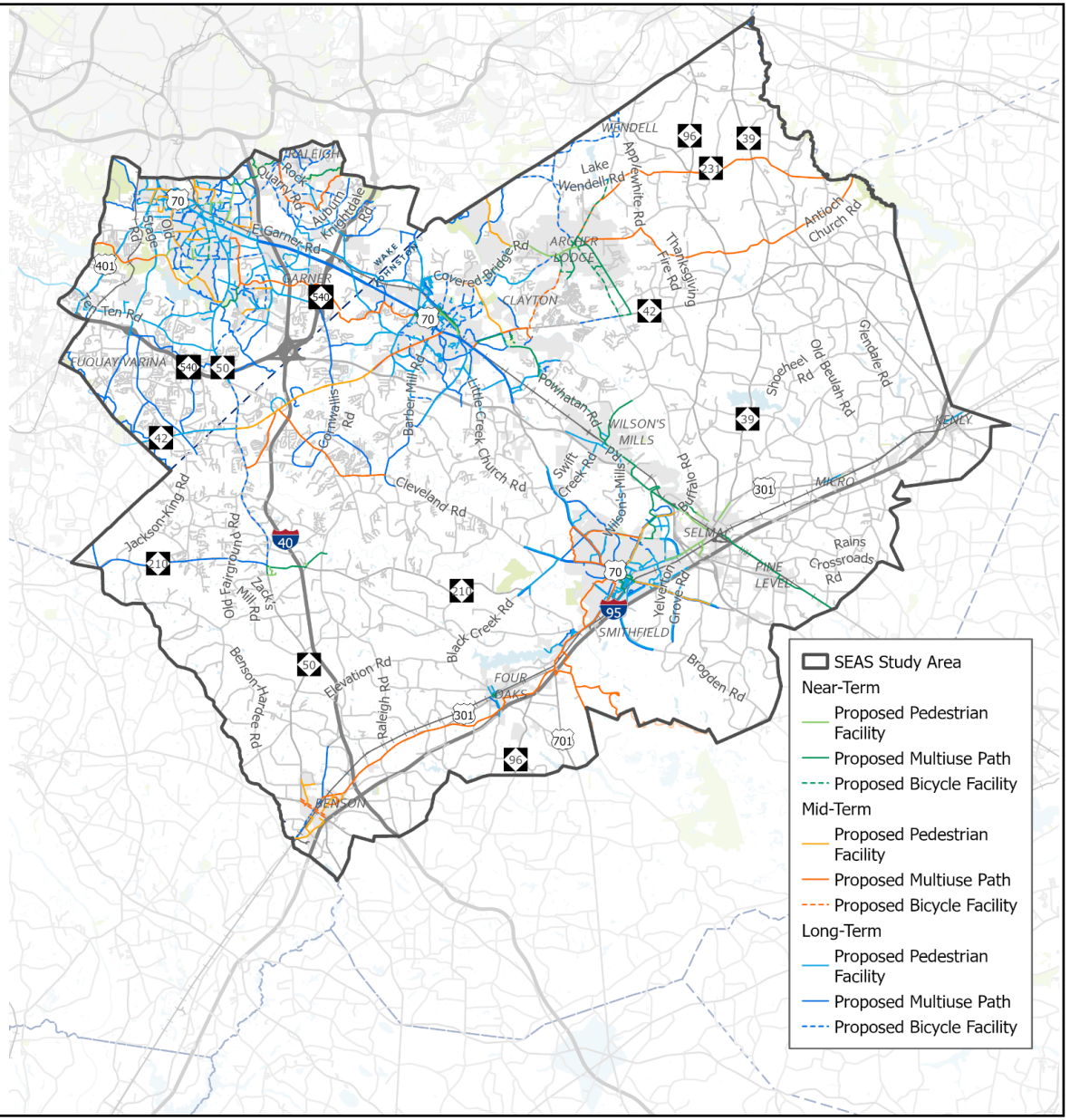
SEAS
SOUTHEAST AREA STUDY
UPDATE

Graphic demonstration of an example prioritization process

Bicycle and Pedestrian

Prioritized generally by facility purpose and location

- Near-Term: recommendations fill gaps in the network, particularly within towns
- Mid-Term: recommendations intended to connect towns and recreational resources
- Long-Term: recommendations intended to complete the regional multimodal system

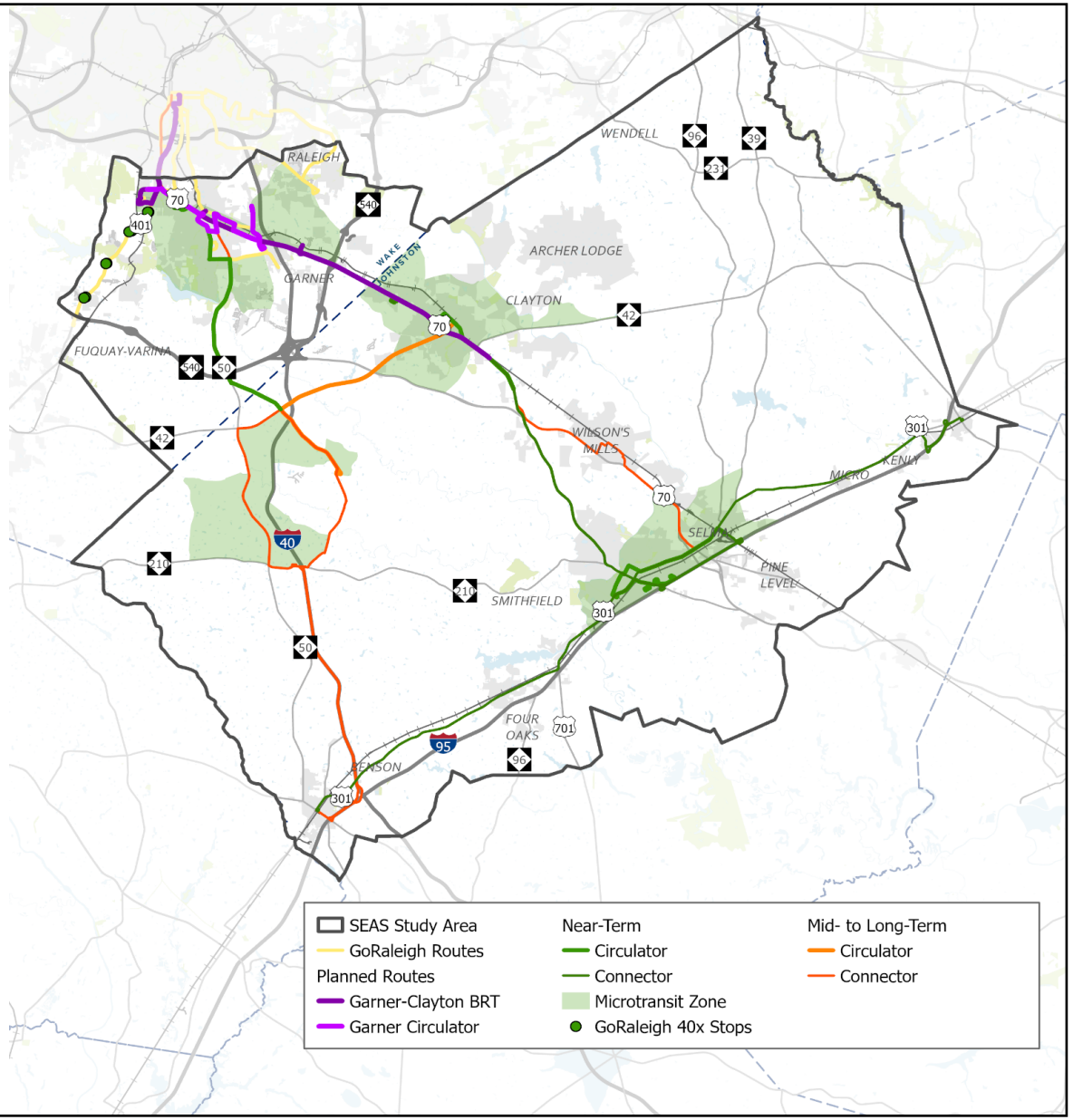


SEAS
SOUTHEAST AREA STUDY
UPDATE

Transit

Prioritized generally by transit propensity and demand

- Near-Term: recommendations providing key high-demand regional connections and microtransit to supplement
- Mid- to Long-Term: recommendations for areas that are projected to grow and have transit-supportive land uses in the future

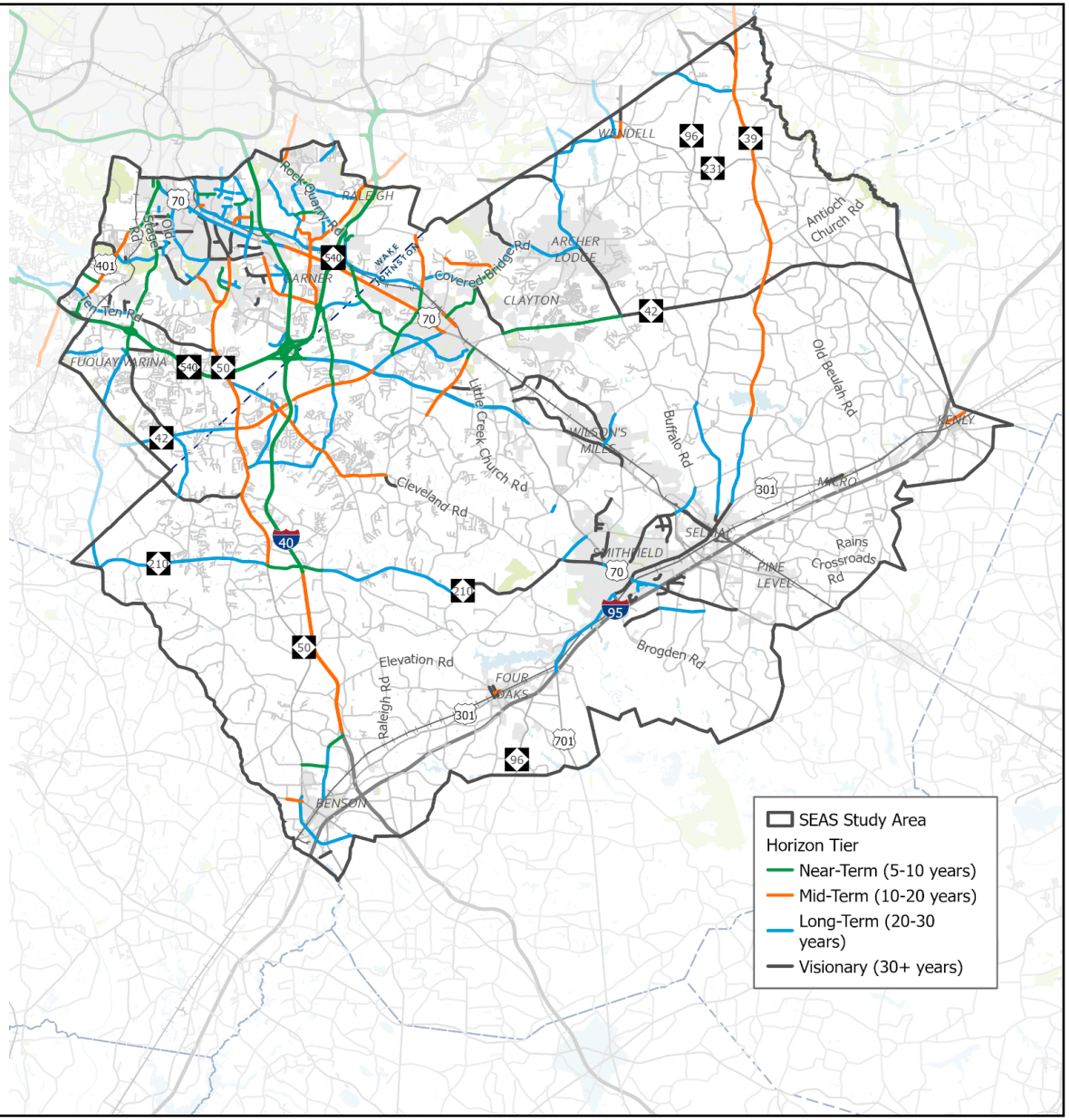


SEAS
SOUTHEAST AREA STUDY
UPDATE

Roadway | SEAS Prioritization

Prioritized generally by congestion improvement based on need

- Near-Term: projects providing greatest improvement
- Mid-Term: projects providing a good level of improvement
- Long-Term: projects providing minimal to moderate improvement
- Visionary: projects providing no to low congestion improvements

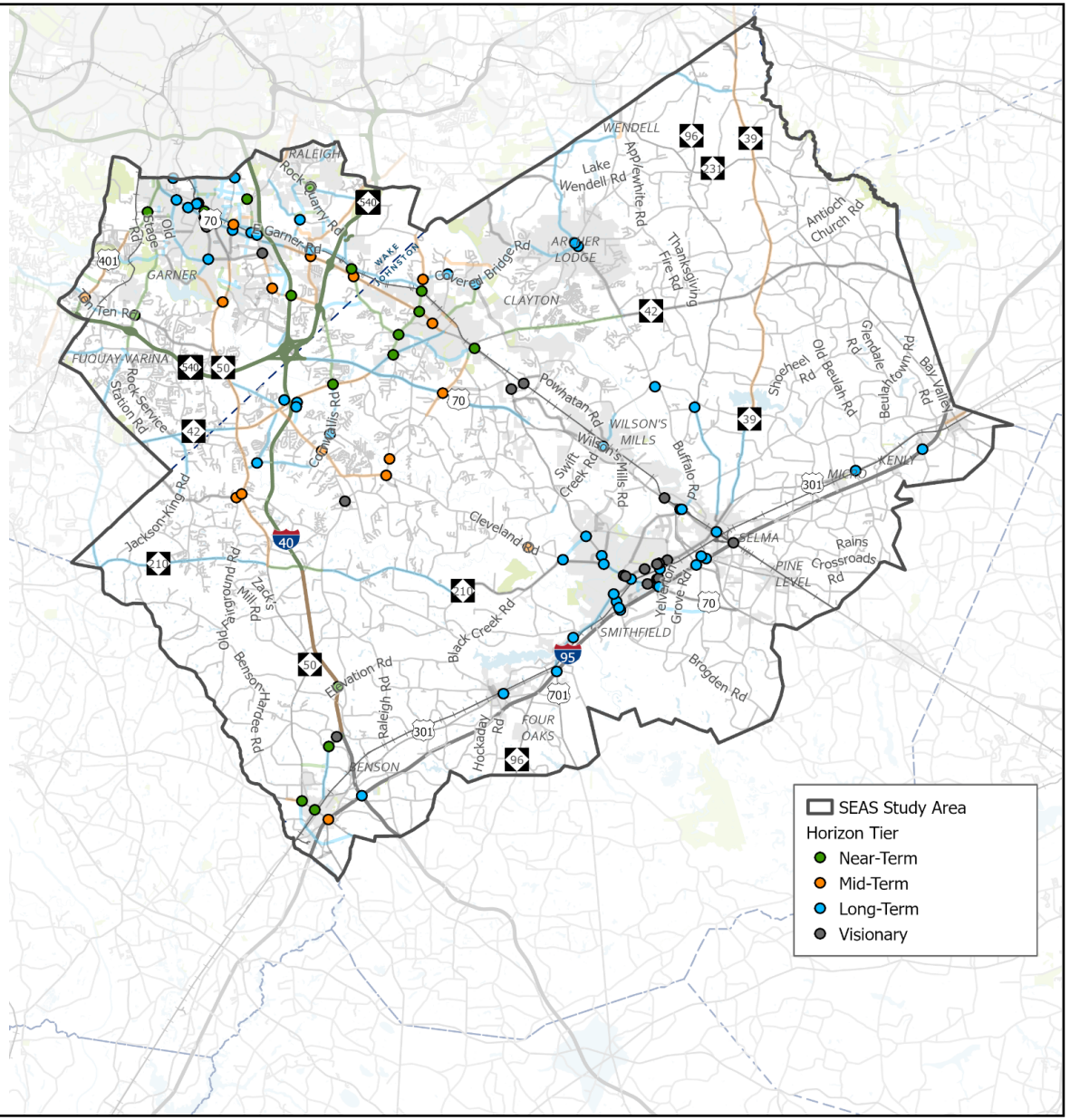


SEAS
SOUTHEAST AREA STUDY
UPDATE

Intersection | SEAS Prioritization

Prioritized generally by congestion improvement based on need

- Near-Term: projects providing greatest improvement
- Mid-Term: projects providing a good level of improvement
- Long-Term: projects providing minimal to moderate improvement
- Visionary: projects providing no to low congestion improvements



SEAS
SOUTHEAST AREA STUDY
UPDATE

Call for Endorsement

SEAS
SOUTHEAST AREA STUDY
UPDATE

Implementation | Unified Approach

- The SEAS Update includes **land use** and **transportation strategies** for all member jurisdictions in CAMPO and UCPRPO
- The transportation recommendations will inform the **CAMPO 2055 MTP**
- The transportation recommendations can be incorporated into the **UCPRPO area's CTP**

SEAS
SOUTHEAST AREA STUDY
UPDATE

Thank You!

Final Briefing

Contact:

Gaby Lawlor

Gaby.Lawlor@campo-nc.us

984-542-3620

SEAS
SOUTHEAST AREA STUDY
UPDATE

seareastudyupdate.com

SOUTHEAST AREA STUDY UPDATE

FINAL REPORT

SEAS

SOUTHEAST AREA STUDY

UPDATE

December 2023

CAMPO NC Capital Area Metropolitan Planning Organization

UPPER COASTAL PLAIN RURAL PLANNING ORGANIZATION

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

This page left intentionally blank.

This page left intentionally blank.

ACKNOWLEDGMENTS

On behalf of the Capital Area Metropolitan Planning Organization (CAMPO), thank you to the Upper Coastal Plain Rural Planning Organization (UCPRPO), the North Carolina Department of Transportation (NCDOT), the Core Technical Team (CTT), the Stakeholder Oversight Team (SOT), local jurisdiction planners, and elected officials for the time and persistent dedication over the course of the Southeast Areas Study (SEAS) Update planning process. The SEAS Update was a collaborative effort across key stakeholders and the public and the success of this plan can be attributed to the collective efforts of the project partners.

Core Technical Team

Mike	Gordon	Archer Lodge
Bryan	Chadwick	Archer Lodge
Erin	Joseph	Benson
Kimberly	Pickett	Benson
Joshua	Baird	Clayton
Rich	Cappola	Clayton
Ben	Howell	Clayton
Jonathan	Jacobs	Clayton
Patrick	Pierce	Clayton
Pauline	Ketchum	Four Oaks
John	Hodges	Garner
Jeff	Triezenberg	Garner
Sarah	Van Every	Garner
David	Walker	GoRaleigh
Jay	Heikes	GoTriangle
Nita	Bhave	ITRE
Braston	Newton	Johnston County
Cameron	Pittman	Johnston County
Dale	Holland	Kenly
Justine	Jones	Kenly
Dale	Moore	Kenly
John	Pitts	Kenly
Marty	Parnell	Micro
Stephanie	Richter	Micro
Garrett	Mitchell	Micro
David	Keilson	NCDOT Div 5
Nick	Morrison	NCDOT IMD
Brian	Murphy	NCDOT Safety
Phil	Geary	NCDOT TPD
Carlos	Moya-Astudillo	NCDOT TPD
Andy	Brown	NCDOT Div 4
Jennifer	Collins	NCDOT Div 4
Addison	Gainey	NCDOT Div 4
James	Salmons	NCDOT-Div 4
Scottie	Hayes	Pine Level
Don	Belk	Raleigh
Anne	Conlon	Raleigh
Christopher	Golden	Raleigh
Bruce	McKay	Selma
James	Sullivan	Selma
Mark	Helmer	Smithfield
Stephen	Wensman	Smithfield
Tim	Gardiner	Wake County
Akul	Nishawala	Wake County
Terry	Nolan	Wake County
Sharon	Peterson	Wake County
Wendy	Oldham	Wilson's Mills

TABLE OF CONTENTS

1 Introduction 1

2 Planning Framework 5

3 Regional Snapshot 13

4 Land Use and Scenario Planning 37

5 Multimodal Recommendations 57

6 Action Plan 87

Appendix A: Engagement Compendium A-1
Appendix B: Land Use Implementation Toolkit B-1
Appendix C: Equitable Planning Analysis C-1
Appendix D: Multimodal ICE Toolkit D-1
Appendix E: US 70/NC 42/Ranch Road Hot Spot Memo E-1
Appendix F: Bicycle and Pedestrian Analysis and Facilities F-1
Appendix G: Large Recommendations Maps G-1

1

SEAS

SOUTHEAST AREA STUDY

UPDATE

INTRODUCTION

In 2016, the Capital Area Metropolitan Planning Organization (CAMPO) initiated the Southeast Area Study (SEAS) to define the area's land use strategy and accommodate existing and future travel needs. The SEAS Update revisited the original SEAS, completed in 2017, for the purpose of reevaluating the unified vision and comprehensive transportation strategy and to refresh its policies and practices and produce recommendations for land use and transportation.

The recommendations from the SEAS Update will inform Johnston County's Comprehensive Transportation Plan (CTP), update CAMPO's overall CTP, and identify project priorities to be considered in the next Metropolitan Transportation Plan (MTP), the financially constrained, long-range transportation plan for the region. These recommendations are also intended to be used as a basis for ongoing planning and policy work in local town plans.

The Study Area—Then and Now

The original SEAS study area included portions of both Wake and Johnston Counties and 12 municipalities—Archer Lodge, Benson, Clayton, Four Oaks, Garner, Kenly, Micro, Raleigh, Selma, Smithfield, and Wilson's Mills. For the 2023 update, the study area was expanded to reflect current growth patterns. The expanded area adds the US 401 corridor west of Garner and areas east of I-95, including Pine Level and areas within the extraterritorial jurisdictions of Benson, Four Oaks, Smithfield, and Selma.

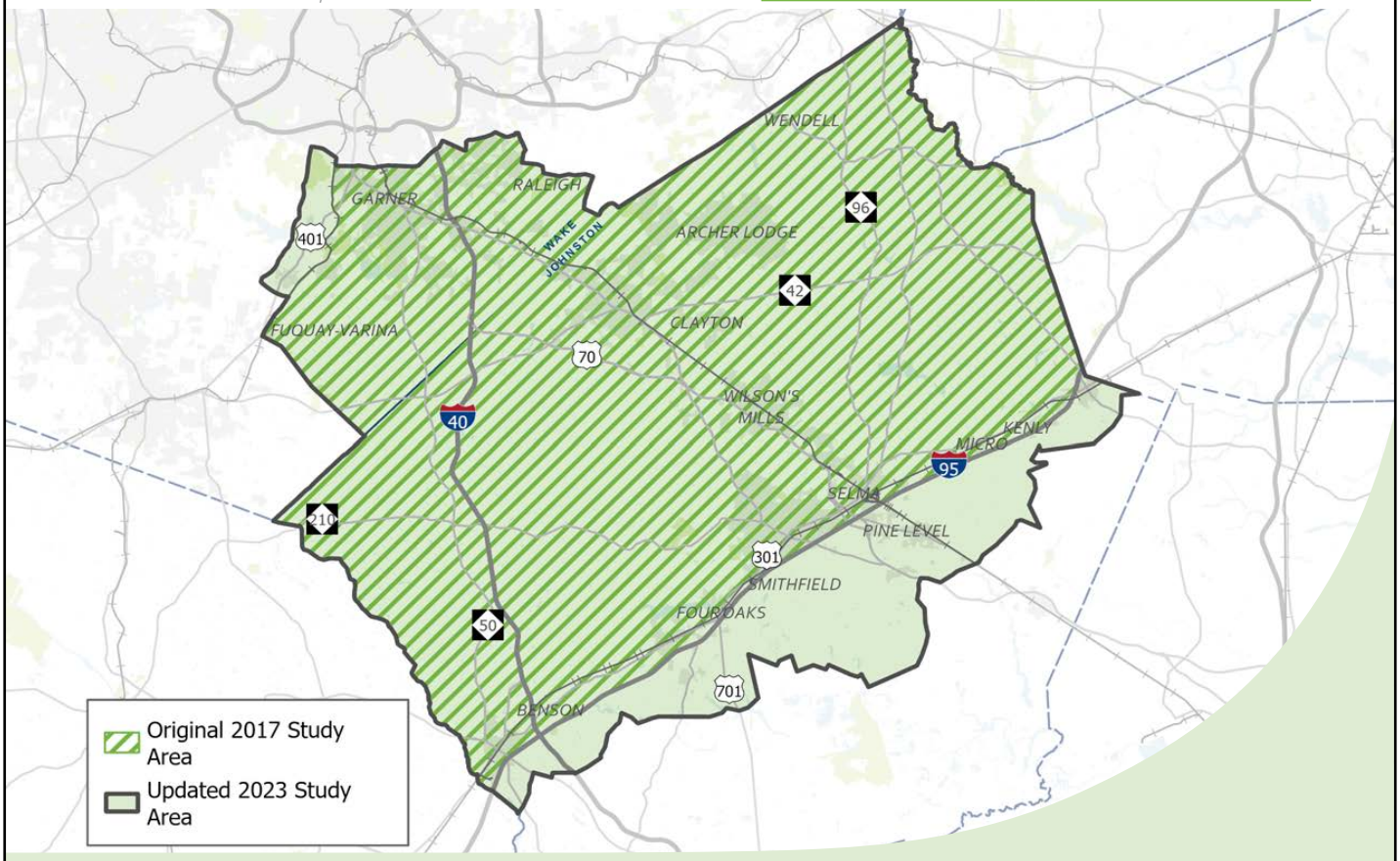
In the five years since the completion of the original study, the Southeast Area has experienced unforeseen growth with Johnston County being one of the fastest-growing regions of North Carolina. This rapidly changing environment makes the update of the SEAS even more vitally important.

What is an Area Study?

CAMPO conducts area studies to allow a deep dive into the local road network, multimodal plans, and opportunities in a smaller study area of the region. There are three existing area studies: the Northeast Area Study, the Southwest Area Study, and the Southeast Area Study.

2017	2023
570 Square Miles	**668** Square Miles
2,550+ Miles of Road	**2,850+** Miles of Road
227,000 People	**290,500** People

Source: North Carolina Department of Commerce



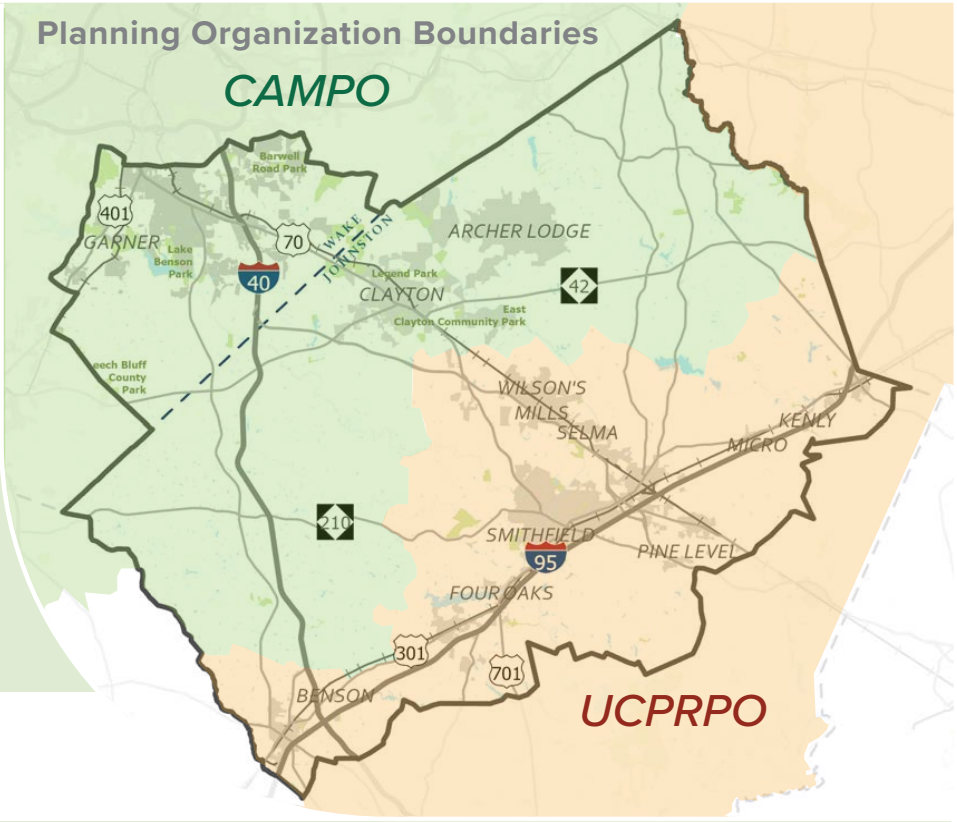
Project Partners

The SEAS Update was a collaborative effort between CAMPO, the Upper Coastal Plain Rural Planning Organization (UCPRPO), and the North Carolina Department of Transportation (NCDOT). The updated study area includes 12 municipalities and spans portions of both Johnston and Wake counties. With a large footprint that crosses the border between CAMPO and UCPRPO and includes part of a city, 11 towns, and two counties, coordination in developing recommendations and strategies is integral to the success of the region. The map below displays the boundaries of both CAMPO and UCPRPO.

Member Jurisdictions

Archer Lodge
Benson
Clayton
Four Oaks
Garner
Kenly
Micro
Pine Level
Selma
Smithfield
Wilson's Mills

Parts of Raleigh, Johnston, and Wake Counties



12 Municipalities

2 Counties

2 Planning Organizations

Involved Parties

In addition to the establishing agencies and study area jurisdictions, the SEAS Update was a collaborative effort between technical committees, technical experts, stakeholders, and the public. The various involved parties are described below.

Capital Area Metropolitan Planning Organization

CAMPO is a regional transportation planning organization serving communities in Franklin, Granville, Harnett, Johnston, and Wake Counties. CAMPO has a Technical Coordinating Committee (TCC), comprised of staff from member and stakeholder agencies, that provides technical recommendations to the CAMPO Executive Board. The CAMPO Executive Board was the endorsing body of the SEAS Update.

Upper Coastal Plain Rural Planning Organization

UCPRPO is a Rural Planning Organization (RPO) in North Carolina consisting of Edgecombe, Johnston, Nash, and Wilson Counties. UCPRPO works cooperatively with NCDOT to plan rural transportation systems and to advise the department on rural transportation policy.

Stakeholder Oversight Team

A Stakeholder Oversight Team (SOT) consisting of member jurisdictions, transit providers, school systems, chambers of commerce, community groups, and local and state agencies worked as a representative committee for the planning process. The SOT acted as an advisory board for findings and recommendations of the study. SOT members also provided assistance with public engagement and communication efforts.

Core Technical Team

A Core Technical Team (CTT), composed of local and state agency staff as a subset of the SOT, was the guiding review body that gave direction, input, and monitored the project study as it took place.

Key Community Stakeholders

In addition to the SOT, key stakeholders from a variety of organizations including advocacy groups, major employers, community groups, neighborhood organizations, and agencies were engaged throughout the planning process.

Public

The general public that reside, work, recreate, and make up the communities in the Southeast Area were engaged in the development process to encourage investment with the goal of creating a plan that is reflective of the various communities' needs.

2

SEAS
SOUTHEAST AREA STUDY
UPDATE

PLANNING FRAMEWORK

A successful plan requires a strong planning framework. The SEAS Update intentionally engaged the public and a variety of stakeholders throughout the development of this plan. A meaningful engagement strategy includes the development of a shared vision, the consideration of alternatives, and an ultimate consensus around the findings and final recommendations.

This chapter outlines the engagement strategies and outcomes that informed the development of the SEAS Update. More detailed engagement summaries can be found in Appendix A.

Engagement Phases

The purpose of engagement was to inform and gather input on the SEAS Update. Engagement was divided into two distinct phases, each with unique objectives that informed the development of this plan. A blend of outreach strategies was used to engage the community in a variety of ways.

Phase 1 | Discover

May 2022 - August 2022

Educate the public after a review of previous studies and data collection to seek input on vision, guiding principles, and study area challenges. This phase focused outreach to answer the following questions:

- What guiding principles do we see as most important?
- What are the most critical transportation issues in the Southeast Area?
- How much growth and what kind of growth is ideal?
- What would improve how we travel as the area grows?
- What are some places that need improvement?
- What places should we protect and preserve?

Phase 2 | Involve

September 2022 - August 2023

Educate the public about Phase 1 public input, alternative options, and seek input on potential preferred alternatives. This phase focused outreach to answer the following questions:

- What tradeoffs would we have to make for our preferred land use future?
- Do proposed transportation recommendations meet our current and future needs?
- What criteria should be emphasized in recommending and prioritizing transportation projects?

Outreach at a Glance

Public engagement occurred throughout the development of this plan and informed vision, goals, and recommendations. A snapshot summarizing public outreach can be found below.

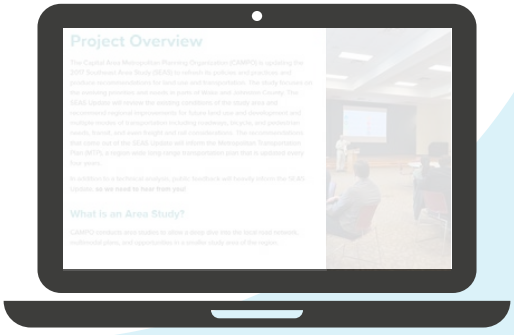
1,115+
Total Participants

1,100+
Survey Responses

1,075+
Total Comments

Public Engagement

The foundation of all planning efforts is community input. The SEAS Update made an intentional effort to involve the public in both direct and indirect ways. A variety of public engagement opportunities helped bolster excitement about the planning effort.



Phase 1 | Discover

Phase 1 involved raising awareness and educating the public about the SEAS Update. The purpose of Phase 1 was to:

- Revisit and reevaluate the 2017 Guiding Principles
- Identify transportation and land use needs and opportunities
- Raise awareness about the SEAS Update

Project Website

As part of Phase 1, the SEAS project website was created to be the engagement hub for this plan. During the development of the study, the website was regularly updated and maintained. The site provided relevant information, documents, and maps for the public to stay informed on the project's progress. The website also had a calendar with past and upcoming events to document project milestones and events.

Pop-Up Events

A challenge of standard public engagement is reaching members of the entire community. An intentional effort was made to reach members of the community that might otherwise not engage in the planning process. There were eight pop-up events held across the study area in July 2022 to engage with people in person for feedback regarding vision and goal setting and issues identification. The pop-up events were located at events like downtown festivals and farmers' markets or at the Garner regional library on days of scheduled activities with the hopes of meeting people where they were.

Online Survey

A public survey was used to target online feedback. The first online survey was open from July 6, 2023 to July 29, 2023. The questions on the survey targeted participants thoughts on the overarching vision for this plan, transportation priorities, and growth preferences. While a summary of the online survey results can be seen below, a more robust analysis of input can be found in Appendix A.

600+
Survey Participants

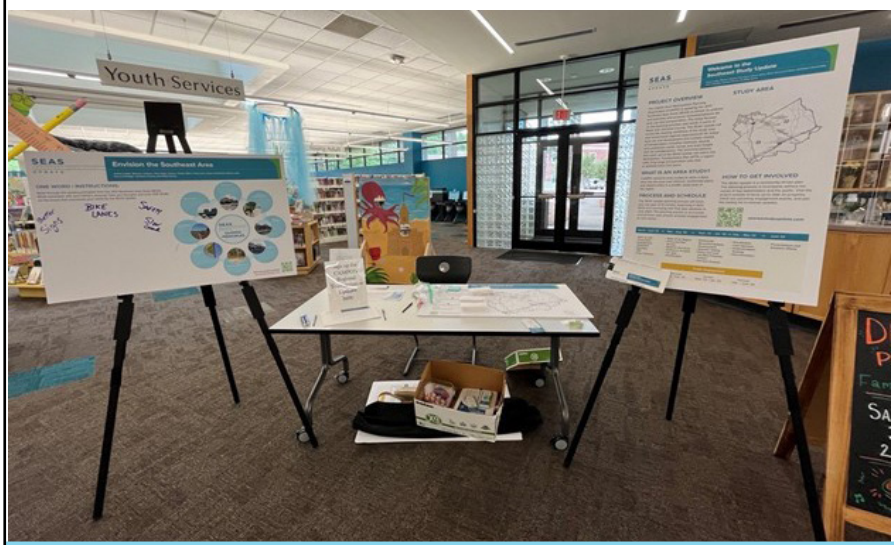
800+
Total Comments

180+
Map Comments

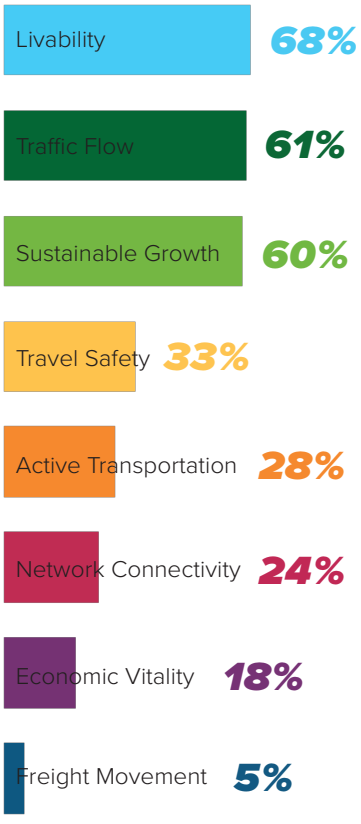
Visioning

As part of the survey, participants were asked to select the three guiding principles that were most important to them. A full list of the guiding principles can be found on the following page. The major takeaways from this question included:

- Concerns about uncontrolled growth and resulting congestion
- The need to preserve natural resources and natural land
- The desire for more greenways, trails, and open spaces
- The need for alternative modes to provide transportation choices



Percent of Respondents



Guiding Principles

The eight guiding principles identified and refined in the SEAS Update reflect the regional vision for the southeast area. Throughout this plan's development, the guiding principles influenced the direction and development of all planning elements. The principles are listed below in no particular order.

LIVABILITY

Enhance and promote our region's quality of life through transportation and land use decisions that equitably support public health, education, parks and recreation, public art, and local character.

TRAFFIC FLOW

Make it easier to move within and through our region by reducing congestion and improving roadway operations.

SUSTAINABLE GROWTH

Blend development decisions and transportation strategies to promote and sustain employment and population growth by offering housing and neighborhood choices to meet diverse needs while preserving the area's natural features.

TRAVEL SAFETY

Promote a safer, more secure transportation system by reducing crashes, enhancing reliability and predictability, and improving emergency coordination.

ACTIVE TRANSPORTATION

Integrate our transportation network to provide travel choices, especially walking and cycling, for all users, regardless of age and ability.

NETWORK CONNECTIVITY

Link local and regional destinations through improved connections and enhanced integration among travel modes.

ECONOMIC VITALITY

Grow our economy through a transportation network that connects residents to jobs, goods, services, and opportunities within and beyond our region.

FREIGHT MOVEMENT

Support global competitiveness of our region through a transportation network that efficiently moves goods and services.

Activity

Phase 2 | Involve

Phase 2 Engagement presented initial findings through an educational approach with the goal of seeking valuable input on draft recommendations. The purpose of Phase 2 was to:

- Educate the public on the preferred growth scenario
- Gather feedback on draft transportation recommendations and priorities

A full summary of Phase 2 Engagement can be found in Appendix A.

Online Survey

An online survey was used to gather public input on the draft bicycle, pedestrian, transit, intersection, and roadway recommendations. The survey was open from June 16, 2023 to July 16, 2023. The survey included a mapping component that invited respondents to leave comments on specific transportation projects.

500+
Survey Participants

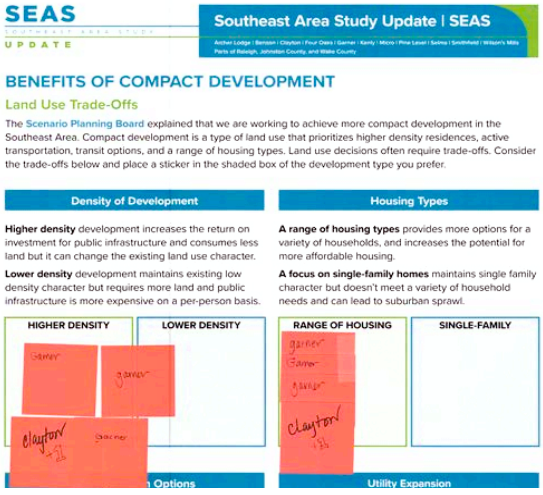
250+
Total Comments

Jurisdictional Meetings

As part of the SEAS Update, a series of meetings were held with staff from member jurisdictions across the southeast area to understand local priorities. The meeting discussions focused on preferred locations for growth, the state of land use policies, and safety issues.

Public Symposium

A public symposium was held at Garner Town Hall on June 22, 2023. The symposium consisted of two parts. The first was an SOT presentation and orientation to the boards and public engagement materials. The second half of the meeting was a public open house where people were welcomed to drop in and ask questions or provide feedback on the draft transportation recommendations, prioritization criteria, and associated tradeoffs.


SEAS
UPDATE
Southeast Area Study Update | SEAS

BENEFITS OF COMPACT DEVELOPMENT

Land Use Trade-Offs

The Scenario Planning Board explained that we are working to achieve more compact development in the Southeast Area. Compact development is a type of land use that prioritizes higher density residences, active transportation, transit options, and a range of housing types. Land use decisions often require trade-offs. Consider the trade-offs below and place a sticker in the shaded box of the development type you prefer.

Density of Development

Higher density development increases the return on investment for public infrastructure and consumes less land but it can change the existing land use character.

Lower density development maintains existing low density character but requires more land and public infrastructure is more expensive on a per-person basis.

Housing Types

A range of housing types provides more options for a variety of households, and increases the potential for more affordable housing.

A focus on single-family homes maintains single family character but doesn't meet a variety of household needs and can lead to suburban sprawl.

HIGHER DENSITY | LOWER DENSITY | RANGE OF HOUSING | SINGLE-FAMILY

Options | Utility Expansion

Pop-Up Events

As in the first phase of engagement, an intentional effort was made to reach members of the community by attending ongoing, local events across the region. The project team went out to six pop-up events in July 2023 to engage with people in person for feedback regarding the draft recommendations and transportation priorities.

What We Heard

Roadway

Improve congestion and prepare for future traffic with incoming growth

- Address congestion on routes into the Triangle and on rural roads not made to handle projected traffic
- Address lack of alternatives to driving on major corridors
- Keep traffic from worsening on major arteries

Bicycle

Create regional connectivity for bicyclists and pedestrians

- Provide bike and pedestrian facilities connecting different communities across the region
- Add greenways and shared use paths parallel to major travel corridors that can act as alternatives to driving
- Create connections between major destinations and residential developments

Pedestrian

Make communities more walkable and bikeable through infrastructure and safety improvements

- Maintain and expand sidewalk networks/pedestrian facilities
- Provide safe crossings for major arterials, highways, rail corridors, etc.
- Provide dedicated paths/lanes to separate and protect cyclists and pedestrians from traffic

Transit

Make transit a viable alternative to driving

- Emphasize transit as an opportunity for mode shift to relieve congestion
- Prioritize regional transit connections into the Triangle
- Coordinate transit with land use strategy
- Provide first-mile/last-mile connections

Growth

Grow with purpose and direction by balancing growth with community and natural area preservation

- Preserve community character and tailor development to the needs of each community
- Ensure infrastructure can keep up with growth
- Avoid uncontrolled sprawl that encroaches on rural areas and worsening traffic

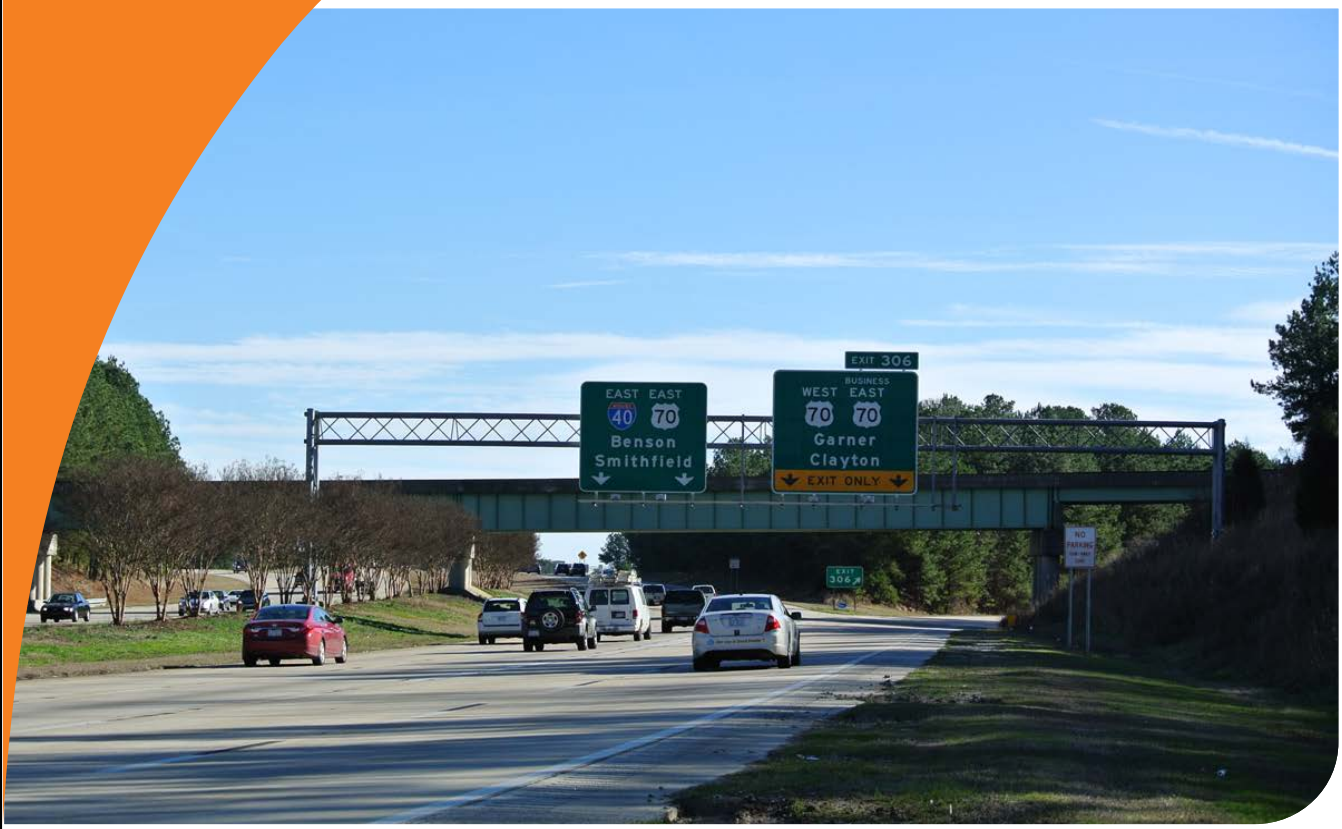
Equity

Ensure recommendations are developed through a lens of equity

- Include equity as a focus of the study by considering access to transportation and opportunity
- Equitably distribute project benefits
- Ensure that projects do not adversely impact historically disadvantaged communities and communities of concern

3

SEAS
SOUTHEAST AREA STUDY
UPDATE



REGIONAL SNAPSHOT

The Regional Snapshot is an assessment of the conditions and trends that affect how people live, work, and travel in and through the Southeast Area. It sets the stage for defining and shaping a new land use and transportation future. This context along with the input from Phase 1 Engagement provides the information needed for the development of recommendations responsive to the needs and values of the Southeast Area.

This chapter leverages a variety of data sources from the local, regional, and state levels. Individual data sources are noted where they are referenced. In many places throughout this document comparisons are made between the study area as a whole, as well as comparisons between the counties, region, or state.

Format

The Regional Snapshot takes a threefold look at **people, places,** and **mobility** to paint a full picture of the Southeast Area as it exists in terms of demographics, land use and the environment, and the transportation system.

People	*Places*	*Mobility*
A look at the demographic trends in the study area	A look at land use trends around growth and the environment	An analysis of the existing and planned transportation network

Building Blocks

The SEAS Update is just what the name implies–an opportunity to revisit the groundwork that has already been laid for the future of transportation and growth in the Southeast Area. In addition to it being an update to the existing SEAS, the towns, counties, and agencies working in the study area have a combined collection of almost 30 plans that are in progress or have been adopted in just the past five years since the 2017 SEAS was completed. These plans are the building blocks of transportation and land use decision making and are important considerations when identifying investments over the coming years. This section lists the concurrent and adopted plans since the completion of the 2017 SEAS, many of which stemmed from recommendations of the previous planning process. While not a comprehensive list, all of the plans summarized in this section were collected because they are relevant to the SEAS Update. The following pages give a brief overview of these plans.

Concurrent Plans

Jurisdiction or Agency	Plan	Summary
CAMPO	Garner-Clayton BRT Extension Study	Studying extending the South Wake BRT line from its planned Garner terminus further into Garner and Clayton roughly following the US 70 corridor
Clayton	Clayton Pedestrian Plan	An analysis of existing pedestrian infrastructure conditions and challenges, recommendations for improvements
GoTriangle	Greater Triangle Commuter Rail Study	Studying the potential creation of a commuter rail between West Durham and Garner/Clayton and what would be needed (e.g., cost, infrastructure)
Johnston County	Envision Johnston Update	Continuing from the original Envision Johnston analysis with more specific policies and an initial land use proposal
Smithfield	Smithfield Pedestrian Plan	An inventory of existing pedestrian infrastructure and proposals for needed sidewalk and shared path connections
UCPRPO	Neuse River Trail Clayton-Smithfield Study	Studying an extension of the Neuse River Trail to connect its current end in Clayton with the Buffalo Creek Greenway in Smithfield
Wake County	Lower Swift Creek Area Study	A new area land use plan for a small section of unincorporated Wake County within Garner's urban service area

Adopted Plans

Jurisdiction or Agency	Plan	Year	Summary
Archer Lodge	Town of Archer Lodge Bicycle and Pedestrian Plan	*2020*	Analysis of current and planned pedestrian and bike facilities, policy/program recommendations
Benson	2019 Town of Benson Community Transportation Plan	*2019**	An analysis of existing transportation services and recommendations for various modes
CAMPO	Fayetteville-Raleigh Passenger Rail Feasibility Study	*2020*	A study of two potential corridors for passenger rail from Raleigh to Fayetteville
Four Oaks	Report of Economic Development Assessment	*2020*	An analysis of community assets; a vision, goal, and strategy for economic development
	Downtown Streetscape Master Plan	*2020*	A design plan for the public realm around Main Street, Wellons Street/US-301, and surrounding parts of downtown Four Oaks
	Land Use Plan Analysis and Update	*2022*	Comparing status quo, previously planned, and smart growth approaches to town land uses
Garner	Garner Forward	*2018*	Long term comprehensive and transportation plans for the future outlook of the town, leading into a planned development ordinance rewrite
	Town of Garner Transit Study	*2020*	Summary of community engagement, analysis of transit needs/demands, recommendations
Johnston County	Johnston County Parks and Recreation Master Plan	*2021*	Analysis of current park amenities in Johnston County, recommendations
	Envision Johnston (Comprehensive Land Use Plan)	*2021*	Analysis of where certain land uses were most suitable based on needs of each use and community engagement
Pine Level	Pine Level Comprehensive Land Use Plan	*2022*	Analysis of current trends, community vision, and future land use for the Pine Level area
Raleigh	Southeast Special Area Study Phase 2 Report	*2020*	Policy guidance for the rural and natural areas southeast of Raleigh based on public engagement
	Raleigh Community Climate Action Plan	*2021*	An analysis of climate risks facing Raleigh and detailed strategies and actions for equity and resilience

**Plan not formally adopted.*

Adopted Plans (Continued)

Jurisdiction or Agency	Plan	Year	Summary
Selma	Eastfield Conceptual Master Plan	*2017*	A master plan map for a planned development south of I-95 in Selma
	Economic Development Strategic Plan	*2019*	Strategic plan for attracting and retaining jobs based on an analysis of the town's assets and opportunities
	Town of Selma Land Use Plan 2040	*2021*	Analysis of community conditions and a plan for future land uses and ordinance changes
Smithfield	Smithfield Town Plan	*2019*	Comprehensive town plan including growth management and transportation elements
Central Pines Regional Council	Close to Home: An Affordable Housing Analysis of The Triangle's Passenger Rail Corridor	*2021*	Existing and planned affordable housing types, locations, and opportunities along the commuter rail corridor
	Opportunity Analysis (of Greater Triangle Commuter Rail Corridor)	*2022*	Analysis of what could happen along the commuter rail corridor (travel markets, land use, affordable housing, and economic impact)
Wake County	2019 Community Health Needs Assessment	*2019*	Analysis of community health needs and inventory of available or needed health resources
	PLANWake Comprehensive Plan	*2021*	Comprehensive plan for Wake County
	Wake County Transit Plan Update	*2021*	Update to plans for future transit improvement in Wake County (GoTriangle, GoRaleigh)
Wake County Public Schools (WCPSS)	Capital Investment Plan Update	*2022*	Summary of major planned facility work (new construction and major renovations), comparison to previous CIP
Wilson's Mills	Town Plan 2040 Comprehensive Land Use and Master Plan	*2019*	Analysis of town resources and community wants; goals and objectives for future land use, economic development, and community character

***Formerly Triangle J Council of Governments (TJCOG)*

People

This section examines demographic trends in the Southeast Area. It includes an assessment of population makeup, growth, prosperity, education, and vulnerable groups. Understanding who lives and works in the Southeast Area today will inform important considerations for who to plan for in the future. The “present day” information in this section was analyzed using the 2020 Decennial Census and the 2020 American Community Survey, 5-year estimates.

Population and Growth

The Southeast Area study area contains about 21% of the Raleigh-Cary Metropolitan Statistical Area (MSA)’s population. Since the original plan, the study area has not only outpaced the growth of the Raleigh MSA and the state, but even exceeded estimates in the original study, growing by over 21,600 people in three years when the original SEAS predicted only growing by 10,000 in five years. Preserving the area’s character in the midst of rapid population growth and change highlights the importance of coordinating strategies for both land use and transportation.

Age

The study area has an older population than the Raleigh-Cary MSA at large. 12.5% of the study area population is above age 65, an increase from 11.5% in 2015 and a higher percentage than within the Raleigh-Cary MSA. The study area also has a higher median age (38.5) than the Raleigh-Cary MSA (36.9), both increases from their 2015 medians (37.7 for the study area, 35.8 for the MSA). Men have a slightly lower median age than women within the study area at 36.9 and 39.8, respectively.

Educational Attainment

89.6% of the study area population has obtained, at the least, a high school diploma, and 29% have a bachelor’s degree or higher. While these numbers are lower than the Raleigh-Cary MSA and state rates of educational attainment, they still reflect an educated population well equipped for skilled employment.

Owned vs. Rented Households

Around 74% of households in the study area are owner-occupied, compared to about 26% renter-occupied. This is a slight increase in owner-occupied households since 2017 when about 73% of properties were occupied by their owners. Most rental properties are concentrated in more dense areas within towns and cities, largely matching the land use patterns of the study area.

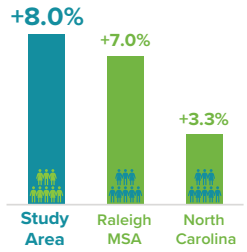
Community Snapshot

Population Growth

original 2017 study estimated **+10,000** people by 2022

ACS data showed +21,638 people by 2020

Study area population growth from 2017 to 2020 outpaced the growth of the Raleigh MSA and North Carolina



Population

Study Area **290,507**

Raleigh MSA **1,362,997**

North Carolina **10,386,227**

Vehicle Access

4.1% have no vehicle

23.9% have 1 vehicle

Diversity

32.7% Minorites
compared to Raleigh MSA's 34.3%

Sex

51% female

49% male

Household Tenure

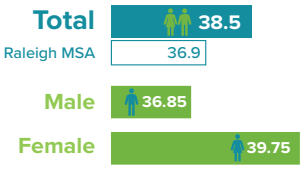
73.8% owner-occupied

26.3% renter-occupied

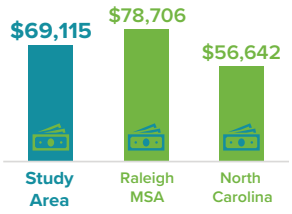
Age

12.5% Elderly
compared to Raleigh MSA's 12.1%

Median Age



Median Income



Poverty

10.2% of Households in Poverty
compared to Raleigh MSA's 8.3%

Education

89.6% High School Grad or higher

29% Bachelor's Degree or higher

Source: 2017 and 2020 American Community Survey 5-year estimates; 2020 Census

Median Household Income

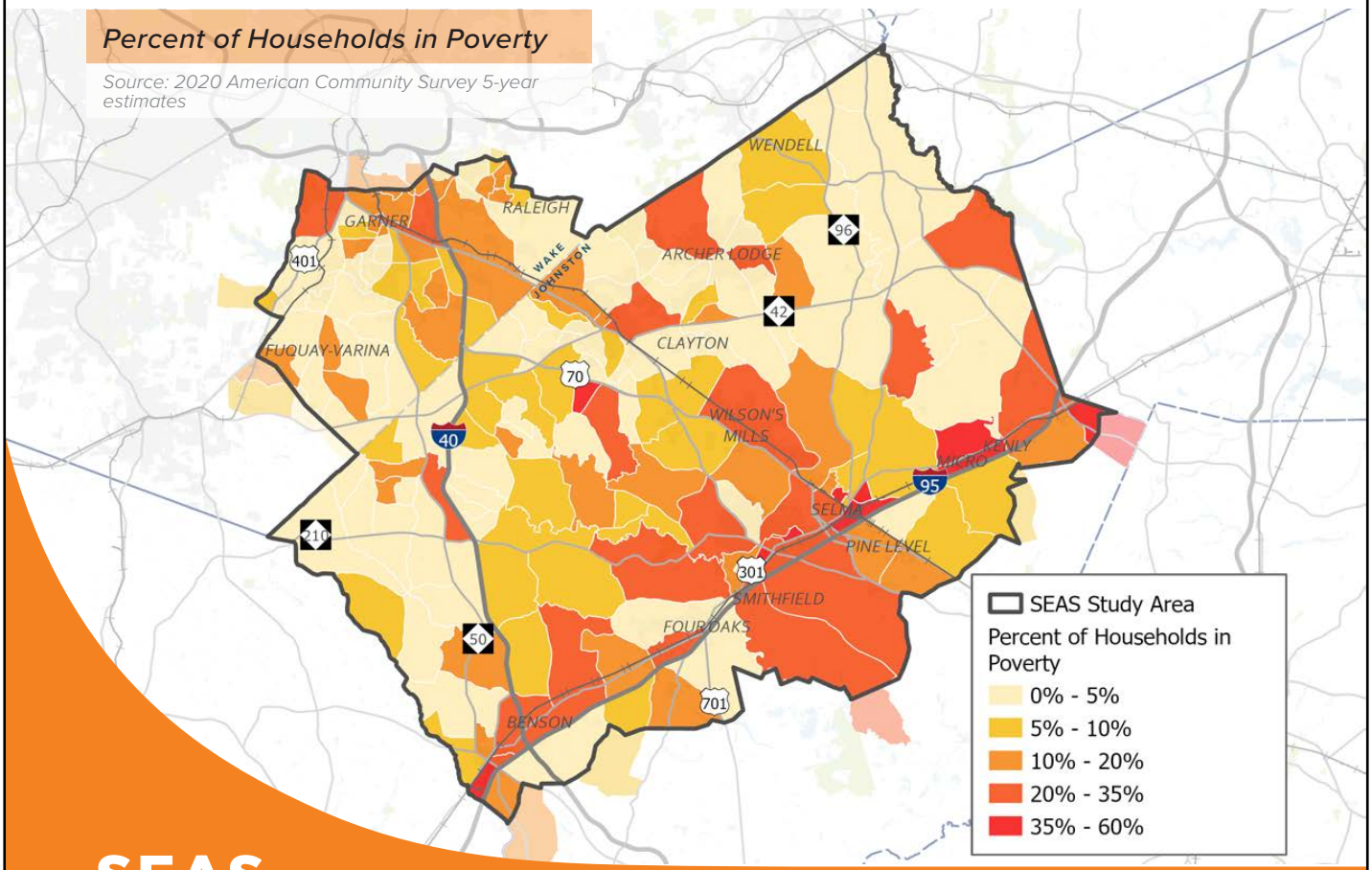
The median household income in the study area is $69,115, an increase from $67,046 in 2015. While significantly lower than the Raleigh-Cary MSA's median ($78,706), it still exceeds the statewide median of $56,642.

Households in Poverty

Just over 10% of study area households are in poverty, a higher rate than that of the larger Raleigh-Cary MSA, but a decrease from the study area's 12% in 2013. Most parts of the study area with the worst poverty are along the US 301/I-95 corridor, with a smaller area of less severe poverty roughly following the US 70 corridor. Other than the areas around southeast Raleigh and Garner, the poverty rate generally increases further out from downtown Raleigh, matching a nationwide pattern of poverty being pushed further out into suburbs as urban housing costs increase.

Percent of Households in Poverty

Source: 2020 American Community Survey 5-year estimates



Population Density

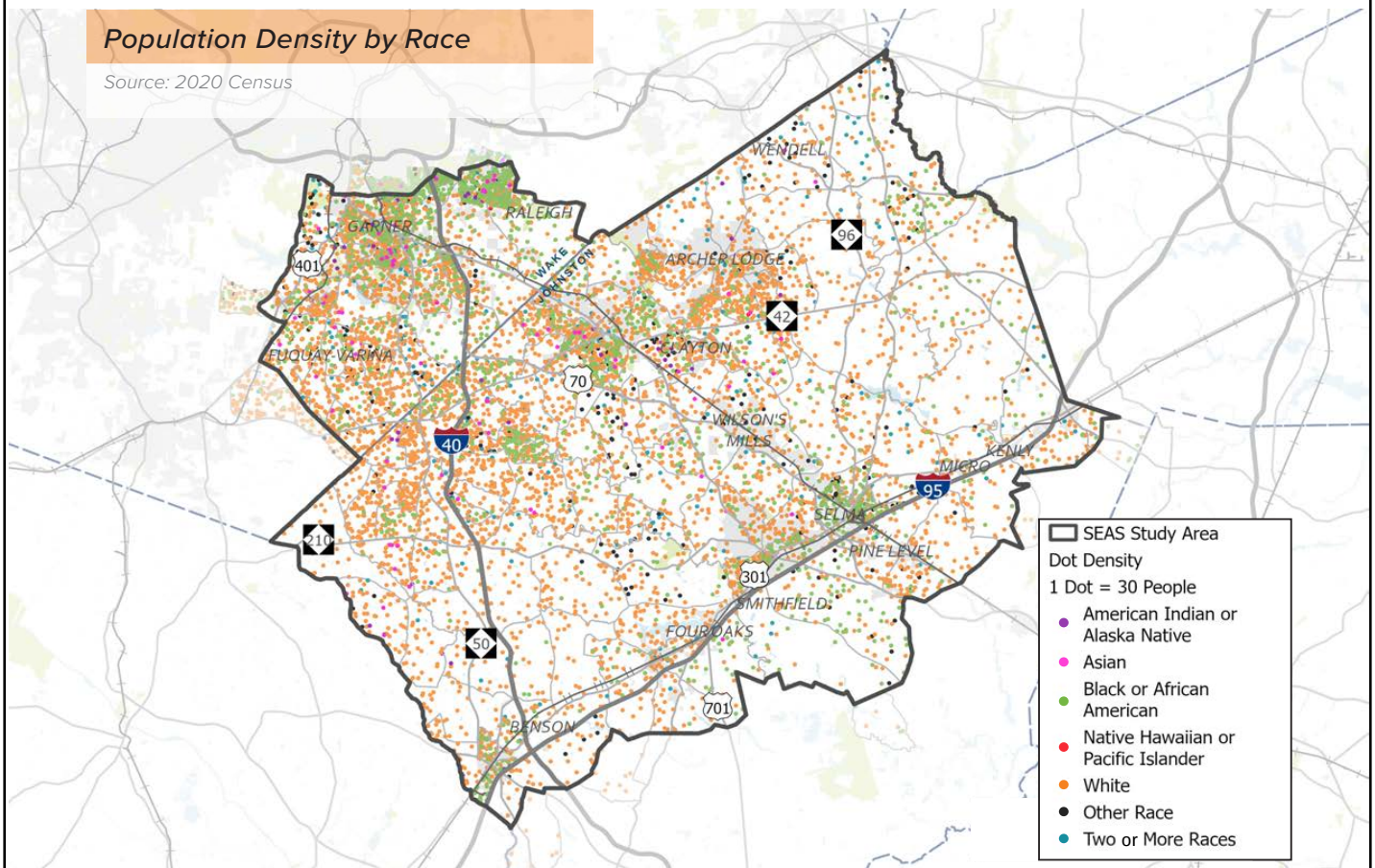
The bulk of the study area's population is located within proximity to areas surrounding the Wake/ Johnston County border, with population growth spreading from Raleigh and Garner outward further into Johnston County along I-40, US 70, and NC 42. There is slightly less density in the towns along the US 301/I-95 corridor, which have not seen as much growth.

Race

Around 67.3% of the study area population is White/ Caucasian, while 32.7% of the study area's population is non-white or mixed. This is a slight increase in non-white or mixed populations since the original SEAS, which made up about 30% of the study area population in 2017. Combined, White/Caucasian and Black/African American populations make up the vast majority of the study area's population. Notably, the White/ Caucasian population is spread out across the area, while the Black/African-American population is largely clustered in towns and in the area near the I-40/NC 42 interchange.

Population Density by Race

Source: 2020 Census

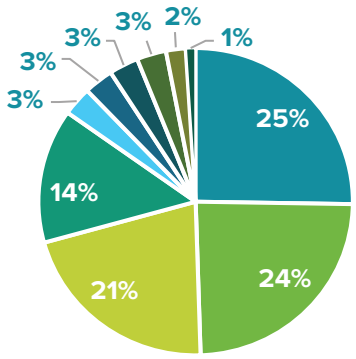


Places

The Research Triangle Region, anchored by the cities of Raleigh and Durham and the town of Chapel Hill, has been one of the fastest growing areas in the state over the last decade. Due to available and affordable land and proximity and access to employment centers, the Southeast Area is anticipated to continue to experience high growth for the foreseeable future.

Places Snapshot

Future Land Use
Based on Existing Plans



- Low Density Residential
- Moderate-High Density Residential
- Industrial
- Civic and Institutional
- Transit-Oriented Development
- Green Space or Farms/Forest
- Rural
- Commercial
- Mixed Use
- Other

Environmental Features
Percent of Study Area

13% wetlands

12% flood hazard zones

7% managed areas

3% voluntary agricultural districts

Growth in Perspective
Between 2010-2019

Johnston and Wake were the two fastest growing counties in the Research Triangle

The Triangle was one of the three fastest growing regions in North Carolina

North Carolina was the fourth fastest growing state in the nation

Housing Unit Stats

Unit Types

77.8% single-family

12.1% mobile homes

10.1% multifamily

Percent Cost Burdened*

FOR RENT **39.3%** of renters

SOLD **7.2%** of owners

Year Built*

23.6% 1990-1999

23.3% 2000-2009

11.9% 1980-1989

Within all of Johnston County

Source: 2017 and 2020 American Community Survey 5-year estimates; 2020 Census; Triangle J Council of Governments (TJCOG) CommunityViz Growth Model; North Carolina Department of Environmental Quality (NCDEQ); North Carolina Flood Risk Information System (FRIS); National Wetlands Inventory (NWI); North Carolina Natural Heritage Program (NHP)

Growth Over the Last Decade

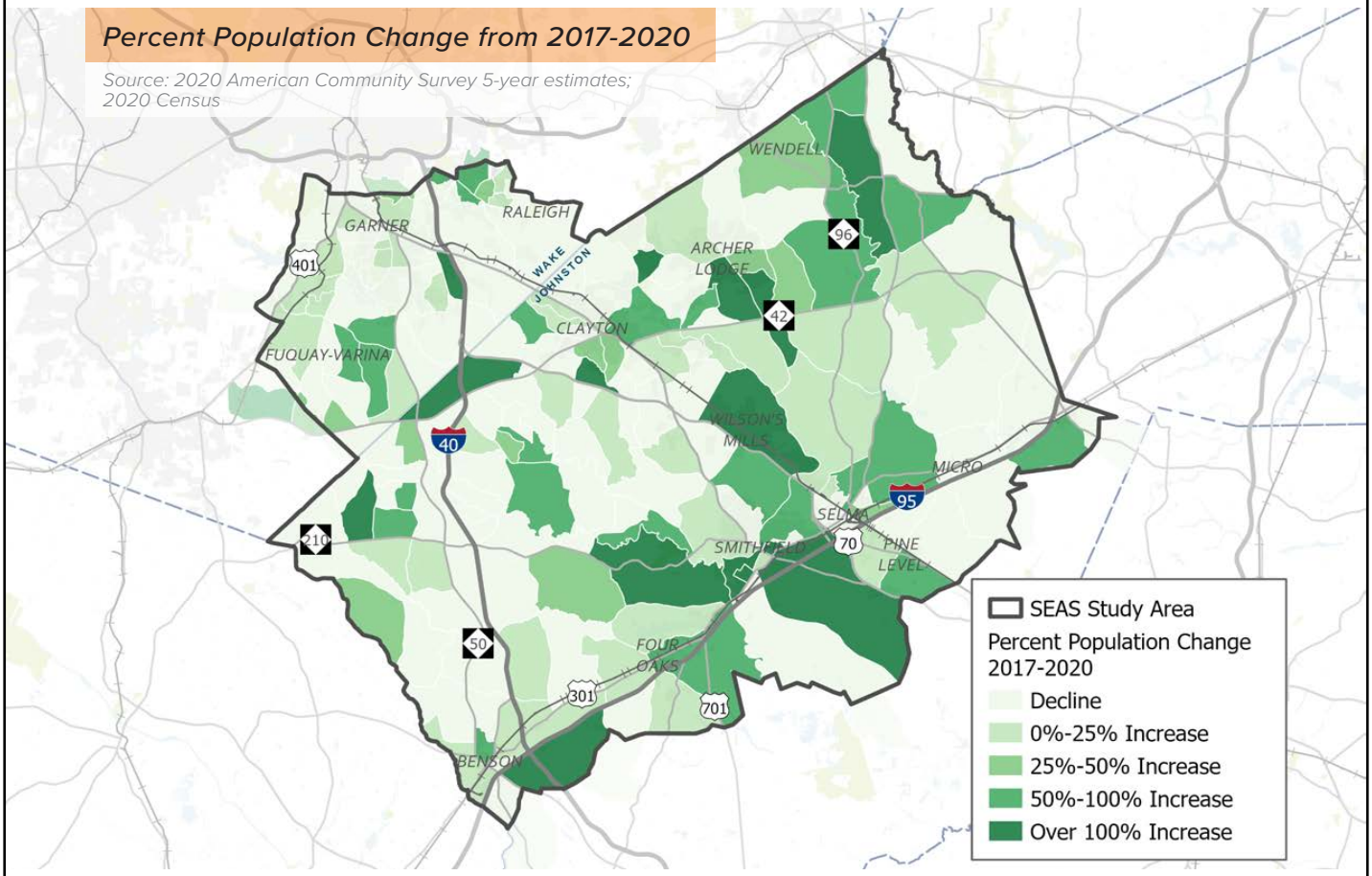
Between 2010-2019, North Carolina was the third highest growth state in the Southeast and fourth in the nation. During that same time period, the fastest growing regions in the state were Charlotte, the Research Triangle, and Wilmington. Wake County and Johnston County were the two highest population growth counties in the Triangle. According to the Central Pines Regional Council, Johnston County led the state in population growth from 2010 to 2020 with the Town of Clayton being at the forefront of this growth.

Recent Household and Population Trends

Looking at 2017-2020 (the period since the last SEAS update), the Census estimated change in households shows that growth trends are shifting further south and east in Johnston County. The Census areas that had the highest increase in number of households were near Benson, Four Oaks, and Smithfield with other significant increases near Selma and Wilson's Mills. For this same time period, population growth in the SEAS has occurred primarily in areas within or surrounding existing municipalities, following the overall state trends of population growth in urbanizing areas. Overall population change was highest in Benson, Smithfield, Wilson's Mills and near Archer Lodge, Fuquay-Varina, and Wendell.

Percent Population Change from 2017-2020

Source: 2020 American Community Survey 5-year estimates; 2020 Census



Housing Unit Trends

There are approximately 108,029 total housing units within the Southeast Area according to the ACS 2020 5-year estimates. The majority of the housing units in the study area are single family homes (77.8%), the majority of which are detached (75.1% detached vs 2.8% attached). The next largest category of housing units are mobile homes (12.1%), followed by a variety of multiple unit housing types (10.1%). While not representative of the entire study area, housing unit data from the US Census for Johnston County also helps illustrate area trends. Most housing units in Johnston County were built between 1990-1999 (23.6%), 2000-2009 (23.3%), or 1980-1989 (11.9%). Within Johnston County, 39.3% of renters are cost burdened, meaning that they spend 35.0% or more of their household income on rent. In comparison, 7.2% of homeowners spend 35.0% or more of their household income on their mortgage.

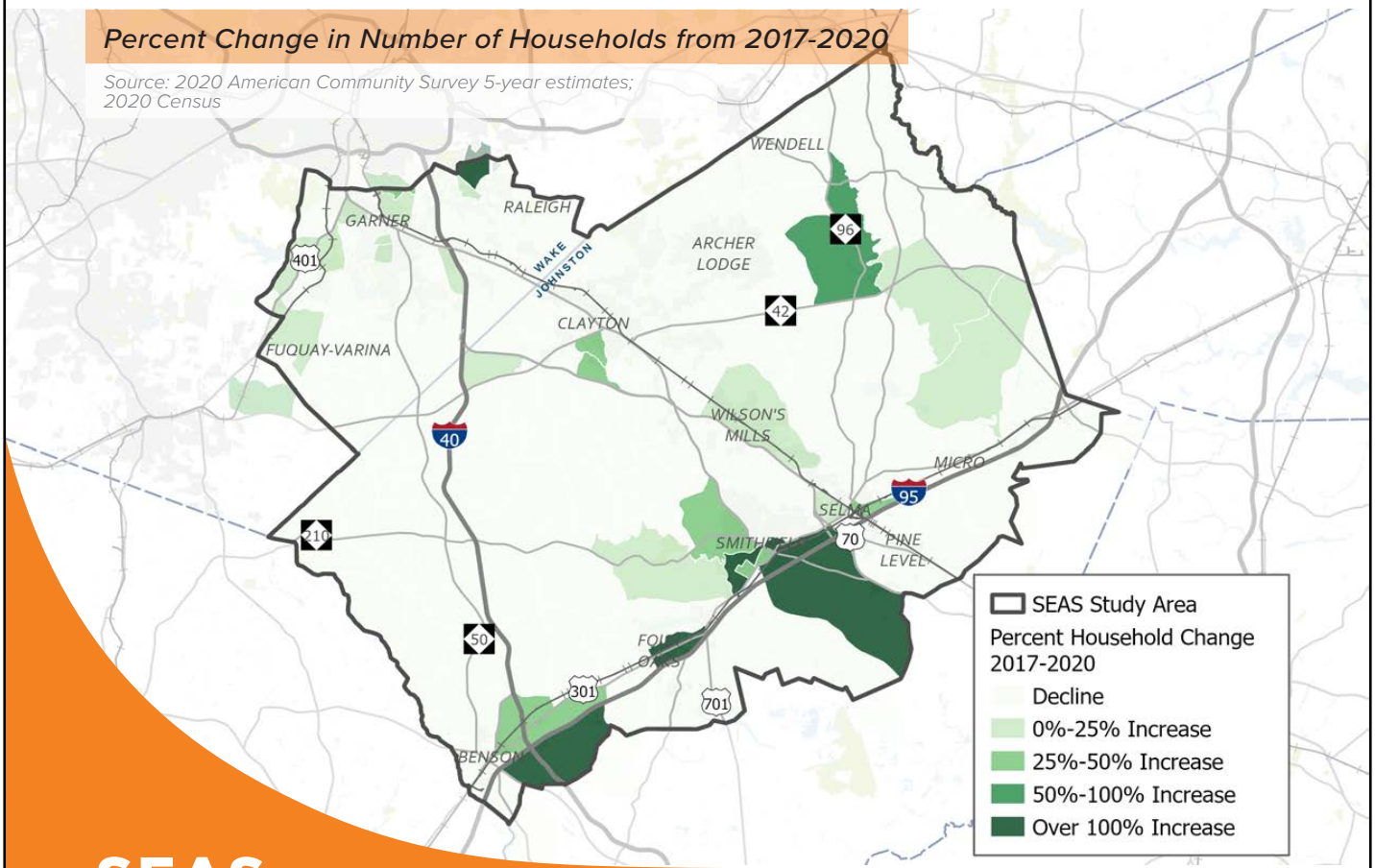
Housing and Transportation Costs

Expanding on the definition of cost burdened, The Housing + Transportation (H+T) Affordability Index provides a comprehensive view of affordability that includes both the cost of housing and the cost of transportation. The H+T Index sets a benchmark of affordability where housing and transportation costs should cost no more than 45% of household income. In Johnston County, about 48% of the population is cost burdened with housing and transportation costs accounting for over 45% of household income.

Source: Center for Neighborhood Technology's H+T Index

Percent Change in Number of Households from 2017-2020

Source: 2020 American Community Survey 5-year estimates; 2020 Census



Natural Environment

The SEAS has a diversity of environmental resources that are important considerations when planning future growth and development. Highlights include the Neuse River, Swift Creek, and Holts Lake. Approximately 13% of the study area is in the National Wetland Inventory, and 12% of the study area are in Flood Hazard Zones.

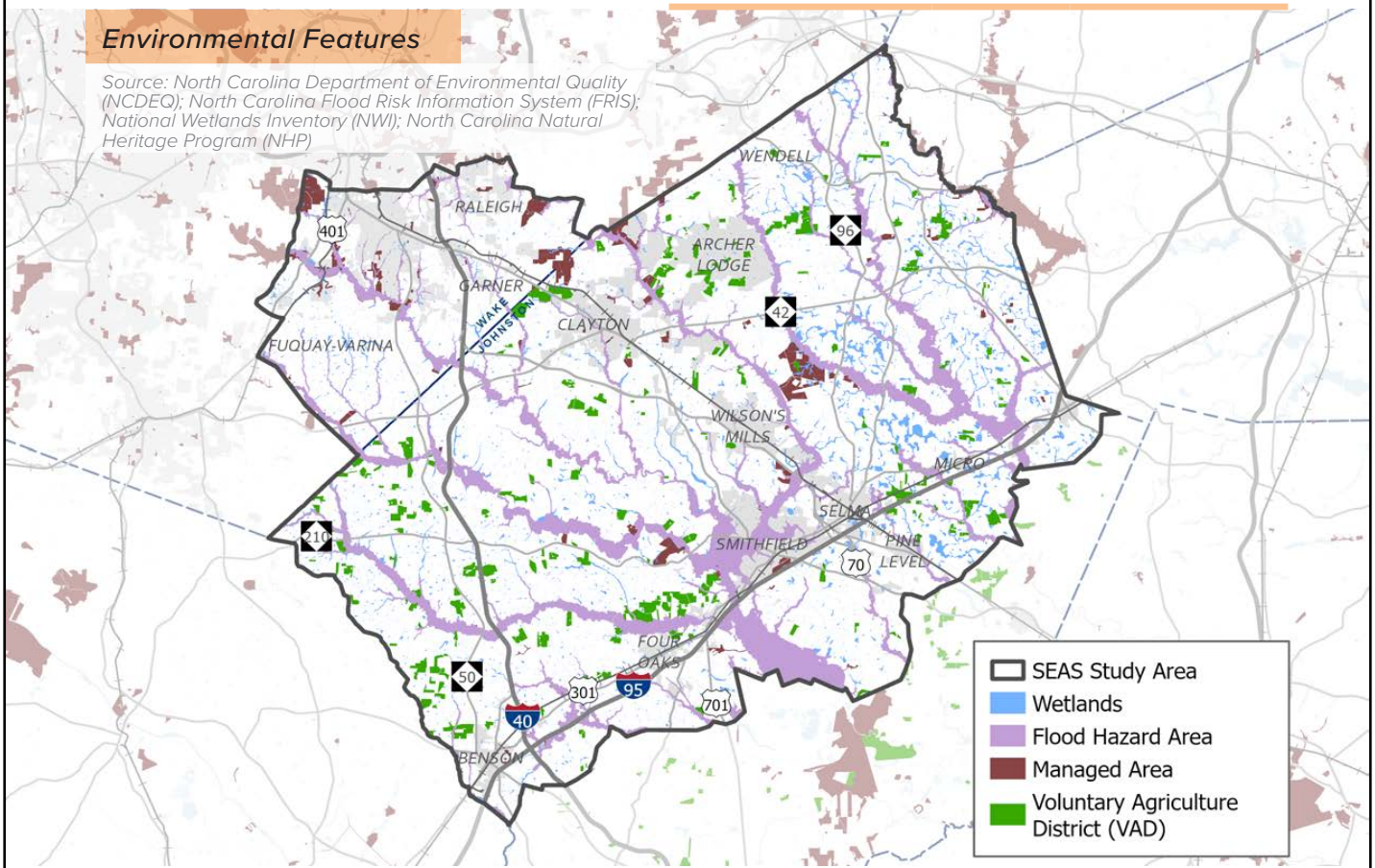
Voluntary Agriculture Districts (VADs) encourage the preservation and protection of farmland and working forests (defined by the North Carolina Department of Agriculture and Consumer Services). VADs involve a voluntary agreement for farmers to maintain their land as a source of agricultural production for a set time. Both Wake County and Johnston County have enrolled properties in the Voluntary Agricultural District program. Approximately 3% of the study area is considered part of VADs.

The Natural Heritage Program, under the North Carolina Department of Natural and Cultural Resources, is a conservation land management program. Managed Areas include properties and easements maintained with the goal of conservation of biodiversity and ecosystem function. Managed Areas are 7% of the SEAS.

Environmental Feature	Acres	Percent of Study Area
Voluntary Agriculture Districts (VADs)	14,318	3%
Managed Areas	28,253	7%
Flood Hazard Zones	50,192	12%
Wetlands	57,551	13%

Environmental Features

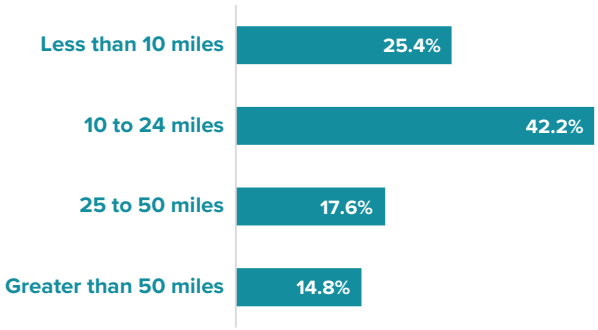
Source: North Carolina Department of Environmental Quality (NCDEQ); North Carolina Flood Risk Information System (FRIS); National Wetlands Inventory (NWI); North Carolina Natural Heritage Program (NHP)



Mobility Snapshot

Inflow/Outflow

Commute Distance



Mode to Work

89.3% by car, truck, or van

90.5% drive alone

9.5% carpool

8.6% work from home

0.8% by walking

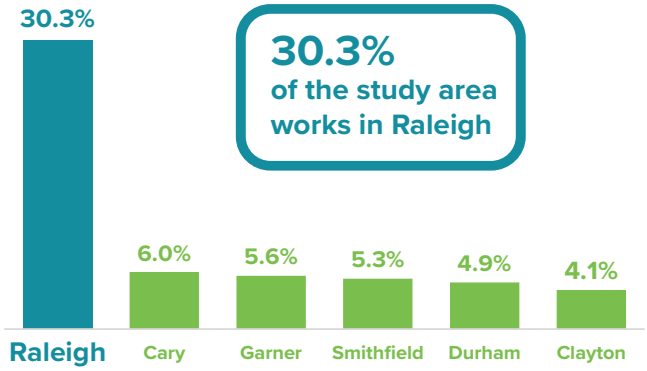
0.5% by public transit

0.1% by taxi

0.1% by motorcycle

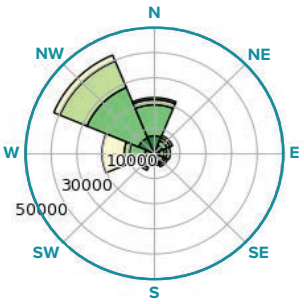
<0.1% by bike

Workplace Destination



30.3% of the study area works in Raleigh

Commute Direction



Most commute north-west towards or into the Triangle

Source: 2020 American Community Survey (ACS) 5-year estimates; 2019 Longitudinal Employer-Household Dynamics (LEHD) Data

Mobility

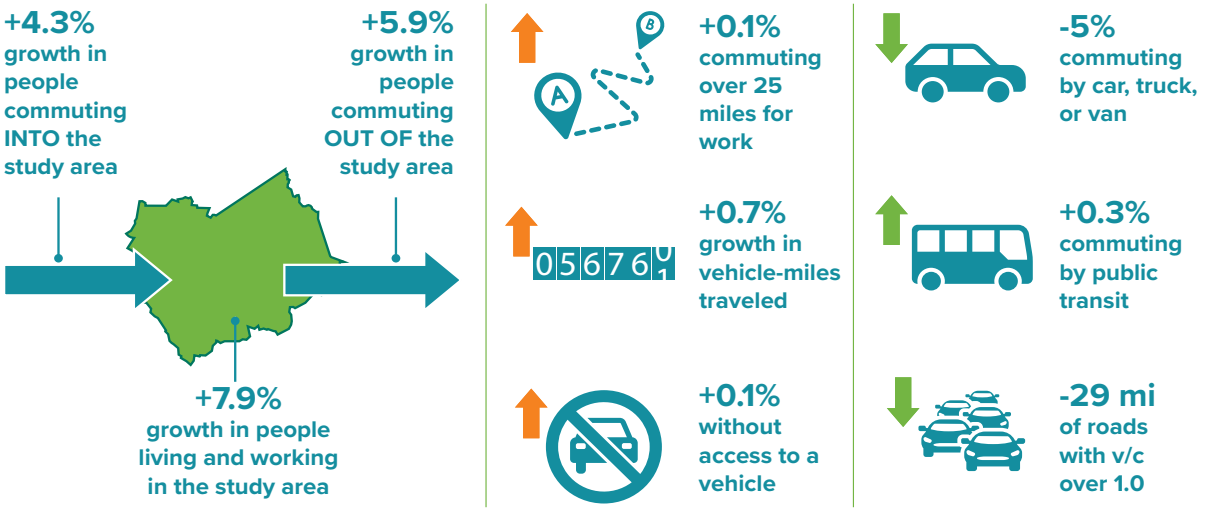
Creating recommendations that support improved movement of people within and through the Southeast Area requires a thorough analysis of the state of mobility as it exists today. This section also looks at the modal improvements and projects that are already proposed in the study area based on existing plans to understand what the SEAS Update needs to do to respond to or support these existing recommendations. Mobility can be measured in different ways using many metrics. This section looks at the study area's transportation system through measures of quality, quantity, connectivity, traffic, and safety in order to create a picture of current and planned mobility in the Southeast Area.

Travel Patterns, Mode Split, and Vehicle Access

The Southeast Area is fairly car reliant, with over 89% of commuters driving in a car, truck, or van. Out of those that commuted by car, truck, or van, just over 90% drove alone, while 9.5% carpooled. Another 8.6% work from home and do not commute. 0.8% commute by walking, 0.5% by transit (primarily bus), and 0.1% each by taxi and motorcycle. Notably, less than 0.1% biked to work, which may reflect on the lack of bike infrastructure in the region and long commute distances. Despite the continued high car reliance, there has been a noticeable shift. At the time of the original SEAS plan, nearly 94% commuted by car, truck, or van, and only around 0.2% took public transit.

While just under 30,000 people both live and work in the study area, most people (just over 86,500) commute out of the study area for work. The vast majority commute northwest towards or into the Triangle, with 30.3% of the study area working in Raleigh. Most workers (42.2%) commute 10 to 24 miles to work, followed by those that commute less than 10 miles (25.4%). However, a sizable amount (14.8%) commute over 50 miles to work. 4.1% of the study area population lacks access to a vehicle, while 23.9% only has access to one vehicle. Parts of Garner, Smithfield, Selma, and Benson have some of the highest rates of people without access to a vehicle.

Since 2017...



Safety and Crashes

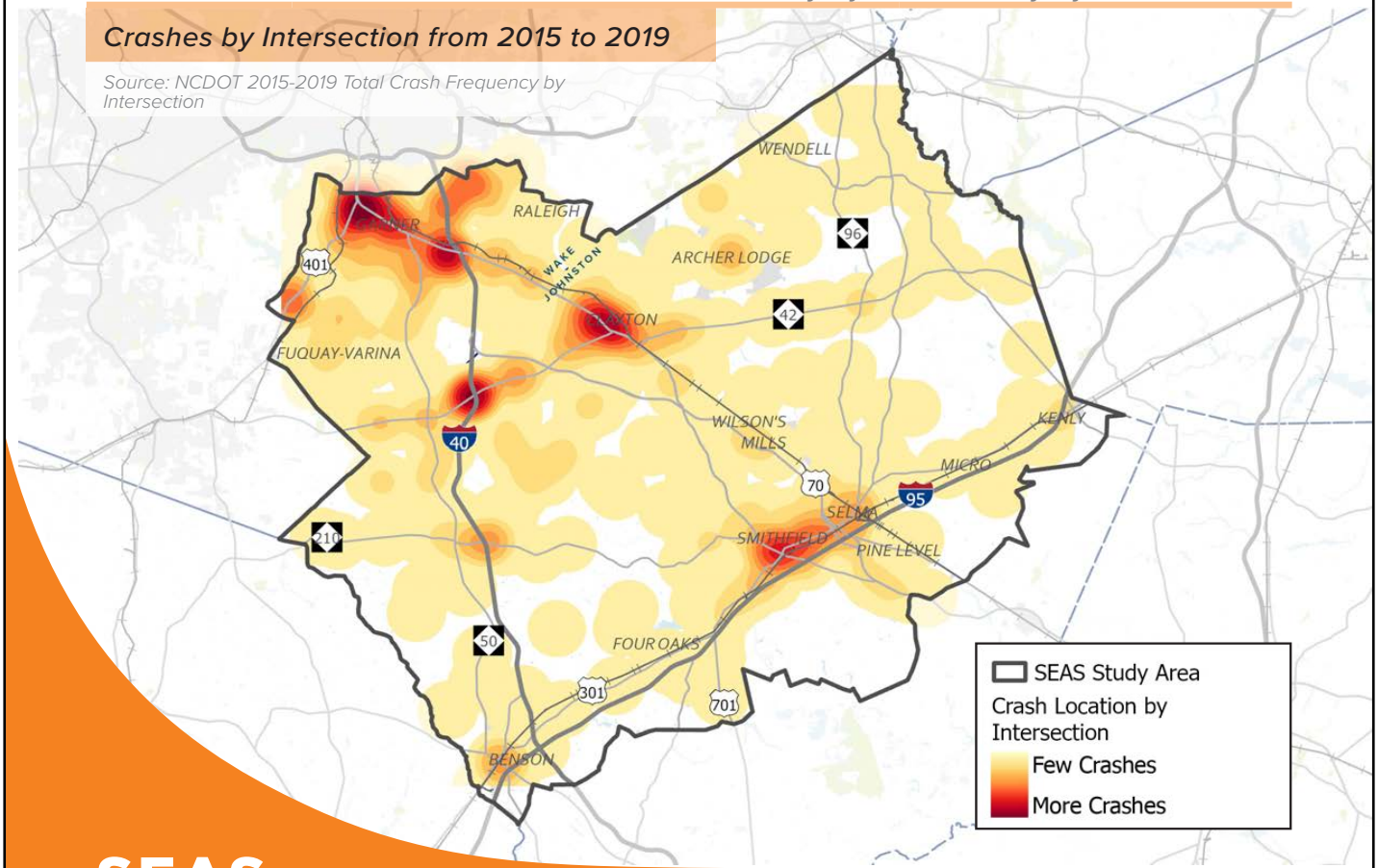
Crash data can be used to help identify safety issues on roadways and at intersections with frequent crashes. Locations with some of the most severe crashes often have safety concerns or unsafe designs that need to be addressed.

Between 2015 and 2019, most crashes were largely concentrated along major highways and thoroughfares throughout the study area. Minor crashes that only caused property damage made up the largest percentage of crashes. Only a small percentage of crashes during this period resulted in injuries or death. Out of just over 10,000 crashes, 1.1% of crashes were fatal or caused serious injury, while 28.2% of crashes caused only minor injuries. This is an improvement from 2012-2014, where there were about 12,300 crashes over less time and 9.1% were fatal or caused serious injury. Most areas with the worst density of fatal or severe crashes were located around major highway interchanges or roughly followed major highways (I-40, I-95, US 70). Some major rural intersections and major routes through municipalities also saw clusters of serious crashes.

2012-2014	**12,313** Total Crashes	**1,115 (9.1%)** Fatal or Serious Injury	**2,697 (21.9%)** Minor Injury
2015-2019	**10,061** Total Crashes	**118 (1.1%)** Fatal or Serious Injury	**2,837 (28.2%)** Minor Injury

Crashes by Intersection from 2015 to 2019

Source: NCDOT 2015-2019 Total Crash Frequency by Intersection



Congestion and Traffic Volumes

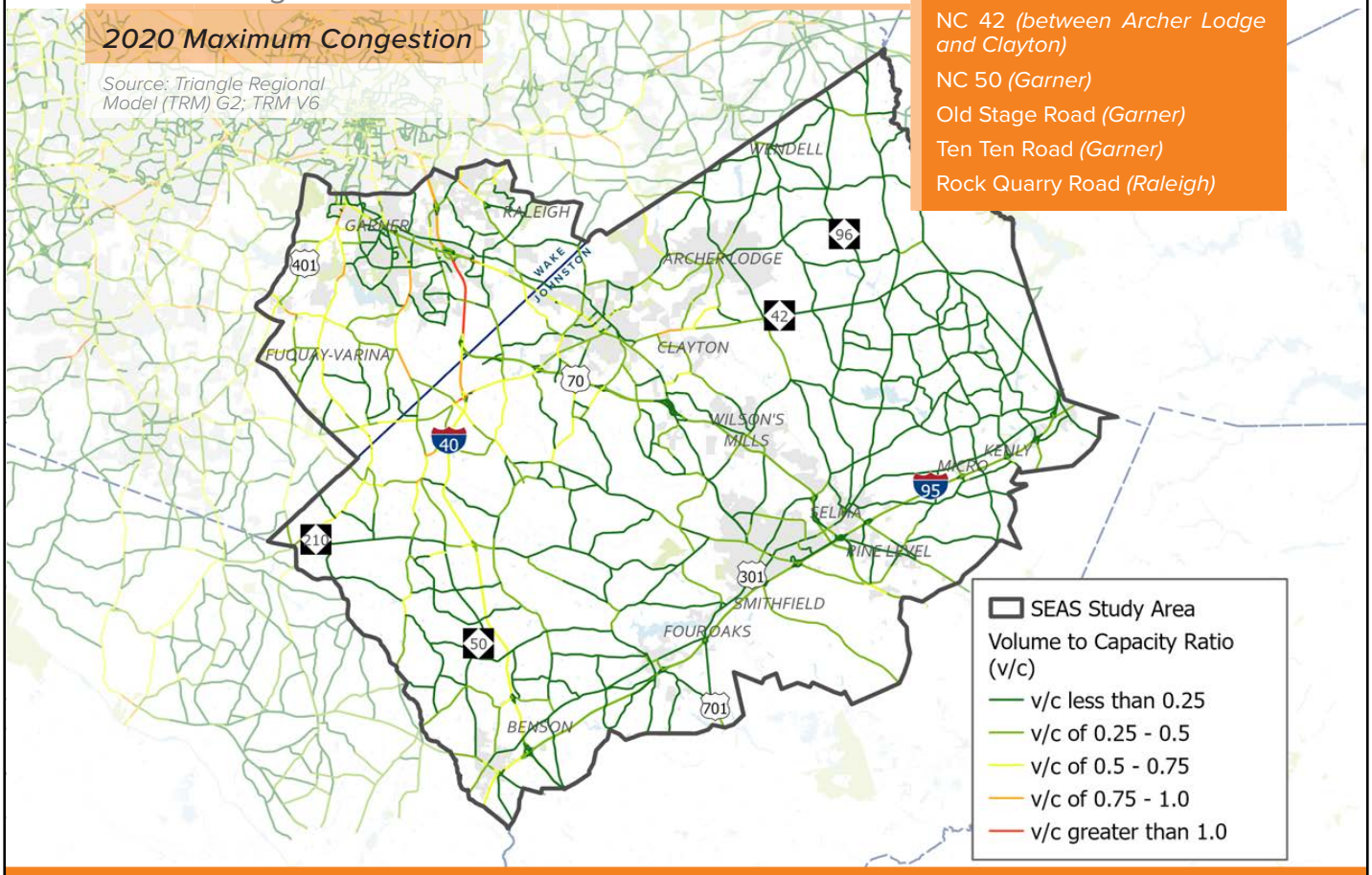
Sophisticated models can simulate the interaction of estimated demand and available supply at a regional scale. The Triangle Regional Model (TRM) comprises the Raleigh urbanized area, the Durham-Chapel Hill urbanized area, and a portion of the UCPRPO area. For the purposes of this document, current congestion levels are derived from the TRM 2020 Base Year Model and are symbolized based on volume-to-capacity (V/C) ratios. Modeled traffic congestion provides system level insights into congestion issues and can indicate corridors that warrant higher levels of study and analysis or capacity improvements. Roads are typically approaching capacity at a V/C of 0.75 and above, considered at capacity at a V/C of 1.0, and considered over capacity above that threshold. Roadways reflecting a V/C approaching capacity in the 2020 model are concentrated in Raleigh, Garner, and along major corridors. These roadways are shown on the following map and a selection of them are listed at right.

Vehicle miles traveled (VMT) is the total miles of vehicle travel along a roadway. VMT is essentially a measure of the demand for vehicle travel on roadways. The daily VMT for the study area in 2016 and 2020 is displayed in the table below, there was a less than 1% increase between the years.

2016	**36.6 miles** V/C greater than 1.0	**8,108,663** VMT
2020	**7 miles** V/C greater than 1.0	**8,166,948** VMT

Congested Corridors

- I-40 *(from I-440 to the Wake/ Johnston County line)*
- US 70 *(I-40/US 70 Junction)*
- US 401 *(Garner)*
- NC 42 *(between Archer Lodge and Clayton)*
- NC 50 *(Garner)*
- Old Stage Road *(Garner)*
- Ten Ten Road *(Garner)*
- Rock Quarry Road *(Raleigh)*



Roadways

The Southeast Area, which encompasses southeastern Wake County and a significant majority of Johnston County, is mostly composed of rural two-lane roadways with posted speed limits of 45 or 55 miles per hour. This network is layered with a few major interstates and state routes that cross the area. For many people and even users of this document, the roadways and their capacity serve as the primary basis for driving recommendations in a transportation plan – this aspect is vital to the SEAS Update as well with an added factor of considering a roadway's "completeness" in terms of supporting other modes of travel besides the private automobile.

Major Roadways

Major thoroughfares throughout the study area include:

- **US 70 and US 70 Business** serve as the gateway into the heart of the study area from Raleigh. US 70 Bypass serves as the faster route through from I-40 to Selma, Princeton, and Goldsboro, while US 70 Business connects the downtowns of Garner, Clayton, and Smithfield.
- **I-40** connects Raleigh to the Cleveland Township area and Benson while serving as the main route from Raleigh to Wilmington.
- **NC 42** serves as a major east-west connector from the Cleveland Township area near I-40/NC 42 through Clayton east to Archer Lodge and the growing Flowers Plantation area.
- **I-95 and US 301** connect a string of towns across Johnston County including Benson, Four Oaks, Smithfield, Selma, Micro, and Kenly, with I-95 acting as a bypass for long distance trips while US 301 runs through the heart of each town.

Other major roads include **US 401**, which runs west of Garner and connects Raleigh to Fuquay-Varina, **NC 96** and **NC 39**, connecting north-south through the eastern part of the study area to Selma, **NC 210** connecting Smithfield to the western parts of the study area, and **NC 50** paralleling I-40 from Garner to Benson.

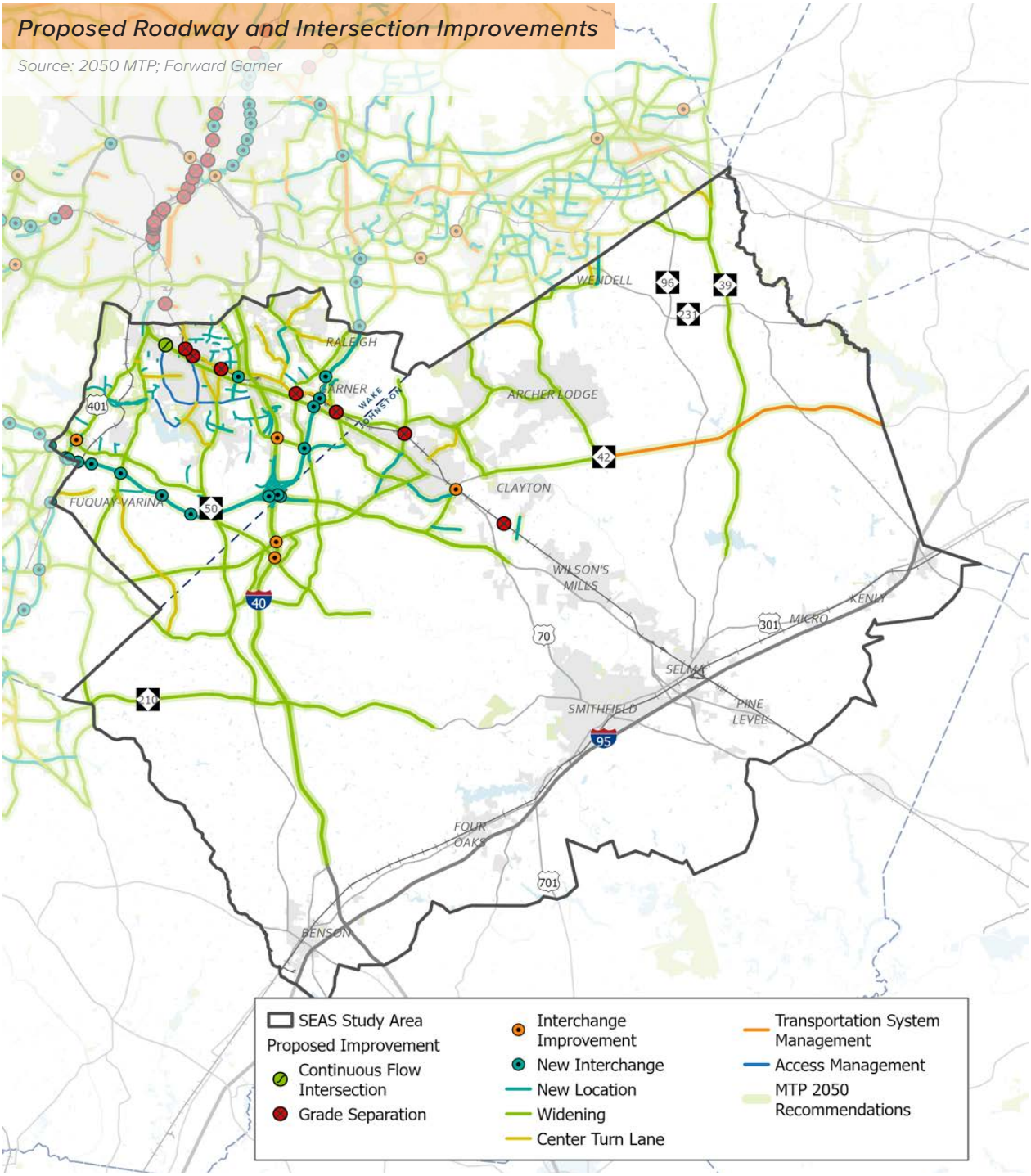
Projects

The map at right includes all 2050 MTP projects. The following are select projects in the study area:

- **Complete 540 Project**: Triangle Expressway southern extension from NC 55 Bypass in Apex to US-64/Future I-87 in Knightdale, completing the I-540/NC 540 outer loop around Wake County. The completed loop will improve driving connections across the southern part of the Raleigh area and make it easier for study area residents to reach different parts of the Triangle without having to drive further in to the I-440 Beltline.
- **Future I-42**: US 70 east of Raleigh is designated as one of NCDOT's Strategic Transportation Corridors (STC), an initiative to create a network of efficient and safe roadways that will drive economic development throughout the state. Portions of US 70 are programmed and funded for upgrades to interstate standards, with plans to close at-grade intersections and add interchanges. Within the study area, work on a stretch through Wilson's Mills between US 70 Bypass and the Smithfield-Selma Bypass is underway.
- **I-40:** Widening from Cornwallis Road in Clayton north into Raleigh. Construction is underway and expected to be completed in 2023. There are also interchange improvements funded and underway at I-40/NC 42.
- **NC 42, Ranch Road**: Widening from two lanes to divided four lane roadways. NC 42 East (east of Business US-70) has recently been completed, with plans on NC 42 West currently under development. Construction has also begun on the Ranch Road extension, which will connect NC 42 East directly to US-70 without needing to turn onto Business US-70.
- **I-95 bridges and interchanges:** A series of interchange improvements and bridge replacements are planned for the I-95 corridor to accommodate future widening and make the corridor more resilient to floodwaters. Currently, interchange improvements are underway between Benson and Fayetteville.

Proposed Roadway and Intersection Improvements

Source: 2050 MTP; Forward Garner



Active Transportation

Planning for the future of the Southeast Area requires a holistic view of the area's transportation network, including multiple modes of travel and a variety of trip types. Priorities for the study area must be considered when planning a cohesive bicycle and pedestrian network. Investments in large, semi-regional vehicular connections may serve a higher number of people, but may also require an extensive amount of time and money. Creating active transportation connections by removing gaps and barriers can return significant quality of life benefits by promoting walking and bicycling while also providing alternatives that can result in less cars on the road.

Existing Conditions

Most municipalities within the study area have sidewalk networks, though with several gaps recommended for completion in county plans and comprehensive transportation plans (CTP). Subdivisions, particularly recently built ones, have comprehensive sidewalk networks but these lack connections outside of the neighborhood.

The area does have a series of existing greenways and sidepaths, most prominently:

- **Neuse River Trail**, extending from east of Clayton north into Wake County and Raleigh
- **Sam's Branch Greenway and Clayton Downtown Connector**, both completed since the original SEAS plan and connecting the current end of the Neuse River Trail to Legend Park, Clayton Municipal Park, and downtown Clayton.
- **Buffalo Creek Greenway**, connecting Smithfield Community Park with downtown Smithfield
- **Front Street Sidepath** in downtown Clayton
- **Neuse River Parkway sidepath**, connecting the Flowers area to east Clayton

Besides the shared greenways, very little existing dedicated bicycle infrastructure exists in the study area.

Projects

The largest current project in the study area is the **Neuse River Trail Extension**, a key missing connection between Clayton and Smithfield and a missing link in the regional and national greenway network. The trail currently extends from the Sam's Branch Greenway in Clayton north through eastern Raleigh, where it connects with other greenways that stretch across the Triangle.

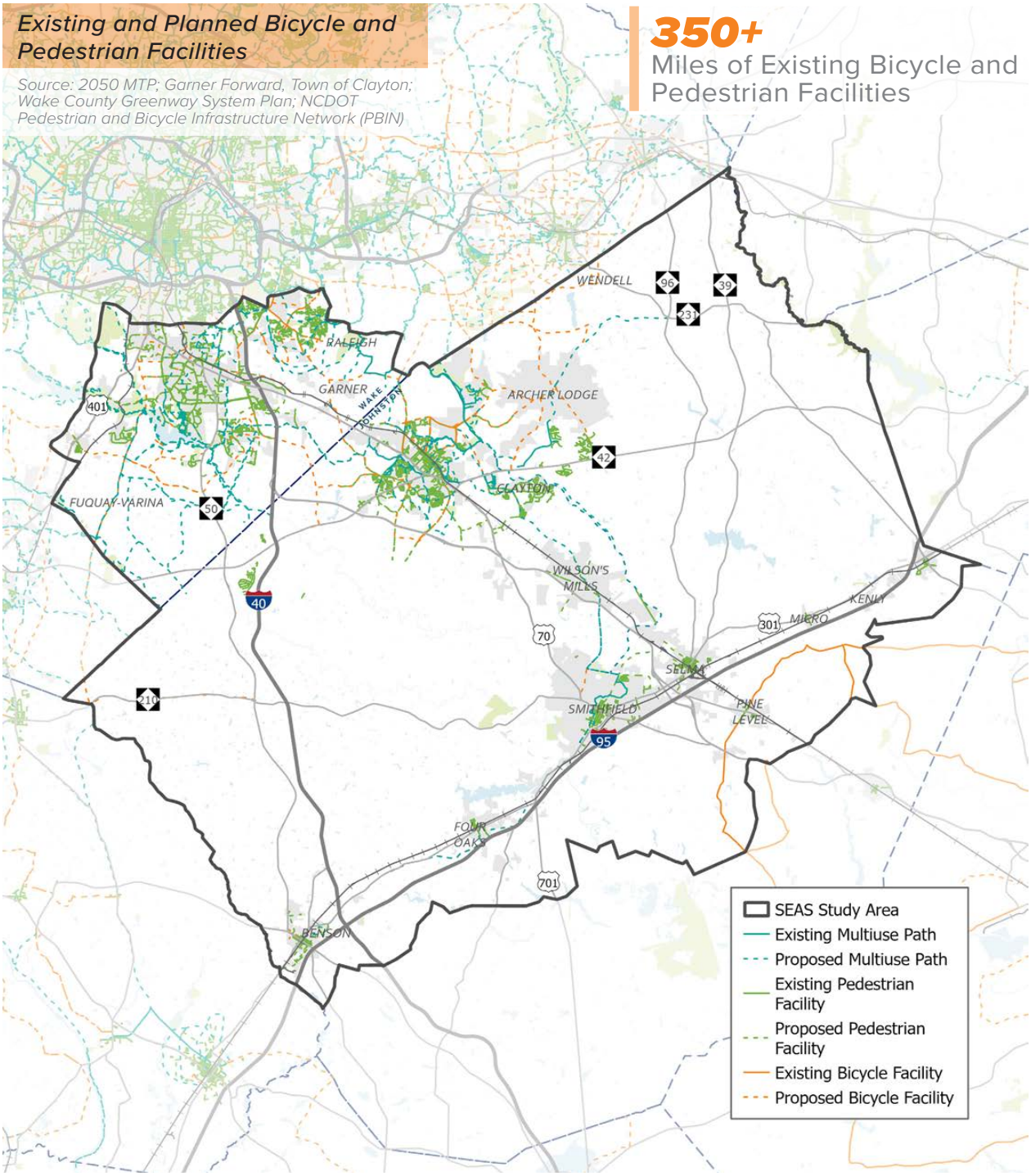
UCPRPO, Johnston County, and NCDOT are planning an extension of the Neuse River Trail to connect the Clayton end of the Neuse River Trail to the existing Buffalo Creek Greenway in Smithfield. The project is currently in the preferred route selection phase. Once the connection is completed, the Neuse River Trail will become part of the **Mountains-to-Sea Trail** within the state and it will be possible to walk or bike completely on off-road greenways from Hillsborough to Smithfield. The connection will also play a role in the larger **East Coast Greenway** network which will eventually span the entire eastern seaboard from Florida to Maine.

Several greenways are also proposed in Garner, with the **Creech Road Greenway** (from the Walnut Green Greenway to Garner Recreational Park) and the **Buffaloe Road Greenway** (from White Deer Park to Centennial Park) prioritized to help bridge gaps in the network.

Existing and Planned Bicycle and Pedestrian Facilities

Source: 2050 MTP; Garner Forward, Town of Clayton; Wake County Greenway System Plan; NCDOT Pedestrian and Bicycle Infrastructure Network (PBIN)

350+
Miles of Existing Bicycle and Pedestrian Facilities



Transit

At its best, transit provides an efficient and inexpensive transportation mode for persons making the traditional suburban or rural-to-urban commute and those traveling between key activity centers. It is important that public transit service remain a viable, efficient mobility option for those who need it most—senior citizens, the physically or economically disadvantaged, and other patrons who choose to ride. As the region has grown, interest in transit has increased both with the public and at the governmental level. Several recent studies for commuter rail, bus rapid transit, and expanded passenger rail service have explored and reinforced that interest.

Existing Transit

GoTriangle (regional routes) and **GoRaleigh** (local routes) operate fixed bus route service within the Wake County portion of the study area. GoRaleigh routes 17 and 18 serve Southeast Raleigh, while Garner is primarily served by routes 20-A and 20-B, which operate a weekday-only bus loop around the town.

GoTriangle Access and **GoRaleigh Access** operate curb to curb paratransit service for individuals with disabilities within 3/4 mile of fixed route transit service.

Johnston County Area Transit System (JCATS) offers curb to curb human services and general public transportation within Johnston County, and includes Raleigh, connecting Johnston County residents to areas outside of the county. JCATS does not currently operate any fixed route transit, however, JCATS is constructing a new transfer facility to better accommodate drivers and riders.

JCATS also participates in the **Down East Express** program, a daily by-reservation transit service between Morehead City and the Triangle with transfer centers at the JCATS facility and in the other counties along the way.

For intercity transit, Selma's **Amtrak** station (Selma-Smithfield Union Station) is served daily by the Carolinian (Charlotte-New York) and Palmetto (Savannah-New York) trains.

Proposed Transit

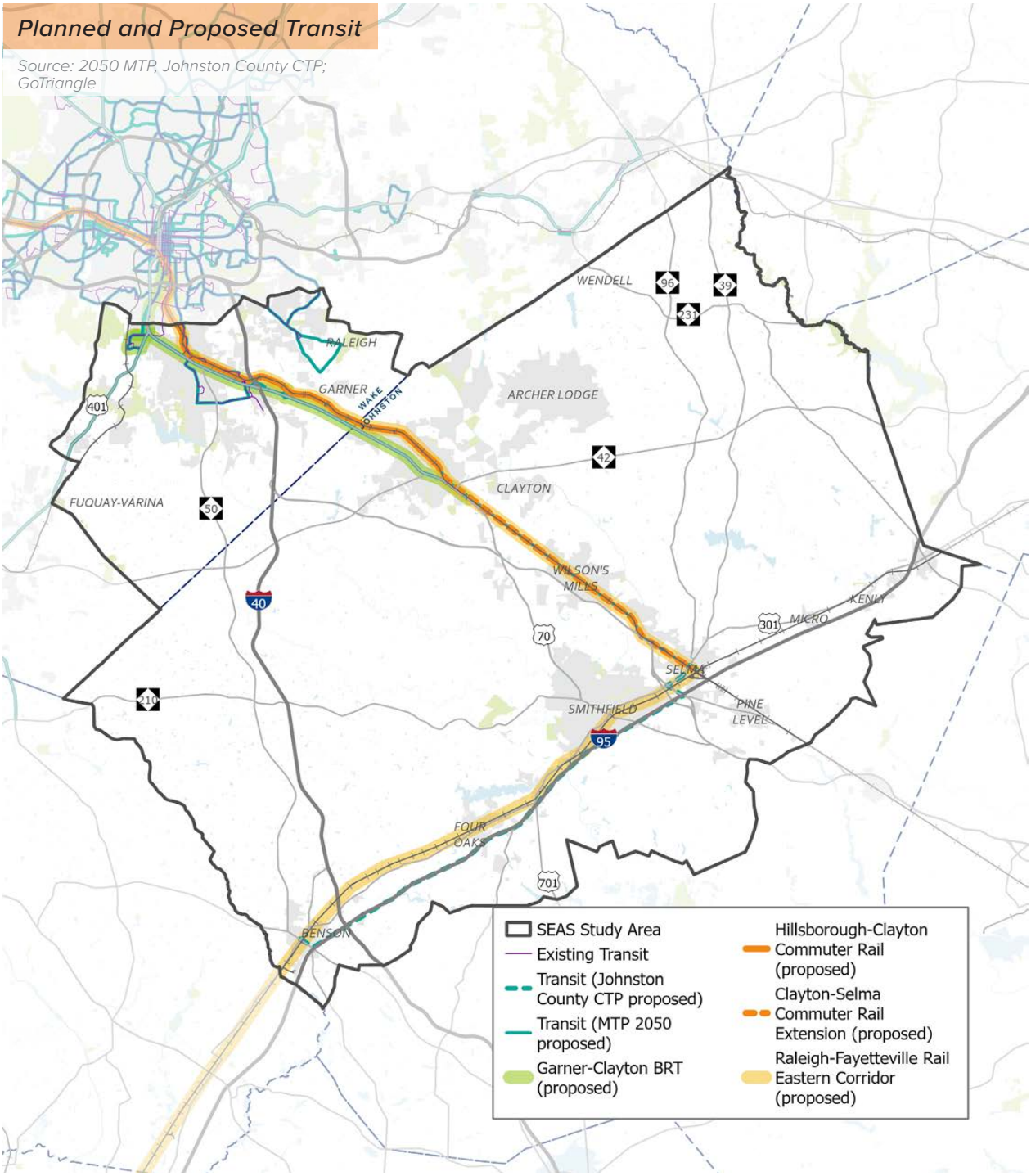
There are several planned or proposed transit projects being studied that would serve the study area:

- **A bus rapid transit line** officially planned from downtown Raleigh to Garner, with studies underway considering a future extension from the planned Garner terminus into Clayton.
- **A commuter rail line between Raleigh and Garner** with potential long-term extensions through Clayton, Wilson's Mills, and Selma.
- **A passenger rail connection between Raleigh and Fayetteville.** Two potential corridors have been proposed. The eastern corridor, which was forecasted for faster speeds and higher ridership, would have stops in Dunn, Benson, Selma, and Clayton.
- **A microtransit pilot between Smithfield and Selma.** JCATS' board has authorized funding for a microtransit pilot in the Smithfield-Selma area using existing buses.

The most recent Johnston County CTP also proposed a bus route between the Amtrak train station in Selma and a park and ride near downtown Benson along I-95.

Planned and Proposed Transit

Source: 2050 MTP, Johnston County CTP; GoTriangle



Freight Transport

A comprehensive transportation network that supports freight movement is an important component of the economy and often an indicator for economic investment. There is a relation between the capacity of transport infrastructure and the level of economic activity where high-density transport infrastructure and highly connected networks are commonly associated with high levels of investment. When a transportation network is able to move both people and goods efficiently it can provide economic and social benefits such as access to investments and employment opportunities. The existing rail and truck infrastructure discussed below strategically place the Southeast Area to be a receiver of this investment. The SEAS Update has to ensure the fright network is set up for potential growth while staying intentional and deliberate about where that growth is directed.

Rail

The Southeast Area has three rail corridors that run through it. The North Carolina Railroad Company (NCRR) owns the railway that runs from the northwest to southeast of the study area, parallel to US 70. This rail corridor connects Charlotte, Greensboro, Durham, Raleigh, the Southeast Area, Goldsboro, New Bern, and finally, Morehead City, where it ends at the Port of Morehead City. The CSX line runs parallel to I-95 and connects South Carolina, running through Fayetteville, Selma, Wilson, Rocky Mount, and into Virginia. The final corridor is owned by Norfolk Southern and passes at the edge of the study area through Garner and Raleigh.

Truck

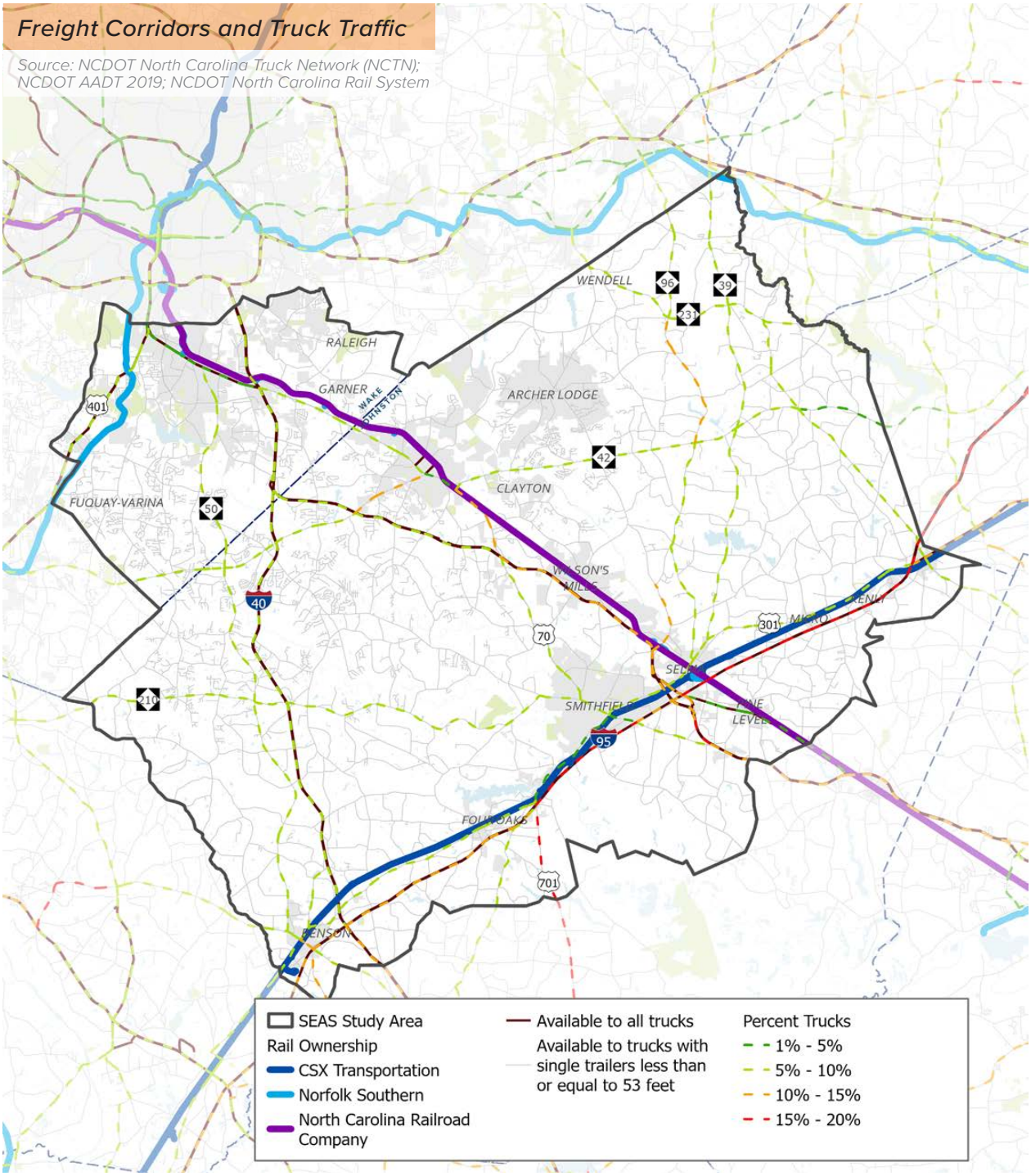
The key state and regional corridors running through the Southeast Area are designated truck routes, including: I-40, I-95, US 70, and US 401. The highest percent of trucks, about 15%-20% of the given corridor's traffic, takes place on I-95. All of these routes, in addition to NC 42, NC 50, NC 96, NC 210, Shotwell Road/Bethlehem Road, and Covered Bridge Road/Buffalo Road are all identified in the Triangle Regional Freight Plan as Strategic Freight Corridors (SFC), a core network of roadways identified for future investment to accomplish the goals of the plan.

Rail Safety

Another component to rail is safety, particularly when considering at-grade rail crossings. The Southeast Area has several locations where the railway is on the same elevation as the roadway network, often bisecting each other as depicted in the photo below. While grade separating these crossings is an expensive undertaking, the SEAS Update will be mindful of select opportunities where this improvement may be critical to the efficiency and safety of travel.

Freight Corridors and Truck Traffic

Source: NCDOT North Carolina Truck Network (NCTN); NCDOT AADT 2019; NCDOT North Carolina Rail System



4

SEAS
SOUTHEAST AREA STUDY
UPDATE

LAND USE AND SCENARIO PLANNING

A critical component in the planning process was the establishment of a vision for future land use for the purposes of integrating and coordinating land use, development, and transportation investments. As part of the land use scenario planning process, the SEAS Update tested several scenarios to understand the impacts of growth in the study area. The scenario planning process explored various growth scenarios based on a combination of assumptions, alternatives, and sentiments from community input. The ultimate preferred scenario will act as a guide for future growth that blends land use and mobility needs in the study area. This chapter explores the questions, alternatives, and outcomes of the scenario planning effort and suggests policies and strategies to implement the preferred scenario's land use suggestions. Additional detail on the land use implementation toolkit is available in Appendix B.

Scenario Planning

What is Scenario Planning?

Land use scenario planning compares different possible futures of an area to help decide where and how we should grow. Rather than a prediction or prescription, scenario planning is an exploration of what could be–comparing the pros and cons of various potential growth patterns to see what could best fit community priorities.

For the SEAS Update, scenario planning considered:

- What will our future look like if things **keep going like they are now**?
- What are some **alternative paths** we could take that might better meet our goals?

Scenario planning for the Southeast Area started with three initial scenarios. One scenario looked at current trends to envision what the Southeast Area could look like if built out according to the more sprawling and car-centric existing plans. The other two alternative scenarios looked at different ways growth could be focused in more compact locations, along major corridors or in significant mixed-use centers, to better reflect the SEAS Update's guiding principles.

Each scenario was then scored based on how well they advanced our guiding principles. The best parts of the original three scenarios were then combined to create a blended preferred scenario, which guided the policy and transportation recommendations later in this plan.

What Does Scenario Planning Inform?

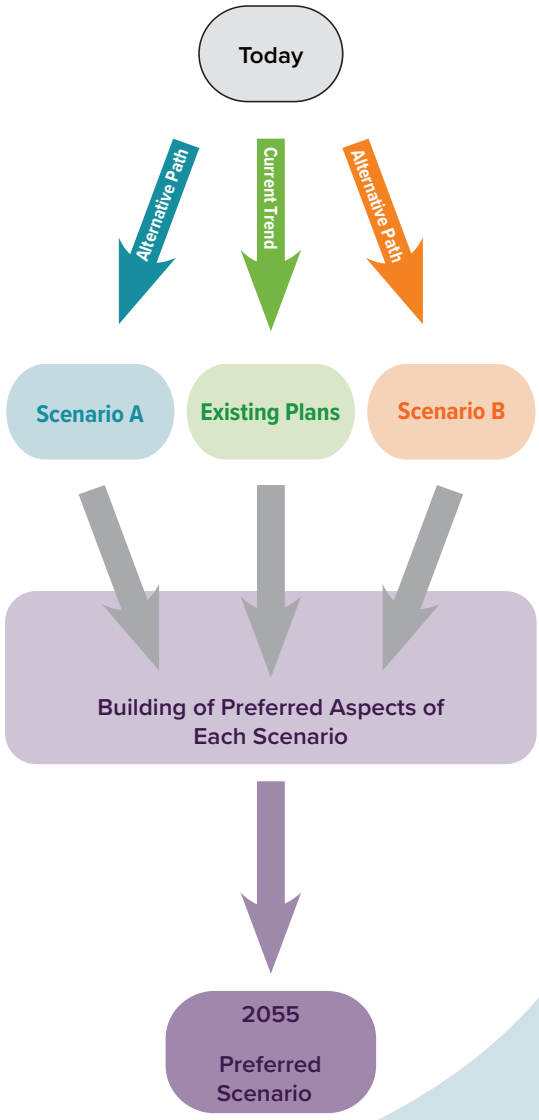
Knowing where we want growth will help make decisions about land use and transportation, such as:

- Where to put **new homes and job centers** versus where to **preserve farms and forests**
- Where to invest in **paths, roads, trails, and transit** that can **support more people**
- What **policies** are needed to focus growth where we want it

The land use and transportation recommendations created as part of the SEAS Update support the preferred scenario.

What is the Process?

The following graphic outlines the scenario planning process. The development and refinement of the alternatives and preferred scenario were heavily influenced by CTT and SOT input as well as assumptions about growth and development throughout the region.

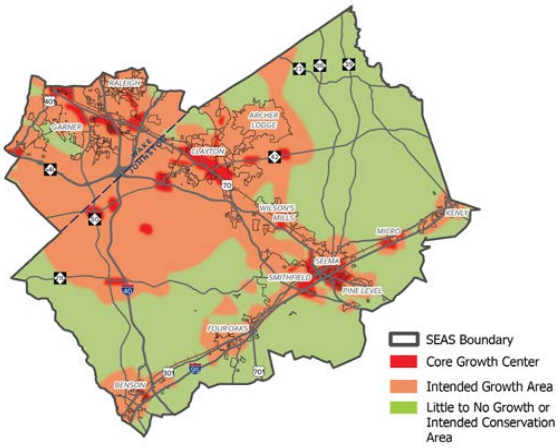


Scenario Growth Alternatives

Existing Plans Scenario

The Existing Plans Scenario acted as a **status quo** look at land use in the Southeast Area. The project team looked at existing jurisdictional land use plans alongside existing zoning and growth patterns to map out where growth was currently being directed.

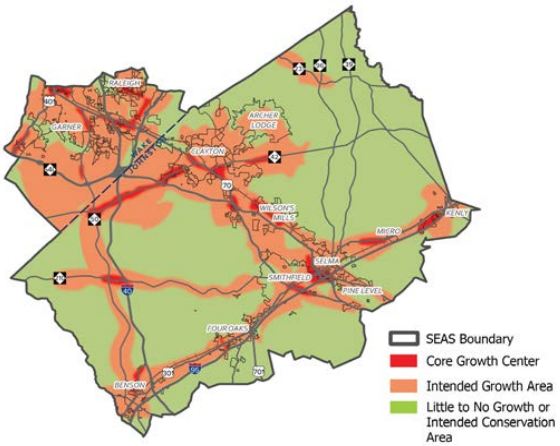
The current plans somewhat concentrate growth in centers along US 70 and NC 42, but existing planning currently invites growth into surrounding areas in Wake and Johnston County as well as Benson and Four Oaks. These types of development patterns can lead to sprawl, place strains on existing infrastructure, and lead towards a loss of farmland and rural areas. With more spread out growth, it can also make providing transit and other transportation alternatives more expensive and more challenging.



Corridors Scenario

The Corridors Scenario attempted to concentrate growth primarily along **major corridors** throughout the Southeast Area. In this scenario, the local jurisdictions identified the corridors that were best suited for growth and development.

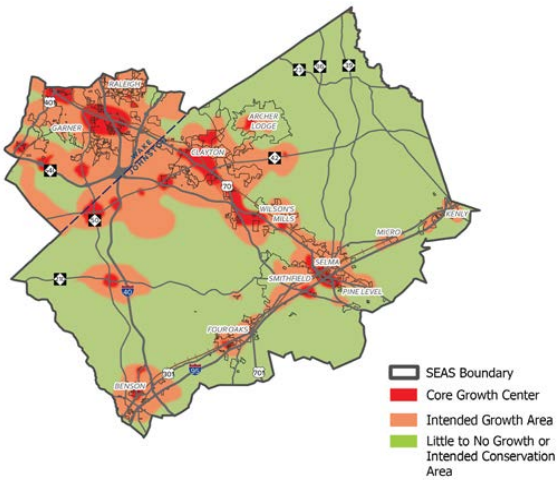
The Corridors Scenario focused a significant amount of growth along the NC 42 and US 70 corridors around Clayton, and along major corridors within Raleigh, Garner, Smithfield, Selma, Wilson's Mills, and Benson. In more suburban areas, the growth is clustered around corridors like NC 210, US 301, NC 50, and Old Stage Road to reduce the amount of impact on rural areas in western Johnston County and Archer Lodge.



Centers Scenario

The densest of the alternatives is the Centers Scenario. This scenario concentrates growth in existing and newly proposed **mixed-use centers**, including downtowns and major crossroads as well as other growth centers identified in collaboration with member jurisdictions.

In this scenario, growth is focused around centers in Clayton, Garner, and parts of Smithfield and Selma, as well as parts of western Johnston County and areas along Ten-Ten Road in Wake County. Other towns such as Benson, Four Oaks, Wilson's Mills, and Archer Lodge would see growth outward from their centers. Like the Corridors Scenario, much less of the rural parts of Johnston County would be impacted by sprawling growth than in existing plans.



Preferred Scenario

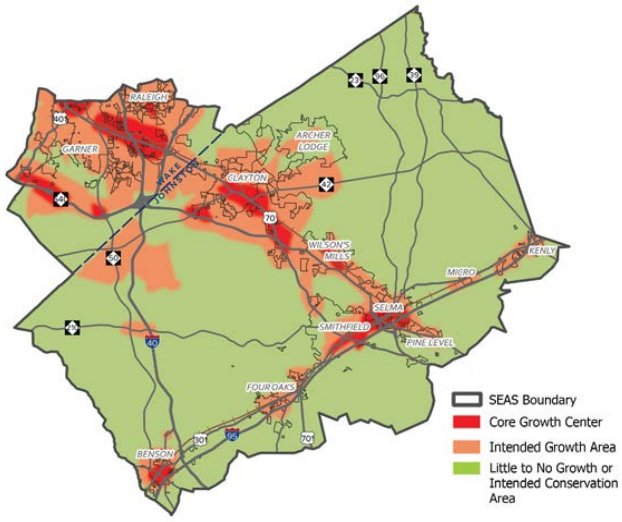
The Preferred Scenario takes the aspects of the original three scenarios that best achieve the guiding principles and combines them into a final, preferred scenario that enhances those desired features. Throughout the scenario planning process, a strong preference for the compact development represented in the Centers scenario emerged. The Preferred Scenario built upon the Centers scenario by further concentrating growth in more urban centers that are best suited for it while avoiding sprawl in areas that are traditionally more rural and agrarian. The Preferred Scenario was able to densify even more with an increase in multi-family housing. The Plan's committees and planners noted the benefits of focusing growth in specific centers including:

- **Lower cost** of extending infrastructure
- Increased viability of **walking, biking, and transit to help ease congestion**
- **Preserving much more of the rural and agricultural areas** in the western, southern, and eastern parts of the Southeast Area

By concentrating growth in these core centers, **most rural, environmentally sensitive, and agricultural areas of the Southeast Area are preserved.** New residents would mostly live in walkable mixed-use areas with easier access to employment centers nearby and elsewhere in the Triangle, whether driving or taking public transit.

Using Scenario Planning Outcomes

A key objective of the SEAS Update is to build upon policy frameworks that are already in place to recommend adjustments to work towards community goals. The Preferred Growth Scenario serves as guidance for local governments to aspire towards in their land use and transportations decisions. With an increase in density and multifamily housing, the Preferred Growth Scenario prioritizes compact development to concentrate density in town cores while preserving rural character in surrounding areas.



Scenario Scorecard

The performance of the Preferred Scenario against the Existing Plans.

Indicator	Preferred
Urban Land Use Shift (sq mi)	▲
Suburban Land Use Shift (sq mi)	▼
Rural Land Use Shift (sq mi)	▲
Net Residential Density	▲
Mix of Housing Types	▲
Developable Area of Walkable Place Types (sq mi)	▲
Homes Near Transit	-
Jobs Near Transit	▲
Job and Home Balance	▲
Vehicle Miles Traveled	-
Vehicle Hours of Delay	-
Lane Miles of Congested Corridors	-

Excellent	Good	Neutral	Poor	Bad
Major Improvement	Minor Improvement	Negligible Change	Minor Worsening	Major Worsening

Land Use

All SEAS communities have made progress towards the implementation of the 2017 SEAS land use recommendations. The majority of the communities updated their comprehensive land use plans, adjusted their land development regulations, and took steps to provide a range of housing types through policies in regulatory planning documents. The SEAS Update can build on the progress made by each member jurisdiction to create new priorities, strengthen existing plans, and revisit past priorities based on the Preferred Growth Scenario.

The SEAS Update focuses on operationalizing policies for key focus areas, such as housing, bicycle and pedestrian improvements, mixed-use development, and more. The matrix below provides recommendations for each jurisdiction to focus on to accomplish the goals of the SEAS Update based on their current environment and progress to date.

2023 Land Use Recommendation Matrix

Implementation Focus Area

	Economic Development	Support Higher Densities	Range of Housing Options	Preserve Lower Densities	Mixed-Use	Design Guidelines	Downtown Redevelopment Strategies	Building Re-Use	Right-Size Parking Requirements	Connect Street Network	Bicycle- Pedestrian Expansion	Street Cross Sections	Responding to Parking Unknowns
Johnston County	✓	☆	☆	★		✓				☆	☆		☆
Archer Lodge	☆	☆		☆	☆		☆		☆	★	★	☆	☆
Clayton	✓	✓	✓		★		✓	✓	☆	☆	☆		☆
Wilson's Mills	✓	✓	✓		✓			☆	✓	✓	✓		☆
Selma	✓	✓	✓		✓		✓	☆	✓	✓	✓		☆
Smithfield			★				✓	☆	✓	✓	☆		☆
Four Oaks	✓	☆	☆		★		✓	☆	☆	☆	☆		☆
Benson	✓	☆	☆		★		✓	☆	☆	☆	✓		☆
Micro	✓	★	✓		★		✓			☆			☆
Kenly		☆	☆		☆		☆	☆	☆	☆	☆		☆
Wake County			✓	★		✓			☆	☆			☆
Garner	✓	✓			✓		✓	☆	☆	✓	☆		☆
Raleigh	✓	★	☆			✓			✓	☆			☆
Pine Level	☆	☆					☆			★		☆	☆

Legend

✓ Accomplished from 2017 SEAS Recommendation

★ SEAS Update: Highest Priority

☆ SEAS Update: Important Consideration

Benefits of Compact Development

The SEAS Update land use recommendations support more compact development patterns. As part of the SEAS Update, the project team created an educational video about the benefits of compact development that supports the recommendations detailed in this chapter. The brief, persuasive video identifies the ongoing, negative consequences of the current development patterns in Wake and Johnston counties and highlights the many benefits of compact development including housing diversity and choice, infrastructure cost savings, and quality of life improvements among others. This video should be shared with planners, the public, and decision-makers to educate and inform them about the ultimate goal–and the benefits–of compact development and the Land Use Implementation Toolkit.

Check out the video for yourself here: www.youtube.com/@nccapitalareampo2526

Implementation Tools

	Policy			Regulatory			Interjurisdictional	
	Comprehensive Plan Updates	Corridors and Area Plans	Operationalize Policies	Zoning & Code Updates	Conditional Zoning	Zoning Incentive System	Interlocal Agreement	CIP and Growth Guided Infrastructure
Johnston County	✓	★	☆	★	★		★	★
Archer Lodge	★	☆	☆	★			★	
Clayton	✓	☆	☆	★			☆	★
Wilson's Mills	✓	★	☆	✓	☆	☆	☆	★
Selma	✓	★	☆	✓	☆	☆	☆	★
Smithfield	✓	★	☆		☆	☆	☆	★
Four Oaks	★		☆	★				☆
Benson	✓	★	☆	★	☆	☆		★
Micro	✓	☆	☆	✓	☆	☆		☆
Kenly	★	☆	☆	★			☆	★
Wake County	✓	☆	☆	✓	☆		✓	★
Garner	✓	☆	☆	✓	☆	★		
Raleigh		★	☆					★
Pine Level	✓	☆	☆	✓	☆		☆	

Legend

- ✓ Accomplished from 2017 SEAS Recommendation
- ★ SEAS Update: Highest Priority
- ☆ SEAS Update: Important Consideration

Land Use Implementation Toolkit

Many local governments within the Southeast Area have already taken steps and adopted policies/ordinances that will help achieve the land use objectives set out in the SEAS. Additional work to coordinate those efforts and create new initiatives in each community will move the entire area in the direction of the Preferred Growth Scenario. A list of potential local tools and planning focus areas that are recommended for consideration by local governments has been constructed. The SEAS Update Land Use Implementation Toolkit includes two key components: Focus Areas and Tools.

Focus Areas

Utilized to implement policy, regulatory, or other interjurisdictional coordination actions.

- Coordinate Future Land Use with Economic Development Priorities
- Support Higher Densities in Growth and Redevelopment Areas
- Support a Range of Housing Options in Growth Areas
- Preserve Lower Densities in Rural and Agricultural Areas
- Encourage Mixed-Use at Key Growth Nodes
- Create Design Guidelines for Key Nodes
- Develop Downtown Redevelopment Strategies
- Facilitate Building Re-Use
- Right-Size Parking Requirements
- Connect Street Networks
- Support Bicycle-Pedestrian Expansion
- Street Cross-Sections that Support Land Use and Character Goals
- Flexibility to Respond to Market Shifts and Planning "Unknowns"

Tools

Guide the development of and provide objectives for land use management, organized by policy, regulatory, and interjurisdictional coordination.

Policy

Policies and strategies written in a municipality's planning documents and used as guidance.

- Comprehensive Plan Updates
- Corridor and Small Area Planning
- Operationalize Policies

Regulatory

Use to identify permissible land uses and help shape the character of an area.

- Zoning and Code Updates
- Newer Zoning Tools

Interjurisdictional Coordination

Allow for governing bodies to coordinate with each other related to infrastructure, planning, and growth.

- Interlocal Agreements (Joint Plans and Annexation)
- Capital Improvement Plan (CIP) and Plan-Guided Infrastructure Investment

The planning tools within the Implementation Toolkit serve to help municipalities achieve the high-level actions within the focus areas.

Recommendations by Community

The following recommendations include two types of planning strategies for each jurisdiction to consider in their continued work: first; the highest priority strategies that can be tackled first to have the greatest impact on their community and second; important strategies for consideration. To learn more about implementing these strategies, see the Land Use Implementation Toolkit in Appendix B.

Archer Lodge

Archer Lodge updated their land development regulations in 2022. Additionally, Archer Lodge is in the process of adopting a new comprehensive plan by the end of 2023, including a new future land use map (FLUM). For more detailed information on Archer Lodge's planning history and process since the 2017 SEAS, see Appendix B.

Highest Priority Strategies

- **Comprehensive Plan Updates**: The update will likely be key to providing a Future Land Use Map and policies surrounding the planning strategies below. Ideally, this will include the consideration of the SEAS Preferred Growth Scenario.
- **Zoning and Code Updates**: Archer Lodge can continue to adjust their code to protect environmental and agricultural resources, allow higher densities, encourage mixed-use, and provide a range of housing. Ideally, this will include the consideration of the 2023 SEAS Preferred Growth Scenario.
- **Interlocal Agreements**: Tied to plan-guided infrastructure investment, interlocal agreements will be key for Archer Lodge's future growth. In particular, addressing sewer capacity to support density and new development will be important.
- **Connect Street Network**: The SEAS Update includes emphasis on connectivity as an important factor in making road networks function as efficiently as possible. This can be accomplished through comprehensive plan policies regarding street connectivity and ultimately by including a street connectivity index in the code or requirements within the subdivision ordinance. Street connectivity can include connecting neighborhoods, limiting cul-de-sacs, requiring multiple points of access for all residential developments of a certain size, and other approaches.
- **Support Bicycle-Pedestrian Expansion**: Archer Lodge can further adjust policies and regulations to support bicycle and pedestrian infrastructure, with emphasis on these facilities as important factors in a more efficient transportation network.

Other Considerations

- Corridor and Small Area Planning
- Capital Improvement Plan (CIP) and Plan-Guided Infrastructure Investment
- Coordinate Future Land Use with Economic Development Priorities
- Preserve Lower Densities in Rural and Agricultural Areas
- Encourage Mixed-Use at Key Growth Nodes
- Develop Downtown Redevelopment Strategies
- Right-Size Parking Requirements
- Operationalize Policies
- Street Cross-Sections that Support Land Use and Character Goals
- Flexibility to Respond to Market Shifts and Planning "Unknowns"

Benson

Benson adopted a comprehensive plan in 2021 and is currently working on updating their land development regulations. For more detailed information on Benson's planning history and progress since the 2017 SEAS, see Appendix B.

Highest Priority Strategies

- **Corridor and Small Area Planning**: Small Area Plans can serve to focus on particular geographic areas that need attention because of changing circumstances, new opportunities, or community objectives. An example is the NC-242 Highway corridor, which is a primary opportunity for mixed-use development.
- **Zoning and Code Updates**: Benson is currently working on a UDO update to allow conditional zoning and to implement policies from the comprehensive plan.
- **Capital Improvement Plan (CIP) and Plan-Guided Infrastructure Investment**: As Benson grows, planning will need to coordinate and re-calibrate capital investment plans for key infrastructure. The comprehensive plan included utility infrastructure as a focus area, which can be implemented through infrastructure investment and the Town's CIP in the future.
- **Encourage Mixed-Use at Key Growth Nodes**: Tied to Corridor and Small Area Planning, Benson can encourage mixed-use at key growth nodes to spur commercial and residential development.

Other Considerations

- Conditional Zoning
- Zoning Incentive System
- Interlocal Agreements
- Support Higher Densities in Growth and Redevelopment Areas
- Support a Range of Housing Options in Growth Areas
- Facilitate Building Re-Use
- Right-Size Parking Requirements
- Connect Street Networks
- Operationalize Policies
- Flexibility to Respond to Market Shifts and Planning "Unknowns"

Clayton

Clayton adopted the 2045 Comprehensive Growth Plan in 2021 and is currently updating their land development regulations. For more detailed information on Clayton's planning history and progress, see Appendix B.

Highest Priority Strategies

- **Zoning and Code Updates**: Finalizing the updates to the Clayton Unified Development Ordinance (UDO) will provide land development regulations to implement the newly adopted comprehensive plan.
- **Capital Improvement Plan (CIP) and Plan-Guided Infrastructure Investment**: As the Town experiences growth, capital improvement planning and growth-guided infrastructure can be carried forward as a high priority recommendation for Clayton.
- **Encourage Mixed-Use at Key Growth Nodes**: Clayton's comprehensive plan encourages mixed-uses and higher densities in a number of districts, which is supported by the UDO updates for mixed-use districts. Clayton can advance this planning strategy by considering a points-based or incentive system in key growth nodes to allow for a reduction in performance standards, which aligns with the 2045 Comprehensive Plan recommendation for mixed-use developments downtown. These efforts can be coordinated with the Downtown Master Plan.

Other Considerations

- Corridor and Small Area Planning
- Interlocal Agreements
- Right-Size Parking Requirements
- Connect Street Networks
- Support Bicycle-Pedestrian Expansion
- Operationalize Policies
- Flexibility to Respond to Market Shifts and Planning "Unknowns"

Four Oaks

Four Oaks adopted the Downtown Streetscape Master Plan and Economic Development Assessment in 2020. For more detailed information on the planning history and progress in Four Oaks since the 2017 SEAS, see Appendix B.

Highest Priority Strategies

- **Comprehensive Plan, Zoning, and Code Updates**: Updating the comprehensive plan for Four Oaks will be key for setting the vision and policy direction in the community. In addition, Zoning and Code Updates should follow the comprehensive plan's policy guidance and could include updates regarding the strategies below.
- **Encourage Mixed-Use at Key Growth Nodes**: Four Oaks can advance the 2023 Preferred Growth Scenario by encouraging mixed-use at key growth nodes, including allowing higher density in key locations through the Town's comprehensive plan future land use map (FLUM) or creating a mixed-use zoning district in the development ordinance.

Other Considerations

- Capital Improvement Plan (CIP) and Plan-Guided Infrastructure Investment
- Support Higher Densities in Growth and Redevelopment Areas
- Support a Range of Housing Options in Growth Areas
- Facilitate Building Re-Use
- Right-Size Parking Requirements
- Connect Street Networks
- Support Bicycle-Pedestrian Expansion
- Operationalize Policies
- Flexibility to Respond to Market Shifts and Planning "Unknowns"

Garner

Garner adopted the Garner Forward Comprehensive Plan in 2018 and updated their land development regulations in 2022. For more detailed information on Garner's planning history and progress since the 2017 SEAS, see Appendix B.

Highest Priority Strategies

- **Zoning Incentive System**: Following their land development regulation updates in 2022, Garner could consider implementing a zoning incentive system. Garner's policies suggest that zoning incentives like a points-based system could be appropriate for mixed-use, residential, or commercial development to see more affordable or missing middle housing or redevelopment.
- **Right-Size Parking Requirements**: The Garner Forward Comprehensive Plan, adopted in 2018, recommends revisiting and revising parking requirements comprehensively. This strategy can be advanced in a future UDO update.

Other Considerations

- Corridor and Small Area Planning
- Conditional Zoning
- Zoning Incentive System
- Facilitate Building Re-Use
- Right-Size Parking Requirements
- Support Bicycle-Pedestrian Expansion
- Operationalize Policies
- Flexibility to Respond to Market Shifts and Planning "Unknowns"

Kenly

Kenly is currently working on a comprehensive plan update, as of 2023. For more detailed information on Kenly's planning history and progress since the 2017 SEAS, see Appendix B.

Highest Priority Strategies

- **Comprehensive Plan, Zoning, and Code Updates:** Updating the comprehensive plan for Kenly will be key for setting the vision and policy direction in the community. In addition, zoning and land development code updates should follow the comprehensive plan's policy guidance and could include updates regarding the strategies below.
- **Capital Improvement Plan (CIP) and Plan-Guided Infrastructure Investment**: Kenly can advance the 2023 Preferred Growth Scenario coordinating capital improvement planning with their comprehensive plan and using that plan to guide infrastructure investment.

Other Considerations

- Corridor and Small Area Planning
- Interlocal Agreements
- Support Higher Densities in Growth and Redevelopment Areas
- Support a Range of Housing Options in Growth Areas
- Encourage Mixed-Use at Key Growth Nodes
- Develop Downtown Redevelopment Strategies
- Facilitate Building Re-Use
- Right-Size Parking Requirements
- Connect Street Networks
- Support Bicycle-Pedestrian Expansion
- Operationalize Policies
- Flexibility to Respond to Market Shifts and Planning "Unknowns"

Micro

Micro adopted their Comprehensive Land Use Plan in 2019 and updated their land development regulations in 2021. For more detailed information on Micro's planning history and progress since the 2017 SEAS, see Appendix B.

Highest Priority Strategies

- **Zoning and Code Updates**: Micro updated their code in June 2021, and can continue to advance the 2023 Preferred Growth Scenario by adjusting their zoning and development regulations to support the strategies below.
- **Support Higher Densities in Growth and Redevelopment Areas**: Micro can update their comprehensive plan future land use map (FLUM) to allow for denser development in key locations that may experience more growth and redevelopment, as well as create a corresponding zoning district that allows for denser development.
- **Encourage Mixed-Use**: Micro can adjust zoning to encourage mixed-use development through adding a mixed-use district.

Other Considerations

- Corridor and Small Area Planning
- Conditional Zoning
- Zoning Incentive System
- Capital Improvement Plan (CIP) and Plan-Guided Infrastructure Investment
- Connect Street Networks
- Operationalize Policies
- Flexibility to Respond to Market Shifts and Planning "Unknowns"

Pine Level

Pine Level updated their land use regulations in 2021 and adopted a land use plan in 2022. For more detailed information on Pine Level's planning history, see Appendix B.

Highest Priority Strategies

- **Connect Street Networks**: The Southeast Area Study includes emphasis on connectivity as an important factor in making road networks function as efficiently as possible. This can be accomplished through comprehensive plan policies regarding street connectivity, including a street connectivity index in the code, or requirements within the subdivision ordinance. Street connectivity can include connecting neighborhoods, limiting cul-de-sacs, requiring multiple points of access for all residential developments of a certain size, and other approaches.

Other Considerations

- Corridor and Small Area Planning
- Conditional Zoning
- Interlocal Agreements
- Coordinate Future Land Use with Economic Development Priorities
- Support Higher Densities in Growth and Redevelopment Areas
- Develop Downtown Redevelopment Strategies
- Operationalize Policies
- Street Cross-Sections that Support Land Use and Character Goals
- Flexibility to Respond to Market Shifts and Planning "Unknowns"

Raleigh

Raleigh has adopted small area plans for Cameron Village and Hillsborough Street, Midtown-St Albans, and Falls North as well as the Raleigh Strategic Plan and the Downtown Plan. For more detailed information on Raleigh's planning history and progress since the 2017 SEAS, see Appendix B.

Highest Priority Strategies

- **Corridor and Small Area Planning**: As Raleigh experiences growth and development, corridor and small area planning will be key. Small Area Plans can serve to focus on particular geographic areas that need attention because of changing circumstances, new opportunities, or community objectives.
- **Capital Improvement Plan (CIP) and Plan-Guided Infrastructure Investment**: Prioritizing capital improvement planning and plan-guided infrastructure investment ensures that utility investments are guided by community growth plans, and not solely by individual development requests. CIPs and other plans pertaining to infrastructure investment should be aligned with community growth, specifically in operationalizing the policies of documents like comprehensive plans. Coordinating anticipated growth and infrastructure needs with the objectives of policies ensures that growth lines up with the future needs and desires of the community. These efforts will be important for Raleigh, especially as the City evaluates service delivery related to ETJ expansion.
- **Support Higher Densities in Growth and Redevelopment Areas**: Raleigh's current comprehensive plan future land use map (FLUM) includes several higher-density categories and mixed-use categories for new development. Continuing to support higher density development in growth and redevelopment areas and advancing this through code updates will be important for Raleigh.

Other Considerations

- Support a Range of Housing Options in Growth Areas
- Connect Street Networks
- Operationalize Policies
- Flexibility to Respond to Market Shifts and Planning "Unknowns"

Selma

Selma adopted the 2040 Comprehensive Land Use Plan in 2021. For more detailed information on Selma's planning history and progress since the 2017 SEAS, see Appendix B.

Highest Priority Strategies

- **Corridor and Small Area Planning**: Small Area Plans can serve to focus on particular geographic areas that need attention because of changing circumstances, new opportunities, or community objectives. Encouraging mixed-use, downtown development, and bicycle and pedestrian improvements could be considerations in corridor or small area planning efforts.
- **Capital Improvement Plan (CIP) and Plan-Guided Infrastructure Investment**: Prioritizing capital improvement planning and plan-guided infrastructure investment ensures that utility investments are guided by community growth plans, and not solely by individual development requests. CIPs and other plans pertaining to infrastructure investment should be aligned with community growth, specifically in operationalizing the policies of documents like comprehensive plans. Coordinating anticipated growth and infrastructure needs with the objectives of policies ensures that growth lines up with the future needs and desires of the community. This strategy is carried forward as a high priority for Selma.

Other Considerations

- Conditional Zoning
- Zoning Incentive System
- Interlocal Agreements
- Facilitate Building Re-Use
- Operationalize Policies
- Support Bicycle-Pedestrian Expansion
- Flexibility to Respond to Market Shifts and Planning "Unknowns"

Smithfield

Smithfield adopted the Smithfield Town Plan in 2020, including three volumes (Introduction, Growth Management Element, and Transportation Element). For more detailed information on Smithfield's planning history and progress since the 2017 SEAS, see Appendix B.

Highest Priority Strategies

- **Corridor and Small Area Planning**: As Smithfield receives new economic development sites and development or redevelopment downtown, corridor and small area planning can serve to focus on particular geographic areas that need attention because of changing circumstances, new opportunities, or community objectives.
- **Capital Improvement Plan (CIP) and Plan-Guided Infrastructure Investment**: As Smithfield grows, planning will need to coordinate and re-calibrate capital investment plans for key infrastructure. Prioritizing capital improvement planning and plan-guided infrastructure investment ensures that utility investments are guided by community growth plans, and not solely by individual development requests. CIPs and other plans pertaining to infrastructure investment should be aligned with community growth, specifically in operationalizing the policies of documents like comprehensive plans. Coordinating anticipated growth and infrastructure needs with the objectives of policies ensures that growth lines up with the future needs and desires of the community.
- **Support a Range of Housing Options in Growth Areas**: Smithfield's Town Plan includes policy recommendations around increasing residential density and providing a range of housing options. Smithfield can advance this by supporting a range of housing types in land use regulations.

Other Considerations

- Conditional Zoning
- Zoning Incentive System
- Interlocal Agreements
- Facilitate Building Re-Use
- Connect Street Networks
- Support Bicycle-Pedestrian Expansion
- Operationalize Policies
- Flexibility to Respond to Market Shifts and Planning "Unknowns"

Wilson's Mills

Wilson's Mills adopted their 2040 Comprehensive Land Use Plan and a new Development Ordinance in 2019. For more detailed information on Wilson's Mills planning history and progress since the 2017 SEAS, see Appendix B.

Highest Priority Strategies

- **Corridor and Small Area Planning**: As Wilson's Mills experiences growth, corridor and small area planning will be especially important. Small Area Plans can serve to focus on particular geographic areas that need attention because of changing circumstances, new opportunities, or community objectives. Wilson's Mills plans to update its UDO to incentivize density and provide a range of housing options; as large developments occur, small area planning can support and guide zoning updates.
- **Capital Improvement Plan (CIP) and Plan-Guided Infrastructure Investment**: Prioritizing capital improvement planning and plan-guided infrastructure investment ensures that utility investments are guided by community growth plans, and not solely by individual development requests. CIPs and other plans pertaining to infrastructure investment should be aligned with community growth, specifically in operationalizing the policies of documents like comprehensive plans. Coordinating anticipated growth and infrastructure needs with the objectives of policies ensures that growth lines up with the future needs and desires of the community. Wilson's Mill's is provided utilities by Johnston County, which will require interlocal agreements or other interjurisdictional coordination as Wilson's Mills continues to grow.

Other Considerations

- Conditional Zoning
- Zoning Incentive System
- Interlocal Agreements
- Facilitate Building Re-Use
- Operationalize Policies
- Flexibility to Respond to Market Shifts and Planning "Unknowns"

Johnston County

Johnston County is currently in the process of adopting the Envision Johnston - 2040 Comprehensive Land Use Plan. For more detailed information on Johnston County's planning history and progress since the 2017 SEAS, see Appendix B.

Highest Priority Strategies

- **Zoning and Code Updates**: Following comprehensive plan adoption, Johnston County can advance the 2023 SEAS Preferred Growth scenario by updating land use regulations accordingly. Johnston County can provide specific provisions within the code that promotes density where infrastructure is supported, or expansion is planned.
- **Corridor and Small Area Planning**: Johnston County has identified corridor and small area planning as a high priority strategy. This can be advanced by interjurisdictional coordination and identifying areas of common interest along jurisdictional lines.
- **Conditional Zoning**: To provide flexibility for working with developers to create projects that support community goals, the County could allow conditional zoning. This voluntary, legislative zoning tool allows for specific conditions to be applied to a project and allows for some negotiation between the local government and developer to agree on a set of conditions.
- **Interlocal Agreements**: Johnston County can serve in the role of convener with local jurisdictions, specifically for water, sewer, and its related growth management.
- **CIP and Plan-Guided Infrastructure Investment**: Utility expansion and provision in Johnston County will need to be aligned with the County's comprehensive plan, municipal comprehensive plans, and the SEAS 2023 Preferred Growth Scenario. Johnston County can advance this by promoting growth within the town centers instead of unincorporated areas of the county to maintain levels of service and promote compact development.
- **Preserve Lower Densities in Rural and Agricultural Areas**: Advancing the 2023 Preferred Growth Scenario will preserving lower densities in these areas and higher densities around the municipalities, following water and sewer provision, will reduce sprawl. Johnston County can implement this by updating the code accordingly.

Other Considerations

- Support Higher Densities in Growth and Redevelopment Areas
- Support a Range of Housing Options in Growth Areas
- Connect Street Networks
- Support Bicycle-Pedestrian Expansion
- Operationalize Policies
- Flexibility to Respond to Market Shifts and Planning "Unknowns"

Wake County

Wake County adopted their comprehensive plan, PlanWake, in 2021, as well as the Lower Swift Creek Area Plan in 2022. For more detailed information on Wake County's planning history and progress since the 2017 SEAS, see Appendix B.

Highest Priority Strategies

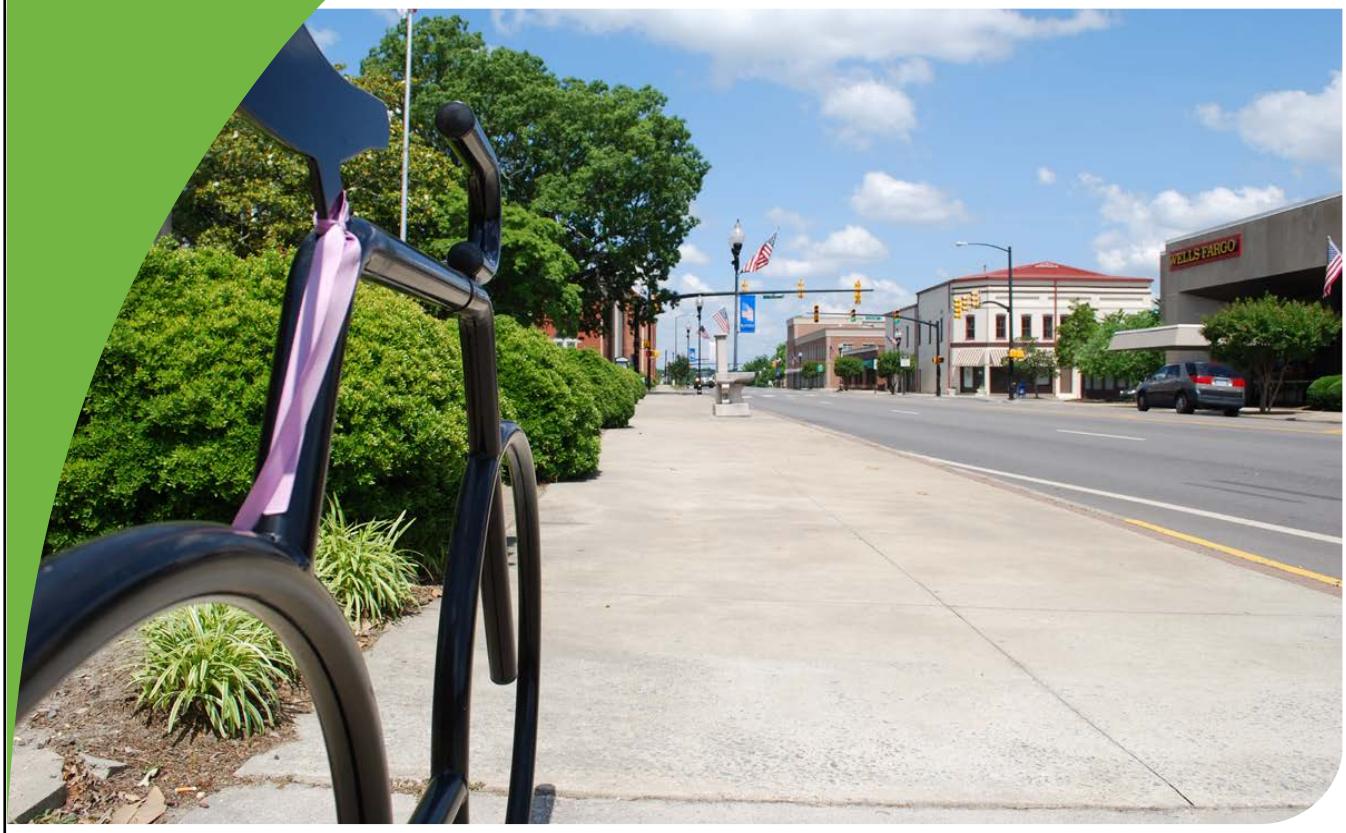
- **Capital Improvement Plan (CIP) and Plan-Guided Infrastructure Investment:** Wake County's PlanWake Development Framework Policies include the Municipal Capital Improvement Plan and Service Expansion Alignment, which requires a municipality to demonstrate appropriate infrastructure for requested ETJ area. Continuing to advance this strategy will require interjurisdictional coordination.
- **Preserve Lower Densities in Rural and Agricultural Areas**: Wake County's comprehensive plan included reducing sprawl as a priority. This could be followed with zoning and code updates to support these policies, in order to support their metrics around growth in rural areas and funding open space conservation efforts. By preserving lower densities in rural and agricultural areas, Wake County can support the 2023 SEAS Preferred Growth Scenario.

Other Considerations

- Corridor and Small Area Planning
- Conditional Zoning
- Create Design Guidelines for Key Nodes
- Right-Size Parking Requirements
- Support Bicycle-Pedestrian Expansion
- Operationalize Policies
- Flexibility to Respond to Market Shifts and Planning "Unknowns"

5

SEAS
SOUTHEAST AREA STUDY
UPDATE



MULTIMODAL RECOMMENDATIONS

The SEAS Update's transportation recommendations consider the regional system holistically rather than focusing on each travel mode individually. The resulting recommendations provide a comprehensive multimodal network that invests in a fast-growing region.

Since a complete transportation network cannot be created without understanding the land use context, the SEAS Update transportation recommendations respond to the preferred growth strategy described in Chapter 4. The recommendations were also refined using the travel demand model to project the region's needs 20 years in the future.

The project team drew from the previous planning efforts, input from the Core Technical Team, the Stakeholder Oversight Team, and feedback from the community to create a universe of projects for **roadway, bicycle** and **pedestrian,** and **transit** modes. The recommendations were built on the understanding that the transportation network should include safe facilities for pedestrians, bicyclists, motorists, and drivers and passengers of public transportation.

Roadway	***Bicycle and Pedestrian***	***Transit***
Outlines the region's plan to mitigate and improve congestion	Illustrates a blend of facilities for various users and trip purposes	Identifies opportunities to enhance or add service

Recommendations Development

The transportation recommendations were developed through a five-step process that began with the cataloging of all existing projects proposed as part of past planning efforts. From there, any gaps were evaluated using the results of the existing conditions analysis, the preferred scenario, the regional travel demand model, and public input to create our first set of draft recommendations. The recommendations were then reviewed by the Core Technical Team, the Stakeholder Oversight Team, and the public, and they were then revised based on feedback received to create the final set of recommendations. This development process is outlined below.

Complete Streets

Complete Streets is a concept that stresses the importance of planning and designing streets to prioritize access, comfort, and safety for people of all ages and abilities. By implementing Complete Street principles, communities can be more accessible and welcoming particularly for vulnerable populations, including older adults, children, people with disabilities, and people who do not have access to a vehicle. NCDOT has a Complete Streets policy that directs the department to consider the needs of pedestrians, cyclists, transit, and other modes when building or improving roadway infrastructure. The guiding principles of the SEAS Update embrace the blend of multimodal recommendations to create a transportation network that serves all types of users.

Equity in Planning

Another key consideration during the development of the SEAS Update was equity. The following pages outline in greater detail how socioeconomic and transportation data was leveraged to evaluate the burden or lack thereof on historically underserved or vulnerable populations in the study area.

Equitable Planning Analysis

An analysis of transportation need and transportation disadvantages informs the identification of priority areas for transportation investments within the Southeast Area. A Transportation Need Index identifies areas with a greater need for transportation infrastructure, while a Transportation Disadvantage Index identifies areas with more individuals with unique barriers to mobility, as well as those historically marginalized by transportation investments. Collectively, these indices represent a means for the identification of areas to target with transportation investments to enhance the quality and safety of residents' connections to jobs, schools, doctors, grocery stores, places of worship, and other destinations.

The results of this analysis most directly helped inform the bicycle, pedestrian, and transit recommendations, as multimodal infrastructure and transit access play a major role in providing more equitable access to opportunity in communities with safety needs or populations unable to drive. When considering the implementation of multimodal infrastructure, planners should reference the results of this analysis to make informed decisions about potential pockets of the community where resources might need to be directed towards. More information on the equitable planning analysis is available in Appendix C.

Transportation Disadvantage

To highlight geographies that may require special consideration to ensure that everyone has a means of accessing jobs and services, the NCDOT Transportation Disadvantage Index identifies areas with higher proportions of disadvantaged populations. In other words, the index identifies, describes, and quantifies relative barriers that may limit access to transportation. To do this, the transportation disadvantage index scores Census block groups based on their relative proportion of:

- **Individuals living in low-income households**, who are more likely to rely on walking, bicycling, and transit to meet their transportation needs, because as income falls, the cost of owning and operating a private vehicle becomes more burdensome.
- **Individuals living with disabilities**, whose unique transportation needs demand deliberate planning.
- **Carless households**, whose transportation needs, particularly in regions characterized by auto-oriented development such as the Southeast Area, are likely significant.
- **Older adults**, aged 65 years and older, who may choose not to or are unable to drive, resulting in their reliance on other modes of transportation.
- **Minors**, aged 15 years and younger, who are more likely to rely on active transportation and/or transit because the vast majority cannot drive.
- **Non-white individuals**, whose transportation requirements deserve additional consideration, reflecting a legacy of racism and ongoing marginalization.

The largest swath of high Transportation Disadvantage Index scores is found in the Smithfield and Selma area. High scores are also found in and around Garner in Wake County, as well as in Benson, west of Four Oaks, and east of NC 39 in Johnston County. Because the index is based on the relative population sizes, some block groups receive high scores despite very low population densities and total number of disadvantaged individuals (e.g., north of Selma).

Transportation Need

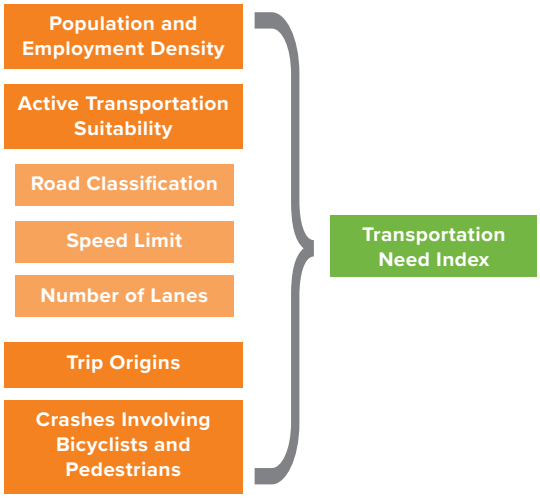
A Transportation Need Index, developed for the SEAS Update, leverages job and population density, active transportation suitability, crashes involving bicyclists and pedestrians, and trip origins to identify areas of greater transportation need.

The figure to the right summarizes the methodology used to calculate this index. Block groups receive a score in the range of zero to one for each variable, with higher values indicating greater transportation need[1]. Weighting and summing these scores provides the relative Transportation Need Index figure for each block group.

Reflecting the location of people and jobs, prevailing roadway conditions, travel patterns, and crashes involving bicyclists and pedestrians (detailed throughout this chapter), areas of high transportation need are located in and around Selma and Smithfield, Clayton, and Garner.

1 Scores are assigned using feature scaling (i.e., min-max normalization) to normalize the range of each variable.

Transportation Need Index Methodology



Combined Transportation Need and Disadvantage Analysis

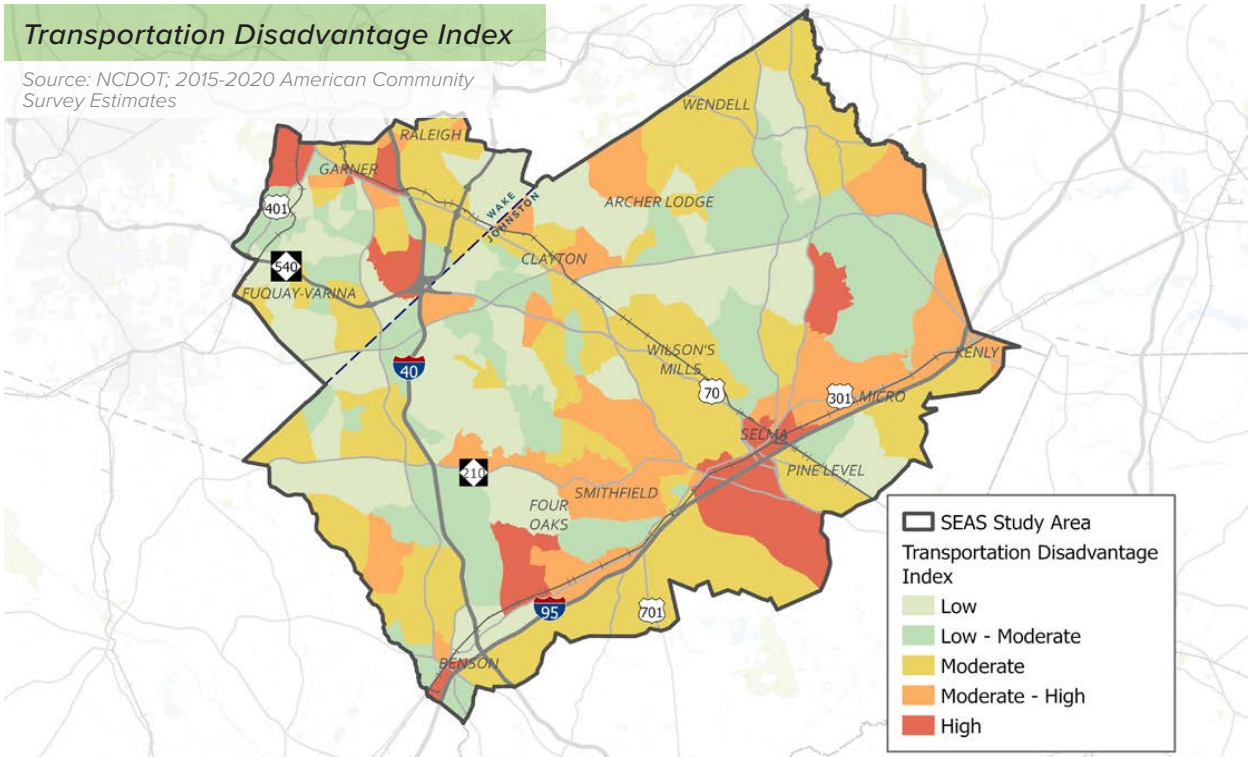
An analysis combining the transportation need and disadvantage indices identifies areas where transportation investments will be most impactful for the people who need them most. The figure on the facing page combines these indices, with dark purple depicting block groups scoring high on both the Transportation Need Index and Transportation Disadvantage Index.[1] Based on these results, general priority areas for investments include the following areas:

- The US 301 corridor running through Four Oaks, Smithfield, Selma, and Kenly
- Garner, particularly along the US 70 corridor
- Clayton, northeast of US 70
- Pine Level

1 Light green depicts block groups scoring low on both the Transportation Need Index and Transportation Disadvantage Index; dark blue depicts block groups scoring high on the Transportation Need Index but low on the Transportation Disadvantage Index; conversely, dark green depicts block groups scoring low on the Transportation Need Index but high on the Transportation Disadvantage Index

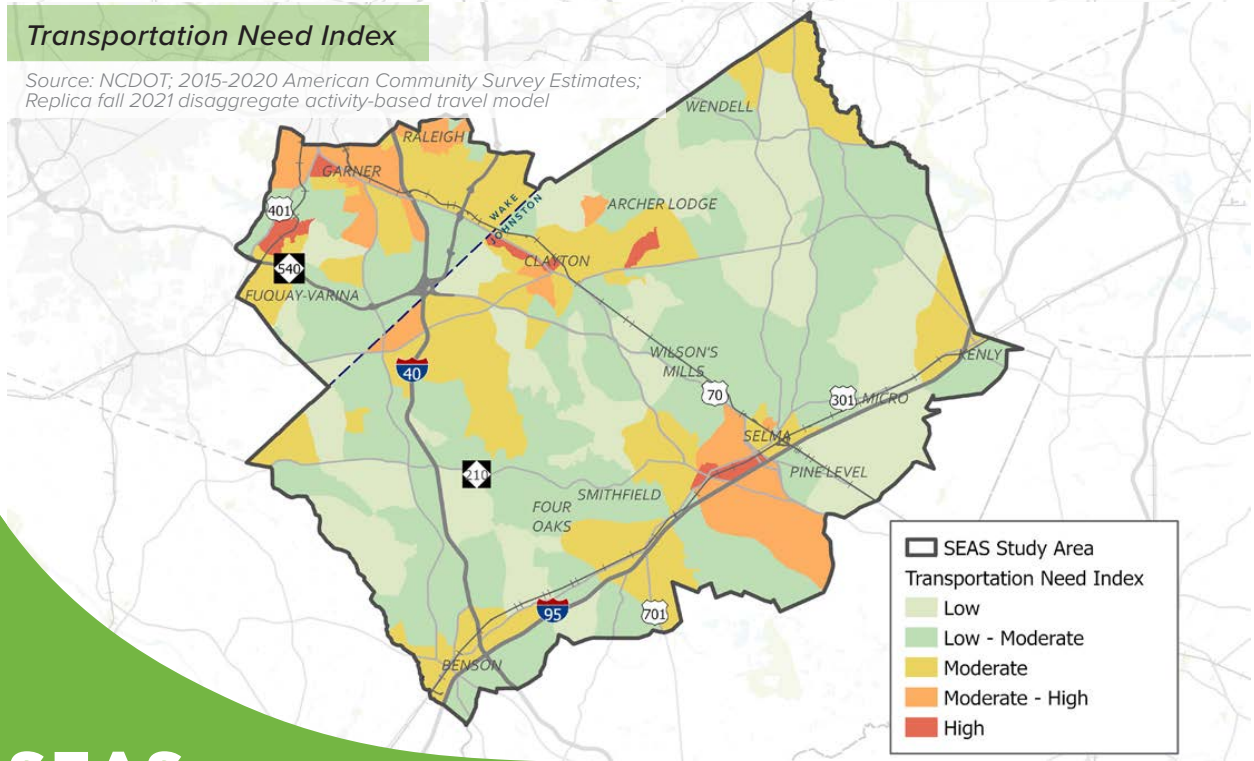
Transportation Disadvantage Index

Source: NCDOT; 2015-2020 American Community Survey Estimates



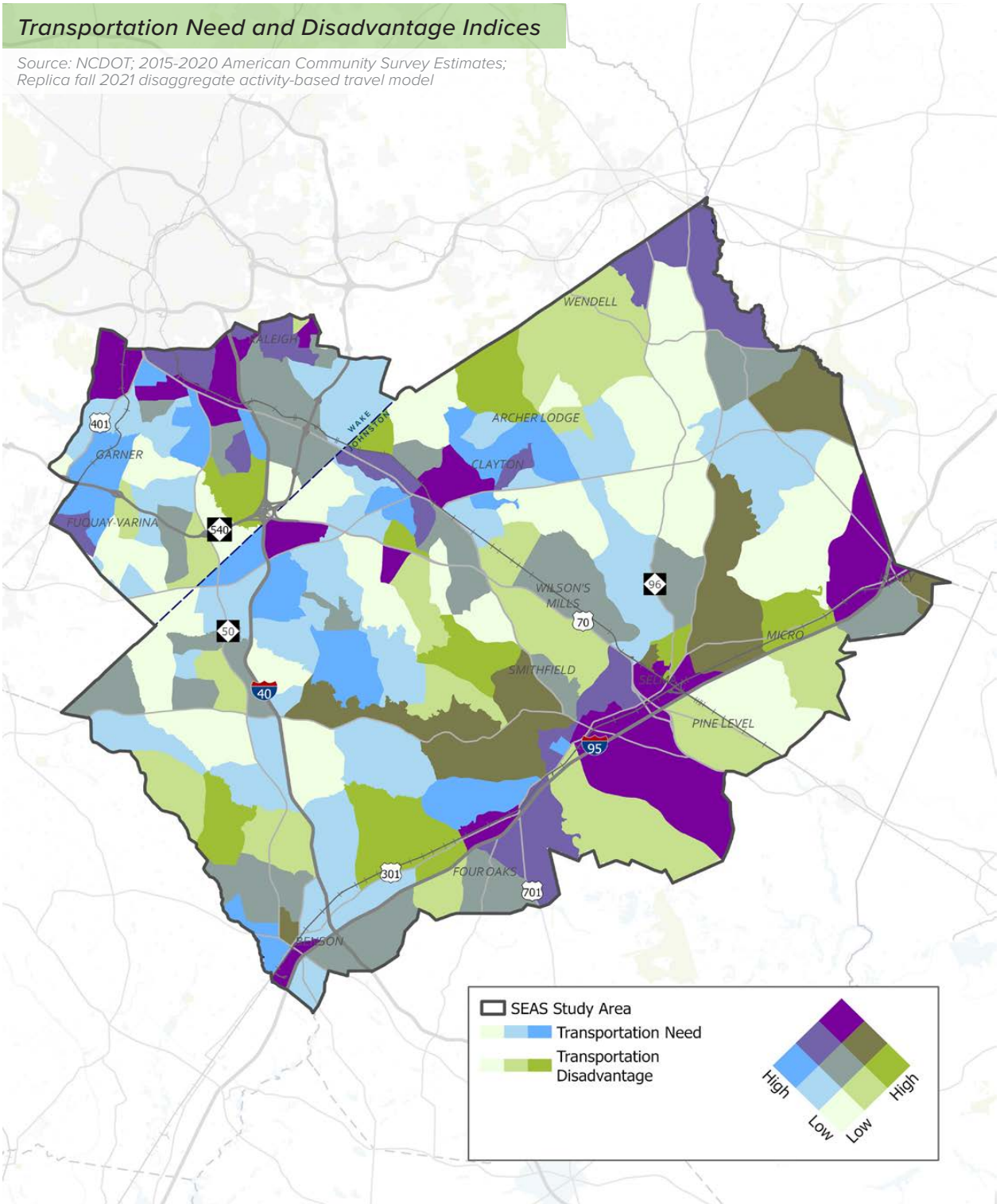
Transportation Need Index

Source: NCDOT; 2015-2020 American Community Survey Estimates; Replica fall 2021 disaggregate activity-based travel model



Transportation Need and Disadvantage Indices

Source: NCDOT; 2015-2020 American Community Survey Estimates; Replica fall 2021 disaggregate activity-based travel model



Roadway

To create an efficient transportation network, the transportation recommendations must balance connectivity and access with mobility. The proposed roadway recommendations consider a variety of improvements to the transportation network to improve infrastructure for all users and to mitigate congestion.

Access Management

Access management strategies include, restriction of certain turning movements, consolidation of driveways, implementation of non-traversable medians, and other means of enhancing mobility and safety along the corridor

These strategies can make turning movements more predictable, minimize congestion, and potentially reduce the number of crashes.

Access Management

Center Turn Lane

A center turn lane is a lane where vehicles can turn left. The addition of a two-way left turn lane down the center of an existing two-lane corridor can improve safety and overall traffic flow.

Center Turn Lane

Modernization

A modernization project can include the resurfacing, repairing, or rehabilitation of a roadway to enhance the corridor without expanding the number of travel lanes. This type of recommendation can be coordinated with bicycle, pedestrian, and transit improvements to create multimodal corridors through lower-cost means.

Modernization

New Location

The construction of a new roadway provides drivers with increased options and distributes vehicular traffic on alternative routes. A new location road can provide relief for corridors with existing congestion issues.

New Location

Operational Improvements

Operational improvements can include upgrading traffic signals or altering signal timing to enhance mobility along a particular corridor. Operational improvements can be low-cost improvements to enhance the flow of traffic by leveraging existing infrastructure. These improvements are beneficial to all roadway users since movements may become more predictable and well-timed.

Operational Improvements

Widening

A widening project includes the addition of at least one lane of travel in each direction to address congestion and capacity concerns. Widening—or capacity enhancing—projects are meant to address pervasive congestion.

Widening

Superstreet

A superstreet contains a series of reduced conflict intersections that are designed to enhance safety and travel flow. Typically, the superstreet eliminates left turning movements on busy roads. While there are a variety of designs, they all function by reducing the number of conflict points where drivers and pedestrians or bicyclists can collide.

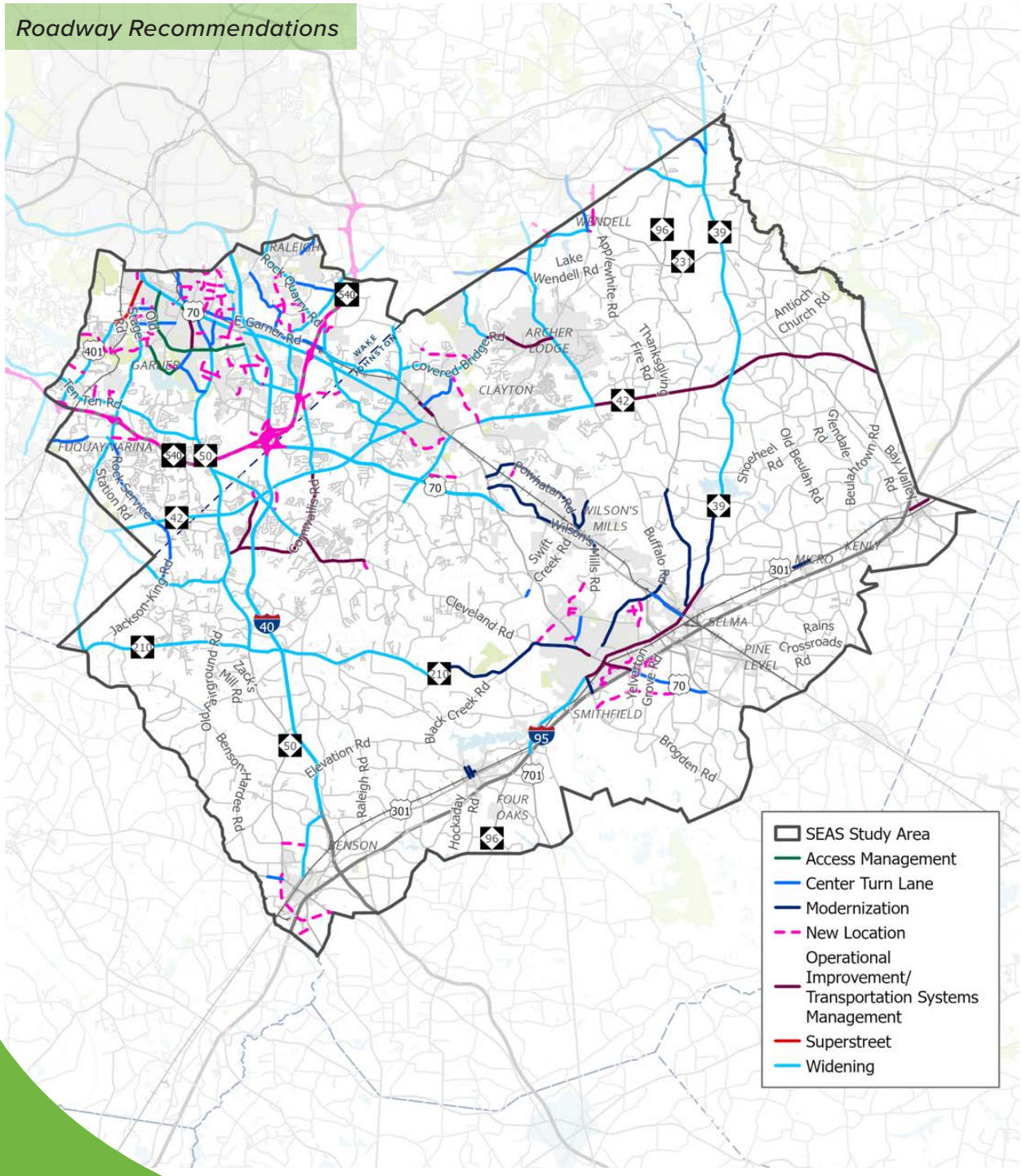
Superstreet

Roadway Snapshot

There are over 200 linear roadway recommendations as part of the SEAS Update. The blend of these seven roadway recommendation types helps create a holistic, multimodal network for all roadway users. The development of the roadway recommendations was heavily influenced by input from the community, the Complete Streets principles. and equitable planning criteria. The roadway recommendations help create the vision for the region over the next 20 years.

The following pages include maps of the linear roadway recommendations.

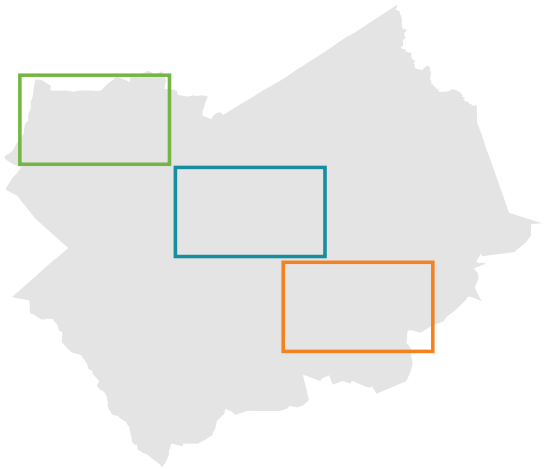
Roadway Recommendations

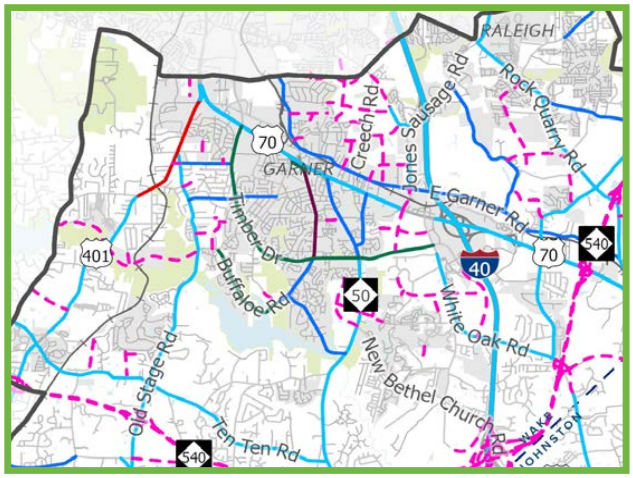


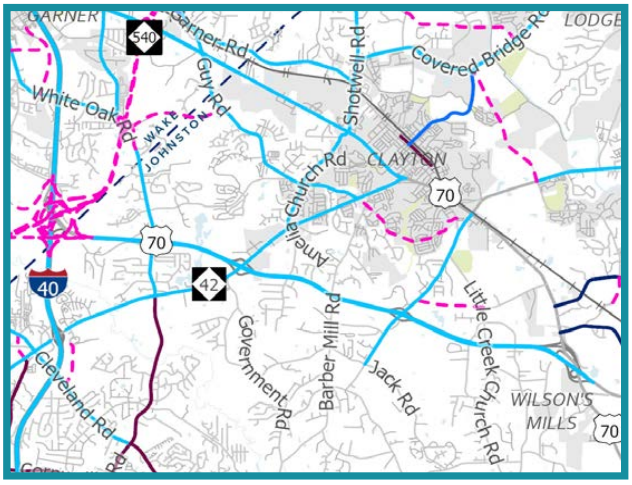
The previous page shows the roadway recommendations at the scale of the entire study area. The following inset maps, for three subareas of the southeast area, provide a closer look at the roadway recommendations.

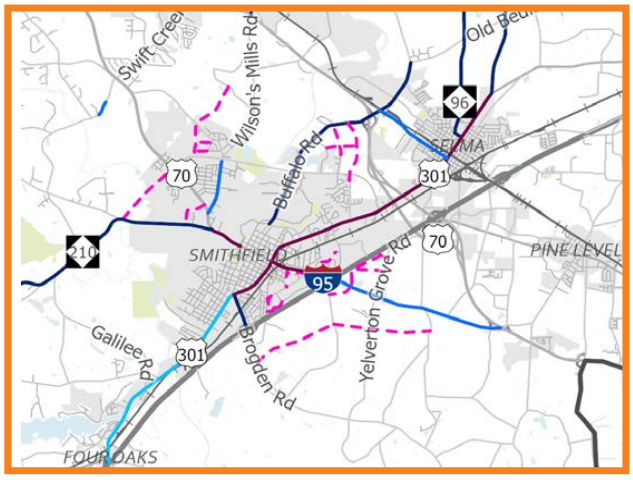
The three areas include:

- Garner and Southeast Raleigh
- Clayton and NC 42
- Smithfield and Selma









- SEAS Study Area
- Access Management
- Center Turn Lane
- Modernization
- New Location
- Operational Improvement/ Transportation Systems Management
- Superstreet
- Widening

Intersection

Intersection recommendations are created in coordination with the roadway recommendations to ensure that the access points between our traveled corridors provide for safe and efficient connections. The following are the intersection projects included in the SEAS Update.

Closed Railway Crossing

The closure of an existing railway crossing can increase the safety of an intersection by no longer allowing cars or people to interact with trains. By reducing the number of railway crossings, rail can move more efficiently and effectively without having to slow; similarly, motorists can also travel without having to stop and wait for freight or passenger rail.

Interchange Improvement

Interchange improvements can consist of a variety of improvements. The interchange improvements identified for the SEAS Update include ramp redesign or improved signal coordination to enhance the movement of vehicles. These improvements can improve the efficiency and flow of heavily traveled corridors.

New Interchange

A new interchange project involves adding a point of access from a grade separated limited access highway to another highway or local street. New interchange projects help enhance the flow of corridors by allowing vehicles to access adjacent roadways while maintaining speed and avoiding conflict points..

New Grade Separation

A grade separation involves realigning a roadway under or over a railway or other roadway to eliminate conflict between the corridors. Grade separation projects are vital to promoting and ensuring safety and efficient travel flow.

Intersection Realignment

An intersection realignment involves the shift or relocation of intersection access or exit points to simplify vehicular movements or enhance safety. A realignment project can improve visibility for all roadway users and create more direct approaches towards an intersection.

Intersection Improvement

An intersection improvement identifies a problem but requires further study to determine what type of improvement is needed. Potential recommendations may include striping, signal timing changes, turn lanes, or other infrastructure to reduce conflict between motorists, bicycles, and pedestrians and improve flow.

Multimodal ICE Toolkit

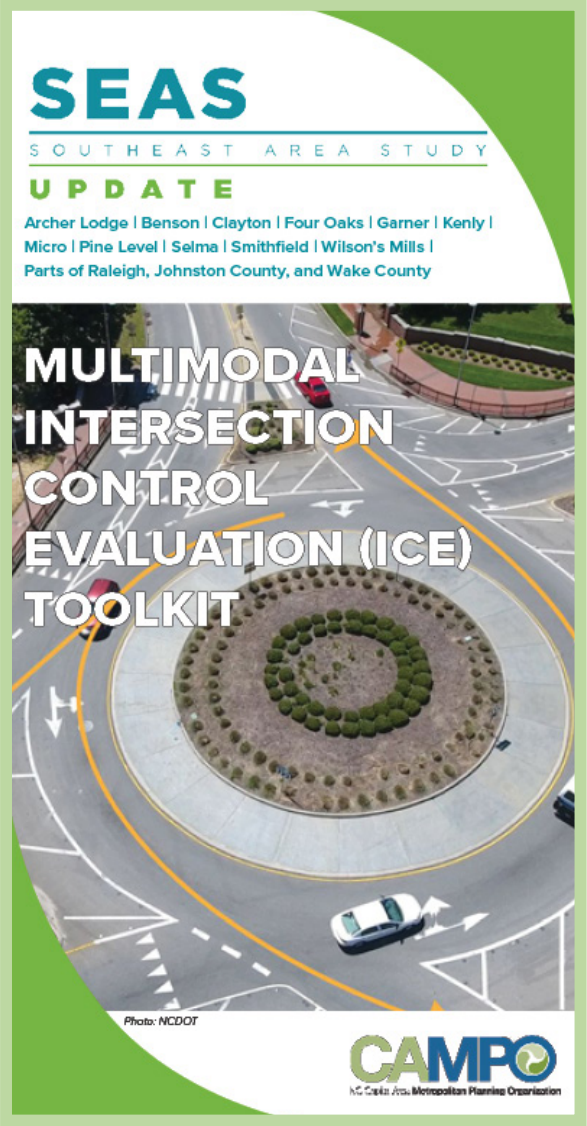
As the Southeast Area grows and builds out plans for sidewalks, greenways, transit service, new roadways, and mixed-use centers, it will become increasingly important for access, mobility, and safety to include accommodations for multimodal users in roadway design.

Intersection Control Evaluation (ICE) is a performance-based process and framework used to identify optimal solutions for intersection improvements. Intersection Control Evaluations typically focus on safety and delay reduction benefits; however, some ICEs focus more heavily on delay first and vehicle safety second, and have very limited focus on how alternative designs impact the safety and convenience of multimodal users.

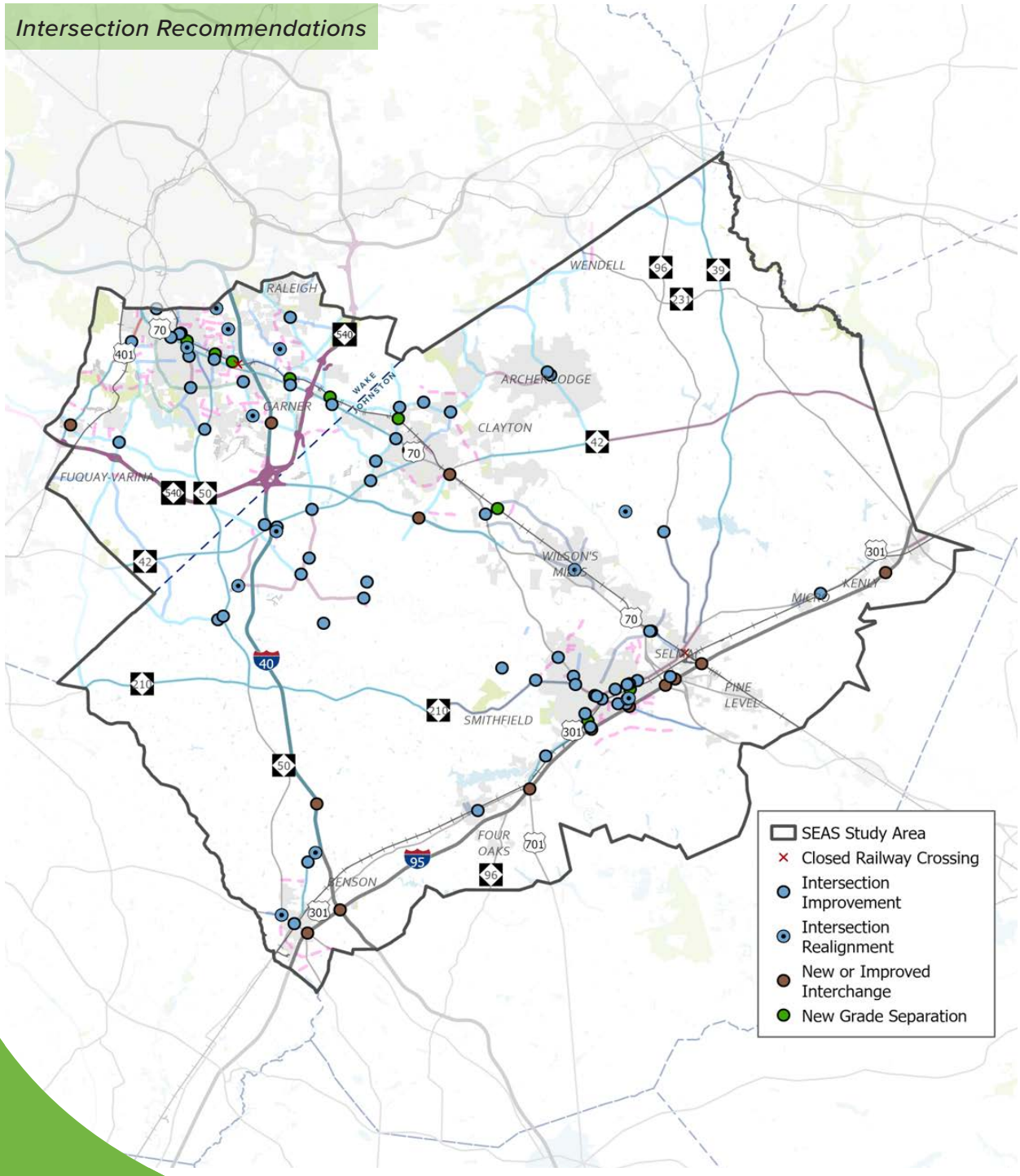
The needs of multimodal users, including people walking and rolling, biking, and taking transit, must be considered from the beginning to ensure that intersections are safe and efficient for everyone. As part of the SEAS Update, a toolkit was created to provide a resource for planners, engineers, developers, and decision-makers about a multimodal-friendly Intersection Control Evaluation process. The toolkit, which comes in both a long-form booklet and a shorter pamphlet, includes information like:

- Mobility, equity, and financial benefits of designing intersections for multiple modes,
- Things to consider when evaluating a location,
- Key multimodal design principles to emphasize safety and efficiency,
- Case studies and design resources as examples and additional guidance,
- An explanation of how multimodal intersection design advances the SEAS Update's guiding principles.

This toolkit can be found in full in Appendix D.



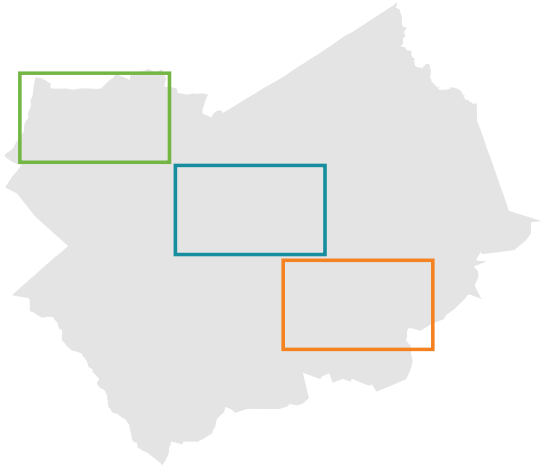
Intersection Recommendations

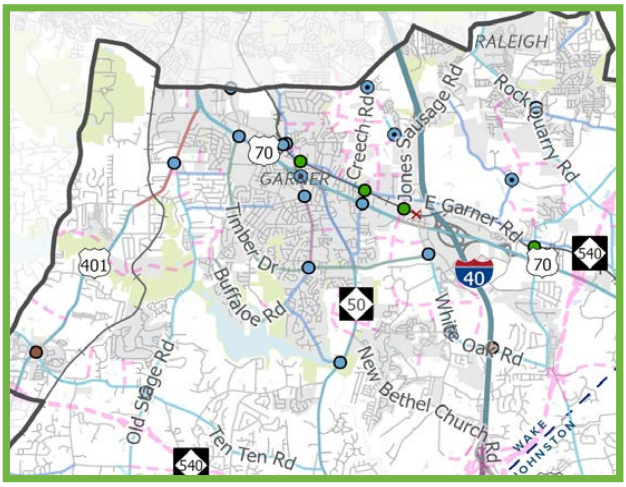


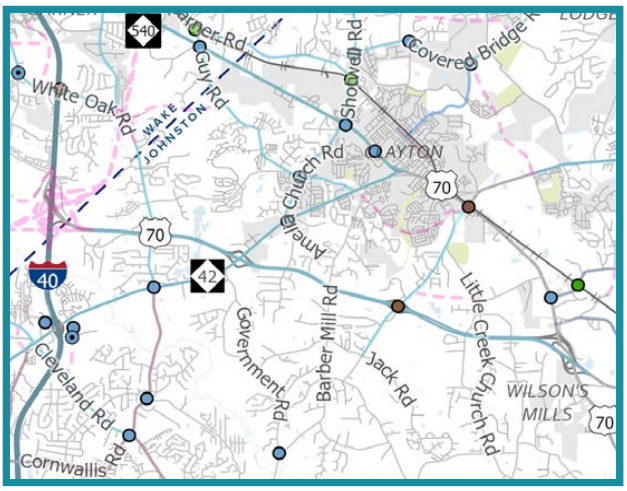
The previous page shows the intersection recommendations at the scale of the entire study area. The following inset maps, for three subareas of the southeast area, provide a closer look at the intersection recommendations.

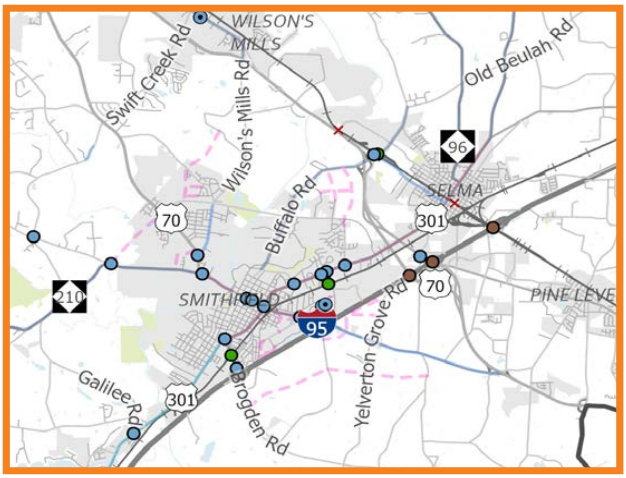
The three areas include:

- Garner and Southeast Raleigh
- Clayton and NC 42
- Smithfield and Selma









- SEAS Study Area
- Closed Railway Crossing
- Intersection Improvement
- Intersection Realignment
- New or Improved Interchange
- New Grade Separation

Hot Spot Highlight: US 70 Business/NC 42/Ranch Road

As part of the Southeast Area Study Update, a hot spot study was conducted to examine a complex transportation issue at US 70 Business/NC 42/Ranch Road (Rose Street). The purpose of this hot spot was to find a long-term transportation solution in a growing and developing area. More information on the hot spot study can be found in Appendix E.

Current Configuration

The intersection of US 70 Business at NC 42 East and Future Ranch Road (Rose Street) is a traditional signalized four-way intersection. At this location, US 70 Business is a four-lane median-divided roadway with exclusive left- and right-turn lanes onto NC 42 East and Rose Street.

This intersection is planned to be developed through three phases.

- The first phase, currently under construction, is the extension of Ranch Road to connect to NC 42 East at US 70 Business to create a direct connection between NC 42 and the US 70 Clayton Bypass.
- The second phase, planned for 2040 as part of the 2050 MTP, would widen Ranch Road between the US 70 Clayton Bypass and US 70 Business to four lanes, built to state highway standards, and officially reroute NC 42 along Ranch Road.
- The third phase, and the focus of this Hot Spot Study, would place an interchange and rail grade separation at US 70 Business/NC 42 East.

As the area is rapidly changing and developing, this study is intended to identify potential feasible interchange design alternatives and associated footprints for this location long-term. With the area's expected growth, it's critical to ensure that development does not impede the ability to construct the interchange in the future. This study also considers impacts to existing and planned development and accounts for planned transit expansion of the Southern Corridor Rapid Bus Extension and the Greater Triangle Commuter Rail.

Alternative Recommendations

Based on the known needs and constraints, two conceptual interchange alternatives were created, one using a quadrant loop in the south quadrant and one widening Little Creek Church Road/Boling Street to operate as the interchange access road.

ALTERNATIVE 1

Astor Street Quadrant Interchange

The first alternative would create a quadrant interchange in the south quadrant of the intersection. The quadrant roadway ties into existing roads, partially using Astor Street to connect to US 70 Business.

This alternative would heavily impact the neighborhood of homes to the bridge's east and west along Tulip Street and Astor Street, as well as a set of homes at the end of Buckhorn Bridge Park; however, a new connection to Tulip Street southeast of the bridge maintains right in/right out access to/from US 70 Business for remaining homes within the quadrant loop. The Rose Street connection would partially remain north of the bridge, allowing right turns from eastbound US 70 Business and left turns from westbound US 70 Business, but restricting exiting traffic to right turn onto eastbound US 70 Business. The quadrant movement in Alternative 1 would result in significant impacts to nearby streams.

$58,284,000

ALTERNATIVE 2

Little Creek Church Road/Boling Street Interchange

The second alternative would use an improved Little Creek Church Road/Boling Street as the interchange access road connecting US 70 Business to NC 42. Boling Street would be widened from two to three lanes. In addition, the intersection between Boling Street and US 70 Business would be realigned to intersect at a wider angle and slightly further from the Main Street/US 70 Business intersection, with significant impacts to the Clayton Village and the Wendy's properties.

While this alternative would cause additional impacts to properties along Boling Street, it would have significantly less impacts on the neighborhood of homes along Tulip Street when compared to Alternative 1. The Rose Street connection would partially remain north of the bridge, allowing right turns from eastbound US 70 Business and left turns from westbound US 70 Business, but restricting exiting traffic to right turn onto eastbound US 70 Business.

$54,326,000

Following consultation with key stakeholders and a review of potential impacts, Alternative 1 is considered the preferred alternative. Note that these alternatives and associated Opinions of Probable Construction Costs (OPCC) are conceptual only and designs and costs will need to be reevaluated in the design phase.

Truck, Freight, and Rail

The previous and ongoing truck, rail, and freight planning efforts were reviewed as part of the recommendations development process. The following planning efforts should be closely considered as member jurisdictions move forward with implementing the recommendations in the Southeast Area Study Update.

Triangle Regional Freight Plan

CAMPO partnered with the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) and NCDOT to develop a coordinated regional freight plan for the Triangle. The Regional Freight Plan identified linear project improvements along strategic freight corridors (SFCs) to fund over the next 20 years. The plan identifies programmatic recommendations to further support the investments in the SFC network. The proposed roadway recommendations within the SEAS Update are aligned with the recommendations outlined in the Triangle Regional Freight Plan. In future decision-making processes, both the Triangle Regional Freight Plan and SEAS Update should serve as a guide for future investments in the regional freight network.

Fayetteville-Raleigh Passenger Rail

In partnership with the Fayetteville Area Metropolitan Planning Organization (FAMPO), CAMPO supported a study to determine the feasibility of connecting Fayetteville and Raleigh by passenger rail. The Passenger Rail Feasibility Study explored two alignments and identified economic impacts associated with the proposed service. While the study was completed in 2020, there are currently no plans to create a passenger rail service between the two municipalities.

FRA Corridor Identification Program

In March of 2023, NCDOT submitted 12 corridor proposals to the Federal Railroad Administration (FRA) Corridor Identification and Development program. If selected, the Raleigh-Wilmington and Raleigh-Morehead City corridors would receive funding for initial scoping, scheduling, and cost estimates. Both routes were included in the 2015 NC State Rail Plan as potential future intercity services. However, it is still early in the proposal process, and there are currently no short-term plans for passenger service on either corridor.

Greater Triangle Commuter Rail

In 2016, Wake County voters approved a half-cent sales tax to fund public transportation improvements in Wake County and throughout the region. CAMPO—in collaboration with DCHC MPO and GoTriangle—completed an exploratory study of commuter rail service in 2019, and in 2020, GoTriangle; Wake, Johnston, Durham, and Orange Counties; the Research Triangle Foundation; CAMPO; and DCHC MPO further studied implementation options.

Feasibility and Challenges

The feasibility study found the corridor to be well-positioned to serve future growing travel markets. Initial surveys also found strong resident and business community support.

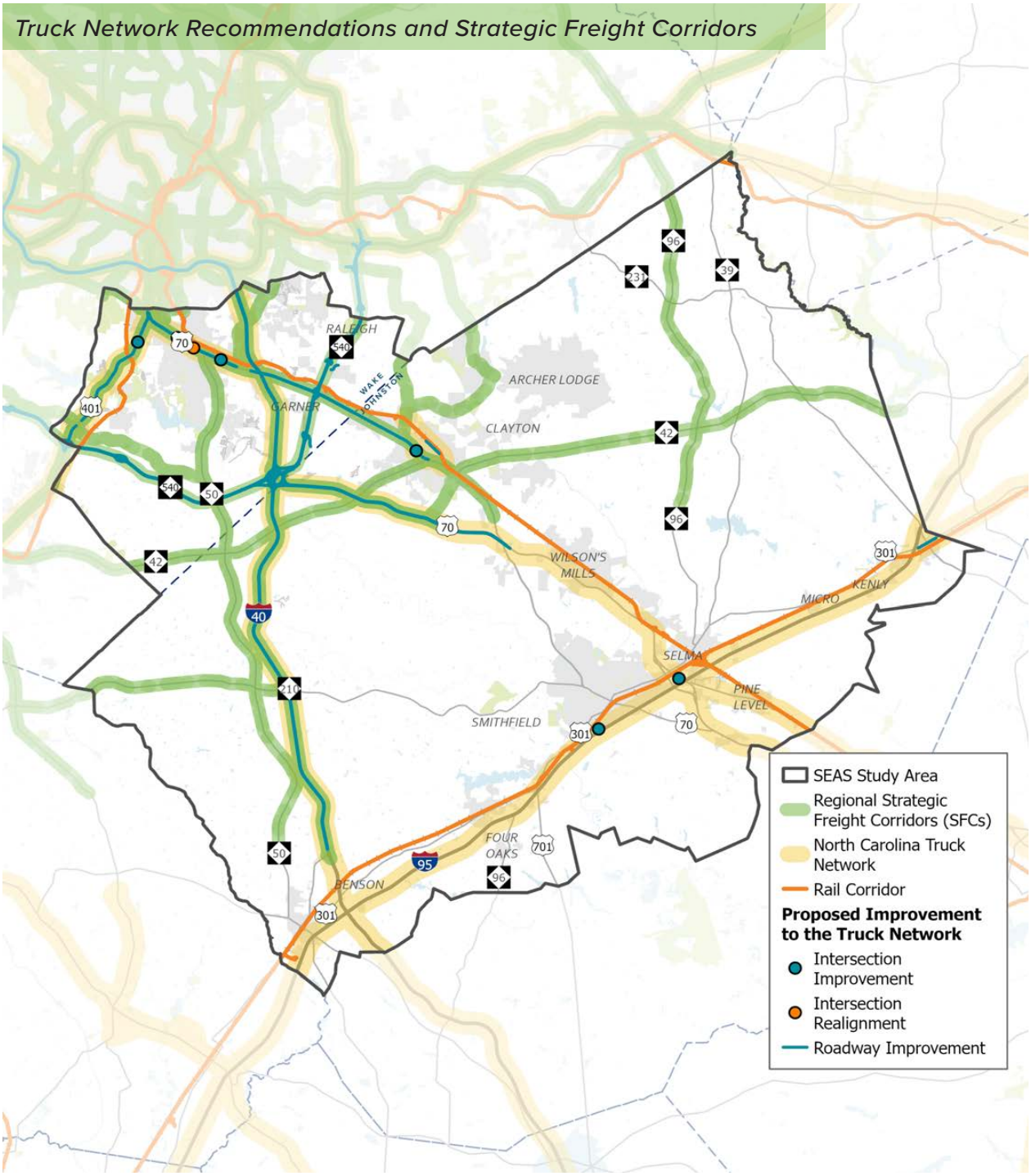
The study also found significant technical and financial challenges. Major upgrades would be needed to avoid conflicts between commuter, intercity passenger, and freight trains. Service would need to be implemented in smaller phases. Cost also remains a challenge, and as August of 2023, the corridor does not qualify for federal funds.

Short-Term Rail Corridor Improvements

Funding challenges prompted a shift to a longer-term approach focused on strategic upgrades to the corridor that can improve safety and conditions for Amtrak and freight trains today while making future implementation of regional rail easier. These upgrades include grade separations, crossing closures, signal upgrades, station improvements, and new track and sidings.

The SEAS Update includes recommendations for rail crossings along the corridor, including grade separations and crossing closures that would help work towards commuter rail service long-term while improving conditions for current and short-term passenger and freight trains. Continued coordination will be increasingly important as regional partners continue to work towards commuter rail.

Truck Network Recommendations and Strategic Freight Corridors



Bicycle and Pedestrian

Proposed Linear Improvements

As traffic volumes and traffic speeds increase on roadways, there is a greater need for facilities to have a wider buffer and physical barrier between bicyclists and pedestrians and vehicles. Achieving physical separation should be a central component of almost every facility design process in the Southeast Area Study Update to ensure the safety of its users.

The map on page 77 displays the bicycle and pedestrian recommendations in three broad categories with each of these categories generally including:

Pedestrian Facilities

Pedestrian facility recommendations generally refer to sidewalks. Sidewalks achieve physical separation for pedestrians from the travel lanes. Most of the communities in the Southeast Area have extensive sidewalk networks in their downtown core.

From 2007-2021, there were ***547 crashes*** involving pedestrians.

88% (122 of 139) of all pedestrian fatalities and serious injuries occurred in places without sidewalks.

While the existing sidewalks are primarily concentrated in downtowns, there are still significant gaps in these areas. The sidewalk gaps particularly occur along corridors with higher traffic volumes and higher speeds. When overlaid with historic crash data, the opportunities to create safer, dedicated pedestrian facilities was evident. The pedestrian facility recommendations focus on filling the identified gaps and creating safer intersections to reduce conflict between pedestrians and other roadway users.

Sidewalk

Sidewalk

Bicycle Facilities

Bicycle facility recommendations generally refer to bike lanes. In most cases, bike lanes should be designed with a physical buffer between the bike lane and roadway corridor. In limited circumstances, bicycle facilities can include shared lanes (sharrows) on roads such as neighborhood streets that have very low traffic volumes and speeds.

From 2007-2021, there were ***209 crashes*** involving bicyclists.

100% of all bicyclist fatalities and serious injuries (30) occurred in places without bike facilities.

When choosing a facility type, the National Association of City Transportation Officials (NACTO) provides design guidance for people of all ages and abilities based on vehicle speed and volume. The guidance considers the different types of cyclists and identifies key considerations to user safety. More information on the NACTO guidance can be found in Appendix F.

The existing bicycle network primarily consists of multiuse paths. In order to provide a more robust bicycle network, a variety of facility types were considered in order to provide a range of safe, appropriate facilities for people of all ages and abilities.

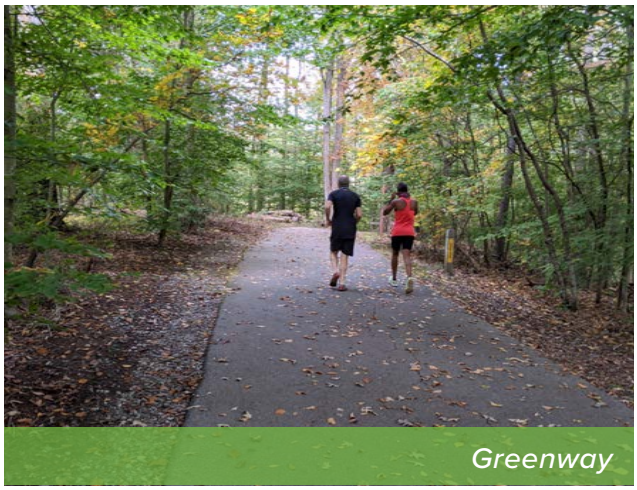
Multiuse Paths

Multiuse path recommendations include both sidepaths (multiuse paths along a road) and greenways (multiuse paths away from the roadway network). Multiuse paths achieve physical separation and generally serve all ages and abilities of bicyclists and pedestrians.

The multiuse path recommendations included in this plan help connect regional destinations through dedicated facilities for both pedestrians and bicyclists. By leveraging existing connections provided by the Mountains-to-Sea Trail, the Great Trails State Network, and the East Coast Greenway, the Southeast Area can further build upon its extensive multiuse path network.

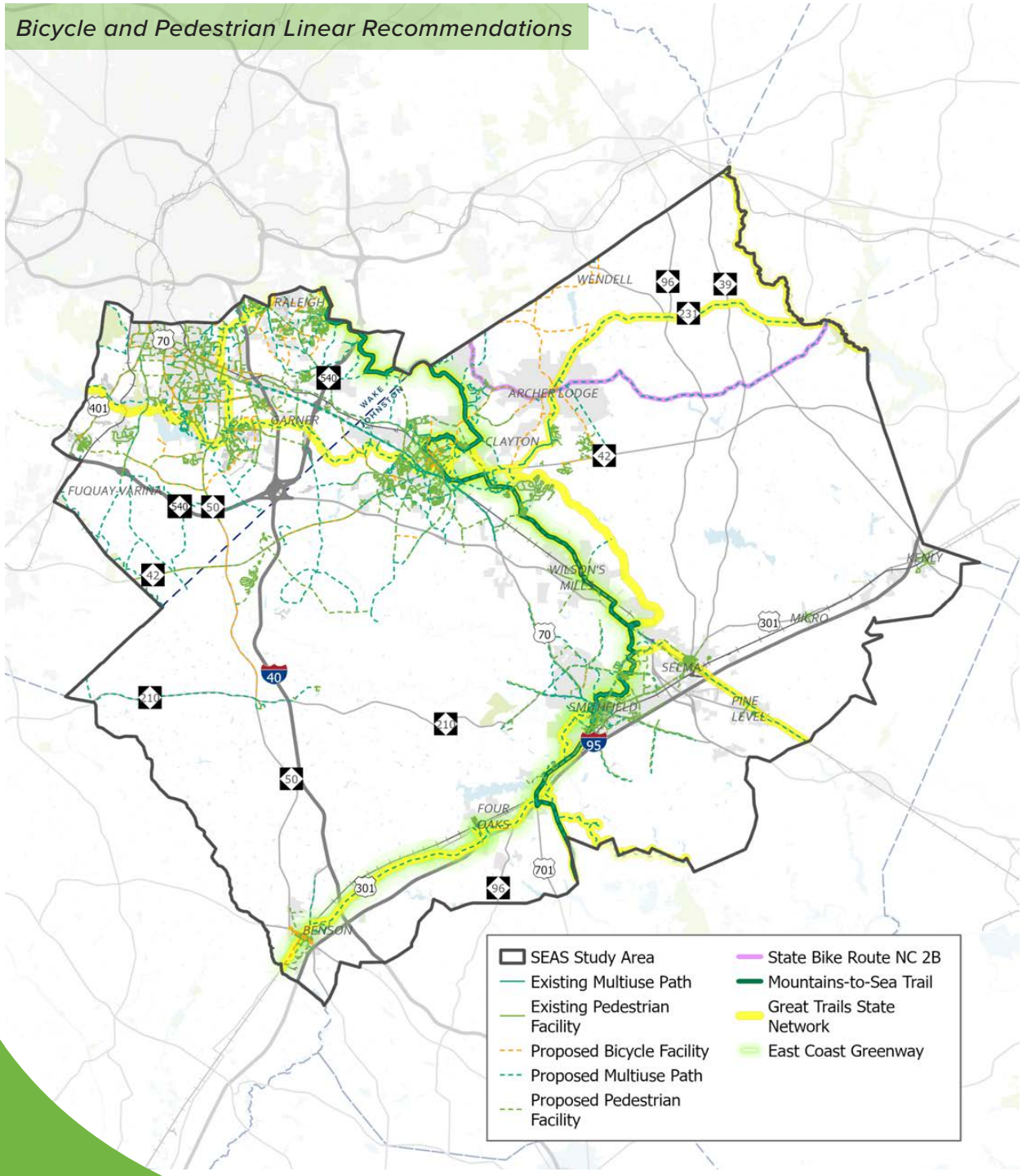
Protected Bike Lane

Buffered Bike Lane

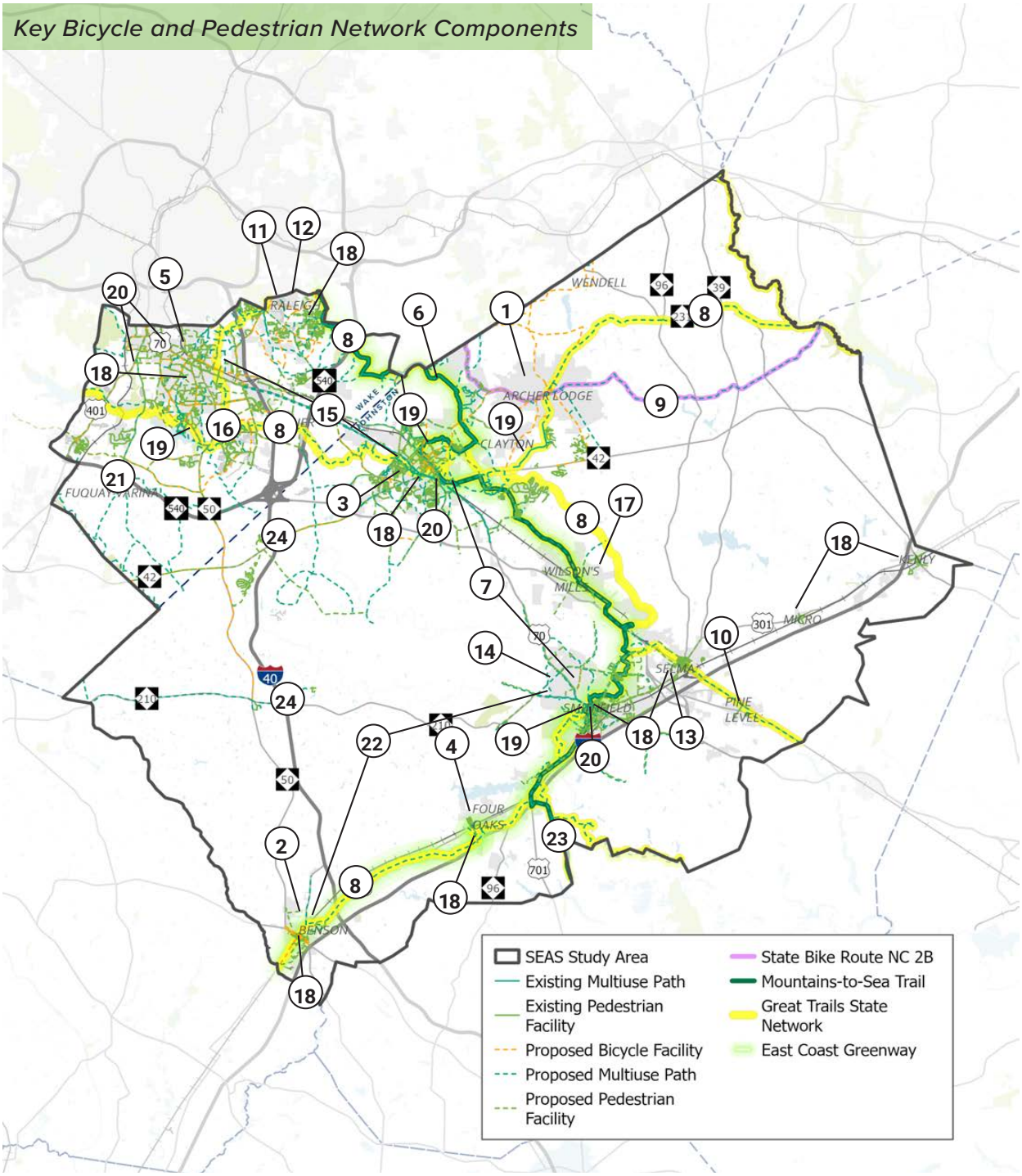


Greenway

Bicycle and Pedestrian Linear Recommendations



Key Bicycle and Pedestrian Network Components



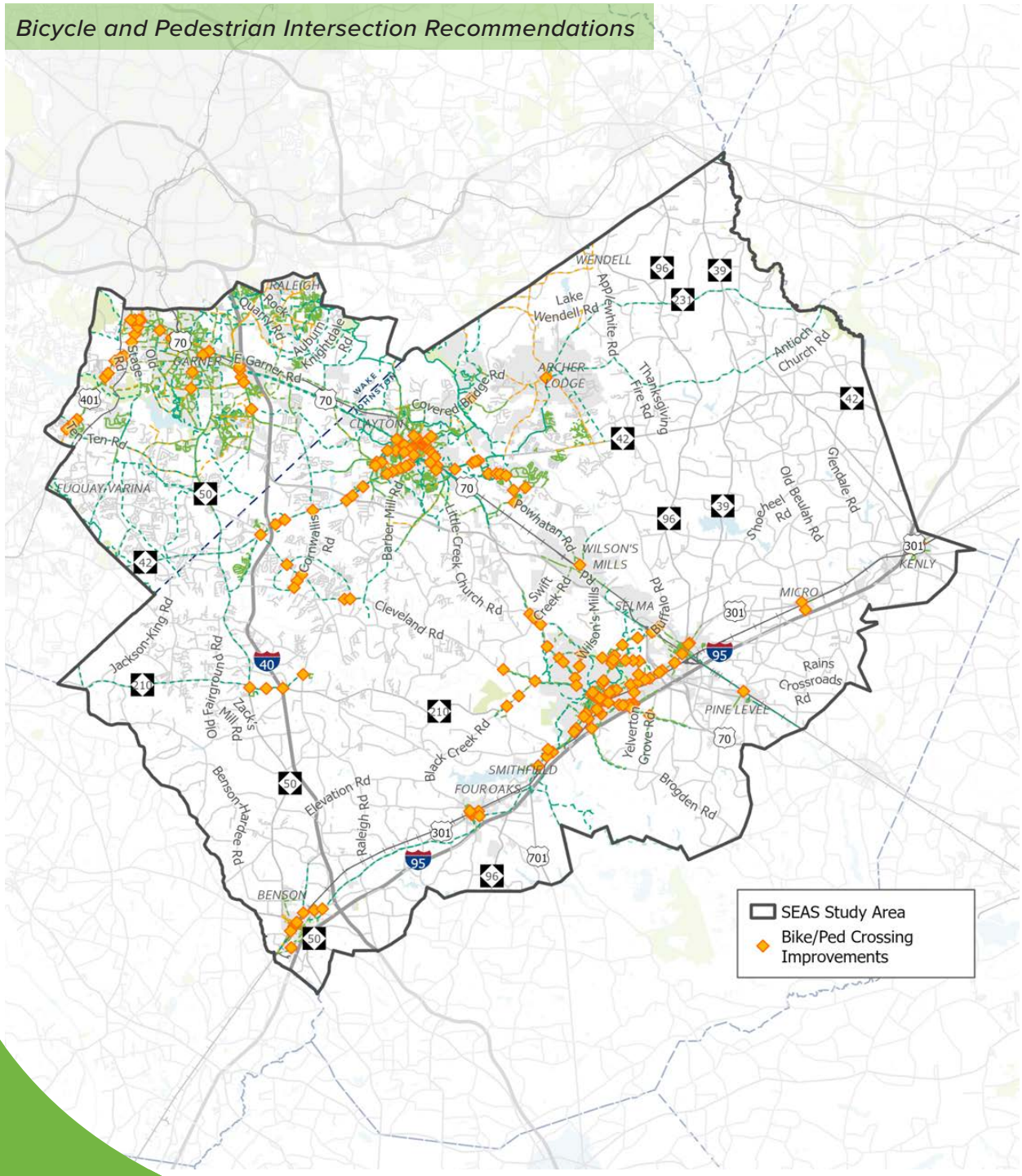
Key Bicycle and Pedestrian Network Components

Map ID	Note
1	The Town of Archer Lodge Bicycle and Pedestrian Plan (2020) identifies priority projects connecting neighborhoods, parks, schools, downtown, and trails.
2	The Town of Benson Community Transportation Plan (2019) identifies a network of bike/pedestrian recommendations, including projects to be combined with upcoming roadway projects.
3	The Town of Clayton Pedestrian Plan (2022) identifies a set of priorities and safe routes to schools and parks projects.
4	The Four Oaks Downtown Streetscape Master Plan (2020) includes recommendations for sidewalks, safer crosswalks with bulbouts, street trees/landscaping, and ADA and accessibility improvements.
5	The Town of Garner Pedestrian Plan (2023) includes comprehensive network recommendations including six priority projects that fill key gaps in the local network.
6	The Johnson County Parks and Recreation Master Plan (2021) action steps include: Greenways/hiking/biking trails: "After the MST connection the most requested connections were: (1) Connecting Benson to Four Oaks, Four Oaks to Smithfield; (2) Connecting Selma to Smithfield [note connections from Selma to MST should be sought]; (3) Connecting Pine Level to Selma; (4) Connection between Greater Cleveland area and Clayton."
7	The Neuse River Trail Feasibility Study (2022) identifies a recommended alignment to extend the Neuse River Trail from Clayton to Smithfield. Recommendations include four segments/phases mostly along rural roadway corridors (sidepaths) and includes a Neuse River bike/pedestrian bridge crossing near Selma.
8	The Great Trails State Plan (2022) incorporates regional trails such as the East Coast Greenway and Mountains to Sea Trail and pulls key connections from local plans to identify statewide connectivity opportunities.
9	State Bike Route NC 2B is currently unsigned, but was identified as a new state bike route in WalkBike NC (2013) (North Carolina's Statewide Bicycle and Pedestrian Plan).
10	The Pine Level Comprehensive Plan (2022) goals and objectives include the desire for a well-connected multi-modal transportation system and investment in walking/biking/trails, walkability of new developments.
11	The Raleigh Bike Plan (2016) includes priority projects - a prioritization map updated in 2020 was created to reflect completed and funded projects.
12	The Capital Area Greenway Master Plan Update (2022) includes recommendations and action items (near, mid, and long term); includes a new trail classification system, updated trail prioritization criteria and results; and an emphasis on reinvestment in existing trails.
13	The Town of Selma Land Use Plan 2040 (2021) includes greenway and sidewalk recommendations.
14	The Smithfield Town Plan (2019) includes bicycle and pedestrian recommendations.

Key Bicycle and Pedestrian Network Components Continued

Map ID	Note
15	Bike and pedestrian facilities will play a key role in supporting bus rapid transit (BRT) service. Opportunities inside station areas depend on safe, high quality sidewalks, intersections and bicycle/scooter facilities. Opportunities outside station areas but within the corridor depend on first mile/last mile bus service and safe bicycle/scooter facilities. BRT stations are planned for Garner and Clayton.
16	The Wake County Greenway System Plan (2018) includes recommendations by project category (bridge the gaps, connect parks and lakes, connect the communities, and longer term proposed trails).
17	Wilson's Mills Comprehensive Land Use and Master Plan (2019) includes planned sidewalk projects.
18	Existing Sidewalks: Each community has a core sidewalk network that serves as a key building block for both local and regional connectivity. Newer developments are building pedestrian infrastructure more consistently.
19	Existing Greenways: The Neuse River Trail and Sam's Branch Greenway provide a key walking/biking regional connection from Raleigh to Clayton as part of both the East Coast Greenway and the Mountains to Sea Trail. Other shared use path segments such as the S. Garner Trail, Neuse River Pkwy sidepath, neighborhood greenways in Clayton, and the Buffalo Creek Greenway in Smithfield provide local greenway connectivity.
20	High traffic volume, high speed corridors such as US 401 and US 70 in Garner, US 70 in Clayton, US 301, and US 70 Business in Smithfield are where some of the highest amounts of bicycle, pedestrian, and motorist collisions happen. These types of corridors, with limited (or no) physical buffering between pedestrian and bicycle spaces can significantly deter higher amounts of walking and biking.
21	The I-540 extension through the southeastern part of Wake County: This project is programmed to include greenway undercrossings where greenways are shown on previous plans.
22	A feasibility study for the proposed East Coast Greenway section from Smithfield to Benson is scheduled to begin in 2023. From Benson, the East Coast Greenway is proposed to connect to Dunn and the Dunn-Erwin Rail Trail.
23	The Mountains to Sea Trail Coastal Crescent section branches from the East Coast Greenway between Smithfield and Four Oaks. When complete, the Coastal Crescent will connect SEAS to Sampson and Bladen Counties before continuing on to the coast. The Neuse River serves a blueway connection for the Mountains to Sea Trail from SEAS to Goldsboro, Kinston, and New Bern.
24	Roadway widening projects such as Cleveland Rd and NC 210 in southwestern Johnston County and NC 42 west through Clayton and Johnston County are opportunities to build bicycle and pedestrian facilities such as sidepaths as part of the project.

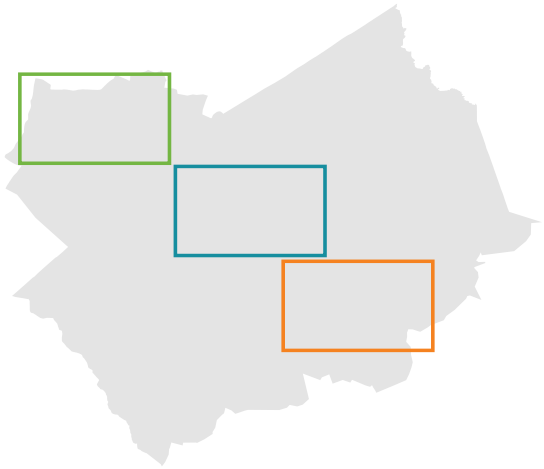
Bicycle and Pedestrian Intersection Recommendations

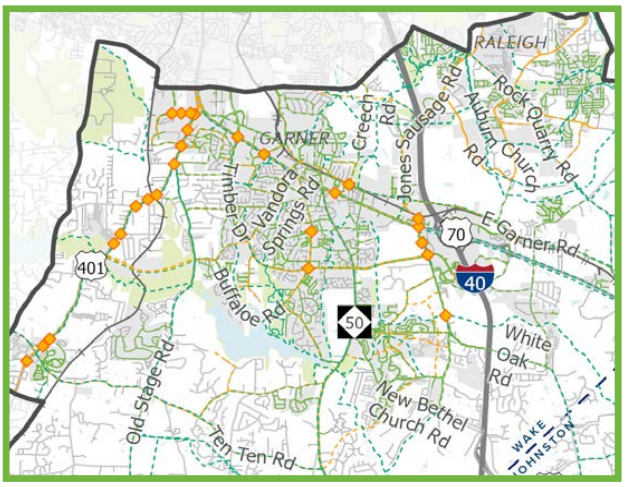


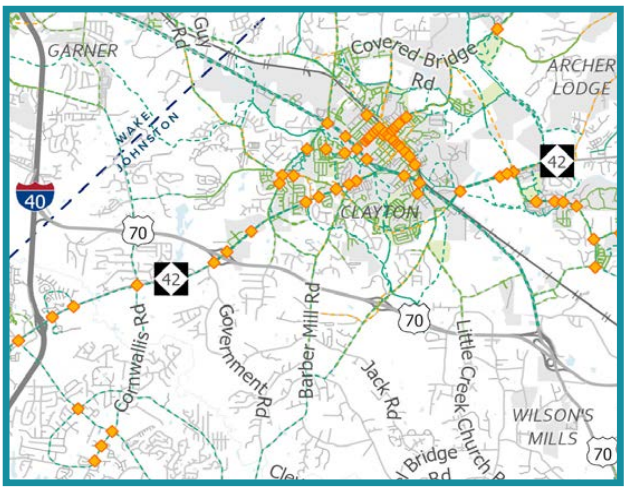
Many bicycle and pedestrian crossing improvements were identified as part of the SEAS Update both from locally adopted plans and through a safety analysis. Considering the small nature of most of these improvements, these recommendations should be considered as part of larger corridor projects as they get implemented and improved. The previous page showed the bicycle and pedestrian intersection recommendations at the scale of the entire study area. The following inset maps, for three subareas of the southeast area, provide a closer look at the crossing recommendations.

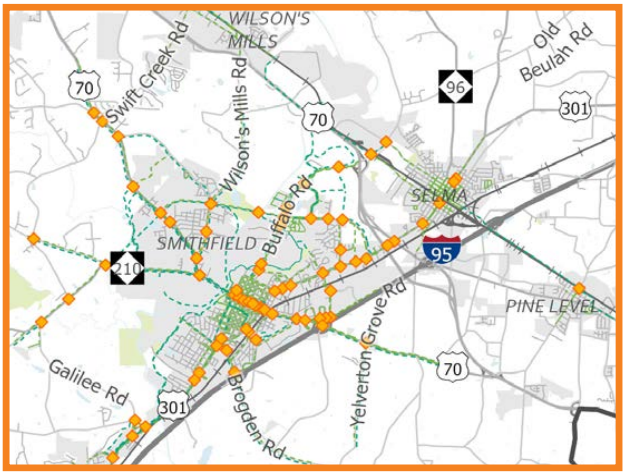
The three areas include:

- Garner and Southeast Raleigh
- Clayton and NC 42
- Smithfield and Selma









Transit

Proposed Improvements

As outlined in Chapter 3, the existing and planned transit projects will create more efficient mobility options for those who most need it. As part of the recommendations development process, a transit demand analysis identified locations that could support dedicated, fixed-route service. The primary factors used to determine transit demand or transit propensity include population and employment density as well as other demographic cohorts including low-income households, zero-car or one-car households, and older adults. In addition to the demographic factors, understanding the variety of public transportation solutions was equally important. A microtransit suitability analysis was conducted to assess the viability of service for areas with lower population and employment density. The full inventory of transit propensity and suitability analyses can be found in the Appendix C.

The proposed transit recommendations focus on appropriately-scaled solutions that build on existing plans and services, and prioritize investments that will benefit the most people. The recommendations create connections to existing transit infrastructure in the greater Raleigh metropolitan area, ensuring that residents of the Southeast Area can access opportunity throughout the region—and even throughout the state.

Circulator

A frequent fixed-route service connecting key destinations and transfer points within communities with higher volumes of trips and shorter stop spacing. Circulators are most appropriate for denser communities with higher population, more walkability, and a variety of local destinations.

- **Garner–Clayton Circulator** is a proposed 39.1-mile route, round-trip, between Garner North-South Station and Powhatan Road in Clayton via US 70.
- **Selma–Smithfield Circulator** is a proposed 19.5-mile route, round-trip, between Selma Amtrak Station and the Smithfield Outlets via US 301, Second Street, and Market Street.
- **Garner–West Johnson Circulator** is a proposed 25.2-mile route, round-trip, between Garner North-South Station and Forty-Two Forty Plaza in western Johnston County via NC 50.
- **Clayton–Willow Springs Circulator** is a proposed 27.7-mile route, round-trip, between the Walmart Supercenter - Clayton and Willow Springs, via Cleveland Road, NC 42, and US 70.

Connector

An extended connection between communities with lower volumes of longer distance trips with select stops in areas with high population and employment densities. These are most appropriate for connecting the broader region, regional destinations, and activity centers.

- **Clayton–Selma Connector** is a proposed 41.1-mile route, round-trip, between Selma Amtrak Station and Walmart Supercenter - Clayton via US 70.
- **Benson–Garner Connector** is a proposed route between Benson and Garner North-South Station.
  - Alternative 1 (via NC 50): Moderate transit need and disadvantage, pockets of high transit propensity and potential. Serves the residents of Edmondson.
  - Alternative 2 (via Raleigh, Mclemore, and Cleveland roads): Relatively high population and employment densities. Serves the residents of Willow Springs.
- **Benson–Selma Connector** is a proposed 39.2-mile, round-trip, between Selma Amtrak Station and Benson via US 301.
- **Kenly–Selma Connector** is a proposed 24.1-mile route, round-trip, between the Selma Amtrak Station and Downtown Kenly via US 301.
- **Selma–Raleigh Connector** is a proposed 73.0-mile route, round-trip, between Downtown Raleigh and Selma Amtrak Station, via US 70 and US 401.

Microtransit Zone

An on-demand, curb-to-curb service, connecting residents to destinations throughout their community, as well as circulator and connector routes. Microtransit zones are most appropriate in areas with demand for transit but that may not yet have the employment density, population, or walkability to support fixed-route transit.

- **Garner Microtransit Zone** serves portions of southwest and northeast Garner in Wake County. The zone is bordered by US 70, Garner Road, and Jones Sausage Road to the north; Clifford Road and Lake Benson to the south; Rock Quarry Road and White Oak Road to the east; and Old State Road to the west. The transfer opportunities include GoRaleigh Routes 7, 17, 18, 20, 40x, the Garner–Clayton Circulator, and Garner–West Johnston Circulator.
- **Clayton Microtransit Zone** serves Clayton in northern Johnston County. The zone is bounded by the Wake County/Johnston County Line to the north; Ranch Road and NC 42 to the south; the Neuse River, Covered Bridge Road, and Shotwell Road to the east; and Guy Road and Amelia Church Road to the west. The transfer opportunities include GoRaleigh Routes 7, 17, 18, 20, 40x, the Garner–Clayton Circulator, and Garner–West Johnston Circulator.
- **Selma/Smithfield Microtransit Zone** serves the Towns of Selma and Smithfield in southern Johnston County. The zone is bounded by the Neuse River, US 70, Buffalo Road, and Old Beulah Road to the north; I-95 to the south; Lizzie Mill Road, Moccasin Creek, and NC 39 to the east; and the Neuse River to the west. The transfer opportunities include Amtrak, the Selma–Smithfield Circulator, the Benson–Selma Connector, the Clayton–Selma Connector, and the Kenly–Selma Connector.
- **McGee–Willow Springs Microtransit Zone** serves the population area at the Edmondson and McGee Crossroads in the Township of Pleasant Grove. The zone also serves Willow Spring in the Township of Cleveland. The zone is bounded by NC 42 and Cleveland Road to the north; NC 210 and North Pleasant Coates Road to the south; Cornwallis Road, I-40, and Sanders Road to the east; and the White Memorial Church Road to the west. The transfer opportunities include the Garner–West Johnston Circulator.

Transit Transfer Facilities

A transit transfer facility (TTF) complements fixed-route and microtransit recommendations. TTFs present an opportunity to utilize underused spaces to enhance the rider's experience by providing a comfortable environment for riders to wait for their service. Amenities could include bus shelters, real-time information, lighting, bicycle racks, and restrooms. The following locations are recommended TTFs.

- Garner North South Station
- White Oak Crossing
- Walmart Supercenter (Clayton)
- Powhatan Road (Clayton)
- Downtown Smithfield
- Selma Amtrak

Bus Stop Amenities

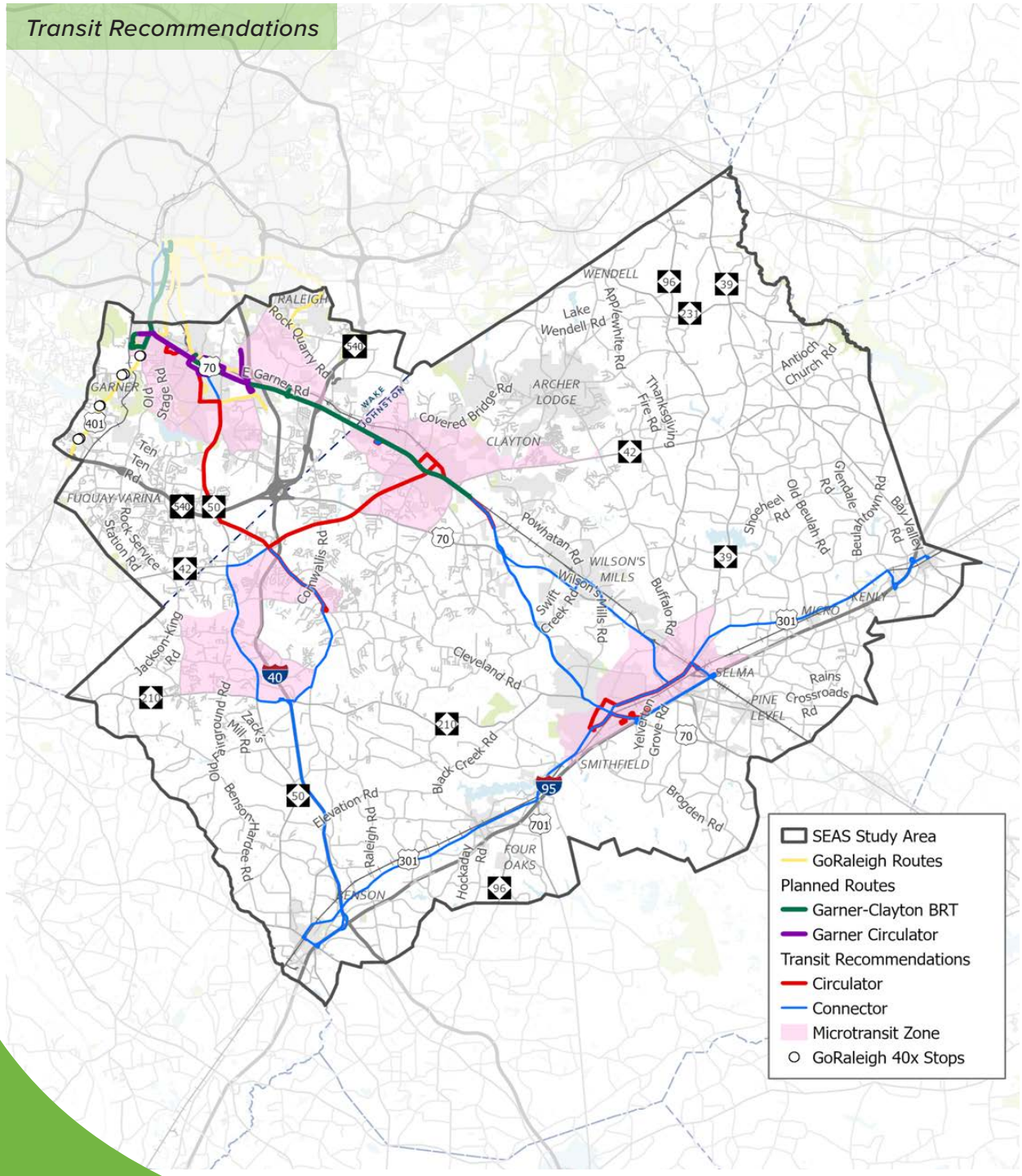
Amenities to promote the comfort of transit riders that are not TTFs. All bus stops should strive to include the following amenities:

- Bus shelters
- Seating
- Trash receptacles
- Clear signage with printed schedules
- Transit-supportive land uses
- Active transportation infrastructure

New GoRaleigh 40X Stops

In Garner, along US 401, there are pockets of moderate-to-moderately high transit-oriented populations who live in high transportation need areas. Based on these trends, along with public feedback, additional stops on the GoRaleigh 40X are warranted. The locations were chosen based on land use, existing infrastructure (i.e. traffic lights or presence of sidewalks), and areas nearby with high transit potential. With these stops, residents of Wake County along US401 can utilize the 40X to Downtown Raleigh or Wake Tech Community College. In addition, at Garner North-South Station, residents can transfer to microtransit or additional fixed-route options that go as far south as Clayton on a one-seat ride.

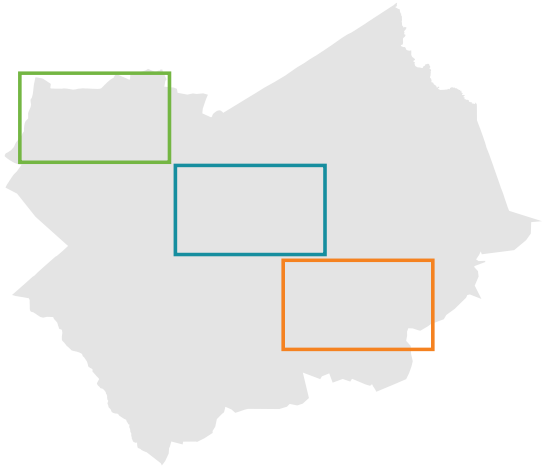
Transit Recommendations



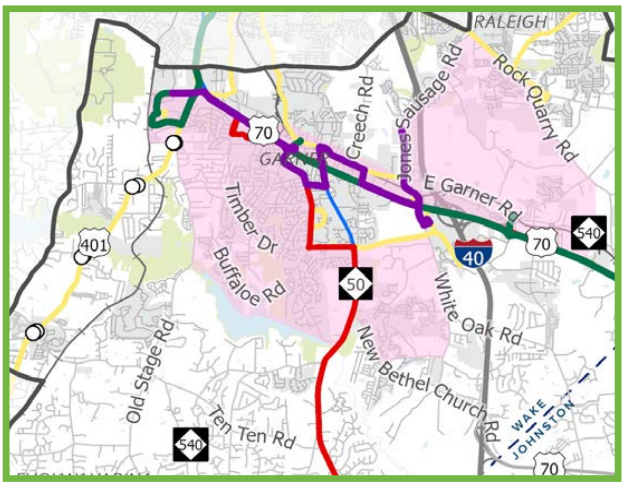
The previous page showed the transit recommendations at the scale of the entire study area. The following inset maps, for three subareas of the southeast area, provide a closer look at the transit recommendations.

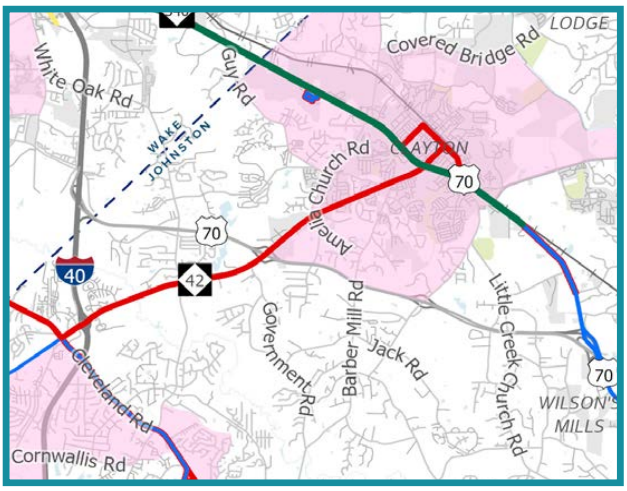
The three areas include:

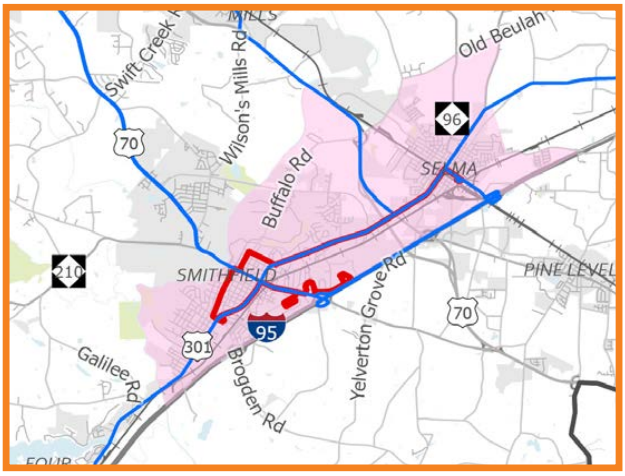
- Garner and Southeast Raleigh
- Clayton and NC 42
- Smithfield and Selma



SEAS Study Area
GoRaleigh Routes
Planned Routes
Garner-Clayton BRT
Garner Circulator
Transit Recommendations
Circulator
Connector
Microtransit Zone
GoRaleigh 40x Stops







6

SEAS
SOUTHEAST AREA STUDY
UPDATE

ACTION PLAN

The Southeast Area Study represents an opportunity to create a unified planning approach across boundaries and jurisdictions. As the first integrated planning effort between CAMPO and UCPRPO, the original Southeast Area Study brought together the larger region for idea sharing between jurisdictions, consideration of regional project impacts, identification of a shared vision, and a better understanding of where the region needs to go in the future. Now, the SEAS Update continues to build on that foundation, as CAMPO, UCPRPO, and Southeast Area jurisdictions update their vision for the region and take the next step towards implementing the land use policy, growth strategy, and transportation recommendations needed to meet their shared goals.

This chapter contains project maps and tables. Larger scale maps are found in Appendix G.

How the SEAS Influences Regional Planning

The SEAS Update land use and transportation recommendations were created with a combined effort of stakeholders from the CAMPO and UCPRPO areas. Each area will benefit from the enhanced knowledge of the types of improvements that are important to the region.

Land Use

Addressing transportation issues facing the Southeast Area such as congestion, safety, connectivity, and multimodal access requires coordination with changes in land use policies and strategies and collaboration across jurisdictions. The Preferred Growth Scenario developed as part of the SEAS Update has a strong foundation rooted in multijurisdictional support, and the SEAS Update includes specific land use priority strategies for each Southeast Area jurisdiction in Chapter 4 to help guide the implementation of land use policy that supports the SEAS Update guiding principles.

Transportation

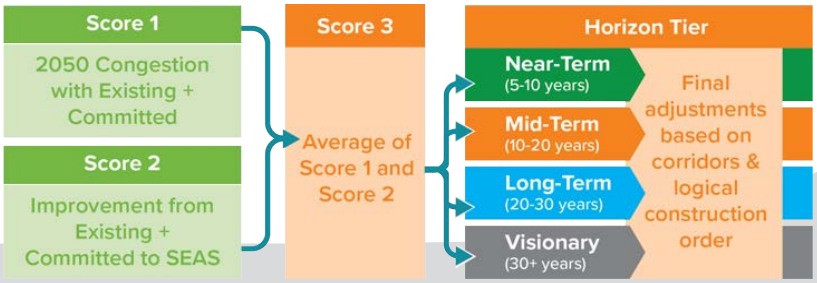
The transportation recommendations within the SEAS Update will become the base of area Comprehensive Transportation Plans (CTP) as aspirational region-wide snapshots of recommended projects based on local needs and desires. Recommendations within the CAMPO area will be considered for evaluation in the fiscally constrained Metropolitan Transportation Plan (MTP), which considers priority needs, project costs, and expected funding to plan out what can be funded and built by 2055. The UCPRPO area is not subject to the development of a Metropolitan Transportation Plan, but UCPRPO can look to the SEAS Update's prioritization to help identify the best candidate projects to be considered and scored through the State Transportation Improvement Program process. CAMPO and UCPRPO will work with NCDOT to determine how projects recommended in the Southeast Area Study advance into funding and implementation.

Project Prioritization

Project prioritization is a method to determine the highest priority projects based on measurable data, known factors influencing project development, and local input. The projects identified in the SEAS Update are generally sorted into four tiers of horizon years: Near-Term (5-10 years), Mid-Term (10-20 years), Long-Term (20-30 years), and Visionary (30+ years), where the time bands are suggested estimates for full build out of a given project. This prioritization process is intended to be a decision making tool for local jurisdictions and elected officials. The prioritization being considered for the SEAS Update is not tied to funding availability. As such, projects prioritized within a given tier may move to a later tier if funding is not available; conversely, results of the prioritization should not necessarily preclude a given project should funding become available sooner than the horizon tier. In the SEAS Update, each transportation mode was prioritized independently with different methods, as explained in this chapter.

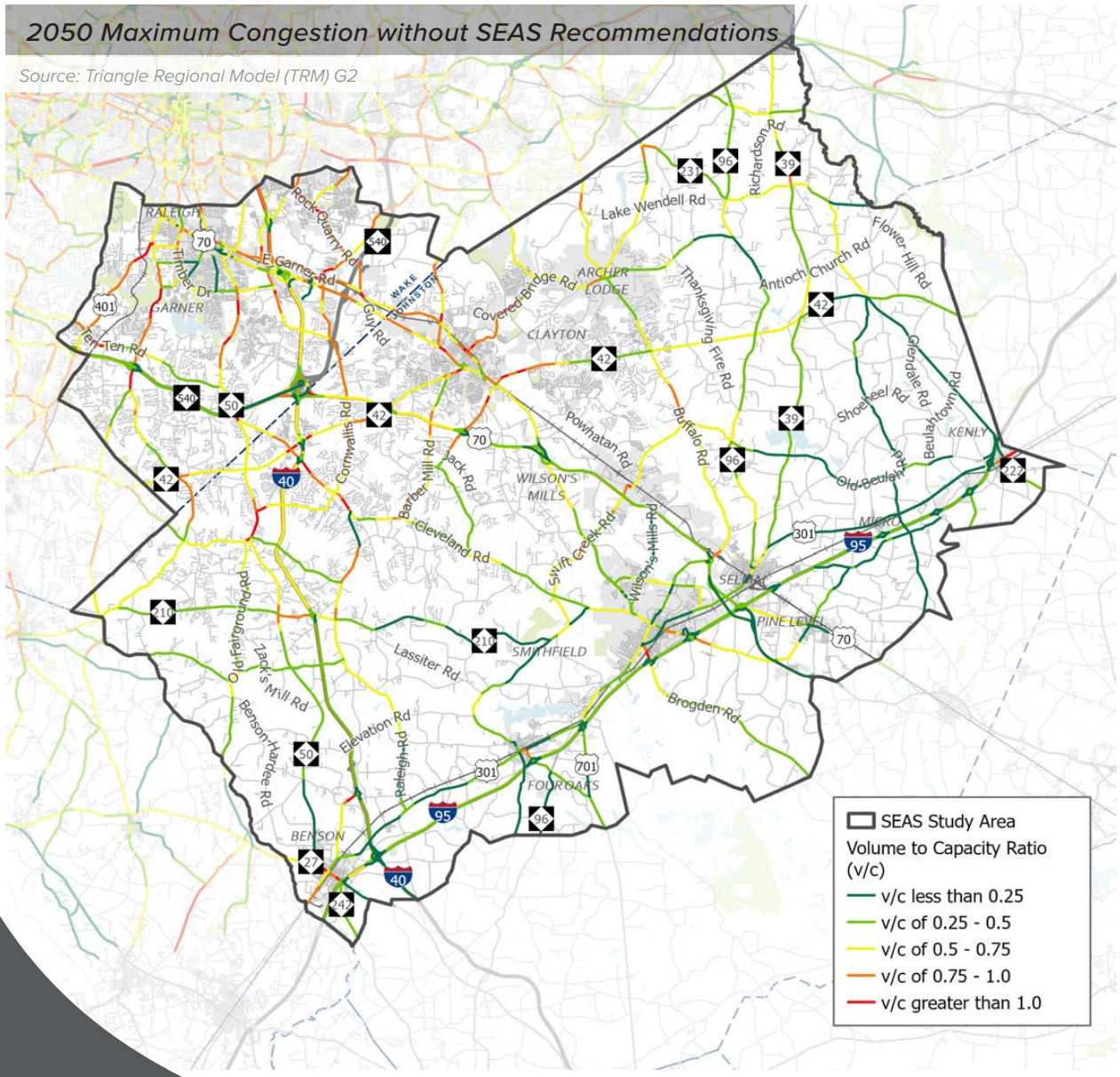
Roadway and Intersection

The prioritization process for roadway and intersection projects scored recommendations based on expected 2050 congestion as a measure of volume over capacity (V/C) and the anticipated congestion improvement a given project would provide if implemented. Projects were sorted into the horizon tiers based on their scoring, with adjustments made as needed to pair projects along specific corridors and ensure a connected network.



Congestion

The maps below and on the following page shows forecasted maximum congestion as volume over capacity (V/C) during the afternoon peak hour in 2050 if the recommendations of the SEAS Update are not and are implemented, respectively. The map below does include existing projects and projects committed with funding.

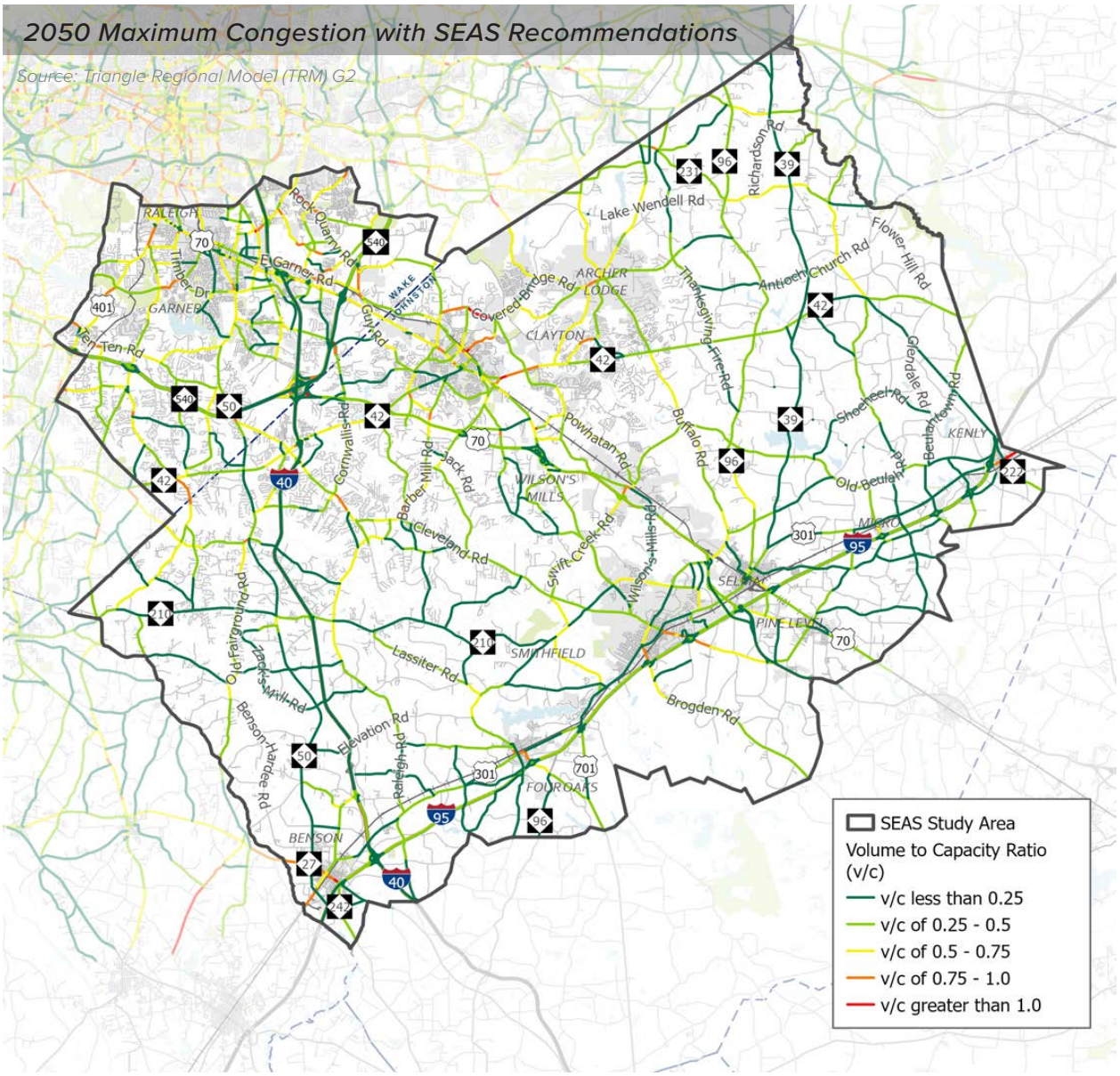


Congestion Improvement

This map below shows that just small, largely segmented portions of roads remain congested (V/C at or greater than 1.0) in 2050, indicating that the SEAS recommendations help to mitigate congestion growth on several major area corridors.

2050 Maximum Congestion with SEAS Recommendations

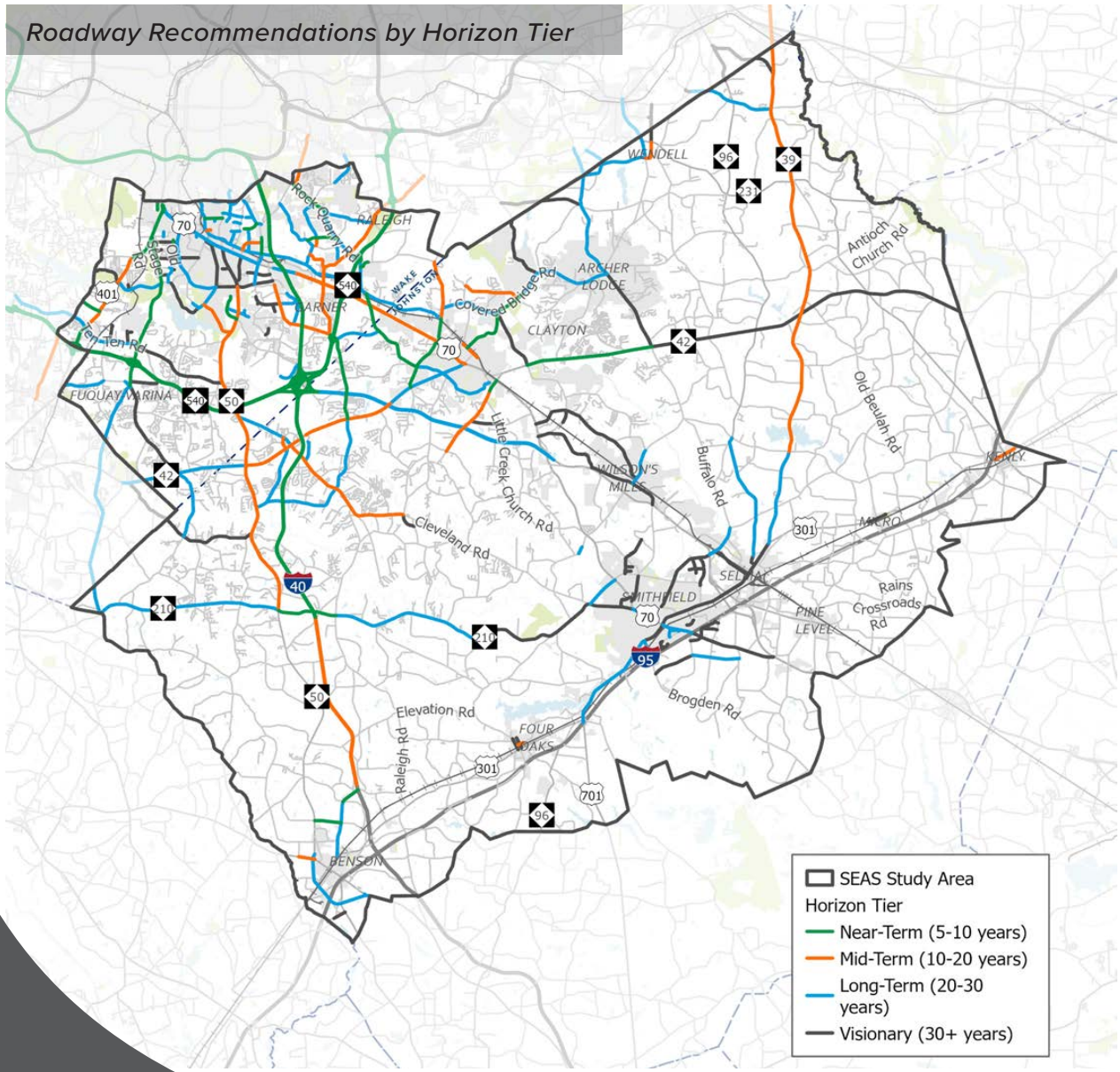
Source: Triangle Regional Model (TRM) G2



Roadway Prioritization

The map below and the tables on the following pages show the SEAS Update roadway recommendations by their suggested phasing based on the congestion-based prioritization described at the beginning of this chapter.

Roadway Recommendations by Horizon Tier



Roadway Projects by Tier

ID	Project Location	Improvement	Cost	Horizon
A136a	Lake Wheeler Rd from Tryon Rd to Penny Rd	Center Turn Lane	$24,640,000	Near-Term
A137a	Old Stage Rd from US 401 to Ten Ten Road	Widening	$55,190,000	Near-Term
A138c1	Jones Sausage Rd from Amazon Driveway to E. Garner Rd	Widening	$14,100,000	Near-Term
A143b	Cornwallis Rd from NC 540 to NC 42	Widening	$40,530,000	Near-Term
A201a	Rock Quarry Rd from New Hope Rd to Battle Bridge Rd	Widening	$23,560,000	Near-Term
A406a	Shotwell Rd from Old US 70 to US 70 Business	Widening	$13,780,000	Near-Term
A406b	Amelia Church Rd; Shotwell Rd from NC 42 to US 70	Widening	$26,280,000	Near-Term
A480a1	US 401 from US 70 to Garner Station Rd	Widening	$27,790,000	Near-Term
A480a2	US 401 from Garner Station Rd to Old Stage Rd	Superstreet	$24,900,000	Near-Term
A480a3	US 401 from Old Stage Rd to Simpkins Rd	Superstreet	$24,890,000	Near-Term
A480b	US 401 from Ten Ten Rd to Wake Tech Wy	Widening	$51,930,000	Near-Term
F41	I-40 from Wade Ave to NC 540	Widening	$244,580,000	Near-Term
F44a	I-40 from I-440 to US 70 Business	Widening	$225,890,000	Near-Term
F44b	I-40 from US 70 to NC 42	Widening	$323,440,000	Near-Term
F44c	I-40 from NC 42 to NC 210	Widening	$163,850,000	Near-Term
Hrnt3c1	NC 210 from NC 50 to Raleigh Rd	Widening	$90,910,000	Near-Term
Jhns1b	NC 42 from Glen Laurel Rd to Buffalo Rd	Widening	$104,440,000	Near-Term
Jhns7a	Guy Rd from Old US 70 to Amelia Church Rd	Widening	$49,900,000	Near-Term
Jhns13a	NC 42 from US 70 Business to Ranch Rd	New Location	$2,960,000	Near-Term
Jhns16	N O'Neil St from W. Main St to Clayton Northern Connector	Center Turn Lane	$28,670,000	Near-Term
SEAS2	Old Stage Rd from Ten Ten Road to Rock Service Station Rd	Widening	$14,060,000	Near-Term
SEAS8	Covered Bridge Rd from O'Neil St to east of Club Connection Blvd	Center Turn Lane	$13,620,000	Near-Term
SEAS63	Whitfield Rd from Auburn Church Rd to Rock Quarry Rd	New Location	$15,060,000	Near-Term
SEAS185	Charles St from current end to Wilmington Rd	New Location	$6,490,000	Near-Term
SEAS188	New Roadway from W. Garner Rd to Weston Rd	New Location	$7,090,000	Near-Term
SEAS198	New Bethel Church Rd from Ackerman Rd Extension to NC 50	New Location	$6,440,000	Near-Term
SEAS199	New Bethel Church Rd from November St to Ackerman Rd Extension	New Location	$5,210,000	Near-Term
SEAS206	Denlee Rd from Lake Wheeler Rd to US 401	New Location	$7,980,000	Near-Term
SEAS208	New Roadway from Cindy Dr to Grovemont Rd	New Location	$880,000	Near-Term
SEAS224	Wilmington St from Tryon Rd to rear of Belk/Carlie C's Shopping Center	New Location	$4,540,000	Near-Term
SEAS287	Banner Elk Rd from NC 50 to NC 242	New Location	$10,570,000	Near-Term
SEAS291	NC 242 from Tarheel Rd to I-40	Widening	$9,820,000	Near-Term
A65	NC 39 from Debnam Rd to Hatcher Rd	Widening	$167,390,000	Mid-Term
A117	New Hope Rd from Old Poole Rd to Rock Quarry Rd	Widening	$28,840,000	Mid-Term
A136b	Lake Wheeler Rd from Penny Rd to Ten Ten Rd	Widening	$51,070,000	Mid-Term
A136c	Lake Wheeler Rd from Ten Ten Rd to Hilltop-Needlemore Rd	Widening	$48,910,000	Mid-Term
A143a	White Oak Rd from US 70 to NC 540	Widening	$48,060,000	Mid-Term
A169d2	Southern Wendell Bypass from NC 231 to Wendell Rd	New Location	$13,230,000	Mid-Term

Roadway Projects by Tier (Continued)

ID	Project Location	Improvement	Cost	Horizon
A203	Auburn-Knightdale Rd; Raynor Rd from Grasshopper Rd to White Oak Rd	Widening	$99,600,000	Mid-Term
A228b	NC 50 from Cleveland Rd to NC 42	Widening	$24,310,000	Mid-Term
A228c	NC 50 from NC 42 to NC 210	Widening	$74,520,000	Mid-Term
A301	US 70 Business from I-40 to NC 42	Widening	$64,840,000	Mid-Term
A406c	Shotwell Rd from Old Baucom Rd to Old US 70	Widening	$27,860,000	Mid-Term
A407b3	NC 42 from NC 50 to Glen Rd	Widening	$26,860,000	Mid-Term
A480a4	US 401 from Simpkins Rd to Ten Ten Rd	Widening	$74,950,000	Mid-Term
A576	Buffaloe Rd from Aversboro Rd to Benson Rd	Center Turn Lane	$21,610,000	Mid-Term
F41b	I-40 from NC 540 to Cornwallis Rd	Widening	$23,690,000	Mid-Term
F44d	I-40 from NC 210 to NC 242	Widening	$172,790,000	Mid-Term
F45	I-40 from Cornwallis Rd to NC 210	Widening	$31,170,000	Mid-Term
F46	I-40 from NC 210 to NC 242	Widening	$41,890,000	Mid-Term
Jhns2b	NC 42 from I-40 to US 70 Bypass	Widening	$48,390,000	Mid-Term
Jhns13b	NC 42 from US 70 Bypass to US 70 Business	Widening	$28,680,000	Mid-Term
SEAS4	NC 50 from Timber Dr to Cleveland Rd	Widening	$37,380,000	Mid-Term
SEAS12	Main St from Robertson Rd to Smith St	TSM	$6,540,000	Mid-Term
SEAS61	Loop Rd from Bobbitt Rd to Covered Bridge Rd	New Location	$22,410,000	Mid-Term
SEAS62	Ranch Rd from US 70 Bypass to Jack Rd	Widening	$20,520,000	Mid-Term
SEAS70	US 301 from W. Goldsboro St to W. 7th St	TSM	$9,160,000	Mid-Term
SEAS73	New roadway from Auburn Church Rd to Auburn-Knightdale Rd	New Location	$8,830,000	Mid-Term
SEAS190	Curtiss Dr from W. Garner Rd to current end	New Location	$1,860,000	Mid-Term
SEAS191	New Rand Rd from E. Garner Rd to Jones Sausage Rd	New Location	$11,040,000	Mid-Term
SEAS233	New roadway from Whifield Rd Extension to Wall Store Rd	New Location	$20,580,000	Mid-Term
SEAS252	Cleveland Rd from NC 42 to Cornwallis Rd	Widening	$40,980,000	Mid-Term
SEAS253	Cleveland Rd from Cornwallis Rd to Barber Mill Rd	TSM	$24,030,000	Mid-Term
SEAS271	E Sanders St from N. Main St to Maple Ave	Modernization	$340,000	Mid-Term
SEAS278	Glen Rd from Cleveland Rd to NC 42	New Location	$5,340,000	Mid-Term
SEAS290	NC 27 from Mingo Rd to Main St	Center Turn Lane	$6,160,000	Mid-Term
A137c	Old Stage Rd from Rock Service Station Rd to NC 42	Widening	$42,970,000	Long-Term
A137d	Old Stage Rd from NC 42 to NC 210	Widening	$70,820,000	Long-Term
A138a	Jones Sausage Rd from US 70 to Timber Dr Ext	New Location	$15,160,000	Long-Term
A138b	Jones Sausage Rd from Garner Rd to US 70	New Location	$31,960,000	Long-Term
A138d	Escondido Farm Rd from White Oak Rd to Guy Rd	New Location	$35,840,000	Long-Term
A148c	Eagle Rock Rd; Buffalo Rd from Lake Myra Rd to Covered Bridge Rd	Widening	$65,850,000	Long-Term
A201b	Rock Quarry Rd from Battle Bridge Rd to E. Garner Rd	Widening	$52,860,000	Long-Term
A202	Garner Rd from Rock Quarry Rd to Shotwell Rd	Widening	$42,310,000	Long-Term
A214	Garner Rd from Tryon Rd to Rock Quarry Rd	Center Turn Lane	$104,520,000	Long-Term
A300	US 70 Business from US 401 to I-40	Widening	$164,420,000	Long-Term

TSM = Transportation Systems Management

Roadway Projects by Tier (Continued)

ID	Project Location	Improvement	Cost	Horizon
A400a	Ten Ten Rd from Bells Lake Rd to Old Stage Rd	Widening	$67,010,000	Long-Term
A407b2	NC 42 from study area boundary to NC 50	Widening	$57,680,000	Long-Term
A435	Battle Bridge Rd from Rock Quarry Rd to Auburn-Knightdale Rd	Center Turn Lane	$14,800,000	Long-Term
A539	Banks Rd from US 401 to Fanny Brown Rd	Center Turn Lane	$22,630,000	Long-Term
A540b	Rock Service Station Rd from NC 42 to Mt Pleasant Rd	Center Turn Lane	$33,560,000	Long-Term
A578	Auburn Church Rd from Jones Sausage Rd to Garner Rd	Center Turn Lane	$37,230,000	Long-Term
A683b	Barwell Rd from Poole Rd to Berkely Lake Dr	Center Turn Lane	$17,520,000	Long-Term
A690	Stotts Mill Rd from Buffalo Rd to Wendell Rd	Widening	$35,960,000	Long-Term
A691	New roadway from Lake Glad Rd to Stotts Mill Rd	New Location	$10,060,000	Long-Term
A693	S. Selma Rd from Old Wilson Rd to Stotts Mill Rd	Center Turn Lane	$21,380,000	Long-Term
A741	Aversboro Rd from Timber Dr to Thompson Rd Extension	Center Turn Lane	$14,600,000	Long-Term
F14	US 70 Bypass from I-40 to US-70 Business	Widening	$180,660,000	Long-Term
Hrnt3b	NC 210 from Old Stage Rd to NC 50	Widening	$85,420,000	Long-Term
Hrnt3c2	NC 210 from Raleigh Rd to Lassiter Pond Rd	Widening	$67,010,000	Long-Term
Jhns2a	NC 42 from US 70 Bypass to US 70 Business	Widening	$40,520,000	Long-Term
Jhns4b	Covered Bridge Rd from Shotwell Rd to N. O'Neil St	Widening	$26,150,000	Long-Term
Jhns7b	Guy Rd from Amelia Church Rd to NC 42	Widening	$14,340,000	Long-Term
Jhns10a	Cleveland Rd from NC 50 to NC 42	Widening	$33,800,000	Long-Term
Jhns14	Clayton Northern Connector from N. O'Neil St to Covered Bridge Rd	New Location	$1,850,000	Long-Term
SEAS10	Earpsboro Chamblee Rd; Earpsboro Rd from Morphus Bridge Rd to NC 39	Widening	$43,430,000	Long-Term
SEAS19	Swift Creek Rd from 0.5mi north of Airport Industrial Dr to Airport Industrial Dr	Center Turn Lane	$2,700,000	Long-Term
SEAS27	New Pearl Rd from Barwell Rd to Auburn Church Rd	New Location	$30,320,000	Long-Term
SEAS30	Beichler Rd from US 70 to Beichler Rd	New Location	$1,570,000	Long-Term
SEAS44	Stotts Mill Rd from Buffalo Rd to Wendell Rd	Modernization	$3,930,000	Long-Term
SEAS65	New roadway from Wall Store Rd to Auburn-Knightdale Rd	New Location	$6,680,000	Long-Term
SEAS69	Fox Walk Pth from White Oak Rd to Timber Drive E. Extension	New Location	$8,580,000	Long-Term
SEAS71	Cleveland Crossing Dr from Cleveland Crossing Dr to Cleveland Rd	New Location	$8,310,000	Long-Term
SEAS180	Timber Dr from US 70 to Vandora Springs Rd	Access Management	$24,010,000	Long-Term
SEAS183	Timber Dr from Vandora Springs Rd to Aversboro Rd	Access Management	$23,010,000	Long-Term
SEAS184	Jewell St from current end to Wilmington Rd	New Location	$3,070,000	Long-Term
SEAS186	New roadway from Longview St to Creech Rd	New Location	$3,490,000	Long-Term
SEAS187	Cofield Aly from new roadway to Garner Rd	New Location	$5,500,000	Long-Term
SEAS189	Quiet Refuge Ln from current end to new roadway	New Location	$1,310,000	Long-Term
SEAS192	New roadway from Charles St Extension to E. Garner Rd	New Location	$10,650,000	Long-Term
SEAS197	Skipping Rock Ln from current end to Ackerman Rd Ext	New Location	$2,400,000	Long-Term
SEAS209	Roan Dr from Poplar Springs Church Rd to Vandora Springs Rd	New Location	$7,220,000	Long-Term
SEAS212	Thompson Rd from current end to Aversboro Rd	New Location	$3,360,000	Long-Term

TSM = Transportation Systems Management

Roadway Projects by Tier (Continued)

ID	Project Location	Improvement	Cost	Horizon
SEAS214	Crosspine Dr from Bentpine Dr to Maxwell Dr	New Location	$2,340,000	Long-Term
SEAS215	Ackerman Rd from New Bethel Church Rd Extension to NC 50	New Location	$8,520,000	Long-Term
SEAS216	Wrenn Rd from current end to New Bethel Church Rd Extension	New Location	$9,810,000	Long-Term
SEAS219	Creek Commons Ave from Muirfield Ridge Dr to Creech Rd	New Location	$3,370,000	Long-Term
SEAS220	Timber Drive E. from Adeline Wy to White Oak Rd	New Location	$26,090,000	Long-Term
SEAS222	Meadowbrook Dr from Weston Rd to Creech Rd	New Location	$8,730,000	Long-Term
SEAS223	Tryon Rd from Cyrus St to Rivermist Dr	New Location	$30,200,000	Long-Term
SEAS226	Johnson St from Creech Rd to Avery St	New Location	$14,420,000	Long-Term
SEAS244	Vandora Springs Rd from US 401 to Old Stage Rd	New Location	$21,420,000	Long-Term
SEAS245	Ackerman Rd from NC 50 to Anton Wy	New Location	$6,490,000	Long-Term
SEAS246	Market St from Brightleaf Blvd to I-95	TSM	$13,160,000	Long-Term
SEAS248	New roadway from Mallard Rd to Hill Rd	New Location	$18,710,000	Long-Term
SEAS251	Market St from NC 210 to Front St	TSM	$3,650,000	Long-Term
SEAS259	US 301 from I-95 to Brogden Rd	Widening	$68,010,000	Long-Term
SEAS263	Brogden Rd from S. Brightleaf Blvd to I-95	Modernization	$1,030,000	Long-Term
SEAS264	Buffalo Rd from US 70 to Old Beulah Rd	Modernization	$2,600,000	Long-Term
SEAS266	Clayton Southern Connector from Little Creek Church Rd to NC 42	New Location	$34,460,000	Long-Term
SEAS268	Fire Dept Rd from Southerland Rd to Wilson's Mills Rd	Modernization	$3,100,000	Long-Term
SEAS272	Covered Bridge Rd from Pritchard Rd to Clayton Northern Connector	Widening	$37,230,000	Long-Term
SEAS279	Covered Bridge Rd from Pritchard Rd to Buffalo Rd	TSM	$53,000,000	Long-Term
SEAS281	New roadway from Market St to College Rd	New Location	$7,530,000	Long-Term
SEAS282	West Smithfield Connector from NC 210 to Market St	New Location	$15,310,000	Long-Term
SEAS283	NC 39 from Little Devine Rd to US 301	Modernization	$7,650,000	Long-Term
SEAS284	NC 96 from Little Devine Rd to Poole Dr	Modernization	$10,080,000	Long-Term
SEAS288	Benson Western Bypass from NC 50 to NC 50	New Location	$37,330,000	Long-Term
SEAS289	Benson Western Bypass from NC 50 to NC 50	New Location	$740,000	Long-Term
SEAS292	NC 242 from Tarheel Rd to N. Wall St	Widening	$34,410,000	Long-Term
SEAS294	Cornwallis Rd from Old Drugstore Rd to NC 42	TSM	$54,000,000	Long-Term
SEAS303	Old Drug Store Rd from NC 42 to NC 50	TSM	$33,310,000	Long-Term
SEAS304	Wilmington Rd from Creech Rd to current end	New Location	$16,910,000	Long-Term
SEAS305	Wilmington Rd from current end to Jones Sausage Rd	Widening	$16,770,000	Long-Term
A88	New Rand Rd from US 70 Business to Benson Rd	Center Turn Lane	$16,060,000	Visionary
A144	Garner Rd from US 70 to Timber Dr	Center Turn Lane	$21,900,000	Visionary
A148d	Buffalo Rd from Covered Bridge Rd to NC 42	Widening	$40,470,000	Visionary
A169d1	Eastern Wendell Bypass from Morphus Bridge Rd to NC 231	New Location	$26,590,000	Visionary
A400b	Ten Ten Rd from Old Stage Rd to NC 50	Widening	$45,070,000	Visionary
A540a	Rock Service Station Rd from Old Stage Rd to NC 42	Center Turn Lane	$48,780,000	Visionary
A541	Mt Pleasant Rd from NC 42 to NC 50	Widening	$76,380,000	Visionary
A574	Grovemont Rd from US 401 to Timber Dr	Center Turn Lane	$14,610,000	Visionary

TSM = Transportation Systems Management

Roadway Projects by Tier (Continued)

ID	Project Location	Improvement	Cost	Horizon
A575	Woodland Rd from Old Stage Rd to Vandora Springs Rd	Center Turn Lane	$21,460,000	Visionary
A582	Bissette Rd/Lake Wendell Rd from Smithfield Rd to Medlin Rd	Center Turn Lane	$36,440,000	Visionary
A665	Perry Curtis Rd/Wake County Line Rd from S. Arendale Av to NC 39	Center Turn Lane	$23,160,000	Visionary
A798	NC 96 from Green Grove Rd to Rice Rd	Widening	$21,200,000	Visionary
Jhns4a1	Clayton Northern Connector from NC 42 to N. O'Neil St	New Location	$20,060,000	Visionary
Jhns4a2	Clayton Northern Connector from N. O'Neil St to NC 42	Widening	$29,040,000	Visionary
Jhns6	Prichard Rd; Smithfield Rd from Wake County Line to Covered Bridge Rd	Widening	$34,530,000	Visionary
Jhns15	NC 42 from Buffalo Rd to CAMPO Boundary	TSM	$24,550,000	Visionary
Jhns17	Pony Farm Rd from Ranch Rd to Little Creek Church Rd	New Location	$20,320,000	Visionary
SEAS16	Moss Rd from Morphus Bridge Rd to Earpsboro Chamblee Rd	New Location	$67,780,000	Visionary
SEAS29	Aversboro Rd from US 70 to Timber Dr	TSM	$27,580,000	Visionary
SEAS54	New roadway from Mallard Rd to US 70 Business	New Location	$4,620,000	Visionary
SEAS55	New roadway from US 70 Business to new roadway	New Location	$9,610,000	Visionary
SEAS56	New roadway from US 70 Business to Yelverton Grove Rd	New Location	$9,700,000	Visionary
SEAS60	New roadway from new roadway to Yelverton Grove Rd	New Location	$1,570,000	Visionary
SEAS64	Majestic Peak Dr from Bryan Rd to Alderbranch Ct	New Location	$3,630,000	Visionary
SEAS179	Grovemont Rd from Fayetteville Rd to Old Stage Rd	New Location	$1,950,000	Visionary
SEAS181	Fifth Ave from Vandora Springs Rd to Aversboro Rd	Access Management	$3,140,000	Visionary
SEAS182	Timber Dr from Aversboro Rd to White Oak Rd	Access Management	$26,010,000	Visionary
SEAS193	Wakeland Dr from Long Ave to White Oak Rd	New Location	$9,720,000	Visionary
SEAS194	Poole Dr from Lawndale St to NC 50	New Location	$2,940,000	Visionary
SEAS195	Coffeeberry Ct from Fox Walk Pth Extension to Twinberry Ln	New Location	$980,000	Visionary
SEAS196	Fox Walk Pth from Fox Trap Ct to White Oak Rd	New Location	$11,260,000	Visionary
SEAS200	Bayberry Woods Dr from Fox Walk Pth to current end	New Location	$3,740,000	Visionary
SEAS201	Banks Rd from Old Stage Rd to Holland Church Rd	New Location	$10,560,000	Visionary
SEAS202	Landsburg Dr from Okamato Dr to current end	New Location	$5,340,000	Visionary
SEAS203	South Mountain Dr from Landsburg Dr Extension to current end	New Location	$300,000	Visionary
SEAS204	Kanaskis Rd from current end to Ten Ten Rd	New Location	$5,960,000	Visionary
SEAS205	Hurst Dr from Kanaskis Rd Extension to current end	New Location	$2,190,000	Visionary
SEAS207	Legend Rd from Old Stage Rd to Lakeside Trail	New Location	$3,230,000	Visionary
SEAS210	New roadway from new roadway to Hall Blvd	New Location	$1,100,000	Visionary
SEAS211	New roadway from Old Stage Rd to new roadway	New Location	$3,230,000	Visionary
SEAS213	Malibu Drive from current end to Vandora Springs Rd Extension	New Location	$2,450,000	Visionary
SEAS217	Buffaloe Rd from Vandora Springs Rd to Garner Town Limits	Access Management	$13,640,000	Visionary
SEAS218	Buffaloe Rd from Garner Town Limits to Garner Town Limits	Access Management	$5,630,000	Visionary
SEAS221	Lake Wheeler Park from Lake Wheeler Park to US 401	New Location	$16,140,000	Visionary
SEAS225	Idlewood Village Dr from current end to Tryon Rd Extension	New Location	$1,200,000	Visionary
SEAS247	New roadway from Brogden Rd to Mallard Rd	New Location	$16,770,000	Visionary

TSM = Transportation Systems Management

Roadway Projects by Tier (Continued)

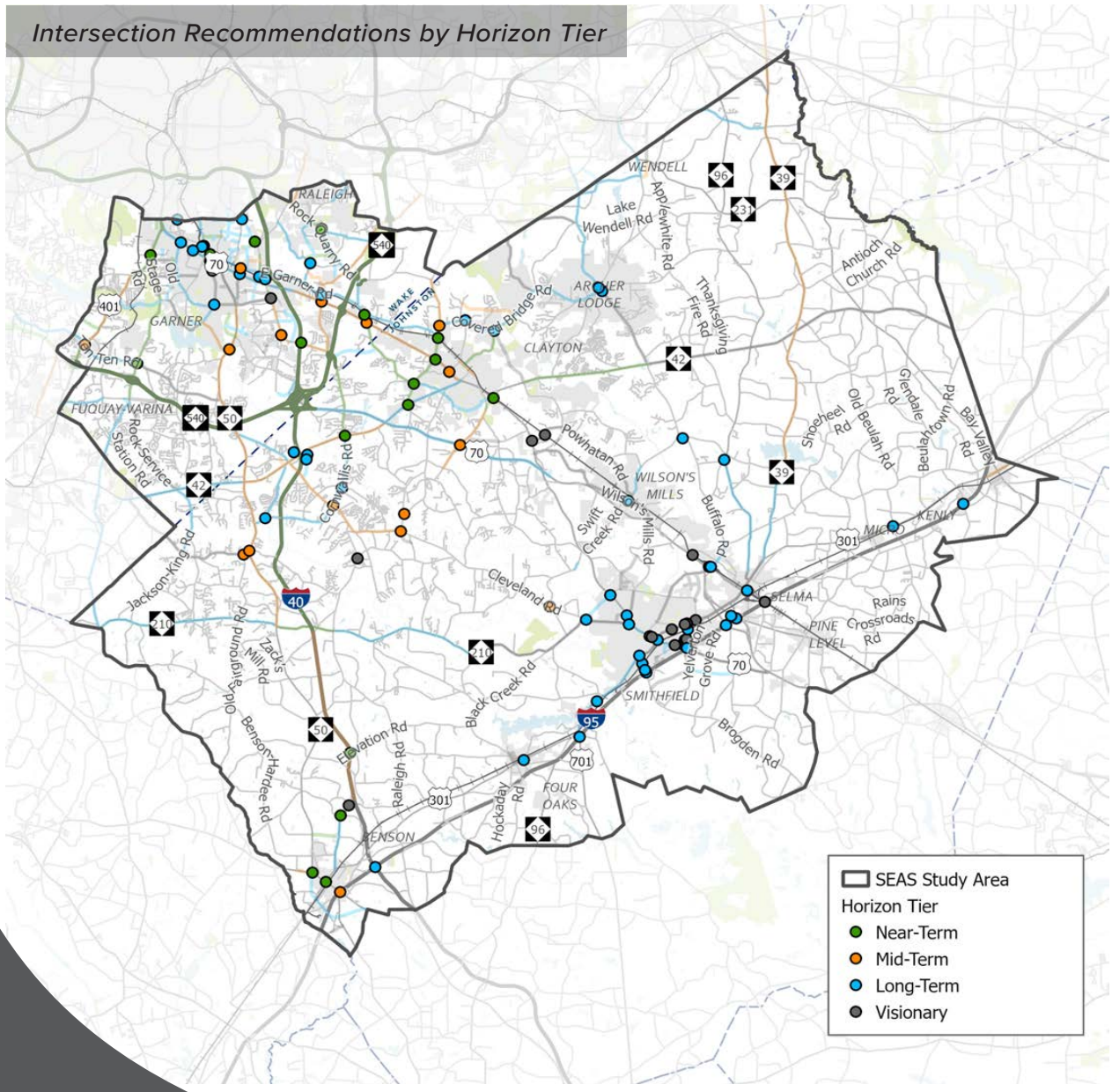
ID	Project Location	Improvement	Cost	Horizon
SEAS249	Old Farm Rd from new roadway to current end	New Location	$2,760,000	Visionary
SEAS250	Peedin Rd from Outlet Center Dr to Venture Dr	New Location	$6,360,000	Visionary
SEAS254	Clayton Industrial Connector from NC 42 to GLP One Wy	New Location	$18,690,000	Visionary
SEAS255	Brightleaf Blvd from Brogden Rd to Market St	TSM	$10,520,000	Visionary
SEAS256	Pollock St from US 70 Bypass to NC 39	TSM	$29,620,000	Visionary
SEAS257	Brightleaf Blvd from Booker Dairy Rd to Ricks Rd	TSM	$9,590,000	Visionary
SEAS258	Brightleaf Blvd from Market St to Booker Dairy Rd	TSM	$18,210,000	Visionary
SEAS260	US 301 within Micro Town Limits	Modernization	$1,080,000	Visionary
SEAS261	NC 210 from Lassiter Pond Rd to Market St	Modernization	$10,340,000	Visionary
SEAS262	N. Baker St from E. Hatcher St to E. Wellons St	Modernization	$670,000	Visionary
SEAS265	Buffalo Rd from US 70 to Hospital Rd	Modernization	$6,030,000	Visionary
SEAS267	N. Church St from W. Hatcher St to W. Wellons St	Modernization	$890,000	Visionary
SEAS269	Powhatan Rd from US 70 Business to Fire Dept Rd	Modernization	$10,810,000	Visionary
SEAS270	W. Sanders St from N. Church St to N. Main St	Modernization	$120,000	Visionary
SEAS273	Wilson's Mills Rd from Swift Creek Rd to US 70	Modernization	$2,140,000	Visionary
SEAS274	Wilson's Mills Rd from Gordon Rd to Swift Creek Rd	Modernization	$2,220,000	Visionary
SEAS275	Gordon Rd from US 70 Business to Wilson's Mills Rd	Modernization	$4,200,000	Visionary
SEAS276	Wilson's Mills Rd from M Durwood Stephenson Hwy to Market St	Center Turn Lane	$13,100,000	Visionary
SEAS277	Barber Mill Rd from Cleveland Rd to Monroe Rd	New Location	$7,560,000	Visionary
SEAS280	Jaguar Dr from Martin Luther King Jr Rd to Jaguar Rd	New Location	$8,640,000	Visionary
SEAS285	N. Sumner St from W. Richardson St to Poole Dr	Modernization	$430,000	Visionary
SEAS286	W. Richardson St from N. Sumner St to Pollock St	Modernization	$230,000	Visionary
SEAS293	Ashley Rd/Massengill Farm Rd from Massengill Farm Rd to NC 242	New Location	$5,140,000	Visionary
SEAS295	Noble St from Buffalo Rd to Pollock St	Center Turn Lane	$17,870,000	Visionary
SEAS296	US 70 Business from I-95 to US 70	Center Turn Lane	$41,250,000	Visionary
SEAS297	Booker Dairy Rd from Buffalo Rd to M Durwood Stephenson Pkwy	New Location	$18,470,000	Visionary
SEAS298	New roadway from M Durwood Stephenson Pkwy to Lee Youngblood Rd	New Location	$12,800,000	Visionary
SEAS299	New roadway from NC 210 to US 70 Business	New Location	$6,910,000	Visionary
SEAS300	New roadway from Kellie Rd to Booker Dairy Rd Extension	New Location	$8,700,000	Visionary
SEAS301	Bradford Rd from Buffalo Rd to current end	New Location	$6,550,000	Visionary
SEAS302	Stephenson Dr from new roadway to current end	New Location	$2,430,000	Visionary

TSM = Transportation Systems Management

Intersection Prioritization

The map below and the tables on the following pages show the SEAS Update intersection recommendations by their suggested phasing based on the congestion-based prioritization described at the beginning of this chapter.

Intersection Recommendations by Horizon Tier



Intersection Projects by Tier

ID	Project Location	Improvement	Cost	Horizon
A143a1	I-40/White Oak Rd	Interchange	$20,455,050	Near-Term
A742	Vandora Hills Rd/RR	Grade Separation	$5,644,918	Near-Term
Jhns13c	US 70 BUS/NC 42/Ranch Rd	Interchange	$58,284,000	Near-Term
SCI-1	Guy Rd/RR	Grade Separation	$6,320,000	Near-Term
SCI-1	Shotwell Rd/RR	Grade Separation	$6,320,000	Near-Term
SEAS7	NC 42/Cornwallis Rd	Intersection Improvement	$1,710,000	Near-Term
SEAS15	NC 50/W Main Street/Benson Western Bypass	Intersection Realignment	$1,580,000	Near-Term
SEAS20	Ten Ten Rd/Old Stage Rd	Intersection Improvement	$1,710,000	Near-Term
SEAS21	US 301/NC 50	Intersection Improvement	$1,710,000	Near-Term
SEAS26	Garner Rd/Yeargan Rd	Intersection Improvement	$1,710,000	Near-Term
SEAS39	NC 242/Tarheel Rd	Intersection Improvement	$100,000	Near-Term
SEAS74	Guy Rd/Amelia Church Rd	Intersection Improvement	$1,710,000	Near-Term
SEAS75	I-40/Elevation Rd	Interchange	$41,980,000	Near-Term
SEAS78	US 70 BUS/Shotwell Rd	Intersection Improvement	$1,710,000	Near-Term
SEAS120	Rock Quarry Rd/Battle Bridge Rd	Intersection Improvement	$100,000	Near-Term
SEAS137	Wilmington Rd/Charles St Ext	Intersection Realignment	$970,000	Near-Term
SEAS178	NC 42/Amelia Church Rd	Intersection Improvement	$1,710,000	Near-Term
SEAS231	Fayetteville Rd/Old Stage rd	Intersection Improvement	$1,710,000	Near-Term
A678	US 401/Ten Ten Rd	Interchange	$95,050,000	Mid-Term
SCI-1	New Rand Rd/RR	Grade Separation	$7,510,000	Mid-Term
SEAS4a	Cleveland Rd/Barber Mill Rd	Intersection Improvement	$100,000	Mid-Term
SEAS4b	Barber Mill Rd/Government Rd	Intersection Improvement	$100,000	Mid-Term
SEAS5	Cleveland Rd/Cornwallis Rd	Intersection Improvement	$1,710,000	Mid-Term
SEAS23	US 70/Guy Rd	Intersection Improvement	$3,420,000	Mid-Term
SEAS32	Mount Pleasant Rd/Old Fairground Rd/Edmonson Dr	Intersection Improvement	$4,100,000	Mid-Term
SEAS33	I-95/NC 50	Interchange	$20,140,000	Mid-Term
SEAS50	US 70/Raynor Rd	Intersection Improvement	$1,710,000	Mid-Term
SEAS52	White Oak Rd/Hebron Church Rd/Ackerman Rd	Intersection Realignment	$1,070,000	Mid-Term
SEAS79	NC 50/Mount Pleasant Rd/Sanders Rd	Intersection Improvement	$1,710,000	Mid-Term
SEAS82	US 70/Ranch Road	Interchange	$10,240,000	Mid-Term
SEAS119	US 70 BUS/Amelia Church Rd/Robertson St	Intersection Improvement	$1,710,000	Mid-Term
SEAS165	Shotwell Rd/Covered Bridge Rd	Intersection Improvement	$100,000	Mid-Term
SEAS230	Benson Rd/Buffalo Rd	Intersection Improvement	$1,710,000	Mid-Term
SEAS307	Cleveland Rd/Swift Creek Rd	Intersection Improvement	$2,097,595	Mid-Term
A138b	Jones Sausage Rd/RR	Grade Separation	$27,604,000	Long-Term
A139	US 70/Timber Dr	CFI	$17,830,000	Long-Term
SCI-1	Auburn Knightdale Rd/RR	Grade Separation	$7,510,000	Long-Term
SCI-1	Yeargan Rd/RR	Grade Separation	$7,510,000	Long-Term
SEAS1	Timber Dr/Aversboro Rd	Intersection Improvement	$1,710,000	Long-Term

CFI = Continuous Flow Intersection

Intersection Projects by Tier (Continued)

ID	Project Location	Improvement	Cost	Horizon
SEAS3	Jones Sausage Rd/RR	Road Closure	$31,960,000	Long-Term
SEAS3a	Buffalo Rd/Noble St/Baugh Rd	Intersection Improvement	$1,710,000	Long-Term
SEAS3b	Buffalo Rd/RR	Grade Separation	$6,320,000	Long-Term
SEAS6	Cornwallis Rd/Josephine Rd	Intersection Improvement	$100,000	Long-Term
SEAS9	Buffalo Rd/Covered Bridge Rd/Wendell Rd	Intersection Improvement	$1,710,000	Long-Term
SEAS11	US 301/Keen Rd	Intersection Improvement	$1,710,000	Long-Term
SEAS13	Market St/NC 210	Intersection Improvement	$1,710,000	Long-Term
SEAS14	Market St/Wilson's Mills Rd	Intersection Improvement	$3,072,532	Long-Term
SEAS17	Covered Bridge Rd/O'Neil St	Intersection Improvement	$1,710,000	Long-Term
SEAS18	US 70/Ricks Rd/Outlet Center Drive	Intersection Improvement	$1,710,000	Long-Term
SEAS22	Market St/Brightleaf Blvd	Intersection Improvement	$1,710,000	Long-Term
SEAS24	I-95/US 70	Interchange	$25,940,000	Long-Term
SEAS25	US 70/New Rand Rd	Intersection Improvement	$1,710,000	Long-Term
SEAS31	Buffalo Rd/Archer Lodge Rd	Intersection Improvement	$1,710,000	Long-Term
SEAS35	NC 96/Live Oak Church Rd	Intersection Improvement	$100,000	Long-Term
SEAS38	NC 210/Cleveland Rd	Intersection Improvement	$1,710,000	Long-Term
SEAS45	Hammond Rd/Tryon Rd	Intersection Improvement	$1,710,000	Long-Term
SEAS47	I-95/US 70 BYP	Interchange	$35,000,000	Long-Term
SEAS48	Mechanical Blvd/Yeargan Rd	Intersection Improvement	$100,000	Long-Term
SEAS51	I-40/I-95	Interchange	$219,770,000	Long-Term
SEAS53	I-95/Market St	Interchange	$34,500,000	Long-Term
SEAS66	Auburn Church Rd/Wall Store Rd	Intersection Realignment	$2,140,000	Long-Term
SEAS68	Cleveland Crossing Dr/Walmart access	Intersection Improvement	$3,080,000	Long-Term
SEAS72	Cleveland Crossing Dr/Cleveland Crossing Dr Ext	Intersection Realignment	$490,000	Long-Term
SEAS77	Brightleaf Blvd/Galilee Rd	Intersection Improvement	$1,710,000	Long-Term
SEAS81	Cornwallis Rd/Old Drug Store Rd	Intersection Realignment	$680,000	Long-Term
SEAS83	Covered Bridge Rd/City Rd	Intersection Improvement	$1,710,000	Long-Term
SEAS99	Webb St/RR	Road Closure	$115,000	Long-Term
SEAS100	Peedin Rd/RR	Grade Separation	$7,510,000	Long-Term
SEAS101	Brogden Rd/RR	Grade Separation	$7,510,000	Long-Term
SEAS121	US 70/Yeargan Rd	Intersection Improvement	$1,710,000	Long-Term
SEAS151	I-95/Brogden Rd/Wal-Pat Rd/MLK Jr Dr	Intersection Improvement	$1,403,719	Long-Term
SEAS164	US 301/Oak Grove Inn Rd	Intersection Improvement	$1,710,000	Long-Term
SEAS227	Creech Rd/Wilmington Rd	Intersection Realignment	$1,180,000	Long-Term
SEAS228	US 70/Aversboro Rd/5th Ave	Intersection Realignment	$250,000	Long-Term
SEAS308	Market St/M Durwood Stephenson Hwy	Intersection Improvement	$3,072,532	Long-Term
SEAS313	Brightleaf Blvd/Brogden Rd/Third St	Intersection Improvement	$1,710,000	Long-Term
SEAS314	Outlet Center Dr	Intersection Improvement	$354,523	Long-Term
SEAS315	I-95/Brogden Rd	Interchange	$59,300,000	Long-Term

Intersection Projects by Tier (Continued)

ID	Project Location	Improvement	Cost	Horizon
SEAS316	I-95/Truck Stop Rd	Interchange	$20,480,000	Long-Term
SEAS317	I-95/US 701/NC 96	Interchange	$64,120,000	Long-Term
SEAS318	Buffalo Rd/Fire Dept Rd/Little Divine Rd	Intersection Realignment	$16,120,000	Long-Term
SEAS320	Wilson's Mills Rd/Fire Dept Rd	Intersection Realignment	$4,610,000	Long-Term
SEAS321	Glen Rd/Technology Dr	Intersection Improvement	$3,080,000	Long-Term
SCI-1	Powhatan Rd/RR	Grade Separation	$6,320,000	Visionary
SEAS36	Market St/Fourth St	Intersection Improvement	$2,363,487	Visionary
SEAS37	Market St/Fifth St	Intersection Improvement	$1,710,000	Visionary
SEAS41	Polenta Rd/McLemore Rd	Intersection Improvement	$1,710,000	Visionary
SEAS76	I-95/Selma-Pine Level Rd	Interchange	$46,760,000	Visionary
SEAS80	US 70 BUS/Powhatan Rd	Intersection Improvement	$1,710,000	Visionary
SEAS118	Timber Dr E/White Oak Rd	Intersection Improvement	$1,710,000	Visionary
SEAS173	US 70/Oak St/RR	Road Closure	$115,000	Visionary
SEAS232	Aversboro Rd/7th Ave/Vandora Ave	Intersection Improvement	$1,710,000	Visionary
SEAS306	Market St/College Rd	Intersection Improvement	$8,142,212	Visionary
SEAS309	Brightleaf Blvd/Booker Dairy Rd	Intersection Improvement	$3,072,532	Visionary
SEAS310	Brightleaf Blvd/Peedin Rd	Intersection Improvement	$3,072,532	Visionary
SEAS311	Brightleaf Blvd/Dail St	Intersection Improvement	$3,072,532	Visionary
SEAS312	Brightleaf Blvd/Hospital Rd	Intersection Improvement	$3,072,532	Visionary
SEAS319	NC 242/Woodall Dairy Rd/Federal Road Ext	Intersection Realignment	$3,830,000	Visionary
SEAS433	Equity Dr/Peedin Rd Ext	Intersection Realignment	$900,000	Visionary
SEAS434	Equity Dr/Peedin Rd Ext	Intersection Realignment	$950,000	Visionary

Bicycle and Pedestrian Prioritization

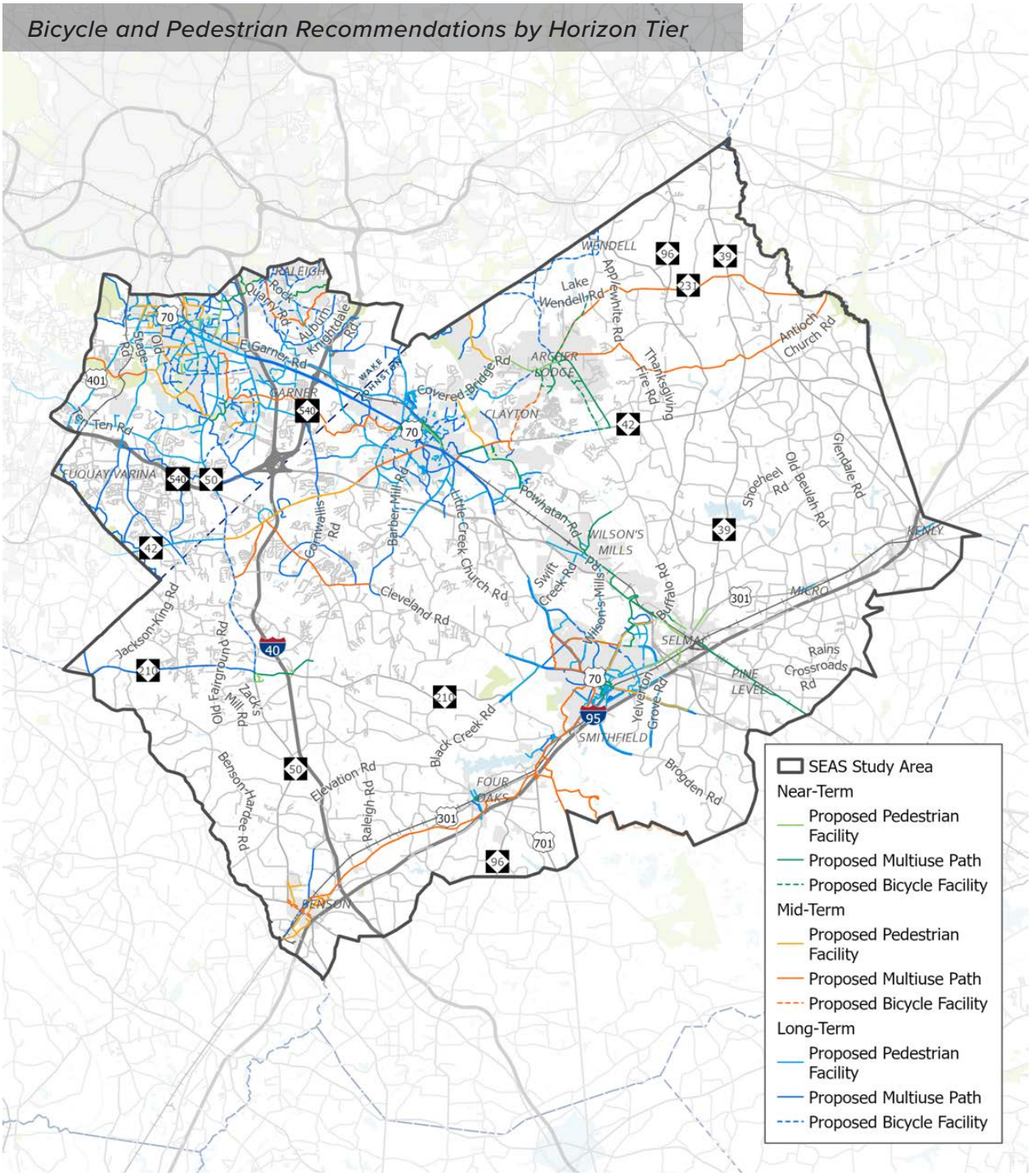
The bicycle and pedestrian recommendations are generally prioritized by the location and purpose of a facility. Near-Term priorities are projects that would fill in gaps in the network, particularly those internal to municipalities, Mid-Term recommendations are meant to connect towns and recreational resources, and Long-Term priorities are intended to complete the regional multimodal system.

As Southeast Area communities implement local bicycle and pedestrian priority projects incrementally across their communities, new multi-jurisdictional opportunities also become increasingly available. Below are important elements of building out a regionally connected bicycle and pedestrian network:

- **Local Planning** - Most jurisdictions have identified priorities in local planning processes that can serve as key building blocks for regional connectivity. Each jurisdiction should have an up-to-date comprehensive bicycle and pedestrian plan.
- **Regional Trail Systems** - Regional systems such as the Wake County Greenway System Plan, the Great Trails State Network, the Mountains-to-Sea trail, the East Coast Greenway, and North Carolina's State Bike Route System can serve as bicycle and pedestrian spines of connectivity for SEAS jurisdictions.
- **Complete Streets** - New development and major roadway projects such as widenings (e.g. NC 42 through Clayton, NC 210 through McGee's Crossroads, etc.) are critical opportunities to implement bicycle and pedestrian facilities that are physically separated from the roadway.
- **'All Ages and Abilities'** - Local planning and design efforts should reference the 'all ages and abilities' guidance provided in Appendix F for bikeway facility selection when planning and designing for bicycle facilities.
- **Multi-jurisdictional Collaboration** - Further regional connectivity analysis is needed to identify key gaps between local bicycle and pedestrian networks. This will also require improved bicycle and pedestrian data at both the local and regional level.

The map on the following page shows the SEAS Update recommendations for walking and biking infrastructure by their suggested phasing.

Bicycle and Pedestrian Recommendations by Horizon Tier



Transit Prioritization

Near-Term transit projects are those providing key high-demand regional connections and routes through areas that have, or are projected to have, transit supportive land use in the near future. In areas that may warrant transit service in the future but that may not be able to support it now, microtransit was recommended as a supplement to fixed-route service that traverses longer distances. Mid- to Long-Term considerations for transit include areas that are projected to grow and eventually support transit in the future.

Near-Term Recommendations

Near-Term transit recommendations, by corridor, include:

- US-70: Garner – Clayton Circulator, and Clayton – Selma Connector
- US-401: New GoRaleigh 40X stops
- NC-50: Garner – West Johnston Circulator
- US-301: Selma – Smithfield Circulator, Benson – Selma Connector, Kenly – Selma Connector

Additionally, transit transfer facilities (TTF) and other supporting infrastructure should be pursued in the Near-Term, promoting a positive rider experience as new transit services are implemented.

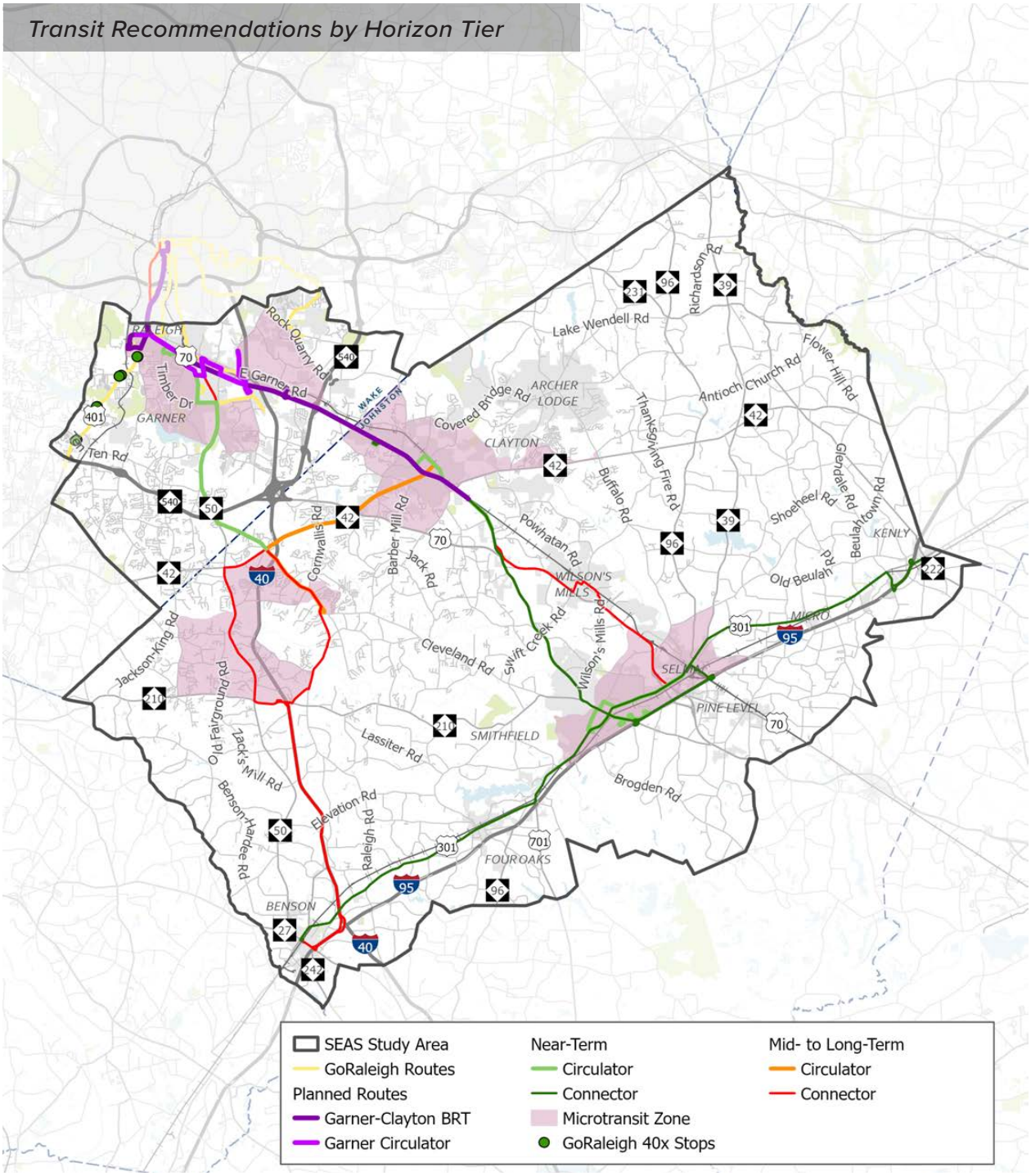
Mid- to Long- Term Considerations

Based on public feedback, ridership data, and analyses of new development and subsequent changes in regional population trends, future considerations for transit include:

- Clayton – Willow Springs Circulator,
- Selma – Raleigh Connector, and
- Benson – Garner Connector.

The map on the following page shows the SEAS Update recommendations for transit routes and microtransit zones by their suggested phasing. These recommendations are contingent upon the continued development of transit-supportive land uses along these corridors.

Transit Recommendations by Horizon Tier



Unified Approach

The Southeast Area Study Update has resulted in the development of a series of land use and transportation strategies that will serve its member jurisdictions in both CAMPO and UCPRPO. The transportation recommendations detailed in Chapter 5 will become the bedrock of CAMPO's Comprehensive Transportation Plan for this region, and will also inform the creation of CAMPO's Metropolitan Transportation Plan. While the UCPRPO area is not subject to the development of a Metropolitan Transportation Plan, these transportation recommendations can be incorporated into the area's Comprehensive Transportation Plan. Perhaps most importantly, the SEAS Update transportation recommendations were created with a combined effort of stakeholders from the CAMPO and UCPRPO areas. Each area will benefit from the enhanced knowledge of the types of improvements that are important to the region.

While serving as a framework for transportation and land use decision-making, the SEAS Update also seeks to provide tools for implementation:

Land Use Implementation Toolkit — The SEAS Update is built upon an understanding of the interrelationship of transportation and land use decision-making. An analysis of land use is essential to produce an effective and implementable transportation study. Transportation issues facing the region such as congestion, safety, connectivity, and multimodal linkages cannot be fully addressed with the resources available. To close the gap, changes in land use policies and strategies can make the largest positive impact. This toolkit, detailed in Chapter 4, explores the current conditions and future needs and strategies for each of the jurisdictions within the study area. Following a plan and policy review, a series of recommended land use priority strategies were developed for each jurisdiction. These priority strategies are explored in detail along with steps for implementation.

Benefits of Compact Development Video — The Benefits of Compact Development video should be used as an educational tool to help inform the public, planners, and decision makers of the ongoing negative consequences of the existing development patterns in Wake and Johnston counties that allow sprawl. The video delivers is a persuasive, action-oriented message that is meant to encourage the implementation of the recommendations in the Land Use Implementation Toolkit. This video can be viewed here: http://www.youtube.com/@nccapitalareampo2526

Near-Term Projects — CAMPO and UCPRPO will work with NCDOT to determine how projects recommended in the Southeast Area Study advance into funding and completion. To aid in this process, a series of Near-Term roadway projects were identified that help respond to existing and future congestion needs while also considering public and committee feedback. These projects can function as a starting point for recommendations that should be considered for inclusion in the NCDOT Strategic Transportation Investments (STI) process. This is particularly beneficial for the UCPRPO area, which does not have the benefit of a financially constrained Metropolitan Transportation Plan to help identify the best candidate projects to be considered and scored through the STI process.

Hot Spot Study — Chapter 5 and Appendix E explore the US 70/NC 42/Future Ranch Road intersection as a complex location in need of a long-term transportation solution. The hot spot study resulted in two alternative interchange concept-designs with estimated opinions of probable construction costs (OPCC) to be used for future consideration of the project. The hot spot study provided the outcomes needed to ready this location for the next phase of project development.

Multimodal ICE Toolkit — This Intersection Control Evaluation (ICE) toolkit expands on the typical ICE guidelines to include design elements that improve safety across all modes of transportation and enhance the experience for active transportation users. This booklet and accompanying short-form pamphlet should be leveraged by planners, engineers, developers, and decision makers when during project development and design.

Call to Action and Conclusion

Achieving the full vision of the SEAS Update will require decades of investment, continued commitment from CAMPO, UCPRPO, NCDOT, and support from local and regional partners. The return on investment for these groups will be a more cohesive and unified area, sharing prosperity among the member jurisdictions, and making the Southeast Area more competitive and attractive among its regional peers. The full implementation of the Southeast Area Study will incorporate planned growth and result in improved multimodal access, while accommodating the trips that are being made in the area both today and into the future.

TOWN OF CLAYTON
ELECTED OFFICIALS DAY
PROCLAMATION

WHEREAS, elected officials include city council members, mayors, governors, members of state legislatures, senators, representatives in the United States Congress, and even the President of the United States; and

WHEREAS, they have occupied powerful positions in the government because they have been voted in; and

WHEREAS, our elected officials work to enhance the quality of life in the Town of Clayton by listening to and valuing the needs of all citizens; and

WHEREAS, it is on this day we recognize our elected officials of the Town of Clayton: Mayor Jody McLeod, Mayor Pro Tem Michael Sims, Council Member Ruth Anderson, Council Member Andria Archer, Council Member Porter Casey, and Council Member Gretchen Williams.

NOW THEREFORE, the Town of Clayton hereby proclaims May 19, 2024 as **ELECTED OFFICIALS DAY** in the Town of Clayton and citizens are encouraged to express your appreciation to these officials.

Proclaimed this the 6th day of May, 2024.

_____
Jody L. McLeod
Mayor

TOWN OF CLAYTON
ECONOMIC DEVELOPMENT WEEK
PROCLAMATION

WHEREAS, economic developers promote economic well-being and quality of life for their communities by creating, retaining, and expanding jobs that facilitate growth, enhance wealth, and provide a stable tax base; and

WHEREAS, economic developers are engaged in a wide variety of settings including rural and urban, local, state, and federal governments, public-private partnerships, chambers of commerce, colleges, universities, and a variety of other institutions; and

WHEREAS, economic developers engage in a wide variety of activities to facilitate the growth and well-being of their communities, working across jurisdictions, departments and disciplines; and

WHEREAS, economic developers attract and retain high-quality jobs, develop vibrant communities, nurture their downtowns and neighborhoods, and improve the quality of life in their towns and regions; and

WHEREAS, the Town of Clayton first established its Economic Development Department in 2018.

NOW, THEREFORE, on behalf of the Clayton Town Council, we hereby proclaim the week of May 6 through May 10, 2024, as **ECONOMIC DEVELOPMENT WEEK**, and remind individuals of the importance of this community celebration which supports expanding career opportunities and making lives better.

Proclaimed this the 6th day of May, 2024.

_____

Jody L. McLeod
Mayor

TOWN OF CLAYTON
NATIONAL POLICE WEEK
PROCLAMATION

WHEREAS, there are more than 900,000 law enforcement officers serving in communities across the United States, including the dedicated members of the Clayton Police Department; and

WHEREAS, since the first recorded death in 1791, more than 22,000 law enforcement officers in the United States have made the ultimate sacrifice and have been killed in the line of duty, including Patrol Officer Charles Lee, Patrol Officer Ray Gilmore and Lieutenant Monica Carey, who honorably served as members of the Clayton Police Department; and

WHEREAS, the names of these dedicated public servants are engraved on the walls of the National Law Enforcement Officers Memorial in Washington, DC; and

WHEREAS, 282 new names of fallen heroes are being added to the National Law Enforcement Officers Memorial this spring, including 137 officers killed in 2023; and

WHEREAS, the service and sacrifice of all officers killed in the line of duty will be honored during the National Law Enforcement Officers Memorial Fund's 36th Candlelight Vigil, on the evening of May 13, 2024; and

WHEREAS, May 15 is designated as Peace Officers Memorial Day, in honor of all fallen officers and their families and U.S. flags should be flown at half-staff.

NOW, THEREFORE, on behalf of the Clayton Town Council, we observe May 12-18, 2024, as **NATIONAL POLICE WEEK** and publicly salute the service of law enforcement officers in our community and in communities across the nation.

Proclaimed this the 6th day of May, 2024.

_____

Jody L. McLeod
Mayor

TOWN OF CLAYTON
PROCLAMATION
TOURETTE SYNDROME

WHEREAS, Tourette Syndrome is an inherited neurological disorder that is characterized by involuntary physical and vocal tics that occur many times a day; and

WHEREAS, Tourette Syndrome is often accompanied by other mental health disorders such as attention deficit and obsessive compulsive disorder, learning disabilities, and anxiety; and

WHEREAS, Tourette Syndrome and tic disorders affect 1 in 50 children. More than 45,880 school age children in the State of North Carolina alone are dealing with Tourette Syndrome and although some of these cases are aided by medication, there is no standard treatment or known cure for the disorder; and

WHEREAS, there is an important need for more professional help with interest and expertise to identify, counsel, and treat people with Tourette Syndrome, a disorder that is often misdiagnosed and misunderstood; and

WHEREAS, positive actions to assist children and families living with Tourette Syndrome would result from a broadening of public and professional knowledge and acceptance of Tourette Syndrome; and

WHEREAS, the Tourette Association of America is actively providing services to families, educating medical professionals and teachers, and supporting research to better understand the signs and treatments of TS.

NOW THEREFORE BE IT RESOLVED that May 15 – June 15, 2024 will be recognized as "**TOURETTE SYNDROME AWARENESS MONTH"** in the Town of Clayton, as a special day to promote understanding, compassion, and acceptance for all of our fellow citizens who deserve and need our support to break the stigma that surrounds Tourette Syndrome.

Proclaimed this the 6th day of May 2024.

_____

Jody L. McLeod
Mayor

Regular Town Council Meeting
Agenda Cover Sheet

Meeting Date	Agenda Location
May 6, 2024	PUBLIC HEARINGS

Item Title

2024-24-CZM Shotwell Apartments

Presenter(s)

Conrad Olmedo, Planning Director

Suggested Action

Adoption of Ordinance

Strategic Priorities Alignment

☐ Think Clayton (Administrative)	☐ Think Arts & Culture	☐ Think Downtown	☐ Think Economic Development	☒ Think Land Use & Housing	☐ Think Mobility	☐ Think Parks, Recreation & Natural Resources	☐ Think Public Services & Infrastructure

Public Hearing: Yes - Legislative

If Approved, Will Document Require Recordation? Yes

Does This Item Require a Communication Plan?

- ☒ Public Hearing (Required by GS)
- ☒ Newspaper Notice (Required by GS)
- ☐ Public Forum/Input Session
- ☐ E-News Distribution
- ☐ Social Media
- ☒ Special Mailing
- ☐ Public Hearing (Not Required by GS)
- ☐ Newspaper Notice (Not Required by GS)
- ☐ Press Release
- ☐ Website
- ☐ Survey
- ☐ None Required

Other/Special Instructions: Sign posted on property

Summary

The applicant is requesting to be rezoned 2.91 acres from Corridor Commercial (CRM) to a Conditional Zoning Residential District in order to build an Affordable Housing apartment building utilizing low-income housing tax credits through NCHFA. One hundred percent (100%) of the dwelling units shall be restricted to households earning sixty percent (60%) of the Area Median Income (AMI) based on Johnston County data. The development shall commit to providing 100% affordable housing for at least fifteen (15) years. The Conditional Zoning requires approval from the Town Council. The project entails a new affordable housing multifamily apartment complex that will have 96 units with the first floor being a parking garage, additionally, onsite amenities and open space shall be provided.

Recommendation

Staff recommends approval. On April 22, 2024, the Planning Board held a public meeting to discuss the project and voted 6-3 to recommend the denial of the proposed conditional zoning to the Clayton Town Council.

Funding Source

N/A

Corresponding Documentation

1 ShotwellApartments-Conditional Zoning Application

2 ShotwellApartments-RWD-MasterPlanNarrative_2024-04-26

3 ShotwellApartments-RWD-ConceptPlan_2024-04-29

5 Shotwell Apartments WastewaterPolicyAllocationRequest

6 ShotwellApartments-RWD-RevisedTripGenLetter_2024-04-26

7 Shotwell Apartments NC DOT Communication Required improvements.

8 Staff Report Map

10 Shotwell Apartments BoundarySurvey

Staff Report - 2024-24-CZM - Shotwell Apartments 5-1

Submitted By: Bruce Venable, Planning

Reviewed By:

Conrad Olmedo, Planning Director	Approved - May 01 2024
Rich Cappola, Town Manager	Approved - May 01 2024
Heidi Holland, Town Clerk	Approved - May 02 2024

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, Unlimited w/Associated Concept Plan Coversheet

Name of Project: Shotwell Apartments **Date:** 2/26/2024

Applicant Name: Reuter Walton Development LLC

The following checklist to be completed by applicant:

- ☒ Pre-Application Meeting on: 2/6/24
- ☒ Review Fee
- ☒ Completed Application
- ☒ Owner's Consent Form
- ☒ Adjacent Property Owner's List - Include Names, Full Mailing Addresses & Parcel/NC Tag #
- ☒ Neighborhood Meeting Letter (one copy)
- ☒ Signed & sealed boundary survey
- ☒ Copy of signed & sealed boundary survey in PDF on USB
- ☒ Master Plan Narrative
- ☒ Master Plan Set to include the following:
  - Cover Sheet
  - Signed & Sealed Boundary 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

Reviewed by: _____

July 2023

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, Unlimited w/Associated Concept Plan Application

Application Fee: $1,000 + $5.00 per acre

Public Noticing Fees (Mailing & Sign) will be confirmed/invoiced by town staff prior to payment.
Mailed Notice: $1.00 per mailed notice Public Notice Signs: $20.00 per posted sign

SITE INFORMATION

Name of Project: Shotwell Apartments

Acreage of Property: 2.91 **Current Zoning District:** CRM

County Tag #: 05026073T,05026073S, 05026073E,05026073O **NC Pin #:** 165911-55-3881,5881,7668,4650

Address/Location: 1311 Mechanical Dr, Clayton, NC 27520

Existing Zoning District: CRM **Proposed Zoning District:** CZR

Ex: CZR, CZM, CZC, CZD, CZI

APPLICANT INFORMATION

Applicant: Reuter Walton Development, LLC

Mailing Address: 4450 Excelsior Boulevard, Suite 400, St Louis Park, MN 55416

Phone Number: 612-282-1977 **Fax:**

Contact Person: Paul Keenan

Email Address: pkeenan@reuterwalton.com

PROPERTY OWNER INFORAMTION

Name: Corporate Developers, L.L.C.

Mailing Address: 1205 Great Oaks Dr, Wilmington, NC 28405

Phone Number: 919-630-3612 **Fax:**

Email Address: ray.hales@thehalesgroup.net

OFFICE USE ONLY

Date Received: Amount Paid: File Number:

July 2023

EXPLANATION OF PROJECT

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

Please see the attached Master Plan Narrative Letter for explanation of the proposed affordable housing Multi-Family project.

APPROVAL CRITERIA – REZONING

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

1. Consistency with the adopted plans of the Town. (This criteria must also be addressed in Master Plan Narrative.)

   The subject parcels are located within the "High Density Residential" future land use zone on the Town of Clayton Future Land Use Map. The proposed Multi-Family project aligns with the intent of the HDR future land use to provide a transition between nearby commercial and lower density residential uses.

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

   The current zoning district is Corridor Commercial (CRM) and allows for a wide range of commercial development types. The properties are suitable for the proposed Conditional Zoning Residential (CZR) district and multi-family development to provide a transition from the commercial uses along Highway 70 and the adjacent single family townhomes and rural areas.

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

   The proposed multi-family project will be an affordable housing apartment development. Affordable housing is an issue faced by many communities in the region and the proposed project addresses the need for affordable housing adjacent to commercial services.

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.

   The property is adjacent to public roadways and will include at least 2 vehicular and pedestrian access points to Mechanical Drive. Public infrastructure including water and sanitary sewer services appear to be readily available adjacent to the properties. Stormwater runoff generated on the subject property will be treated on-site. The site has adequate outfall points for controlled release of stormwater runoff.

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

   We are not aware of any zoning violations the subject properties.

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 adjoining commercial properties will benefit from the project by bringing additional residents and potential customers to the area. The multi-family development will provide additional separation and buffering between the adjacent single-family townhomes and commercial uses along Highway 70.

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.

The adjacent property owners will benefit from the proposed multi-family project. The project will serve to provide a transition and separation between the less dense residential areas north and east and the commercial businesses along the Highway 70 corridor. The adjacent commercial businesses will benefit from the additional residents and potential customers.

APPROVAL CRITERIA- MASTER PLAN

All associated Master Plans must address the following Approval Criteria: (This criteria must also be addressed in Master Plan Narrative.)

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 is compliant with code section 155.203(L). Refer to Master Plan narrative for detailed response to the standards established in the newer UDO Section 2.3.6.J.

2. Consistency with the Clayton General Design guidelines.

Project is consistent with Clayton General Design Guidelines. Refer to Master Plan Narrative for detailed response.

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

The purpose of the Conditional Residential (CZR) zoning district is stated "to provide greater flexibility in terms of the range of allowable uses or applicable development standards than is permitted within the" residential conventional zoning districts. The proposed development is consistent with the RMF district standards with request for greater residential unit density.

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

Proposed Multi-Family project will provide a transition between nearby commercial and lower-density residential uses.

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.

The proposed Multi-Family project will align with Appendix B Design Quality Standards and Requirements from North Carolina's QAP.

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

Project to be constructed in a single phase.

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

Project to be constructed in a single phase.

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.

There are existing potable water and sanitary sewer extensions along Mechanical Drive adjacent and available to the subject properties. The project will include sidewalk connections to existing public sidewalks to provide pedestrian pathways to adjacent commercial developments and the Lowes Foods grocery store located within half a mile of the site.

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

Units will be available to household earnings less than 60% of the Area Median Income. The proposed financing includes the use of the Low Income Housing Tax Credit to generate private equity combined with private debt. An affiliate of the developers will be the borrower and provide the necessary guarantees to obtain the financing for needed for the project.

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

Pedestrian connections are proposed internal to the project and to the existing sidewalks along Mechanical Drive.

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

Preliminary Analysis identified streams and wetland within the subject property. Per the Concept Plan, impacts to these sensitive areas have been minimized and will be permitted through the appropriate agencies.

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.

Paul Keenan		2/26/2024
Print Name	*Signature of Applicant*	*Date*

REUTERWALTON

Town of Clayton
Conrad Olmedo
111 East Second Street
Clayton, NC 27528

RE: Town of Clayton – Conditional Zoning Application – Shotwell Apartments

Reuter Walton Development is proposing a 96-unit affordable housing development located at 1311 Mechanical Drive, Clayton, NC 2752. The current use is a vacant underutilized site left over as part of a larger master development plan. The site is approximately 2.9 acres and the developer currently has the site under purchase agreement. The developer intends to apply for low-income housing tax credits through NCHFA in May 2024.

Reuter Walton's affordable housing proposal includes a total of (96) units of affordable housing serving households earning 60% of Area Median Income (AMI). The proposal includes housing for both individual and family households with thirty-six (36) one-bedroom units, thirty-six (36) two-bedroom units, and twenty-four (24) three-bedroom units.

The building would be 5-stories tall including the majority of the first level being enclosed parking and common area amenities. The upper floors would be all residential units. The building would be wood framed with a flat roof intended. Each unit would include a patio or balcony.

Each unit will include Energy-Star appliances with laundry equipment and will feature a high quality of design and finishes. Community amenities include a fitness area, community room, wifi business lounge, private offices for property management, enclosed parking. Outside the project would include a patio/gathering space with grills and seating, a playground, and dog run area. One of the highlighted attributes of this project is the location and being adjacent to many of the goods and services along US-70. In addition, the site is within 2 miles of the Municipal Park and Clayton Community Park, and Clayton Community Center.

Reuter Walton Development
4450 Excelsior Boulevard, Suite 400
St. Louis Park, MN 55416
(612) 823-3489

1. Consistency with the adopted plans of the Town. (This criteria must also be addressed in Master Plan Narrative.)

The subject parcels are located within the "High Density Residential" future land use zone on the Town of Clayton Future Land Use Map. The proposed Multi-Family project aligns with the intent of the HDR future land use to provide a transition between nearby commercial and lower-density residential uses. Adjacent uses to the south (toward Highway 70) include a fitness gym, coffee shop, and Preschool, with restaurants and a Lowes Foods grocery store within half a mile. Adjacent uses to the north and east include lower-density single-family townhomes and undeveloped rural areas.

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

The current zoning district is Corridor Commercial (CRM) and allows for a wide range of commercial development types. The properties are suitable for the proposed Conditional Zoning Residential (CZR) district and multi-family development to provide a transition from the commercial uses along Highway 70 and the adjacent single-family townhomes and rural areas.

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

The proposed multi-family project will be an affordable housing apartment development. Affordable housing is an issue faced by many communities in the region and the proposed project addresses the need for affordable housing adjacent to commercial services.

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.

The property is adjacent to public roadways and will include at least 2 vehicular and pedestrian access points to Mechanical Drive. Public infrastructure including water and sanitary sewer services appear to be readily available adjacent to the properties. Stormwater runoff generated on the subject property will be treated on-site. The site has adequate outfall points for controlled release of stormwater runoff.

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

We are not aware of any zoning violations on the subject properties.

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 adjoining commercial properties will benefit from the project by bringing additional residents and potential customers to the area. The multi-family development will provide additional separation and buffering between the adjacent single-family townhomes and the commercial uses along Highway 70.

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.

The adjacent property owners will benefit from the proposed multi-family project. The project will serve to provide a transition and separation between the less dense residential areas to the north and east and the commercial businesses along the Highway 70 corridor. The adjacent commercial businesses will benefit from the additional residents and potential customers.

1. Per Section 2.3.6.J, in determining whether to adopt or deny a proposed Conditional Rezoning, the Town Council may weigh the relevance of and consider the following:
    a. If the application is consistent with the applicable standards in Section 3.3, Conditional Zoning Districts.

The proposed Conditional Rezoning is consistent with the applicable standards in Section 3.3, Conditional Zoning Districts. The Conditional Rezoning application has been submitted with the required supporting criteria established in UDO Section 3.3.1.E.3, Concept Plans Associated with a Type 3 Conditional Rezoning. The Conditional Rezoning application is consistent with the standards established in UDO Section 3.3.6., (CZR) Conditional Residential districts, including the following:

A. **Purpose and Intent**. The proposed rezoning seeks to obtain greater flexibility for residential density than is permitted in the Conventional Zoning districts.
B. **Dimensional Standards**. The proposed rezoning will comply with most of the dimensional standards established in the (RMF) Residential Multi Family as an allowable alternative to the (RMD) Residential Medium Density established for Type 3 Conditional Rezoning applications; except the following deviations requested as Conditions of Approval:
    a. Increase maximum density to 35 units per acre to allow for increased capacity to serve residents qualifying for affordable housing.
    b. Permit parking encroachments into setbacks on multiple property lines to allow for efficient parking layouts within the uniquely shaped parcels.
C. **Allowable Uses**. The proposed multi-family development is consistent with the Listing of Common Principal Uses for residential use classifications established in UDO Table 4.2.5 and Table 4.7.2.E.
D. **Use-Specific Standards**. The proposed multi-family development is consistent with the use-specific standards established in Section 4.3.86.
E. **Development Standards**. The proposed multi-family development is consistent with the Development Standards established in UDO Chapter 6, except for deviations requested in the Conditions of Approval.

    b. Whether the proposed Conditional Rezoning advances the public health, safety, or welfare.

The proposed multi-family development will advance safety by providing additional sidewalks along Mechanical Drive allowing for safer pedestrian access throughout Mechanical Drive and nearby thoroughfares. The project will provide affordable housing, which is an issue faced by many communities in the region and the proposed project addresses the need for affordable housing adjacent to commercial services.

    c. Whether and the extent to which the proposed Conditional Rezoning is appropriate for its proposed location, and is consistent with the purposes, goals, objectives, and policies of the Town's adopted policy guidance.

The proposed multi-family development is consistent with the Town's established goals, objectives, and policies for the proposed location. The subject parcels are located within the "High-Density Residential" future land use zone on the Town of Clayton Future Land Use map, which is consistent with the proposed Conditional Rezoning to allow for additional density.

    d. Whether an approval of the Conditional Rezoning is reasonable and in the public interest.

The proposed Conditional Rezoning is reasonable and in the public interest to provide additional residential dwellings in an area identified for high-density residential development (Town of Clayton Future Land Use Map) adjacent to established commercial developments. Affordable housing is an issue faced by many communities in the region and the proposed multi-family development addresses that issue.

    e. Whether and the extent to which the Concept Plan associated with the Conditional Rezoning is consistent with this Ordinance.

The Concept Plan submitted with the Conditional Rezoning application is consistent with the Town Unified Development Ordinance, except for the deviations and enhancements stated in the proposed Conditions of Approval.

f. Any other factors the Town Council may determine to be relevant.

There is significant public benefit to affordable housing availability. The proposed multi-family development will utilize low-income housing tax credits through NCHFA. One hundred percent (100%) of the dwelling units shall be restricted to households earning sixty percent (60%) of the Area Median Income (AMI) based on Johnston County data. The development is committed to providing 100% affordable housing for at least fifteen (15) years.

2. Consistency with the Clayton General Design guidelines.

The project will include the following design in keeping with the Clayton General Design guidelines.

Site Plan

- Protect and feature the existing environmentally sensitive stream and wetlands located on-site by minimally impacting the wetlands and Neuse River buffer zones. Pedestrian pathways will be installed along the Mechanical Drive right-of-way frontage and through the wetlands and buffers to provide access from disconnected vehicle parking areas to the primary building.
- Building site buffered by existing stream and wetlands to be minimally impacted.
- Retain and treat stormwater runoff on-site.
- Sedimentation and Erosion Control best management practices will be utilized to the maximum extent possible.
- Retain existing healthy mature plant materials to the extend possible.

Mobility

- Connections to existing streetscape with adequate sidewalks and landscaping.
- Provide for access and adequate clearance by emergency vehicles into the site.
- Screened parking lots by plantings and existing natural vegetation.
- Parking lots located to allow for casual surveillance from the building it serves.
- Emphasizing pedestrian safety by providing pathways to move pedestrians to building entrances with ease.
- Access to creeks or other natural features.
- Interconnected to adjacent commercial and employment centers by pedestrian pathways.

Architectural Design

- Exterior design will avoid extensive blank walls; materials will turn corners to avoid single sided architecture and all facades will be taken into consideration.
- Durable and low-maintenance materials will be used while avoiding harsh colors and comply with Section 6.2.4.D.10.
- The roof design will be taken into consideration in relation to the rest of the building facades and comply with 6.2.4.D.9a.
- A monument sign will be provided at the entrance to the site per North Carolina's QAP Appendix B and will fall within the City's signage requirements.
- Per Section 6.2.4.D.2, the building orientation aligns parallel to the existing street and long axis of the building is parallel to the longest lot frontage as best as the building can given the unique shape of the lot line and existing street/cul-de-sac.
- Main entrance will be denoted by a canopy located over the entrance door.
- All resident units will be accessed through sheltered and internal shared entrances, per Section 6.2.4.D.3.
- Per Section 6.2.4.D.4, the building design will incorporate a minimum of the following three (3) architectural elements on street-facing facades:
    - Awnings or overhangs

        - Canopy overhangs have been included above the primary entrance, garage entrance, and community patio doors which serve as a wayfinding element and aesthetic element to the exterior design which will all be visible from Mechanical Drive.
    - Corniced parapets
        - As shown on the Exterior Elevations, the roof edge depicts a variety of parapet edges with more elaborate cornices being strategically placed on the articulated portions of the facades.
    - Integral planters that incorporate landscaped areas and/or places for sitting.
        - The Building complies with building articulation requirements per Section 6.2.4.D.
        - The site plan denotes (3) outdoor bench seating areas to comply with outdoor amenity requirements of the Appendix B and will be designed to include accessible planters which will be integrated into the design of the bench seating.

Landscape Design

- Landscape materials per UDO section 6.6.7 to define outdoor spaces and movement paths between parking areas and building entry.
- Landscape around the full perimeter of the site adjacent to the property line per UDO section 6.6.14.
- Provide adequate sight distance for motorists and pedestrians entering or exiting the site per UDO section 6.1.7.
- Retain native vegetation and select plant species that are tolerant of site conditions.
- Select plants that complement existing themes in the area and architectural design.
- Plantings to compliment site amenities such as playgrounds, pathways, and other active open spaces.

High Density Residential

- Continuous street-facing façade with a covered, pedestrian-focused entry to the building.
- Outdoor site amenities suited for all ages including a dog run, community patio, playground, covered picnic area and outdoor bench seating.
- Outdoor amenities are spread across the site and placed along the Neuse River Basin to provide a natural visual and audio buffer from the surrounding environment.
- Providing articulated facades through building massing and materiality.
- Parking structure built into the lowest level of the building with direct access to stairs and the elevator.

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

The purpose of the Conditional Residential (CZR) zoning district is stated to "*provide greater flexibility in terms of the range of allowable uses or applicable development standards than is permitted within the RHD, RLL, RLD, RMD, RMF, or RUR conventional zoning districts*". The proposed project is consistent with the intent and dimensional standards of the RMF district with a request for additional density.

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

The proposed Multi-Family project will provide a transition between nearby commercial and lower-density residential uses. Adjacent uses to the south (toward Highway 70) include a fitness gym, coffee shop, and Preschool, with restaurants and a Lowes Foods grocery store within half a mile. Adjacent uses to the north and east include lower-density single-family townhomes and undeveloped rural areas.

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.

The proposed Multi-Family project will align with Appendix B Design Quality Standards and Requirements from North Carolina's QAP. This will include, but is not limited to, the exterior design being composed of durable, low-maintenance materials; the materials will be arranged on the facades to create visual interest and break up the building massing, and a monument sign to denote the site entrance. Additionally, the design will incorporate the

required accessible and audio/visual unit percentages throughout the building with access via an elevator. Each of the unit types will also meet the minimum specified dimensions per the document.

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

Project to be constructed as a single phase.

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

Project to be constructed as a single phase.

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.

Based on available GIS data, there are existing potable water and sanitary sewer infrastructure extensions along Mechanical Drive adjacent and available to the subject properties. The project will include sidewalk connections to existing public sidewalks to provide pedestrian pathways to adjacent commercial developments and the Lowes Foods grocery store located within half a mile of the site.

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

The proposed project will be between 96-100 units of workforce housing. Units will be available to household earnings less than 60% of the Area Median Income. The proposed financing includes the use of the Low Income Housing Tax Credit to generate private equity combined with private debt. An affiliate of the developers will be the borrower and provide the necessary guarantees to obtain the financing needed for the project.

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

Pedestrian connectivity to be provided internally throughout the development and connections will be provided to existing public sidewalks.

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

The proposed impacts within the environmental sensitive areas are minimized to pedestrian connectivity throughout the site. The impacts will be permitted through the appropriate agencies.

Proposed Conditions of Approval to be incorporated into the Rezoning Ordinance:

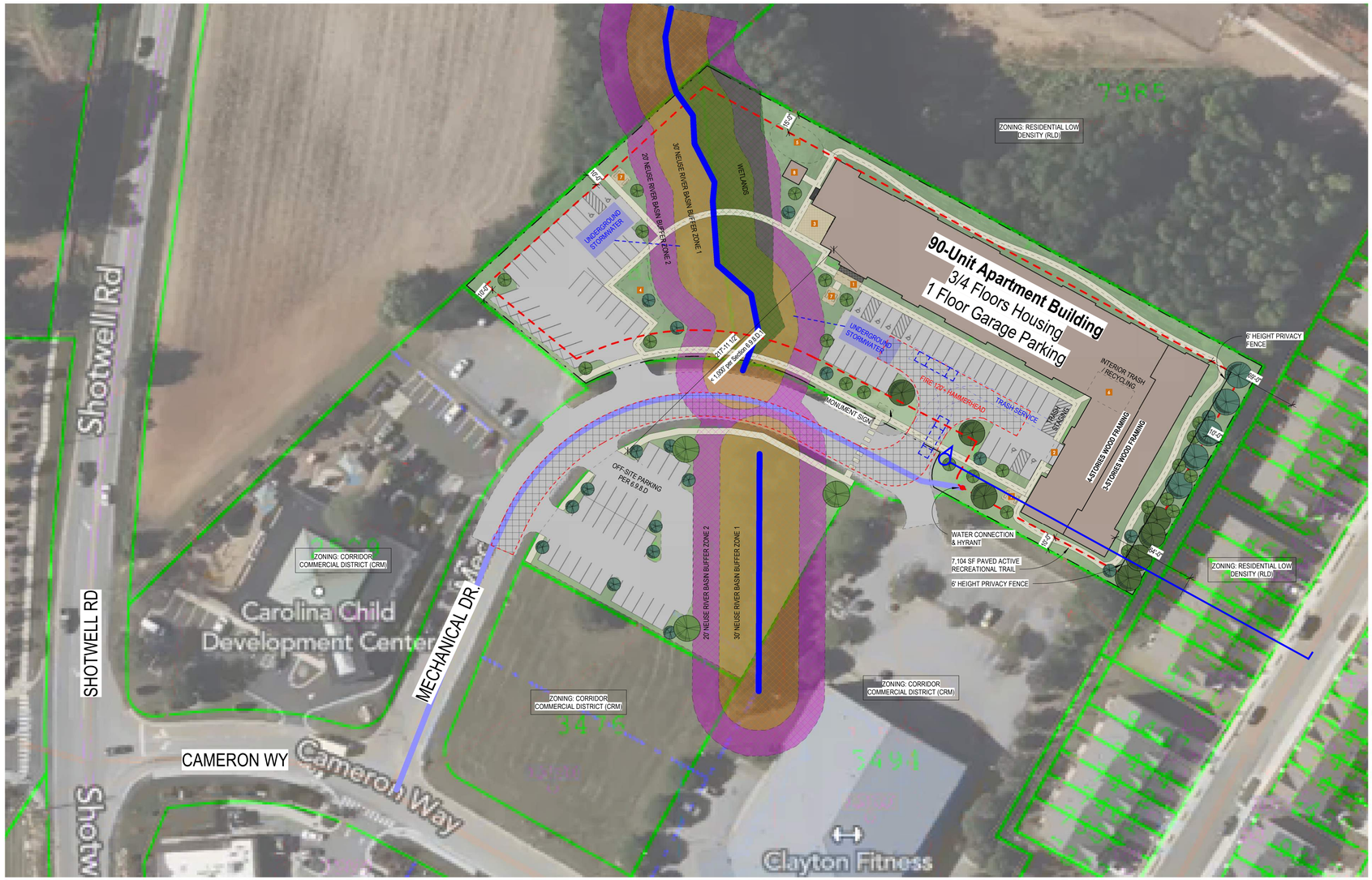
1. The site shall be developed with a Multi-Family, Affordable Housing apartment building utilizing low-income housing tax credits through NCHFA. One hundred percent (100%) of the dwelling units shall be restricted to households earning sixty percent (60%) of the Area Median Income (AMI) based on Johnston County data. The development shall commit to providing 100% affordable housing for at least fifteen (15) years.
2. The first floor of the Building shall include the following:
    a. Primary access into the building through the main entrance into the lobby common space.
    b. Secondary access into the building through covered staircases.
    c. Common areas on the first floor shall include management offices, air-conditioned resident mail and parcels rooms, fitness center, and community room.
    d. Parking garage for residents that includes a trash/recycling room and elevators.
    e. Walkout patio from the internal community room.
3. The proposed Building shall include air-conditioned corridors for residents.
4. Dimensional Standards shall comply with the RMF (Residential Multi-Family) Zoning District standards per Town of Clayton UDO Section 3.2.16.C, with the following exceptions:
    a. Maximum density shall be 35 units per acre.
    b. Parking encroachment of up to 5-feet into the side setbacks along the southwestern property line of parcel NC Pin #165911-55-3881.
    c. Parking encroachment of up to 10-feet into the front street setback along Mechanical Drive on parcels NC Pin #165911-55-3881, 5881, 7668, and 4650.
5. Parking Lot Accessway Depths shall be provided per Town of Clayton UDO Table 6.1.4.E, or an approved alternative means of compliance at Site Plan submittal.
6. On-site pedestrian circulation shall be provided per Town of Clayton UDO Section 6.1.5, including sidewalks connecting the primary building to disconnected parking lots & parking spaces, routes, signage per ADA 2010 standards for accessibility.
7. Adequate sight distance for motorists and pedestrians entering or exiting the site shall be provided per Town of Clayton UDO Section 6.1.7.
8. A monument sign shall be provided at the entrance to the site per North Carolina's QAP Appendix B standards and shall comply with the City's signage requirements established in UDO Section 6.13.
9. Per Section 6.2.4.D.2, the building orientation shall align parallel to the existing street and the long axis of the building shall be parallel to the longest lot frontage as practicable given the unique shape of the lots and the existing street/cul-de-sac.
10. The Primary Entrance shall be denoted by a canopy located over the entrance door.
11. All resident units shall be accessed through sheltered and internal shared entrances per Town of Clayton UDO Section 6.2.4.D.3.
12. Per Town of Clayton UDO Section 6.2.4.D.4, the building design will incorporate a minimum of the following three (3) architectural elements on street-facing facades:
    a. Awnings or Overhangs
        i. Canopy overhangs shall been included above the primary entrance, garage entrance, and community patio doors which serve as a wayfinding element and aesthetic element to the exterior design which will all be visible from Mechanical Drive.
    b. Corniced Parapets
        i. As shown on the Exterior Elevations, the roof edge depicts a variety of parapet edges with more elaborate cornices being strategically placed on the articulated portions of the facades.
    c. Integral planters that incorporate landscaped areas and/or places for sitting.
        i. The building shall comply with building articulation requirements per Section 6.2.4.D.
        ii. The site plan denotes (3) outdoor bench seating areas to comply with outdoor amenity requirements of the Appendix B and shall be designed to include accessible planters which will be integrated into the design of the bench seating.

13. The roof design shall include consideration to the rest of the building facades and comply with the standards established in UDO Section 6.2.4.D.9a.
14. Durable and low-maintenance materials shall be used while avoiding harsh colors per standards established in UDO Section 6.2.4.D.10.
15. Exterior site lighting shall be provided per standards established in Town of Clayton UDO Section 6.4.6, including maximum illumination levels established for the CZR zoning district requirements.
16. Private Drainage Facilities shall be provided per the standards established in the Town of Clayton UDO Section 6.5.6.
17. Fire Protection Design shall be provided to meet design criteria established in NFPA and the North Carolina Fire Code per Town of Clayton UDO Section 6.5.9.
18. Refuse collection areas shall be configured to allow access by collection vehicles per the Town's Engineering Specifications and Design Manual, per Town of Clayton UDO Section 6.5.11.
19. Landscape materials shall be provided to define outdoor spaces and movement paths between parking areas and building entry per Town of Clayton UDO Section 6.6.7.
20. Off-street parking lot landscaping shall be provided per Town of Clayton UDO Section 6.6.11, at Site Plan submittal.
    a. Parking islands shall be provided at the end of all rows and include a canopy tree per Section 6.6.11.2 at Site Plan submittal.
21. Perimeter buffer landscaping shall be provided per Town of Clayton UDO Section 6.6.12, with the following enhancements:
    a. Type 'B' Perimeter Buffer shall be provided along north and east property lines adjacent to the RLD (Residential Low-Density) Zoning District.
22. Minimum 10% of the lot shall be set aside for Open Space, including 5% of the lot to be Active Open Space consistent with the RMF zoning district standards per Town of Clayton UDO Section 6.7.
    a. Per code section 6.7.1.E.1.a, passive open space will be provided by walking paths outside of greenways, benches and seating areas, existing wetlands and streams, and areas occupied by undisturbed trees and vegetation.
    b. Per code section 6.7.1.E.2.a, active open space will be provided by exercise paths and a playground.
23. Parking shall be provided per Town of Clayton UDO Section 6.9 at Site Plan submittal.
    a. Minimum off-street parking spaces required shall be calculated and provided per Town of Clayton UDO Table 6.9.4.
    b. Bicycle parking spaces shall be provided per UDO Table 6.9.5.
    c. Dimensional standards for parking spaces and aisles shall comply with UDO Table 6.9.7.
24. Existing stream and wetlands to be delineated by USACE prior to construction plan approval. Proposed improvements within the identified stream buffers and wetlands will be permitted by NCDEQ and USACE as required.
25. The developer will make good faith effort to obtain Reciprocal Parking Agreements with adjacent property owners.
26. Visitor parking spaces shall be provided per Town of Clayton UDO Table 6.9.4 at 0.25 spaces per dwelling unit. Visitor parking spaces shall be identified with signage and/or striping.
27. Developer shall make a contribution of $10,000.00 to the Town of Clayton to fund additional signage on Cameron Way to discourage street parking and parking within the Cameron Crossing neighborhood by non-residents of the neighborhood.
28. A six (6) foot tall privacy fence shall be installed along the eastern property line to buffer the adjacent townhomes.
29. Off-street parking layouts will be designed to provide adequate clearances for turning movements at Site Plan submittal.
30. Developer will support Town of Clayton restricting Mechanical Drive to prohibit street parking and/or overnight parking by way of signage and/or striping.

31. Developer shall obtain required permits from the Town of Clayton for constructing road improvements in Mechanical Drive to remove the existing cul-de-sac, maintain existing driveways, and permit new driveway(s) into the proposed development.

Reuter Walton - Clayton, NC

04/26/24



1 SD Site Plan
1" = 40'-0"

SITE PLAN KEY

1. BUILDING ENTRANCE
2. GARAGE ENTRANCE
3. COMMUNITY PATIO
4. DOG RUN
5. PLAYGROUND
6. INTERIOR TRASH / RECYCLING COLLECTION
7. OUTDOOR BENCH SEATING
8. COVERED PICNIC AREA

UNIT MIX - GROSS AREA

Name	Count	Unit Gross Area Main Floor	Total Area	%
1BR				
Unit 1-0	28	683 ft²	19,117 ft²	31%
Unit 1-1	4	731 ft²	2,923 ft²	4%
2BR				
Unit 2-0	28	986 ft²	27,595 ft²	31%
Unit 2-1	7	1,034 ft²	7,237 ft²	8%
3BR				
Unit 4-0	16	1,253 ft²	20,054 ft²	18%
Unit 4-1	3	1,251 ft²	3,753 ft²	3%
Unit 4-4	4	1,304 ft²	5,214 ft²	4%
Grand total	90		85,892 ft²	100%

GROSS AREA - TOTAL

Level	Area
Level 5	21,372 ft²
Level 4	26,393 ft²
Level 3	26,393 ft²
Level 2	26,393 ft²
Level 1	26,803 ft²
Grand total	127,354 ft²

PARKING

Type	Count
Garage	63
Garage - ADA	4
Surface	77
Surface - ADA	8
	152

SITE METRICS

PARCEL IDs 05026073T
05026073S
05026073E
05026073O

ADDRESS 1311 MECHANICAL DR
CLAYTON, NC 27520

PARCEL AREA 126,760 SQ.FT. (2.91 ACRES)

EXISTING ZONING CRM
PROPOSED ZONING CZR (CONDITIONED ZONING RESIDENTIAL)

REQUIRED SETBACKS SEE PLAN
REQUIRED PARKING

UNIT TYPE	COUNT	REQUIRED PARKING / UNIT	REQUIRED PARKING TOTALS
1 Bedroom	32	1 STALL	32
2 Bedrooms	35	1.25 STALLS	44
3 Bedrooms	23	1.25 STALLS	29
GUEST STALLS		0.25 STALLS	23
TOTAL PARKING REQUIRED			128
TOTAL PARKING PROVIDED			152

MINIMUM OPEN SPACE 10% = 12,676 SF (0.291 ACRES)
50% ACTIVE = 6,338 SF

ACTIVE PROVIDED:
7,104 SF EXERCISE PATHS
898 SF PLAYGROUND

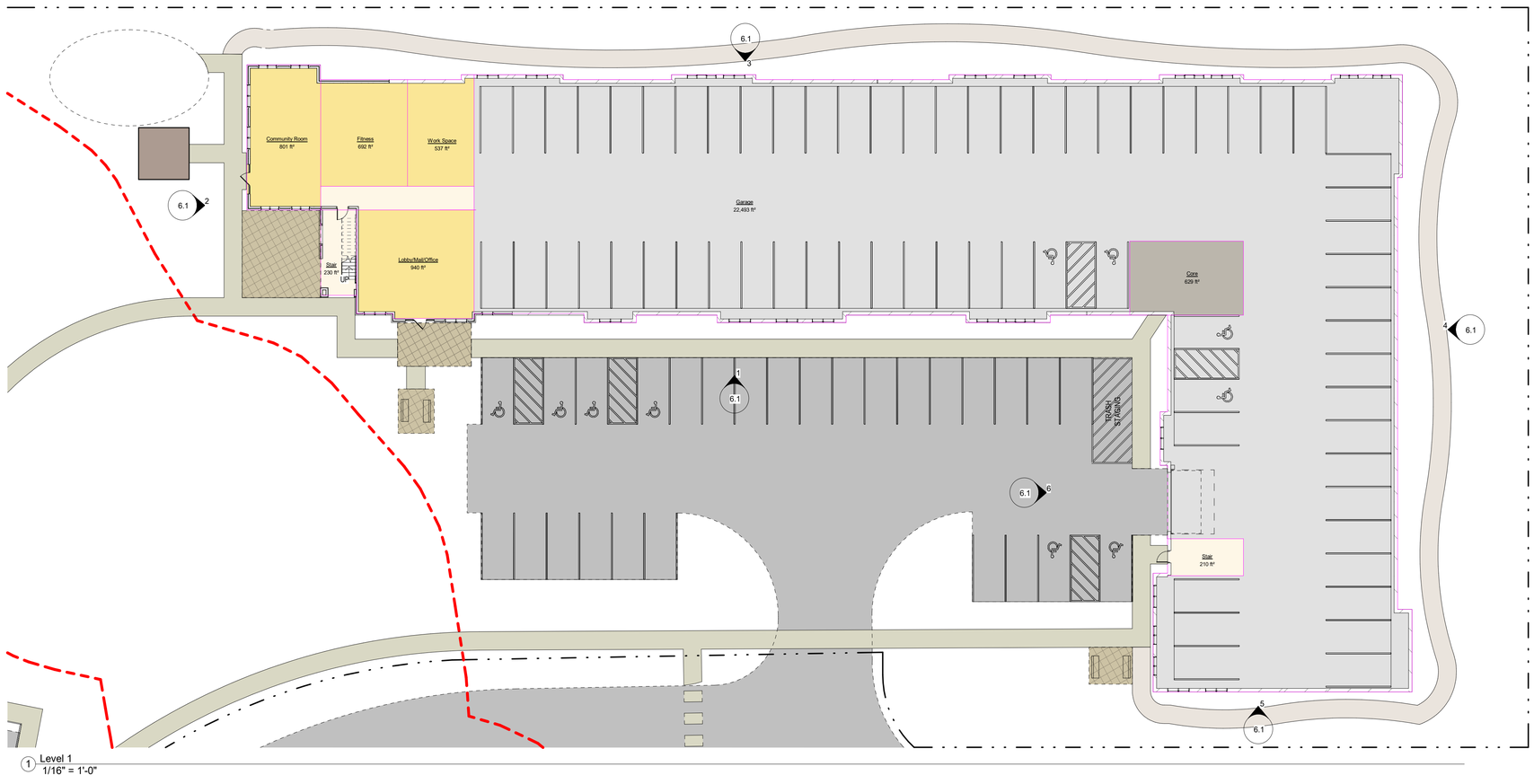
EXTENSIVE PASSIVE GREEN SPACE PROVIDED BEYOND THE REQUIRE 10% FOR PLANTING DUE TO THE PROPERTY'S WETLANDS AND ASSOCIATED BUFFER ZONES.

UNIT MIX - GROSS AREA

Name	Count	Unit Gross Area Main Floor	Total Area	%
1BR				
Unit 1-0	28	683 ft²	19,117 ft²	31%
Unit 1-1	4	731 ft²	2,923 ft²	4%
2BR				
Unit 2-0	28	986 ft²	27,595 ft²	31%
Unit 2-1	7	1,034 ft²	7,237 ft²	8%
3BR				
Unit 4-0	16	1,253 ft²	20,054 ft²	18%
Unit 4-1	3	1,251 ft²	3,753 ft²	3%
Unit 4-4	4	1,304 ft²	5,214 ft²	4%
Grand total	90		85,892 ft²	100%

GROSS AREA - TOTAL

Level	Area
Level 5	21,372 ft²
Level 4	26,393 ft²
Level 3	26,393 ft²
Level 2	26,393 ft²
Level 1	26,803 ft²
Grand total	127,354 ft²



1 Level 1
1/16" = 1'-0"

watts leaf architects
by kaas wilson company

FLOOR PLANS

Reuter Walton - Clayton, NC

3.0 03/26/24

UNIT MIX - GROSS AREA

Name	Count	Unit Gross Area Main Floor	Total Area	%
1BR				
Unit 1-0	28	683 ft²	19,117 ft²	31%
Unit 1-1	4	731 ft²	2,923 ft²	4%
2BR				
Unit 2-0	28	986 ft²	27,595 ft²	31%
Unit 2-1	7	1,034 ft²	7,237 ft²	8%
3BR				
Unit 4-0	16	1,253 ft²	20,054 ft²	18%
Unit 4-1	3	1,251 ft²	3,753 ft²	3%
Unit 4-4	4	1,304 ft²	5,214 ft²	4%
Grand total	90		85,892 ft²	100%

GROSS AREA - TOTAL

Level	Area
Level 5	21,372 ft²
Level 4	26,393 ft²
Level 3	26,393 ft²
Level 2	26,393 ft²
Level 1	26,803 ft²
Grand total	127,354 ft²

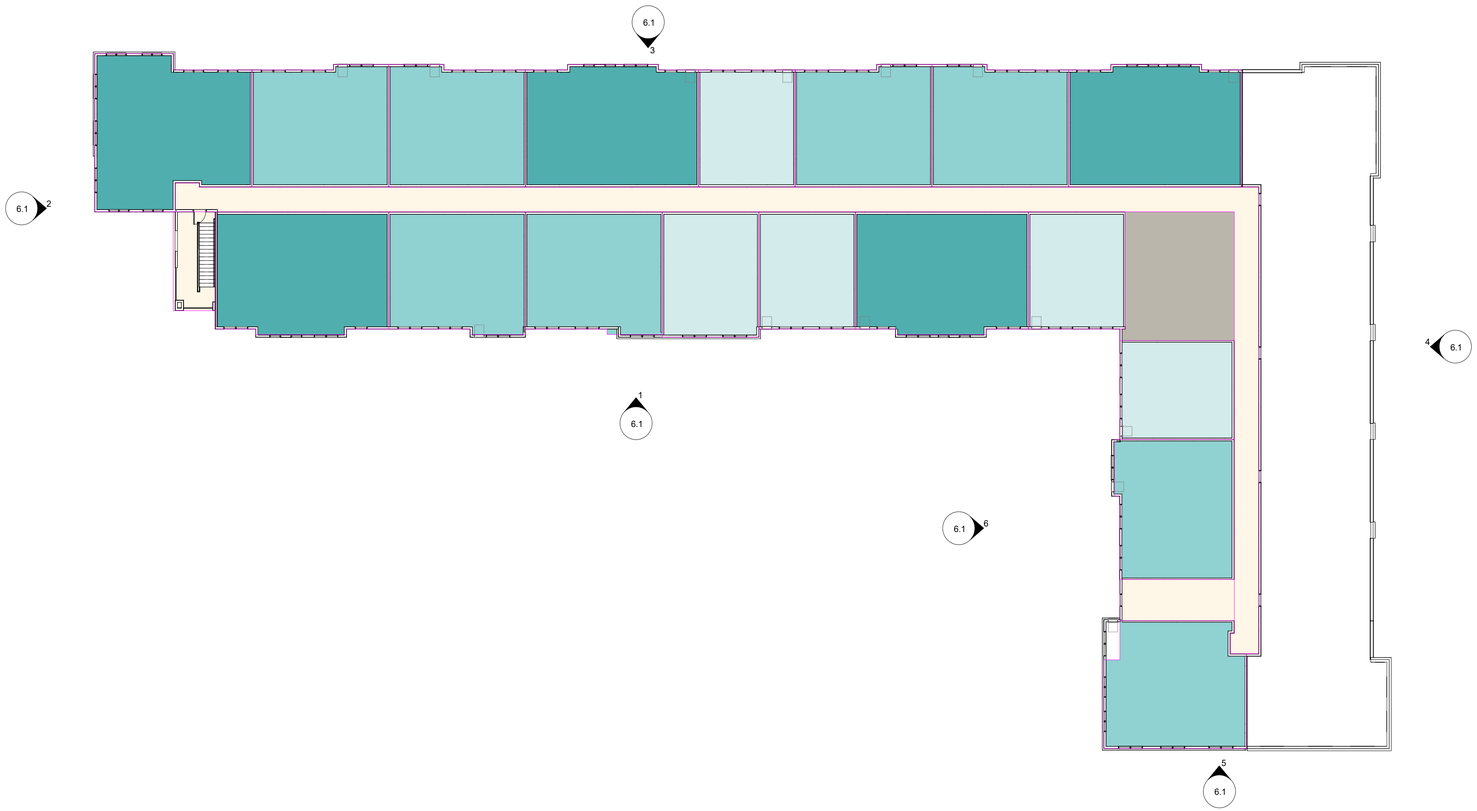
1 Level 1 (Level 1-4 Sim.)
1/16" = 1'-0"

UNIT MIX - GROSS AREA

Name	Count	Unit Gross Area Main Floor	Total Area	%
1BR				
Unit 1-0	28	683 ft²	19,117 ft²	31%
Unit 1-1	4	731 ft²	2,923 ft²	4%
2BR				
Unit 2-0	28	986 ft²	27,595 ft²	31%
Unit 2-1	7	1,034 ft²	7,237 ft²	8%
3BR				
Unit 4-0	16	1,253 ft²	20,054 ft²	18%
Unit 4-1	3	1,251 ft²	3,753 ft²	3%
Unit 4-4	4	1,304 ft²	5,214 ft²	4%
Grand total	90		85,892 ft²	100%

GROSS AREA - TOTAL

Level	Area
Level 5	21,372 ft²
Level 4	26,393 ft²
Level 3	26,393 ft²
Level 2	26,393 ft²
Level 1	26,803 ft²
Grand total	127,354 ft²



1 Level 5
1/16" = 1'-0"

watts leaf architects
a koas wilson company

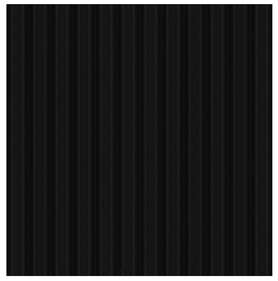
FLOOR PLANS

Reuter Walton - Clayton, NC

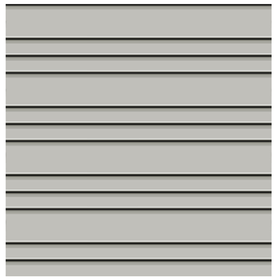
3.2

03/26/24

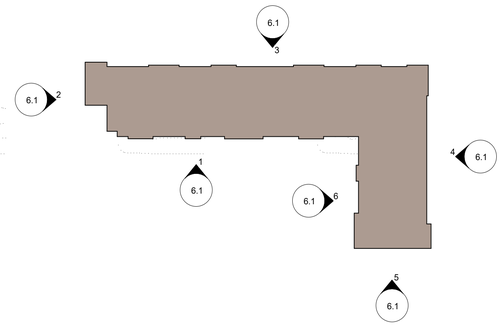
EXTERIOR MATERIALS

Material Mark	Description	Image
4.1	Rockface CMU - Color: Shadow	
4.2	Utility Brick Veneer - Color: Vintage Black Smooth	
5.1	Metal Panel - Vertical Corrugated - Color: Black.jpg	
5.4		

EXTERIOR MATERIALS

Material Mark	Description	Image
7.1	Fiber Cement Lap - Color: SW 0654 Lost In Gray	
7.2	Fiber Cement Lap - Color: James Hardie Iron Gray	
7.3	Fiber Cement Lap - Color: Woodtone Summer Wheat	
8.1	Glazing	

1 South Elevation
1/16" = 1'-0"



3 North Elevation
1/16" = 1'-0"

2 West End Elevation
1/16" = 1'-0"

4 East Elevation
1/16" = 1'-0"

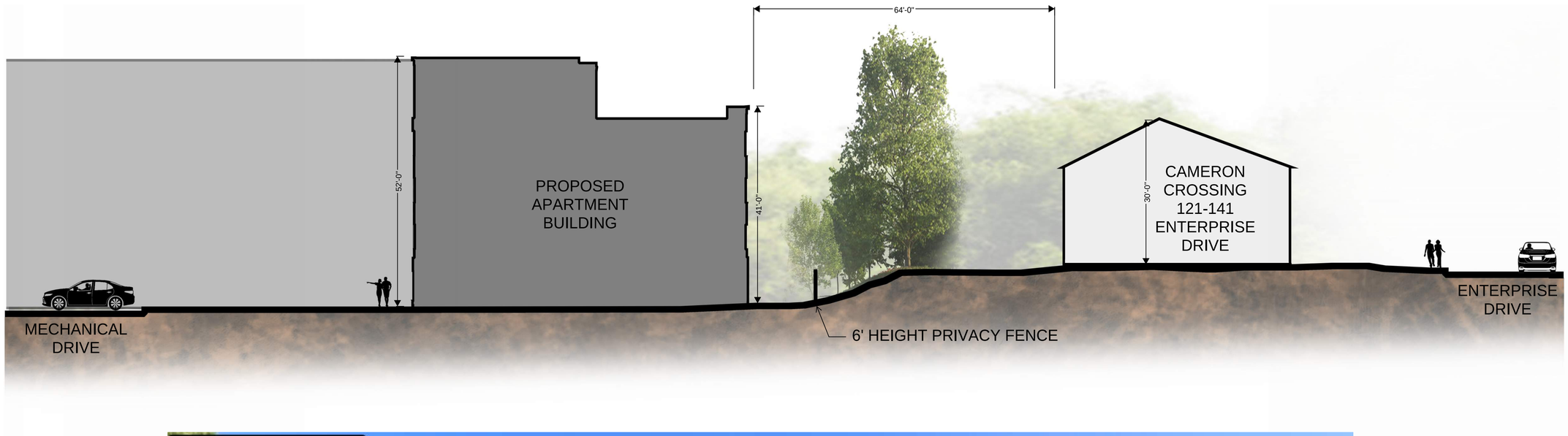
5 South End Elevation
1/16" = 1'-0"

6 West Elevation
1/16" = 1'-0"

watts leaf architects
at kaas wilson company

EXTERIOR ELEVATIONS

Reuter Walton - Clayton, NC



watts leaf architects
a koas wilson company

SECTION

Reuter Walton - Clayton, NC

7.0 02/26/24

TOWN OF CLAYTON POLICY

Department: Public Services	**Effective:** January 21, 2020
Policy Title: Water & Wastewater Allocation Policy Version #02 (V.02)	**Supersedes:** TC Action 2010-026 **Prepared By:** Richard D. Cappola Jr., PE Public Services Director **Approved By:** Town Council **Date: January 21,2020**

I. Purpose

The Town of Clayton has invested substantial capital in the infrastructure necessary to support a growing, prosperous, and healthy community. Water supply and wastewater treatment capacities are among the most important elements of this infrastructure. The intent of this policy is to provide for the judicious allocation of these resources in conformity with adopted goals and priorities in an effort to shape the community consistent with the articulated vision to become the "Premier Community for Active Families." This policy is intended to manage the remaining capacity available until additional capacity is developed through construction of a new Water Reclamation Facility, and should be reviewed periodically to ensure it is achieving the intended purpose.

II. Scope

The Town Council for the Town of Clayton has adopted the Comprehensive Plan 2040 which is a useful tool to successfully evaluate applications for allocation of public resources so that the character of the community shall be consistent with its vision, values, and plans. In accordance with the "Town of Clayton Strategic Growth Plan", utility allocation reservations should support and maximize the concept of increasing the Town's property tax based revenues by the expansion and improvement of higher valued land use development, emphasizing a balance of Residential, commercial, and industrial uses.

III. Policy

The Town of Clayton seeks to grant utility allocations such that the existing character of the Town's utility customer base does not become more residential than is practical to achieve the intent of the Strategic Growth Plan, and seeks to increase the diversity of the customer base by increasing the percentage of resources devoted to industrial, commercial, and mixed use development.

The total amount of available capacity and each incremental increase in capacity should generally be allocated based on the following parameters:

- No more than fifty percent (50%) of the total available capacity may be allocated to projects that include solely residential development.
- At least thirty percent (30%) of the total available capacity shall be reserved for allocation to commercial/industrial projects.
- Projects encompassing mixed use (residential and commercial) elements may be considered for allocation even if such an allocation will exceed the limit established above for residential use. Note: These percentages may be reviewed and adjusted by the Town Council at their discretion.

Due to weather related factors, the regulatory environment, and the dynamic nature of wastewater flow and treatment, accounting of available utility capacity is, by its very nature, inexact. The Town of Clayton shall track allocation reservations granted and the amount of capacity available. Such reports do not constitute a policy statement, commitment or guarantee on the amount of capacity available for allocation.

The following hierarchy shall apply to evaluation of utility allocation requests:

- Commercial properties with quality development projects
- Development projects with a mixed-use element
- Industrial projects and other major employer entities
- Additional phases attached to residential projects with a proven record of quality product and economic success
- Residential projects that include tangible, high quality community amenities
- Residential projects that include diverse products and opportunities
- Residential projects not otherwise described above

Evaluation of projects will be based on the scoring rubric attached hereto as Exhibit A, which is incorporated in this Agreement by reference. A project must meet or exceed 50 points to receive an allocation. Proposed projects can gain BONUS POINTS by the applicant offering to provide items listed on the rubric as part of their development proposal. Examples of these items may include such things as additional amenities (fire pits, community gardens, etc.) or offering to provide "Minimum of 25% of building façades will be made of masonry materials."

The Town of Clayton may allocate utility service capacity to competing projects based on a demonstrated intent and ability of the applicant to meet adopted Town goals and plans for character and quality of development. The Town of Clayton reserves the right to deny a utility allocation request if the applicant fails to adequately demonstrate that the project meets adopted Town goals or plans, or in the case that the project is deemed to be less supportive of Town goals or plans of a competing project.

IV. Procedure

The owner or developer of any project requiring water or wastewater utility service from the Town of Clayton shall submit a written application, in the application form provided by Town Staff, for an allocation reservation. The application shall include detailed information on the amount of capacity necessary to serve the project, the nature of the project, project schedule in relation to demand of utility capacity, and other supporting information demonstrating how the project serves the needs and interests of the Town of Clayton. In the case of Industrial flows, additional information associated with the constituents shall be required and may be subject to other ordinances or policies of the Town.

- The Town Council shall review for approval all allocations which require or may require a daily flow allocation of ten thousand gallons or more (> 10,000 GPD)
    - The Town Council shall incorporate the evaluation of utility allocation requests into the decision-making process associated with Subdivisions, Mixed-use Planned Developments, and Special Use Permits. The criteria contained herein for evaluation of utility allocation requests shall be included as elements within the review processes for the accompanying land use application with regard to conformity with Town of Clayton policies and ordinances, planning practices, and consistency with adopted long-range and strategic plans.
    - For allocations requiring Town Council approval, but which do not require other land use regulatory reviews or approvals, the applicant shall provide a full description of how their project supports the goals and priorities established within this and related policies and plans in their application for allocation reservation.

- The Town Manager or their designee shall review for approval all applications for utility capacity which require a daily flow allocation of less than ten thousand gallons (< 10,000 GPD).
    - In addition to the scoring rubric, the Town Manager or their designee shall consider the goals articulated by this and related Town policies when reviewing applications for utility allocations. If an application is denied, the Town Manager or their designee shall state in writing the reasons for denial of the request.

V. General Conditions

- This policy shall replace any previous policies on water and wastewater allocations adopted by the Town Council.
- An allocation will expire if a project has not progressed in construction plan approval, building permit approval, or on-site construction within 12 months of award of the allocation.
- Upon request by the applicant and at the discretion of the Town Engineer, an allocation may be extended for one twelve (12) month period.
- If a project is unsuccessful in obtaining any required Federal, State, or local government permit or approval the reservation shall be retracted. The Town of Clayton shall bear no liability for any costs incurred by the applicant, nor bare further responsibility in the matter.
- Granting of a utility allocation does not imply or confer approval of any other applications or reviews as may be required by Town Ordinance or policy and does not imply or create any vested right.
- Public water may be utilized for irrigation purposes so long as the Primary Use associated with the site has previously gained a water allocation through the Town.
- This policy shall be reviewed annually and, when appropriate, readjusted by the Town Council. The Town's overall progress on policy goals will be considered and the multipliers and/or point thresholds readjusted accordingly.

V. Appeals Process

- Appeal of any provision of this policy shall be made to the Town Council.
- Appeal of any decision on a utility allocation by the Town Manager or their designee shall be made to the Town Council for final decision. Any such appeal shall be placed on the agenda of a regularly scheduled Town Council meeting.

WATER & WASTEWATER ALLOCATION CRITERIA

TOTAL POINTS = **55** *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	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	5	Must result in increased property value
	Residential Subdivision - Additional amenities included	5 - 15	10	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		Subject to Planning and Engineering support
	Masonry Elements included in Building Construction	10	10	
	Sustainable/High Efficiency Products and appliances used	5 - 15	10	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		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		

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 improvments are consistent with Future utility service plans, replace/offline an aging station, or are in the best interest of the Town.

TOWN OF CLAYTON
Engineering & Inspections Department
111 E. Second Street, Clayton, NC 27520
P.O. Box 879, Clayton, NC 27528
Phone: 919-553-5002
Fax: 919-553-1720

WASTEWATER ALLOCATION REQUEST

The Town of Clayton, in an effort to manage and maintain the sewer and water capacity for the Town, requires that this application be completed and submitted to the Town for consideration of a utility allocation. Review fee is due upon submittal of request.

Wastewater Allocation Request Review Fee: $500

Application MUST be completed and sealed by a registered engineer unless otherwise approved by staff.

SITE INFORMATION

Name of Project: Shotwell Apartments **Acreage of Property:** 2.91

County Tag Number: 05026073T,05026073S, 05026073E,05026073O **NC PIN:** 165911-55-3881,5881,7668,4650

Address/Location: 1311 Mechanical Drive, Clayton, NC 27520

Zoning District: CRM (Existing) / CZR (proposed)

Town Limits / ETJ: ■ Town Limits ☐ ETJ (Extra-Territorial Jurisdiction)

APPLICANT INFORMATION – Applicant must be a registered engineer unless otherwise approved by Town Engineer

Applicant: Reuter Walton Development, LLC

Mailing Address: 4450 Excelsior Boulevard, Suite 400, St Louis Park, MN 55416

Phone Number: 612-282-1977 **Fax:**

Contact Person: Paul Keenan

Email Address: pkeenan@reuterwalton.com

PROPERTY OWNER INFORMATION

Name: Corporate Developers, L.L.C.

Mailing Address: 1205 Great Oaks Dr, Wilmington, NC 28405

Phone Number: 919-630-3612 **Fax:**

Email Address: ray.hales@thehalesgroup.net

FOR OFFICE USE ONLY

Date Received: _____ File Number: _____ Associated Project Number: _____

PROJECT INFORMATION

Use: ☒ **New** ☐ **Expanded** ☐ **Change** **Use Type:** ☒ **Residential** ☐ **Non-Residential**

Proposed Use(s): Multi-Family (Apartments) **Existing Use(s):** Vacant

Invoice shall be mailed to the following:

Developer Name: Reuter Walton Development, LLC

Mailing Address: 4450 Excelsior Boulevard, Suite 400, St Louis Park, MN 55416

Phone Number: 612-282-1977 **Fax Number:**

Email Address: pkeenan@reuterwalton.com

ALLOCATION REQUEST

The following is required:

- **For non-residential construction, submit a floor plan of proposed building.**
- **Use additional sheets if necessary.**
- **Provide any documentation supporting/justifying the request as an attachment (using a comparable use is recommended).**
- **If a phasing / take-down schedule is proposed, include as an attachment.**

Residential:

Gross Acreage: 2.91

Single Family	# of Units	GPD per Unit	Total Requested GPD
1-2 Bedroom Units			
3 Bedroom Units			
>3 Bedroom Units			
Total		------	

Multi-Family	# of Units	GPD per Unit	Total Requested GPD
1-2 Bedroom Units	72	240	17,280
3 Bedroom Units	24	360	8,640
>3 Bedroom Units			
Total	96	------	25,920

Non-Residential: ***(Design Flow Guideline provided as Appendix A)****

**If design flow deviates from the flow rates presented in Appendix A, provide supporting documentation/justification as an attachment in the form of 12 months of water bills demonstrating gallons per day utilized.*

Gross Acreage:

Use	Measurement Unit	# of Units	GPD per Unit	Total Requested GPD
Total			------	

TOTAL REQUESTED GALLONS PER DAY: 25,920

NOTE TO APPLICANT:

Invoicing:
Invoices are generated on the following schedule:

Non-Residential:
Generated with the application for a Zoning Compliance Permit.

Residential:
Multi-Family / Apartments:
Generated with the application for a Zoning Compliance Permit.

Subdivision / Subdivided Lots:
Generated at Final Plat submittal.

Fee Development:
Development Fees are calculated and invoiced based on the Town of Clayton adopted Comprehensive List of Fees and Charges. Invoiced fees include acreage fees, capacity fees, nutrient offset fees, recreation fees, fees-in-lieu, and electric department lot deposit. Please speak with Town staff with questions.

Approval:
Requests over 10,000 GPD are approved by the Town Council, by resolution. All other requests are approved by the Town Manager.

APPLICANT AFFIDAVIT

I/We, the undersigned, do hereby make application and petition to the Town of Clayton to approve the subject Wastewater Allocation. 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.

Paul Keenan	Paul Keen	3-26-24
Print Name	*Signature of Applicant*	*Date*

Engineer Seal:

TOWN OF CLAYTON OFFICE USE ONLY:

Approved by: ☐ Town Manager

☐ Town Council (*requests of 10,000 GPD or more require Council approval by resolution)*

The **Town Manager / Town Council (circle one)** has authorized the allocation of _____

gallons per day for project # _____.

Date of Approval: _____

Signed:

_____
Town Manager

If approved by Town Council:
Attach a copy of the resolution and any associated documentation.

APPENDIX A: DESIGN FLOW RATES

The following table from the North Carolina Administrative Code 02T.0114 shall be used to determine the minimum allowable design daily flow of wastewater facilities. Alternatively, the Town in its sole and absolute discretion may calculate the customer's initial average daily wastewater flow based on data from the customer's operations (or from similarly situated customers) with a comparable sanitary sewer system, where such data are available and reasonably current.

Establishment Type	Daily Flow Rate
Barber and Beauty Shops	
Barber Shops	50 gal/chair
Beauty Shops	125 gal/booth or bowl
Businesses, Offices and Factories	
General business and office facilities	25 gal/employee/shift
Factories, excluding industrial waste	25 gal/employee/shift
Factories or businesses with showers or food preparation	35 gal/employee/shift
Warehouse	100 gal/loading bay
Warehouse – self storage (not including caretaker residence)	1 gal/unit
Churches	
Churches without kitchens, day care or camps	3 gal/seat
Churches with kitchen	5 gal/seat
Churches providing day care or camps	25 gal/person (child & employee)
Fire, Rescue and Emergency Response	
Fire or rescue stations without on-site staff	25 gal/person
Fire or rescue stations with on-site staff	50 gal/person/shift
Food and Drink Facilities	
Banquet, dining hall	30 gal/seat
Bars, cocktail lounges	20 gal/seat
Caterers	50 gal/100 sq. ft. floor space
Restaurant, full Service	40 gal/seat
Restaurant, single service articles	20 gal/seat
Restaurant, drive-in	50 gal/car space
Restaurant, carry out only	50 gal/100 sq. ft. floor space
Institutions, dining halls	5 gal/meal
Deli	40 gal/100 sq. ft. floor space
Bakery	10 gal/100 sq. ft. floor space
Meat department, butcher shop or fish market	75 gal/100 sq. ft. floor space
Specialty food stand or kiosk	50 gal/100 sq. ft. floor space
Hotels and Motels	
Hotels, motels and bed & breakfast facilities, without in-room cooking facilities	120 gal/room
Hotels and motels, with in-room cooking facilities	175 gal/room
Resort hotels	200 gal/room
Cottages, cabins	200 gal/unit
Self-service laundry facilities	500 gal/machine
Medical, Dental and Veterinary Facilities	
Medical or dental offices	250 gal/practitioner/shift
Veterinary offices (not including boarding)	250 gal/practitioner/shift
Veterinary hospitals, kennels, animal boarding facilities	20 gal/pen, cage, kennel or stall
Hospitals, medical	300 gal/bed
Hospitals, mental	150 gal/bed
Convalescent, nursing, rest homes without laundry facilities	60 gal/bed
Convalescent, nursing, rest homes with laundry facilities	120 gal/bed
Residential care facilities	60 gal/person
Parks, Recreation, Camp Grounds, R-V Parks and other Outdoor Activity Facilities	
Campgrounds with comfort station, without water or sewer hookups	75 gal/campsite

Establishment Type	Daily Flow Rate
Campgrounds with water and sewer hookups	100 gal/campsite
Campground dump station facility	50 gal/space
Construction, hunting or work camps with flush toilets	60 gal/person
Construction, hunting or work camps with chemical or portable toilets	40 gal/person
Parks with restroom facilities	250 gal/plumbing fixture
Summer camps without food preparation or laundry facilities	30 gal/person
Summer camps with food preparation and laundry facilities	60 gal/person
Swimming pools, bathhouses and spas	10 gal/person
Public access restrooms	325 gal/plumbing fixture
Schools, Pre-school and Day Care	
Day care and preschool facilities	25 gal/person (child & employee)
Schools with cafeteria, gym and showers	15 gal/student
Schools with cafeteria	12 gal/student
Schools without cafeteria, gym or showers	10 gal/student
Boarding schools	60 gal/person (student & employee)
Service Stations and Car Wash Facilities	
Service stations, gas stations	250 gal/plumbing fixture
Car wash facilities	1200 gal/bay
Sports Centers	
Bowling center	50 gal/lane
Fitness, exercise, karate or dance center	50 gal/100 sq. ft.
Tennis, racquet ball	50 gal/court
Gymnasium	50 gal/100 sq. ft.
Golf course with only minimal food service	250 gal/plumbing fixture
Country clubs	60 gal/member or patron
Mini golf, putt-putt	250 gal/plumbing fixture
Go-kart, motocross	250 gal/plumbing fixture
Batting cages, driving ranges	250 gal/plumbing fixture
Marinas without bathhouse	10 gal/slip
Marinas with bathhouse	30 gal/slip
Video game arcades, pool halls	250 gal/plumbing fixture
Stadiums, auditoriums, theaters, community centers	5 gal/seat
Stores, Shopping Centers, Malls and Flea Markets	
Auto, boat, recreational vehicle dealerships/showrooms with restrooms	125 gal/plumbing fixture
Convenience stores, with food preparation	60 gal/100 sq. ft.
Convenience stores, without food preparation	250 gal/plumbing fixture
Flea markets	30 gal/stall
Shopping centers and malls with food service	130 gal/1000 sq. ft.
Stores and shopping centers without food service	100 gal/1000 sq. ft.
Transportation Terminals	
Air, bus, train, ferry, port and dock	5 gal/passenger

Source: North Carolina Administrative Code 02T.0114, January 1, 2007

Kimley»Horn

KIMLEY-HORN AND ASSOCIATES, INC
NC License #F-0102

April 26, 2024

DocuSigned by:
SEAL 043146
NORTH CAROLINA PROFESSIONAL ENGINEER KEVIN S. DEAN
55FC287F6DDE4DA...
4/26/2024

Joshua Baird, P.E., C.F.M.
Engineering Director – Town of Clayton
111 E. Second Street
Clayton, NC 27510

RE: *Shotwell Apartments – Clayton, NC – Revised Trip Generation Analysis*

Kimley-Horn has prepared an analysis of the trip generation potential of the proposed Shotwell Apartments project located north of the Mechanical Drive cul-de-sac in Clayton, NC. This development would include approximately 90 mid-rise multifamily dwelling units and will have access onto Mechanical Drive. To be conservative, trip generation was performed for 100 dwelling units.

The trip generation potential of the proposed development was determined using data from the 11th Edition of the ITE *Trip Generation Manual.* The trip generation is summarized in Table 1 below, and trip generation calculations are also attached.

Table 1
ITE Trip Generation (Vehicles)

Land Use	Size	Daily		AM Peak Hour		PM Peak Hour	
		In	Out	In	Out	In	Out
Multifamily Housing, Mid-Rise (LUC 221)	100 d.u.	216	216	7	25	24	15

Table 1 shows that the proposed development is projected to generate approximately 432 new trips on a typical weekday, with 32 new trips in the AM peak hour, and 29 new trips in the PM peak hour. These volumes fall well below the thresholds of 1,000 daily or 100 peak hour trips for requiring a traffic impact analysis in the Town of Clayton and well below the 3,000 daily trip threshold for the North Carolina Department of Transportation (NCDOT).

Further, it should be noted that many uses allowed under the existing zoning would be anticipated to generate more site trips than this proposed project. For example, restaurant and daycare uses would be expected to generate 3-5x the number of site trips that are anticipated with this multifamily project.

Therefore, no further traffic analysis should be needed for this development. Please let me know if you have any questions or require any further information.

Sincerely,
KIMLEY-HORN AND ASSOCIATES, INC.

Kevin Dean, P.E.
Project Manager

Shotwell Apartments

Table 1 - Trip Generation

Land Use	Intensity	Daily			AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out	Total	In	Out
221 Multifamily Housing (Mid-Rise, Not Close to Rail)	100 d.u.	432	216	216	32	7	25	39	24	15

Shotwell Apartments

Table A - Trip Generation Comparison

Land Use		Intensity		Daily			AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out	Total	In	Out
Proposed Use												
221	Multifamily Housing (Mid-Rise, Not Close to Rail)	100	d.u.	432	216	216	32	7	25	39	24	15
Alternative Uses												
565	Daycare Center	15,000	s.f.	714	357	357	165	87	78	167	78	89
720	Medical Office Building	15,000	s.f.	538	269	269	44	35	9	58	17	41
822	Retail Plaza (<40k SF)	15,000	s.f.	818	409	409	35	21	14	99	49	50
932	High-Turnover Sit-Down Restaurant	10,000	s.f.	1,072	536	536	96	53	43	91	56	35

Plato, Andrew

From: Little, Tyler A <talittle2@ncdot.gov>
Sent: Tuesday, March 26, 2024 7:26 AM
To: Dean, Kevin
Cc: Plato, Andrew; Collins, Jennifer K
Subject: RE: [External] Mechanical Drive Multifamily, Clayton: Traffic Study Need Question

Categories: External

You don't often get email from talittle2@ncdot.gov. Learn why this is important

Hey Kevin,

Based on these numbers, I think we are okay without an analysis considering this is small compared to the large development that is connected to Cameron Way. I am assuming all access for these dwellings will occur on Mechanical Dr and if that is the case then no driveway permit will be required on our end. Thank you for reaching out.

Thanks,

Tyler A. Little
Assistant District Engineer
Division 4 District 3
North Carolina Department of Transportation

919-739-5300
talittle2@ncdot.gov

67 Jr Rd Suite 700
Selma, NC 27576

From: Dean, Kevin <kevin.dean@kimley-horn.com>
Sent: Monday, March 25, 2024 12:57 PM
To: Collins, Jennifer K <jkcollins@ncdot.gov>
Cc: Plato, Andrew <Andrew.Plato@kimley-horn.com>; Little, Tyler A <talittle2@ncdot.gov>
Subject: [External] Mechanical Drive Multifamily, Clayton: Traffic Study Need Question

CAUTION: External email. Do not click links or open attachments unless verified. Report suspicious emails with the Report Message button located on your Outlook menu bar on the Home tab.

Jennifer,

Hope you're doing well! Our team has submitted for a rezoning for a proposed affordable housing project that would include approximately 100 dwelling units (4 floors of residential over 1 floor of parking) on the north end of Mechanical Drive in Clayton. We've run some quick trip generation on that intensity and, as shown below, those 100 mid-rise multifamily dwellings would be expected to generate around 430 daily trips, with 32 AM trips and 39 PM trips. These totals are all well-below the Town's thresholds for requiring a TIA but we've received a comment to confirm if NCDOT would need to see any analysis/memo.

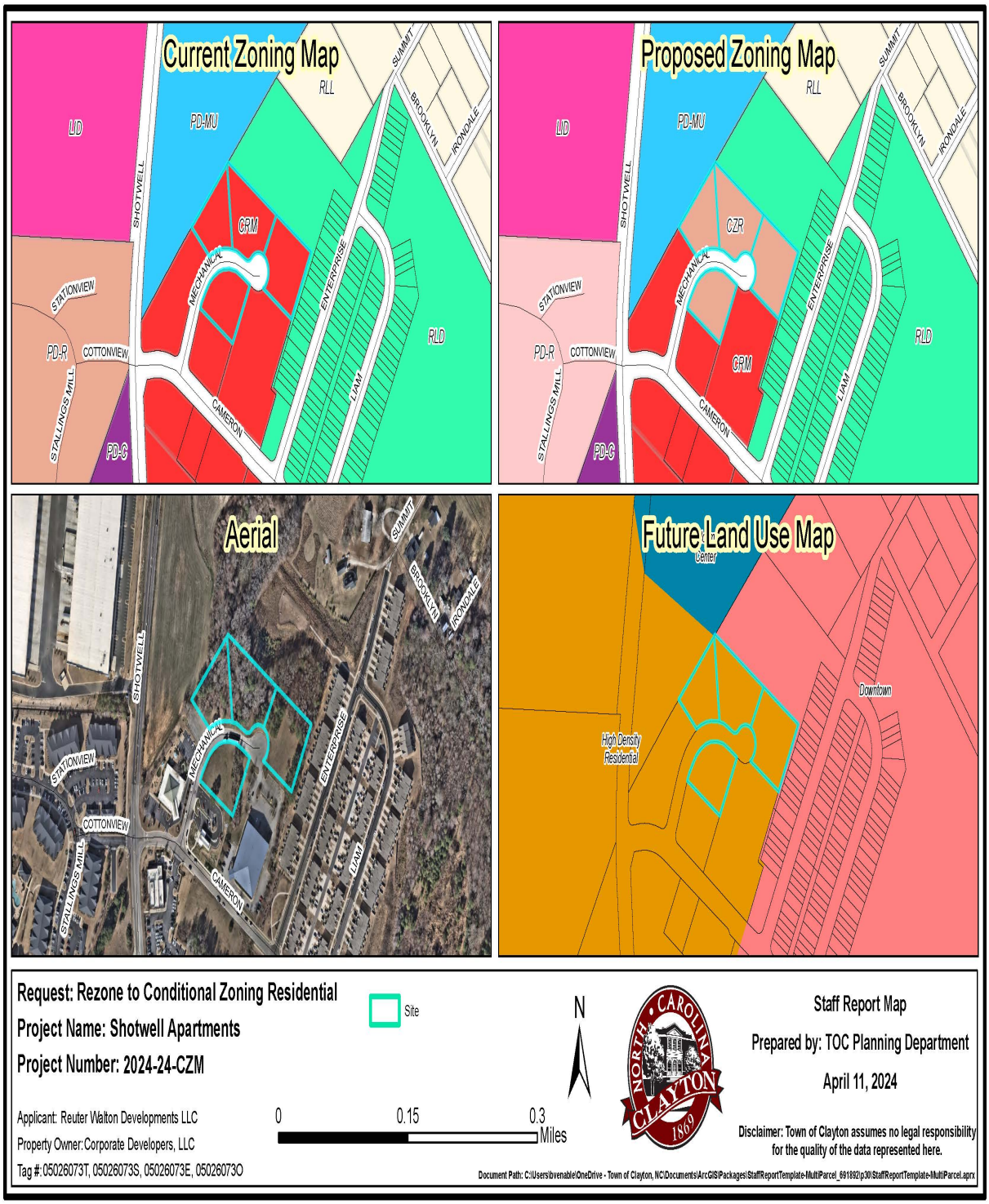
Do you need to see anything level of analysis or memo based on that anticipated trip generation?

Land Use		Intensity		Daily	
				Total	In
221	Multifamily Housing (Mid-Rise, Not Close to Rail)	100	d.u.	432	216

Thanks!

Kevin Dean, P.E.
Kimley-Horn | 300 S. Main Street, Suite 212, Holly Springs, NC 27540
Direct: 919-678-4185 | Mobile: 919-810-2021 | www.kimley-horn.com

Email correspondence to and from this sender is subject to the N.C. Public Records Law and may be disclosed to third parties.


Current Zoning Map
LID
PD-MU
RLL
CRM
RLD
PD-R
PD-C
SHOTWELL
SUMMIT
BROOKLYN
IRONDALE
STATIONVIEW
COTTONVIEW
MECHANICAL
ENTERPRISE
CAMERON
LIAM
STALLINGS MILL
Proposed Zoning Map
CZR
Aerial
Future Land Use Map
Center
Downtown
High Density Residential
Request: Rezone to Conditional Zoning Residential
Project Name: Shotwell Apartments
Project Number: 2024-24-CZM
Site
N
Staff Report Map
Prepared by: TOC Planning Department
April 11, 2024
Applicant: Reuter Walton Developments LLC
Property Owner: Corporate Developers, LLC
Tag #: 05026073T, 05026073S, 05026073E, 05026073O
0
0.15
0.3
Miles
Disclaimer: Town of Clayton assumes no legal responsibility for the quality of the data represented here.
Document Path: C:\Users\bvenable\OneDrive - Town of Clayton, NC\Documents\ArcGIS\Packages\StaffReportTemplate-MultiParcel_691892\p30\StaffReportTemplate-MultiParcel.aprx

GENERAL SURVEY NOTES:

1. THE BASIS OF BEARINGS FOR THIS SURVEY IS NORTH CAROLINA STATE PLANE GRID (NAD83/2011). VERTICAL DATUM BASED ON NAVD'88.

2. UTILITY NOTE: THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM VISIBLE FIELD SURVEY INFORMATION.

3. THIS SURVEY WAS MADE IN ACCORDANCE WITH LAWS AND/OR MINIMUM STANDARDS OF THE STATE OF NORTH CAROLINA.

4. THIS SURVEY WAS MADE WITH THE BENEFIT OF A REPORT OF TITLE STEWART TITLE GUARANTY COMPANY, FILE NO.: 2400014003S-REVISION NO. ISSUED 2-21-24

5. SAID DESCRIBED PROPERTY IS LOCATED WITHIN AN AREA HAVING A ZONE DESIGNATION X BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA), ON FLOOD INSURANCE RATE MAP NO. 3700961000J, WITH AN EFFECTIVE DATE OF OCTOBER 02, 2008.

6. THE PROPERTIES HAVE DIRECT ACCESS TO MECHANICAL DRIVE(PUBLIC RIGHT-OF-WAY).

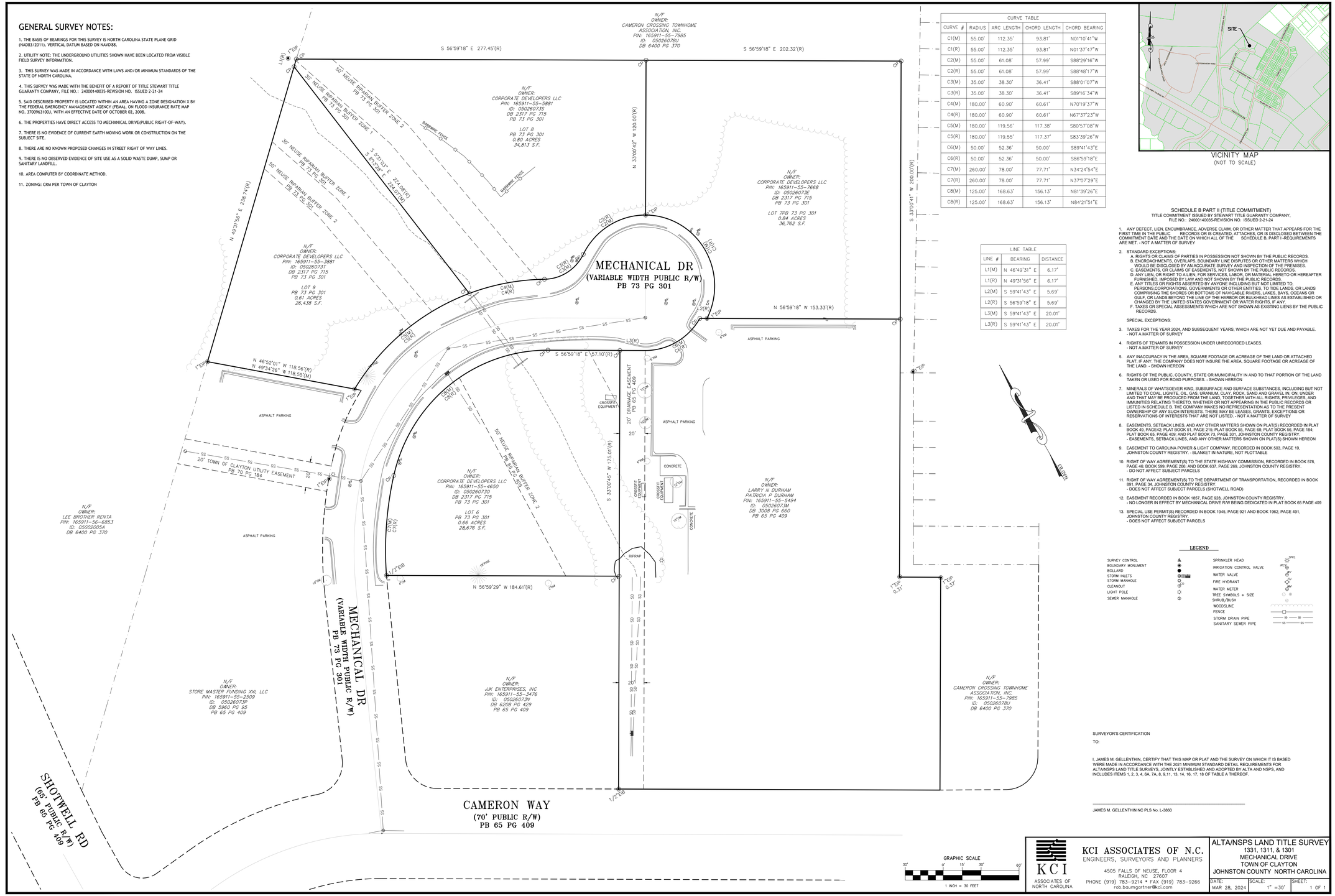
7. THERE IS NO EVIDENCE OF CURRENT EARTH MOVING WORK OR CONSTRUCTION ON THE SUBJECT SITE.

8. THERE ARE NO KNOWN PROPOSED CHANGES IN STREET RIGHT OF WAY LINES.

9. THERE IS NO OBSERVED EVIDENCE OF SITE USE AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL.

10. AREA COMPUTER BY COORDINATE METHOD.

11. ZONING: CRM PER TOWN OF CLAYTON



CURVE TABLE				
CURVE #	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING
C1(M)	55.00'	112.35'	93.81'	N01°10'41"W
C1(R)	55.00'	112.35'	93.81'	N01°37'47"W
C2(M)	55.00'	61.08'	57.99'	S88°29'16"W
C2(R)	55.00'	61.08'	57.99'	S88°48'17"W
C3(M)	35.00'	38.30'	36.41'	S88°01'07"W
C3(R)	35.00'	38.30'	36.41'	S89°16'34"W
C4(M)	180.00'	60.90'	60.61'	N70°19'37"W
C4(R)	180.00'	60.90'	60.61'	N67°37'23"W
C5(M)	180.00'	119.56'	117.38'	S80°57'08"W
C5(R)	180.00'	119.55'	117.37'	S83°39'26"W
C6(M)	50.00'	52.36'	50.00'	S89°41'43"E
C6(R)	50.00'	52.36'	50.00'	S86°59'18"E
C7(M)	260.00'	78.00'	77.71'	N34°24'54"E
C7(R)	260.00'	78.00'	77.71'	N37°07'29"E
C8(M)	125.00'	168.63'	156.13'	N81°39'26"E
C8(R)	125.00'	168.63'	156.13'	N84°21'51"E

LINE TABLE		
LINE #	BEARING	DISTANCE
L1(M)	N 46°49'31" E	6.17'
L1(R)	N 49°31'56" E	6.17'
L2(M)	S 59°41'43" E	5.69'
L2(R)	S 56°59'18" E	5.69'
L3(M)	S 59°41'43" E	20.01'
L3(R)	S 59°41'43" E	20.01'

SITE
CLAYTON
CLAYTON BYPASS
CLAYTON BYPASS
CLAYTON BYPASS

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 April 22, 2024
Town Council May 6, 2024

STAFF REPORT

Application Number: 2024-24-CZM

Project Name: Shotwell Apartments

Tag #: 05026073T,05026073S, 05026073E,05026073O
Location: 1311 Mechanical Dr, Clayton, NC 27520
Existing Zoning District: Corridor Commercial (CRM)
Proposed Zoning District: CZ-R
Applicant: Reuter Walton Development, LLC
Owner(s): Corporate Developers, L.L.C.
Public Noticing:

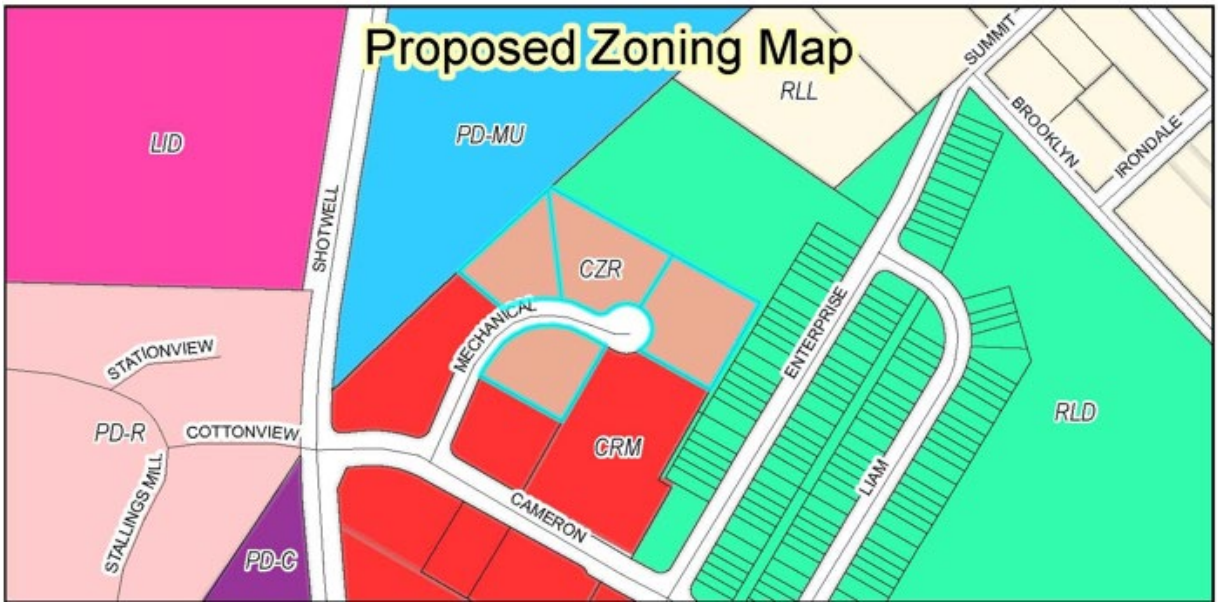
- Neighborhood meeting: March 13, 2024
- Sign posted: April 12, 2024
- Letters mailed: April 18, 2024

REQUEST: Rezone the property referenced above, located off of Mechanical Dr., from Corridor Commercial (CRM) to a Conditional Zoning – Residential District (CZ-R). The Conditional Zoning District would allow for up to 96 units or a density of up to 33 units per acre. This Conditional Zoning District is being proposed as an Affordable Housing apartment building utilizing low-income housing tax credits through NCHFA. One hundred percent (100%) of the dwelling units shall be restricted to households earning sixty percent (60%) of the Area Median Income (AMI) based on Johnston County data. The development shall commit to providing 100% affordable housing for at least fifteen (15) years.

SITE DATA:
Acreage: 2.91 +/- acres
Existing Use: Vacant

ADJACENT ZONING AND LAND USES:

Direction	Zoning	Existing Use(s)
North	Residential Large Density (RLD)	Single-family Attached residential
South	Commercial Corridor (CRM)	Retail/ Hotel, Fast food
East	Planned Development Mixed Use (PD-MU)	Vacant
West	Residential Large Density (RLD)	Single-family Attached residential



DEVELOPMENT DATA:

Proposed Uses:	Residential (Multifamily Apartments), fitness center, park, parking lot
Proposed Density:	Up to 96 units are proposed at an overall proposed residential density of 33 units/acre for the development.
Fire Protection:	Town of Clayton
Access/Streets:	2 connections will be established off of Mechanical Dr, with future cross-access connections connecting neighboring parcels.
Water/Sewer Provider:	Town of Clayton
Electric Provider:	Duke Energy

OVERVIEW:

The applicant is requesting to be rezoned 2.91 acres from Corridor Commercial (CRM) to a Conditional Zoning

Residential District. The Conditional Zoning requires approval from the Town Council. Additionally, a new affordable housing multifamily apartment complex will have 96 units with the first floor being a parking garage, additionally, onsite amenities and open space shall be provided.

Transportation Improvements:

The development will be accessed from the Mechanical Drive of a private drive built to Town standards. Sidewalks, curbs, and gutter shall be provided along the perimeter of the lots. Kimley-Horn has performed a trip generation assessment of the proposed Shotwell Apartment rezoning. The Trip generation calculations for this site were performed using data from the 11th Edition of the ITE Trip Generation Manual. Those calculations are summarized below in Table 1 Trip Generation.

Table 1 ITE

Land Use	Size	Daily		AM Peak Hour		PM Peak Hour	
	100 d.u.	In	Out	In	Out	In	Out
Multifamily Housing, Mid-Rise (LUC 221)		216	216	7	25	24	15

Recommended Improvements:

NC DOT is recommending no improvements at this time. Per email correspondences between NC DOT and the applicant that is provided within this packet (see item #7)

Stormwater, Water, Sewer and Electricity

Stormwater

The proposed development is located within the Neuse River Basin and will require stormwater management measures for quality and quantity control in accordance with the Town of Clayton Stormwater Design Manual and the Stormwater Management Ordinance in effect at the time of approval, as outlined in Section 158 of the Clayton UDO. A network of underground piping will convey storm drainage from impervious areas to the proposed Stormwater Control Measures. The number, location, and adequate sizing for these devices will be verified during the final site design. All SCMs will be required to meet the North Carolina Department of Environmental Quality and Town of Clayton design requirements at the time of site construction drawing submittal.

Water and Sewer Service

A public waterline currently exists along the frontage of the site and a wastewater allocation request has been filed in conjunction with the Conditional Zoning/Master Plan submittal which shows a total score of 55 points. All water and sewer lines will be designed to meet Town of Clayton Standards and Specifications.

Electricity

Electric power will be provided by Duke Energy. A street/site lighting plan will be provided, in compliance with all municipal lighting standards, as part of the Construction Drawing review.

Landscaping, Buffering and Screening:

A minimum type A 10' wide landscape buffer will be provided along all project boundaries for adjacent properties zoned RMD, CZR, CRM, and a Type B 20' wide landscape buffer provided along all project boundaries for adjacent properties zoned RLL, RLD per section 6.6.12 of the UDO. There will be a planted buffer in areas where there is no existing vegetation or where vegetation is removed or damaged during the construction of Shotwell Apartments. All landscaping will be per UDO requirements in place at the time of final approval.

Architectural Standards

Elevation examples and architectural standards are provided in the of Master Plan Narrative and the Conditions of Approval.

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 2045 Growth Plan Future Land Use Map designates this area as High-Density Residential, "The High-Density Residential areas provide for housing near major transportation corridors, existing commercial areas, and Downtown. These areas have a connected street network, adequate pedestrian and bicycle facilities, and are served by public water and sewer. High-Density Residential includes all housing types while providing higher-density development than the other residential categories. In some places, HDR serves as a transition between commercial uses and lower-density residential uses. In other instances, it accompanies neighborhood commercial uses such as a grocery store or services in established or growing areas of Town

   Based on the guidance in the Land Use Plan, the proposed development is consistent with the density in the High-Density Residential land use category .

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

   Staff Commentary: The current zoning districts for the proposed development are CRM (Corridor Commercial) and is adjacent to other commercially zoned property and single-family home development. Staff believes that with the proposed density and the proposed road improvements, the subject property is suitable for the proposed 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 primarily single-family residential attached an commercial. The proposed. The proposed conditional zoning district will allow for additional High-Density Multifamily residential development and provide private amenities and active open space amenities which are not present in the given area.

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 (Clayton Elementary, Clayton Middle, Clayton High), with Clayton High School on the County's "capped" list for the 2023-2024 school year.

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 Mid-Rise Multifamily Housing with a density of 33.d.u. The overall density of the development is not comparable to the surrounding developments and area.

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:

- 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 Town Council shall make final decisions regarding Conditional Rezonings.
- Staff has worked with the applicant on the proposed conditions, and the applicant has agreed to all proposed conditions in writing.
- The Town Council shall consider the recommendation(s) in this staff report, and may approve the Conditional Zoning Application with the proposed conditions, add or remove conditions (with the agreement of the applicant), deny the application or continue the application to a later date.

STAFF RECOMMENDATION:

Staff recommended that the Planning Board recommend approval of the Conditional Zoning District, subject to the conditions listed below, to the Town Council.

PLANNING BOARD RECOMMENDATION:

The Planning Board, after holding a public meeting on the proposed project voted to recommend denial of the 2024-24-CZM Shotwell Apartments for denial. They provided the following statement of Reasonableness and Consistency with their recommendation.

Option 4: Denial – Inconsistent with the Future Land Use Map

"I make a motion to recommend denial of this rezoning request based on inconsistency with the Future Land Use Map in the adopted 2045 Comprehensive Growth Plan, in that:

- The property is classified as "High Density Residential" in the Future Land Use Map.
- GOAL LU-1 Seeks to preserve Clayton's character while allowing for growth and development in appropriate areas.
- STRATEGY LU 1.1.2 Looks to support residential development at varying densities based on the Future Land Use Map, associated character area descriptions, and other relevant plans.
- GOAL LU 3 Encourages a range of housing types and lot sizes that will meet the needs of various income levels, family sizes, and ages.
- GOAL LU 4 Provides safe, sound, and well-maintained housing and neighborhoods.

This action is reasonable and in the public interest, in that:

- The requested rezoning is incompatible with existing land uses in the area.
- The current zoning designation is preferable to the area."

The vote was 6 yes, 3 no,
Motion Recommending Denial while being Inconsistent to the Town Council passes. 6 – 3.

UPDATES SINCE THE PLANNING BOARD MEETING 04/22/2024:

Since the Planning Board meeting on April 22, 2024, the applicant has resubmitted a new Concept Plan, Master Plan narrative, and revised Trip Generation Letter, based on feedback provided by the Planning Board.

The updated documents have been included in this packet. They have also included six (6) new conditionals of approval numbered #25-31 in the Recommended Conditions of Approval Section below. The newly proposed conditions have been HIGHLIGHTED.

Recommend Conditions of Approval (2024-24-CZM, Shotwell Apartments Conditional Zoning District

Recommend Conditions of Approval (2024-24-CZM)
Shotwell Apartments Conditional Zoning District and Master Plan

1. Following Town Council approval, an electronic copy of the Master Plan and Narrative
2. including the Conditions of Approval shall be submitted to the Planning Department for final approval.
3. The Development shall meet all adopted Town of Clayton Unified Development Ordinance (UDO) requirements, Town of Clayton Engineering and Stormwater design standards, and the North Carolina Fire Code and NFP A Fire standards, except where specifically modified by the approved master plan.
4. The Development shall be constructed in substantial conformance with the Concept Plan and Master Plan Narrative as approved by the Clayton Town Council.

5. The site shall be developed with a Multi-Family, Affordable Housing apartment building utilizing low-income housing tax credits through NCHFA. One hundred percent (100%) of the dwelling units shall be restricted to households earning sixty percent (60%) of the Area Median Income (AMI) based on Johnston County data. The development shall commit to providing 100% affordable housing for at least fifteen (15) years.
6. The first floor of the Building shall include the following:
    a. Primary access into the building through the main entrance into the lobby common space.
    b. Secondary access into the building through covered staircases.
    c. Common areas on the first floor shall include management offices, air-conditioned resident mail and parcels rooms, fitness center, and community room.
    d. Parking garage for residents that includes a trash/recycling room and elevators.
    e. Walkout patio from the internal community room.
7. The proposed Building shall include air-conditioned corridors for residents.
8. Dimensional Standards shall comply with the RMF (Residential Multi-Family) Zoning District standards per Town of Clayton UDO Section 3.2.16.C, with the following exceptions:
    a. The maximum density shall be 35 units per acre.
    b. Parking encroachment of up to 5-feet into the side setbacks along the southwestern property line of parcel NC Pin #165911-55-3881.
    c. Parking encroachment of up to 10-feet into the front street setback along Mechanical Drive on parcels NC Pin #165911-55-3881, 5881, 7668, and 4650.
9. Parking Lot Accessway Depths shall be provided per Town of Clayton UDO Table 6.1.4.E, or an approved alternative means of compliance at Site Plan submittal.
10. On-site pedestrian circulation shall be provided per Town of Clayton UDO Section 6.1.5, including sidewalks connecting the primary building to disconnected parking lots & parking spaces, routes, signage per ADA 2010 standards for accessibility.
11. Adequate sight distance for motorists and pedestrians entering or exiting the site shall be provided per Town of Clayton UDO Section 6.1.7.
12. A monument sign shall be provided at the entrance to the site per North Carolina's QAP Appendix B standards and shall comply with the City's signage requirements established in UDO Section 6.13.
13. Per Section 6.2.4.D.2, the building orientation shall align parallel to the existing street and the long axis of the building shall be parallel to the longest lot frontage as practicable given the unique shape of the lots and the existing street/cul-de-sac.
14. The Primary Entrance shall be denoted by a canopy located over the entrance door.
15. All resident units shall be accessed through sheltered and internal shared entrances per Town of Clayton UDO Section 6.2.4.D.3.
16. Per Town of Clayton UDO Section 6.2.4.D.4, the building design will incorporate a minimum of the following three (3) architectural elements on street-facing facades:
    a. Awnings or Overhangs
17. Canopy overhangs shall been included above the primary entrance, garage entrance, and community patio doors which serve as a wayfinding element and aesthetic element to the exterior design which will all be visible from Mechanical Drive.
    a. Corniced Parapets
18. As shown on the Exterior Elevations, the roof edge depicts a variety of parapet edges with more elaborate cornices being strategically placed on the articulated portions of the facades.
    a. Integral planters that incorporate landscaped areas and/or places for sitting.
19. The building shall comply with building articulation requirements per Section 6.2.4.D.

ii. The site plan denotes (3) outdoor bench seating areas to comply with outdoor amenity requirements of

the Appendix B and shall be designed to include accessible planters which will be integrated into the design of the bench seating.

20. The roof design shall include consideration to the rest of the building facades and comply with the standards established in UDO Section 6.2.4.D.9a.
21. Durable and low-maintenance materials shall be used while avoiding harsh colors per standards established in UDO Section 6.2.4.D.10.
22. Exterior site lighting shall be provided per standards established in the Town of Clayton UDO Section 6.4.6, including maximum illumination levels established for the CZR zoning district requirements.
23. Private Drainage Facilities shall be provided per the standards established in the Town of Clayton UDO Section 6.5.6.
24. Fire Protection Design shall be provided to meet design criteria established in NFPA and the North Carolina Fire Code per Town of Clayton UDO Section 6.5.9.
25. Refuse collection areas shall be configured to allow access by collection vehicles per the Town's Engineering Specifications and Design Manual, per Town of Clayton UDO Section 6.5.11.
26. Landscape materials shall be provided to define outdoor spaces and movement paths between parking areas and building entry per Town of Clayton UDO Section 6.6.7.
27. Off-street parking lot landscaping shall be provided per Town of Clayton UDO Section 6.6.11, at Site Plan submittal.
    a. Parking islands shall be provided at the end of all rows and include a canopy tree per Section 6.6.11.2 at Site Plan submittal.
28. Perimeter buffer landscaping shall be provided per Town of Clayton UDO Section 6.6.12, with the following enhancements:
    a. Type 'B' Perimeter Buffer shall be provided along north and east property lines adjacent to the RLD (Residential Low-Density) Zoning District.
29. A minimum 10% of the lot shall be set aside for Open Space, including 5% of the lot to be Active Open Space consistent with the RMF zoning district standards per Town of Clayton UDO Section 6.7.
    a. Per code section 6.7.1.E.1.a, passive open space will be provided by walking paths outside of greenways, benches and seating areas, existing wetlands and streams, and areas occupied by undisturbed trees and vegetation.
    b. Per code section 6.7.1.E.2.a, active open space will be provided by exercise paths and a playground.
30. Parking shall be provided per Town of Clayton UDO Section 6.9 at Site Plan submittal.
    a. Minimum off-street parking spaces required shall be calculated and provided per Town of Clayton UDO Table 6.9.4.
    b. Bicycle parking spaces shall be provided per UDO Table 6.9.5.
    c. Dimensional standards for parking spaces and aisles shall comply with UDO Table 6.9.7.
31. Existing stream and wetlands to be delineated by USACE prior to construction plan approval. Proposed improvements within the identified stream buffers and wetlands will be permitted by NCDEQ and USACE as required.
32. The developer will make good faith effort to obtain Reciprocal Parking Agreements with adjacent property owners.
33. Visitor parking spaces shall be provided per Town of Clayton UDO Table 6.9.4 at 0.25 spaces per dwelling unit. Visitor parking spaces shall be identified with signage and/or striping.
34. Developer shall make a contribution of $10,000.00 to the Town of Clayton to fund additional signage on Cameron Way to discourage street parking and parking within the Cameron Crossing neighborhood by non-residents of the neighborhood.
35. A six (6) foot tall privacy fence shall be installed along the eastern property line to buffer the adjacent townhomes.

36. Off-street parking layouts will be designed to provide adequate clearances for turning movements at Site Plan submittal.
37. Developer will support Town of Clayton restricting Mechanical Drive to prohibit street parking and/or overnight parking by way of signage and/or striping.
38. Developer shall obtain required permits from the Town of Clayton for constructing road improvements in Mechanical Drive to remove the existing cul-de-sac, maintain existing driveways, and permit new driveway(s) into the proposed development.

39. To the extent of any conflict between the Master Plan, Master Plan Narrative and these conditions, these conditions shall control.

ATTACHMENTS:

1) Application
2) Updated Project Narrative
3) Updated Concept Plan
4) Neighborhood Meeting Materials
5) Wastewater Allocation Request
6) Updated Trip Generation Letter (Traffic)
7) NC DOT Letter (Traffic)
8) Staff Report Map
9) Recommended Conditions of Approval – Signed
10) Boundary Survey

Regular Town Council Meeting
Agenda Cover Sheet

Meeting Date	Agenda Location
May 6, 2024	PUBLIC HEARINGS

Item Title

Establishing an Occupancy Tax in the Town of Clayton

Presenter(s)

Patrick Pierce, Economic Development Director Robert McKie, Finance Director

Suggested Action

Adoption of Resolution

Strategic Priorities Alignment

☒ Think Clayton (Administrative)	☐ Think Arts & Culture	☐ Think Downtown	☒ Think Economic Development	☐ Think Land Use & Housing	☐ Think Mobility	☐ Think Parks, Recreation & Natural Resources	☐ Think Public Services & Infrastructure

Public Hearing: Yes - Legislative

Applicable General Statute Number: G.S. 105-164.4(a)(3)
G.S. 160A-215

If Approved, Will Document Require Recordation? No

Does This Item Require a Communication Plan?

☐ Public Hearing (Required by GS)
☐ Public Hearing (Not Required by GS)
☐ Newspaper Notice (Required by GS)
☐ Newspaper Notice (Not Required by GS)
☐ Public Forum/Input Session
☐ Press Release

☐ E-News Distribution
☐ Social Media
☐ Special Mailing
☐ Website
☐ Survey
☐ None Required

Summary

The Town of Clayton has been authorized by the General Assembly to establish a 2% Occupancy Tax of the gross receipts derived from the rental of any room, lodging, or accommodations furnished by a hotel, motel, inn, tourist camp, or similar place within the District is proposed. At least two-thirds of the funds remitted are to be used to promote travel and tourism in Clayton and the remainder used for tourism-related expenditures in Clayton. This is consistent with several other towns in Johnston County and used widely across North Carolina.

Funding Source

N/A

Cost

No

Corresponding Documentation

Occupancy Tax Resolution 04032024 FINAL

Submitted By: Patrick Pierce, Economic Development

Reviewed By:

Rich Cappola, Town Manager	Approved - May 01 2024
Heidi Holland, Town Clerk	Approved - May 02 2024

STATE OF NORTH CAROLINA

TOWN OF CLAYTON

Resolution #2024-42
A RESOLUTION AUTHORIZING THE ESTABLISHMENT OF AN OCCUPANCY TAX IN THE TOWN LIMITS OF CLAYTON

WHEREAS, Session Law 2023, Senate Bill 154, as ratified on the 25th day of October 2023, authorizes the Town of Clayton ("Clayton") to create a taxing district located inside the incorporated area only located within Johnston County known as "Clayton District C", ("District"), and

WHEREAS, Clayton Town Council ("Town Council") wishes to establish a 2% Occupancy Tax of the gross receipts derived from the rental of any room, lodging, or accommodations furnished by a hotel, motel, inn, tourist camp, or similar place within the District that is subject to sales tax imposed by the State under G.S. 105-164.4(a)(3), and

WHEREAS, an occupancy tax enacted by the Town Council shall be levied, administered, collected, and repealed as provided in G.S. 160A-215, and

WHEREAS, the Town Council recognizes its unique opportunity to promote travel and tourism, and enhance the prosperity of Clayton through revenue generated by travel and tourism, and

WHEREAS, Clayton, with a vibrant downtown, recreational facilities, arts and cultural programs, and community events, which are accompanied by hometown charm, and a family-friendly atmosphere; seeks to promote broader community appeal throughout the state, region and nation, and

WHEREAS, this tax will be administered locally by the Johnston County Tourism Authority ("Authority") created in Chapter 647 of the 1987 Session Laws as provided in G.S. 105-164.4(a)(3), the Authority shall use at least two-thirds of the funds remitted to it to promote travel and tourism in Clayton and shall use the remainder for tourism-related expenditures in Clayton. Additionally, the tax proceeds may be used only for the direct benefit of Clayton. None of the proceeds may be used to promote travel or tourism in areas within Johnston County that are outside of Clayton or for tourism-related expenditures in the county that are outside of Clayton. The net proceeds of the occupancy tax levied shall supplement rather than supplant any proceeds being used in Clayton derived from the occupancy tax levied by Johnston County pursuant to Chapter 647 of the 1987 Session Laws.

WHEREAS, the Town Council determines that it is in the best interest of Clayton to levy a two percent (2%) room occupancy tax;

NOW, THEREFORE BE IT RESOLVED that the Town of Clayton Town Council authorizes the establishment and collection of the Occupancy Tax at 2% to become effective July 1, 2024.

MAY IT FURTHER BE RESOLVED that the Clayton Town Council shall serve ex officio as the governing body of the District, and the officers of the town shall serve as the officers of the governing body of the district. A simple majority of the governing body constitutes a quorum, and approval by a

majority of those present is sufficient to determine any matter before the governing body, if a quorum is present.

MAY IT FURTHER BE RESOLVED that the District shall, on a quarterly basis, remit the net proceeds of the occupancy tax to the Authority created upon the following terms and conditions:

1. The Authority will submit quarterly financial reports to the Town Council that account for the receipts and expenditures of the occupancy tax; and also, a fiscal year-end report in such detail as the Town Council may require, and
2. The Authority shall promote travel, tourism, meetings, recreation facilities, and sports tournaments in Clayton. It shall sponsor tourist-related events and activities in Clayton and finance tourism-related capital projects in Clayton, all under the direction of the Town Council, and
3. Compensation for the Authority services provided shall be determined by the Town Council and the board of the Authority.

ADOPTED this the ____ of _____, 2024.

BY: _____
Jody McLeod, Mayor
Town of Clayton

ATTEST: _____
Heidi L. Holland, CMC, NCCMC
Town Clerk

(SEAL)

Regular Town Council Meeting
Agenda Cover Sheet

Meeting Date	Agenda Location
May 6, 2024	Quasi-Judicial Hearing

Item Title

2023-183-AA Clayton Pawville SUP Modification

Presenter(s)

Conrad Olmedo

Suggested Action

Approval of SUP

Strategic Priorities Alignment

☐ Think Clayton (Administrative)	☐ Think Arts & Culture	☐ Think Downtown	☐ Think Economic Development	☒ Think Land Use & Housing	☐ Think Mobility	☐ Think Parks, Recreation & Natural Resources	☐ Think Public Services & Infrastructure

Public Hearing: Yes - Quasi

If Approved, Will Document Require Recordation? Yes

Does This Item Require a Communication Plan?

- ☒ Public Hearing (Required by GS)
- ☒ Newspaper Notice (Required by GS)
- ☐ Public Forum/Input Session
- ☐ E-News Distribution
- ☐ Social Media
- ☒ Special Mailing
- ☐ Public Hearing (Not Required by GS)
- ☐ Newspaper Notice (Not Required by GS)
- ☐ Press Release
- ☐ Website
- ☐ Survey
- ☐ None Required

Other/Special Instructions: Sign posted to property

Summary

Previously approved as 2021-169-SUP and 2021-168-SP on November 21, 2022. The applicant Clayton Pawville is now requesting to amend their approval and increase the size of their veterinarian office from 1,158 square feet to 2,992 square feet, and move the location of their Stormwater Pond on the site.

Background/History

Previously approved as 2021-169-SUP and 2021-168-SP on November 21, 2022. The applicant Clayton Pawville is now requesting to amend their approval and increase the size of their veterinarian office from 1,158 square feet to 2,992 square feet, and move the location of their Stormwater Pond on the site.

Recommendation

Staff recommends approval of the modification.

Funding Source

N/A

Corresponding Documentation

Staff Report - Modification 2023-183-AA (2021-169-SUP Clayton Pawville)

Approved Plan Set-Clayton Pawville 2021-168-SP

Modified Clayton Pawville Site Plan 2023-183-AA

Executed Approval RECORDED 2021-169-SUP Clayton Pawville

Submitted By: Bruce Venable, Planning

Reviewed By:

Conrad Olmedo, Planning Director	Approved - May 01 2024
Rich Cappola, Town Manager	Approved - May 01 2024
Heidi Holland, Town Clerk	Approved - May 02 2024

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

STAFF REPORT

Application Number: 2023-183-AA (2021-169-SUP Modification)
Project Name: Clayton Pawville – Special Use Permit

Tag #:	05G02002Z & 05G02003
Location:	SW corner of Tew Court and Gateway Drive intersection
Applicant:	Carolina Land Design
Owner:	Store Master Funding XVII, LLC
Project Planner:	Bruce Venable, CZO

Public Noticing Dates:

- **Sign Posted:** November 9, 2022
- **Newspaper Ad Published:** April 24 and May 1, 2024
- **Letters Mailed:** April 25, 2024

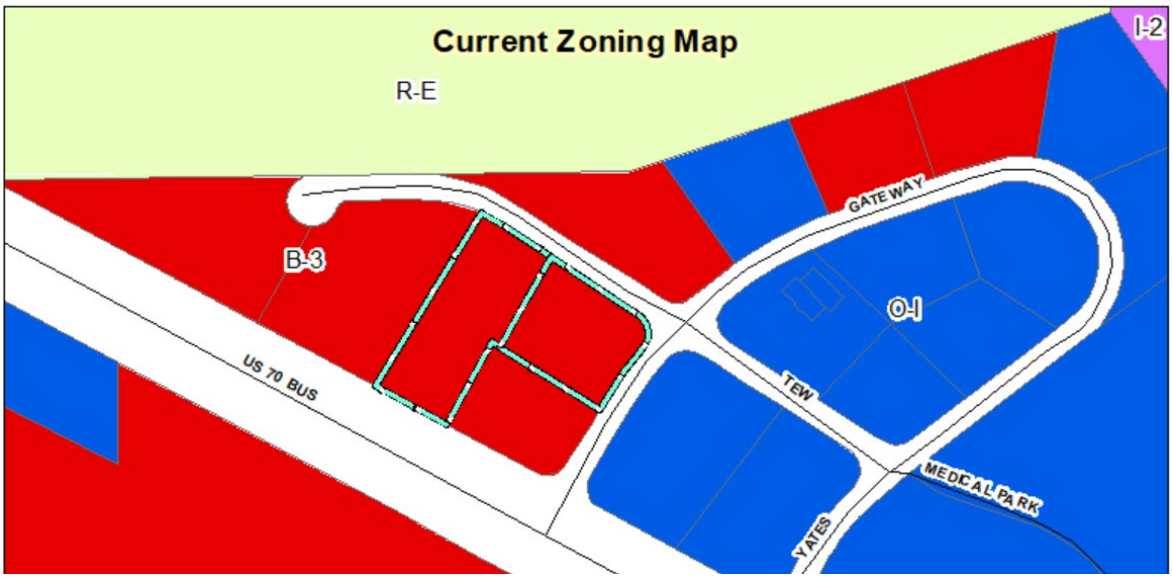
REQUEST: Applicant is requesting to modify their previously approved Site Plan (2021-168-SP) and SUP (2021-169-SUP) by increasing the size of their veterinarian clinic from approximately 1,200 sq ft to 2,992 sq ft and relocating their proposed stormwater ponds on the site. The Applicant was approved for a Special Use Permit for a Kennel use with outdoor runs located at Tew Court and Gateway Drive in the Town of Clayton on November 21, 2022.

SITE DATA:

Acreage:	2.57 acres
Zoning:	CRM
Existing Use:	Vacant

ADJACENT ZONING AND LAND USES:

Direction	Zoning	Existing Use
N	CRM	Medical Office
S	CRM	Medical Office/US 70 BUS
W	CRM	Daycare Facility
E	CRM	Medical Office



DEVELOPMENT DATA:

Proposed Use:	Veterinarian Clinic, Kennel with Outdoor Runs
Building Height:	1 Story; 25 ft.
Impervious Surface:	Current: 50,019 SF (1.48 AC) 43.7% of Site Area
Parking:	Proposed: 42 parking spaces
Access/Streets:	The proposed development will be accessed off Tew Court

STAFF ANALYSIS AND COMMENTARY:

Overview:

The applicant is requesting to modify their previously approved Site Plan (2021-168-SP) and SUP (2021-169-SUP) by increasing the size of their veterinarian clinic from approximately 1,200 sq ft to 2,992 sq ft and they are seeking to relocate their proposed stormwater ponds on the site. The Applicant was approved for a Special Use Permit for a Kennel use with outdoor runs located at Tew Court and Gateway Drive in the Town of Clayton on November 21, 2022.

The UDC which this Special Use Permit and Site Plan were approved under requires any modification greater than 5% to the approved floor area to return to the Town Council for subsequent approval per 155.711(2)(3)

Associated Site Plan:

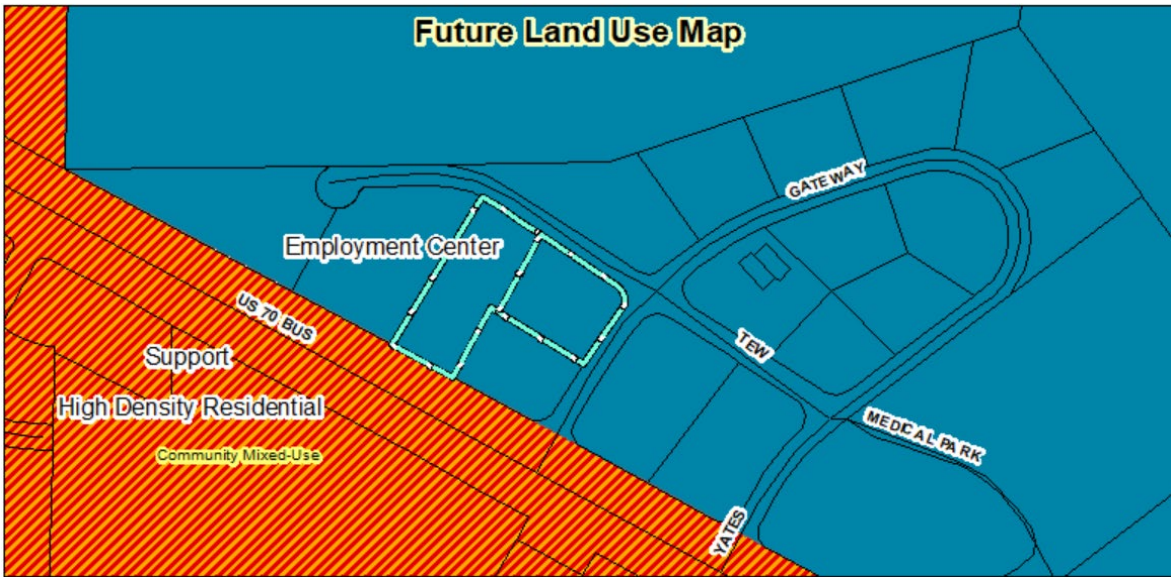
Pursuant to §155.711(D)(1), concurrent with a request for a Special Use Permit, the applicant was required to submit a Site Plan, which is attached to this staff report. The site plan has been reviewed by staff and is pending approval upon a decision from the Council on this Special Use Permit.

Consistency with Adopted Plans:

- **Comprehensive Growth Plan 2045**
  The Future Land Use Map (below) shows that this area is designated as Employment Center, which calls uses such as: industrial, warehouse, office, research and development, tech-flex, hospital, renewable energy, recycling, fabrication, assembly, and technology. Employment Center land uses may also include a limited amount of supporting commercial uses, such as restaurants and convenience retailers to serve employees.
- **Unified Development Code**
  If the Special Use Permit is approved, the proposed development will meet the code requirements as outlined in the Unified Development Code, including dimensional standards, parking, and landscaping. The proposed uses of Kennel and Veterinary Clinic are permitted in B-3 zones, however a kennel with outdoor runs requires a Special Use Permit in B-3 zones, which is the purpose of this application.

CONSIDERATIONS:

- The Town Council shall make final decisions regarding Special Use Permits.
- Special Use Permits shall address specific Findings of Fact, with the burden of proof for meeting the Findings of Fact on the applicant. These Findings all must be met for a Special Use Permit to be approved.
- The Technical Review Committee has reviewed the SUP and associated Site Plan.
- Staff has worked with the applicant on the proposed conditions, and the applicant has agreed to all proposed conditions in writing.
- The Town Council shall consider the recommendation(s) in this staff report, and may approve the SUP with the proposed conditions, add or remove conditions (with the agreement of the applicant), deny the application upon finding that one or more of the Findings of Fact are not met, or may send the application back to the Technical Review Committee for additional consideration.



FINDINGS OF FACT:

Special Use Permits shall address the following findings, with the burden of proof for meeting the Findings of Fact on the applicant. Please see below for the applicant's response to each finding, as well as staff's commentary.

1. *That the application will not materially endanger the public health or safety if located where proposed and developed according to the plans as submitted and approved.*

   Applicant Response:

   There is no danger to public health where the building is proposed.

   Staff Commentary:

   Staff believes that this project does not constitute a danger to public health or safety.

2. *That the application meets all required specifications and conforms to the standards and practices of sound land use planning and the Town Code of Ordinances and other applicable regulations.*

   Applicant Response:

   The project will meet all required specifications and will conform to standard land-use planning.

   Staff Commentary:

   The applicant has provided a site plan that meets all requirements in the Town of Clayton Unified Development Code and other guidelines.

3. *That the application will not substantially injure the value of adjoining or abutting property, and will not be detrimental to the use or development of adjacent properties or other neighborhood uses.*

   Applicant Response:

   The project will not substantially injure the value of the adjoining properties and will not be detrimental to adjacent properties.

   Staff Commentary:

Staff has no comment with respect to whether the site will affect the value of abutting property. With respect to use or development of surrounding properties, staff does not believe the application as proposed will have any effect on adjacent development.

4. *That the application will not adversely affect the adopted plans and policies of the Town or violate the character of existing standards for development of the adjacent properties.*

   Applicant Response:

   The project will not violate the character of existing standards for development of the adjacent properties. There are already special use zones for the area.

   Staff Commentary:

   Staff believe that this request does not adversely affect adopted plans and policies of the Town nor does it harm the character of existing standards and is compatible with nearby uses of adjacent properties.

PREVIOUSLY APPROVED CONDITIONS OF APPROVAL:

If approved, the staff is recommending conditions of approval be placed upon the application. The recommended conditions are listed below, and the applicant's signed acceptance of the recommended conditions is provided as an attachment.

1. These Conditions of Approval, and any others included with the associated Site Plan (2021-168-SP) shall be recorded upon the final plan set, which must be delivered to the Planning Department for review and approval.
2. The Development shall be constructed in substantial conformance with the Special Use Permit as approved by the Clayton Town Council and associated Site Plan as approved by Town staff.
3. The buildings in the development will be constructed in accordance with the Architectural elevations provided in the associated Site Plan, including identified façade materials.
4. A bump-out will be provided at the end of the small parking lot to the west of the proposed vet clinic building to allow for vehicles to exit the parking stalls. Alternatively, the western-most 4 parking spaces (2 on each side) to be signed and marked on the pavement as "Employee Parking Only".
5. The landscaping plan will be revised to move any trees at least 10 feet away from any water or sewer lines and to provide the correct number of plantings per the staff review comments on the 4th submittal submitted in September 2022.
6. The Outdoor Play Yards and Outdoor Runs shall only be used between the hours of 7:00am and 7:00pm each day.
7. A revised site plan package addressing conditions 1, 4, 5 and 6 shall be submitted prior to approval of the site plan.

ATTACHMENTS:

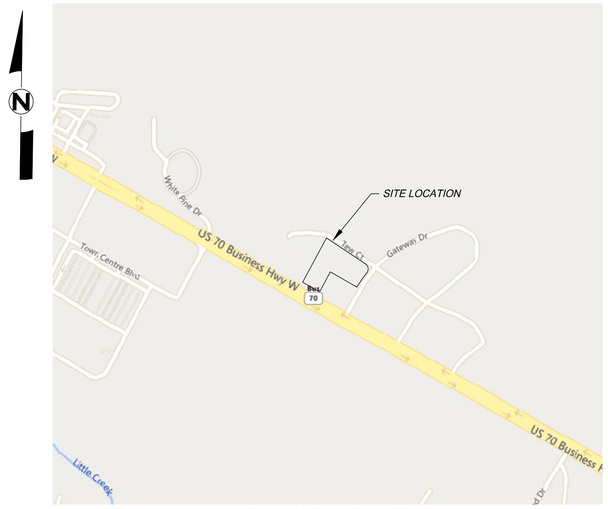
1) Previously Approved Site Plan
2) New Site Plan
3) Staff Report Maps
4) Approved Conditions of Approval -Approved by Town Council 11/22

Benjamin Howell, AICP, CZO
Planning
03/08/2023
Review Approval

CLAYTON PAWVILLE

SITE PLAN FOR PAWVILLE KENNEL AND VETERINARY BUILDING

TOWN OF CLAYTON, NORTH CAROLINA



VICINITY MAP

SCALE: 1"=500'

SHEET INDEX

PROPERTY DEVELOPER

SHEET #	TOWN OF WAKE FOREST
1	COVER SHEET
3	BOUNDARY SURVEY FOR RECOMBINATION
4	EXISTING CONDITIONS
5	PRELIMINARY SITE PLAN
6	CONCEPTUAL GRADING PLAN
7	CONCEPTUAL UTILITY/FIRE PLAN
8	LIGHTING PLAN
A100	GENERAL ARRANGEMENT
A101	FLOOR PLAN
A103	CEILING PLAN
A200	BUILDING ELEVATIONS
A201	BUILDING ELEVATIONS AND SECTIONS
A100	VET BUILDING FLOOR PLAN
A200	VET BUILDING ELEVATIONS AND SECTIONS
A404	DUMPSTER PLAN
L100	LANDSCAPE PLAN

PROJECT STATISTICS

PROPERTY DEVELOPER: PAWVILLE REAL ESTATE HOLDINGS, LLC

SITE DATA		
TAG NUMBER	05G02003	0500G02002Z
NC PIN#	165909-16-5659	165909-16-2635
EXISTING ZONE	B-3 SPECIAL USE DISTRICT	B-3 HIGHWAY BUSINESS
EXISTING USE	VACANT LOT	VACANT LOT
PROPOSED USE	PET KENNEL AND VET BUILDING	PET KENNEL AND VET BUILDING
PROPERTY LOCATION	TOWN LIMITS	TOWN LIMITS
PARCEL AREA	1.14 AC	1.54 AC
PROPERTY OWNER	STOREMASTER FUNDING XVII, LLC	STOREMASTER FUNDING XVII, LLC

**NOTE: A RECOMBINATION BEEN DONE TO BOTH LOTS.*

SITE DATA	
KENNEL GROSS FLOOR AREA	13,984 SF
VET CLINIC GROSS FLOOR AREA	1,183 SF
FLOOR AREA RATIO	15,167/114,490 = 13.25%
BUILDING COVERAGE	15,167/114,490 = 13.25% OF SITE
PROJECT AREA	82,298 SF
IMPERVIOUS SURFACE AREA	39,715, 34.7% OF TOTAL SITE
PERVIOUS SURFACE AREA	74,775 SF, 65.3% OF TOTAL SITE
BUILDING HEIGHT	25' AVG ROOF HEIGHT AT TOWER
REQUIRED PARKING VET CLINIC	1 SPACE PER 250 SF = 5 SPACES
KENNEL OFFICE, GROOMING, SALE	4,367.69 SF
KENNEL NUMBER OF EMPLOYEES	12
REQUIRED PARKING FOR KENNEL IS 1 SPACE PER 200 SF OF SALE, GROOMING OR OFFICE AREA	4367.69/200 = 22 + 12 EMPLOYEE SPACES = 34 SPACES
REQUIRED PARKING SPACES	39 SPACES
PARKING W/ 10% REDUCTION	39 X .9% = 36 SPACES
PROPOSED PARKING	37 SPACES
BICYCLE RACK	2 REQUIRED
REQUIRED HANDICAP PARKING	1 PER 25 SPACES = 2
PROPOSED HANDICAP PARKING	1 PROPOSED
UNLOADING SPACES	2 PROPOSED
ELECTRIC PROVIDER	DUKE ENERGY
WATER PROVIDER	TOWN OF CLAYTON

SEWER PROVIDER	TOWN OF CLAYTON
WATER METERS	1-2" WATER METER PER TOC 519.03

NOTE: A SPECIAL USE PERMIT HAS BEEN APPLIED FOR DUE TO THE PROPOSED DOG RUNS. IT IS REQUIRED TO APPLY FOR SPECIAL USE PER UDC 155.305(J)(4) SEE SHEET 17 FOR APPROVAL

ADJACENT PROPERTY OWNERS				
NAME	PROPERTY ADDRESS	MAILING ADDRESS	CURRENT ZONING	PRESENT USE
WINDHAM SOUTH LLC	501 GATEWAY DR, STE 103, CLAYTON NC, 27520	501 GATEWAY DRIVE, CLAYTON NC, 27520	B-3 SPECIAL USE DISTRICT	CHIROPRACTOR AND OFFICES
GROWING CHILD ASSOCIATES LLC	500 GATEWAY DRIVE, CLAYTON NC 27520	1130 CAPITAL BLVD. WAKE FOREST NC, 27587	O-I	PEDIATRICIAN AND OFFICES
MCNUTT FAMILY HOLDINGS LLC	400 TEW COURT, CLAYTON NC, 27520	303 DEVONHALL LANE, CARY NC 27518	O-I	ORTHODONTIST AND DENTIST
GATEWAY DENTAL CENTER LLC	304 TEW COURT, CLAYTON NC, 27520	304 TEW COURT, CLAYTON NC, 27520	B-3 SPECIAL USE DISTRICT	DENTIST
ABERNATHY PROPERTY MANGEMENT	307 TEW COURT, CLAYTON NC, 27520	402 LAKE ROYALE, LOUISBERG NC 27549	B-3 SPECIAL USE DISTRICT	PRESCHOOL

NORTH CAROLINA PROFESSIONAL SEAL 49931 ENGINEER WILLIAM HUYLER

GENERAL NOTES:

1. *BOUNDARY INFORMATION IS TAKEN FROM A SURVEY DONE BY ALSEY J. GILBERT PROFESSIONAL LAND SURVEYOR.*
2. *SITE TOPOGRAPHIC INFORMATION IS TAKEN FROM ALSEY J. GILBERT PROFESSIONAL LAND SURVEYOR.*
3. *THERE IS NO FEMA FLOOD DESIGNATION LOCATED NEAR THE PROPERTY*
4. *ALL MATERIALS AND CONSTRUCTION SHALL BE IN ACCORDANCE WITH TOWN OF CLAYTON AND NCDOT SPECIFICATIONS.*
5. *THERE WILL BE NO CONSTRUCTION PRIOR TO CONSTRUCTION PLAN APPROVAL AND PERMIT ISSUANCE BY APPROPRIATE JURISDICTION.*
6. *EXISTING UTILITIES SHOWN ARE APPROXIMATE AND ARE TO BE VERIFIED BY THE CONTRACTOR PRIOR TO EXCAVATION.*
7. *THIS DOCUMENT IS BEING PROVIDED TO DEFINE THE MINIMUM COMPLIANCE WITH THE TOWN OF CLAYTON ZONING DISTRICT COMPLIANCE.*
8. *A LIGHTING PLAN SHALL BE REQUIRED FOR ALL PHASES DURING CONSTRUCTION PLAN REVIEW. A MINIMUM OF 25 FEET OF SEPARATION SHALL BE REQUIRED BETWEEEN LIGHT POLES, STREET TREES, AND SIGNAGE.*

CONTRACTORS SHALL BE RESPONSIBLE FOR THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO THE BEGINNING OF ANY EXCAVATION EXISTING UTILITIES HOWN HEREON ARE APPROXIMATE AND ARE NOT SHOWN.

NOTE: ALL CONSTRUCTION TO BE IN ACCORDANCE WITH ALL TOWN CLAYTON AND/OR NCDOT STANDARDS AND SPECIFICATIONS.

DEVELOPER:

PAWVILLE REAL ESTATE HOLDINGS, LLC
297 E. ROLLING MEADOWS ROAD
HAMPSTEAD, NC 28443

PLANS PREPARED BY :

CAROLINA LAND DESIGN, PLLC
300 S. MAIN STREET SUITE 212
HOLLY SPRINGS, NC 27540

ESTIMATED IMPROVEMENT QUANTITIES	
AC PAVEMENT	11,489 SF
CONCRETE SIDEWALKS	950 SF
CURB AND GUTTER	336 LF

TOWN OF CLAYTON
SPECIAL USE PERMIT
#2021-169-SUP
GRANTED

On the date listed below, the Town Council for the Town of Clayton met and held an evidentiary hearing to consider the following application:

Applicant: Carolina Land Design

Property Owner: Store Master Funding XVII, LLC

Property Location: Southwest Corner Tew Court and Gateway Drive

Brief Property Description: 1.55 acre site on Gateway Drive at Tew Court

Tax Parcel Number: 05G02002Z

Proposed Use of Property: Kennel with Outdoor Runs

Hearing Date: November 21, 2022

Having heard all the evidence and argument presented at the hearing, the Town Council makes the following findings:

(1) That the application will not materially endanger the public health or safety if located where proposed and developed according to the plans as submitted and approved.

(2) That the application meets all required specifications and conforms to the standards and practices of sound land use planning and the Town Code of Ordinances, or other applicable regulations.

(3) That the application will not substantially injure the value of adjoining or abutting property and will not be detrimental to the use or development of adjacent properties or other neighborhood uses.

(4) That the application will not adversely affect the adopted plans and polices of the Town or violate the character of existing standards for development of the adjacent properties.

CONDITIONS:

1. These Conditions of Approval, and any others included with the associated Site Plan (2021-168-SP) shall be recorded upon the final plan set, which must be delivered to the Planning Department for review and approval.
2. The Development shall be constructed in substantial conformance with the Special Use Permit as approved by the Clayton Town Council and associated Site Plan as approved by Town staff.
3. The buildings in the development will be constructed in accordance with the Architectural elevations provided in the associated Site Plan, including identified façade materials.
4. A bump-out will be provided at the end of the small parking lot to the west of the proposed vet clinic building to allow for vehicles to exit the parking stalls. Alternatively, the western-most 4 parking spaces (2 on each side) to be signed and marked on the pavement as "Employee Parking Only".
5. The landscaping plan will be revised to move any trees at least 10 feet away from any water or sewer lines and to provide the correct number of plantings per the staff review comments on the 4th submittal submitted in September 2022.
6. The Outdoor Play Yards and Outdoor Runs shall only be used between the hours of 7:00am and 7:00pm each day.
7. A revised site plan package addressing conditions 1, 4, 5 and 6 shall be submitted prior to approval of the site plan.

CLAYTON PAWVILLE
TEW COURT AND GATEWAY
CLAYTON, NC

SCALE:	1"=30'
DATE:	12/20/2021
PROJECT NUMBER:	TBD
CLIENT:	PAWVILLE REAL ESTATE HOLDINGS
PLAN TYPE:	PRELIMINARY ENG PLANS

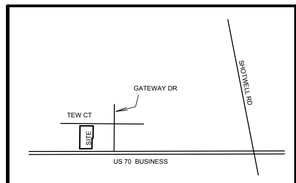
TITLE SHEET

REVISIONS

CAROLINA LAND DESIGN
CIVIL ENGINEERING · PLANNING & CONSULTING
300 S. MAIN STREET SUITE 212, HOLLY SPRINGS NC, 27540
PH. (760) 791-2204 WILL@CAROLINALANDDESIGN.COM FIRM# P-2390

CLAYTON PAWVILLE
Sheet 1 OF 16 Sheets

CASE NUMBER 2021-168-SP



VICINITY MAP NTS

THIS PLAT REPRESENTS A RECOMBINATION OF PREVIOUSLY RECORDED PARCELS OF LAND AND DOES NOT CONSTITUTE A SUBDIVISION AS SPECIFIED BY THE NORTH CAROLINA GENERAL STATUTES. APPROVAL FOR RECORDATION BY THE TOWN OF CLAYTON IS GRANTED BY CERTIFICATION BELOW.

DATE ***PLANNING DIRECTOR TOWN OF CLAYTON NC***

LEGEND:
EIP.....EXISTING IRON PIPE
IPS.....IRON PIPE SET
EIS.....EXISTING IRON STAKE
ISS.....IRON STAKE SET
R/W.....RIGHT OF WAY
PK.....PARKER KALON NAIL
ECM.....EXISTING CONC MONUMENT
CMS.....CONCRETE MONUMENT SET
F.H.....FIRE HYDRANT
S.....SEWER CLEAN-OUT
T.....TELEPHONE BOX
C.....CABLE BOX
T.....TRANSFORMER
W.....WATER METER
SSMH.....SANITARY SEWER MANHOLE
N/F.....NOW OR FORMERLY
B/C.....BACK OF CURB

.....COMPUTED POINT
.....GEODECTIC MONUMENT
RCP...REINFORCED CONCRETE PIPE
PARCEL BOUNDARY
RIGHT OF WAY
TIE LINE
FEATURE
STREAM (IE WATER COURSE)
=NOT SURVEYED
POWER LINE
=FORMER LINE
AREA BY COORDINATE METHOD
TITLE BY LAWYER
PROPERTY SUBJECT TO EASEMENT OF RECORD

I_____REVIEW OFFICER
OF JOHNSTON COUNTY, CERTIFY THAT THE MAP
OR PLAT TO WHICH THIS CERTIFICATION IS AFFIXED
MEETS ALL STATUTORY REQUIREMENTS FOR RECORDING

_____
REVIEW OFFICER

_____
DATE

I ALSEY J. GILBERT PLS CERTIFY THAT THIS PLAT WAS DRAWN UNDER MY SUPERVISION FROM AN ACTUAL SURVEY MADE UNDER MY SUPERVISION (deed description recorded in db 2658 pg 57 & db 3024 pg 755 etc.) THAT THE BOUNDARIES NOT SURVEYED ARE CLEARLY INDICATED AS DRAWN FROM INFORMATION FOUND IN pb 65 pg 188 pg 65 pg 419 THAT THE RATIO OF PRECISION IS 1:52122 THAT THIS PLAT WAS PREPARED IN ACCORDANCE WITH G.S. 47-30 AS AMENDED. WITNESS MY ORIGINAL SIGNATURE, REGISTRATION NUMBER AND SEAL THIS 10th DAY OF SEPTEMBER AD 2021

_____
ALSEY J. GILBERT PLS

_____
REG. NO.

SEAL L-3781 NORTH CAROLINA REGISTERED PROFESSIONAL LAND SURVEYOR ALSEY J. GILBERT

_____a. ***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.***
_____b. ***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.***
_____c. ***ANY ONE OF THE FOLLOWING:***
1. ***THAT THE SURVEY IS OF AN EXISTING PARCEL OR PARCELS OF LAND OR ONE OR OR MORE EXISTING EASEMENTS AND DOES NOT CREATE A NEW STREET OR CHANGE AN EXISTING STREET.***
2. ***THAT THE SURVEY IS OF AN EXISTING FEATURE SUCH AS A BUILDING OR OTHER STRUCTURE, OR NATURAL FEATURE, SUCH AS A WATERCOURSE.***
3. ***THAT THE SURVEY IS A CONTROL SURVEY.***

AJG d. ***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.***
_____e. ***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 PROVISIONS IN (a) THROUGH (d) ABOVE.***

9/10/2021 _____
DATE ***SURVEYOR***

AS FOR TIE
DATE: 09/05/2021
TYPE OF GPS: RTN (GPS)
DATUM/ EPOCH: NAD 83 NSRS 2011
POSITIONAL ACCURACY: 0.06'
GEOID MODEL: 12B
PUBLISH FIXED MODEL: (VRS)
COMBINED FACTOR: 0.99988664
US SURVEY FOOT

CALLS ALONG 20' PRIVATE EASEMENT

Id	Bearing	Distance
L1	N 56°22'39" W	10.02'
L2	N 56°22'39" W	10.02'
L3	S 30°27'31" W	47.53'
L4	S 30°27'31" W	49.29'
L5	S 26°41'33" W	55.68'
L6	S 26°41'33" W	56.00'
L7	S 28°36'36" W	82.73'
L8	S 49°25'48" W	13.94'
L9	S 49°25'48" W	17.73'
L10	S 28°36'36" W	78.72'
L11	N 61°03'20" W	16.67'

Id	Delta	Radius	Arc Length	Chord	Ch Bear
C1	00°15'26"	1042.00'	4.68'	4.68'	S 60°55'37" E
C2	02°32'43"	1042.00'	46.29'	46.29'	N 59°31'32" W

CERTIFICATE OF OWNERSHIP AND DEDICATION

I HEREBY CERTIFY THAT I AM THE OWNER OF THE PROPERTY SHOWN AND DESCRIBED HEREON, WHICH IS LOCATED IN THE JURISDICTION OF THE TOWN OF CLAYTON AND THAT I HEREBY ADOPT THIS SUBDIVISION PLAN WITH MY FREE CONSENT, ESTABLISHED MINIMUM SETBACK LINES, AND DEDICATE ALL STREETS, ALLEYS, PARKS, AND OTHER SITES AND EASEMENTS TO PUBLIC OR PRIVATE USE AS NOTED. FUTHERMORE I DEDICATE ALL ELECTRICAL SYSTEMS AND ALL SEWER AND WATER LINES TO THE TOWN OF CLAYTON.

_____ _____
DATE OWNER

_____ _____
DATE OWNER

_____ _____
DATE OWNER

SITE DATA:
AREAS LOT 3 1.49 ACRES 64920.78 SF
LOT 4B 1.14 ACRES 49562.24 SF
OWNERS
LOT 3
JERRY POUNDS
PO BOX 250
CLAYTON NC 27528
LOT 4B
JOMA GROUP LLC
MJS PROPERTY LLC
2406 BLUE RIDGE RD SUITE 100
RALEIGH NC 27607
PROPERTY IS WITHIN CITY LIMITS
ZONING LOT 3 B-3 LOT 4B B-3 SUD
TAX PARCELS NO.
LOT 3 05G02002Z NC PIN 165909-16-2635
LOT 4B 05G02003 NC PIN 165909-16-5659
PROPERTY IS NOT IN A WATER SUPPLY WATERSHED
PROPERTY IS NOT IN AN ENVIROMENTALLY SENSATIVE AREA

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

FLOOD HAZARD NO.3720165900K

EFFECTIVE DATE:06/20/18

9/10/21
DATE

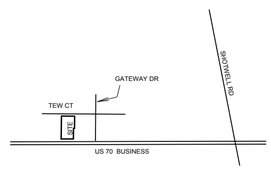
ZONING
LOT 3 B-3
LOT 4 B-3 SUD

RECOMBINATION FOR:
PAWVILLE REAL ESTATE HOLDINGS LLC
LOT 3 GATEWAY MEDICAL PARK PB 65 PG 419 (PB 65 PG 451) AND LOT 4B PB 65 PG 188
CLAYTON TWP. JOHNSTON CO. NC
SCALE 1"=40' DATE 09/05/2021
LOT 3 TP NO. 05G02002Z NC PIN 165909-16-2635
LOT 4B TP NO. 05G02003 NC PIN 165909-16-5659

0 40 80 120

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

PRELIMINARY PLAT: NOT FOR RECORDATION, SALES OR CONVEYANCES



VICINITY MAP NTS

CALLS ALONG 20' PRIVATE EASEMENT

Id	Bearing	Distance
L1	N 56°22'39" W	10.02'
L2	N 56°22'39" W	10.02'
L3	S 30°27'31" W	47.53'
L4	S 30°27'31" W	49.29'
L5	S 26°41'33" W	55.68'
L6	S 26°41'33" W	56.00'
L7	S 28°36'36" W	82.73'
L8	S 49°25'48" W	13.94'
L9	S 49°25'48" W	17.73'
L10	S 28°36'36" W	78.72'
L11	N 61°03'20" W	16.67'

Id	Delta	Radius	Arc Length	Chord	Ch Bear
C1	00°15'26"	1042.00'	4.68'	4.68'	S 60°55'37" E
C2	02°32'43"	1042.00'	46.29'	46.29'	N 59°31'32" W

LEGEND:
EIP.....EXISTING IRON PIPE
IPS.....IRON PIPE SET
EIS.....EXISTING IRON STAKE
IRS.....IRON STAKE SET
R/W.....RIGHT OF WAY
PK.....PARKER KALON NAIL
ECM.....EXISTING CONC MONUMENT
CMS.....CONCRETE MONUMENT SET
F.H.....FIRE HYDRANT
S.....SEWER CLEAN-OUT
T.....TELEPHONE BOX
CA.....CABLE BOX
T.....TRANSFORMER
W.....WATER METER
SSMH.....SANITARY SEWER MANHOLE
N/F.....NOW OR FORMERLY
B/C.....BACK OF CURB

.....COMPUTED POINT
.....GEODECTIC MONUMENT
RCP...REINFORCED CONCRETE PIPE
PARCEL BOUNDARY
RIGHT OF WAY
TIE LINE
FEATURE
STREAM (IE WATER COURSE)
NOT SURVEYED
POWER LINE

AREA BY COORDINATE METHOD
TITLE BY LAWYER
PROPERTY SUBJECT TO EASEMENT OF RECORD

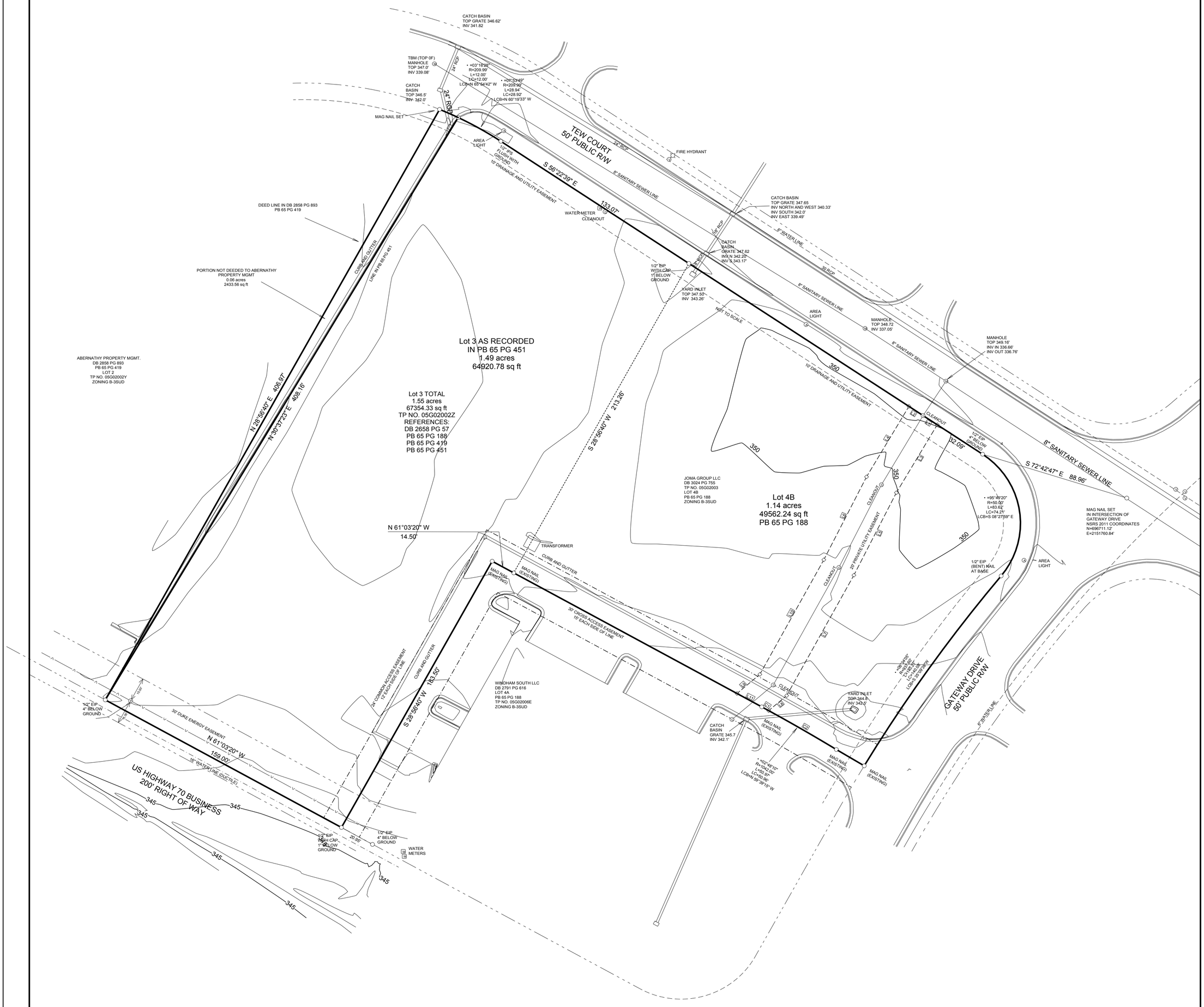
I ALSEY J. GILBERT CERTIFY THAT THIS MAP WAS DRAWN UNDER MY SUPERVISION FROM AN ACTUAL SURVEY MADE UNDER MY SUPERVISION (DEED DESCRIPTION RECORDED IN BOOK 2658, PAGE 857 OR OTHER REFERENCE SOURCE PB 65 PG 419); THAT THE BOUNDARIES NOT SURVEYED ARE INDICATED AS DRAWN FROM INFORMATION IN BOOK _____, PAGE _____ OR OTHER REFERENCE SOURCE PB 65 PG 188; THAT THE RATIO OF PRECISION OR POSITIONAL ACCURACY IS 1:52122; ANGLE ERROR 0 0' 27" AND THIS MAP MEETS THE REQUIREMENTS OF THE STANDARDS OF PRACTICE FOR LAND SURVEYING IN NORTH CAROLINA (21 NCAC 56. 1600) THIS 15TH DAY OF APRIL, 2021

NORTH CAROLINA PROFESSIONAL SEAL L-3781 SURVEYOR ALSEY J. GILBERT

_____
PROFESSIONAL LAND SURVEYOR

AS FOR TIE
DATE: 09/05/2021
TYPE OF GPS: RTN (GPS)
DATUM/ EPOCH: NAD 83 NSRS 2011
POSITIONAL ACCURACY: 0.06'
GEOID MODEL: 12B
PUBLISH FIXED MODEL: (VRS)
COMBINED FACTOR: 0.99988664
US SURVEY FOOT

PRELIMINARY PLAT: NOT FOR RECORDATION, SALES OR CONVEYANCES



OWNER:
LOT 3
JERRY POUNDS
PO BOX 250
CLAYTON NC 27528

LOT 4B
JOMA GROUP LLC
MJS PROPERTY LLC
2406 BLUE RIDGE RD SUITE 100
RALEIGH 27607

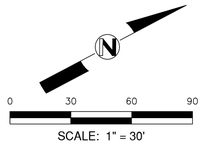
ZONING
LOT 3 B-3
LOT 4 B-3 SUD

EXISTING CONDITIONS PLAT FOR:
PAWVILLE REAL ESTATE HOLDINGS LLC
LOT 3 GATEWAY MEDICAL PARK PB 65 PG 419 (PB 65 PG 451)
AND LOT 4B PG 65 PG 188
CLAYTON TWP. JOHNSTON CO. NC
SCALE 1"=30' DATE 09/05/2021
LOT 3 TP NO. 05G02002Z NC PIN 165909-16-2635
LOT 4B TP NO. 05G02003 NC PIN 165909-16-5659

0 30 60 90

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

CLAYTON PAWVILLE
SITE PLAN
2021-168-SP



PROPOSED LEGEND

- SETBACK LINE
- CURB AND GUTTER
- SIDEWALK

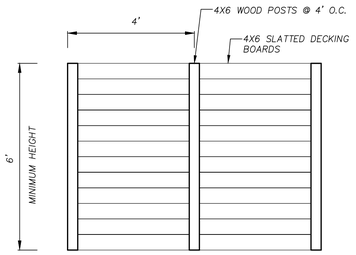
AREAS

- OPEN SPACE
- LANDSCAPING
- AC PAVEMENT
- STORMWATER BASIN
- 10'X70' SIGHT TRIANGLE

SITE DATA		
TAG NUMBER	05G02003	050G02002Z
NC PIN#	165909-16-5659	165909-16-2635
EXISTING ZONE	B-3 SPECIAL USE DISTRICT	B-3 HIGHWAY BUSINESS
EXISTING USE	VACANT LOT	VACANT LOT
PROPOSED ZONE	B-3 SPECIAL USE DISTRICT	B-3 SPECIAL USE DISTRICT
PROPOSED USE	PET KENNEL AND VET BUILDING	PET KENNEL AND VET BUILDING
PROPERTY LOCATION	TOWN LIMITS	TOWN LIMITS
PARCEL AREA	1.14 AC	1.54 AC
PROPERTY OWNER	STOREMASTER FUNDING XVII, LLC	STOREMASTER FUNDING XVII, LLC

*NOTE: BOTH LOTS ARE UNDERGOING A RECOMBINATION CONCURRENTLY AND WILL BE COMBINED INTO ONE LOT.

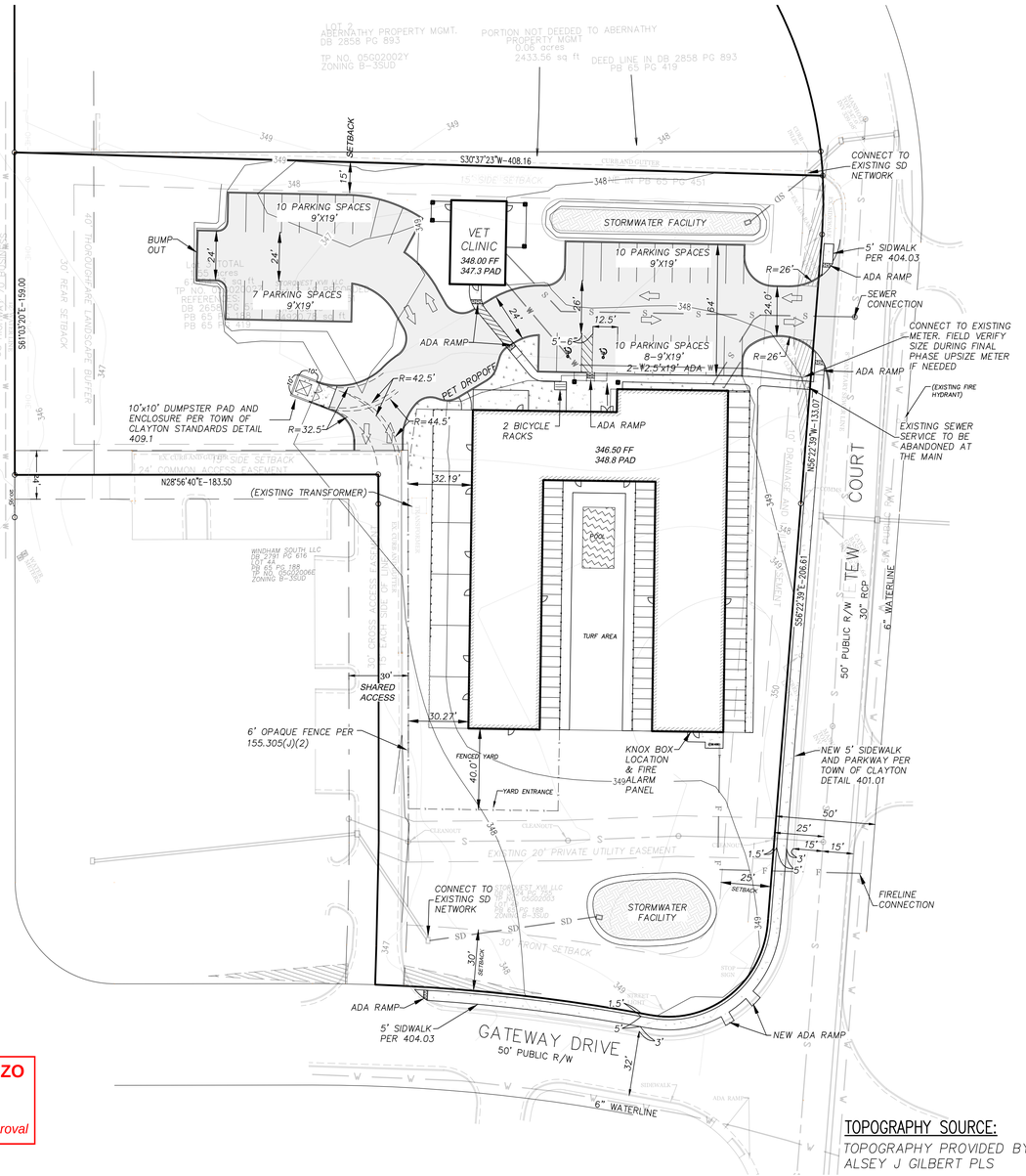
SITE DATA	
KENNEL GROSS FLOOR AREA	13,984 SF
VET CLINIC GROSS FLOOR AREA	1,183 SF
FLOOR AREA RATIO	15,167/114,490 = 13.25%
BUILDING COVERAGE	15,167/114,490 = 13.25% OF SITE
PROJECT AREA	82,298 SF
IMPERVIOUS SURFACE AREA	39,715, 34.7% OF TOTAL SITE
PERVIOUS SURFACE AREA	74,775 SF, 65.3% OF TOTAL SITE
BUILDING HEIGHT	25' AVG ROOF HEIGHT AT TOWER
REQUIRED PARKING VET CLINIC	1 SPACE PER 250 SF = 5 SPACES
KENNEL OFFICE, GROOMING, SALE	4,367.69 SF
KENNEL NUMBER OF EMPLOYEES	12
REQUIRED PARKING FOR KENNEL IS 1 SPACE PER 200 SF OF SSALE, GROOMING OR OFFICE AREAW	4367.69/200 = 22 + 12 EMPLOYEE SPACES = 34 SPACES
REQUIRED PARKING SPACES	39 SPACES
PROPOSED PARKING W/ 10% REDUCTION	39 X .9% = 37 SPACES
BICYCLE RACK	2 REQUIRED
REQUIRED HANDICAP PARKING	1 PER 25 SPACES = 2
PROPOSED HANDICAP PARKING	1 PROPOSED
UNLOADING SPACES	2 PROPOSED
ELECTRIC PROVIDER	DUKE ENERGY
WATER PROVIDER	TOWN OF CLAYTON
SEWER PROVIDER	TOWN OF CLAYTON
WATER METERS	1-2" WATER METER PER TOC 519.03



OPAQUE FENCE
SCALE: 1"=2'

NOTE: A SPECIAL USE PERMIT HAS BEEN APPLIED FOR DUE TO THE PROPOSED DOG RUNS. IT IS REQUIRED TO APPLY FOR SPECIAL USE PER UDC 155.305(J)(4)

ADJACENT PROPERTY OWNERS				
NAME	PROPERTY ADDRESS	MAILING ADDRESS	CURRENT ZONING	PRESENT USE
WINDHAM SOUTH LLC	501 GATEWAY DR, STE 103, CLAYTON NC, 27520	501 GATEWAY DRIVE, CLAYTON NC, 27520	B-3 SPECIAL USE DISTRICT	CHIROPRACTOR AND OFFICES
GROWING CHILD ASSOCIATES LLC	500 GATEWAY DRIVE, CLAYTON NC 27520	1130 CAPITAL BLVD. WAKE FOREST NC, 27587	O-I	PEDIATRICIAN AND OFFICES
MCNUTT FAMILY HOLDINGS LLC	400 TEW COURT, CLAYTON NC, 27520	303 DEVONHALL LANE, CARY NC 27518	O-I	ORTHODONTIST AND DENTIST
GATEWAY DENTAL CENTER LLC	304 TEW COURT, CLAYTON NC, 27520	304 TEW COURT, CLAYTON NC, 27520	B-3 SPECIAL USE DISTRICT	DENTIST
ABERNATHY PROPERTY MANGEMENT	307 TEW COURT, CLAYTON NC, 27520	402 LAKE ROYALE, LOUISBERG NC 27549	B-3 SPECIAL USE DISTRICT	PRESCHOOL



TOPOGRAPHY SOURCE:
TOPOGRAPHY PROVIDED BY ALSEY J GILBERT PLS

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 49001 WILLIAM HUYLER
PRELIMINARY FOR REVIEW ONLY

PRELIMINARY: NOT FOR CONSTRUCTION

Benjamin Howell, AICP, CZO
Planning
03/08/2023
Review Approval

CLAYTON PAWVILLE
TEW COURT AND GATEWAY
CLAYTON, NC

SCALE:	1"=30'
DATE:	12/20/2021
PROJECT NUMBER:	TBD
CLIENT:	PAWVILLE REAL ESTATE HOLDINGS
PLAN TYPE:	PRELIMINARY ENG PLANS

SITE PLAN

REVISIONS

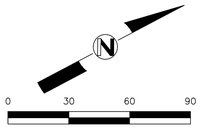
CAROLINA LAND DESIGN
CIVIL ENGINEERING · PLANNING & CONSULTING
300 S. MAIN STREET SUITE 212, HOLLY SPRINGS NC, 27540
PH. (760) 791-2204 WILL@CAROLINALANDDESIGN.COM FIRM # P-2390

CLAYTON PAWVILLE
Sheet 4 OF 16 Sheets

CASE NUMBER 2021-168-SP

Dec 29, 2022 - 12:55pm; \DROPBOX (PERSONAL)\PROJECTS\CLAYTON - PAWSVILLE\CIVIL ENGINEERING\CIVIL SHEETS\C-4 SITE PLAN.DWG

CLAYTON PAWVILLE
CONCEPTUAL
ENGINEERING/GRADING PLAN



SCALE: 1" = 30'

PROPOSED LEGEND

SETBACK LINE

CURB AND GUTTER

SIDEWALK

AREAS

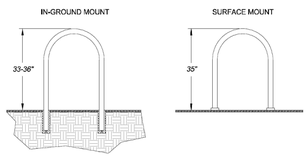
OPEN SPACE

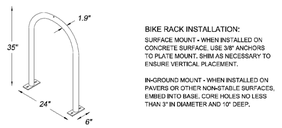
LANDSCAPING

AC PAVEMENT

STORMWATER BASIN

15'X15' SIGHT TRIANGLE





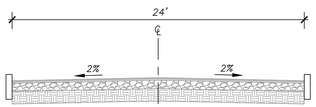
STANDARD BIKE RACK

BIKE RACK INSTALLATION:

SURFACE MOUNT - WHEN INSTALLED ON CONCRETE SURFACE, USE 3/8" ANCHORS TO PLATE MOUNT, EMBI AS NECESSARY TO ENSURE VERTICAL PLACEMENT.

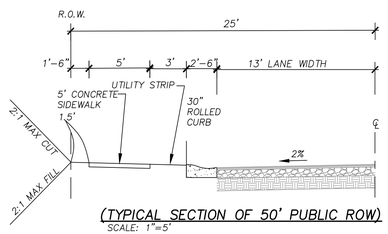
IN-GROUND MOUNT - WHEN INSTALLED ON PAVERS OR OTHER NON-STABLE SURFACES, EMBED INTO BASE. CORE HOLES NO LESS THAN 3" IN DIAMETER AND 10" DEEP.

BIKE RACK DETAIL



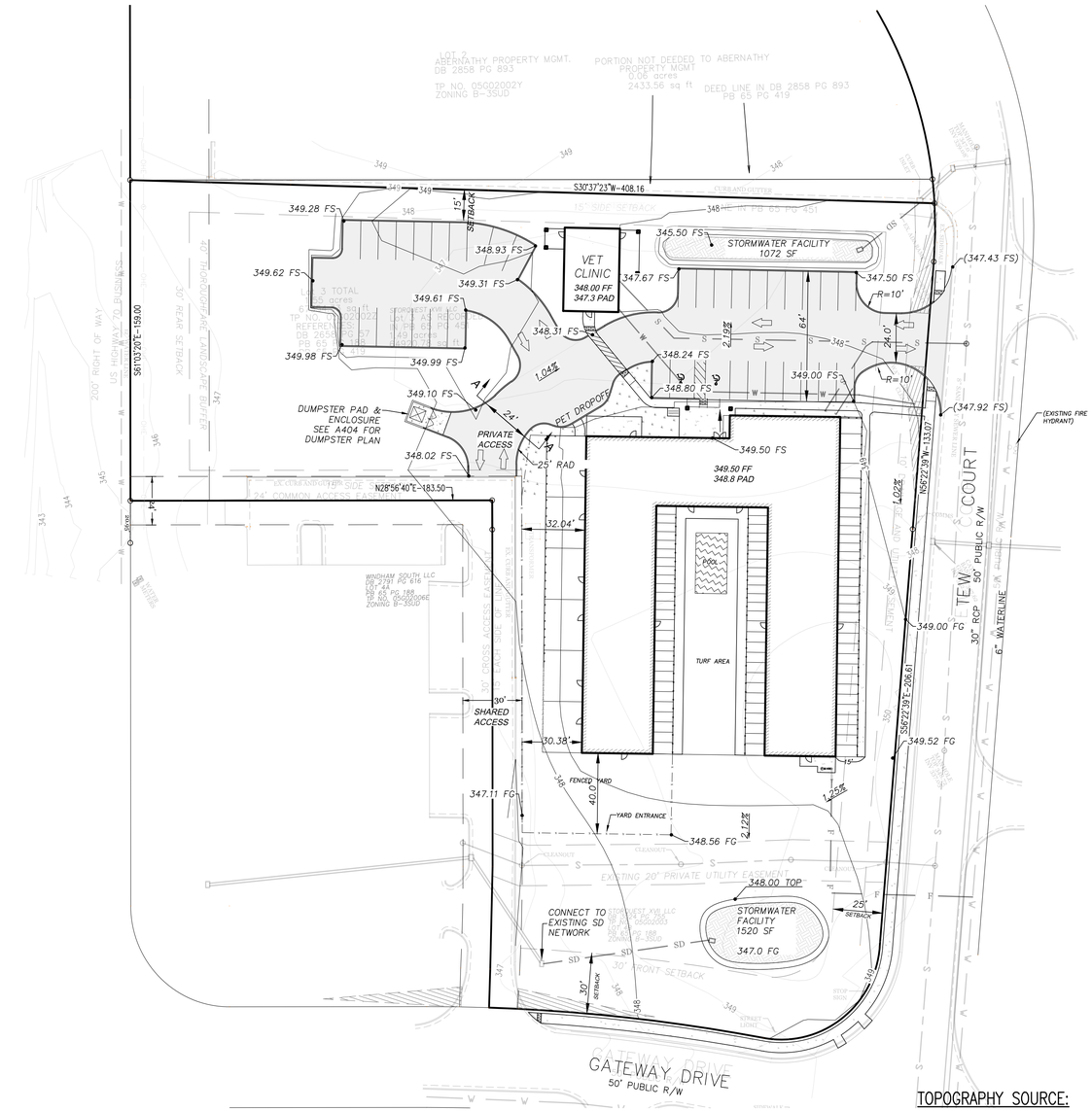
(SECTION A-A)

PRIVATE DRIVEWAY
SCALE: 1"=5'



(TYPICAL SECTION OF 50' PUBLIC ROW)

SCALE: 1"=5'



TOPOGRAPHY SOURCE:

TOPOGRAPHY PROVIDED BY
ALSEY J GILBERT PLS

PRELIMINARY
FOR REVIEW
ONLY
NORTH CAROLINA
40021
ENGINEER
WILLIAM HUYLER

PRELIMINARY:
NOT FOR CONSTRUCTION

CLAYTON PAWVILLE TEW COURT AND GATEWAY CLAYTON, NC	SCALE: 1"=30' DATE: 12/20/2021 PROJECT NUMBER: TBD CLIENT: PAWVILLE REAL ESTATE HOLDINGS PLAN TYPE: PRELIMINARY ENG PLANS

GRADING PLAN

REVISIONS

CAROLINA LAND DESIGN
CIVIL ENGINEERING · PLANNING & CONSULTING
300 S. MAIN STREET SUITE 212, HOLLY SPRINGS NC, 27540
PH. (760) 791-2204 WILL@CAROLINALANDDESIGN.COM FIRM# P-2390

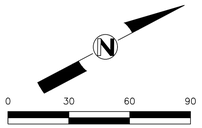
CLAYTON PAWVILLE
Sheet 5 OF 16 Sheets

CASE NUMBER 2021-168-SP

Dec 29, 2022 - 12:56pm C:\DROPBOX (PERSONAL)\PROJECTS\CLAYTON - PAWVILLE\CIVIL ENGINEERING\CIVIL SHEETS\C-5 PRELIMINARY ENGINEERING PLANS.DWG

CLAYTON PAWVILLE
CONCEPTUAL UTILITIES/FIRE PLAN

James Blalock
Water Resources
03/09/2023
Reviewed



PROPOSED LEGEND

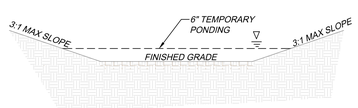
- SETBACK LINE
- CURB AND GUTTER
- SIDEWALK

AREAS

- OPEN SPACE
- LANDSCAPING
- AC PAVEMENT
- STORMWATER BASIN
- 15'X15' SIGHT TRIANGLE
- UTILITY NOTES LABEL (#)

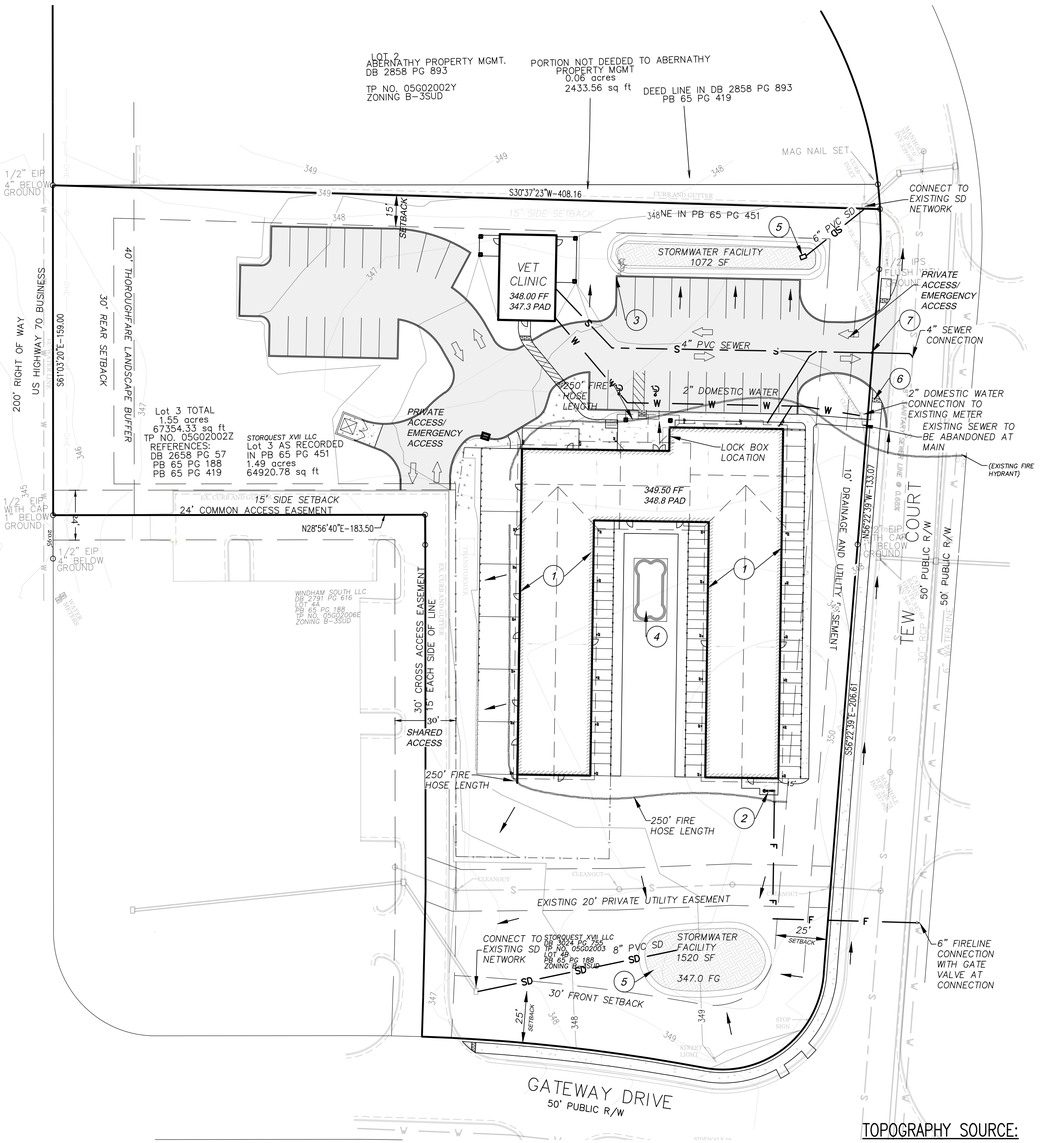
UTILITY NOTES:

1. STORMWATER FROM BUILDING ROOF, KENNELS AND OUTSIDE REC AREAS TO BE TREATED BY STORMWATER BASIN
2. 6" RPZDA PER TOWN OF CLAYTON 519.08
3. 6" CURB CUTS TO LET STORMWWATER INTO BASIN
4. POOL DRAINAGE TO DRAIN TO STORMDRAIN SYSTEM
5. 12"X12" PRECAST OUTLET RISER
6. 2" WATER METER PER TOC 519.03, REDUCED PRESSURE ZONE BACKFLOW ASSEMBLY PER TOWN OF CLAYTON 519.07
7. TRAFFIC RATED CLEANOUT AT PROPERTY LINE



STORMWATER BASIN

SCALE: NTS



TOPOGRAPHY SOURCE:

TOPOGRAPHY PROVIDED BY ALSEY J GILBERT PLS

NORTH CAROLINA PROFESSIONAL SEAL 49931 ENGINEER WILLIAM HUYLER

PRELIMINARY: NOT FOR CONSTRUCTION

CLAYTON PAWVILLE TEW COURT AND GATEWAY CLAYTON, NC	SCALE: 1"=30' DATE: 12/20/2021 PROJECT NUMBER: TBD CLIENT: PAWVILLE REAL ESTATE HOLDINGS PLAN TYPE: PRELIMINARY ENG PLANS
UTILITY/FIRE PLAN	REVISIONS

CAROLINA LAND DESIGN
CIVIL ENGINEERING · PLANNING & CONSULTING
300 S. MAIN STREET SUITE 212, HOLLY SPRINGS NC, 27540
PH. (760) 791-2204 WILL@CAROLINALANDDESIGN.COM FIRM# P-2390

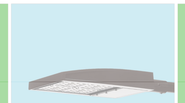
CLAYTON PAWVILLE
Sheet 6 OF 16 Sheets

CASE NUMBER 2021-168-SP

Feb 27, 2023 - 2:18pm C:\DROPBOX (PERSONAL)\PROJECTS\CLAYTON - PAWVILLE\CIVIL ENGINEERING\PRELIMINARY SITE PLAN SHEETS\C-6 UTILITY PLANS.DWG

Outdoor Lighting

Shoebox LED



The energy-efficient Shoebox LED combines a decorative, contemporary style with versatility and ample lighting effect that is perfect for streets, parking lots, commercial buildings and residential communities. The Shoebox LED provides excellent color rendition along with a controlled light pattern that reduces glare and keeps the light directed only where you want it. Available in black, dark bronze, gray or white with one to four fixtures per pole.

LED *(Light Emitting Diode)*	150, 220, 420, 530 watts
Mounting heights	25', 30', 35'
Colors	Black Bronze Gray White
Poles	Fiberglass *(1 or 2 fixtures per pole)* Decorative tapered metal Decorative square metal

Note: 35' pole available in black or bronze only.

For additional information, visit us at duke-energy.com/OutdoorLighting or call us toll free at 866.769.6417.

DUKE ENERGY. PROGRESS

BUILDING A SMARTER ENERGY FUTURE®

Outdoor Lighting

Shoebox LED

Light source: LED *(white)*

Replacement for:* LED Wattage 150 – 250-watt HPS and metal halide;
LED Wattage 205 – up to 400-watt metal halide;
LED Wattage 530 – 1,000-watt metal halide

Warm-up and restrike time: Instant on *(no warm-up or restrike time)*

Wattage	BUG Rating	Light Pattern	Lumens	Color Temp
LED 150	B5-U0-G3	IESNA Type V *(circular)*	19580	4,000K
LED 150	B3-U0-G4	IESNA Type IV *(forward throw)*	18459	
LED 150	B2-U0-G3	IESNA Type III *(oval)*	19006	
LED 220	B5-U0-G3	IESNA Type V *(circular)*	25870	
LED 220	B3-U0-G4	IESNA Type IV *(forward throw)*	24390	
LED 220	B2-U0-G4	IESNA Type III *(oval)*	25114	
LED 420	B5-U0-G5	IESNA Type V *(circular)*	48514	
LED 420	B3-U0-G5	IESNA Type IV *(forward throw)*	43765	
LED 530	B5-U0-G5	IESNA Type V *(circular)*	60296	
LED 530	B3-U0-G5	IESNA Type IV *(forward throw)*	54395	

light distribution pattern

** These are approximate replacement suggestions; actual conditions could be different.*

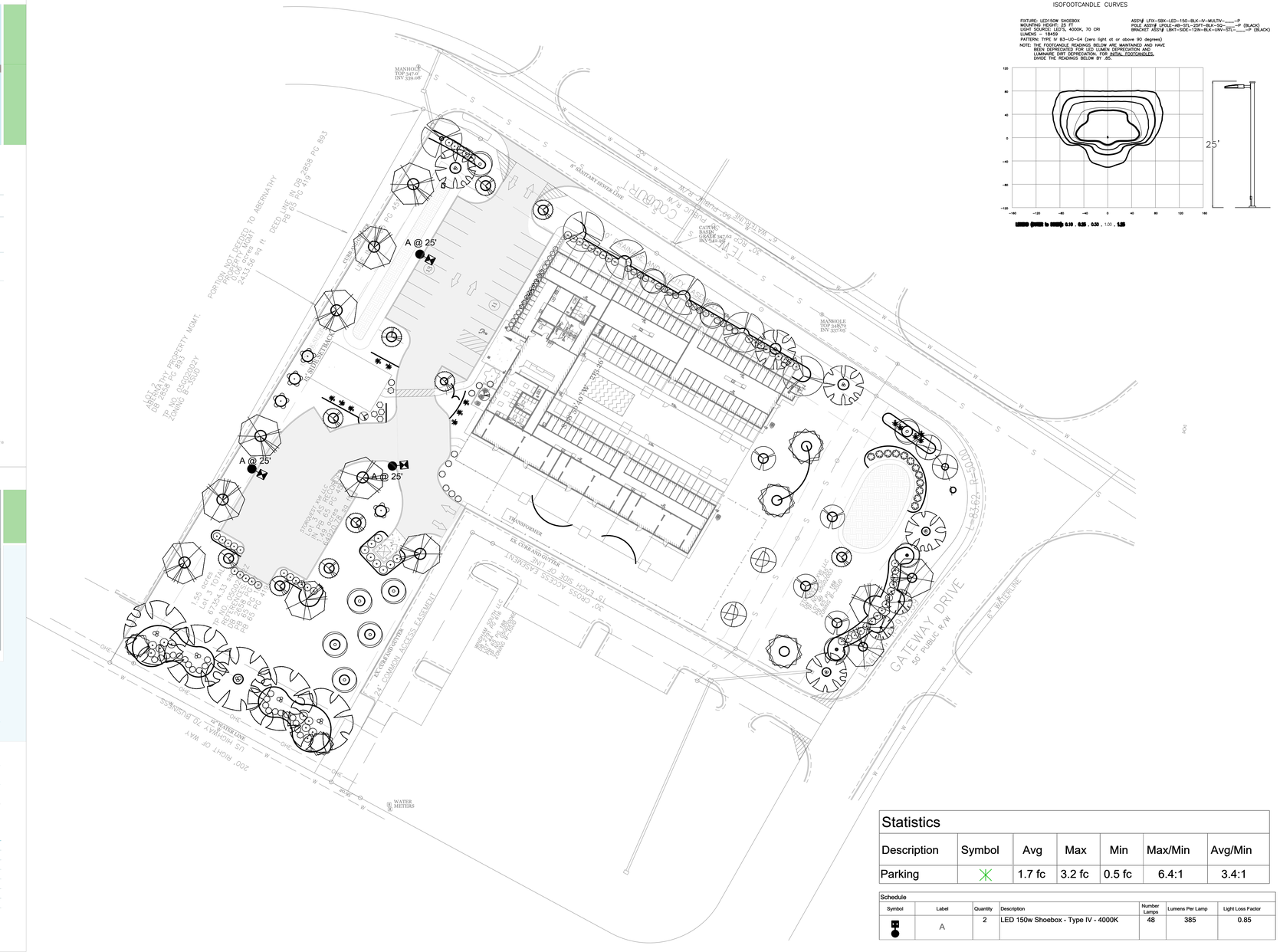
Poles available:

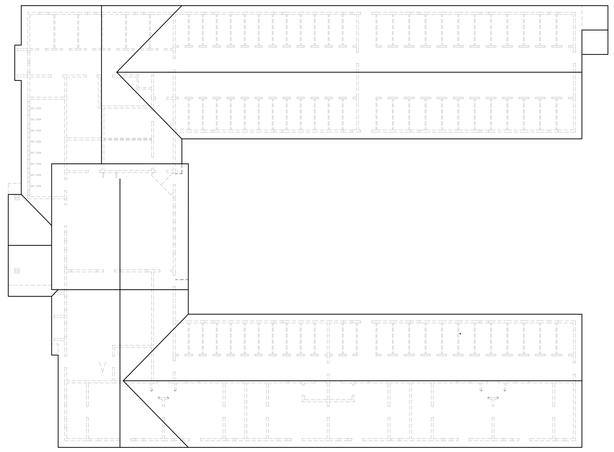
Name	*Mounting height*	*Color*
Round tapered decorative metal*	35'	Black Bronze
Decorative square metal*	25' and 30'	Black Gray Bronze White
Fiberglass	30'	Black *(1 or 2 fixtures per pole)* Gray *(1 or 2 fixtures per pole)*

Features	Benefits
Little or no installation cost	Frees up capital for other projects
Design services by lighting professionals included	Meets industry standards and lighting ordinances
Maintenance included	Eliminates high and unexpected repair bills
Electricity included	Less expensive than metered service
Warranty included	Worry-free
One low monthly cost on your electric bill	Convenience and savings for you
Turnkey operation	Provides hassle-free installation and service
Backed by over 40 years of experience	A name you can trust today ... and tomorrow

**2' raised foundation available when required on metal poles only.*

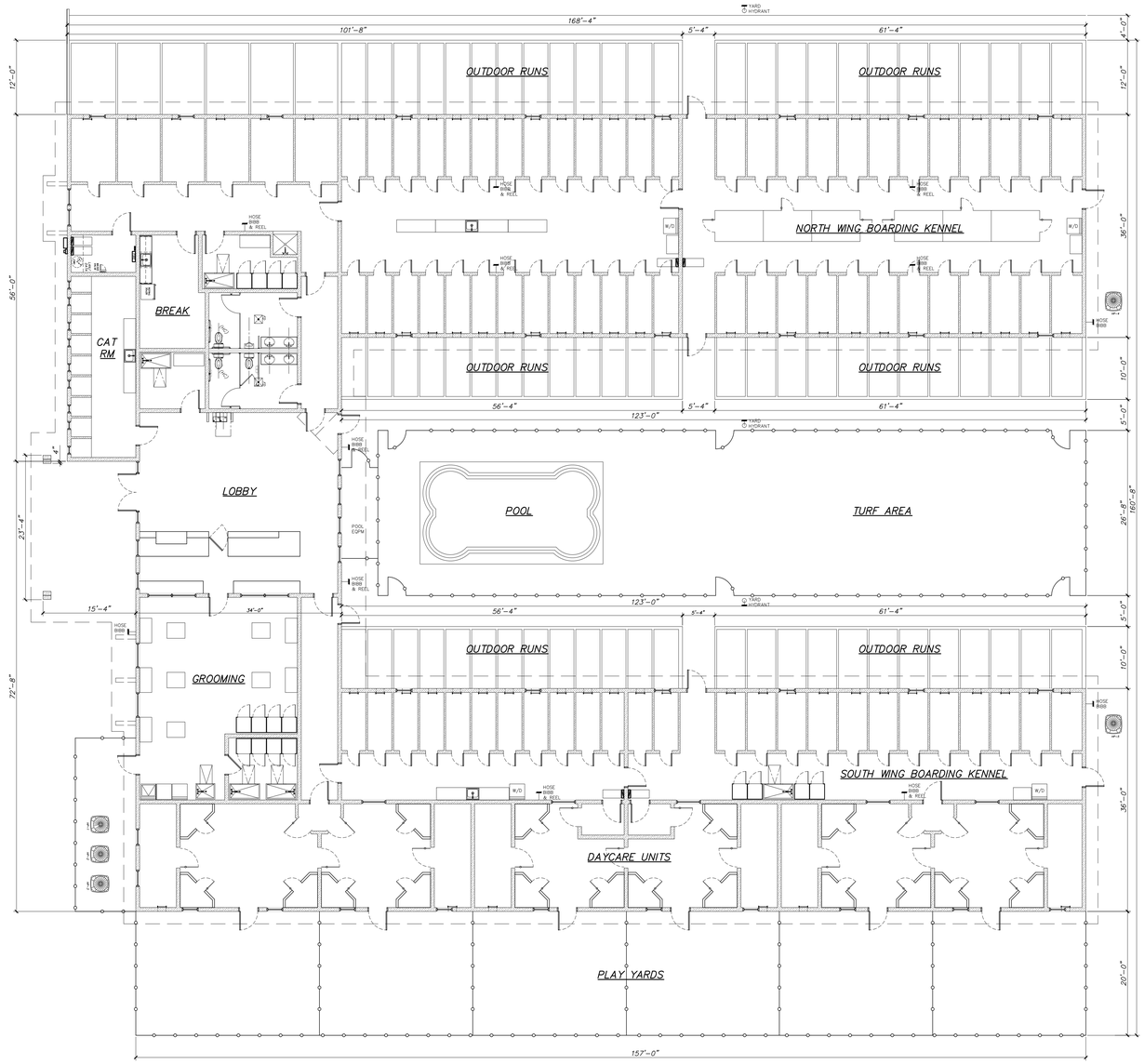
©2019 Duke Energy Corporation 193519 12/19


A @ 25'
A @ 25'
A @ 25'
MANHOLE TOP 347.9 INV 339.68'
8" SANITARY SEWER LINE
PORTION NOW DEEDED TO ABERNATHY DEED BK 2858 PG 803 PB 85 PG 415 0.06 acres 2411.96 sq ft
ABERNATHY PROPERTY MGMT. DB 2858 PG 803 TP: NO ASSIGNED ZONING: B-S-CD
8" SANITARY SEWER LINE
CONCRETE
CATV/TC RISER GRADE 347.62 INV 343.29
MANHOLE TOP 348.05 INV 337.95
TRANSFORMER
EX. CURB AND GUTTER
30' CROSS ACCESS EASEMENT
24' COMMON ACCESS EASEMENT
BRIGHT BOOKS LLC DB 2858 PG 803 PB 85 PG 415 ZONED: B-S-CD
1.55 acres 67,534 sq ft
PROPOSED 24' COMMON ACCESS EASEMENT
PROPOSED 30' CROSS ACCESS EASEMENT
PROPOSED 24' COMMON ACCESS EASEMENT
PROPOSED 30' CROSS ACCESS EASEMENT
EXISTING 24' COMMON ACCESS EASEMENT
EXISTING 30' CROSS ACCESS EASEMENT
EX. CURB AND GUTTER
TO CROSS SIDE OF LANE
TO LANE SIDE OF LANE
EX. CURB AND GUTTER
EX. CURB AND GUTTER
EX. CURB AND GUTTER



SITE NORTH / PLAN NORTH

2 A100 GENERAL ARRANGEMENT ROOF PLAN
SCALE: 1/16" = 1'-0"



SITE NORTH / PLAN NORTH

1 A100 GENERAL ARRANGEMENT FLOOR PLAN
SCALE: 1/8" = 1'-0"

no.	date	revision	
A	1/3/22	DESIGN DEVELOPMENT PROGRESS REVIEW	
B	2/23/22	DESIGN DEVELOPMENT PROGRESS REVIEW	
C	3/11/22	DESIGN DEVELOPMENT PROGRESS REVIEW	
D	3/18/22	DESIGN DEVELOPMENT PROGRESS REVIEW	

Benjamin Howell, AICP, CZO
Planning
03/08/2023
Review Approval

PAWVILLE

THIS SHEET SHOWS BASIC DRAFTING STANDARDS

COPYRIGHT: DESIGN ELEMENTS 2022
THIS DRAWING AND THE DESIGNS SHOWN ARE THE PROPERTY OF MICHAEL L. SAXED, ARCHITECT & DESIGN ELEMENT INC. THE REPRODUCTION, COPYING, OR OTHER USE OF THIS DRAWING WITHOUT THE WRITTEN PERMISSION IS PROHIBITED AND INFRINGEMENT WILL BE SUBJECT TO LEGAL ACTION.

Design Elements
M. L. Spixed (Michael) AIA, LEED AP
Architect / President
2121 Cornwallis Drive, Suite 143
Wilmington, North Carolina 28405
910.409.1010

MITCHELL LEE SAXED
REGISTERED ARCHITECT
8773
NORTH CAROLINA
WILMINGTON, NC

Proposed Pet Care & Boarding Facility for
PAWVILLE
TEW COURT
CLAYTON, NORTH CAROLINA 27520
job. 21043

GENERAL ARRANGEMENT & ROOF PLAN

Contract Documents - Not Issued for Construction

date 1 FEB 2022
job no. PAWSVILLE/22
drawn by SGH
checked by MSAIEED
drawing no. A100
revision no. D

COPYRIGHT, DESIGN ELEMENTS 2022
THIS DRAWING AND THE DESIGNS SHOWN ARE THE PROPERTY OF MICHAEL L. SAEED, ARCHITECT & DESIGN ELEMENTS INC AND THE REPRODUCTION, COPYING, OR OTHER USE OF THIS DRAWING WITHOUT THE WRITTEN PERMISSION IS PROHIBITED AND INFRINGEMENT WILL BE SUBJECT TO LEGAL ACTION.
THIS SHEET SHOWS BASIC DRAFTING STANDARDS

Proposed Pet Care & Boarding Facility for
PAWVILLE
TEM COURT
CLAYTON, NORTH CAROLINA 27520

FLOOR PLAN

Contact Documents - Not Issued for Construction

date	1 FEB 2022
job no.	PAWSVILLE/22
drawn by	SDH
checked by	MJSAEED
drawing no.	A101
revision no.	D

Design Elements
M.L. Saeed (Michael), AIA, LEED-AP
ARCHITECT / PRESIDENT
1213 Culbreth Drive, Suite 140
Wilmington, North Carolina 28405
910 508 3131

MICHAEL LEE SAEED, JR.
NORTH CAROLINA
8773
REGISTERED ARCHITECT

PAWVILLE

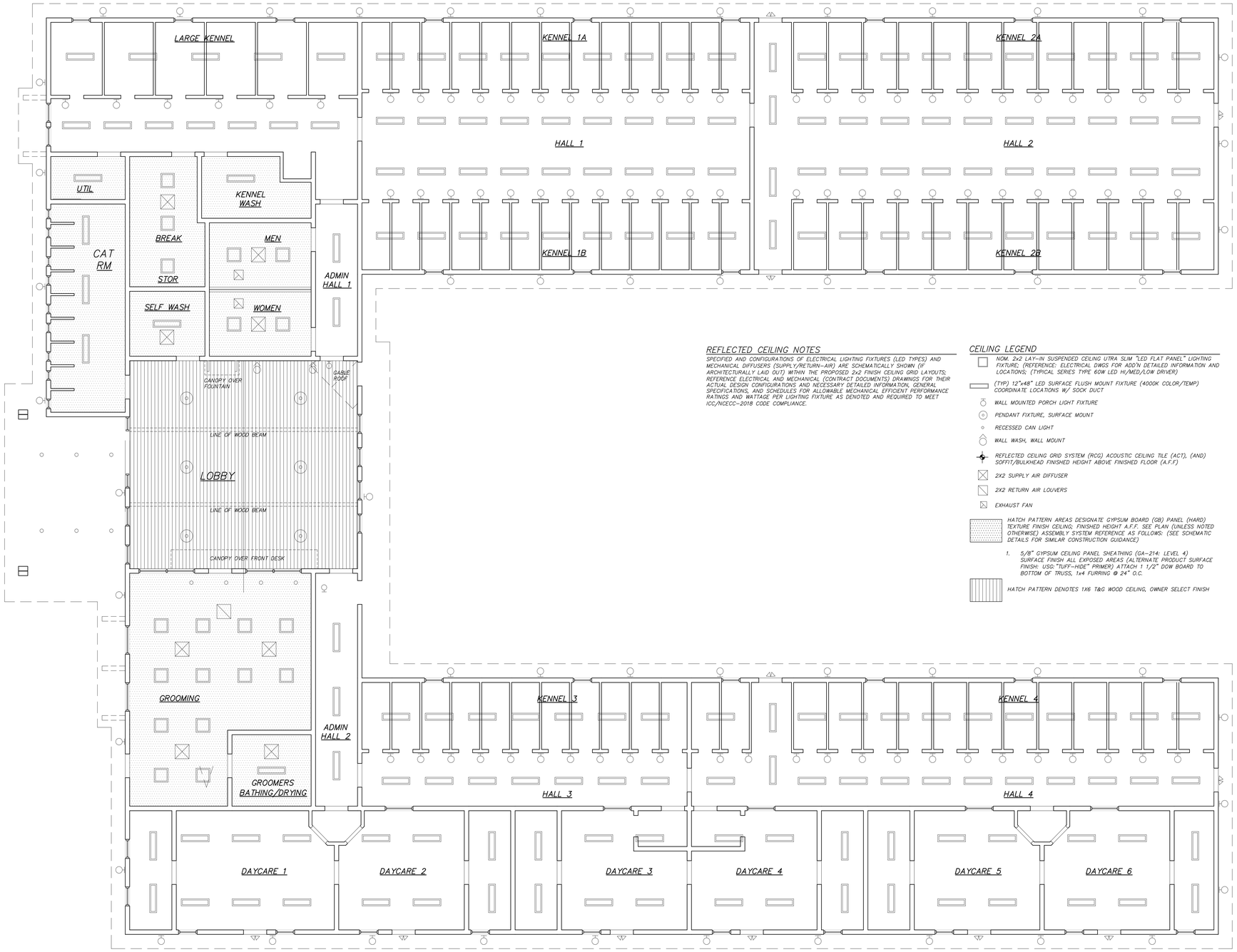
Benjamin Howell, AICP, CZO
Planning
03/03/2023
Review Approved

1 A101 ADMIN/IN-HOUSE KENNEL FLOOR PLAN
SCALE: 3/16" = 1'-0" NON-STANDARD SCALE

SITE NORTH
PLAN NORTH

OUTDOOR RUNS
KENNEL 2A
KENNEL 2B
HALL 2
HALL 1
KENNEL 1A
KENNEL 1B
POOL OUTDOOR RUNS
LARGE KENNEL
KENNEL WASH
MEN
WOMEN
UTIL
BREAK
SELF WASH
CAT RM
ADMIN HALL 1
TURF AREA
DOG POOL
LOBBY
KENNEL 4
HALL 4
KENNEL 3
HALL 3
ADMIN HALL 2
GROOMING
GROOMERS BATHING/DRYING
DAYCARE 6
DAYCARE 5
DAYCARE 4
DAYCARE 3
DAYCARE 2
DAYCARE 1
HOSE BIBB
HOSE BIBB & REEL
W/D
POOL EQPM
LAV
WATER HTR
LAN/ DATA
REFRIG DOOR
HP-1
HP-2
HP-3

rev.	date	revision
B	2/23/22	DESIGN DEVELOPMENT PROGRESS REVIEW
A	1/2/22	DESIGN DEVELOPMENT PROGRESS REVIEW
D	3/18/22	DESIGN DEVELOPMENT PROGRESS REVIEW
C	3/11/22	DESIGN DEVELOPMENT PROGRESS REVIEW



REFLECTED CEILING NOTES

SPECIFIED AND CONFIGURATIONS OF ELECTRICAL LIGHTING FIXTURES (LED TYPES) AND MECHANICAL DIFFUSERS (SUPPLY/RETURN-AIR) ARE SCHEMATICALLY SHOWN (IF ARCHITECTURALLY LAID OUT) WITHIN THE PROPOSED 2x2 FINISH CEILING GRID LAYOUTS; REFERENCE ELECTRICAL AND MECHANICAL (CONTRACT DOCUMENTS) DRAWINGS FOR THEIR ACTUAL DESIGN CONFIGURATIONS AND NECESSARY DETAILED INFORMATION, GENERAL SPECIFICATIONS, AND SCHEDULES FOR ALLOWABLE MECHANICAL EFFICIENT PERFORMANCE RATINGS AND WATTAGE PER LIGHTING FIXTURE AS DENOTED AND REQUIRED TO MEET ICC/NCECC-2018 CODE COMPLIANCE.

CEILING LEGEND

- NOM. 2x2 LAY-IN SUSPENDED CEILING ULTRA SLIM "LED FLAT PANEL" LIGHTING FIXTURE; (REFERENCE: ELECTRICAL DWGS FOR ADD'N DETAILED INFORMATION AND LOCATIONS; (TYPICAL SERIES TYPE 60W LED HI/MED/LOW DRIVER)
- (TYP) 12"x48" LED SURFACE FLUSH MOUNT FIXTURE (4000K COLOR/TEMP) COORDINATE LOCATIONS W/ SOCK DUCT
- WALL MOUNTED PORCH LIGHT FIXTURE
- PENDANT FIXTURE, SURFACE MOUNT
- RECESSED CAN LIGHT
- WALL WASH, WALL MOUNT
- REFLECTED CEILING GRID SYSTEM (RCG) ACOUSTIC CEILING TILE (ACT), (AND) SOFFIT/BULKHEAD FINISHED HEIGHT ABOVE FINISHED FLOOR (A.F.F)
- 2X2 SUPPLY AIR DIFFUSER
- 2X2 RETURN AIR LOUVERS
- EXHAUST FAN
- HATCH PATTERN AREAS DESIGNATE GYPSUM BOARD (GB) PANEL (HARD) TEXTURE FINISH CEILING; FINISHED HEIGHT A.F.F. SEE PLAN (UNLESS NOTED OTHERWISE) ASSEMBLY SYSTEM REFERENCE AS FOLLOWS: (SEE SCHEMATIC DETAILS FOR SIMILAR CONSTRUCTION GUIDANCE)
  1. 5/8" GYPSUM CEILING PANEL SHEATHING (GA-214: LEVEL 4) SURFACE FINISH ALL EXPOSED AREAS (ALTERNATE PRODUCT SURFACE FINISH: USG "TUFF-HIDE" PRIMER) ATTACH 1 1/2" DOW BOARD TO BOTTOM OF TRUSS, 1x4 FURRING @ 24" O.C.
- HATCH PATTERN DENOTES 1X6 T&G WOOD CEILING, OWNER SELECT FINISH

SITE NORTH / PLAN NORTH

1 A103 REFLECTED CEILING PLAN
SCALE: 3/16" = 1'-0" NON-STANDARD SCALE

no.	job no.	revision	
A	1/2/22	DESIGN DEVELOPMENT PROGRESS REVIEW	
B	2/23/22	DESIGN DEVELOPMENT PROGRESS REVIEW	
C	3/11/22	DESIGN DEVELOPMENT PROGRESS REVIEW	
D	3/18/22	DESIGN DEVELOPMENT PROGRESS REVIEW	

PAWVILLE

THIS SHEET SHOWS BASIC DRAFTING STANDARDS

COPYRIGHT: DESIGN ELEMENTS 2022
THIS DRAWING AND THE DESIGNS SHOWN ARE THE PROPERTY OF MICHAEL L. SAIEED, ARCHITECT & DESIGN ELEMENT INC. THE REPRODUCTION, COPYING, OR OTHER USE OF THIS DRAWING WITHOUT THE WRITTEN PERMISSION IS PROHIBITED AND INFRINGEMENT WILL BE SUBJECT TO LEGAL ACTION.

Design Elements
M. L. Saieed (Michael), AIA, LEED-AP
Architect / President
Design Elements, Suite 142
Wrightsboro, North Coventry 28405
910-409-3010

MITCHELL LEE SAIEED — REGISTERED ARCHITECT — 8773 — WRIGHTSVILLE BEACH, NC

Proposed Pet Care & Boarding Facility for
PAWVILLE
TEW COURT
CLAYTON, NORTH CAROLINA 27520
job status **Contract Documents - Not Issued for Construction**

KENNEL REFLECTED CEILING PLAN

date	1 FEB 2022
job no.	PAWSVILLE/22
drawn by	SDH
checked by	MSAIEED
drawing no.	A103
revision no.	D

COPYRIGHT, DESIGN ELEMENTS 2022
THIS DRAWING AND THE DESIGNS SHOWN ARE THE PROPERTY OF MICHAEL L. SAEED, ARCHITECT & DESIGN ELEMENTS INC AND REPRODUCTION, COPYING, OR OTHER USE OF THIS DRAWING WITHOUT THE WRITTEN PERMISSION IS PROHIBITED AND INFRINGEMENT WILL BE SUBJECT TO LEGAL ACTION.
THIS SHEET SHOWS BASIC DRAFTING STANDARDS

Proposed Pet Care & Boarding Facility for
PAWVILLE
103 TEW COURT
CLAYTON, NORTH CAROLINA 27520

BUILDING ELEVATIONS

Job Status: **Contract Documents - Not Issued for Construction**

date	1 FEB 2022
job no.	PAWSVILLE/22
scale	SQM
drawn by	MXMEED
checked by	
drawing no.	A200
revision no.	E

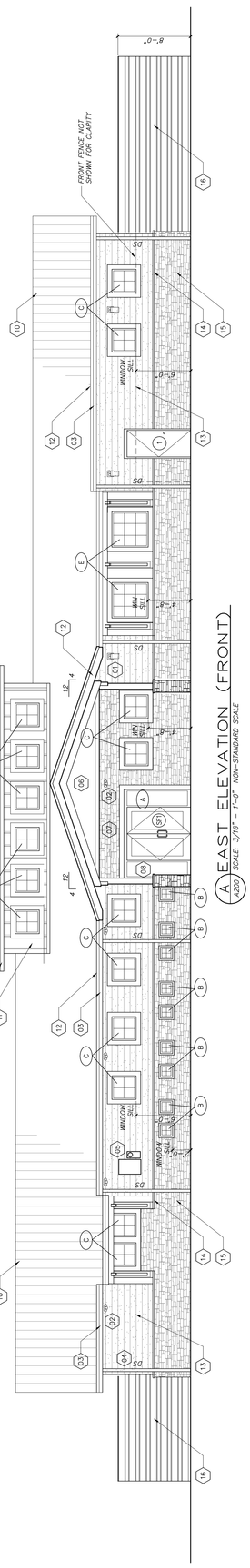
Design Elements
M.L. Saeed (Michael), AIA, LEED-AP
Architect / Presidnt
1213 Cobweb Drive, Suite 142
Wake Forest, North Carolina 28605
919.308.3131

MICHAEL LEE SAEED JR. NC 8773 REGISTERED ARCHITECT

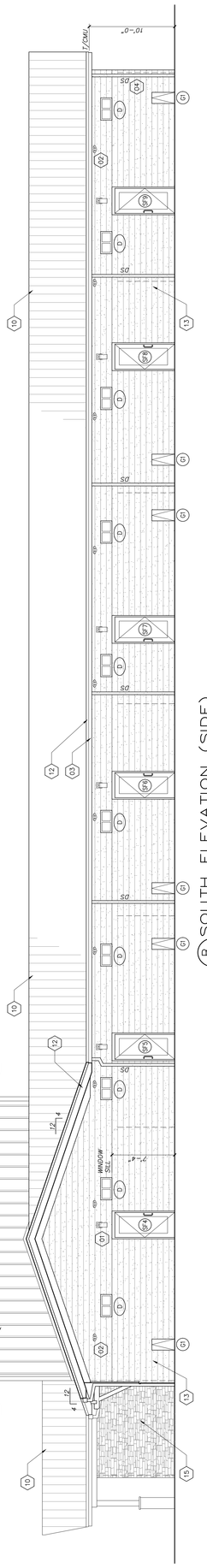
PAWVILLE

ELEVATION KEYNOTES
(01) SEE SHEET A201 FOR KEYNOTE INFORMATION

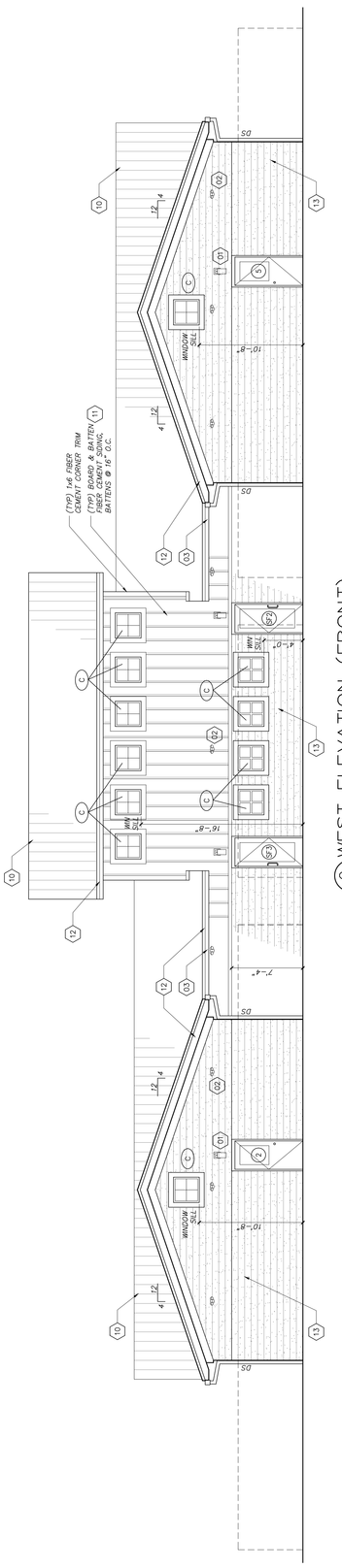
Benjamin Howell, AICP, CZO
Planning
03/08/2023
Review Approval



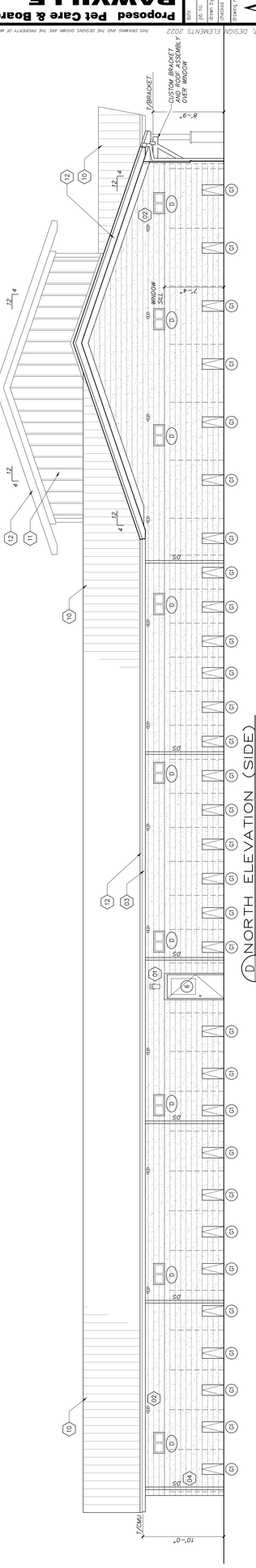
A EAST ELEVATION (FRONT)
A200 SCALE: 3/16" = 1'-0" NON-STANDARD SCALE



B SOUTH ELEVATION (SIDE)
A200 SCALE: 3/16" = 1'-0" NON-STANDARD SCALE



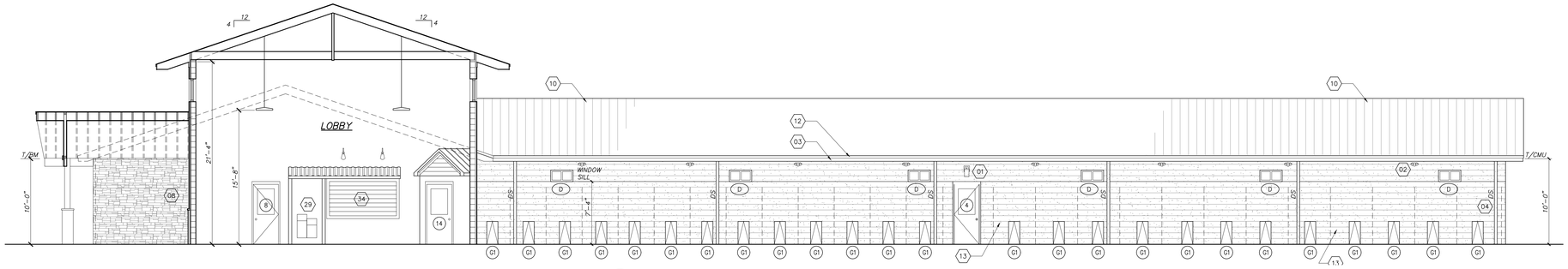
C WEST ELEVATION (FRONT)
A200 SCALE: 3/16" = 1'-0" NON-STANDARD SCALE



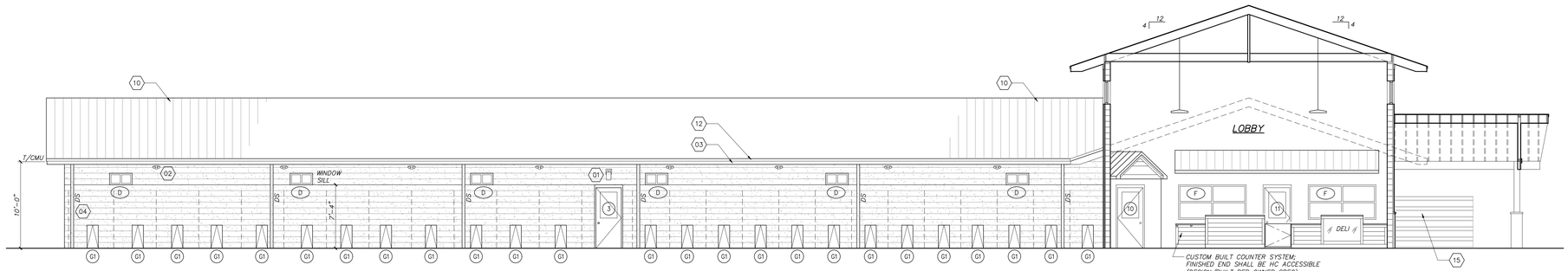
D NORTH ELEVATION (SIDE)
A200 SCALE: 3/16" = 1'-0" NON-STANDARD SCALE

no.	date	revision
B	2/23/22	DESIGN DEVELOPMENT PROGRESS REVIEW
A	1/2/22	DESIGN DEVELOPMENT PROGRESS REVIEW

C	3/11/22	DESIGN DEVELOPMENT PROGRESS REVIEW	
D	3/18/22	DESIGN DEVELOPMENT PROGRESS REVIEW	
E	5/5/22	DESIGN DEVELOPMENT PROGRESS REVIEW	



E SOUTH ELEVATION (SIDE)
A201 SCALE: 3/16" = 1'-0" NON-STANDARD SCALE



F NORTH ELEVATION (SIDE)
A201 SCALE: 3/16" = 1'-0" NON-STANDARD SCALE

ELEVATION KEYNOTES

01 TYPICAL (ARCHITECTURAL STYLE) EXTERIOR COMMERCIAL WALL SCONCE (LED) LIGHTING FIXTURES; DUSK TO DAWN CONTROL; PROVIDE OPTIONAL SURFACE MOUNTED WALL BASE. (REFERENCE ELECTRICAL DRAWINGS) BUILDING OWNER SHALL SELECT FROM GENERAL CONTRACTOR'S CONSTRUCTION BID ALLOWANCE (ELECTRICAL JUNCTION BOX AT 9'-0" A.F.F.)

02 TYPICAL EXTERIOR ARCHITECTURAL COMMERCIAL (LED) FLOOD LIGHTING FIXTURES; DIE-CAST-ALUMINUM SEALED HOUSING WITH POLYCARBONATE (VANDAL RESISTANCE) OPTICAL LENS; DUSK TO DAWN CONTROL; SURFACE MOUNTED (LIGHTING STYLE SHALL BY SPEC'D BY BUILDING OWNER UNLESS NOTED OTHERWISE; REFERENCE ELECTRICAL DRAWINGS)

03 TYPICAL PRE-FINISHED/PROFILE CONTINUOUS GUTTER, (MIN. 26Ga) (COLOR: "WHITE")

04 TYPICAL 6x4 PRE-FINISHED (PEMB) METAL DOWNSPOUT (DS) (MIN. 26Ga.); SECURE W/ COLOR MATCH CONNECTION METAL STRAPS AT NOM. 5'-0" VERTICAL O/C; PROVIDE CLOSED TRANSITION CONNECTION TO UNDERGROUND STORMWATER DRAINAGE SYSTEM; (COLOR: "WHITE")

05 PROPOSED ELECTRICAL MAIN DISTRIBUTION PANELS AND METER BASE W/ WIRING TROUGH; PANELS DISTRIBUTION AT APPROXIMATE LOCATION (REFERENCE: ELECTRICAL DRAWINGS FOR DETAILS)

06 (PROPOSED BUSINESS LOGO SIGNAGE LOCATION) ELECTRICAL JUNCTION BOX AND WALL BLOCKING FOR EXTERIOR WALL SIGNAGE FIXTURE (COORDINATE LOCATION WITH SIGNAGE VENDOR); GENERAL CONTRACTOR SHALL COORDINATE BUSINESS OWNER'S SIGNATURE LOGO SIGNAGE DESIGN WITH BUILDING OWNER; (CUSTOM LOGO SIGNAGE PROVIDED BY BUILDING OWNER'S PROPRIETARY SIGNAGE VENDOR) PROVIDE P.T. WOOD BLOCKING FOR SIGN MOUNTING (PROPOSED SIGN BAND "TO BE DETERMINED")

07 BUILDING PREMISES IDENTIFICATION (PHYSICAL ADDRESS) PROVIDE AN APPROVED (ASSIGNED BY LOCAL AUTHORITY HAVING JURISDICTION) STREET ADDRESS NUMBER; WALL MOUNTED TO EXTERIOR BUILDING FACADE AND POSITION TO BE PLAINLY LEGIBLE AND VISIBLE FROM THE STREET (OR) ROAD FRONTING THE PROPERTY LINE (PUBLIC ACCESS WAY); BUILDING ADDRESS NUMBERS SHALL BE CONTRASTING WITH THE FINISHED BUILDING FACADE (BACKGROUND SIDING). BUILDING ADDRESS CHARACTERS SHALL BE "ARABIC (OR) ALPHABETICAL LETTERS" AT (MIN) 6" HEIGHT WITH A (MIN) STROKE WIDTH 3/4"; SECURE ADDRESS CHARACTERS WITH APPROPRIATE NON-CORROSIVE FASTENERS,

08 PROVIDE BUILDING ACCESS ENTRY KEY WITHIN DESIGNATED "KEY BOX" (SIMILAR MODEL 3200 "KNOX BOX" UL 1037 LISTED) FOR LOCAL AUTHORITY HAVING JURISDICTION "FIRE DEPARTMENT (FD)" KEY BOX SHALL BE LOCATED AT PUBLIC ACCESS POINT; SURFACE MOUNTING HEIGHT MIN. 96" ABOVE FINISHED GRADED. APPROXIMATE LOCATION TO BE VERIFIED W/ (FD) FIRE MARSHALL (REFERENCE - ICC/IBC NCFC-2018 SECTION 506)

09 RESTROOM EXHAUST FAN @ 12'-0" A.F.F.; PRE-COLOR FINISHED ALUMINUM WALL CAP (COLOR MATCH SIDING)

10 (TYP. EXTERIOR FINISHING) ARCHITECTURAL METAL ROOF; PRE-FINISHED STANDING SEAM (RIB) PANELS WITH CONCEALED (TWO PART) EXPANSION HOLD-DOWN CLIPS (BUILDING OWNER SELECT "RED" COLOR) REFERENCE TYPICAL WALL SECTIONS

11 BOARD & BATTEN CEMENTITIOUS FIBER/REINF SIDING; (SMOOTH APPEARANCE)

12 (TYP. EXTERIOR FINISHING) CONTINUOUS BUILT-UP CEMENTITIOUS FASCIA TRIM BOARDS WOOD-GRAIN TEXTURE, (REFERENCE TYPICAL WALL SECTION)

13 SMOOTH FACE CONCRETE MASONRY VENEER (NOM 8x8x16 UNITS); BLOCK WALL TO BE FINISHED W/ SMOOTH STRUCK MORTAR JOINTS WITHOUT VOIDS. PAINT COLOR - OWNER TO SELECT

14 CONTINUOUS CUSTOM PROFILE PRECAST (TOP/WAINSCOT CAP) CONCRETE WATER TABLE/SILL (COLOR: WHITESTONE) (REFERENCE TYPICAL WALL SECTION)

15 CULTURED CEMENT STONE VENEER; DRY STACK APPEARANCE "APPALACHIAN LEDGESTONE" TEXTURE

16 WOOD SCREEN FENCE; ALTERNATING PT 1x8 AND PT 1x4 SLATS WITH 1" GAP; PT 4x4 POSTS @ 48" O/C MAX; PT 2x CAP PLATE. FENCE HEIGHT AT FRONT HVAC ENCLOSURE 72" HEIGHT. FENCE HEIGHT AT EXTERIOR DOG RUNS 8'-0".

rev.	issue	revision		
A	1/2/22	DESIGN DEVELOPMENT PROGRESS REVIEW	C	3/11/22 DESIGN DEVELOPMENT PROGRESS REVIEW
B	2/23/22	DESIGN DEVELOPMENT PROGRESS REVIEW	D	3/18/22 DESIGN DEVELOPMENT PROGRESS REVIEW
			E	5/5/22 DESIGN DEVELOPMENT PROGRESS REVIEW

Benjamin Howell, AICP, CZO
Planning
03/08/2023
Review Approval

PAWVILLE

Design Elements
M.L Saleed [Mitchell], AIA, LEED-AP
Architect / President
131 Commerce Drive, Unit 142
Wilmington, North Carolina 28405
910.509.3781

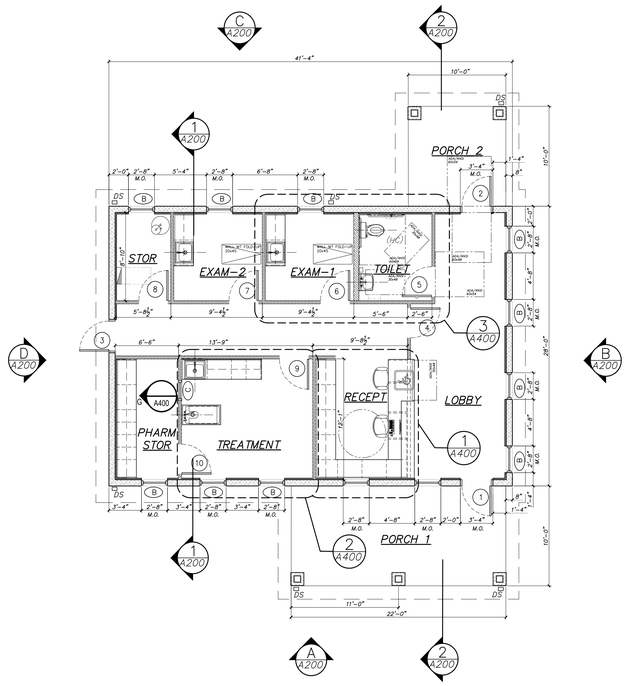
MITCHELL LEE SALEED JR. REGISTERED ARCHITECT 8773 NORTH CAROLINA WRIGHTSVILLE BEACH, NC

Proposed Pet Care & Boarding Facility for
PAWVILLE
103 TEW COURT
CLAYTON, NORTH CAROLINA 27520
BUILDING ELEVATIONS & SECTIONS
job address
Contract Documents - Not Issued for Construction

date 1 FEB 2022
job no. PAWSVILLE/22
drawn by SGH
checked by MSAleed
drawing no. A201
revision no. E

COPYRIGHT: DESIGN ELEMENTS 2022
THIS DRAWING AND THE DESIGNS SHOWN ARE THE PROPERTY OF MICHAEL L. SALEED, ARCHITECT & DESIGN ELEMENT INC. THE REPRODUCTION, COPYING, OR OTHER USE OF THIS DRAWING WITHOUT THE WRITTEN PERMISSION IS PROHIBITED AND INFRINGEMENT WILL BE SUBJECT TO LEGAL ACTION.

THIS SHEET SHOWS BASIC DRAFTING STANDARDS

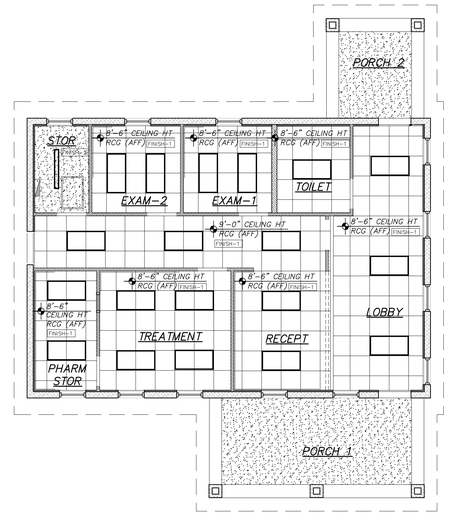


VET CLINIC DIMENSIONAL FLOOR PLAN

1 A100 SCALE: 1/4" = 1'-0"

SITE NORTH

PLAN NORTH



VET CLINIC REFLECTED CEILING PLAN

2 A100 SCALE: 1/4" = 1'-0"

SITE NORTH

PLAN NORTH

LEGEND (DESIGNATED FOR FLOOR PLAN SHEETS)

- ◇1 — DESIGNATES WALL TYPE CONSTRUCTION; SEE LEGEND FOR WALL TYPES (SEE SHEET N101)
- HC — HANDICAPPED ACCESSIBLE CLEAR FLOOR AREA (MIN. 60" DIAMETER TURNING CIRCLE; 30"x 48" FORWARD AND SIDE APPROACHES)
- (1) — INDICATES DOOR IDENTIFICATION NUMBER; SEE ARCH SHT A600 FOR INFORMATION ON NOM. DOOR/FRAME SIZES, DESIGNATION TYPES & HARDWARE
- (A) — INDICATES WINDOW IDENTIFICATION LETTER; REFERENCE SEE SHEET A600 FOR DETAILED INFORMATION FOR WINDOW FRAME DIMENSIONS AND NOTES
- DS — PRE-FINISHED METAL NOM. 4x6 DOWN SPOUT (MIN. 26Ga) FROM LOW EAVE PROFILE; CONTINUOUS GUTTER, (MIN. 26Ga); PROVIDE (DS) CONNECTION STRAPS AT CMU WALL. PROVIDE EACH W/ CONNECTION TO UNDERGROUND STORMWATER MANAGEMENT SYSTEM, REFERENCE CIVIL SITE DWG'S

REFLECTED CEILING NOTES

REFERENCE ELECTRICAL AND MECHANICAL DRAWINGS FOR 2x2 FINISHED CEILING GRID LAYOUTS WITH SPECIFIED LIGHTING FIXTURE TYPES AND ACTUAL MECHANICAL (SUPPLY AND RETURN) DIFFUSERS CONFIGURATIONS.

(LEASE TENANT/BUILDING OWNER) SHALL SPECIFY SELECTED LIGHTING FIXTURE ARCHITECTURAL STYLE/TYPES (ELECTRICAL DRAWING DENOTING ONLY RECOMMENDED FIXTURE STYLE/TYPE); GENERAL CONTRACTOR SHALL PROVIDE (UNLESS NOTED OTHERWISE); REFERENCE ELECTRICAL DRAWINGS FOR ALLOWABLE WATTAGE PER FIXTURE AS DENOTED AND REQUIRED TO MEET NCECC-2018 (REFERENCE ELECTRICAL DRAWINGS FOR MAX. TOTAL ALLOWABLE LIGHTING LOAD WATTAGE)

ELECTRICAL SPECIFIED LIGHTING FIXTURE TYPES AND MECHANICAL DIFFUSERS CONFIGURATIONS ARE SCHEMATICALLY SHOWN WITHIN 2X2 FINISHED CEILING GRID LAYOUTS; ELECTRICAL AND MECHANICAL CONTRACTORS SHALL PROVIDE ADDITIONAL DETAIL INFORMATION AND NECESSARY GENERAL SPECIFICATION NOTES FOR CODE COMPLIANCE ALLOWABLE WATTAGE PER FIXTURE AS DENOTED AND REQUIRED TO MEET NCBC/ECC-2018.

GENERAL CONTRACTOR SHALL BE RESPONSIBLE TO SITE VERIFY ALL OVERHEAD CONDITIONS (STRUCTURAL FRAMING, FOR ALL THEIR LOCATIONS OF VERTICAL HEIGHTS ABOVE FINISHED FLOOR, AND CONFIRMING THAT THE PROPOSED FINISHED CEILING ASSEMBLIES ARE BUILD-ABLE AS SHOWN BEFORE PROCEEDING WITH CONSTRUCTION. IF THERE ARE ANY QUESTIONS REGARDING THESE OR OTHER COORDINATION ISSUES, THE GENERAL CONTRACTOR IS RESPONSIBLE FOR OBTAINING A CLARIFICATION FROM THE BUILDING OWNER (OR) DESIGNER BEFORE PROCEEDING WITH CONSTRUCTION IN QUESTION.

POSITION 2x2 LAY-IN GRID ASSEMBLY TO PROVIDE THE OPTIMUM USAGE OF FULL TILES WITH MINIMUM REQUIRED FIELD CUTTING TO FIT. "ABSOLUTELY NO CEILING TILE SLIVERS ALLOWED" WHERE PERIMETER 2x4 GRID LAYOUT MEETS HEAD WALLS, THE MIN. ALLOWED FINISHED TILE WIDTH SHALL NOT BE LESS THAN 6". CONTRACTOR SHALL MODIFY ONLY ADJACENT PERIMETER GRIDS TO ELIMINATE TILE SLIVERS. (CONTRACTOR SHALL ORDER AN EXTRA BOX (10 PERCENT) MATCHING CEILING TILES AS NECESSARY FOR DAMAGE REPLACEMENTS)

GENERAL CONTRACTOR SHALL REFERENCE PROPRIETARY SUSPENDED CEILING FRAMING ASSEMBLY SYSTEM FOR APPROPRIATE INSTALLATION REQUIRED NUMBER OF HANGERS AND SPLAY WIRES (GAUGE & O/C SPACING)

MECHANICAL, ELECTRICAL & PLUMBING DESIGNER(S)-CONTRACTOR(S) TO COORDINATE FOR DESIGN APPROVAL WITH GENERAL CONTRACTOR ANY PROPOSED DUCTWORK, CONDUIT AND PIPING DESIGNS RUNNING THROUGH SUSPENDED SYSTEMS INTERSTITIAL SPACE SUPPORTED FROM STRUCTURAL BUILDING FRAMING SYSTEMS. COORDINATION OF THE MECHANICAL/PIPING DESIGNS SHALL BE REVIEWED WITH STRUCTURAL "ENGINEER OR RECORD" FOR THEIR ALLOWABLE SUSPENDED WEIGHT AND HORZ. LOCATIONS UNDER FRAMING.

CEILING LEGEND

- NOM. 2x4 LAY-IN SUSPENDED CEILING UTRA SLIM "LED FLAT PANEL" LIGHTING FIXTURE; (REFERENCE: LIGHTING SUPPLIER/VENDOR FOR ADDITION DETAILED INFORMATION; (TYPICAL SERIES TYPE 60W LED HI/MED/LOW DRIVER: REFERENCE 4600 SPECTRUM; LEN: FLAT MATT WHITE)
- RECESS DOWNLIGHT "LAY-IN" CEILING GIRD FIXTURE; (SEE ELECTRICAL DWGS FOR ADD'N DETAILED INFORMATION)
- CEILING SURFACE MOUNTED FIXTURE; (SEE ELECTRICAL DWGS FOR ADD'N DETAILED INFORMATION)
- REFLECTED CEILING GRID SYSTEM (RCG), (AND) SOFFIT/BULKHEAD FINISHED HEIGHT ABOVE FINISHED FLOOR (A.F.F)

(TYP) 2x2 ACOUSTICAL SUSPENDED REFLECTED CEILING GRID SYSTEM ASSEMBLY PLAN (RCP); FINISHED HEIGHT A.F.F. SEE PLAN (UNLESS NOTED OTHERWISE); COLOR: WHITE TILE/CEILING GRID; (USG: "MARS" HEALTHCARE (HIGH-NRC/HIGH-CAC); TEGULAR TILES 7/8"(D) (SLT) EDGES; ACOUSTICAL SUSPENSION SYSTEM: DONN DX/DXL 15/16" GRID)

(TYP) CENTER RECESSED LIGHT (OR PENDANT JUNCTION BOX) FIXTURE WITHIN CEILING TILE (OR) WIRE GRILLE/WOOD SLATS SUSPENDED CEILING

(TYP) LAY-IN LIGHT FIXTURE WITHIN CEILING GRID FRAMING; OVERHEAD WIRE SUSPENSION ALL FOUR CORNERS

HATCH PATTERN AREAS DESIGNATES GYPSUM BOARD PANEL (HARD) TEXTURE FINISH CEILING OR BUILT-DOWN SOFFIT/BULKHEAD; FINISHED HEIGHT A.F.F. SEE PLAN (UNLESS NOTED OTHERWISE) ASSEMBLY SYSTEM REFERENCE AS FOLLOWS: (SEE SCHEMATIC DETAILS FOR SIMILAR CONSTRUCTION GUIDANCE)

1. 5/8" GYPSUM CEILING PANEL SHEATHING (GA-214; LEVEL 4) SURFACE FINISH ALL EXPOSED AREAS (ALTERNATE PRODUCT SURFACE FINISH: USG:"TUFF-HITE" PRIMER)

CEILING FINISH
FINISH-#
1 = 2x2 SUSPENDED CEIL'G ACOUSTICAL LAY-IN SYSTEM; COLOR: WHITE TILE/CEILING GRID; (USG: "MARS" HEALTHCARE (HIGH-NRC/HIGH-CAC); (UNLESS NOTED OTHERWISE BY OWNER)

2 = PAINTED GYPSUM SOFFIT/CEILING BOARD (GA214-LEVEL 5 SURFACE TEXTURE FINISH) (OPTIONAL: USG:"TUFF-HIDE") SMOOTH SURFACE FINISHED

no.	job for	revision
A	5/24/22	60% PROGRESS OWNER REVIEW
B	7/20/22	DESIGN DEVELOPMENT PROGRESS REVIEW

PAWVILLE

COPYRIGHT: DESIGN ELEMENTS 2022
THIS DRAWING AND THE DESIGNS SHOWN ARE THE PROPERTY OF MICHAEL L. SAXES, ARCHITECT & DESIGN ELEMENT INC. THE REPRODUCTION, COPYING, OR OTHER USE OF THIS DRAWING WITHOUT THE WRITTEN PERMISSION IS PROHIBITED AND INFRINGEMENT WILL BE SUBJECT TO LEGAL ACTION.

THIS SHEET SHOWS BASIC DRAFTING STANDARDS

Design Elements
M. L. Saxes (Michael), AIA, LEED-AP
Architect / President
103 Tew Court, Suite 102
Wilmington, North Carolina 28405
910.409.1616

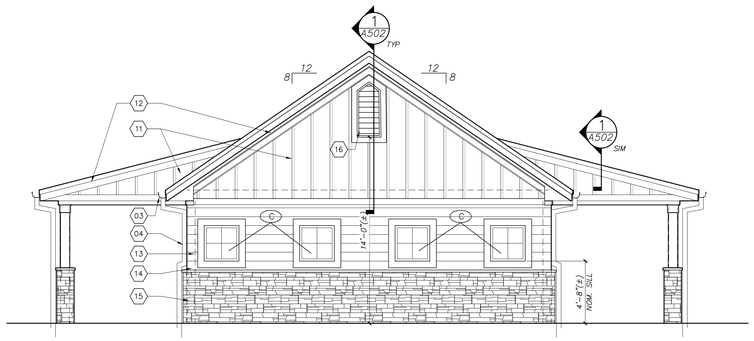
MITCHELL LEE SAXES — REGISTERED ARCHITECT — 8773 — WILMINGTON, NORTH CAROLINA

Proposed Vererinary Care Clinic for
PAWVILLE
103 TEW COURT
CLAYTON, NORTH CAROLINA 27520
job status: **Contract Documents - Not Issued for Construction**

VET CLINIC PLANS

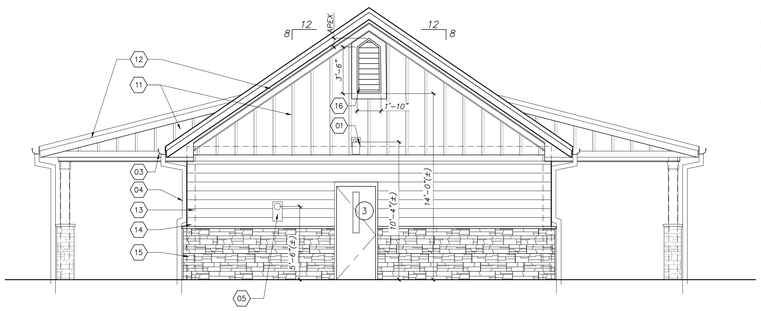
date	5/24/22
job no.	PAWSVILLE/22
drawn by	SGH
checked by	MSAIEED
drawing no.	A100
revision no.	B

A A200 SOUTH ELEVATION
SCALE: 1/4" = 1'-0"



B A200 EAST ELEVATION
SCALE: 1/4" = 1'-0"

C A200 NORTH ELEVATION
SCALE: 1/4" = 1'-0"



D A200 WEST ELEVATION
SCALE: 1/4" = 1'-0"

ELEVATION KEYNOTES

01 TYPICAL (ARCHITECTURAL STYLE) EXTERIOR COMMERCIAL WALL SCONCE (LED) LIGHTING FIXTURES; DUSK TO DAWN CONTROL; PROVIDE OPTIONAL SURFACE MOUNTED WALL BASE. (REFERENCE ELECTRICAL DRAWINGS) BUILDING OWNER SHALL SELECT FROM GENERAL CONTRACTOR'S CONSTRUCTION BID ALLOWANCE (ELECTRICAL JUNCTION BOX AT 9'-0" A.F.F.)

02 TYPICAL EXTERIOR ARCHITECTURAL COMMERCIAL (LED) FLOOD LIGHTING FIXTURES; DIE-CAST-ALUMINUM SEALED HOUSING WITH POLYCARBONATE (VANDAL RESISTANCE) OPTICAL LENS; DUSK TO DAWN CONTROL; SURFACE MOUNTED (LIGHTING STYLE SHALL BY SPEC'D BY BUILDING OWNER UNLESS NOTED OTHERWISE; REFERENCE ELECTRICAL DRAWINGS)

03 TYPICAL PRE-FINISHED/PROFILE CONTINUOUS GUTTER, (MIN. 26Ga) (COLOR: "WHITE")

04 TYPICAL 6x4 PRE-FINISHED (PEMB) METAL DOWNSPOUT (DS) (MIN. 26Ga.); SECURE W/ COLOR MATCH CONNECTION METAL STRAPS AT NOM. 5'-0" VERTICAL O/C; PROVIDE CLOSED TRANSITION CONNECTION TO UNDERGROUND STORMWATER DRAINAGE SYSTEM; (COLOR: "WHITE")

05 PROPOSED ELECTRICAL MAIN DISTRIBUTION PANELS AND METER BASE W/ WIRING TROUGH; PANELS DISTRIBUTION AT APPROXIMATE LOCATION (REFERENCE: ELECTRICAL DRAWINGS FOR DETAILS)

06 (PROPOSED BUSINESS LOGO SIGNAGE LOCATION) ELECTRICAL JUNCTION BOX AND WALL BLOCKING FOR EXTERIOR WALL SIGNAGE FIXTURE (COORDINATE LOCATION WITH SIGNAGE VENDOR); GENERAL CONTRACTOR SHALL COORDINATE BUSINESS OWNER'S SIGNATURE LOGO SIGNAGE DESIGN WITH BUILDING OWNER; (CUSTOM LOGO SIGNAGE PROVIDED BY BUILDING OWNER'S PROPRIETARY SIGNAGE VENDOR) PROVIDE P.T. WOOD BLOCKING FOR SIGN MOUNTING (PROPOSED SIGN BAND "TO BE DETERMINED")

07 BUILDING PREMISES IDENTIFICATION (PHYSICAL ADDRESS)
PROVIDE AN APPROVED (ASSIGNED BY LOCAL AUTHORITY HAVING JURISDICTION) STREET ADDRESS NUMBER; WALL MOUNTED TO EXTERIOR BUILDING FACADE AND POSITION TO BE PLAINLY LEGIBLE AND VISIBLE FROM THE STREET (OR) ROAD FRONTING THE PROPERTY LINE (PUBLIC ACCESS WAY); BUILDING ADDRESS NUMBERS SHALL BE CONTRASTING WITH THE FINISHED BUILDING FACADE (BACKGROUND SIDING). BUILDING ADDRESS CHARACTERS SHALL BE "ARABIC (OR) ALPHABETICAL LETTERS" AT (MIN) 6" HEIGHT WITH A (MIN) STROKE WIDTH 3/4"; SECURE ADDRESS CHARACTERS WITH APPROPRIATE NON-CORROSIVE FASTENERS.

08 PROVIDE BUILDING ACCESS ENTRY KEY WITHIN DESIGNATED "KEY BOX" (SIMILAR MODEL 3200 "KNOX BOX" UL 1037 LISTED) FOR LOCAL AUTHORITY HAVING JURISDICTION "FIRE DEPARTMENT (FD)" KEY BOX SHALL BE LOCATED AT PUBLIC ACCESS POINT; SURFACE MOUNTING HEIGHT MIN. 96" ABOVE FINISHED GRADED. APPROXIMATE LOCATION TO BE VERIFIED W/ (FD) FIRE MARSHALL (REFERENCE – ICC/IBC NCFC-2018 SECTION 506)

09 RESTROOM EXHAUST FAN @ 12'-0" A.F.F.; PRE-COLOR FINISHED ALUMINUM WALL CAP (COLOR MATCH SIDING)

10 (TYP. EXTERIOR FINISHING) ARCHITECTURAL METAL ROOF; PRE-FINISHED STANDING SEAM (RIB) PANELS WITH CONCEALED (TWO PART) EXPANSION HOLD-DOWN CLIPS (BUILDING OWNER SELECT "RED" COLOR) REFERENCE TYPICAL WALL SECTIONS

11 BOARD & BATTEN CEMENTITIOUS FIBER/REINF SIDING; (SMOOTH APPEARANCE)

12 (TYP. EXTERIOR FINISHING) CONTINUOUS BUILT-UP CEMENTITIOUS FASCIA TRIM BOARDS WOOD-GRAIN TEXTURE, (REFERENCE TYPICAL WALL SECTION)

13 SMOOTH FACE CONCRETE MASONRY VENEER (NOM 8x8X16 UNITS); BLOCK WALL TO BE FINISHED W/ SMOOTH STRUCK MORTAR JOINTS WITHOUT VOIDS. PAINT COLOR – OWNER TO SELECT

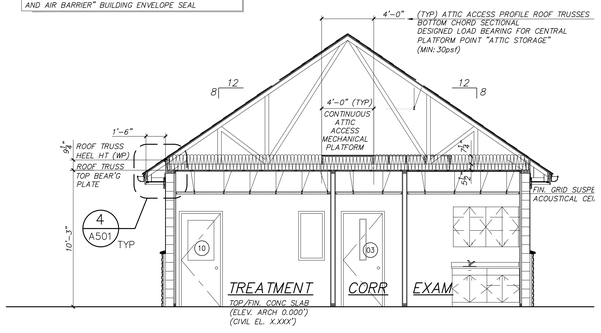
14 CONTINUOUS CUSTOM PROFILE PRECAST (TOP/WAINSCOT CAP) CONCRETE WATER TABLE/SILL (COLOR: WHITESTONE) (REFERENCE TYPICAL WALL SECTION)

15 CULTURED CEMENT STONE VENEER; DRY STACK APPEARANCE "APPALACHIAN LEDGESTONE" TEXTURE

16 (TYP) CUSTOM PRE-FINISHED ALUMINUM FRAMED GABLE VENT; STORM (WIND/RAIN) RESISTANCE "VEE" PROFILE DRAIN-ABLE LOUVER BLADES W/ INSECT SCREEN; PROVIDE BACK SHIELD "SKEWED" STAINLESS STL COUNTER FLASHING WEATHER GUARD/PAN WITH SILL AND SIDE FLANGES

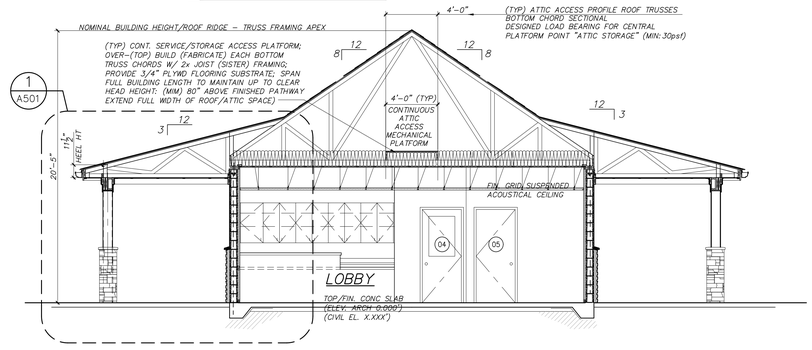
17 FIBERGLASS ASPHALT ARCHITECTURAL ROOFING SHINGLE (OWNER SELECT COLOR AND STYLE)

(TYP) MECHANICAL (HVAC) MAIN TRUCK (SUPPLY AND RETURN) DUCTWORK CONSTRUCTION PENETRATING THRU FINISHED CEILING GYPSUM PANELS SHALL BE FOAM JOINT FILL SEALED TO MAINTAIN A COMPLETE "THERMAL AND AIR BARRIER" BUILDING ENVELOPE SEAL



1 A200 BUILDING SECTION
SCALE: 1/4" = 1'-0"

(TYP) 2x OPEN WEB MANUFACTURER/ENGINEERED TRUSS WEB CONFIGURATION IS SHOWN SCHEMATICALLY ONLY! REFER TO PROPRIETARY TRUSS MANUFACTURER'S SHOP DRAWINGS FOR ACTUAL REPRESENTATION.



2 A200 BUILDING
SCALE: 1/4" = 1'-0"

Benjamin Howell, AICP, CZO
Planning
03/08/2023
Review Approval

no.	date	revision
A	5/24/22	60% PROGRESS OWNER REVIEW
B	7/20/22	DESIGN DEVELOPMENT PROGRESS REVIEW

PAWVILLE

THIS SHEET SHOWS BASIC DRAFTING STANDARDS

COPYRIGHT: DESIGN ELEMENTS 2022 THIS DRAWING AND THE DESIGNS SHOWN ARE THE PROPERTY OF MICHAEL L. SAEED, ARCHITECT & DESIGN ELEMENTS INC. THE REPRODUCTION, COPYING, OR OTHER USE OF THIS DRAWING WITHOUT THE WRITTEN PERMISSION IS PROHIBITED AND INFRINGEMENT WILL BE SUBJECT TO LEGAL ACTION.

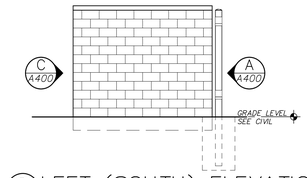
Design Elements
M.L Saleed [Michael], AIA, LEED>AP
Architect / President
103 Tew Court, Clayton, NC 27520
Wilmington, North Carolina 28405
910.509.3781

MITCHELL LEE SAEED JR
REGISTERED ARCHITECT
8773
VIRGINIA/NORTH CAROLINA
VIRGINIA BEACH, VA

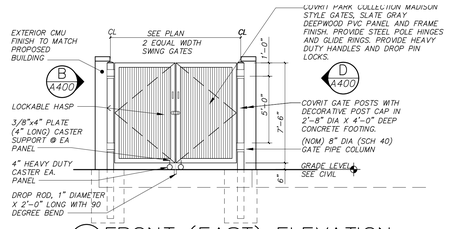
Proposed Vererinary Care Clinic for
PAWVILLE
103 TEW COURT
CLAYTON, NORTH CAROLINA 27520
job status **Contract Documents - Not Issued for Construction**

VET CLINIC ELEVATIONS & SECTIONS

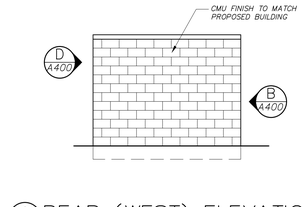
date	5/24/22
job no.	PAWSVILLE/22
drawn by	SGH
checked by	MSAEED
drawing no.	A200
revision no.	B



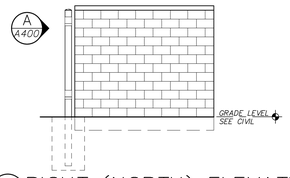
B A400 LEFT (SOUTH) ELEVATION
SCALE: 1/4" = 1'-0"



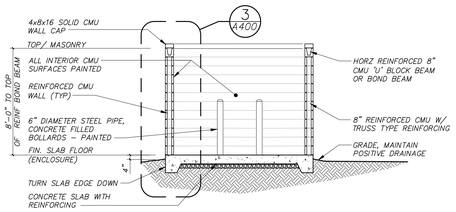
A A400 FRONT (EAST) ELEVATION
SCALE: 1/4" = 1'-0"



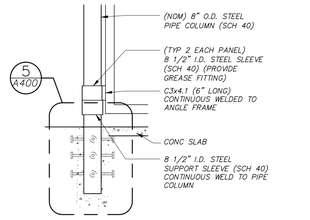
C A400 REAR (WEST) ELEVATION
SCALE: 1/4" = 1'-0"



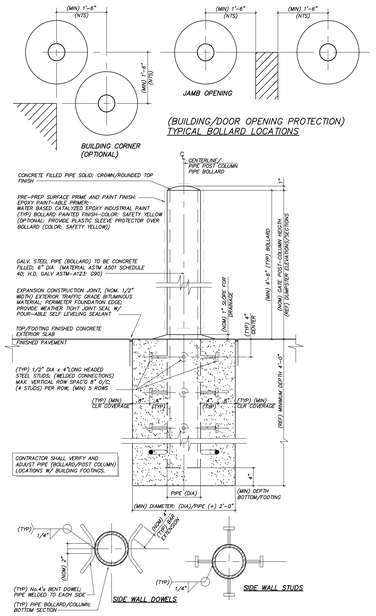
D A400 RIGHT (NORTH) ELEVATION
SCALE: 1/4" = 1'-0"



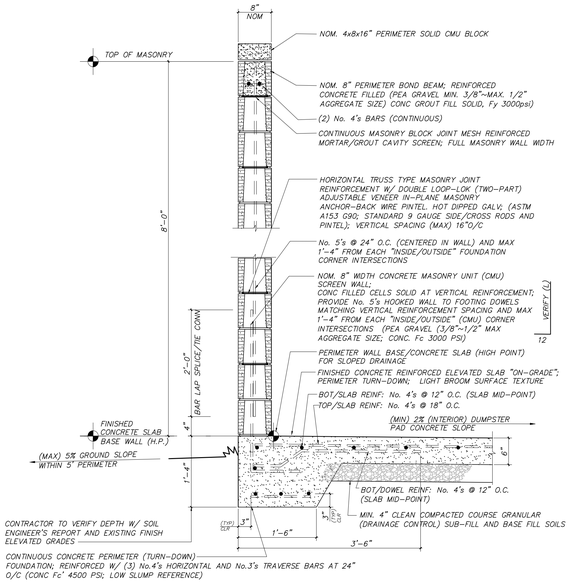
2 A400 REUSE RECEPTACLE CROSS SECTION
SCALE: 1/4" = 1'-0"



4 A400 HINGE DETAIL
SCALE: 1/4" = 1'-0"



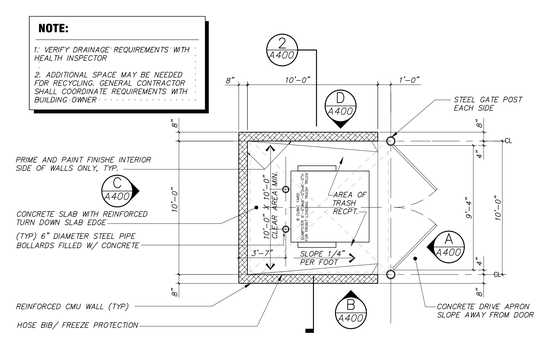
5 A400 BOLLARD DETAIL
NOTE: 8" DIA GATE COLUMN SIMILAR
SCALE: 1" = 1'-0"



3 A400 REUSE RECEPTACLE WALL SECTION
SCALE: 1" = 1'-0"

NOTE:

1. VERIFY DRAINAGE REQUIREMENTS WITH HEALTH INSPECTOR
2. ADDITIONAL SPACE MAY BE NEEDED FOR RECYCLING. GENERAL CONTRACTOR SHALL COORDINATE REQUIREMENTS WITH BUILDING OWNER



1 A4.04 PLAN - EXTERIOR REFUSE RECEPTACLE / STORAGE
SCALE: 1/4" = 1'-0"

SITE NORTH / PLAN NORTH

1 A400 EXTERIOR REUSE RECEPTACLE/STORAGE FLOOR PLAN
SCALE: 1/4" = 1'-0"

NOTE: DUMPSTER CONTAINER SIZES AND CONFIGURATION SHALL BE VERIFIED, AND FINALIZED BY DEVELOPER/BUILDING OWNER TRASH AND RECYCLING PROPRIETARY WASTE MANAGEMENT COMPANY.

Benjamin Howell, AICP, CZO
Planning
03/08/2023
Review Approval

no.	date	revision
C	3/11/22	DESIGN DEVELOPMENT PROGRESS REVIEW
D	3/18/22	DESIGN DEVELOPMENT PROGRESS REVIEW
E	5/5/22	DESIGN DEVELOPMENT PROGRESS REVIEW
F	9/7/22	DESIGN DEVELOPMENT PROGRESS REVIEW
B	2/23/22	DESIGN DEVELOPMENT PROGRESS REVIEW

COPYRIGHT: DESIGN ELEMENTS 2022
THIS DRAWING AND THE DESIGNS SHOWN ARE THE PROPERTY OF MICHAEL L. SAIEED, ARCHITECT & DESIGN ELEMENT INC. THE REPRODUCTION, COPYING, OR OTHER USE OF THIS DRAWING WITHOUT THE WRITTEN PERMISSION IS PROHIBITED AND INFRINGEMENT WILL BE SUBJECT TO LEGAL ACTION.
THIS SHEET SHOWS BASIC DRAFTING STANDARDS

PAWVILLE

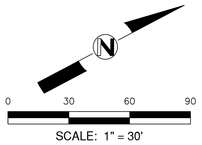
Design Elements
M. L. Saieed (Michael), AIA, LEED-AP
Architect & Design Consultant
1213 Culvern Drive Suite 142
Wilmington, North Carolina 28405
www.designelements.com

MITCHELL LEE SAIEED 8773 REGISTERED ARCHITECT WRIGHTSVILLE BEACH, NC

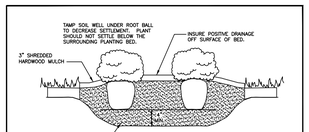
Proposed **Pet Care & Boarding Facility for PAWVILLE**
103 TEW COURT
CARY, NORTH CAROLINA 27520
job status **Contract Documents - Not Issued for Construction**

DUMPSTER ENCLOSURE PLAN AND SECTIONS

date 1 FEB 2022
job no. PAWSVILLE/22
drawn by SGH
checked by MSAIEED
drawing no. A404
revision no. E



PRELIMINARY
FOR REVIEW
ONLY



CONTINUOUS SHRUB BED
NOT TO SCALE

Planting Notes:
1. Mulch all new plant beds with 3" designer brown hardwood mulch.
2. Warranty plantings for 1 year period following completion.
3. Prepare plant beds by removing grass, add 6" of 50-50 organic screened topsoil blend to plant beds, till and rake smooth. Remove large clods, rocks, roots, etc.
4. All landscaped areas shall be maintained in an attractive and healthy condition. Dead or diseased plantings shall be removed and replaced in a timely manner.
5. Plant quanities shall be checked for accuracy by the Landscape Contractor prior to construction. Notify LA of discrepensies.
6. New lawn to be drought tolerant fescue seed

LANDSCAPE SUMMARY

SITE DATA

PROPOSED USE:	Pet Kennel and Vet Building
TOTAL LOT ACREAGE:	116,740.8 SF / 2.68 ACRES
ZONING DISTRICT:	B-3 SUD

LANDSCAPE DATA

% OF SITE LANDSCAPED:
% REQ. = 20% (20% x 116,740.8 sf)

20% LANDSCAPED AREA:	23,348.16 SF
CANOPY TREE REQ. 1/1000 AND PROVIDED	24
UNDERSTORY TREE REQ. 1/1000 AND PROVIDED	24
SHRUBS REQ. 2/1000 AND PROVIDED	48

LANDSCAPE BUFFER DATA:

N PL Type A 10' Buffer — 345 LF (less driveways)
- 2 canopy trees req./100ft; 2 understory trees req./100ft; 12 shrubs req./100ft
- 8 canopy trees req./prov.; 8 understory trees req./prov.; 48 shrubs req./prov.

NW PL — No Buffer Required — 408.16 LF

S PL (upper section) along US 70 – Thoroughfare Streetyard – see below*

S PL (lower section) — No Buffer Required — 262 LF

SE PL (upper section) — No Buffer Required — 195 LF

SE PL (lower section Gateway Dr.) — Type A 20' Buffer — 168 LF
- 1 canopy trees req./100ft; 2 understory trees req./100ft; 8 shrubs req./100ft
- 2 canopy trees req./prov.; 4 understory trees req./prov.; 16 shrubs req./prov.

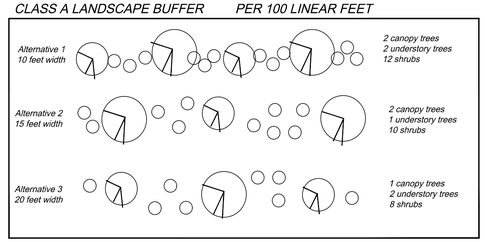
STREETYARD DATA:

Street Trees: Tew Court ROW 345 LF 1 tree/40 lf = 9 street trees
Street Trees: Gateway Dr. ROW 168 LF 1 tree/40 lf = 5 street trees

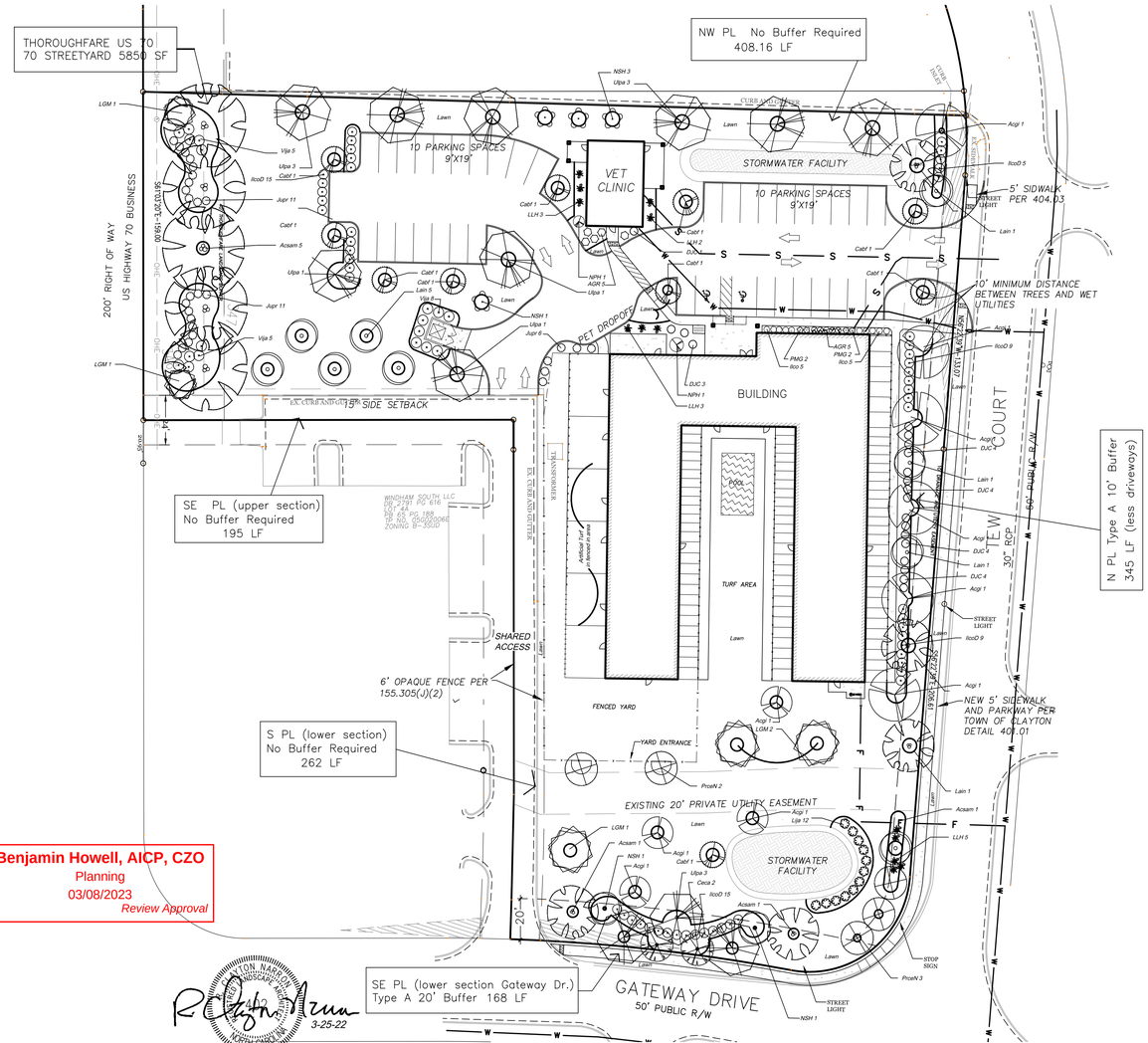
*THOROUGHFARE US 70 STREETYARD DATA: 5850 SF

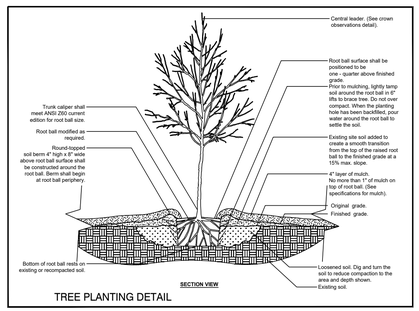
1 tree per 1000 sf/streetyard; 5 shrubs per 1000 sf/streetyard
- 6 trees req./prov.
- 30 shrubs req./prov.

CLASS A LANDSCAPE BUFFER PER 100 LINEAR FEET



General Maintenance Requirements.
1. *Plant Establishment. All newly planted trees and shrubs shall receive water at a minimum rate of one inch per week from a combination of natural rainfall and irrigation between June 1 and October 1 for a minimum of one year after planting. Landscape Maintenance Schedule. To assure healthy plant growth, the property owner shall provide services necessary to maintain and enhance the grounds. This should include weeding edging, watering, removal or dead/unattractive plant materials, and general clean-up of the grounds.*
2. *All landscaped areas shall be maintained in an attractive and healthy condition. Dead or diseased plantings shall be removed and replaced in a timely fashion.*
3. *Identify and list any existing plant material which will be used to satisfy landscape requirements.*





TREE PLANTING DETAIL

LAWN PREPARATION AND SODDING NOTES:
A. Before fertilizing and seeding, the topsoil surfaces shall be trimmed and worked to true line from unsightly variation, bumps, ridges and depressions and all detrimental material, roots and stones larger than 3-inches in any diameter shall be removed from the soil.
B. Not earlier than 24 hours before sod is to be laid, the soil surface to be sodded shall be thoroughly cultivated to a depth of not less than 4-inches with a weighted disc, tiller, pulvimixer or other equipment, until the surface is smooth and in an acceptable condition.
C. If the prepared surface becomes eroded as a result of rain or for any other reason, or becomes crusted before the seed is sown, the surface shall again be placed in a condition suitable for sodding.
D. Ground preparation operations shall be performed only when the ground is in a tillable and workable condition.
E. All sodded areas shall be uniformly rolled in a continuous pattern immediately after sodding.
F. The Contractor shall be responsible for maintaining the proper moisture content of the soil to insure adequate plant growth until a satisfactory stand is obtained. If necessary, watering shall be performed to maintain adequate water content in the soil.
G. Sod type: Drought tolerant fescue seed. Apply fertilizer, etc. according to sod grower's recommendations.

Planting Schedule

	Code Name	Quantity	Common Name	Scientific Name	Planting Size
Canopy tree	Acsam	8	Sugar maple	Acer saccharum	2 1/2"-Cal / 8' min ht
	Acgi	10	Trident maple	Acer buergerianum	2 1/2"-Cal / 8' min ht
	Cabf	10	Upright Hornbeam	Carpinus betulis 'Fastigiata'	2 1/2"-Cal / 8' min ht
	Ulpa	12	Lacebark Chinese elm	Ulmus parvifolia – Lacebark	2 1/2"-Cal / 8' min ht
Understory tree	Ceca	2	Forest Pansy redbud	Cercis canadensis 'Forest Pansy'	2"-Cal / 6' ht. min.
	Lain	11	Tuscarora Crape myrtle	Lagerstroemia indica 'Tuscarora'	2"-Cal / 6' ht. min.
	LGM	5	Little Gem Magnolia	Magnolia grandiflora "Little Gem"	2"-Cal / 6' ht. min.
	NSH	6	Robins Red Holly	Ilex x 'Conin'	2"-Cal / 6' ht. min.
	PrceN	5	Newport plum	Prunus cerasifera 'Newport'	2"-Cal / 6' ht. min.
Shrubs	AGR	10	Radiance dwarf abelia	Abelia grandiflora 'Radiance'	15–18" spd.
	DJC	20	Dwarf Japanese Cedar	Cryptomeria japonica 'Globosa Nana'	24" ht.
	Ilco	10	Carissa Holly	Ilex cornuta 'Carissa'	15–18" spd.
	IlcoD	54	Dwarf Burford holly	Ilex cornuta 'Dwarf Burford'	24" ht. min.
	Jupr	28	Old Gold Juniper	Juniperus x 'Old Gold'	15–18" spd.
	Lija	12	East Bay Ligustrum	Ligustrum japonicum 'East Bay'	24" ht.
	LLH	13	Annabelle Smooth Hydrangea	Hydrangea arborescens 'Annabelle'	18–20" spd.
	NPH	2	Needle point holly	Ilex cornuta 'Needle Point'	3.5–4 ft. ht.
	PMG	4	Pink Muhly Grass	Muhlenbergia capillaris	3–Gal
	Vija	18	Sugar Cookie Sweet Viburnum	Viburnum odoratissimum 'COMPACT01'	24" ht.

Benjamin Howell, AICP, CZO
Planning
03/08/2023
Review Approval

3-25-22
6-8-22 revised
8-3-22 revised
9-22-22 revised

Clayton Narron, Landscape Architect
415 South Fourth St., Smithfield, NC 27577
Tele: 919-464-9329

CLAYTON PAWVILLE
TEW COURT AND GATEWAY
CLAYTON, NC

SCALE:	1"=30'
DATE:	8/3/22
PROJECT NUMBER:	TBD
CLIENT:	PAWVILLE REAL ESTATE HOLDINGS
PLAN TYPE:	PRELIMINARY LNDSCP PLANS

LANDSCAPE PLAN

REVISIONS

CAROLINA LAND DESIGN
CIVIL ENGINEERING · PLANNING & CONSULTING
300 S. MAIN STREET SUITE 212, HOLLY SPRINGS NC, 27540
PH. (760) 791-2204 WILL@CAROLINALANDDESIGN.COM FIRM# P-2390

CLAYTON PAWVILLE
Sheet L100 OF 16 Sheets

CASE NUMBER 2021-168-SP

Dec 29, 2022 - 12:28pm C:\DROPBOX (PERSONAL)\PROJECTS\CLAYTON - PAWSVILLE\ARCHITECT\LANDSCAPE PLANS\9-26-2022 LANDSCAPE PLAN 9-22-22 (1).DWG

CONSTRUCTON DRAWINGS

PAWVILLE KENNEL AND VETERINARY BUILDING

323 & 301 TEW COURT
TOWN OF CLAYTON
NORTH CAROLINA
2023-44-CD

TOWN OF CLAYTON
SPECIAL USE PERMIT
#2021-169-SUP
GRANTED

On the date listed below, the Town Council for the Town of Clayton met and held an evidentiary hearing to consider the following application:

Applicant:	Carolina Land Design
Property Owner:	Store Master Funding XVII, LLC
Property Location:	Southwest Corner Tew Court and Gateway Drive
Brief Property Description:	1.55 acre site on Gateway Drive at Tew Court
Tax Parcel Number:	05G02002Z
Proposed Use of Property:	Kennel with Outdoor Runs
Hearing Date:	November 21, 2022

Having heard all the evidence and argument presented at the hearing, the Town Council makes the following findings:

(1) That the application will not materially endanger the public health or safety if located where proposed and developed according to the plans as submitted and approved.

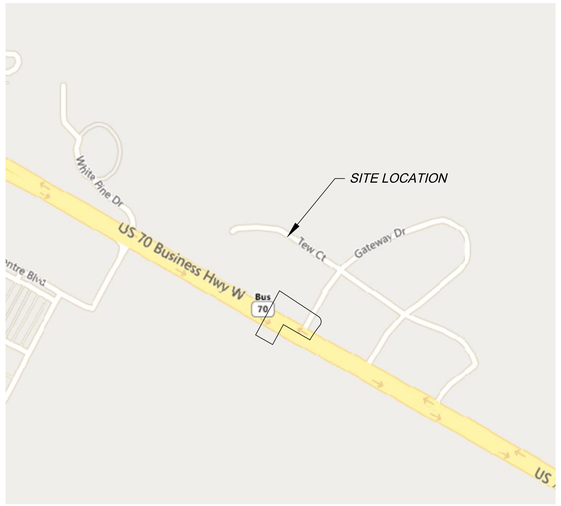
(2) That the application meets all required specifications and conforms to the standards and practices of sound land use planning and the Town Code of Ordinances, or other applicable regulations.

(3) That the application will not substantially injure the value of adjoining or abutting property and will not be detrimental to the use or development of adjacent properties or other neighborhood uses.

(4) That the application will not adversely affect the adopted plans and polices of the Town or violate the character of existing standards for development of the adjacent properties.

CONDITIONS:

1. These Conditions of Approval, and any others included with the associated Site Plan (2021-168-SP) shall be recorded upon the final plan set, which must be delivered to the Planning Department for review and approval.
2. The Development shall be constructed in substantial conformance with the Special Use Permit as approved by the Clayton Town Council and associated Site Plan as approved by Town staff.
3. The buildings in the development will be constructed in accordance with the Architectural elevations provided in the associated Site Plan, including identified façade materials.
4. A bump-out will be provided at the end of the small parking lot to the west of the proposed vet clinic building to allow for vehicles to exit the parking stalls. Alternatively, the western-most 4 parking spaces (2 on each side) to be signed and marked on the pavement as "Employee Parking Only".
5. The landscaping plan will be revised to move any trees at least 10 feet away from any water or sewer lines and to provide the correct number of plantings per the staff review comments on the 4th submittal submitted in September 2022.
6. The Outdoor Play Yards and Outdoor Runs shall only be used between the hours of 7:00am and 7:00pm each day.
7. A revised site plan package addressing conditions 1, 4, 5 and 6 shall be submitted prior to approval of the site plan.



VICINITY MAP

SCALE: 1"=400'

DEVELOPER:

PAWVILLE REAL ESTATE HOLDINGS, LLC
297 E. ROLLING MEADOWS ROAD
HAMPSTEAD, NC 28443

PLANS PREPARED BY :

CONTACT : WILL HUYLER, PE
WILL@CAROLINALANDDESIGN.COM
PH: (760) 791-2204
CAROLINA LAND DESIGN, PLLC
300 S. MAIN STREET SUITE 212
HOLLY SPRINGS, NC 27540

NAME _____ DATE _____

SHEET INDEX

PROPERTY DEVELOPER

SHEET #	TOWN OF WAKE FOREST
C-100	TITLESHEET
C-200	GENERAL NOTES
C-300	EXISTING CONDITIONS
C-301	DEMO PLAN
C-400	SITE PLAN
C-500	GRADING PLAN & DRAINAGE PLAN
C-600	UTILITY PLANS
C-700	LANDSCAPE PLANS
C-800	LIGHTING PLAN
C-900	EROSION CONTROL PHASE 1
C-901	EROSION CONTROL PHASE 2
C-902	EROSION CONTROL DETAILS
C-1000	SITE DETAILS
A-100	GENERAL ARRANGEMENT & ROOF PLAN
A-101	FLOOR PLAN
A-103	KENNEL REFLECTED CEILING PLAN
A-200	KENNEL BUILDING ELEVATIONS
A-201	KENNEL BUILDING ELEVATIONS & SECTIONS
A-101	VETERINARY BUILDING FLOOR PLAN
A-200	VETERINARY BUILDING ELEVATIONS
A-201	VET. BUILDING ELEVATIONS & SECTION

PUBLIC IMPROVEMENT QUANTITIES	
CONCRETE SIDEWALK	500 L.F.
CURB RAMPS	2 EA.
WATER METER	1 EA.

SITE CONTACTS	
BOUNDARY AND TOPOGRAPHY	ALSEY J GILBERT, PLS 442 1/2 EAST MAIN ST. CLAYTON NC, 27520 PHONE: (919) 553-5104
FIRE DEPARTMENT	CLAYTON FIRE DEPARTMENT 325 W. HORNE STREET CLAYTON, NC 27520 PHONE: (919) 553-1520
WATER, SEWER AND STORMWATER	TOWN OF CLAYTON UTILITIES 111 E SECOND STREET CLAYTON, NC 27520 PHONE: (919) 553-5002
ELECTRIC	DUKE ENERGY 411 FAYETTEVILLE STREET RALEIGH NC, 27601 PHONE: 1-(800) 452-2777

NOTE: A SPECIAL USE PERMIT HAS BEEN APPLIED FOR DUE TO THE PROPOSED DOG RUNS. IT IS REQUIRED TO APPLY FOR SPECIAL USE PER UDC 155.305(J)(4)

300 S. MAIN STREET SUITE 212,
HOLLY SPRINGS NC, 27540
PH. (760) 791-2204
WILL@CAROLINALANDDESIGN.COM
FIRM# P-2390
CAROLINA LAND DESIGN
CIVIL ENGINEERING * PLANNING & CONSULTING

REVISIONS:

NO. DESCRIPTION

SHEET ISSUE RECORD

SITE PLAN DOCUMENTS

FOR:

CLAYTON PAWVILLE

TEW COURT AND
GATEWAY DRIVE
CLAYTON, NC, 274520

NORTH CAROLINA PROFESSIONAL SEAL 49931 ENGINEER WILLIAM HUYLER

SHEET TITLE:

COVER SHEET

SHEET NUMBER:

C-100

CASE NUMBER 2021-168-SP

GENERAL NOTES:

1. THESE PLANS ARE SOLELY BASED ON INFORMATION THE OWNER AND OTHERS PROVIDED TO CAROLINA LAND DESIGN, PLLC.
2. THE CONTRACTOR MUST FIELD VERIFY ALL EXISTING CONDITIONS PRIOR TO COMMENCEMENT OF WORK AND NOTIFY CAROLINA LAND DESIGN IF ANY CONDITIONS DIFFER FROM THOSE SHOWN ON THESE PLANS, OR IF THE PROPOSED WORK CONFLICTS WITH ANY OTHER SITE FEATURES. CONTRACTOR MUST COMPLY WITH THESE NOTES AND ALL SPECIFICATIONS/REPORTS CONTAINED HEREIN. ADDITIONAL NOTES AND SPECIFIC PLAN NOTES MAY BE FOUND ON THE PLANSHEETS WITHIN THIS SET. TOWN OF CLAYTON STANDARD DRAWINGS ARE REFERRED TO ON INDIVIDUAL PLANSHEETS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN THOSE STANDARDS WHICH ARE PUBLICLY AVAILABLE. CONTRACTOR IS TO REVIEW ALL CONSTRUCTION CONTRACT DOCUMENTS INCLUDING, BUT NOT LIMITED TO, ALL OF THE DRAWINGS AND SPECIFICATIONS ASSOCIATED WITH THE PROJECT WORK SCOPE, PRIOR TO COMMENCEMENT OF WORK.
3. CONTRACTOR MUST ENSURE THAT ALL REQUIRED PERMITS AND APPROVALS HAVE BEEN OBTAINED PRIOR TO COMMENCEMENT OF WORK THE CONTRACTOR MUST HAVE COPIES OF ALL PERMITS AND APPROVALS ON SITE AT ALL TIMES.
4. THE CONTRACTOR MUST ENSURE THAT ALL WORK IS PERFORMED IN ACCORDANCE WITH THESE PLANS, SPECIFICATIONS/REPORTS AND CONDITIONS OF APPROVAL, AND ALL APPLICABLE REQUIREMENTS, RULES, REGULATIONS, STATUTORY REQUIREMENTS, CODES, LAWS AND STANDARDS OF ALL GOVERNMENTAL ENTITIES WITH JURISDICTION OVER THIS PROJECT, AND ALL PROVISIONS IN AND CONDITIONS OF THE CONSTRUCTION CONTRACT WITH THE OWNER/DEVELOPER INCLUDING ALL EXHIBITS, ATTACHMENTS AND ADDENDA TO SAME.
5. THE OWNER AND CONTRACTOR MUST BE FAMILIAR WITH AND RESPONSIBLE FOR THE PROCUREMENT OF ANY AND ALL CERTIFICATIONS REQUIRED FOR THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY. THE GEOTECHNICAL REPORT, SPECIFICATIONS ARE A PART OF THE REQUIRED CONSTRUCTION DOCUMENTS AND, IN CASE OF CONFLICT, DISCREPANCY OR AMBIGUITY, THE MORE STRINGENT REQUIREMENTS AND/OR RECOMMENDATIONS SHALL APPLY.
6. CONTRACTOR IS TO PROTECT ANY ADJACENT EXISTING FEATURES TO REMAIN AND IS TO PROVIDE ADEQUATE TRAFFIC CONTROL FOR ANY WORK TO BE DONE IN PUBLIC RIGHT-OF-WAY.
7. THE ISSUANCE OF THIS PERMIT/APPROVAL DOES NOT AUTHORIZE THE APPLICANT FOR THE PERMIT/APPROVAL TO VIOLATE ANY FEDERAL, STATE, OR COUNTY LAWS, ORDINANCES, REGULATIONS, OR POLICIES INCLUDING, BUT NOT LIMITED TO THE FEDERAL ENDANGERED SPECIES ACT AND CLEAN WATER ACT. GRADING AND/OR FURTHER DEVELOPMENT ARE PROHIBITED WITHIN THE AREAS DESIGNATED "LIMITS OF JURISDICTIONAL HABITAT" UNTIL FEDERAL PERMITS AND STATE PERMITS (IF ANY) HAVE BEEN ACQUIRED.
9. THE CONTRACTOR MUST REPAIR, AT CONTRACTOR'S SOLE COST, ALL DAMAGE DONE TO ANY NEW OR EXISTING CONSTRUCTION OR PROPERTY DURING THE COURSE OF CONSTRUCTION.
10. THE ENGINEER OF RECORD AND IS NOT RESPONSIBLE FOR CONSTRUCTION METHODS UNLESS DEPICTED ON THE PLANS.
11. ENGINEER OF WORK MAY TAKE OTHER APPROPRIATE ACTION ON THE CONTRACTOR SUBMITTALS, SUCH AS SHOP DRAWINGS, PRODUCT DATA, SAMPLES, AND OTHER DATA, WHICH THE CONTRACTOR IS REQUIRED TO SUBMIT, BUT ONLY FOR THE LIMITED PURPOSE OF EVALUATING CONFORMANCE WITH THE DESIGN INTENT AND THE INFORMATION SHOWN IN THE CONSTRUCTION CONTRACT DOCUMENTS.
12. CONTRACTOR MUST OBTAIN APPROVAL FROM ENGINEER OF WORK PRIOR TO DEVIATING FROM APPROVED PLANS.
13. CONTRACTOR IS RESPONSIBLE FOR A MAINTAINING AND PROTECTING THE TRAFFIC CONTROL PLAN AND ELEMENTS IN ACCORDANCE WITH FEDERAL, STATE, AND LOCAL REQUIREMENTS, FOR ALL WORK THAT AFFECTS PUBLIC TRAVEL EITHER IN THE RIGHT OF WAY OR ON SITE. THE COST FOR THIS ITEM MUST BE INCLUDED IN THE CONTRACTOR'S PRICE AND IS THE CONTRACTOR'S SOLE RESPONSIBILITY.
14. CONTRACTOR IS SOLELY RESPONSIBLE FOR ENSURING THAT ALL CONSTRUCTION ACTIVITIES AND MATERIALS COMPLY WITH AND CONFORM TO APPLICABLE FEDERAL, STATE AND LOCAL RULES AND REGULATIONS, LAWS, ORDINANCES, AND CODES, AND ALL APPLICABLE REQUIREMENTS OF THE OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970, (29 U.S.C. 651 ET SEQ.) AS AMENDED, AND ANY MODIFICATIONS, AMENDMENTS OR REVISIONS TO SAME.
15. THE CONTRACTOR MUST STRICTLY COMPLY WITH THE LATEST AND CURRENT OSHA STANDARDS AND REGULATIONS, AND/OR ANY OTHER AGENCY WITH JURISDICTION OVER EXCAVATION AND TRENCHING PROCEDURES. ENGINEER OF RECORD AND BOHLER HAS NO RESPONSIBILITY FOR OR AS RELATED TO EXCAVATION AND TRENCHING PROCEDURES AND WORK.

EROSION AND SEDIMENT CONROL NOTES:

1. UNLESS OTHERWISE NOTED, EROSION CONTROL MEASURES MUST CONFORM TO THE GUIDELINES FOR URBAN EROSION AND SEDIMENT CONTROL OR BE DIRECTED OTHERWISE IN WRITING BY THE ENGINEER. EROSION CONTROL INSTALLATION, CLEARING, AND SITE WORK MUST BE DONE AS INDICATED IN THE EROSION CONTROL CONSTRUCTION NOTES.
2. THE DISTURBED LAND AREA OF THIS SITE IS APPROXIMATE IN ACRES.
3. THE FOLLOWING EROSION CONTROL MEASURES ARE PROPOSED FOR THIS SITE:
   A. STABILIZED CONSTRUCTION ENTRANCE/ EXIT – A TEMPORARY GRAVEL CONSTRUCTION ENTRANCE/EXIT IS TO BE INSTALLED AT THE DESIGNATED LOCATION SHOWN ON THE PLAN. THIS AREA MUST BE GRADED SO THAT RUNOFF WATER WILL BE RETAINED ON-SITE.
   B. SEDIMENT FENCE – INSTALL SILT FENCE(S) AND/OR SILT SOCK AROUND ALL OF THE DOWNSLOPE PERIMETERS OF THE SITE,
   TEMPORARY FILL AND SOIL STOCKPILES.
   C. INSTALL FILTER FABRIC DROP INLET PROTECTION AROUND EACH DRAINAGE INLET AS DRAINAGE STRUCTURES ARE INSTALLED TO REDUCE THE QUANTITY OF SEDIMENT. INSTALL TEMPORARY INLET PROTECTION ON INLETS DOWNSLOPE FROM DISTURBANCE, WHICH MAY BE BEYOND THE LIMITS OF DISTURBED AREA.
5. INSTALLATION OF EROSION CONTROL DEVICES MUST BE IN ACCORDANCE WITH ALL OF THE MANUFACTURER'S RECOMMENDATIONS.
6. THE CONTRACTOR MUST INSPECT EROSION CONTROL MEASURES WEEKLY. THE CONTRACTOR MUST REMOVE ANY SILT DEPOSITS GREATER THAN COLLECTED ON THE FILTER FABRIC AND/OR SILT SOCK BARRIERS AND EXCAVATE AND REMOVE ANY SILT FROM DROP INLET PROTECTION.
7. THE CONTRACTOR MUST APPLY TEMPORARY SEED AND MULCH TO ALL DISTURBED AREAS THAT WILL NOT BE BROUGHT TO FINISHED GRADE AND VEGETATED WITHIN 7 DAYS. WHEN AREAS ARE DISTURBED AFTER THE GROWING SEASON, THE CONTRACTOR MUST STABILIZE SAME WITH GEOTEXTILE FABRIC AND MAINTAIN SAME IN STRICT ACCORDANCE WITH BEST MANAGEMENT PRACTICES.
8. THE CONTRACTOR MUST INSTALL ADDITIONAL EROSION CONTROL MEASURES IF ENGINEER SO REQUIRES, TO PREVENT ANY, INCLUDING THE INCIDENTAL, DISCHARGE OF SILT-LADEN RUNOFF FROM EXITING THE SITE.
9. THE CONTRACTOR MUST BE RESPONSIBLE FOR INSPECTING AND MAINTAINING ALL EROSION CONTROL MEASURES ON THE SITE
   UNTIL PERMANENT PAVING AND TURF/LANDSCAPING IS ESTABLISHED. THE COSTS OF INSTALLING AND MAINTAINING THE EROSION CONTROL MEASURES MUST BE INCLUDED IN THE BID PRICE FOR THE SITE WORK AND THE CONTRACTOR IS RESPONSIBLE FOR ALL SUCH COSTS.
10. THE CONTRACTOR MUST CONTINUE TO MAINTAIN ALL EROSION CONTROL MEASURES UNTIL THE COMPLETION OF CONSTRUCTION AND THE ESTABLISHMENT OF VEGETATION.
11. THE CONTRACTOR MUST REMOVE EROSION CONTROL MEASURES, SILT AND DEBRIS AFTER ESTABLISHING PERMANENT VEGETATION COVER OR OTHER INSTALLING A DIFFERENT, SPECIFIED METHOD OF STABILIZATION.
12. THIS PLAN REPRESENTS THE MINIMUM LEVEL OF IMPLEMENTATION OF TEMPORARY EROSION AND SEDIMENTATION CONTROL FACILITIES, MEASURES AND STRUCTURES. ADDITIONAL FACILITIES, MEASURES AND STRUCTURES MUST BE INSTALLED WHERE NECESSARY TO COMPLY WITH ALL APPLICABLE CODES AND STANDARDS AND/OR TO PREVENT ANY, INCLUDING THE INCIDENTAL DISCHARGE OF SILT-LADEN RUNOFF FROM EXITING THE SITE.
13. THE CONTRACTOR MUST PROTECT ALL EXISTING TREES AND SHRUBS. THE CONTRACTOR MUST REFER TO THE LANDSCAPE AND/OR DEMOLITION PLAN(S) FOR TREE PROTECTION, FENCE LOCATIONS AND DETAILS.
14. THE CONTRACTOR MUST REFER TO GRADING PLANS FOR ADDITIONAL INFORMATION.
15. THE CONTRACTOR MUST CLEAN EXISTING AND PROPOSED DRAINAGE STRUCTURES AND INTERCONNECTING PIPES ON OR OFF-SITE AS THE JURISDICTIONAL AGENCY REQUIRES, BOTH AT THE TIME OF SITE STABILIZATION AND AT END OF PROJECT.
16. SOIL EROSION CONTROL MEASURES MUST BE ADJUSTED OR RELOCATED BY THE CONTRACTOR AS IDENTIFIED DURING SITE OBSERVATION IN ORDER TO MAINTAIN THE COMPLETE EFFECTIVENESS OF ALL CONTROL MEASURES.
17. THE CONTRACTOR MUST IDENTIFY, ON THE PLAN, THE LOCATION OF WASTE CONTAINERS, FUEL

DEMOLITION NOTES:

1. REFER TO THE GENERAL NOTES FOR ADDITIONAL REQUIREMENTS AND RESPONSIBILITIES WITH THE EXCEPTION OF AN AMOUNT OF EXCAVATED MATERIALS SUFFICIENT FOR BACKFILLING AND CONSTRUCTION OF FILLS AS CALLED FOR ON THE PLANS AND AS INDICATED BELOW, ALL BROKEN CONCRETE, STONE AND EXCESS EXCAVATED MATERIALS SHALL BE DISPOSED OF BY THE CONTRACTOR. THE CONTRACTOR WILL BE REQUIRED TO OBTAIN THEIR OWN DISPOSAL GROUND, AND WILL RECEIVE NO ADDITIONAL COMPENSATION FOR DISPOSING OF ANY OF THE EXCESS MATERIALS. MATERIALS ACCEPTABLE TO THE ENGINEER MAY BE DISPOSED OF ON-SITE AT THE CONTRACTORS EXPENSE IN A MANNER APPROVED IN ADVANCE BY THE ENGINEER.
2. THE EDGE OF EXISTING PAVEMENT SHALL BE CLEANED OF EARTH AND OTHER FOREIGN MATERIAL BEFORE ADJACENT POURS ARE PLACED.
3. ALL BULKHEADING AND/OR SEWER PIPE REMOVAL NECESSITATED BY THE REMOVAL OF DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE STRUCTURE REMOVAL.
4. STREET SIGNS IN THE WAY OF CONSTRUCTION WILL BE REMOVED AND RESET IMMEDIATELY IN A TEMPORARY LOCATION, AS APPROVED BY ENGINEER.
5. THE CONTRACTOR SHALL PROTECT ALL EXISTING SIGNS AND POSTS SCHEDULED TO REMAIN, AS DIRECTED BY THE ENGINEER.
6. ALL UNDERGROUND UTILITIES NOT INDICATED FOR REMOVAL SHALL BE PROTECTED THROUGHOUT CONSTRUCTION.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL PRIVATE PROPERTY (INCLUDING BUILDINGS AND FOUNDATIONS) THROUGHOUT CONSTRUCTION AND SHALL MAINTAIN SAFE PEDESTRIAN ACCESS AT ALL TIMES.
8. THE REMOVAL OF PAVEMENT, CURBS AND WALKS SHALL INCLUDE ALL REQUIRED SAWCUTTING. CURB REMOVAL IS INCIDENTAL TO PAVEMENT REMOVAL.

300 S. MAIN STREET SUITE 212,
HOLLY SPRINGS NC, 27540
PH. (760) 791-2204
WILL@CAROLINALANDDESIGN.COM
FIRM# P-2390
CAROLINA LAND DESIGN
CIVIL ENGINEERING · PLANNING & CONSULTING

REVISIONS:

NO. DESCRIPTION

SHEET ISSUE RECORD

SITE PLAN DOCUMENTS

FOR:

CLAYTON PAWVILLE

TEW COURT AND
GATEWAY DRIVE
CLAYTON, NC, 274520

NORTH CAROLINA PROFESSIONAL SEAL 49931 ENGINEER WILLIAM HUYLER

SHEET TITLE:

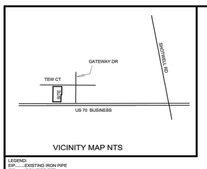
GENERAL NOTES

SHEET NUMBER:

C-200

CASE NUMBER 2021-168-SP

CLAYTON PAWVILLE
EXISTING SITE CONDITIONS



VICINITY MAP NTS

CALLS ALONG 20' PRIVATE EASEMENT

Id	Bearing	Distance
L1	N 56°22'39" W	10.02'
L2	N 56°22'39" W	10.02'
L3	S 30°27'31" W	47.53'
L4	S 30°27'31" W	49.29'
L5	S 26°41'33" W	55.68'
L6	S 26°41'33" W	56.00'
L7	S 28°36'36" W	82.73'
L8	S 49°25'48" W	13.94'
L9	S 49°25'48" W	17.73'
L10	S 28°36'36" W	78.72'
L11	N 61°03'20" W	16.67'

Id	Delta	Radius	Arc Length	Chord	Ch Bear
C1	00°15'26"	1042.00'	4.68'	4.68'	S 60°55'37" E
C2	02°32'43"	1042.00'	46.29'	46.29'	N 59°31'32" W

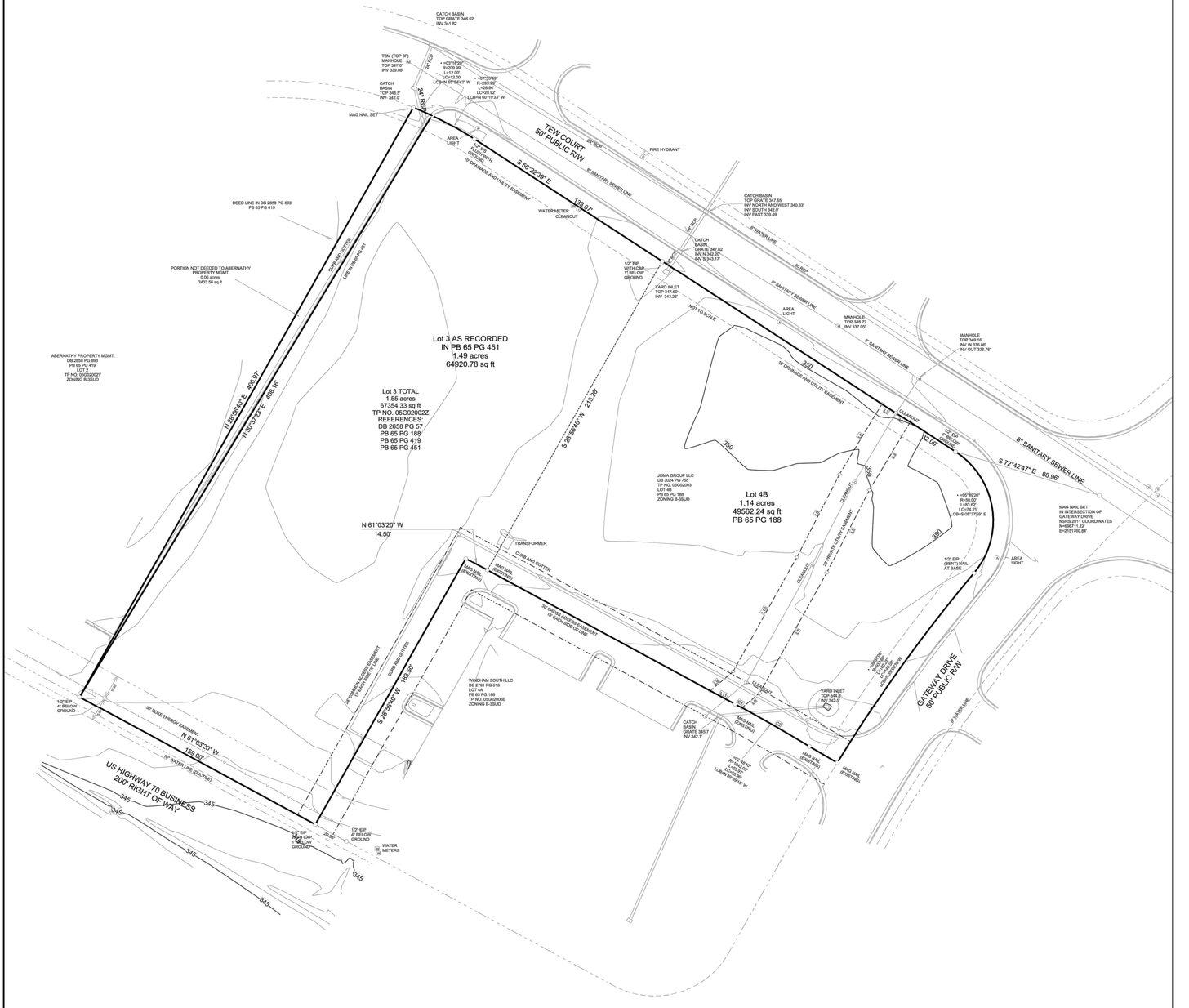
LEGEND
EIP.....EXISTING IRON PIPE
IPF.....IRON PIPE FOUND
EIS.....EXISTING IRON STAKE
ISS.....IRON STAKE SET
CM.....CONCRETE MON.
PK.....PARKER-KALON NAIL
ECM.....EXISTING CONC MONUMENT
CMS.....CONCRETE MONUMENT SET
FH.....FIRE HYDRANT
.....SEWER CLEAN-OUT
.....WATER METER BOX
.....CABLE BOX
.....TRANSFORMER
.....LIGHT POLE
SSMH.....SANITARY SEWER MANHOLE
N/F.....NOW OR FORMERLY
P.O.B.....POINT OF BEGINNING
.....CONTROLLED POINT
.....GEODECTIC MONUMENT
RCP...REINFORCED CONCRETE PIPE
.....PARCEL BOUNDARY
.....RIGHT OF WAY
.....SETBACK
.....TREE LINE
.....FEATURE
.....EASEMENT (E WATER COURSE)
.....HOT SUSPENDED
.....POWER LINE
AREA BY COORDINATE METHOD
TITLE BY LANDLAW
PROPERTY SUBJECT TO EASEMENT OF RECORD

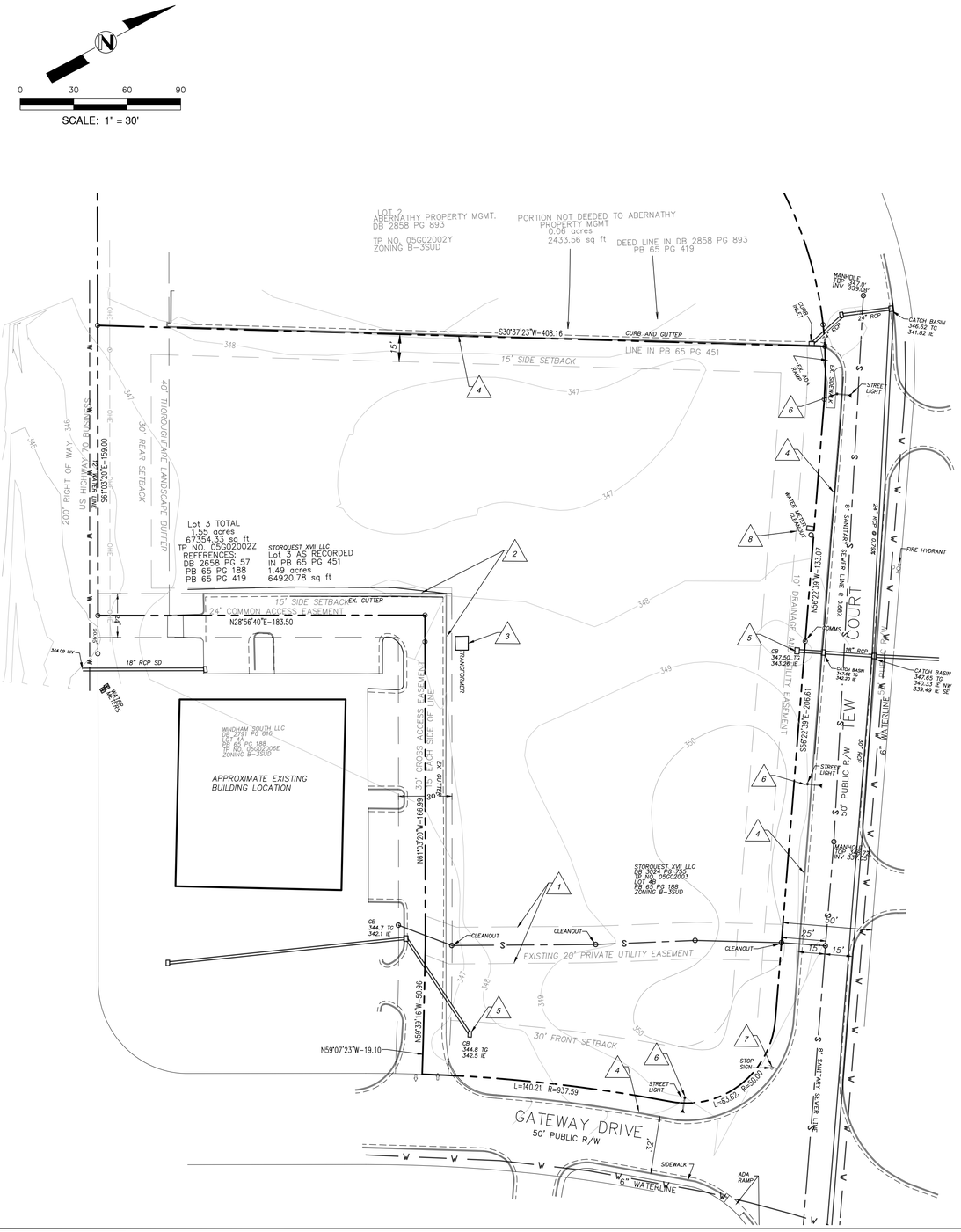
I ALBERT J. GILBERT CERTIFY THAT THIS MAP WAS DRAWN UNDER MY SUPERVISION FROM AN ACTUAL SURVEY MADE UNDER MY SUPERVISION (DEED DESCRIPTION RECORDED IN BOOK 2858, PAGE 857 OR OTHER REFERENCE NOT SURVEYED ARE PLOTTED FROM INFORMATION NOT SURVEYED ARE INDICATED AS DRAWN FROM INFORMATION IN BOOK ____ PAGE ____ OR OTHER REFERENCE NOT SURVEYED); THAT THE ERROR OF CLOSURE AS CALCULATED BY COORDINATES IS 1:67123; ANGLE ERROR 5.0" 27"; AND THIS MAP MEETS THE REQUIREMENTS OF THE STANDARDS OF PRACTICE FOR LAND SURVEYING IN NORTH CAROLINA (21 NCAC 56, 1600) THIS 15TH DAY OF APRIL, 2021

PROFESSIONAL LAND SURVEYOR

AS FOR TIE
DATE: 09/08/2021
TYPE OF GPS: RTN (GPS)
DATUM/ EPOCH: NAD 83 NSRS 2011
COMBINED GRID FACTOR: 0.99
GEOID MODEL: GEOID18
PUBLISH FIXED MODEL: (YRS)
COMBINED FACTOR: 0.9999999964
US SURVEY FOOT

PRELIMINARY PLAT: NOT FOR RECORDATION, SALES OR CONVEYANCES


CATCH BASIN
TOP GRATE 346.62'
INV 341.83
TBM (TOP SF)
MANHOLE
TOP 347.0'
INV 339.08'
CATCH
BASIN
TOP 348.5'
INV 342.0'
MAG NAIL SET
TEW COURT
50' PUBLIC R/W
S 66°22'39" E
193.02'
FIRE HYDRANT
8" SANITARY SEWER LINE
CATCH BASIN
TOP GRATE 347.65
INV NORTH AND WEST 340.33'
INV SOUTH 340.0'
INV EAST 339.49'
8" WATER LINE
CATCH
BASIN
GRATE 347.62
INV N 342.27'
INV N 343.17'
DEED LINE IN DB 2858 PG 893
PB 65 PG 419
WATER METER
CLEANOUT
1/2" EIP
WITH CAP
1' BELOW
GROUND
CMD INLET
TOP 347.60'
INV 343.26'
PORTION NOT DEEDED TO ABERNATHY
PROPERTY MGMT
0.08 acres
2433.06 sq ft
CONCRETE
GAS PIPES (PVC)
AREA
LIGHT
MANHOLE
TOP 343.78
INV 337.05'
MANHOLE
TOP 350.76'
INV IN 336.86'
INV OUT 336.76'
NOT TO SCALE
10' DRAINAGE AND UTILITY EASEMENT
ABERNATHY PROPERTY MGMT.
DB 2858 PG 893
PB 65 PG 419
PIN 1703
TP NO. 05G0200XV
ZONING B-3SUD
Lot 3 AS RECORDED
IN PB 65 PG 451
1.49 acres
64920.78 sq ft
Lot 3 TOTAL
1.55 acres
67354.33 sq ft
TP NO. 05G0200ZZ
REFERENCES:
DB 2858 PG 57
PB 65 PG 188
PB 65 PG 419
PB 65 PG 451
S 28°36'36" W 469.18'
N 28°37'07" E 468.18'
S 28°36'36" W 213.26'
CLEANOUT
12.06'
8" SANITARY SEWER LINE
S 72°42'47" E 88.96'
JOMA GROUP LLC
DB 3034 PG 755
LOT 4B 05G0200S5
PB 65 PG 188
PB 65 PG 188
ZONING B-3SUD
Lot 4B
1.14 acres
49562.24 sq ft
PB 65 PG 188
+100'49"W
R=50.00'
L=83.63'
LC=74.27'
LC=N 68°36'27"W
MAG NAIL SET
IN INTERSECTION OF
GATEWAY DRIVE
AND TEW COURT COORDINATES
N=695711.12
E=2151760.84'
N 61°03'20" W
14.50'
TRANSFORMER
CURB AND GUTTER
MAG NAIL
SPIKE AND WASHER
30' DUKE ENERGY EASEMENT
DB 2858 PG 57
50' DRAINAGE EASEMENT
DB 2858 PG 57
CURB AND GUTTER
STORM
STORM
1/2" EIP
BENT NAIL
AT BASE
AREA
LIGHT
STORM
STORM
STORM



GRADING LEGEND PROPOSED

- SETBACK LINE
- CURB AND GUTTER
- SIDEWALK
- EASEMENT
- ROW

AREAS LEGEND

- CONCRETE PAVEMENT
- AC PAVEMENT
- STORMWATER BASIN

DEMOLITION/PROTECT NOTES:

1. EXISTING SEWER LATERAL WITHIN EASEMENT TO BE PROTECTED
2. EXISTING GUTTER TO BE PROTECTED DURING CONSTRUCTION OF NEW CURB
3. EXISTING TRANSFORMER TO BE PROTECTED, MARK OUT ALL UTILTIES PRIOR TO CONSTRUCTION
4. PROTECT EXISTING CURB AND GUTTER TO REMAIN
5. PROTECT EXISTING STORMDRAIN STRUCTURES TO REMAIN
6. PROTECT PUBLIC STREET LIGHT TO REMAIN
7. PROTECT EXISTING STOP SIGN
8. PROTECT EXISTING UTILTIES TO REMAIN

CONTRACTOR IS TO MARK OUT ALL EXISTING UTILITIES ON SITE AND ADJACENT IN THE PUBLIC RIGHT OF WAY PRIOR TO COMENCEMENT OF WORK ON SITE AND OFF

ADJACENT PROPERTY OWNERS

NAME	PROPERTY ADDRESS	MAILING ADDRESS	CURRENT ZONING	PRESENT USE
WINDHAM SOUTH LLC	501 GATEWAY DR, STE 103, CLAYTON NC, 27520	501 GATEWAY DRIVE, CLAYTON NC, 27520	B-3 SPECIAL USE DISTRICT	CHIROPRACTOR AND OFFICES
GROWING CHILD ASSOCIATES LLC	500 GATEWAY DRIVE, CLAYTON NC 27520	1130 CAPITAL BLVD. WAKE FOREST NC, 27587	O-I	PEDIATRICIAN AND OFFICES
MCNUTT FAMILY HOLDINGS LLC	400 TEW COURT, CLAYTON NC, 27520	303 DEVONHALL LANE, CARY NC 27518	O-I	ORTHODONTIST AND DENTIST
GATEWAY DENTAL CENTER LLC	304 TEW COURT, CLAYTON NC, 27520	304 TEW COURT, CLAYTON NC, 27520	B-3 SPECIAL USE DISTRICT	DENTIST
ABERNATHY PROPERTY MANGEMENT	307 TEW COURT, CLAYTON NC, 27520	402 LAKE ROYALE, LOUISBERG NC 27549	B-3 SPECIAL USE DISTRICT	PRESCHOOL

TOPOGRAPHY SOURCE:

TOPOGRAPHY PROVIDED BY ALSEY J GILBERT PLS

300 S. MAIN STREET SUITE 212,
HOLLY SPRINGS NC, 27540
PH. (760) 791-2204
WILL@CAROLINALANDDESIGN.COM
FIRM# P-2390
CAROLINA LAND DESIGN
CIVIL ENGINEERING, PLANNING & CONSULTING

REVISIONS:

NO. DESCRIPTION

SHEET ISSUE RECORD

SITE PLAN DOCUMENTS

FOR:

CLAYTON PAWVILLE

TEW COURT AND
GATEWAY DRIVE
CLAYTON, NC, 274520

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 49931 WILLIAM HUYLER

SHEET TITLE:

DEMO PLAN

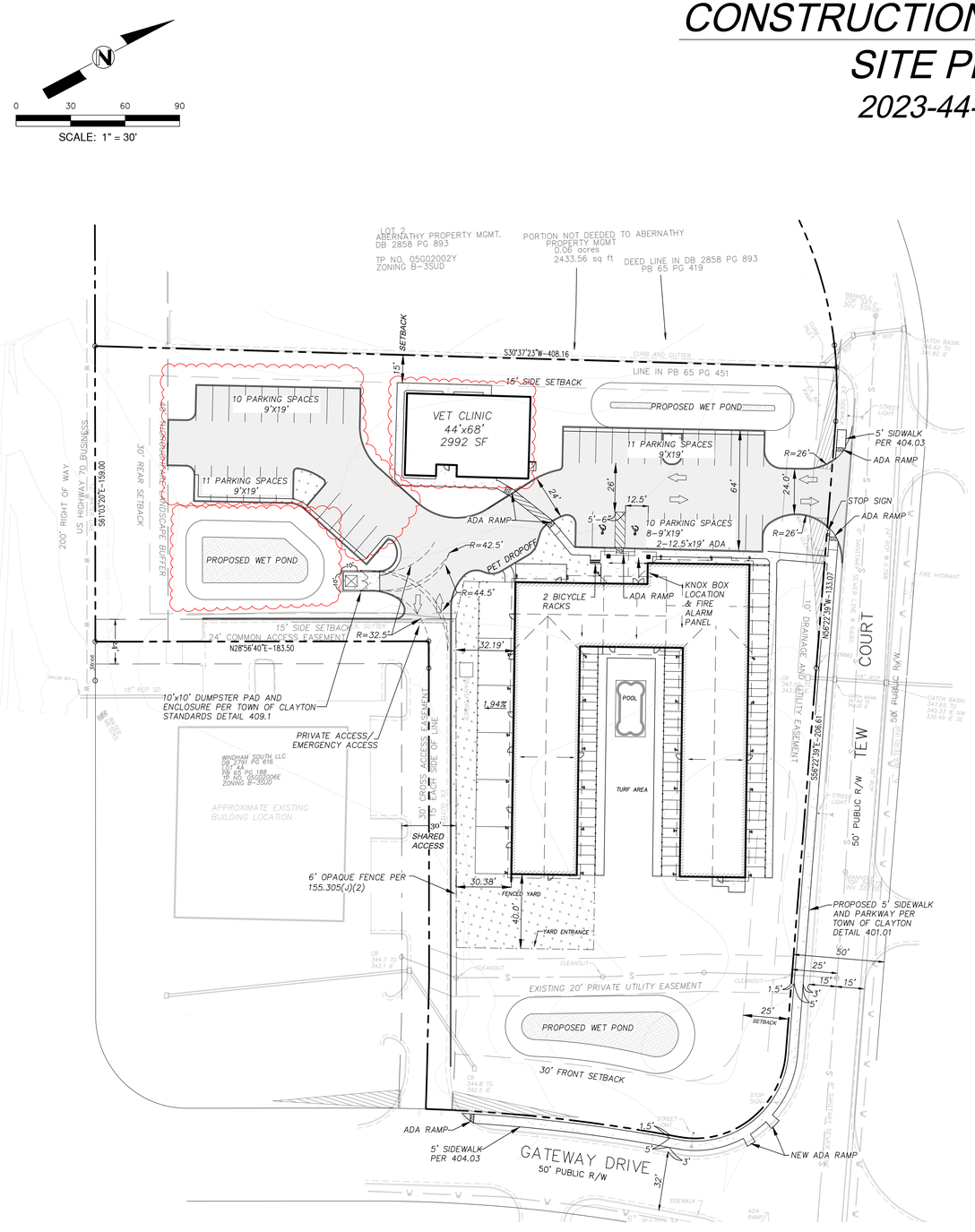
SHEET NUMBER:

C-301

CASE NUMBER 2021-168-SP

Aug 31, 2023 - 3:14pm C:\FLOREZ ENGINEERING DROPBOX\GRANT MYRICK\CLAYTON - PAWVILLE\CIVIL ENGINEERING\CONSTRUCTION DOCUMENTS\C-3-1 DEMO SHEET.DWG

CONSTRUCTION DRAWINGS
SITE PLAN
2023-44-CD



0 30 60 90

SCALE: 1" = 30'

GRADING LEGEND
PROPOSED

SETBACK LINE

CURB AND GUTTER

SIDEWALK

EASEMENT

ROW

AREAS LEGEND

CONCRETE PAVEMENT

AC PAVEMENT

STORMWATER BASIN

IMPERVIOUS AREA TABLE		
SITE AREA	EXISTING	PROPOSED
IMPERVIOUS AREA	1,183 SF	50,019 SF
PERVIOUS AREA	15,167/114,490 = 13.25%	64,471/114,490 SF = 56.31% OF SITE
NET DIFFERENCE	15,167/114,490 = 13.25% OF SITE	49,794/114,490 = 43.69% OF SITE

SITE DATA		
TAG NUMBER	05G02003	050G02002Z
NC PIN#	165909-16-5659	165909-16-2635
EXISTING ZONE	B-3 HIGHWAY BUSINESS	B-3 HIGHWAY BUSINESS
EXISTING USE	VACANT LOT	VACANT LOT
PROPOSED USE	PET KENNEL AND VET BUILDING	PET KENNEL AND VET BUILDING
PROPERTY LOCATION	TOWN LIMITS	TOWN LIMITS
PARCEL AREA	1.14 AC	1.49 AC
PROPERTY OWNER	STOREMASTER FUNDING XVII, LLC	STOREMASTER FUNDING XVII, LLC

SITE DATA	
KENNEL GROSS FLOOR AREA	13,984 SF
VET CLINIC GROSS FLOOR AREA	2,992 SF
FLOOR AREA RATIO	16,976/114,490 = 14.83%
BUILDING COVERAGE	16,976/114,490 = 14.83% OF SITE
PROJECT AREA	114,490 SF
IMPERVIOUS SURFACE AREA	50,019 43.69% OF TOTAL SITE
PERVIOUS SURFACE AREA	64,471 SF, 56.31% OF TOTAL SITE
BUILDING HEIGHT	25' AVG ROOF HEIGHT AT TOWER
REQUIRED PARKING VET CLINIC	1 SPACE PER 250 SF = 12 SPACES
KENNEL OFFICE, GROOMING, SALE	4,367.69 SF
KENNEL NUMBER OF EMPLOYEES	12
REQUIRED PARKING FOR KENNEL IS 1 SPACE PER 200 SF OF SALE, GROOMING OR OFFICE AREA	4367.69/200 = 22 + 12 EMPLOYEE SPACES = 34 SPACES
REQUIRED PARKING SPACES	46 SPACES
PROPOSED PARKING W/ 10% REDUCTION	46 X .9% = 42 SPACES
BICYCLE RACK	2 REQUIRED
REQUIRED HANDICAP PARKING	1 PER 25 SPACES = 2
PROPOSED HANDICAP PARKING	2 PROPOSED
UNLOADING SPACES	2 PROPOSED
ELECTRIC PROVIDER	DUKE ENERGY
WATER PROVIDER	TOWN OF CLAYTON
SEWER PROVIDER	TOWN OF CLAYTON
WATER METERS	1-2" WATER METER PER TOC 519.03

ADJACENT PROPERTY OWNERS				
NAME	PROPERTY ADDRESS	MAILING ADDRESS	CURRENT ZONING	PRESENT USE
WINDHAM SOUTH LLC	501 GATEWAY DR, STE 103, CLAYTON NC, 27520	501 GATEWAY DRIVE, CLAYTON NC, 27520	B-3 SPECIAL USE DISTRICT	CHIROPRACTOR AND OFFICES
GROWING CHILD ASSOCIATES LLC	500 GATEWAY DRIVE, CLAYTON NC 27520	1130 CAPITAL BLVD. WAKE FOREST NC, 27587	O-I	PEDIATRICIAN AND OFFICES
MCNUTT FAMILY HOLDINGS LLC	400 TEW COURT, CLAYTON NC, 27520	303 DEVONHALL LANE, CARY NC 27518	O-I	ORTHODONTIST AND DENTIST
GATEWAY DENTAL CENTER LLC	304 TEW COURT, CLAYTON NC, 27520	304 TEW COURT, CLAYTON NC, 27520	B-3 SPECIAL USE DISTRICT	DENTIST
ABERNATHY PROPERTY MANGEMENT	307 TEW COURT, CLAYTON NC, 27520	402 LAKE ROYALE, LOUISBERG NC 27549	B-3 SPECIAL USE DISTRICT	PRESCHOOL

NOTE: AN APPROVED SPECIAL USE PERMIT HAS BEEN APPROVED BY THE TOWN OF CLAYTON ALONG WITH THE SITE PLAN.

TOPOGRAPHY SOURCE:

TOPOGRAPHY PROVIDED BY ALSEY J GILBERT PLS

300 S. MAIN STREET SUITE 212,
HOLLY SPRINGS NC, 27540
PH. (760) 791-2204
WILL@CAROLINALANDDESIGN.COM
FIRM# P-2390
CAROLINA LAND DESIGN
CIVIL ENGINEERING, PLANNING & CONSULTING

REVISIONS:

NO. DESCRIPTION

SHEET ISSUE RECORD

SITE PLAN DOCUMENTS

FOR:

CLAYTON PAWVILLE

TEW COURT AND
GATEWAY DRIVE
CLAYTON, NC, 274520

NORTH CAROLINA PROFESSIONAL SEAL 49931 ENGINEER WILLIAM HUYLER

SHEET TITLE:

SITE PLAN

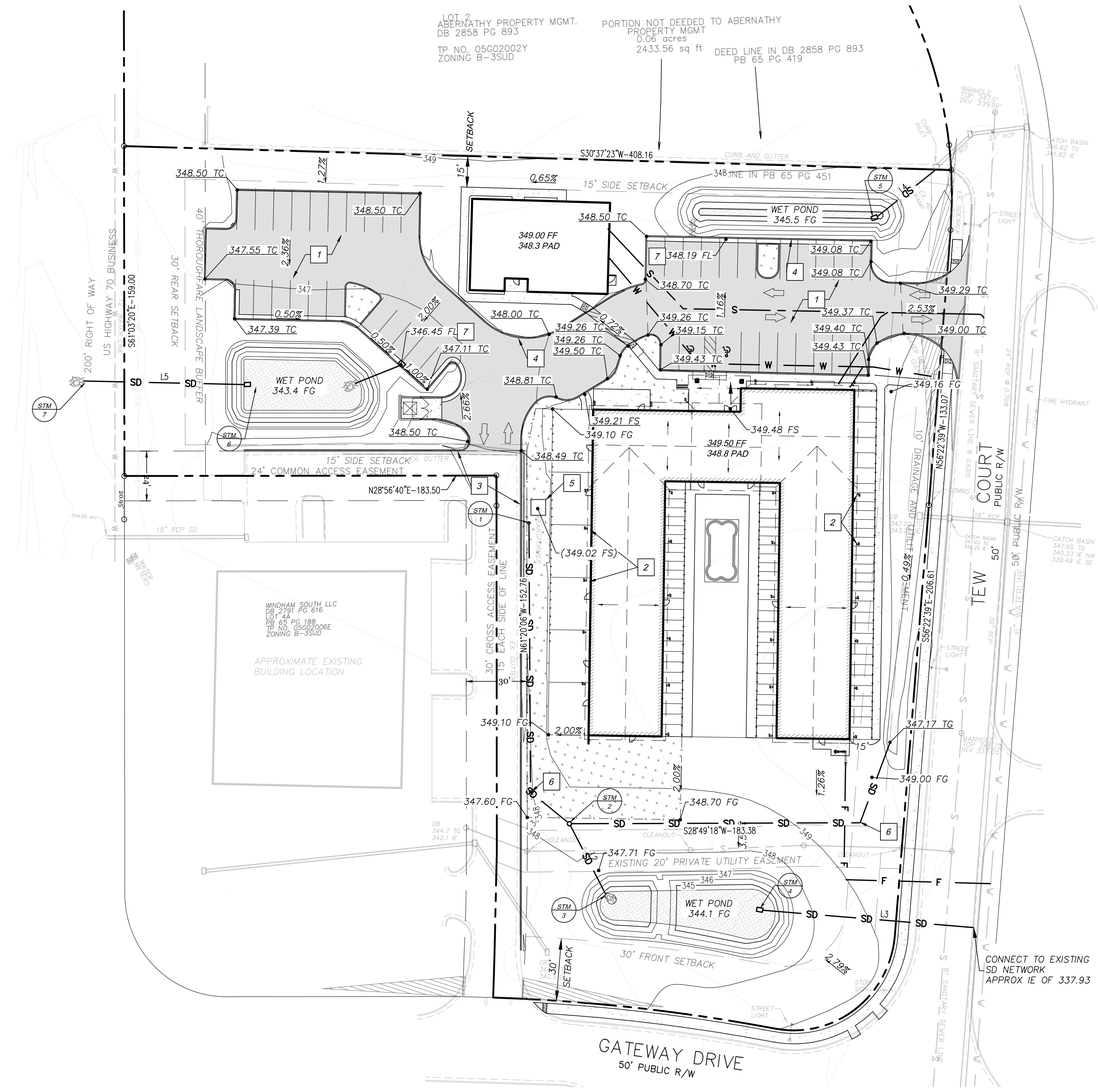
SHEET NUMBER:

C-400

CASE NUMBER 2021-168-SP

Nov 16, 2023 - 12:02pm C:\DROPBOX (PERSONAL)\PROJECTS\CLAYTON - PAWVILLE\CIVIL ENGINEERING\CONSTRUCTION DOCUMENTS\C-4 SITE PLAN.DWG

CONSTRUCTON DRAWINGS



WET DETENTION BASIN CROSS-SECTION

FOR SOUTHEAST SCM

EXISTING

348

GRADING LEGEND

PROPOSED

- SETBACK LINE
- CURB AND GUTTER
- SIDEWALK
- CONTOURS — 348
- STORM SEWER — SD
- CURB INLET
- SPOT ELEVATIONS — 348.15 FS
- EASEMENTS
- R.O.W.

0 30 60 90

SCALE: 1" = 30'

AREAS LEGEND

- CONCRETE PAVEMENT SIDEWALKS – 4" PCC, 2" SAND TRASH ENCLOSURE PER STRUCT — d
- ASPHALT PAVEMENT 3"ASPHALT OVER 6" BASE
- STORMWATER BASIN

CONSTRUCTION NOTES:

1. AC PAVEMENT IN PARKING AND DRIVE AISLES SHALL HAVE 3" OF ASPHALT OVER 6" OF AGGREGATE BASE
2. TITELINE THE ROOF DOWNSPOUTS INTO STORMDRAIN (TYPICAL)
3. ADD CURB PER TOWN OF CLAYTON STANDARDS TO EXISTING GUTTER
4. 6" CURB AND GUTTER PER TOC 402.01
5. VERIFY DEPTH OF ELECTRICAL CONDUITS PRIOR TO EXCAVATION AND INSTALLATION OF STORMDRAIN PIPE
6. STORMDRAIN CLEANOUT
7. 1' CURB CUT, INSTALL RIPRAP TO BOTTOM OF BASIN

TOPOGRAPHY SOURCE:

TOPOGRAPHY PROVIDED BY ALSEY J GILBERT PLS

300 S. MAIN STREET SUITE 212,
HOLLY SPRINGS NC, 27540
PH. (760) 791-2204
WILL@CAROLINALANDDESIGN.COM
FIRM# P-2390

CAROLINA LAND DESIGN
CIVIL ENGINEERING · PLANNING & CONSULTING

REVISIONS:

DIGALERT 811

PAWVILLE

NO. DESCRIPTION

SHEET ISSUE RECORD

SITE PLAN DOCUMENTS

FOR:

CLAYTON PAWVILLE

TEW COURT AND
GATEWAY DRIVE
CLAYTON, NC, 274520

NORTH CAROLINA PROFESSIONAL SEAL 49931 ENGINEER WILLIAM HUYLER

SHEET TITLE:

GRADING AND DRAINAGE PLAN

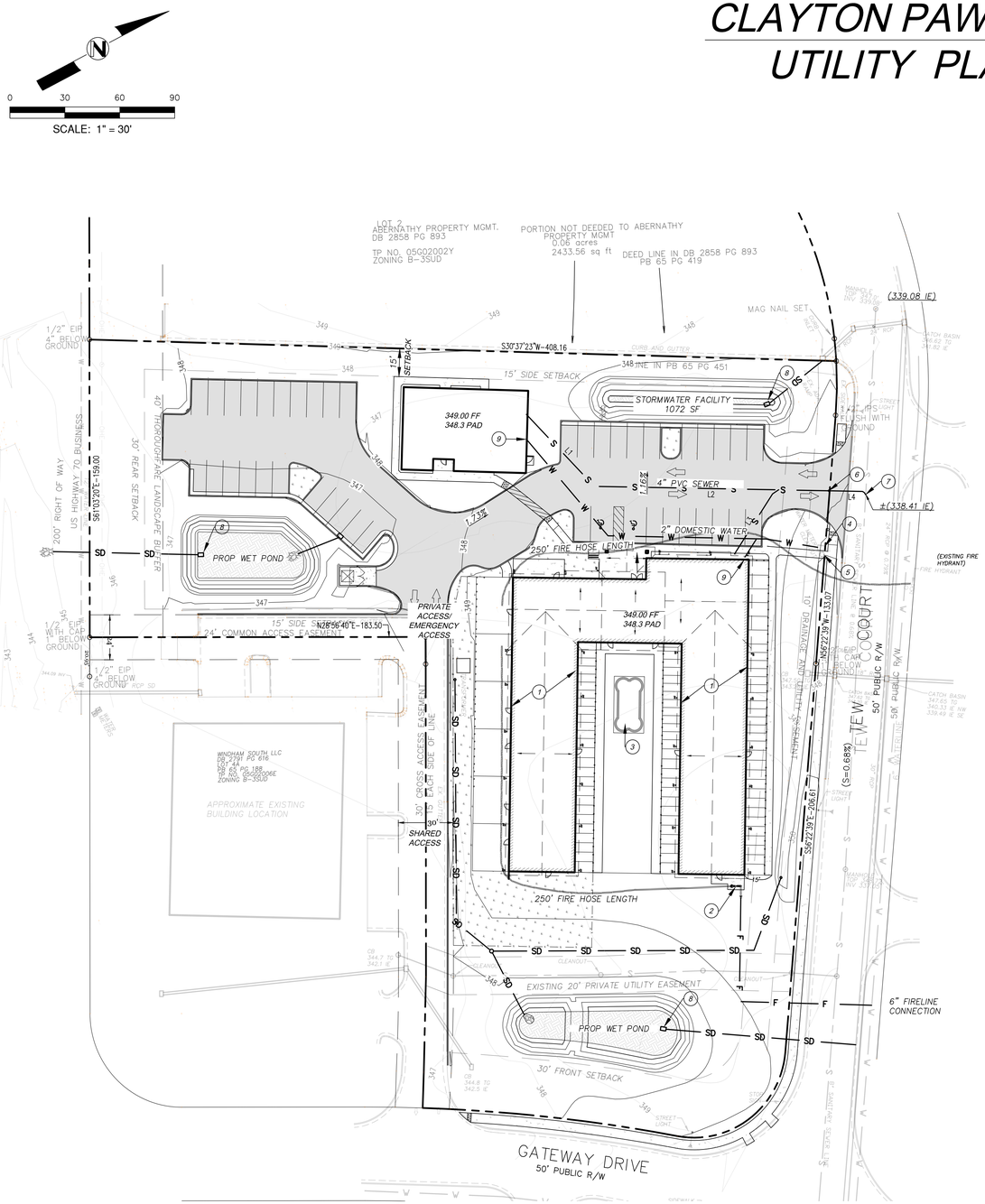
SHEET NUMBER:

C-500

CASE NUMBER 2021-168-SP

Nov 16, 2023 - 10:03am C:\DROPBOX (PERSONAL)\PROJECTS\CLAYTON - PAWVILLE\CIVIL ENGINEERING\CONSTRUCTION DOCUMENTS\C-5 GRADING AND DRAINAGE.DWG

CLAYTON PAWVILLE
UTILITY PLAN



LEGEND

EXISTING

348

SD

S

W

PROPOSED

SETBACK LINE	
CURB AND GUTTER	
SIDEWALK	
EASEMENTS	
ROW	
CONTOURS	348
STORM SEWER	SD
SEWER LINE	S
WATER LINE	W
CURB INLET	
SPOT ELEVATIONS	348.15 FS

AREAS LEGEND

CONCRETE PAVEMENT
SIDEWALKS – 4" PCC, 2" SAND
TRASH ENCLOSURE PER STRUCT

ASPHALT PAVEMENT
3"ASPHALT OVER 6" BASE

STORMWATER BASIN

SANITARY PIPE SCHEDULE					
Line #	Length	SLOPE	IE IN	IE OUT	MATERIAL
L1	53.408	2%	343.00	342.20	PVC
L2	127.877	2%	342.20	339.64	PVC
L3	38.246	8.68%	343.50	340.18	PVC
L4	18.055	6.81%	339.64	(338.41)	PVC

UTILITY NOTES:

1. STORMWATER FROM BUILDING ROOF, KENNELS AND OUTSIDE REC AREAS TO BE TREATED BY STORMWATER BASIN
2. 6" RPZDA PER TOWN OF CLAYTON 519.08
3. POOL DRAINAGE TO DRAIN TO STORMDRAIN SYSTEM
4. 2" DOMESTIC WATER CONNECTION TO EXISTING METER THAT SHALL BE PER TOC 519.03, REDUCED PRESSURE ZONE BACKFLOW ASSEMBLY PER TOC 519.07
5. EXISTING SEWER TO BE ABANDONED AT MAIN
6. TRAFFIC RATED SEWER CLEANOUT PER 533.01
7. 4" SEWER CONNECTION PER DETAIL 533.01 SEE DETAIL 531.01 FOR PIPE LAYING CONDITIONS
8. 12" x 12" PRECAST RISER
9. WATERLINE CONNECTION TO BUILDING SEE BUILDING PERMIT

UTILITY NOTE:

ALL TOWN OF CLAYTON UTILITY CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH TOWN OF CLAYTON STANDARD SPECIFICATIONS AND DETAILS IN EFFECT AT TIME OF UTILITY PERMITTING.

TOPOGRAPHY SOURCE:

TOPOGRAPHY PROVIDED BY ALSEY J GILBERT PLS

TOWN OF CLAYTON ENGINEERING DEPARTMENT APPROVAL

300 S. MAIN STREET SUITE 212,
HOLLY SPRINGS NC, 27540
PH. (760) 791-2204
WILL@CAROLINALANDDESIGN.COM
FIRM# P-2390
CAROLINA LAND DESIGN
CIVIL ENGINEERING, PLANNING & CONSULTING

REVISIONS:

NO. DESCRIPTION

SHEET ISSUE RECORD

SITE PLAN DOCUMENTS
FOR:
CLAYTON PAWVILLE
TEW COURT AND
GATEWAY DRIVE
CLAYTON, NC, 274520

NORTH CAROLINA PROFESSIONAL SEAL 49931 ENGINEER WILLIAM HUYLER

SHEET TITLE:
UTILITY PLAN

SHEET NUMBER:
C-600

CASE NUMBER 2021-168-SP

Nov 16, 2023 – 10:54am C:\DROPBOX (PERSONAL)\PROJECTS\CLAYTON – PAWVILLE\CIVIL ENGINEERING\CONSTRUCTION DOCUMENTS\C-6 UTILITY PLANS.DWG

LANDSCAPE SUMMARY

SITE DATA

PROPOSED USE:	Pet Kennel and Vet Building
TOTAL LOT ACREAGE:	116,740.8 SF / 2.68 ACRES
ZONING DISTRICT:	B-3 SUD

LANDSCAPE DATA

% OF SITE LANDSCAPED:
% REQ. = 20% (20% x 116,740.8 sf)

20% LANDSCAPED AREA:	23,348.16 SF
CANOPY TREE REQ. 1/1000 AND PROVIDED	24
UNDERSTORY TREE REQ. 1/1000 AND PROVIDED	24
SHRUBS REQ. 2/1000 AND PROVIDED	48

LANDSCAPE BUFFER DATA:

N PL Type A 10' Buffer		345 LF (less driveways)
2 canopy trees req./100ft 2 understory trees req./100ft 12 shrubs req./100ft	8 canopy trees req./prov. 8 understory trees req./prov. 48 shrubs req./prov.	
NW PL	No Buffer Required	408.16 LF
S PL (upper section) along US 70 – Thoroughfare Streetyard – see below*		
S PL (lower section)	No Buffer Required	262 LF
SE PL (upper section)	No Buffer Required	195 LF
SE PL (lower section Gateway Dr.)	Type A 20' Buffer	168 LF
1 canopy trees req./100ft 2 understory trees req./100ft 8 shrubs req./100ft	2 canopy trees req./prov. 4 understory trees req./prov. 16 shrubs req./prov.	

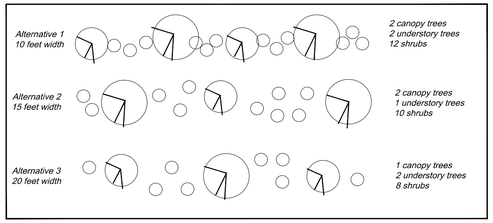
STREETYARD DATA:

Street Trees:	Tew Court ROW	345 LF	1 tree/40 lf = 9 street trees
Street Trees:	Gateway Dr. ROW	168 LF	1 tree/40 lf = 5 street trees

*THOROUGHFARE US 70 STREETYARD DATA: 5850 SF

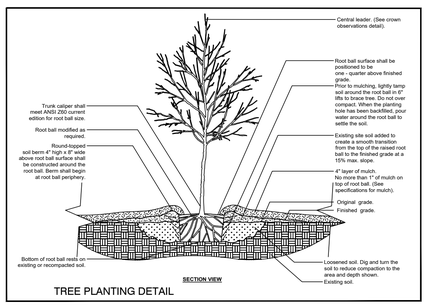
1 tree per 1000 sf/streetyard	6 trees req./prov.
5 shrubs per 1000 sf/streetyard	30 shrubs req./prov.

CLASS A LANDSCAPE BUFFER PER 100 LINEAR FEET

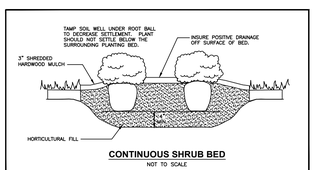


General Maintenance Requirements.

1. *Plant Establishment. All newly planted trees and shrubs shall receive water at a minimum rate of one inch per week from a combination of natural rainfall and irrigation between June 1 and October 1 for a minimum of one year after planting. Landscape Maintenance Schedule. To assure healthy plant growth, the property owner shall provide services necessary to maintain and enhance the grounds. This should include weeding edging, watering, removal or dead/unattractive plant materials, and general clean-up of the grounds.*
2. *All landscaped areas shall be maintained in an attractive and healthy condition. Dead or diseased plantings shall be removed and replaced in a timely fashion.*
3. *Identify and list any existing plant material which will be used to satisfy landscape requirements.*



TREE PLANTING DETAIL



CONTINUOUS SHRUB BED
NOT TO SCALE

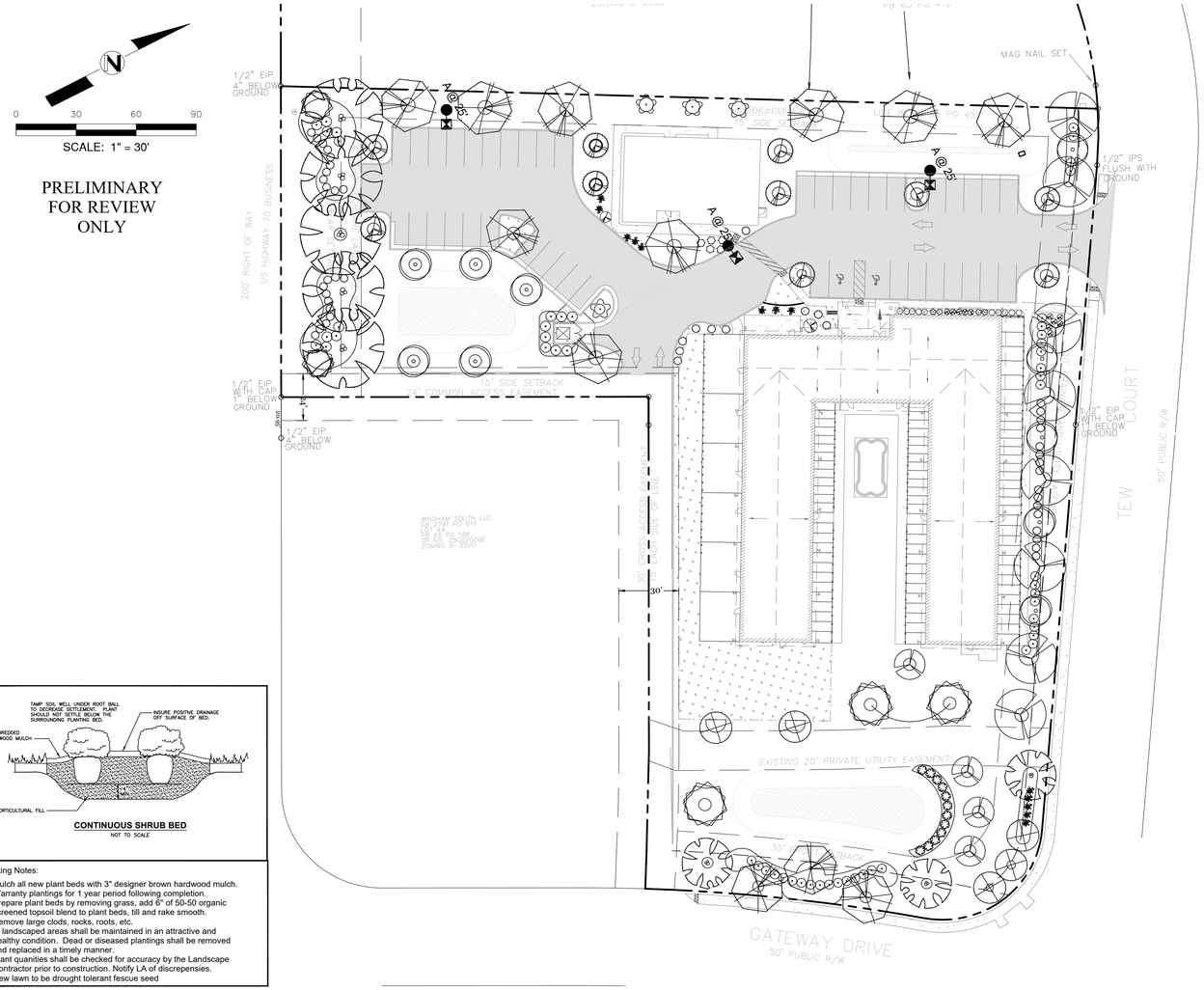
Planting Notes:

1. Mulch all new plant beds with 3" designer brown hardwood mulch.
2. Warranty plantings for 1 year period following completion.
3. Prepare plant beds by removing grass, add 6" of 50-50 organic screened topsoil blend to plant beds, till and rake smooth. Remove large clods, rocks, roots, etc.
4. All landscaped areas shall be maintained in an attractive and healthy condition. Dead or diseased plantings shall be removed and replaced in a timely manner.
5. Plant quanities shall be checked for accuracy by the Landscape Contractor prior to construction. Notify LA of discrepensies.
6. New lawn to be drought tolerant fescue seed

LAWN PREPARATION AND SODDING NOTES:
A. Before fertilizing and seeding, the topsoil surfaces shall be trimmed and worked to true line from unsightly variation, bumps, ridges and depressions and all detrimental material, roots and stones larger than 3-inches in any diameter shall be removed from the soil.
B. Not earlier than 24 hours before sod is to be laid, the soil surface to be sodded shall be thoroughly cultivated to a depth of not less than 4-inches with a weighted disc, tiller, pulvimixer or other equipment, until the surface is smooth and in an acceptabe condition.
C. If the prepared surface becomes eroded as a result of rain or for any other reason, or becomes crusted before the seed is sown, the surface shall again be placed in a condition suitable for sodding.
D. Ground preparation operations shall be performed only when the ground is in a tillable and workable condition.
E. All sodded areas shall be uniformly rolled in a continuous pattern immediately after sodding.
F. The Contractor shall be responsible for maintaining the proper moisture content of the soil to insure adequate plant growth until a satisfactory stand is obtained. If necessary, watering shall be performed to maintain adequate water content in the soil.
G. Sod type: Drought tolerant fescue seed. Apply fertilizer, etc. according to sod grower's recommendations.

Planting Schedule

	Code Name	Quantity	Common Name	Scientific Name	Planting Size
Canopy tree	Acsam	8	Sugar maple	Acer saccharum	2 1/2"-Cal / 8' min ht
	Acgi	10	Trident maple	Acer buergerianum	2 1/2"-Cal / 8' min ht
	Cabf	10	Upright Hornbeam	Carpinus betulis 'Fastigiata'	2 1/2"-Cal / 8' min ht
	Ulpa	12	Lacebark Chinese elm	Ulmus parvifolia – Lacebark	2 1/2"-Cal / 8' min ht
Understory tree	Ceca	2	Forest Pansy redbud	Cercis canadensis 'Forest Pansy'	2"-Cal / 6' ht. min.
	Lain	11	Tuscarora Crape myrtle	Lagerstroemia indica 'Tuscarora'	2"-Cal / 6' ht. min.
	LGM	5	Little Gem Magnolia	Magnolia grandiflora "Little Gem"	2"-Cal / 6' ht. min.
	NSH	6	Robins Red Holly	Ilex x 'Conin'	2"-Cal / 6' ht. min.
	PrceN	5	Newport plum	Prunus cerasifera 'Newport'	2"-Cal / 6' ht. min.
Shrubs	AGR	10	Radiance dwarf abelia	Abelia grandiflora 'Radiance'	15-18" spd.
	DJC	20	Dwarf Japanese Cedar	Cryptomeria japonica 'Globosa Nana'	24" ht.
	Ilco	10	Carissa Holly	Ilex cornuta 'Carissa'	15-18" spd.
	IlcoD	54	Dwarf Burford holly	Ilex cornuta 'Dwarf Burford'	24" ht. min.
	Jupr	28	Old Gold Juniper	Juniperus x 'Old Gold'	15-18" spd.
	Lija	12	East Bay Ligustrum	Ligustrum japonicum 'East Bay'	24" ht.
	LLH	13	Annabelle Smooth Hydrangea	Hydrangea arborescens 'Annabelle'	18-20" spd.
	NPH	2	Needle point holly	Ilex cornuta 'Needle Point'	3.5-4 ft. ht.
	PMG	4	Pink Muhly Grass	Muhlenbergia capillaris	3-Gal
	Vija	18	Sugar Cookie Sweet Viburnum	Viburnum odoratissimum 'COMPACT01'	24" ht.



300 S. MAIN STREET SUITE 212,
HOLLY SPRINGS NC, 27540
PH. (760) 791-2204
WILL@CAROLINALANDDESIGN.COM
FIRM# P-2390
CAROLINA LAND DESIGN
CIVIL ENGINEERING * PLANNING & CONSULTING

REVISIONS:

NO.	DESCRIPTION

SHEET ISSUE RECORD

SITE PLAN DOCUMENTS

FOR:

CLAYTON PAWVILLE

TEW COURT AND
GATEWAY DRIVE
CLAYTON, NC, 274520

NORTH CAROLINA PROFESSIONAL SEAL 49931 ENGINEER WILLIAM HUYLER

SHEET TITLE:

SITE LANDSCAPE PLAN

SHEET NUMBER:

C-700

CASE NUMBER 2021-168-SP

Outdoor Lighting

Shoebox LED

The energy-efficient Shoebox LED combines a decorative, contemporary style with versatility and ample lighting effect that is perfect for streets, parking lots, commercial buildings and residential communities. The Shoebox LED provides excellent color rendition along with a controlled light pattern that reduces glare and keeps the light directed only where you want it. Available in black, dark bronze, gray or white with one to four fixtures per pole.

LED *(Light Emitting Diode)*	150, 220, 420, 530 watts
Mounting heights	25', 30', 35'
Colors	Black Bronze Gray White
Poles	Fiberglass *(1 or 2 fixtures per pole)* Decorative tapered metal Decorative square metal

Note: 35' pole available in black or bronze only.

For additional information, visit us at **duke-energy.com/OutdoorLighting** or call us toll free at **866.769.6417**.

DUKE ENERGY. PROGRESS

BUILDING A SMARTER ENERGY FUTURE®

Outdoor Lighting

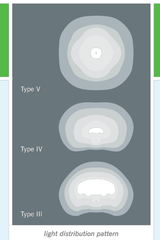
Shoebox LED

Light source: LED *(white)*

Replacement for:* LED Wattage 150 – 250-watt HPS and metal halide;
LED Wattage 205 – up to 400-watt metal halide;
LED Wattage 530 – 1,000-watt metal halide

Warm-up and restrike time: Instant on *(no warm-up or restrike time)*

Wattage	BUG Rating	Light Pattern	Lumens	Color Temp
LED 150	B5-U0-G3	IESNA Type V (circular)	19580	4,000K
LED 150	B3-U0-G4	IESNA Type IV (forward throw)	18459	
LED 150	B2-U0-G3	IESNA Type III (oval)	19006	
LED 220	B5-U0-G3	IESNA Type V *(circular)*	25870	
LED 220	B3-U0-G4	IESNA Type IV *(forward throw)*	24390	
LED 220	B2-U0-G4	IESNA Type III *(oval)*	25114	
LED 420	B5-U0-G5	IESNA Type V *(circular)*	48514	
LED 420	B3-U0-G5	IESNA Type IV *(forward throw)*	43765	
LED 530	B5-U0-G5	IESNA Type V *(circular)*	60296	
LED 530	B3-U0-G5	IESNA Type IV *(forward throw)*	54395	



light distribution pattern

** These are approximate replacement suggestions; actual conditions could be different.*

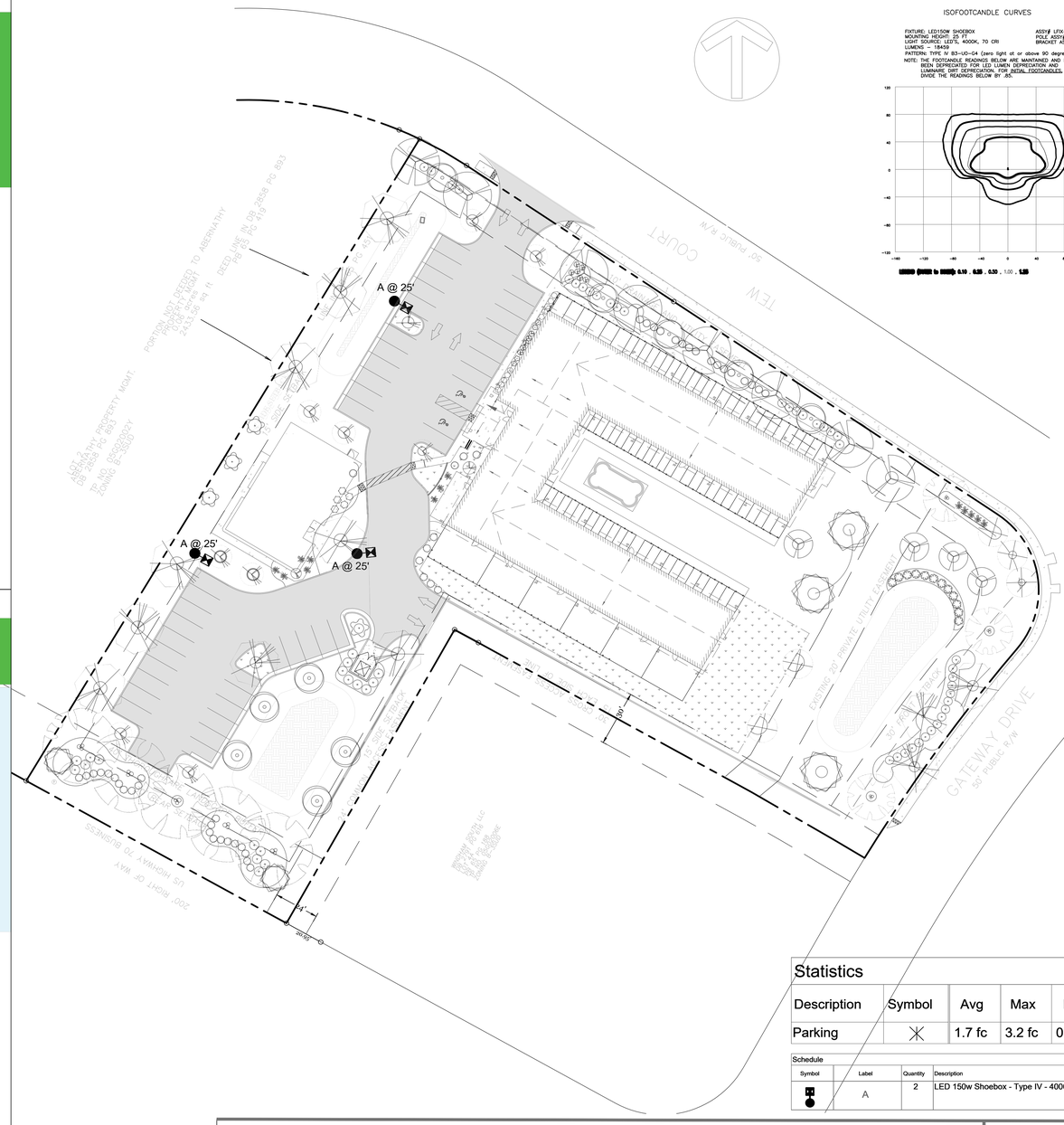
Poles available:

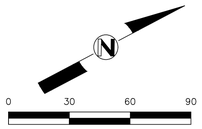
Name	*Mounting height*	*Color*
Round tapered decorative metal*	35'	Black Bronze
Decorative square metal*	25' and 30'	Black Gray Bronze White
Fiberglass	30'	Black *(1 or 2 fixtures per pole)* Gray *(1 or 2 fixtures per pole)*

Features	Benefits
Little or no installation cost	Frees up capital for other projects
Design services by lighting professionals included	Meets industry standards and lighting ordinances
Maintenance included	Eliminates high and unexpected repair bills
Electricity included	Less expensive than metered service
Warranty included	Worry-free
One low monthly cost on your electric bill	Convenience and savings for you
Turnkey operation	Provides hassle-free installation and service
Backed by over 40 years of experience	A name you can trust today ... and tomorrow

**2' raised foundation available when required on metal poles only.*

©2019 Duke Energy Corporation 193519 12/19


A @ 25'
A @ 25'
A @ 25'
TEW COURT
50' PUBLIC R/W
GATEWAY DRIVE
50' PUBLIC R/W
EXISTING 20' PRIVATE UTILITY EASEMENT
30' FRONT SETBACK
5' SIDE SETBACK
5' SIDE SETBACK
30' REAR SETBACK
PROPOSED 24' ASPHALT ROAD
PROPOSED 24' ASPHALT ROAD
PROPOSED 24' ASPHALT ROAD



SCALE: 1" = 30'

PHASE 1 EROSION AND SEDIMENT CONTROL SEQUENCE

1. SCHEDULE A PRECONSTRUCTION CONFERENCE WITH THE TOWN OF CLAYTON EROSION AND SEDIMENT CONTROL INSPECTOR.
2. POST REQUIRED DOCUMENTS NEAR THE PLANNED CONSTRUCTION EXIT, EASILY ACCESSIBLE TO THE GENERAL PUBLIC WITHOUT ENTERING THE SITE.
3. PRIOR TO ANY CLEARING OR INSTALLATION OF EROSION CONTROL DEVICES, THE CONTRACTOR SHALL STAKE/FLAG THE LIMIT OF DISTURBANCE (LOD). IF STAKING IS NOT POSSIBLE OR PRACTICAL, THE LOD MUST BE CONSPICUOUSLY AND PROMINENTLY MARKED TO DENOTE THE BOUNDARY. THE LOD MUST REMAIN CONSPICUOUSLY MARKED THROUGHOUT THE ENTIRE CONSTRUCTION PROJECT, AND NO DISTURBANCE IS TO TAKE PLACE BEYOND THE LOD.
4. INSTALL A GRAVEL CONSTRUCTION PAD AND CONCRETE WASHOUT AREA.
5. INSTALL SILT FENCE AROUND THE SITE AS SHOWN IN PHASE I. CLEAR ONLY THE MINIMUM NECESSARY TO INSTALL THE SILT FENCE.
6. CLEAR AND GRUB THE AREA FOR THE SEDIMENT CONTROL BASIN.
7. GRADE IN THE SEDIMENT CONTROL BASINS, INSTALL BAFFLES AND SKIMMER AS SHOWN ON THE PLANS.
8. GRADE IN DRAINAGE DITCHES AS SPECIFIED ON THE EROSION CONTROL PLANS FOR PHASE I, STABILIZE SIDE SLOPES, AND ALL SIDES OF EMBANKMENTS OF THE DRAINAGE DITCHES AND INSTALL TEMPORARY MATTING.
9. EMBANKMENTS OF THE DRAINAGE DITCHES, AND INSTALL TEMPORARY MATTING.
10. CONTACT THE SEDIMENT CONTROL INSPECTOR UPON COMPLETION OF THE INSTALLATION OF PERIMETER EROSION AND SEDIMENT CONTROLS BEFORE PROCEEDING WITH ANY OTHER EARTH DISTURBANCE OR GRADING.
11. UPON APPROVAL FROM THE SEDIMENT CONTROL INSPECTOR, BEGIN STRIPPING THE SITE (COMPLETE CLEARING AND GRUBBING TO THE EXTENT PRACTICAL TO MINIMIZE THE AMOUNT OF AREA DISTURBED AT ANY POINT IN TIME).

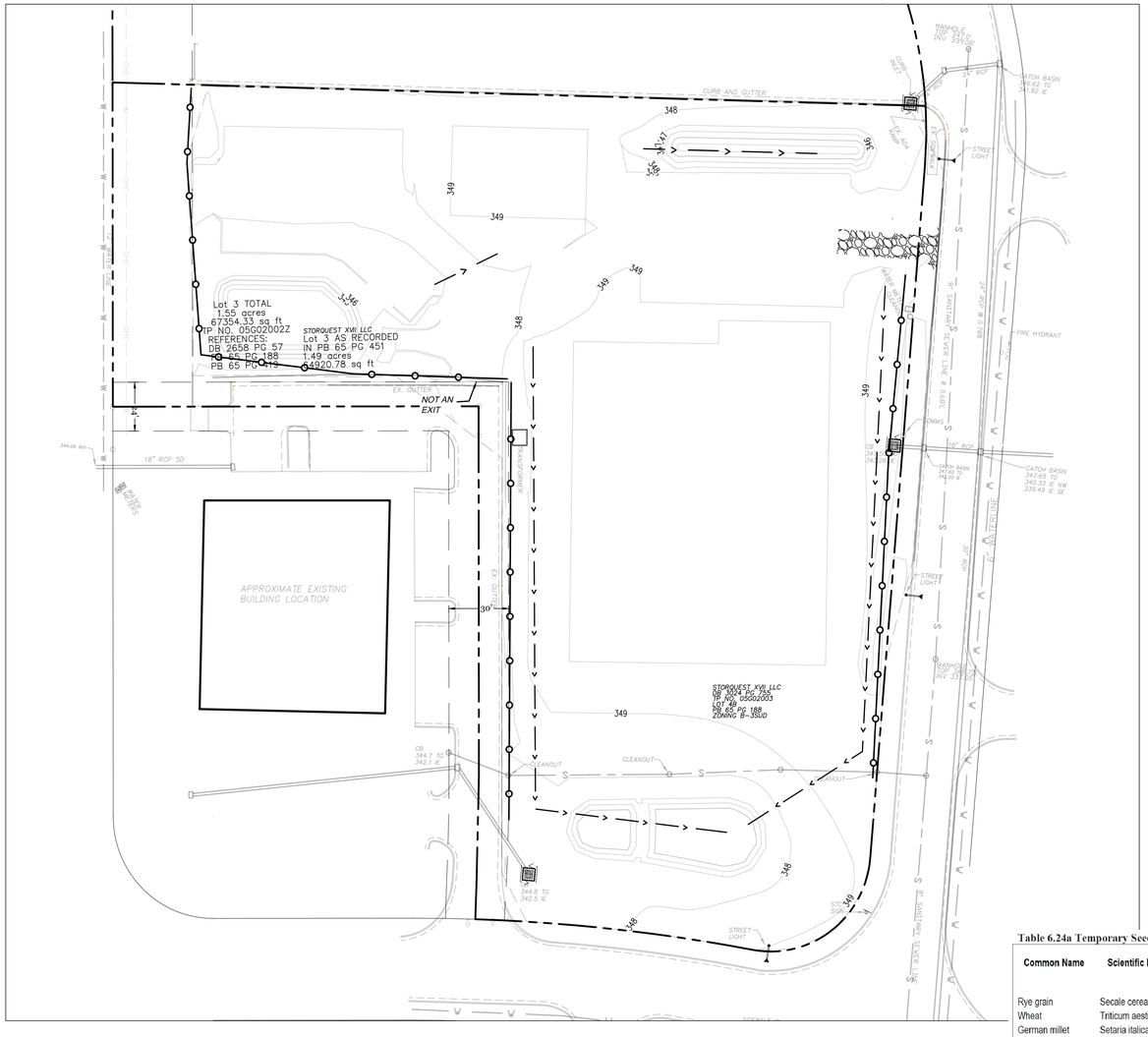


Table 6.24a Temporary Seeding Recommendations

Common Name	Scientific Name	Rate per Acre	Optimal Planting Dates		
			Mountains	*Piedmont*	*Coastal Plain*
Rye grain	Secale cereale	30 lbs	Aug. 15 - May 15	Aug. 15 - May 1	Aug. 15 - Apr. 15
Wheat	Triticum aestivum	30 lbs	Aug. 15 - May 15	Aug. 15 - May 1	Aug. 15 - Apr. 15
German millet	Setaria italica	10 lbs	May 15 - Aug. 15	May 1 - Aug. 15	Apr. 15 - Aug. 15
Browntop millet	Urochloa ramosa	10 lbs	May 15 - Aug. 15	May 1 - Aug. 15	Apr. 15 - Aug. 15

EROSION CONTROL LEGEND

- NATURAL CONTOUR
- FINISHED GRADE
- PROPERTY BOUNDARY
- BUILDING FOOTPRINT
- LIMITS OF GRADING
- STORMDRAIN
- SCM
- TEMPORARY BLOCK AND GRAVEL INLET PROTECTION
- SEDIMENT FENCE
- TEMPORARY DIVERSION
- TEMPORARY SEDIMENT TRAP
- CONSTRUCTION ENTRANCE

SUMMER SEEDING RECOMMENDATIONS

Seeding mixture

Species	Rate (lb/acre)
Rye (grain)	120
Annual lespedeza (Kobe in Piedmont and Coastal Plain, Korean in Mountains)	50

Omit annual lespedeza when duration of temporary cover is not to extend beyond June.

Seeding dates
Mountains—Above 2500 feet: Feb. 15 - May 15
Below 2500 feet: Feb. 1- May 1
Piedmont—Jan. 1 - May 1
Coastal Plain—Dec. 1 - Apr. 15

Soil amendments
Follow recommendations of soil tests or apply 2,000 lb/acre ground agricultural limestone and 750 lb/acre 10-10-10 fertilizer.

Mulch
Apply 4,000 lb/acre straw. Anchor straw by tacking with asphalt, netting, or a mulch anchoring tool. A disk with blades set nearly straight can be used as a mulch anchoring tool.

Maintenance
Refertilize if growth is not fully adequate. Reseed, refertilize and mulch immediately following erosion or other damage.

SUMMER SEEDING RECOMMENDATIONS

Seeding mixture

Species	Rate (lb/acre)
German millet	40

In the Piedmont and Mountains, a small-stemmed Sudangrass may be substituted at a rate of 50 lb/acre.

Seeding dates
Mountains—May 15 - Aug. 15
Piedmont—May 1 - Aug. 15
Coastal Plain—Apr. 15 - Aug. 15

Soil amendments
Follow recommendations of soil tests or apply 2,000 lb/acre ground agricultural limestone and 750 lb/acre 10-10-10 fertilizer.

Mulch
Apply 4,000 lb/acre straw. Anchor straw by tacking with asphalt, netting, or a mulch anchoring tool. A disk with blades set nearly straight can be used as a mulch anchoring tool.

Maintenance
Refertilize if growth is not fully adequate. Reseed, refertilize and mulch immediately following erosion or other damage.

FALL SEEDING RECOMMENDATIONS

Seeding mixture

Species	Rate (lb/acre)
Rye (grain)	120

Seeding dates
Mountains—Aug. 15 - Dec. 15
Coastal Plain and Piedmont—Aug. 15 - Dec. 30

Soil amendments
Follow soil tests or apply 2,000 lb/acre ground agricultural limestone and 1,000 lb/acre 10-10-10 fertilizer.

Mulch
Apply 4,000 lb/acre straw. Anchor straw by tacking with asphalt, netting, or a mulch anchoring tool. A disk with blades set nearly straight can be used as a mulch anchoring tool.

Maintenance
Repair and refertilize damaged areas immediately. Topdress with 50 lb/acre of nitrogen in March. If it is necessary to extent temporary cover beyond June 15, overseed with 50 lb/acre Kobe (Piedmont and Coastal Plain) or Korean (Mountains) lespedeza in late February or early March.

300 S. MAIN STREET SUITE 212,
HOLLY SPRINGS NC, 27540
PH. (760) 791-2204
WILL@CAROLINALANDDESIGN.COM
FIRM # P-2390
CAROLINA LAND DESIGN
CIVIL ENGINEERING · PLANNING & CONSULTING

REVISIONS:

NO.	DESCRIPTION

SHEET ISSUE RECORD

SITE PLAN DOCUMENTS

FOR:

CLAYTON PAWVILLE

TEW COURT AND
GATEWAY DRIVE
CLAYTON, NC, 274520

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 49931 WILLIAM HUYLER

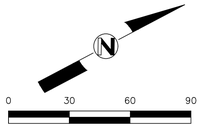
SHEET TITLE:

EROSOION CONTROL PHASE 1

SHEET NUMBER:

C-900

CASE NUMBER 2021-168-SP



SCALE: 1" = 30'

PHASE 2 EROSION AND SEDIMENT CONTROL SEQUENCE

1. CONTINUE CLEARING, GRUBBING, AND STRIPPING THE SITE. (PHASE CLEARING AND GRUBBING TO THE EXTENT PRACTICAL TO MINIMIZE THE AMOUNT OF AREA DISTURBED AT ANY POINT IN TIME)
2. FINALIZE GRADING FOR THE SITE. ADJUST TEMPORARY DIVERSION DIKES, CHANNELS AND OTHER BMP'S AS GRADES ARE ADJUSTED.
3. GRADE BUILDING PAD AREA . DURING PAD GRADING OPERATIONS SLOPE PAD SUCH THAT RUNOFF FROM PAD IS DIRECTED TOWARD SKIMMER BASIN AND DIVERSION DIKES/CHANNELS.
4. START CONSTRUCTION OF BUILDING SLAB, FOUNDATIONS, AND STRUCTURES.
5. TEMPORARILY STABILIZE, THROUGHOUT CONSTRUCTION IMMEDIATELY FOLLOWING THE COMPLETION OF THE MOST RECENT LAND DISTURBING/GRADING ACTIVITY, ANY DISTURBED AREAS, INCLUDING MATERIAL STOCKPILES THAT ARE SCHEDULED OR LIKELY TO REMAIN INACTIVE FOR 7 DAYS OR MORE.
6. IMMEDIATELY PERMANENTLY STABILIZE AREAS TO BE VEGETATED AS THEY ARE BROUGHT TO FINAL GRADE.
7. INSTALL UTILITIES, STORM SEWERS, CURBS AND GUTTERS. AS STORM DRAINS ARE BROUGHT TO GRADE, INLET PROTECTION IS TO BE INSTALLED.
8. ONCE TOWN OF CLAYTON INSPECTS THE SITE FOR STABILIZATION AND APPROVES, CONTINUE CONSTRUCTION. REMOVE THE SEDIMENT BASIN AND STABILIZE THE AREA.
9. AFTER BUILDING CONSTRUCTION HAS BEEN COMPLETED, FINISH PAVING AND FLATWORK.
10. COMPLETE GRADING AND LANDSCAPE AND INSTALLATION OF PERMANENT STABILIZATION OVER ALL AREAS.
11. OBTAIN CONCURRENCE FROM THE OWNER OR ENGINEER THAT THE SITE HAS BEEN FULLY STABILIZED, SEDIMENT HAS BEEN REMOVED FROM STORM INLETS, AND ALL CONSTRUCTION HAS BEEN COMPLETED, THEN:
    REMOVE ALL REMAINING TEMPORARY EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES (BMPS),
    STABILIZE ANY AREAS DISTURBED BY THE REMOVAL OF TEMPORARY BMPS.
    STABILIZE SOIL STOCKPILE.
12. DEMOBILIZE FROM SITE– CONTRACTOR SHALL NOT DEMOBILIZE UNTIL ENTIRE SITE HAS BEEN FULLY STABILIZED. SCM'S WILL REQUIRE AS–BUILTS AND BE APPROVED BY TOWN OF CLAYTON PRIOR TO CERTIFICATE OF OCCUPANCY.
13. NOTE: THE GENERAL CONTRACTOR MAY COMPLETE CONSTRUCTION–RELATED ACTIVITIES CONCURRENTLY, ONLY IF ALL PRECEDING BMPS AND STABILIZATION ACTIVITIES HAVE BEEN COMPLETELY INSTALLED. THE CEC MUST APPROVE, IN WRITING, ANY CHANGES IN THE ABOVE IMPLEMENTATION SEQUENCE, BEFORE THEIR IMPLEMENTATION BEGINS. THE ESTIMATED DATES OF IMPLEMENTATION OF POLLUTION CONTROL MEASURES SHALL BE DOCUMENTED BY THE CONTRACTOR.

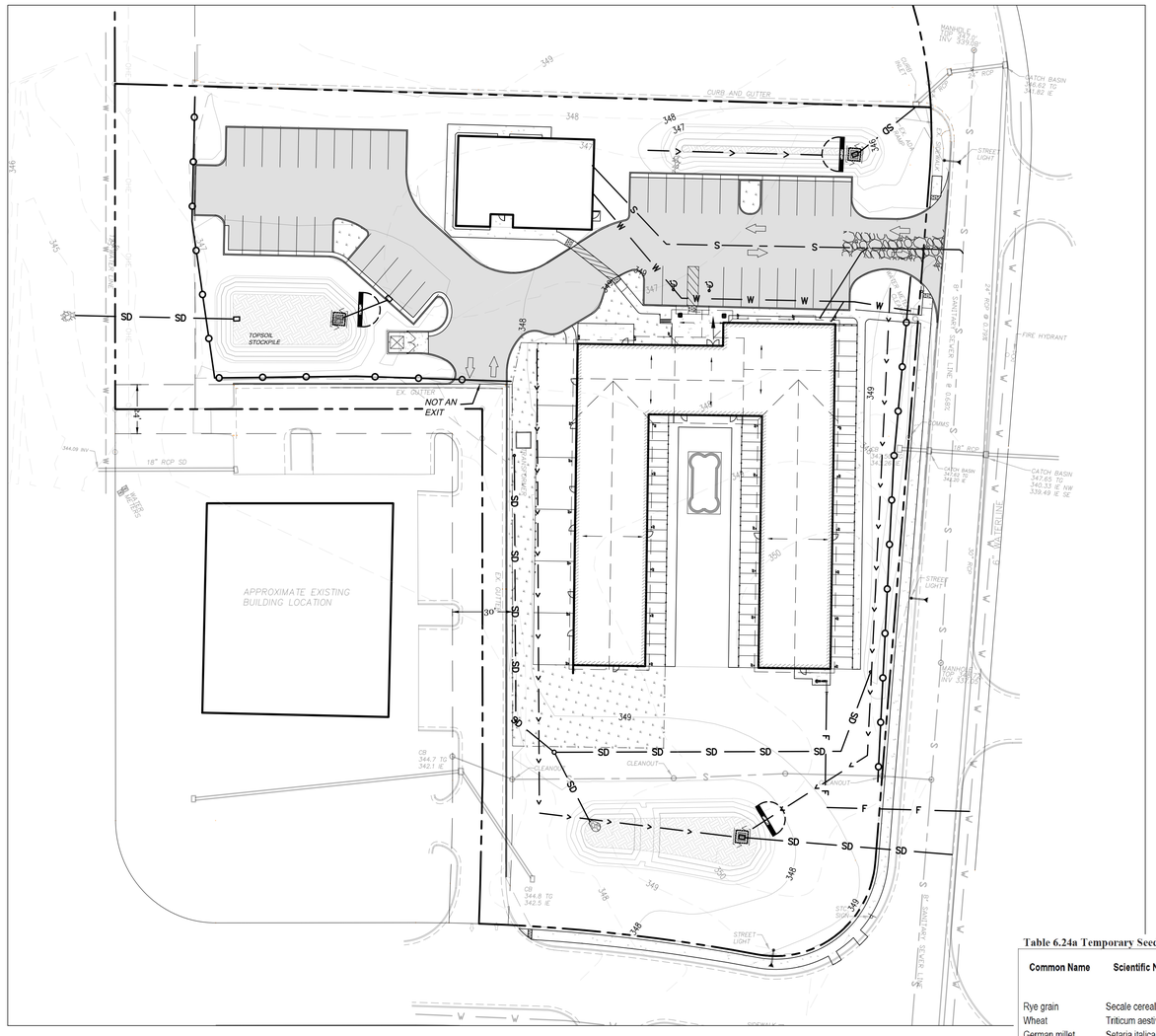


Table 6.24a Temporary Seeding Recommendations

Common Name	Scientific Name	Rate per Acre	Optimal Planting Dates		
			Mountains	*Piedmont*	*Coastal Plain*
Rye grain	Secale cereale	30 lbs	Aug. 15 - May 15	Aug. 15 - May 1	Aug. 15 - Apr. 15
Wheat	Triticum aestivum	30 lbs	Aug. 15 - May 15	Aug. 15 - May 1	Aug. 15 - Apr. 15
German millet	Setaria italica	10 lbs	May 15 - Aug. 15	May 1 - Aug. 15	Apr. 15 - Aug. 15
Browntop millet	Urochloa ramosa	10 lbs	May 15 - Aug. 15	May 1 - Aug. 15	Apr. 15 - Aug. 15

EROSION CONTROL LEGEND

- NATURAL CONTOUR
- FINISHED GRADE
- PROPERTY BOUNDARY
- BUILDING FOOTPRINT
- LIMITS OF GRADING
- STORMDRAIN
- SCM
- TEMPORARY BLOCK AND GRAVEL INLET PROTECTION
- SEDIMENT FENCE
- TEMPORARY DIVERSION
- TEMPORARY SEDIMENT TRAP
- CONSTRUCTION ENTRANCE

SUMMER SEEDING RECOMMENDATIONS

Seeding mixture

Species	Rate (lb/acre)
Rye (grain)	120
Annual lespedeza (Kobe in Piedmont and Coastal Plain, Korean in Mountains)	50

Omit annual lespedeza when duration of temporary cover is not to extend beyond June.

Seeding dates
Mountains—Above 2500 feet: Feb. 15 - May 15
Below 2500 feet: Feb. 1- May 1
Piedmont—Jan. 1 - May 1
Coastal Plain—Dec. 1 - Apr. 15

Soil amendments
Follow recommendations of soil tests or apply 2,000 lb/acre ground agricultural limestone and 750 lb/acre 10-10-10 fertilizer.

Mulch
Apply 4,000 lb/acre straw. Anchor straw by tacking with asphalt, netting, or a mulch anchoring tool. A disk with blades set nearly straight can be used as a mulch anchoring tool.

Maintenance
Refertilize if growth is not fully adequate. Reseed, refertilize and mulch immediately following erosion or other damage.

SUMMER SEEDING RECOMMENDATIONS

Seeding mixture

Species	Rate (lb/acre)
German millet	40

In the Piedmont and Mountains, a small-stemmed Sudangrass may be substituted at a rate of 50 lb/acre.

Seeding dates
Mountains—May 15 - Aug. 15
Piedmont—May 1 - Aug. 15
Coastal Plain—Apr. 15 - Aug. 15

Soil amendments
Follow recommendations of soil tests or apply 2,000 lb/acre ground agricultural limestone and 750 lb/acre 10-10-10 fertilizer.

Mulch
Apply 4,000 lb/acre straw. Anchor straw by tacking with asphalt, netting, or a mulch anchoring tool. A disk with blades set nearly straight can be used as a mulch anchoring tool.

Maintenance
Refertilize if growth is not fully adequate. Reseed, refertilize and mulch immediately following erosion or other damage.

FALL SEEDING RECOMMENDATIONS

Seeding mixture

Species	Rate (lb/acre)
Rye (grain)	120

Seeding dates
Mountains—Aug. 15 - Dec. 15
Coastal Plain and Piedmont—Aug. 15 - Dec. 30

Soil amendments
Follow soil tests or apply 2,000 lb/acre ground agricultural limestone and 1,000 lb/acre 10-10-10 fertilizer.

Mulch
Apply 4,000 lb/acre straw. Anchor straw by tacking with asphalt, netting, or a mulch anchoring tool. A disk with blades set nearly straight can be used as a mulch anchoring tool.

Maintenance
Repair and refertilize damaged areas immediately. Topdress with 50 lb/acre of nitrogen in March. If it is necessary to extent temporary cover beyond June 15, overseed with 50 lb/acre Kobe (Piedmont and Coastal Plain) or Korean (Mountains) lespedeza in late February or early March.

300 S. MAIN STREET SUITE 212,
HOLLY SPRINGS NC, 27540
PH. (760) 791-2204
WILL@CAROLINALANDDESIGN.COM
FIRM # P-2390
CAROLINA LAND DESIGN
CIVIL ENGINEERING · PLANNING & CONSULTING

REVISIONS:

DIGALERT 811

PAWVILLE

NO. DESCRIPTION

SHEET ISSUE RECORD

SITE PLAN DOCUMENTS

FOR:

CLAYTON PAWVILLE

TEW COURT AND
GATEWAY DRIVE
CLAYTON, NC, 274520

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 49931 WILLIAM HUYLER

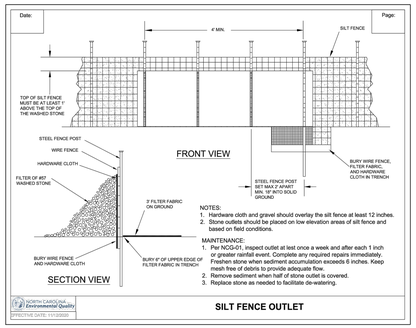
SHEET TITLE:

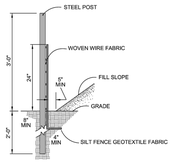
EROSOION CONTROL PHASE 2

SHEET NUMBER:

C–901

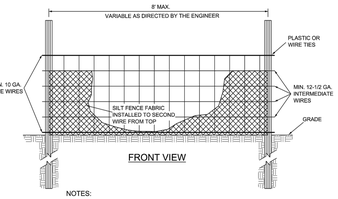
CASE NUMBER 2021–168–SP





MAINTENANCE: CLEAN OUT AT 50% CAPACITY
LIFE OF FENCING: 6-9 MONTHS

SIDE VIEW

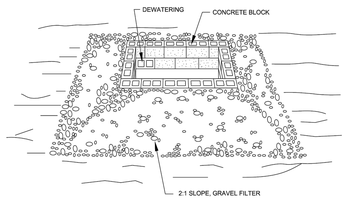


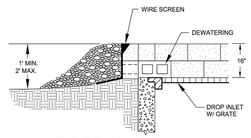
NOTES:
1. FLOW SHALL NOT RUN PARALLEL WITH THE FENCE.
2. END OF SILT FENCE NEEDS TO BE TURNED UPHILL.
3. SEE NC DEQ SEDIMENT DESIGN MANUAL FOR CONSTRUCTION SPECIFICATIONS, WHERE PRACTICE APPLIES AND PLANNING CONSIDERATIONS.
4. SILT FENCE SHOULD NOT BE USED ALONE BELOW GRADED SLOPES GREATER THAN 10' IN HEIGHT.

SILT FENCE

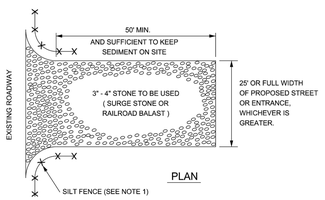
CONSTRUCTION SPECIFICATIONS

1. LAY ONE BLOCK ON EACH SIDE OF THE STRUCTURE ON ITS SIDE IN THE BOTTOM ROW TO ALLOW POOL DRAINAGE. PLACE THE BOTTOM ROW OF BLOCKS AGAINST THE EDGE OF THE STORM DRAIN FOR LATERAL SUPPORT AND TO AVOID WASHOUTS WHEN OVERFLOW OCCURS.
2. CAREFULLY FIT HARDWARE CLOTH OR COMPARABLE WIRE MESH WITH 1/2-INCH OPENINGS OVER ALL BLOCK OPENINGS TO HOLD GRAVEL IN PLACE.
3. USE CLEAN GRAVEL, PLACED 2 INCHES BELOW THE TOP OF THE BLOCK ON A 2:1 SLOPE OR FLATTER AND SMOOTH IT TO AN EVEN GRADE. DOT #57 WASHED STONE IS RECOMMENDED.
4. NOT TO BE USED FOR SEDIMENT STORAGE OR ON ROADWAYS OPEN TO PUBLIC TRAFFIC.

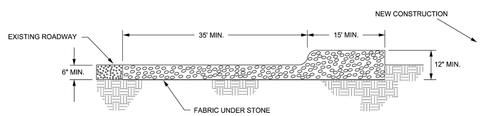




INLET PROTECTION



NOTES:
1. SILT FENCE SHOULD BE INSTALLED TO ENSURE CONSTRUCTION ENTRANCE IS USED.
2. IF MUD IS NOT REMOVED FROM THE VEHICLE TRAVELING OVER THE STONE, THEN THE TIRES OF THE VEHICLE MUST BE WASHED BEFORE ENTERING THE PUBLIC ROAD OR THE LENGTH OF THE CONSTRUCTION ENTRANCE EXTENDED.



MAINTENANCE:
ADD ADDITIONAL STONE AND "FLUFF" TOP DRESSING WITH 2" STONE.

SEE N.C. DEQ EROSION and SEDIMENT CONTROL PLANNING and DESIGN MANUAL FOR CONDITIONS WHERE PRACTICE APPLIES; PLANNING CONSIDERATION & DESIGN CRITERIA.

CONSTRUCTION ENTRANCE

GROUND STABILIZATION AND MATERIALS HANDLING PRACTICES FOR COMPLIANCE WITH THE NCG01 CONSTRUCTION GENERAL PERMIT

Implementing the details and specifications on this plan sheet will result in the construction activity being considered compliant with the Ground Stabilization and Materials Handling sections of the NCG01 Construction General Permit (Sections E and F, respectively). The permittee shall comply with the Erosion and Sediment Control plan approved by the delegated authority having jurisdiction. All details and specifications shown on this sheet may not apply depending on site conditions and the delegated authority having jurisdiction.

SECTION E: GROUND STABILIZATION

Required Ground Stabilization Timeframes			
	Site Area Description	Stabilize within this many calendar days after ceasing land disturbance	Timeframe variations
(a)	Perimeter dikes, swales, ditches, and perimeter slopes	7	None
(b)	High Quality Water (HQW) Zones	7	None
(c)	Slopes steeper than 3:1	7	If slopes are 10' or less in length and are not steeper than 2:1, 14 days are allowed
(d)	Slopes 3:1 to 4:1	14	-7 days for slopes greater than 50' in length and with slopes steeper than 4:1 -7 days for perimeter dikes, swales, ditches, perimeter slopes and HQW Zones -10 days for Falls Lake Watershed
(e)	Areas with slopes flatter than 4:1	14	-7 days for perimeter dikes, swales, ditches, perimeter slopes and HQW Zones -10 days for Falls Lake Watershed unless there is zero slope

Note: After the permanent cessation of construction activities, any areas with temporary ground stabilization shall be converted to permanent ground stabilization as soon as practicable but in no case longer than 90 calendar days after the last land disturbing activity. Temporary ground stabilization shall be maintained in a manner to render the surface stable against accelerated erosion until permanent ground stabilization is achieved.

GROUND STABILIZATION SPECIFICATION

Stabilize the ground sufficiently so that rain will not dislodge the soil. Use one of the techniques in the table below:

Temporary Stabilization	Permanent Stabilization
• Temporary grass seed covered with straw or other mulches and tackifiers • Hydroseeding • Rolled erosion control products with or without temporary grass seed • Appropriately applied straw or other mulch • Plastic sheeting	• Permanent grass seed covered with straw or other mulches and tackifiers • Geotextile fabrics such as permanent soil reinforcement matting • Hydroseeding • Shrubs or other permanent plantings covered with mulch • Uniform and evenly distributed ground cover sufficient to restrain erosion • Structural methods such as concrete, asphalt or retaining walls • Rolled erosion control products with grass seed

POLYACRYLAMIDES (PAMS) AND FLOCCULANTS

1. Select flocculants that are appropriate for the soils being exposed during construction, selecting from the *NC DWR List of Approved PAMS/Flocculants.*
2. Apply flocculants at or before the inlets to Erosion and Sediment Control Measures.
3. Apply flocculants at the concentrations specified in the *NC DWR List of Approved PAMS/Flocculants* and in accordance with the manufacturer's instructions.
4. Provide ponding area for containment of treated Stormwater before discharging offsite.
5. Store flocculants in leak-proof containers that are kept under storm-resistant cover or surrounded by secondary containment structures.

EQUIPMENT AND VEHICLE MAINTENANCE

1. Maintain vehicles and equipment to prevent discharge of fluids.
2. Provide drip pans under any stored equipment.
3. Identify leaks and repair as soon as feasible, or remove leaking equipment from the project.
4. Collect all spent fluids, store in separate containers and properly dispose as hazardous waste (recycle when possible).
5. Remove leaking vehicles and construction equipment from service until the problem has been corrected.
6. Bring used fuels, lubricants, coolants, hydraulic fluids and other petroleum products to a recycling or disposal center that handles these materials.

LITTER, BUILDING MATERIAL AND LAND CLEARING WASTE

1. Never bury or burn waste. Place litter and debris in approved waste containers.
2. Provide a sufficient number and size of waste containers (e.g dumpster, trash receptacle) on site to contain construction and domestic wastes.
3. Locate waste containers at least 50 feet away from storm drain inlets and surface waters unless no other alternatives are reasonably available.
4. Locate waste containers on areas that do not receive substantial amounts of runoff from upland areas and does not drain directly to a storm drain, stream or wetland.
5. Cover waste containers at the end of each workday and before storm events or provide secondary containment. Repair or replace damaged waste containers.
6. Anchor all lightweight items in waste containers during times of high winds.
7. Empty waste containers as needed to prevent overflow. Clean up immediately if containers overflow.
8. Dispose waste off-site at an approved disposal facility.
9. On business days, clean up and dispose of waste in designated waste containers.

PAINT AND OTHER LIQUID WASTE

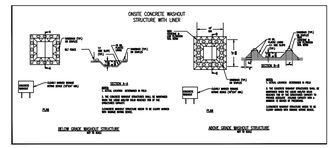
1. Do not dump paint and other liquid waste into storm drains, streams or wetlands.
2. Locate paint washouts at least 50 feet away from storm drain inlets and surface waters unless no other alternatives are reasonably available.
3. Contain liquid wastes in a controlled area.
4. Containment must be labeled, sized and placed appropriately for the needs of site.
5. Prevent the discharge of soaps, solvents, detergents and other liquid wastes from construction sites.

PORTABLE TOILETS

1. Install portable toilets on level ground, at least 50 feet away from storm drains, streams or wetlands unless there is no alternative reasonably available. If 50 foot offset is not attainable, provide relocation of portable toilet behind silt fence or place on a gravel pad and surround with sand bags.
2. Provide staking or anchoring of portable toilets during periods of high winds or in high foot traffic areas.
3. Monitor portable toilets for leaking and properly dispose of any leaked material. Utilize a licensed sanitary waste hauler to remove leaking portable toilets and replace with properly operating unit.

EARTHEN STOCKPILE MANAGEMENT

1. Show stockpile locations on plans. Locate earthen-material stockpile areas at least 50 feet away from storm drain inlets, sediment basins, perimeter sediment controls and surface waters unless it can be shown no other alternatives are reasonably available.
2. Protect stockpile with silt fence installed along toe of slope with a minimum offset of five feet from the toe of stockpile.
3. Provide stable stone access point when feasible.
4. Stabilize stockpile within the timeframes provided on this sheet and in accordance with the approved plan and any additional requirements. Soil stabilization is defined as vegetative, physical or chemical coverage techniques that will restrain accelerated erosion on disturbed soils for temporary or permanent control needs.



CONCRETE WASHOUTS

1. Do not discharge concrete or cement slurry from the site.
2. Dispose of, or recycle settled, hardened concrete residue in accordance with local and state solid waste regulations and at an approved facility.
3. Manage washout from mortar mixers in accordance with the above item and in addition place the mixer and associated materials on impervious barrier and within lot perimeter silt fence.
4. Install temporary concrete washouts per local requirements, where applicable. If an alternate method or product is to be used, contact your approval authority for review and approval. If local standard details are not available, use one of the two types of temporary concrete washouts provided on this detail.
5. Do not use concrete washouts for dewatering or storing defective curb or sidewalk sections. Stormwater accumulated within the washout may not be pumped into or discharged to the storm drain system or receiving surface waters. Liquid waste must be pumped out and removed from project.
6. Locate washouts at least 50 feet from storm drain inlets and surface waters unless it can be shown that no other alternatives are reasonably available. At a minimum, install protection of storm drain inlet(s) closest to the washout which could receive spills or overflow.
7. Locate washouts in an easily accessible area, on level ground and install a stone entrance pad in front of the washout. Additional controls may be required by the approving authority.
8. Install at least one sign directing concrete trucks to the washout within the project limits. Post signage on the washout itself to identify this location.
9. Remove leavings from the washout when at approximately 75% capacity to limit overflow events. Replace the tarp, sand bags or other temporary structural components when no longer functional. When utilizing alternative or proprietary products, follow manufacturer's instructions.
10. At the completion of the concrete work, remove remaining leavings and dispose of in an approved disposal facility. Fill pit, if applicable, and stabilize any disturbance caused by removal of washout.

HERBICIDES, PESTICIDES AND RODENTICIDES

1. Store and apply herbicides, pesticides and rodenticides in accordance with label restrictions.
2. Store herbicides, pesticides and rodenticides in their original containers with the label, which lists directions for use, ingredients and first aid steps in case of accidental poisoning.
3. Do not store herbicides, pesticides and rodenticides in areas where flooding is possible or where they may spill or leak into wells, stormwater drains, ground water or surface water. If a spill occurs, clean area immediately.
4. Do not stockpile these materials onsite.

HAZARDOUS AND TOXIC WASTE

1. Create designated hazardous waste collection areas on-site.
2. Place hazardous waste containers under cover or in secondary containment.
3. Do not store hazardous chemicals, drums or bagged materials directly on the ground.

NCG01 GROUND STABILIZATION AND MATERIALS HANDLING | EFFECTIVE: 04/01/19

PART III
SELF-INSPECTION, RECORDKEEPING AND REPORTING

SECTION A: SELF-INSPECTION

Self-inspections are required during normal business hours in accordance with the table below. When adverse weather or site conditions would cause the safety of the inspection personnel to be in jeopardy, the inspection may be delayed until the next business day on which it is safe to perform the inspection. In addition, when a storm event of equal to or greater than 1.0 inch occurs outside of normal business hours, the self-inspection shall be performed upon the commencement of the next business day. Any time when inspections were delayed shall be noted in the Inspection Record.

Inspect	Frequency (during normal business hours)	Inspection records must include:
(1) Rain gauge maintained in good working order	Daily	Daily rainfall amounts. If no daily rain gauge observations are made during weekend or holiday periods, and no individual-day rainfall information is available, record the cumulative rain measurement for those un-attended days (and this will determine if a site inspection is needed). Days on which no rainfall occurred shall be recorded as "zero." The permittee may use another rain-monitoring device approved by the Division.
(2) E&SC Measures	At least once per 7 calendar days and within 24 hours of a rain event ≥ 1.0 inch in 24 hours	1. Identification of the measures inspected, 2. Date and time of the inspection, 3. Name of the person performing the inspection, 4. Indication of whether the measures were operating properly, 5. Description of maintenance needs for the measure, 6. Description, evidence, and date of corrective actions taken.
(3) Stormwater discharge outfalls (SDOs)	At least once per 7 calendar days and within 24 hours of a rain event ≥ 1.0 inch in 24 hours	1. Identification of the discharge outfalls inspected, 2. Date and time of the inspection, 3. Name of the person performing the inspection, 4. Evidence of indicators of stormwater pollution such as oil sheen, floating or suspended solids or discoloration, 5. Indication of visible sediment leaving the site, 6. Description, evidence, and date of corrective actions taken.
(4) Perimeter of site	At least once per 7 calendar days and within 24 hours of a rain event ≥ 1.0 inch in 24 hours	If visible sedimentation is found outside site limits, then a record of the following shall be made: 1. Actions taken to clean up or stabilize the sediment that has left the site limits, 2. Description, evidence, and date of corrective actions taken, and 3. An explanation as to the actions taken to control future releases.
(5) Streams or wetlands onsite or offsite (where accessible)	At least once per 7 calendar days and within 24 hours of a rain event ≥ 1.0 inch in 24 hours	If the stream or wetland has increased visible sedimentation or a stream has visible increased turbidity from the construction activity, then a record of the following shall be made: 1. Description, evidence and date of corrective actions taken, and 2. Records of the required reports to the appropriate Division Regional Office per Part II, Section C, Item (2)(a) of this permit.
(6) Ground stabilization measures	After each phase of grading	1. The phase of grading (installation of perimeter E&SC measures, clearing and grubbing, installation of storm drainage facilities, completion of all land-disturbing activity, construction or redevelopment, permanent ground cover). 2. Documentation that the required ground stabilization measures have been provided within the required timeframe or an assurance that they will be provided as soon as possible.

NOTE: The rain inspection resets the required 7 calendar day inspection requirement.

PART III
SELF-INSPECTION, RECORDKEEPING AND REPORTING

SECTION B: RECORDKEEPING

1. E&SC Plan Documentation

The approved E&SC plan as well as any approved deviation shall be kept on the site. The approved E&SC plan must be kept up-to-date throughout the coverage under this permit. The following items pertaining to the E&SC plan shall be kept on site and available for inspection at all times during normal business hours.

Item to Document	Documentation Requirements
(a) Each E&SC measure has been installed and does not significantly deviate from the locations, dimensions and relative elevations shown on the approved E&SC plan.	Initial and date each E&SC measure on a copy of the approved E&SC plan or complete, date and sign an inspection report that lists each E&SC measure shown on the approved E&SC plan. This documentation is required upon the initial installation of the E&SC measures or if the E&SC measures are modified after initial installation.
(b) A phase of grading has been completed.	Initial and date a copy of the approved E&SC plan or complete, date and sign an inspection report to indicate completion of the construction phase.
(c) Ground cover is located and installed in accordance with the approved E&SC plan.	Initial and date a copy of the approved E&SC plan or complete, date and sign an inspection report to indicate compliance with approved ground cover specifications.
(d) The maintenance and repair requirements for all E&SC measures have been performed.	Complete, date and sign an inspection report.
(e) Corrective actions have been taken to E&SC measures.	Initial and date a copy of the approved E&SC plan or complete, date and sign an inspection report to indicate the completion of the corrective action.

2. Additional Documentation to be Kept on Site

In addition to the E&SC plan documents above, the following items shall be kept on the site and available for inspectors at all times during normal business hours, unless the Division provides a site-specific exemption based on unique site conditions that make this requirement not practical:

(a) This General Permit as well as the Certificate of Coverage, after it is received.

(b) Records of inspections made during the previous twelve months. The permittee shall record the required observations on the Inspection Record Form provided by the Division or a similar inspection form that includes all the required elements. Use of electronically-available records in lieu of the required paper copies will be allowed if shown to provide equal access and utility as the hard-copy records.

3. Documentation to be Retained for Three Years

All data used to complete the e-NOI and all inspection records shall be maintained for a period of three years after project completion and made available upon request. [40 CFR 122.41]

PART III
SELF-INSPECTION, RECORDKEEPING AND REPORTING

SECTION C: REPORTING

1. Occurrences that Must be Reported

Permittees shall report the following occurrences:

(a) Visible sediment deposition in a stream or wetland.

(b) Oil spills if:
- They are 25 gallons or more,
- They are less than 25 gallons but cannot be cleaned up within 24 hours,
- They cause sheen on surface waters (regardless of volume), or
- They are within 100 feet of surface waters (regardless of volume).

(c) Releases of hazardous substances in excess of reportable quantities under Section 311 of the Clean Water Act (Ref: 40 CFR 110.3 and 40 CFR 117.3) or Section 102 of CERCLA (Ref: 40 CFR 302.4) or G.S. 143-215.85.

(d) Anticipated bypasses and unanticipated bypasses.

(e) Noncompliance with the conditions of this permit that may endanger health or the environment.

2. Reporting Timeframes and Other Requirements

After a permittee becomes aware of an occurrence that must be reported, he shall contact the appropriate Division regional office within the timeframes and in accordance with the other requirements listed below. Occurrences outside normal business hours may also be reported to the Department's Environmental Emergency Center personnel at (800) 858-0368.

Occurrence	Reporting Timeframes (After Discovery) and Other Requirements
(a) Visible sediment deposition in a stream or wetland	• ***Within 24 hours***, an oral or electronic notification. • ***Within 7 calendar days***, a report that contains a description of the sediment and actions taken to address the cause of the deposition. Division staff may waive the requirement for a written report on a case-by-case basis. • If the stream is named on the NC 303(d) list as impaired for sediment-related causes, the permittee may be required to perform additional monitoring, inspections or apply more stringent practices if staff determine that additional requirements are needed to assure compliance with the federal or state impairment/waters conditions.
(b) Oil spills and release of hazardous substances per Item 1(b)-(c) above	• ***Within 24 hours***, an oral or electronic notification. The notification shall include information about the date, time, nature, volume and location of the spill or release.
(c) Anticipated bypasses [40 CFR 122.41(m)(3)]	• ***A report at least ten days before the date of the bypass, if possible.*** The report shall include an evaluation of the anticipated quality and effect of the bypass.
(d) Unanticipated bypasses [40 CFR 122.41(m)(3)]	• ***Within 24 hours***, an oral or electronic notification. • ***Within 7 calendar days,*** a report that includes an evaluation of the quality and effect of the bypass.
(e) Noncompliance with the conditions of this permit that may endanger health or the environment[40 CFR 122.41(l)(7)]	• ***Within 24 hours***, an oral or electronic notification. • ***Within 7 calendar days***, a report that contains a description of the noncompliance, and its causes; the period of noncompliance, including exact dates and times, and if the noncompliance has not been corrected, the anticipated time noncompliance is expected to continue; and steps taken or planned to reduce, eliminate, and prevent reoccurrence of the noncompliance. [40 CFR 122.41(l)(6). • Division staff may waive the requirement for a written report on a case-by-case basis.

PART III, SECTION G, ITEM (4)
DRAWN DOWN OF SEDIMENT BASINS FOR MAINTENANCE OR CLOSE OUT

Sediment basins and traps that receive runoff from drainage areas of one acre or more shall use outlet structures that withdraw water from the surface when these devices need to be drawn down for maintenance or close out unless this is infeasible. The circumstances in which it is not feasible to withdraw water from the surface shall be rare (for example, times with extended cold weather). Non-surface withdrawals from sediment basins shall be allowed only when all of the following criteria have been met:

(a) The E&SC plan authority has been provided with documentation of the non-surface withdrawal and the specific time periods or conditions in which it will occur. The non-surface withdrawal shall not commence until the E&SC plan authority has approved these items,
(b) The non-surface withdrawal has been reported as an anticipated bypass in accordance with Part III, Section C, Item (2)(c) and (d) of this permit,
(c) Dewatering discharges are treated with controls to minimize discharges of pollutants from stormwater that is removed from the sediment basin. Examples of appropriate controls include properly sited, designed and maintained dewatering tanks, weir tanks, and filtration systems,
(d) Vegetated, upland areas of the sites or a properly designed stone pad is used to the extent feasible at the outlet of the dewatering treatment devices described in item (c) above,
(e) Velocity dissipation devices such as check dams, sediment traps, and riprap are provided at the discharge points of all dewatering devices, and
(f) Sediment removed from the dewatering treatment devices described in item (c) above is disposed of in a manner that does not cause deposition of sediment into waters of the United States.

NCG01 SELF-INSPECTION, RECORDKEEPING AND REPORTING | EFFECTIVE: 04/01/19

300 S. MAIN STREET SUITE 212,
HOLLY SPRINGS NC, 27540
PH. (760) 791-2204
WILL@CAROLINALANDDESIGN.COM
FIRM # P-2390
CAROLINA LAND DESIGN
CIVIL ENGINEERING • PLANNING & CONSULTING

REVISIONS:

DIGALERT 811

PAWVILLE

NO. DESCRIPTION

SHEET ISSUE RECORD

SITE PLAN DOCUMENTS FOR:

CLAYTON PAWVILLE

TEW COURT AND GATEWAY DRIVE
CLAYTON, NC, 274520

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 49931 WILLIAM HUYLER

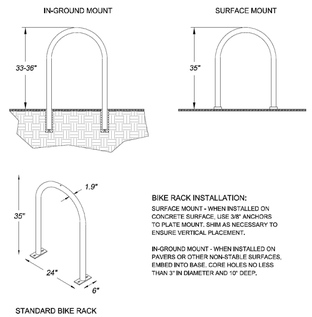
SHEET TITLE:

EROSION CONTROL DETAILS

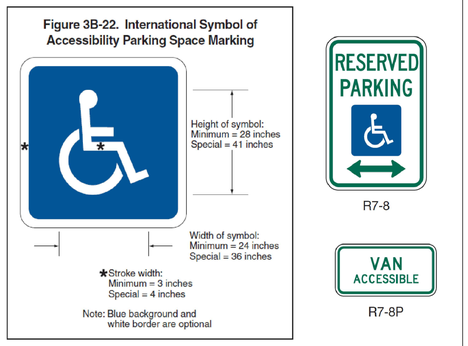
SHEET NUMBER:

C-902

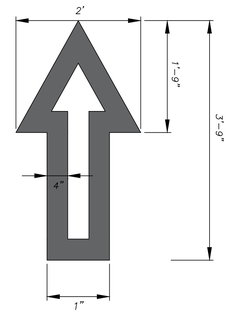
CASE NUMBER 2021-168-SP



BIKE RACK DETAIL

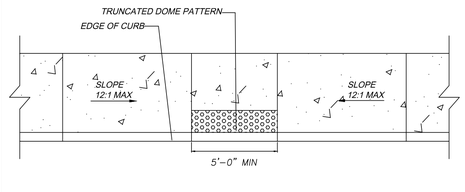


ADA PARKING SYMBOLS

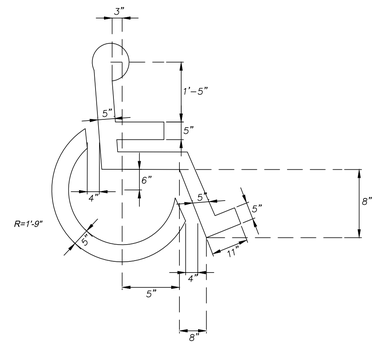


TRAFFIC FLOW ARROW

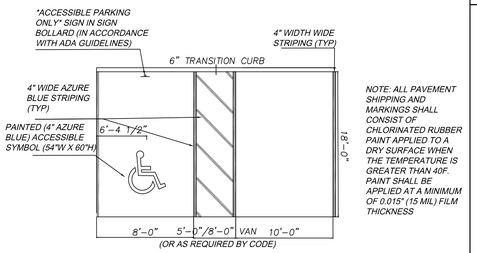
ACCESSIBLE PARKING SPACE PAINTING DETAIL



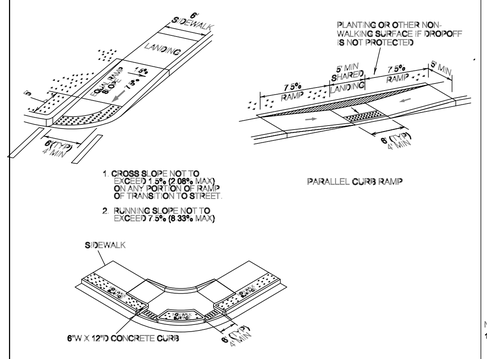
ADA ACCESSIBLE RAMP DETAIL



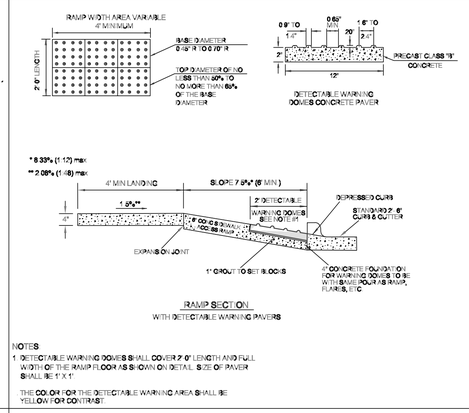
ACCESSIBLE PARKING SYMBOL



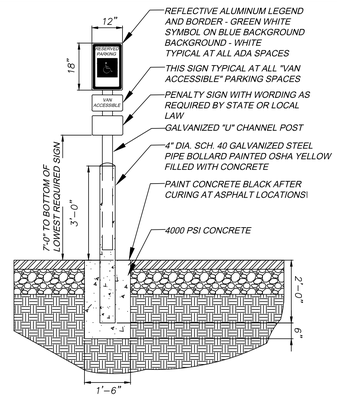
HANDICAPPED STALL MARKINGS & PARKING LOT STRIPING DETAIL



ADA ACCESSIBLE CURB DETAIL



ADA ACCESSIBLE RAMP DETAIL



BOLLARD MOUNTED ADA PARKING SIGN DETAIL

300 S. MAIN STREET SUITE 212,
HOLLY SPRINGS NC, 27540
PH. (760) 791-2204
WILL@CAROLINALANDDESIGN.COM
FIRM# P-2390
CAROLINA LAND DESIGN
CIVIL ENGINEERING * PLANNING & CONSULTING

REVISIONS:

DIGALERT 811

PAWVILLE

NO. DESCRIPTION

SHEET ISSUE RECORD

SITE PLAN DOCUMENTS
FOR:
CLAYTON PAWVILLE
TEW COURT AND
GATEWAY DRIVE
CLAYTON, NC, 274520

NORTH CAROLINA PROFESSIONAL SEAL 49931 ENGINEER WILLIAM HUYLER

SHEET TITLE:
SITE DETAILS

SHEET NUMBER:
C-1000

CASE NUMBER 2021-168-SP

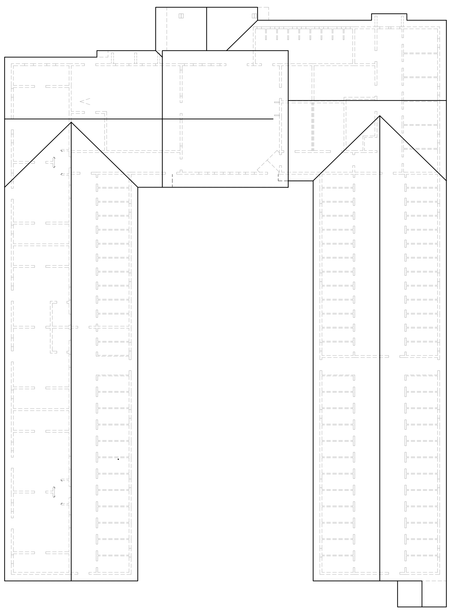
no.	date	revision			
A	1/2/22	DESIGN DEVELOPMENT PROGRESS REVIEW	C	3/11/22	DESIGN DEVELOPMENT PROGRESS REVIEW
B	2/23/22	DESIGN DEVELOPMENT PROGRESS REVIEW	D	3/18/22	DESIGN DEVELOPMENT PROGRESS REVIEW

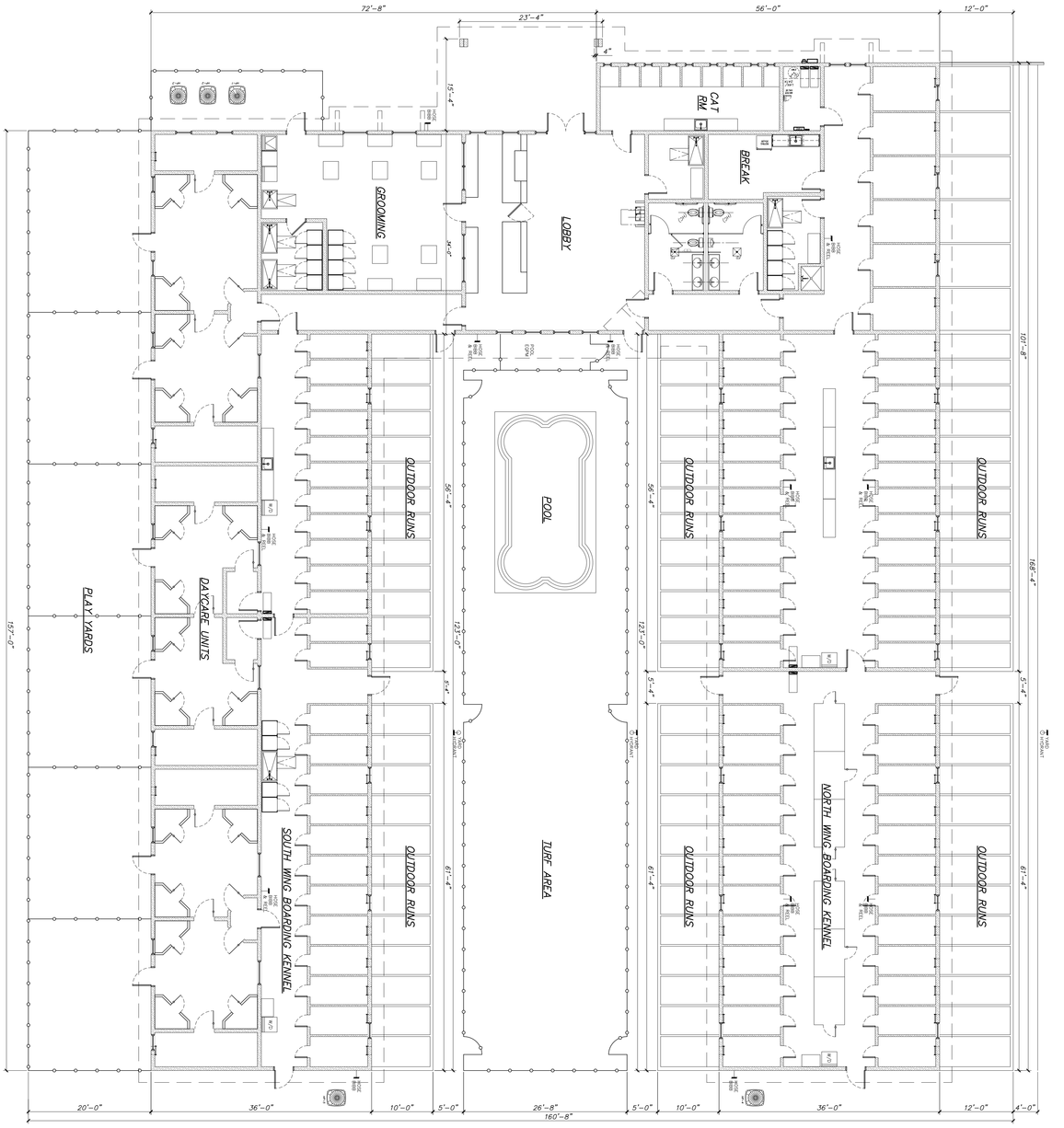
SITE NORTH

PLAN NORTH

2 A100 SCALE 1/16" = 1'-0"

GENERAL ARRANGEMENT ROOF PLAN





SITE NORTH

PLAN NORTH

1 A100 SCALE 1/8" = 1'-0"

GENERAL ARRANGEMENT FLOOR PLAN

COPYRIGHT; DESIGN ELEMENTS 2022 THIS DRAWING AND THE DESIGNS SHOWN ARE THE PROPERTY OF MICHAEL L. SAEED, ARCHITECT & DESIGN ELEMENT INC THE REPRODUCTION, COPYING, OR OTHER USE OF THIS DRAWING WITHOUT THE WRITTEN PERMISSION IS PROHIBITED AND INFRINGEMENT WILL BE SUBJECT TO LEGAL ACTION. THIS SHEET SHOWS BASIC DRAFTING STANDARDS

revision no. D | A100 | drawn by MGH | checked by MLS | date 1 FEB 2022 | job no. PAWVILLE22

Proposed Pet Care & Boarding Facility for
PAWVILLE
TEW COURT
CLAYTON, NORTH CAROLINA 27520

GENERAL ARRANGEMENT & ROOF PLAN

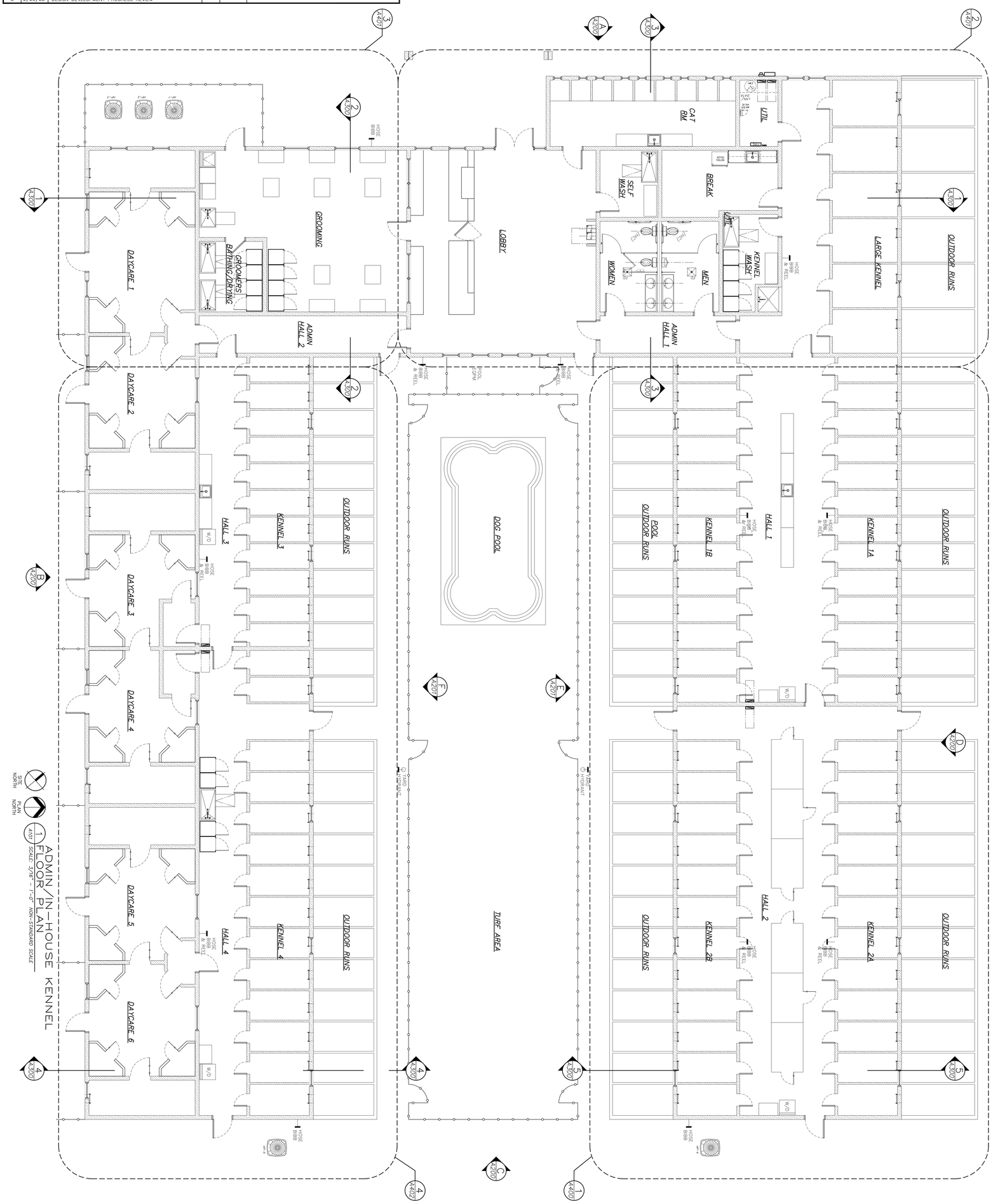
job status **Contract Documents - Not Issued for Construction**

MICHAEL LEE SAEED 8773 REGISTERED ARCHITECT NORTH CAROLINA WASHINGTON LE BEACH, NC

Design Elements
M. L. Saieed (Michael), AIA, LEED AP
Architect / President
1213 Culbreth Drive, Suite 142
Wilmington, North Carolina 28405
910.509.3131

PAWVILLE

no.	date	revision	no.	date	revision
A	1/2/22	DESIGN DEVELOPMENT PROGRESS REVIEW	C	3/11/22	DESIGN DEVELOPMENT PROGRESS REVIEW
B	2/23/22	DESIGN DEVELOPMENT PROGRESS REVIEW	D	3/18/22	DESIGN DEVELOPMENT PROGRESS REVIEW



COPYRIGHT; DESIGN ELEMENTS 2022 THIS DRAWING AND THE DESIGNS SHOWN ARE THE PROPERTY OF MICHAEL L. SAEED, ARCHITECT & DESIGN ELEMENT INC THE REPRODUCTION, COPYING, OR OTHER USE OF THIS DRAWING WITHOUT THE WRITTEN PERMISSION IS PROHIBITED AND INFRINGEMENT WILL BE SUBJECT TO LEGAL ACTION. THIS SHEET SHOWS BASIC DRAFTING STANDARDS

A101 — revision no. D

Proposed Pet Care & Boarding Facility for
PAWVILLE
TEW COURT
CLAYTON, NORTH CAROLINA 27520

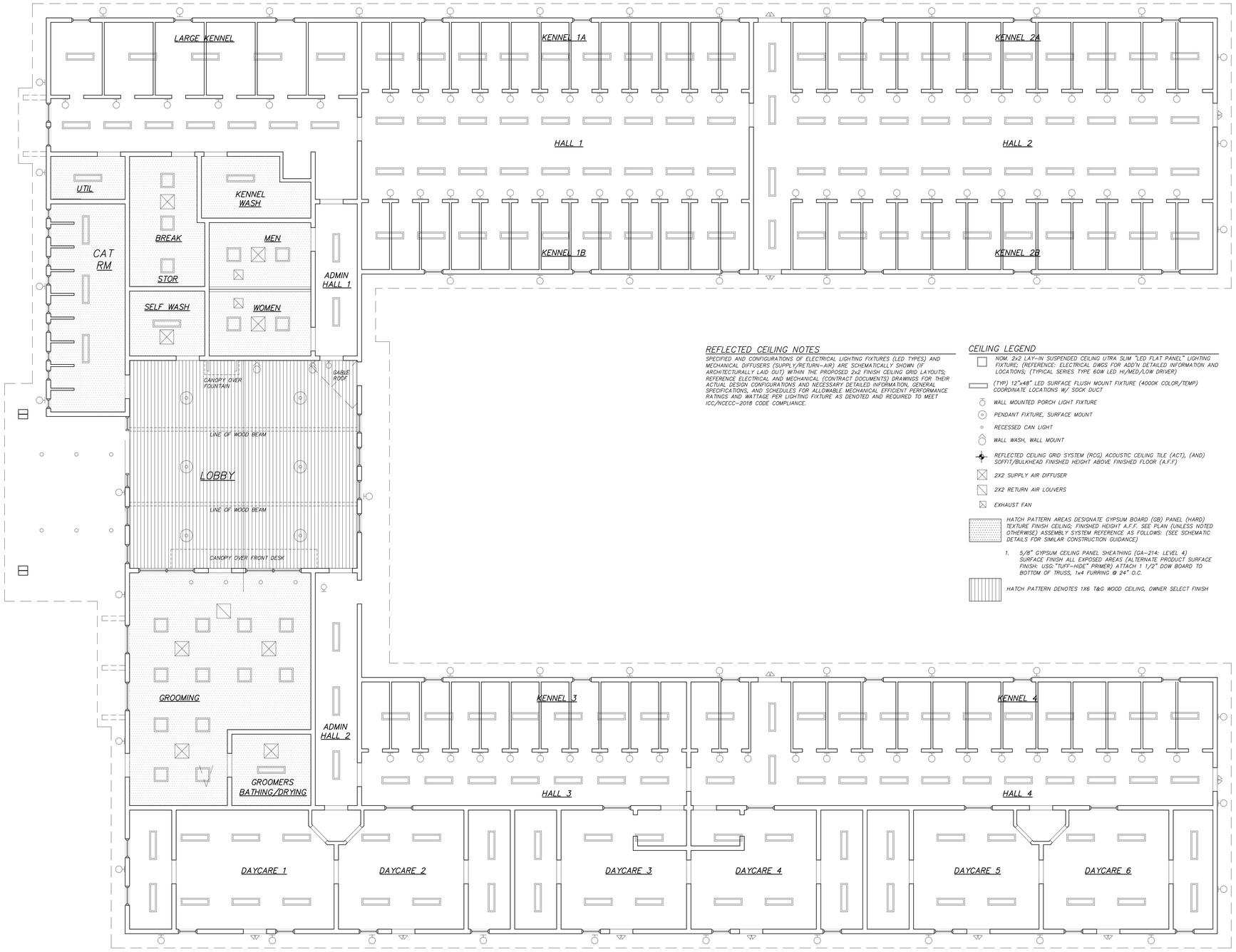
FLOOR PLAN
job status: **Contract Documents - Not Issued for Construction**

drawn by: MG/AE/ED
checked by: SSH
date: 1 FEB 2022
job no.: PAWVILLE22

MICHAEL LEE SAEED JR. 8773 REGISTERED ARCHITECT NORTH CAROLINA

Design Elements
M. L. Saieed (Michael), AIA, LEED-AP
Architect / President
1213 Culbreth Drive, Suite 142
Wilmington, North Carolina 28405
910.509.3131

PAWVILLE



REFLECTED CEILING NOTES

SPECIFIED AND CONFIGURATIONS OF ELECTRICAL LIGHTING FIXTURES (LED TYPES) AND MECHANICAL DIFFUSERS (SUPPLY/RETURN-AIR) ARE SCHEMATICALLY SHOWN (IF ARCHITECTURALLY LAID OUT) WITHIN THE PROPOSED 2x2 FINISH CEILING GRID LAYOUTS; REFERENCE ELECTRICAL AND MECHANICAL (CONTRACT DOCUMENTS) DRAWINGS FOR THEIR ACTUAL DESIGN CONFIGURATIONS AND NECESSARY DETAILED INFORMATION, GENERAL SPECIFICATIONS, AND SCHEDULES FOR ALLOWABLE MECHANICAL EFFICIENT PERFORMANCE RATINGS AND WATTAGE PER LIGHTING FIXTURE AS DENOTED AND REQUIRED TO MEET ICC/NCECC-2018 CODE COMPLIANCE.

CEILING LEGEND

- NOM. 2x2 LAY-IN SUSPENDED CEILING ULTRA SLIM "LED FLAT PANEL" LIGHTING FIXTURE; (REFERENCE: ELECTRICAL DWGS FOR ADD'N DETAILED INFORMATION AND LOCATIONS; (TYPICAL SERIES TYPE 60W LED HI/MED/LOW DRIVER)
- (TYP) 12"x48" LED SURFACE FLUSH MOUNT FIXTURE (4000K COLOR/TEMP) COORDINATE LOCATIONS W/ SOCK DUCT
- WALL MOUNTED PORCH LIGHT FIXTURE
- PENDANT FIXTURE, SURFACE MOUNT
- RECESSED CAN LIGHT
- WALL WASH, WALL MOUNT
- REFLECTED CEILING GRID SYSTEM (RCG) ACOUSTIC CEILING TILE (ACT), (AND) SOFFIT/BULKHEAD FINISHED HEIGHT ABOVE FINISHED FLOOR (A.F.F)
- 2X2 SUPPLY AIR DIFFUSER
- 2X2 RETURN AIR LOUVERS
- EXHAUST FAN
- HATCH PATTERN AREAS DESIGNATE GYPSUM BOARD (GB) PANEL (HARD) TEXTURE FINISH CEILING; FINISHED HEIGHT A.F.F. SEE PLAN (UNLESS NOTED OTHERWISE) ASSEMBLY SYSTEM REFERENCE AS FOLLOWS: (SEE SCHEMATIC DETAILS FOR SIMILAR CONSTRUCTION GUIDANCE)
  1. 5/8" GYPSUM CEILING PANEL SHEATHING (GA-214: LEVEL 4) SURFACE FINISH ALL EXPOSED AREAS (ALTERNATE PRODUCT SURFACE FINISH: USG "TUFF-HIDE" PRIMER) ATTACH 1 1/2" DOW BOARD TO BOTTOM OF TRUSS, 1x4 FURRING @ 24" O.C.
- HATCH PATTERN DENOTES 1X6 T&G WOOD CEILING, OWNER SELECT FINISH

SITE NORTH / PLAN NORTH

1 / A103 REFLECTED CEILING PLAN
SCALE: 3/16" = 1'-0" NON-STANDARD SCALE

no.	job no.	revision	
A	1/2/22	DESIGN DEVELOPMENT PROGRESS REVIEW	
B	2/23/22	DESIGN DEVELOPMENT PROGRESS REVIEW	
C	3/11/22	DESIGN DEVELOPMENT PROGRESS REVIEW	
D	3/18/22	DESIGN DEVELOPMENT PROGRESS REVIEW	

PAWVILLE

THIS SHEET SHOWS BASIC DRAFTING STANDARDS

Design Elements
M. L. Saieed (Michael), AIA, LEED-AP
Architect / President
Wrightsville Beach, NC

MITCHELL LEE SAIEED — REGISTERED ARCHITECT — 8773 — WRIGHTSVILLE BEACH, NC

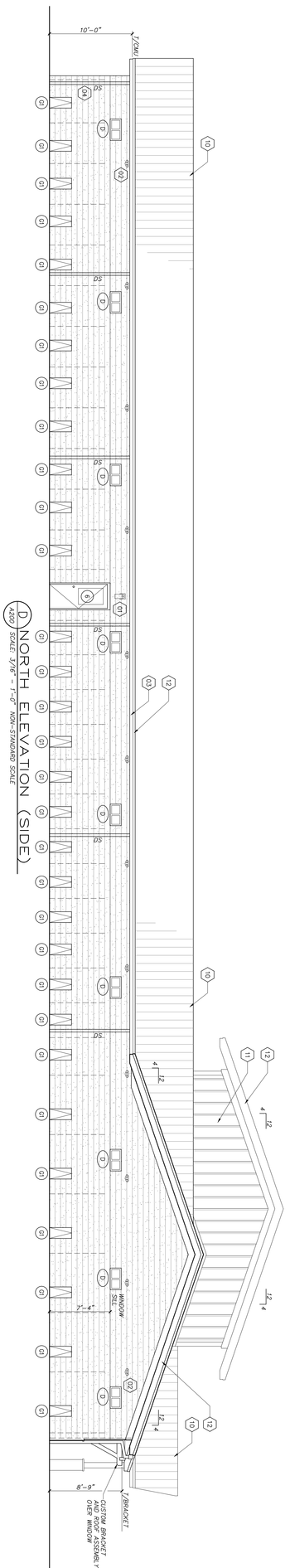
Proposed Pet Care & Boarding Facility for
PAWVILLE
TEW COURT
CLAYTON, NORTH CAROLINA 27520
job status **Contract Documents - Not Issued for Construction**

KENNEL REFLECTED CEILING PLAN

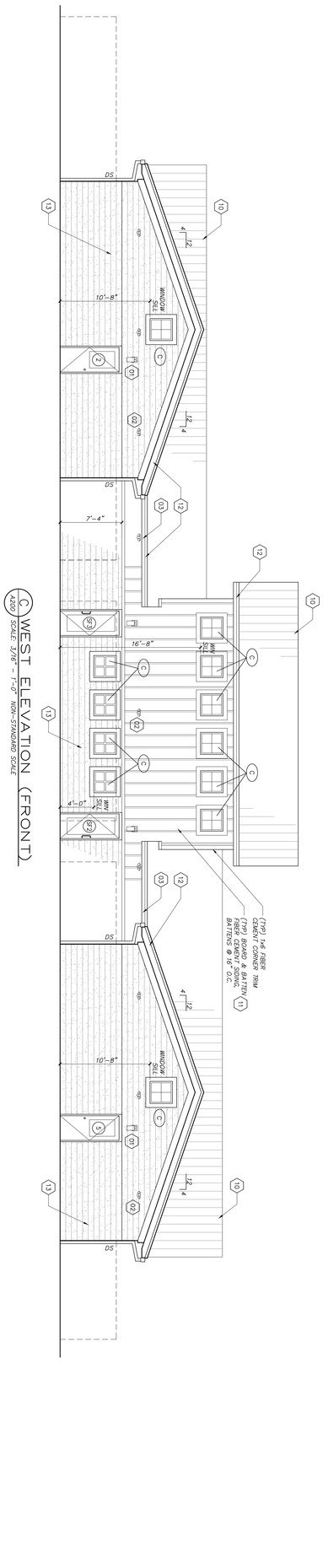
date	1 FEB 2022
job no.	PAWSVILLE/22
drawn by	SDH
checked by	MSAIEED
drawing no.	A103
revision no.	D

COPYRIGHT: DESIGN ELEMENTS 2022 THIS DRAWING AND THE DESIGNS SHOWN ARE THE PROPERTY OF MICHAEL L. SAIEED, ARCHITECT & DESIGN ELEMENT INC. THE REPRODUCTION, COPYING, OR OTHER USE OF THIS DRAWING WITHOUT THE WRITTEN PERMISSION IS PROHIBITED AND INFRINGEMENT WILL BE SUBJECT TO LEGAL ACTION.

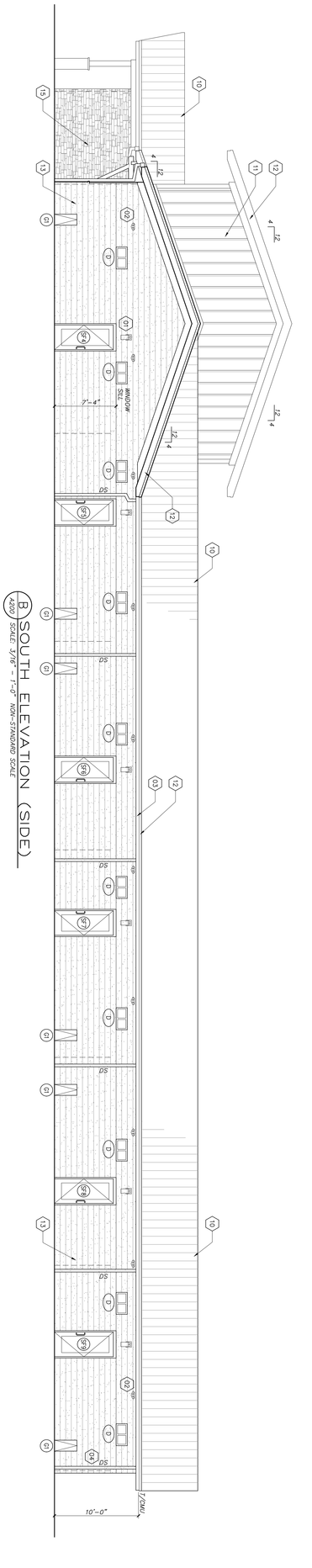
no.	date	revision	no.	date	revision
A	1/2/22	DESIGN DEVELOPMENT PROGRESS REVIEW	C	3/11/22	DESIGN DEVELOPMENT PROGRESS REVIEW
B	2/23/22	DESIGN DEVELOPMENT PROGRESS REVIEW	D	3/18/22	DESIGN DEVELOPMENT PROGRESS REVIEW
			E	5/5/22	DESIGN DEVELOPMENT PROGRESS REVIEW



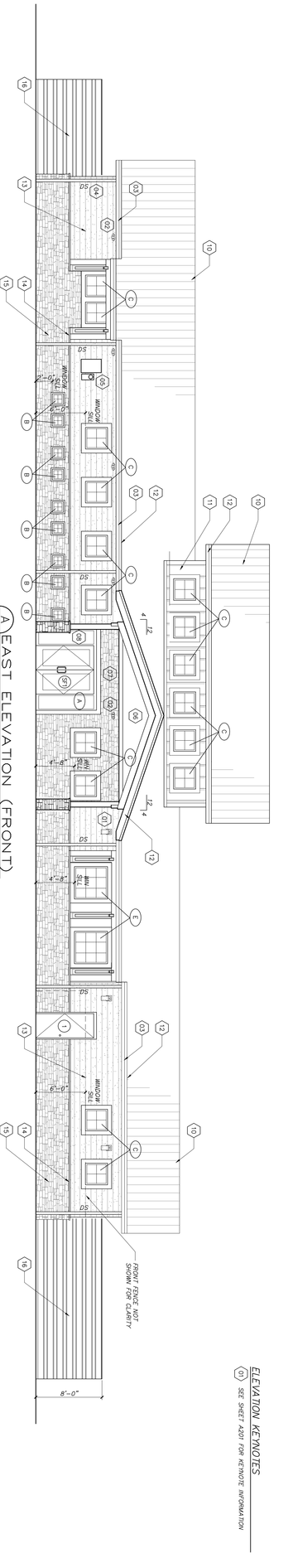
D NORTH ELEVATION (SIDE)
A200 SCALE: 3/16" = 1'-0" NON-STANDARD SCALE



C WEST ELEVATION (FRONT)
A200 SCALE: 3/16" = 1'-0" NON-STANDARD SCALE



B SOUTH ELEVATION (SIDE)
A200 SCALE: 3/16" = 1'-0" NON-STANDARD SCALE



A EAST ELEVATION (FRONT)
A200 SCALE: 3/16" = 1'-0" NON-STANDARD SCALE

ELEVATION KEYNOTES
(01) SEE SHEET A201 FOR KEYNOTE INFORMATION

COPYRIGHT; DESIGN ELEMENTS 2022 THIS DRAWING AND THE DESIGNS SHOWN ARE THE PROPERTY OF MICHAEL L. SALEED, ARCHITECT & DESIGN ELEMENT INC. THE REPRODUCTION, COPYING, OR OTHER USE OF THIS DRAWING WITHOUT THE WRITTEN PERMISSION IS PROHIBITED AND INFRINGEMENT WILL BE SUBJECT TO LEGAL ACTION.

THIS SHEET SHOWS BASIC DRAFTING STANDARDS

sheet no. A200
revision no. E
drawn by MS/EBD
checked by SDW
job no. PAWCLAY22
date 1 FEB 2022

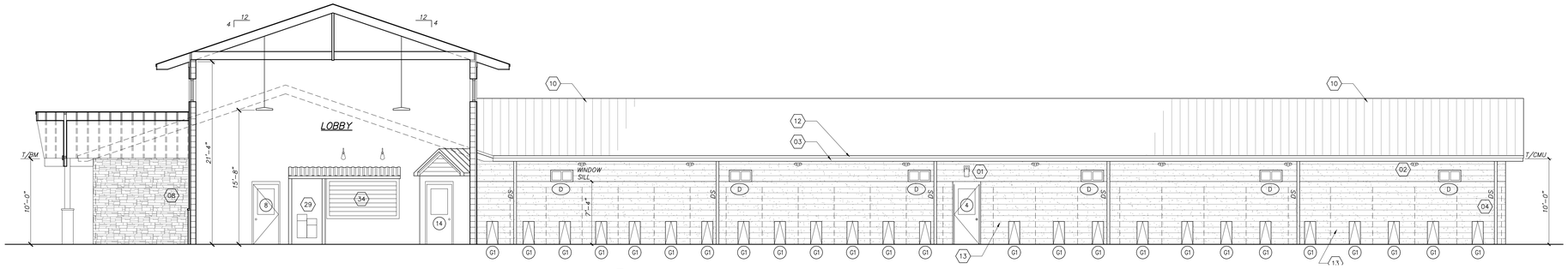
Proposed Pet Care & Boarding Facility for
PAWVILLE
103 TEW COURT
CLAYTON, NORTH CAROLINA 27520

BUILDING ELEVATIONS
job status **Contract Documents - Not Issued for Construction**

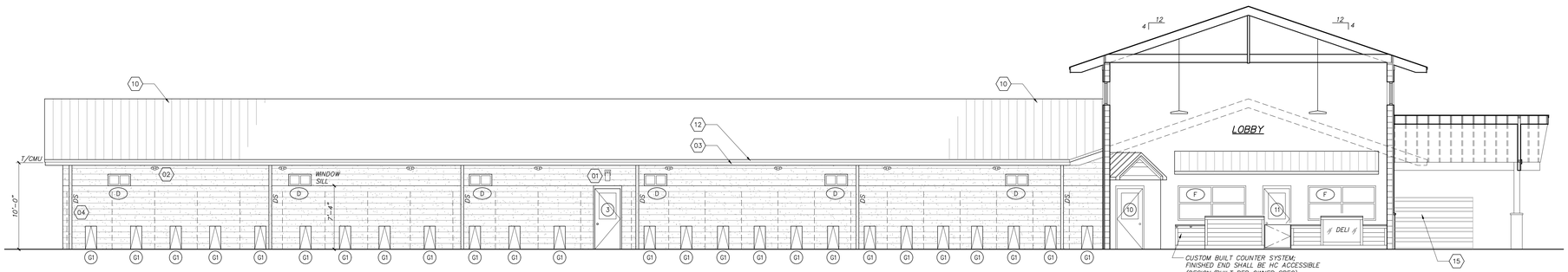
MICHAEL LEE SALEED JR. 8713 REGISTERED ARCHITECT WASHINGTON, NC

Design Elements
M. L. Saleed (Michael), AIA, LEED-AP
Architect / President
1213 Culbreth Drive, Suite 142
Wilmington, North Carolina 28405
910. 509. 3131

PAWVILLE



E SOUTH ELEVATION (SIDE)
A201 SCALE: 3/16" = 1'-0" NON-STANDARD SCALE



F NORTH ELEVATION (SIDE)
A201 SCALE: 3/16" = 1'-0" NON-STANDARD SCALE

ELEVATION KEYNOTES

01 TYPICAL (ARCHITECTURAL STYLE) EXTERIOR COMMERCIAL WALL SCONCE (LED) LIGHTING FIXTURES; DUSK TO DAWN CONTROL; PROVIDE OPTIONAL SURFACE MOUNTED WALL BASE. (REFERENCE ELECTRICAL DRAWINGS) BUILDING OWNER SHALL SELECT FROM GENERAL CONTRACTOR'S CONSTRUCTION BID ALLOWANCE (ELECTRICAL JUNCTION BOX AT 9'-0" A.F.F.)

02 TYPICAL EXTERIOR ARCHITECTURAL COMMERCIAL (LED) FLOOD LIGHTING FIXTURES; DIE-CAST-ALUMINUM SEALED HOUSING WITH POLYCARBONATE (VANDAL RESISTANCE) OPTICAL LENS; DUSK TO DAWN CONTROL; SURFACE MOUNTED (LIGHTING STYLE SHALL BY SPEC'D BY BUILDING OWNER UNLESS NOTED OTHERWISE; REFERENCE ELECTRICAL DRAWINGS)

03 TYPICAL PRE-FINISHED/PROFILE CONTINUOUS GUTTER, (MIN. 26Ga) (COLOR: "WHITE")

04 TYPICAL 6x4 PRE-FINISHED (PEMB) METAL DOWNSPOUT (DS) (MIN. 26Ga.); SECURE W/ COLOR MATCH CONNECTION METAL STRAPS AT NOM. 5'-0" VERTICAL O/C; PROVIDE CLOSED TRANSITION CONNECTION TO UNDERGROUND STORMWATER DRAINAGE SYSTEM; (COLOR: "WHITE")

05 PROPOSED ELECTRICAL MAIN DISTRIBUTION PANELS AND METER BASE W/ WIRING TROUGH; PANELS DISTRIBUTION AT APPROXIMATE LOCATION (REFERENCE: ELECTRICAL DRAWINGS FOR DETAILS)

06 (PROPOSED BUSINESS LOGO SIGNAGE LOCATION) ELECTRICAL JUNCTION BOX AND WALL BLOCKING FOR EXTERIOR WALL SIGNAGE FIXTURE (COORDINATE LOCATION WITH SIGNAGE VENDOR); GENERAL CONTRACTOR SHALL COORDINATE BUSINESS OWNER'S SIGNATURE LOGO SIGNAGE DESIGN WITH BUILDING OWNER; (CUSTOM LOGO SIGNAGE PROVIDED BY BUILDING OWNER'S PROPRIETARY SIGNAGE VENDOR) PROVIDE P.T. WOOD BLOCKING FOR SIGN MOUNTING (PROPOSED SIGN BAND "TO BE DETERMINED")

07 BUILDING PREMISES IDENTIFICATION (PHYSICAL ADDRESS) PROVIDE AN APPROVED (ASSIGNED BY LOCAL AUTHORITY HAVING JURISDICTION) STREET ADDRESS NUMBER; WALL MOUNTED TO EXTERIOR BUILDING FACADE AND POSITION TO BE PLAINLY LEGIBLE AND VISIBLE FROM THE STREET (OR) ROAD FRONTING THE PROPERTY LINE (PUBLIC ACCESS WAY); BUILDING ADDRESS NUMBERS SHALL BE CONTRASTING WITH THE FINISHED BUILDING FACADE (BACKGROUND SIDING). BUILDING ADDRESS CHARACTERS SHALL BE "ARABIC (OR) ALPHABETICAL LETTERS" AT (MIN) 6" HEIGHT WITH A (MIN) STROKE WIDTH 3/4"; SECURE ADDRESS CHARACTERS WITH APPROPRIATE NON-CORROSIVE FASTENERS,

08 PROVIDE BUILDING ACCESS ENTRY KEY WITHIN DESIGNATED "KEY BOX" (SIMILAR MODEL 3200 "KNOX BOX" UL 1037 LISTED) FOR LOCAL AUTHORITY HAVING JURISDICTION "FIRE DEPARTMENT (FD)" KEY BOX SHALL BE LOCATED AT PUBLIC ACCESS POINT. SURFACE MOUNTING HEIGHT MIN. 96" ABOVE FINISHED GRADED. APPROXIMATE LOCATION TO BE VERIFIED W/ (FD) FIRE MARSHALL (REFERENCE - ICC/IBC NCFC-2018 SECTION 506)

09 RESTROOM EXHAUST FAN @ 12'-0" A.F.F.; PRE-COLOR FINISHED ALUMINUM WALL CAP (COLOR MATCH SIDING)

10 (TYP. EXTERIOR FINISHING) ARCHITECTURAL METAL ROOF; PRE-FINISHED STANDING SEAM (RIB) PANELS WITH CONCEALED (TWO PART) EXPANSION HOLD-DOWN CLIPS (BUILDING OWNER SELECT "RED" COLOR) REFERENCE TYPICAL WALL SECTIONS

11 BOARD & BATTEN CEMENTITIOUS FIBER/REINF SIDING; (SMOOTH APPEARANCE)

12 (TYP. EXTERIOR FINISHING) CONTINUOUS BUILT-UP CEMENTITIOUS FASCIA TRIM BOARDS WOOD-GRAIN TEXTURE, (REFERENCE TYPICAL WALL SECTION)

13 SMOOTH FACE CONCRETE MASONRY VENEER (NOM 8x8x16 UNITS); BLOCK WALL TO BE FINISHED W/ SMOOTH STRUCK MORTAR JOINTS WITHOUT VOIDS. PAINT COLOR - OWNER TO SELECT

14 CONTINUOUS CUSTOM PROFILE PRECAST (TOP/WAINSCOT CAP) CONCRETE WATER TABLE/SILL (COLOR: WHITESTONE) (REFERENCE TYPICAL WALL SECTION)

15 CULTURED CEMENT STONE VENEER; DRY STACK APPEARANCE "APPALACHIAN LEDGESTONE" TEXTURE

16 WOOD SCREEN FENCE; ALTERNATING PT 1x8 AND PT 1x4 SLATS WITH 1" GAP; PT 4x4 POSTS @ 48" O/C MAX; PT 2x CAP PLATE. FENCE HEIGHT AT FRONT HVAC ENCLOSURE 72" HEIGHT. FENCE HEIGHT AT EXTERIOR DOG RUNS 8'-0".

no.	issue	revision	
A	1/2/22	DESIGN DEVELOPMENT PROGRESS REVIEW	C 3/11/22 DESIGN DEVELOPMENT PROGRESS REVIEW
B	2/23/22	DESIGN DEVELOPMENT PROGRESS REVIEW	D 3/18/22 DESIGN DEVELOPMENT PROGRESS REVIEW
			E 5/5/22 DESIGN DEVELOPMENT PROGRESS REVIEW

PAWVILLE

THIS SHEET SHOWS BASIC DRAFTING STANDARDS

Design Elements
M.L.Saeed [Michael], AIA, LEED-AP
Architect / President
1311 Eastwood Drive, Unit 142
Wilmington, North Carolina 28405
910.520.3761

MITCHELL LEE SAEED JR. REGISTERED ARCHITECT 8773 NORTH CAROLINA WRIGHTSVILLE BEACH, NC

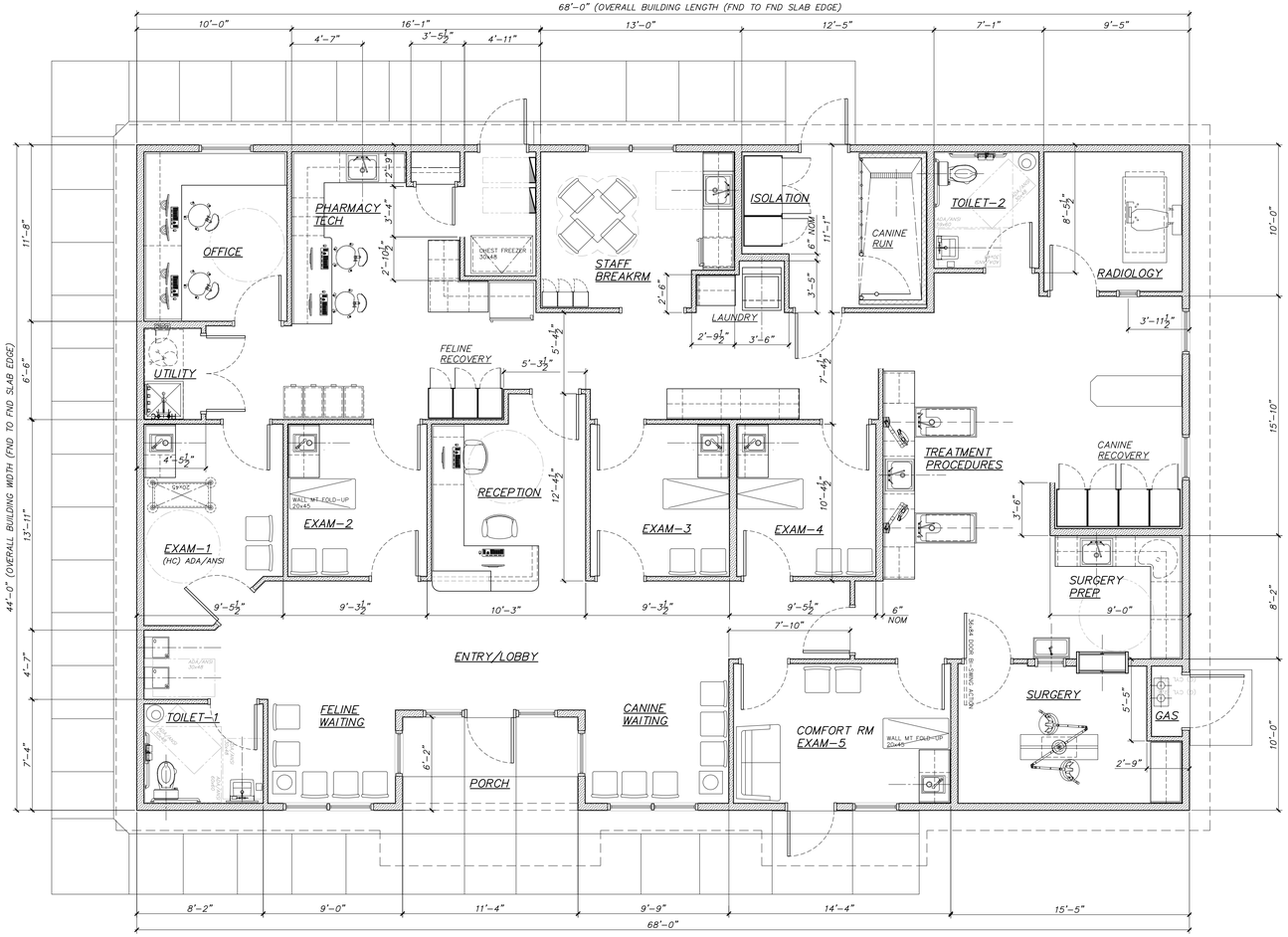
Proposed Pet Care & Boarding Facility for
PAWVILLE
103 TEW COURT
CLAYTON, NORTH CAROLINA 27520
job address

BUILDING ELEVATIONS & SECTIONS

Contract Documents - Not Issued for Construction

date 1 FEB 2022
job no. PAWSVILLE/22
drawn by SGH
checked by MSAIEED
drawing no. A201
revision no. E

COPYRIGHT: DESIGN ELEMENTS 2022
THIS DRAWING AND THE DESIGNS SHOWN ARE THE PROPERTY OF MICHAEL L. SAEED, ARCHITECT & DESIGN ELEMENT INC. THE REPRODUCTION, COPYING, OR OTHER USE OF THIS DRAWING WITHOUT THE WRITTEN PERMISSION IS PROHIBITED AND INFRINGEMENT WILL BE SUBJECT TO LEGAL ACTION.



SITE NORTH

PLAN NORTH

1 A101 VET CLINIC DIMENSIONAL FIRST FLOOR PLAN

SCALE: 1/4" = 1'-0"

GRAPHIC BAR SCALE: (FOOT UNITS)

0 2 4 10

1 3 5

no.	date	revision
A	10/18/23	ISSUED FOR SCHEMATIC REVIEW & APPROVAL
B	11/15/23	ISSUED FOR SCHEMATIC REVIEW & APPROVAL

THIS SHEET SHOWS BASIC DRAFTING STANDARDS

PAWVILLE

Design Elements
M. L. Saieed (Michael), RA, AIA, LEED-AP
Architectural Corporation (NC 5137)
1213 Cabrera Drive, Suite 142
Wrightsville Beach, North Carolina 28480
910.305.3131

MITCHELL LEE SAIEED JR
REGISTERED ARCHITECT
8773
NORTH CAROLINA
WRIGHTSVILLE BEACH, NC

PRELIMINARY NOT FOR CONSTRUCTION

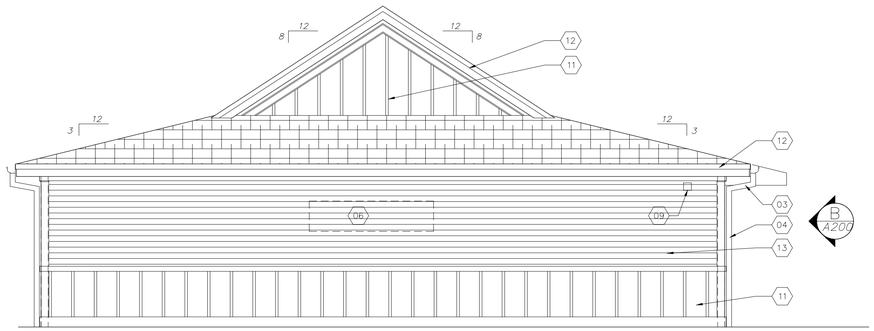
Proposed Veterinarian Facility for
Pawville Animal Hospital
323 TEW COURT
CLAYTON, NC 27452

DIMENSIONAL FLOOR PLAN

job status **Contract Document - NOT Issued for Construction**

date	15 OCT 23
job no.	CPVET/BUS/23
drawn by	MLS/SGH
checked by	MSAIEED
drawing no.	A101
revision no.	B

COPYRIGHT: DESIGN ELEMENTS 2023
THIS DRAWING AND THE DESIGNS SHOWN ARE THE PROPERTY OF MICHAEL L. SAIEED, ARCHITECT & DESIGN ELEMENT INC. THE REPRODUCTION, COPYING, OR OTHER USE OF THIS DRAWING WITHOUT THE WRITTEN PERMISSION IS PROHIBITED AND INFRINGEMENT WILL BE SUBJECT TO LEGAL ACTION.



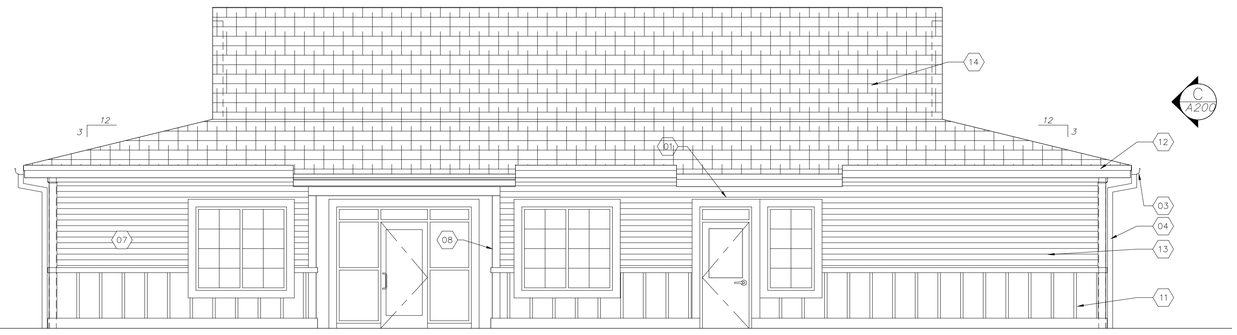
D A200

B A200

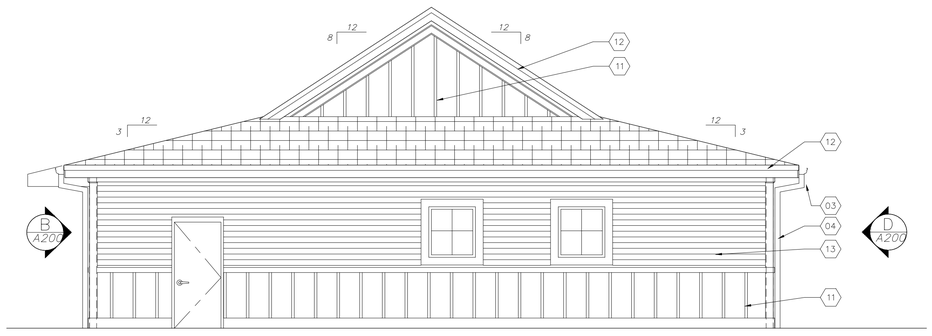
A NORTH ELEVATION
A200 SCALE: 1/4" = 1'-0"

A A200

C A200



B WEST ELEVATION
A200 SCALE: 1/4" = 1'-0"



B A200

D A200

C SOUTH ELEVATION
A200 SCALE: 1/4" = 1'-0"

ELEVATION KEYNOTES (THIS SHEET ONLY)

01 TYPICAL (ARCHITECTURAL STYLE) EXTERIOR COMMERCIAL WALL SCONCE (LED) LIGHTING FIXTURES; DUSK TO DAWN CONTROL; PROVIDE OPTIONAL SURFACE MOUNTED WALL BASE. (REFERENCE ELECTRICAL DRAWINGS) BUILDING OWNER SHALL SELECT FROM GENERAL CONTRACTOR'S CONSTRUCTION BID ALLOWANCE (ELECTRICAL JUNCTION BOX AT 9'-0" A.F.F.)

02 TYPICAL (BUILDING SERVICE ENTRY/EXIT) EXTERIOR ARCHITECTURAL COMMERCIAL (LED) LIGHTING FIXTURES; DIE-CAST ALUMINUM SEALED HOUSING WITH POLYCARBONATE (VANDAL RESISTANCE) OPTICAL LEN; DUSK TO DAWN CONTROL MASONRY VENEER SURFACE MOUNTED (LIGHTING STYLE SHALL BY SPEC BY BUSINESS OWNER (OR) UNLESS NOTED OTHERWISE ON REFERENCE ELECTRICAL DRAWINGS)

03 (TYPICAL) CONTINUOUS BOX GUTTER; WITH DOWNSPOUT TRANSITION TO UNDERGROUND STORM WATER MANAGEMENT; (UNLESS DIRECTED OTHERWISE); PRE-FINISHED METAL (MIN. 26Ga.) COLOR: WHITE) (REFERENCE TYPICAL WALL SECTIONS SHEETS)

04 TYPICAL 3x6 PRE-FINISHED METAL DOWNSPOUT (DS) (MIN. 26Ga.); SECURE W/ COLOR MATCH CONNECTION METAL STRAPS AT EACH 1/3 POINT VERTICAL WALL HEIGHT; PROVIDE CLOSED TRANSITION CONNECTION TO UNDERGROUND STORMWATER DRAINAGE SYSTEM; (COLOR: "WHITE")

05 PROPOSED ELECTRICAL MAIN DISTRIBUTION PANELS, CT CABINETS AND METER BASE W/ WIRING TROUGH; PANELS DISTRIBUTION AT APPROXIMATE LOCATION (REFERENCE: ELECTRICAL DRAWINGS FOR DETAILS)

06 (PROPOSED BUSINESS LOGO SIGNAGE LOCATION) ELECTRICAL JUNCTION BOX AND WALL BLOCKING FOR EXTERIOR WALL SIGNAGE FIXTURE (COORDINATE LOCATION WITH SIGNAGE VENDOR); GENERAL CONTRACTOR SHALL COORDINATE BUSINESS OWNER'S SIGNATURE LOGO SIGNAGE DESIGN WITH BUILDING OWNER; (CUSTOM LOGO SIGNAGE PROVIDED BY BUILDING OWNER'S PROPRIETARY SIGNAGE VENDOR) PROVIDE P.T. WOOD BLOCKING FOR SIGN MOUNTING (PROPOSED SIGN BAND "TO BE DETERMINED")

07 BUILDING PREMISES IDENTIFICATION (PHYSICAL ADDRESS)
PROVIDE AN APPROVAL (ASSIGNED BY LOCAL AUTHORITY HAVING JURISDICTION) STREET ADDRESS NUMBER; WALL MOUNTED TO EXTERIOR BUILDING FACADE AND POSITION TO BE PLAINLY LEGIBLE AND VISIBLE FORM THE STREET (OR) ROAD FRONTING THE PROPERTY LINE (PUBLIC ACCESS WAY). BUILDING ADDRESS NUMBERS SHALL BE CONTRASTING WITH THE FINISHED BUILDING FACADE (BACKGROUND SIDING). BUILDING ADDRESS CHARACTERS SHALL BE "ARABIC (OR) ALPHABETICAL LETTERS" AT (MIN) 6" HEIGHT WITH A (MIN) STROKE WIDTH 3/4"; SECURE ADDRESS CHARACTERS WITH APPROPRIATE NON-CORROSIVE FASTENERS, (REFERENCE ICC/IBC/NCFC-2018 SECTION 505)

08 PROVIDE BUILDING ACCESS ENTRY KEY WITHIN DESIGNATED "KEY BOX" (SIMILAR MODEL 3200 "KNOX BOX" UL 1037 LISTED) FOR LOCAL AUTHORITY HAVING JURISDICTION "FIRE DEPARTMENT (FD)" KEY BOX SHALL BE LOCATED AT PUBLIC ACCESS POINT: SURFACE MOUNTING HEIGHT MIN. 96" ABOVE FINISHED GRADED. APPROXIMATE LOCATION TO BE VERIFIED W/ (FD) FIRE MARSHALL (REFERENCE – ICC/IBC NCFC-2018 SECTION 506) (REFERENCE SHEET N100)

09 RESTROOM EXHAUST FAN @ 9'-6" A.F.F.; PRE-COLOR FINISHED ALUMINUM SIDE WALL CAP W/ GRAVITY DAMPER; APPROXIMATE LOCATION (COLOR MATCH EXTERIOR SIDING)

10 (TYP. EXTERIOR FINISHING) ARCHITECTURAL METAL ROOF; PRE-FINISHED STANDING SEAM (REVEAL RIB) PANELS WITH CONCEALED (TWO PART) EXPANSION HOLD-DOWN CLIPS (BUILDING OWNER SHALL SELECT COLOR) REFERENCE TYPICAL WALL SECTIONS FOR ADDITIONAL DETAILS

11 (TYP. EXTERIOR FINISHING) BOARD & BATTEN CEMENTITIOUS FIBER/REINF SIDING; (SMOOTH APPEARANCE)

12 (TYP. EXTERIOR FINISHING) CONTINUOUS BUILT-UP CELLULAR/PVC FASCIA AND DRIP EDGE TRIM BOARDS; WOOD-GRAIN TEXTURE, REFERENCE TYPICAL WALL SECTION

13 (TYP. EXTERIOR FINISHING) CEMENTITIOUS FIBER/REINF LAPPED SIDING; MIN. 6" EXPOSURE. (REFERENCE TYPICAL WALL SECTION)

14 FIBERGLASS ASPHALT ARCHITECTURAL ROOFING SHINGLE (OWNER SELECT COLOR AND STYLE)

no.	date	revision
A	10/18/23	ISSUED FOR SCHEMATIC REVIEW & APPROVAL
B	11/15/23	ISSUED FOR SCHEMATIC REVIEW & APPROVAL

THIS SHEET SHOWS BASIC DRAFTING STANDARDS AND IS SUBJECT TO LEGAL ACTION.

PAWVILLE

Design Elements
M. L. Saeed (Michael), RA, AIA, LEED-AP
Architectural Corporation (NC-13371)
1313 Dewberry Place, Suite 4
Wilmington North Carolina 28405
910.509.1310

MITCHELL LEE SAEED JR. REGISTERED ARCHITECT 8773 NORTH CAROLINA WRIGHTSVILLE BEACH, NC

Proposed Veterinarian Facility for
Pawville Animal Hospital
731 TEN MILE COURT
CLAYTON, NC 27452

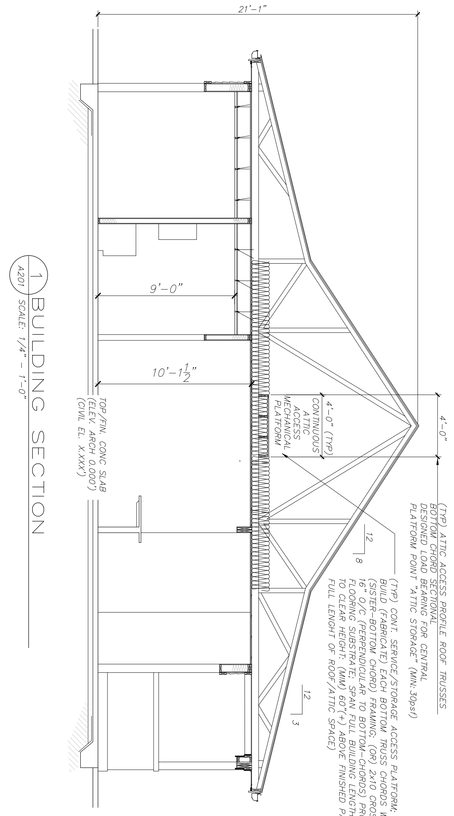
ELEVATIONS & SECTIONS

job status **Contract Document - NOT Issued for Construction**

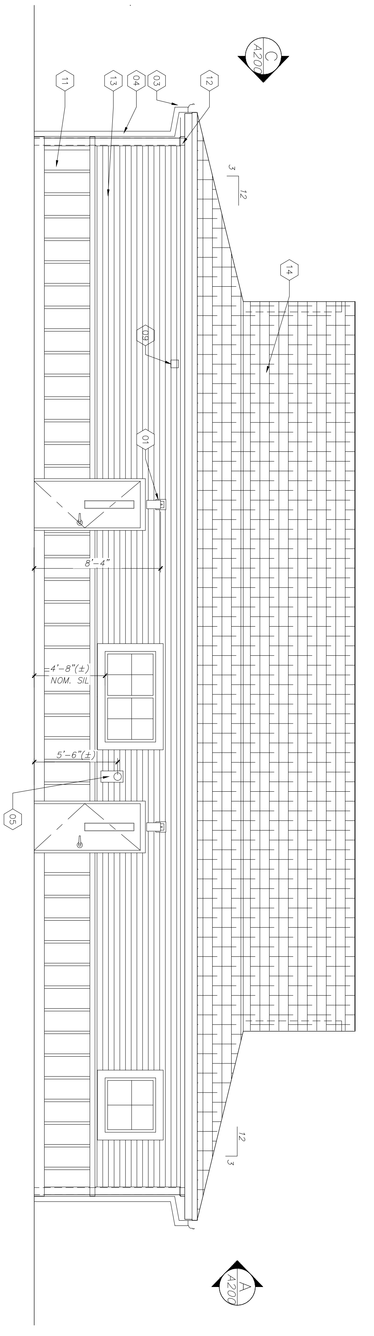
date	15 OCT 23
job no.	CPVET/BUS/23
drawn by	MLS/SGH
checked by	MSAIEED
drawing no.	A200
revision no.	B

COPYRIGHT: DESIGN ELEMENTS 2023 THIS DRAWING AND THE DESIGNS SHOWN ARE THE PROPERTY OF MICHAEL L. SAEED, ARCHITECT & DESIGN ELEMENT INC. THE REPRODUCTION, COPYING, OR OTHER USE OF THIS DRAWING WITHOUT THE WRITTEN PERMISSION IS PROHIBITED AND INFRINGEMENT WILL BE SUBJECT TO LEGAL ACTION.

no.	date	revision			
A	10/18/23	ISSUED FOR SCHEMATIC REVIEW & APPROVAL			
B	11/15/23	ISSUED FOR SCHEMATIC REVIEW & APPROVAL			



1 A201 BUILDING SECTION
SCALE: 1/4" = 1'-0"



D A201 EAST ELEVATION
SCALE: 1/4" = 1'-0"

COPYRIGHT; DESIGN ELEMENTS 2023 THIS DRAWING AND THE DESIGNS SHOWN ARE THE PROPERTY OF MICHAEL L. SAEED, ARCHITECT & DESIGN ELEMENT INC. THE REPRODUCTION, COPYING, OR OTHER USE OF THIS DRAWING WITHOUT THE WRITTEN PERMISSION IS PROHIBITED AND INFRINGEMENT WILL BE SUBJECT TO LEGAL ACTION.

THIS SHEET SHOWS BASIC DRAFTING STANDARDS

revision no. B
drawing no. A201
checked by MSAEED
drawn by ML/SJ/SSH
job no. CPVE/BUS/23
date 15 OCT 23

Proposed Veterinarian Facility for
Pawville Animal Hospital
323 TEW COURT
CLAYTON, NC 27452

ELEVATIONS & SECTIONS

job status **Contract Document - NOT Issued for Construction**

MITCHELL LEE SAEED JR. REGISTERED ARCHITECT 8773 NORTH CAROLINA NORTH MYRTLE BEACH, SC

Design Elements
M. L. Saeed (Michael), RA, AIA, LEED-AP
Architectural Corporation [NC 51371]
1313 Culbreth Drive, Suite 140
Wilmington, North Carolina 28405
910.509.3131

PAWVILLE

Filed in JOHNSTON COUNTY , NC
CRAIG OLIVE, Register of Deeds
Filed 12/08/2022 02:53:45 PM
DEED BOOK: 6391 PAGE: 656-659
INSTRUMENT # 2022837197
Real Estate Excise Tax $0.00
Deputy/Assistant Register of Deeds ebyrd

Return to:
Town of Clayton
Town Clerk Heidi Holland
PO BOX 879
Clayton, NC 27528

TOWN OF CLAYTON
SPECIAL USE PERMIT
#2021-169-SUP
GRANTED

On the date listed below, the Town Council for the Town of Clayton met and held an evidentiary hearing to consider the following application:

Applicant:	Carolina Land Design
Property Owner:	Store Master Funding XVII, LLC
Property Location:	Southwest Corner Tew Court and Gateway Drive
Brief Property Description:	1.55 acre site on Gateway Drive at Tew Court
Tax Parcel Number:	05G02002Z
Proposed Use of Property:	Kennel with Outdoor Runs
Hearing Date:	November 21, 2022

Having heard all the evidence and argument presented at the hearing, the Town Council makes the following findings:

(1) That the application will not materially endanger the public health or safety if located where proposed and developed according to the plans as submitted and approved.

(2) That the application meets all required specifications and conforms to the standards and practices of sound land use planning and the Town Code of Ordinances, or other applicable regulations.

(3) That the application will not substantially injure the value of adjoining or abutting property and will not be detrimental to the use or development of adjacent properties or other neighborhood uses.

(4) That the application will not adversely affect the adopted plans and polices of the Town or violate the character of existing standards for development of the adjacent properties.

CONDITIONS:

1. These Conditions of Approval, and any others included with the associated Site Plan (2021-168-SP) shall be recorded upon the final plan set, which must be delivered to the Planning Department for review and approval.
2. The Development shall be constructed in substantial conformance with the Special Use Permit as approved by the Clayton Town Council and associated Site Plan as approved by Town staff.
3. The buildings in the development will be constructed in accordance with the Architectural elevations provided in the associated Site Plan, including identified façade materials.
4. A bump-out will be provided at the end of the small parking lot to the west of the proposed vet clinic building to allow for vehicles to exit the parking stalls. Alternatively, the western-most 4 parking spaces (2 on each side) to be signed and marked on the pavement as "Employee Parking Only".
5. The landscaping plan will be revised to move any trees at least 10 feet away from any water or sewer lines and to provide the correct number of plantings per the staff review comments on the 4th submittal submitted in September 2022.
6. The Outdoor Play Yards and Outdoor Runs shall only be used between the hours of 7:00am and 7:00pm each day.
7. A revised site plan package addressing conditions 1, 4, 5 and 6 shall be submitted prior to approval of the site plan.

TOWN OF CLAYTON

BY: _____
Jason Thompson
Mayor Pro Tem

DATE: November 21, 2022

ATTEST:

Heidi L. Holland (SEAL)
Heidi L. Holland, CMC and NCCMC
Town Clerk

TOWN OF CLAYTON
INCORPORATED
APRIL 1869
CLAYTON, N.C.

NORTH CAROLINA
JOHNSTON COUNTY

I, Hillary A McFarland, a Notary Public, do hereby certify that Heidi L. Holland personally appeared before me this day and acknowledged that she is Town Clerk of the Town of Clayton and that by authority duly given and as the act of the Town, the foregoing instrument was signed in its name by her.

Witness my hand and notarial seal this the 7th day of December 2022.

(SEAL)

Hillary A McFarland

HILLARY A MCFARLAND
Notary Public
Johnston
County
My Comm. Exp.
07-10-2027
NORTH CAROLINA

Notary Public Hillary A McFarland
(Printed Name)

NC County of Commission: Johnston

Commission Expires: 07-10-2027

Regular Town Council Meeting
Agenda Cover Sheet

Meeting Date	Agenda Location
May 6, 2024	NEW BUSINESS

Item Title

Multifamily Housing Revenue Bonds Resolution

Presenter(s)

Robert McKie - Finance Director

Suggested Action

Adoption of Resolution

Strategic Priorities Alignment

☐ Think Clayton (Administrative)	☐ Think Arts & Culture	☐ Think Downtown	☒ Think Economic Development	☒ Think Land Use & Housing	☐ Think Mobility	☐ Think Parks, Recreation & Natural Resources	☐ Think Public Services & Infrastructure

Public Hearing: No

Applicable General Statute Number: G.S. 157-9

If Approved, Will Document Require Recordation? No

Does This Item Require a Communication Plan?

☐ Public Hearing (Required by GS)
☐ Public Hearing (Not Required by GS)
☐ Newspaper Notice (Required by GS)
☐ Newspaper Notice (Not Required by GS)
☐ Public Forum/Input Session
☐ Press Release
☐ E-News Distribution
☐ Website

☐ Social Media
☐ Special Mailing
☐ Survey
☐ None Required

Summary

The Town was approached by its Bond Counsel, McGuireWoods, to act as a conduit debt issuer for an affordable housing project proposed for Clayton. Generally, affordable housing bonds are issued through a municipal or county housing authority, which does not exist in Johnston County. McGuireWoods is directly involved in the majority of affordable housing bonds in the State. Reuter Walton Development is proposing a 96-unit multifamily residential rental development named Shotwell Apartments that is located at 1311 Mechanical Drive.

The Town will have no obligation to repay the bonds and is only facilitating the issuance, which allows the bonds to be tax exempt and qualify for low-income housing tax credits per the Internal Revenue Code of 1986, as amended. The issuance of the bonds will not constitute a debt or a pledge of the faith and credit of the Town. The bonds will be payable solely from the revenues and other funds provided by Reuter Walter Development. **Furthermore, the Town's willingness to act as the issuer of the bonds must not be construed as approval for this proposed affordable housing project for any other purpose including, but not limited to, zoning, land use, permitting or any other aspect of the project that may require approval by the Town or any department or agency of the Town.**

Background/History

The Town approved an affordable housing revenue bond resolution for Dominium Holdings on December 4, 2023.

Recommendation

The Executive Team recommends adoption of the resolution,

Funding Source

N/A

Corresponding Documentation

Clayton - Shotwell Apartments - Inducement Resolution(188180332.1)

RWD-Clayton-MasterPlanNarrative

Submitted By: Robert McKie, Finance Department

Reviewed By:

Robert McKie, Finance Director	Approved - Apr 24 2024
Rich Cappola, Town Manager	Approved - May 01 2024
Heidi Holland, Town Clerk	Approved - May 01 2024

Resolution #2024-36

RESOLUTION GIVING PRELIMINARY APPROVAL TO
ISSUANCE OF MULTIFAMILY HOUSING REVENUE BONDS

WHEREAS, the Town Council (the "Town Council") of the Town of Clayton, North Carolina (the "Town") met in Clayton, North Carolina at 6:00 p.m. on the 6th day of May, 2024; and

WHEREAS, pursuant to Section 160D-1311(b) of the General Statutes of North Carolina, the Town is granted the power to exercise directly the powers of a housing authority organized pursuant to the North Carolina Housing Authorities Law, Article 1 of Chapter 157 of the General Statutes of North Carolina, as amended (collectively, the "Act"); and

WHEREAS, the Act in N.C.G.S. § 157-9 gives the Town, exercising the powers of a housing authority, the power "to provide for the construction, reconstruction, improvement, alteration or repair of any housing project" and "to borrow money upon its bonds, notes, debentures or other evidences of indebtedness and to secure the same by pledges of its revenues"; and

WHEREAS, an affiliated or related entity of Reuter Walton Development LLC, a Minnesota limited liability company (the "Company"), intends to provide affordable housing in the Town; and

WHEREAS, the Company has applied to the Town for assistance in financing the acquisition, construction and equipping of an approximately 96-unit multifamily residential rental development to be constructed on land located in the Town and known as Shotwell Apartments (the "Development"); and

WHEREAS, the Company has described to the Town the benefits of the Development to the Town and the State of North Carolina and has requested the Town to agree to issue its multifamily housing revenue bonds in such amounts as may be necessary to finance the costs of acquiring, constructing and equipping the Development; and

WHEREAS, the Town would be acting as a "conduit" issuer for such bonds, and would have no liability whatsoever for any such bonds, which will not constitute a debt or a pledge of the faith and credit of the Town, but will be payable solely from the revenues and other funds provided by the Company; and

WHEREAS, the Town is of the opinion that the Development is a facility that can be financed under the Act and that the financing of the same will be in furtherance of the purposes of the Act;

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF CLAYTON:

1. It is hereby found and determined that the Development will involve the acquisition, construction and equipping of a multifamily housing facility, and that therefore, pursuant to the terms and subject to the conditions hereinafter stated and the Act, the Town agrees to assist the Company in every reasonable way to issue bonds to finance the acquisition, construction and equipping of the Development, and, in particular, to undertake the issuance of the Town's multifamily housing revenue bonds (the "Bonds") in an amount now estimated not to exceed Fourteen Million Five Hundred Thousand Dollars ($14,500,000) to provide all or part of the cost of the Development.

2. The Bonds shall be issued in such series and amounts and upon such terms and conditions as are mutually agreed upon between the Town and the Company. The Town and the Company shall enter into a "financing agreement" pursuant to the Act for a term and providing for

payments sufficient to pay the principal of, premium if any, and interest on the Bonds and to pay all of the expenses of the Town in connection with the Bonds and the Development. The Bonds will be issued pursuant to an indenture or security agreement between the Town and a trustee (the "Trustee") or the bondholder which will set forth the form and terms of the Bonds and will assign to the Trustee for the benefit of the holders of the Bonds, or directly to the bondholder, the Town's rights to payments under the financing agreement, except the Town's right to payment of fees and expenses and indemnification. The Bonds will be private activity bonds issued under Section 142 of the Internal Revenue Code of 1986, as amended (the "Code"). The Bonds shall not be deemed to constitute a debt or a pledge of the faith and credit of the State of North Carolina or any political subdivision or agency thereof, including the Town, but shall be payable solely from the revenues and other funds provided under the proposed agreements with the Company.

3. The Town intends that the adoption of this resolution be considered as "official action" toward the issuance of the Bonds within the meaning of the regulations issued by the Internal Revenue Service pursuant to Section 1.150-2 of the Treasury Regulations issued under the Code.

4. The Town hereby authorizes the Company to proceed, upon the prior advice, consent and approval of bond counsel and the Town's counsel, to obtain approvals in connection with the issuance and sale of the Bonds and to obtain an allocation of a sufficient amount of the State of North Carolina's "private activity bond limit", as required by Section 146 of the Code and as defined in Section 146 of the Code, for the Bonds.

5. It having been represented to the Town that it is desirable to proceed with the acquisition, construction and equipping of the Development, the Town agrees that the Company may proceed with plans for such acquisition, construction and equipping, enter into contracts for the same, and take such other steps as it may deem appropriate in connection therewith, provided that nothing herein shall be deemed to authorize the Company to obligate the Town without its written consent in each instance to the payment of any monies or the performance of any act in connection with the Development and no such consent shall be implied from the Town's adoption of this resolution. The Town agrees that the Company may be reimbursed from the proceeds of the Bonds, if and when issued, for all qualifying costs so incurred as permitted by Treasury Regulations Section 1.150-2.

6. All obligations hereunder of the Town are subject to the further agreement of the Town and the Company to terms for the issuance, sale and delivery of the Bonds and the execution of a financing agreement, indenture or security agreement and other documents and agreements necessary or desirable for the issuance of the Bonds. The Town has not authorized and does not authorize the expenditure of any funds or monies of the Town from any source other than the proceeds of the Bonds. All costs and expenses in connection with the financing and the acquisition, construction and equipping of the Development, including the reasonable fees and expenses of the Town's counsel, bond counsel and the placement agent or underwriter for the sale of the Bonds, shall be paid from the proceeds of the Bonds or by the Company, but if for any reason the Bonds are not issued, all such expenses shall be paid by the Company and the Town shall have no responsibility therefor. It is understood and agreed by the Town and the Company that nothing contained in this resolution shall be construed or interpreted to create any personal liability of the officers or council members from time to time of the Town.

7. The Town's agreement to act as the issuer of the Bonds to finance the Development shall not be construed as approval of the Development for any other purpose including, but not limited to, zoning, land use, permitting or any other aspect of the Development that may require approval by the Town or any department or agency of the Town.

8. The officers of the Town are hereby authorized and directed to take all actions in furtherance of the resolution and the issuance of the Bonds.

9. The Town hereby approves McGuireWoods LLP, Raleigh, North Carolina, to act as bond counsel for the Bonds.

10. This resolution shall take effect immediately.

Council member _____ moved the passage of the foregoing resolution and Council member _____ seconded the motion, and the resolution was passed by the following vote:

Ayes:_____

Nays:_____

Not voting:_____

* * * * * * *

I, Heidi Holland, Town Clerk for the Town of Clayton, North Carolina, DO HEREBY CERTIFY that the foregoing is a true and complete copy of so much of the proceedings of the Town Council for the Town of Clayton, North Carolina, at a regular meeting duly called and held on May 6, 2024, as it relates in any way to the resolution hereinabove set forth, and that such proceedings are recorded in the minutes of the Town Council.

WITNESS my hand and the seal of the Town Council of the Town of Clayton, North Carolina, this 6th day of May, 2024.

(SEAL)

_____
Heidi Holland, Town Clerk
Town of Clayton, North Carolina

REUTERWALTON

Town of Clayton
Conrad Olmedo
111 East Second Street
Clayton, NC 27528

RE: Town of Clayton – Conditional Zoning Application – Shotwell Apartments

Reuter Walton Development is proposing a 96-unit affordable housing development located at 1311 Mechanical Drive, Clayton, NC 2752. The current use is a vacant underutilized site left over as part of a larger master development plan. The site is approximately 2.9 acres and the developer currently has the site under purchase agreement. The developer intends to apply for low-income housing tax credits through NCHFA in May 2024.

Reuter Walton's affordable housing proposal includes a total of (96) units of affordable housing serving households earning 60% of Area Median Income (AMI). The proposal includes housing for both individual and family households with thirty-six (36) one-bedroom units, thirty-six (36) two-bedroom units, and twenty-four (24) three-bedroom units.

The building would be 5-stories tall including the majority of the first level being enclosed parking and common area amenities. The upper floors would be all residential units. The building would be wood framed with a flat roof intended. Each unit would include a patio or balcony.

Each unit will include Energy-Star appliances with laundry equipment and will feature a high quality of design and finishes. Community amenities include a fitness area, community room, wifi business lounge, private offices for property management, enclosed parking. Outside the project would include a patio/gathering space with grills and seating, a playground, and dog run area. One of the highlighted attributes of this project is the location and being adjacent to many of the goods and services along US-70. In addition, the site is within 2 miles of the Municipal Park and Clayton Community Park, and Clayton Community Center.

Reuter Walton Development
4450 Excelsior Boulevard, Suite 400
St. Louis Park, MN 55416
(612) 823-3489

Regular Town Council Meeting
Agenda Cover Sheet

Meeting Date	Agenda Location
May 6, 2024	NEW BUSINESS

Item Title

Electric System Revenue Bonds Resolution

Presenter(s)

Robert McKie - Finance Director

Suggested Action

Adoption of Resolution

Strategic Priorities Alignment

☒ Think Clayton (Administrative)	☐ Think Arts & Culture	☐ Think Downtown	☒ Think Economic Development	☒ Think Land Use & Housing	☐ Think Mobility	☐ Think Parks, Recreation & Natural Resources	☒ Think Public Services & Infrastructure

Public Hearing: No

If Approved, Will Document Require Recordation? No

Does This Item Require a Communication Plan?

- ☐ Public Hearing (Required by GS)
- ☐ Newspaper Notice (Required by GS)
- ☐ Public Forum/Input Session
- ☐ E-News Distribution
- ☐ Social Media
- ☐ Special Mailing
- ☐ Public Hearing (Not Required by GS)
- ☐ Newspaper Notice (Not Required by GS)
- ☐ Press Release
- ☐ Website
- ☐ Survey
- ☐ None Required

Summary

The Town must submit an application to the Local Government Commission for approval to issue revenue bonds in an amount not to exceed $6 million to provide monies to cover the cost of infrastructure for new development activity.

Recommendation

The Executive Team recommends adoption of the resolution.

Funding Source

Revenue Bonds

Cost

Yes

Corresponding Documentation

Clayton - 2024 Electric System Revenue Bond - Findings Resolution (5-6-2024)(187753325.3)

Submitted By: Robert McKie, Finance Department

Reviewed By:

Robert McKie, Finance Director	Approved - Apr 24 2024
Rich Cappola, Town Manager	Approved - May 01 2024
Heidi Holland, Town Clerk	Approved - May 01 2024

Resolution #2024-37

TOWN COUNCIL
OF THE
TOWN OF CLAYTON, NORTH CAROLINA

Excerpt of Minutes
of Meeting of
May 6, 2024

Present: Mayor McLeod presiding, and Councilmembers _____
_____

Absent: _____

* * * * * * * * * *

Councilmember _____ introduced the following resolution, the title of which was read:

RESOLUTION PROVIDING FOR APPLICATION TO THE LOCAL GOVERNMENT COMMISSION FOR APPROVAL OF ELECTRIC SYSTEM REVENUE BONDS; REQUESTING LOCAL GOVERNMENT COMMISSION APPROVAL OF SUCH ELECTRIC SYSTEM REVENUE BONDS; AND CERTAIN RELATED MATTERS AND FINDINGS

WHEREAS, the Town of Clayton, North Carolina (the "Town") acting by and through its Town Council (the "Town Council"), is authorized by The State and Local Government Revenue Bond Act of North Carolina, as amended, to issue revenue bonds to provide moneys for the acquisition, construction, reconstruction, extension, improvement or payment of the cost of one or more revenue bond projects, including electric systems or facilities; and

WHEREAS, on June 16, 2008, the Town adopted a Bond Order (the "Original Bond Order") entitled:

BOND ORDER AUTHORIZING THE ISSUANCE OF ELECTRIC SYSTEM REVENUE BONDS TO PROVIDE FUNDS TO CONSTRUCT IMPROVEMENTS TO THE ELECTRIC SYSTEM; PROVIDING FOR THE ISSUANCE OF ADDITIONAL REVENUE BONDS; PROVIDING FOR THE ISSUANCE OF REVENUE BOND ANTICIPATION NOTES IN ANTICIPATION OF THE ISSUANCE OF REVENUE BONDS; PROVIDING FOR THE CREATION OF CERTAIN SPECIAL FUNDS; PLEDGING TO THE PAYMENT OF THE PRINCIPAL OF AND THE INTEREST ON THE REVENUE BONDS AND NOTES CERTAIN

REVENUES OF THE ELECTRIC SYSTEM; SETTING FORTH THE RIGHTS AND REMEDIES OF HOLDERS; AND SETTING FORTH THE DETAILS OF CERTAIN RELATED MATTERS

WHEREAS, on June 1, 2015, the Town Council adopted a First Supplemental Bond Order (the "First Supplemental Bond Order") amending certain provisions of the Original Bond Order (such Original Bond Order, as amended and supplemented by the First Supplemental Bond Order, referred to herein as the "Bond Order"); and

WHEREAS, the Town intends to fund the reimbursement and future extension of electric transmission lines, poles and other distribution equipment (the "Project") to expand the electric system to additional service areas in new developments to meet customer demand; and

WHEREAS, the Town Council is considering the issuance of one or more series of Electric System Revenue Bonds as permitted under the Bond Order in an amount not to exceed $6,000,000 in the aggregate principal amount (the "Bonds") to finance a portion of the cost of the Project; and

WHEREAS, the Town Council wishes the Town Manager and the Town Finance Director to file with the Local Government Commission of North Carolina (the "LGC") an application for its approval of the issuance of the Bonds, on a form provided by the LGC, to request that the LGC approve the issuance of the Bonds, and to make certain findings therefor;

WHEREAS, the Council wishes to retain McGuireWoods LLP, Raleigh, North Carolina, as bond counsel for the issuance and sale of the Bonds;

NOW, THEREFORE, the Town Council for the Town of Clayton, in a regularly scheduled meeting on May 6, 2024, does hereby resolve as follows:

1. The Bonds are to be issued by the Town for the purpose of providing funds to finance the costs of the Project and to pay the costs of issuing the Bonds as set out in the Town's application to the LGC. The use of the proceeds of the Bonds is necessary in order to meet the needs of the users of the electric system (as further defined in the Bond Order, the "System"). The Bonds shall be a special obligation of the Town, the principal of, premium, if any, and interest on which shall not be payable from the general funds of the Town, nor shall they constitute a legal or equitable pledge, charge, lien or encumbrance upon any of its property or upon any of its income, receipts or revenues except the Net Revenues of the System which are pledged under the Bond Order.

2. The Town Manager and the Town Finance Director, with the advice of bond counsel and the Town's financial advisor, are each hereby authorized, directed and designated to file an application with the North Carolina Local Government Commission for its approval of the issuance of the Bonds.

3. The Mayor, the Town Manager and the Town Finance Director, working with bond counsel and the Town's financial advisor, are each hereby authorized and directed to take all actions in furtherance of the issuance of the Bonds.

4. In connection with the application to the LGC, the Town Council hereby makes the following findings:

a. The issuance of the Bonds is necessary or expedient to finance the costs of the Project.

b. The amount of debt to be incurred in connection with the Project and the fees to be paid in connection therewith are sufficient but not excessive, when added to other moneys available to the Town, for the purpose of acquiring, designing, and installing the Project.

c. The Project is feasible.

d. The Net Revenues of the System, including increases in rates previously approved or expected to be approved by the Town Council, will be sufficient to pay the debt service on the proposed Bonds.

e. The Town has not defaulted on any debt obligation.

f. The Town follows the debt management guidelines of the LGC.

g. The Bonds can be marketed at a reasonable interest cost to the Town.

5. The Town hereby requests the LGC to sell the Bonds at private sale and without advertisement pursuant to § 159-123 of the North Carolina General Statutes.

6. All actions of the officers of the Town in furtherance of this resolution are hereby ratified and confirmed. This resolution shall take effect immediately.

Council member _____ moved the passage of the foregoing resolution and Council member _____ seconded the motion and the resolution was passed by the following vote:

Ayes: Council members _____

Nays: Council members _____

Not voting: Council members _____

* * * * * * *

I, Heidi Holland, Clerk for the Town of Clayton, North Carolina, DO HEREBY CERTIFY that the foregoing is a true and complete copy of so much of the proceedings of the Town Council for the Town at a regular meeting duly called and held on May 6, 2024, and that the proceedings of such meeting are recorded in the Minutes of Town Council. Pursuant to G.S. § 143-318.12, a current copy of a schedule of regular meetings of the Town Council of the Town is on file in my office.

WITNESS my hand and the official seal of the Town this ___ day of May, 2024.

_____
Heidi Holland
Town Clerk
Town of Clayton, North Carolina

(SEAL)

Regular Town Council Meeting
Agenda Cover Sheet

Meeting Date	Agenda Location
May 6, 2024	STAFF REPORTS

Item Title

Take Your Child to Work Day

Presenter(s)

Nathanael Shelton - Communication Director

Suggested Action

Information Only

Strategic Priorities Alignment

☒ Think Clayton (Administrative)	☒ Think Arts & Culture	☒ Think Downtown	☒ Think Economic Development	☒ Think Land Use & Housing	☒ Think Mobility	☒ Think Parks, Recreation & Natural Resources	☒ Think Public Services & Infrastructure

Public Hearing: No

If Approved, Will Document Require Recordation? No

Does This Item Require a Communication Plan?

☐ Public Hearing (Required by GS)	☐ Public Hearing (Not Required by GS)
☐ Newspaper Notice (Required by GS)	☐ Newspaper Notice (Not Required by GS)
☐ Public Forum/Input Session	☐ Press Release
☐ E-News Distribution	☐ Website
☐ Social Media	☐ Survey
☐ Special Mailing	☒ None Required

Summary

The Town of Clayton has celebrated Take Your Child to Work Day for the past three years. On April 25, 2024, Town employees engaged thirty children in hands-on learning activities, providing insights into the daily responsibilities of their parents and fellow workers. The Communications and Outreach Department has produced a video showcasing the day's highlights.

Funding Source

N/A

Submitted By: Nathanael Shelton, Communications

Reviewed By:

Heidi Holland, Town Clerk Approved - May 02 2024