Town of Clayton
Regular Town Council Meeting Agenda
Tuesday, January 16, 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
- January 2, 2024 - Regular Session
- January 2, 2024 - Work Session

Presenter: Sam Johnson-Phillips, Deputy Town Clerk
January 2, 2024 - Work Session
January 2, 2024 - Regular Session

b. Certificate of Sufficiency 2023-100-ANX Poole Farm, LLC
Presenter: Sam Johnson-Phillips, Deputy Town Clerk
Certificate of Sufficiency 2023-100-ANX

c. Certificate of Sufficiency 2023-101-ANX Rocky Branch Farm, LLC
Presenter: Sam Johnson-Phillips, Deputy Town Clerk
Certificate of Sufficiency 2023-101-ANX

d. Certificate of Sufficiency 2023-164-ANX Lee Court
Presenter: Sam Johnson-Phillips, Deputy Town Clerk
Certificate of Sufficiency 2023-164-ANX

e. Certificate of Sufficiency 2023-165-ANX Gregory Drive
Presenter: Sam Johnson-Phillips, Deputy Town Clerk
Certificate of Sufficiency 2023-165-ANX

f. Correction to Amended Compensation Plan Scales
Presenter: Rich Cappola, Town Manager

g. Fire Advisory Board Alternate Seat

Fire Advisory Board Alternate Seat - Clerks - Pdf

h. Resolution #2024-08 Acceptance of Public Water and Sewer Utilities for Warranty. Buckhorn Branch Park Subdivision, Phase 3
Resolution #2024-08 Acceptance of Public Water and Sewer Utilities for Warranty. Buckhorn Branch Park Subdivision, Phase 3

i. Amendment to Davis Park Leasing Economic Development Incentive Agreement
Presenter: Patrick Pierce, Economic Development Director
Amendment to Davis Park Leasing Economic Development Incentive Agreement

POTENTIAL ACTION: Approve Consent Agenda as Presented

4. ADMINISTRATIVE ITEMS

5. INTRODUCTIONS AND SPECIAL PRESENTATIONS

a. Customer Service Day Proclamation
Presenter: Mayor McLeod to Present to Customer Service
Customer Service Day Proclamation

b. Life Saving Awards
- Officer Ashton Anderson
- Officer Edward Pistola

Presenter: Greg Tart, Police Chief

6. PUBLIC HEARINGS

a. Public Hearing for the Annexation Petition 2023-100-ANX Poole Farm, LLC
Presenter: Bruce Venable, Planner I
Public Hearing for the annexation petition 2023-100-ANX Poole Farm, LLC

POTENTIAL ACTION: Adoption of Ordinance #2024-01-02

b. Public Hearing for the Annexation Petition 2023-101-ANX Rocky Branch Farm, LLC
Presenter: Bruce Venable, Planner I
Public Hearing for the annexation petition 2023-101-ANX Rocky Branch Farm, LLC

POTENTIAL ACTION: Adoption of Ordinance #2024-01-03

c. Public Hearing for the Annexation Petition 2023-164-ANX Lee Court
Presenter: Bruce Venable, Planner I
Public Hearing for the annexation petition 2023-164-ANX Lee Court

POTENTIAL ACTION: Adoption of Ordinance #2024-01-04

d. Public Hearing for the Annexation Petition 2023-165-ANX Gregory Drive
Presenter: Bruce Venable, Planner I
Public Hearing for the annexation petition 2023-165-ANX Gregory Drive

POTENTIAL ACTION: Adoption of Ordinance #2024-01-05

e. 2023-176-RZ Clayton ABC Store Rezoning
Presenter: Steven Mott, Planner II
2023-176-RZ Clayton ABC Store Rezoning

POTENTIAL ACTION: Adoption of Ordinance #2024-01-08 Consistency and Reasonableness Statement

f. 2023-126-CZM Pond Street Duplexes Conditional Rezoning
Presenter: Steven Mott, Planner II
2023-126-CZM Pond Street Duplexes Conditional Rezoning

POTENTIAL ACTION: Adoption of Ordinance #2024-01-07 Consistency and Reasonableness Statement

g. 2022-195-CZM Vinson Road Conditional Rezoning with Master Plan
Presenter: Bruce Venable, CZO, Planner I
2022-195-CZM Vinson Road Conditional Rezoning with Master Plan

POTENTIAL ACTION: Adoption of Ordinance #2024-01-06 Consistency and Reasonableness Statement

POTENTIAL ACTION: Adoption of Wastewater Resolution #2024-09

7. OLD BUSINESS

a. Capital Project Budget Ordinance
Presenter: Robert McKie - Finance Director
Capital Project Budget Ordinance - 2024 GO Bond Park Project

POTENTIAL ACTION: Adoption of Ordinance #2024-01-09

8. NEW BUSINESS

9. STAFF REPORTS

a. Town Manager
- Mid Year Goal Report

Presenter: Rich Cappola, Town Manager

b. Town Attorney

c. Town Clerk

d. Other Staff
- Road Renaming - Patrick Pierce, Economic Development Director
- 4th of July Event Discussion - Greg Tart, Police Chief

10. 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

11. CLOSED SESSION

a. **To Discuss Legal Matter in Accordance with NC GS 143-318-.11(a)(3); Discuss Purchasing of Real Property in Accordance with NC GS 143-318.11(a)(5)**

POTENTIAL ACTION: **Motion To Go Into Closed Session**

POTENTIAL ACTION: **Motion To Return To Open Session**

12. ADJOURNMENT

a. **Adjourn**

POTENTIAL ACTION: **Motion To Adjourn**

Town of Clayton
Town Council Work Session Minutes
Tuesday, January 2, 2024 at 3:00 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 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
Nathanael Shelton, Communications Officer
Joshua Baird, Engineering Director
Patrick Pierce, Economic Development Director
Sam Johnson-Phillips, Deputy Town Clerk
Dede Bumgarner, Development Services Manager
James Blalock, Assistant Director, Water Resources
Catherine White, Communication & Marketing Specialist
Amy Shearin, Community Events and Engagement Coordinator
Lydia Davis, Economic Development Specialist

1 CALL TO ORDER

a) Mayor Pro Tem Sims called the meeting to order at 3:02 p.m.

2 ADJUSTMENT OF THE AGENDA

a) Rich Cappola asked to adjust the agenda to switch 4b. and 4c.

Approve or Adjust the Agenda

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

3 EMPLOYEE INTRODUCTIONS

a) Employee Introductions (3:00 - 3:10 p.m.)

- Heidi You, Permit Specialist

Presenter: Dede Bumgarner, Development Services Manager

- Joshua Baird, Interim Water Resources Director

Presenter: Rich Cappola, Town Manager

- James Blalock, Assistant Director, Water Resources

Presenter: Joshua Baird, Engineering Director/Interim Water Resources Director

Water Reclamation

- David White, Water Reclamation Superintendent
- Stephen Smith, Wastewater Treatment Plant Operator
- Patrick Baker, Wastewater Treatment Plant Operator
- Kyle Brady, Wastewater Treatment Plant Operator (transferring from Water Resources Compliance)
- John “JZ” Zamarripa, Wastewater Treatment Plant Operator (transferring from Facilities)
- Ilona Williams, Lab Supervisor (PROMOTION)

Part Time Operators

- James Warren
- Brian Gay
- Jason Faison

Water Resources Maintenance

- Ethan Johnson, Utility Maintenance Mechanic

Presenter: James Blalock, Assistant Director, Water Resources

Dede Bumgarner introduced Heidi You, new Permit Specialist in the Community Development Services department. Ms. You comes from Cary.

Rich Cappola introduced Joshua Baird as Acting Water Resources Director. He has been willing to step in since Byron’s Poelman’s passing.

Joshua Baird introduced James Blalock who took a new position, Assistant Director Water Resources, created for the Town. He will be overseeing the reclamation and maintenance side. Mr. Blalock has been with the Town since 2010. Shared were his certifications.

James Blalock introduced several new staff members to the water resources department and shared their work history.

4 ITEMS FOR DISCUSSION

a) Communication Updates/Data (3:10 - 3:30 p.m.)
Presenter: Nathanael Shelton, Communications Director; Cat White, Communication & Marketing Specialist; and Amy Shearin, Community Events and Engagement Coordinator

Cat White discussed the new social media recording tool Hootsuite. In August of 2023, the Communications Department launched Hootsuite and transitioned/trained all Town social media managers to efficiently utilize the program. The key benefits of Hootsuite are it would be a centralized social media management, saves time efficiency and scheduling and tracks social media analytics.

It provides monthly social media reports, which are a comprehensive overview of social media performance. It collects data from Facebook, Instagram and Twitter, and optimizes posting times. It also tracks competitors' social medica activities and benchmarks performance to identify areas for improvement. These reports are sent to executive team, department heads, social media managers and Council monthly. Included in this report is Overview of audience growth, amount of followers, average engagement, posting frequency, collection of top performing posts including better or worse percentage data, list of trending hashtags, and post length comparative data.

Ms. White stated across Facebook, Instagram and Twitter, the Town has an audience of 32,758+ followers. One of the top performing campaigns on Facebook in 2023 was the Surprise Yarn Project. For the past two years, the Police Station's public exchange location Christmas post has been a top performing post.

Facebook posts with the most comments from the past year include:

- Lee Barbee's Retirement
- Conway Twitty and Loretta Lynn
- Copper District
- Fireworks Weather Update
- Clayton PD Missing Person

Local municipalities that were compared to Clayton were

- Cary
- Johnston County
- Holly Springs
- Apex
- Fuquay Varina
- Garner
- Morrisville
- Wake Forest

Since September, the Town of Clayton has outperformed the following municipalities every month on each platform:
Facebook: Johnston County, Apex, Smithfield, Morrisville
Instagram: Johnston County, Garner, Morrisville, Wake Forest
Twitter: Johnston County, Apex

Recommendations moving forward include Recreating top performing posts, post frequently, post when audience is online, customize content, make it newsworthy and consistency and quality.

In conclusion, the implementation of Hootsuite empowers the Town's social media

managers to increase the efficiency and effectiveness of our communication efforts. This tool, in collaboration with its comprehensive reporting features, gives a strategic advantage, enabling us not only to enhance our current performance but also to surpass competitors.

By utilizing Hootsuite, we are propelling the Town's social media presence to new levels of professionalism, fostering improved outreach, communication, and engagement with our community.

DATAVOICE
Nathanael Shelton discussed DATAVOICE. This is an outage management system for public utilities and a mass notification system. 3 pieces pulled into this system are GIS Data, Meter Data and Customer Data. Mass notifications include Calls, Emails and Texts. Customer Data is integrated with the OMS to allow for emergency and non-emergency two-way communication between the utility and the customer.

There was discussion on delinquent calls. Using the IVR system (Interactive Voice Response), the Town has made more than 2,300 automated calls for delinquent payments since August 1, 2023. Out of that number, only 330 have been disconnected for non-payment. Before the IVR, the number of cutoffs during this time period would have been upwards of 1,000.

With the current Lead and Copper notifications, citizens received calls and emails about the lead and copper campaign. 74% of calls went to valid numbers. This advanced notice helps inform the public and reduces staff time on site.

Amy Shearin discussed the ability to select an area on a map of affected areas that would receive notifications. She stated right now we are in Phase 2. She discussed this further in detail on how this process works. Phase 3 is planned for Spring 2024 and should launch the full project. A big campaign is planned for the Spring.

b) Social District (4:00 - 4:30 p.m.)
Presenter: Lydia Davis, Economic Development Specialist

Rich Cappola stated this is Round 2 of the Social District discussion. Ms. Davis stated Legislation enabled this about a year and a half ago. She shared findings and recommendations from the DDA. Shared was background and that several business and community members have expressed interest. Town Council asked DDA and staff to explore. The Taskforce members involved in this process were shared; this group has met monthly since August. November 8th a webinar was held for Downtown Business and Stakeholders to attend; November 15th there was an in-person Q&A session with the Taskforce; and on December 11th, the DDA made a motion to recommend the creation of a Social District to Council.

There was discussion on legislation. In September 2021, HB 890 original legislation and July 2022: HB 211 clarified legislation. According to legislation, a social district refers a defined outdoor area in which a citizen may consume alcoholic beverages SOLD BY AN ABC PERMITTEE within the district, during certain times and with certain conditions. A social district must be adopted by a Town Ordinance. There was detailed discussion on legislation’s social district.

It CAN include (clarifications in HB 211):

- Indoor and outdoor areas of businesses within or contiguous to the defined area
- Privately owned property, including permittees and non-permittee businesses
- Multi-tenant establishments
- Public streets, crosswalks, or parking areas (whether the streets or parking areas are closed to vehicle traffic)

A permittee within the social district can only sell and serve alcoholic beverages on its licensed premises. A permittee cannot set up a bar outside of their licensed premises.

A permittee can only sell alcoholic beverages for consumption in the social district in a container that meets all following requirements:

(1) The container clearly identifies the permittee from which the alcoholic beverage was
purchased.
(2) The container clearly displays a logo or some other mark that is unique to the Social
District.
(3) The container is not comprised of glass.
(4) The container displays, in no less than 12-point font, the statement, "Drink Responsibly - Be 21."
(5) The container shall not hold more than 16 fluid ounces

A social district must be filed with the ABC Commission, a social district logo and website must be created and posted on the website.

The city/county/designee must have uniform signs (sticker, placard, etc.) for Non-ABC-Permitted Businesses:

- Provides notice that a non-permittee business is included in the social district and allows alcohol on its premises when the social district is active
- Non-permitted business must display signs when the social district is active
- Otherwise, a customer may not bring their beverage into that non-permitted location
- No business is required to participate in the social district (permitted or non-permitted

Posted signage in conspicuous locations, including:

- Clearly defined geographic area included in the social district.
- Days and hours alcoholic beverages can be consumed
- Phone number for the ALE Division and Local Law Enforcement with jurisdiction over the social district.
- A clear statement that an alcoholic beverage purchased for consumption in a social district shall:
- Only be consumed within the social district
- Be disposed of before the person possessing the alcoholic beverage exits the social district

unless the person is reentering the licensed ABC premise where the alcoholic beverage was purchased

UPDATES/CLARIFICATIONS
possession of alcohol in closed containers is allowed within the social district as otherwise allowed by law.

Example: Social district attendee purchases a 6-pack of beer while at a bottle shop - they are allowed to carry that 6-pack of beer within the social district having legally purchased the product and it remains in a closed container.

Recent changes in North Carolina law allow a special event located within a social district to receive a permit for the sale of alcohol within their event area from the ABC Commission.
(Example: A vendor at a downtown event may continue to obtain their special event ABC permit within the boundaries of a social district and operate during the same days and times the social district is active.)

Special event permits/one time use permits can interact and co-exist in a social district, but this does NOT mean that those with those permits can serve into a social district cup.

The proposed times for the social district would be Monday-Sunday (7 days a week) from 10 a.m. -10 p.m. and would be throughout the Downtown Core. A map was shared that must be on all signage. Shared was the logo and a proof on required signage. Shared were door decals for all businesses. Shared was a sample of the sticker for the social district cup. Sold by, date and time would be on the sticker for the cups.

Next steps were shared.

- Work with legal counsel and Taskforce to finalize draft ordinance
- Staff prepare budget request (est. $5,000-$10,000 for all signage and supplies)
- DDA Request: Also more trashcans and/or Recycling near the exits
- Draft ordinance on Council agenda for potential approval (February 5)
- Develop website
- Submit ordinance to ABC for final approval (End of February)
- Order signage, window clings, stickers, finalize website, etc (End of March)
- Taskforce meeting to discuss communication/rollout plan (March)
- Roll-out/Debut Target - First concert of 2024 (May)
- Taskforce meeting to review first few months of rollout (mid-late summer 2024)

There was Council conversation on the time starting at 10:00 a.m. It was stated this was to accommodate brunch. There was discussion on how Chief Tart feels about this? Ms. Shearin stated she has had conversations with the Police Department and they would like to be educated on this subject and would like to make sure the public is educated.

It was consensus of Council to move forward with the next steps. Mayor McLeod stated he does not want to rush through this, he wants to make sure we are doing

everything correctly.

c) Mid-Year Town Manager Budget Updates from Mid-Year Budgets (3:30 - 4:00 p.m.)
Presenter: Rich Cappola, Town Manager

Due to time, this item was not discussed.

d) Occupancy Tax Discussion (4:30 - 5:00 p.m.)
Presenter: Donna Bailey Taylor, JCVB & Patrick Pierce, Economic Dev. Director

Donna Bailey-Taylor was present to discuss the occupancy tax discussion. She is the Executive Director of the Johnston County Visitor Bureau. The discussion was on the 2% room tax which took some moving around in Raleigh. This has been approved and the next steps is enacting a resolution at a public hearing. Sixty days following the resolution date, the tax would become enacted. Accommodation in the city limits of Clayton will collect from visitors the 2% tax, in addition to the 3% County Room Tax and State/Local sales tax. McWade's B&B and the Comfort Suites currently identified to charge the tax. Also, AirBNB properties will collect and remit the tax.

Shared was the process to collect the tax. Sample forms from the county may be edited and adopted, hotels are required to remit the tax by the 20th of the month for the previous month's receipts. Forms and payments go to the Town's tax office. Upon receipt of hotel funds, the Town's tax office reports and remits the amount minus a 3% admin fee, to the County tax office.

5 ADJOURNMENT

a) With nothing further, the meeting was adjourned at 5:01 p.m.

Motion To Adjourn

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

Duly adopted this the 16th day of January, 2024 while in regular session.

_____
Jody L. McLeod
Mayor

ATTEST:

_____
Sam Johnson-Phillips
Deputy Town Clerk

Town of Clayton
Regular Town Council Meeting Minutes
Tuesday, January 2, 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 Member Ruth Anderson

Council Absent:
None

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
Joshua Baird, Engineering Director
Conrad Olmedo, Planning Director
Sam Johnson-Phillips, Deputy Town Clerk
Patrick Pierce, Economic Development Director
Bruce Venable, Planner
Chris Gallant, Project Manager

1. CALL TO ORDER

a. Call to Order

Mayor McLeod called the meeting to order at 6:01 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. Mr. Cappola adjusted the agenda as follows:

Moved to 6a: 2023-138-ANX Leland A. Blessl Barbour Annexation to 6b. And stated there will not be a Closed Session to discuss a Legal Matter in accordance with NC GS 143-318.11(a)(3)

Approve or Adjust the Agenda

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

3. CONSENT AGENDA

a. Minutes
- December 4, 2023 - Regular Session
- December 18, 2023 - Regular Session
- December 18, 2023 - Closed Session

Presenter: Heidi Holland, Town Clerk

b. Certificate of Sufficiency 2023-161-ANX Lawson Glen Annexation
Presenter: Sam Johnson-Phillips, Deputy Town Clerk

c. Certificate of Sufficiency 2023-138-ANX Leland A. Blessl Barbour Annexation
Presenter: Sam Johnson-Phillips, Deputy Town Clerk

d. 2024 Holiday Schedule Revised
Presenter: Heidi Holland, Town Clerk

e. Resolution Directing the Clerk to check for sufficiency of the petition for annexation; and to set the date of the public hearing for the annexation petition 2023-101-ANX Rocky Branch Farm, LLC
Presenter: Bruce Venable, Planner I

f. Resolution Directing the Clerk to check for sufficiency of the petition for annexation; to set the date of the public hearing for the annexation petition 2023-100-ANX Poole Farm, LLC
Presenter: Bruce Venable, Planner I

g. Resolution Directing the Clerk to check for sufficiency of the petition for annexation; and to set the date of the public hearing for the annexation petition 2023-164-ANX Lee Court
Presenter: Bruce Venable, Planner I

h. Resolution Directing the Clerk to check for sufficiency of the petition for annexation; and to set the date of the public hearing for the annexation petition 2023-165-ANX Gregory Drive
Presenter: Bruce Venable, Planner I

i. Amended Compensation Plan Scales
Presenter: Rich Cappola, Town Manager

Approve Consent Agenda as Presented

RESULT:	**CARRIED**
MOVER:	Michael Sims
SECONDER:	Porter Casey

YES:	Porter Casey, Andria Archer, Michael Sims, Gretchen Williams, and Ruth Anderson (CM)
NO:	None

4. ADMINISTRATIVE ITEMS

a. Advisory Board By-Laws Update
Presenter: Heidi Holland, Town Clerk

Ms. Holland reported that all by-laws for all Advisory Boards were adopted at the December 4th, 2023, meeting. It was requested to change the Officer section in the by-laws to have the chair and vice chair to be voted on at the March meetings instead of the January meetings.

Adoption of Resolution #2024-01

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

5. INTRODUCTIONS AND SPECIAL PRESENTATIONS

a. Harvest Festival Update
Presenter: Dana Wooten, Chamber of Commerce President CEO

Mrs. Wooten thanked and expressed appreciation for being allowed to speak and to introduce her team at the Clayton Chamber of Commerce. Her team present included: Mr. Anthony Mitchell, Director of Marketing and Communications; Ms. Valerie Mullins, Business Development and Investor Relations Specialist and Maria Smith, Director of Events and Operations.

Ms. Wooten stated the Harvest Festival is a Legacy Event in the town and that it has been in existence in some form since 1951. She continued to express her gratitude for how the Town has supported this event during her 7-year tenure with the Chamber of Commerce. The discussion continued to state that the Harvest Festival is not only an economic impact driver for the town, but it also showcases what the Town has to offer to the residents, community, and businesses.

Ms. Smith expressed gratitude for all the support for the event. It was reported according to a Placer Report the following: Saturday records showed over 20,000 people were in attendance, 50% of the reported people were not from Clayton. The 4-day event drew over 34,000 visitors.

Council Member Ruth Anderson thanked Mrs. Wooten and her team. She stated the collaboration between the Town and the Chamber has been spectacular. Mrs. Anderson continued to say if ever an issue arose from vendors or attendees the Chamber was there to hear the concerns.

Council Member Sims stated they did an outstanding job. Council Member Sims communicated the numbers speak for themselves. Council Member Sims stated the visibility and showcasing the Town is an opportunity for people to walk around. It is amazing to showcase what Clayton is. In conclusion, Council Member Sims thanked the Chamber for all that they did.

Mayor McLeod recalled when it was called the Soybean Festival. He stated it has always been an opportunity for Clayton to showcase itself, the community, organizations, and churches to get out into the forefront to introduce themselves to the people in this town and region. Mayor McLeod stated he has enjoyed watching the Harvest Festival grow over the last 10 years. Mayor McLeod thanked Mrs. Wooten and her team for all their hard work. He stated this was such a phenomenal promotion for the community.

6. PUBLIC HEARINGS

a. Update to System Development Fees
Presenter: Joshua Baird, PE, CFM - Engineering Director, Acting Water Resources Director

Mr. Baird was present to request to adopt the Proposed Update to System Development Fees. It was reported the System Development Fees are the upfront charges that new developments or increases in capacity users pay for what it takes the Town to pay those capital projects of infrastructure to build that capacity into the system so that they can provide for the growth. Existing users that are not increasing in capacity do not pay, they pay into their commodity rates. Mr. Baird stated the System Development Fees are just for the entities or new connections that placed additional strain or additional request on the system and for the Town to be able to build the capacity both to be able to treat and/or convey the transmission for any type of water or wastewater project.

He reported in 2017, House Bill 436 revised how the fees were calculated, and it set up certain structures and certain methods the calculations must be performed. It was stated the calculations are there to inform what the maximum can be. The House Bill does not require adoption of the maximum fee. It was communicated consultants were hired from Black and Veatch to perform the analysis. The consultants performed the analysis in 2018 in which they completed the analysis. On October 2, 2023, Mr. Robert Chambers with Black and Veatch was present and briefed the Council about that update.

It was communicated the fees have gone up; the result is multifactorial. The revamp of the CIP process has gone through looking at what other water and sewer projects needs were as well as additional construction and material cost.

Mr. Baird reported there are firm numbers on the new Sam’s Branch Water Reclamation facility. It was stated this updated analysis does consider the revamped CIP and several new projects to be able to provide the capacity for the growing town and planning for the future.

It was advised through discussions that there has been a recommendation of a phase implementation approach, which has resulted in an implementation schedule. Mr. Baird presented information that was provided to the Council during the October 2, 2023, Town Meeting and was also provided on the 45-day comment period that has since ended. The information provided was based on the meter sizes and known as meter equivalency. Mr. Baird reported the standard 5/8-inch residential meter is the equivalent unit. It was stated that larger meters are based on how it compares to the standard 5/8-inch meter. Calculations were provided for what a per gallon, per day usage would be for water and for expansion of wastewater. On the water side it was $15.42 gallons per day and $24.41 gallons per day for wastewater on the sewer side. Mr. Baird reiterated the 5/8-inch meter size is standard and the total system max was $13,020 that the analyze provided. This was placed for the 45-day public comment period, no comments on the analysis were received.

It was reported new fees go into effect tomorrow and an additional increase in July of 2024 when the new budget is adopted. The discussion continued to state with each budget year there would be an increase of approximately $1,200 total for a residential unit for both water and sewer.

Mr. Baird provided the prorated rates beginning January 3, 2024. Which included the standard 5/8-inch residential unit would be a total of $8,000. The prorated gallons per day would be $7.05 for water and $17.70 gallons per day for sewer. Anything above a 2-inch meter would be subject to a developer's agreement that would have to come before the Town Council.

Council Member Casey thanked Mr. Baird, his staff, and the consultant for what they have done. Council Member Casey continued to state that we need to make sure that growth pays for growth. It was stated to continue to look at it and revise it as necessary as cost and things change. Mr. Baird stated he is in support of it.

Council Member Anderson stated she agrees with Council Member Casey. Mrs. Anderson stated there has been a lot of work that has gone into this. It was stated that she likes the approach of putting it out on a schedule instead all at once.

Adoption of Ordinance #2024-01-01

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

b. 2023-138-ANX Leland A. Blessl Barbour Annexation
Presenter: Bruce Venable, Planner I

Mr. Venable presented the Applicant's desire to annex .43 acres of contiguous real property into the Town limits of Clayton. The property is located at 1412 Old US Hwy 70, currently within the ETJ. A legal ad was published on December 20, 2023. It was reported that future land use is medium density residential. This area is already zoned for residential, and no rezoning would be required if annexation is approved.

Adoption of Ordinance #2023-138-ANX Leland A and Blessl Barbour Annexation

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

c. 2023-161-ANX LAWSON GLEN ANNEXATION
Presenter: Bruce Venable, Planner 1

Mr. Venable presented the Applicant's desire to annex 27.3 acres of continuous real property into the Town limits of Clayton. The owner and the applicant are represented by DR Horton. The property is located at 60 Ranch Rd, currently within the ETJ. The legal ad was published December 20, 2023. Mr. Venable reported there is no rezoning required. It was stated the Applicant was not able to attend the public hearing. Council Member Archer inquired if there were any pros or cons to voting without the Applicant being present. Town Attorney Cauley responded not unless the Applicant has requested a delay, it would be acceptable to move forward with the vote. Council Member Archer thanked Mr. Cauley.

Council Member Casey stated one thing we should realize the development is underway. Council Member Casey continued to state this was part of the original design of the development to be annexed. Council Member Casey communicated the previous Council had taken this into consideration. Council Member Casey stated he didn't have any problems with it.

Adoption of Ordinance #2023-161-ANX Lawson Glen Annexation

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

7. OLD BUSINESS

a. Clayton Community Park - Construction Project Bid Award
Presenter: Chris Gallant - Project Manager

The Council received a project update from Project Manager Mr. Gallant. It was communicated there were two rounds of bids for this project. There was an original scope of work that resulted in a revised scope of work. The first bid was issued in July 2023 and the bid opening was held in August 2023. They had to make an extension, there was only one bidder of $6.3 million, which presented a significant challenge because it exceeded the remaining Park Bonds Budget. There was an attempt to negotiate but the difference was too great. The conclusion was to reject all bids, the decision was to reduce the scope of work to within the budget.

Mr. Gallant continued to explain round 2 of the revised scope of work. This round was in coordination with Parks and Recreation and the Executive Team. The bid documents were amended and issued in November 2023. The bid opened in December 2023. This resulted in 3 bids received with the lowest responsive bidder at $3.4 million base price and $3.7 million with alternates included.

The original Project Scope of Work included two sections: the North Section located behind the Community Center and the South Section being the Clayton Community Park area. The North Section includes Tennis Courts, Pickle Ball Courts, Bocce Ball Courts, Shuffleboard Courts, the parking lot expansion, water/sewer extensions, (1) new SCM for additional impervious area, storm infrastructure and the laydown yard with a building. The South Section includes parking lot expansion and reconstruction of the existing, concrete plaza with a new slab around the existing building, water extension, storm infrastructure, (2) SCM's for additional impervious area, reconstructed and widened entranceway, offsite improvements on Amelia Church Road, demolition of the playground, volleyball, and tennis courts; repairs and realignment of the asphalt walk path and new installation of the playground.

Changes to the new scope of work: The North Section; Maintenance Building Structure removed. The gravel yard and water/sewer service stubs would be kept. The South Section: all parking lot improvements were removed, concrete plaza at building were removed, new water and storm infrastructure were removed, (2) new SCM's were removed, entranceway improvements were removed, offsite improvements of Amelia Church Road were removed, asphalt walk path repairs were completed outside of the project scope.

The lowest responsive responsible bidder was ST Wooten with the base price $3,400,000.00, The total with all the alternatives was $3.7 million. That was the recommended award. Mr. Gallant provided a summary. It was stated they were looking for cost reductions. This is the last project that will be completed using the remaining funds from Park Bonds. It was reported this project is slated to cost approximately $5.5 million. That includes design, construction, owner, and vendors contingency. It is anticipated the $4.5 million bond plus remaining funds from the previous bond issuance would cover this total project cost. It was reported they wanted to focus on maintaining good value for the citizens by providing new amenities. Overall, they kept with the original master plan design. That will allow for items outside of the scope of work to be completed separately in a future potential project and would coordinate with current work. By completing demolition work and restoring to a clean grassed area as part of this scope. This will create a clean space for a potential future project. Also, the maintenance yard will be ready for a future building. They wanted to make a continuous asphalt pathway between the North and South Park areas.

In conclusion, Mr. Gallant recommended the bid award be awarded to ST Wooten Corporation as they were the lowest responsible bidder out of three total bids received. Staff and the consultant, Withers Ravenel, reviewed all bid documents and recommend an award to ST Wooten Corporation to be inclusive of the base bid along with five alternates for a total of $3,706,576.00.

Mr. Rich Cappola stated there are a couple of other elements of the project that would be purchased separate from this bid contract as well. Mr. Gallant stated the $5.5

million includes several owner items that include lighting for the park, includes the new playground and several other owner items.

Approval of Bid Award

RESULT:	**CARRIED 5-0**
MOVER:	Andria Archer
SECONDER:	Porter Casey
YES:	Porter Casey, Andria Archer, Michael Sims, Gretchen Williams, and Ruth Anderson (CM)
NO:	None

8. NEW BUSINESS

9. STAFF REPORTS

a. Town Manager

Town Manager Mr. Rich Cappola expressed appreciation and gratitude to the elected officials as he reflected on the great accomplishments that were had as a team during 2023. Mr. Cappola stated there was a lot of success both big and small. It was stated the staff worked tirelessly to improve things for the residents of Clayton in 2023 and he is looking forward to what 2024 brings. Mr. Cappola advised that Monday, January 15, 2024, Town Hall would be closed in observance of Dr. Martin Luther King Jr. Day. The Town Council meeting will be Tuesday, January 16, 2024. Lastly, he stated that it is UDO Day.

b. Town Attorney

c. Town Clerk

d. Other Staff

10. 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
Presenter: Mayor McLeod

Mayor McLeod stated 2023 was a very good year for the Town of Clayton. It was stated a lot of progress was made and there is more progress to come in 2024. Mayor McLeod stated the Town is and always will be a Town that welcomes others into the fold. Mayor McLeod shared it is the people that make the Town a great place to live, work and play. Mayor McLeod stated on behalf of the Town of Clayton he wishes a very happy and successful 2024.

11. CLOSED SESSION

a. Closed Session to discuss a Legal Matter in accordance with NC GS 143-318.11(a)(3).

There was not a closed session held this evening.

12. ADJOURNMENT

a. Adjourn

With nothing further, the meeting was adjourned at 6:40 p.m.

Motion To Adjourn

RESULT:	**CARRIED 5-0**
MOVER:	Michael Sims
SECONDER:	Porter Casey
YES:	Porter Casey, Andria Archer, Michael Sims, Gretchen Williams, and Ruth Anderson (CM)
NO:	None

Duly adopted by the Town Council this 16th day of January 2024 while in regular session.

Jody L. McLeod
Mayor

ATTEST:

Sam Johnson-Phillips
Deputy Town Clerk

ANNEXATION PETITION 2023-100-ANX
Poole Farm
DESCRIPTION/ADDRESS: 168800-63-9159
Non-Contiguous; 73.923 acres

CERTIFICATE OF SUFFICIENCY

To the Town Council of the Town of Clayton, North Carolina:

I, Heidi L. Holland, Town Clerk, do hereby certify that I have investigated the petition attached hereto and have found as a fact that said petition is signed by all owners of real property lying in the area described therein, in accordance with G.S. 160A-31(c).

In witness whereof, I have hereunto set my hand and affixed the seal of the Town of Clayton, this the 3rd day of January 2024 while in regular session.

_____
Heidi L. Holland CMC, NCCMC
Town Clerk

ANNEXATION PETITION 2023-101-ANX
Rocky Branch
DESCRIPTION/ADDRESS: 168800-64-5370
Non-Contiguous; 73.923 acres

CERTIFICATE OF SUFFICIENCY

To the Town Council of the Town of Clayton, North Carolina:

I, Heidi L. Holland, Town Clerk, do hereby certify that I have investigated the petition attached hereto and have found as a fact that said petition is signed by all owners of real property lying in the area described therein, in accordance with G.S. 160A-31(c).

In witness whereof, I have hereunto set my hand and affixed the seal of the Town of Clayton, this the 3rd day of January 2024, while in regular session.

_____
Heidi L. Holland CMC, NCCMC
Town Clerk

ANNEXATION PETITION 2023-164-ANX
Lee Court
DESCRIPTION/ADDRESS:
Non-Contiguous; .3248 acres

CERTIFICATE OF SUFFICIENCY

To the Town Council of the Town of Clayton, North Carolina:

I, Sam Johnson-Phillips, Deputy Town Clerk, do hereby certify that I have investigated the petition attached hereto and have found as a fact that said petition is signed by all owners of real property lying in the area described therein, in accordance with G.S. 160A-31(c).

In witness whereof, I have hereunto set my hand and affixed the seal of the Town of Clayton, this the 3rd day of January 2024 while in regular session.

Sam Johnson-Phillips
Deputy Town Clerk

ANNEXATION PETITION 2023-165-ANX
Gregory Drive Annexation
DESCRIPTION/ADDRESS:
Non-Contiguous; .3248 acres

CERTIFICATE OF SUFFICIENCY

To the Town Council of the Town of Clayton, North Carolina:

I, Sam Johnson-Phillips, Deputy Town Clerk, do hereby certify that I have investigated the petition attached hereto and have found as a fact that said petition is signed by all owners of real property lying in the area described therein, in accordance with G.S. 160A-31(c).

In witness whereof, I have hereunto set my hand and affixed the seal of the Town of Clayton, this the 3rd day of January 2024 while in regular session.

Sam Johnson-Phillips
Deputy Town Clerk

Regular Town Council Meeting
Agenda Cover Sheet

Meeting Date	Agenda Location
January 16, 2024	CONSENT AGENDA

Item Title

Fire Advisory Board Alternate Seat

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)
- ☐ 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

After discussion between Heidi Holland and Chief Ranes, it was suggested to change Stacey Turner, who was just appointed as a board alternate rather than a regular board member, back to a regular board member since he is currently Board Chair and appoint Jeffrey Stallings as the alternate.

Funding Source

N/A

Submitted By: Heidi Holland, Clerks

Reviewed By:

Heidi Holland, Town Clerk	Approved - Jan 05 2024
Sam Johnson-Phillips, Deputy Town Clerk	Approved - Jan 08 2024

Regular Town Council Meeting
Agenda Cover Sheet

Meeting Date	Agenda Location
January 16, 2024	CONSENT AGENDA

Item Title

Resolution #2024-08.Acceptance of Public Water and Sewer Utilities for Warranty. Buckhorn Branch Park Subdivision, Phase 3.

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)	☐ 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 acceptance of the subject public utility infrastructure subject to the one-year warranty.

Funding Source

N/A

Corresponding Documentation

Phase 3_UtilityAcceptanceResolution_1-3-24

Submitted By: Chris Rowland, Engineering

Reviewed By:

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

RESOLUTION TO ACCEPT PUBLIC UTILITIES INTO THE TOWN OF CLAYTON PUBLIC UTILITY SYSTEM FOR MAINTENANCE – BUCKHORN BRANCH PARK, PHASE 3

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, Town of Clayton Engineering staff has inspected the public utility segments listed and recommends acceptance by Town Council for maintenance by the Town; 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 will be placed under a warranty period for one-year to monitor for construction deficiencies, 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

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(LF)
Buckhorn Branch Park, Ph 3	Nimble Way	8" Waterline	1586
Buckhorn Branch Park, Ph 3	Blue Iris Pkwy	8" Waterline	427
Buckhorn Branch Park, Ph 3	Pear Blossom Pkwy	8" Waterline	426
Buckhorn Branch Park, Ph 3	Pansy Park	8" Waterline	237
Buckhorn Branch Park, Ph 3	Arrow Glass Drive	8" Waterline	211
Buckhorn Branch Park, Ph 3	Wildwood Drive	8" Waterline	1844
Buckhorn Branch Park, Ph 3	Ripple Way	8" Waterline	462
		TOTAL	**5,193LF**

SUBDIVISION	LOCATION DESCRIPTION	UTILITY TYPE AND SIZE	LENGTH(LF)
Buckhorn Branch Park, Ph 3	Nimble Way	8" Sanitary Sewer	1425
Buckhorn Branch Park, Ph 3	Blue Iris Pkwy	8" Sanitary Sewer	268
Buckhorn Branch Park, Ph 3	Pansy Park	8" Sanitary Sewer	212
Buckhorn Branch Park, Ph 3	Ripple Way	8" Sanitary Sewer	479
Buckhorn Branch Park, Ph 3	Pear Blossom Pkwy	8" Sanitary Sewer	365
		TOTAL	**2,749LF**

Duly adopted this 16th day of January 2024.

_____
Jody McLeod
Mayor

ATTEST:

_____
Sam Johnson-Phillips
Deputy Town Clerk

Regular Town Council Meeting
Agenda Cover Sheet

Meeting Date	Agenda Location
January 16, 2024	CONSENT AGENDA

Item Title

Amendment to Davis Park Leasing Economic Development Incentive Agreement

Presenter(s)

Patrick Pierce, Economic Development Director

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)
- ☐ 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 developer has requested that the Economic Development Incentive agreement be amended, moving beginning dates for deliverables and subsequent grant payments to 2027. No other terms of the EDIG have been modified.

Funding Source

N/A

Corresponding Documentation

First Amendment to Economic Development Incentive Agreement Copper District 011024

Submitted By: Patrick Pierce, Economic Development

Reviewed By:

Heidi Holland, Town Clerk Approved - Jan 11 2024

FIRST AMENDMENT TO
ECONOMIC DEVELOPMENT INCENTIVE AGREEMENT

THIS FIRST AMENDMENT TO ECONOMIC DEVELOPMENT INCENTIVE AGREEMENT ("Amendment") made and entered into this ____ day of January, 2024, by and between the Town of Clayton, Clayton, NC, a NC municipal corporation ("Town"), and Davis Park Leasing, LLC, a North Carolina limited liability company ("Company"), (Town and Company, together the "Parties", each a "Party"):

RECITALS:

WHEREAS, Town and Company entered into a Economic Development Incentive Agreement dated November 16, 2021 attached hereto as Exhibit A and incorporated herein by reference (the "Agreement");

WHEREAS, the Agreement contains certain milestone dates for Company performance requirements;

WHEREAS, the Parties desire to extend such milestone dates within the Agreement as amended herein.

NOW, THEREFORE, for good and valuable consideration the receipt and sufficiency of which is hereby acknowledged by the parties hereto and for the mutual covenants contained herein, the Parties hereby agree as follows:

1. **RECITALS**. The foregoing recitals are hereby incorporated herein by reference as if fully set forth at this point in the text of this Amendment.
2. **REAFFIRMATION; INTENTION TO BE BOUND**. Except as provided in this Amendment, each and every term and condition contained in the Agreement will remain in full force and effect. All capitalized terms have the same meaning as set forth in the Agreement excepted as stated herein. The Parties reaffirm that the representations and warranties made by each of the parties in the Agreement are true and accurate as of the date of this Amendment. The Parties executing this Amendment, on behalf of themselves, their assigns and successors, acknowledge and reaffirm their intention to be bound by the terms and conditions of the Agreement.
3. **REQUIRED MINIMUM INVESTMENT**. The construction of the improvements and the Required Minimum Investment shall be completed not later than December 31, 2032.
4. **PHASE 1**. Phase I shall be completed not later than September 30, 2027.
5. **PHASE 2**. Phase 2 shall be completed not later than December 31, 2028.
6. **PHASE 3**. Phase 3 shall be completed not later than December 31, 2030.
7. **PHASE 4**. Phase 4 shall be completed not later than December 31, 2032.
8. **REPORTING AND VERIFICATION**. During the term of the Agreement, beginning in calendar year 2027, the Company shall provide to the Tax Office no later than March 1 the Annual Certification.
9. **GRANT PAYMENTS**. Paragraph 5 of the Agreement shall be deleted in its entirety and replaces as follows: "Provided that the Required Minimum Investment pursuant to section 1 above has been made and reported to the Town as required hereby, that the employment count has been attained and maintained as of the end of each Reported Period and reported to the Tax Office, and further provided the Company is otherwise in full compliance with this Agreement, the Town shall pay the incentive Grant to Company from any lawfully available funds not otherwise restricted upon the terms and conditions hereinafter set forth.

   The Grant amount shall at no time exceed ad valorem taxes actually paid and received with respect to the Office Complex. Each phase of the Grant shall be paid in up to seven (7) annual installments on or before April 15 of each calendar year for the previous calendar year with the first Grant to be paid on or before April 15, 2028. The Grants shall be made based upon the ad valorem taxes paid by the Company as they are tracked through the seven (7)-year grant period (the "**Grant Period**"). Year 1 shall mean calendar year 2027, and Year 2, Year 3, Year 4, Year 5, Year 6 and Year 7 shall be the next successive calendar years through calendar year 2033.

Each of the Parties has determined, independently, that the assessed property tax value of the investments in the Office Complex is the most objective means of accounting for the economic benefit to the Town. For purposes of convenience only in quantifying the benefit to the Town, the amount of each Grant shall be measured by and equal to an amount equal to the following specified percentages of the ad valorem taxes paid by the Company in the previous year with respect to each phase:

Real Property

Tax Year	Grant %
Year 1	**50 %**
Year 2	**50%**
Year 3	**50%**
Year 4	**50%**
Year 5	**50%**
Year 6	**50%**
Year 7	**50%**

The calculation of the Grants shall not be based upon any portion of ad valorem taxes paid which represents interest or penalties. Also, the calculation of the Grants shall not be based upon any fire, insurance, or service district ad valorem taxes, or any other charge, fee, assessment, or tax other than the Town's primary general revenue ad valorem tax.

In no event shall any Grants be paid under this Agreement to any party other than the Company and no Grants shall be paid after April 15, 2034 except in remedy of any payment overdue from the Town to the Company."

IN WITNESS WHEREOF, the parties hereto have caused this Amendment to be executed under proper authority, on the date first written above:

TOWN OF CLAYTON

By: _____
Jody Mcleod, Mayor

ATTEST:

_____
Heidi L. Holland, Town Clerk

PRE-AUDIT CERTIFICATION

This instrument has been preaudited in the manner required by the Local Government Budget and Fiscal Control Act.

_____
Robert McKie, Town of Clayton Finance Officer

DAVIS PARK LEASING, LLC

By: _____
Craig M. Davis, Member

EXHIBIT A

Economic Development Incentive Agreement by and between the Town of Clayton and Davis Park Leasing, LLC dated November 16, 2021

TOWN OF CLAYTON
PROCLAMATION
CUSTOMER SERVICE DAY

WHEREAS, Customer Service Day is a celebration that recognizes and appreciates the hard work of those in customer service roles; and

WHEREAS, it's a way to show appreciation for the individuals who go out of their way to ensure customers have a positive experience; and

WHEREAS, excellent customer service can help strengthen relationships with current customers, as well as attract potential new ones. By showing how much you value your customers through providing exceptional support, you can build higher levels of trust and loyalty between them and the organization; and

WHEREAS, having great customer service means incorporating all departments into the process, from sales to product development to operations; and

WHEREAS, this collaboration allows for more effective communication internally by creating smoother processes, resulting in better and faster resolution of matters related to customers.

NOW, THEREFORE, on behalf of the Clayton Town Council, I, Mayor McLeod, hereby proclaim Wednesday, January 17, 2024 as Customer Service Day.

Proclaimed this the 16th day of January 2024.

_____

Jody L. McLeod
Mayor

Regular Town Council Meeting
Agenda Cover Sheet

Meeting Date	Agenda Location
January 16, 2024	PUBLIC HEARINGS

Item Title

Public Hearing for the annexation petition 2023-100-ANX Poole Farm, LLC

Presenter(s)

Bruce Venable, Planner I

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: Posted Sign

Summary

2023-100-ANX Poole Farm, LLC. The applicant is petitioning the Town to annex 73.920 acres of real property into the Town's corporate limits. This is a non-contiguous annexation that is outside of the Town's ETJ and currently resides within Johnston County's jurisdiction.

Background/History

This petition is associated with the Vinson Road Conditional Zoning W/ Master Plan Project 2022-195-CZM which has not been presented before the Town Council at this time.

Recommendation

Town Staff recommends approval of the ordinance.

Funding Source

N/A

Corresponding Documentation

1 2023-100-ANX Staff Report Poole farm, LLC

2 Executed Petition 2023-100-ANX Poole Farm

3 2023-100-ANX Legal Description

4 2023-100-ANX Poole Farm, LLC PLAT

5 Ordinance 2023-100-ANX Poole Farm, LLC Non-Contiguous

2023-100-ANX Resolution Directing Clerk To Investigate Non-Contiguous

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Submitted By: Bruce Venable, Planning

Reviewed By:

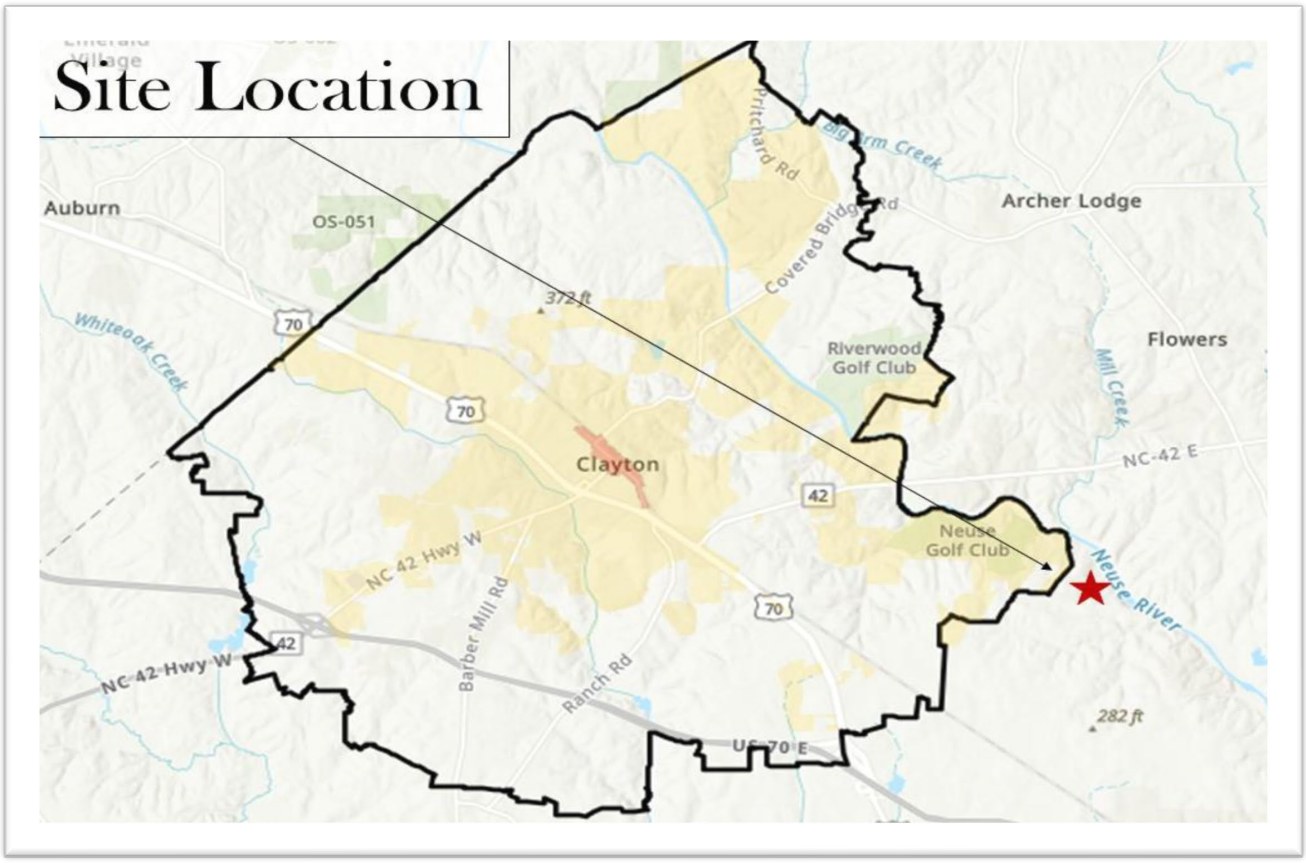
Conrad Olmedo, Planning Director	Approved - Jan 04 2024
Rich Cappola, Town Manager	Approved - Jan 10 2024
Heidi Holland, Town Clerk	Approved - Jan 10 2024

PLANNING DEPARTMENT

TOWN COUNCIL STAFF REPORT
JANUARY 16, 2024

POOLE FARM, LLC ANNEXATION

Project #:	2023-100-ANX	**Location:**	The parcel is located along Vinson Road across from the Green Windsor Subdivision within Johnston County.
Applicant:	POOLE FARM, LLC	**Project Type:**	ANNEXATION
Property Owner:	POOLE FARM, LLC	**Proposed Use:**	RESIDENTIAL
Staff Planner:	STEVEN MOTT, PLANNER II	**TAG #(s):**	05J05011V



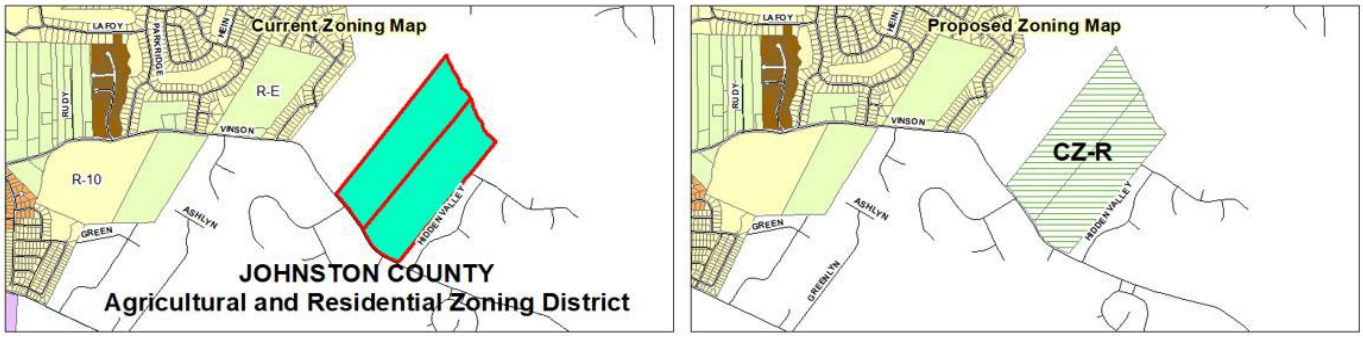
PROJECT SUMMARY

The site is located off Vinson Road and near the Windsor Green Subdivision. The applicant has petitioned the Town to be annexed into the corporate limits of the Town of Clayton to obtain Town services. This project is attached to the Vinson Road Conditional Zoning Master Plan that has been submitted concurrently with this petition for annexation. This parcel is **NOT** within Clayton's ETJ and would be considered a satellite annexation.

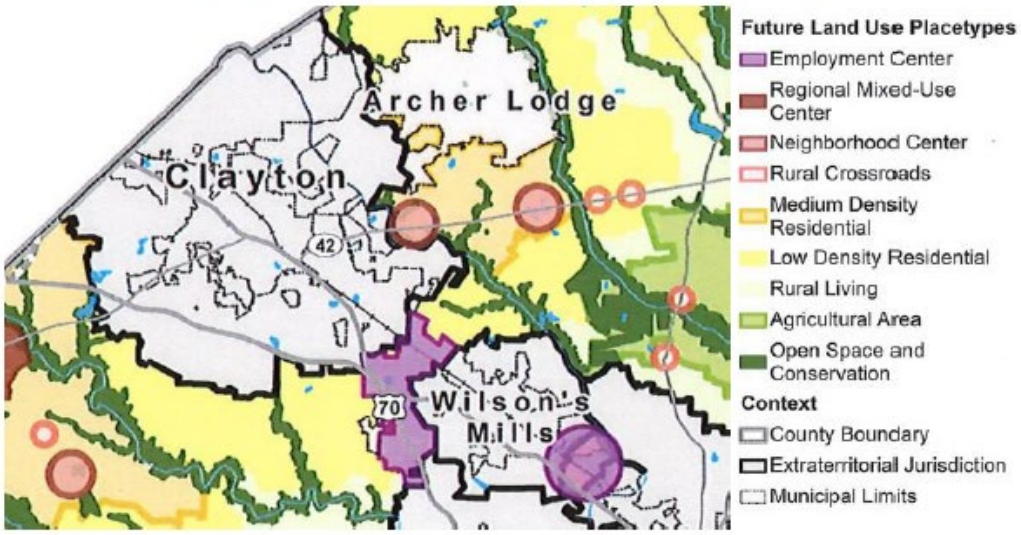
Fire District: The property is located within the Wilson Mills Fire District. The Applicant has fulfilled all requirements found in G.S 160A-58.58: Assumption of Debt.

SITE DATA:
Acreage: +/- 73.909 acres
Existing Use: Vacant

FUTURE LAND USE MAP



Envision Johnston Future Land Use Map (Johnston County)



AERIAL MAP



ATTACHMENTS:

1) Staff Report
2) Petition for Annexation
3) Legal Description of Metes and Bounds
4) Annexation Plat
5) Annexation Ordinance

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

PETITION FOR VOLUNTARY ANNEXATION

VOLUNTARY ANNEXATION: Upon receipt of a valid petition signed by all the owners of real property in the area described therein, the Town may annex an area either contiguous or not contiguous to its primary corporate limits when the area meets the standards set out under North Carolina General Statutes 160A-31 and 160A-58.1.

Applications are accepted on a rolling basis and can be submitted to the Town of Clayton Planning Department.

Review Fee:
Application Review Fee: $200
Advertisement Fee: $200
Please note that fees are subject to change annually

PROCESS:

Review by Staff: The Planning, Engineering and Public Works Departments review the annexation submission. Comments will be sent to the applicant.

Annexation Plat Submission: After the map and legal description are deemed sufficient by the Town, the applicant is required to submit two (2) Mylar annexation plats to the Planning Department.

Town Council Meeting: The Town Council will pass a resolution directing the Town Clerk to investigate the annexation petition. The Town Clerk will present to the Town Council a Certificate of Sufficiency indicating that the annexation petition is complete. A resolution setting the date of the public hearing is then approved.

Legal Advertisement: A legal advertisement will be published no more than 25 days and no less than 10 days prior to the date of the public hearing.

Public Hearing/Town Council Meeting: The Town Council will either adopt or deny an ordinance to extend the corporate limits of the Town of Clayton.

Recordation: If the annexation is approved by the Town Council, the Annexation Plats shall be recorded at the appropriate county Register of Deeds.

Petition for Voluntary Annexation Application

1. **Application Type:** ☐ Individual ☐ Corporation ■ LLC ☐ Partnership

2. **The proposed annexation will be:** ☐ Contiguous Annexation ■ Non-Contiguous Annexation

3. **Does the proposed annexed parcel(s) need to be rezoned?** ■ Yes ☐ No

If 3 acres or more please submit a rezoning application to be run concurrently.

Property Information

To the Town Council of the Town of Clayton, North Carolina:

1. I/We the undersigned owner(s)* of real property respectfully request that the area described in Paragraph 2 below be annexed to the Town of Clayton, North Carolina.

   *If the owner of real property is a corporation or religious entity, attach a copy of the articles of incorporation describing who is/are authorized to sign with the petition.

2. The area to be annexed is ☐ contiguous, ■ non-contiguous to the Town of Clayton, North Carolina and the boundaries of such territory are as provided in the boundary plat attached hereto.

3. If contiguous, this annexation will include all intervening rights-of-way for streets, railroads, and other areas as stated in G.S. 160A-31(f), unless otherwise stated in the annexation amendment.

4. Attached is a statement of the schedule for full development of the property to be annexed, which includes the type, number, and estimated value of planned improvements, if applicable.

   Total Acreage to be annexed: 73.923 Existing Housing Units: 0

   Population of acreage to be annexed: 0 Fire District: Wilson's Mills

   Existing Zoning District*: AR Proposed Town Zoning District*: CZ-R

   County Recorded Plat Book and Page #: Tract #13 PB 22, Page 197

   Reason for petitioner to annex: X Receive Town Services ____Other (please specify): _____

5. **I/We** acknowledge that any zoning vested rights acquired pursuant to G.S. 160A-385.1 or G.S. 153A-344.1 must be declared and identified on this petition. I/We further acknowledge that failure to declare such rights on this petition shall result in a termination of vested rights previously acquired for the property. (If zoning vested rights are claimed, indicate on the following page, and attach proof.)

FOR OFFICE USE ONLY		
Date Received:	Amount Paid:	Petition Number:

This page must be notarized prior to submitting to the Town for review

Complete ONLY if applying for an individual annexation and if property is owned by individual (s):

_____ Please Print

_____ Signature

_____ Please Print

_____ Signature

Complete ONLY if applying for a Corporation Annexation:

In witness whereof, said corporation has caused this instrument to be executed by its President and attested by its Secretary by order of its Board of Directors, this ____ day of _____, 20____.

Corporate Name: _____

SEAL

By: _____ (Signature)

Attest: _____ Secretary (Signature)

Complete ONLY if applying for a Limited Liability Company Annexation:

In witness whereof, Poole Farm, LLC a limited liability company, caused this instrument to be executed in its name by a member/manager pursuant to authority duly given, this 15 day of June, 2023.

Name of Limited Liability Company: Poole Farm, LLC

By: David R. Hoell, MGR Signature of Member/Manager

Complete ONLY if applying for a Partnership Annexation:

In witness whereof, _____ a partnership, caused this instrument to be executed in its name by a member/manager pursuant to authority duly given, this ____ day of _____, 20____.

Name of Partnership: _____

By: _____ Signature of General Partner

By: _____

By: _____ Signature of General Partner

By: _____

STATE OF NORTH CAROLINA
COUNTY OF JOHNSTON

Sworn and subscribed before me, Daniel Gray, a Notary Public for the above State and County, this 15th day of, June, 2023.

_____ Notary Public

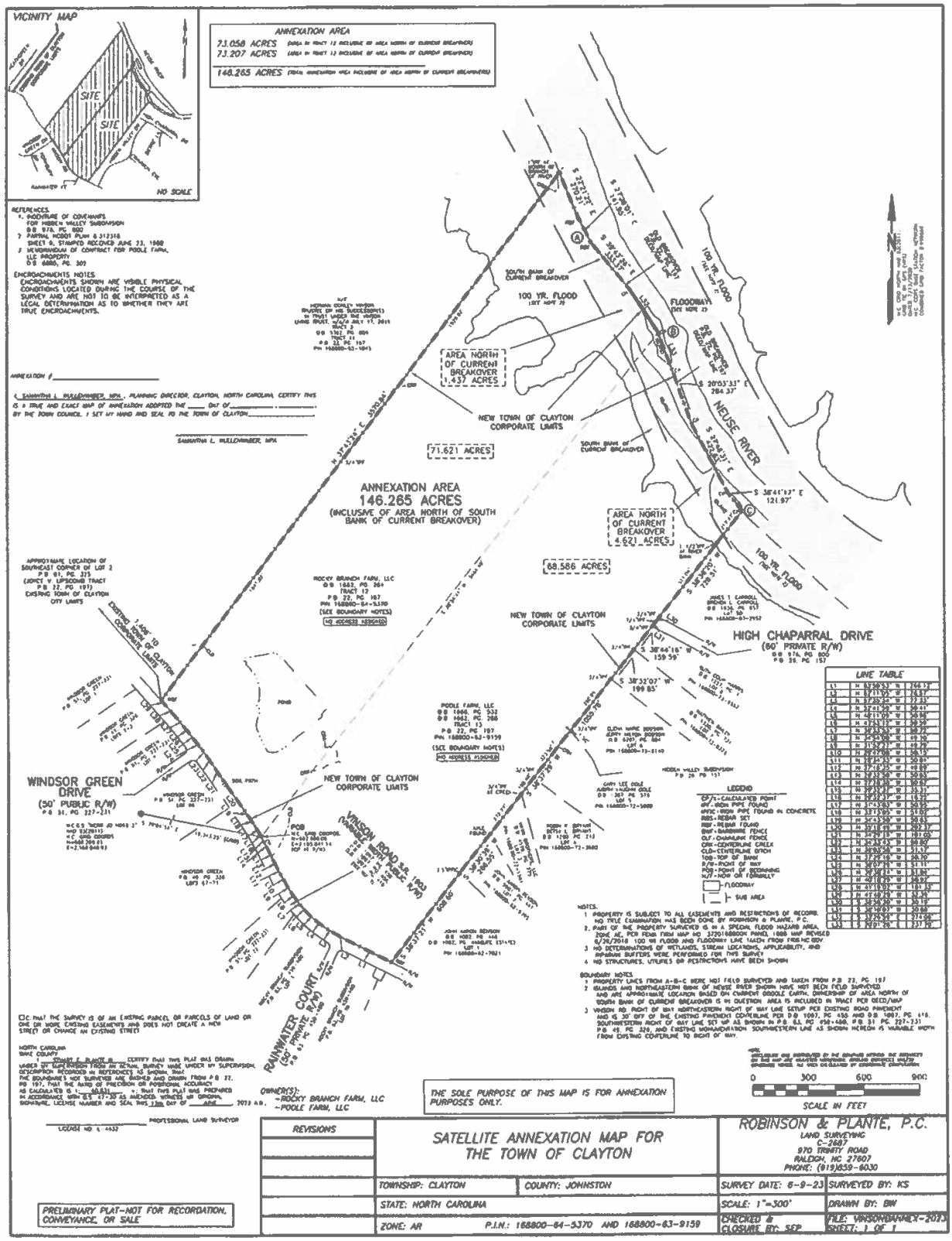
SEAL

Daniel Gray
Notary Public
Johnston County, NC

My Commission Expires: 04/13/26

Voluntary Annexation Plat Checklist

#	Required Plat Items
1.	Fully dimensioned by metes and bounds, and the location of intersecting boundary lines of the existing town limits, labeled and distinctly marked. Include full right-of-way if the area on both sides is or will be in the corporate limits.
2.	Any utility easements with metes and bounds.
3.	Accurate locations and descriptions of all monuments, markers and control points.
4.	Ultimate right-of-way widths on all streets.
5.	Entitle "ANNEXATION MAP FOR THE TOWN OF CLAYTON" OR "SATELLITE ANNEXATION MAP FOR THE TOWN OF CLAYTON," as appropriate.
6.	Name of property owner(s).
7.	Name, seal, and registration of Professionally Licensed Surveyor (PLS).
8.	Date of the survey and map preparation; a north arrow indicating whether the index is true magnetic North Carolina grid (NAD 83 of NAD 27) or deed; graphic scale; and declination.
9.	Names of the township, county, and state.
10.	A detailed vicinity map.
11.	Include address of property if assigned.
12.	Show all contiguous or non-contiguous town limits.
13.	Leave 2-inch by 2-inch space for the county Register of Deeds stamp on the plat. All final plats must be stamped and signed before they can be accepted by the Town.


VICINITY MAP
SITE
SITE
NO SCALE
ANNEXATION AREA
73.058 ACRES
73.207 ACRES
146.265 ACRES
REFERENCES
ENCROACHMENTS NOTES
ENCROACHMENTS SHOWN ARE VISIBLE PHYSICAL CONDITIONS LOCATED DURING THE COURSE OF THE SURVEY AND ARE NOT TO BE INTERPRETED AS A LEGAL DETERMINATION AS TO WHETHER THEY ARE TRUE ENCROACHMENTS.
ANNEXATION #
SAMANTHA L. BULLENKAMER, AICP
NEW TOWN OF CLAYTON CORPORATE LIMITS
AREA NORTH OF CURRENT BREAKOVER 1.437 ACRES
71.621 ACRES
AREA NORTH OF CURRENT BREAKOVER 4.621 ACRES
68.586 ACRES
ANNEXATION AREA
146.265 ACRES
(INCLUSIVE OF AREA NORTH OF SOUTH BANK OF CURRENT BREAKOVER)
SOUTH BANK OF CURRENT BREAKOVER
100 YR. FLOOD
FLOODWAY
NEUSE RIVER
WINDSOR GREEN DRIVE
(50' PUBLIC R/W)
HIGH CHAPARRAL DRIVE
(60' PRIVATE R/W)
RAINWATER COURT
(50' PRIVATE R/W)
VINSON ROAD
(SR 1002)
POB
LINE TABLE
LEGEND
NOTES
BOUNDARY NOTES
OWNER(S):
~ROCKY BRANCH FARM, LLC
~POOLE FARM, LLC
THE SOLE PURPOSE OF THIS MAP IS FOR ANNEXATION PURPOSES ONLY.
SCALE IN FEET
0
300
600
900
REVISIONS
SATELLITE ANNEXATION MAP FOR THE TOWN OF CLAYTON
ROBINSON & PLANTE, P.C.
LAND SURVEYING
C-2687
970 TRINITY ROAD
RALEIGH, NC 27607
PHONE: (919)859-6030
TOWNSHIP: CLAYTON
COUNTY: JOHNSTON
SURVEY DATE: 6-9-23
SURVEYED BY: KS
STATE: NORTH CAROLINA
SCALE: 1"=300'
DRAWN BY: BW
ZONE: AR
P.I.N.: 168800-64-5370 AND 168800-63-9159
CHECKED & CLOSURE BY: SEP
FILE: VINSONBRANCH-2023
SHEET: 1 OF 1
PRELIMINARY PLAT-NOT FOR RECORDATION, CONVEYANCE, OR SALE

ANNEXATION MAP FOR THE TOWN OF CLAYTON

Beginning at a calculated point, said point being the Southeast corner of Tract 12, Rocky Branch Farm, LLC and on the Northeastern Right of Way line of Vinson Road, (S.R. 1903)(Variable width Public Right of Way). Said point having N.C. Grid Coordinates (NAD83/2011) of N=682,606.06, E=2,185,841.14, thence from said beginning point along the Northeastern Right of Way line of Vinson Road, North 29°32'37" West 16.22' to a calculated point, thence North 31°43'03" West 50.95' to a calculated point, thence North 33°13'05" West 51.02' to a calculated point, thence North 34°43'50" West 50.63' to a calculated point, thence North 35°18'49" West 202.37' to a calculated point, thence North 34°29'19" West 101.05' to a calculated point, thence North 34°33'43" West 50.80' to a calculated point, thence North 36°03'56" West 51.17' to a calculated point, thence North 37°29'16" West 50.70' to a calculated point, thence North 38°07'29" West 51.11' to a calculated point, thence North 39°38'24" West 51.04' to a calculated point, thence North 40°18'29" West 50.92' to a calculated point, thence North 41°19'02" West 101.33' to a calculated point, thence North 41°48'29" West 32.39' to an existing rebar at the Southwestern corner of Tact 12, thence leaving said Right of Way line of Vinson Road along the Northern Property line of Tract 12 Rocky Branch Farm, LLC, North 37°43'24" East 3,570.84' to an existing 1" iron pipe at mouth of branch at the Neuse River, thence along the old Neuse River Breakover as described on Plat Book 22, page 197, Johnston County Registry, South 22°21'22" East 270.21' to an existing rebar, thence South 27°28'01" East 141.95' to an existing rebar, thence South 39°43'26" East 333.37' to a calculated point, thence South 33°26'59" East 274.06' to a calculated point, said point being the common corner between Tract 12, Rocky Branch Farm, LLC and Tract 13, Poole Farm, LLC, Thence continuing with the old Neuse River Breakover as described on Plat Book 22, Page 197, Johnston County Registry, South 20°01'28" East 237.70' to a calculated point, thence South 20°03'33" East 284.37' to a calculated point, thence South 27°46'31" East 422.63' to a calculated point, thence South 38°41'17" East 121.97' to a calculated point, thence leaving said old Neuse River Breakover, South 38°36'20" West 728.51' to an existing 3/4" iron pipe, said point being at the Northwestern Right of Way line of High Chaparral Drive (60' Private Right of Way), thence along High Chaparral Drive right of way South 38°58'30" West 30.19' to an existing 3/4" iron pipe, thence South 38°10'07" West 30.88' to an existing 3/4" iron pipe at the Southwestern Right of Way line of High Chaparral Drive, thence leaving said Right of Way South 38°44'16"West 159.59' to an existing 3/4" iron pipe, thence South 38°32'07" West 199.85' to an existing 3/4" iron pipe, thence South 38°37'29" West 1,055.78' to an existing axle, thence South 38°30'39" West 266.55' to an existing iron pipe found in concrete, thence South 38°37'21" West 608.60' to an existing rebar, said point being on the Northwestern Right of Way line of Vinson Road (SR 1903)(Variable Width Public Right of Way), thence along said right of way line, North 63°50'53" West 266.12' to a calculated point, thence North 62°11'05" West 76.57' to a calculated point, thence North 57°35'34" West 77.33' to a calculated point, thence North 52°41'59" West 50.41' to a calculated point, thence North 48°11'09" West 50.98' to a calculated point, thence North 43°53'12" West 50.59' to a calculated point, thence North 38°33'53"

West 50.72' to a calculated point, thence North 34°54'08" West 49.10' to a calculated point, thence North 31°52'27" West 49.79' to a calculated point, thence North 29°47'08" West 50.15' to a calculated point, thence North 28°34'33" West 50.01' to a calculated point, thence North 27°16'35" West 49.89' to a calculated point, thence North 26°32'50" West 50.85' to a calculated point, thence North 27°28'38" West 50.67' to a calculated point, thence North 29°32'37" West 35.31' to the point and place of Beginning, containing 146.265 Acres more or less.

FILED
10:13am
DEC 23 1997
EFFECTIVE
ELAINE F MARSHALL
SECRETARY OF STATE
NORTH CAROLINA

97 357 9038

State of North Carolina
Department of the Secretary of State

LIMITED LIABILITY COMPANY ARTICLES OF ORGANIZATION

Pursuant to §57C-2-20 of the General Statutes of North Carolina, the undersigned does hereby submit these Articles of Organization for the purpose of forming a limited liability company.

1. The name of the limited liability company is: Poole Farm, LLC

2. The latest date on which the limited liability company is to dissolve is: December 31, 2050

3. The name and address of each organizer executing these Articles of Organization is as follows (at least one person must execute this document; attach additional pages if necessary):

   Turner Vinson
   2705 Powhatan Road
   Clayton, NC 27520

4. The street address and county of the initial registered office of the limited liability company is:

   Number and Street 2705 Powhatan Road

   City, State, Zip Code Clayton, North Carolina 27520 County Johnston

5. The mailing address if different from the street address of the initial registered office is: n/a

6. The name of the initial registered agent is: Turner Vinson

7. Check one of the following:

   ____ (i) Member-managed LLC: all of the members by virtue of their status as members shall be managers of this limited liability company.

   _X_ (ii) Manager-managed LLC: except as provided by N.C.G.S. §57C-3-20(a), the members of this limited liability company shall not be managers by virtue of their status as members.

Any other provisions which the limited liability company elects to include are attached.

These Articles will be effective upon filing, unless a date and/or time is specified: n/a

This the _____ day of _____, 1997.

_____
Signature

_____
Type or Print Name and Title

Turner Vinson
Signature

Turner Vinson, Organizer
Type or Print Name and Title

NOTES:
Filing fee is $125. This document and one exact or conformed copy of these Articles must be filed with the Secretary of State.
CORPORATIONS DIVISION 300 N. SALISBURY STREET RALEIGH, NC 27603-5909

Poole Farm, LLC Property – Tract 13
Satellite Annexation For The Town Of Clayton

BEGINNING at a calculated point, said point being the northwest corner of Tract 13, Poole Farm, LLC, Deed Book 1666, Page 532 Johnston County Registry and in the Right of Way of Vinson Rd, (S.R. 1903)(Variable Width Public Right of Way) said point having N.C. Grid Coordinates (NAD83/2011) of N=682,579.45, E=2,185,819.66, thence from said BEGINNING point, crossing the Northeastern Right of Way line of Vinson Road (S.R.1903),North 38°54'41" East 3,498.60' to a calculated point on the Old Neuse River Breakover as described on Plat Book 22, Page 197, Johnston County Registry, thence along said Old Neuse River Breakover as described on Plat Book 22, Page 197, Johnston County Registry, South 20°01'28" East 237.70' to a calculated point, thence South 20°03'33" East 284.37' to a calculated point, thence South 27°46'31" East 422.63' to a calculated point, thence South 38°41'17" East 121.97' to a point, thence leaving said Old Neuse River Breakover South 38°36'20" West 728.51’ to a ¾” iron pipe found, said iron pipe being at the Northwestern Right of Way line of High Chaparral Drive (60’ Private Right of Way), thence along said right of way South 38°58'30" West 30.19' to a ¾” iron pipe found, thence South 38°10'07" West 30.88' to a ¾” iron pipe found at the Southwestern right of way line of High Chaparral Drive, thence leaving said right of way South 38°44'16" West 159.59' to a ¾” iron pipe found, thence South 38°32'07" West 199.85' to a ¾” iron pipe found, thence South 38°37'29" West 1,055.78' to an existing axle, thence South 38°30'39" West 266.55' to a 2 ½” iron pipe found in concrete, thence South 38°37'21" West 608.60' to a rebar found, said rebar being on the Northwestern Right of Way line of Vinson Road (S.R. 1903)(Variable Width Public Right of Way),thence leaving said right of way line South 38°37'21" West 32.88' to a point in Vinson Road (S.R. 1903) Right of Way, thence running in said Right of Way North 63°51'11" West 120.75' to a point, thence North 62°17'45" West 269.39' to a calculated point, thence North 48°57'21" West 191.11' to a calculated point, thence North 35°00'31" West 178.79' to a calculated point, thence North 27°23'17" West 247.01' to the point and place of BEGINNING containing 73.909 Acres more or less (Inclusive of Area North of South Bank of current Breakover and area in Right of Way).

VICINITY MAP

ANNEXATION AREA

73.753 ACRES	(AREA IN TRACT 12 INCLUSIVE OF AREA NORTH OF CURRENT BREAKOVER AND AREA IN RIGHT-OF-WAY)
73.909 ACRES	(AREA IN TRACT 13 INCLUSIVE OF AREA NORTH OF CURRENT BREAKOVER) AND AREA IN RIGHT-OF-WAY)
147.662 ACRES	(TOTAL ANNEXATION AREA)

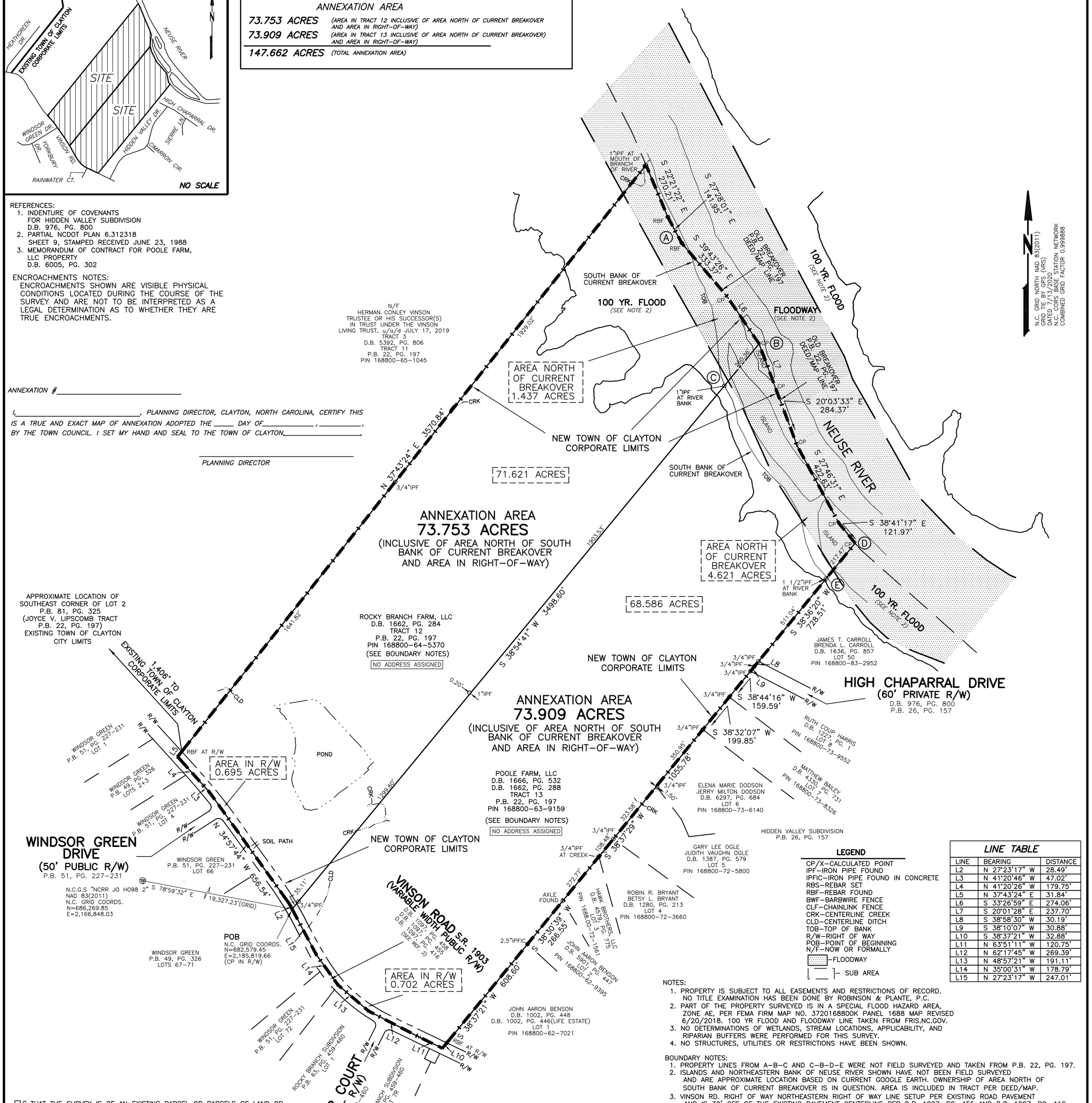
REFERENCES:
1. INDENTURE OF COVENANTS FOR HIDDEN VALLEY SUBDIVISION D.B. 976, PG. 800
2. PARTIAL NCDOT PLAN 6.312318 SHEET 9, STAMPED RECEIVED JUNE 23, 1988
3. MEMORANDUM OF CONTRACT FOR POOLE FARM, LLC PROPERTY D.B. 6005, PG. 302

ENCROACHMENTS NOTES:
ENCROACHMENTS SHOWN ARE VISIBLE PHYSICAL CONDITIONS LOCATED DURING THE COURSE OF THE SURVEY AND ARE NOT TO BE INTERPRETED AS A LEGAL DETERMINATION AS TO WHETHER THEY ARE TRUE ENCROACHMENTS.

ANNEXATION #_____

I,_____, PLANNING DIRECTOR, CLAYTON, NORTH CAROLINA, CERTIFY THIS IS A TRUE AND EXACT MAP OF ANNEXATION ADOPTED THE _____ DAY OF_____, _____, BY THE TOWN COUNCIL. I SET MY HAND AND SEAL TO THE TOWN OF CLAYTON,_____.

_____
PLANNING DIRECTOR



LEGEND

CP/X	CALCULATED POINT
IPF	IRON PIPE FOUND
IPFIC	IRON PIPE FOUND IN CONCRETE
RBS	REBAR SET
RBF	REBAR FOUND
BWF	BARBWIRE FENCE
CLF	CHAINLINK FENCE
CRK	CENTERLINE CREEK
CLD	CENTERLINE DITCH
TOB	TOP OF BANK
R/W	RIGHT OF WAY
POB	POINT OF BEGINNING
N/F	NOW OR FORMALLY
	FLOODWAY
	SUB AREA

LINE TABLE

LINE	BEARING	DISTANCE
L2	N 27°23'17" W	28.49'
L3	N 41°20'46" W	47.02'
L4	N 41°20'26" W	179.75'
L5	N 37°43'24" E	31.84'
L6	S 33°26'59" E	274.06'
L7	S 20°01'28" E	237.70'
L8	S 38°58'30" W	30.19'
L9	S 38°10'07" W	30.88'
L10	S 38°37'21" W	32.88'
L11	N 63°51'11" W	120.75'
L12	N 62°17'45" W	269.39'
L13	N 48°57'21" W	191.11'
L14	N 35°00'31" W	178.79'
L15	N 27°23'17" W	247.01'

NOTES:
1. PROPERTY IS SUBJECT TO ALL EASEMENTS AND RESTRICTIONS OF RECORD. NO TITLE EXAMINATION HAS BEEN DONE BY ROBINSON & PLANTE, P.C.
2. PART OF THE PROPERTY SURVEYED IS IN A SPECIAL FLOOD HAZARD AREA, ZONE AE, PER FEMA FIRM MAP NO. 3720168800K PANEL 1688 MAP REVISED 6/20/2018. 100 YR FLOOD AND FLOODWAY LINE TAKEN FROM FRIS.NC.GOV.
3. NO DETERMINATIONS OF WETLANDS, STREAM LOCATIONS, APPLICABILITY, AND RIPARIAN BUFFERS WERE PERFORMED FOR THIS SURVEY.
4. NO STRUCTURES, UTILITIES OR RESTRICTIONS HAVE BEEN SHOWN.

BOUNDARY NOTES:
1. PROPERTY LINES FROM A-B-C AND C-B-D-E WERE NOT FIELD SURVEYED AND TAKEN FROM P.B. 22, PG. 197.
2. ISLANDS AND NORTHEASTERN BANK OF NEUSE RIVER SHOWN HAVE NOT BEEN FIELD SURVEYED AND ARE APPROXIMATE LOCATION BASED ON CURRENT GOOGLE EARTH. OWNERSHIP OF AREA NORTH OF SOUTH BANK OF CURRENT BREAKOVER IS IN QUESTION. AREA IS INCLUDED IN TRACT PER DEED/MAP.
3. VINSON RD. RIGHT OF WAY NORTHEASTERN RIGHT OF WAY LINE SETUP PER EXISTING ROAD PAVEMENT AND IS 30' OFF OF THE EXISTING PAVEMENT CENTERLINE PER D.B. 1097, PG. 455 AND D.B. 1097, PG. 416. SOUTHWESTERN RIGHT OF WAY LINE SET UP AS SHOWN IN P.B. 63, PG. 459-460, P.B. 51, PG. 227-231, P.B. 49, PG. 326, AND EXISTING MONUMENTATION. SOUTHWESTERN LINE AS SHOWN HEREON IS VARIABLE WIDTH FROM EXISTING CENTERLINE TO RIGHT OF WAY.

NOTE:
MISCLOSURE WAS DISTRIBUTED BY THE COMPASS METHOD. THE DISTANCES ON THIS MAP ARE ADJUSTED HORIZONTAL GROUND DISTANCES UNLESS OTHERWISE NOTED. ALL AREA CALCULATED BY COORDINATE COMPUTATION.

0 300 600 900

SCALE IN FEET

☐C. THAT THE SURVEY IS OF AN EXISTING PARCEL OR PARCELS OF LAND OR ONE OR MORE EXISTING EASEMENTS AND DOES NOT CREATE A NEW STREET OR CHANGE AN EXISTING STREET.

NORTH CAROLINA
WAKE COUNTY
I STUART E. PLANTE III CERTIFY THAT THIS PLAT WAS DRAWN UNDER MY SUPERVISION FROM AN ACTUAL SURVEY MADE UNDER MY SUPERVISION, DESCRIPTION RECORDED IN REFERENCES AS SHOWN, THAT THE BOUNDARIES NOT SURVEYED ARE DASHED AND DRAWN FROM P.B. 22, PG. 197; THAT THE RATIO OF PRECISION OR POSITIONAL ACCURACY AS CALCULATED IS 1: 40,631 +; THAT THIS PLAT WAS PREPARED IN ACCORDANCE WITH G.S. 47-30 AS AMENDED. WITNESS MY ORIGINAL SIGNATURE, LICENSE NUMBER AND SEAL THIS 5th DAY OF OCTOBER, 2023 A.D.,

_____ PROFESSIONAL LAND SURVEYOR
LICENSE NO. L-4432

OWNER(S):
-ROCKY BRANCH FARM, LLC
-POOLE FARM, LLC

THE SOLE PURPOSE OF THIS MAP IS FOR ANNEXATION PURPOSES ONLY.

PRELIMINARY PLAT-NOT FOR RECORDATION, CONVEYANCE, OR SALE

REVISIONS	SATELLITE ANNEXATION MAP FOR THE TOWN OF CLAYTON		ROBINSON & PLANTE, P.C. LAND SURVEYING C-2687 970 TRINITY ROAD RALEIGH, NC 27607 PHONE: (919)859-6030	
	TOWNSHIP: CLAYTON	COUNTY: JOHNSTON	SURVEY DATE: 6-9-23	SURVEYED BY: KS
	STATE: NORTH CAROLINA		SCALE: 1"=300'	DRAWN BY: BW
	ZONE: AR	P.I.N.: 168800-64-5370 AND 168800-63-9159	CHECKED & CLOSURE BY: SEP	FILE: VINSONBANNEX2-2023 SHEET: 1 OF 1

Ordinance #2024-01-02

Annexation Petition 2023-100-ANX
POOLE FARM, LLC
Location: 05J05011V
Contiguous; 73.909 acres

TOWN OF CLAYTON
ORDINANCE TO EXTEND THE CORPORATE LIMITS

1. WHEREAS, the Clayton Town Council has been petitioned under NC GS 160A-58.1

to annex the area described below; and

WHEREAS, the Clayton Town Council has by resolution directed the Town Clerk to investigate the sufficiency of the petition; and

WHEREAS, the Town Clerk has certified the sufficiency of the petition and a public hearing on the question of this annexation was held at Clayton Town Hall, 111 E Second Street at 6 p.m. on January 2, 2024, where the Town Council meeting occurring on January 16, 2024, after due notice by publication in the Johnstonian on January 3, 2024; and

WHEREAS, the Clayton Town Council finds that the petition meets the requirements of NC GS 160A-58.1;

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

1. **SECTION 1** By virtue of the authority granted by NC GS 160A-58.1, the following described territory is hereby annexed and made part of the Town of Clayton as of January 16, 2024:

   BEGINNING at a calculated point, said point being the northwest corner of Tract 13, Poole Farm, LLC, Deed Book 1666, Page 532 Johnston County Registry and in the Right of Way of Vinson Rd, (S.R. 1903)(Variable Width Public Right of Way) said point having N.C. Grid Coordinates (NAD83/2011) of N=682,579.45,

E=2,185,819.66, thence from said BEGINNING point, crossing the Northeastern Right of Way line of Vinson Road (S.R.1903),North 38°54'41" East 3,498.60' to a calculated point on the Old Neuse River Breakover as described on Plat Book 22, Page 197, Johnston County Registry, thence along said Old Neuse River Breakover as described on Plat Book 22, Page 197, Johnston County Registry, South 20°01'28" East 237.70' to a calculated point, thence South 20°03'33" East 284.37' to a calculated point, thence South 27°46'31" East 422.63' to a calculated point, thence South 38°41'17" East 121.97' to a point, thence leaving said Old Neuse River Breakover South 38°36'20" West 728.51' to a ¾" iron pipe found, said iron pipe being at the Northwestern Right of Way line of High Chaparral Drive (60' Private Right of Way), thence along said right of way South 38°58'30" West 30.19' to a ¾" iron pipe found, thence South 38°10'07" West 30.88' to a ¾" iron pipe found at the Southwestern right of way line of High Chaparral Drive, thence leaving said right of way South 38°44'16" West 159.59' to a ¾" iron pipe found, thence South 38°32'07" West 199.85' to a ¾" iron pipe found, thence South 38°37'29" West 1,055.78' to an existing axle, thence South 38°30'39" West 266.55' to a 2 ½" iron pipe found in concrete, thence South 38°37'21" West 608.60' to a rebar found, said rebar being on the Northwestern Right of Way line of Vinson Road (S.R. 1903)(Variable Width Public Right of Way),thence leaving said right of way line South 38°37'21" West 32.88' to a point in Vinson Road (S.R. 1903) Right of Way, thence running in said Right of Way North 63°51'11" West 120.75' to a point, thence North 62°17'45" West 269.39' to a calculated point, thence North 48°57'21" West 191.11' to a calculated point, thence North 35°00'31" West 178.79' to a calculated point, thence North 27°23'17" West 247.01' to the point and place of BEGINNING containing 73.909 Acres more or less (Inclusive of Area North of South Bank of current Breakover and area in Right of Way).

SECTION 2 Upon and after January 16, 2024, the above-described territory and its citizens and property shall be subject to all debts, laws, ordinances, and regulations in force in the Town of Clayton and shall be entitled to the same privileges and benefits as other parts of the Town of Clayton. Said territory shall be subject to municipal taxes in according to NC GS 160A-58.10.

SECTION 3 The Mayor of the Town of Clayton shall cause to be recorded in the office of the Register of Deeds of (COUNTY), and in the office of the Secretary of State at Raleigh, North Carolina, an accurate map of the annexed territory, described in SECTION 1 above, together with a duly certified copy of the ordinance. Such a map shall also be delivered to the County Board of Elections, as required by NC GS 163-288.1.

ADOPTED this 16th day of January 2024.

_____
Jody L. McLeod
Mayor

ATTEST:

_____
Heidi Holland, CMC, NCCMC
Town Clerk

APPROVED AS TO FORM:

_____
Jim Cauley
Town Attorney

NORTH CAROLINA
JOHNSTON COUNTY

This the _____ day of _____, 2024, personally appeared before me Heidi Holland, Clerk of the Town of Clayton, who, being duly sworn by me, says that she knows the common seal of the Town of Clayton and is acquainted with Jody L. McLeod, who is the Mayor and presiding member of said municipal corporation; and that she saw the said Mayor sign the foregoing instrument and saw the said common seal of said municipal corporation affixed to said instrument by said Mayor, and that she, the said Heidi Holland, signed her name in attestation of said instrument in the presence of said Mayor.

Witness my hand and notarial seal, this the day and year first above written.

_____
Notary Public - Signature

_____
Notary Public – Printed Name

Commission Expires: _____

County of Commission: _____

RESOLUTION 2024-06 DIRECTING THE CLERK TO INVESTIGATE A PETITION RECEIVED UNDER NC G.S. 160A-58.1 AND SETTING THE DATE OF A PUBLIC HEARING ON THE QUESTION OF ANNEXATION, 2023-100-ANX POOLE FARM

WHEREAS, a petition requesting annexation of an area described in said petition was received by the Town of Clayton; and

WHEREAS, NC G.S. 160A-58.2 provides that the sufficiency of the petition shall be investigated by the Town Clerk before further annexation proceedings may take place; and

WHEREAS, the Town Council of the Town of Clayton deems it advisable to proceed in response to this request for annexation, subject to the Clerk's satisfactory investigation of the sufficiency of the petition; and

WHEREAS, the area proposed for annexation is described as follows:

BEGINNING at a calculated point, said point being the northwest corner of Tract 13, Poole Farm, LLC, Deed Book 1666, Page 532 Johnston County Registry and in the Right of Way of Vinson Rd, (S.R. 1903)(Variable Width Public Right of Way) said point having N.C. Grid Coordinates (NAD83/2011) of N=682,579.45, E=2,185,819.66, thence from said BEGINNING point, crossing the Northeastern Right of Way line of Vinson Road (S.R.1903),North 38°54'41" East 3,498.60' to a calculated point on the Old Neuse River Breakover as described on Plat Book 22, Page 197, Johnston County Registry, thence along said Old Neuse River Breakover as described on Plat Book 22, Page 197, Johnston County Registry, South 20°01'28" East 237.70' to a calculated point, thence South 20°03'33" East 284.37' to a calculated point, thence South 27°46'31" East 422.63' to a calculated point, thence South 38°41'17" East 121.97' to a point, thence leaving said Old Neuse River Breakover South 38°36'20" West 728.51' to a ¾" iron pipe found, said iron pipe being at the Northwestern Right of Way line of High Chaparral Drive (60' Private Right of Way), thence along said right of way South 38°58'30" West 30.19' to a ¾" iron pipe found, thence South 38°10'07" West 30.88' to a ¾" iron pipe found at the Southwestern right of way line of High Chaparral Drive, thence leaving said right of way South 38°44'16" West 159.59' to a ¾" iron pipe found, thence South 38°32'07" West 199.85' to a ¾" iron pipe found, thence South 38°37'29" West 1,055.78' to an existing axle, thence South 38°30'39" West 266.55' to a 2 ½" iron pipe found in concrete, thence South 38°37'21" West 608.60' to a rebar found, said rebar being on the Northwestern Right of Way line of Vinson Road (S.R. 1903)(Variable Width Public Right of Way),thence leaving said right of way line South 38°37'21" West 32.88' to a point in Vinson Road (S.R. 1903) Right of Way, thence running in said Right of Way North 63°51'11" West 120.75' to a point, thence North 62°17'45" West 269.39' to a calculated point, thence North 48°57'21" West 191.11' to a calculated point, thence North 35°00'31" West 178.79' to a calculated point, thence North 27°23'17" West 247.01' to the point and place of BEGINNING containing 73.909 Acres more or less (Inclusive of Area North of South Bank of current Breakover and area in Right of Way).

NOW THEREFORE, BE IT RESOLVED by the Town Council of the Town of Clayton that:

Section 1. The Town Clerk is hereby directed to investigate the sufficiency of the below described petition and to certify as soon as possible to the Town of Clayton Town Council the result of her investigation.

Section 2. Subject to the Town Clerk's satisfactory result of her investigation, a public hearing on the question of annexation of the area described herein will be held at the Town Hall Council Chambers, located at 111 E. Second Street, at 6:00PM (or as soon thereafter as is practical) on Tuesday, January 16, 2023.

Section 3. Notice of the public hearing shall be published in the Johnstonian News newspapers, having general circulation in the Town of Clayton, at least ten (10) days prior to the public hearing.

Duly adopted this 2nd day of January, 2024, while in regular session.

_____
Jody L. McLeod
Mayor

ATTEST:

_____
Heidi Holland, CMC, NCCMC
Town Clerk

DESCRPTION/ADDRESS:
Pin #: 168800-63-9159
Non-Contiguous; 73.207 acres

Regular Town Council Meeting
Agenda Cover Sheet

Meeting Date	Agenda Location
January 16, 2024	PUBLIC HEARINGS

Item Title

Public Hearing for the annexation petition 2023-101-ANX Rocky Branch Farm, LLC

Presenter(s)

Bruce Venable, Planner I

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: Posted Sign

Summary

2023-101-ANX Rocky Branch Farm, LLC. The applicant is petitioning the Town to annex +/- 73.753 acres of real property into the Town's corporate limits. This is a non-contiguous annexation that is outside of the Town's ETJ, and currently resides within Johnston County's jurisdiction.

Background/History

This petition is associated with the Vinson Road Conditional Zoning W/ Master Plan Project 2022-195-CZM which has not been presented before the Town Council at this time.

Recommendation

Town Staff recommends approval of the ordinance.

Funding Source

N/A

Corresponding Documentation

1 2023-101-ANX Staff Report Rocky Branch Farm, LLC

2 Excuted Petition 2023-101-ANX Rocky Branch Farm, LLC

3 2023-101-ANX Legal Description

4 2023-101-ANX PLAT

2023-101-ANX Resolution Directing Clerk To Investigate Non-Contiguous

6 Ordinance 2023-101-ANX Rocky Branch Farm, LLC Non-Contiguous

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Submitted By: Bruce Venable, Planning

Reviewed By:

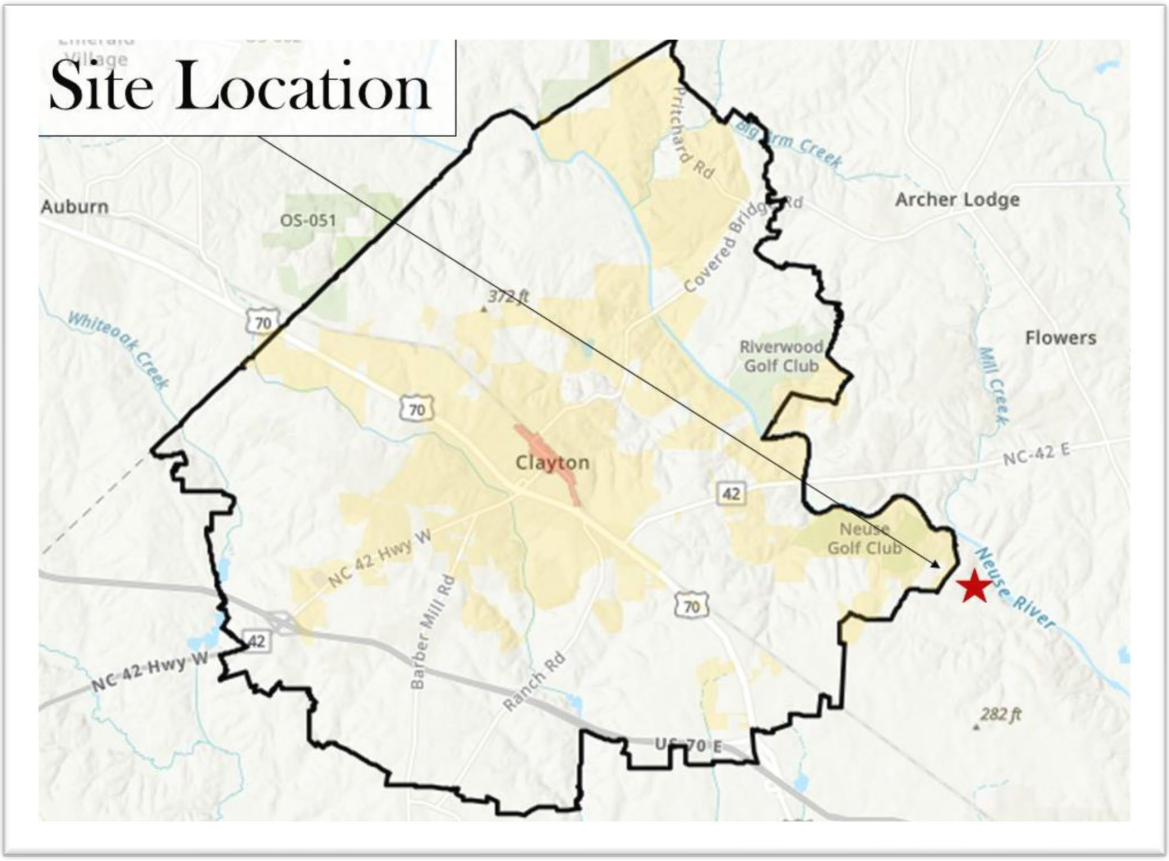
Conrad Olmedo, Planning Director	Approved - Jan 04 2024
Rich Cappola, Town Manager	Approved - Jan 10 2024
Heidi Holland, Town Clerk	Approved - Jan 11 2024

PLANNING DEPARTMENT

TOWN COUNCIL STAFF REPORT
JANUARY 16, 2024

ROCKY BRANCH FARM, LLC ANNEXATION

Project #:	2023-101-ANX	**Location:**	The parcel is located along Vinson Road across from the Green Windsor Subdivision within Johnston County.
Applicant:	ROCKY BRANCH FARM, LLC	**Project Type:**	ANNEXATION
Property Owner:	ROCKY BRANCH FARM, LLC	**Proposed Use:**	RESIDENTIAL
Staff Planner:	STEVEN MOTT, PLANNER II	**TAG #(s):**	05J05030F



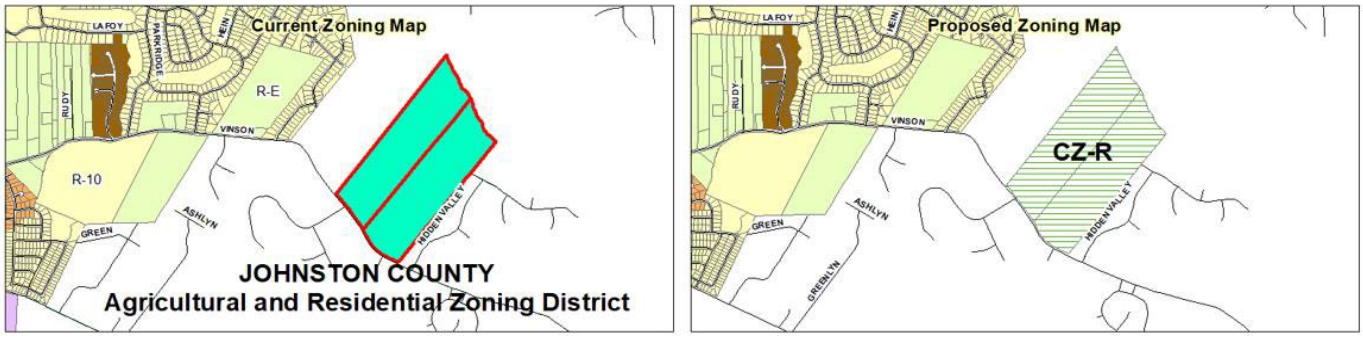
PROJECT SUMMARY

The site is located off Vinson Road and near the Windsor Green Subdivision. The applicant has petitioned the Town to be annexed into the corporate limits of the Town of Clayton to obtain Town services. This project is attached to the Vinson Road Conditional Zoning Master Plan that has been submitted concurrently with this petition for annexation. This parcel is **NOT** within Clayton's ETJ and would be considered a satellite annexation.

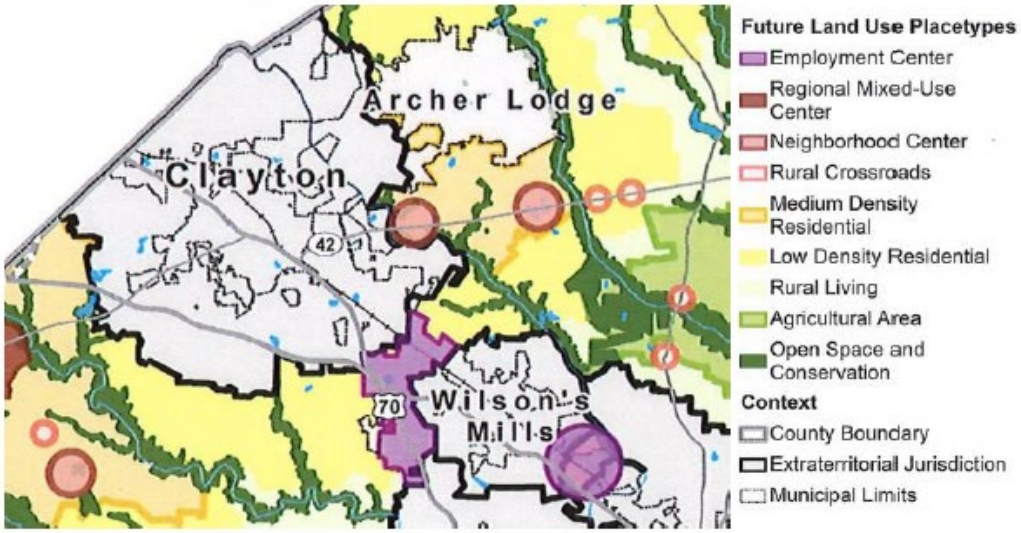
Fire District: The property is located within the Wilson Mills Fire District. The Applicant has fulfilled all requirements found in G.S 160A-58.58: Assumption of Debt.

SITE DATA:
Acreage: +/- 73.753 acres
Existing Use: Vacant

FUTURE LAND USE MAP



Envision Johnston Future Land Use Map (Johnston County)



AERIAL MAP



ATTACHMENTS:

1) Staff Report
2) Petition for Annexation
3) Legal Description of Metes and Bounds
4) Annexation Plat
5) Annexation Ordinance

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

PETITION FOR VOLUNTARY ANNEXATION

VOLUNTARY ANNEXATION: Upon receipt of a valid petition signed by all the owners of real property in the area described therein, the Town may annex an area either contiguous or not contiguous to its primary corporate limits when the area meets the standards set out under North Carolina General Statutes 160A-31 and 160A-58.1.

Applications are accepted on a rolling basis and can be submitted to the Town of Clayton Planning Department.

Review Fee:
Application Review Fee: $200
Advertisement Fee: $200
Please note that fees are subject to change annually

PROCESS:

Review by Staff: The Planning, Engineering and Public Works Departments review the annexation submission. Comments will be sent to the applicant.

Annexation Plat Submission: After the map and legal description are deemed sufficient by the Town, the applicant is required to submit two (2) Mylar annexation plats to the Planning Department.

Town Council Meeting: The Town Council will pass a resolution directing the Town Clerk to investigate the annexation petition. The Town Clerk will present to the Town Council a Certificate of Sufficiency indicating that the annexation petition is complete. A resolution setting the date of the public hearing is then approved.

Legal Advertisement: A legal advertisement will be published no more than 25 days and no less than 10 days prior to the date of the public hearing.

Public Hearing/Town Council Meeting: The Town Council will either adopt or deny an ordinance to extend the corporate limits of the Town of Clayton.

Recordation: If the annexation is approved by the Town Council, the Annexation Plats shall be recorded at the appropriate county Register of Deeds.

Petition for Voluntary Annexation Application

1. **Application Type:** ☐ Individual ☐ Corporation ■ LLC ☐ Partnership

2. **The proposed annexation will be:** ☐ Contiguous Annexation ■ Non-Contiguous Annexation

3. **Does the proposed annexed parcel(s) need to be rezoned?** ■ Yes ☐ No

If 3 acres or more please submit a rezoning application to be run concurrently.

Property Information

To the Town Council of the Town of Clayton, North Carolina:

1. I/We the undersigned owner(s)* of real property respectfully request that the area described in Paragraph 2 below be annexed to the Town of Clayton, North Carolina.

   *If the owner of real property is a corporation or religious entity, attach a copy of the articles of incorporation describing who is/are authorized to sign with the petition.

2. The area to be annexed is ☐ contiguous, ■ non-contiguous to the Town of Clayton, North Carolina and the boundaries of such territory are as provided in the boundary plat attached hereto.

3. If contiguous, this annexation will include all intervening rights-of-way for streets, railroads, and other areas as stated in G.S. 160A-31(f), unless otherwise stated in the annexation amendment.

4. Attached is a statement of the schedule for full development of the property to be annexed, which includes the type, number, and estimated value of planned improvements, if applicable.

   Total Acreage to be annexed: 73.923 Existing Housing Units: 0

   Population of acreage to be annexed: 0 Fire District: Wilson's Mills

   Existing Zoning District*: AR Proposed Town Zoning District*: CZ-R

   County Recorded Plat Book and Page #: Tract #12 Plat Book 22, Page 197

   Reason for petitioner to annex: X Receive Town Services ____Other (please specify): _____

5. **I/We** acknowledge that any zoning vested rights acquired pursuant to G.S. 160A-385.1 or G.S. 153A-344.1 must be declared and identified on this petition. I/We further acknowledge that failure to declare such rights on this petition shall result in a termination of vested rights previously acquired for the property. (If zoning vested rights are claimed, indicate on the following page, and attach proof.)

FOR OFFICE USE ONLY		
Date Received:	Amount Paid:	Petition Number:

This page must be notarized prior to submitting to the Town for review

Complete ONLY if applying for an individual annexation and if property is owned by individual (s):

_____ Please Print

_____ Signature

_____ Please Print

_____ Signature

Complete ONLY if applying for a Corporation Annexation:

In witness whereof, said corporation has caused this instrument to be executed by its President and attested by its Secretary by order of its Board of Directors, this ____ day of _____, 20____.

Corporate Name: _____

SEAL

By: _____ (Signature)

Attest: _____ Secretary (Signature)

Complete ONLY if applying for a Limited Liability Company Annexation:

In witness whereof, Rocky Branch Farm, LLC a limited liability company, caused this instrument to be executed in its name by a member/manager pursuant to authority duly given, this _____ day of _____, 20 23.

Name of Limited Liability Company: Rocky Branch Farm, LLC

By _____, Manager
Signature of Member/Manager

Complete ONLY if applying for a Partnership Annexation:

In witness whereof, _____ a partnership, caused this instrument to be executed in its name by a member/manager pursuant to authority duly given, this ____ day of _____, 20____.

Name of Partnership: _____

By: _____ Signature of General Partner

By: _____

By: _____ Signature of General Partner

By: _____

STATE OF NORTH CAROLINA
COUNTY OF JOHNSTON

Sworn and subscribed before me, Erika Hinnant, a Notary Public for the above State and County, this 16th day of, June, 20 23.

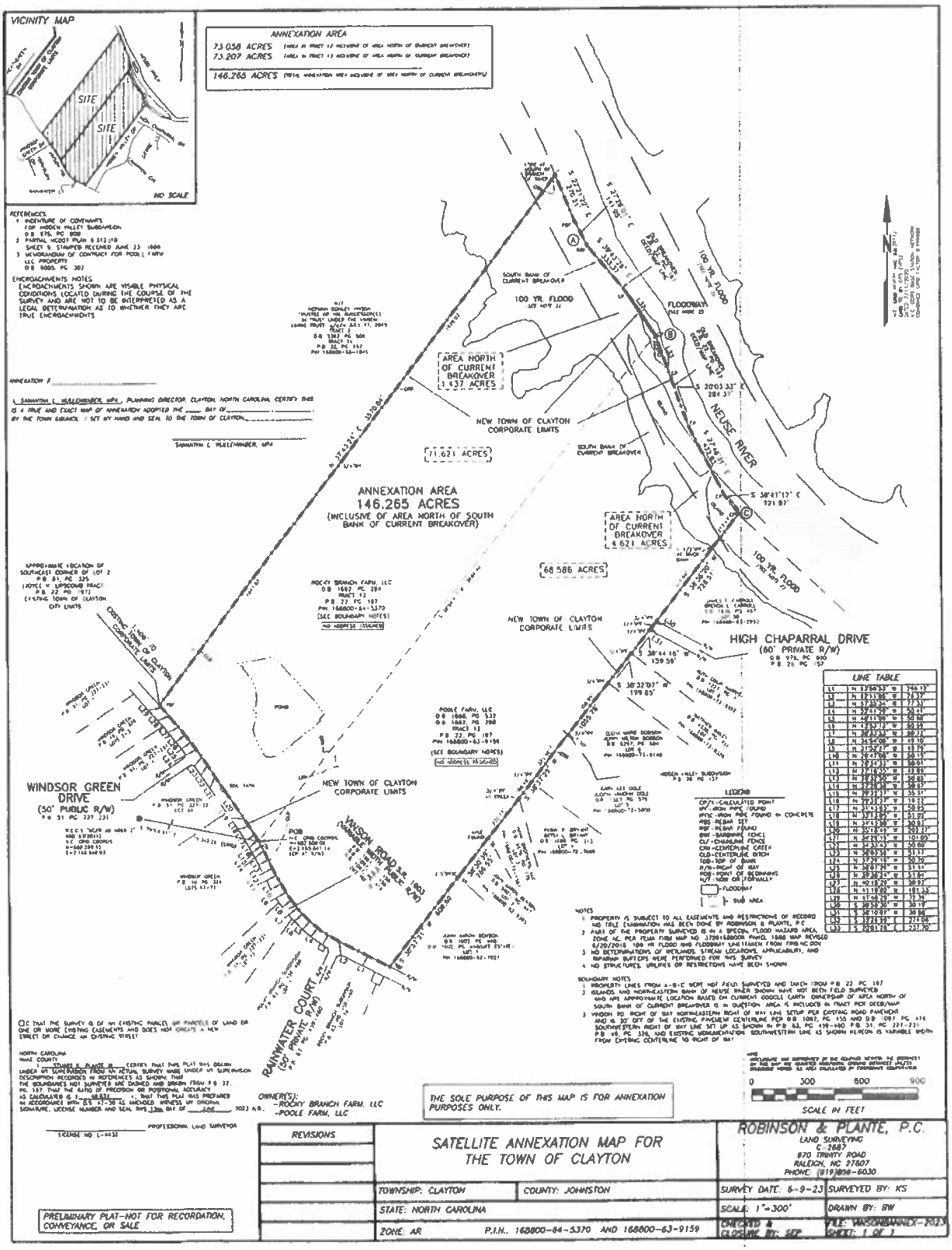
_____ Notary Public

ERIKA HINNANT NOTARY PUBLIC JOHNSTON COUNTY, NC

My Commission Expires: 12/19/2023

Voluntary Annexation Plat Checklist

#	Required Plat Items
1.	Fully dimensioned by metes and bounds, and the location of intersecting boundary lines of the existing town limits, labeled and distinctly marked. Include full right-of-way if the area on both sides is or will be in the corporate limits.
2.	Any utility easements with metes and bounds.
3.	Accurate locations and descriptions of all monuments, markers and control points.
4.	Ultimate right-of-way widths on all streets.
5.	Entitle "ANNEXATION MAP FOR THE TOWN OF CLAYTON" OR "SATELLITE ANNEXATION MAP FOR THE TOWN OF CLAYTON," as appropriate.
6.	Name of property owner(s).
7.	Name, seal, and registration of Professionally Licensed Surveyor (PLS).
8.	Date of the survey and map preparation; a north arrow indicating whether the index is true magnetic North Carolina grid (NAD 83 of NAD 27) or deed; graphic scale; and declination.
9.	Names of the township, county, and state.
10.	A detailed vicinity map.
11.	Include address of property if assigned.
12.	Show all contiguous or non-contiguous town limits.
13.	Leave 2-inch by 2-inch space for the county Register of Deeds stamp on the plat. All final plats must be stamped and signed before they can be accepted by the Town.


VICINITY MAP
SITE
NO SCALE
ANNEXATION AREA
73.058 ACRES
73.207 ACRES
146.265 ACRES
REFERENCES
ENCROACHMENTS NOTES
ENCROACHMENTS SHOWN ARE VISIBLE PHYSICAL CONDITIONS LOCATED DURING THE COURSE OF THE SURVEY AND ARE NOT TO BE INTERPRETED AS A LEGAL DETERMINATION AS TO WHETHER THEY ARE TRUE ENCROACHMENTS
ANNEXATION #
AREA NORTH OF CURRENT BREAKOVER 1.437 ACRES
NEW TOWN OF CLAYTON CORPORATE LIMITS
71.621 ACRES
ANNEXATION AREA
146.265 ACRES
(INCLUSIVE OF AREA NORTH OF SOUTH BANK OF CURRENT BREAKOVER)
AREA NORTH OF CURRENT BREAKOVER 4.621 ACRES
68.586 ACRES
NEUSE RIVER
100 YR. FLOOD
FLOODWAY
HIGH CHAPARRAL DRIVE
(60' PRIVATE R/W)
WINDSOR GREEN DRIVE
(50' PUBLIC R/W)
RAINWATER COURT
(50' PRIVATE R/W)
VANSON HAVEN ROAD
(SR 1003)
POB
POINT OF BEGINNING
LINE TABLE
LEGEND
NOTES
BOUNDARY NOTES
OWNER(S):
-ROCKY BRANCH FARM, LLC
-POOLE FARM, LLC
THE SOLE PURPOSE OF THIS MAP IS FOR ANNEXATION PURPOSES ONLY.
SCALE IN FEET
REVISIONS
SATELLITE ANNEXATION MAP FOR THE TOWN OF CLAYTON
ROBINSON & PLANTE, P.C.
LAND SURVEYING
C-2687
870 TRINITY ROAD
RALEIGH, NC 27607
PHONE: (919)858-6030
TOWNSHIP: CLAYTON
COUNTY: JOHNSTON
SURVEY DATE: 6-9-23
SURVEYED BY: KS
STATE: NORTH CAROLINA
SCALE: 1"=300'
DRAWN BY: BW
ZONE: AR
P.I.N.: 168800-84-5370 AND 168800-63-9159
CHECKED & CLOSURE BY: SEP
FILE: ANSONHAVEN-2023
SHEET: 1 OF 1
PRELIMINARY PLAT-NOT FOR RECORDATION, CONVEYANCE, OR SALE

ANNEXATION MAP FOR THE TOWN OF CLAYTON

Beginning at a calculated point, said point being the Southeast corner of Tract 12, Rocky Branch Farm, LLC and on the Northeastern Right of Way line of Vinson Road, (S.R. 1903)(Variable width Public Right of Way). Said point having N.C. Grid Coordinates (NAD83/2011) of N=682,606.06, E=2,185,841.14, thence from said beginning point along the Northeastern Right of Way line of Vinson Road, North 29°32'37" West 16.22' to a calculated point, thence North 31°43'03" West 50.95' to a calculated point, thence North 33°13'05" West 51.02' to a calculated point, thence North 34°43'50" West 50.63' to a calculated point, thence North 35°18'49" West 202.37' to a calculated point, thence North 34°29'19" West 101.05' to a calculated point, thence North 34°33'43" West 50.80' to a calculated point, thence North 36°03'56" West 51.17' to a calculated point, thence North 37°29'16" West 50.70' to a calculated point, thence North 38°07'29" West 51.11' to a calculated point, thence North 39°38'24" West 51.04' to a calculated point, thence North 40°18'29" West 50.92' to a calculated point, thence North 41°19'02" West 101.33' to a calculated point, thence North 41°48'29" West 32.39' to an existing rebar at the Southwestern corner of Tact 12, thence leaving said Right of Way line of Vinson Road along the Northern Property line of Tract 12 Rocky Branch Farm, LLC, North 37°43'24" East 3,570.84' to an existing 1" iron pipe at mouth of branch at the Neuse River, thence along the old Neuse River Breakover as described on Plat Book 22, page 197, Johnston County Registry, South 22°21'22" East 270.21' to an existing rebar, thence South 27°28'01" East 141.95' to an existing rebar, thence South 39°43'26" East 333.37' to a calculated point, thence South 33°26'59" East 274.06' to a calculated point, said point being the common corner between Tract 12, Rocky Branch Farm, LLC and Tract 13, Poole Farm, LLC, Thence continuing with the old Neuse River Breakover as described on Plat Book 22, Page 197, Johnston County Registry, South 20°01'28" East 237.70' to a calculated point, thence South 20°03'33" East 284.37' to a calculated point, thence South 27°46'31" East 422.63' to a calculated point, thence South 38°41'17" East 121.97' to a calculated point, thence leaving said old Neuse River Breakover, South 38°36'20" West 728.51' to an existing 3/4" iron pipe, said point being at the Northwestern Right of Way line of High Chaparral Drive (60' Private Right of Way), thence along High Chaparral Drive right of way South 38°58'30" West 30.19' to an existing 3/4" iron pipe, thence South 38°10'07" West 30.88' to an existing 3/4" iron pipe at the Southwestern Right of Way line of High Chaparral Drive, thence leaving said Right of Way South 38°44'16"West 159.59' to an existing 3/4" iron pipe, thence South 38°32'07" West 199.85' to an existing 3/4" iron pipe, thence South 38°37'29" West 1,055.78' to an existing axle, thence South 38°30'39" West 266.55' to an existing iron pipe found in concrete, thence South 38°37'21" West 608.60' to an existing rebar, said point being on the Northwestern Right of Way line of Vinson Road (SR 1903)(Variable Width Public Right of Way), thence along said right of way line, North 63°50'53" West 266.12' to a calculated point, thence North 62°11'05" West 76.57' to a calculated point, thence North 57°35'34" West 77.33' to a calculated point, thence North 52°41'59" West 50.41' to a calculated point, thence North 48°11'09" West 50.98' to a calculated point, thence North 43°53'12" West 50.59' to a calculated point, thence North 38°33'53"

West 50.72' to a calculated point, thence North 34°54'08" West 49.10' to a calculated point, thence North 31°52'27" West 49.79' to a calculated point, thence North 29°47'08" West 50.15' to a calculated point, thence North 28°34'33" West 50.01' to a calculated point, thence North 27°16'35" West 49.89' to a calculated point, thence North 26°32'50" West 50.85' to a calculated point, thence North 27°28'38" West 50.67' to a calculated point, thence North 29°32'37" West 35.31' to the point and place of Beginning, containing 146.265 Acres more or less.

0-0445826

FILED
9:00 A M
DEC 23 1997
EFFECTIVE
ELAINE F MARSHALL
SECRETARY OF STATE
NORTH CAROLINA

97357 9041

State of North Carolina
Department of the Secretary of State

LIMITED LIABILITY COMPANY ARTICLES OF ORGANIZATION

Pursuant to §57C-2-20 of the General Statutes of North Carolina, the undersigned does hereby submit these Articles of Organization for the purpose of forming a limited liability company.

1. The name of the limited liability company is: Rocky Branch Farm, LLC

2. The latest date on which the limited liability company is to dissolve is: December 31, 2050

3. The name and address of each organizer executing these Articles of Organization is as follows (at least one person must execute this document; attach additional pages if necessary):

   Turner Vinson
   2705 Powhatan Road
   Clayton, NC 27520

4. The street address and county of the initial registered office of the limited liability company is:

   Number and Street 2705 Powhatan Road

   City, State, Zip Code Clayton, North Carolina 27520 County Johnston

5. The mailing address if different from the street address of the initial registered office is: n/a

6. The name of the initial registered agent is: Turner Vinson

7. Check one of the following:

   ____ (i) Member-managed LLC: all of the members by virtue of their status as members shall be managers of this limited liability company.

   _X_ (ii) Manager-managed LLC: except as provided by N.C.G.S. §57C-3-20(a), the members of this limited liability company shall not be managers by virtue of their status as members.

   Any other provisions which the limited liability company elects to include are attached.

   These Articles will be effective upon filing, unless a date and/or time is specified: n/a

   This the _____ day of _____, 1997.

_____ Signature

_____ Signature

_____ Type or Print Name and Title

Turner Vinson, Organizer
Type or Print Name and Title

NOTES:
Filing fee is $125. This document and one exact or conformed copy of these Articles must be filed with the Secretary of State.
CORPORATIONS DIVISION 300 N. SALISBURY STREET RALEIGH, NC 27603-5909

Rocky Branch Farm, LLC Property – Tract 12
Satellite Annexation For the Town of Clayton

BEGINNING at a calculated point, said point being the southeast corner of Tract 12, Rocky Branch Farm, LLC, Deed Book 1662, Page 284 Johnston County Registry and in the Right of Way of Vinson Rd, (S.R. 1903) (Variable Width Public Right of Way)said point having N.C. Grid Coordinates (NAD83/2011) of N=682,579.45, E=2,185,819.66, thence from said BEGINNING point, running in said right of way North 27°23'17" West 28.49' to a calculated point, thence North 34°57'44" West 656.54' to a calculated point, thence North 41°20'46" West 47.02' to a calculated point, thence North 41°20'26" West 179.75' to a calculated point, thence North 37°43'24" East 31.84' to a rebar found on the Northwestern Right of Way of Vinson Road, thence leaving said right of way North 37°43'24" East 3,570.84' to an existing 1” iron pipe found at mouth of branch at the Neuse River, thence along the Old Neuse River Breakover as described on Plat Book 22, page 197, Johnston County Registry South 22°21'22" East 270.21' to a rebar found, thence South 27°28'01" East 141.95' to a rebar found, thence South 39°43'26" East 333.37' to a calculated point, thence South 33°26'59" East 274.06' to a calculated point, said point being the common corner between Tract 12, Rocky Branch Farm, LLC and Tract 13, Poole Farm, LLC, thence leaving said Old Neuse River Breakover and crossing the Northeastern Right of Way line of Vinson Road (S.R. 1903) (Variable Width Public Right of Way) South 38°54'41" West 3,498.60' to the point and place of BEGINNING containing 73.753 Acres more or less(Inclusive of area north of south bank of current breakover and area in right of way).

VICINITY MAP

ANNEXATION AREA

73.753 ACRES	(AREA IN TRACT 12 INCLUSIVE OF AREA NORTH OF CURRENT BREAKOVER AND AREA IN RIGHT-OF-WAY)
73.909 ACRES	(AREA IN TRACT 13 INCLUSIVE OF AREA NORTH OF CURRENT BREAKOVER) AND AREA IN RIGHT-OF-WAY)
147.662 ACRES	(TOTAL ANNEXATION AREA)

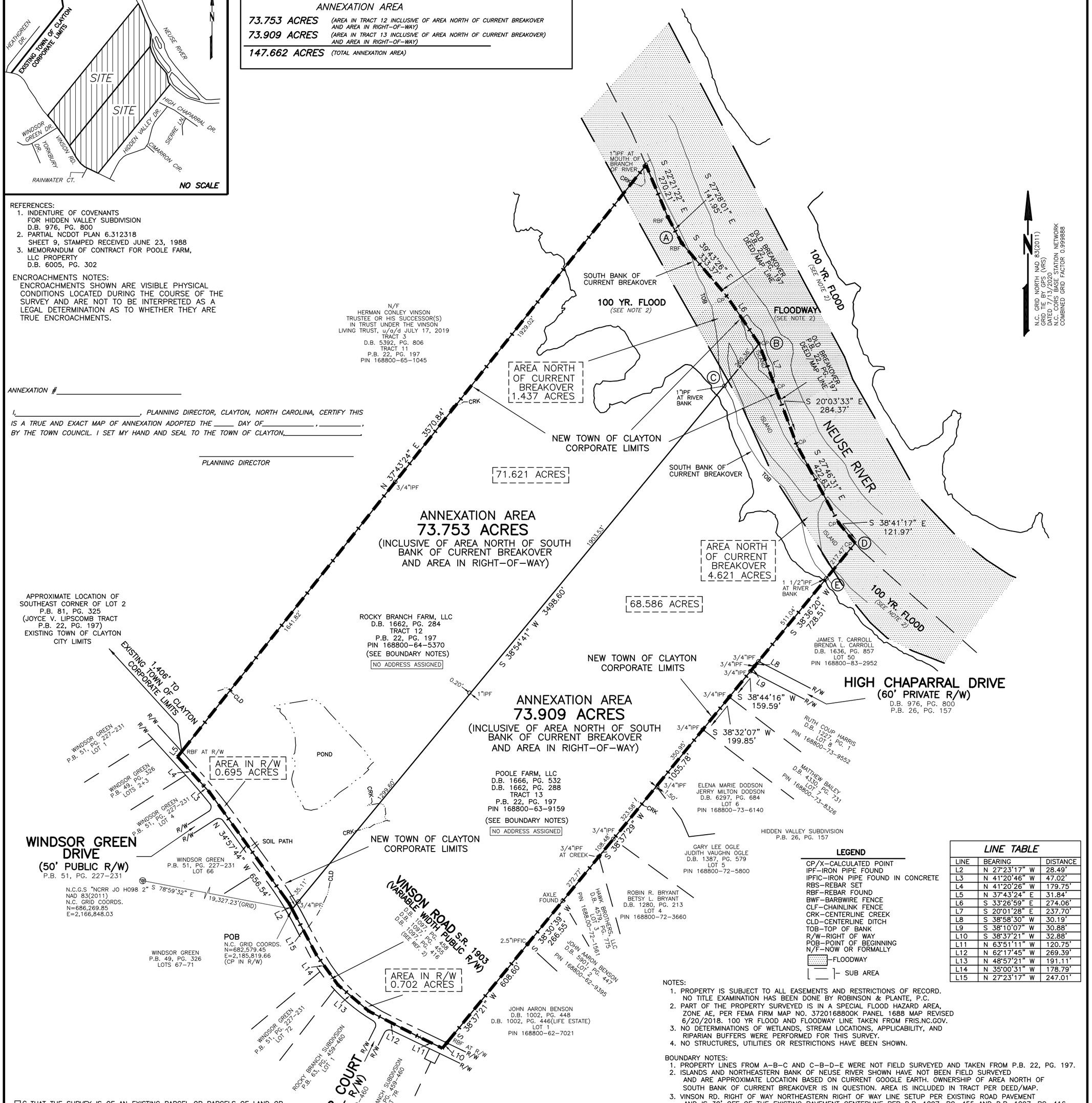
REFERENCES:
1. INDENTURE OF COVENANTS FOR HIDDEN VALLEY SUBDIVISION D.B. 976, PG. 800
2. PARTIAL NCDOT PLAN 6.312318 SHEET 9, STAMPED RECEIVED JUNE 23, 1988
3. MEMORANDUM OF CONTRACT FOR POOLE FARM, LLC PROPERTY D.B. 6005, PG. 302

ENCROACHMENTS NOTES:
ENCROACHMENTS SHOWN ARE VISIBLE PHYSICAL CONDITIONS LOCATED DURING THE COURSE OF THE SURVEY AND ARE NOT TO BE INTERPRETED AS A LEGAL DETERMINATION AS TO WHETHER THEY ARE TRUE ENCROACHMENTS.

ANNEXATION #_____

I,_____, PLANNING DIRECTOR, CLAYTON, NORTH CAROLINA, CERTIFY THIS IS A TRUE AND EXACT MAP OF ANNEXATION ADOPTED THE _____ DAY OF_____, _____, BY THE TOWN COUNCIL. I SET MY HAND AND SEAL TO THE TOWN OF CLAYTON,_____.

_____
PLANNING DIRECTOR



LEGEND

- CP/X-CALCULATED POINT
- IPF-IRON PIPE FOUND
- IPFIC-IRON PIPE FOUND IN CONCRETE
- RBS-REBAR SET
- RBF-REBAR FOUND
- BWF-BARBWIRE FENCE
- CLF-CHAINLINK FENCE
- CRK-CENTERLINE CREEK
- CLD-CENTERLINE DITCH
- TOB-TOP OF BANK
- R/W-RIGHT OF WAY
- POB-POINT OF BEGINNING
- N/F-NOW OR FORMALLY
- FLOODWAY
- SUB AREA

LINE TABLE

LINE	BEARING	DISTANCE
L2	N 27°23'17" W	28.49'
L3	N 41°20'46" W	47.02'
L4	N 41°20'26" W	179.75'
L5	N 37°43'24" E	31.84'
L6	S 33°26'59" E	274.06'
L7	S 20°01'28" E	237.70'
L8	S 38°58'30" W	30.19'
L9	S 38°10'07" W	30.88'
L10	S 38°37'21" W	32.88'
L11	N 63°51'11" W	120.75'
L12	N 62°17'45" W	269.39'
L13	N 48°57'21" W	191.11'
L14	N 35°00'31" W	178.79'
L15	N 27°23'17" W	247.01'

NOTES:
1. PROPERTY IS SUBJECT TO ALL EASEMENTS AND RESTRICTIONS OF RECORD. NO TITLE EXAMINATION HAS BEEN DONE BY ROBINSON & PLANTE, P.C.
2. PART OF THE PROPERTY SURVEYED IS IN A SPECIAL FLOOD HAZARD AREA, ZONE AE, PER FEMA FIRM MAP NO. 3720168800K PANEL 1688 MAP REVISED 6/20/2018. 100 YR FLOOD AND FLOODWAY LINE TAKEN FROM FRIS.NC.GOV.
3. NO DETERMINATIONS OF WETLANDS, STREAM LOCATIONS, APPLICABILITY, AND RIPARIAN BUFFERS WERE PERFORMED FOR THIS SURVEY.
4. NO STRUCTURES, UTILITIES OR RESTRICTIONS HAVE BEEN SHOWN.

BOUNDARY NOTES:
1. PROPERTY LINES FROM A-B-C AND C-B-D-E WERE NOT FIELD SURVEYED AND TAKEN FROM P.B. 22, PG. 197.
2. ISLANDS AND NORTHEASTERN BANK OF NEUSE RIVER SHOWN HAVE NOT BEEN FIELD SURVEYED AND ARE APPROXIMATE LOCATION BASED ON CURRENT GOOGLE EARTH. OWNERSHIP OF AREA NORTH OF SOUTH BANK OF CURRENT BREAKOVER IS IN QUESTION. AREA IS INCLUDED IN TRACT PER DEED/MAP.
3. VINSON RD. RIGHT OF WAY NORTHEASTERN RIGHT OF WAY LINE SETUP PER EXISTING ROAD PAVEMENT AND IS 30' OFF OF THE EXISTING PAVEMENT CENTERLINE PER D.B. 1097, PG. 455 AND D.B. 1097, PG. 416. SOUTHWESTERN RIGHT OF WAY LINE SET UP AS SHOWN IN P.B. 63, PG. 459-460, P.B. 51, PG. 227-231, P.B. 49, PG. 326, AND EXISTING MONUMENTATION. SOUTHWESTERN LINE AS SHOWN HEREON IS VARIABLE WIDTH FROM EXISTING CENTERLINE TO RIGHT OF WAY.

NOTE:
MISCLOSURE WAS DISTRIBUTED BY THE COMPASS METHOD. THE DISTANCES ON THIS MAP ARE ADJUSTED HORIZONTAL GROUND DISTANCES UNLESS OTHERWISE NOTED. ALL AREA CALCULATED BY COORDINATE COMPUTATION.

0 300 600 900

SCALE IN FEET

☐C. THAT THE SURVEY IS OF AN EXISTING PARCEL OR PARCELS OF LAND OR ONE OR MORE EXISTING EASEMENTS AND DOES NOT CREATE A NEW STREET OR CHANGE AN EXISTING STREET.

NORTH CAROLINA
WAKE COUNTY
I STUART E. PLANTE III CERTIFY THAT THIS PLAT WAS DRAWN UNDER MY SUPERVISION FROM AN ACTUAL SURVEY MADE UNDER MY SUPERVISION, DESCRIPTION RECORDED IN REFERENCES AS SHOWN, THAT THE BOUNDARIES NOT SURVEYED ARE DASHED AND DRAWN FROM P.B. 22, PG. 197; THAT THE RATIO OF PRECISION OR POSITIONAL ACCURACY AS CALCULATED IS 1: 40,631 +; THAT THIS PLAT WAS PREPARED IN ACCORDANCE WITH G.S. 47-30 AS AMENDED. WITNESS MY ORIGINAL SIGNATURE, LICENSE NUMBER AND SEAL THIS 5th DAY OF OCTOBER, 2023 A.D.,

_____ PROFESSIONAL LAND SURVEYOR
LICENSE NO. L-4432

OWNER(S):
-ROCKY BRANCH FARM, LLC
-POOLE FARM, LLC

THE SOLE PURPOSE OF THIS MAP IS FOR ANNEXATION PURPOSES ONLY.

PRELIMINARY PLAT-NOT FOR RECORDATION, CONVEYANCE, OR SALE

REVISIONS	SATELLITE ANNEXATION MAP FOR THE TOWN OF CLAYTON		ROBINSON & PLANTE, P.C. LAND SURVEYING C-2687 970 TRINITY ROAD RALEIGH, NC 27607 PHONE: (919)859-6030	
	TOWNSHIP: CLAYTON	COUNTY: JOHNSTON	SURVEY DATE: 6-9-23	SURVEYED BY: KS
	STATE: NORTH CAROLINA		SCALE: 1"=300'	DRAWN BY: BW
	ZONE: AR	P.I.N.: 168800-64-5370 AND 168800-63-9159	CHECKED & CLOSURE BY: SEP	FILE: VINSONBANNEX2-2023 SHEET: 1 OF 1

RESOLUTION 2024-05 DIRECTING THE CLERK TO INVESTIGATE A PETITION RECEIVED UNDER NC G.S. 160A-58.1 AND SETTING THE DATE OF A PUBLIC HEARING ON THE QUESTION OF ANNEXATION, 2023-101-ANX ROCKY BRANCH FARM

WHEREAS, a petition requesting annexation of an area described in said petition was received by the Town of Clayton; and

WHEREAS, NC G.S. 160A-58.2 provides that the sufficiency of the petition shall be investigated by the Town Clerk before further annexation proceedings may take place; and

WHEREAS, the Town Council of the Town of Clayton deems it advisable to proceed in response to this request for annexation, subject to the Clerk's satisfactory investigation of the sufficiency of the petition; and

WHEREAS, the area proposed for annexation is described as follows:

BEGINNING at a calculated point, said point being the southeast corner of Tract 12, Rocky Branch Farm, LLC, Deed Book 1662, Page 284 Johnston County Registry and in the Right of Way of Vinson Rd, (S.R. 1903) (Variable Width Public Right of Way)said point having N.C. Grid Coordinates (NAD83/2011) of N=682,579.45, E=2,185,819.66, thence from said BEGINNING point, running in said right of way North 27°23'17" West 28.49' to a calculated point, thence North 34°57'44" West 656.54' to a calculated point, thence North 41°20'46" West 47.02' to a calculated point, thence North 41°20'26" West 179.75' to a calculated point, thence North 37°43'24" East 31.84' to a rebar found on the Northwestern Right of Way of Vinson Road, thence leaving said right of way North 37°43'24" East 3,570.84' to an existing 1" iron pipe found at mouth of branch at the Neuse River, thence along the Old Neuse River Breakover as described on Plat Book 22, page 197, Johnston County Registry South 22°21'22" East 270.21' to a rebar found, thence South 27°28'01" East 141.95' to a rebar found, thence South 39°43'26" East 333.37' to a calculated point, thence South 33°26'59" East 274.06' to a calculated point, said point being the common corner between Tract 12, Rocky Branch Farm, LLC and Tract 13, Poole Farm, LLC, thence leaving said Old Neuse River Breakover and crossing the Northeastern Right of Way line of Vinson Road (S.R. 1903) (Variable Width Public Right of Way) South 38°54'41" West 3,498.60' to the point and place of BEGINNING containing 73.753 Acres more or less(Inclusive of area north of south bank of current breakover and area in right of way).

NOW THEREFORE, BE IT RESOLVED by the Town Council of the Town of Clayton that:

Section 1. The Town Clerk is hereby directed to investigate the sufficiency of the below described petition and to certify as soon as possible to the Town of Clayton Town Council the result of her investigation.

Section 2. Subject to the Town Clerk's satisfactory result of her investigation, a public hearing on the question of annexation of the area described herein will be held at the Town Hall Council Chambers, located at 111 E. Second Street, at 6:00PM (or as soon thereafter as is practical) on Monday, January 16, 2024.

Section 3. Notice of the public hearing shall be published in the Johnstonian News newspapers, having general circulation in the Town of Clayton, at least ten (10) days prior to the public hearing.

Duly adopted this 2nd day of January 2024, while in regular session.

_____
Jody L. McLeod
Mayor

ATTEST:

_____
Heidi Holland, CMC, NCCMC
Town Clerk

DESCRPTION/ADDRESS:
Pin #: 168800-64-5370
Non-Contiguous; 73.058 acres

Ordinance #2024-01-03

Annexation Petition 2023-101-ANX
Rocky Branch Farm, LLC
Location: 05J05030F
Contiguous; 73.753 acres

TOWN OF CLAYTON
ORDINANCE TO EXTEND THE CORPORATE LIMITS

1. WHEREAS, the Clayton Town Council has been petitioned under NC GS 160A-58.1

to annex the area described below; and

WHEREAS, the Clayton Town Council has by resolution directed the Town Clerk to investigate the sufficiency of the petition; and

WHEREAS, the Town Clerk has certified the sufficiency of the petition and set a public hearing on the question of this annexation was held at Clayton Town Hall, 111 E Second Street at 6 p.m. on January 2, 2024, and where the Town Council meeting occurring on January 16, 2024, after due notice by publication in the Johnstonian on January 3, 2024; and

WHEREAS, the Clayton Town Council finds that the petition meets the requirements of NC GS 160A-58.1;

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

1. **SECTION 1** By virtue of the authority granted by NC GS 160A-58.1, the following described territory is hereby annexed and made part of the Town of Clayton as of January 16, 2024:

   BEGINNING at a calculated point, said point being the southeast corner of Tract 12, Rocky Branch Farm, LLC, Deed Book 1662, Page 284 Johnston County Registry and in the Right of Way of Vinson Rd, (S.R. 1903) (Variable Width Public Right of Way)said point having N.C. Grid Coordinates (NAD83/2011) of

N=682,579.45, E=2,185,819.66, thence from said BEGINNING point, running in said right of way North 27°23'17" West 28.49' to a calculated point, thence North 34°57'44" West 656.54' to a calculated point, thence North 41°20'46" West 47.02' to a calculated point, thence North 41°20'26" West 179.75' to a calculated point, thence North 37°43'24" East 31.84' to a rebar found on the Northwestern Right of Way of Vinson Road, thence leaving said right of way North 37°43'24" East 3,570.84' to an existing 1" iron pipe found at mouth of branch at the Neuse River, thence along the Old Neuse River Breakover as described on Plat Book 22, page 197, Johnston County Registry South 22°21'22" East 270.21' to a rebar found, thence South 27°28'01" East 141.95' to a rebar found, thence South 39°43'26" East 333.37' to a calculated point, thence South 33°26'59" East 274.06' to a calculated point, said point being the common corner between Tract 12, Rocky Branch Farm, LLC and Tract 13, Poole Farm, LLC, thence leaving said Old Neuse River Breakover and crossing the Northeastern Right of Way line of Vinson Road (S.R. 1903) (Variable Width Public Right of Way) South 38°54'41" West 3,498.60' to the point and place of BEGINNING containing 73.753 Acres more or less(Inclusive of area north of south bank of current breakover and area in right of way).

SECTION 2 Upon and after January 16, 2024, the above-described territory and its citizens and property shall be subject to all debts, laws, ordinances, and regulations in force in the Town of Clayton and shall be entitled to the same privileges and benefits as other parts of the Town of Clayton. Said territory shall be subject to municipal taxes in according to NC GS 160A-58.10.

SECTION 3 The Mayor of the Town of Clayton shall cause to be recorded in the office of the Register of Deeds of (COUNTY), and in the office of the Secretary of State at Raleigh, North Carolina, an accurate map of the annexed territory, described in SECTION 1 above, together with a duly certified copy of the ordinance. Such a map shall also be delivered to the County Board of Elections, as required by NC GS 163-288.1.

ADOPTED this 16th day of January 2024.

_____
Jody L. McLeod
Mayor

ATTEST:

_____
Heidi Holland, CMC, NCCMC
Town Clerk

APPROVED AS TO FORM:

_____
Jim Cauley
Town Attorney

NORTH CAROLINA
JOHNSTON COUNTY

This the _____ day of _____, 2024, personally appeared before me Heidi Holland, Clerk of the Town of Clayton, who, being duly sworn by me, says that she knows the common seal of the Town of Clayton and is acquainted with Jody L. McLeod, who is the Mayor and presiding member of said municipal corporation; and that she saw the said Mayor sign the foregoing instrument and saw the said common seal of said municipal corporation affixed to said instrument by said Mayor, and that she, the said Heidi Holland, signed her name in attestation of said instrument in the presence of said Mayor.

Witness my hand and notarial seal, this the day and year first above written.

_____
Notary Public - Signature

_____
Notary Public – Printed Name

Commission Expires: _____

County of Commission: _____

Regular Town Council Meeting
Agenda Cover Sheet

Meeting Date	Agenda Location
January 16, 2024	PUBLIC HEARINGS

Item Title

Public Hearing for the annexation petition 2023-164-ANX Lee Court

Presenter(s)

Bruce Venable, Planner I

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

Summary

2023-164-ANX Lee Court. The applicant is petitioning the Town to annex +/- .7483 acres of real property into the Town's corporate limits. This is a contiguous annexation, the site is within the Town's ETJ.

Background/History

This annexation is to bring Town-owned property into the corporate limits.

Recommendation

Town Staff recommends approval of the ordinance.

Funding Source

N/A

Corresponding Documentation

1 2023-164-ANX Staff Report Lee Court

2 2023-164-ANX Legal Description

3 2023-164-ANX Lee Ct Annexation Plat_Final Certified

2023-164-ANX Resolution Directing Clerk To Investigate Contiguous

Ordinance 2023-164-ANX Lee Ct Contiguous

Submitted By: Bruce Venable, Planning

Reviewed By:

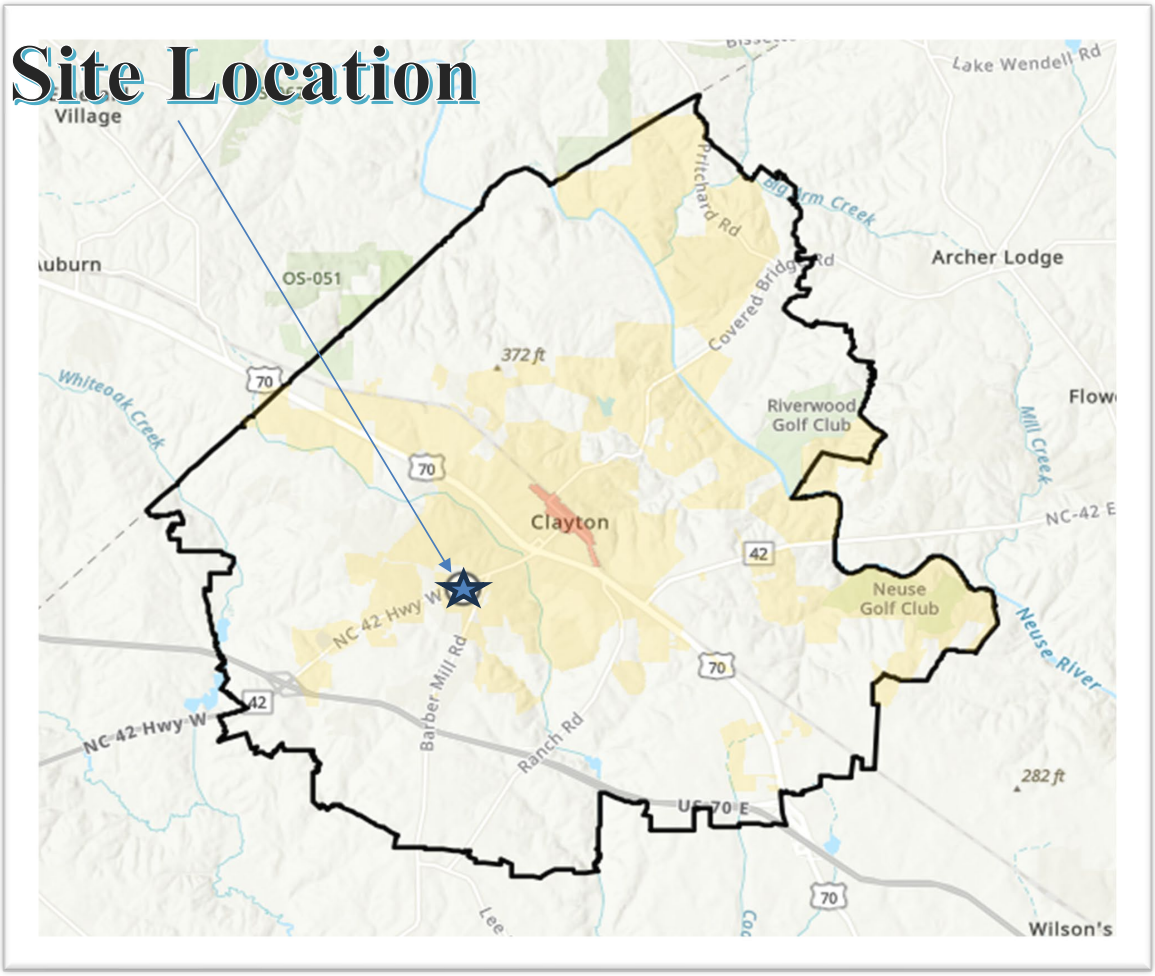
Conrad Olmedo, Planning Director	Approved - Jan 04 2024
Rich Cappola, Town Manager	Approved - Jan 10 2024
Heidi Holland, Town Clerk	Approved - Jan 11 2024

PLANNING DEPARTMENT

TOWN COUNCIL STAFF REPORT
JANUARY 16, 2024

LEE COURT ANNEXATION

Project #:	2023-164-ANX	**Location:**	The right of way is located along Lee Court near the Town's Operation Center along NC HWY 42 E.
Applicant:	TOWN OF CLAYTON	**Project Type:**	ANNEXATION
Property Owner:	TOWN OF CLAYTON	**Proposed Use:**	Public Right of Way
Staff Planner:	STEVEN MOTT, PLANNER II	**TAG #(s):**	RS031593 & RS020070



PROJECT SUMMARY

Lee Court is located off NC HWY 42 E. Near Richardson Place Subdivision. This parcel is within Clayton's ETJ and would be considered a contiguous annexation. This annexation will allow the Town to maintain and improve this right of way in the future.

SITE DATA:
Acreage: +/- .7483 acres
Existing Use: Public ROW

FUTURE LAND USE MAP



AERIAL MAP



ATTACHMENTS:

1) Staff Report
2) Petition for Annexation
3) Legal Description of Metes and Bounds
4) Annexation Plat
5) Annexation Ordinance

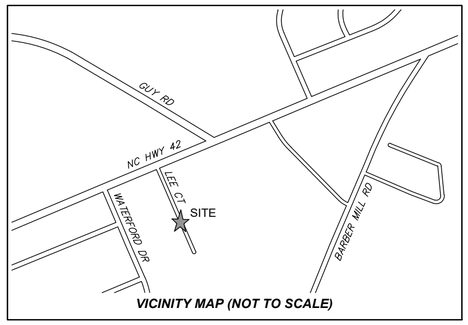
PROPOSED TOWN OF CLAYTON ANNEXATION

Being all of Lee Court, a 50-feet-wide public right of way and 593 feet in length paved road, situated in Johnston County, Clayton Township, and the Town of Clayton, in the State of North Carolina. The Town of Clayton hereby annexes said road to be included within the city limits. Lee Court was created by Plat Book 29 and Page 325, a subdivision plat recorded in the Johnston County register of deeds titled "Final Plat West Park Subdivision Section Two" and dated September 13, 1987. A portion of the Lee Court 50-feet-wide right of way joins with the Southern 100-feet-wide right of way of North Carolina Highway 42. The right of way of Lee Court is more particularly described as follows:

COMMENCING at a 1" iron pipe found at the Northwest corner of a lot (PIN 165807-57-2979) now or formerly Quad Towers, LLC and along the Southern right of way of said Highway 42, having a NAD 83 (2011) North Carolina State Plane coordinate of North 688155.49 feet and East 2155246.85 feet; thence proceeding to the POINT OF BEGINNING, a bearing of North 66° 33' 23" East, a distance of 150.52 feet and to a found 1" iron pipe also along the Southern right of way of Highway 42 and at the Northeast corner of the Quad Towers lot and also commencing the Western 50-feet-wide right of way of Lee Court.

Thence proceeding from the POINT OF BEGINNING, leaving the right of way of Highway 42 and proceeding onto and following the Western 50-feet-wide right of way of Lee Court the following courses: South 23° 16' 05" East, 240.34 feet, to a 1" iron pipe found at the Southeast corner of the Quad Towers lot and the Northwest corner of a lot (PIN 165807-57-3786) now or formerly Larry and Patricia Durham; thence South 23° 26' 36" East, 249.04 feet, to a bent 1" iron pipe found at the Southeast corner of the Durham lot and the Northeast corner of a lot (PIN 165807-57-6554) now or formerly MTR Properties, LLC, and the beginning of a curve to the right; thence along the curve having a radius of 20.13 feet, a curve length of 17.44 feet, a chord bearing of South 01° 41' 02" West, a chord distance of 16.90 feet to a point and the beginning of a curve to the left, still along the right of way of Lee Court and the MTR Properties lot; thence along the curve having a radius of 50.00 feet, a curve length of 140.46 feet, a chord bearing of South 53° 54' 14" East, a chord distance of 98.62 feet to a point at the Northeast corner of the MTR Properties lot and the Southwest corner of a lot (PIN 165807-57-6579) also now or formerly MTR Properties, LLC, and passing a 20 feet-wide drainage and utility easement recorded in the Johnston County register of deeds in Plat Book 30, Page 217 that terminates at the right of way of Lee Court; thence continuing along a curve to the left having a radius of 50.00 feet, a curve length of 99.30 feet, a chord bearing of North 11° 16' 43" West, a chord distance of 83.77 feet to a point at the Northwest corner of the MTR Properties lot, and the Southwest corner of a lot (PIN 165807-57-5864) now or formerly MTR Properties, LLC, and the beginning of a 25 feet-wide drainage and utility easement recorded in the Johnston County register of deeds in Plat Book 63, Page 19, and that terminates at the right of way of Lee Court; thence continuing along a curve to the left having a radius of 50.00 feet, a curve length of 4.79 feet, a chord bearing of North 70° 55' 11" West, a chord distance

of 4.79 feet to a 3/4” iron pipe found and the beginning of a curve to the right; thence along the curve to the right having a radius of 19.40 feet, a curve length of 17.26 feet, a chord bearing of North 48° 12’ 37” West, a chord distance of 16.70 feet to a point; thence continuing along the Eastern right of way of Lee Court, North 23° 24’ 10” West, 249.00 feet to the Northwest corner of the MTR Properties lot and the Southeast corner of a lot (PIN 165807-58-4082) now or formerly Affordable Auto Repair, LLC, and a 1/2” iron rod found with a plastic cap; thence North 23° 25’ 11” West, 140.33 feet to the Northwest corner of said Affordable Auto Repair lot and the Southwest corner of a lot (PIN 165807-58-4133) also now or formerly Affordable Auto Repair, LLC and a point; thence North 23° 25’ 11” West, 99.98 feet to the Northwest corner of the Auto Repair lot, the South 100-feet-wide right of way of Highway 42 and a point; thence leaving the right of way of Lee Court, and following the Southern Highway 42 right of way, South 66° 39’ 47” West, 49.48 feet to a 1” iron and the POINT OF BEGINNING. The proposed area of the Lee Court right of way to be annexed is 32,598 square feet or 0.748 acres. The Lee Court annexation can be found documented on a plat drawn by Taylor Wiseman and Taylor (TWT) titled “Annexation Map for the Town of Clayton Lee Court” dated September 15, 2023, certified by Rex V. Bohn, PLS L-4343, and filed at the TWT Apex office.



VICINITY MAP (NOT TO SCALE)

ABBREVIATIONS

BM	BOOK OF MAPS
CIP	CAST IRON PIPE
CLF	CHAIN-LINK FENCE
CMF	CONCRETE MONUMENT FOUND
DB	DEED BOOK
IPF	IRON PIPE FOUND
IRF	IRON ROD FOUND
IRS	IRON ROD SET
N/F	NOW OR FORMERLY
NC	NORTH CAROLINA
PB	PLAT BOOK
PG	PAGE
PKF	PK NAIL FOUND
R/W	RIGHT-OF-WAY
SF	SQUARE FEET

SURVEY DATA ABBREVIATIONS

E	EAST
ELEV	ELEVATION
N	NORTH
NAD	NORTH AMERICAN DATUM
NAVD	NORTH AMERICAN VERTICAL DATUM
NC	NORTH CAROLINA
PK	MASONRY NAIL
S	SOUTH
VRS	VIRTUAL REFERENCE STATION
W	WEST



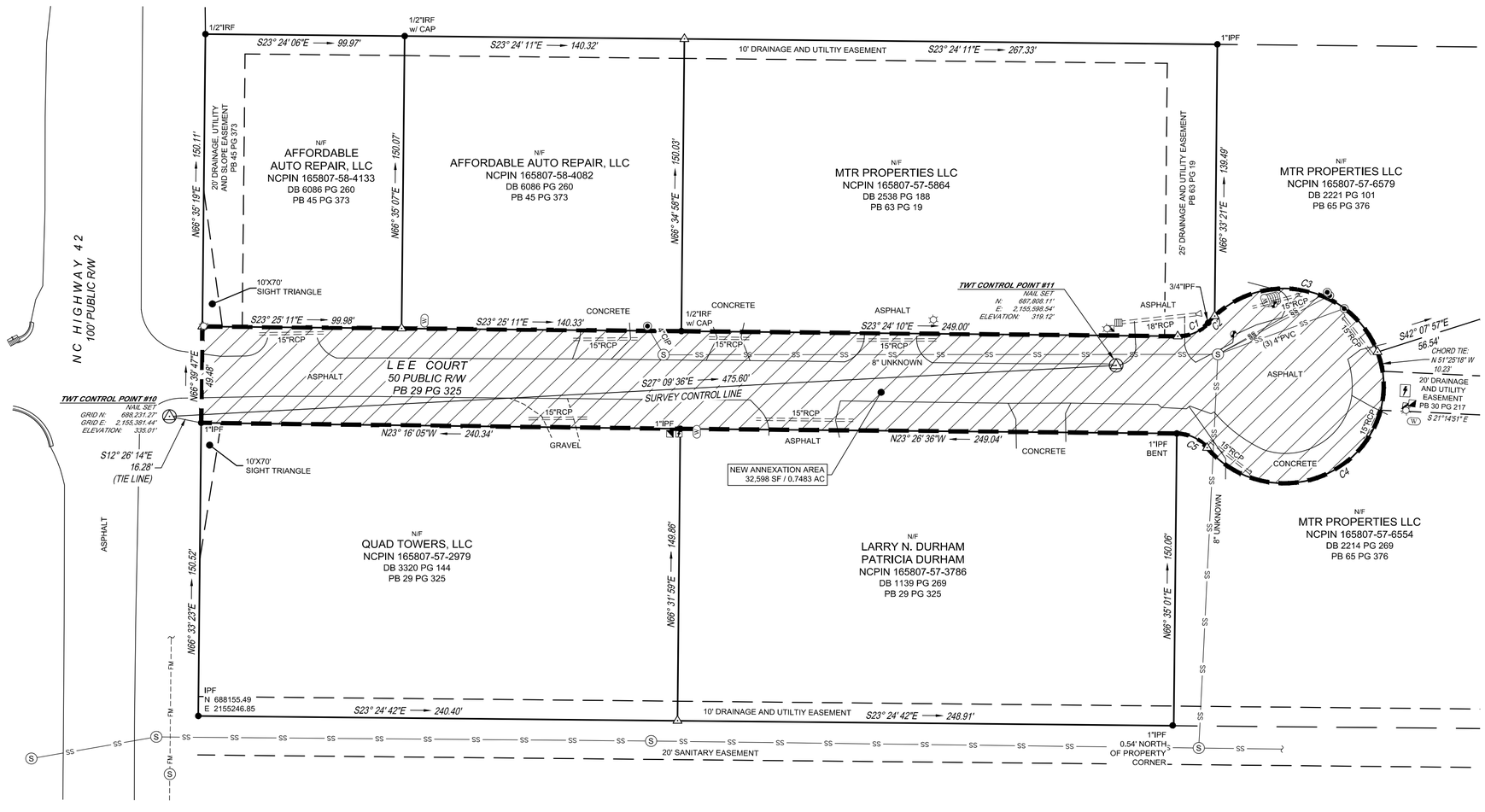
NC Grid - NAD 83 (2011)

LINE LEGEND

- PROPERTY LINE (PL)
- PL NOT SURVEYED
- R/W — RIGHT-OF-WAY LINE
- EASEMENT
- EDGE OF GRAVEL
- CURB & GUTTER
- STORM SEWER
- SS — SANITARY SEWER
- FM — SANITARY FORCE MAIN

SYMBOL LEGEND

- PROPERTY CORNER FOUND
- DATUM CONTROL POINT
- CURB INLET
- FLARED-END SECTION
- (S) SEWER MANHOLE
- SANITARY CLEANOUT
- LIGHT POLE
- ELECTRIC TRANSFORMER
- CABLE TV PEDESTAL
- TELEPHONE PEDESTAL
- (W) WATER METER
- WATER VALVE
- DESTINATION UNKNOWN



I, REX V. BOHN, HEREBY CERTIFY THAT THIS PLAT WAS DRAWN UNDER MY SUPERVISION FROM AN ACTUAL SURVEY MADE UNDER MY SUPERVISION; THAT THE BOUNDARIES NOT SURVEYED ARE CLEARLY INDICATED AS DASHED LINES, DRAWN FROM INFORMATION REFERENCED ON THE FACE OF THIS PLAT; THAT THE RATIO OF PRECISION AS CALCULATED EXCEEDS 1:10,000; THAT THIS SURVEY IS OF AN EXISTING PARCEL OR PARCELS OF LAND AND DOES NOT CREATE A NEW STREET OR CHANGE AN EXISTING STREET; THAT THIS PLAT WAS PREPARED IN ACCORDANCE WITH G.S. 47-30 AS AMENDED; WITNESS MY ORIGINAL SIGNATURE REGISTRATION NUMBER AND SEAL THIS DAY SEPTEMBER 15, 2023.

NORTH CAROLINA PROFESSIONAL LAND SURVEYOR SEAL L-4343 REX V. BOHN

Rex V. Bohn 9/15/23

REX V. BOHN LICENSE NO. L-4343

SURVEY CONTROL / GRID TIE NOTES

1) DATUM DESCRIPTION:
   NC STATE PLANE COORDINATE SYSTEM
   NAD83 (2011) [EPOCH: 2010.00]
   NAVD88 [GEOID 2018]
2) UNIT OF MEASUREMENT: U.S. SURVEY FOOT
3) GPS FIELD PROCEDURE: REAL TIME NETWORK (VRS)
4) DATE OF GPS SURVEY: 09/06/2023
5) GPS ANTENNA: TRIMBLE R12i
6) PUBLISHED / FIXED CONTROL USED:
   NAME: NCSF PID: DK6525
   LATITUDE: 35°33'49.60983" N ELLIPSOID HEIGHT: 24.470m
   LONGITUDE: 78°20'10.80500" W GEOID HEIGHT: -34.198m
7) ADJUSTMENT: SURVEY DATA WAS POST PROCESSED WITH TRIMBLE BUSINESS CENTER (TBC) USING A NETWORK LEAST SQUARES ADJUSTMENT AT THE 95% CONFIDENCE LEVEL.
8) CLASS OF SURVEY: CLASS A
9) POSITIONAL ACCURACY: 0.05'
10) POINT OF LOCALIZATION: CONTROL POINT #10
11) COMBINED FACTOR: 0.999884748

GENERAL NOTES

1) THE PURPOSE OF THIS PLAT IS TO DEFINE THE RIGHT OF WAY OF LEE COURT IN PREPARATION FOR DEDICATION TO THE TOWN OF CLAYTON.
2) PROPERTIES SHOWN HEREON ARE SUBJECT TO EASEMENTS AND RESTRICTIONS OF RECORD THAT WOULD BE REVEALED BY A THOROUGH TITLE SEARCH. THIS PLAT SHOULD NOT BE RELIED UPON AS A COMPLETE RECORD OF ALL EASEMENTS THAT MAY AFFECT THESE PROPERTIES.
3) ALL DISTANCES AND COORDINATES SHOWN HEREON ARE LOCALIZED, GROUND INFORMATION, UNLESS SPECIFICALLY NOTED AS "GRID".
4) AREA(S) CALCULATED BY THE COORDINATE METHOD

CURVE TABLE				
CURVE #	LENGTH	RADIUS	CH. DIRECTION	CH. LENGTH
C1	17.265	19.398	S48° 12' 37"E	16.70'
C2	4.793	50.000	N70° 55' 11"W	4.79'
C3	99.300	50.000	N11° 16' 43"W	83.77'
C4	140.463	50.000	S53° 54' 14"E	98.62'
C5	17.439	20.134	N1° 41' 02"E	16.90'

GRAPHIC SCALE

0 20 40 80 160

1" = 40'

PREPARED FOR:

PREPARED BY:
TAYLOR WISEMAN & TAYLOR
ENGINEERS SURVEYORS
SUBSURFACE UTILITY ENGINEERS
2043 ENERGY DRIVE, APEX, NC 27502
PHONE (919) 297-0085 FAX (919) 297-0090
NORTH CAROLINA LICENSE NUMBER: F-0362

ANNEXATION MAP
FOR THE TOWN OF CLAYTON
LEE COURT
JOHNSTON COUNTY - CLAYTON TOWNSHIP - CLAYTON, NC

REVISIONS:

DATE OF SURVEY:	SEPTEMBER 1, 2023
SCALE:	1" = 40'
DRAWN BY:	J. FLEMING
CHECKED BY:	R. BOHN. PLS
PROJECT:	70807.6000.00
SHEET:	1 / 1

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RESOLUTION 2024-04 DIRECTING THE CLERK TO INVESTIGATE A PETITION RECEIVED UNDER NC G.S. 160A-31 AND SETTING THE DATE OF A PUBLIC HEARING ON THE QUESTION OF ANNEXATION, 2023-164-ANX LEE COURT

WHEREAS, a petition requesting annexation of an area described in said petition was received by the Town of Clayton; and

WHEREAS, NC G.S. 160A-31 provides that the sufficiency of the petition shall be investigated by the Town Clerk before further annexation proceedings may take place; and

WHEREAS, the Town Council of the Town of Clayton deems it advisable to proceed in response to this request for annexation, subject to the Clerk's satisfactory investigation of the sufficiency of the petition; and

WHEREAS, the area proposed for annexation is described as follows:

Being all of Lee Court, a 50-feet-wide public right of way and 593 feet in length paved road, situated in Johnston County, Clayton Township, and the Town of Clayton, in the State of North Carolina. The Town of Clayton hereby annexes said road to be included within the city limits. Lee Court was created by Plat Book 29 and Page 325, a subdivision plat recorded in the Johnston County register of deeds titled "Final Plat West Park Subdivision Section Two" and dated September 13, 1987. A portion of the Lee Court 50-feet-wide right of way joins with the Southern 100-feet-wide right of way of North Carolina Highway 42. The right of way of Lee Court is more particularly described as follows:

COMMENCING at a 1" iron pipe found at the Northwest corner of a lot (PIN 165807-57-2979) now or formerly Quad Towers, LLC and along the Southern right of way of said Highway 42, having a NAD 83 (2011) North Carolina State Plane coordinate of North 688155.49 feet and East 2155246.85 feet; thence proceeding to the POINT OF BEGINNING, a bearing of North 66° 33' 23" East, a distance of 150.52 feet and to a found 1" iron pipe also along the Southern right of way of Highway 42 and at the Northeast corner of the Quad Towers lot and also commencing the Western 50-feet-wide right of way of Lee Court.

Thence proceeding from the POINT OF BEGINNING, leaving the right of way of Highway 42 and proceeding onto and following the Western 50-feet-wide right of way of Lee Court the following courses: South 23° 16' 05" East, 240.34 feet, to a 1" iron pipe found at the Southeast corner of the Quad Towers lot and the Northwest corner of a lot (PIN 165807-57-3786) now or formerly Larry and Patricia Durham; thence South 23° 26' 36" East, 249.04 feet, to a bent 1" iron pipe found at the Southeast corner of the Durham lot and the Northeast corner of a lot (PIN 165807-57-6554) now or formerly MTR Properties, LLC, and the beginning of a curve to the right; thence along the curve having a radius of 20.13 feet, a curve length of 17.44 feet, a chord bearing of South 01° 41' 02" West, a chord distance of 16.90 feet to a point and the beginning of a curve to the left, still along the right of way of Lee Court and the MTR Properties lot; thence along the

curve having a radius of 50.00 feet, a curve length of 140.46 feet, a chord bearing of South 53° 54′ 14″ East, a chord distance of 98.62 feet to a point at the Northeast corner of the MTR Properties lot and the Southwest corner of a lot (PIN 165807-57-6579) also now or formerly MTR Properties, LLC, and passing a 20 feet-wide drainage and utility easement recorded in the Johnston County register of deeds in Plat Book 30, Page 217 that terminates at the right of way of Lee Court; thence continuing along a curve to the left having a radius of 50.00 feet, a curve length of 99.30 feet, a chord bearing of North 11° 16′ 43″ West, a chord distance of 83.77 feet to a point at the Northwest corner of the MTR Properties lot, and the Southwest corner of a lot (PIN 165807-57-5864) now or formerly MTR Properties, LLC, and the beginning of a 25 feet-wide drainage and utility easement recorded in the Johnston County register of deeds in Plat Book 63, Page 19, and that terminates at the right of way of Lee Court; thence continuing along a curve to the left having a radius of 50.00 feet, a curve length of 4.79 feet, a chord bearing of North 70° 55′ 11″ West, a chord distance of 4.79 feet to a 3/4″ iron pipe found and the beginning of a curve to the right; thence along the curve to the right having a radius of 19.40 feet, a curve length of 17.26 feet, a chord bearing of North 48° 12′ 37″ West, a chord distance of 16.70 feet to a point; thence continuing along the Eastern right of way of Lee Court, North 23° 24′ 10″ West, 249.00 feet to the Northwest corner of the MTR Properties lot and the Southeast corner of a lot (PIN 165807-58-4082) now or formerly Affordable Auto Repair, LLC, and a 1/2″ iron rod found with a plastic cap; thence North 23° 25′ 11″ West, 140.33 feet to the Northwest corner of said Affordable Auto Repair lot and the Southwest corner of a lot (PIN 165807-58-4133) also now or formerly Affordable Auto Repair, LLC and a point; thence North 23° 25′ 11″ West, 99.98 feet to the Northwest corner of the Auto Repair lot, the South 100-feet-wide right of way of Highway 42 and a point; thence leaving the right of way of Lee Court, and following the Southern Highway 42 right of way, South 66° 39′ 47″ West, 49.48 feet to a 1″ iron and the POINT OF BEGINNING. The proposed area of the Lee Court right of way to be annexed is 32,598 square feet or 0.748 acres. The Lee Court annexation can be found documented on a plat drawn by Taylor Wiseman and Taylor (TWT) titled "Annexation Map for the Town of Clayton Lee Court" dated September 15, 2023, certified by Rex V. Bohn, PLS L-4343, and filed at the TWT Apex office.

NOW THEREFORE, BE IT RESOLVED by the Town Council of the Town of Clayton that:

Section 1. The Town Clerk is hereby directed to investigate the sufficiency of the below described petition and to certify as soon as possible to the Town of Clayton Town Council the result of her investigation.

Section 2. Subject to the Town Clerk's satisfactory result of her investigation, a public hearing on the question of annexation of the area described herein will be held at the Town Hall Council Chambers, located at 111 E. Second Street, at 6:00PM (or as soon thereafter as is practical) on Tuesday, January 16, 2024.

Section 3. Notice of the public hearing shall be published in the Johnstonian News newspapers, having general circulation in the Town of Clayton, at least ten (10) days prior to the public hearing.

Duly adopted this 2nd day of January 2024, while in regular session.

_____
Jody L. McLeod
Mayor

ATTEST:

_____
Heidi Holland, CMC, NCCMC
Town Clerk

DESCRPTION/ADDRESS:
Pin #: n/a
Non-Contiguous; .3248 acres

Ordinance # 2024-01-04

Annexation Petition 2023-164-ANX
Town Of Clayton
Location: The right of way is located along Lee Court near the Town's Operation Center along NC HWY 42 E.
Contiguous; .7483 acres

TOWN OF CLAYTON
ORDINANCE TO EXTEND THE CORPORATE LIMITS

1. WHEREAS, the Clayton Town Council has been petitioned under NC GS 160A-31.

to annex the area described below; and

WHEREAS, the Clayton Town Council has by resolution directed the Town Clerk to investigate the sufficiency of the petition; and

WHEREAS, the Town Clerk has certified the sufficiency of the petition and a public hearing on the question of this annexation was held at Clayton Town Hall, 111 E Second Street at 6 p.m. on January 2, 2024, where the Town Council meeting occurring on January 16, 2024, after due notice by publication in the Johnstonian on January 3rd, 2024; and

WHEREAS, the Clayton Town Council finds that the petition meets the requirements of NC GS 160A-31;

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

1. **SECTION 1** By virtue of the authority granted by NC GS 160A-31., the following described territory is hereby annexed and made part of the Town of Clayton as of January 16, 2024:

   Being all of Lee Court, a 50-feet-wide public right of way and 593 feet in length paved road, situated in Johnston County, Clayton Township, and the Town of Clayton, in the State of North Carolina. The Town of Clayton hereby annexes said

road to be included within the city limits. Lee Court was created by Plat Book 29 and Page 325, a subdivision plat recorded in the Johnston County register of deeds titled "Final Plat West Park Subdivision Section Two" and dated September 13, 1987. A portion of the Lee Court 50-feet-wide right of way joins with the Southern 100-feet-wide right of way of North Carolina Highway 42. The right of way of Lee Court is more particularly described as follows:

COMMENCING at a 1" iron pipe found at the Northwest corner of a lot (PIN 165807-57-2979) now or formerly Quad Towers, LLC and along the Southern right of way of said Highway 42, having a NAD 83 (2011) North Carolina State Plane coordinate of North 688155.49 feet and East 2155246.85 feet; thence proceeding to the POINT OF BEGINNING, a bearing of North 66° 33' 23" East, a distance of 150.52 feet and to a found 1" iron pipe also along the Southern right of way of Highway 42 and at the Northeast corner of the Quad Towers lot and also commencing the Western 50-feet-wide right of way of Lee Court.

Thence proceeding from the POINT OF BEGINNING, leaving the right of way of Highway 42 and proceeding onto and following the Western 50-feet-wide right of way of Lee Court the following courses: South 23° 16' 05" East, 240.34 feet, to a 1" iron pipe found at the Southeast corner of the Quad Towers lot and the Northwest corner of a lot (PIN 165807-57-3786) now or formerly Larry and Patricia Durham; thence South 23° 26' 36" East, 249.04 feet, to a bent 1" iron pipe found at the Southeast corner of the Durham lot and the Northeast corner of a lot (PIN 165807-57-6554) now or formerly MTR Properties, LLC, and the beginning of a curve to the right; thence along the curve having a radius of 20.13 feet, a curve length of 17.44 feet, a chord bearing of South 01° 41' 02" West, a chord distance of 16.90 feet to a point and the beginning of a curve to the left, still along the right of way of Lee Court and the MTR Properties lot; thence along the curve having a radius of 50.00 feet, a curve length of 140.46 feet, a chord bearing of South 53° 54' 14" East, a chord distance of 98.62 feet to a point at the Northeast corner of the MTR Properties lot and the Southwest corner of a lot (PIN 165807-57-6579) also now or formerly MTR Properties, LLC, and passing a 20 feet-wide drainage and utility easement recorded in the Johnston County register of deeds in Plat Book 30, Page 217 that terminates at the right of way of Lee Court; thence continuing along a curve to the left having a radius of 50.00 feet, a curve length of 99.30 feet, a chord bearing

of North 11° 16’ 43” West, a chord distance of 83.77 feet to a point at the Northwest corner of the MTR Properties lot, and the Southwest corner of a lot (PIN 165807-57-5864) now or formerly MTR Properties, LLC, and the beginning of a 25 feet-wide drainage and utility easement recorded in the Johnston County register of deeds in Plat Book 63, Page 19, and that terminates at the right of way of Lee Court; thence continuing along a curve to the left having a radius of 50.00 feet, a curve length of 4.79 feet, a chord bearing of North 70° 55’ 11” West, a chord distance
of 4.79 feet to a 3/4” iron pipe found and the beginning of a curve to the right; thence along the curve to the right having a radius of 19.40 feet, a curve length of 17.26 feet, a chord
bearing of North 48° 12’ 37” West, a chord distance of 16.70 feet to a point; thence continuing along the Eastern right of way of Lee Court, North 23° 24’ 10” West, 249.00
feet to the Northwest corner of the MTR Properties lot and the Southeast corner of a lot (PIN 165807-58-4082) now or formerly Affordable Auto Repair, LLC, and a 1/2” iron rod found with a plastic cap; thence North 23° 25’ 11” West, 140.33 feet to the Northwest corner of said Affordable Auto Repair lot and the Southwest corner of a lot (PIN 165807-
58-4133) also now or formerly Affordable Auto Repair, LLC and a point; thence North
23° 25’ 11” West, 99.98 feet to the Northwest corner of the Auto Repair lot, the South 100-
feet-wide right of way of Highway 42 and a point; thence leaving the right of way of Lee Court, and following the Southern Highway 42 right of way, South 66° 39’ 47” West, 49.48 feet to a 1” iron and the POINT OF BEGINNING. The proposed area of the Lee Court right of way to be annexed is 32,598 square feet or 0.748 acres. The Lee Court annexation can be found documented on a plat drawn by Taylor Wiseman and Taylor (TWT) titled
“Annexation Map for the Town of Clayton Lee Court” dated September 15, 2023, certified by Rex V. Bohn, PLS L-4343, and filed at the TWT Apex office.

SECTION 2 Upon and after January 16, 2024, the above-described territory and its citizens and property shall be subject to all debts, laws, ordinances, and regulations in force in the Town of

Clayton and shall be entitled to the same privileges and benefits as other parts of the Town of Clayton. Said territory shall be subject to municipal taxes in according to NC GS 160A-58.10.

SECTION 3 The Mayor of the Town of Clayton shall cause to be recorded in the office of the Register of Deeds of (COUNTY), and in the office of the Secretary of State at Raleigh, North Carolina, an accurate map of the annexed territory, described in SECTION 1 above, together with a duly certified copy of the ordinance. Such a map shall also be delivered to the County Board of Elections, as required by NC GS 163-288.1.

ADOPTED this 16th day of January 2024.

_____
Jody L. McLeod
Mayor

ATTEST:

_____
Heidi Holland, CMC, NCCMC
Town Clerk

APPROVED AS TO FORM:

_____
Jim Cauley
Town Attorney

NORTH CAROLINA
JOHNSTON COUNTY

This the _____ day of _____, 2024, personally appeared before me Heidi Holland, Clerk of the Town of Clayton, who, being duly sworn by me, says that she knows the common seal of the Town of Clayton and is acquainted with Jody L. McLeod, who is the Mayor and presiding member of said municipal corporation; and that she saw the said Mayor sign the foregoing instrument and saw the said common seal of said municipal corporation affixed to said instrument by said Mayor, and that she, the said Heidi Holland, signed her name in attestation of said instrument in the presence of said Mayor.

Witness my hand and notarial seal, this the day and year first above written.

_____
Notary Public - Signature

_____
Notary Public – Printed Name

Commission Expires: _____

County of Commission: _____

Regular Town Council Meeting
Agenda Cover Sheet

Meeting Date	Agenda Location
January 16, 2024	PUBLIC HEARINGS

Item Title

Public Hearing for the annexation petition 2023-165-ANX Gregory Drive.

Presenter(s)

Bruce Venable, Planner I

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: Posted Sign

Summary

2023-165-ANX Gregory Drive. The applicant is petitioning the Town to annex +/- ..3248 acres of real property into the Town's corporate limits. This is a contiguous annexation, the site is within the Town's ETJ.

Background/History

This annexation is to bring Town-owned property into the corporate limits.

Recommendation

Town Staff recommends approval of the ordinance.

Funding Source

N/A

Corresponding Documentation

1 2023-165-ANX Staff Report Gregory Drive

2 2023-165-ANX Gregory Dr Annexation Plat

3 2023-165-ANX Town of Clayton-Gregory Dr. Annexation-Legal Description

Ordinance 2023-165-ANX Gregory Dr Contiguous

2023-165-ANX Resolution Directing Clerk To Investigate Contiguous AND to Set a Public Hearing

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Submitted By: Bruce Venable, Planning

Reviewed By:

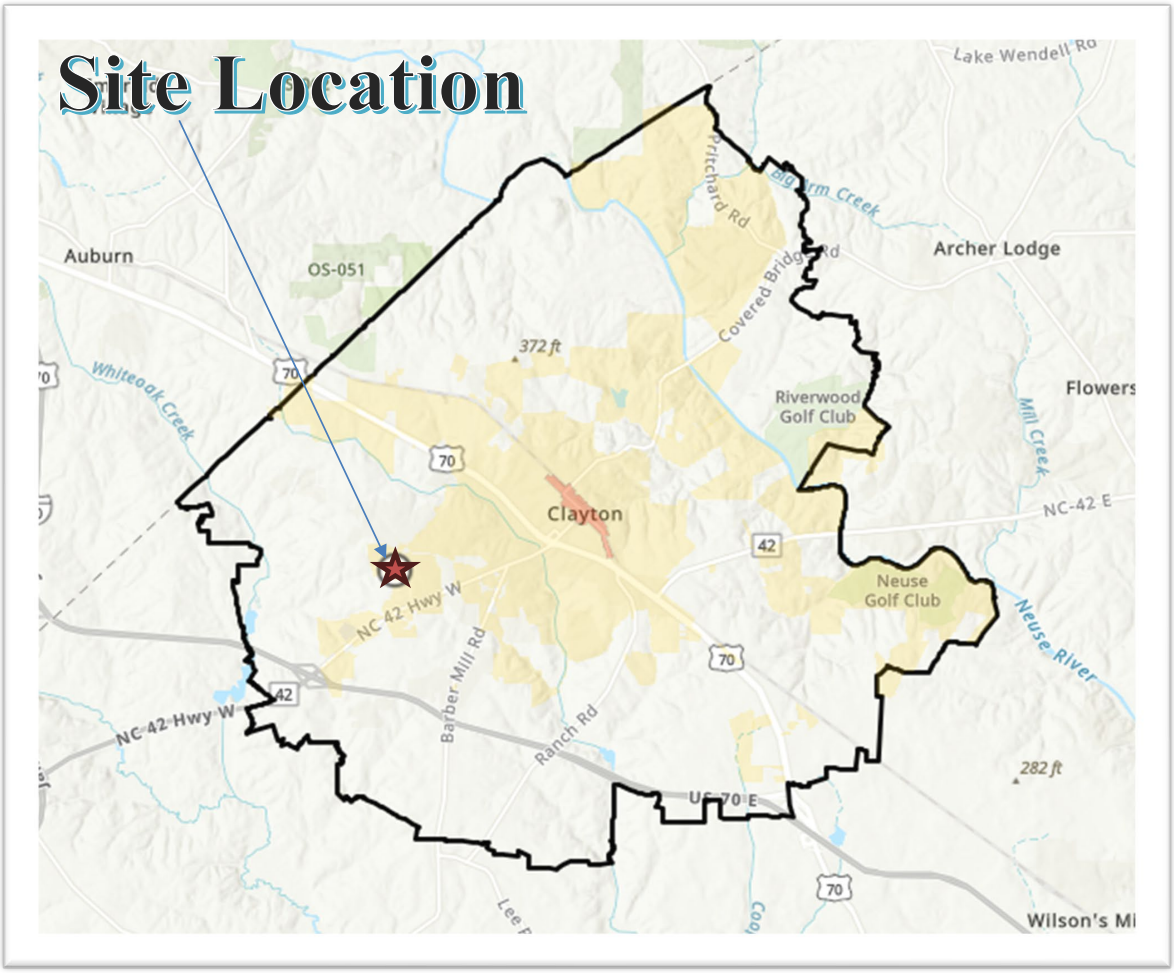
Conrad Olmedo, Planning Director	Approved - Jan 04 2024
Rich Cappola, Town Manager	Approved - Jan 10 2024
Heidi Holland, Town Clerk	Approved - Jan 11 2024

PLANNING DEPARTMENT

TOWN COUNCIL STAFF REPORT
JANUARY 16, 2024

GREGORY DRIVE ANNEXATION

Project #:	2023-165-ANX	**Location:**	The right of way is located along Amelia Church Road.
Applicant:	TOWN OF CLAYTON	**Project Type:**	ANNEXATION
Property Owner:	TOWN OF CLAYTON	**Proposed Use:**	Public Right of Way
Staff Planner:	STEVEN MOTT, PLANNER II	**TAG #(s):**	

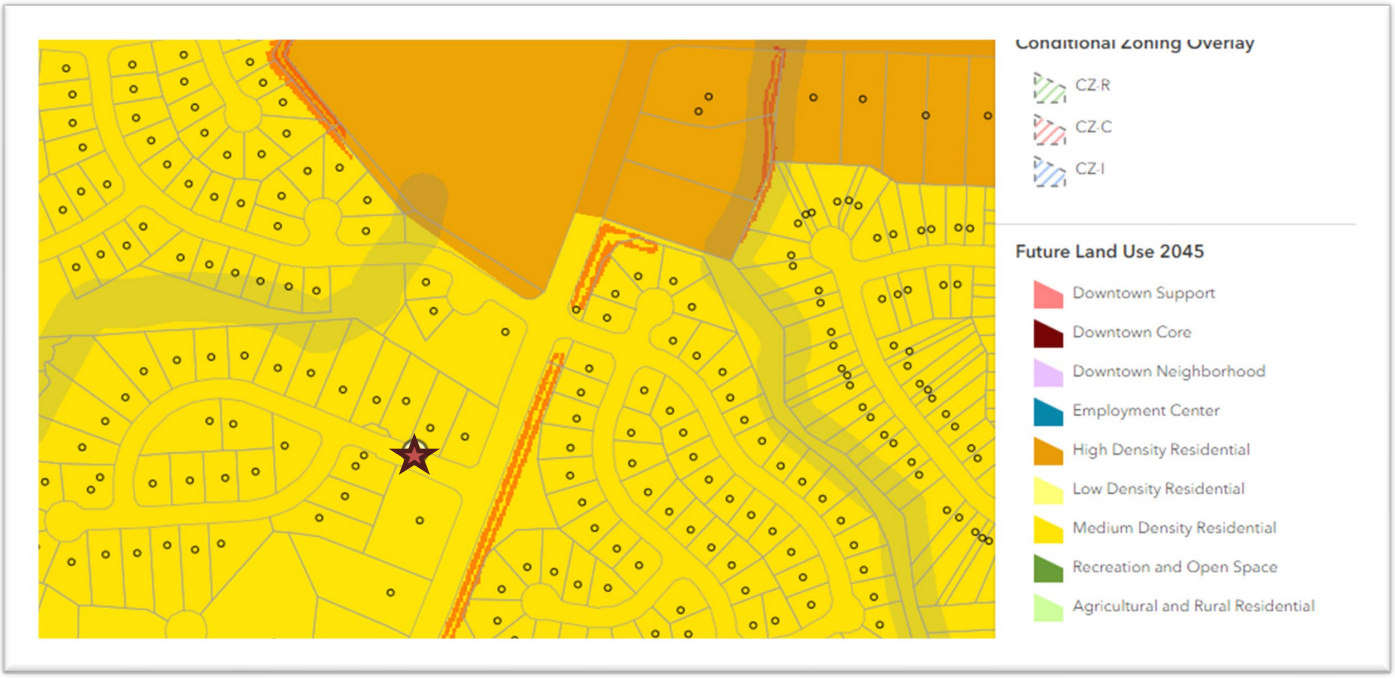


PROJECT SUMMARY

Gregory Drive is located off Amelia Church Road. This parcel is within Clayton's ETJ and would be considered a contiguous annexation. This annexation will allow the Town to maintain and improve this right of way in the future.

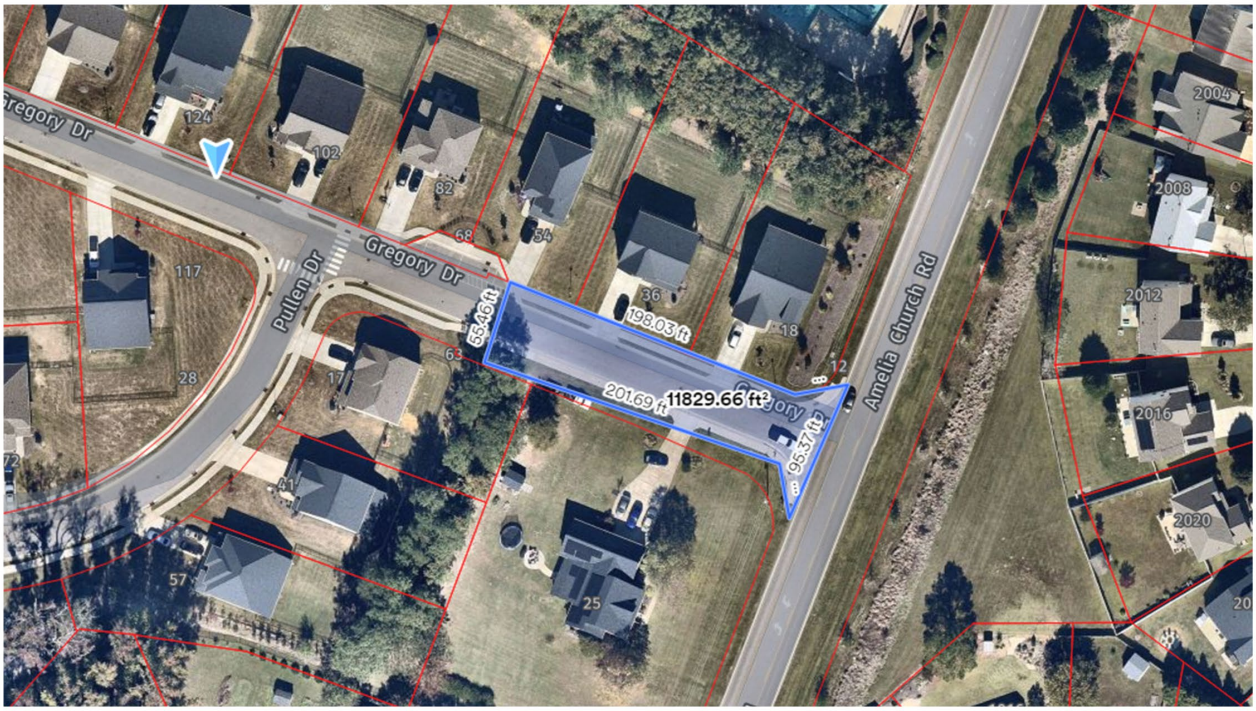
SITE DATA:
Acreage: +/- .3248 acres
Existing Use: Public ROW

FUTURE LAND USE MAP



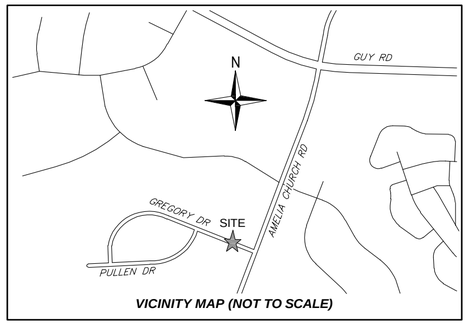


AERIAL MAP



ATTACHMENTS:

1) Staff Report
2) Petition for Annexation
3) Legal Description of Metes and Bounds
4) Annexation Plat
5) Annexation Ordinance



VICINITY MAP (NOT TO SCALE)

ABBREVIATIONS

BM	BOOK OF MAPS
DB	DEED BOOK
HDPE	HIGH DENSITY POLYETHYLENE
IPF	IRON PIPE FOUND
IRF	IRON ROD FOUND
N/F	NOW OR FORMERLY
NC	NORTH CAROLINA
PB	PLAT BOOK
PG	PAGE
R/W	RIGHT-OF-WAY
RCP	REINFORCED CONCRETE PIPE
SF	SQUARE FEET
w/	WITH

SURVEY DATA ABBREVIATIONS

E	EAST
ELEV	ELEVATION
N	NORTH
NAD	NORTH AMERICAN DATUM
NAVD	NORTH AMERICAN VERTICAL DATUM
NC	NORTH CAROLINA
PK	MASONRY NAIL
S	SOUTH
VRS	VIRTUAL REFERENCE STATION
W	WEST

GENERAL NOTES

1) THE PURPOSE OF THIS PLAT IS TO DEFINE AN AREA OF GREGORY DRIVE RIGHT OF WAY THAT IS TO BE DEDICATED TO THE TOWN OF CLAYTON.

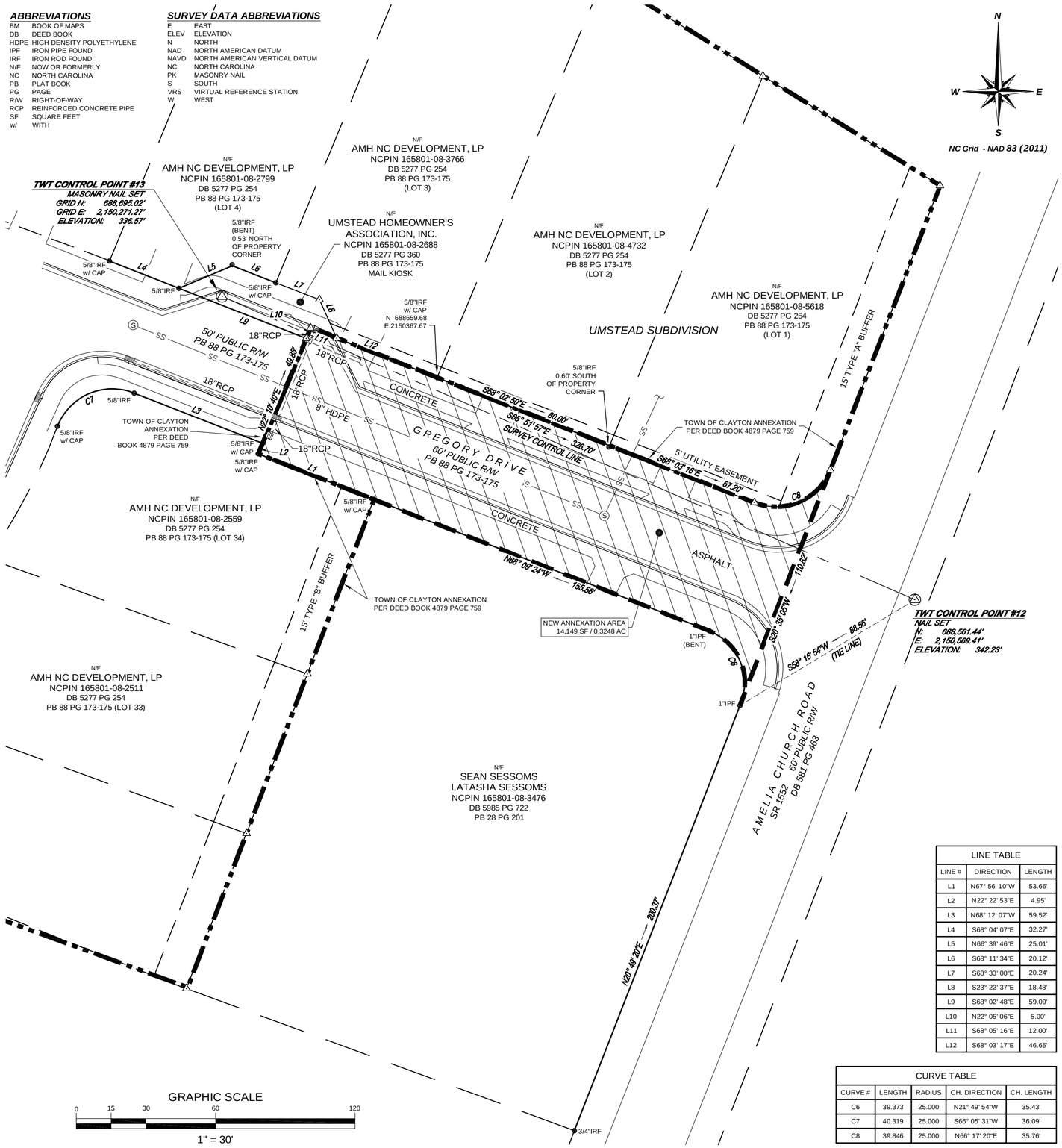
2) PROPERTIES SHOWN HEREON ARE SUBJECT TO EASEMENTS AND RESTRICTIONS OF RECORD THAT WOULD BE REVEALED BY A THOROUGH TITLE SEARCH. THIS PLAT SHOULD NOT BE RELIED UPON AS A COMPLETE RECORD OF ALL EASEMENTS THAT MAY AFFECT THESE PROPERTIES.

3) ALL DISTANCES AND COORDINATES SHOWN HEREON ARE LOCALIZED, GROUND INFORMATION, UNLESS SPECIFICALLY NOTED AS "GRID".

4) AREA(S) CALCULATED BY THE COORDINATE METHOD.

SURVEY CONTROL / GRID TIE NOTES

1) DATUM DESCRIPTION:
NC STATE PLANE COORDINATE SYSTEM
NAD83 (2011) [EPOCH: 2010.00]
NAVD88 [GEOID 2018]
2) UNIT OF MEASUREMENT: U.S. SURVEY FOOT
3) GPS FIELD PROCEDURE: REAL TIME NETWORK (VRS)
4) DATE OF GPS SURVEY: 09/01/2023
5) GPS ANTENNA: TRIMBLE R12i
6) PUBLISHED / FIXED CONTROL USED:
NAME: NCRD PID: DK6525
LATITUDE: 35°45'49.50798" N ELLIPSOID HEIGHT: 51.791m
LONGITUDE: 78°34'44.39455" W GEOID HEIGHT: -33.237m
7) ADJUSTMENT: SURVEY DATA WAS POST PROCESSED WITH TRIMBLE BUSINESS CENTER (TBC) USING A NETWORK LEAST SQUARES ADJUSTMENT AT THE 95% CONFIDENCE LEVEL.
8) CLASS OF SURVEY: CLASS A
9) POSITIONAL ACCURACY: 0.05'
10) POINT OF LOCALIZATION: CONTROL POINT #13
11) COMBINED FACTOR: 0.999884824



SYMBOL LEGEND

●	PROPERTY CORNER FOUND
△	COMPUTED POINT
⊙	DATUM CONTROL POINT
Ⓢ	SEWER MANHOLE
▥	GRATED INLET
▭	CURB INLET

LINE LEGEND

- PROPERTY LINE (PL)
- PL NOT SURVEYED
- EASEMENT
- CURB & GUTTER
- SS — SANITARY SEWER
- STORM SEWER
- EXISTING ANNEXATION LIMITS
- NEW ANNEXATION
- CURB & GUTTER

LINE TABLE		
LINE #	DIRECTION	LENGTH
L1	N67° 56' 10"W	53.66'
L2	N22° 22' 53"E	4.95'
L3	N68° 12' 07"W	59.52'
L4	S68° 04' 07"E	32.27'
L5	N66° 39' 46"E	25.01'
L6	S68° 11' 34"E	20.12'
L7	S68° 33' 00"E	20.24'
L8	S23° 22' 37"E	18.48'
L9	S68° 02' 48"E	59.09'
L10	N22° 05' 06"E	5.00'
L11	S68° 05' 16"E	12.00'
L12	S68° 03' 17"E	46.65'

CURVE TABLE				
CURVE #	LENGTH	RADIUS	CH. DIRECTION	CH. LENGTH
C6	39.373	25.000	N21° 49' 54"W	35.43'
C7	40.319	25.000	S66° 05' 31"W	36.09'
C8	39.846	25.000	N66° 17' 20"E	35.76'

I, REX V. BOHN, HEREBY CERTIFY THAT THIS PLAT WAS DRAWN UNDER MY SUPERVISION FROM AN ACTUAL SURVEY MADE UNDER MY SUPERVISION; THAT THE BOUNDARIES NOT SURVEYED ARE CLEARLY INDICATED AS DASHED LINES, DRAWN FROM INFORMATION REFERENCED ON THE FACE OF THIS PLAT; THAT THE RATIO OF PRECISION AS CALCULATED EXCEEDS 1:10,000; THAT THIS SURVEY IS OF AN EXISTING PARCEL OR PARCELS OF LAND AND DOES NOT CREATE A NEW STREET OR CHANGE AN EXISTING STREET; THAT THIS PLAT WAS PREPARED IN ACCORDANCE WITH G.S. 47-30 AS AMENDED; WITNESS MY ORIGINAL SIGNATURE REGISTRATION NUMBER AND SEAL THIS DAY SEPTEMBER 25, 2023.

Rex V. Bohn 9/25/23

REX V. BOHN LICENSE NO. L-4343

NORTH CAROLINA PROFESSIONAL SEAL L-4343 LAND SURVEYOR REX V. BOHN

GRAPHIC SCALE
0 15 30 60 120
1" = 30'

PREPARED FOR:

PREPARED BY:

TAYLOR WISEMAN & TAYLOR
ENGINEERS SURVEYORS
SUBSURFACE UTILITY ENGINEERS
2043 ENERGY DRIVE, APEX, NC 27502
PHONE (919) 297-0085 FAX (919) 297-0090
NORTH CAROLINA LICENSE NUMBER: F-0362

ANNEXATION MAP
FOR THE TOWN OF CLAYTON
GREGORY DRIVE
JOHNSTON COUNTY - CLAYTON TOWNSHIP - CLAYTON, NC

REVISIONS:

DATE OF SURVEY:	SEPTEMBER 8, 2023
SCALE:	1" = 30'
DRAWN BY:	J. FLEMING
CHECKED BY:	R. BOHN. PLS
PROJECT:	70807.6000.00
SHEET:	1 / 1

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PROPOSED TOWN OF CLAYTON ANNEXATION

Being all of Gregory Drive, a 60-foot-wide public right of way and 232 feet in length paved road, situated in Johnston County, Clayton Township, and the Town of Clayton, in the State of North Carolina. The Town of Clayton hereby annexes said road to be included within the city limits. Gregory Drive was created by Plat Book 88 and Page 173 through Page 175, a subdivision plat recorded in the Johnston County register of deeds titled "Final Plat for Umstead" and dated January 3, 2019. A portion of the Gregory Drive 60-foot right of way joins with the 60 foot-wide right of way of Amelia Church Road, which also bears the North Carolina Department of Transportation (NCDOT) State Road number (SR) 1552. The right of way of Gregory Drive is more particularly described as follows:

COMMENCING at a 3/4" iron rod found at the Southeast corner of a lot (PIN 165801-08-3476) now or formerly Sean and Latasha Sessoms and along the western right of way of said SR 1552, Amelia Church Road; thence to the POINT OF BEGINNING, a bearing of North 20° 49' 20" East a distance of 200.37 feet and a 1" iron pipe also along the right of way of SR 1552 and at the Northeast corner of the Sessom's lot.

Thence proceeding from the POINT OF BEGINNING leaving the right of way of SR 1552 and proceeding onto and following the South right of way of Gregory Drive the following courses: a chord bearing of a curve to the left, with a radius of 25.00 feet, North 21° 49' 54" West a chord distance of 35.43 feet and curve length of 39.37 feet and a found 1" iron pipe; thence North 68° 09' 24" West, 155.56 feet to a found 5/8" iron rod with a plastic cap at the Southeast corner of lot 34 (PIN 165801-08-2559) now or formerly AMH NC Development, LP; thence North 67° 56' 10" West, 53.66 feet to a 5/8" iron rod with plastic cap; thence North 22° 22' 53" East, 4.95 feet to a found 5/8" iron rod with plastic cap at the point where Gregory Drive reduces to a 50 foot-wide public right of way and leaving the South right of way of Gregory Drive and lot 34; thence North 22° 10' 40" East, 49.85 feet to a point in the Northern 50 feet-wide right of way; thence North 22° 05' 06" East, 5.00 feet to a point in the Northern 60 feet-wide right of way of Gregory Drive and the Southern corner of the Kiosk lot now or formerly the Umstead Homeowner's Association, Inc (PIN 165801-08-2688); thence following along the Northern 60 feet-wide right of way the following courses: South 68° 05' 16" East, 12.00 feet to a point at the Southeast corner of the Kiosk lot and Southern corner of lot 3 (PIN 165801-08-3766) now or formerly AMH NC Development, LP; thence South 68° 03' 17" East, 46.65 feet to a 5/8" iron rod with plastic cap at the Southeast corner of lot 3 and the Southwest corner of lot 2 (PIN 165801-08-4732) now or formerly AMH NC Development, LP; thence South 68° 02' 50" East, 80.00 feet to a point at the Southeast corner of lot 2 and the Southwest corner of lot 1 (PIN 165801-08-5618) now or formerly AMH NC Development, LP; thence South 68° 03' 16" East, 67.20 feet to a point at the beginning of a curve to the left; thence a chord bearing, with a radius of 25.00 feet, North 66° 17' 20" East, a chord length of 35.76 feet and curve length of 39.85 feet to a point on the Western right of way of said SR 1552; thence leaving lot 1, following the Western right of way of SR 1552 and leaving the Northern right of way of Gregory Drive, South 20° 35' 05" West, 110.82 feet to the POINT OF BEGINNING.

The proposed area of Gregory Drive right of way to be annexed is 14,149 square feet or 0.325 acres. The Gregory Drive annexation can be found documented on a plat drawn by Taylor Wiseman and Taylor (TWT) titled "Annexation Map for the Town of Clayton Gregory Drive" dated September 25, 2023, certified by Rex V. Bohn, PLS L-4343, and filed at the TWT Apex office.

Ordinance # 2024-01-05

Annexation Petition 2023-165-ANX
Town Of Clayton
Location: The right of way is located along Amelia Church Road.
Contiguous; .3248 acres

TOWN OF CLAYTON
ORDINANCE TO EXTEND THE CORPORATE LIMITS

1. WHEREAS, the Clayton Town Council has been petitioned under NC GS 160A-31.

to annex the area described below; and

WHEREAS, the Clayton Town Council has by resolution directed the Town Clerk to investigate the sufficiency of the petition; and

WHEREAS, the Town Clerk has certified the sufficiency of the petition and a public hearing on the question of this annexation was held at Clayton Town Hall, 111 E Second Street at 6 p.m. on January 2, 2024, where the Town Council meeting occurring on January 16, 2024, after due notice by publication in the Johnstonian on January 3rd, 2024; and

WHEREAS, the Clayton Town Council finds that the petition meets the requirements of NC GS 160A-31;

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

1. **SECTION 1** By virtue of the authority granted by NC GS 160A-31., the following described territory is hereby annexed and made part of the Town of Clayton as of January 16, 2024:

   Being all of Gregory Drive, a 60-foot-wide public right of way and 232 feet in length paved road, situated in Johnston County, Clayton Township, and the Town of Clayton, in the State of North Carolina. The Town of Clayton hereby annexes said road to be included within the city limits. Gregory Drive was created by Plat Book

88 and Page 173 through Page 175, a subdivision plat recorded in the Johnston County register of deeds titled "Final Plat for Umstead" and dated January 3, 2019. A portion of the Gregory Drive 60-foot right of way joins with the 60 foot-wide right of way of Amelia Church Road, which also bears the North Carolina Department of Transportation (NCDOT) State Road number (SR) 1552. The right of way of Gregory Drive is more particularly described as follows:

COMMENCING at a 3/4" iron rod found at the Southeast corner of a lot (PIN 165801-08-3476) now or formerly Sean and Latasha Sessoms and along the western right of way of said SR 1552, Amelia Church Road; thence to the POINT OF BEGINNING, a bearing of North 20° 49' 20" East a distance of 200.37 feet and a 1" iron pipe also along the right of way of SR 1552 and at the Northeast corner of the Sessom's lot.

Thence proceeding from the POINT OF BEGINNING leaving the right of way of SR 1552 and proceeding onto and following the South right of way of Gregory Drive the following courses: a chord bearing of a curve to the left, with a radius of 25.00 feet, North 21° 49' 54" West a chord distance of 35.43 feet and curve length of 39.37 feet and a found 1" iron pipe; thence North 68° 09' 24" West, 155.56 feet to a found 5/8" iron rod with a plastic cap at the Southeast corner of lot 34 (PIN 165801-08-2559) now or formerly AMH NC Development, LP; thence North 67° 56' 10" West, 53.66 feet to a 5/8" iron rod with plastic cap; thence North 22° 22' 53" East, 4.95 feet to a found 5/8" iron rod with plastic cap at the point where Gregory Drive reduces to a 50 foot-wide public right of way and leaving the South right of way of Gregory Drive and lot 34; thence North 22° 10' 40" East, 49.85 feet to a point in the Northern 50 feet-wide right of way; thence North 22° 05' 06" East, 5.00 feet to a point in the Northern 60 feet-wide right of way of Gregory Drive and the Southern corner of the Kiosk lot now or formerly the Umstead Homeowner's Association, Inc (PIN 165801-08-2688); thence following along the Northern 60 feet-wide right of way the following courses: South 68° 05' 16" East, 12.00 feet to a point at the Southeast corner of the Kiosk lot and Southern corner of lot 3 (PIN 165801-08-3766) now or formerly AMH NC Development, LP; thence South 68° 03' 17" East, 46.65 feet to a 5/8" iron rod with plastic cap at the Southeast corner of

lot 3 and the Southwest corner of lot 2 (PIN 165801-08-4732) now or formerly AMH NC Development, LP; thence South 68° 02' 50" East, 80.00 feet to a point at the Southeast corner of lot 2 and the Southwest corner of lot 1 (PIN 165801-08-5618) now or formerly AMH NC Development, LP; thence South 68° 03' 16" East, 67.20 feet to a point at the beginning of a curve to the left; thence a chord bearing, with a radius of 25.00 feet, North 66° 17' 20" East, a chord length of 35.76 feet and curve length of 39.85 feet to a point on the Western right of way of said SR 1552; thence leaving lot 1, following the Western right of way of SR 1552 and leaving the Northern right of way of Gregory Drive, South 20° 35' 05" West, 110.82 feet to the POINT OF BEGINNING. The proposed area of Gregory Drive right of way to be annexed is 14,149 square feet or 0.325 acres. The Gregory Drive annexation can be found documented on a plat drawn by Taylor Wiseman and Taylor (TWT) titled "Annexation Map for the Town of Clayton Gregory Drive" dated September 25, 2023, certified by Rex V. Bohn, PLS L-4343, and filed at the TWT Apex office..

SECTION 2 Upon and after January 16, 2024, the above-described territory and its citizens and property shall be subject to all debts, laws, ordinances, and regulations in force in the Town of Clayton and shall be entitled to the same privileges and benefits as other parts of the Town of Clayton. Said territory shall be subject to municipal taxes in according to NC GS 160A-58.10.

SECTION 3 The Mayor of the Town of Clayton shall cause to be recorded in the office of the Register of Deeds of (COUNTY), and in the office of the Secretary of State at Raleigh, North Carolina, an accurate map of the annexed territory, described in SECTION 1 above, together with a duly certified copy of the ordinance. Such a map shall also be delivered to the County Board of Elections, as required by NC GS 163-288.1.

ADOPTED this 16th day of January 2024.

_____

Jody L. McLeod
Mayor

ATTEST:

_____
Heidi Holland, CMC, NCCMC
Town Clerk

APPROVED AS TO FORM:

_____
Jim Cauley
Town Attorney

NORTH CAROLINA
JOHNSTON COUNTY

This the _____ day of _____, 2024, personally appeared before me Heidi Holland, Clerk of the Town of Clayton, who, being duly sworn by me, says that she knows the common seal of the Town of Clayton and is acquainted with Jody L. McLeod, who is the Mayor and presiding member of said municipal corporation; and that she saw the said Mayor sign the foregoing instrument and saw the said common seal of said municipal corporation affixed to said instrument by said Mayor, and that she, the said Heidi Holland, signed her name in attestation of said instrument in the presence of said Mayor.

Witness my hand and notarial seal, this the day and year first above written.

_____
Notary Public - Signature

_____
Notary Public – Printed Name

Commission Expires: _____

County of Commission: _____

RESOLUTION 2024-03 DIRECTING THE CLERK TO INVESTIGATE A PETITION RECEIVED UNDER NC G.S. 160A-31 AND SETTING THE DATE OF A PUBLIC HEARING ON THE QUESTION OF ANNEXATION, 2023-165-ANX GREGORY DRIVE

WHEREAS, a petition requesting annexation of an area described in said petition was received by the Town of Clayton; and

WHEREAS, NC G.S. 160A-31 provides that the sufficiency of the petition shall be investigated by the Town Clerk before further annexation proceedings may take place; and

WHEREAS, the Town Council of the Town of Clayton deems it advisable to proceed in response to this request for annexation, subject to the Clerk's satisfactory investigation of the sufficiency of the petition; and

WHEREAS, the area proposed for annexation is described as follows:

Being all of Gregory Drive, a 60-foot-wide public right of way and 232 feet in length paved road, situated in Johnston County, Clayton Township, and the Town of Clayton, in the State of North Carolina. The Town of Clayton hereby annexes said road to be included within the city limits. Gregory Drive was created by Plat Book 88 and Page 173 through Page 175, a subdivision plat recorded in the Johnston County register of deeds titled "Final Plat for Umstead" and dated January 3, 2019. A portion of the Gregory Drive 60-foot right of way joins with the 60 foot-wide right of way of Amelia Church Road, which also bears the North Carolina Department of Transportation (NCDOT) State Road number (SR) 1552. The right of way of Gregory Drive is more particularly described as follows:
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Thence proceeding from the POINT OF BEGINNING leaving the right of way of SR 1552 and proceeding onto and following the South right of way of Gregory Drive the following courses: a chord bearing of a curve to the left, with a radius of 25.00 feet, North 21° 49' 54" West a chord distance of 35.43 feet and curve length of 39.37 feet and a found 1" iron pipe; thence North 68° 09' 24" West, 155.56 feet to a found 5/8" iron rod with a plastic cap at the Southeast corner of lot 34 (PIN 165801-08-2559) now or formerly AMH NC Development, LP; thence North 67° 56' 10" West, 53.66 feet to a 5/8" iron rod with plastic cap; thence North 22° 22' 53" East, 4.95 feet to a found 5/8" iron rod with plastic cap at the point where Gregory Drive reduces to a 50 foot-wide public right of way and leaving the South right of way of Gregory Drive and lot 34; thence North 22° 10' 40" East, 49.85 feet to a point in the Northern 50 feet-wide right of way; thence North 22° 05' 06" East, 5.00 feet to a point in the Northern 60 feet-wide right of way of Gregory Drive and the Southern corner of the Kiosk lot now or formerly the Umstead Homeowner's Association, Inc (PIN 165801-08-2688); thence following along the Northern 60 feet-wide right of way the

following courses: South 68° 05’ 16” East, 12.00 feet to a point at the Southeast corner of the Kiosk lot and Southern corner of lot 3 (PIN 165801-08-3766) now or formerly AMH NC Development, LP; thence South 68° 03’ 17” East, 46.65 feet to a 5/8” iron rod with plastic cap at the Southeast corner of lot 3 and the Southwest corner of lot 2 (PIN 165801-08-4732) now or formerly AMH NC Development, LP; thence South 68° 02’ 50” East, 80.00 feet to a point at the Southeast corner of lot 2 and the Southwest corner of lot 1 (PIN 165801-08-5618) now or formerly AMH NC Development, LP; thence South 68° 03’ 16” East, 67.20 feet to a point at the beginning of a curve to the left; thence a chord bearing, with a radius of 25.00 feet, North 66° 17’ 20” East, a chord length of 35.76 feet and curve length of 39.85 feet to a point on the Western right of way of said SR 1552; thence leaving lot 1, following the Western right of way of SR 1552 and leaving the Northern right of way of Gregory Drive, South 20° 35’ 05” West, 110.82 feet to the POINT OF BEGINNING.
The proposed area of Gregory Drive right of way to be annexed is 14,149 square feet or 0.325 acres. The Gregory Drive annexation can be found documented on a plat drawn by Taylor Wiseman and Taylor (TWT) titled “Annexation Map for the Town of Clayton Gregory Drive” dated September 25, 2023, certified by Rex V. Bohn, PLS L-4343, and filed at the TWT Apex office.

NOW THEREFORE, BE IT RESOLVED by the Town Council of the Town of Clayton that:

Section 1. The Town Clerk is hereby directed to investigate the sufficiency of the below described petition and to certify as soon as possible to the Town of Clayton Town Council the result of her investigation.

Section 2. Subject to the Town Clerk’s satisfactory result of her investigation, a public hearing on the question of annexation of the area described herein will be held at the Town Hall Council Chambers, located at 111 E. Second Street, at 6:00PM (or as soon thereafter as is practical) on Tuesday, January 16, 2024.

Section 3. Notice of the public hearing shall be published in the Johnstonian News newspapers, having general circulation in the Town of Clayton, at least ten (10) days prior to the public hearing.

Duly adopted this 2nd day of January 2024, while in regular session.

_____
Jody L. McLeod
Mayor

ATTEST:

_____
Heidi Holland, CMC, NCCMC

Town Clerk

DESCRPTION/ADDRESS:
Pin #: n/a
Non-Contiguous; .3248 acres

Regular Town Council Meeting
Agenda Cover Sheet

Meeting Date	Agenda Location
January 16, 2024	PUBLIC HEARINGS

Item Title

2023-176-RZ Clayton ABC Store Rezoning

Presenter(s)

Steven Mott, Planner II

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: Notice Sign(s) Posted at Subject Parcel

Summary

Request to rezone parcel located at 12641 US Highway 70 West Business from Organization-Institution (O-I) to Highway Business (B-3).

Background/History

At their December 19, 2023 meeting the Town's Planning Board voted to recommend this project for approval to the Town Council.

Recommendation

Staff recommends approval

Funding Source

N/A

Corresponding Documentation

1 2023-176-RZ Clayton ABC Store Rezoning

2.1 Application 2023-176-RZ Clayton ABC Store

2.2 Owner's Consent Form - ABC Store Rezoning

3 Neighborhood Meeting Information 2023-176-RZ Clayton ABC Store

4 Boundary Survey 2023-176-RZ Clayton ABC Store

5 Staff Report Maps - Clayton ABC

6 Consistency Statements Sheet - Planning Board - 22023-176-RZ Clayton ABC Store - CO

Rezoning Ordinance #2024-01-08

Submitted By: Steven Mott, Planning

Reviewed By:

Conrad Olmedo, Planning Director	Approved - Jan 09 2024
Rich Cappola, Town Manager	Approved - Jan 10 2024
Heidi Holland, Town Clerk	Approved - Jan 10 2024

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

Planning Board, 12/19/2023
Town Council 01/16/2024

STAFF REPORT

Application Number: 2023-176-RZ
Project Name: Clayton ABC Store – Rezoning

TAG #(s): 05E99009I
Town Limits/ETJ: Town Limits
Applicant: Red Line Engineering, PC
Owner: Johnston County Board of Alcohol Control
Location: 12641 US Hwy 70 West Business
Project Planner: Steven Mott, Planner II

Public Noticing Dates:

- **Neighborhood Meeting:** November 9, 2023
- **Sign posted:** December 8, 2023
- **PB Adjacent Property Letters Mailed:** December 8, 2023

REQUEST: Rezoning from Office Institutional (O-I) to Highway-Business (B-3)

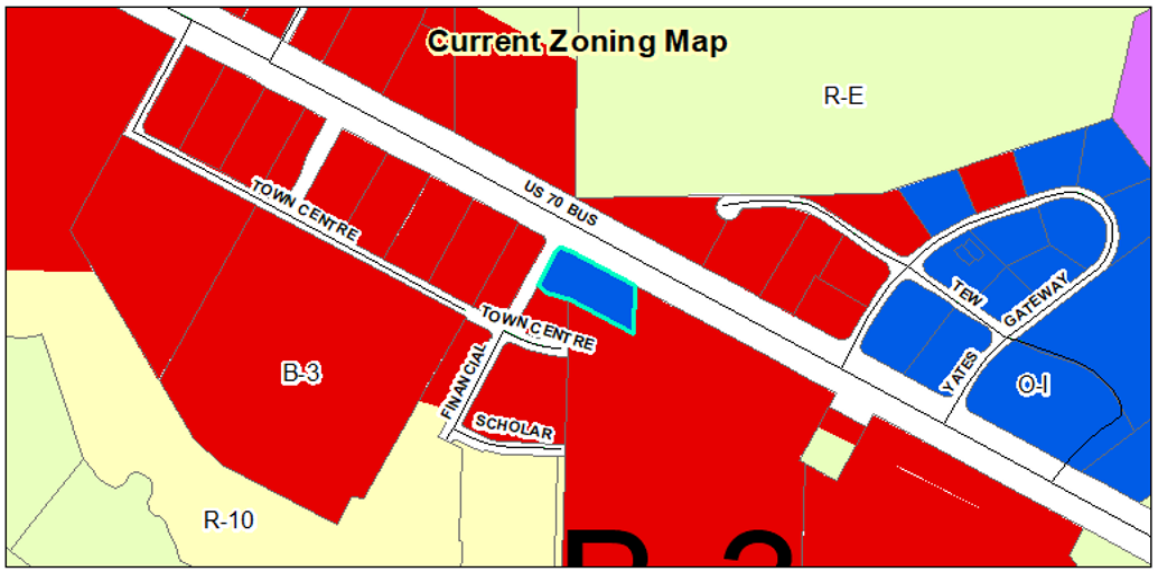


SITE DATA:
Acreage: +/- 1.63 acres
Existing Use: Vacant

ADJACENT ZONING AND LAND USES:

Direction	Zoning	Existing Use
North	B-3 (Highway-Business)	Vacant
South	B-3 (Highway-Business)	Vacant
East	B-3 (Highway-Business)	Vacant
West	B-3 (Highway-Business)	Medical

D



STAFF ANALYSIS AND COMMENTARY:

Overview

The site is within the Clayton Town limits, located at 12641 US Hwy 70 West Business, Clayton, NC, 27520. The applicant is requesting to re-zone the property from the Planned Development Mixed Use District to Highway-Business (B-3). The property is currently Vacant. Should this rezoning request be approved, the Town of Clayton's new Unified Development Ordinance, effective January 2, 2024, will establish this property as Corridor Commercial (CRM).

REZONING APPROVAL CRITERIA

In connection with its legislative decision on a rezoning 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;

Applicant's Response: The proposed site plan will meet the Town's desire to develop the location of the site to a community center. The adjacent parcels have similar zoning to what is proposed.

Staff Commentary: Staff believe that the current zoning and the proposed zoning changes are consistent with currently adopted plans for this project, especially Land Use & Housing Goal LU-1: Preserve Clayton's character while allowing for growth and development in appropriate areas.

(2) Suitability of the subject property for uses permitted by the current versus the proposed district;

Applicant's Response: O-I (Office-Institutional) is intended to permit offices, institutions, and associated administrative, executive, professional research uses. B-3 (Highway Business) provides opportunities for businesses retailing convenience goods for the community as a whole.

Staff Commentary: Staff believes that this request is appropriate and achieves the best use and practice for this site and agrees with the reasons listed by the applicant on suitability of the subject property.

(3) Whether the proposed change tends to improve the balance of uses, or meets a specific demand in the Town;

Applicant's Response: Properties adjoining the site have been zoned as B-3, therefore the balance of uses will not be affected. The Town desires to develop this area as a community center, which is consistent with this rezoning request.

Staff Commentary: Staff believes that this will address the need for commercial space near and around emerging communities in the Town.

(4) The capacity of adequate public facilities and services including schools, transportation infrastructure, recreation facilities, wastewater treatment, water supply facilities, and stormwater drainage facilities for the proposed use;

Applicant's Response: Water and sewer are available from the public right of way, and the proposed site shall be designed to use those facilities. Stormwater facilities will be provided on site, in accordance with the Town of Clayton UDO.

Staff Commentary: The rezoning should not affect the Town's compacity of public facilities or services, nor will it negatively affect the current infrastructure.

(5) It has been determined that the legal purposes for which zoning exists are not contravened;

Applicant's Response: The site location, along a major thoroughfare, is consistent with the B-3 zoning proposed. There are no zoning conditions known to conflict with this rezoning request.

Staff Commentary: Staff believes that this request is not contravened and will serve the community under its 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;

Applicant's Response: At the time of the site plan submission, the proposed site use will be designed for no negative effect on adjoining property owners. The proposed zoning and use are consistent with the adjoining properties with frontage on US Hwy 70.

Staff Commentary: There should be no adverse effect upon any of the adjoining property owners.

(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.

Applicant's Response: This project is not anticipated to have any detrimental effects on the general public or specific property owners in any way. All buffers and design standards of the Town of Clayton will be met during site plan review and approval.

Staff Commentary: Though the property owner or applicant may benefit from the rezoning, staff believes that request will not be a detriment to the general public.

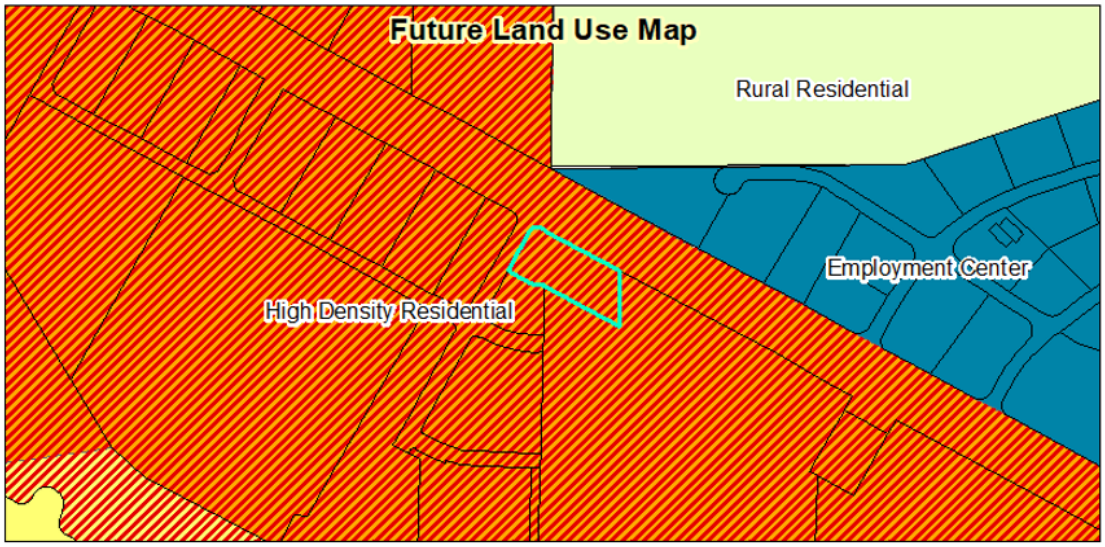
Consistency with the Comprehensive Growth Plan 2045

The Future Land Use Map identifies this area as being classified as "High Density Residential" and within the "Community Center" overlay (see map below). The Comprehensive Growth Plan's Policy LU 1.6 provides guidance that the Town should "Promote location and intensity of development that mitigates impacts to the transportation network and leads to reduced vehicle trips and/or shorter trip lengths...". With Land Use Policy in mind, the proposed rezoning will concentrate commercial development in a more central area, creating the possibility of reducing vehicle trips to parcels outside of the adjacent/contiguous commercial development. Staff believes that the rezoning of this parcel as B-3 would create continuity with adjacent parcels, would be agreeable with the existing surrounding land uses, and is in line with guidance found within the Comprehensive Growth Plan 2045.

Comprehensive Growth Plan Goals supporting the rezoning request include:

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

> **Policy LU 1.1:** Manage future growth and encourage quality development through the implementation of the Comprehensive Plan, the Unified Development Code (UDC), and other plans and regulations adopted by the Town Council.
>
> **Policy LU 1.6**: Promote location and intensity of development that mitigates impacts to the transportation network and leads to reduced vehicle trips and/or shorter trip lengths, enhanced circulation, and increased public safety.



PLANNING BOARD RECOMMENDATION:

- The Planning Board held a Public Comment Session on December 19, 2023, for the project.
- The Planning Board Members also shared concerns about traffic that could impact neighboring properties but still voted to recommend this proposal for approval to the Town Council.
- A statement of Consistency and Reasonableness:

"I make a motion to recommend approval of this rezoning request based on consistency with the Future Land Use Map in the adopted 2045 Comprehensive Growth Plan, in that:

- *The property is classified as "High Density Residential" with a "Community Center" overlay in the Future Land Use Map.*
- *Policy LU 1.1 indicates that the Town will, "Manage future growth and encourage quality development through the implementation of the Comprehensive Plan, the Unified Development Code (UDC), and other plans and regulations adopted by the Town Council."*
- *Policy LU 1.6 indicates that the Town will, "Promote location and intensity of development that mitigates impacts to the transportation network and leads to reduced vehicle trips and/or shorter trip lengths, enhanced circulation, and increased public safety."*

This action is reasonable and in the public interest, in that:

- *The Comprehensive Growth Plan encourages commercial uses in this area.*

CONSIDERATIONS:

- The Town Council shall make a decision on the proposed rezoning. The council may use the Planning Board's provided statement of consistency and reasonableness or may choose to approve or deny without using the provided statement.
- If approved, the rezoning will be recorded with Johnston County and shall guide future development for this land. The rezoning shall not expire and will run with the land.

STAFF RECOMMENDATION:

- Based on the surrounding commercial types of land uses surrounding the property, while the rezoning request is consistent with the property's Future Land Use Map classification of "High-Density Residential" and within the "Community Center" overlay, the staff is recommending approval per "Option 1" of the provided Consistency Statements Sheet.

ATTACHMENTS:

1) Staff Report
2) Application/Owner's Consent Form
3) Neighborhood Meeting Materials
4) Survey
5) Staff Report Maps
6) Consistency Statements Sheet

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

REZONING APPLICATION COVER SHEET

Name of Project: Clayton ABC Store **Date:** 10/13/2023

Applicant Name: Red Line Engineering, PC

The following checklist to be completed by applicant:

- ☑ Pre-Application Meeting on: August 1, 2023
- ☑ Review Fee
- ☑ Completed Application
- ☑ Owner's Consent Form
- ☑ Adjacent Property Owner's List - Include Names, Full Mailing Addresses & Parcel/NC Tag #
- ☑ Neighborhood Meeting Notice Letter (1 copy)
- ☑ Signed & Sealed Boundary Survey
- ☑ One printed copy of all required items must be submitted with application and payment

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

REZONING APPLICATION

■ **Rezoning Fee: $750 + $10 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: Clayton ABC Store

Acreage of Property: 1.63 **Zoning District:** O-I

County Tag #: 05E99009I **NC Pin #:** 165909-06-4682

Address/Location: 12641 US Hwy 70 West Business, Clayton, North Carolina 27520

Existing Zoning District: O-I **Proposed Zoning District:** B-3

APPLICANT INFORMATION

Applicant: Red Line Engineering, PC

Mailing Address: 123 Raleigh Street, Fuquay-Varina, North Carolina 27526

Phone Number: 919-779-6851 **Fax:**

Contact Person: Gary J. McCabe, PE

Email Address: gary.mccabe@rlenc.com

PROPERTY OWNER INFORAMTION

Name: Johnston County Board of Alcoholic Control

Mailing Address: PO Box 909, Smithfield, North Carolina 27577-0909

Phone Number: 919-934-7249 **Fax:** 919-934-3324

Email Address: jcabc@earthlink.net

OFFICE USE ONLY

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

July 2023

APPROVAL CRITERIA

All applications for a Rezoning must address the following findings:

1. Consistency with the adopted plans of the Town.

   The proposed site plan will meet the Town's desire to develop the location of the site to a community center. The adjacent parcels have similar zoning to what is proposed.

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

   O-I (Office-Institutional) is intended to permit offices, institutions, and associated administrative, executive, professional research uses. B-3 (Highway Business) provides opportunities for businesses retailing convenience goods for the community as a whole.

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

   Properties adjoining the site have been zoned as B-3, therefore the balance of uses will not be affected. The Town desires to develop this area as a community center, which is consistent with this rezoning request.

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

   Water and sewer are available from the public right of way, and the proposed site shall be designed to use those facilities. Stormwater facilities will be provided on site, in accordance with the Town of Clayton UDO.

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

   The site location, along a major thoroughfare is consistent with the B-3 zoning proposed. There are no zoning conditions known to conflict with this rezoning request.

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

   At the time of the site plan submission, the proposed site use will be designed for no negative effect on adjoining property owners. The proposed zoning and use is consistent with the adjoining properties with frontage on US Hwy. 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.

This project is not anticipated to have any detrimental effects on the general public or specific property owners in any way. All buffers and design standards of the Town of Clayton will be met during site plan review and approval.

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.

Gary J. McCabe, PE		10/16/2023
Print Name	***Signature of Applicant***	***Date***

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

OWNER'S CONSENT FORM

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

Project Name: Clayton ABC Store **Address or PIN #:** 165909-06-4682

AGENT/APPLICANT INFORMATION:

Red Line Engineering, PC
(Name - type, print clearly)

123 Raleigh Street
(Address)
Fuquay-Varina, North Carolina 27526
(City, State, Zip)

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

Rezoning Application | Site Plan Application

Furthermore, I hereby give consent to the party designated above to agree to all terms and conditions which may arise as part of the approval of this application.

I hereby certify that I have authority to execute this consent form as/on behalf of the property owner. I understand that any false, inaccurate or incomplete information provided by me or my agent will result in the denial, revocation or administrative withdrawal of this application, request, approval or permits. I further agree to all terms and conditions which may be imposed as part of the approval of this application.

OWNER AUTHORIZATION:

JCABC General Manager
Chad M. Stewart
(Name - type, print clearly)

4175 Brightleaf Blvd
(Address)

JCABC-GM
(Owner's Signature)

Smithfield, NC 27577
(City, State, Zip)

STATE OF NC
COUNTY OF Johnston

Sworn and subscribed before me, Patty A. Underwood, a Notary Public for the above State and County, this the 24 day of Oct., 20 23.

SEAL

PATTY A. UNDERWOOD NOTARY PUBLIC JOHNSTON COUNTY, NC

Patty A. Underwood
Notary Public

My Commission Expires: 9/17/26

July 2018

NEIGHBORHOOD MEETING INFORMATION

Purpose:

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

Meeting Date:

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

Meeting Time & Location:

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

Meeting Notice Mailing requirements:

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

Information required to be provided at the Neighborhood Meeting:

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

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

Information provided to Planning Department:

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

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

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

ADJACENT PROPERTY OWNERS LIST

Project Name: Clayton ABC Store

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

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

PARCEL NUMBER	NAME	ADDRESS
165909-06-1659	CFM CLAYTON, LLC	804 GREEN VALLEY RD STE 202, GREENSBORO, NC 27408-7044
165909-06-2590	STEPHEN DOUGLAS I IRREV. TRUST CYNTHIA M STEPHENS IRREV. TRUST	319 CHAPANOKE RD STE 102, RALEIGH, NC 27603-0000
165909-05-8421	HEAVNER PROPERTIES 1997 LIMITED PARTNERSHIP	PO BOX 2346, SMITHFIELD, NC 27577-2346
165909-06-7862	THE MARZBANI FAMILY LIMITED PARTNERSHIP	PO BOX 571, SMITHFIELD, NC 27577-0571
164900-57-5937	NORTH CAROLINA DEPT. OF AGRICULTURE	CENTRAL CROPS RESEARCH STATION, 13223 U S HWY 70 WEST, CLAYTON, NC 27520-0000
165905-07-1781	MCLAURIN FUNERAL HOME INC	PO BOX 130548, HOUSTON, TX 77219-0548
165909-06-4682	JOHNSTON COUNTY BOARD OF ALCOHOLIC CONTROL	PO BOX 909, SMITHFIELD, NC 27577-0909
165909-06-0707	CLAYTON PLAZA, LLC	PO BOX 90792, RALEIGH, NC 27675-0792
165909-06-7862	CATZ LLC THE MARZBANI FAMILY LIMITED PARTNERSHIP	PO BOX 571, SMITHFIELD, NC 27577-0571

October 30, 2023

Dear Clayton Area Property Owner:

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

Meeting Date: November 9, 2023 **Meeting Time:** 6:00 pm
Meeting Location: Comfort Suites Clayton - Garner (761 Enterprise Dr., Clayton, NC, 27520, US)

Type of Application: Rezoning
Project/Property address: 12641 US Hwy 70 West Business, Clayton, North Carolina 27520
Description of project/proposal: The proposed project consists of rezoning and developing an approximate 1.63 acres lot for retail use.

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

1. A copy of the project application.
2. A schedule of all upcoming public meetings for the application.
3. A map at a scale that is appropriate to the project and shows neighboring properties and roads.

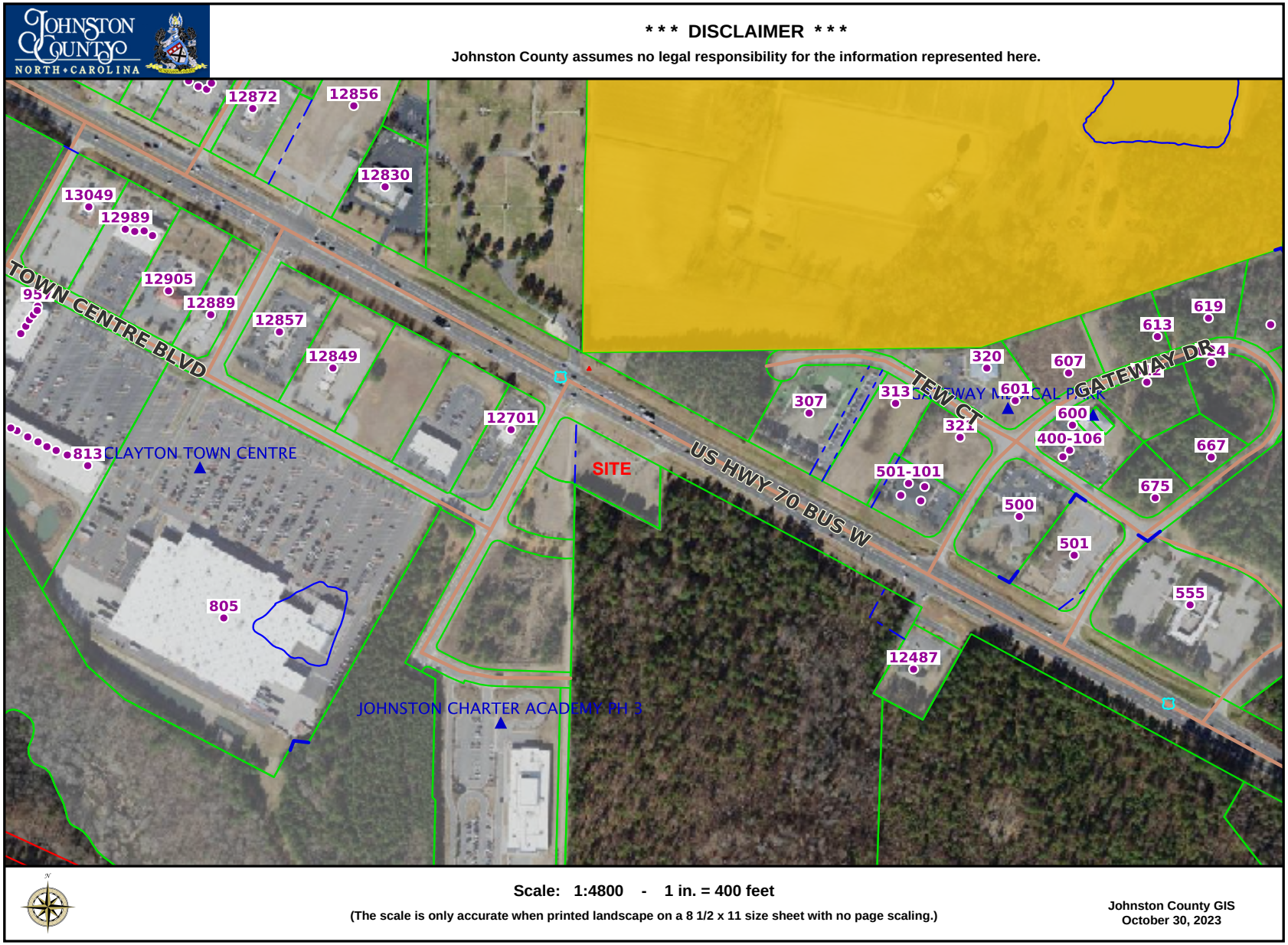
Two maps are enclosed with this letter showing the location of the property that is subject to this application for land use change and/or development proposal. If you have any questions prior to or after this meeting, you may contact us at 919-779-6851. You may also contact the Town of Clayton Planning Department at 919-553-5002.

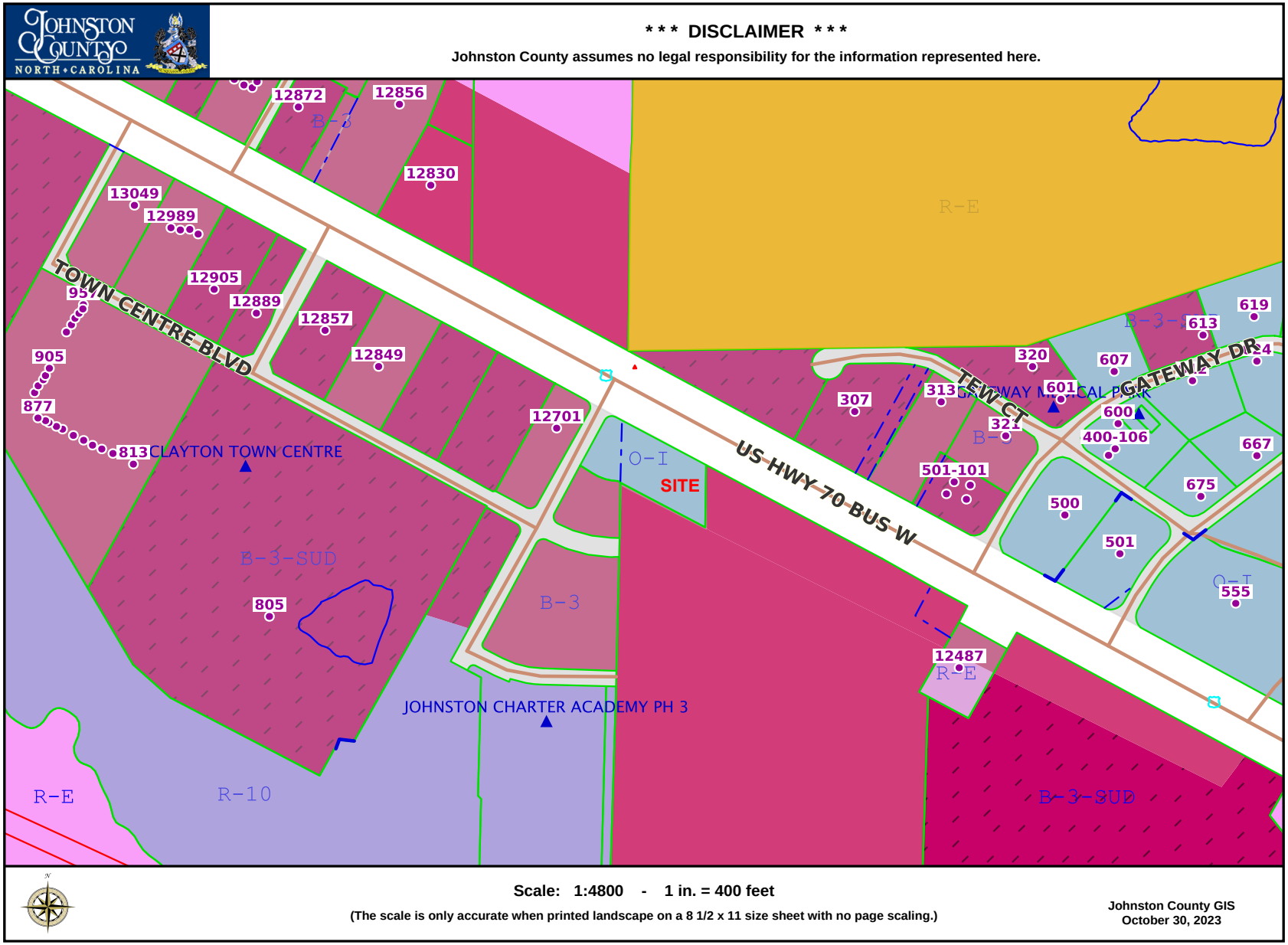
Best Regards,

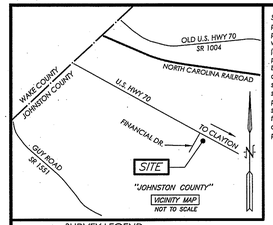
Gary J. McCabe, PE
Red Line Engineering, P.C.

CC: Town of Clayton Planning Department
Johnston County Board of Alcoholic Control

123 Raleigh Street ■ Fuquay-Varina, NC 27526 ■ Office: (919)779-6851 ■ www.rlenc.com


JOHNSTON COUNTY
NORTH CAROLINA
*** DISCLAIMER ***
Johnston County assumes no legal responsibility for the information represented here.
12872
12856
12830
13049
12989
12905
12889
12857
12849
12701
813
CLAYTON TOWN CENTRE
805
TOWN CENTRE BLVD
SITE
US HWY 70 BUS W
TEW CT
GATEWAY DR
GATEWAY MEDICAL PARK
JOHNSTON CHARTER ACADEMY PH 3
320
607
619
613
307
313
601
600
321
400-106
667
501-101
675
500
501
555
12487
Scale: 1:4800 - 1 in. = 400 feet
(The scale is only accurate when printed landscape on a 8 1/2 x 11 size sheet with no page scaling.)
Johnston County GIS
October 30, 2023


JOHNSTON COUNTY
NORTH CAROLINA
*** DISCLAIMER ***
Johnston County assumes no legal responsibility for the information represented here.
12872
12856
12830
13049
12989
12905
12889
12857
12849
12701
TOWN CENTRE BLVD
US HWY 70 BUS W
GATEWAY DR
TEW CT
CLAYTON TOWN CENTRE
JOHNSTON CHARTER ACADEMY PH 3
SITE
O-I
B-3-SUD
B-3
R-E
R-10
805
813
877
905
951
307
313
320
321
400-106
501-101
500
501
600
601
607
613
619
667
675
555
12487
Scale: 1:4800 - 1 in. = 400 feet
(The scale is only accurate when printed landscape on a 8 1/2 x 11 size sheet with no page scaling.)
Johnston County GIS
October 30, 2023



SURVEYORS DECLARATION TO WHOM IT MAY CONCERN: It is the responsibility of the present owner(s) or future owner(s) of the property shown hereon to check for any physical conditions (ie. utilities, hazardous wastes, cemeteries or family burial plots, wetlands, buffers, high water table, poor soils, etc.) OR any legal encumbrances (ie. easements, rights-of-way, claims, etc.) which may cause a portion of this property to be unusable for certain uses. No responsibility of any nature is assumed by the surveyor for any conditions which may presently exist on the property, but are unknown to the surveyor. Surveyor has only made reference to current, and sometimes historic, public records as necessary to complete the purpose of the survey, and has not performed a complete historic search of the chain of title. This property may be subject to additional easements or right-of-ways unknown to the surveyor at this time that a complete title examination may reveal. It is advised that the owner of this property consult with a Licensed Attorney at Law to perform a complete title examination to confirm all known encumbrances and reveal any potential encumbrances or title issues associated with this property.

Curve Table

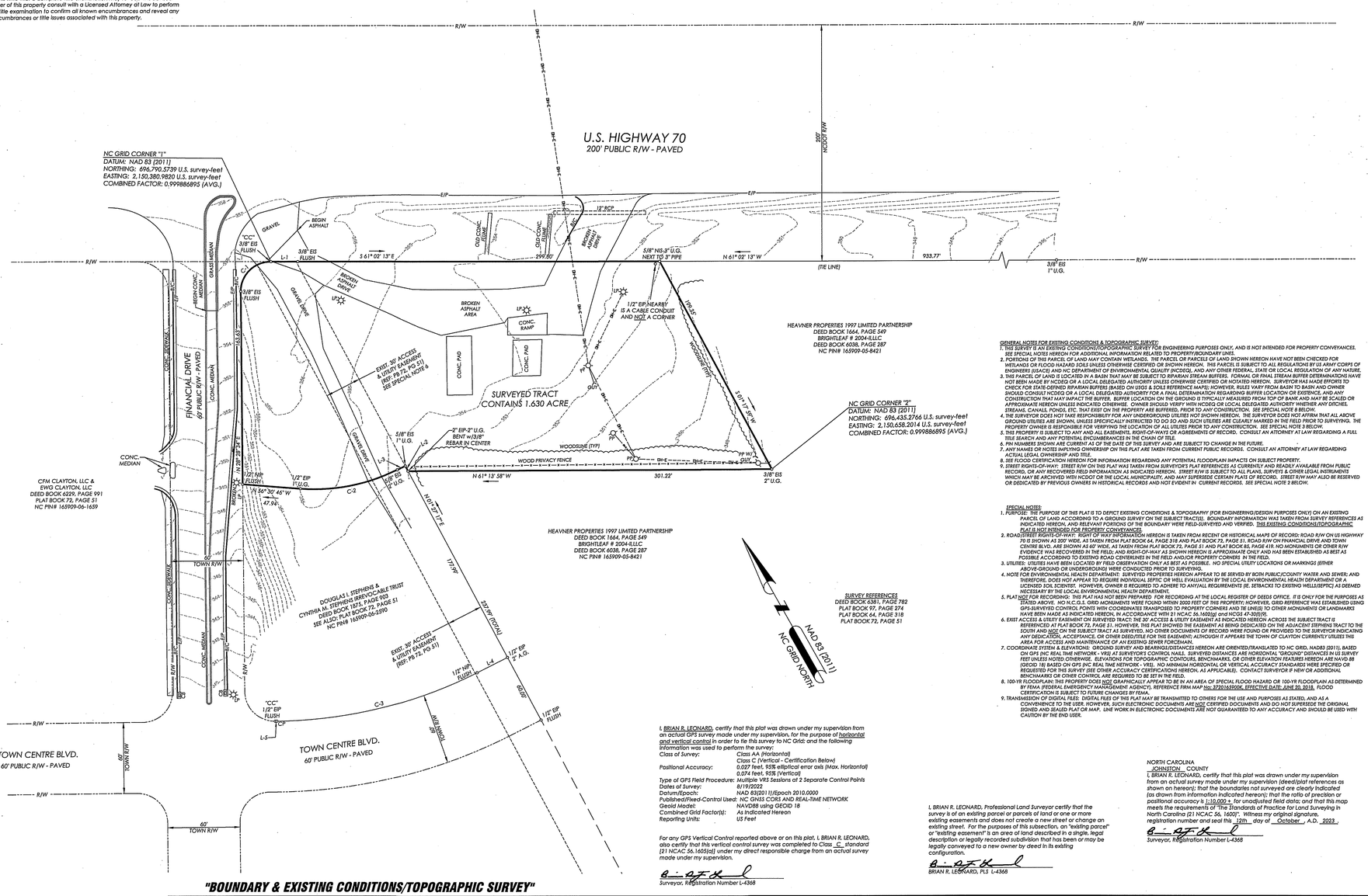
CURVE	RADIUS	DELTA ANGLE	ARC LENGTH	CHORD LENGTH	CHORD BEARING
C-1	23.00'	99°49'11.39"	39.47'	34.50'	N 73° 48' 00" E
C-2	150.00'	31°41'22.90"	82.96'	81.91'	N 72° 21' 28" W
C-3	370.00'	26°43'11.51"	172.55'	170.99'	S 74° 53' 00" E

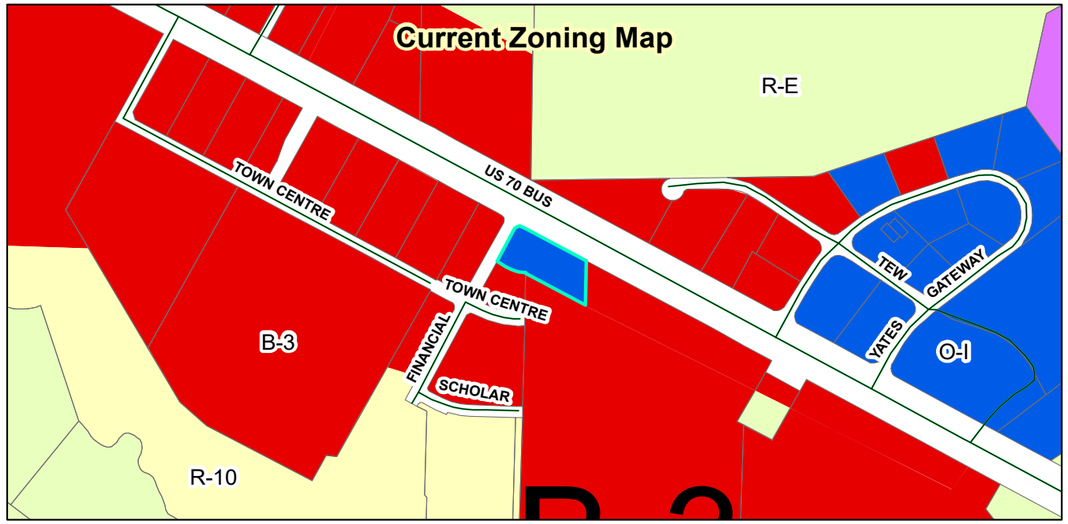
Line Table

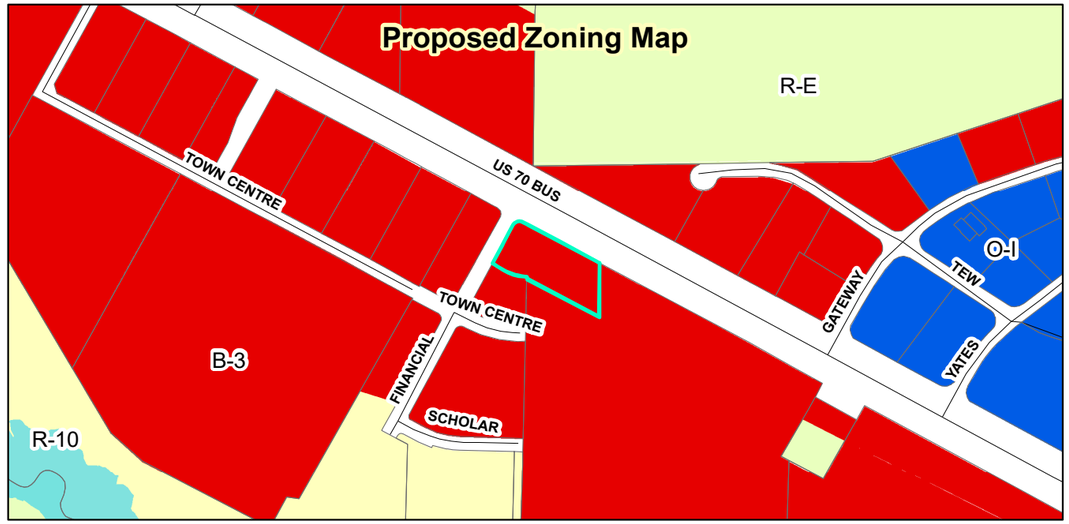
LINE	BEARING	DISTANCE
L-1	S 61° 02' 20" E	22.26'
L-2	N 01° 45' 35" E	5.00'
L-3	N 88° 12' 11" W	7.43'
L-4	S 88° 14' 35" E	98.36'
L-5	S 61° 31' 25" E	1.26'

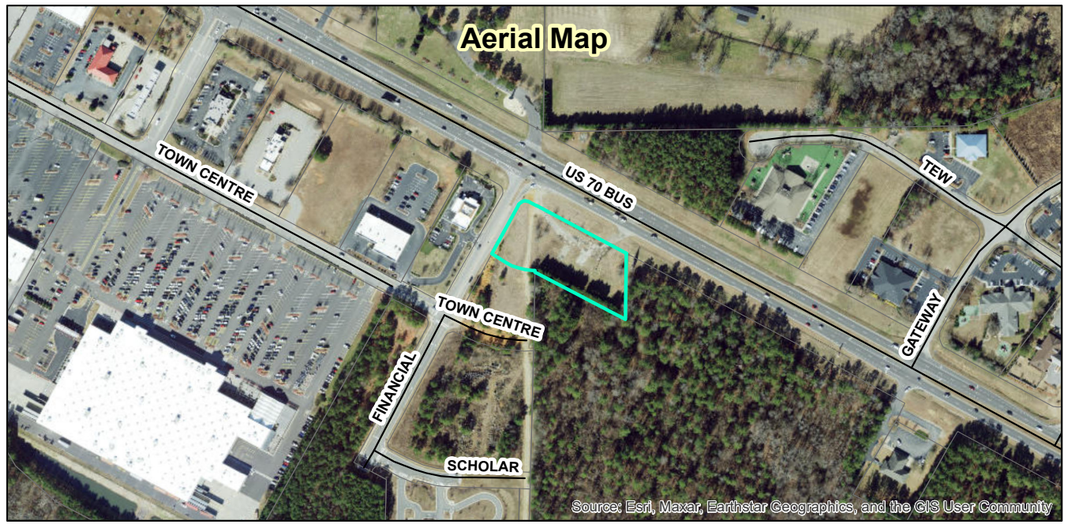
SURVEY LEGEND

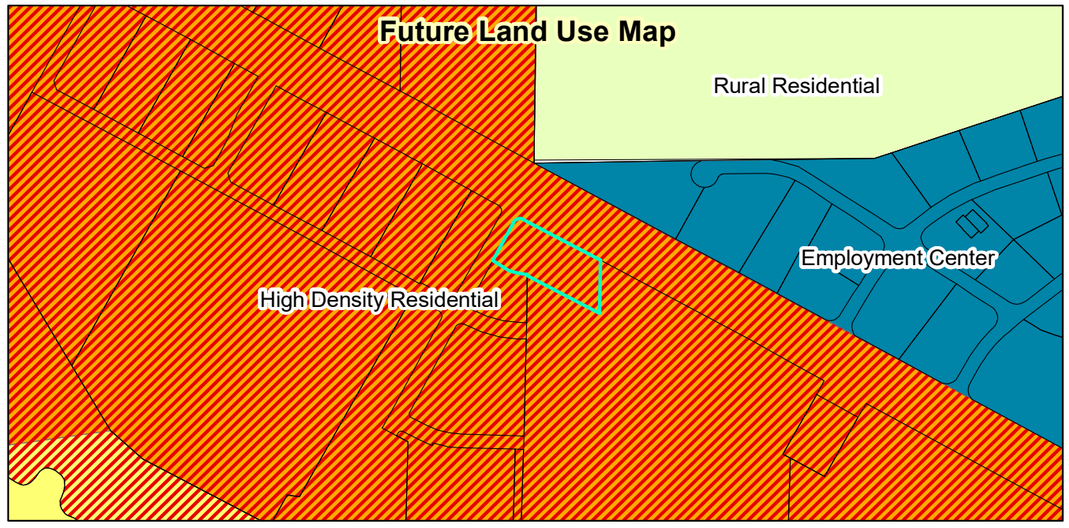
	LINES SURVEYED (SUBJECT PROPERTY)
	OTHER LINES SURVEYED (ie. TIE LINES)
	LINES NOT SURVEYED
	RIGHT-OF-WAY LINE
	CENTERLINE OF ROAD
CC	CONTROL CORNER
EIP	EXIST. IRON PIPE FOUND
NIP	NEW IRON PIPE SET
EIS	EXIST. IRON STAKE FOUND
NIS	NEW IRON STAKE SET
EPKN	EXIST. P.K. NAIL FOUND
PKN	NEW P.K. NAIL SET
EX. MAG	EXIST. MAG NAIL FOUND
MAG	NEW MAG NAIL SET
EX. RRS	EXIST. RAILROAD SPIKE FOUND
RRS	NEW RAILROAD SPIKE SET
ECM	EXIST. CONC. MONUMENT FOUND
CP	COMPUTED POINT
A. G.	ABOVE GROUND
U. G.	UNDERGROUND
R/W	RIGHT-OF-WAY
DB	DEED BOOK
PG	PAGE
PP	EXIST. POWER POLE
OH-E	EXIST. OVERHEAD ELECTRICAL LINE
LP	EXIST. LIGHT POLE
HYD	EXIST. FIRE HYDRANT
WV	EXIST. WATER VALVE
WM	EXIST. WATER METER
CO	EXIST. CLEANOUT
PED	EXIST. UTILITY PEDESTAL
SVC	EXIST. UTILITY SERVICE
B/C	EXIST. BACK OF CURB
E/P	EXIST. EDGE OF PAVEMENT
℄	CENTER LINE
SW	EXIST. SIDEWALK
DI	EXIST. STORM DROP INLET
CB	EXIST. STORM CATCH BASIN
SSMH	EXIST. SAN. SEWER MANHOLE
SDMH	EXIST. STORM DRAINAGE MANHOLE
ECS	EXIST. COTTON SPINDLE
E	EXIST. PROPERTY LINE
FO	EXIST. FIBER OPTIC*


U.S. HIGHWAY 70
200' PUBLIC R/W - PAVED
R/W
E/P
NC GRID CORNER "1"
DATUM: NAD 83 (2011)
NORTHING: 696,790.5739 U.S. survey-feet
EASTING: 2,150,380.9820 U.S. survey-feet
COMBINED FACTOR: 0.999886895 (AVG.)
"CC" 3/8" EIS FLUSH
BEGIN ASPHALT
L-1
3/8" EIS FLUSH
S 61° 02' 13" E
299.80'
OLD CONC. RAMP
OLD CONC. RAMP
BROKEN ASPHALT DRIVE
18" RCP
5/8" NIS-3" U.G. NEXT TO 3" PIPE
N 61° 02' 13" W
933.77'
(TIE LINE)
3/8" EIS 1" U.G.
200' ROOT R/W
GRAVEL
GRASS MEDIAN
CONC. MEDIAN
CONC. SIDEWALK
FINANCIAL DRIVE
60' PUBLIC R/W - PAVED
CONC. MEDIAN
HAS 65'
3/8" EIS FLUSH
BROKEN ASPHALT DRIVE
GRAVEL DRIVE
LP
BROKEN ASPHALT AREA
CONC. RAMP
CONC. PAD
CONC. PAD
1/2" EIP NEARBY IS A CABLE CONDUIT AND NOT A CORNER
HEAVNER PROPERTIES 1997 LIMITED PARTNERSHIP
DEED BOOK 1666, PAGE 549
BRIGHTLEAF # 2004-ILLC
DEED BOOK 6038, PAGE 287
NC PIN# 165909-05-8421
EXIST. 30' ACCESS & UTILITY EASEMENT PER PB 71, PG 511 SEE SPECIAL NOTE 6
SURVEYED TRACT CONTAINS 1.630 ACRE
175.54'
WOODSURE (TYP)
S 01° 17' 58" W
NC GRID CORNER "2"
DATUM: NAD 83 (2011)
NORTHING: 696,435.2766 U.S. survey-feet
EASTING: 2,150,658.2014 U.S. survey-feet
COMBINED FACTOR: 0.999886895 (AVG.)
5/8" EIS 1" U.G.
2" EIP-2" U.G. BENT W/3/8" REBAR IN CENTER
L-2
L-3
WOODSURE (TYP)
WOOD PRIVACY FENCE
N 61° 13' 58" W
301.22'
3/8" EIS 2" U.G.
5/8" EIS 1" U.G.
1/2" EIP 1" U.G.
1/2" NIP FLUSH
N 56° 30' 46" W
47.92'
BEGIN ASPHALT
N 28° 28' 37" E
C-2
NOT AT I.P.E.
172.99'
CFM CLAYTON, LLC & EWG CLAYTON, LLC
DEED BOOK 6229, PAGE 991
PLAT BOOK 72, PAGE 51
NC PIN# 165909-06-1659
HEAVNER PROPERTIES 1997 LIMITED PARTNERSHIP
DEED BOOK 1666, PAGE 549
BRIGHTLEAF # 2004-ILLC
DEED BOOK 6038, PAGE 287
NC PIN# 165909-05-8421
CONC. MEDIAN
CONC. SIDEWALK
TOWN R/W
CONC. MEDIAN
CONC. SIDEWALK
R/W
CONC. MEDIAN
CONC. SIDEWALK
R/W
CONC. MEDIAN
CONC. SIDEWALK









Request: Rezoning from O-I to B-3
Project Name: Clayton ABC Store Rezoning
Project Number: 2023-176-RZ

Applicant: Red Line Engineering, PC
Property Owner: Johnston County Board of Alcohol Control
Tag #: 05H04046H

Site

0 0.125 0.25 Miles

N

Staff Report Map
Prepared by: TOC Planning Department
December 4, 2023

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

Document Path: C:\Users\smott\Town of Clayton, NC\Planning - Development Projects\Rezoning\2023\2023-176-RZ Clayton ABC Store\Staff Report Maps - Clayton ABC.mxd

Consistency Statements Sheet

The Planning Board may choose from one of the four suggested motions below.

Staff Recommends the Option in Red Bold Text

Option 1: Approval – Consistent with the Future Land Use Map

I make a motion to recommend approval of this rezoning request based on consistency with the Future Land Use Map in the adopted 2045 Comprehensive Growth Plan, in that:

- The property is classified as "High Density Residential" with a "Community Center" overlay in the Future Land Use Map.
- Policy LU 1.1 indicates that the Town will, "Manage future growth and encourage quality development through the implementation of the Comprehensive Plan, the Unified Development Code (UDC), and other plans and regulations adopted by the Town Council."
- Policy LU 1.6 indicates that the Town will, "Promote location and intensity of development that mitigates impacts to the transportation network and leads to reduced vehicle trips and/or shorter trip lengths, enhanced circulation, and increased public safety."

This action is reasonable and in the public interest, in that:

- The Comprehensive Growth Plan encourages commercial uses in this area.
- The request is compatible with existing zoning and land uses in the area.

Option 2: Approval – Inconsistent with the Future Land Use Map

I make a motion to recommend approval of this rezoning request. While the request is inconsistent with the Future Land Use Map in the adopted 2045 Comprehensive Growth Plan, in that:

- The property is classified as "High Density Residential" with a "Community Center" overlay in the Future Land Use Map.
- Policy LU 1.1 indicates that the Town will, "Manage future growth and encourage quality development through the implementation of the Comprehensive Plan, the Unified Development Code (UDC), and other plans and regulations adopted by the Town Council."
- Policy LU 1.6 indicates that the Town will, "Promote location and intensity of development that mitigates impacts to the transportation network and leads to reduced vehicle trips and/or shorter trip lengths, enhanced circulation, and increased public safety."

- The Future Land Use Map will be updated to be consistent with this rezoning request to an appropriate corresponding land use category, per North Carolina General Statutes, § 160D-605(a).

This action is reasonable and in the public interest, in that:

- The Comprehensive Growth Plan encourages commercial uses in this area.
- The request is compatible with existing zoning and land uses in the area.

Option 3: Denial – Consistent with the Future Land Use Map

I make a motion to recommend denial of this rezoning request based on consistency with the Future Land Use Map in the adopted 2045 Comprehensive Growth Plan, in that:

- The property is classified as "High Density Residential" with a "Community Center" overlay in the Future Land Use Map.
- Policy LU 1.1 indicates that the Town will, "Manage future growth and encourage quality development through the implementation of the Comprehensive Plan, the Unified Development Code (UDC), and other plans and regulations adopted by the Town Council."
- Policy LU 1.6 indicates that the Town will, "Promote location and intensity of development that mitigates impacts to the transportation network and leads to reduced vehicle trips and/or shorter trip lengths, enhanced circulation, and increased public safety."

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.

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" with a "Community Center" overlay in the Future Land Use Map.

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.

AN ORDINANCE AMENDING THE ZONING ORDINANCE

AND ZONING MAP

OF THE TOWN OF CLAYTON, NORTH CAROLINA

WHEREAS a petition has been filed with the Town Council of the Town of Clayton requesting an amendment to the Zoning Ordinance and Zoning Map of the Town of Clayton to include Highway-Business (B-3 zone to the properties described below, said properties formerly being zoned Office-Institutional (O-I); and

WHEREAS said property is owned by Johnston County Board of Alcohol Control; and

WHEREAS the Planning Board of the Town of Clayton has reviewed the proposed change(s) and made a recommendation thereupon; and

WHEREAS notice of a public hearing to consider the proposed change was published in accordance with law in The Johnstonian, a local newspaper, as required by Section 155.702(D) of the Clayton Unified Development Code and by Section 160D-602 of the North Carolina General Statutes; and

WHEREAS a notice of the proposed zoning classification action was mailed to the owner(s) of the parcel(s) of land involved, as shown on the County Tax Listing, and to the owners of all parcels of land abutting that (those) parcels(s) of land and within 100 feet of the subject parcel(s) of land, as shown on the County Tax Listings, by depositing a copy of the same in the United States Mail, first class postage paid, as required by Section 155.702(D) of the Clayton Unified Development Code and by Section 160D-602 of the North Carolina General Statutes; and

WHEREAS notice of the proposed zoning classification action was posted on the property as required by Section 155.702(D) of the Clayton Unified Development Code and by Section 160D-602 of the North Carolina General Statues; and

WHEREAS the said public hearing was actually conducted at 6:00 p.m. on January 16, 2026, wherein a reasonable opportunity was given to all those in attendance to speak either in favor or against the said change to make relevant comments; and

THEREFORE, after duty considering the matter, THE TOWN COUNCIL OF THE TOWN OF CLAYTON DOES HEREBY ORDAIN:

SECTION 1. That the Unified Development Code of the Town of Clayton is hereby amended to include in the Industrial-Light zone to of the following described properties:

General Description:

Located within the Town of Clayton's limits; 12641 US Hwy 70 W. Business CLAYTON, NC, 27520

Specific Description:

NC Parcel TAG Number(s): 05E99009I

SECTION 2. That the official Town of Clayton Zoning Map is hereby amended to include the Industrial-Light zone to the above-described property and will be so marked.

SECTION 3. That if any section, sentence, clause, or phrase of this Ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of Ordinance.

SECTION 4. That the Town Council hereby adopts the following Statement of Consistency and Reasonableness for the proposed rezoning:

"I make a motion to recommend approval of this rezoning request based on consistency with the Future Land Use Map in the adopted 2045 Comprehensive Growth Plan, in that:

- *The property is classified as "High Density Residential" with a "Community Center" overlay in the Future Land Use Map.*
- *Policy LU 1.1 indicates that the Town will, "Manage future growth and encourage quality development through the implementation of the Comprehensive Plan, the Unified Development Code (UDC), and other plans and regulations adopted by the Town Council."*
- *Policy LU 1.6 indicates that the Town will, "Promote location and intensity of development that mitigates impacts to the transportation network and leads to reduced vehicle trips and/or shorter trip lengths, enhanced circulation, and increased public safety."*

This action is reasonable and in the public interest, in that:

- *The Comprehensive Growth Plan encourages commercial uses in this area.*

The request is compatible with existing zoning and land uses in the area. **SECTION 5.** That this ordinance shall become effective immediately upon its adoption

Duly adopted this 16th day of January, 2024, while in regular Session

_____

Jody L. McLeod
Mayor

ATTEST:

_____
Heidi Holland, CMC and NCCMC;
Town Clerk

APPROVED AS TO FORM:

_____
Jim Cauley
Town Attorney

Regular Town Council Meeting
Agenda Cover Sheet

Meeting Date	Agenda Location
January 16, 2024	PUBLIC HEARINGS

Item Title

2023-126-CZM Pond Street Duplexes Conditional Rezoning

Presenter(s)

Steven Mott, Planner II

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: Signs Posted at Subject Parcels

Summary

Recommendation to Town Council to rezone two parcels located at 914 & 916 Pond Street to allow the development of 2 two-family structures.

Background/History

At their December 19, 2023 meeting the Town's Planning Board voted to recommend this project for approval to the Town Council.

Recommendation

Staff recommend approval of 2023-126-CZM Pond St. Duplexes

Funding Source

N/A

Corresponding Documentation

1 Staff Report_PB - 2023-126-CZM - Pond St Duplexes

2 Conditional Zoning Narrative 2023-126-CZM Pond St Duplexes

2.2 Project Criteria 2023-126-CZM Pond St Duplexes

3 Site Plan 2023-126-CZM POND STREET DUPLEXES

4 POND ST DUPLEXES NEIGH MTG MINUTES PACKAGE 11-02-2023

5RECOM~1

6 Staff Report_TC - 2023-126-CZM - Pond St Duplexes - TC UPDATE

7 Staff Report Maps - Pond St Duplexes CZ-R

8 Consistency Statements Sheet - Planning Board - 2023-126-CZM Pond Street Duplexes - CO

Ordinance #2024-01-07

Submitted By: Steven Mott, Planning

Reviewed By:

Conrad Olmedo, Planning Director	Approved - Jan 09 2024
Rich Cappola, Town Manager	Approved - Jan 10 2024
Heidi Holland, Town Clerk	Approved - Jan 10 2024

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 December 19, 2023

STAFF REPORT

Application Number: 2023-126-CZM

Project Name: Pond Street Duplexes

Tag #: 05005008 & 05005007
Location: 914 & 916 Pond Street
Existing Zoning District: R-6
Proposed Zoning District: CZ-R
Applicant: Adams & Hodge, PC
Owner(s): Rental Homes NC, LLC & PJS Real Estate, LLC

Public Noticing:

- Neighborhood meeting: November 1, 2023
- Sign posted: December 8, 2023
- Letters mailed: December 8, 2023

REQUEST: Rezone the properties referenced above, located at 914 & 916 Pond Street, from Single Family Residential-6 (R-6) Zoning Districts to a Conditional Zoning – Residential (CZ-R) District. The Conditional Zoning District would allow for the development of 0.456 acres in accordance with the master plan to develop 2 two-family (duplex) structures with a total of 4 units (a density of 8.77 units/acre). The Conditional Zoning District is accompanied by a site plan and Conditional Zoning Plan Narrative.

SITE DATA:
Acreage: 0.456 acres
Existing Use: Vacant



ADJACENT ZONING AND LAND USES:

Direction	Zoning	Existing Use(s)
North	Single-Family Residential-6 (R-6)	Existing Single-Family Residential
South	Planned Development-Residential (PD-R)	Existing Single-Family Residential
East	Single-Family Residential-6 (R-6)	Existing Single-Family Residential
West	Single-Family Residential-6 (R-6)	Existing Single-Family Residential



DEVELOPMENT DATA:

Proposed Uses:	Two-Family Residences/Duplexes (Qty. 2)
Proposed Density:	4 housing units in total on 0.456 acres, meaning 8.7 dwelling units per acre
Fire Protection:	Town of Clayton
Access/Streets:	Access from US 70 Business to local streets
Water/Sewer Provider:	Town of Clayton
Electric Provider:	Town of Clayton

OVERVIEW:

The applicant is requesting a Conditional Zoning District with an associated Conditional Zoning Plan to allow for 2 two-family units on 0.456 acres, as shown on the Conditional Zoning Plan. The development has requested the following minimum lot dimensional standards:

Minimum Lot Area: 8,000 square feet
Minimum Lot Width: 55 feet
Maximum Impervious Surface: 60%
Minimum Setbacks:

- Front: 25 feet
- Side Interior: 6 feet
- Rear: 20 feet

Maximum Structure Height: 35 feet
Maximum Building Coverage: 35%

Transportation Improvements:
The development will be accessed from local streets adjacent to US 70 Business. Due to the size of the development, no transportation improvements were requested or required.

Stormwater, Water, Sewer and Electricity

Stormwater
The project area is currently vacant. The proposed development will require storm water management measures for quality and quantity treatment in accordance with the Town of Clayton Stormwater Design Manual.

Water Service
Public water is located along Pond Street. All connections will be designed to meet all Town of Clayton Standards and Specifications.

Sanitary Sewer Service
The development will be services by the Town of Clayton's sanitary sewer service. The development is subject to the Town's Wastewater Allocation Policy.

Electricity
The development is proposed to be served by Town of Clayton Electric Utility.

Landscaping, Buffering and Screening:
The proposed development will provide a 15-foot-wide Type C Landscape Buffer with a 6' vinyl privacy fence along the outer most sides and rear, as required by the Unified Development Code, along the project boundaries. The development will also provide a thoroughfare buffer along the US 70 Business frontage, as well as street yard trees and off-street parking screening and landscaping in accordance with the UDC.

Architectural Standards
The applicant has proposed the following architectural standards, which are also included in proposed Condition 11:

Two-Family buildings shall include the using of the following primary exterior materials:

- Brick or Stone on the front façade (25% minimum)
- Siding: Vinyl
- Trim: Vinyl
- Shutters: Vinyl
- Roofing: Shingles

CONDITIONAL ZONING AND MASTER PLAN APPROVAL CRITERIA

Conditional Zoning District Approval Criteria
See Conditional Zoning 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 identifies a majority of the development site as "high density

residential", and abuts an area marked as "medium density residential". The development, while less dense than that proposed in the Future Land Use Map, is complimentary to existing, neighboring lower density single-family residences and eases the area into slightly higher density. This development also promotes the 2045 Growth Plan's Land Use & Housing Goal LU-3, which encourages a range of housing types and lot sizes that will need the needs of various income levels, family sizes, and ages and Goal LU-4, which provides safe, sound, and well-maintained housing and neighborhoods.

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

   Staff Commentary: The property is currently zoned Single Family Residential-6 (R-6), which is the Town's most dense residential district exclusionary of non-single-family residences. Staff believes that the proposed project promotes suitable development considering the future land use map and promoting gentle density in infill lots, making use of underutilized parcels to grow housing opportunities.

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

   Staff Commentary: The proposed development utilizes infill lots to meet the Town's housing need. The development also introduces an alternate housing type than those in the immediate vicinity while keeping with the character of the 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 (East Clayton Elementary, Clayton Middle, Clayton High), with Clayton High School on the County's "capped" list for 2023-2024. Access to the development will be provided by local roads from US 70 Business. The development will be required to meet the requirements in the Town's Stormwater Ordinance. The property has access to public water and sewer along Pond Street that will serve the development. Staff believes that there is adequate capacity of public services and facilities to serve the proposed development.

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

   Staff Commentary: Staff does not believe that legal purposes for which zoning exists will be contravened by the approval of the conditional zoning district.

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

   Staff Commentary: No adverse effect is foreseen. However, in the event of an unforeseen adverse effect, the benefits of meeting the demand in housing while promoting infill development outweigh concerns for an unforeseen adverse effect to arise.

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.

Conditional Zoning Approval Criteria

The Conditional Zoning plan shall include, and the applicant shall be responsible for successfully addressing the following:

- Compliance with § 155.203(L) and all other applicable requirements of this chapter, or analysis and justification if it

deviates from the requirements of this chapter;

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

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

CONSIDERATIONS:

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

CONDITIONS OF APPROVAL:

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

1. These Conditions of Approval, and any others included with the associated Site Plan 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 Conditional Zoning approved by the Clayton Town Council and the associated Site Plan as approved by Town staff.
3. Following Town Council approval, an electronic copy of the Site Plan and the Conditions of Approval shall be submitted to the Planning Department for final approval.
4. The Development shall meet all adopted Town of Clayton Unified Development Code (UDC) requirements, Town of Clayton Engineering and Stormwater design standards, and the North Carolina Fire Code and NFPA Fire standards, except where specifically modified by the approved site plan.
5. The Development shall be constructed in substantial conformance with the Site Plan as approved by the Clayton Town Council.
6. Uses in the development shall be limited to Duplexes, and any allowed residential accessory uses within the Town of Clayton Unified Development Code.

7. In accordance with the associated Site Plan, the maximum gross density for the site shall be 8.7 dwelling units per acre.
8. The following standards will apply to the Development:
    - Minimum Lot Area: 8,000 square feet
    - Minimum Lot Width: 55 feet
    - Maximum Impervious Surface: 60%
    - Minimum Setbacks:
        Front: 25 feet
        Side Interior: 6 feet
        Rear: 20 feet
    - Maximum Structure Height: 35 feet
    - Maximum Building Coverage: 35%
9. A 15' Class 'C' Buffer with a 6' vinyl privacy fence will be provided along the outer most sides and rear of the development.
10. Any ground-mounted utility or mechanical equipment shall be screened from view of adjacent public rights-of-way in accordance with the screening requirements under Section 155.402(G)(4)-(5) of the Town of Clayton Unified Development Code.
11. Two-Family buildings shall include the using of the following primary exterior materials:
    - Siding: Vinyl
    - Trim: Vinyl
    - Shutters: Vinyl
    - Roofing: Shingles
    - Brick or Stone on front façade (25% minimum)

STAFF RECOMMENDATION

Based on the proposed conditions of approval for the rezoning request and consistency with the property's Future Land Use Map classification of "High Density Residential", staff is recommending approval per "Option 1" of the provided Consistency Statements Sheet.

ATTACHMENTS:

1) Application
2) Conditional Zoning Narrative
3) Site Plan
4) Neighborhood Meeting Information
5) Recommended Conditions of Approval – Signed
6) Staff Report Maps
7) Consistency Statements Sheet

MASTER PLAN NARRATIVE

Pond Street Duplexes are proposed to be constructed on two (2) existing lots of 0.228 acres each, totaling 0.456 acres located on Pond Street. The proposed development is comprised of 2 two-story, two-family homes that will total four (4) units and will be constructed to the Town of Clayton standards. According to the future land use map, the area of the proposed Pond development is in High Density Residential (HDR). HDR includes all housing types while providing higher-density development than the other residential categories.
The adjacent properties are zoned R-6 and PD-R. The proposed duplexes will require conditional zoning approval that requests a maximum density of 9 units per acre (8.77 units/ac actual). Proposed setbacks are front 25 feet, sides 6 feet, rear 20 feet for each lot. The minimum building separation is 20 feet. The proposed buildings will be situated on the lots so as the required 15' Class "C" Landscape buffer will be installed around the two (2) properties as a whole. The Class "C" landscape buffer is proposed with a 6-foot-tall vinyl fence, as well as the required canopy trees, understory trees, and shrubs every 100 feet. The proposed development will also include the required street trees.
There will be a 2-car parking pad constructed for each of the four (4) units. This will allow each unit to have its own dedicated parking.
Water, sewer, and electricity will be provided by the Town of Clayton. There are existing water and sewer mains inside the existing rights-of-way. This will allow for each individual unit to tap into for individual services as required by the Town of Clayton.
The total land disturbing area expected for this project is 0.43 acres. According to §156.004((B)(7)(F) of the Town of Clayton UDC "plan approval shall not be required for land-disturbing activity that does not exceed one acre (43,560 square feet) in surface area." Since the activities on the existing parcels are below the one-acre threshold and are therefore deemed exempt, no erosion control permit will be required. Responsible erosion control practices will be followed. Erosion control measures, such as silt fence with outlets, construction entrances and wattles, will be installed prior to construction and are to stay in place through final building.

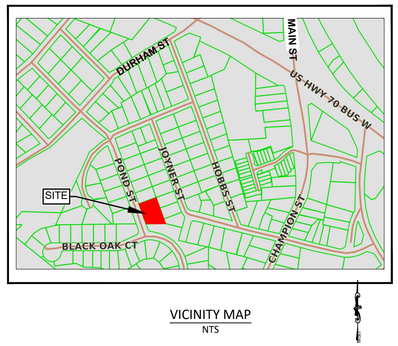
The parcels in this submittal are 0.46 acres. According to §158.005(C)(1)(a) of the Town of Clayton UDC "Residential, single family or duplex, development and recreational facilities less than one acre in size, with no increase in number of lots, and is not part of a larger common plan of development or sale" is exempt from the provisions of the Stormwater Management requirements. Since the parcels are below the one-acre threshold and are therefore deemed exempt, no stormwater permit will be required.

APPROVAL CRITERIA - REZONING

1. **Consistency with the adopted plans of the Town.** According to the future land use map in the 2045 Comprehensive Growth Plan, the proposed project is in a High Density Residential area. High Density Residential includes all housing types while providing a higher-density development the other residential categories. This project is consistent with the 2045 Comprehensive Growth Plan.
2. **Suitability of the subject property for uses permitted by the current vs the proposed conditional district.** The 2045 Comprehensive Growth Plan states that density within the High Residential area is expected to be less than or equal to 10 units/ac. The proposed density for this project is 9 units/ac (8.77 units/ac actual) which falls approximately within the range called out in the 2045 Comprehensive Growth Plan.
3. **Whether the proposed change tends to improve the balance of uses or meets specific demand in the Town.** The proposed residential development addresses the demand for residential housing in the Clayton area.
4. **The capacity of adequate public facilities and services including schools, roads, recreation facilities, wastewater treatment, water supply facilities and stormwater drainage facilities are available for the proposed conditional district.** The proposed subject property is (2) existing in-fill lots. Therefore, these lots have already been accounted for in the use of existing schools, roads, recreation facilities, wastewater treatment, water supply facilities and storm drainage facilities available for the proposed conditional district. This will only add (2) family units to the area. The addition of the family units will only require tapping into the existing wastewater with clean outs, and the existing water line with water meters. Existing storm drainage is in place and the proposed impervious area will not exceed the required amount.
5. **It has been determined that the legal purposes for which zoning exists are not violated.** The proposed zoning is consistent with the 2045 Comprehensive Growth Plan.
6. **It has been determined that there will be no adverse effect upon adjoining property owners unless such effect can be justified by the overwhelming public good or welfare.** The proposed subject property will be a development of two-family homes and will continue to address the high-density residential component envisioned in the 2045 Comprehensive Growth Plan and will complement the surrounding areas on Pond Street with no perceived adverse impact.
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 proposed rezoning addresses the high-density residential component envisioned in the 2045 Comprehensive Growth Plan.

APPROVAL CRITERIA - MASTER PLAN

1. **Compliance with code section 155.203(I) and all other applicable requirements of this chapter, or analysis and justification if it deviates from the requirements of this chapter.** The proposed subject property is existing lots located within an existing neighborhood, therefore complies and meets the requirements of code section 155.203(I).
2. **Consistency with the Clayton General Design guidelines.** The proposed subject property is designed to meet the Town of Clayton Design guidelines for site planning, mobility, architectural design, and landscaping within the existing neighborhood.
3. **Conformance of the proposal with the stated purpose of the requested conditional zoning district.** The proposed plan is consistent with and fulfills the stated purpose of the requested zoning by the density, design, and landscaping.
4. **Compatibility of the proposed development with the adjacent community.** The proposed subject property will be compatible with the adjacent community. Both the proposed and adjacent have two-family dwellings within the developments and both are high-density developments.
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 subject property will be compatible with the adjacent community. Both the proposed and adjacent have two-family dwellings within the developments and both are high-density developments.
6. **Compatible relationships between each component of the overall project.** The proposed subject property will be compatible with the adjacent community. Both the proposed and adjacent have two-family dwellings within the developments and both are high-density developments.
7. **Self-sufficiency of each phase or the overall project.** The overall project successfully stands alone as well as in concert with the surrounding neighborhood.
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 no proposed or necessary infrastructure improvements. Only new water and sewer services will be added to the existing lots and will not "overtax the existing public infrastructure systems".
9. **The fiscal impact of the proposal and the proposed financing of the required improvements.** This proposal involves private construction with no proposed financing by the Town.
10. **The success of the proposal in providing adequate pedestrian and bike links within the development and the adjacent community.** The proposed subject property will include a 5' sidewalk connection to the existing sidewalk for continued pedestrian use.
11. **The effectiveness with which the proposal protects and preserves the ecologically sensitive areas within the development.** This project is not within an environmentally sensitive area. Furthermore, the project will be designed and constructed to meet the Town of Clayton stormwater and erosion control standards.



VICINITY MAP
NTS

SITE PLAN

FOR

POND STREET DUPLEXES

IN

TOWN OF CLAYTON, JOHNSTON COUNTY, NORTH CAROLINA

DEVELOPER/APPLICANT:

914 POND STREET
RENTAL HOMES NC LLC
11448 US 70 BUSINESS HWY W
CLAYTON, NC 27520
CONTACT: KEVIN BUNN
(919)422-3384

916 POND STREET
PJ'S REAL ESTATE LLC
PO BOX 133
CLAYTON, NC 27520
CONTACT: PAUL FLAHERTY
(919)795-4287

SOURCES OF INFORMATION:
1. EXISTING SURVEY OF SITE AND PARCEL INFORMATION PROVIDED BY TRUE LINE SURVEYING, P.C., 205 W. MAIN STREET, CLAYTON, NC 27520, DATED 07/20/2023
2. EXISTING TOPO OF SITE PROVIDED BY TRUE LINE SURVEYING, P.C., 205 W. MAIN STREET, CLAYTON, NC 27520, DATED 07/20/2023
3. EXISTING LIDAR CONTOURS OUTSIDE OF SITE FROM JOHNSTON COUNTY GIS DATED 2017.

SHEET INDEX

SHEET TITLE	SHEET No.
SEALED BOUNDARY	C1.00
EXISTING CONDITIONS	C1.01
SITE & UTILITY PLAN	C2.01
EROSION CONTROL & GRADING PLAN	C3.01
LANDSCAPE PLAN	L1.01
REGULATORY STANDARDS	DT1.00
GENERAL DETAILS	DT1.01
LANDSCAPE DETAILS	DT1.02

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

NORTH CAROLINA PROFESSIONAL SEAL 55847 ENGINEER

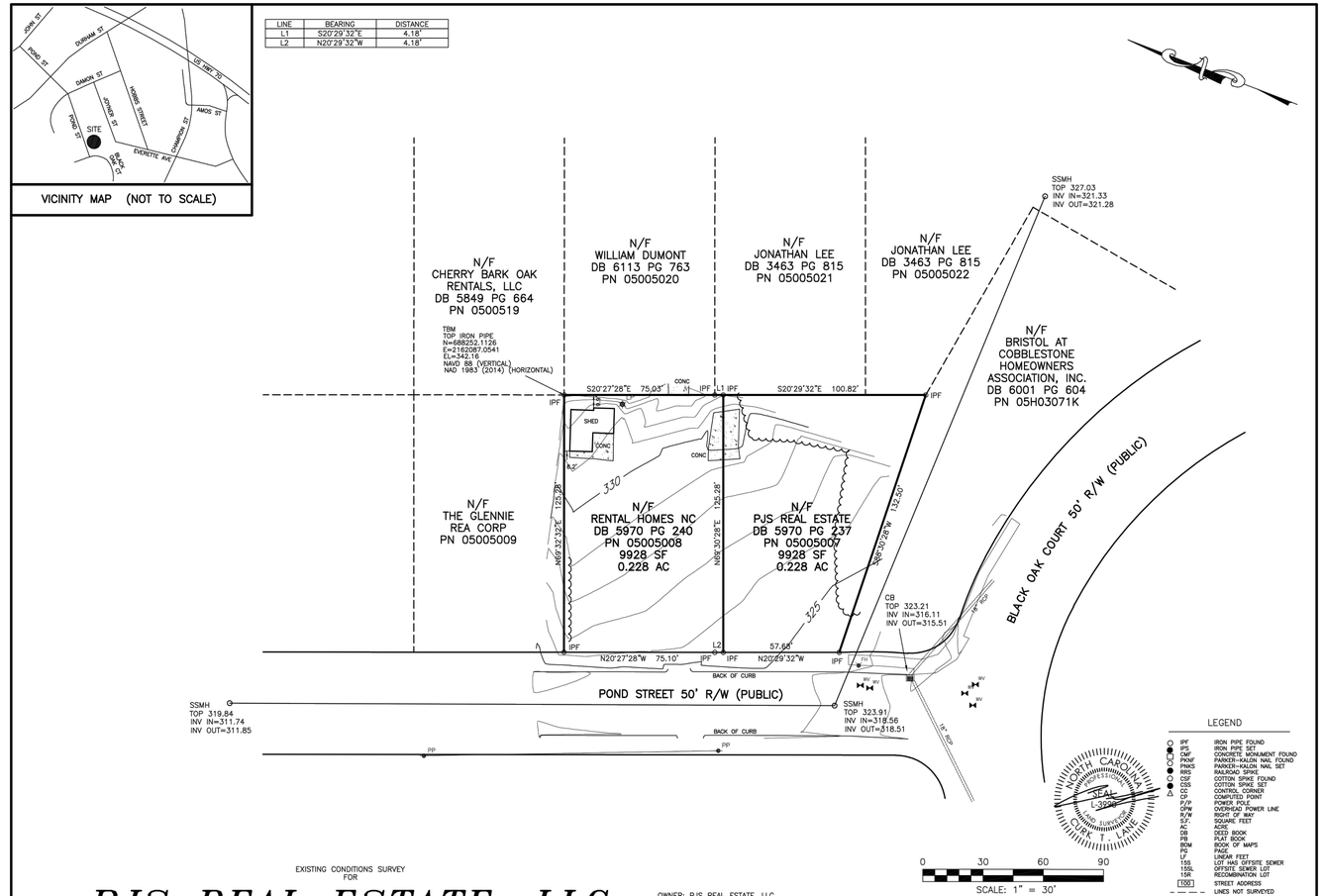
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PRELIMINARY

ADAMS & HODGE ENGINEERING, PC
314 EAST MAIN STREET
CLAYTON, NC 27520
919-243-1332 info@adamsandhodge.com
FIRM # C-4187

POND STREET DUPLEXES
TOWN OF CLAYTON, JOHNSTON COUNTY, NORTH CAROLINA

AUGUST 08, 2023
OCTOBER 02, 2019 TRC 1ST COMMENTS



EXISTING CONDITIONS SURVEY
FOR

PJS REAL ESTATE, LLC.
AND
RENTAL HOMES NC, LLC.

CLAYTON TOWNSHIP, JOHNSTON COUNTY
NORTH CAROLINA
JULY 20, 2023

OWNER: PJS REAL ESTATE, LLC.
P.O. BOX 133
CLAYTON, N.C. 27528

OWNER: RENTAL HOMES NC, LLC.
11448 US HWY 70 W
CLAYTON, N.C. 27520

SURVEYED BY:	
DRAWN BY:	MIKE
CHECKED BY:	
DRAWING NAME:	EXISTING.DWG
SURVEY DATE:	
JOB NO.	518.015

TRUE LINE SURVEYING, P.C.

205 WEST MAIN STREET
CLAYTON, N.C. 27520
TELEPHONE: (919) 359-0427
FAX: (919) 359-0428
www.truelinesurveying.com

C-1859

314 EAST MAIN STREET
CLAYTON, NC 27520
info@adamsandhodge.com
919-553-5182
FIRM # C-4187

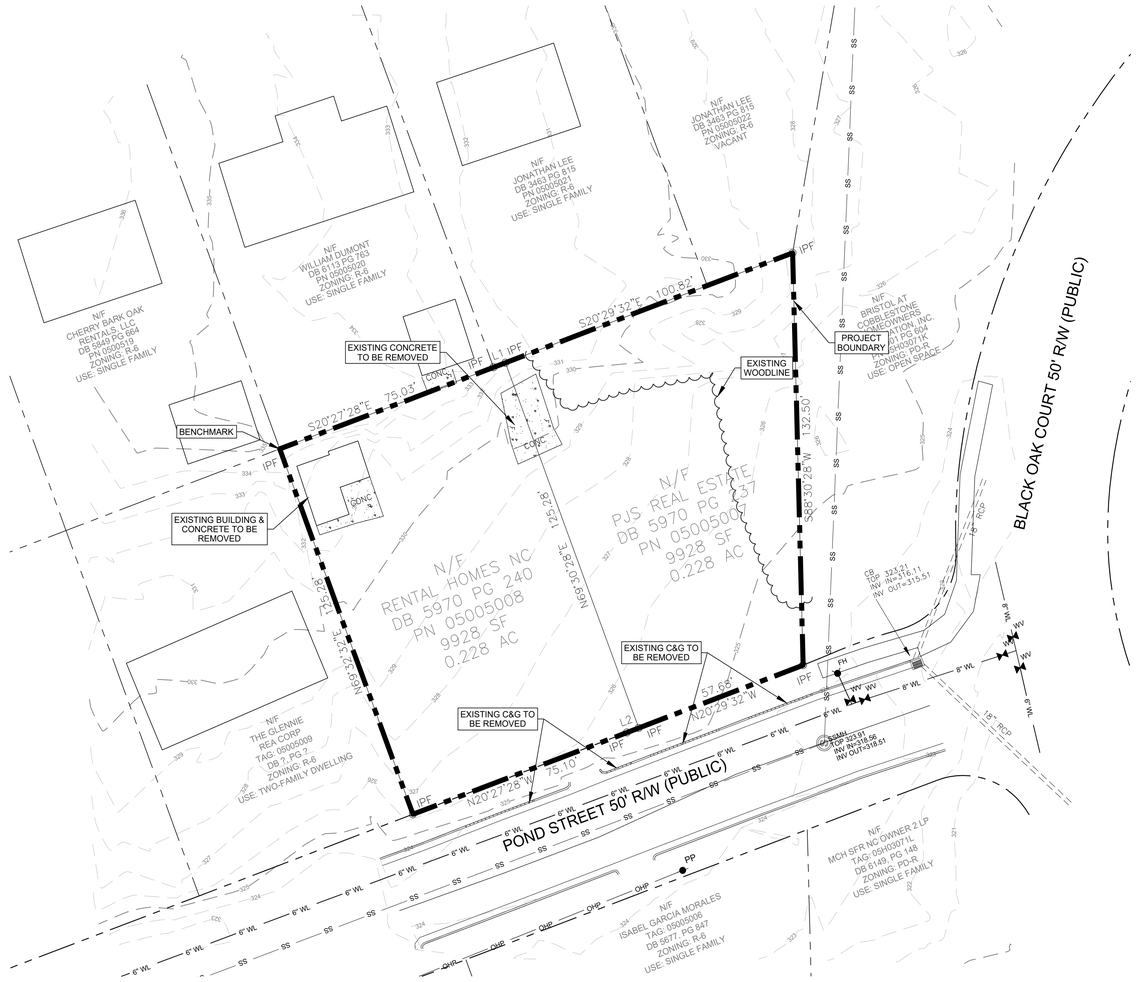
ADAMS & HODGE ENGINEERING, PC

PROVISIONS
REVISED PER REVIEW FROM TRC COMMENTS

POND STREET DUPLEXES
TOWN OF CLAYTON, JOHNSTON COUNTY, NORTH CAROLINA

SEALED BOUNDARY

DESIGN	ARG
DRAWN	ADS
CHECKED	DCA
HORIZONTAL SCALE	SEE GRAPHIC SCALE
VERTICAL SCALE	N/A
DATE	08/08/2023
JOB NO.	
SHEET	C1.00



LEGEND

EXISTING

PROJECT BOUNDARY	
ROW	
MAJOR CONTOUR	330
MINOR CONTOUR	328
6" WATERLINE	6" WL
8" WATERLINE	4" WL
HYDRANT	
VALVE	
SEWER PIPE	SS
MANHOLE	S
STORM PIPE	
OVERHEAD POWERLINE	OHP
POWER POLE	

BENCHMARK INFO:

TBM:
TOP IRON PIPE
N=688,252.1126
E=2,162,087.0541
EL=342.16NAVD 88 (VERTICAL)
NAD 1983 (2014) (HORIZONTAL)

SOURCES OF INFORMATION:
1. EXISTING SURVEY OF SITE AND PARCEL INFORMATION PROVIDED BY TRUE LINE SURVEYING, P.C., 205 W. MAIN STREET, CLAYTON, NC 27520, DATED 07/20/2023
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3. EXISTING LIDAR CONTOURS OUTSIDE OF SITE FROM JOHNSTON COUNTY GIS DATED 2017.

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Call before you dig.

NORTH CAROLINA
PROFESSIONAL ENGINEER
SEAL
55841
DANIEL C. ADAMS

REVISED
9/28/2023 4:51 PM

PRELIMINARY

GRAPHIC SCALE

20 0 10 20 40 60
(IN FEET)
1 inch = 20 ft.

ADAMS & HODGE ENGINEERING, PC
314 EAST MAIN STREET
CLAYTON, NC 27520
info@adamshodge.com
919-243-1332
FIRM # C-4187

09/28/2023 REV FROM TRC COMMENTS

POND STREET DUPLEXES

TOWN OF CLAYTON, JOHNSTON COUNTY, NORTH CAROLINA

EXISTING CONDITIONS AND DEMOLITION PLAN

DESIGN	ARG
DRAWN	ADS
CHECKED	DCA
HORIZONTAL SCALE	SEE GRAPHIC SCALE
VERTICAL SCALE	N/A
DATE	08/08/2023
JOB NO.	
SHEET	C1.01



VICINITY MAP
1"=400'



6 FOOT TALL VINYL PRIVACY FENCE DETAIL
NTS

POND ST DUPLEXES SITE DATA CHART	
PARCEL OWNER	RENTAL HOMES NC
PARCEL OWNER ADDRESS	11448 US 70 HWY W, CLAYTON, NC 27520
PARCEL ADDRESS	914 POND STREET, CLAYTON, NC 27250
PARCEL IDENTIFICATION / TAG NO.	166805-18-9172 / 5005008
PROPERTY SIZE (SF)	0.228 AC / 009,928 SF
PARCEL OWNER	PJS REAL ESTATE
PARCEL OWNER ADDRESS	PO BOX 133, CLAYTON, NC 27520
PARCEL ADDRESS	916 POND STREET, CLAYTON, NC 27250
PARCEL IDENTIFICATION / TAG NO.	166805-18-9095 / 5005007
PROPERTY SIZE (SF)	0.228 AC / 9,928 SF
PROPERTY SIZE (SF) TOTAL	0.456 AC/19,856 SF
PROPERTY LOCATION	TOWN OF CLAYTON CITY LIMITS
EXISTING/PROPOSED ZONING	R-6/R-6 CZ
EXISTING USE	VACANT LOTS
PROPOSED USE	TWO-FAMILY RESIDENTIAL
PROPOSED DENSITY	4 UNITS/8.78 UNITS PER AC
PROPOSED INTENSITY (GROSS FLOOR AREA IN SF)	2,212 SF PER BUILDING/TOTAL 4,424 SF
FLOOR AREA RATIO	2,212/9,928 = 0.22/TOTAL 4,424/19,856 = 0.45
PROPOSED BUILDING COVER (PERCENTAGE OF TOTAL SITE)	12%
PROPOSED PERVIOUS AREA (SF AND % OF TOTAL SITE)	MINIMUM PROPOSED 7,942 SF / 40%
PROPOSED IMPERVIOUS AREA (SF AND % OF TOTAL SITE)	MAXIMUM PROPOSED 11,914 SF / 60%
MAX ALLOWABLE IMPERVIOUS AREA	60%
PRPOPOSED BUILDING HEIGHT (NUMBER OF STORIES & FEET)	2-STORY/HEIGHT NO MORE THAN 35 FT
ELECTRIC PROVIDER	TOWN OF CLAYTON
WATER PROVIDER	TOWN OF CLAYTON
SEWER PROVIDER	TOWN OF CLAYTON
FIRM MAP AND DATE	3720166800K DATED 06/20/2018
FLOOD CLASSIFICATION	NOT LOCATED IN 100-YEAR FLOOD PLAIN
WATERSUPPLY WATERSHED PROTECTION AREA	NO

NOTE:
1. PULL-OUT TRASH BINS TO BE LOCATED IN THE REAR OF EACH UNIT AND SHALL BE SCREENED FROM VIEW FROM ADJACENT PROPERTIES AND/OR PUBLIC RIGHTS-OF-WAY.

POND ST DUPLEXES LOT STANDARDS								
ZONING	LOT STANDARDS		MINIMUM SETBACKS (FT.)			BUILDING STANDARDS		
	Min. Lot Area (sq.ft.)	Min. Lot Width (LF)	Front	Side Interior	Rear	Max. height (ft.)	Max. Building Coverage (%)	Max. Impervious Surface (%)
R-6 CZ	8,000	55	25	6	20	35	35	60

PARKING REQUIREMENTS
§ 155.401(C)(2) TABLE 4-2
FOR TWO-FAMILY, (2) SPACES REQUIRED PER UNIT.
PROVIDED (2) SPACES PER UNIT IN EACH DRIVEWAY.



LEGEND

EXISTING		PROPOSED
	PROJECT BOUNDARY	
	ROW	N/A
	EASEMENTS	N/A
N/A	LOT LINE	
6" WL	6" WATERLINE	N/A
8" WL	8" WATERLINE	N/A
	HYDRANT	N/A
N/A	WATER METER	
	VALVE	N/A
N/A	REDUCER	N/A
N/A	BLOWOFF	N/A
SS	SEWER PIPE	N/A
	MANHOLE	N/A
N/A	CLEANOUT	
	STORM PIPE	N/A

Know what's below. Call before you dig.

REVISED
9/28/2023 4:51 PM

PRELIMINARY

GRAPHIC SCALE
(IN FEET)
1 inch = 20 ft.

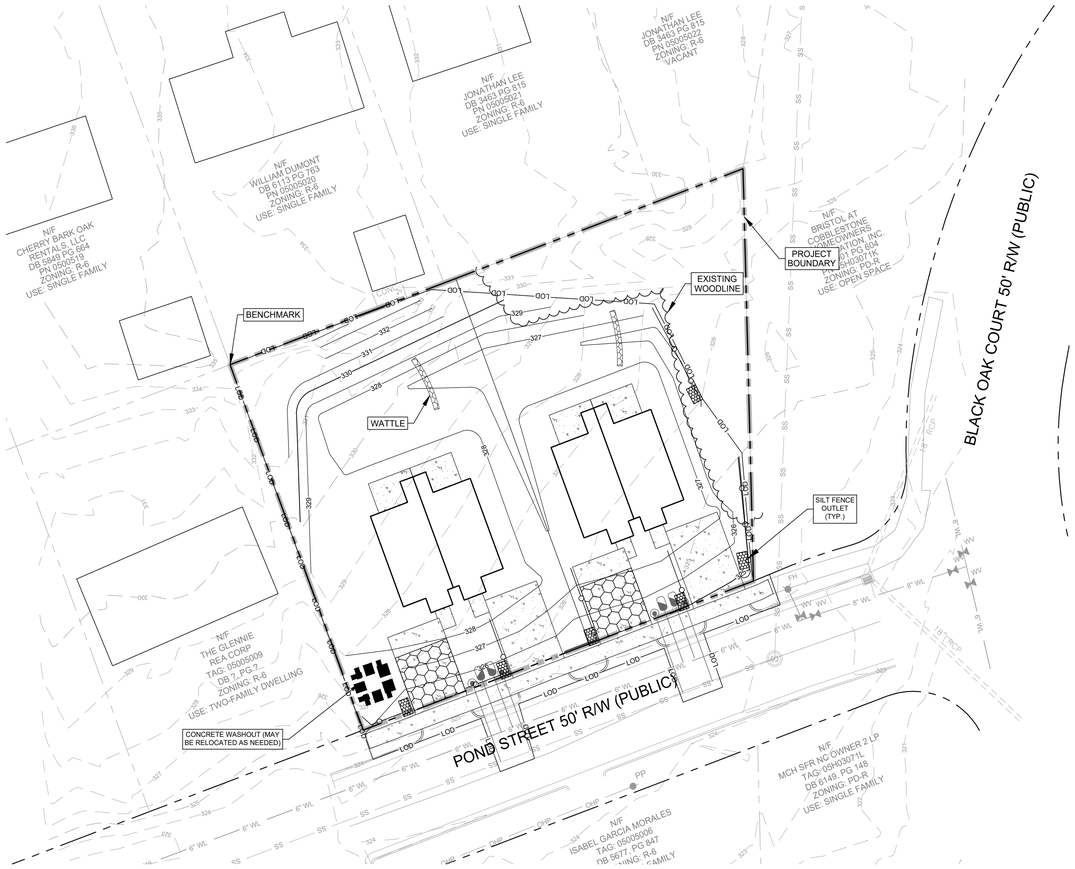
ADAMS & HODGE ENGINEERING, PC
314 EAST MAIN STREET
CLAYTON, NC 27520
info@adamshodge.com
919-243-1332
FIRM # C-4187

ADDRESSING REVISED PER COMMENTS FROM TRC COMMENTS

POND STREET DUPLEXES
TOWN OF CLAYTON, JOHNSTON COUNTY, NORTH CAROLINA

SITE & UTILITY PLAN

DESIGN	ARG
DRAWN	ADS
CHECKED	DCA
HORIZONTAL SCALE	SEE GRAPHIC SCALE
VERTICAL SCALE	N/A
DATE	08/08/2023
JOB NO.	
SHEET	C2.01



BENCHMARK INFO:
TBM:
TOP IRON PIPE
N=688,252.1126
E=2,162,087.0541
EL=342.16NAVD 88 (VERTICAL)
NAD 1983 (2014) (HORIZONTAL)

LEGEND

- PROJECT BOUNDARY
- LIMITS OF DISTURBANCE — LOD — LOD —
- EXISTING MAJOR CONTOUR — 330 —
- EXISTING MINOR CONTOUR — 328 —
- PROPOSED MAJOR CONTOUR — 325 —
- PROPOSED MINOR CONTOUR — 327 —
- SILT FENCE
- SILT FENCE OUTLET
- CONSTRUCTION ENTRANCE

DISTURBED AREA = 0.43 AC

SINCE OVERALL LIMITS OF DISTURBANCE ARE LESS THAN 1 ACRE, NO STORMWATER OR ESC PERMITS ARE REQUIRED.

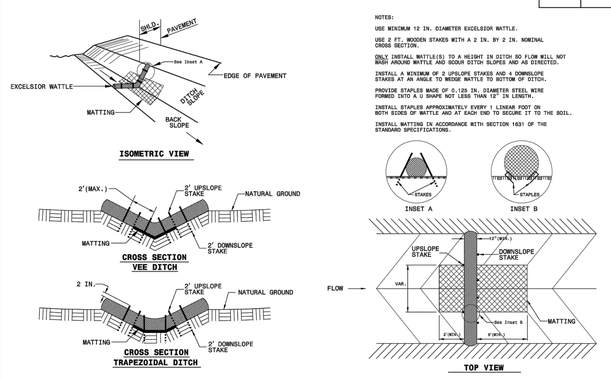
EROSION CONTROL SEQUENCE OF CONSTRUCTION

1. INSTALL TEMPORARY GRAVEL CONSTRUCTION ENTRANCE AND CONCRETE WASHOUT STATION.
2. INSTALL ALL SILT FENCING AND WIRE & WASHED STONE OUTLETS IN SILT FENCE AND INLET PROTECTION AS SHOWN ON THE APPROVED PLAN. CLEAR ONLY AS NECESSARY TO INSTALL THESE DEVICES.
3. GROUNDCOVER MUST BE APPLIED TO DISTURBED AREAS. STABILIZE SITE AS AREAS ARE BROUGHT UP TO GRADE WITH VEGETATION, PAVING, DITCH LININGS, ETC.
4. BEGIN TO CLEAR AND GRUB SITE.
5. EROSION CONTROL MEASURES SHOWN ON PLANS ARE MINIMUM AND MIGHT NOT BE SUFFICIENT TO CONTROL EROSION AND SEDIMENTATION. CONTACT ENGINEER AS NEEDED FOR FURTHER DESIGN AND INSTRUCTION.
6. CONTRACTOR TO INSPECT ALL EROSION CONTROL DEVICES AND REPAIR ANY THAT REQUIRE ATTENTION AFTER STORMS.
7. WHEN MATERIAL IN CONCRETE WASHOUT REACHES APPROXIMATE HEIGHT OF THE HAY BALES, CONTRACTOR SHALL REMOVE MATERIAL FROM CONCRETE WASHOUT AND DISPOSE OF IT AT AN APPROVED LANDFILL. CONCRETE WASHOUT SHALL THEN BE RESTORED TO CONDITIONS PER DETAIL.
8. REMOVE SILT FENCING, THEN SEED & MULCH OR PAVE ANY RESULTING BARE AREAS.

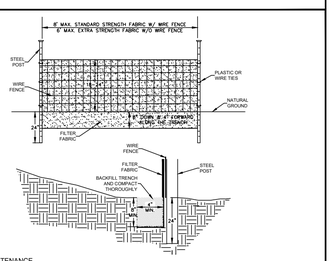
FOR GRAPHICAL PURPOSES WHERE SILT FENCE AND LIMITS OF DISTURBANCE RUN ADJACENT TO EACH OTHER, THEY ARE SHOWN SEPARATELY. HOWEVER, SILT FENCE IN THOSE AREAS IS TO BE INSTALLED AT THE ACTUAL LIMITS OF DISTURBANCE.

SOURCES OF INFORMATION:
1. EXISTING SURVEY OF SITE AND PARCEL INFORMATION PROVIDED BY TRUE LINE SURVEYING, P.C., 205 W. MAIN STREET, CLAYTON, NC 27520, DATED 07/20/2023
2. EXISTING TOPO OF SITE PROVIDED BY TRUE LINE SURVEYING, P.C., 205 W. MAIN STREET, CLAYTON, NC 27520, DATED 07/20/2023
3. EXISTING LIDAR CONTOURS OUTSIDE OF SITE FROM JOHNSTON COUNTY GIS DATED 2017.

WATTLE DETAIL



Work Zones in Feet	Work Zones in Meters
1'-0"	0.3 m
2'-0"	0.6 m
3'-0"	0.9 m
4'-0"	1.2 m
5'-0"	1.5 m
6'-0"	1.8 m
7'-0"	2.1 m
8'-0"	2.4 m
9'-0"	2.7 m
10'-0"	3.0 m
11'-0"	3.3 m
12'-0"	3.6 m
13'-0"	3.9 m
14'-0"	4.2 m
15'-0"	4.5 m
16'-0"	4.8 m
17'-0"	5.1 m
18'-0"	5.4 m
19'-0"	5.7 m
20'-0"	6.0 m
21'-0"	6.3 m
22'-0"	6.6 m
23'-0"	6.9 m
24'-0"	7.2 m
25'-0"	7.5 m
26'-0"	7.8 m
27'-0"	8.1 m
28'-0"	8.4 m
29'-0"	8.7 m
30'-0"	9.0 m
31'-0"	9.3 m
32'-0"	9.6 m
33'-0"	9.9 m
34'-0"	10.2 m
35'-0"	10.5 m
36'-0"	10.8 m
37'-0"	11.1 m
38'-0"	11.4 m
39'-0"	11.7 m
40'-0"	12.0 m

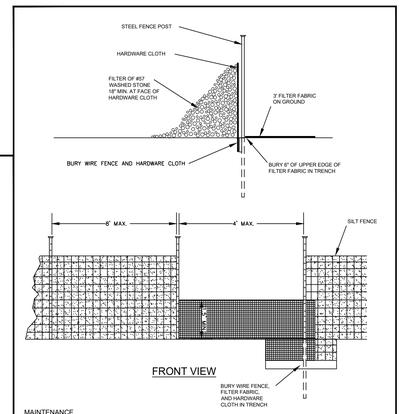


MAINTENANCE

INSPECT SEDIMENT FENCES AT LEAST ONCE A WEEK AND AFTER EACH RAINFALL. MAKE ANY REQUIRED REPAIRS IMMEDIATELY. SHOULD THE FABRIC OF A SEDIMENT FENCE COLLAPSE, TEAR, DECOMPOSE OR BECOME INEFFECTIVE, REPLACE IT PROMPTLY. REMOVE SEDIMENT DEPOSITS AS NECESSARY TO PROVIDE ADEQUATE STORAGE VOLUME FOR THE NEXT RAIN AND TO REDUCE PRESSURE ON THE FENCE. TAKE CARE TO AVOID UNDERMINING THE FENCE DURING CLEANOUT. REMOVE ALL FENCING MATERIALS AND UNSTABLE SEDIMENT DEPOSITS AND BRING THE AREA TO GRADE AND STABILIZE IT AFTER THE CONTRIBUTING DRAINAGE AREA HAS BEEN PROPERTY STABILIZED.

STANDARD TEMPORARY SILT FENCE

NOT TO SCALE



MAINTENANCE

INSPECT WIRE AND WASHED STONE OUTLETS AT LEAST ONCE A WEEK AND AFTER EACH RAINFALL. MAKE ANY REQUIRED REPAIRS IMMEDIATELY. REMOVE SEDIMENT DEPOSITS AS NECESSARY TO PROVIDE ADEQUATE STORAGE VOLUME (APPROX 50% OUTLET COVERAGE) FOR THE NEXT RAIN AND TO REDUCE PRESSURE ON THE FENCE. TAKE CARE TO AVOID UNDERMINING THE OUTLET DURING CLEANOUT. REMOVE ALL FENCING MATERIALS AND UNSTABLE SEDIMENT DEPOSITS AND BRING THE AREA TO GRADE AND STABILIZE IT AFTER THE CONTRIBUTING DRAINAGE AREA HAS BEEN PROPERLY STABILIZED.

WIRE AND WASHED STONE SILT FENCE OUTLET

NOT TO SCALE

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

EROSION

REVISED
9/28/2023 4:51 PM

PRELIMINARY

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

ADAMS & HODGE ENGINEERING, PC
314 EAST MAIN STREET
CLAYTON, NC 27520
info@adamsandhodge.com
919-359-3552
FIRM # C-4187

DESIGN	ARC
DRAWN	ADS
CHECKED	DCA
HORIZONTAL SCALE	SEE GRAPHIC SCALE
VERTICAL SCALE	N/A
DATE	08/08/2023
JOB NO.	
SHEET	C3.01

POND STREET DUPLEXES

TOWN OF CLAYTON, JOHNSTON COUNTY, NORTH CAROLINA

EROSION CONTROL & GRADING PLAN

LANDSCAPE REQUIREMENTS

Condtional Zoning Districts (155.203(L)(1)(j)

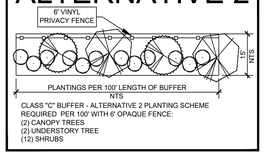
Description	Requirement	Provided
Class "C" Perimeter Buffer	A minimum requirement of a 15 ft wide buffer meeting Class "C" perimeter buffer planting requirements.	
Northern Property line (125 ft)		
Fence	yes	yes
Canopy Trees:	3	3
Understory Trees:	3	3
Shrubs:	15	18
Eastern Property line (180 ft)		
Fence	yes	yes
Canopy Trees:	4	4
Understory Trees:	4	5
Shrubs:	22	24
Southern Property line (133 ft)		
Fence	yes	yes
Canopy Trees:	3	3
Understory Trees:	3	3
Shrubs:	16	18

Street Trees (155.402, Part 3. F)

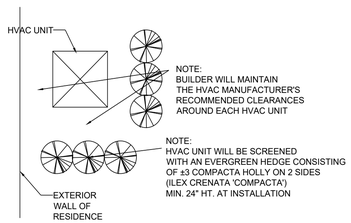
65 ft when deducting 72 ft for driveways. (Total length 137 ft)

Description	Requirement	Provided
Understory Trees:	2	3

Class "C" Buffer ALTERNATIVE 2



CLASS "C" BUFFER - ALTERNATIVE 2 PLANTING SCHEME
REQUIRED PER 100' WITH 6' OPAQUE FENCE:
(2) CANOPY TREES
(2) UNDERSTORY TREE
(12) SHRUBS



TYPICAL HVAC SCREENING
STREET SIDE & BUILDING

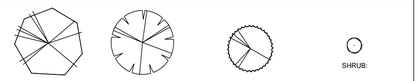
LANDSCAPE PLANT LIST

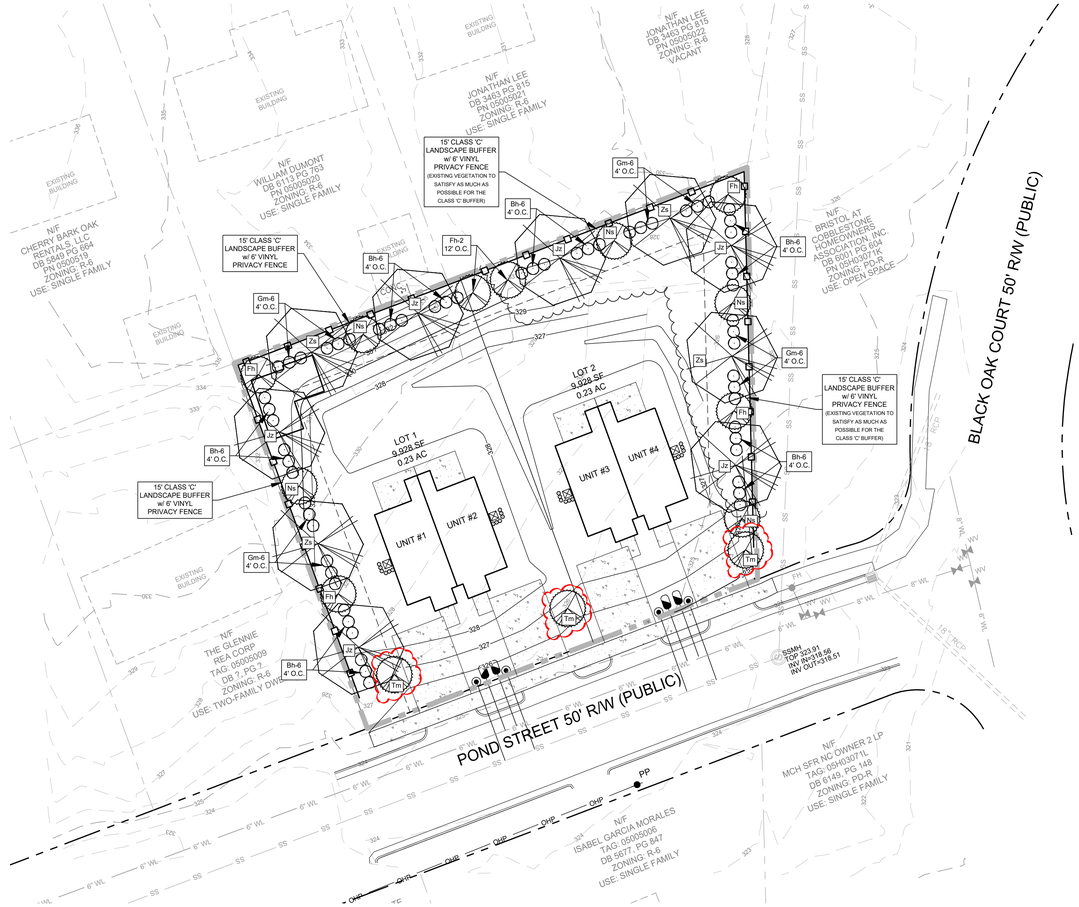
SYMBOL	QTY.	BOTANICAL NAME	COMMON NAME	COMMENTS	HEIGHT	WIDTH	ROOT
CANOPY TREES							
Zs	6	ZELKOVA SERRATA	GREEN VASE ZELKOA	2.5" CAL MIN.	10'-12'	4'-5'	B&B
Jz	6	ZELKOVA SERRATA	JAPANESE ZELKOVA	2.5" CAL MIN.	10'-12'	4'-5'	B&B
UNDERSTORY TREES							
Ns	5	ILEX X 'NELLIE R STEVENS'	NELLIE STEVENS HOLLY	2" CAL MIN.	6' MIN.	2'-3'	25 GAL
Fh	6	ILEX ATTENUATA 'FOSTERII #2'	FOSTER HOLLY #2	2" CAL MIN.	6'-8'	3'-4'	B&B
Tm	3	ACER BURGERIANUM	TRIDENT MAPLE	2" CAL MIN.	6'-8'	3'-4'	B&B
SHRUBS							
Gm	24	CHAMAECYPARIS PISIFERA	GOLD MOPS CYPRESS	-	36"	-	7 GAL
Bh	36	ILEX CORNUTA 'BURFORDII NANA'	DWARF BURFORD HOLLY	-	36"	-	7 GAL

NOTES

1. THE LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR VERIFYING PLANT QUANTITIES AND IS TO NOTIFY THE CONTRACTOR ASAP OF ANY DISCREPANCIES BETWEEN THE PLANT LIST AND THE PLAN
2. THE LANDSCAPE CONTRACTOR SHALL ADJUST ANY BUFFER PLANTING AS NEEDED TO MAINTAIN REQUIRED CLEARANCES AROUND TRANSFORMERS, GENERATORS, DRAINAGE FACILITIES, AND OTHER UTILITIES THAT REQUIRE CLEARANCES FOR ACCESS
3. ALL LANDSCAPED AREAS SHALL BE PROVIDED WITH AN AUTOMATICALLY OPERATED IRRIGATION SYSTEM THAT WILL ADEQUIATELY COVER ALL LIVING PLANT MATERIAL. SUCH SYSTEM SHALL INCLUDE A RAIN SENSOR. (IF IRRIGATION WILL NOT BE UTILIZED, DROUGHT-TOLERANT SPECIES MUST BE USED.)
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 FASHION.
5. ALL MECHANICAL EQUIPMENT AND/OR UTILITIES SHALL BE SCREENED ENTIRELY FROM VIEW BY FENCING/LANDSCAPING (GROUND) OR PARAPET WALL (ROOF).
6. ALL PLANTINGS TO MAINTAIN A 10' HORIZONTAL SEPARATION FROM ANY WATER AND SEWER SERVICES.

Plant Symbol Key





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



SCALE: 1" = 20'

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9/28/2023 4:52 PM

PRELIMINARY

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

314 EAST MAIN STREET
CLAYTON, NC 27520
info@adamshodge.com
919-243-1332
FIRM # C-4187

NO.	DESCRIPTION
1	REVISIONS PER REV FROM TRC COMMENTS

ADAMS & HODGE ENGINEERING, PC

POND STREET DUPLEXES

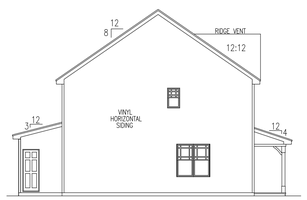
TOWN OF CLAYTON, JOHNSTON COUNTY, NORTH CAROLINA

LANDSCAPE PLAN

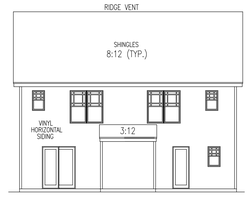
DESIGN	ARC
DRAWN	ADS
CHECKED	DCA
HORIZONTAL SCALE	SEE GRAPHIC SCALE
VERTICAL SCALE	N/A
DATE	08/08/2023
JOB NO.	
SHEET	L1.01



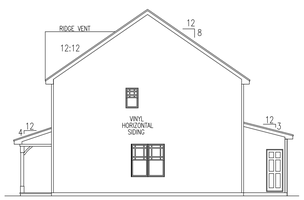
FRONT ELEVATION (2 UNITS)



LEFT ELEVATION



REAR ELEVATION



RIGHT ELEVATION

ADAMS & HODGE ENGINEERING, PC
314 EAST MAIN STREET
CLAYTON, NC 27520
info@adamsandhodge.com
(919) 553-4182
FIRM # C-4187

REVISIONS
2023.10.06 PER PRIOR TRC COMMENTS

POND STREET DUPLEXES
TOWN OF CLAYTON, JOHNSTON COUNTY, NORTH CAROLINA

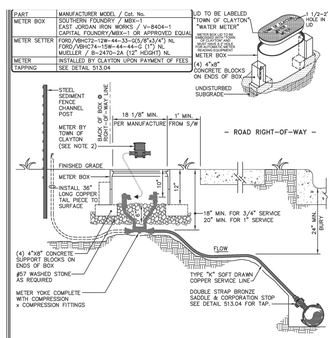
REGULATORY STANDARDS

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 039443 ENGINEERING AMANDA GRIMES

REVISED
9/28/2023 4:57 PM

PRELIMINARY

DESIGN ARG
DRAWN ADS
CHECKED DCA
HORIZONTAL SCALE SEE GRAPHIC SCALE
VERTICAL SCALE
DATE 08/08/2023
JOB NO.
SHEET DT1.00

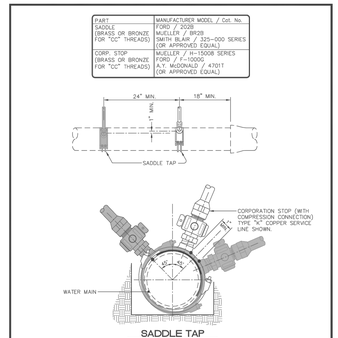


NOTES:

1. Contractor to place meter box in non-traffic area only.
2. Meter must be level across meter connections.
3. Lock setter with highfield security prod. part#93210142 & 93280148 after waterline testing is completed.

TOWN of CLAYTON
USE WITH THE TOWN of CLAYTON STANDARD SPECIFICATIONS ONLY

3/4" & 1" WATER METER SERVICE DETAIL	SCALE: Not To Scale	DETAIL #: ⌂513.01
	REVISION DATE: OCT., 2014	SHEET #: 1 of 3



SADDLE TAP

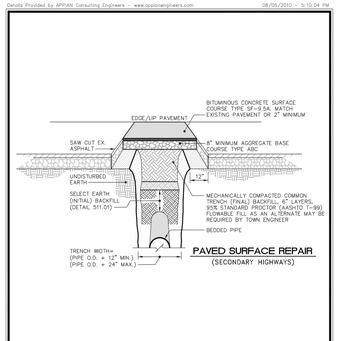
NOTES:

1. If 2 taps are made on each side of the main there shall be a minimum of 24" horizontal separation. Multiple taps on the same side shall have a minimum 24" horizontal separation and staggered a minimum of 1" vertically to prevent damage to the main.

TOWN of CLAYTON
USE WITH THE TOWN of CLAYTON STANDARD SPECIFICATIONS ONLY

STANDARD WATER TAP DETAIL (3/4" AND 1" TAPS)	SCALE: Not To Scale	DETAIL #: ⌂513.04
	REVISION DATE: July, 2010	SHEET #: 1 of 1

Details Provided by APPIAN Consulting Engineers – www.appianengineers.com 08/05/2010 – 5:10:04 PM



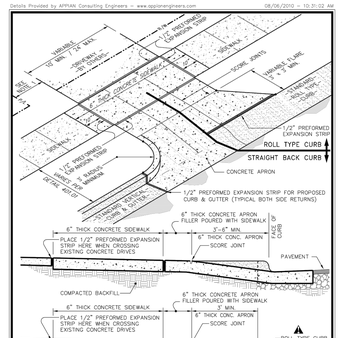
NOTES:

1. All pavement shall be repaired within the same week it is cut.
2. See detail 511.01 for location of metallic and non-metallic tape over nonferrous pipelines.

TOWN of CLAYTON
USE WITH THE TOWN of CLAYTON STANDARD SPECIFICATIONS ONLY

PAVEMENT SURFACE REPAIR	SCALE: Not To Scale	DETAIL #: ⌂CO1.03
	REVISION DATE: July, 2010	SHEET #: 1 of 1

Details Provided by APPIAN Consulting Engineers – www.appianengineers.com 08/06/2010 – 10:31:02 AM



NOTES:

1. 20' From PT of Intersection & 3 1/2' minimum from property line.
2. Entire entrance including gutter and apron shall be poured monolithically.
3. Width of curb & gutter shall match width of existing curb & gutter.
4. Street type driveways are permitted.

TOWN of CLAYTON
USE WITH THE TOWN of CLAYTON STANDARD SPECIFICATIONS ONLY

RESIDENTIAL DRIVEWAY CONNECTION	SCALE: Not To Scale	DETAIL #: ⌂504.01
	REVISION DATE: July, 2010	SHEET #: 1 of 1

NOTES:

1. The full length of the service trench shall be compacted in 6" layers with mechanical tamp.
2. Solvent cement for pvc pipe and fittings to be ASTM D-2564
3. PVC wye, bend, lateral, & clean-out assembly must be bedded in #57 stone. Bedding and handling of service pipe must comply with Class B bedding (See bedding detail for gravity mains.)
4. 6 inch service connections to manhole only, using core and a rubber boot.

TOWN of CLAYTON
USE WITH THE TOWN of CLAYTON STANDARD SPECIFICATIONS ONLY

TYPICAL PVC SEWER LATERAL CLEANOUT WITH IN-LINE WYE	SCALE: Not To Scale	DETAIL #: ⌂531.01
	REVISION DATE: July, 2010	SHEET #: 2 of 3

TOWN of CLAYTON
USE WITH THE TOWN of CLAYTON STANDARD SPECIFICATIONS ONLY

TYPICAL PVC SEWER LATERAL CLEANOUT WITH IN-LINE WYE	SCALE: Not To Scale	DETAIL #: ⌂531.01
	REVISION DATE: July, 2010	SHEET #: 3 of 3

TOWN of CLAYTON
USE WITH THE TOWN of CLAYTON STANDARD SPECIFICATIONS ONLY

TYPICAL RESIDENTIAL WATER & SEWER SERVICE SCHEMATIC	SCALE: Not To Scale	DETAIL #: ⌂CO7.03
	REVISION DATE: July, 2010	SHEET #: 1 of 1

ADAMS & HODGE ENGINEERING, PC
314 EAST MAIN STREET
CLAYTON, NC 27520
info@adamsandhodge.com
(919) 553-3113
FIRM # C-4187

REVISIONS
RESPONSE TO REVIEW FROM TRC COMMENTS

POND STREET DUPLEXES
TOWN OF CLAYTON, JOHNSTON COUNTY, NORTH CAROLINA

GENERAL DETAILS

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 55587 AMANDA GRIMES

REVISED
9/28/2023 4:56 PM

PRELIMINARY

DESIGN	ARG
DRAWN	ADS
CHECKED	DCA
HORIZONTAL SCALE	SEE GRAPHIC SCALE
VERTICAL SCALE	N/A
DATE	08/08/2023
JOB NO.	
SHEET	DT1.01

LANDSCAPE WORK SPECIFICATIONS

SCOPE OF WORK: FURNISH ALL LABOR, MATERIALS, AND EQUIPMENT REQUIRED OR INDICATED BY THE DRAWINGS AND SPECIFICATIONS TO COMPLETE THE WORK OF THIS SECTION INCLUDING INSTALLATION OF TREES, SHRUBS, GROUND COVERS, PERENNIALS, SOD, SEEDING, MULCH, AND APPURTENANCES.

JOB CONDITIONS: ATTENTION SHALL BE DIRECTED TO THE LOCATION OF ACTIVE UTILITIES WITHIN THE LIMITS OF WORK. BEFORE COMMENCING ANY WORK REQUIRED BY THE CONTRACT, THE CONTRACTOR SHALL LOCATE ALL UTILITIES, SUBSURFACE DRAINAGE, AND UNDERGROUND CONSTRUCTION SO THAT PROPER PRECAUTIONS MAY BE TAKEN NOT TO DISTURB OR DAMAGE ANY SUBSURFACE IMPROVEMENTS. THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR MAKING, AT HIS OWN EXPENSE, ALL REPAIRS TO DAMAGED UTILITIES RESULTING FROM THE WORK COVERED BY THE CONTRACT.

MATERIALS AND WORK: THE SELECTION OF ALL MATERIALS AND THE EXECUTION OF ALL WORK REQUIRED UNDER THE CONTRACT SHALL BE SUBJECT TO APPROVAL BY THE OWNER OR HIS AGENT. THE OWNER SHALL HAVE THE RIGHT TO REJECT ANY AND ALL MATERIALS AND ANY AND ALL WORK WHICH, IN HIS OPINION, DOES NOT MEET THE REQUIREMENTS OF THE CONTRACT DOCUMENTS AT ANY STAGE OF THE OPERATIONS. ALL REJECTED MATERIALS SHALL BE REMOVED FROM THE SITE BY THE CONTRACTOR.

PLANT MATERIALS: ALL MATERIALS SHALL BE NURSERY GROWN, FRESHLY DUG IF FIELD GROWN, NATURALLY SHAPED, AND WELL-BRANCHED; FULL FOLIAGED WHEN IN LEAF WITH HEALTHY, WELL-DEVELOPED ROOT SYSTEMS. TREES MUST BE SELF-SUPPORTING, WITH STRAIGHT TRUNKS AND LEADERS INTACT. ALL PLANTS FURNISHED SHALL BE FREE OF ANY INSECT INFESTATIONS OR THEIR EGGS, AND SHALL HAVE BEEN GROWN UNDER CLIMATIC CONDITIONS SIMILAR TO THOSE OF THE PROJECT LOCALE. ALL PLANTS SHALL BE TRUE TO SPECIES AND VARIETY.

PLANT SIZE: SPECIFIED SIZES INDICATE MINIMUM ALLOWABLE SIZES AT PLANTING. WHERE CONTAINER AND SIZE ARE INDICATED FOR A SINGLE SPECIES, BOTH REQUIREMENTS MUST BE MET.

PLANT HANDLING & STORAGE: PLANTS AND THEIR ROOT SYSTEMS SHALL BE ADEQUATELY PROTECTED FROM DRYING OUT AT ALL TIMES. PLANT MATERIALS SHALL BE WATERED PRIOR TO TRANSPORT AND KEPT MOIST PRIOR TO PLANTING. PLANTS THAT CANNOT BE PLANTED IMMEDIATELY UPON DELIVERY SHALL BE KEPT IN THE SHADE AND WELL-WATERED. PLANTS SHALL NOT REMAIN UNPLANTED FOR LONGER THAN THREE DAYS AFTER DELIVERY.

BALLED & BURLAPPED PLANTS SHALL BE LIFTED FROM THE BOTTOM ONLY, NOT BY STEMS OR TRUNKS.

CARE SHALL BE TAKEN WHEN REMOVING THE CONTAINER FROM CONTAINER-GROWN PLANTS SO AS NOT TO INJURE THE PLANT'S ROOTS.

SUBSTITUTIONS: IF PROOF IS SUBMITTED THAT ANY PLANT SPECIFIED IS NOT AVAILABLE, A WRITTEN PROPOSAL FOR USE OF A SIMILARLY-SIZED AND TYPE OF PLANT AND CORRESPONDING COST ADJUSTMENT WILL BE CONSIDERED. ALL SUBSTITUTIONS MUST BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.

BACKFILL MATERIAL: NATIVE SOIL SHALL NOT BE USED FOR BACKFILL BUT IS ACCEPTABLE FOR CONSTRUCTION OF REQUIRED SAUCERS AROUND PLANTS. THE REMAINDER OF UNUSED NATIVE SOIL SHALL BE HAULED AWAY FROM THE SITE. BACKFILL MATERIAL SHALL BE A BLENDED SOIL MATERIAL AND SHALL BE CONSIST OF 40% COMPOST, 35% SAND, AND 25% CLAY. THE COMPOST SHALL A TURKEY COMPOST BEARING THE U.S. COUNCIL SEAL OF ASSURANCE. THE SAND SHALL BE OBTAINED FROM A SAND QUARRY AND FREE OF ALL VIABLE WEED SEED. OTHER CONDITIONS OF THE BACKFILL SHALL BE AS FOLLOWS:

MAXIMUM SOLUBLE SALTS:	**350 PPM**
RELATIVE DENSITY:	**25%-50%, LOOSE**
RELATIVE PERMEABILITY:	**2.5-10 IN./HR.**
PLASTIC INDEX:	**4-10**
PH RANGE:	**6.0-6.8**

BACKFILL MATERIAL SHALL BE TESTED AND TEST RESULTS SHALL BE FURNISHED TO THE LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO USE.

PLANT FERTILIZER: SHALL BE A COMPLETE FERTILIZER, OF WHICH 50% OF THE NITROGEN IS DERIVED FROM NATURAL ORGANIC SOURCES OR UREAFORM. IT SHALL CONTAIN BY PERCENTAGE THE FOLLOWING: 10% NITROGEN; 10% PHOSPHORIC ACID, AND 10% POTASH. IT SHALL BE DELIVERED IN UNOPENED, LABELED CONTAINERS AND STORED IN A WEATHERPROOF PLACE.

WATER: SHALL BE FURNISHED BY THE OWNER.

PLANT MATERIAL INSTALLATION: MATERIALS SHALL ONLY BE PLANTED DURING PERIODS OF SUITABLE WEATHER CONDITIONS.

THE OWNER SHALL BE NOTIFIED OF SUBSURFACE CONDITIONS THAT WOULD PROVE DETRIMENTAL TO PLANT SURVIVAL OR GROWTH. ALTERNATE LOCATIONS FOR MATERIAL SHALL BE DETERMINED BY THE CONTRACTOR AND LANDSCAPE ARCHITECT.

ALL TREES AND SHRUBS SHALL BE PLANTED IN INDIVIDUAL HOLES. THE SIDES AND BOTTOM OF HOLES SHALL BE SCARIFIED PRIOR TO PLANTING. BACKFILL WITH THE SOIL MIXTURE SPECIFIED ON THE DRAWINGS. BACKFILLING SHALL BE ACCOMPLISHED IN LIFTS TO ENSURE ELIMINATION OF ALL AIR POCKETS. ALL PLANTS SHALL BE POSITIONED TO PLACE MOST ATTRACTIVE SIDE TO VIEW AND IN A PLUMB POSITION.

INSTALL 6 FT. DIAMETER SAUCERS MADE OF SOIL AROUND LARGE TREES AND 4 FT. DIAMETER SAUCERS AROUND SMALL TREES.

IMMEDIATELY FOLLOWING PLANTING, PLANTS SHALL BE MULCHED. WHERE PLANTS ARE PLANTED IN GROUPS, THE AREA ABOUT THE PLANT AS WELL AS THE AREA BETWEEN PLANTS SHALL BE COVERED WITH MULCH. PLANTS SHALL BE THOROUGHLY WATERED FOLLOWING MULCHING.

STAKE ALL TREES IN ACCORDANCE WITH THE DRAWINGS.

PRUNING SHALL BE LIMITED TO THE REMOVAL OF INJURED BRANCHES AND TWIGS. USE CLEAN AND SHARP PRUNING TOOLS.

SIDEWALKS AND PAVEMENTS SHALL BE KEPT CLEAN DURING PROGRESS OF INSTALLATION WORK.

PLANTING BEHIND SEGMENTAL RETAINING WALLS: CONTRACTOR SHALL EXERCISE EXTREME CARE IN THE INSTALLATION OF PROPOSED TREES AND SHRUBS BEHIND SEGMENTAL RETAINING WALLS. CONTRACTOR SHALL PROCEED WITH CAUTION WHEN EXCAVATING SO AS NOT TO TEAR OR REMOVE SECTIONS OF THE GEOGRID FABRIC THAT IS TYPICALLY LOCATED 18 TO 24 INCHES BELOW FINISHED GRADE. PENETRATION OF THE GEOGRID IS PERMITTED TO PLANT INDIVIDUAL TREES OR LARGE SHRUBS AS NECESSARY; HOWEVER, EXCAVATION OF THE PLANTING HOLE AND PERFORATION OF THE GEOGRID FABRIC SHALL BE ACCOMPLISHED USING AN AUGER OR BY HAND-CUTTING THE FABRIC FOLLOWING EXCAVATION BY A BACKHOE WITH A SMOOTH-EDGE BUCKET.

MAINTENANCE OF PLANT MATERIALS: PLANT MATERIALS SHALL BE MAINTAINED FOLLOWING PLANTING AND UNTIL FINAL ACCEPTANCE IS GRANTED BY THE OWNER. MAINTENANCE SHALL CONSIST OF WATERING, WEEDING, PRUNING, MULCHING, ADJUSTMENT OF GUYING, RESTORATION OF PLANT POSITION OR SAUCERS, AND SPRAYING IF NECESSARY. FINAL ACCEPTANCE FOR SEGMENTS OF THE CONTRACT WORK MAY BE GRANTED BY THE OWNER.

THE CONTRACTOR SHALL PROTECT PLANTED AREAS WITH STAKES AND FLAGGING TO LIMIT DAMAGE.

SIDEWALKS AND PAVEMENTS SHALL BE KEPT CLEAN WHEN MAINTENANCE OPERATIONS ARE IN PROGRESS.

ALL INSTALLED MATERIALS SHALL BE IN ACCEPTABLE CONDITION WHEN CONTRACTOR APPLIES FOR PAYMENT.

INSPECTION AND ACCEPTANCE OF WORK: UPON 48 HOURS ADVANCE NOTICE, THE LANDSCAPE ARCHITECT SHALL INSPECT ALL WORK FOR ACCEPTANCE. THE CONTRACTOR'S RESPONSIBILITY FOR MAINTENANCE SHALL TERMINATE AT THE DATE OF ACCEPTANCE OF EACH SEGMENT OF WORK. UPON THE DATE OF ACCEPTANCE, THE GUARANTEE PERIOD SHALL COMMENCE.

GUARANTEE: THE CONTRACTOR SHALL GUARANTEE TO PROVIDE TO THE OWNER THRIVING PLANT MATERIALS TO INCLUDE TREES, SHRUBS, AND GROUND COVERS FOR A PERIOD OF ONE YEAR FOLLOWING FINAL ACCEPTANCE. ADDITIONALLY, THE CONTRACTOR SHALL GUARANTEE TO THE OWNER THRIVING PERENNIALS, ANNUALS, WELL-ESTABLISHED SEEDED AREAS, AND WELL-ROOTED SODDED AREAS FOR A PERIOD OF 90 DAYS FOLLOWING FINAL ACCEPTANCE. THE GUARANTEES ARE SUBJECT TO THE FOLLOWING CONDITIONS:

THE OWNER IS RESPONSIBLE FOR PROPER WATERING OF PLANT MATERIALS, SEEDED AREAS, AND SODDED AREAS FOLLOWING FINAL ACCEPTANCE. THE CONTRACTOR SHALL PROVIDE TO THE OWNER WRITTEN INSTRUCTIONS SPECIFYING THE RATES AND EXTENT OF WATERING REQUIRED. THE CONTRACTOR SHALL MAKE MONTHLY INSPECTIONS FOR A PERIOD, OF (1) YEAR AT NO EXTRA COST TO THE OWNER, TO DETERMINE WHAT CHANGES, IF ANY, SHOULD BE MADE TO THE WATERING PROGRAM. ANY RECOMMENDATIONS SHALL BE SUBMITTED TO THE OWNER IN WRITING.

DAMAGE CAUSED TO PLANT MATERIALS FROM ACTS OF NATURE, VANDALISM, EROSION, OR MALICIOUS ACTS WILL VOID THE GUARANTEE FOR ANY EFFECTED MATERIALS.

DAMAGE TO PLANT MATERIALS CAUSED BY DISEASE INCLUDING BROWN PATCH IN TURF GRASSES EXCLUDE ANY EFFECTED MATERIALS FROM THE GUARANTEE.

PLANT MATERIAL REPLACEMENT: THE CONTRACTOR SHALL REPLACE WITHOUT COST TO THE OWNER, AND AS SOON AS WEATHER CONDITIONS PERMIT, ALL PLANTS NOT IN THRIVING CONDITION AS DETERMINED BY THE OWNER DURING AND AT THE END OF THE GUARANTEE PERIOD. THE GUARANTEE OF ALL REPLACED PLANTS SHALL EXTEND FOR AN ADDITIONAL 30 CALENDAR DAYS.

TURF MATERIALS: MATERIALS REQUIRED FOR SEEDING AND OR SODDING SHALL CONFORM TO THE FOLLOWING:

FERTILIZER: SHALL BE A TURFGRADE, HIGH PHOSPHORUS FERTILIZER, IN WHICH 1/2 TO 3/4 OF THE NITROGEN IS SLOWLY AVAILABLE. IT SHALL CONTAIN BY PERCENTAGE THE FOLLOWING: 18% NITROGEN, 24% PHOSPHORIC ACID, AND 10% POTASH. IT SHALL BE DELIVERED IN UNOPENED, LABELED CONTAINERS AND STORED IN A WEATHERPROOF PLACE.

LIME: SHALL BE NATURAL DOLOMITIC LIMESTONE CONTAINING NOT LESS THAN 85% OF TOTAL CARBONATES WITH A MINIMUM OF 30% MAGNESIUM CARBONATES IN A PELLETIZED FORM.

ANTI-EROSION MULCH: SHALL BE CLEAN, SEED-FREE SALT HAY OR THRESHED STRAW OF WHEAT, RYE, OATS, OR BARLEY.

GRASS SEED: SHALL BE FRESH, CLEAN, NEW-CROP SEED COMPLYING WITH TOLERANCE FOR PURITY AND GERMINATION ESTABLISHED BY "OFFICIAL SEED ANALYSTS OF NORTH AMERICA". PROVIDE TYPE OR MIXTURE COMPOSED OF SPECIES AS SPECIFIED ON THE CONSTRUCTION DRAWINGS.

SOD: SHALL BE FRESHLY CUT, DROUGHT-RESISTANT SOD, FREE OF OBJECTIONABLE BROADLEAF OR GRASSY WEEDS. PROVIDE TYPE AS SPECIFIED BELOW.

PREPARATION OF TURF AREAS: PRIOR TO SEEDING OR SOD INSTALLATION, VERIFY THAT ALL TRENCHING AND OTHER LAND DISTURBING ACTIVITIES HAVE BEEN COMPLETED.

ALL DISTURBED AREAS SHALL BE DRESSED TO TYPICAL SECTIONS AND GRADES SHOWN ON THE CONSTRUCTION DRAWINGS. REMOVE FROM THE SITE ALL TEMPORARY SEEDING OR STABILIZATION MEASURES.

ALL AREAS TO RECEIVE SEED OR SOD SHALL BE PREPARED ACCORDING TO THE FOLLOWING PROCEDURE:

REMOVE ANY UNDESIRABLE VEGETATION OR DEBRIS.

APPLY LIMESTONE ACCORDING TO SOIL TEST RECOMMENDATION OR AT A RATE OF 4000 LBS. PER ACRE.

RIP THE AREA TO A MINIMUM DEPTH OF 4 TO 6 INCHES.

REMOVE ALL LOOSE ROCKS, ROOTS, AND OTHER DEBRIS AND PULVERIZE THE TOP 2 INCHES OF LOOSENED SOIL TO PROVIDE A SMOOTH AND UNIFORM SURFACE.

APPLY TURFGRADE FERTILIZER IN A MANNER THAT ENSURES UNIFORM DISTRIBUTION. FERTILIZER SHALL BE APPLIED AT A RATE THAT PROVIDES 5 LBS. OF PHOSPHORUS PER 1000 S.F. LIGHTLY MIX WITH SOIL AND SMOOTH SURFACE.

SODDING: APPLY DROUGHT-RESISTANT, TURF-TYPE FESCUE SOD (E.G. "REBEL III", "BONANZA", "CONFEDERATE", ETC.) IN THE FOLLOWING MANNER:

SOD SHALL BE PLACED ON A SMOOTH, EVEN SURFACE CONFORMING TO FINISH GRADE REQUIREMENTS. FINISH GRADE SHALL BE 1 INCH BELOW SURFACES OF ADJACENT SIDEWALKS AND CURBING. SOIL SHALL BE WATERED BEFORE SOD IS LAID. ALL SOD SHALL BE CUT BY AN APPROVED MECHANICAL SOD CUTTER. UNDER NO CIRCUMSTANCES SHALL ANY SODDING WORK BE DONE UNLESS WEATHER AND SOIL CONDITIONS ARE SUITABLE.

HANDLING OF SOD SHALL BE DONE IN A MANNER AS TO PREVENT TEARING, BREAKING, DRYING, OR OTHER DAMAGE.

SOD SHALL BE INSTALLED ON-SITE IN NOT MORE THAN 72 HOURS AFTER CUTTING. IF THE SOD IS NOT INSTALLED WITHIN 48 HOURS AFTER CUTTING, IT SHALL BE UNSTACKED OR UNROLLED, PLACED IN SHADE, AND KEPT MOIST UNTIL INSTALLATION.

LAY SOD PARALLEL TO THE DIRECTION OF THE SLOPE AND IN A MANNER WHICH WILL PERMIT JOINTS TO ALTERNATE.

FIT SOD PIECES TOGETHER TIGHTLY SO THAT NO JOINT IS VISIBLE, AND TAMP SOD FIRMLY AND EVENLY BY HAND.

AFTER SODDING IS COMPLETE AND APPROVED BY LANDSCAPE ARCHITECT, SODDED AREAS SHALL BE ROLLED WITH A 200 LB. ROLLER.

WATER SODDED AREAS IMMEDIATELY AFTER FINAL ROLLING WITH A FINE SPRAY TO A DEPTH OF 4 INCHES. KEEP ALL SODDED AREAS CONTINUOUSLY MOIST THEREAFTER UNTIL 30 CALENDAR DAYS FOLLOWING INSTALLATION. USE FINE SPRAY NOZZLES ONLY.

INSPECT AND MAINTAIN SODDED AREAS AND MAKE NECESSARY REPAIRS DURING THE SPECIFIED GUARANTEE PERIOD. IF 60% OR MORE OF SODDED AREAS FAIL TO BECOME ROOTED, THE CONTRACTOR, AT NO ADDITIONAL EXPENSE TO THE OWNER, WILL REPEAT THE ENTIRE PROCESS WITH NEW SOD MATERIALS.

SEEDING: APPLY TURF-TYPE SEED MIXTURE (E.G. "CONFEDERATE" FESCUE MIXTURE, "TRI-BLEND", ETC.) AT A RATE OF 6 LBS. PER 1000 S.F. KENTUCKY 31 TALL FESCUE IS UNACCEPTABLE.

CULTIPACK SEEDED AREAS AND APPLY ANTI-EROSION MULCH AT A RATE OF 2 TONS PER ACRE.

INSPECT AND MAINTAIN SEEDED AREAS AND MAKE NECESSARY REPAIRS DURING THE SPECIFIED GUARANTEE PERIOD. IF 60% OR MORE OF SEEDED AREAS FAIL TO BECOME ESTABLISHED, THE CONTRACTOR, AT NO ADDITONAL EXPENSE TO THE OWNER, WILL REPEAT THE ENTIRE PROCESS FOR ESTABLISHMENT OF A SUITABLE TURFGRASS.

LANDSCAPE WORK SPECIFICATIONS — SCALE: NTS — 6

IRRIGATION DIRECTIVES

A. THE GENERAL CONTRACTOR SHALL SUBCONTRACT THE IRRIGATION WORK TO A FIRM OF HIS CHOICE, OR HAVE THE PLANTING CONTRACTOR SUB-CONTRACT THE IRRIGATION WORK TO A FIRM OF THEIR CHOICE

B. THE IRRIGATION SYSTEM SHALL BE DESIGNED TO SPRAY THE LAWNS AND PLANT BEDS SEPARATELY AS SHOWN ON THE PLAN IN OUTLYING AREAS ISLANDS OF SHRUBS SHALL BE OVERSPRAYED WITH THE LAWN HEADS OR, PER PLAN, MAY HAVE SHRUB HEADS ON THE ADJACENT LAWN ZONE

C. PROVIDE ADEQUATE ZONES TO INDIVIDUALLY CONTROL IRRIGATION FOR ALL THE DIFFERENT EXPOSURES AND SLOPES AT LEAST AS INDICATED ON THE PLANS AS WELL AS TO BE ABLE TO BEST MATCH THE WATER AVAILABLE TO THE SYSTEM

D. SUBMIT HEAD LAYOUT AND ROUTING PLAN TO THE LANDSCAPE ARCHITECT FOR APPROVAL OF THE LAYOUT AND ZONE DESIGN

E. IN MUNICIPAL AREAS PROVIDE THE OWNER A (DOLLAR) CHOICE TO SET A SEPARATE METER FOR THE IRRIGATION, OR TO USE THE EXISTING METERED SOURCE FOR THE IRRIGATION

F. METERS ARE PROVIDED FOR IRRIGATIONS; CONTRACTOR TO PROVIDE BACK-FLOW PREVENTION

G. PROVIDE THE OWNER A PLASTIC COVERED COLOR CODED PLAN TO PLACE NEAR THE CONTROLLER

H. PROVIDE (3) THREE COPIES OF "AS-BUILT" LAYOUT AND OPERATING INSTRUCTIONS TO THE OWNER.

IRRIGATION NOTES

NOTICE TO IRRIGATION CONTRACTOR: MANY GOVERNMENTAL UNITS ARE CURRENTLY REVISING THEIR ORDINANCES AND REGULATIONS REGARDING IRRIGATION SYSTEMS. BEFORE THIS PROJECT IS BID OR INSTALLED, THE CONTRACTOR SHALL VERIFY WITH THE RULING GOVERNMENTAL UNIT THAT THE PROPOSED SYSTEM MEETS ALL LOCAL REGULATIONS. AREAS OF SPECIAL CONCERN INCLUDE:
1. RIGHT-OF-WAY EASEMENT AGREEMENTS FOR PLACEMENT OF IRRIGATION WITHIN STREET/ROAD RIGHT-OF-WAYS.
2. BACKFLOW PREVENTION DEVICES, WHETHER THESE ARE REQUIRED AND IF SO, WHAT TYPES ARE APPROVED.
3. CERTIFICATION/LICENSE TO INSTALL BACKFLOW PREVENTER DEVICES AND METERS.
4. "WINTER SERVICE" REQUIREMENTS FOR BACKFLOW PREVENTER DEVICES.
5. USE OF A SECOND METER FOR IRRIGATION USE ONLY.
6. WATER RATION DAYS IN WHICH IRRIGATION SYSTEM CANNOT BE USED.
7. ALL OTHER REGULATIONS NOT MENTIONED HEREIN.

SHOULD THE BID/CONSTRUCTION DOCUMENTS BE INCONSISTANT WITH CURRENT LOCAL REGULATIONS, THE CONTRACTOR SHALL PRESENT THE OWNER WITH A QUOTE/CONTRACT THAT INCLUDES MODIFICATIONS TO MAKE THE SYSTEM COMPLIANT WITH ALL THE LOCAL CODES.

PERMITS, FEES: THE IRRIGATION CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL PERMITS NECESSARY TO INSTALL THE SYSTEM AND HE SHALL PAY ANY ASSOCIATED FEES. COST FOR THESE ITEMS SHALL BE INCLUDED IN THE QUOTE/CONTRACT FOR THE IRRIGATION SYSTEM.

IRRIGATION DIRECTIVES AND NOTES — SCALE: NTS — 5

NOTES

1. THE PLANTING PROCES IS SIMILAR FOR DECIDUOUS AND EVERGREEN TREES.

2. FOR SINGLE STEM TREES, DO NOT SUPPLY TREES WITH MULTIPLE LEADERS, ONLY PROVIDE TREES WITH A SINGLE LEADER. DO NOT PRUNE TREE AT PLANTING EXCEPT FOR SPECIFIC STRUCTURAL CORRECTIONS AND TO INSURE COMPLIANCE WITH SIGHT DISTANCE STANDARDS.

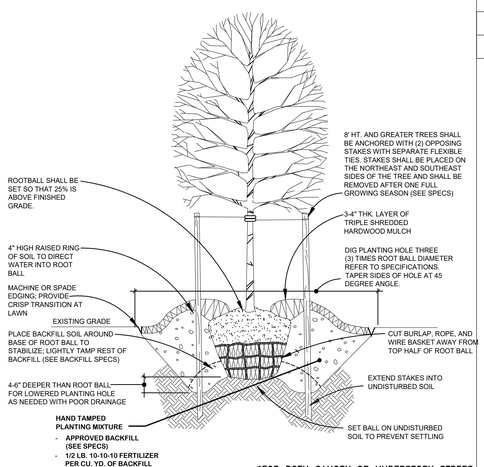
3. MARK THE NORTH SIDE OF THE TREE AT THE NURSERY AND LOCATE TO THE NORTH IN THE FIELD.

4. WHERE SEVERAL TREES WILL BE PLANTED CLOSE TOGETHER SUCH THAT THEY WILL LIKELY SHARE ROOT SPACE, TILL IN SOIL AMENDMENTS TO A DEPTH OF 6" TO 8" OVER THE ENTIRE BED AREA.

5. FOR CONTAINER-GROWN TREES, SET THE ROOTS OUT OF THE OUTER LAYER OF POTTING SOIL, THEN CUT OR PULL APART ANY ROOTS CIRCLING THE PERIMETER OF THE CONTAINER.

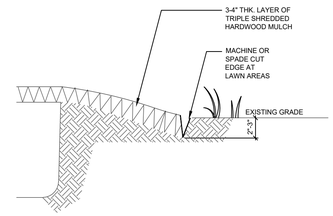
6. THOROUGHLY SOAK THE TREE ROOT BALL AND ADJACENT PREPARED SOIL SEVERAL TIMES DURING THE FIRST MONTH AFTER PLANTING AND REGULARLY THROUGHOUT THE FOLLOWING TWO SUMMERS.

7. IF PLANTING HOLES ARE DUG WITH A LARGE AUGER, BREAKING DOWN THE SIDES WITH A SHOVEL TO ELIMINATE GLAZING AND CREATE THE SLOPING SIDE PROFILE SHOWN ON THE DETAIL.

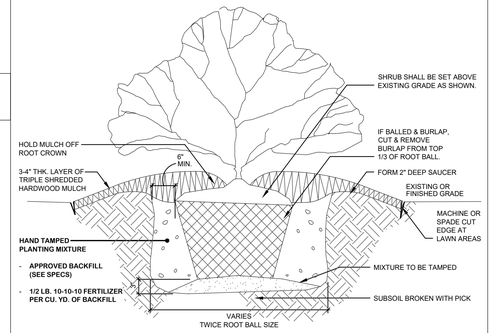


*FOR BOTH CANOPY OR UNDERSTORY STREES

* TYPICAL TREE INSTALLATION — SCALE: NTS — 4

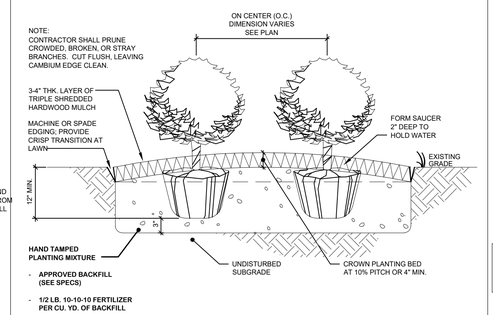


BED EDGING — SCALE: NTS — 1



*FOR BOTH CONTAINER OR B&B SHRUBS

*TYPICAL SHRUB INSTALLATION — SCALE: NTS — 2



MASSING PLANT INSTALLATION — SCALE: NTS — 3

REVISED
9/28/2023 4:51 PM

PRELIMINARY

314 EAST MAIN STREET
CLAYTON, NC 27520
info@adamshodge.com
919.359.3031
FIRM # C-4187

REVISIONS
10/24/2023 REV FROM TRC COMMENTS

ADAMS & HODGE ENGINEERING, PC

POND STREET DUPLEXES
TOWN OF CLAYTON, JOHNSTON COUNTY, NORTH CAROLINA

LANDSCAPE DETAILS 1

DESIGN: ARG
DRAWN: ADS
CHECKED: DCA
HORIZONTAL SCALE: SEE GRAPHIC SCALE
VERTICAL SCALE: N/A
DATE: 08/08/2023
JOB NO.:
SHEET: DT1.02

ADAMS & HODGE
ENGINEERING, PC

November 2, 2023

Lori Bryant
Development Services Coordinator
Town of Clayton
111 E. Second Street
Clayton, NC 27527

Subject: **Pond Street Duplexes**
Neighborhood Meeting

Dear Ms. Bryant,

The neighborhood meeting for Pond Street Duplexes was held last night, November 1, 2023. Please find attached the Meeting Minutes and the attendance roster for the Pond Street Duplexes Project.

Please let me know if you need anything else.

Sincerely,

Holland Adams

Holland Adams
919-763-2780
holland@adamsandhodge.com

ADAMS & HODGE ENGINEERING, PC

Pond Street Duplexes Neighborhood Meeting Minutes
Date: November 1, 2023
Time: 6:00pm
Location: 314 E. Main Street (Adams & Hodge Engineering Conference Room)

The meeting was ready to begin at 6:00pm for the Pond Street Duplexes Project. However, as of 6:20pm there were no adjacent property owners that showed up, therefore no minutes to report for the meeting.

NEIGHBORHOOD MEETING ATTENDANCE ROSTER

Project: POND STREET DUPLEXES

Application: Conditional Zoning and Site Plan Application

Location/Date: Adams & Hodge Engineering - November 1, 2023
314 East Main St. Clayton

	NAME	ADDRESS
1	Donnie Adams	404 Swann Trail Clayton 27527
2	Holland Adams	" "
3		
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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

December 7, 2023

Adams & Hodge Engineering
Attn: Donnie Adams, PE
314 E. Main Street
Clayton, NC 27520
donnie@adamsandhodge.com

Re: 2023-126-CZM, Pond Street Duplexes Conditional Zoning District

To Whom It May Concern,

The Town of Clayton Planning staff is recommending to the Planning Board and Town Council that conditions of approval be placed upon the above referenced application, which proceeds to the Planning Board on Tuesday, December 19, 2023, and, tentatively, Town Council on Tuesday, January 16, 2024. These recommended conditions of approval are outlined on the back of this letter.

Please read through these potential conditions of approval, and sign below if you are in agreement with the conditions as proposed. If you are not in agreement please respond accordingly in writing. This will be included within the agenda packet for Planning Board and Town Council review.

Thank you.

Sincerely,

Conrad Olemdo, AICP, CZO
Planning Director

Recommended Conditions of Approval (2023-126-CZM, Pond Street Duplexes Conditional Zoning District):

1. These Conditions of Approval, and any others included with the associated Site Plan 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 Conditional Zoning approved by the Clayton Town Council and the associated Site Plan as approved by Town staff.
3. Following Town Council approval, an electronic copy of the Site Plan and the Conditions of Approval shall be submitted to the Planning Department for final approval.
4. The Development shall meet all adopted Town of Clayton Unified Development Code (UDC) requirements, Town of Clayton Engineering and Stormwater design standards, and the North Carolina Fire Code and NFPA Fire standards, except where specifically modified by the approved site plan.
5. The Development shall be constructed in substantial conformance with the Site Plan as approved by the Clayton Town Council.
6. Uses in the development shall be limited to Duplexes, and any allowed residential accessory uses within the Town of Clayton Unified Development Code.
7. In accordance with the associated Site Plan, the maximum gross density for the site shall be 8.7 dwelling units per acre.
8. The following standards will apply to the Development:
    - Minimum Lot Area: 8,000 square feet
    - Minimum Lot Width: 55 feet
    - Maximum Impervious Surface: 60%
    - Minimum Setbacks:
        Front: 25 feet
        Side Interior: 6 feet
        Rear: 20 feet
    - Maximum Structure Height: 35 feet
    - Maximum Building Coverage: 35%
9. A 15' Class 'C' Buffer with a 6' vinyl privacy fence will be provided along the outer most sides and rear of the development.
10. Any ground-mounted utility or mechanical equipment shall be screened from view of adjacent public rights-of-way in accordance with the screening requirements under Section 155.402(G)(4)-(5) of the Town of Clayton Unified Development Code.
11. Two-Family buildings shall include the using of the following primary exterior materials:
    - Siding: Vinyl
    - Trim: Vinyl
    - Shutters: Vinyl
    - Roofing: Shingles
    - Brick or Stone on front façade (25% minimum)

APPLICANT AFFIDAVIT

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

Donnie Adams, PE		
Adams & Hodge Engineering, PC		12/07/2023
Print Name	*Signature of Applicant*	*Date*

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 December 19, 2023
Town Council January 16, 2024

STAFF REPORT

Application Number: 2023-126-CZM

Project Name: Pond Street Duplexes

Tag #: 05005008 & 05005007
Location: 914 & 916 Pond Street
Existing Zoning District: R-6
Proposed Zoning District: CZ-R
Applicant: Adams & Hodge, PC
Owner(s): Rental Homes NC, LLC & PJS Real Estate, LLC

Public Noticing:

- Neighborhood meeting: November 1, 2023
- Sign posted: December 8, 2023
- PB Letters mailed: December 8, 2023
- TC Letters mailed: January 4, 2024

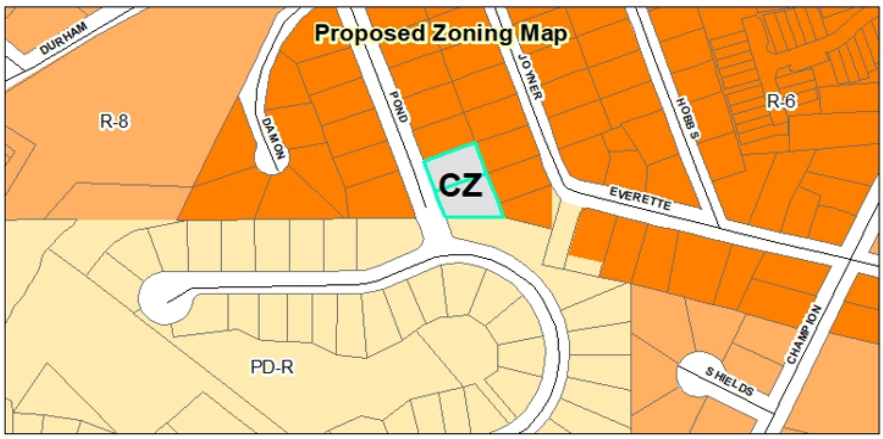
REQUEST: Rezone the properties referenced above, located at 914 & 916 Pond Street, from Single Family Residential-6 (R-6) Zoning Districts to a Conditional Zoning – Residential (CZ-R) District. The Conditional Zoning District would allow for the development of 0.456 acres in accordance with the master plan to develop 2 two-family (duplex) structures with a total of 4 units (a density of 8.77 units/acre). The Conditional Zoning District is accompanied by a site plan and Conditional Zoning Plan Narrative.

SITE DATA:
Acreage: 0.456 acres
Existing Use: Vacant



ADJACENT ZONING AND LAND USES:

Direction	Zoning	Existing Use(s)
North	Single-Family Residential-6 (R-6)	Existing Single-Family Residential
South	Planned Development-Residential (PD-R)	Existing Single-Family Residential
East	Single-Family Residential-6 (R-6)	Existing Single-Family Residential
West	Single-Family Residential-6 (R-6)	Existing Single-Family Residential



DEVELOPMENT DATA:

Proposed Uses:	Two-Family Residences/Duplexes (Qty. 2)
Proposed Density:	4 housing units in total on 0.456 acres, meaning 8.7 dwelling units per acre
Fire Protection:	Town of Clayton
Access/Streets:	Access from US 70 Business to local streets
Water/Sewer Provider:	Town of Clayton
Electric Provider:	Town of Clayton

OVERVIEW:

The applicant is requesting a Conditional Zoning District with an associated Conditional Zoning Plan to allow for 2 two-family units on 0.456 acres, as shown on the Conditional Zoning Plan. The development has requested the following minimum lot dimensional standards:

Minimum Lot Area: 8,000 square feet
Minimum Lot Width: 55 feet
Maximum Impervious Surface: 60%
Minimum Setbacks:

- Front: 25 feet
- Side Interior: 6 feet
- Rear: 20 feet

Maximum Structure Height: 35 feet
Maximum Building Coverage: 35%

Transportation Improvements:

The development will be accessed from local streets adjacent to US 70 Business. Due to the size of the development, no transportation improvements were requested or required.

Stormwater, Water, Sewer and Electricity

Stormwater

The project area is currently vacant. The proposed development will require storm water management measures for quality and quantity treatment in accordance with the Town of Clayton Stormwater Design Manual.

Water Service

Public water is located along Pond Street. All connections will be designed to meet all Town of Clayton Standards and Specifications.

Sanitary Sewer Service

The development will be services by the Town of Clayton's sanitary sewer service. The development is subject to the Town's Wastewater Allocation Policy.

Electricity

The development is proposed to be served by Town of Clayton Electric Utility.

Landscaping, Buffering and Screening:

The proposed development will provide a 15-foot-wide Type C Landscape Buffer with a 6' vinyl privacy fence along the outer most sides and rear, as required by the Unified Development Code, along the project boundaries. The development will also provide a thoroughfare buffer along the US 70 Business frontage, as well as street yard trees and off-street parking screening and landscaping in accordance with the UDC.

Architectural Standards

The applicant has proposed the following architectural standards, which are also included in proposed Condition 11:

Two-Family buildings shall include the using of the following primary exterior materials:

- Brick or Stone on the front façade (25% minimum)

- Siding: Vinyl
- Trim: Vinyl
- Shutters: Vinyl
- Roofing: Shingles

CONDITIONAL ZONING AND MASTER PLAN APPROVAL CRITERIA

Conditional Zoning District Approval Criteria

See Conditional Zoning 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 identifies a majority of the development site as "high density residential", and abuts an area marked as "medium density residential". The development, while less dense than that proposed in the Future Land Use Map, is complimentary to existing, neighboring lower density single-family residences and eases the area into slightly higher density. This development also promotes the 2045 Growth Plan's Land Use & Housing Goal LU-3, which encourages a range of housing types and lot sizes that will need the needs of various income levels, family sizes, and ages and Goal LU-4, which provides safe, sound, and well-maintained housing and neighborhoods.

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

   Staff Commentary: The property is currently zoned Single Family Residential-6 (R-6), which is the Town's most dense residential district exclusionary of non-single-family residences. Staff believes that the proposed project promotes suitable development considering the future land use map and promoting gentle density in infill lots, making use of underutilized parcels to grow housing opportunities.

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

   Staff Commentary: The proposed development utilizes infill lots to meet the Town's housing need. The development also introduces an alternate housing type than those in the immediate vicinity while keeping with the character of the 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 (East Clayton Elementary, Clayton Middle, Clayton High), with Clayton High School on the County's "capped" list for 2023-2024. Access to the development will be provided by local roads from US 70 Business. The development will be required to meet the requirements in the Town's Stormwater Ordinance. The property has access to public water and sewer along Pond Street that will serve the development. Staff believes that there is adequate capacity of public services and facilities to serve the proposed development.

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

   Staff Commentary: Staff does not believe that legal purposes for which zoning exists will be contravened by the approval of the conditional zoning district.

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

   Staff Commentary: No adverse effect is foreseen. However, in the event of an unforeseen adverse effect, the benefits of meeting the demand in housing while promoting infill development outweigh concerns for an unforeseen adverse effect to arise.

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.

Conditional Zoning Approval Criteria

The Conditional Zoning plan shall include, and the applicant shall be responsible for successfully addressing the following:

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

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

STAFF RECOMMENDATION

Based on the proposed conditions of approval for the rezoning request and consistency with the property's Future Land Use Map classification of "High-Density Residential", staff is recommending approval per "Option 1" of the provided Consistency Statements Sheet.

PLANNING BOARD RECOMMENDATION:

- The Planning Board held a Public Comment Session on December 19, 2023 for the project. One citizen spoke during the Public Comment Session, voicing concerns about the impact of the increased traffic along Pond St. and how the additional parked vehicles may contribute to safety concerns.
- The Planning Board Members also shared concerns about whether enough parking was being utilized as part of this development. The applicant is currently meeting the Town's parking requirement, but the Planning Board feels that still may be inadequate at this time.

- The Board voted to recommend this project for approval to the Town Council.
- A statement of Consistency and Reasonableness has been provided below:

"I make a motion to recommend approval of this rezoning request based on consistency 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 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 Comprehensive Growth Plan encourages residential uses in this area.
• The request is compatible with existing zoning and land uses in the area."

CONSIDERATIONS:

- The Town Council shall decide on the proposed project. The council may use the Planning Board's provided statement of consistency and reasonableness or may choose to approve or deny without using the provided statement.
- If approved, the conditional zoning district, master plan, and narrative will be recorded with Johnston County and shall guide futuredevelopment for this land. The conditional zoning district, master plan, and narrative shall not expire and will run with the land.
- Town Council may recommend conditions be added or removed. The developer must agree to any imposed conditions.

RECOMMENDED CONDITIONS OF APPROVAL:

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

1. These Conditions of Approval, and any others included with the associated Site Plan 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 Conditional Zoning approved by the Clayton Town Council and the associated Site Plan as approved by Town staff.
3. Following Town Council approval, an electronic copy of the Site Plan and the Conditions of Approval shall be submitted to the Planning Department for final approval.
4. The Development shall meet all adopted Town of Clayton Unified Development Code (UDC) requirements, Town of Clayton Engineering and Stormwater design standards, and the North Carolina Fire Code and NFPA Fire standards, except where specifically modified by the approved site plan.
5. The Development shall be constructed in substantial conformance with the Site Plan as approved by the Clayton Town Council.
6. Uses in the development shall be limited to Duplexes, and any allowed residential accessory uses within the Town of Clayton Unified Development Code.
7. In accordance with the associated Site Plan, the maximum gross density for the site shall be 8.7 dwelling units per acre.
8. The following standards will apply to the Development:

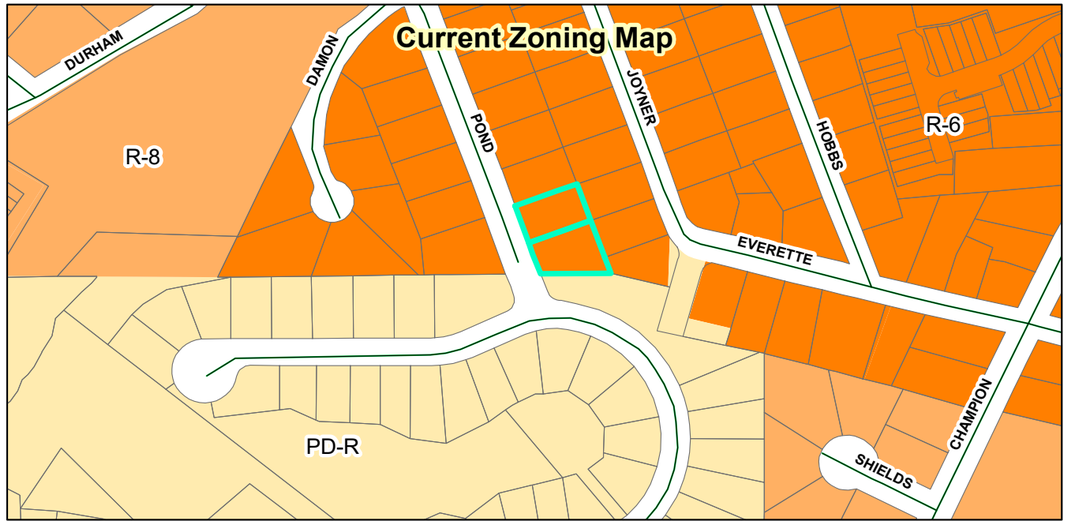
- Minimum Lot Area: 8,000 square feet
- Minimum Lot Width: 55 feet
- Maximum Impervious Surface: 60%
- Minimum Setbacks:
  Front: 25 feet
  Side Interior: 6 feet
  Rear: 20 feet
- Maximum Structure Height: 35 feet
- Maximum Building Coverage: 35%

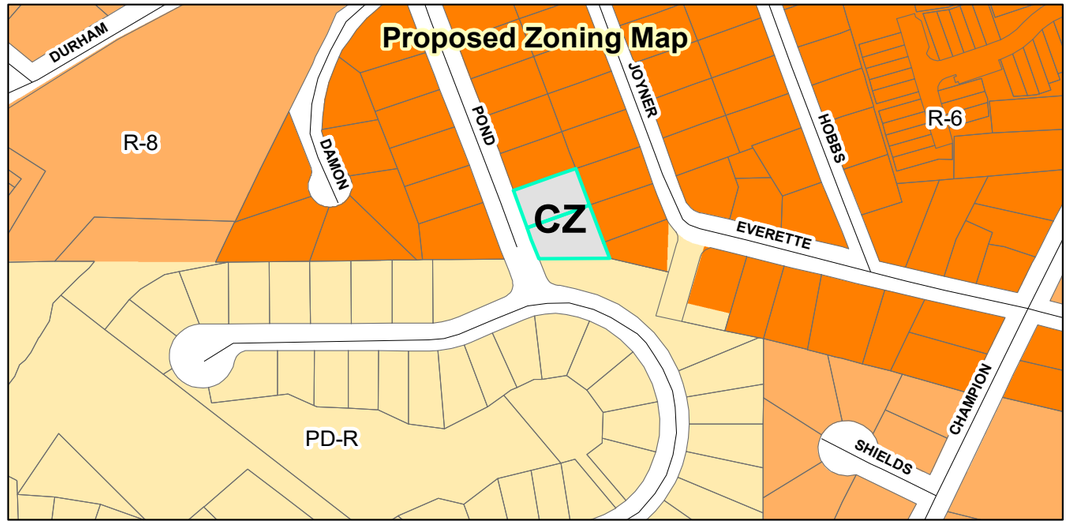
9. A 15' Class 'C' Buffer with a 6' vinyl privacy fence will be provided along the outer most sides and rear of the development.
10. Any ground-mounted utility or mechanical equipment shall be screened from view of adjacent public rights-of-way in accordance with the screening requirements under Section 155.402(G)(4)-(5) of the Town of Clayton Unified Development Code.
11. Two-Family buildings shall include the using of the following primary exterior materials:

    - Siding: Vinyl
    - Trim: Vinyl
    - Shutters: Vinyl
    - Roofing: Shingles
    - Brick or Stone on front façade (25% minimum)

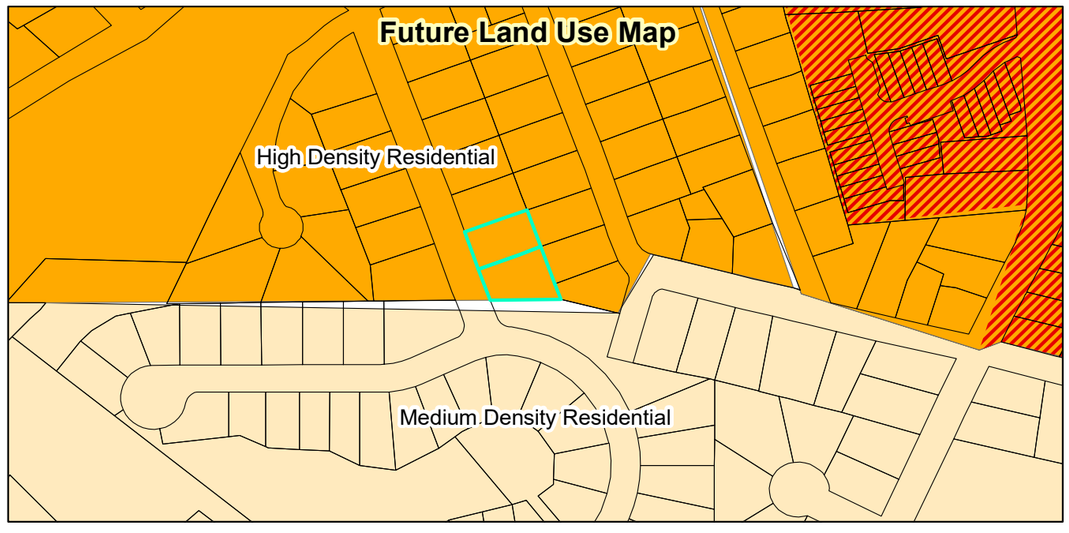
ATTACHMENTS:

1) Application
2) Conditional Zoning Narrative
3) Site Plan
4) Neighborhood Meeting Information
5) Recommended Conditions of Approval – Signed
6) Staff Report
7) Staff Report Maps
8) Consistency Statements Sheet









Request: Rezoning from R-6 to Conditional Zoning District
Project Name: Pond Street Duplexes Conditional Rezoning
Project Number: 2023-126-CZM

Applicant: Adams & Hodge Engineering, PC
Property Owners: Rental Homes NC & PJs Real Estate
Tag #s: 5005008 & 5005007

Parcels selection

500 250 0 500 Feet

N

Staff Report Map
Prepared by: TOC Planning Department
December 7, 2023

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

Document Path: C:\Users\smott\Town of Clayton, NC\Planning - Development Projects\Conditional Zoning with Master Plan\2023\2023-126-CZM Pond Street Duplexes\Maps\Staff Report Maps - Pond St Duplexes CZM.mxd

Consistency Statements Sheet

The Planning Board may choose from one of the four suggested motions below.

Staff Recommends the Option in Red Bold Text

Option 1: Approval – Consistent with the Future Land Use Map

I make a motion to recommend approval of this rezoning request based on consistency 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 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 Comprehensive Growth Plan encourages residential uses in this area.
- The request is compatible with existing zoning and land uses in the area.

Option 2: Approval – Inconsistent with the Future Land Use Map

I make a motion to recommend approval of this rezoning request. While the request is inconsistent 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 yet abuts property classified as "Medium Density Residential".
- 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.
- The Future Land Use Map will be updated to be consistent with this rezoning request to an appropriate corresponding land use category, per North Carolina General Statutes, § 160D-605(a).

This action is reasonable and in the public interest, in that:

- The Comprehensive Growth Plan encourages residential uses in this area.
- The request is compatible with existing zoning and land uses in the area.

Option 3: Denial – Consistent with the Future Land Use Map

I make a motion to recommend denial of this rezoning request based on consistency 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 yet abuts property classified as “Medium Density Residential”.
- 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.

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 yet abuts property classified as “Medium Density Residential”.

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.

Ordinance #2024-01-07

AN ORDINANCE AMENDING THE ZONING ORDINANCE AND ZONING MAP OF THE TOWN OF CLAYTON, NORTH CAROLINA

WHEREAS a petition has been filed with the Town Council of the Town of Clayton requesting an amendment to the Zoning Ordinance and Zoning Map of the Town of Clayton to include in the Conditional Zoning – Residential (CZ-R) zone the property described below, said property formerly being zoned Single-Family-Residential-6000 (R-6); and

WHEREAS said property is owned by Rental Homes NC, LLC & PJS Real Estate, LLC; and

WHEREAS the Planning Board of the Town of Clayton has reviewed the proposed change(s) and made a recommendation thereupon; and

WHEREAS the requested Zoning Map Amendment was advertised in accordance with all requirements of the law; and

WHEREAS a notice of the proposed zoning classification action was mailed to the owner(s) of the parcel(s) of land involved, as shown on the County Tax Listings, and to the owners of all parcels of land abutting that (those) parcel(s) of land and within 100 feet of the subject parcel(s) of land, as shown on the County Tax Listings, by depositing a copy of the same in the United States Mail, first class postage paid, as required by Section 155.702(D) of the Zoning Ordinance of the Town of Clayton and by Section 160D-602 of the General Statutes; and

WHEREAS the said public hearing was actually conducted at 6:00 p.m. on January 16, 2024, wherein a reasonable opportunity was given to all those in attendance to speak either in favor or against the said change or to make relevant comments; and

THEREFORE, after duly considering the matter, THE TOWN COUNCIL OF THE TOWN OF CLAYTON DOES HEREBY ORDAIN:

SECTION 1. That the Unified Development Code of the Town of Clayton is hereby amended to include in the Conditional Zoning – Residential (CZ-R) zone the following described property:
General Description:
Located at 914 & 916 Pond Street

Specific Description:
NC Parcel TAG Number: 05005008 & 05005007

SECTION 2. That the official Town of Clayton Zoning Map is hereby amended to include in the Conditional Zoning – Residential (CZ-R) zone the above-described property and will be so marked.

SECTION 3. That if any section, sentence, clause, or phrase of this Ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance.

SECTION 4. The applicant is requesting these recommended conditions of approval (2022-126-CZM, Pond St. Duplexes Conditional Zoning District and Site Plan):

1. These Conditions of Approval, and any others included with the associated Site Plan 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 Conditional Zoning approved by the Clayton Town Council and the associated Site Plan as approved by Town staff.
3. Following Town Council approval, an electronic copy of the Site Plan and the Conditions of Approval shall be submitted to the Planning Department for final approval.
4. The Development shall meet all adopted Town of Clayton Unified Development Code (UDC) requirements, Town of Clayton Engineering and Stormwater design standards, and the North Carolina Fire Code and NFPA Fire standards, except where specifically modified by the approved site plan.
5. The Development shall be constructed in substantial conformance with the Site Plan as approved by the Clayton Town Council.
6. Uses in the development shall be limited to Duplexes, and any allowed residential accessory uses within the Town of Clayton Unified Development Code.
7. In accordance with the associated Site Plan, the maximum gross density for the site shall be 8.7 dwelling units per acre.
8. The following standards will apply to the Development:
    - Minimum Lot Area: 8,000 square feet
    - Minimum Lot Width: 55 feet
    - Maximum Impervious Surface: 60%
    - Minimum Setbacks:
    - Front: 25 feet
    - Side Interior: 6 feet
    - Rear: 20 feet
    - Maximum Structure Height: 35 feet
    - Maximum Building Coverage: 35%

9. A 15' Class 'C' Buffer with a 6' vinyl privacy fence will be provided along the outermost sides and rear of the development.
10. Any ground-mounted utility or mechanical equipment shall be screened from view of adjacent public rights-of-way in accordance with the screening requirements under Section 155.402(G)(4)-(5) of the Town of Clayton Unified Development Code.
11. Two-Family buildings shall include the using of the following primary exterior materials:
    - Siding: Vinyl
    - Trim: Vinyl
    - Shutters: Vinyl
    - Roofing: Shingles
    - Brick or Stone on front façade (25% minimum)
12. To the extent of any conflict between the Master Plan, and these conditions, these conditions shall control.

SECTION 5. That this ordinance shall become effective immediately upon its adoption.

Duly adopted this 16th day of January 2024, while in regular session.

_____
Jody L. McLeod
Mayor

ATTEST:

_____
Heidi L. Holland, CMC and NCCMC
Town Clerk

APPROVED AS TO FORM:

_____
Jim Cauley
Town Attorney

Regular Town Council Meeting
Agenda Cover Sheet

Meeting Date	Agenda Location
January 16, 2024	PUBLIC HEARINGS

Item Title

2022-195-CZM Vinson Road Conditional Rezoning with Master Plan

Presenter(s)

Bruce Venable, CZO, Planner I

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: Public Notice Sign posted at site.

Summary

The site is located off Vinson Road outside the Town's ETJ. The applicant has also petition for annexation into the Town has requested to rezone the above referenced parcel from Johnston County's Agricultural Residential (AR) to Conditional Zoning-Residential Zoning District (CZ-R), which is approximately +/- 146.26 acres in size. The Conditional Zoning District would allow for up to 373 units, or a density of 2.55 units per acre. This site is located within the Watershed Protection Overlay District.

Background/History

The Planning Board voted to recommend this project for approval to the Town Council on November 27th. The applicant has provided a revised copy of their Master Plan and Narrative. A copy of the newest plan and narrative are located at the end of this packet. The proposed changes include a reduction in the number of proposed townhomes from 207 units to now 91 units. Single-family units have changed from 250 to 282 units. Additionally, the applicant is now proposing changes to the lot dimensions:

Min. 6,000 s.f. for the 52' wide single-family detached (SFD) lots
Min. 7,000 s.f. for the 62' wide SFD lots
Min. 8,000 s.f. for the 72' wide SFD lots
Min. 21' wide lots for townhomes

A minimum of 15% of the single-family detached homes shall be a minimum of 3,000 square feet ("executive housing").

The new proposed density for the project shall not exceed 2.55 units per acre.

Recommendation

Staff recommends denial for the reasons outlined in the attached Staff Report within this packet.

Funding Source

N/A

Corresponding Documentation

01 Application 2022-195-CZM Vinson Road

02 Vinson Road Conditional Zoning Master Plan 01.04.2024

03 Vinson Road Conditional Zoning Narrative 01.04.2024

04.01 Neighborhood Meeting Letter & Meeting Summary

04.02 Adjacent Property Owner List 2022-195-CZM

05 TIA - Vinson Road - 2022

06 Vinson Road TIA Review

07 Appendix - Vinson Road Development

09 Wastewater Allocation Request 2022-195-CZM

10 Staff Report Maps - 2022-195-CZM Vinson Rd

REVISED Recommended Conditions Document_ Vinson Road Conditional Zoning District_01-08-24 signed

2022-195-CZM Conditional Zoning Petition NEIGHBORING PROPERTY OWNERS

11 2022-195-CZM Vinson Rd Conditional Zoning Staff Report

Consistency Statements Sheet - Town Council

Ordinance # 2024-01-06

Submitted By: Bruce Venable, Planning

Reviewed By:

Conrad Olmedo, Planning Director	Approved - Jan 09 2024
Rich Cappola, Town Manager	Approved - Jan 10 2024
Heidi Holland, Town Clerk	Approved - Jan 10 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 w/Master Plan Application

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

SITE INFORMATION

Name of Project: Vinson Road

Acreage of Property: 146.26 **Zoning District:** AR (County)

County Tag #: 05J05011V & 05J05030F **NC Pin #:** 168800-63-9159 & 168800-64-5370

Address/Location: Vinson Road across from Windsor Green Estates

Existing Zoning District: AR (County) **Proposed Zoning District:** CZ-R (Town)

APPLICANT INFORMATION

Applicant: TMTLA Associates

Mailing Address: 5011 Southpark Drive, Ste. 200 Durham, NC 27713

Phone Number: 919-484-8880 **Fax:** n/a

Contact Person: Pamela Porter

Email Address: pam@tmtla.com

PROPERTY OWNER INFORAMTION

Name: (1) Poole Farm LLC / (2) Rocky Branch Farm LLC

Mailing Address: (1) 16 Oakmont Court, Clayton NC / (2) 230 Summit Street, Clayton NC

Phone Number: (1) Pool Farm: 919-320-4900
(2) Rocky Branch: 919-291-5817 **Fax:** n/a

Email Address: (1) artfrankie@embarqmail.com / (2) heidiwoodphotography@gmail.com

RECEIVED

OFFICE USE ONLY

Date Received: NOV 30 2022 Amount Paid: $1935.00 PAID File Number: 2022-195-CZM

January 2021

TOWN OF CLAYTON
PLANNING DEPARTMENT

EXPLANATION OF PROJECT

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

Our request is to rezone the two parcels from AR (Johnston County) zoning to CZ-R (Town of Clayton zoning) to allow for the development of single family homes and townhomes, An annexation to bring these two parcels into the Town limits will be required in addition to the rezoning.

APPROVAL CRITERIA – REZONING

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

1. Consistency with the adopted plans of the Town.

   We are consistent with the adopted plans of the Town, which indicated the desire for a mix of quality housing while at the same time protecting environmentally sensitive areas, providing applicable sections or trail/greenway along the Neuse River, and providing park and open space area for the Town. We will be providing these items.

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

   This is currently zoned AR (County) only permits a density of 1.45 dwelling units per acre. Our proposed rezoning (and annexation into the Town limits) will allow for us to double the density while clustering development around the environmentally sensitive areas on our development. Will will also have access to utilities that will serve our need.

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

   As has been prevalent over the last 1-2 years there is a shortage of available housing stock in the Triangle area and beyond. Our proposed development will bring a mix of quality housing (which help increase housing availability and affordability) in a location surrounded by existing density while also protecting environmentally sensitive areas.

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 existing public facilities are adequate fur our proposal.

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

   No zoning violations are present.

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

   There will be no adverse effects to any of the surrounding properties, which are either vacant or already developed as residential.

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

No one property owner or small group of property owners will benefit materially from the change to the detriment of the general public.

APPROVAL CRITERIA- MASTER PLAN

All associated Master Plans must address the following Approval Criteria:

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

We will be compliant with code section 155.203(L) and all other applicable requirements of this chapter.

2. Consistency with the Clayton General Design guidelines.

We will be consistent with the Clayton General Design Guidelines.

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

Our proposal is for residential development and we are requesting a zoning district that allows residential development.

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

The development proposed is compatible with the character of surrounding land uses and maintains and enhances the value of surrounding properties.

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 homes in the proposed development will be high quality and, coupled with open space and amenities, will create a unified, cohesive environment at full build-out.

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

Each component of the development will be compatible. We are only planning on including residential uses and uses that are complementary to residential, such as open space and amenities.

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

Each phase will be able to stand on it's own.

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.

We are completing a sanitary sewer capacity study on the existing lift stations and related gravity sewer system downstream from our site. Upgrades will be made, as required, to ensure the impacts from the proposed infrastructure improvements will not overtax the existing public infrastructure.

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

We estimate that to be in the neighborhood of 175,000,000 (465 units X $375,000 {average tax value per unit}).

Private funding will be utilized for the required improvements.

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

Our development will provide the a portion of the Clayton Riverwalk greenway along the our frontage on the Neuse River, which is also part of the Mountains to Sea trail. This will help to link residents to Downtown Clayton and beyond.

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

Our development contains various stream buffers and wetlands that we are developing - less a handful of needed stream crossings. Our development will preserve over 40% as open space with much of that being untouched environmentally sensitive areas.

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.

Pamela Porter	Pamela Porter	11/8/2022
Print Name	***Signature of Applicant***	***Date***

VINSON ROAD

TOWN OF CLAYTON, JOHNSTON COUNTY, NORTH CAROLINA
CONDITIONAL REZONING APPLICATION

SUBMITTALS	
First Submittal	11/28/2022
Second Submittal	2/15/2023
Third Submittal	5/15/2023
Fourth Submittal	8/8/2023
Fifth Submittal	10/20/2023
Sixth Submittal	01/04/2024

SHEET INDEX	
Cover	COVER
Boundary Survey	L-1.1
Boundary Survey	L-1.2
Master Plan	L-2
Phasing Plan	L-3

CONTACT INFORMATION

LANDSCAPE ARCHITECT/APPLICANT:
TMTLA Associates (Contact: Pam Porter)
5011 Southpark Drive, Ste. 200
Durham, NC 27713
(919) 484-8880

CIVIL ENGINEERS/SURVEYOR:
Timmons Group (Contact: Patrick Barbeau)
5410 Trinity Road, Ste. 102
Raleigh, NC 27607
(919) 866-4512

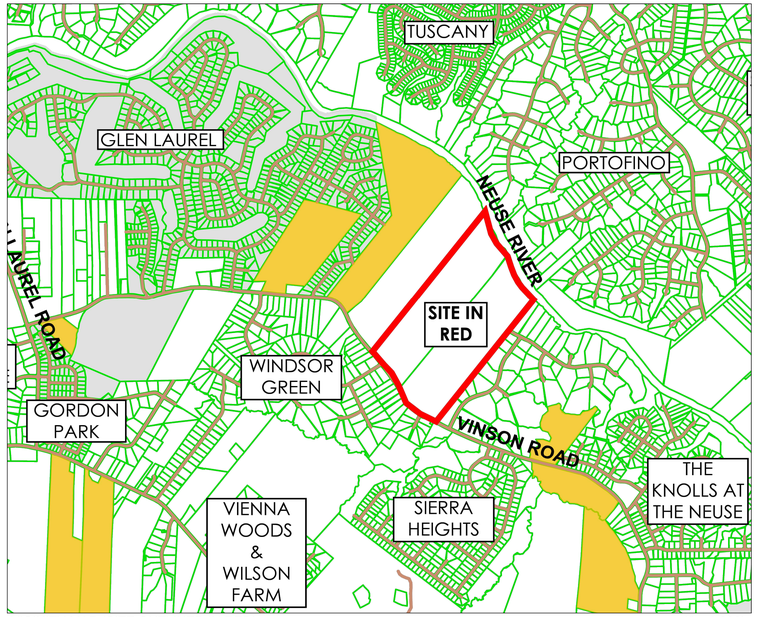
TRAFFIC ENGINEER:
DRMP (Contact: Caroline Cheeves)
5808 Faringdon Place
Raleigh, NC 27609
(919) 987-1281

OWNER:
Poole Farm, LLC
16 Oakmont Court
Clayton, NC 27520
(919) 320-4900

OWNER:
Rocky Branch Farm LLC
230 Summit Street
Clayton, NC 27520
(919) 291-5817

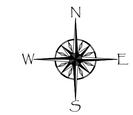
DEVELOPER:
Hopper Communities (Contact: Bill Harrell)
2403 Medway Drive
Raleigh, NC 27608
(919) 618-9929

PLANNING DEPARTMENT:
Town of Clayton Planning Department
E. Second Street
Clayton, NC 27520
(919) 553-5002



VICINITY MAP (SITE OUTLINED IN RED) 1" = 1,200'

PROJECT DATA	
COUNTY TAG:	05J05011V & 05J05030F
DEVELOPMENT NAME:	VINSON ROAD
PROPERTY OWNERS:	POOLE FARM LLC & ROCKY BRANCH FARM LLC
EXISTING LAND USE:	VACANT
TOTAL SITE ACREAGE:	146.26 AC
PROPOSED LAND USE:	RESIDENTIAL; SINGLE FAMILY AND TOWNHOMES
PROPOSED ZONING:	CZ-R



TMTLA ASSOCIATES
LANDSCAPE ARCHITECTURE & LAND PLANNING
5011 SOUTHPARK DRIVE, STE.200-DURHAM, NC 27713
p: (919) 484-8880 e: info@tmtla.com

NORTH CAROLINA REGISTERED LANDSCAPE ARCHITECTURAL FIRM No. C-551 PAMELA M. PORTER DBA TMTLA ASSOCIATES

NORTH CAROLINA REGISTERED LANDSCAPE ARCHITECT 1706 PAMELA M. PORTER 01/04/2024

REVISIONS:

COVER VINSON ROAD CLAYTON, NC

SCALE: AS NOTED
DRAWN BY: PMP
PROJECT # 22126
DATE: 9/13/2022

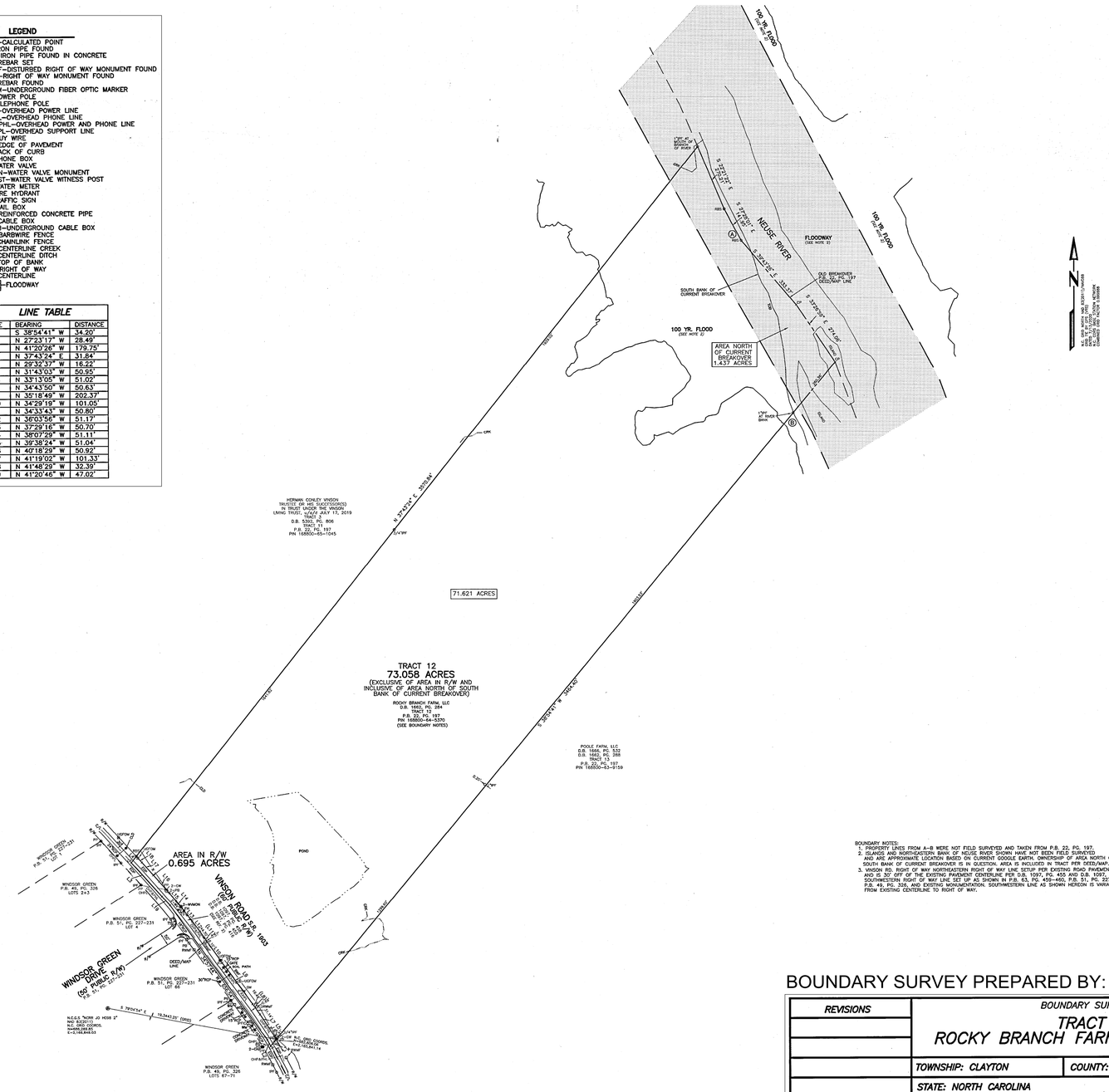
SHEET COVER OF

LEGEND

CP/X–CALCULATED POINT
IPF–IRON PIPE FOUND
IPFC–IRON PIPE FOUND IN CONCRETE
RBS–REBAR SET
DRWMF–DISTURBED RIGHT OF WAY MONUMENT FOUND
RWMF–RIGHT OF WAY MONUMENT FOUND
RBF–REBAR FOUND
UGFOM–UNDERGROUND FIBER OPTIC MARKER
PP–POWER POLE
TP–TELEPHONE POLE
OHPL–OVERHEAD POWER LINE
OHPHL–OVERHEAD PHONE LINE
OHP&PHL–OVERHEAD POWER AND PHONE LINE
OHSUPL–OVERHEAD SUPPORT LINE
GW–GUY WIRE
EOP–EDGE OF PAVEMENT
BC–BACK OF CURB
PB–PHONE BOX
WV–WATER VALVE
WVMON–WATER VALVE MONUMENT
WVWPST–WATER VALVE WITNESS POST
WM–WATER METER
FH–FIRE HYDRANT
TS–TRAFFIC SIGN
MB–MAIL BOX
RCP–REINFORCED CONCRETE PIPE
CAB–CABLE BOX
UGCAB–UNDERGROUND CABLE BOX
BWF–BARBWIRE FENCE
CLF–CHAINLINK FENCE
CRK–CENTERLINE CREEK
CLD–CENTERLINE DITCH
TOB–TOP OF BANK
R/W–RIGHT OF WAY
C/L–CENTERLINE
FLOODWAY

LINE TABLE

LINE	BEARING	DISTANCE
L1	S 38°54'41" W	34.20'
L2	N 27°23'17" W	28.49'
L3	N 41°20'26" W	179.75'
L4	N 37°43'24" E	31.84'
L5	N 29°32'37" W	16.22'
L6	N 31°43'03" W	50.95'
L7	N 33°13'05" W	51.02'
L8	N 34°43'50" W	50.63'
L9	N 35°18'49" W	202.37'
L10	N 34°29'19" W	101.05'
L11	N 34°33'43" W	50.80'
L12	N 36°03'56" W	51.17'
L13	N 37°29'16" W	50.70'
L14	N 38°07'29" W	51.11'
L15	N 39°38'24" W	51.04'
L16	N 40°18'29" W	50.92'
L17	N 41°19'02" W	101.33'
L18	N 41°48'29" W	32.39'
L19	N 41°20'46" W	47.02'

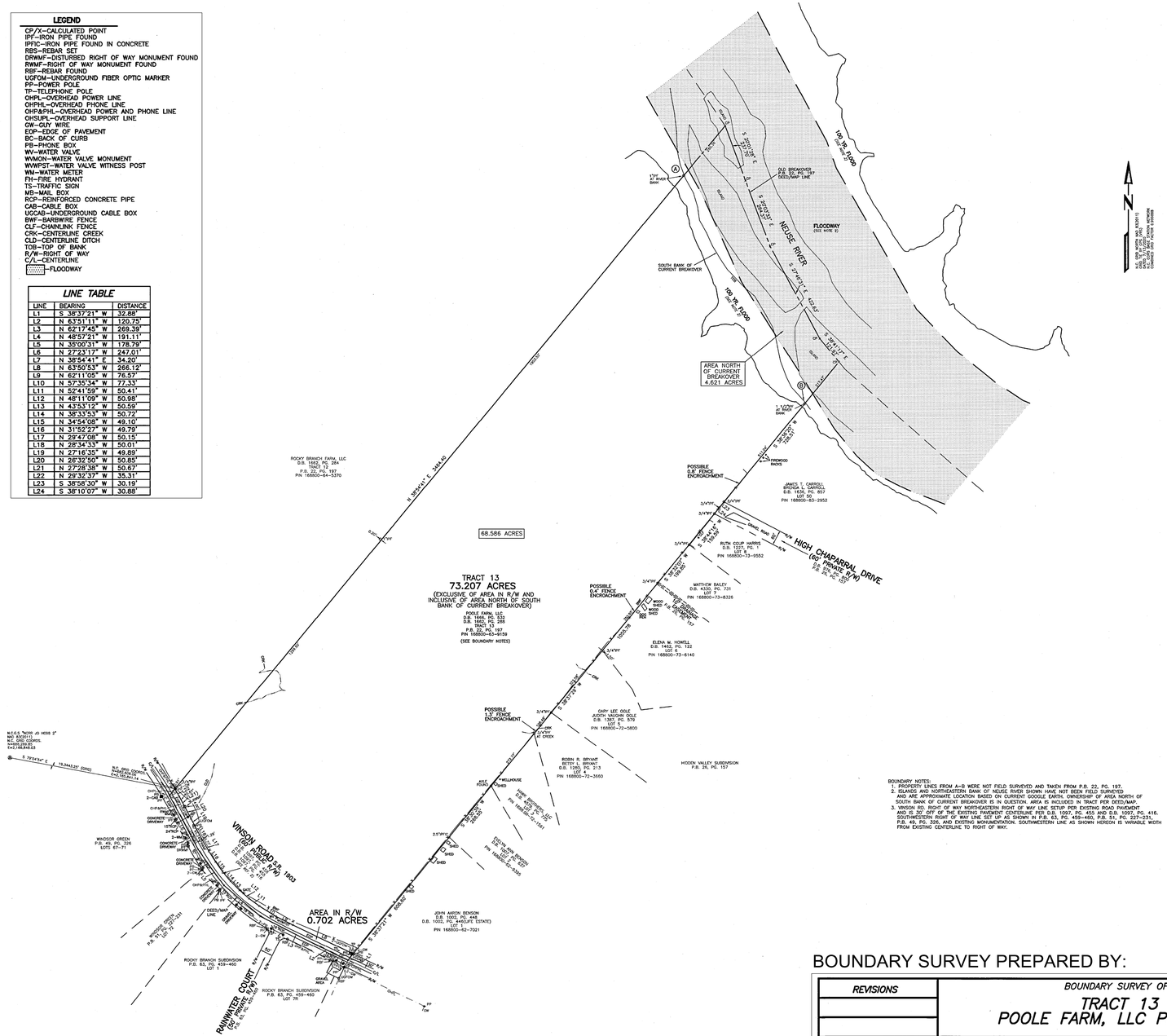

100 YR. FLOOD
(SEE NOTE 3)
NEUSE RIVER
FLOODWAY
(SEE NOTE 3)
100 YR. FLOOD
(SEE NOTE 3)
OLD BREAKOVER PER D.B. 1097, PG. 455 AND P.B. 22, PG. 197 DEED/MAP LINE
SOUTH BANK OF CURRENT BREAKOVER
AREA NORTH OF CURRENT BREAKOVER 1.437 ACRES
100 YR. FLOOD
(SEE NOTE 3)
N 37°43'24" E 31.84'
71.621 ACRES
TRACT 12
73.058 ACRES
(EXCLUSIVE OF AREA IN R/W AND INCLUSIVE OF AREA NORTH OF SOUTH BANK OF CURRENT BREAKOVER)
ROCKY BRANCH FARM, LLC
D.B. 1682, PG. 284
TRACT 12
P.B. 22, PG. 197
PIN 168800-64-5370
(SEE BOUNDARY NOTES)
POOLE FARM, LLC
D.B. 1686, PG. 533
D.B. 1662, PG. 288
TRACT 11
P.B. 22, PG. 197
PIN 168500-63-4159
S 35°18'49" W 202.37'
HERMAN COWLEY VINSON
TRUSTEE OR HIS SUCCESSOR(S)
IN TRUST UNDER THE VINSON
LIVING TRUST, DATED JULY 17, 2019
TRACT 1
D.B. 5302, PG. 806
TRACT 11
P.B. 22, PG. 197
PIN 168800-65-1045
AREA IN R/W
0.695 ACRES
VINSON ROAD (SR 1003)
(60' PUBLIC R/W)
WINDSOR GREEN DRIVE
(50' PUBLIC R/W)
WINDSOR GREEN P.B. 49, PG. 328 LOTS 2+3
WINDSOR GREEN P.B. 51, PG. 227-231 LOT 4
WINDSOR GREEN P.B. 51, PG. 227-231 LOT 85
WINDSOR GREEN P.B. 49, PG. 328 LOTS 67-71
POND
DEED/MAP LINE
N.C.G.S. "NORR JO HOSE 2" PID BJ2011 NAD 83(2011) GRID N=2,168,848.03
N 79°01'54" E 75.344(S 25° (DEED)
N 79°01'54" E 75.344(S 25° (DEED)
N 37°43'24" E 31.84'
S 37°43'24" W 31.84'
S 37°43'24" W 31.84'
S 37°43'24" W 27.40'
S 37°43'24" W 33.63

LEGEND

CP/X–CALCULATED POINT
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CLF–CHAINLINK FENCE
CRK–CENTERLINE CREEK
CLD–CENTERLINE DITCH
TOB–TOP OF BANK
R/W–RIGHT OF WAY
C/L–CENTERLINE
FLOODWAY

LINE TABLE

LINE	BEARING	DISTANCE
L1	S 38°37'21" W	32.68'
L2	N 62°51'11" W	120.75'
L3	N 62°17'45" W	269.39'
L4	N 48°57'21" W	191.11'
L5	N 39°00'31" W	178.79'
L6	N 27°23'17" W	247.01'
L7	N 38°54'41" E	34.20'
L8	N 63°50'53" W	266.12'
L9	N 62°11'05" W	76.57'
L10	N 57°35'34" W	77.33'
L11	N 52°41'59" W	50.41'
L12	N 48°11'09" W	50.98'
L13	N 43°53'12" W	50.59'
L14	N 38°33'53" W	50.72'
L15	N 34°54'08" W	49.10'
L16	N 31°52'27" W	49.79'
L17	N 29°47'08" W	50.15'
L18	N 28°34'33" W	50.01'
L19	N 27°16'35" W	49.89'
L20	N 26°32'50" W	50.85'
L21	N 27°28'38" W	50.67'
L22	N 29°32'37" W	35.31'
L23	S 38°58'30" W	30.19'
L24	S 38°10'07" W	30.88'



BOUNDARY NOTES:
1. PROPERTY LINES FROM A–B WERE NOT FIELD SURVEYED AND TAKEN FROM P.B. 22, PG. 197.
2. ISLANDS AND NORTHEASTERN BANK OF NEUSE RIVER SHOWN HAVE NOT BEEN FIELD SURVEYED AND ARE APPROXIMATE LOCATION BASED ON CURRENT GOOGLE EARTH. OWNERSHIP OF AREA NORTH OF SOUTH BANK OF CURRENT BREAKOVER IS IN QUESTION. AREA IS INCLUDED IN TRACT PER DEED/MAP.
3. VINSON RD. RIGHT OF WAY NORTHEASTERN RIGHT OF WAY LINE SETUP PER EXISTING ROAD PAVEMENT AND IS 30' OFF OF THE EXISTING PAVEMENT CENTERLINE PER P.B.D. 1997, PG. 455 AND D.B. 1097, PG. 416. SOUTHWESTERN RIGHT OF WAY LINE SET UP AS SHOWN IN P.B. 63, PG. 459–460, P.B. 51, PG. 227–231, P.B. 45, PG. 326, AND EXISTING IMPROVEMENTS. SOUTHWESTERN LINE AS SHOWN HEREON IS VARIABLE WIDTH FROM EXISTING CENTERLINE TO RIGHT OF WAY.

BOUNDARY SURVEY PREPARED BY:

REVISIONS	BOUNDARY SURVEY OF TRACT 13 POOLE FARM, LLC PROPERTY		ROBINSON & PLANTE, P.C. LAND SURVEYING C-2687 970 TRINITY ROAD RALEIGH, NC 27607 PHONE: (919)859-6030 FAX: (919)859-6032	
	TOWNSHIP: CLAYTON	COUNTY: JOHNSTON	SURVEY DATE: 6-10-2020	SURVEYED BY: KS
	STATE: NORTH CAROLINA		[redacted]	DRAWN BY: HS
	ZONE: AR	P.I.N.: 168800-63-9159	CHECKED & CLOSURE BY: SEP	FILE: VINSONRDB1

TMTLA ASSOCIATES
LANDSCAPE ARCHITECTURE & LAND PLANNING
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p: (919) 484-8880 e: info@tmtla.com

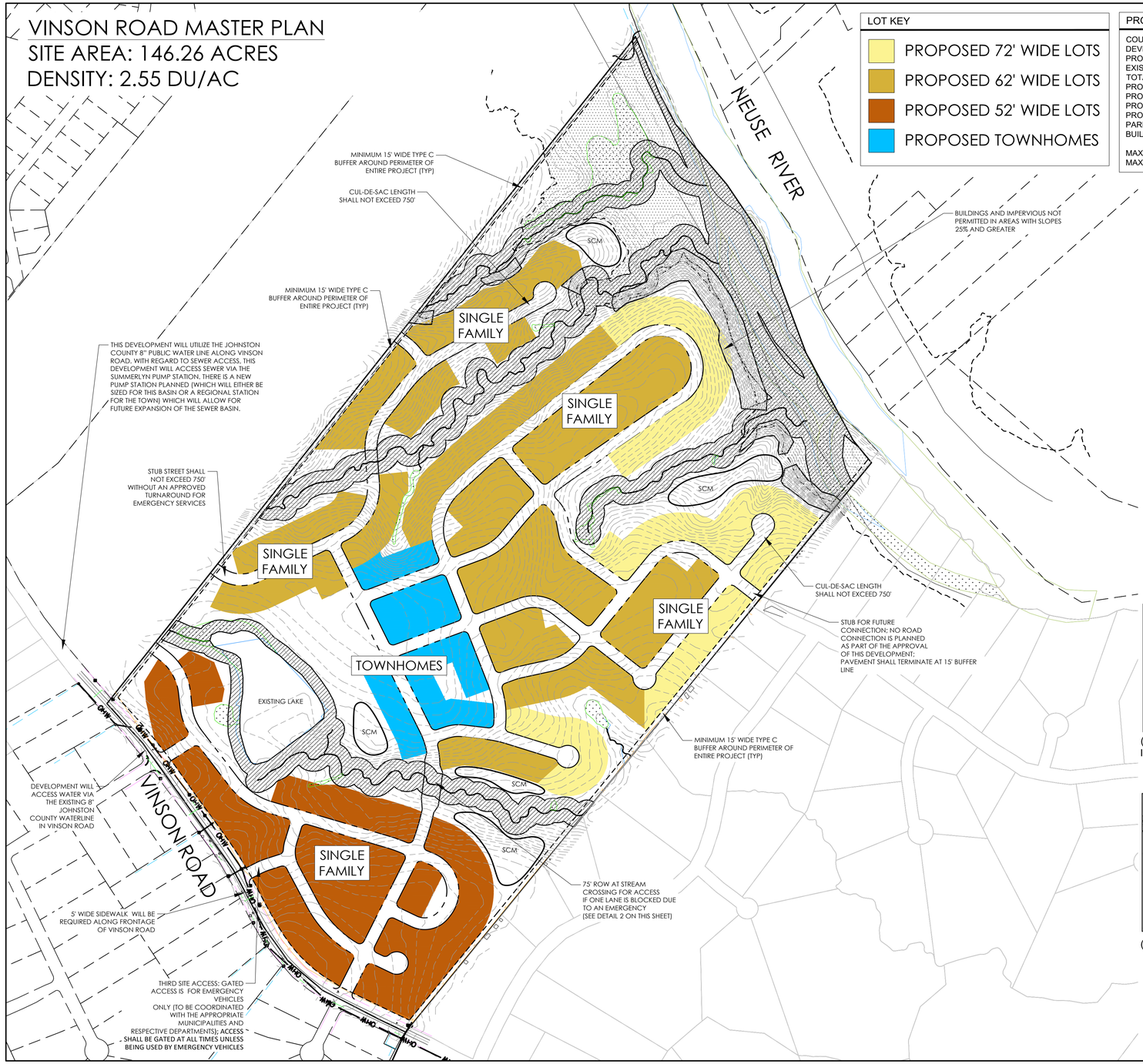
FOR REVIEW ONLY

REVISIONS:

SURVEY
VINSON ROAD
CLAYTON, NC

SCALE: 1" = 200'
DRAWN BY: PMP
PROJECT # 22126
DATE: 9/13/2022
SHEET L-1.2 OF

VINSON ROAD MASTER PLAN
SITE AREA: 146.26 ACRES
DENSITY: 2.55 DU/AC



LOT KEY

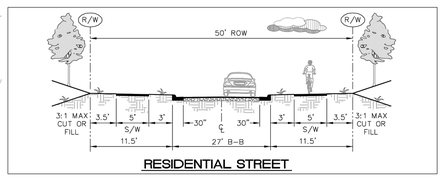
- PROPOSED 72' WIDE LOTS
- PROPOSED 62' WIDE LOTS
- PROPOSED 52' WIDE LOTS
- PROPOSED TOWNHOMES

PROJECT DATA

COUNTY TAG:	05J05011V & 05J05030F
DEVELOPMENT NAME:	VINSON ROAD
PROPERTY OWNERS:	POOLE FARM LLC & ROCKY BRANCH FARM LLC
EXISTING LAND USE:	VACANT
TOTAL SITE ACREAGE:	146.26 AC
PROPOSED LAND USE:	RESIDENTIAL; SINGLE FAMILY AND TOWNHOMES
PROPOSED ZONING:	CZ-R
PROPOSED SETBACKS:	SEE NARRATIVE
PROPOSED BUFFERYARDS:	CLASS "C" BUFFER AROUND ENTIRE PROJECT
PARKING REQUIREMENTS:	SEE NARRATIVE
BUILDING HEIGHT RESTRICTION:	35' MAX. FOR SINGLE FAMILY 45' MAX. FOR TOWNHOMES
MAXIMUM DENSITY:	2.55 DU/AC
MAXIMUM NUMBER OF UNITS:	373

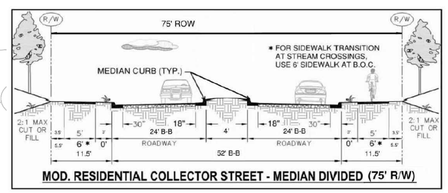
LEGEND

- STREAM BUFFER
- WETLANDS
- 100 YEAR FLOODPLAIN
- GIS TOPO; 2' CONTOURS
- AREAS WITH SLOPES GREATER THEN 25%



RESIDENTIAL STREET

(1) TYPICAL STREET SECTION FOR ALL INTERNAL STREETS EXCEPT IF OTHERWISE NOTES



MOD. RESIDENTIAL COLLECTOR STREET - MEDIAN DIVIDED (75' R/W)

(2) TYPICAL STREET SECTION FOR STREAM CROSSING ONLY

TMTLA ASSOCIATES
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p: (919) 484-8880 e: info@tmtla.com

NORTH CAROLINA REGISTERED LANDSCAPE ARCHITECTURAL CORPORATION No. C-551 DBA TMTLA ASSOCIATES

NORTH CAROLINA REGISTERED LANDSCAPE ARCHITECT 1706 01/04/2024 PAMELA M. PORTER

N W E S

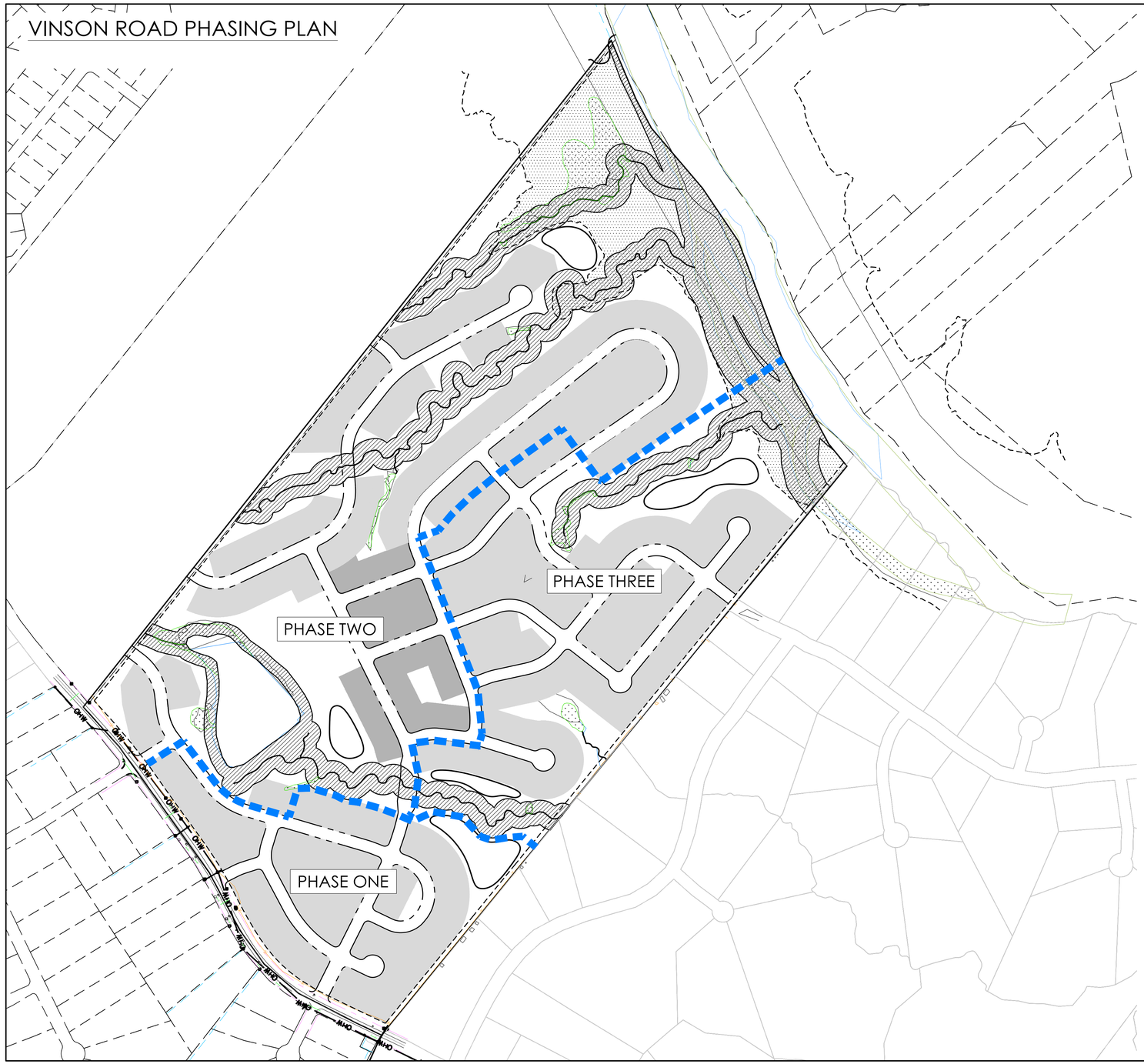
REVISIONS:

MASTER PLAN
VINSON ROAD
CLAYTON, NC

SCALE: 1" = 200'
DRAWN BY: PMP
PROJECT # 22126
DATE: 9/13/2022

SHEET L-2 OF

VINSON ROAD PHASING PLAN



LEGEND

- STREAM BUFFER
- WETLANDS
- 100 YEAR FLOODPLAIN
- PHASE LINE
- PROPOSED SINGLE FAMILY DETACHED
- PROPOSED TOWNHOMES

TMTLA ASSOCIATES
LANDSCAPE ARCHITECTURE & LAND PLANNING
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p: (919) 484-8880 e: info@tmtla.com

NORTH CAROLINA REGISTERED LANDSCAPE ARCHITECTURAL CORPORATION No. C-551 POWELL AND DESIGN, PLLC DBA TMTLA ASSOCIATES

NORTH CAROLINA REGISTERED LANDSCAPE ARCHITECT 1706 PAMELA M. PORTER 01/04/2024

N W E S

REVISIONS:

PHASING PLAN
VINSON ROAD
CLAYTON, NC

SCALE: 1" = 200'
DRAWN BY: PMP
PROJECT # 22126
DATE: 9/13/2022

SHEET L-2 OF

Conditional Zoning Master Plan Narrative
Vinson Road

Clayton, North Carolina

Date:	November 1, 2022
Revised:	February 15, 2023
Revised:	May 15, 2023
Revised:	August 8, 2023
Revised:	September 12, 2023
Revised:	October 30, 2023
Revised:	January 4, 2024

Applicant/Lead Consultant:
TMTLA Associates
5011 Southpark Drive, Ste. 200
Durham, NC 27713
(919) 484-8880

Civil Engineering:
Timmons Group
5410 Trinity Road, Ste. 102
Raleigh, NC 27607
(919) 866-4951

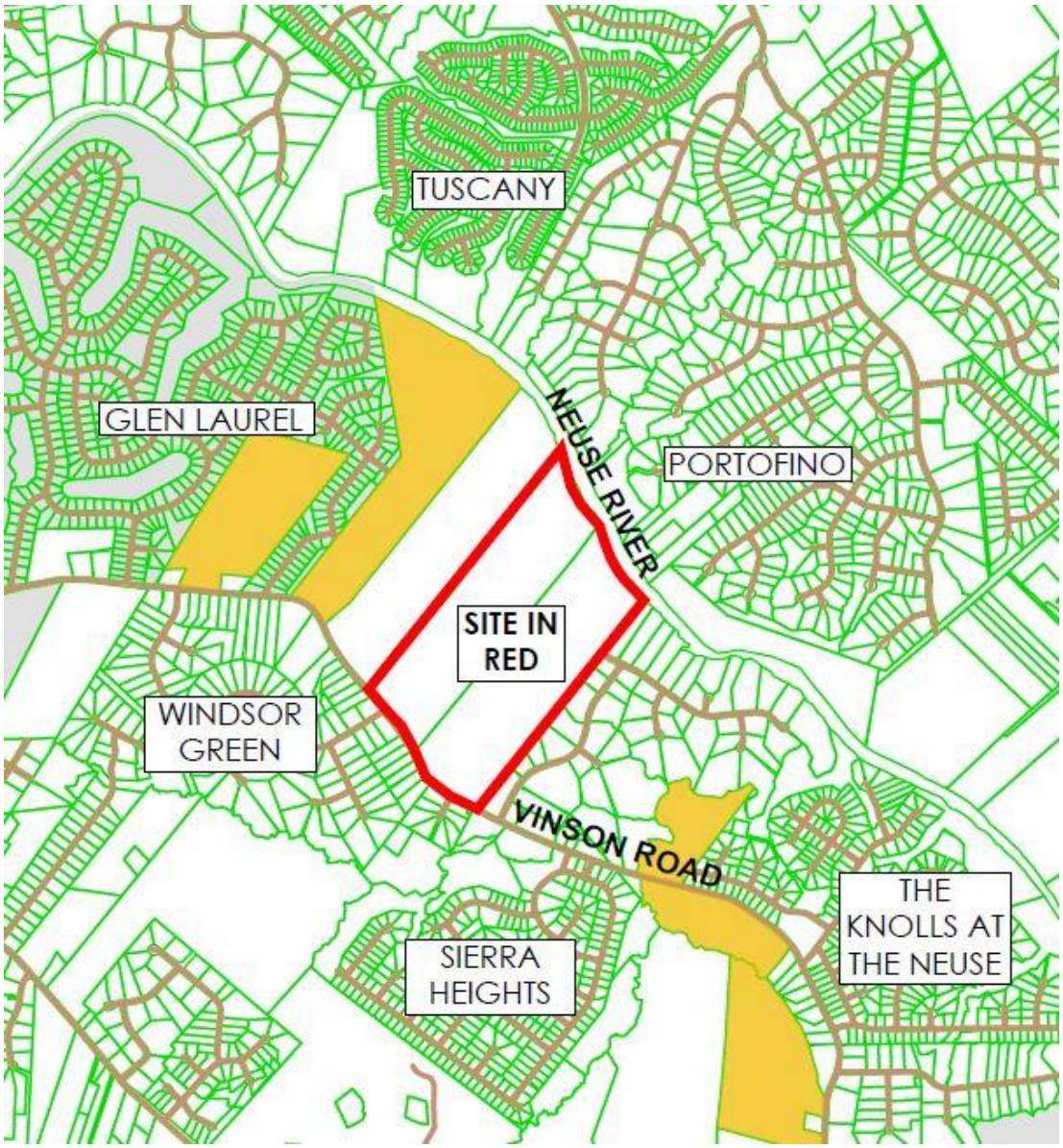
Traffic Engineer:
DRMP
5808 Faringdon Place
Raleigh, NC 27609
(919) 987-1281

Developer:
Hopper Communities
2403 Medway Drive
Raleigh, NC 27608
(919) 618-9929

Table of Contents

Section 1: Vicinity Map
Section 2: Purpose and Intent Statement
Section 3: Project Data
Section 4: Permitted Uses
Section 5: Land Use Intensity and Design Controls
Section 5: Design Controls
Section 6: Architectural Standards
Section 7: Parking and Loading
Section 8: Signs
Section 9: Public Facilities
Section 10: Natural Resource and Environmental Data
Section 11: Stormwater Management
Section 12: Consistency with Comprehensive Plan and Land Use Map
Section 13: Compliance with the UDO
Section 14: Zoning Conditions

Section 1: Vicinity Map



Section 2: Purpose and Intent Statement

The Vinson Road development is a proposed community that will be comprised of single family detached homes and townhomes. The project is bounded to the north by the Neuse River and to the south by Vinson Road. The Hidden Valley neighborhood is located to the east and two vacant parcels, followed by Glen Laurel and the Neuse River Golf Club, to the west. Our proposed development is currently located in Johnston County, so part of our request includes annexation into the Town of Clayton. The Town's future land use map does not currently include our development, but it has been indicated to us by the Planning Department that the map would show our development as low density residential. The proposed zoning designation sought is CZ-R. This will be an open space development.

The purpose of the proposed Vinson Road Planned Development is to provide a mix of high-quality housing arranged around the environmentally sensitive areas within the boundaries of our development while also providing opportunities for gathering and recreation. The commitment to preservation of open space and providing a variety of amenities is to reconnect people within the community to nature as well as each other.

Transportation patterns are proposed to provide a network of streets and sidewalks with limited use of dead-end streets, connections to adjacent neighborhoods and provisions for future development. The promotion of active lifestyles is a key component of the Vinson Road Development.

The Vinson Road development will be sensitive to and compatible with surrounding uses and proposed development character. The development will enhance the value of surrounding property values.

This development is proposed to be developed in 2-3 phases. Please see master plan for phasing plan.

The Vinson Road Conditional Zoning meets the required approval criteria:

(1) Consistency with the adopted plans and policies of the town.
The Vinson Road conditional zoning request is consistent with all adopted plans and policies of the Town. Our proposal is asking for a maximum of 2.55 dwelling units per acre, which is within the Low-Density Residential threshold of a maximum of 3.0 dwelling units per acre. Our development includes roughly 40% open space. Vinson Road strives to balance the need for both quantity and a mix of housing types with preservation of open space. See Sec. 12 and 13 of this narrative for more information.

(2) Suitability of the subject property for uses permitted by the current versus the proposed conditional district.
The subject property is suitable for the proposed uses. This proposed development is in an area where other existing residential development are located to the north, south, east, and west of our proposal. Policy LU 3.1 encourage a range of housing types – we are filling that need with the inclusion of both single family detached and townhome units. The two lots that are part of our proposal are both currently zoned RA and are located in the County. In addition to our proposed rezoning request, we are also requesting annexation into the Town limits. Although the county zoning would allow for less density overall, bringing these two lots into the Town of Clayton town limits will allow for development to occur that is similar to other existing developments in the area. This development will also bring a Much needed pump station update that will not only benefit this development but other developments, as well. Development under the current zoning may not include that benefit.

(3) Whether the proposed change tends to improve the balance of uses or meets a specific demand in the town.
Policy LU 3.1 encourage a range of housing types – we are filling that need with the inclusion of both single family detached and townhome units. We are filling a need the Town has noted in the Town of Clayton 2045 Growth Plan.

(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.
Adequate facilities are either existing or will be improved to meet the demands of our proposal.

Schools: ***Our development is expected to feed into the Johnston County School System. According to the Johnston County Public Schools website, our project would be district for the following schools: Powhatan Elementary, Riverwood Middle School, and Clayton High School. Riverwood Elementary and Clayton High School are both on the 2023-2024***

Capped Schools list for Johnston County. Powhatan Elementary was removed from the 2023-2024 Capped Schools list.

<u>Roads</u>: The road network internal to our development will be public and all roads will be designed to the Town of Clayton specifications for roadway design. We have an alternate road section for our stream crossing, which will allow for residents at the back of the development to exit the development should one of the lanes be blocked. Our development provides a stub to the vacant property to the west for connection upon development, as well as a stub to the existing neighborhood to the east (should that neighborhood want to connect to our development in the future).

<u>Recreational Facilities:</u> Our request will meet or exceed the requirement for recreational facilities for our development. Our proposal commits to including a cabana/pool amenity area, as well as a minimum of two of the following amenities: dog park, tot lot/playground, multi-use field, picnic gazebo, disc golf, pickle ball court, tennis court, mini park, plaza, square, green, private greenway or trails, or community garden.

With regard to open space as a whole, our development will have over 40% open space. This is due to the protection of various environmental features on this development, such as stream buffers and floodplain.

With regard to the public recreation open space requirement, this development shall utilize the Fee-In-Lieu. Fee in lieu amount shall be as noted in the Unified Development Code (UDC) at time of first plat.

<u>Wastewater Treatment and Water Supply Facilities</u>: This development has access to water via the 8" Johnston County water line that exists in Vinson Road. As part of our zoning request, we are adding the following condition to address wastewater treatment:

> ***Prior to the approval of construction drawings, the developer shall validate the adequate capacity in the downstream wastewater infrastructure, pump stations and forcemain, to accommodate the proposed flow for the project. If adequate downstream capacity is not available, the applicant will complete any pump station or forcemain improvements in coordination with Town staff to accommodate the proposed flow.***

<u>Stormwater Drainage Facilities:</u> The Vinson Road development will meet all applicable requirements and standards as described in the Town of Clayton Stormwater Design Manual and Town of Clayton Stormwater Ordinance, as well as meet all State regulations for stormwater management.

(5) It has been determined that the legal purposes for which zoning exists are not contravened.
The legal purposes for which zoning exists are not being contravened as a result of our rezoning request.

(6) It has been determined that there will be no adverse effect upon adjoining property owners unless such effect can be justified by the overwhelming public good or welfare.
This project will have no adverse effect upon adjoining property owners. The surrounding properties are either residential or vacant. Our development includes townhomes, to help diversify the type of housing available in Clayton, but we've purposefully located the townhomes in the middle of our project to buffer from adjacent existing single family detached development.

(7) It has been determined that no one property owner or small group of property owners will benefit materially from the change to the detriment of the general public.
No group will benefit materially to the detriment of the general public from this Rezoning request nor development of the Property.

Section 3: Project Data

PROJECT DATA	
COUNTY TAG:	05J05011V & 05J05030F
DEVELOPMENT NAME:	VINSON ROAD
PROPERTY OWNERS:	POOLE FARM LLC & ROCKY BRANCH FARM LLC
EXISTING LAND USE:	VACANT
TOTAL SITE ACREAGE:	146.26 AC
PROPOSED LAND USE:	RESIDENTIAL; SINGLE FAMILY AND TOWNHOMES
PROPOSED ZONING:	CZ-R

Section 4: Permitted Uses

Permitted uses shall be as follows:

1) Single Family Detached and permitted accessory uses
2) Townhomes and permitted accessory uses
3) Amenities associated with neighborhood development, including but not limited to community pool and cabana, dog park, and tot lot.

Dwelling units may be front or rear loaded.

Section 5: Design Controls

Residential:	146.26 acres
Units:	373 dwelling units max. *max. 91 townhomes (23%)* *max. 282 single family*
Density:	2.55 dwelling units per acre (overall)
Building Height:	35’ for single family 45’ for townhomes
Building Setbacks:	see below
Single Family:	Front: Min. 20’ Garage setback: 25’ Min. Rear: 15’ Min. Side: 6’ Min. Side Street: 10’ Min.
Townhomes:	Front: 25’ Min. Rear: 15’ Min. Side Interior: 6’ Min. Side Street: 10’ Min.
Lot Dimensions:	Min. 6,000 s.f. for the 52’ wide single family detached (SFD) lots Min. 7,000 s.f. for the 62’ wide SFD lots Min. 8,000 s.f. for the 72’ wide SFD lots Min. 21’ wide lots for townhomes
Buffers:	Min. 15’ wide Class “C” buffer around entire development with opaque screening

Note: All streetscape and perimeter buffers shall be in accordance with the Town of Clayton Development Code

Section 6: Architectural Standards

Standard Rezoning Conditions

The style of buildings will be any variety of the following: Craftsman, Traditional, Colonial, Neoclassical. The intent is to foster multiple styles to create a community that is not monotonous.

Predominant exterior building materials shall be high quality materials, including brick, wood, stone, fiber cement, and/or wood composite. The front façade of all units shall have a minimum of 25% masonry (brick or stone). Vinyl siding shall be prohibited but vinyl accents, such as windows, shall be permitted.

Foundations for single family detached shall be crawl space, stem wall or elevated foundation. Townhomes shall have slab on grade foundation.

A varied color palette shall be utilized on homes throughout the subdivision and shall include siding, trim, shutter, and accent colors complementing the siding colors.

Single Family Detached: No two consecutive single-family homes shall contain the exact same front elevation with regard to materials or color palette. Single family homes directly across the street from each other shall not have identical façades with regard to materials or color palette.

Townhomes: No two consecutive townhome buildings shall contain the exact same front elevation with regard to materials or color palette.

Cabana (or clubhouse) shall contain a minimum of 15% masonry on the front façade.

A mail kiosk for the single-family detached units shall be located adjacent to the pool and cabana pending USPS approval.

Section 7: Parking and Loading

All parking and loading areas shall comply with all applicable requirements of the Town of Clayton Development Code.

Section 8: Signs

All signage shall comply with applicable standards and requirements of the Town of Clayton Development Code.

Section 9: Public Facilities

All lots shall be served with public water and sewer and shall conform to the Town of Clayton Public Works and Utilities Department requirements. This site is currently outside of the existing Town of Clayton water system service area so project will need to be annexed before connection to the Town water system will be permitted.

This development will utilize the Johnston County 8" public water line along Vinson Road. With regard to sewer access, this development will access sewer via the Summerlyn Pump Station. There is a new pump station planned (which will either be sized for this basin or a regional station for the Town) which will allow for future expansion of the sewer basin.

All streets and roadways shall be in conformance with Town of Clayton Standards and Specifications.

This development shall utilize the Fee-In-Lieu option for the public recreation open space requirement. Fee in lieu amount shall be as noted in the Unified Development Code (UDC) at time of first plat.

Section 10: Natural Resource and Environmental Data

Watershed:	This site is located in the Neuse River watershed and is also located in the Town of Clayton Watershed Protection Overlay
FEMA Floodplain:	This site contains floodplain per FIRM map 3720168800K, effective 6/20/2018
Stream Buffers:	This site contains stream buffers
Wetlands:	This site contains wetlands

This development is designed to have minimal impacts on the environmentally sensitive areas on our site. The site is designed in a manner that clusters development around existing stream buffers, wetlands, and floodplain. At least 40% of our site will remain as open space, and of that approximately half of that will be untouched environmentally sensitive areas.

The remaining open space shall count towards the recreation open space requirement.

Section 11: Stormwater Management

The Vinson Road development will meet all applicable requirements and standards as described in the Town of Clayton Stormwater Design Manual and Town of Clayton Stormwater Ordinance, as well as meet all State regulations for stormwater management. This project will meet all stormwater reduction requirements including limiting the post-development stormwater flows to not exceed the pre-development stormwater runoff.

The Vinson Road development will use approved devices to control the stormwater and sediment runoff. These devices may include detention ponds, retention ponds, bio-retention areas, or any other approved SCM stormwater control.

Section 12: Consistency with Town of Clayton 2045 Growth Plan and Land Use Map

Town of Clayton 2045 Growth Plan:
The Vinson Road development is consistent with the Town of Clayton 2045 Growth Plan. Below are specific items that this development is aligned with.

Growth Plan Policy	Development Conformance
Policy LU 1.1 Manage future growth and encourage quality development through the implementation of the Comprehensive Plan, the Unified Development Code (UDC), and other plans and regulations adopted by the Town Council.	We are supporting residential development by adding varying densities (via our lot widths and dwelling types) (*Strategy LU 1.1.2*) and we are asking for annexation into the Town limits which will expand the ETJ (*Strategy LU 1.1.4*). Our proposed density is within the allowed noted in the Comprehensive Plan.
Policy LU 1.2 Encourage developments which incorporate high quality design and enhance the quality of life for existing and future residents of the Town.	This development will include high quality design and materials, and will preserve a significant amount of open space. (*Strategy LU 1.2.2*)
Policy LU 1.6 Promote location and intensity of development that mitigates impacts to the transportation network and leads to reduced vehicle trips and/or shorter trip lengths, enhanced circulation, and increased public safety.	Our development is proposing to have two entrances along Vinson Road as well as a stub to the vacant property to the west for future connection. (*Strategy LU 1.6.2*)
Policy LU 3.1 Encourage a range of housing types based on the availability of	We are including a mix of lot sizes and unit types within the development. (*Strategy LU 3.1.4*)

infrastructure, proximity to services and amenities, and compatibility with existing development as described in the Future Land Use map.	
Policy PR 3.1 Develop and enhance active and passive recreation facilities that serve local neighborhoods and attract regional users.	This development saves a significant amount of open space – with some of this open space being reserved for both active and passive recreation. (*Strategy PR 3.1.4*)
Policy PR 3.3 Increase the amount of integrated, usable, high-quality, and connected open space in new developments.	This development saves a significant amount of open space – with some of this open space being reserved for both active and passive recreation. (*Strategy PR 3.1.4*)
Policy NR 1.1 Preserve key natural areas while accommodating new development.	Our site contains riparian buffers, floodplain, and wetlands. This development, less the two necessary stream crossings, works around the environmentally sensitive areas of this site. (*Strategy NR 1.1.1*)
Policy NR 2.1 Protect water quality and quantity in the Neuse River and major tributaries.	Given the development's proximity to the Neuse River, best practices in sedimentation control and design/construction of stormwater will be implemented. (*Strategy NR 2.1.1*)
Policy M 1.2 Plan for the construction of priority road improvements, sidewalks, greenways, bike facilities, and transit facilities.	This development will include sidewalks throughout as well as a sidewalk along Vinson Road (Strategy M 1.2.2)

Town of Clayton Land Use Map:

The Vinson Road development is located outside of the Town of Clayton ETJ but annexation will be permitted per discussions with Town Staff. The Glen Laurel neighborhood sits to the west of the Vinson Road development and has a future land use designation of Low Density Residential, which allows for a maximum of 3 dwelling units per acre. Our proposal is asking for a maximum of 2.55 dwelling units per acre, which is within the Low-Density Residential threshold. Vinson Road strives to balance the need for both quantity and a mix of housing types with preservation of open space.

Annexation into the Town of Clayton town limits will be required prior to approval of this conditional zoning.

Section 13: Compliance with the UDC

The Project will comply with all other relevant portions of the Town of Clayton Unified Development Code (UDC)

Section 14: Zoning Conditions

Note: Italicized items are items that are tied to points on the Wastewater Allocation form.

1. Uses shall be limited to single family detached, single family attached, and permitted accessory uses. *This will be a mixed residential project.*
2. Maximum density shall not exceed 2.55 dwelling units per acre.
3. Modified setback per Section 5 of this document.
4. Minimum heated square feet for the single-family detached homes shall be 2,000 square feet.
5. A minimum of 15% of the single-family detached homes shall be a minimum of 3,000 square feet ("executive housing").
6. The minimum heated square feet for the townhomes shall be 1,500 square feet.
7. The minimum lot sizes shall be as follows: 6,000 s.f. for a 52' wide single family detached lot, 7,000 s.f. for a 62' single family detached lot, and 8,000 s.f. for a 72' wide single family detached lot.
8. The minimum lot width for a townhome lot shall be 21'.
9. *Each single family detached home shall have a minimum 2 car garage.*
10. Each townhome shall have a min. 1 car garage.
11. *Development shall include a cabana/pool amenity area.* In addition to the cabana/pool amenity area, a minimum of two of the following amenities shall be provided: dog park, tot lot/playground, multi-use field, picnic gazebo, disc golf, pickle ball court, tennis court, mini park, plaza, square, green, private greenway or trails, or community garden.
12. Predominant exterior building materials shall include brick, wood, stone, fiber cement, and/or wood composite. The front façade of all units shall have a minimum of 25% masonry (brick or stone). Vinyl siding shall be prohibited but vinyl accents, such as windows, shall be permitted. *All residential units shall have a minimum of 25% masonry on the front façade.*
13. *Development shall include sustainable/high efficiency products and appliances, including: low E/insulated windows, Energy Star dishwasher, low VOC paint, and fiber cement siding.*
14. Single family detached homes shall have either a crawl space foundation, stem wall foundation, or elevated foundation.
15. Townhomes shall have a slab on grade foundation.

16. A heavily landscaped berm, in addition to any required Town of Clayton landscape requirement, shall be installed along the frontage of Vinson Road.
17. Vinson Road shall be a minimum 3-lane cross section with bicycle lanes, curb & gutter, and sidewalk.
18. Third site access: A gated entrance only to be used for emergencies shall be provided on Vinson Road. This access shall be coordinated with the appropriate municipalities and respective departments. Access shall be gated at all times unless being used by emergency vehicles.
19. Prior to approval of the Construction Drawings, the developer shall validate the adequate capacity in the downstream wastewater infrastructure, pump stations and forcemain, to accommodate the proposed flow for the project. If adequate downstream capacity is not available, the applicant will complete any pump station or forcemain improvements in coordination with Town staff to accommodate the proposed flow.
20. A modified street section for stream crossing noted on the plan sheet L-2 shall be provided.
21. Road Improvements from TIA prepared by Ramey Kemp Associates (with NCDOT approval) to be constructed prior to the recordation of first final plat:

<u>NC 42 and Glen Laurel Road</u>
• Coordinate with NCDOT to develop a signal modification plan to allow for an eastbound right-turn lane overlap phase.

<u>Glen Laurel Road and Vinson Road</u>
• Provide an exclusive southbound left-turn lane with at least 500 feet of full width storage with appropriate deceleration and taper if right-of-way is available.
• Provide an exclusive northbound left-turn lane with at least 275 feet of full width storage with appropriate deceleration and taper if right-of-way is available.

<u>Vinson Road and Windsor Green Drive / Site Drive 1</u>
• Construct Site Drive 1 with one ingress and one egress lane striped as a shared left-/through/right-turn lane.
• Provide an exclusive eastbound left-turn lane with at least 100 feet of full width storage with appropriate deceleration and taper.
• Provide stop control for the southbound approach (Site Drive 1).

Vinson Road and Rainwater Court / Site Drive 2

• Construct Site Drive 2 with one ingress and one egress lane striped as a shared left-/through/right-turn lane.
• Provide an exclusive eastbound left-turn lane with at least 100 feet of full width storage with appropriate deceleration and taper.
• Provide stop control for the southbound approach (Site Drive 2).



September 6, 2022

Dear Clayton Area Property Owner:

The purpose of this letter is to notify you of an application filed with the Town of Clayton for a land use change and development proposal involving property adjacent to, or in close proximity to property shown in your ownership by Johnston County tax records. Per Town of Clayton regulations, a Neighborhood Meeting must be held to provide information to area residents about the proposal. Due to current social distancing resulting from COVID-19, the Town of Clayton has authorized temporary use of Virtual Neighborhood Meetings. This letter includes instructions on how to access the virtual neighborhood meeting for this application. A representative of the applicant will coordinate this meeting and explain the application, answer questions, and solicit comments.

Meeting Date & Time: **September 21st 2022, 6-8pm**
Meeting Location: **virtual Zoom Meeting** (see link and information below to register)
Type of Application: **Conditional Rezoning**
Project/proposal property address: **Vinson Rd** (see attached map)
Description of project/proposal: **Proposed rezoning to allow for the development of a new neighborhood consisting of single-family homes and townhomes**.

Upcoming public meeting schedules that may be applicable for this application:
Planning Board: November 28th, 2022, Town Council: December 19th, 2022
Planning Board: December 20th, 2022, Town Council: January 16th, 2023

The following will be available for your review virtually at the Neighborhood Meeting:

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

If you have any questions prior to or after this meeting, you may contact us at (919) 484-8880 or email me at pam@tmtla.com.

You may also contact the Town of Clayton Planning Department at 919-553-5002.

Thank you,
Pamela Porter, PLA, LEED AP
President
TMTLA Associates
P: (919) 484-8880
E: pam@tmtla.com

Cc: Town of Clayton Planning Department

TMTLA Associates
5011 Southpark Drive Suite 200 - Durham, NC 27713
p: (919) 484-8880 - e: info@tmtla.com



How to Register for and Participate in the September 21st 2022 Neighborhood Meeting:

To Participate by PC, Mac, iPad, iPhone, or Android Device:
NOTE: This meeting will require registration prior to attending if participating by video.

- Go to the following website to attend the meeting: https://zoom.us/
- Click on the "Join A Meeting" link at the top of the website.
- Enter the following information where prompted:
  - Meeting ID: **820 4660 7957**
- Once you enter the Meeting ID and click "Join" you will be prompted to register for the meeting. Fill out the required information. After you register for the meeting, you will receive an email with a link to join the meeting.

To Participate by Phone:

- Dial the following number: **(929) 205-6099**
- Enter the following information when prompted:
  - Meeting ID: **820 4660 7957**
- After you enter the Meeting ID please press # to enter the meeting. There is no passcode for this meeting.
- If you are participating by phone all graphics to be discussed during the meeting can be mailed to you.

Once the meeting has started and attendance has been taken, all participants will be muted to allow for presentation by the meeting host. Please note that participants' video will be off by default, as well, so meeting host can display the below maps during the meeting. **Please note this meeting will be recorded.**

During the call attendees are asked to use the raise hand function to ask questions. This can be done by using the Raise Hand function if joining by video or by dialing *9 if joining by telephone.

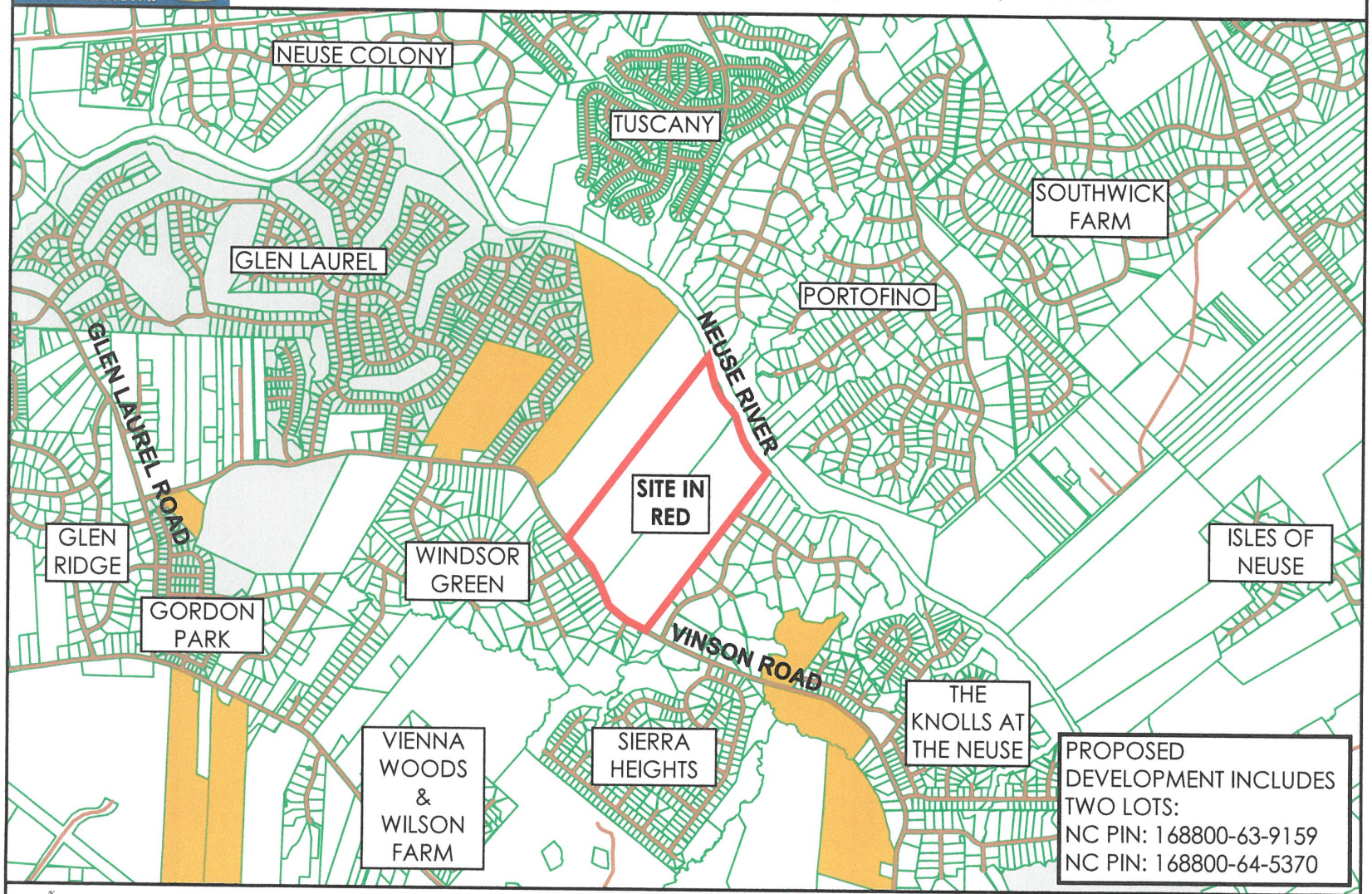
We look forward to discussing our proposal with you.

TMTLA Associates
5011 Southpark Drive Suite 200 - Durham, NC 27713
p: (919) 484-8880 - e: info@tmtla.com

JOHNSTON COUNTY
NORTH CAROLINA

*** DISCLAIMER ***

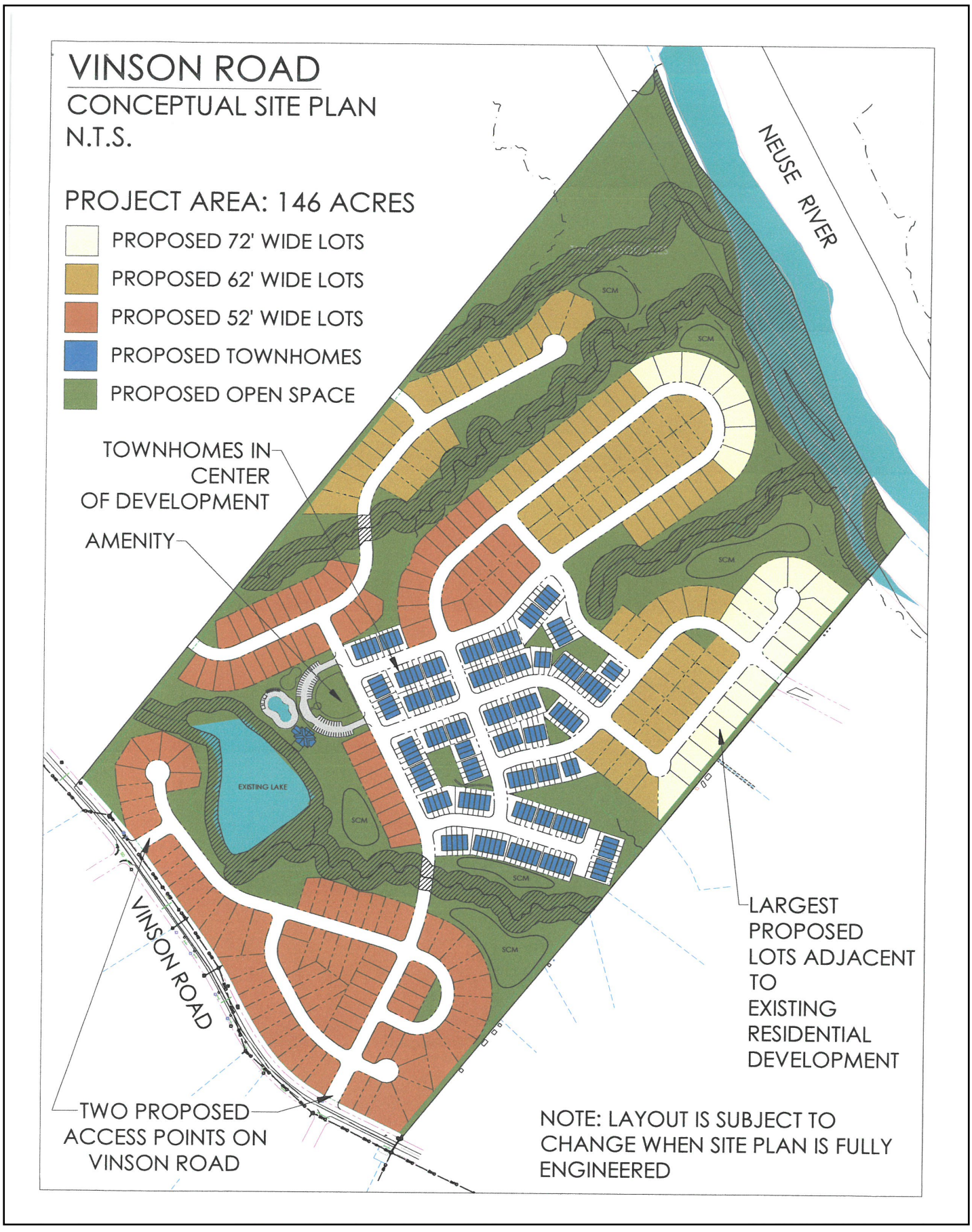
Johnston County assumes no legal responsibility for the information represented here.



Scale: 1:26136 - 1 in. = 2178.03 feet

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

Johnston County GIS
September 6, 2022


VINSON ROAD
CONCEPTUAL SITE PLAN
N.T.S.
PROJECT AREA: 146 ACRES
PROPOSED 72' WIDE LOTS
PROPOSED 62' WIDE LOTS
PROPOSED 52' WIDE LOTS
PROPOSED TOWNHOMES
PROPOSED OPEN SPACE
TOWNHOMES IN CENTER OF DEVELOPMENT
AMENITY
NEUSE RIVER
EXISTING LAKE
SCM
VINSON ROAD
TWO PROPOSED ACCESS POINTS ON VINSON ROAD
LARGEST PROPOSED LOTS ADJACENT TO EXISTING RESIDENTIAL DEVELOPMENT
NOTE: LAYOUT IS SUBJECT TO CHANGE WHEN SITE PLAN IS FULLY ENGINEERED

NEIGHBORHOOD MEETING ATTENDANCE ROSTER

Project: Vinson Road

Application: Conditional Use Rezoning

Location/Date: Virtual - 9/21/2022 @ 6:00 pm

NAME	ADDRESS
1	Please see attached attendance list
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January 2021

Neighborhood Meeting Attendance Roster

Name	Address	Email	Phone
Patrick Murray	22 Rainwater Court, Clayton	pxm2214@gmail.com	9197404363
Aretha Williams	55 Rainwater Ct, Clayton	arethawilliams45@gmail.com	9194803995
Lorie Murray	22 Rainwater Ct, Clayton	mizmrs@gmail.com	9197407082
Art Holder	16 Oakmont Court, Clayton	artfrankie@embarqmail.com	9193204900
Barbara Wolfgang	1635 vinson road, Clayton	wolfy5510@yahoo.com	9195507556
Gary Ogle	2101 Hidden Valley Drive, Clayton	garyl14@yahoo.com	9198855468
Kayla & Taylor Poulos	101 Windsor Green Drive, Clayton	kpoulos2@gmail.com	9193980063
Jerry Dodson	2105 Hidden Valley Drive, Clayton	jerrydodson52@gmail.com	9195538210
Basil Tsiaousopoulos	238 Hawkesburg Drive, Clayton NC	Btsiaous@gmail.com	9842444498

Development Team

Pam Porter - TMTLA Associates

Pat Barbeau - Timmons Group

Bill Harrell - Hopper Communities

NEIGHBORHOOD MEETING SUMMARY FORM

FILL OUT THE FOLLOWING:

Application: Conditional Zoning with Master Plan

Date of Mailing: 9/7/2022

Date of Meeting: 9/21/2022 Time of Meeting: 6pm-8pm

Location of Meeting: virtual (see letter)

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

Printed Name: Pamela Porter Signature: Pamela Porter

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

Please see attached meeting minutes for list of concerns brought up by neighbors and our responses.

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

January 2021

TMTLA ASSOCIATES

LANDSCAPE ARCHITECTURE & LAND PLANNING

Vinson Road Neighborhood Meeting Minutes – Concerns and Responses

Location of Entrances: Question about where entrances are going to be located. It was noted that we are showing two entrances to Vinson Road across with existing roads across the street, we have one stub to the west property that is vacant, and we are showing a connection to the stub on the east side of the site. A neighbor noted the existing stub on the east is a private road so there was question on if we would be making that connection. Same neighbor noted that the neighbors in that adjacent neighborhood pay to maintain their roads and do not want added traffic from our development going through their neighborhood.

Annexation: A neighbor asked if any properties, other than the two that are part of the proposed development, would be included in the annexation request. It was noted that the only lots being annexed as part of our request are the two lots that are part of the rezoning.

Fencing: Concern with too many fence types throughout the development. It was noted by the Developer that the HOA will regulate fence types and there will likely be a couple of options for homeowners to choose from that are acceptable which will have a more uniform look.

Traffic/Road Improvements: Neighbors were concerned about this development, adding traffic to Vinson Road, which is already a busy road. At the time of the neighborhood meeting the TIA was not complete so we were not able to give definitive answers about roadway improvements but it was noted that turn lanes with tapers would likely be a requirement. We did note during the call that we waited to get the TIA complete until after school was back in session to get a more realistic idea of traffic counts.

Site Distance: A neighbor was concerned about sight distance as our entrances are on a curved part of Vinson Road and asked if we would be realigning Vinson Road to improve this. We responded that there are no plans to realign Vinson Road as this is an NCDOT maintained road, and this is likely not a priority for them. We did note again that the TIA, once received, will shed light on the road improvements that will be required along this development's frontage but realigning Vinson Road would most likely not be on that list of improvements.

Home Price: Someone asked about home prices. It was noted that it's hard to predict the cost of the homes with the cost of land, infrastructure, and building materials. The goal is for the townhomes to be in the $300K and single family detached in the upper $400K, if not higher. It was mentioned again since construction won't start for at least 1.5-2 years that these prices are not set in stone and subject to change.

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TMTLA ASSOCIATES

LANDSCAPE ARCHITECTURE & LAND PLANNING

Flooding: A neighbor who lives in the neighborhood to the east noted there were areas in their neighborhood close to the shared property line that experienced standing water during storm events. Neighbors were concerned with our development dumping water onto adjacent properties to make flooding situation worse. We did note that as part of our plan we have to capture and treat the stormwater for our project – meaning we can't exacerbate an existing flooding issue. We made a note of this location on our call to see what, during site plan (which this gets fully engineered), we can do to assist with this on our side of the development.

Neighborhood Lighting and Impact on Adjacent Properties: A neighbor was concerned that our development was going to add light pollution to this rural area. It was noted that we will be required to provide streetlights with this development but based on light pole spacing, and location of lights within the neighborhood, the light levels should still be relatively low.

Removal of Existing Trees on Site: A neighbor asked about tree removal on site during construction. It was noted that trees would need to be removed to accommodate the new homes but there was no plan to remove vegetation in the stream buffers or wetlands less the two stream crossings we are showing. The intent is to preserve the tree canopy in those environmentally sensitive areas. It was also noted that the proposal sets aside roughly half of the development in open space.

Sewer for Our Proposed Development: A neighbor was asking about where lift station would be located and if there would be capacity to service this development. It was noted that it would be located on the low spot of the site, which is at the rear of the site adjacent to the Neuse River. It was also noted that upgrades to existing off-site pump stations may be required to help with capacity.

Impact on Existing Wells: A neighbor asked about if our development would impact existing wells on adjacent properties. The neighbor noted adjacent wells are roughly 75' – 100' deep. It was noted that the depth of those existing wells are deep enough where there shouldn't be an impacts to those wells.

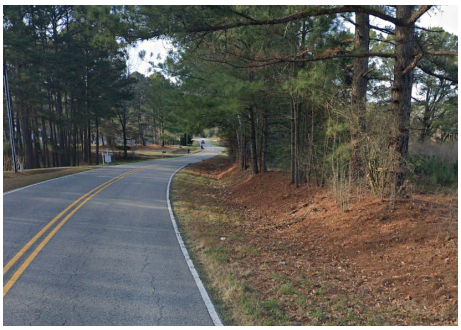
TMTLA Associates
5011 Southpark Drive Suite 200 - Durham, NC 27713
p: (919) 484-8880 - e: info@tmtla.com

S.NO	PARCEL ID	NAME 1	NAME2	ADDRESS1	CITY	STATE	ZIP
1	05J05012V	WOLFGANG, JAMES E	WOLFGANG, BARBARA L	1635 VINSON ROAD	CLAYTON	NC	27527-0000
2	05J05015A	WISE, KAYLA MARIE	POULOS, TAYLOR SHEA	101 WINDSOR GREEN DR	CLAYTON	NC	27527-5012
3	05J05012T	LACCABUE, IDA E	LACCABUE, STEVEN E	1785 VINSON RD	CLAYTON	NC	27527-6096
4	05J05030C	VINSON LIVING TRUST	COX, CAROLINE TRUSTEE	1004 LOCH LOMOND DR	CLAYTON	NC	27520-5946
5	05J05012W	FLORES, YVONNE	MONTANO, MANUEL	1615 VINSON RD	CLAYTON	NC	27527-0000
6	05J05013	KEHRER, ROBERT	KEHRER, JENNIFER	100 WINDSOR GREEN DRIVE	CLAYTON	NC	27527
7	05J05011V	POOLE FARM, LLC		16 OAKMONT CT	CLAYTON	NC	27527-6602
8	05J05012X	KOEMPEL, CYNTHIA A.		1595 VINSON RD	CLAYTON	NC	27527-7568
9	05J05012U	COOPER, MARK E COOPER	HOLLY A	1765 VINSON RD	CLAYTON	NC	27527-0000
10	05J05200G	CARROLL, JAMES T	CARROLL, BRENDA L	1925 HIGH CHAPPARAL DRIVE	CLAYTON	NC	27527-0000
11	05J05012Y	CRUZ, FREDDY JR		1575 VINSON RD	CLAYTON	NC	27527-7568
12	05J05012Z	COLEY, SETH MICHAEL JOINT TENANTS (WROS)	FRUDENRICH, SHARA JOINT TENANTS (WROS)	1555 VINSON RD	CLAYTON	NC	27527-7568
13	05J05032S	TURNER, MICHAEL		21 RAINWATER CT	CLAYTON	NC	27527-5085
14	05J05200A	BENSON, JOHN AARON		P O BOX 325	WILSONS MILLS	NC	27593-0000
15	05J05032J	MURRAY, PATRICK JOSEPH	MURRAY, LORAINE	22 RAINWATER CT	CLAYTON	NC	27527-5085
16	05J05032U	CALTON, KENNETH WAYNE		71 RAINWATER CT	CLAYTON	NC	27527-5085
17	05J05015B	GENSEL, JUANITA C	GENSEL, LARRY D	1545 VINSON ROAD	CLAYTON	NC	27527-0000
18	05J05200H	BENSON, JOHN AARON		PO BOX 325	WILSONS MILLS	NC	27593-0325
19	05J05011I	BAILEY, MATTHEW		2350 BAKERS CHAPEL RD	SMITHFIELD	NC	27577-8654
20	05J05030F	ROCKY BRANCH FARM LLC		230 SUMMIT ST	CLAYTON	NC	27520-1643
21	05J05011F	BRYANT, ROBIN R	BRYANT, BETSY L	2015 HIDDEN VALLEY DR	CLAYTON	NC	27527-0000
22	05J05012X	KOEMPEL, CYNTHIA A.		1595 VINSON RD	CLAYTON	NC	27527-7568
23	05J05198F	DODSON, ELENA MARIE	DODSON, JERRY MILTON	2105 HIDDEN VALLEY DR	CLAYTON	NC	27527-9251
24	05J05200	OGLE, GARY LEE	OGLE, JUDITH VAUGHAN	2101 HIDDEN VALLEY DR	CLAYTON	NC	27527-0000
25	05J05200K	HARRIS, RUTH COUP		1924 HIGH CHAPARRAL DR	CLAYTON	NC	27527-0000
26	05J05200U	HAWK BROTHERS LLC		4196 ZACKS MILL RD	ANGIER	NC	27501-9340
27	05G04052F	HATCH, JOSEPH K	HATCH, CHRISTY J	P O BOX 1662	CLAYTON	NC	27528-1650

RAMEY KEMP ASSOCIATES

TOGETHER WE ARE LIMITLESS







Vinson Road Development

Traffic Impact Analysis

Clayton, North Carolina

RKA rameykemp.com

TRAFFIC IMPACT ANALYSIS

FOR

VINSON ROAD DEVELOPMENT

LOCATED

IN

CLAYTON, NC

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TRAFFIC IMPACT ANALYSIS
VINSON ROAD DEVELOPMENT
CLAYTON, NORTH CAROLINA

EXECUTIVE SUMMARY

1. Development Overview

A Traffic Impact Analysis (TIA) was conducted for the proposed Vinson Road development in accordance with the Clayton (Town) Unified Development Code (UDC) and North Carolina Department of Transportation (NCDOT) capacity analysis guidelines. The proposed development is to be located west of Hidden Valley Drive and north of Vinson Road in Clayton, North Carolina. The proposed development is expected to consist of 255 single-family homes and 210 townhomes. The residential development is estimated to be built out in 2030. Site access is proposed via two (2) full movement driveways along Vinson Road. The full movement driveways along Vinson Road are expected to align with Windsor Green Drive and Rainwater Court. It should be noted that interconnectivity is expected to the development to the south via High Chaparral Drive; however, this interconnectivity was not considered as part of this TIA and is expected to provide conservative results at the main access points.

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

- 2022 Existing Traffic Conditions
- 2030 No-Build Traffic Conditions
- 2030 Build Traffic Conditions
- 2030 Build with Improvements Traffic Conditions

2. Existing Traffic Conditions

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

- NC 42 and Glen Laurel Road
- Glen Laurel Road and Vinson Road
- Glen Laurel Road and Powhatan Road

- Vinson Road and Windsor Green Drive / Site Drive 1
- Vinson Road and Rainwater Court / Site Drive 2

Existing peak hour traffic volumes were determined based on traffic counts conducted at the study intersection listed below, in September of 2022 during a typical weekday AM (7:00 AM – 9:00 AM) and PM (4:00 PM – 6:00 PM) peak periods:

- NC 42 and Glen Laurel Road
- Glen Laurel Road and Vinson Road
- Glen Laurel Road and Powhatan Road
- Vinson Road and Windsor Green Drive
- Vinson Road and Rainwater Court

Traffic volumes were balanced between study intersections, where appropriate.

3. Site Trip Generation

The proposed development is assumed to consist of 255 single-family homes and 210 townhomes. Average weekday daily, AM peak hour, and PM peak hour trips for the proposed development were estimated using methodology contained within the ITE Trip Generation Manual, 11th Edition. Table E-1 provides a summary of the trip generation potential for the site.

Table E-1: Site Trip Generation

LAND USE (ITE Code)	INTENSITY	DAILY TRIPS (VPD)	WEEKDAY AM PEAK HOUR (VPH)		WEEKDAY PM PEAK HOUR (VPH)	
			Enter	Exit	Enter	Exit
Single Family Detached Housing (210)	255 units	2,387	42	130	151	89
Single Family Attached Housing (215)	210 units	1,150	32	72	70	52
Total Trips		**3,937**	**77**	**202**	**221**	**141**

4. Future Traffic Conditions

Through coordination with the Town and NCDOT, it was determined that an annual growth rate of 2% would be used to generate 2030 projected weekday AM and PM peak hour traffic volumes. Based on coordination with the Town and NCDOT, it was determined that there were no adjacent developments to consider with this study.

5. Capacity Analysis Summary

The analysis considered weekday AM and PM peak hour traffic for 2022 existing, 2030 no-build, and 2030 build conditions. Refer to Section 7 of the TIA for the capacity analysis summary performed at each study intersection.

6. Recommendations

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

Improvements by NCDOT

Glen Laurel Road and Vinson Road

- Install a signal.

Recommended Improvements by the Vinson Road Development

NC 42 and Glen Laurel Road

- Coordinate with NCDOT to develop a signal modification plan to allow for an eastbound right-turn lane overlap phase.

Glen Laurel Road and Vinson Road

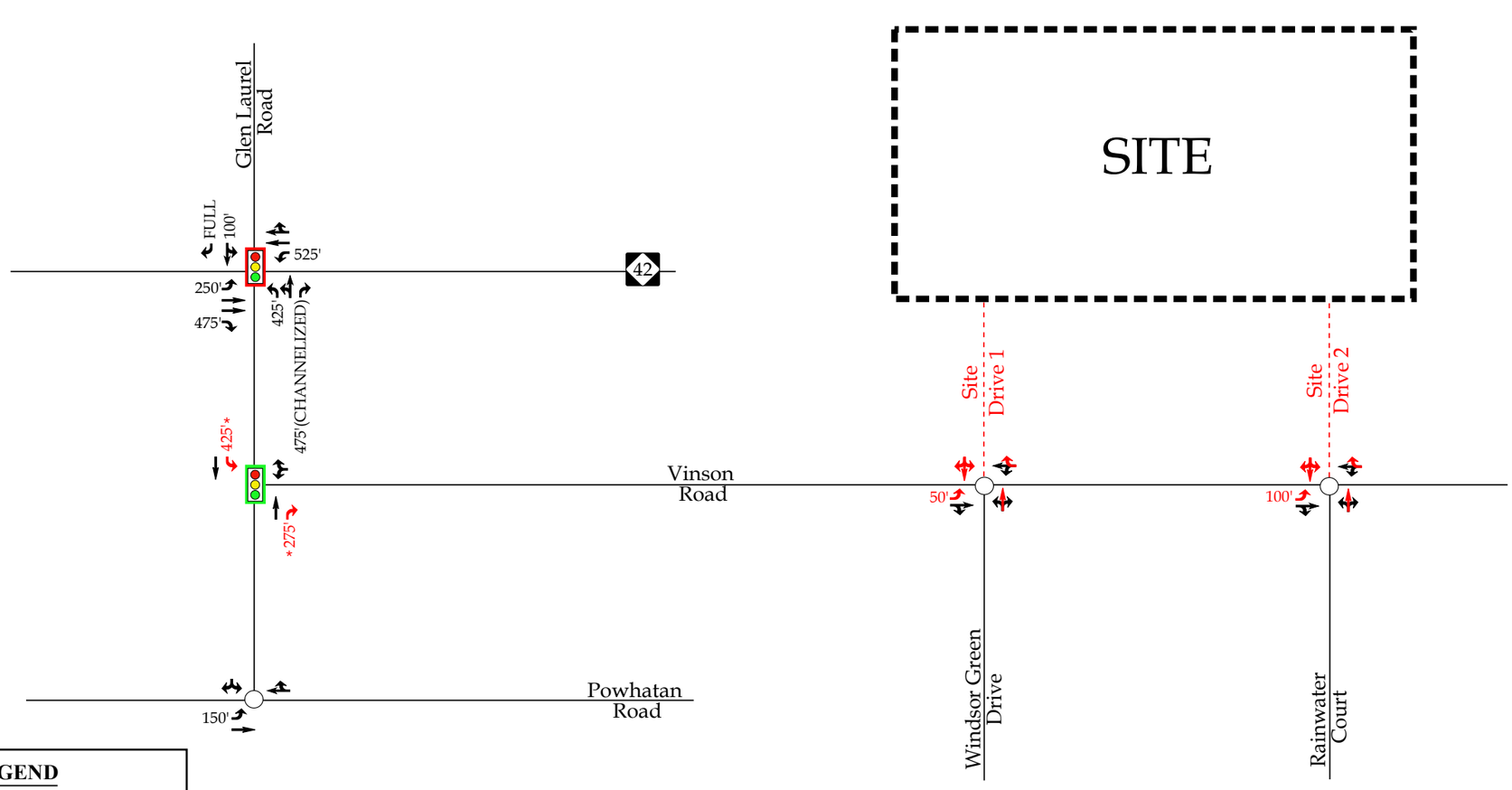
- Provide an exclusive southbound left-turn lane with at least 425 feet of full width storage with appropriate deceleration and taper if right-of-way is available.
- Provide an exclusive northbound left-turn lane with at least 275 feet of full width storage with appropriate deceleration and taper if right-of-way is available.

Vinson Road and Windsor Green Drive / Site Drive 1

- Construct Site Drive 1 with one ingress and one egress lane striped as a shared left-/through/right-turn lane.
- Provide an exclusive eastbound left-turn lane with at least 50 feet of full width storage with appropriate deceleration and taper.
- Provide stop control for the southbound approach (Site Drive 1).

Vinson Road and Rainwater Court / Site Drive 2

- Construct Site Drive 2 with one ingress and one egress lane striped as a shared left-/through/right-turn lane.
- Provide an exclusive eastbound left-turn lane with at least 100 feet of full width storage with appropriate deceleration and taper.
- Provide stop control for the southbound approach (Site Drive 2).



LEGEND

- Unsignalized Intersection
- Signalized Intersection
- Existing Lane
- Signal Installation by NCDOT
- Signal Phasing and Timing Modifications by Developer
- Improvement by Developer
- X' Storage (In Feet)

* If right-of-way is available.

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Vinson Road Development
Johnston County, NC

Recommended Lane Configurations

Scale: Not to Scale | Figure E-1

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Appendix B:	Traffic Counts
Appendix C:	Capacity Calculations – NC 42 and Glen Laurel Road
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TRAFFIC IMPACT ANALYSIS
VINSON ROAD DEVELOPMENT
CLAYTON, NORTH CAROLINA

1. INTRODUCTION

The contents of this report present the findings of the Traffic Impact Analysis (TIA) conducted for the proposed Vinson Road development to be located west of Hidden Valley Drive and north of Vinson Road in Clayton, North Carolina. The purpose of this study is to determine the potential impacts to the surrounding transportation system created by traffic generated by the proposed development, as well as recommend improvements to mitigate the impacts.

The proposed development, anticipated to be completed in 2030, is assumed to consist of the 255 single family homes and 210 townhomes.

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

- 2022 Existing Traffic Conditions
- 2030 No-Build Traffic Conditions
- 2030 Build Traffic Conditions

1.1. Site Location and Study Area

The development is proposed to be located west of Hidden Valley Drive and north of Vinson Road in Clayton, North Carolina. Refer to Figure 1 for the site location map. The study area for the TIA was determined through coordination with the North Carolina Department of Transportation (NCDOT) and the Town of Clayton (Town) and consists of the following intersections:

- NC 42 and Glen Laurel Road
- Glen Laurel Road and Vinson Road
- Glen Laurel Road and Powhatan Road
- Vinson Road and Windsor Green Drive / Site Drive 1
- Vinson Road and Rainwater Court / Site Drive 2

Refer to Appendix A for the approved scoping documentation.

1.2. Proposed Land Use and Site Access

The site is expected to be located west of Hidden Valley Drive and north of Vinson Road. The proposed development, anticipated to be completed in 2030, is assumed to consist of 255 single family homes and 210 townhomes.

Site access is proposed via two (2) full movement driveways along Vinson Road. The full movement driveways along Vinson Road are expected to align with Windsor Green Drive and Rainwater Court. It should be noted that interconnectivity is expected to the development to the south via High Chaparral Drive; however, this interconnectivity was not considered as part of this TIA and is expected to provide conservative results at the main access points. Refer to Figure 2 for a copy of the preliminary site plan.

1.3. Adjacent Land Uses

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

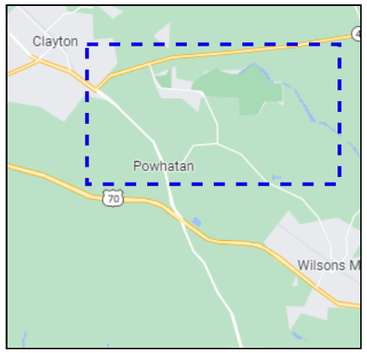
1.4. Existing Roadways

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

Table 1: Existing Roadway Inventory

Road Name	Route Number	Typical Cross Section	Speed Limit	2019 AADT (vpd)
NC 42		4-lane divided	55 mph	24,500
Glen Laurel Road	SR 1902	2-lane undivided	45 mph	4,400
Vinson Road	SR 1903	2-lane undivided	45 mph	6,080*
Powhatan Road	SR 1901	2-lane undivided	45 mph	11,000
Windsor Green Drive	SR 2049	2-lane undivided	25 mph	350*
Rainwater Court	N/A	2-lane undivided	Not Posted	90*

*ADT based on the traffic counts from 2022 and assuming the weekday PM peak hour volume is 10% of the average daily traffic.





LEGEND

- Study Intersection
- Proposed Site Access
- Study Area

N

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Vinson Road Development
Johnston County, NC

Site Location Map

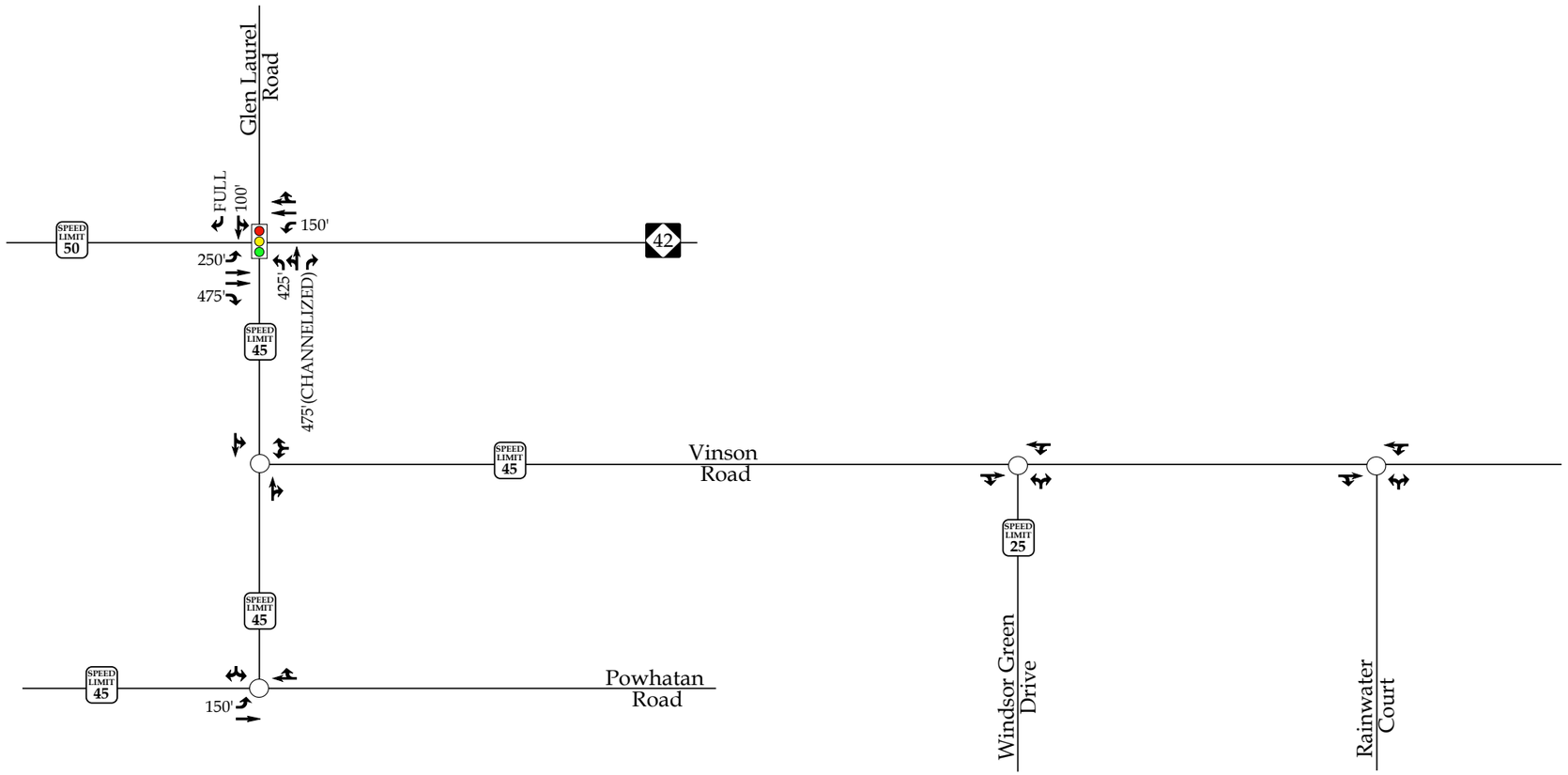
Scale: Not to Scale | Figure 1

VINSON ROAD
CONCEPTUAL SITE PLAN



VINSON ROAD CONCEPTUAL SITE PLAN "A"
6/28/2022 1" =100'
SITE AREA: 146.26 ACRES
DENSITY: 3.18 DU/AC

PROPOSED 72' X 120' LOTS	26 LOTS (6%)
PROPOSED 62' X 120' LOTS	94 LOTS (20%)
PROPOSED 52' X 120' LOTS	135 LOTS (29%)
PROPOSED 20' WIDE TOWNHOMES	210 LOTS (45%)
PROPOSED OPEN SPACE	64 ACRES
TOTAL LOTS	465 LOTS



LEGEND

- Unsignalized Intersection
- Signalized Intersection
- Existing Lane
- X' Storage (In Feet)
- SPEED LIMIT XX Posted Speed Limit

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Vinson Road Development
Johnston County, NC

2022 Existing
Lane Configurations

Scale: Not to Scale | Figure 3

2. 2022 EXISTING PEAK HOUR CONDITIONS

2.1. 2022 Existing Peak Hour Traffic Volumes

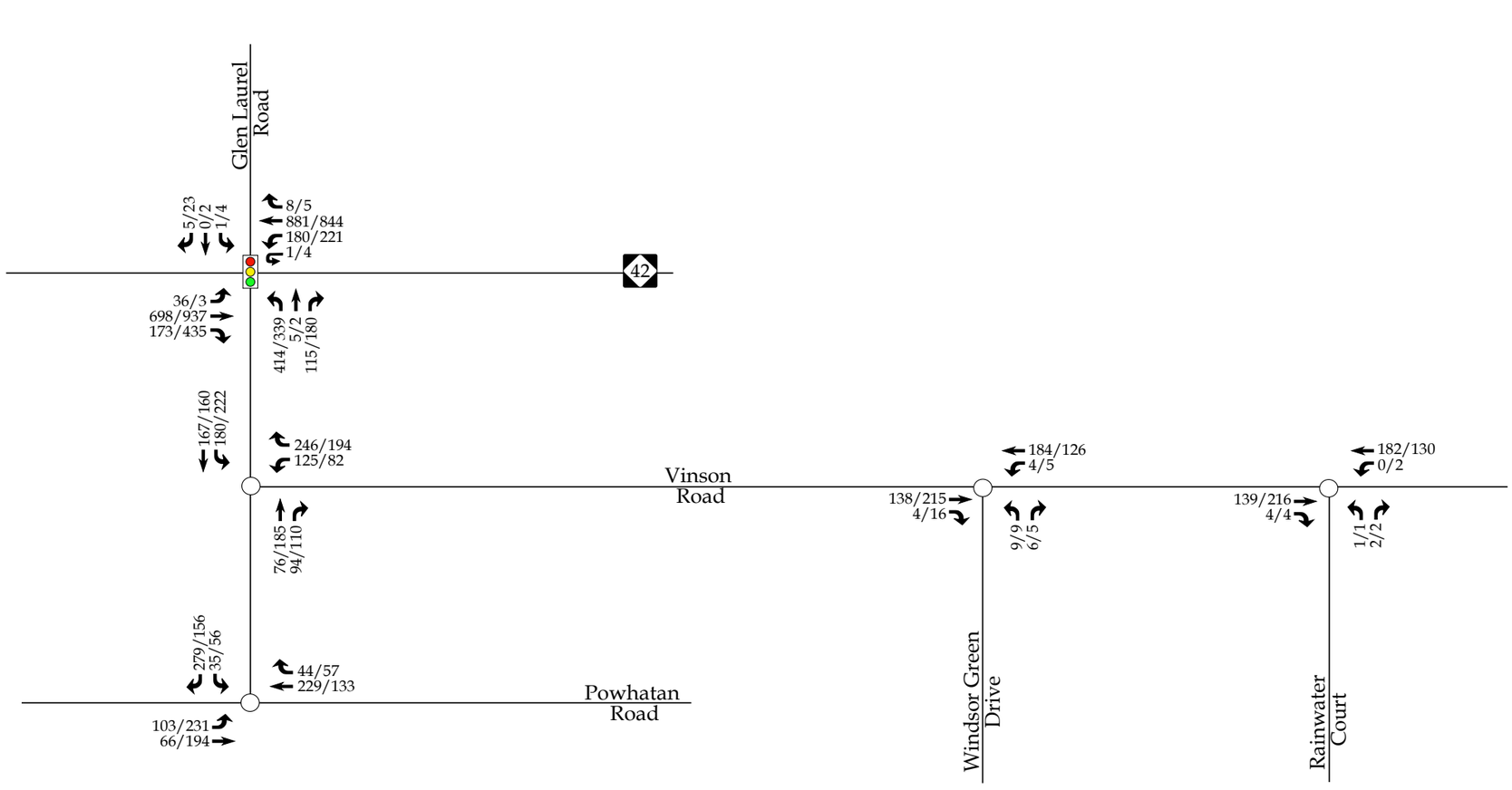
Existing peak hour traffic volumes were determined based on traffic counts conducted at the study intersections listed below, in September 2022 during a typical weekday AM (7:00 AM – 9:00 AM) and PM (4:00 PM – 6:00 PM) peak periods:

- NC 42 and Glen Laurel Road
- Glen Laurel Road and Vinson Road
- Glen Laurel Road and Powhatan Road
- Vinson Road and Windsor Green Drive
- Vinson Road and Rainwater Court

Weekday AM and PM traffic volumes were balanced between study intersections, where appropriate. Refer to Figure 4 for 2022 existing weekday AM and PM peak hour traffic volumes. A copy of the count data is located in Appendix B of this report.

2.2. Analysis of 2022 Existing Peak Hour Traffic Conditions

The 2022 existing weekday AM and PM peak hour traffic volumes were analyzed to determine the current levels of service at the study intersections under existing roadway conditions. Signal information was obtained from NCDOT and is included in Appendix C. The results of the analysis are presented in Section 7 of this report.



LEGEND

- Unsignalized Intersection
- Signalized Intersection
- X / Y → Weekday AM / PM Peak Hour Traffic

Note: Based on NCDOT Congestion Management guidelines, a volume of 4 vehicles per hour (vph) was analyzed for any movement with less than 4 vph.

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Vinson Road Development
Johnston County, NC

2022 Existing
Peak Hour Traffic

Scale: Not to Scale | Figure 4

3. 2030 NO-BUILD PEAK HOUR CONDITIONS

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

3.1. Ambient Traffic Growth

Through coordination with the Town and NCDOT, it was determined that an annual growth rate of 2% would be used to generate 2030 projected weekday AM and PM peak hour traffic volumes.

3.2. Adjacent Development Traffic

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

3.3. Future Roadway Improvements

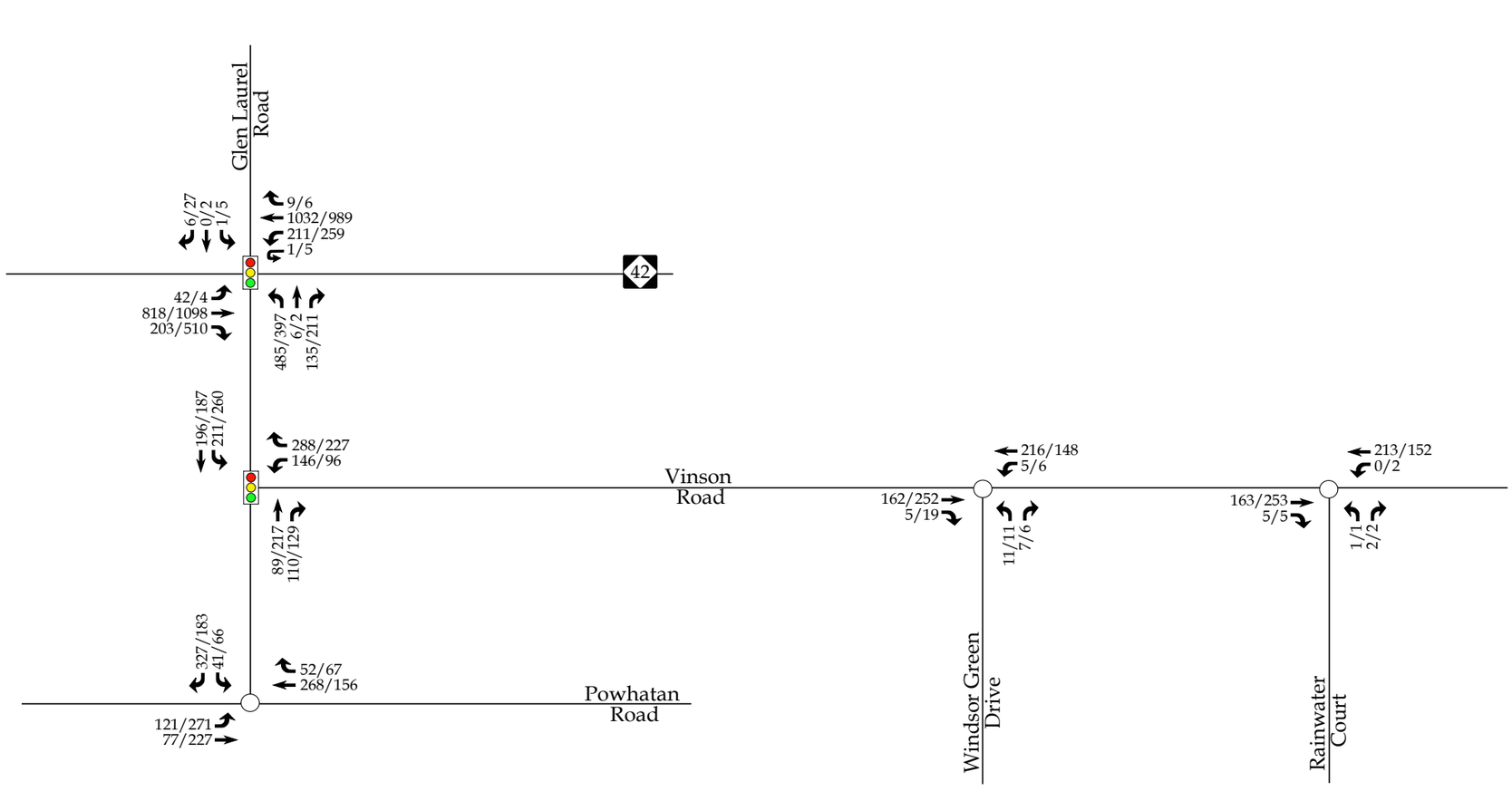
Based on coordination with the NCDOT and the Town, it was determined there were no future roadway improvements to consider with this study.

3.4. 2030 No-Build Peak Hour Traffic Volumes

The 2030 no-build traffic volumes were determined by projecting the 2022 existing peak hour traffic to the year 2030. Refer to Figure 5 for an illustration of the 2030 no-build peak hour traffic volumes at the study intersections.

3.5. Analysis of 2030 No-Build Peak Hour Traffic Conditions

The 2030 no-build AM and PM peak hour traffic volumes at the study intersections were analyzed with future geometric roadway conditions and traffic control. The analysis results are presented in Section 7 of this report.



LEGEND

- ○ Unsignalized Intersection
- Signalized Intersection
- X / Y → Weekday AM / PM Peak Hour Traffic

Note: Based on NCDOT Congestion Management guidelines, a volume of 4 vehicles per hour (vph) was analyzed for any movement with less than 4 vph.

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Vinson Road Development
Johnston County, NC

2030 No-Build
Peak Hour Traffic

Scale: Not to Scale | Figure 5

4. SITE TRIP GENERATION AND DISTRIBUTION

4.1. Trip Generation

The proposed development is assumed to consist of 255 single-family homes and 210 townhomes. Average weekday daily, AM peak hour, and PM peak hour trips for the proposed development were estimated using methodology contained within the ITE *Trip Generation Manual*, 11th Edition. Table 2 provides a summary of the trip generation potential for the site.

Table 2: Trip Generation Summary

Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	Weekday AM Peak Hour Trips (vph)		Weekday PM Peak Hour Trips (vph)	
			Enter	Exit	Enter	Exit
Single Family Detached Housing (210)	255 units	2,387	42	130	151	89
Single Family Attached Housing (215)	210 units	1,150	32	72	70	52
Total Trips		**3,937**	**77**	**202**	**221**	**141**

It is estimated that the proposed development will generate approximately 3,937 total site trips on the roadway network during a typical 24-hour weekday period. Of the daily traffic volume, it is anticipated that 279 trips (77 entering and 202 exiting) will occur during the weekday AM peak hour and 362 trips (221 entering and 141 exiting) will occur during the weekday PM peak hour.

4.2. Site Trip Distribution and Assignment

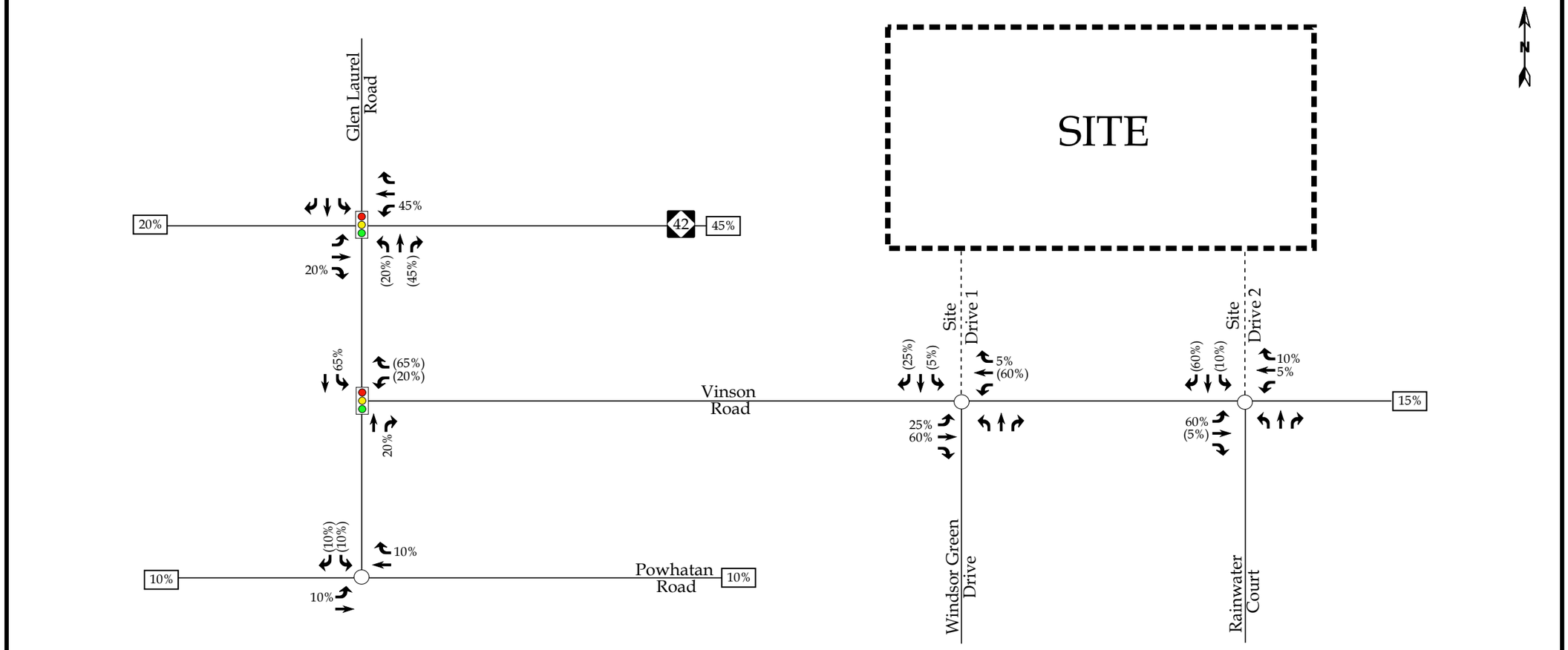
Trip distribution percentages used in assigning site traffic for this development were estimated based on a combination of existing traffic patterns, population centers adjacent to the study area, and engineering judgment.

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

- 45% to/from the east via NC 42
- 20% to/from the west via NC 42

- 15% to/from the east via Vinson Road
- 10% to/from the east via Powhatan Road
- 10% to/from the west via Powhatan Road

The site trip distribution is shown in Figure 6 and the site trip assignment is shown in Figure 7.



LEGEND

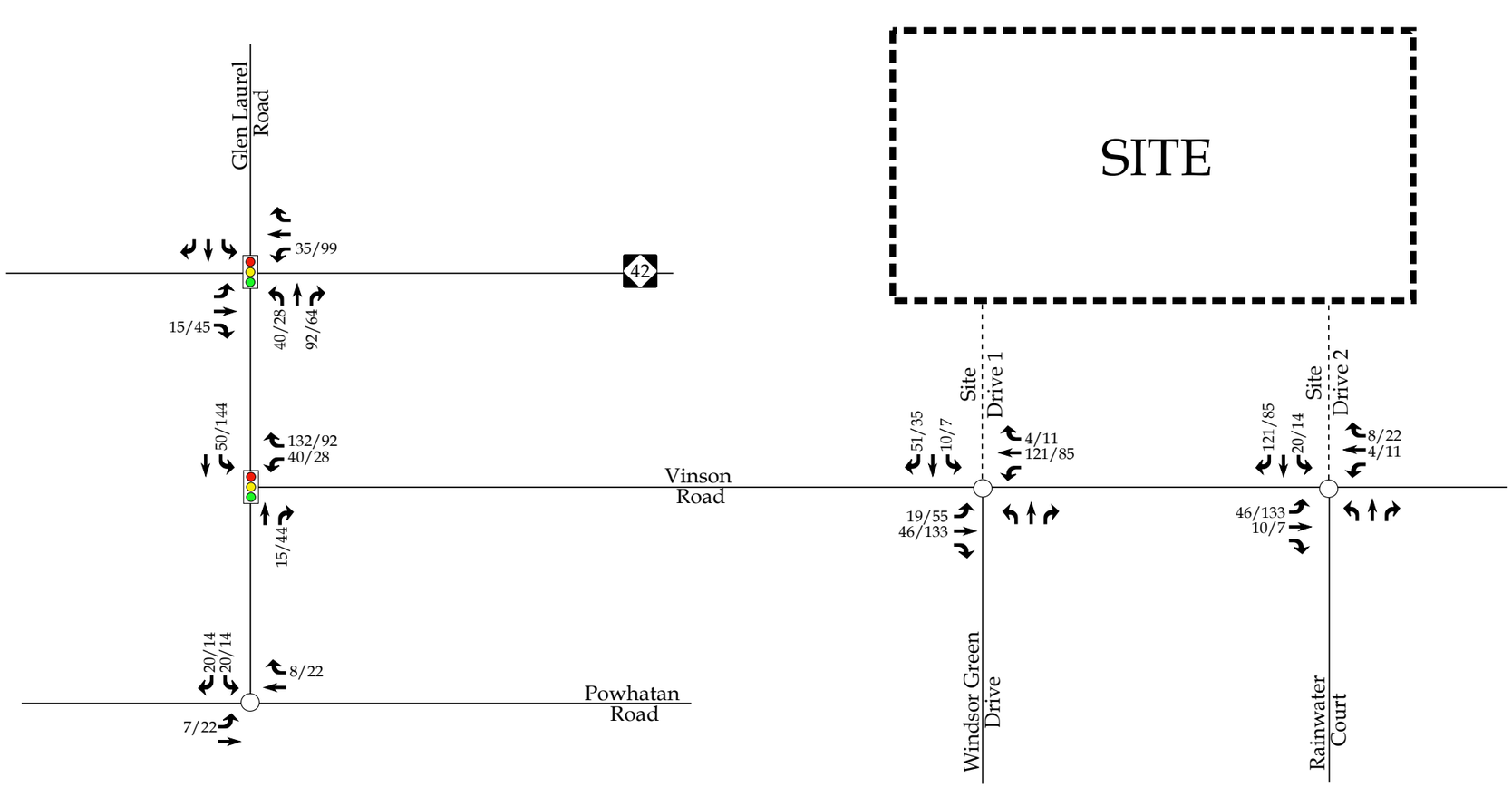
- Unsignalized Intersection
- Signalized Intersection
- X% → Entering Trip Distribution
- (Y%) → Exiting Trip Distribution
- XX% Regional Trip Distribution

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Vinson Road Development
Johnston County, NC

Site Trip Distribution

Scale: Not to Scale | Figure 6



LEGEND

- Unsignalized Intersection
- Signalized Intersection
- X / Y → Weekday AM / PM Peak Hour Site Trips

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Vinson Road Development
Johnston County, NC

Site Trip Assignment

Scale: Not to Scale | Figure 7

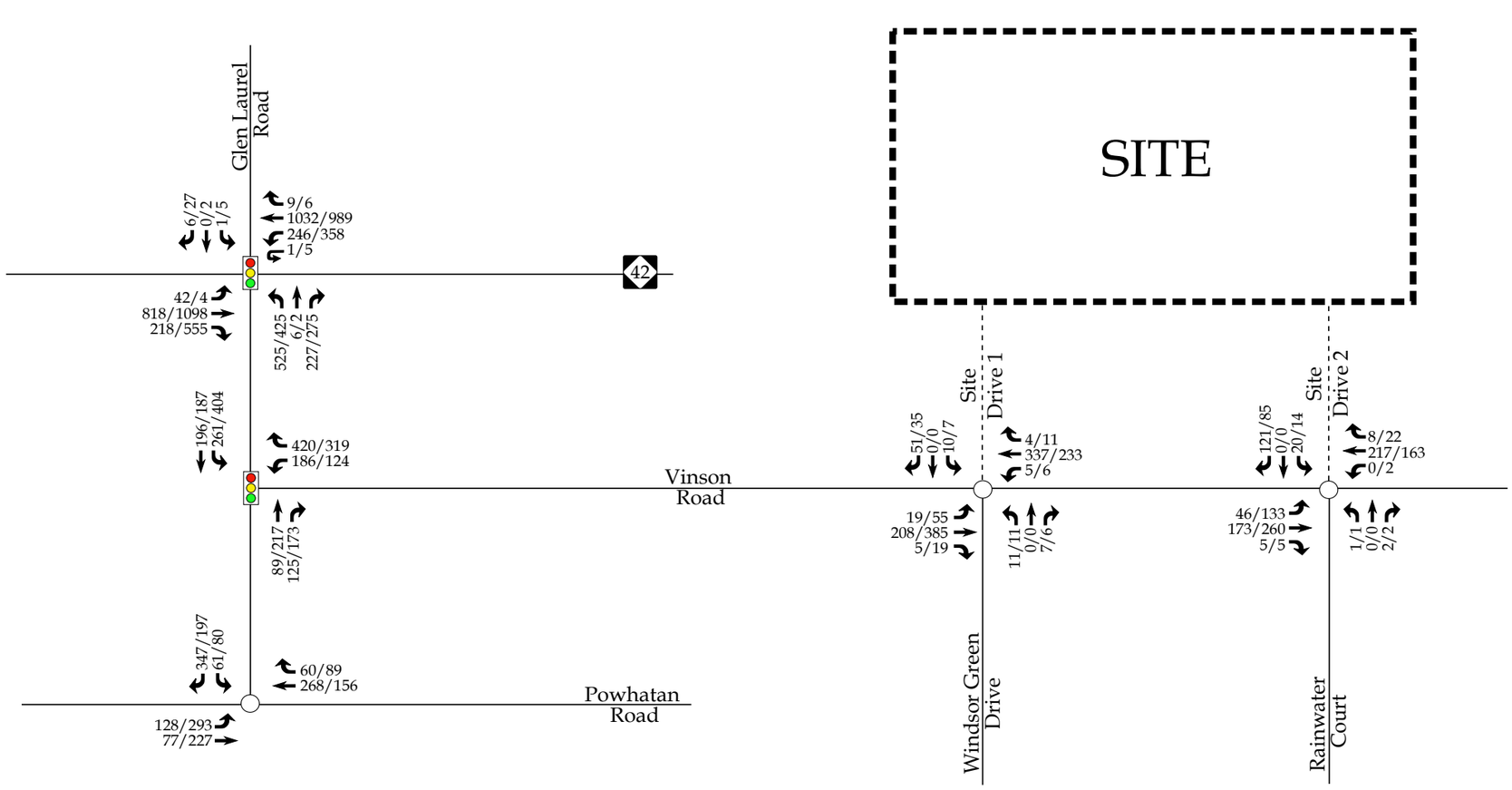
5. 2030 BUILD TRAFFIC CONDITIONS

5.1. 2030 Build Peak Hour Traffic Volumes

To estimate traffic conditions with the site fully built-out, the total site trips were added to the 2030 no-build traffic volumes to determine the 2030 build traffic volumes. Refer to Figure 8 for an illustration of the 2030 build peak hour traffic volumes with the proposed site fully developed.

5.2. Analysis of 2030 Build Peak Hour Traffic Conditions

Study intersections were analyzed with the 2030 build traffic volumes using the same methodology previously discussed for existing and no-build traffic conditions. Intersections were analyzed with improvements necessary to accommodate future traffic volumes. The results of the capacity analysis for each intersection are presented in Section 7 of this report.



LEGEND

- ○ Unsignalized Intersection
- Signalized Intersection
- X / Y → Weekday AM / PM Peak Hour Traffic

Note: Based on NCDOT Congestion Management guidelines, a volume of 4 vehicles per hour (vph) was analyzed for any movement with less than 4 vph.

RAMEY KEMP ASSOCIATES

Vinson Road Development
Johnston County, NC

2030 Build
Peak Hour Traffic

Scale: Not to Scale | Figure 8

6. TRAFFIC ANALYSIS PROCEDURE

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

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

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

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

6.1. Adjustments to Analysis Guidelines

Capacity analysis at all study intersections was completed according to the Town's UDC (Unified Development Code) and NCDOT Congestion Management Guidelines.

7. CAPACITY ANALYSIS

7.1. NC 42 and Glen Laurel Road

The existing signalized intersection of NC 42 and Glen Laurel Road was analyzed under 2022 existing, 2030 no-build, and 2030 build traffic conditions with the lane configurations and traffic control shown in Table 4. Refer to Table 4 for a summary of the analysis results. Refer to Appendix C for the Synchro capacity analysis reports and Appendix H for the SimTraffic queuing reports.

Table 4: Analysis Summary of NC 42 and Glen Laurel Road

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2022 Existing	EB WB NB SB	1 LT, 2 TH, 1 RT 1 LT, 1 TH, 1 TH-RT 1 LT, 1 LT-TH, 1 RT 1 LT-TH, 1 RT	C B D D	C (27)	C B D D	C (28)
2030 No-Build	EB WB NB SB	1 LT, 2 TH, 1 RT 1 LT, 1 TH, 1 TH-RT 1 LT, 1 LT-TH, 1 RT 1 LT-TH, 1 RT	C C D D	C (31)	D C D D	C (33)
2030 Build	EB WB NB SB	1 LT, 2 TH, 1 RT 1 LT, 1 TH, 1 TH-RT 1 LT, 1 LT-TH, 1 RT 1 LT-TH, 1 RT	C C D D	C (33)	D C D D	D (40)
2030 Build **with Improvements***	EB WB NB SB	1 LT, 2 TH, 1 RT 1 LT, 1 TH, 1 TH-RT 1 LT, 1 LT-TH, 1 RT 1 LT-TH, 1 RT	C C D D	C (31)	D C D D	C (35)

Improvements by the developer are shown in bold.
*Signal phasing (eastbound overlap) and timing modifications.

Capacity analysis of 2022 existing, 2030 no-build, and 2030 build traffic conditions indicates the intersection of NC 42 and Glen Laurel Road is expected to operate at an overall LOS C during the weekday AM peak hour and LOS D or better during the weekday PM peak hour. Based on SimTraffic queuing reports, the eastbound right-turn lane is expected to exceed the existing storage provided; therefore, signal phasing and timing modifications were

considered. Signal phasing and timing modifications in the form of an overlap phase for the eastbound right-turn movement were analyzed. With this signal phasing and timing modification, under 2030 build with improvements traffic conditions, this intersection is expected to operate at an overall LOS C during the weekday AM and PM peak hours. All approaches are expected to operate at LOS D or better during the weekday AM and PM peak hours. Based on SimTraffic simulations, this signal modifications are expected to reduce queuing on the eastbound approach. Additionally, it is expected that many drivers will utilize right-turn on-red (RTOR) which is expected to decrease queuing lengths and improve overall delays at this intersection. It is recommended that the development coordinate with NCDOT to develop a signal modification plan at this intersection.

7.2. Glen Laurel Road and Vinson Road

The existing unsignalized intersection of Glen Laurel Road and Vinson Road was analyzed under 2022 existing, 2030 no-build, and 2030 build traffic conditions with the lane configurations and traffic control shown in Table 5. Based on coordination with NCDOT, this intersection is funded for signal by or before the build-out of this development; therefore, this intersection was analyzed as a signalized intersection under 2030 no-build and 2030 build traffic conditions. Refer to Table 5 for a summary of the analysis results. Refer to Appendix D for the Synchro capacity analysis reports and Appendix H for the SimTraffic queuing reports.

Table 5: Analysis Summary of Glen Laurel Road and Vinson Road

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2022 Existing	WB NB SB	1 LT-RT 1 TH-RT 1 LT-TH	D[2] A[1] --	N/A	D[2] A[1] --	N/A
2030 No-Build Permitted	WB NB SB	1 LT-RT 1 TH-RT 1 LT-TH	C B C	C (23)	C A C	C (25)
2030 No-Build Split	WB NB SB	1 LT-RT 1 TH-RT 1 LT-TH	D D D	D (45)	E D D	D (50)
2030 Build Permitted	WB NB SB	1 LT-RT 1 TH-RT 1 LT-TH	D B D	D (44)	F A F	F (92)
2030 Build Split	WB NB SB	1 LT-RT 1 TH-RT 1 LT-TH	E E E	E (72)	F F F	F (103)
2030 Build with **Improvements**	WB NB SB	1 LT-RT 1 TH, **1 RT** **1 LT**, 1 TH	C C D	C (32)	D D D	D (45)

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

Permitted Phasing is shown in **green**.
Split Phasing is shown in **blue**.
Improvements by the developer are shown in bold.

Capacity analysis of 2022 existing traffic conditions indicates the minor-street approach is expected to operate at LOS D and the major-street left-turn movement is expected to operate

at LOS A during the weekday AM and PM peak hours. Based on coordination with NCDOT, this intersection is funded for a signal by or before the build-out of this development; therefore, under 2030 no-build and 2030 build traffic conditions, the intersection was analyzed as a signalized intersection under permitted and split phasing. It should be noted that the southbound left-turn / through movement along Glen Laurel Road was analyzed with split phasing, per NCDOT Congestion Management guidelines. Split phasing was used for both peak hours for conservative analysis even though the cross-product rule was not met for the weekday AM peak hour under 2030 no-build traffic conditions. The intersection is expected to operate at an overall LOS D during the weekday AM and PM peak hours under 2030 no-build permitted traffic conditions. The intersection is expected to operate at an overall LOS D during the weekday AM peak hour and an overall LOS F during the weekday PM peak hour under 2030 no-build split and 2030 build permitted traffic conditions. Under 2030 build split traffic conditions, the intersection is expected to operate at an overall LOS E during the weekday AM peak hour and an overall LOS F during the weekday PM peak hour.

Due to failing levels of service during the weekday PM peak hour under 2030 no-build and 2030 build traffic conditions geometric improvements were considered. Based on the SimTraffic simulations and capacity of the intersection, an exclusive southbound left-turn lane and northbound right-turn lane are recommended. A southbound left-turn lane with 425 feet of full width storage and a northbound right-turn lane with 275 feet of full width storage are recommended at this intersection if right-of way is available.

Under 2030 build with improvements traffic conditions, the intersection is expected to operate at an overall LOS C during the weekday AM peak hour and an overall LOS D during the weekday PM peak hour.

7.3. Glen Laurel Road and Powhatan Road

The existing unsignalized intersection of Glen Laurel Road and Powhatan Road was analyzed under 2022 existing, 2030 no-build, and 2030 build traffic conditions with the lane configurations and traffic control shown in Table 6. Refer to Table 6 for a summary of the analysis results. Refer to Appendix E for the Synchro capacity analysis reports and Appendix H for the SimTraffic queuing reports.

Table 6: Analysis Summary of Glen Laurel Road and Powhatan Road

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2022 Existing	EB WB SB	1 LT, 1 TH 1 TH-RT 1 LT-RT	A[1] -- B[2]	N/A	A[1] -- B[2]	N/A
2030 No-Build	EB WB SB	1 LT, 1 TH 1 TH-RT 1 LT-RT	A[1] -- C[2]	N/A	A[1] -- C[2]	N/A
2030 Build	EB WB SB	1 LT, 1 TH 1 TH-RT 1 LT-RT	A[1] -- C[2]	N/A	A[1] -- C[2]	N/A

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

Capacity analysis of 2022 existing, 2030 no-build, and 2030 build traffic conditions indicates the minor-street movement and major-street left-turn movement are expected to operate at LOS C or better during the weekday AM and PM peak hours. Based on SimTraffic queuing reports, existing storages are expected to accommodate future traffic volumes.

Due to acceptable levels of service and existing storages accommodating future traffic volumes, no improvements are recommended at this intersection by the developer.

7.4. Vinson Road and Windsor Green Drive / Site Drive 1

The existing unsignalized intersection of Vinson Road and Windsor Green Drive was analyzed under 2022 existing, 2030 no-build, and 2030 build traffic conditions with the lane configurations and traffic control shown in Table 7. Refer to Table 7 for a summary of the analysis results. Refer to Appendix F for the Synchro capacity analysis reports and Appendix H for the SimTraffic queuing reports.

Table 7: Analysis Summary of Vinson Road and Windsor Green Drive / Site Drive 1

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2022 Existing	EB WB NB	1 TH-RT 1 LT-TH 1 LT-RT	-- A[1] B[2]	N/A	-- A[1] B[2]	N/A
2030 No-Build	EB WB NB	1 TH-RT 1 LT-TH 1 LT-RT	-- A[1] B[2]	N/A	-- A[1] B[2]	N/A
2030 Build	EB WB NB **SB**	**1 LT**, 1 TH-RT 1 LT-TH-**RT** 1 LT-**TH**-RT **1 LT-TH-RT**	A[1] A[1] B[2] B[2]	N/A	A[1] A[1] C[2] B[2]	N/A

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

Improvements by the developer are shown in bold.

Capacity analysis of 2022 existing 2030 no-build, 2030 build traffic conditions indicate the major-street left-turn movements and minor-street approaches of Vinson Road and Windsor Green Drive / Site Drive 1 are expected to operate at LOS C or better during the weekday AM and PM peak hours.

Exclusive left- and right-turn lanes were considered based on the NCDOT *Policy on Street and Driveway Access to North Carolina Highways*. An exclusive eastbound left-turn lane is recommended with at least 50 feet of full width storage with appropriate deceleration and taper.

7.5. Vinson Road and Rainwater Court / Site Drive 2

The existing unsignalized intersection of Vinson Road and Rainwater Court was analyzed under 2022 existing, 2030 no-build, and 2030 build traffic conditions with existing lane configurations and traffic control shown in Table 8. Refer to Table 8 for a summary of the analysis results. Refer to Appendix G for the Synchro capacity analysis reports and Appendix H for the SimTraffic queuing reports.

Table 8: Analysis Summary of Vinson Road and Rainwater Court / Site Drive 2

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2022 Existing	EB WB NB	1 TH-RT 1 LT-TH 1 LT-RT	-- A[1] A[2]	N/A	-- A[1] B[2]	N/A
2030 No-Build	EB WB NB	1 TH-RT 1 LT-TH 1 LT-RT	-- A[1] B[2]	N/A	-- A[1] B[2]	N/A
2030 Build	EB WB NB **SB**	**1 LT**, 1 TH-RT 1 LT-TH-**RT** 1 LT-**TH**-RT **1 LT-TH-RT**	A[1] A[1] B[2] B[2]	N/A	A[1] A[1] C[2] B[2]	N/A

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

Improvements by the developer are shown in bold.

Capacity analysis of 2022 existing 2030 no-build, 2030 build traffic conditions indicate the major-street left-turn movements and minor-street approaches of Vinson Road and Rainwater Court / Site Drive 2 are expected to operate at LOS C or better during the weekday AM and PM peak hours.

Exclusive left- and right-turn lanes were considered based on the NCDOT *Policy on Street and Driveway Access to North Carolina Highways*. An exclusive eastbound left-turn lane is recommended with at least 100 feet of full width storage with appropriate deceleration and taper.

8. CONCLUSIONS

This Traffic Impact Analysis was conducted to determine the potential traffic impacts of the proposed development, west of Hidden Valley Drive and north of Vinson Road in Clayton, North Carolina. The proposed development is expected to be a residential development and be built out in 2030. Site access is proposed via two (2) full movement driveways along Vinson Road. The full movement driveways along Vinson Road are expected to align with Windsor Green Drive and Rainwater Court. It should be noted that interconnectivity is expected to the development to the south via High Chaparral Drive; however, this interconnectivity was not considered as part of this TIA and is expected to provide conservative results at the main access points.

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

- 2022 Existing Traffic Conditions
- 2030 No-Build Traffic Conditions
- 2030 Build Traffic Conditions

Trip Generation

It is estimated that the proposed development will generate approximately 3,937 total site trips on the roadway network during a typical 24-hour weekday period. Of the daily traffic, it is estimated that the proposed development will generate approximately 279 trips (77 entering and 202 exiting) will occur during the weekday AM peak hour and 362 trips (221 entering and 141 exiting) will occur during the weekday PM peak hour.

Adjustments to Analysis Guidelines

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

Intersection Capacity Analysis Summary

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

NC 42 and Glen Laurel Road

Based on SimTraffic queuing reports, the eastbound right-turn lane is expected to exceed the existing storage provided; therefore, signal phasing and timing modifications were considered. Signal phasing and timing modifications in the form of an overlap phase for the eastbound right-turn movement were analyzed. With this signal phasing and timing modification, under 2030 build with improvements traffic conditions, this intersection is expected to operate at an overall LOS C during the weekday AM and PM peak hours. All approaches are expected to operate at LOS D or better during the weekday AM and PM peak hours. Based on SimTraffic simulations, this signal modifications are expected to reduce queuing on the eastbound approach. Additionally, it is expected that many drivers will utilize right-turn on-red (RTOR) which is expected to decrease queuing lengths and improve overall delays at this intersection. It is recommended that the development coordinate with NCDOT to develop a signal modification plan at this intersection.

Glen Laurel Road and Vinson Road

Due to failing levels of service during the weekday PM peak hour under 2030 no-build and 2030 build traffic conditions geometric improvements were considered. Based on the SimTraffic simulations and capacity of the intersection, an exclusive southbound left-turn lane and northbound right-turn lane are recommended. A southbound left-turn lane with 425 feet of full width storage and a northbound right-turn lane with 275 feet of full width storage are recommended at this intersection. Under 2030 build with improvements traffic conditions, the intersection is expected to operate at an overall LOS C during the weekday AM peak hour and an overall LOS D during the weekday PM peak hour.

Vinson Road and Windsor Green Drive / Site Drive 1

Capacity analysis of 2022 existing 2030 no-build, 2030 build traffic conditions indicate the major-street left-turn movements and minor-street approaches of Vinson Road and Windsor Green Drive / Site Drive 1 are expected to operate at LOS C or better during the weekday AM and PM peak hours. Exclusive left- and right-turn lanes were considered based on the NCDOT *Policy on Street and Driveway Access to North Carolina Highways*. An exclusive eastbound left-turn lane is recommended with at least 50 feet of full width storage with appropriate deceleration and taper.

Vinson Road and Rainwater Court / Site Drive 2

Capacity analysis of 2022 existing 2030 no-build, 2030 build traffic conditions indicate the major-street left-turn movements and minor-street approaches of Vinson Road and Rainwater Court / Site Drive 2 are expected to operate at LOS C or better during the weekday AM and PM peak hours. Exclusive left- and right-turn lanes were considered based on the NCDOT Policy on Street and Driveway Access to North Carolina Highways. An exclusive eastbound left-turn lane is recommended with at least 100 feet of full width storage with appropriate deceleration and taper.

9. RECOMMENDATIONS

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

Improvements by NCDOT

Glen Laurel Road and Vinson Road

- Install a traffic signal.

Recommended Improvements by Developer

NC 42 and Glen Laurel Road

- Coordinate with NCDOT to develop a signal modification plan to allow for an eastbound right-turn overlap phase.

Glen Laurel Road and Vinson Road

- Provide an exclusive southbound left-turn lane with at least 425 feet of full width storage with appropriate deceleration and taper if right-of-way is available.
- Provide an exclusive northbound right-turn lane with at least 275 feet of full width storage with appropriate deceleration and taper if right-of-way is available.

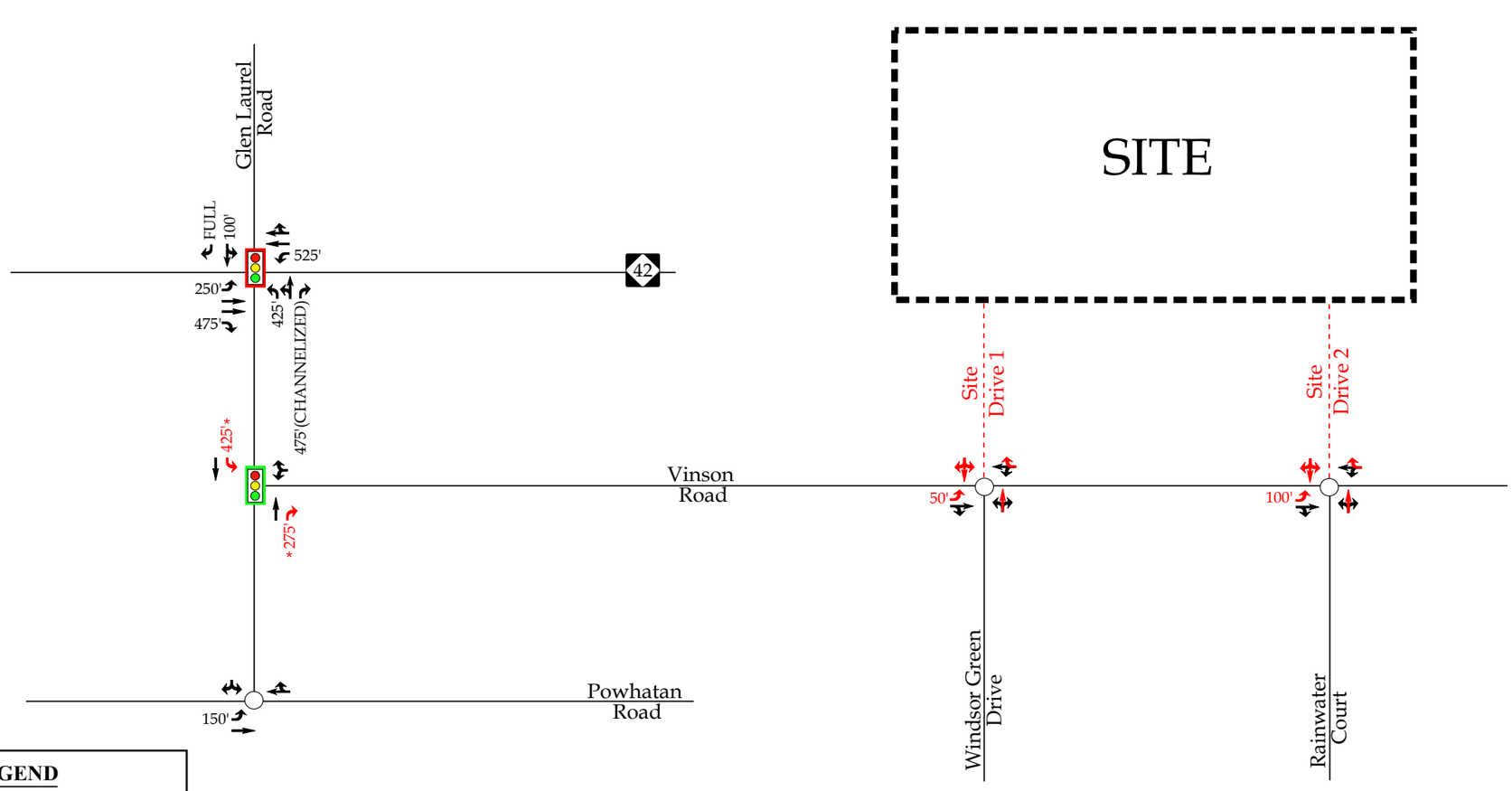
Vinson Road and Windsor Green Drive / Site Drive 1

- Construct Site Drive 1 with one ingress and one egress lane striped as a shared left-/through/right-turn lane.
- Provide an exclusive eastbound left-turn lane with at least 50 feet of full width storage with appropriate deceleration and taper.
- Provide stop control for the southbound approach (Site Drive 1).

Vinson Road and Rainwater Court / Site Drive 2

- Construct Site Drive 1 with one ingress and one egress lane striped as a shared left-/through/right-turn lane.

- Provide an exclusive eastbound left-turn lane with at least 100 feet of full width storage with appropriate deceleration and taper.
- Provide stop control for the southbound approach (Site Drive 1).



LEGEND

- Unsignalized Intersection
- Signalized Intersection
- Existing Lane
- Signal Installation by NCDOT
- Signal Phasing and Timing Modifications by Developer
- Improvement by Developer
- X' Storage (In Feet)

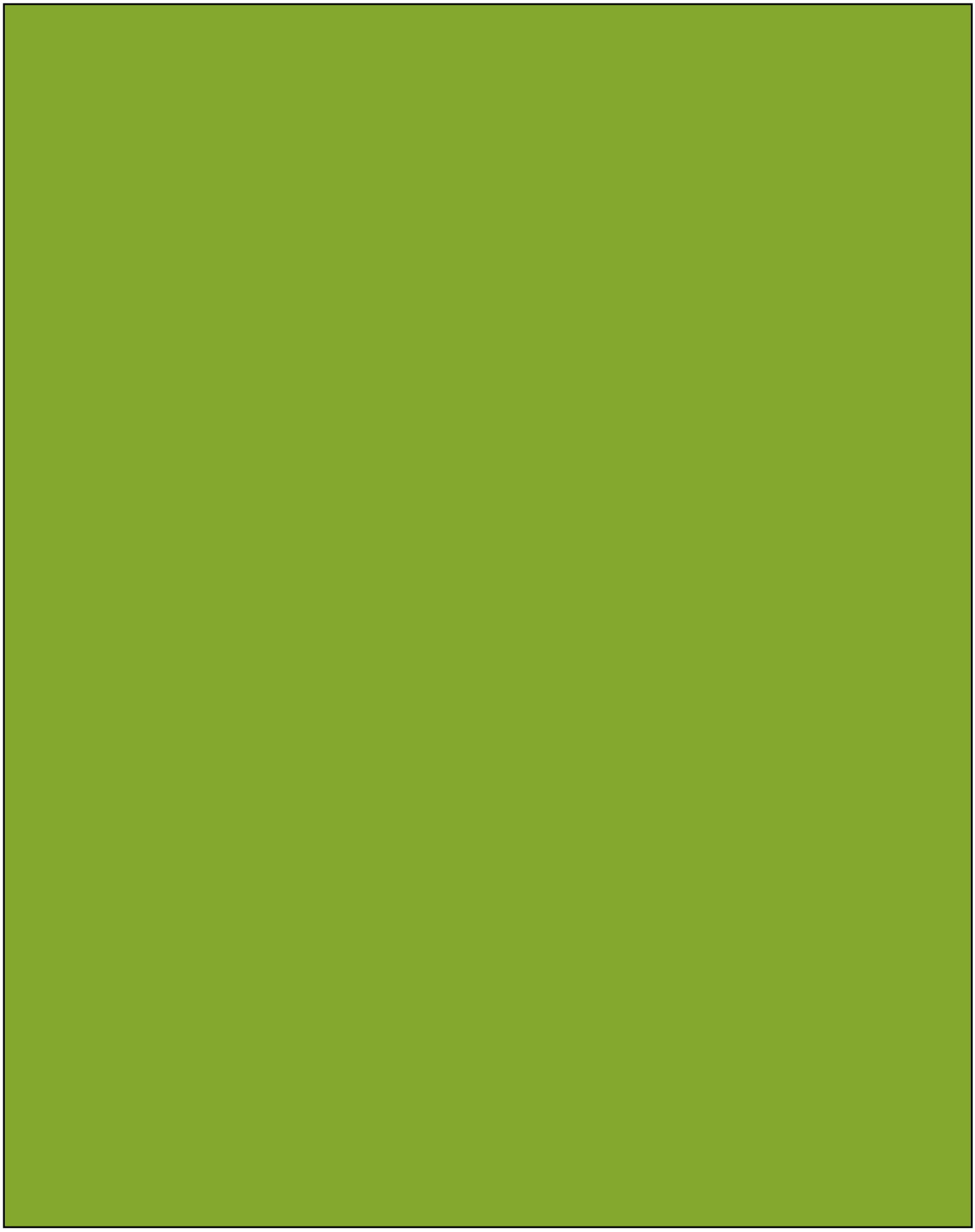
* If right-of-way is available.

RAMEY KEMP ASSOCIATES

Vinson Road Development
Johnston County, NC

Recommended Lane Configurations

Scale: Not to Scale | Figure 9



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

DELIVERY VIA EMAIL

November 29, 2022

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

COUNTY: Johnston

SUBJECT: **TIA Review of Proposed Vinson Road Development**

Dear Mr. Jacobs,

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

GENERAL COMMENTS

- Any roadway improvements and right-of-way dedication necessary to accommodate the road construction shall be the responsibility of the owner/developers. All required ROW shall be dedicated as public ROW in the final plat. Installation of right turn lanes will typically require at least 15' of dedication.
- Lane Closures for required improvement construction will only be permitted under restricted hours due to heavy traffic volumes in the vicinity of the proposed development. These restrictions will be determined during the driveway permitting application and approval.
- These conditions are based on current traffic volumes and projected growth for the study area. If the proposed build out year for this development, as stated in the TIA, varies more than one year an addendum or revised TIA may be required.
- Improvements being identified by a TIA for an adjacent development does not dismiss or release this development from installation and/or participation of these improvements. It

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

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

Location:
2671 US 70 WEST
GOLDSBORO, NC 26730

is recommended that the Developers coordinate this installation with other committed developments. The Department will not participate in determining the value of each individual contribution to this roadway improvement.

- Any additional improvements that are constructed after the completion of this TIA must be maintained while constructing the improvements required by this letter.

Additional Requirements

- All driveways for this site on NCDOT ROW must be spaced 600'on secondary and 1,000' on primary routes. This is measured along the ROW line between the tangent projection of the inside edges of adjacent driveways apart measuring the distance between the radiuses of both driveways.
- All left and right turns installed on NCDOT ROW at will required a minimum of 100' of storage if located at a site driveway. If any left turn lane taper overlaps with any existing or proposed middle turn lane or taper, the entire section will need to be widened to three lanes.

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

Sincerely,

Sam Lawhorn, PE
District Engineer

cc: Keith Eason, PE - Division Engineer
Paul Marak, PE - Division Traffic Engineer
Charles Sorrell - Congestion Management Engineer
Caroline Cheeves, PE – Ramey Kemp
Driveway Permit File

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

November 29, 2022

Vinson Road Development

Traffic Impact Analysis Review Report
Congestion Management Section

TIA Project: SC-2022-332
Division: 4
County: Johnston



Clarence B. Bunting, IV, P.E. Regional Engineer
Charles Sorrell, Project Design Engineer

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

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

Website: www.ncdot.gov

Location:
750 N. GREENFIELD PARKWAY
GARNER, NC 27529

Vinson Road Development TIA

SC-2022-332	Clayton	Johnston County

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

Date Initially Received by CMS	11/10/22	Date of Site Plan	6/28/22
Date of Complete Information	11/10/22	Date of Sealed TIA	11/10/22

Proposed Development

The TIA assumes the development is to be completed by 2030 and consist of the following:

Land Use	Land Use Code	Size
Single Family Detached Housing	210	255 units
Single Family Attached Housing	215	210 units

Trip Generation - Unadjusted Volumes During a Typical Weekday

	IN	OUT	TOTAL
AM Peak Hour	77	202	279
PM Peak Hour	221	141	362
Daily Trips			3,937

General Reference

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

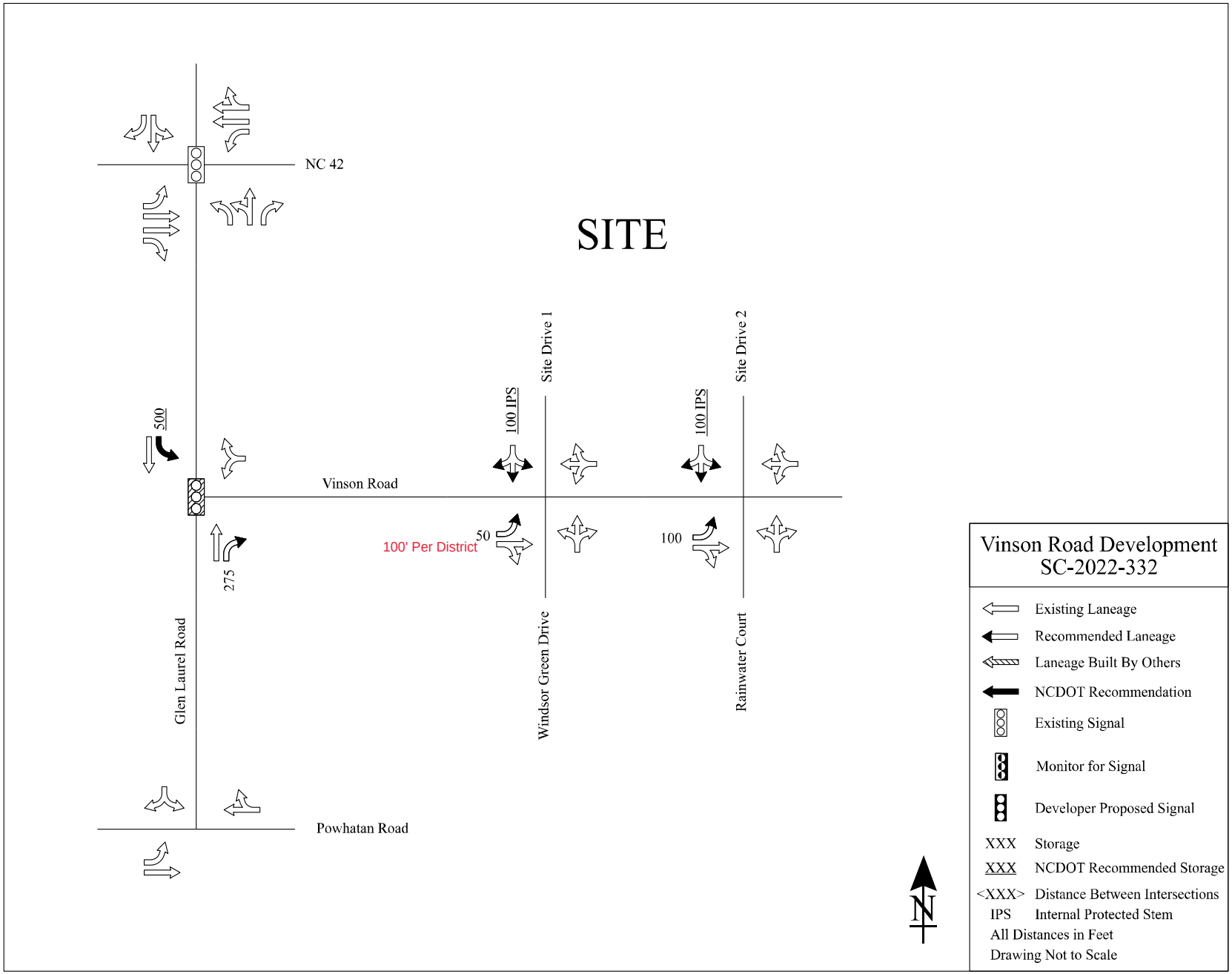
Once the driveway permit has been approved and issued, a copy of the final driveway permit requirements should be forwarded to this office. If we can provide further assistance, please contact the Congestion Management Section.

Signalization

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

Improvements By Others

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


SITE
NC 42
Vinson Road
Glen Laurel Road
Powhatan Road
Site Drive 1
Site Drive 2
Windsor Green Drive
Rainwater Court
100 IPS
100 IPS
500
275
50
100
100' Per District
N
Vinson Road Development
SC-2022-332
Existing Laneage
Recommended Laneage
Laneage Built By Others
NCDOT Recommendation
Existing Signal
Monitor for Signal
Developer Proposed Signal
XXX Storage
XXX NCDOT Recommended Storage
<XXX> Distance Between Intersections
IPS Internal Protected Stem
All Distances in Feet
Drawing Not to Scale

TECHNICAL APPENDIX

APPENDIX A

SCOPING DOCUMENTATION

NCDOT Traffic Impact Analysis Need Screening / Scoping Request

TIA Need Screening → TIA Scoping → TIA Submittal

A Traffic Impact Analysis (TIA) may be required for developments based on the site trip generation estimates, site context, or at the discretion of the NCDOT District Engineer. The Applicant or the TIA Consultant shall submit this form along with the site plan to the District Engineer to determine the TIA need and, if a TIA is required, initiate the TIA scoping process. Without an approved scope, the TIA is incomplete and will be rejected until the study is revised to conform to NCDOT's TIA requirements.

Project Name: Vinson Road Development **Previous Name:** If Applicable

Location: West of HiddenValleyDr& North of VinsonRd **County:** Johnston **Municipality:** Clayton

Project Description: Residential development consisting of 210 townhomes and 255 single-family homes. Site access is proposed via 2 full movement drives along Vinson Road & interconnectivity through the res dev to the east

Project Contact:	Applicant	TIA Consultant
Company Name	Hopper Communities	Ramey Kemp & Associates, Inc.
Contact Person	Bill Harrell	Caroline Cheeves, PE
Phone Number	919-618-9929	919-872-5115
Email	Bharrell@hoppercommunities.com	ccheeves@rameykemp.com
Mailing Address	2403 Medway Drive Raleigh, NC 27608	5808 Faringdon Place, Suite 100 Raleigh, NC 27609

Site Plan Prepared By: **Site Plan Date:** 06/2022

See site plan/vicinity map requirements on page 2.

Parcel Size: 146.26 Acre(s) **Anticipated Build-Out Year:** 2030

Weekday Site Trip Generation - Do NOT adjust for mode split, pass-by, internal capture, or diverted trips.

ITE LUC	Proposed Land Use	Size	Unit	Daily Trips	Peak Hour Type	AM Peak Hour Trips			PM Peak Hour Trips			Data Source
						Enter	Exit	Total	Enter	Exit	Total	
210	SingleFamDetached	255	DU	2387	Adj. Street	45	130	175	151	89	240	ITE Equation
215	SingleFamAttached	210	DU	1550	Adj. Street	32	72	104	70	52	122	ITE Equation
Total		465	DU	3937		77	202	279	221	141	362	

Refer to the current *NCDOT Congestion Management Capacity Analysis Guidelines* for acceptable trip calculation methods and data sources.

**Explain local or other data sources, if used:

☒ The estimated site trips meet NCDOT's TIA trip threshold of 3,000 daily trips.

☒ The estimated site trips meet the municipal TIA trip threshold of 1000 daily, 100 peak hour (County)

☐ This project is located in a known STIP and/ or local CIP project #

☐ This project includes a rezoning request.

☐ The proposed site access is located within 1,000 feet of an interchange.

☐ The Applicant requests for a new or modified control-of-access break.

☐ The Applicant requests for a new or modified median break.

Applicant's Signature	Caroline Cheeves, PE Print Name	10/4/2022 Date

NCDOT Traffic Impact Analysis Need Screening / Scoping Request

TIA Need Screening → TIA Scoping → TIA Submittal

Site Plan/Vicinity Map Requirement for TIA Need Screening: While the site plan may not be finalized during the TIA scoping stage, the graphic representation of the proposed development shall provide adequate details on the development scope and context. More specifically, the site plan/map shall clearly show the location and type of each access point, spacing to adjacent and opposing driveways or intersections, internal street network, proposed buildings/parcels with their anticipated uses and sizes at full build-out and, if applicable, any nearby interstate, US, NC or Secondary Roads (SR).

Project Name: Vinson Road Development **Project Reference Number:** 22388

☒ **A TIA is Required by the Local Government.** In addition, the study area is expected to include NCDOT maintained transportation facilities.

☒ **A TIA is Required by NCDOT,** per the *Policy on Street and Driveway Access to North Carolina Highways*.

If either or both of the boxes above are checked, the Applicant/TIA Consultant is hereby requested to fill out as much as possible of the following TIA scoping checklist, and return it along with the supporting documents to NCDOT prior to the scoping meeting.

☐ **A TIA is NOT required**. This decision is based on the development information presented above. Changes in the development plan will require re-evaluation of the TIA need, and may necessitate a TIA. The Applicant should inform the District Engineer of any significant changes in a timely fashion to avoid delays or rejections of the driveway permit / encroachment agreement applications.

Additional Comments:

The TIA need decision is made by the NCDOT Division ____ District____ on _____.

NCDOT District Representative's Signature
Email concurrence may be used in lieu of the signature.

Print Name

NCDOT TIA Scoping Checklist

TIA Need Screening → TIA Scoping → TIA Submittal

Project Name: Vinson Road Development **TIA Scoping Date:** 10/4/2022

☒ **TIA Need Screening Forms are Attached.** Project Reference #: 22388 Decision Date: _____

☒ **Site Plan and Access**

☒ Provide a site plan illustrating site access, internal and external roadways, buildings and land uses.
Refer to NCDOT's *Policy on Street and Driveway Access to North Carolina Highways* pages 14 and 15 for site plan requirements.

☒ Identify site access.

New Access	On Road	Access Type		Driveway Spacing		
	Road Name	Permitted Movements	Traffic Control	Distance (ft)	Direction	Nearest Intersection / Access
Access A	Vinson Road	Conventional Full-Mvmt	2-Way Stop			Windsor Green Dr
Access B	Vinson Road	Conventional Full-Mvmt	2-Way Stop			Rainwater Court
Access C						
Access D						
Access E						
Access F						
Access G						
Access H						

Existing Access	Existing Intersection of		Access Modification	Proposed Interconnectivity (If Applicable)		
	Road A	Road B		Connector #	Road Connected	Adjacent Development
Access 1			Please Select	Connector 1	High Chaparral Dr*	N/A
Access 2				Connector 2		
Access 3				Connector 3		
Access 4				Connector 4		

☐ Additional access clarifications and provisions (e.g., proposed control-of-access or median breaks, modifications of existing access, loading/unloading area access, bike/pedestrian accommodation).

*This interconnectivity point is proposed to not be considered for the purpose of the TIA to provide conservative results at the main access points.

☐ **Proposed K-12 School Site**

☐ NCDOT MSTA School Traffic Calculator for Select School Type shall be used.

☐ Peak Hour Factors (PHFs) shall be adjusted/weighted for new school trips (0.5 PHF by default).

☐ Internal school circulation analysis is required, and should be submitted in advance or concurrent with the TIA submittal.

☐ Clarify traffic operation plans (e.g. traffic circulation pattern, pedestrian access, drop-off/pick-up zone location and configuration, queue storage area and, if applicable, staggered start times).

☒ Trip Generation

The TIA Consultant shall prepare trip generation estimates following the current *NCDOT Congestion Management Capacity Analysis Guidelines*, and submit the calculation sheets and supporting information to the District Engineer for approval prior to capacity analysis.

ITE LUC	Proposed Land Use	Size	Unit	Daily Trips	Peak Hour Type	AM Peak Hour Trips			PM Peak Hour Trips			Data Source
						Enter	Exit	Total	Enter	Exit	Total	
210	SingleFamDetached	255	DU	2387	Adj. Street	45	130	175	151	89	240	ITE Equation
215	SingleFamAttached	210	DU	1150	Adj. Street	32	72	104	70	52	122	ITE Equation
Unadjusted Site Trips				3937		77	202	279	221	141	362	
Internal Capture Trips (Attach Calculation Sheets)												Please Select
Internal Capture % of Unadjusted Site Trips				%		%			%			
LUC	Proposed Land Use	Any Internal Trips?		Pass-By % of External Trips								
		Not Applicable		%		%			%			
				%		%			%			
				%		%			%			
				%		%			%			
				%		%			%			
Pass-By Trips (Attach Calculation Sheets)												
Adjacent Street Volumes												Please Select
Non-Pass-By Primary Trips												
Diverted Trips, if Applicable and Justifiable												Please Select

**Explain local or other data sources, if used:

☐ Existing Site Trip Information for Redevelopment Projects (Attach separate sheets as needed)

ITE LUC	Existing Land Use	Size	Unit	Daily Trips	Peak Hour Type	AM Peak Hour Trips			PM Peak Hour Trips			Data Source
						Enter	Exit	Total	Enter	Exit	Total	
					Please Select							Please Select
Total Existing Site Trips												

☒ **Trip Distribution**

☒ Trip distribution diagrams are submitted concurrently with this document (attach separate sheets).

☐ Trip distribution diagrams will be submitted separately, along with supporting information, to the District Engineer for review and approval prior to capacity analysis. The trip distribution shall be based on the current and anticipated traffic patterns, as well as instructions noted below.

It should be noted that this distribution is preliminary and may be adjusted depending on traffic data trends once we collect volumes. Any changes to the distribution will be coordinated with review agencies prior to performing analysis.

If required by the District Engineer, the following additional diagrams shall also be submitted:

☐ Mixed-Use Developments (separate diagrams for residential, commercial, and office trips)

☐ Inter-Development Trips (if 'internal" trips cross public streets)

☐ Pass-By Trips

☐ Diverted Trips

☐ Each Analysis Period

☐ **Mode Split**

☐ Provide Data Source and Justification

Mode / Period	Auto		
AM Peak	%	%	%
PM Peak	%	%	%
Daily	%	%	%
	%	%	%

☐ Identify proper infrastructure and accommodation for other modes of travel.

☒ **Analysis Peak Periods:**

☒ Weekday AM Peak 7:00-9:00 AM

☒ Weekday PM Peak 4:00-6:00 PM

☐ Weekday Midday Peak _____

☐ Weekday PM School Peak _____

☐ Weekend _____ Peak _____

☐ Other _____

☒ Study Area Intersections and Data Collection

The study area shall include the site access intersections (both new and existing) identified under "Site Plan and Access" on page 1, as well as the following external and, if applicable, internal intersections.

External Intersection	Intersection of		Traffic Control	Intersection Turning Movement Counts			Notes
	Road A	Road B		New / Existing	Date of Counts	Growth Adjustment	
#1	NC 42	Glen Laurel Road	Signal	Require New Counts			*
#2	Glen Laurel Road	Vinson Road	2-Way Stop	Require New Counts			*
#3	Glen Laurel Road	Powhatan Road	2-Way Stop	Require New Counts			*
#4	Vinson Road	Windsor Green Dr	2-Way Stop	Require New Counts			*
#5	Vinson Road	Rainwater Court	2-Way Stop	Require New Counts			*
#6							
#7							
#8							
#9							
#10							
#11							
#12							

Internal Intersection	Intersection of		Access Type		Intersection Spacing		
	Road A	Road B	Traffic Control	Permitted Movements	Distance (ft)	Direction	Nearest Intersection
#101			Please Select	Please Select		Please Select	
#102							
#103							
#104							
#105							

The following data will be collected:

☒ New traffic turning movement counts in ☐ 15-min intervals ☒ 5-min intervals (near schools)
Unless otherwise noted above, new traffic counts shall be collected at the existing study intersections during the analysis periods. Weekday counts shall avoid Mondays, Fridays, holidays, school breaks, road closures, and major weather events.

☐ To account for the impact of existing and/or proposed school traffic, PHFs will be adjusted for:

intersections numbered: _____

and access points numbered: _____

☐ Traffic Forecast Data for TIP: _____

☒ Roadway/Intersection Configuration & Traffic Control

☐ Traffic Signal Phasing & Timing Data

☒ Crash Data: at study intersections Period: most recent 5 years

☐ Other:

*Counts will be collected when Johnston County Schools are back in session.

The intersection of Glen Laurel Road and Vinson Road will be analyzed as a signalized intersection under no-build and build traffic conditions.

☒ **Future Year Conditions**

☒ Project Build-Out Year: 2030

☒ Future Analysis Year(s): 2032

☐ Identify below any funded/committed future transportation improvements, as well as any approved but incomplete developments near the site.

Funded STIP / Local CIP Project	Project Description	Year Complete

Nearby Approved Development	Location	Future Land Use (exclude any completed phases)	Committed Improvements

☒ Annual Growth Factor: 2 %

Justification/Data Source: Historical AADT data

☐ **Local Comprehensive Transportation Plan Compliance**

☐ Identify Applicable Local Transportation Planning Documents

☐ Identify Applicable Roadways inside the Study Area

Road Name	Classification	Speed Limit	Proposed Cross-Section	Proposed Right-of-Way	Compliance Requirements	Affect Study Intersection #

☒ Study Method

The traffic analysis shall follow the current *NCDOT Congestion Management Capacity Analysis Guidelines*, *Policy on Street and Driveway Access to North Carolina Highways*, and use the current approved version of analysis software (e.g. Synchro/SimTraffic, HCS, Sidra Intersection, TransModeler).

The study shall include the following analysis scenarios for each analysis period.

1. Existing Conditions
2. Future No-Build Conditions (existing + background growth + approved developments + committed or funded improvements)
3. Future Build Conditions (future no-build + site trips)
4. Future Build with Improvements Conditions (future build traffic with improvements to mitigate the proposed development's impacts) and, if applicable:

☐ 5. TIP Design Year Analysis _____

☐ 6. Alternative Access Scenario (without proposed control-of-access or median break / modification)

The following additional analysis/outputs should be provided as warranted:

- ☐ Signal Warrant Analysis for accesses/intersections _____
- ☐ Multi-Modal Level of Service Analysis
- ☐ School Loading Zone Traffic Simulation
- ☐ Phasing Analysis (scope separately as needed)
- ☒ Safety/Crash Analysis
- ☐ Control-of-Access Modification Justification
- ☐ Median Break / Modification Justification
- ☐ Other _____

☒ Submittals

In addition to the hardcopies required below, the TIA Consultant shall provide the District Engineer and, if required, the local government an electronic copy of the study documents, including the latest site plan, figures and appendices, in searchable PDF files and the original traffic analysis files (e.g., Synchro, HCS). To expedite review, the NCDOT electronic submittals shall also be delivered concurrently to:

☐ Div. Traffic Engr ☐ Regional Traffic Engr ☐ Congestion Management ☐ Other _____

Submittals	NCDOT		Local Government	
	Electronic	Hardcopy	Electronic	Hardcopy
Trip Generation & Distribution	Required		Please Select	
Draft TIA Report	Required			
Final Sealed TIA Report	Required			

☐ **Additional Comments (**municipal TIA requirements, approved variations from NCDOT guidelines)

Agreement by All Parties

The undersigned agree to the contents and methodology described above for completing the required traffic impact analysis for the proposed development identified herein. Any changes to the above methodology contemplated by the Applicant or the TIA Consultant must be submitted to the District Engineer in writing. If approved by NCDOT, then such changes may be accepted for the TIA report. Subsequent revisions to the development plan (e.g. land use, density, site access, or schedule) may require additional scoping and analysis, and may modify the TIA requirements.

This agreement shall become effective on the date approved by NCDOT, and shall expire____ months after the effective date or upon significant changes to the roadway network and/or development assumptions, whichever occurs first. Once expired, renewal or re-scoping will be required for subsequent TIA submittals.

APPLICANT

_____	_____	_____
Signature	Print Name	Date

TIA CONSULTANT

_____	Caroline Cheeves, PE	10/4/2022
Signature	Print Name	Date

LOCAL GOVERNMENT REPRESENTATIVE (If Applicable)

_____	_____	_____
Signature	Print Name	Date

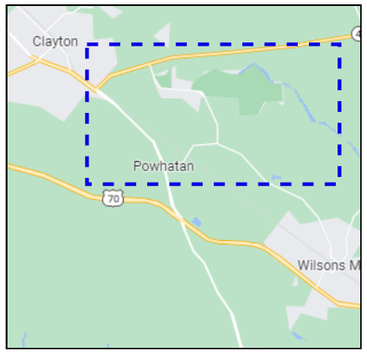
Email concurrence may be used in lieu of the signature.

NCDOT DISTRICT REPRESENTATIVE

Reviewed and approved by the NCDOT Division ____District____ on _____.

_____	_____
Signature	Print Name

Email concurrence may be used in lieu of the signature.





LEGEND

- Study Intersection
- Proposed Site Access
- Study Area

N

RAMEY KEMP ASSOCIATES

Vinson Road Development
Johnston County, NC

Site Location Map

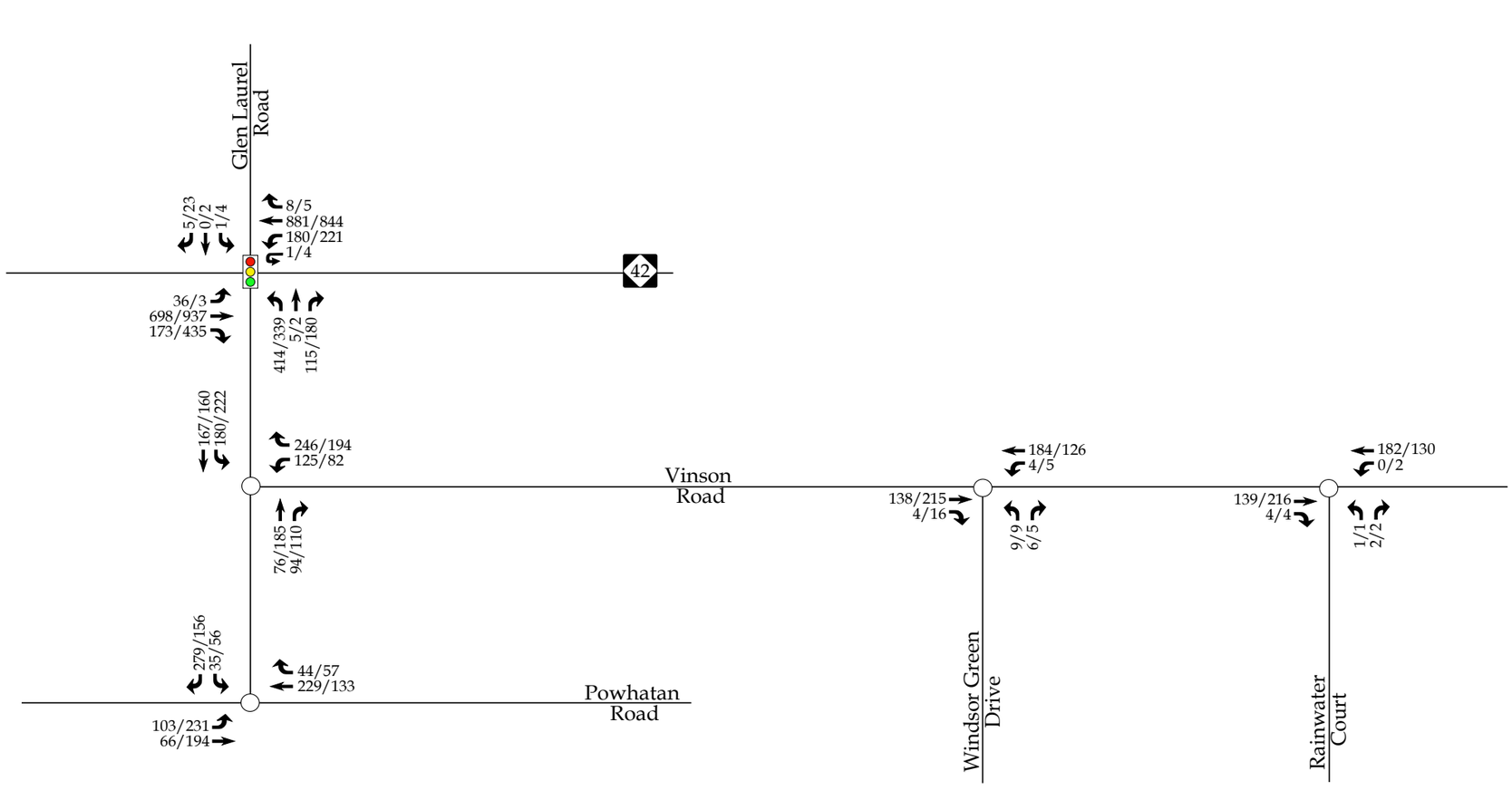
Scale: Not to Scale | Figure 1

VINSON ROAD
CONCEPTUAL SITE PLAN



VINSON ROAD CONCEPTUAL SITE PLAN "A"
6/28/2022 1" =100'
SITE AREA: 146.26 ACRES
DENSITY: 3.18 DU/AC

	PROPOSED 72' X 120' LOTS	26 LOTS (6%)
	PROPOSED 62' X 120' LOTS	94 LOTS (20%)
	PROPOSED 52' X 120' LOTS	135 LOTS (29%)
	PROPOSED 20' WIDE TOWNHOMES	210 LOTS (45%)
	PROPOSED OPEN SPACE	64 ACRES
	TOTAL LOTS	465 LOTS



LEGEND

- Unsignalized Intersection
- Signalized Intersection
- X / Y → Weekday AM / PM Peak Hour Traffic

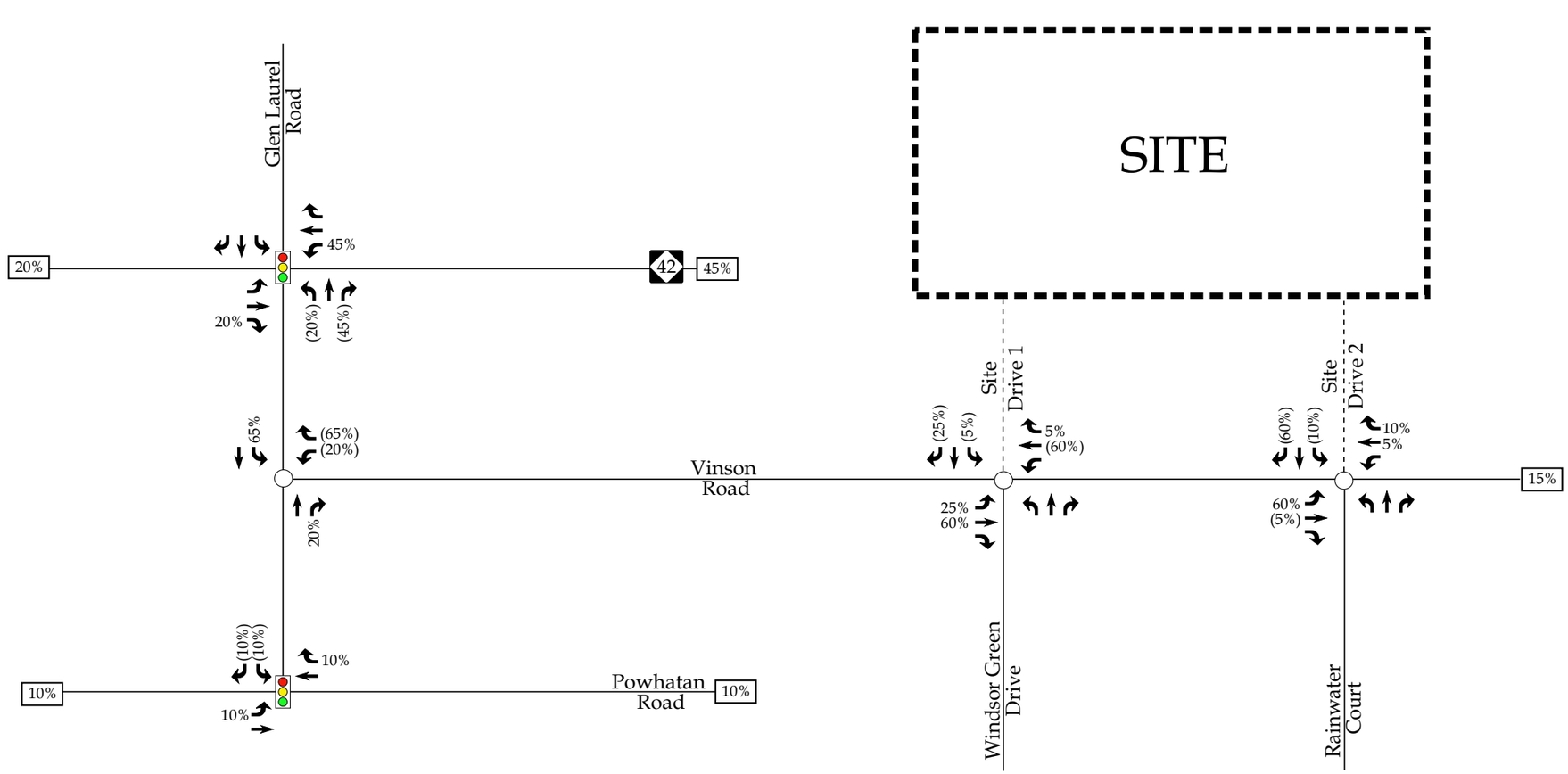
Note: Based on NCDOT Congestion Management guidelines, a volume of 4 vehicles per hour (vph) was analyzed for any movement with less than 4 vph.

RKA
RAMEY KEMP ASSOCIATES

Vinson Road Development
Johnston County, NC

2022 Existing
Peak Hour Traffic

Scale: Not to Scale | Figure 4



LEGEND

- Unsignalized Intersection
- Signalized Intersection
- X% → Entering Trip Distribution
- (Y%) → Exiting Trip Distribution
- XX% Regional Trip Distribution

RAMEY KEMP ASSOCIATES

Vinson Road Development
Johnston County, NC

Site Trip Distribution

Scale: Not to Scale

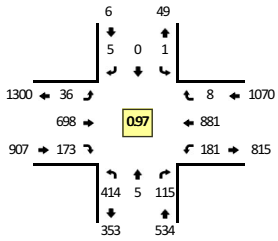
Type of peak hour being reported: Intersection Peak

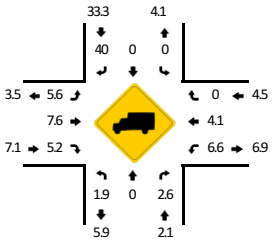
Method for determining peak hour: Total Entering Volume

LOCATION: Glen Laurel Rd -- State Hwy 42
CITY/STATE: Clayton, NC

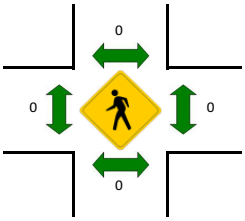
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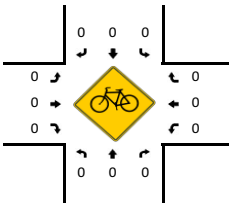
Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

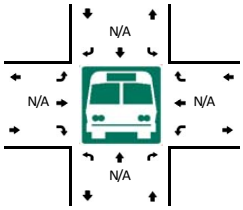


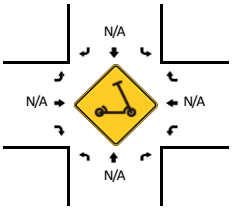


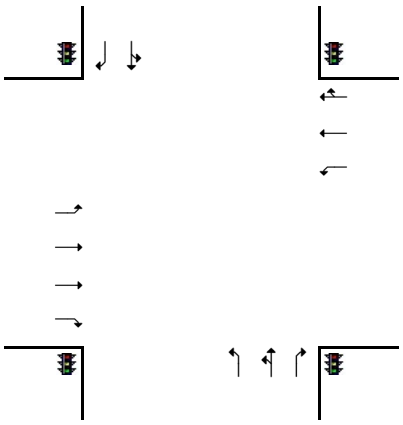
Quality Counts
DATA THAT DRIVES COMMUNITIES











5-Min Count Period Beginning At	Glen Laurel Rd (Northbound)				Glen Laurel Rd (Southbound)				State Hwy 42 (Eastbound)				State Hwy 42 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	55	0	5	0	0	0	0	0	2	42	8	0	3	80	0	0	195	
7:05 AM	39	1	10	0	0	0	2	0	2	38	16	0	10	85	0	0	203	
7:10 AM	23	0	13	0	0	0	1	0	2	27	13	0	11	73	0	0	163	
7:15 AM	34	0	9	0	0	0	0	0	6	60	19	0	8	95	0	0	231	
7:20 AM	42	1	13	0	0	0	0	0	2	46	9	0	7	88	0	0	208	
7:25 AM	33	1	12	0	0	0	0	0	4	32	8	0	18	87	2	0	197	
7:30 AM	53	0	16	0	0	0	0	0	6	42	19	0	17	63	0	0	216	
7:35 AM	31	2	10	0	0	0	1	0	0	33	5	1	7	92	2	0	184	
7:40 AM	34	0	11	0	0	0	0	0	3	42	11	0	18	77	0	0	196	
7:45 AM	45	1	11	0	0	0	1	0	5	75	16	0	17	68	1	0	240	
7:50 AM	43	0	11	0	0	0	0	0	3	60	14	0	15	88	0	0	234	
7:55 AM	34	1	5	0	0	0	0	0	4	34	14	0	18	62	2	0	174	2441
8:00 AM	36	1	9	0	0	0	0	0	4	61	17	0	15	71	0	0	214	2460
8:05 AM	20	0	6	0	0	0	0	0	3	67	15	0	27	76	1	0	215	2472
8:10 AM	31	0	13	0	0	0	0	0	1	62	11	0	18	67	0	0	203	2512
8:15 AM	35	1	11	0	1	0	0	0	4	58	14	0	13	66	0	0	203	2484
8:20 AM	25	0	12	0	0	0	1	0	4	65	18	0	17	85	1	0	228	2504
8:25 AM	20	1	11	0	0	0	1	0	2	53	11	0	10	71	1	1	182	2489
8:30 AM	41	0	5	0	0	0	2	0	5	55	15	0	11	71	2	0	207	2480
8:35 AM	45	0	11	0	0	0	0	0	1	40	10	0	8	76	0	0	191	2487
8:40 AM	39	0	10	0	0	0	0	0	0	68	18	0	11	80	0	0	226	2517
8:45 AM	34	0	9	0	0	0	1	0	1	68	13	0	10	78	0	0	214	2491
8:50 AM	51	0	7	0	0	0	0	0	1	65	19	1	10	83	0	0	237	2494
8:55 AM	33	0	8	0	0	0	0	0	2	32	15	0	12	79	0	0	181	2501

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	488	8	108	0	0	0	4	0	48	676	176	0	200	872	12	0	2592
Heavy Trucks	0	0	0		0	0	4		4	28	4		12	32	0		84
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/14/2022 8:10 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

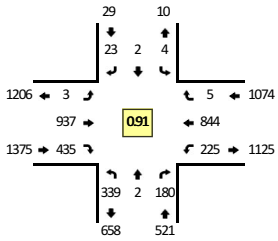
Type of peak hour being reported: Intersection Peak

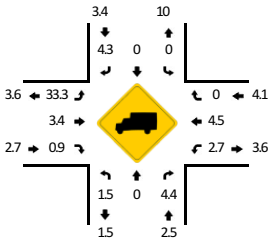
Method for determining peak hour: Total Entering Volume

LOCATION: Glen Laurel Rd -- State Hwy 42
CITY/STATE: Clayton, NC

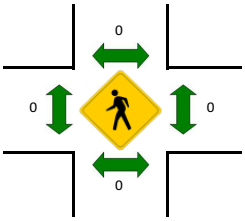
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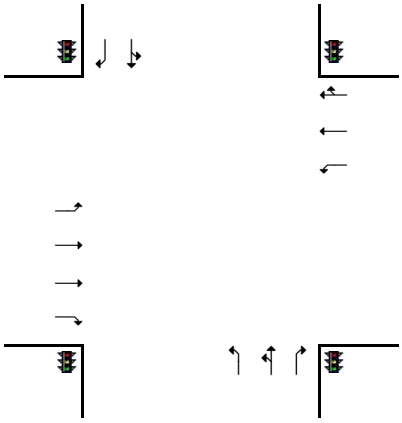
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Peak 15-Min: 5:45 PM -- 6:00 PM

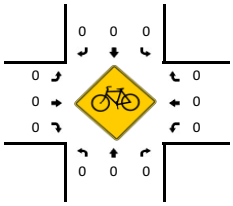


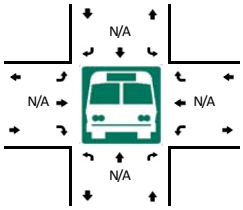


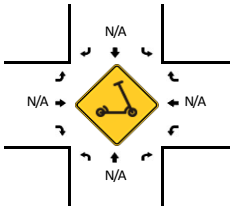
Quality Counts
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5-Min Count Period Beginning At	Glen Laurel Rd (Northbound)				Glen Laurel Rd (Southbound)				State Hwy 42 (Eastbound)				State Hwy 42 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	21	0	19	0	1	0	5	0	0	83	31	0	17	63	0	2	242	
4:05 PM	18	0	22	0	0	0	5	0	0	106	33	0	13	53	1	0	251	
4:10 PM	24	0	19	0	1	0	2	0	1	79	31	0	19	55	0	0	231	
4:15 PM	30	0	11	0	2	1	3	0	0	73	28	0	10	68	0	0	226	
4:20 PM	36	0	18	0	0	0	7	0	0	66	27	0	23	60	1	0	238	
4:25 PM	15	0	16	0	1	0	1	0	0	81	30	0	13	102	0	0	259	
4:30 PM	24	0	18	0	1	0	2	0	0	71	38	0	18	57	0	0	229	
4:35 PM	18	0	16	0	0	2	11	0	1	103	48	0	18	71	0	0	288	
4:40 PM	29	0	15	0	2	3	4	0	0	78	36	0	10	55	0	0	232	
4:45 PM	19	0	19	0	0	1	1	0	0	107	31	0	18	71	0	0	267	
4:50 PM	36	0	10	0	1	0	5	0	0	66	33	0	18	79	0	0	248	
4:55 PM	29	0	15	0	0	0	4	0	0	99	30	0	8	65	0	0	250	2961
5:00 PM	20	1	16	0	0	1	2	0	1	88	32	0	5	69	0	3	238	2957
5:05 PM	21	0	10	0	0	0	1	0	0	78	42	0	21	62	0	0	235	2941
5:10 PM	26	0	21	0	0	1	5	0	0	69	37	0	14	68	0	0	241	2951
5:15 PM	18	0	11	0	0	0	5	0	1	85	38	0	18	69	1	0	246	2971
5:20 PM	28	0	13	0	0	0	0	0	1	78	33	0	23	80	1	0	257	2990
5:25 PM	28	0	22	0	2	0	4	0	0	67	31	0	16	72	0	0	242	2973
5:30 PM	38	0	25	0	0	0	1	0	0	42	35	0	18	61	1	0	221	2965
5:35 PM	20	0	11	0	0	0	1	0	0	103	38	0	18	77	1	0	269	2946
5:40 PM	39	1	19	0	0	0	2	0	0	38	24	0	24	75	0	0	222	2936
5:45 PM	29	0	10	0	0	0	0	0	0	109	46	0	25	71	1	1	292	2961
5:50 PM	31	0	12	0	1	0	2	0	0	101	50	0	16	70	0	0	283	2996
5:55 PM	41	0	10	0	1	0	0	0	0	79	29	0	23	70	0	0	253	2999

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	404	0	128	0	8	0	8	0	0	1156	500	0	256	844	4	4	3312
Heavy Trucks	8	0	12		0	0	0		0	24	4		0	40	0		88
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/14/2022 8:10 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

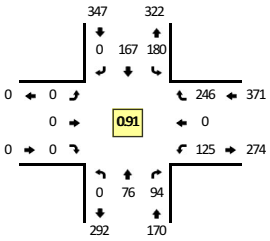
Type of peak hour being reported: Intersection Peak

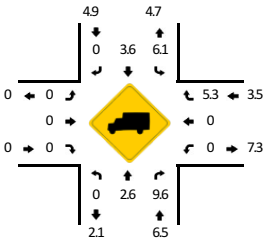
Method for determining peak hour: Total Entering Volume

LOCATION: Glen Laurel Rd -- Vinson Rd
CITY/STATE: Clayton, NC

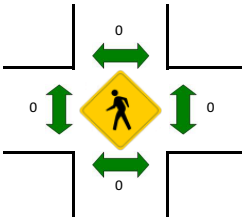
QC JOB #: 15904203
DATE: Thu, Sep 8 2022

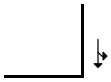
Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 8:25 AM -- 8:40 AM

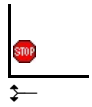


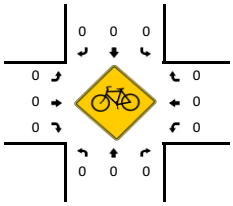


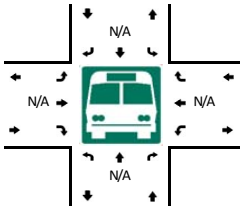
Quality Counts
DATA THAT DRIVES COMMUNITIES



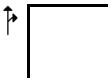


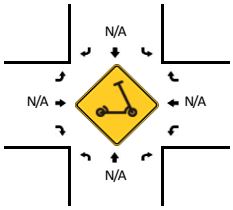












5-Min Count Period Beginning At	Glen Laurel Rd (Northbound)				Glen Laurel Rd (Southbound)				Vinson Rd (Eastbound)				Vinson Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	4	2	0	8	15	0	0	0	0	0	0	7	0	14	0	50	
7:05 AM	0	6	7	0	9	16	0	0	0	0	0	0	6	0	14	0	58	
7:10 AM	0	4	4	0	9	8	0	0	0	0	0	0	14	0	26	0	65	
7:15 AM	0	4	3	0	15	14	0	0	0	0	0	0	9	0	11	0	56	
7:20 AM	0	8	4	0	9	19	0	0	0	0	0	0	8	0	24	0	72	
7:25 AM	0	15	8	0	5	8	0	0	0	0	0	0	7	0	29	0	72	
7:30 AM	0	8	11	0	11	19	0	0	0	0	0	0	4	0	17	0	70	
7:35 AM	0	7	4	0	6	21	0	0	0	0	0	0	17	0	23	0	78	
7:40 AM	0	7	7	0	4	14	0	0	0	0	0	0	8	0	25	0	65	
7:45 AM	0	6	6	0	12	23	0	0	0	0	0	0	11	0	21	0	79	
7:50 AM	0	8	6	0	12	13	0	0	0	0	0	0	14	0	16	0	69	
7:55 AM	0	10	6	0	9	17	0	0	0	0	0	0	15	0	19	0	76	810
8:00 AM	0	7	9	0	10	14	0	0	0	0	0	0	4	0	14	0	58	818
8:05 AM	0	7	6	0	17	25	0	0	0	0	0	0	8	0	17	0	80	840
8:10 AM	0	5	9	0	16	16	0	0	0	0	0	0	10	0	21	0	77	852
8:15 AM	0	5	7	0	16	13	0	0	0	0	0	0	6	0	20	0	67	863
8:20 AM	0	9	11	0	19	8	0	0	0	0	0	0	5	0	12	0	64	855
8:25 AM	0	6	11	0	16	14	0	0	0	0	0	0	10	0	20	0	77	860
8:30 AM	0	6	9	0	23	8	0	0	0	0	0	0	14	0	21	0	81	871
8:35 AM	0	4	7	0	16	10	0	0	0	0	0	0	18	0	31	0	86	879
8:40 AM	0	3	7	0	14	6	0	0	0	0	0	0	10	0	34	0	74	888
8:45 AM	0	7	7	0	18	7	0	0	0	0	0	0	13	0	27	0	79	888
8:50 AM	0	8	3	0	7	2	0	0	0	0	0	0	14	0	23	0	57	876
8:55 AM	0	12	5	0	8	8	0	0	0	0	0	0	12	0	11	0	56	856

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	64	108	0	220	128	0	0	0	0	0	0	168	0	288	0	976
Heavy Trucks	0	0	12		16	0	0		0	0	0		0	0	28		56
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/14/2022 8:10 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

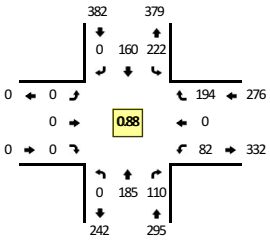
Type of peak hour being reported: Intersection Peak

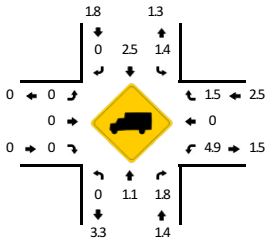
Method for determining peak hour: Total Entering Volume

LOCATION: Glen Laurel Rd -- Vinson Rd
CITY/STATE: Clayton, NC

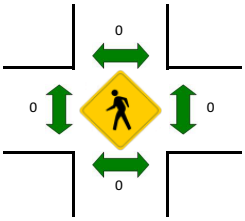
QC JOB #: 15904204
DATE: Thu, Sep 8 2022

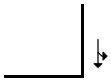
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:40 PM -- 5:55 PM

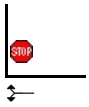


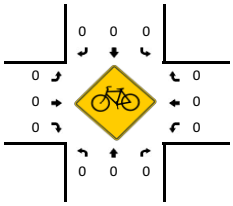


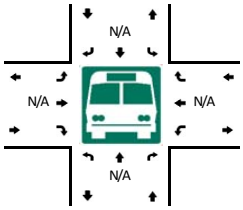
Quality Counts
DATA THAT DRIVES COMMUNITIES



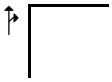


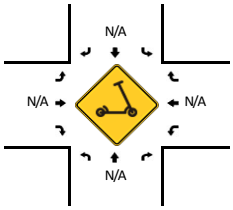












5-Min Count Period Beginning At	Glen Laurel Rd (Northbound)				Glen Laurel Rd (Southbound)				Vinson Rd (Eastbound)				Vinson Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	19	15	0	17	4	0	0	0	0	0	0	9	0	19	0	83	
4:05 PM	0	11	9	0	13	6	0	0	0	0	0	0	10	0	24	0	73	
4:10 PM	0	21	6	0	18	8	0	0	0	0	0	0	13	0	23	0	89	
4:15 PM	0	17	10	0	16	3	0	0	0	0	0	0	11	0	19	0	76	
4:20 PM	0	18	4	0	21	13	0	0	0	0	0	0	5	0	19	0	80	
4:25 PM	0	15	10	0	16	4	0	0	0	0	0	0	10	0	13	0	68	
4:30 PM	0	17	7	0	15	14	0	0	0	0	0	0	4	0	12	0	69	
4:35 PM	0	14	3	0	20	28	0	0	0	0	0	0	3	0	12	0	80	
4:40 PM	0	16	10	0	13	21	0	0	0	0	0	0	11	0	13	0	84	
4:45 PM	0	14	8	0	16	10	0	0	0	0	0	0	5	0	13	1	67	
4:50 PM	0	14	12	0	24	10	0	0	0	0	0	0	8	0	12	0	80	
4:55 PM	0	11	9	0	13	11	0	0	0	0	0	0	6	0	13	0	63	912
5:00 PM	0	15	7	0	13	9	0	0	0	0	0	0	9	0	9	0	62	891
5:05 PM	0	14	7	0	25	12	0	0	0	0	0	0	1	0	13	0	72	890
5:10 PM	0	19	9	0	18	12	0	0	0	0	0	0	5	0	14	0	77	878
5:15 PM	0	8	10	0	19	18	0	0	0	0	0	0	8	0	11	0	74	876
5:20 PM	0	15	8	0	30	13	0	0	0	0	0	0	9	0	20	0	95	891
5:25 PM	0	25	4	0	17	16	0	0	0	0	0	0	5	0	15	0	82	905
5:30 PM	0	17	7	0	14	10	0	0	0	0	0	0	3	0	14	0	65	901
5:35 PM	0	12	13	0	18	14	0	0	0	0	0	0	9	0	20	0	86	907
5:40 PM	0	20	11	0	15	14	0	0	0	0	0	0	10	0	22	0	92	915
5:45 PM	0	16	6	0	19	13	0	0	0	0	0	0	12	0	20	0	86	934
5:50 PM	0	10	21	0	20	18	0	0	0	0	0	0	5	0	20	0	94	948
5:55 PM	0	14	7	0	14	11	0	0	0	0	0	0	6	0	16	0	68	953

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	184	152	0	216	180	0	0	0	0	0	0	108	0	248	0	1088
Heavy Trucks	0	4	4		4	4	0		0	0	0		0	0	8		24
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/14/2022 8:10 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

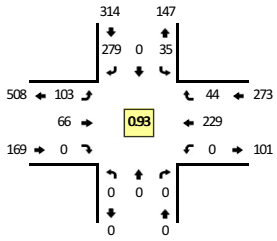
Type of peak hour being reported: Intersection Peak

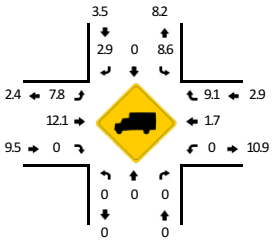
Method for determining peak hour: Total Entering Volume

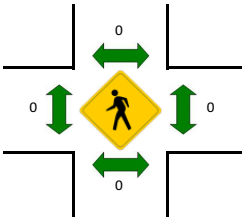
LOCATION: Glen Laurel Rd -- Powhatan Rd
CITY/STATE: Clayton, NC

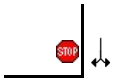
QC JOB #: 15904205
DATE: Thu, Sep 8 2022

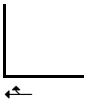
Peak-Hour: 7:10 AM -- 8:10 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

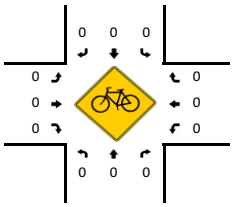


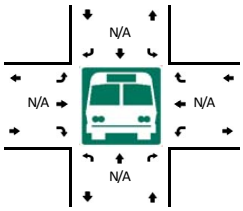


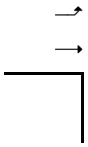




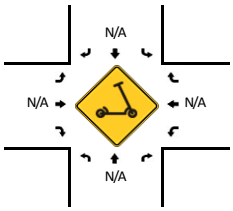












5-Min Count Period Beginning At	Glen Laurel Rd (Northbound)				Glen Laurel Rd (Southbound)				Powhatan Rd (Eastbound)				Powhatan Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	5	0	18	0	3	3	0	0	0	20	2	0	51	
7:05 AM	0	0	0	0	4	0	17	0	6	4	0	0	0	16	8	0	55	
7:10 AM	0	0	0	0	2	0	20	0	6	7	0	0	0	18	1	0	54	
7:15 AM	0	0	0	0	3	0	21	0	3	9	0	0	0	17	1	0	54	
7:20 AM	0	0	0	0	4	0	22	0	11	7	0	0	0	15	8	0	67	
7:25 AM	0	0	0	0	1	0	16	0	5	3	0	0	0	16	7	0	48	
7:30 AM	0	0	0	0	2	0	22	0	11	8	0	0	0	21	6	0	70	
7:35 AM	0	0	0	0	5	0	28	0	7	2	0	0	0	26	6	0	74	
7:40 AM	0	0	0	0	4	0	23	0	10	3	0	0	0	18	1	0	59	
7:45 AM	0	0	0	0	1	0	29	0	10	5	0	0	0	20	2	0	67	
7:50 AM	0	0	0	0	6	0	25	0	11	5	0	0	0	19	3	0	69	
7:55 AM	0	0	0	0	1	0	28	0	11	3	0	0	0	18	3	0	64	732
8:00 AM	0	0	0	0	0	0	18	0	9	5	0	0	0	23	3	0	58	739
8:05 AM	0	0	0	0	6	0	27	0	9	9	0	0	0	18	3	0	72	756
8:10 AM	0	0	0	0	3	0	24	0	5	3	0	0	0	15	4	0	54	756
8:15 AM	0	0	0	0	2	0	16	0	5	7	0	0	0	7	3	0	40	742
8:20 AM	0	0	0	0	1	0	13	0	9	3	0	0	0	9	4	0	39	714
8:25 AM	0	0	0	0	2	0	19	0	7	4	0	0	0	11	8	0	51	717
8:30 AM	0	0	0	0	4	0	16	0	6	4	0	0	0	13	6	0	49	696
8:35 AM	0	0	0	0	6	0	18	0	2	5	0	0	0	9	7	0	47	669
8:40 AM	0	0	0	0	6	0	12	0	4	2	0	0	0	10	3	0	37	647
8:45 AM	0	0	0	0	3	0	13	0	8	1	0	0	0	16	5	0	46	626
8:50 AM	0	0	0	0	5	0	11	0	11	3	0	0	0	15	2	0	47	604
8:55 AM	0	0	0	0	1	0	15	0	6	8	0	0	0	9	7	0	46	586

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	44	0	292	0	112	52	0	0	0	260	52	0	812
Heavy Trucks	0	0	0		8	0	8		4	0	0		0	4	8		32
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/14/2022 8:10 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

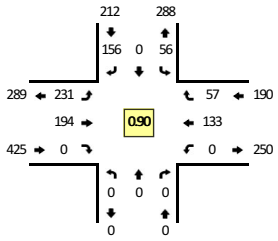
Type of peak hour being reported: Intersection Peak

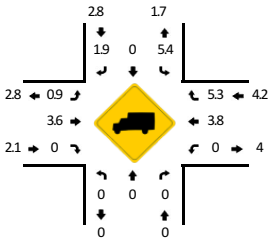
Method for determining peak hour: Total Entering Volume

LOCATION: Glen Laurel Rd -- Powhatan Rd
CITY/STATE: Clayton, NC

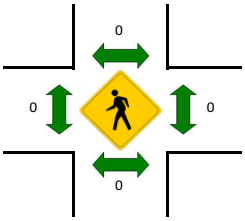
QC JOB #: 15904206
DATE: Thu, Sep 8 2022

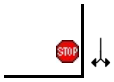
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:35 PM -- 5:50 PM

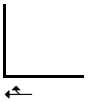


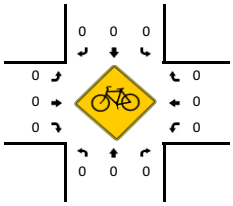


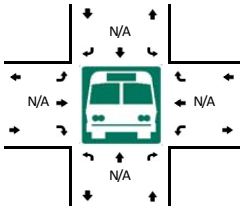
Quality Counts
DATA THAT DRIVES COMMUNITIES

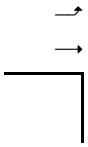




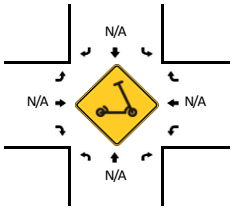












5-Min Count Period Beginning At	Glen Laurel Rd (Northbound)				Glen Laurel Rd (Southbound)				Powhatan Rd (Eastbound)				Powhatan Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	9	0	11	0	30	15	0	0	0	8	3	0	76	
4:05 PM	0	0	0	0	0	0	11	0	21	18	0	0	0	6	2	0	58	
4:10 PM	0	0	0	0	10	0	10	0	22	23	0	0	0	12	2	0	79	
4:15 PM	0	0	0	0	3	0	7	0	25	12	0	0	0	3	2	0	52	
4:20 PM	0	0	0	0	4	0	11	0	17	20	0	0	0	8	2	0	62	
4:25 PM	0	0	0	0	3	0	14	0	16	19	0	0	0	6	2	0	60	
4:30 PM	0	0	0	0	6	0	9	0	19	21	0	0	0	10	3	0	68	
4:35 PM	0	0	0	0	10	0	16	0	11	13	0	0	0	4	7	0	61	
4:40 PM	0	0	0	0	9	0	17	0	26	20	0	0	0	8	5	0	85	
4:45 PM	0	0	0	0	6	0	11	0	19	16	0	0	0	13	4	0	69	
4:50 PM	0	0	0	0	8	0	10	0	20	12	0	0	0	12	1	0	63	
4:55 PM	0	0	0	0	4	0	11	0	21	10	0	0	0	11	3	0	60	793
5:00 PM	0	0	0	0	2	0	9	0	15	15	0	0	0	7	5	0	53	770
5:05 PM	0	0	0	0	7	0	10	0	18	24	0	0	0	11	3	0	73	785
5:10 PM	0	0	0	0	1	0	13	0	21	19	0	0	0	14	6	0	74	780
5:15 PM	0	0	0	0	9	0	16	0	17	16	0	0	0	7	1	0	66	794
5:20 PM	0	0	0	0	6	0	10	0	18	20	0	0	0	7	3	0	64	796
5:25 PM	0	0	0	0	4	0	11	0	22	12	0	0	0	11	7	0	67	803
5:30 PM	0	0	0	0	5	0	7	0	18	19	0	0	0	9	5	0	63	798
5:35 PM	0	0	0	0	4	0	14	0	24	18	0	0	0	18	5	0	83	820
5:40 PM	0	0	0	0	5	0	15	0	20	9	0	0	0	12	6	0	67	802
5:45 PM	0	0	0	0	5	0	22	0	19	15	0	0	0	13	6	0	80	813
5:50 PM	0	0	0	0	4	0	13	0	20	14	0	0	0	10	6	0	67	817
5:55 PM	0	0	0	0	4	0	16	0	19	13	0	0	0	14	4	0	70	827

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	56	0	204	0	252	168	0	0	0	172	68	0	920
Heavy Trucks	0	0	0		4	0	0		0	8	0		0	4	8		24
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/14/2022 8:10 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

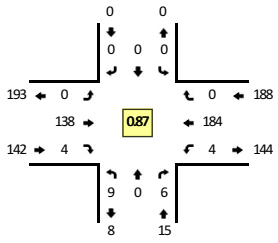
Type of peak hour being reported: Intersection Peak

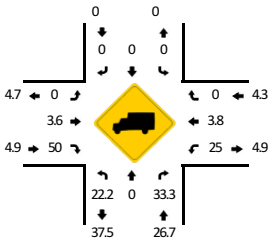
Method for determining peak hour: Total Entering Volume

LOCATION: Windsor Green Dr -- Vinson Rd
CITY/STATE: Clayton, NC

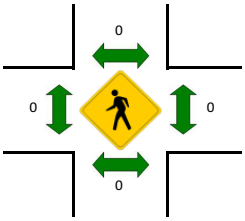
QC JOB #: 15904207
DATE: Thu, Sep 8 2022

Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:30 AM -- 8:45 AM

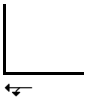


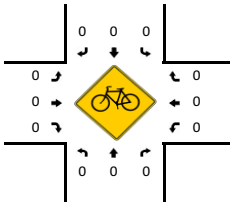


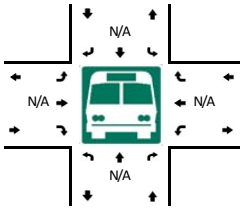
Quality Counts
DATA THAT DRIVES COMMUNITIES

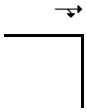


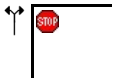


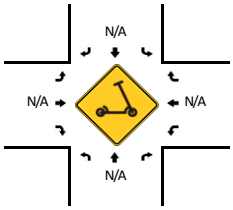












5-Min Count Period Beginning At	Windsor Green Dr (Northbound)				Windsor Green Dr (Southbound)				Vinson Rd (Eastbound)				Vinson Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	1	0	0	0	0	0	0	9	0	0	0	8	0	0	18	
7:05 AM	1	0	0	0	0	0	0	0	0	8	0	0	0	15	0	0	24	
7:10 AM	1	0	0	0	0	0	0	0	0	13	2	0	0	13	0	0	29	
7:15 AM	1	0	1	0	0	0	0	0	0	9	0	0	0	16	0	0	27	
7:20 AM	2	0	1	0	0	0	0	0	0	9	0	0	0	18	0	0	30	
7:25 AM	2	0	0	0	0	0	0	0	0	7	1	0	0	13	0	0	23	
7:30 AM	2	0	1	0	0	0	0	0	0	9	0	0	0	12	0	0	24	
7:35 AM	0	0	0	0	0	0	0	0	0	10	0	0	0	19	0	0	29	
7:40 AM	0	0	0	0	0	0	0	0	0	2	1	0	0	19	0	0	22	
7:45 AM	4	0	1	0	0	0	0	0	0	6	0	0	0	13	0	0	24	
7:50 AM	0	0	0	0	0	0	0	0	0	8	2	0	0	15	0	0	25	
7:55 AM	1	0	1	0	0	0	0	0	0	6	0	0	1	13	0	0	22	297
8:00 AM	1	0	0	0	0	0	0	0	0	9	0	0	1	17	0	0	28	307
8:05 AM	0	0	0	0	0	0	0	0	0	11	0	0	1	21	0	0	33	316
8:10 AM	1	0	0	0	0	0	0	0	0	5	0	0	0	20	0	0	26	313
8:15 AM	0	0	0	0	0	0	0	0	0	3	1	0	0	9	0	0	13	299
8:20 AM	2	0	2	0	0	0	0	0	0	10	2	0	1	14	0	0	31	300
8:25 AM	1	0	3	0	0	0	0	0	0	15	0	0	0	16	0	0	35	312
8:30 AM	1	0	0	0	0	0	0	0	0	13	0	0	0	17	0	0	31	319
8:35 AM	0	0	0	0	0	0	0	0	0	19	0	0	0	13	0	0	32	322
8:40 AM	2	0	0	0	0	0	0	0	0	19	0	0	1	14	0	0	36	336
8:45 AM	0	0	0	0	0	0	0	0	0	13	0	0	0	15	0	0	28	340
8:50 AM	0	0	0	0	0	0	0	0	0	11	0	0	0	16	0	0	27	342
8:55 AM	1	0	1	0	0	0	0	0	0	10	1	0	0	12	0	0	25	345

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	0	0	0	0	0	0	0	0	204	0	0	4	176	0	0	396
Heavy Trucks	4	0	0		0	0	0		0	8	0		0	8	0		20
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/14/2022 8:10 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

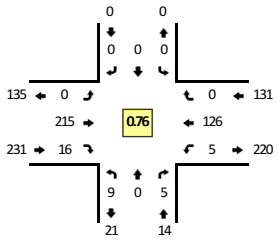
Type of peak hour being reported: Intersection Peak

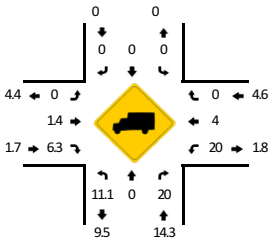
Method for determining peak hour: Total Entering Volume

LOCATION: Windsor Green Dr -- Vinson Rd
CITY/STATE: Clayton, NC

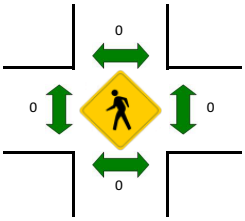
QC JOB #: 15904208
DATE: Thu, Sep 8 2022

Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:00 PM -- 4:15 PM

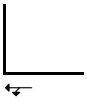


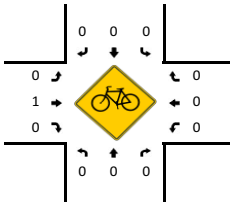


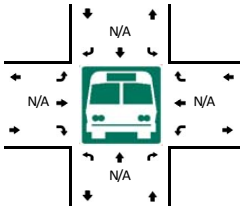
Quality Counts
DATA THAT DRIVES COMMUNITIES

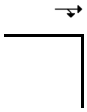


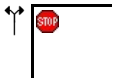


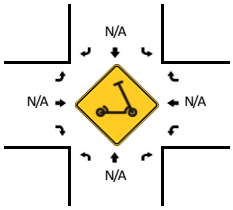












5-Min Count Period Beginning At	Windsor Green Dr (Northbound)				Windsor Green Dr (Southbound)				Vinson Rd (Eastbound)				Vinson Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	0	0	0	0	0	0	0	0	17	0	0	1	18	0	0	39	
4:05 PM	1	0	0	0	0	0	0	0	0	33	3	0	0	10	0	0	47	
4:10 PM	1	0	0	0	0	0	0	0	0	21	3	0	0	12	0	0	37	
4:15 PM	0	0	1	0	0	0	0	0	0	27	1	0	1	8	0	0	38	
4:20 PM	0	0	0	0	0	0	0	0	0	18	2	0	0	7	0	0	27	
4:25 PM	0	0	1	0	0	0	0	0	0	17	0	0	0	13	0	0	31	
4:30 PM	0	0	0	0	0	0	0	0	0	20	0	0	2	8	0	0	30	
4:35 PM	1	0	0	0	0	0	0	0	0	10	1	0	0	12	0	0	24	
4:40 PM	1	0	1	0	0	0	0	0	0	14	0	0	0	8	0	0	24	
4:45 PM	0	0	1	0	0	0	0	0	0	11	4	0	0	10	0	0	26	
4:50 PM	0	0	1	0	0	0	0	0	0	16	1	0	1	11	0	0	30	
4:55 PM	2	0	0	0	0	0	0	0	0	11	1	0	0	9	0	0	23	376
5:00 PM	1	0	0	0	0	0	0	0	0	14	1	0	0	8	0	0	24	361
5:05 PM	0	0	0	0	0	0	0	0	0	15	3	0	0	7	0	0	25	339
5:10 PM	1	0	1	0	0	0	0	0	0	15	3	0	0	13	0	0	33	335
5:15 PM	0	0	0	0	0	0	0	0	0	17	0	0	0	7	0	0	24	321
5:20 PM	1	0	0	0	0	0	0	0	0	21	2	0	0	13	0	0	37	331
5:25 PM	2	0	0	0	0	0	0	0	0	10	2	0	1	8	0	0	23	323
5:30 PM	0	0	0	0	0	0	0	0	0	15	2	0	1	17	0	0	35	328
5:35 PM	0	0	0	0	0	0	0	0	0	12	2	0	1	20	0	0	35	339
5:40 PM	0	0	0	0	0	0	0	0	0	17	0	0	0	17	0	0	34	349
5:45 PM	1	0	1	0	0	0	0	0	0	10	2	0	0	15	0	0	29	352
5:50 PM	0	0	0	0	0	0	0	0	0	22	2	0	0	15	0	0	39	361
5:55 PM	0	0	0	0	0	0	0	0	0	10	0	0	1	7	0	0	18	356

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	20	0	0	0	0	0	0	0	0	284	24	0	4	160	0	0	492
Heavy Trucks	0	0	0		0	0	0		0	0	4		0	8	0		12
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/14/2022 8:10 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

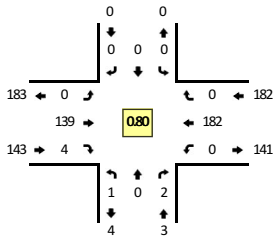
Type of peak hour being reported: Intersection Peak

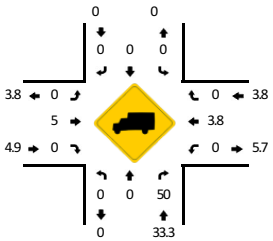
Method for determining peak hour: Total Entering Volume

LOCATION: Rainwater Ct -- Vinson Rd
CITY/STATE: Clayton, NC

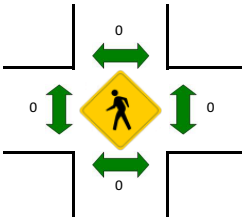
QC JOB #: 15904209
DATE: Thu, Sep 8 2022

Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:30 AM -- 8:45 AM

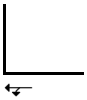


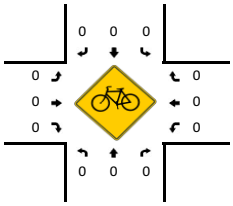


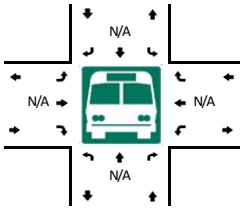
Quality Counts
DATA THAT DRIVES COMMUNITIES

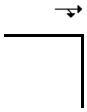


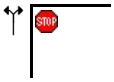


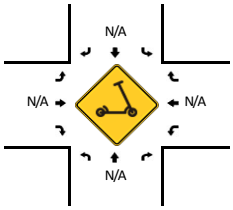












5-Min Count Period Beginning At	Rainwater Ct (Northbound)				Rainwater Ct (Southbound)				Vinson Rd (Eastbound)				Vinson Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	0	0	0	0	0	0	0	0	10	0	0	0	9	0	0	20	
7:05 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	13	0	0	20	
7:10 AM	0	0	0	0	0	0	0	0	0	12	0	0	0	13	0	0	25	
7:15 AM	0	0	0	0	0	0	0	0	0	10	0	0	0	17	0	0	27	
7:20 AM	0	0	0	0	0	0	0	0	0	12	0	0	1	18	0	0	31	
7:25 AM	0	0	1	0	0	0	0	0	0	7	0	0	0	12	0	0	20	
7:30 AM	0	0	0	0	0	0	0	0	0	8	0	0	0	11	0	0	19	
7:35 AM	0	0	0	0	0	0	0	0	0	11	1	0	0	21	0	0	33	
7:40 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	18	0	0	20	
7:45 AM	0	0	1	0	0	0	0	0	0	6	0	0	0	12	0	0	19	
7:50 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	16	0	0	25	
7:55 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	14	0	0	21	280
8:00 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	16	0	0	22	282
8:05 AM	0	0	0	0	0	0	0	0	0	12	1	0	0	22	0	0	35	297
8:10 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	20	0	0	26	298
8:15 AM	0	0	0	0	0	0	0	0	0	2	1	0	0	9	0	0	12	283
8:20 AM	0	0	0	0	0	0	0	0	0	12	0	0	0	13	0	0	25	277
8:25 AM	0	0	0	0	0	0	0	0	0	11	1	0	0	16	0	0	28	285
8:30 AM	0	0	1	0	0	0	0	0	0	17	0	0	0	18	0	0	36	302
8:35 AM	0	0	0	0	0	0	0	0	0	18	0	0	0	13	0	0	31	300
8:40 AM	0	0	0	0	0	0	0	0	0	20	1	0	0	15	0	0	36	316
8:45 AM	1	0	1	0	0	0	0	0	0	11	0	0	0	14	0	0	27	324
8:50 AM	0	0	0	0	0	0	0	0	0	13	0	0	0	15	0	0	28	327
8:55 AM	0	0	0	0	0	0	0	0	0	11	0	0	0	11	0	0	22	328

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	4	0	0	0	0	0	0	220	4	0	0	184	0	0	412
Heavy Trucks	0	0	4		0	0	0		0	12	0		0	16	0		32
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/14/2022 8:10 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

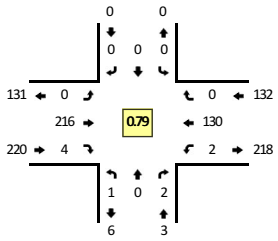
Type of peak hour being reported: Intersection Peak

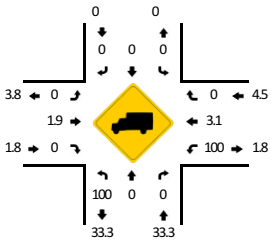
Method for determining peak hour: Total Entering Volume

LOCATION: Rainwater Ct -- Vinson Rd
CITY/STATE: Clayton, NC

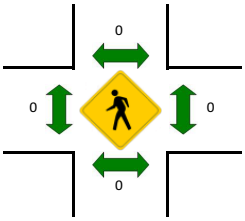
QC JOB #: 15904210
DATE: Thu, Sep 8 2022

Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:00 PM -- 4:15 PM

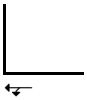


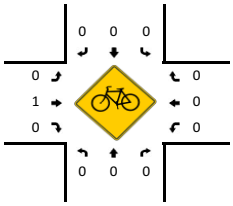


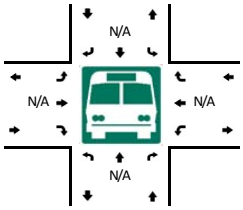
Quality Counts
DATA THAT DRIVES COMMUNITIES

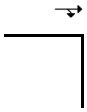


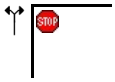


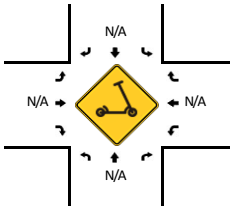












5-Min Count Period Beginning At	Rainwater Ct (Northbound)				Rainwater Ct (Southbound)				Vinson Rd (Eastbound)				Vinson Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	0	0	0	16	0	0	0	18	0	0	34	
4:05 PM	0	0	0	0	0	0	0	0	0	32	0	0	0	10	0	0	42	
4:10 PM	0	0	0	0	0	0	0	0	0	23	0	0	0	14	0	0	37	
4:15 PM	0	0	0	0	0	0	0	0	0	23	1	0	0	9	0	0	33	
4:20 PM	0	0	0	0	0	0	0	0	0	22	0	0	0	6	0	0	28	
4:25 PM	0	0	0	0	0	0	0	0	0	18	0	0	0	13	0	0	31	
4:30 PM	1	0	1	0	0	0	0	0	0	16	1	0	1	9	0	0	29	
4:35 PM	0	0	0	0	0	0	0	0	0	12	0	0	0	13	0	0	25	
4:40 PM	0	0	1	0	0	0	0	0	0	15	1	0	0	8	0	0	25	
4:45 PM	0	0	0	0	0	0	0	0	0	12	0	0	0	10	0	0	22	
4:50 PM	0	0	0	0	0	0	0	0	0	16	0	0	1	10	0	0	27	
4:55 PM	0	0	0	0	0	0	0	0	0	11	1	0	0	10	0	0	22	355
5:00 PM	0	0	0	0	0	0	0	0	0	14	0	0	1	9	0	0	24	345
5:05 PM	0	0	0	0	0	0	0	0	0	13	0	0	0	7	0	0	20	323
5:10 PM	0	0	0	0	0	0	0	0	0	17	0	0	0	13	0	0	30	316
5:15 PM	0	0	0	0	0	0	0	0	0	16	0	0	0	7	0	0	23	306
5:20 PM	0	0	0	0	0	0	0	0	0	23	0	0	0	13	0	0	36	314
5:25 PM	0	0	0	0	0	0	0	0	0	9	0	0	0	8	0	0	17	300
5:30 PM	0	0	0	0	0	0	0	0	0	14	0	0	0	18	0	0	32	303
5:35 PM	1	0	0	0	0	0	0	0	0	12	0	0	1	20	0	0	34	312
5:40 PM	0	0	1	0	0	0	0	0	0	16	0	0	0	15	0	0	32	319
5:45 PM	0	0	1	0	0	0	0	0	0	11	1	0	0	15	0	0	28	325
5:50 PM	1	0	0	0	0	0	0	0	0	22	0	0	0	15	0	0	38	336
5:55 PM	0	0	0	0	0	0	0	0	0	11	0	0	0	8	0	0	19	333

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	0	0	0	284	0	0	0	168	0	0	452
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	4	0		4
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/14/2022 8:10 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

APPENDIX B

TRAFFIC COUNTS

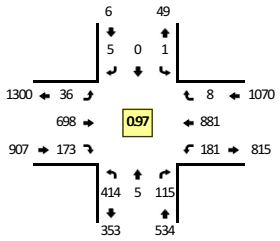
Type of peak hour being reported: Intersection Peak

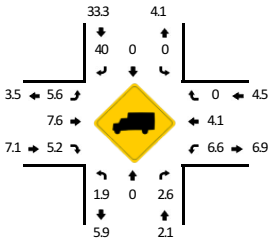
Method for determining peak hour: Total Entering Volume

LOCATION: Glen Laurel Rd -- State Hwy 42
CITY/STATE: Clayton, NC

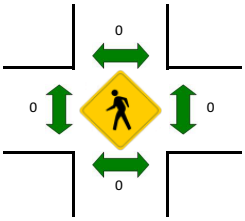
QC JOB #: 15904201
DATE: Thu, Sep 8 2022

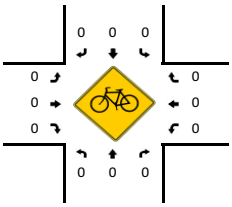
Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

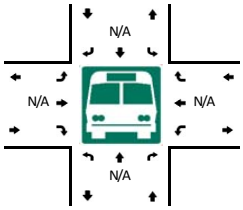


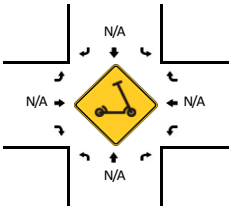


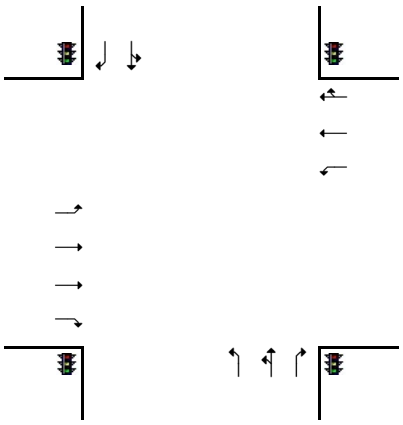
Quality Counts
DATA THAT DRIVES COMMUNITIES











5-Min Count Period Beginning At	Glen Laurel Rd (Northbound)				Glen Laurel Rd (Southbound)				State Hwy 42 (Eastbound)				State Hwy 42 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	55	0	5	0	0	0	0	0	2	42	8	0	3	80	0	0	195	
7:05 AM	39	1	10	0	0	0	2	0	2	38	16	0	10	85	0	0	203	
7:10 AM	23	0	13	0	0	0	1	0	2	27	13	0	11	73	0	0	163	
7:15 AM	34	0	9	0	0	0	0	0	6	60	19	0	8	95	0	0	231	
7:20 AM	42	1	13	0	0	0	0	0	2	46	9	0	7	88	0	0	208	
7:25 AM	33	1	12	0	0	0	0	0	4	32	8	0	18	87	2	0	197	
7:30 AM	53	0	16	0	0	0	0	0	6	42	19	0	17	63	0	0	216	
7:35 AM	31	2	10	0	0	0	1	0	0	33	5	1	7	92	2	0	184	
7:40 AM	34	0	11	0	0	0	0	0	3	42	11	0	18	77	0	0	196	
7:45 AM	45	1	11	0	0	0	1	0	5	75	16	0	17	68	1	0	240	
7:50 AM	43	0	11	0	0	0	0	0	3	60	14	0	15	88	0	0	234	
7:55 AM	34	1	5	0	0	0	0	0	4	34	14	0	18	62	2	0	174	2441
8:00 AM	36	1	9	0	0	0	0	0	4	61	17	0	15	71	0	0	214	2460
8:05 AM	20	0	6	0	0	0	0	0	3	67	15	0	27	76	1	0	215	2472
8:10 AM	31	0	13	0	0	0	0	0	1	62	11	0	18	67	0	0	203	2512
8:15 AM	35	1	11	0	1	0	0	0	4	58	14	0	13	66	0	0	203	2484
8:20 AM	25	0	12	0	0	0	1	0	4	65	18	0	17	85	1	0	228	2504
8:25 AM	20	1	11	0	0	0	1	0	2	53	11	0	10	71	1	1	182	2489
8:30 AM	41	0	5	0	0	0	2	0	5	55	15	0	11	71	2	0	207	2480
8:35 AM	45	0	11	0	0	0	0	0	1	40	10	0	8	76	0	0	191	2487
8:40 AM	39	0	10	0	0	0	0	0	0	68	18	0	11	80	0	0	226	2517
8:45 AM	34	0	9	0	0	0	1	0	1	68	13	0	10	78	0	0	214	2491
8:50 AM	51	0	7	0	0	0	0	0	1	65	19	1	10	83	0	0	237	2494
8:55 AM	33	0	8	0	0	0	0	0	2	32	15	0	12	79	0	0	181	2501

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	488	8	108	0	0	0	4	0	48	676	176	0	200	872	12	0	2592
Heavy Trucks	0	0	0		0	0	4		4	28	4		12	32	0		84
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/14/2022 8:10 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

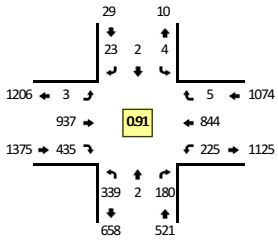
Type of peak hour being reported: Intersection Peak

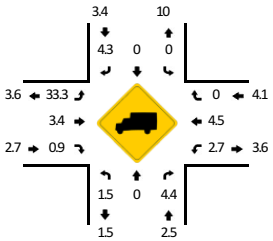
Method for determining peak hour: Total Entering Volume

LOCATION: Glen Laurel Rd -- State Hwy 42
CITY/STATE: Clayton, NC

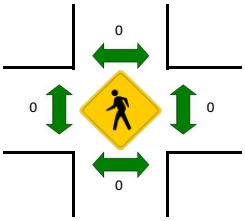
QC JOB #: 15904202
DATE: Thu, Sep 8 2022

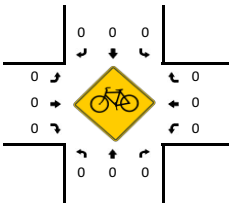
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:45 PM -- 6:00 PM

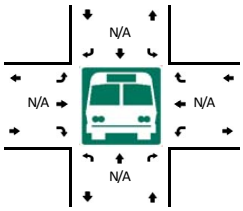


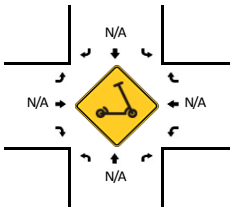


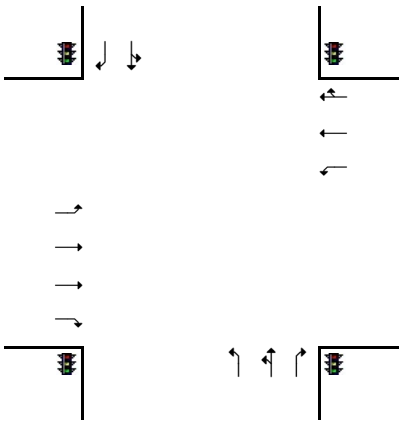
Quality Counts
DATA THAT DRIVES COMMUNITIES











5-Min Count Period Beginning At	Glen Laurel Rd (Northbound)				Glen Laurel Rd (Southbound)				State Hwy 42 (Eastbound)				State Hwy 42 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	21	0	19	0	1	0	5	0	0	83	31	0	17	63	0	2	242	
4:05 PM	18	0	22	0	0	0	5	0	0	106	33	0	13	53	1	0	251	
4:10 PM	24	0	19	0	1	0	2	0	1	79	31	0	19	55	0	0	231	
4:15 PM	30	0	11	0	2	1	3	0	0	73	28	0	10	68	0	0	226	
4:20 PM	36	0	18	0	0	0	7	0	0	66	27	0	23	60	1	0	238	
4:25 PM	15	0	16	0	1	0	1	0	0	81	30	0	13	102	0	0	259	
4:30 PM	24	0	18	0	1	0	2	0	0	71	38	0	18	57	0	0	229	
4:35 PM	18	0	16	0	0	2	11	0	1	103	48	0	18	71	0	0	288	
4:40 PM	29	0	15	0	2	3	4	0	0	78	36	0	10	55	0	0	232	
4:45 PM	19	0	19	0	0	1	1	0	0	107	31	0	18	71	0	0	267	
4:50 PM	36	0	10	0	1	0	5	0	0	66	33	0	18	79	0	0	248	
4:55 PM	29	0	15	0	0	0	4	0	0	99	30	0	8	65	0	0	250	2961
5:00 PM	20	1	16	0	0	1	2	0	1	88	32	0	5	69	0	3	238	2957
5:05 PM	21	0	10	0	0	0	1	0	0	78	42	0	21	62	0	0	235	2941
5:10 PM	26	0	21	0	0	1	5	0	0	69	37	0	14	68	0	0	241	2951
5:15 PM	18	0	11	0	0	0	5	0	1	85	38	0	18	69	1	0	246	2971
5:20 PM	28	0	13	0	0	0	0	0	1	78	33	0	23	80	1	0	257	2990
5:25 PM	28	0	22	0	2	0	4	0	0	67	31	0	16	72	0	0	242	2973
5:30 PM	38	0	25	0	0	0	1	0	0	42	35	0	18	61	1	0	221	2965
5:35 PM	20	0	11	0	0	0	1	0	0	103	38	0	18	77	1	0	269	2946
5:40 PM	39	1	19	0	0	0	2	0	0	38	24	0	24	75	0	0	222	2936
5:45 PM	29	0	10	0	0	0	0	0	0	109	46	0	25	71	1	1	292	2961
5:50 PM	31	0	12	0	1	0	2	0	0	101	50	0	16	70	0	0	283	2996
5:55 PM	41	0	10	0	1	0	0	0	0	79	29	0	23	70	0	0	253	2999

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	404	0	128	0	8	0	8	0	0	1156	500	0	256	844	4	4	3312
Heavy Trucks	8	0	12		0	0	0		0	24	4		0	40	0		88
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/14/2022 8:10 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

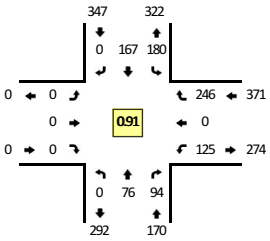
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

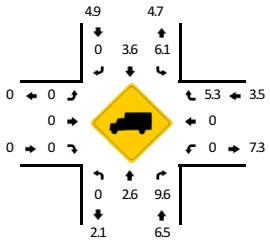
LOCATION: Glen Laurel Rd -- Vinson Rd
CITY/STATE: Clayton, NC

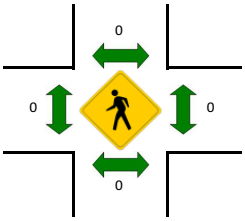
QC JOB #: 15904203
DATE: Thu, Sep 8 2022

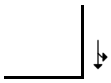
Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 8:25 AM -- 8:40 AM

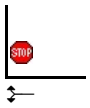


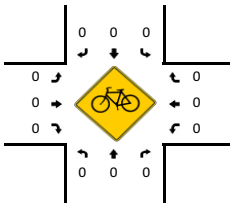
Quality Counts
DATA THAT DRIVES COMMUNITIES

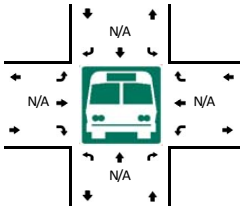




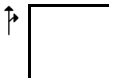


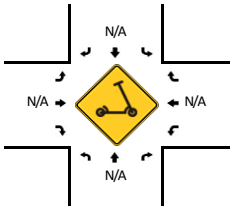












5-Min Count Period Beginning At	Glen Laurel Rd (Northbound)				Glen Laurel Rd (Southbound)				Vinson Rd (Eastbound)				Vinson Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	4	2	0	8	15	0	0	0	0	0	0	7	0	14	0	50	
7:05 AM	0	6	7	0	9	16	0	0	0	0	0	0	6	0	14	0	58	
7:10 AM	0	4	4	0	9	8	0	0	0	0	0	0	14	0	26	0	65	
7:15 AM	0	4	3	0	15	14	0	0	0	0	0	0	9	0	11	0	56	
7:20 AM	0	8	4	0	9	19	0	0	0	0	0	0	8	0	24	0	72	
7:25 AM	0	15	8	0	5	8	0	0	0	0	0	0	7	0	29	0	72	
7:30 AM	0	8	11	0	11	19	0	0	0	0	0	0	4	0	17	0	70	
7:35 AM	0	7	4	0	6	21	0	0	0	0	0	0	17	0	23	0	78	
7:40 AM	0	7	7	0	4	14	0	0	0	0	0	0	8	0	25	0	65	
7:45 AM	0	6	6	0	12	23	0	0	0	0	0	0	11	0	21	0	79	
7:50 AM	0	8	6	0	12	13	0	0	0	0	0	0	14	0	16	0	69	
7:55 AM	0	10	6	0	9	17	0	0	0	0	0	0	15	0	19	0	76	810
8:00 AM	0	7	9	0	10	14	0	0	0	0	0	0	4	0	14	0	58	818
8:05 AM	0	7	6	0	17	25	0	0	0	0	0	0	8	0	17	0	80	840
8:10 AM	0	5	9	0	16	16	0	0	0	0	0	0	10	0	21	0	77	852
8:15 AM	0	5	7	0	16	13	0	0	0	0	0	0	6	0	20	0	67	863
8:20 AM	0	9	11	0	19	8	0	0	0	0	0	0	5	0	12	0	64	855
8:25 AM	0	6	11	0	16	14	0	0	0	0	0	0	10	0	20	0	77	860
8:30 AM	0	6	9	0	23	8	0	0	0	0	0	0	14	0	21	0	81	871
8:35 AM	0	4	7	0	16	10	0	0	0	0	0	0	18	0	31	0	86	879
8:40 AM	0	3	7	0	14	6	0	0	0	0	0	0	10	0	34	0	74	888
8:45 AM	0	7	7	0	18	7	0	0	0	0	0	0	13	0	27	0	79	888
8:50 AM	0	8	3	0	7	2	0	0	0	0	0	0	14	0	23	0	57	876
8:55 AM	0	12	5	0	8	8	0	0	0	0	0	0	12	0	11	0	56	856

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	64	108	0	220	128	0	0	0	0	0	0	168	0	288	0	976
Heavy Trucks	0	0	12		16	0	0		0	0	0		0	0	28		56
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/14/2022 8:10 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

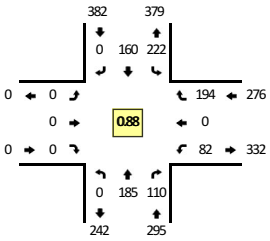
Type of peak hour being reported: Intersection Peak

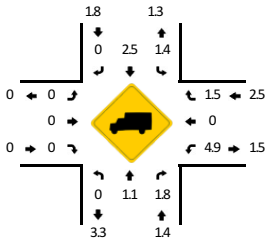
Method for determining peak hour: Total Entering Volume

LOCATION: Glen Laurel Rd -- Vinson Rd
CITY/STATE: Clayton, NC

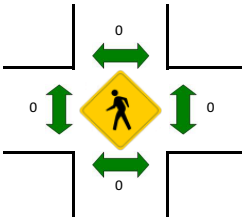
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DATE: Thu, Sep 8 2022

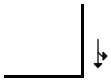
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:40 PM -- 5:55 PM

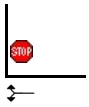


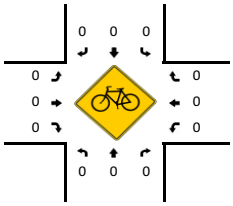


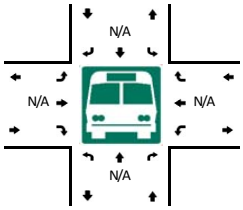
Quality Counts
DATA THAT DRIVES COMMUNITIES



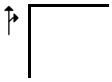


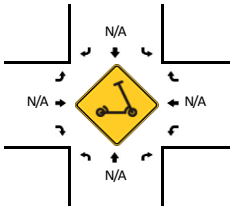












5-Min Count Period Beginning At	Glen Laurel Rd (Northbound)				Glen Laurel Rd (Southbound)				Vinson Rd (Eastbound)				Vinson Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	19	15	0	17	4	0	0	0	0	0	0	9	0	19	0	83	
4:05 PM	0	11	9	0	13	6	0	0	0	0	0	0	10	0	24	0	73	
4:10 PM	0	21	6	0	18	8	0	0	0	0	0	0	13	0	23	0	89	
4:15 PM	0	17	10	0	16	3	0	0	0	0	0	0	11	0	19	0	76	
4:20 PM	0	18	4	0	21	13	0	0	0	0	0	0	5	0	19	0	80	
4:25 PM	0	15	10	0	16	4	0	0	0	0	0	0	10	0	13	0	68	
4:30 PM	0	17	7	0	15	14	0	0	0	0	0	0	4	0	12	0	69	
4:35 PM	0	14	3	0	20	28	0	0	0	0	0	0	3	0	12	0	80	
4:40 PM	0	16	10	0	13	21	0	0	0	0	0	0	11	0	13	0	84	
4:45 PM	0	14	8	0	16	10	0	0	0	0	0	0	5	0	13	1	67	
4:50 PM	0	14	12	0	24	10	0	0	0	0	0	0	8	0	12	0	80	
4:55 PM	0	11	9	0	13	11	0	0	0	0	0	0	6	0	13	0	63	912
5:00 PM	0	15	7	0	13	9	0	0	0	0	0	0	9	0	9	0	62	891
5:05 PM	0	14	7	0	25	12	0	0	0	0	0	0	1	0	13	0	72	890
5:10 PM	0	19	9	0	18	12	0	0	0	0	0	0	5	0	14	0	77	878
5:15 PM	0	8	10	0	19	18	0	0	0	0	0	0	8	0	11	0	74	876
5:20 PM	0	15	8	0	30	13	0	0	0	0	0	0	9	0	20	0	95	891
5:25 PM	0	25	4	0	17	16	0	0	0	0	0	0	5	0	15	0	82	905
5:30 PM	0	17	7	0	14	10	0	0	0	0	0	0	3	0	14	0	65	901
5:35 PM	0	12	13	0	18	14	0	0	0	0	0	0	9	0	20	0	86	907
5:40 PM	0	20	11	0	15	14	0	0	0	0	0	0	10	0	22	0	92	915
5:45 PM	0	16	6	0	19	13	0	0	0	0	0	0	12	0	20	0	86	934
5:50 PM	0	10	21	0	20	18	0	0	0	0	0	0	5	0	20	0	94	948
5:55 PM	0	14	7	0	14	11	0	0	0	0	0	0	6	0	16	0	68	953

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	184	152	0	216	180	0	0	0	0	0	0	108	0	248	0	1088
Heavy Trucks	0	4	4		4	4	0		0	0	0		0	0	8		24
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/14/2022 8:10 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

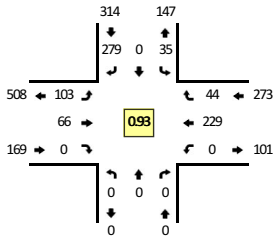
Type of peak hour being reported: Intersection Peak

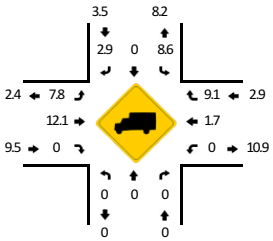
Method for determining peak hour: Total Entering Volume

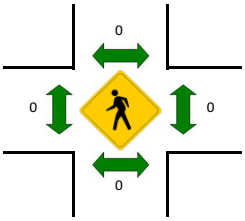
LOCATION: Glen Laurel Rd -- Powhatan Rd
CITY/STATE: Clayton, NC

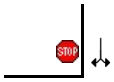
QC JOB #: 15904205
DATE: Thu, Sep 8 2022

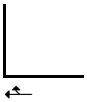
Peak-Hour: 7:10 AM -- 8:10 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

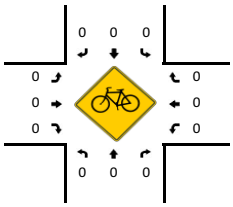


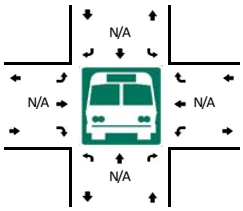


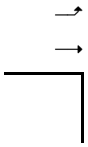




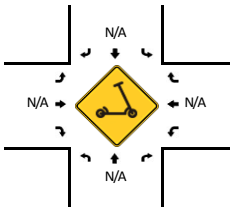












5-Min Count Period Beginning At	Glen Laurel Rd (Northbound)				Glen Laurel Rd (Southbound)				Powhatan Rd (Eastbound)				Powhatan Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	5	0	18	0	3	3	0	0	0	20	2	0	51	
7:05 AM	0	0	0	0	4	0	17	0	6	4	0	0	0	16	8	0	55	
7:10 AM	0	0	0	0	2	0	20	0	6	7	0	0	0	18	1	0	54	
7:15 AM	0	0	0	0	3	0	21	0	3	9	0	0	0	17	1	0	54	
7:20 AM	0	0	0	0	4	0	22	0	11	7	0	0	0	15	8	0	67	
7:25 AM	0	0	0	0	1	0	16	0	5	3	0	0	0	16	7	0	48	
7:30 AM	0	0	0	0	2	0	22	0	11	8	0	0	0	21	6	0	70	
7:35 AM	0	0	0	0	5	0	28	0	7	2	0	0	0	26	6	0	74	
7:40 AM	0	0	0	0	4	0	23	0	10	3	0	0	0	18	1	0	59	
7:45 AM	0	0	0	0	1	0	29	0	10	5	0	0	0	20	2	0	67	
7:50 AM	0	0	0	0	6	0	25	0	11	5	0	0	0	19	3	0	69	
7:55 AM	0	0	0	0	1	0	28	0	11	3	0	0	0	18	3	0	64	732
8:00 AM	0	0	0	0	0	0	18	0	9	5	0	0	0	23	3	0	58	739
8:05 AM	0	0	0	0	6	0	27	0	9	9	0	0	0	18	3	0	72	756
8:10 AM	0	0	0	0	3	0	24	0	5	3	0	0	0	15	4	0	54	756
8:15 AM	0	0	0	0	2	0	16	0	5	7	0	0	0	7	3	0	40	742
8:20 AM	0	0	0	0	1	0	13	0	9	3	0	0	0	9	4	0	39	714
8:25 AM	0	0	0	0	2	0	19	0	7	4	0	0	0	11	8	0	51	717
8:30 AM	0	0	0	0	4	0	16	0	6	4	0	0	0	13	6	0	49	696
8:35 AM	0	0	0	0	6	0	18	0	2	5	0	0	0	9	7	0	47	669
8:40 AM	0	0	0	0	6	0	12	0	4	2	0	0	0	10	3	0	37	647
8:45 AM	0	0	0	0	3	0	13	0	8	1	0	0	0	16	5	0	46	626
8:50 AM	0	0	0	0	5	0	11	0	11	3	0	0	0	15	2	0	47	604
8:55 AM	0	0	0	0	1	0	15	0	6	8	0	0	0	9	7	0	46	586

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	44	0	292	0	112	52	0	0	0	260	52	0	812
Heavy Trucks	0	0	0		8	0	8		4	0	0		0	4	8		32
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/14/2022 8:10 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

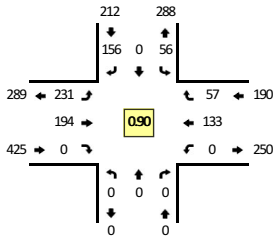
Type of peak hour being reported: Intersection Peak

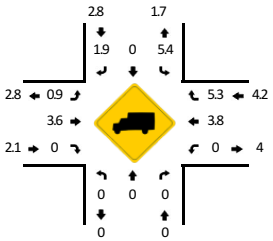
Method for determining peak hour: Total Entering Volume

LOCATION: Glen Laurel Rd -- Powhatan Rd
CITY/STATE: Clayton, NC

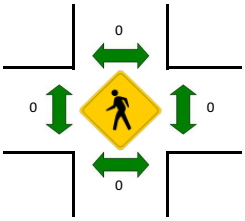
QC JOB #: 15904206
DATE: Thu, Sep 8 2022

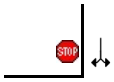
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:35 PM -- 5:50 PM

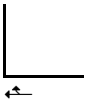


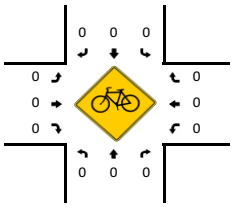


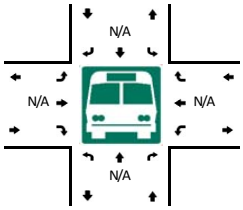
Quality Counts
DATA THAT DRIVES COMMUNITIES

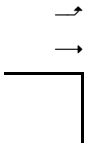




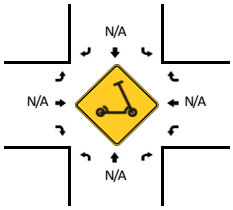












5-Min Count Period Beginning At	Glen Laurel Rd (Northbound)				Glen Laurel Rd (Southbound)				Powhatan Rd (Eastbound)				Powhatan Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	9	0	11	0	30	15	0	0	0	8	3	0	76	
4:05 PM	0	0	0	0	0	0	11	0	21	18	0	0	0	6	2	0	58	
4:10 PM	0	0	0	0	10	0	10	0	22	23	0	0	0	12	2	0	79	
4:15 PM	0	0	0	0	3	0	7	0	25	12	0	0	0	3	2	0	52	
4:20 PM	0	0	0	0	4	0	11	0	17	20	0	0	0	8	2	0	62	
4:25 PM	0	0	0	0	3	0	14	0	16	19	0	0	0	6	2	0	60	
4:30 PM	0	0	0	0	6	0	9	0	19	21	0	0	0	10	3	0	68	
4:35 PM	0	0	0	0	10	0	16	0	11	13	0	0	0	4	7	0	61	
4:40 PM	0	0	0	0	9	0	17	0	26	20	0	0	0	8	5	0	85	
4:45 PM	0	0	0	0	6	0	11	0	19	16	0	0	0	13	4	0	69	
4:50 PM	0	0	0	0	8	0	10	0	20	12	0	0	0	12	1	0	63	
4:55 PM	0	0	0	0	4	0	11	0	21	10	0	0	0	11	3	0	60	793
5:00 PM	0	0	0	0	2	0	9	0	15	15	0	0	0	7	5	0	53	770
5:05 PM	0	0	0	0	7	0	10	0	18	24	0	0	0	11	3	0	73	785
5:10 PM	0	0	0	0	1	0	13	0	21	19	0	0	0	14	6	0	74	780
5:15 PM	0	0	0	0	9	0	16	0	17	16	0	0	0	7	1	0	66	794
5:20 PM	0	0	0	0	6	0	10	0	18	20	0	0	0	7	3	0	64	796
5:25 PM	0	0	0	0	4	0	11	0	22	12	0	0	0	11	7	0	67	803
5:30 PM	0	0	0	0	5	0	7	0	18	19	0	0	0	9	5	0	63	798
5:35 PM	0	0	0	0	4	0	14	0	24	18	0	0	0	18	5	0	83	820
5:40 PM	0	0	0	0	5	0	15	0	20	9	0	0	0	12	6	0	67	802
5:45 PM	0	0	0	0	5	0	22	0	19	15	0	0	0	13	6	0	80	813
5:50 PM	0	0	0	0	4	0	13	0	20	14	0	0	0	10	6	0	67	817
5:55 PM	0	0	0	0	4	0	16	0	19	13	0	0	0	14	4	0	70	827

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	56	0	204	0	252	168	0	0	0	172	68	0	920
Heavy Trucks	0	0	0		4	0	0		0	8	0		0	4	8		24
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/14/2022 8:10 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

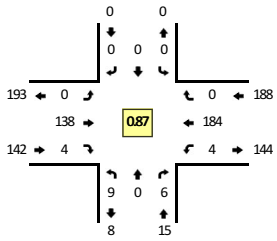
Type of peak hour being reported: Intersection Peak

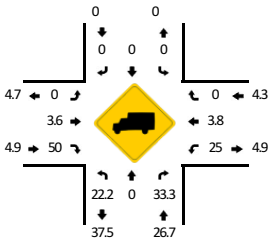
Method for determining peak hour: Total Entering Volume

LOCATION: Windsor Green Dr -- Vinson Rd
CITY/STATE: Clayton, NC

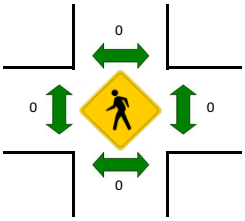
QC JOB #: 15904207
DATE: Thu, Sep 8 2022

Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:30 AM -- 8:45 AM

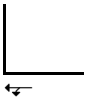


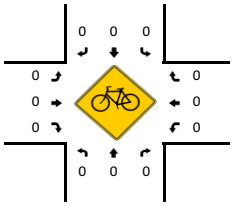


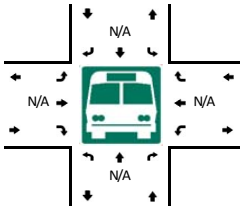
Quality Counts
DATA THAT DRIVES COMMUNITIES

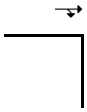


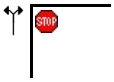


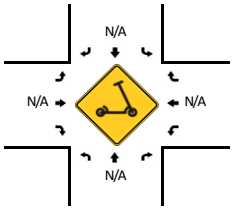












5-Min Count Period Beginning At	Windsor Green Dr (Northbound)				Windsor Green Dr (Southbound)				Vinson Rd (Eastbound)				Vinson Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	1	0	0	0	0	0	0	9	0	0	0	8	0	0	18	
7:05 AM	1	0	0	0	0	0	0	0	0	8	0	0	0	15	0	0	24	
7:10 AM	1	0	0	0	0	0	0	0	0	13	2	0	0	13	0	0	29	
7:15 AM	1	0	1	0	0	0	0	0	0	9	0	0	0	16	0	0	27	
7:20 AM	2	0	1	0	0	0	0	0	0	9	0	0	0	18	0	0	30	
7:25 AM	2	0	0	0	0	0	0	0	0	7	1	0	0	13	0	0	23	
7:30 AM	2	0	1	0	0	0	0	0	0	9	0	0	0	12	0	0	24	
7:35 AM	0	0	0	0	0	0	0	0	0	10	0	0	0	19	0	0	29	
7:40 AM	0	0	0	0	0	0	0	0	0	2	1	0	0	19	0	0	22	
7:45 AM	4	0	1	0	0	0	0	0	0	6	0	0	0	13	0	0	24	
7:50 AM	0	0	0	0	0	0	0	0	0	8	2	0	0	15	0	0	25	
7:55 AM	1	0	1	0	0	0	0	0	0	6	0	0	1	13	0	0	22	297
8:00 AM	1	0	0	0	0	0	0	0	0	9	0	0	1	17	0	0	28	307
8:05 AM	0	0	0	0	0	0	0	0	0	11	0	0	1	21	0	0	33	316
8:10 AM	1	0	0	0	0	0	0	0	0	5	0	0	0	20	0	0	26	313
8:15 AM	0	0	0	0	0	0	0	0	0	3	1	0	0	9	0	0	13	299
8:20 AM	2	0	2	0	0	0	0	0	0	10	2	0	1	14	0	0	31	300
8:25 AM	1	0	3	0	0	0	0	0	0	15	0	0	0	16	0	0	35	312
8:30 AM	1	0	0	0	0	0	0	0	0	13	0	0	0	17	0	0	31	319
8:35 AM	0	0	0	0	0	0	0	0	0	19	0	0	0	13	0	0	32	322
8:40 AM	2	0	0	0	0	0	0	0	0	19	0	0	1	14	0	0	36	336
8:45 AM	0	0	0	0	0	0	0	0	0	13	0	0	0	15	0	0	28	340
8:50 AM	0	0	0	0	0	0	0	0	0	11	0	0	0	16	0	0	27	342
8:55 AM	1	0	1	0	0	0	0	0	0	10	1	0	0	12	0	0	25	345

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	0	0	0	0	0	0	0	0	204	0	0	4	176	0	0	396
Heavy Trucks	4	0	0		0	0	0		0	8	0		0	8	0		20
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/14/2022 8:10 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

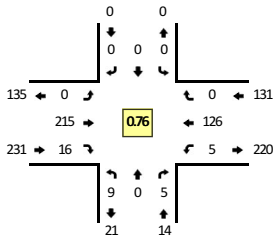
Type of peak hour being reported: Intersection Peak

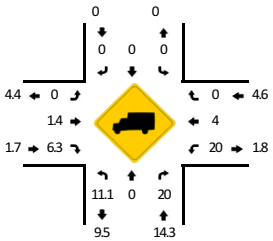
Method for determining peak hour: Total Entering Volume

LOCATION: Windsor Green Dr -- Vinson Rd
CITY/STATE: Clayton, NC

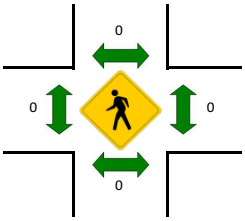
QC JOB #: 15904208
DATE: Thu, Sep 8 2022

Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:00 PM -- 4:15 PM

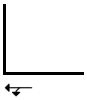


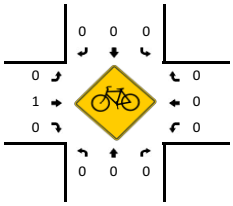


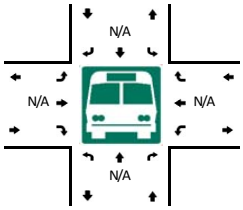
Quality Counts
DATA THAT DRIVES COMMUNITIES

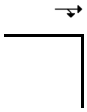


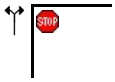


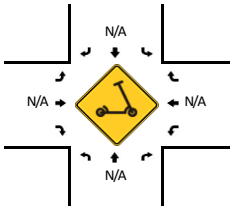












5-Min Count Period Beginning At	Windsor Green Dr (Northbound)				Windsor Green Dr (Southbound)				Vinson Rd (Eastbound)				Vinson Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	0	0	0	0	0	0	0	0	17	0	0	1	18	0	0	39	
4:05 PM	1	0	0	0	0	0	0	0	0	33	3	0	0	10	0	0	47	
4:10 PM	1	0	0	0	0	0	0	0	0	21	3	0	0	12	0	0	37	
4:15 PM	0	0	1	0	0	0	0	0	0	27	1	0	1	8	0	0	38	
4:20 PM	0	0	0	0	0	0	0	0	0	18	2	0	0	7	0	0	27	
4:25 PM	0	0	1	0	0	0	0	0	0	17	0	0	0	13	0	0	31	
4:30 PM	0	0	0	0	0	0	0	0	0	20	0	0	2	8	0	0	30	
4:35 PM	1	0	0	0	0	0	0	0	0	10	1	0	0	12	0	0	24	
4:40 PM	1	0	1	0	0	0	0	0	0	14	0	0	0	8	0	0	24	
4:45 PM	0	0	1	0	0	0	0	0	0	11	4	0	0	10	0	0	26	
4:50 PM	0	0	1	0	0	0	0	0	0	16	1	0	1	11	0	0	30	
4:55 PM	2	0	0	0	0	0	0	0	0	11	1	0	0	9	0	0	23	376
5:00 PM	1	0	0	0	0	0	0	0	0	14	1	0	0	8	0	0	24	361
5:05 PM	0	0	0	0	0	0	0	0	0	15	3	0	0	7	0	0	25	339
5:10 PM	1	0	1	0	0	0	0	0	0	15	3	0	0	13	0	0	33	335
5:15 PM	0	0	0	0	0	0	0	0	0	17	0	0	0	7	0	0	24	321
5:20 PM	1	0	0	0	0	0	0	0	0	21	2	0	0	13	0	0	37	331
5:25 PM	2	0	0	0	0	0	0	0	0	10	2	0	1	8	0	0	23	323
5:30 PM	0	0	0	0	0	0	0	0	0	15	2	0	1	17	0	0	35	328
5:35 PM	0	0	0	0	0	0	0	0	0	12	2	0	1	20	0	0	35	339
5:40 PM	0	0	0	0	0	0	0	0	0	17	0	0	0	17	0	0	34	349
5:45 PM	1	0	1	0	0	0	0	0	0	10	2	0	0	15	0	0	29	352
5:50 PM	0	0	0	0	0	0	0	0	0	22	2	0	0	15	0	0	39	361
5:55 PM	0	0	0	0	0	0	0	0	0	10	0	0	1	7	0	0	18	356

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	20	0	0	0	0	0	0	0	0	284	24	0	4	160	0	0	492
Heavy Trucks	0	0	0		0	0	0		0	0	4		0	8	0		12
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/14/2022 8:10 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

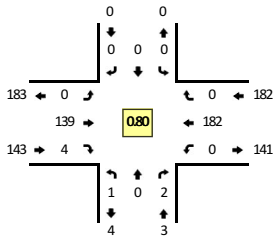
Type of peak hour being reported: Intersection Peak

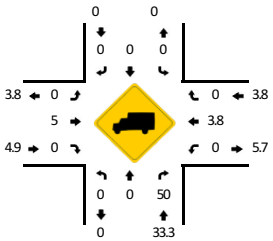
Method for determining peak hour: Total Entering Volume

LOCATION: Rainwater Ct -- Vinson Rd
CITY/STATE: Clayton, NC

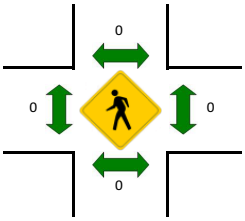
QC JOB #: 15904209
DATE: Thu, Sep 8 2022

Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:30 AM -- 8:45 AM

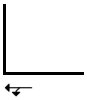


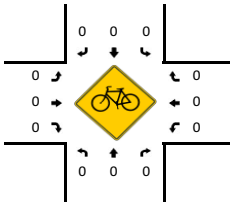


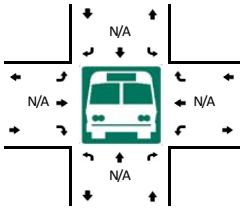
Quality Counts
DATA THAT DRIVES COMMUNITIES

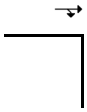


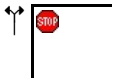


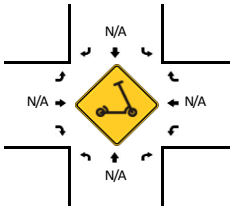












5-Min Count Period Beginning At	Rainwater Ct (Northbound)				Rainwater Ct (Southbound)				Vinson Rd (Eastbound)				Vinson Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	0	0	0	0	0	0	0	0	10	0	0	0	9	0	0	20	
7:05 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	13	0	0	20	
7:10 AM	0	0	0	0	0	0	0	0	0	12	0	0	0	13	0	0	25	
7:15 AM	0	0	0	0	0	0	0	0	0	10	0	0	0	17	0	0	27	
7:20 AM	0	0	0	0	0	0	0	0	0	12	0	0	1	18	0	0	31	
7:25 AM	0	0	1	0	0	0	0	0	0	7	0	0	0	12	0	0	20	
7:30 AM	0	0	0	0	0	0	0	0	0	8	0	0	0	11	0	0	19	
7:35 AM	0	0	0	0	0	0	0	0	0	11	1	0	0	21	0	0	33	
7:40 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	18	0	0	20	
7:45 AM	0	0	1	0	0	0	0	0	0	6	0	0	0	12	0	0	19	
7:50 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	16	0	0	25	
7:55 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	14	0	0	21	280
8:00 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	16	0	0	22	282
8:05 AM	0	0	0	0	0	0	0	0	0	12	1	0	0	22	0	0	35	297
8:10 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	20	0	0	26	298
8:15 AM	0	0	0	0	0	0	0	0	0	2	1	0	0	9	0	0	12	283
8:20 AM	0	0	0	0	0	0	0	0	0	12	0	0	0	13	0	0	25	277
8:25 AM	0	0	0	0	0	0	0	0	0	11	1	0	0	16	0	0	28	285
8:30 AM	0	0	1	0	0	0	0	0	0	17	0	0	0	18	0	0	36	302
8:35 AM	0	0	0	0	0	0	0	0	0	18	0	0	0	13	0	0	31	300
8:40 AM	0	0	0	0	0	0	0	0	0	20	1	0	0	15	0	0	36	316
8:45 AM	1	0	1	0	0	0	0	0	0	11	0	0	0	14	0	0	27	324
8:50 AM	0	0	0	0	0	0	0	0	0	13	0	0	0	15	0	0	28	327
8:55 AM	0	0	0	0	0	0	0	0	0	11	0	0	0	11	0	0	22	328

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	4	0	0	0	0	0	0	220	4	0	0	184	0	0	412
Heavy Trucks	0	0	4		0	0	0		0	12	0		0	16	0		32
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/14/2022 8:10 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

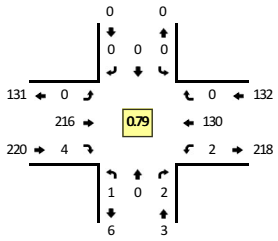
Type of peak hour being reported: Intersection Peak

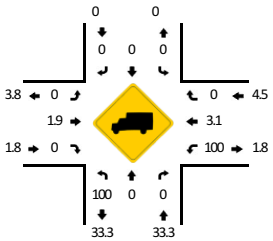
Method for determining peak hour: Total Entering Volume

LOCATION: Rainwater Ct -- Vinson Rd
CITY/STATE: Clayton, NC

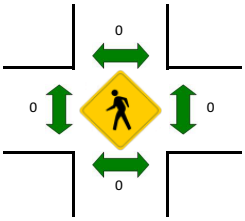
QC JOB #: 15904210
DATE: Thu, Sep 8 2022

Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:00 PM -- 4:15 PM

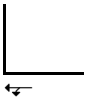


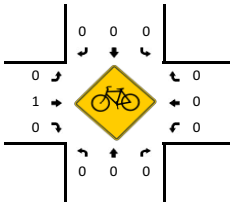


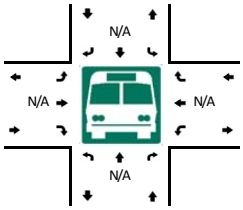
Quality Counts
DATA THAT DRIVES COMMUNITIES

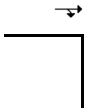


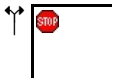


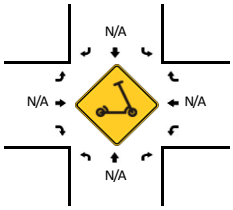












5-Min Count Period Beginning At	Rainwater Ct (Northbound)				Rainwater Ct (Southbound)				Vinson Rd (Eastbound)				Vinson Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	0	0	0	16	0	0	0	18	0	0	34	
4:05 PM	0	0	0	0	0	0	0	0	0	32	0	0	0	10	0	0	42	
4:10 PM	0	0	0	0	0	0	0	0	0	23	0	0	0	14	0	0	37	
4:15 PM	0	0	0	0	0	0	0	0	0	23	1	0	0	9	0	0	33	
4:20 PM	0	0	0	0	0	0	0	0	0	22	0	0	0	6	0	0	28	
4:25 PM	0	0	0	0	0	0	0	0	0	18	0	0	0	13	0	0	31	
4:30 PM	1	0	1	0	0	0	0	0	0	16	1	0	1	9	0	0	29	
4:35 PM	0	0	0	0	0	0	0	0	0	12	0	0	0	13	0	0	25	
4:40 PM	0	0	1	0	0	0	0	0	0	15	1	0	0	8	0	0	25	
4:45 PM	0	0	0	0	0	0	0	0	0	12	0	0	0	10	0	0	22	
4:50 PM	0	0	0	0	0	0	0	0	0	16	0	0	1	10	0	0	27	
4:55 PM	0	0	0	0	0	0	0	0	0	11	1	0	0	10	0	0	22	355
5:00 PM	0	0	0	0	0	0	0	0	0	14	0	0	1	9	0	0	24	345
5:05 PM	0	0	0	0	0	0	0	0	0	13	0	0	0	7	0	0	20	323
5:10 PM	0	0	0	0	0	0	0	0	0	17	0	0	0	13	0	0	30	316
5:15 PM	0	0	0	0	0	0	0	0	0	16	0	0	0	7	0	0	23	306
5:20 PM	0	0	0	0	0	0	0	0	0	23	0	0	0	13	0	0	36	314
5:25 PM	0	0	0	0	0	0	0	0	0	9	0	0	0	8	0	0	17	300
5:30 PM	0	0	0	0	0	0	0	0	0	14	0	0	0	18	0	0	32	303
5:35 PM	1	0	0	0	0	0	0	0	0	12	0	0	1	20	0	0	34	312
5:40 PM	0	0	1	0	0	0	0	0	0	16	0	0	0	15	0	0	32	319
5:45 PM	0	0	1	0	0	0	0	0	0	11	1	0	0	15	0	0	28	325
5:50 PM	1	0	0	0	0	0	0	0	0	22	0	0	0	15	0	0	38	336
5:55 PM	0	0	0	0	0	0	0	0	0	11	0	0	0	8	0	0	19	333

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	0	0	0	284	0	0	0	168	0	0	452
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	4	0		4
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/14/2022 8:10 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

APPENDIX C

CAPACITY CALCULATIONS –

NC 42

&

GLEN LAUREL ROAD

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	36	698	173	4	180	881	8	414	5	115	4	4
Future Volume (vph)	36	698	173	4	180	881	8	414	5	115	4	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%				2%			-1%			1%
Storage Length (ft)	250		475		525		0	425		475	100	
Storage Lanes	1		1		1		0	1		1	1	
Taper Length (ft)	100				100			100			100	
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00
Frt			0.850			0.999				0.850		
Flt Protected	0.950				0.950			0.950	0.954			0.976
Satd. Flow (prot)	1778	3557	1591	0	1752	3500	0	1690	1697	1591	0	1809
Flt Permitted	0.209				0.276			0.950	0.954			0.682
Satd. Flow (perm)	391	3557	1591	0	509	3500	0	1690	1697	1591	0	1264
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		50				50			45			45
Link Distance (ft)		1621				1433			1255			1075
Travel Time (s)		22.1				19.5			19.0			16.3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	40	776	192	4	200	979	9	460	6	128	4	4
Shared Lane Traffic (%)								49%				
Lane Group Flow (vph)	40	776	192	0	204	988	0	235	231	128	0	8
Turn Type	D.P+P	NA	Perm	D.P+P	D.P+P	NA		Split	NA	pm+ov	Perm	NA
Protected Phases	5	2		1!	1	6		3	3	1!		4
Permitted Phases	6		2	2	2					3	4	
Detector Phase	5	2	2	1	1	6		3	3	1	4	4
Switch Phase												
Minimum Initial (s)	7.0	14.0	14.0	7.0	7.0	14.0		7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	12.3	20.6	20.6	12.6	12.6	20.6		13.3	13.3	12.6	13.0	13.0
Total Split (s)	15.0	45.0	45.0	20.0	20.0	50.0		40.0	40.0	20.0	15.0	15.0
Total Split (%)	12.5%	37.5%	37.5%	16.7%	16.7%	41.7%		33.3%	33.3%	16.7%	12.5%	12.5%
Maximum Green (s)	9.7	38.4	38.4	14.4	14.4	43.4		33.7	33.7	14.4	9.0	9.0
Yellow Time (s)	3.2	5.3	5.3	3.1	3.1	5.3		4.6	4.6	3.1	4.4	4.4
All-Red Time (s)	2.1	1.3	1.3	2.5	2.5	1.3		1.7	1.7	2.5	1.6	1.6
Lost Time Adjust (s)	-0.3	-1.6	-1.6		-0.6	-1.6		-1.3	-1.3	-0.6		-1.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0		5.0
Lead/Lag	Lag	Lead	Lead	Lag	Lag	Lead		Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	6.0	6.0	2.0	2.0	6.0		2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	3.4	3.4	2.0	2.0	3.4		2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	15.0	15.0	0.0	0.0	15.0		0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	45.0	45.0	0.0	0.0	45.0		0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Min	C-Min	None	None	C-Min		None	None	None	None	None
Act Effct Green (s)	77.8	63.0	63.0		76.8	68.9		22.4	22.4	39.2		8.6
Actuated g/C Ratio	0.65	0.52	0.52		0.64	0.57		0.19	0.19	0.33		0.07
v/c Ratio	0.11	0.42	0.23		0.44	0.49		0.75	0.73	0.25		0.09
Control Delay	12.1	21.3	20.5		19.0	19.7		60.0	58.8	23.4		53.9
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0

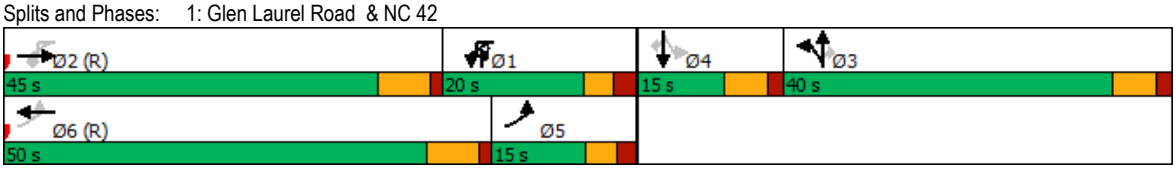


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	5
Future Volume (vph)	5
Ideal Flow (vphpl)	1900
Grade (%)	
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1575
Flt Permitted	
Satd. Flow (perm)	1575
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.90
Adj. Flow (vph)	6
Shared Lane Traffic (%)	
Lane Group Flow (vph)	6
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	13.0
Total Split (s)	15.0
Total Split (%)	12.5%
Maximum Green (s)	9.0
Yellow Time (s)	4.4
All-Red Time (s)	1.6
Lost Time Adjust (s)	-1.0
Total Lost Time (s)	5.0
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	2.0
Minimum Gap (s)	2.0
Time Before Reduce (s)	0.0
Time To Reduce (s)	0.0
Recall Mode	None
Act Effct Green (s)	8.6
Actuated g/C Ratio	0.07
v/c Ratio	0.05
Control Delay	52.4
Queue Delay	0.0

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Total Delay	12.1	21.3	20.5		19.0	19.7		60.0	58.8	23.4		53.9
LOS	B	C	C		B	B		E	E	C		D
Approach Delay		20.8				19.6			51.6			53.2
Approach LOS		C				B			D			D
Queue Length 50th (ft)	8	164	69		42	212		182	178	70		6
Queue Length 95th (ft)	31	328	174		123	400		257	252	76		22
Internal Link Dist (ft)		1541				1353			1175			995
Turn Bay Length (ft)	250		475		525			425		475		
Base Capacity (vph)	379	1866	835		495	2009		492	494	503		105
Starvation Cap Reductn	0	0	0		0	0		0	0	0		0
Spillback Cap Reductn	0	0	0		0	0		0	0	0		0
Storage Cap Reductn	0	0	0		0	0		0	0	0		0
Reduced v/c Ratio	0.11	0.42	0.23		0.41	0.49		0.48	0.47	0.25		0.08

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 30 (25%), Referenced to phase 2:EBWB and 6:EBWB, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 27.0		Intersection LOS: C	
Intersection Capacity Utilization 61.2%		ICU Level of Service B	
Analysis Period (min) 15			
! Phase conflict between lane groups.			

Splits and Phases: 1: Glen Laurel Road & NC 42





Lane Group	SBR
Total Delay	52.4
LOS	D
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	4
Queue Length 95th (ft)	18
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	131
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.05

Intersection Summary

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	4	937	435	4	221	844	5	339	4	180	4	4
Future Volume (vph)	4	937	435	4	221	844	5	339	4	180	4	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%				2%			-1%			1%
Storage Length (ft)	250		475		525		0	425		475	100	
Storage Lanes	1		1		1		0	1		1	1	
Taper Length (ft)	100				100			100			100	
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00
Frt			0.850			0.999				0.850		
Flt Protected	0.950				0.950			0.950	0.953			0.976
Satd. Flow (prot)	1778	3557	1591	0	1752	3500	0	1690	1695	1591	0	1809
Flt Permitted	0.243				0.138			0.950	0.953			0.508
Satd. Flow (perm)	455	3557	1591	0	254	3500	0	1690	1695	1591	0	942
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		50				50			45			45
Link Distance (ft)		1621				1433			1255			1075
Travel Time (s)		22.1				19.5			19.0			16.3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	4	1041	483	4	246	938	6	377	4	200	4	4
Shared Lane Traffic (%)								49%				
Lane Group Flow (vph)	4	1041	483	0	250	944	0	192	189	200	0	8
Turn Type	D.P+P	NA	Perm	D.P+P	D.P+P	NA		Split	NA	pm+ov	Perm	NA
Protected Phases	5	2		1!	1	6		3	3	1!		4
Permitted Phases	6		2	2	2					3	4	
Detector Phase	5	2	2	1	1	6		3	3	1	4	4
Switch Phase												
Minimum Initial (s)	7.0	14.0	14.0	7.0	7.0	14.0		7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	12.3	20.6	20.6	12.6	12.6	20.6		13.3	13.3	12.6	13.0	13.0
Total Split (s)	15.0	40.0	40.0	30.0	30.0	55.0		30.0	30.0	30.0	15.0	15.0
Total Split (%)	13.0%	34.8%	34.8%	26.1%	26.1%	47.8%		26.1%	26.1%	26.1%	13.0%	13.0%
Maximum Green (s)	9.7	33.4	33.4	24.4	24.4	48.4		23.7	23.7	24.4	9.0	9.0
Yellow Time (s)	3.2	5.3	5.3	3.1	3.1	5.3		4.6	4.6	3.1	4.4	4.4
All-Red Time (s)	2.1	1.3	1.3	2.5	2.5	1.3		1.7	1.7	2.5	1.6	1.6
Lost Time Adjust (s)	-0.3	-1.6	-1.6		-0.6	-1.6		-1.3	-1.3	-0.6		-1.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0		5.0
Lead/Lag	Lag	Lead	Lead	Lag	Lag	Lead		Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	6.0	6.0	2.0	2.0	6.0		2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	3.4	3.4	2.0	2.0	3.4		2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	15.0	15.0	0.0	0.0	15.0		0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	45.0	45.0	0.0	0.0	45.0		0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Min	C-Min	None	None	C-Min		None	None	None	None	None
Act Effct Green (s)	76.9	55.6	55.6		72.9	74.1		18.6	18.6	37.8		8.7
Actuated g/C Ratio	0.67	0.48	0.48		0.63	0.64		0.16	0.16	0.33		0.08
v/c Ratio	0.01	0.61	0.63		0.65	0.42		0.70	0.69	0.38		0.11
Control Delay	10.5	27.4	31.4		35.2	14.3		59.0	58.1	22.7		52.4
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0

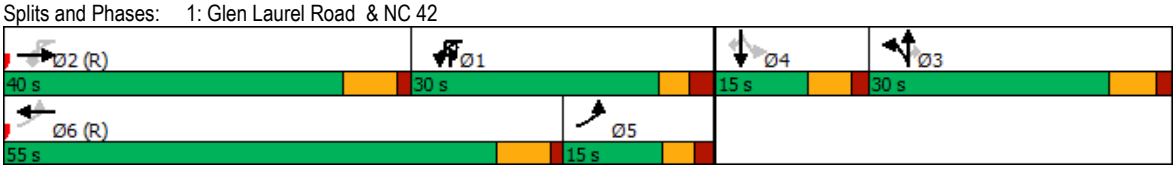


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	23
Future Volume (vph)	23
Ideal Flow (vphpl)	1900
Grade (%)	
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1575
Flt Permitted	
Satd. Flow (perm)	1575
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.90
Adj. Flow (vph)	26
Shared Lane Traffic (%)	
Lane Group Flow (vph)	26
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	13.0
Total Split (s)	15.0
Total Split (%)	13.0%
Maximum Green (s)	9.0
Yellow Time (s)	4.4
All-Red Time (s)	1.6
Lost Time Adjust (s)	-1.0
Total Lost Time (s)	5.0
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	2.0
Minimum Gap (s)	2.0
Time Before Reduce (s)	0.0
Time To Reduce (s)	0.0
Recall Mode	None
Act Effct Green (s)	8.7
Actuated g/C Ratio	0.08
v/c Ratio	0.22
Control Delay	54.0
Queue Delay	0.0

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Total Delay	10.5	27.4	31.4		35.2	14.3		59.0	58.1	22.7		52.4
LOS	B	C	C		D	B		E	E	C		D
Approach Delay		28.6				18.7			46.2			53.7
Approach LOS		C				B			D			D
Queue Length 50th (ft)	1	310	278		72	168		143	140	88		6
Queue Length 95th (ft)	6	#537	#578		186	375		213	209	99		22
Internal Link Dist (ft)		1541				1353			1175			995
Turn Bay Length (ft)	250		475		525			425		475		
Base Capacity (vph)	428	1720	769		503	2283		367	368	561		82
Starvation Cap Reductn	0	0	0		0	0		0	0	0		0
Spillback Cap Reductn	0	0	0		0	0		0	0	0		0
Storage Cap Reductn	0	0	0		0	0		0	0	0		0
Reduced v/c Ratio	0.01	0.61	0.63		0.50	0.41		0.52	0.51	0.36		0.10

Intersection Summary			
Area Type:	Other		
Cycle Length: 115			
Actuated Cycle Length: 115			
Offset: 32 (28%), Referenced to phase 2:EBWB and 6:EBWB, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 28.4		Intersection LOS: C	
Intersection Capacity Utilization 72.0%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
! Phase conflict between lane groups.			

Splits and Phases: 1: Glen Laurel Road & NC 42





Lane Group	SBR
Total Delay	54.0
LOS	D
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	19
Queue Length 95th (ft)	47
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	138
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.19

Intersection Summary

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	42	818	203	4	211	1032	9	485	6	135	4	4
Future Volume (vph)	42	818	203	4	211	1032	9	485	6	135	4	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%				2%			-1%			1%
Storage Length (ft)	250		475		525		0	425		475	100	
Storage Lanes	1		1		1		0	1		1	1	
Taper Length (ft)	100				100			100			100	
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00
Frt			0.850			0.999				0.850		
Flt Protected	0.950				0.950			0.950	0.954			0.976
Satd. Flow (prot)	1778	3557	1591	0	1752	3500	0	1690	1697	1591	0	1809
Flt Permitted	0.141				0.199			0.950	0.954			0.682
Satd. Flow (perm)	264	3557	1591	0	367	3500	0	1690	1697	1591	0	1264
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		50				50			45			45
Link Distance (ft)		1621				1433			1255			1075
Travel Time (s)		22.1				19.5			19.0			16.3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	47	909	226	4	234	1147	10	539	7	150	4	4
Shared Lane Traffic (%)								49%				
Lane Group Flow (vph)	47	909	226	0	238	1157	0	275	271	150	0	8
Turn Type	D.P+P	NA	Perm	D.P+P	D.P+P	NA		Split	NA	pm+ov	Perm	NA
Protected Phases	5	2		1!	1	6		3	3	1!		4
Permitted Phases	6		2	2	2					3	4	
Detector Phase	5	2	2	1	1	6		3	3	1	4	4
Switch Phase												
Minimum Initial (s)	7.0	14.0	14.0	7.0	7.0	14.0		7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	12.3	20.6	20.6	12.6	12.6	20.6		13.3	13.3	12.6	13.0	13.0
Total Split (s)	15.0	45.0	45.0	20.0	20.0	50.0		40.0	40.0	20.0	15.0	15.0
Total Split (%)	12.5%	37.5%	37.5%	16.7%	16.7%	41.7%		33.3%	33.3%	16.7%	12.5%	12.5%
Maximum Green (s)	9.7	38.4	38.4	14.4	14.4	43.4		33.7	33.7	14.4	9.0	9.0
Yellow Time (s)	3.2	5.3	5.3	3.1	3.1	5.3		4.6	4.6	3.1	4.4	4.4
All-Red Time (s)	2.1	1.3	1.3	2.5	2.5	1.3		1.7	1.7	2.5	1.6	1.6
Lost Time Adjust (s)	-0.3	-1.6	-1.6		-0.6	-1.6		-1.3	-1.3	-0.6		-1.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0		5.0
Lead/Lag	Lag	Lead	Lead	Lag	Lag	Lead		Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	6.0	6.0	2.0	2.0	6.0		2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	3.4	3.4	2.0	2.0	3.4		2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	15.0	15.0	0.0	0.0	15.0		0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	45.0	45.0	0.0	0.0	45.0		0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Min	C-Min	None	None	C-Min		None	None	None	None	None
Act Effct Green (s)	75.0	58.0	58.0		74.0	65.5		25.2	25.2	44.2		8.6
Actuated g/C Ratio	0.62	0.48	0.48		0.62	0.55		0.21	0.21	0.37		0.07
v/c Ratio	0.16	0.53	0.29		0.58	0.61		0.77	0.76	0.26		0.09
Control Delay	16.2	25.8	23.8		30.0	24.0		59.1	58.0	21.1		53.9
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0

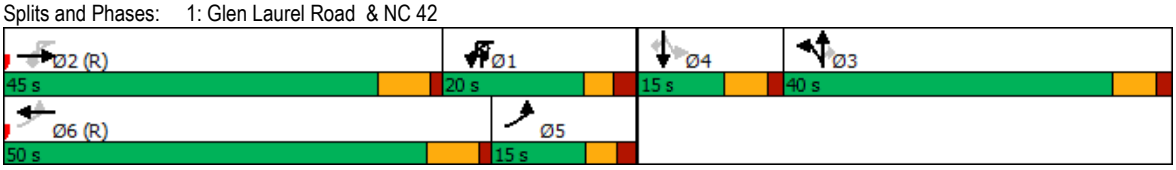


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	6
Future Volume (vph)	6
Ideal Flow (vphpl)	1900
Grade (%)	
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1575
Flt Permitted	
Satd. Flow (perm)	1575
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.90
Adj. Flow (vph)	7
Shared Lane Traffic (%)	
Lane Group Flow (vph)	7
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	13.0
Total Split (s)	15.0
Total Split (%)	12.5%
Maximum Green (s)	9.0
Yellow Time (s)	4.4
All-Red Time (s)	1.6
Lost Time Adjust (s)	-1.0
Total Lost Time (s)	5.0
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	2.0
Minimum Gap (s)	2.0
Time Before Reduce (s)	0.0
Time To Reduce (s)	0.0
Recall Mode	None
Act Effct Green (s)	8.6
Actuated g/C Ratio	0.07
v/c Ratio	0.06
Control Delay	52.7
Queue Delay	0.0

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Total Delay	16.2	25.8	23.8		30.0	24.0		59.1	58.0	21.1		53.9
LOS	B	C	C		C	C		E	E	C		D
Approach Delay		25.1				25.0			50.5			53.3
Approach LOS		C				C			D			D
Queue Length 50th (ft)	10	235	96		56	318		212	209	75		6
Queue Length 95th (ft)	38	400	205		152	518		291	286	87		22
Internal Link Dist (ft)		1541				1353			1175			995
Turn Bay Length (ft)	250		475		525			425		475		
Base Capacity (vph)	309	1718	768		418	1911		492	494	580		105
Starvation Cap Reductn	0	0	0		0	0		0	0	0		0
Spillback Cap Reductn	0	0	0		0	0		0	0	0		0
Storage Cap Reductn	0	0	0		0	0		0	0	0		0
Reduced v/c Ratio	0.15	0.53	0.29		0.57	0.61		0.56	0.55	0.26		0.08

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 30 (25%), Referenced to phase 2:EBWB and 6:EBWB, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 30.5		Intersection LOS: C	
Intersection Capacity Utilization 67.4%		ICU Level of Service C	
Analysis Period (min) 15			
! Phase conflict between lane groups.			

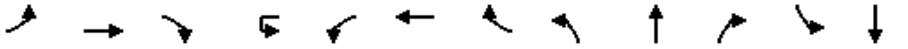
Splits and Phases: 1: Glen Laurel Road & NC 42





Lane Group	SBR
Total Delay	52.7
LOS	D
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	5
Queue Length 95th (ft)	21
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	131
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.05

Intersection Summary



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	4	1098	510	5	259	989	6	397	4	211	5	4
Future Volume (vph)	4	1098	510	5	259	989	6	397	4	211	5	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%				2%			-1%			1%
Storage Length (ft)	250		475		525		0	425		475	100	
Storage Lanes	1		1		1		0	1		1	1	
Taper Length (ft)	100				100			100			100	
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00
Frt			0.850			0.999				0.850		
Flt Protected	0.950				0.950			0.950	0.953			0.971
Satd. Flow (prot)	1778	3557	1591	0	1752	3500	0	1690	1695	1591	0	1800
Flt Permitted	0.187				0.090			0.950	0.953			0.552
Satd. Flow (perm)	350	3557	1591	0	166	3500	0	1690	1695	1591	0	1023
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		50				50			45			45
Link Distance (ft)		1621				1433			1255			1075
Travel Time (s)		22.1				19.5			19.0			16.3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	4	1220	567	6	288	1099	7	441	4	234	6	4
Shared Lane Traffic (%)								50%				
Lane Group Flow (vph)	4	1220	567	0	294	1106	0	220	225	234	0	10
Turn Type	D.P+P	NA	Perm	D.P+P	D.P+P	NA		Split	NA	pm+ov	Perm	NA
Protected Phases	5	2		1!	1	6		3	3	1!		4
Permitted Phases	6		2	2	2					3	4	
Detector Phase	5	2	2	1	1	6		3	3	1	4	4
Switch Phase												
Minimum Initial (s)	7.0	14.0	14.0	7.0	7.0	14.0		7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	12.3	20.6	20.6	12.6	12.6	20.6		13.3	13.3	12.6	13.0	13.0
Total Split (s)	15.0	40.0	40.0	30.0	30.0	55.0		30.0	30.0	30.0	15.0	15.0
Total Split (%)	13.0%	34.8%	34.8%	26.1%	26.1%	47.8%		26.1%	26.1%	26.1%	13.0%	13.0%
Maximum Green (s)	9.7	33.4	33.4	24.4	24.4	48.4		23.7	23.7	24.4	9.0	9.0
Yellow Time (s)	3.2	5.3	5.3	3.1	3.1	5.3		4.6	4.6	3.1	4.4	4.4
All-Red Time (s)	2.1	1.3	1.3	2.5	2.5	1.3		1.7	1.7	2.5	1.6	1.6
Lost Time Adjust (s)	-0.3	-1.6	-1.6		-0.6	-1.6		-1.3	-1.3	-0.6		-1.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0		5.0
Lead/Lag	Lag	Lead	Lead	Lag	Lag	Lead		Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	6.0	6.0	2.0	2.0	6.0		2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	3.4	3.4	2.0	2.0	3.4		2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	15.0	15.0	0.0	0.0	15.0		0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	45.0	45.0	0.0	0.0	45.0		0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Min	C-Min	None	None	C-Min		None	None	None	None	None
Act Effct Green (s)	75.3	51.9	51.9		71.3	73.3		20.2	20.2	41.6		8.6
Actuated g/C Ratio	0.65	0.45	0.45		0.62	0.64		0.18	0.18	0.36		0.07
v/c Ratio	0.01	0.76	0.79		0.79	0.50		0.74	0.76	0.41		0.13
Control Delay	10.8	33.7	40.6		51.2	15.2		59.7	60.8	21.2		53.2
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0

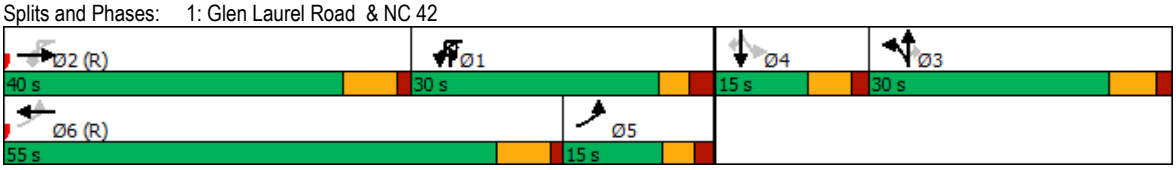


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	27
Future Volume (vph)	27
Ideal Flow (vphpl)	1900
Grade (%)	
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1575
Flt Permitted	
Satd. Flow (perm)	1575
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.90
Adj. Flow (vph)	30
Shared Lane Traffic (%)	
Lane Group Flow (vph)	30
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	13.0
Total Split (s)	15.0
Total Split (%)	13.0%
Maximum Green (s)	9.0
Yellow Time (s)	4.4
All-Red Time (s)	1.6
Lost Time Adjust (s)	-1.0
Total Lost Time (s)	5.0
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	2.0
Minimum Gap (s)	2.0
Time Before Reduce (s)	0.0
Time To Reduce (s)	0.0
Recall Mode	None
Act Effct Green (s)	8.6
Actuated g/C Ratio	0.07
v/c Ratio	0.25
Control Delay	55.4
Queue Delay	0.0

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Total Delay	10.8	33.7	40.6		51.2	15.2		59.7	60.8	21.2		53.2
LOS	B	C	D		D	B		E	E	C		D
Approach Delay		35.8				22.7			46.8			54.8
Approach LOS		D				C			D			D
Queue Length 50th (ft)	1	426	384		155	224		163	167	96		7
Queue Length 95th (ft)	6	#686	#717		257	430		243	249	116		25
Internal Link Dist (ft)		1541				1353			1175			995
Turn Bay Length (ft)	250		475		525			425		475		
Base Capacity (vph)	353	1606	718		455	2231		367	368	595		88
Starvation Cap Reductn	0	0	0		0	0		0	0	0		0
Spillback Cap Reductn	0	0	0		0	0		0	0	0		0
Storage Cap Reductn	0	0	0		0	0		0	0	0		0
Reduced v/c Ratio	0.01	0.76	0.79		0.65	0.50		0.60	0.61	0.39		0.11

Intersection Summary			
Area Type:	Other		
Cycle Length: 115			
Actuated Cycle Length: 115			
Offset: 32 (28%), Referenced to phase 2:EBWB and 6:EBWB, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 33.2		Intersection LOS: C	
Intersection Capacity Utilization 80.5%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
! Phase conflict between lane groups.			

Splits and Phases: 1: Glen Laurel Road & NC 42





Lane Group	SBR
Total Delay	55.4
LOS	E
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	21
Queue Length 95th (ft)	52
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	136
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.22

Intersection Summary

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	42	818	218	4	246	1032	9	525	6	227	4	4
Future Volume (vph)	42	818	218	4	246	1032	9	525	6	227	4	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%				2%			-1%			1%
Storage Length (ft)	250		475		525		0	425		475	100	
Storage Lanes	1		1		1		0	1		1	1	
Taper Length (ft)	100				100			100			100	
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00
Frt			0.850			0.999				0.850		
Flt Protected	0.950				0.950			0.950	0.953			0.976
Satd. Flow (prot)	1778	3557	1591	0	1752	3500	0	1690	1695	1591	0	1809
Flt Permitted	0.127				0.178			0.950	0.953			0.682
Satd. Flow (perm)	238	3557	1591	0	328	3500	0	1690	1695	1591	0	1264
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		50				50			45			45
Link Distance (ft)		1621				1433			1255			1075
Travel Time (s)		22.1				19.5			19.0			16.3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	47	909	242	4	273	1147	10	583	7	252	4	4
Shared Lane Traffic (%)								49%				
Lane Group Flow (vph)	47	909	242	0	277	1157	0	297	293	252	0	8
Turn Type	D.P+P	NA	Perm	D.P+P	D.P+P	NA		Split	NA	pm+ov	Perm	NA
Protected Phases	5	2		1!	1	6		3	3	1!		4
Permitted Phases	6		2	2	2					3	4	
Detector Phase	5	2	2	1	1	6		3	3	1	4	4
Switch Phase												
Minimum Initial (s)	7.0	14.0	14.0	7.0	7.0	14.0		7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	12.3	20.6	20.6	12.6	12.6	20.6		13.3	13.3	12.6	13.0	13.0
Total Split (s)	15.0	45.0	45.0	20.0	20.0	50.0		40.0	40.0	20.0	15.0	15.0
Total Split (%)	12.5%	37.5%	37.5%	16.7%	16.7%	41.7%		33.3%	33.3%	16.7%	12.5%	12.5%
Maximum Green (s)	9.7	38.4	38.4	14.4	14.4	43.4		33.7	33.7	14.4	9.0	9.0
Yellow Time (s)	3.2	5.3	5.3	3.1	3.1	5.3		4.6	4.6	3.1	4.4	4.4
All-Red Time (s)	2.1	1.3	1.3	2.5	2.5	1.3		1.7	1.7	2.5	1.6	1.6
Lost Time Adjust (s)	-0.3	-1.6	-1.6		-0.6	-1.6		-1.3	-1.3	-0.6		-1.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0		5.0
Lead/Lag	Lag	Lead	Lead	Lag	Lag	Lead		Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	6.0	6.0	2.0	2.0	6.0		2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	3.4	3.4	2.0	2.0	3.4		2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	15.0	15.0	0.0	0.0	15.0		0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	45.0	45.0	0.0	0.0	45.0		0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Min	C-Min	None	None	C-Min		None	None	None	None	None
Act Effct Green (s)	73.5	53.6	53.6		72.5	62.0		26.8	26.8	48.7		8.6
Actuated g/C Ratio	0.61	0.45	0.45		0.60	0.52		0.22	0.22	0.41		0.07
v/c Ratio	0.15	0.57	0.34		0.66	0.64		0.79	0.78	0.39		0.09
Control Delay	18.0	28.9	26.6		37.0	26.8		58.6	57.5	21.4		53.9
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0

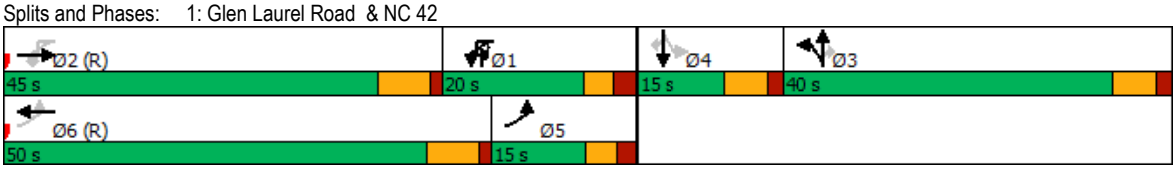


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	6
Future Volume (vph)	6
Ideal Flow (vphpl)	1900
Grade (%)	
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1575
Flt Permitted	
Satd. Flow (perm)	1575
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.90
Adj. Flow (vph)	7
Shared Lane Traffic (%)	
Lane Group Flow (vph)	7
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	13.0
Total Split (s)	15.0
Total Split (%)	12.5%
Maximum Green (s)	9.0
Yellow Time (s)	4.4
All-Red Time (s)	1.6
Lost Time Adjust (s)	-1.0
Total Lost Time (s)	5.0
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	2.0
Minimum Gap (s)	2.0
Time Before Reduce (s)	0.0
Time To Reduce (s)	0.0
Recall Mode	None
Act Effct Green (s)	8.6
Actuated g/C Ratio	0.07
v/c Ratio	0.06
Control Delay	52.7
Queue Delay	0.0

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Total Delay	18.0	28.9	26.6		37.0	26.8		58.6	57.5	21.4		53.9
LOS	B	C	C		D	C		E	E	C		D
Approach Delay		28.0				28.7			47.1			53.3
Approach LOS		C				C			D			D
Queue Length 50th (ft)	10	264	117		71	356		229	225	122		6
Queue Length 95th (ft)	39	410	226		#265	#535		309	304	140		22
Internal Link Dist (ft)		1541				1353			1175			995
Turn Bay Length (ft)	250		475		525			425		475		
Base Capacity (vph)	318	1587	710		422	1807		492	494	644		105
Starvation Cap Reductn	0	0	0		0	0		0	0	0		0
Spillback Cap Reductn	0	0	0		0	0		0	0	0		0
Storage Cap Reductn	0	0	0		0	0		0	0	0		0
Reduced v/c Ratio	0.15	0.57	0.34		0.66	0.64		0.60	0.59	0.39		0.08

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 30 (25%), Referenced to phase 2:EBWB and 6:EBWB, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 33.0		Intersection LOS: C	
Intersection Capacity Utilization 73.0%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
! Phase conflict between lane groups.			

Splits and Phases: 1: Glen Laurel Road & NC 42





Lane Group	SBR
Total Delay	52.7
LOS	D
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	5
Queue Length 95th (ft)	21
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	131
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.05

Intersection Summary

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	4	1098	555	5	358	989	6	425	4	275	5	4
Future Volume (vph)	4	1098	555	5	358	989	6	425	4	275	5	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%				2%			-1%			1%
Storage Length (ft)	250		475		525		0	425		475	100	
Storage Lanes	1		1		1		0	1		1	1	
Taper Length (ft)	100				100			100			100	
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00
Frt			0.850			0.999				0.850		
Flt Protected	0.950				0.950			0.950	0.953			0.971
Satd. Flow (prot)	1778	3557	1591	0	1752	3500	0	1690	1695	1591	0	1800
Flt Permitted	0.184				0.103			0.950	0.953			0.552
Satd. Flow (perm)	344	3557	1591	0	190	3500	0	1690	1695	1591	0	1023
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		50				50			45			45
Link Distance (ft)		1621				1433			1255			1075
Travel Time (s)		22.1				19.5			19.0			16.3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	4	1220	617	6	398	1099	7	472	4	306	6	4
Shared Lane Traffic (%)								50%				
Lane Group Flow (vph)	4	1220	617	0	404	1106	0	236	240	306	0	10
Turn Type	D.P+P	NA	Perm	D.P+P	D.P+P	NA		Split	NA	pm+ov	Perm	NA
Protected Phases	5	2		1!	1	6		3	3	1!		4
Permitted Phases	6		2	2	2					3	4	
Detector Phase	5	2	2	1	1	6		3	3	1	4	4
Switch Phase												
Minimum Initial (s)	7.0	14.0	14.0	7.0	7.0	14.0		7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	12.3	20.6	20.6	12.6	12.6	20.6		13.3	13.3	12.6	13.0	13.0
Total Split (s)	15.0	40.0	40.0	30.0	30.0	55.0		30.0	30.0	30.0	15.0	15.0
Total Split (%)	13.0%	34.8%	34.8%	26.1%	26.1%	47.8%		26.1%	26.1%	26.1%	13.0%	13.0%
Maximum Green (s)	9.7	33.4	33.4	24.4	24.4	48.4		23.7	23.7	24.4	9.0	9.0
Yellow Time (s)	3.2	5.3	5.3	3.1	3.1	5.3		4.6	4.6	3.1	4.4	4.4
All-Red Time (s)	2.1	1.3	1.3	2.5	2.5	1.3		1.7	1.7	2.5	1.6	1.6
Lost Time Adjust (s)	-0.3	-1.6	-1.6		-0.6	-1.6		-1.3	-1.3	-0.6		-1.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0		5.0
Lead/Lag	Lag	Lead	Lead	Lag	Lag	Lead		Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	6.0	6.0	2.0	2.0	6.0		2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	3.4	3.4	2.0	2.0	3.4		2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	15.0	15.0	0.0	0.0	15.0		0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	45.0	45.0	0.0	0.0	45.0		0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Min	C-Min	None	None	C-Min		None	None	None	None	None
Act Effct Green (s)	74.6	46.6	46.6		70.6	72.6		21.0	21.0	47.0		8.6
Actuated g/C Ratio	0.65	0.41	0.41		0.61	0.63		0.18	0.18	0.41		0.07
v/c Ratio	0.01	0.85	0.96		0.91	0.50		0.77	0.78	0.47		0.13
Control Delay	11.0	40.3	63.1		63.0	15.5		60.9	61.8	19.9		53.2
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0

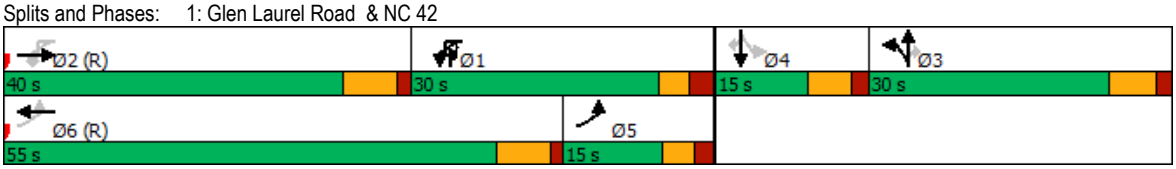


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	27
Future Volume (vph)	27
Ideal Flow (vphpl)	1900
Grade (%)	
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1575
Flt Permitted	
Satd. Flow (perm)	1575
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.90
Adj. Flow (vph)	30
Shared Lane Traffic (%)	
Lane Group Flow (vph)	30
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	13.0
Total Split (s)	15.0
Total Split (%)	13.0%
Maximum Green (s)	9.0
Yellow Time (s)	4.4
All-Red Time (s)	1.6
Lost Time Adjust (s)	-1.0
Total Lost Time (s)	5.0
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	2.0
Minimum Gap (s)	2.0
Time Before Reduce (s)	0.0
Time To Reduce (s)	0.0
Recall Mode	None
Act Effct Green (s)	8.6
Actuated g/C Ratio	0.07
v/c Ratio	0.25
Control Delay	55.4
Queue Delay	0.0

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Total Delay	11.0	40.3	63.1		63.0	15.5		60.9	61.8	19.9		53.2
LOS	B	D	E		E	B		E	E	B		D
Approach Delay		47.9				28.2			45.1			54.8
Approach LOS		D				C			D			D
Queue Length 50th (ft)	1	466	~523		237	229		174	177	116		7
Queue Length 95th (ft)	6	#686	#800		#435	430		260	266	155		25
Internal Link Dist (ft)		1541				1353			1175			995
Turn Bay Length (ft)	250		475		525			425		475		
Base Capacity (vph)	347	1440	644		457	2209		367	368	649		88
Starvation Cap Reductn	0	0	0		0	0		0	0	0		0
Spillback Cap Reductn	0	0	0		0	0		0	0	0		0
Storage Cap Reductn	0	0	0		0	0		0	0	0		0
Reduced v/c Ratio	0.01	0.85	0.96		0.88	0.50		0.64	0.65	0.47		0.11

Intersection Summary			
Area Type:	Other		
Cycle Length: 115			
Actuated Cycle Length: 115			
Offset: 32 (28%), Referenced to phase 2:EBWB and 6:EBWB, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 40.3		Intersection LOS: D	
Intersection Capacity Utilization 90.0%		ICU Level of Service E	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
! Phase conflict between lane groups.			

Splits and Phases: 1: Glen Laurel Road & NC 42





Lane Group	SBR
Total Delay	55.4
LOS	E
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	21
Queue Length 95th (ft)	52
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	136
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.22

Intersection Summary

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	42	818	218	4	246	1032	9	525	6	227	4	4
Future Volume (vph)	42	818	218	4	246	1032	9	525	6	227	4	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%				2%			-1%			1%
Storage Length (ft)	250		475		525		0	425		475	100	
Storage Lanes	1		1		1		0	1		1	1	
Taper Length (ft)	100				100			100			100	
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00
Frt			0.850			0.999				0.850		
Flt Protected	0.950				0.950			0.950	0.953			0.976
Satd. Flow (prot)	1778	3557	1591	0	1752	3500	0	1690	1695	1591	0	1809
Flt Permitted	0.143				0.185			0.950	0.953			0.769
Satd. Flow (perm)	268	3557	1591	0	341	3500	0	1690	1695	1591	0	1425
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		50				50			45			45
Link Distance (ft)		1621				1433			1255			1075
Travel Time (s)		22.1				19.5			19.0			16.3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	47	909	242	4	273	1147	10	583	7	252	4	4
Shared Lane Traffic (%)								49%				
Lane Group Flow (vph)	47	909	242	0	277	1157	0	297	293	252	0	8
Turn Type	D.P+P	NA	pm+ov	D.P+P	D.P+P	NA		Split	NA	pm+ov	Perm	NA
Protected Phases	5	2	3	1!	1	6		3	3	1!		4
Permitted Phases	6		2	2	2					3	4	
Detector Phase	5	2	3	1	1	6		3	3	1	4	4
Switch Phase												
Minimum Initial (s)	7.0	14.0	7.0	7.0	7.0	14.0		7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	12.3	20.6	13.3	12.6	12.6	20.6		13.3	13.3	12.6	13.0	13.0
Total Split (s)	12.3	46.0	35.0	26.0	26.0	59.7		35.0	35.0	26.0	13.0	13.0
Total Split (%)	10.3%	38.3%	29.2%	21.7%	21.7%	49.8%		29.2%	29.2%	21.7%	10.8%	10.8%
Maximum Green (s)	7.0	39.4	28.7	20.4	20.4	53.1		28.7	28.7	20.4	7.0	7.0
Yellow Time (s)	3.2	5.3	4.6	3.1	3.1	5.3		4.6	4.6	3.1	4.4	4.4
All-Red Time (s)	2.1	1.3	1.7	2.5	2.5	1.3		1.7	1.7	2.5	1.6	1.6
Lost Time Adjust (s)	-0.3	-1.6	-1.6		-0.6	-1.6		-1.3	-1.3	-0.6		-1.0
Total Lost Time (s)	5.0	5.0	4.7		5.0	5.0		5.0	5.0	5.0		5.0
Lead/Lag	Lag	Lead	Lag	Lag	Lag	Lead		Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	6.0	2.0	2.0	2.0	6.0		2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	3.4	2.0	2.0	2.0	3.4		2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	15.0	0.0	0.0	0.0	15.0		0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	45.0	0.0	0.0	0.0	45.0		0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Min	None	None	None	C-Min		None	None	None	None	None
Act Effct Green (s)	75.0	55.1	86.2		74.0	66.1		25.7	25.7	47.6		8.1
Actuated g/C Ratio	0.62	0.46	0.72		0.62	0.55		0.21	0.21	0.40		0.07
v/c Ratio	0.16	0.56	0.21		0.64	0.60		0.82	0.81	0.40		0.08
Control Delay	15.0	28.1	7.5		33.6	22.8		63.0	61.6	22.2		54.7
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0

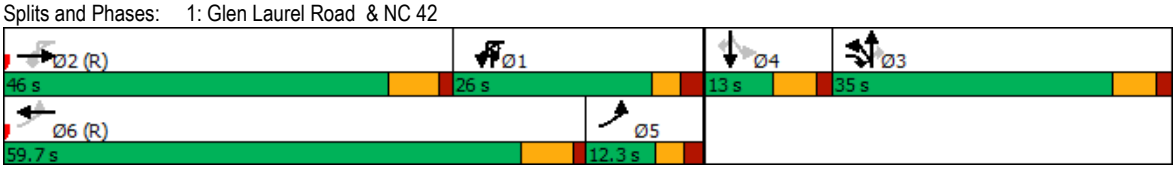


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	6
Future Volume (vph)	6
Ideal Flow (vphpl)	1900
Grade (%)	
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1575
Flt Permitted	
Satd. Flow (perm)	1575
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.90
Adj. Flow (vph)	7
Shared Lane Traffic (%)	
Lane Group Flow (vph)	7
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	13.0
Total Split (s)	13.0
Total Split (%)	10.8%
Maximum Green (s)	7.0
Yellow Time (s)	4.4
All-Red Time (s)	1.6
Lost Time Adjust (s)	-1.0
Total Lost Time (s)	5.0
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	2.0
Minimum Gap (s)	2.0
Time Before Reduce (s)	0.0
Time To Reduce (s)	0.0
Recall Mode	None
Act Effct Green (s)	8.1
Actuated g/C Ratio	0.07
v/c Ratio	0.07
Control Delay	54.0
Queue Delay	0.0

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Total Delay	15.0	28.1	7.5		33.6	22.8		63.0	61.6	22.2		54.7
LOS	B	C	A		C	C		E	E	C		D
Approach Delay		23.4				24.9			50.3			54.4
Approach LOS		C				C			D			D
Queue Length 50th (ft)	10	249	47		70	320		229	226	129		6
Queue Length 95th (ft)	34	404	115		193	461		329	323	144		23
Internal Link Dist (ft)		1541				1353			1175			995
Turn Bay Length (ft)	250		475		525			425		475		
Base Capacity (vph)	298	1644	1138		465	1953		424	425	615		96
Starvation Cap Reductn	0	0	0		0	0		0	0	0		0
Spillback Cap Reductn	0	0	0		0	0		0	0	0		0
Storage Cap Reductn	0	0	0		0	0		0	0	0		0
Reduced v/c Ratio	0.16	0.55	0.21		0.60	0.59		0.70	0.69	0.41		0.08

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 30 (25%), Referenced to phase 2:EBWB and 6:EBWB, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 30.6		Intersection LOS: C	
Intersection Capacity Utilization 73.0%		ICU Level of Service D	
Analysis Period (min) 15			
! Phase conflict between lane groups.			

Splits and Phases: 1: Glen Laurel Road & NC 42





Lane Group	SBR
Total Delay	54.0
LOS	D
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	5
Queue Length 95th (ft)	21
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	106
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.07

Intersection Summary

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	4	1098	555	5	358	989	6	425	4	275	5	4
Future Volume (vph)	4	1098	555	5	358	989	6	425	4	275	5	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%				2%			-1%			1%
Storage Length (ft)	250		475		525		0	425		475	100	
Storage Lanes	1		1		1		0	1		1	1	
Taper Length (ft)	100				100			100			100	
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00
Frt			0.850			0.999				0.850		
Flt Protected	0.950				0.950			0.950	0.953			0.971
Satd. Flow (prot)	1778	3557	1591	0	1752	3500	0	1690	1695	1591	0	1800
Flt Permitted	0.177				0.110			0.950	0.953			0.552
Satd. Flow (perm)	331	3557	1591	0	203	3500	0	1690	1695	1591	0	1023
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		50				50			45			45
Link Distance (ft)		1621				1433			1255			1075
Travel Time (s)		22.1				19.5			19.0			16.3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	4	1220	617	6	398	1099	7	472	4	306	6	4
Shared Lane Traffic (%)								50%				
Lane Group Flow (vph)	4	1220	617	0	404	1106	0	236	240	306	0	10
Turn Type	D.P+P	NA	pm+ov	D.P+P	D.P+P	NA		Split	NA	pm+ov	Perm	NA
Protected Phases	5	2	3	1!	1	6		3	3	1!		4
Permitted Phases	6		2	2	2					3	4	
Detector Phase	5	2	3	1	1	6		3	3	1	4	4
Switch Phase												
Minimum Initial (s)	7.0	14.0	7.0	7.0	7.0	14.0		7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	12.3	20.6	13.3	12.6	12.6	20.6		13.3	13.3	12.6	13.0	13.0
Total Split (s)	13.0	40.0	30.0	30.0	30.0	57.0		30.0	30.0	30.0	15.0	15.0
Total Split (%)	11.3%	34.8%	26.1%	26.1%	26.1%	49.6%		26.1%	26.1%	26.1%	13.0%	13.0%
Maximum Green (s)	7.7	33.4	23.7	24.4	24.4	50.4		23.7	23.7	24.4	9.0	9.0
Yellow Time (s)	3.2	5.3	4.6	3.1	3.1	5.3		4.6	4.6	3.1	4.4	4.4
All-Red Time (s)	2.1	1.3	1.7	2.5	2.5	1.3		1.7	1.7	2.5	1.6	1.6
Lost Time Adjust (s)	-0.3	-1.6	-1.6		-0.6	-1.6		-1.3	-1.3	-0.6		-1.0
Total Lost Time (s)	5.0	5.0	4.7		5.0	5.0		5.0	5.0	5.0		5.0
Lead/Lag	Lag	Lead	Lag	Lag	Lag	Lead		Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	6.0	2.0	2.0	2.0	6.0		2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	3.4	2.0	2.0	2.0	3.4		2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	15.0	0.0	0.0	0.0	15.0		0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	45.0	0.0	0.0	0.0	45.0		0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Min	None	None	None	C-Min		None	None	None	None	None
Act Effct Green (s)	71.8	43.8	72.8		67.8	70.0		23.7	23.7	49.8		8.6
Actuated g/C Ratio	0.62	0.38	0.63		0.59	0.61		0.21	0.21	0.43		0.07
v/c Ratio	0.01	0.90	0.61		0.91	0.52		0.68	0.69	0.44		0.13
Control Delay	11.5	46.1	17.8		63.1	16.7		52.2	52.7	18.1		53.2
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0

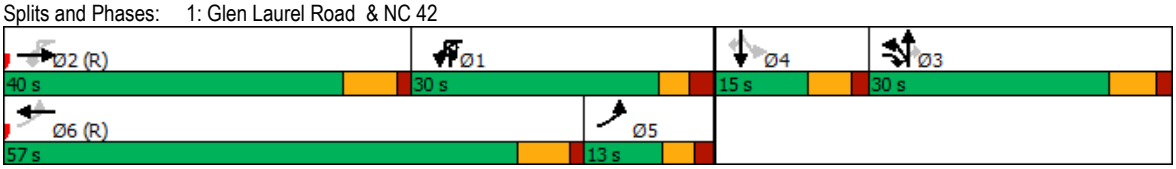


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	27
Future Volume (vph)	27
Ideal Flow (vphpl)	1900
Grade (%)	
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1575
Flt Permitted	
Satd. Flow (perm)	1575
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.90
Adj. Flow (vph)	30
Shared Lane Traffic (%)	
Lane Group Flow (vph)	30
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	13.0
Total Split (s)	15.0
Total Split (%)	13.0%
Maximum Green (s)	9.0
Yellow Time (s)	4.4
All-Red Time (s)	1.6
Lost Time Adjust (s)	-1.0
Total Lost Time (s)	5.0
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	2.0
Minimum Gap (s)	2.0
Time Before Reduce (s)	0.0
Time To Reduce (s)	0.0
Recall Mode	None
Act Effct Green (s)	8.6
Actuated g/C Ratio	0.07
v/c Ratio	0.25
Control Delay	55.4
Queue Delay	0.0

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Total Delay	11.5	46.1	17.8		63.1	16.7		52.2	52.7	18.1		53.2
LOS	B	D	B		E	B		D	D	B		D
Approach Delay		36.5				29.1			39.0			54.8
Approach LOS		D				C			D			D
Queue Length 50th (ft)	1	~551	292		242	260		164	167	103		7
Queue Length 95th (ft)	6	#686	443		#429	423		260	266	155		25
Internal Link Dist (ft)		1541				1353			1175			995
Turn Bay Length (ft)	250		475		525			425		475		
Base Capacity (vph)	309	1354	997		458	2137		375	376	688		88
Starvation Cap Reductn	0	0	0		0	0		0	0	0		0
Spillback Cap Reductn	0	0	0		0	0		0	0	0		0
Storage Cap Reductn	0	0	0		0	0		0	0	0		0
Reduced v/c Ratio	0.01	0.90	0.62		0.88	0.52		0.63	0.64	0.44		0.11

Intersection Summary			
Area Type:	Other		
Cycle Length: 115			
Actuated Cycle Length: 115			
Offset: 32 (28%), Referenced to phase 2:EBWB and 6:EBWB, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 34.5		Intersection LOS: C	
Intersection Capacity Utilization 90.0%		ICU Level of Service E	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
! Phase conflict between lane groups.			

Splits and Phases: 1: Glen Laurel Road & NC 42





Lane Group	SBR
Total Delay	55.4
LOS	E
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	21
Queue Length 95th (ft)	52
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	136
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.22

Intersection Summary

APPENDIX D

CAPACITY CALCULATIONS -
GLEN LAUREL ROAD
&
VINSON ROAD

Intersection	
Int Delay, s/veh	12.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	125	246	76	94	180	167
Future Vol, veh/h	125	246	76	94	180	167
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	139	273	84	104	200	186

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	722	136	0	0	188	0
Stage 1	136	-	-	-	-	-
Stage 2	586	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	394	913	-	-	1386	-
Stage 1	890	-	-	-	-	-
Stage 2	556	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	331	913	-	-	1386	-
Mov Cap-2 Maneuver	331	-	-	-	-	-
Stage 1	890	-	-	-	-	-
Stage 2	466	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	25.7	0	4.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	573	1386	-
HCM Lane V/C Ratio	-	-	0.719	0.144	-
HCM Control Delay (s)	-	-	25.7	8	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	5.9	0.5	-

Intersection	
Int Delay, s/veh	10.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	82	194	185	110	222	160
Future Vol, veh/h	82	194	185	110	222	160
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	91	216	206	122	247	178

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	939	267	0	0	328	0
Stage 1	267	-	-	-	-	-
Stage 2	672	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	293	772	-	-	1232	-
Stage 1	778	-	-	-	-	-
Stage 2	508	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	228	772	-	-	1232	-
Mov Cap-2 Maneuver	228	-	-	-	-	-
Stage 1	778	-	-	-	-	-
Stage 2	395	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.2	0	5
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	452	1232	-
HCM Lane V/C Ratio	-	-	0.678	0.2	-
HCM Control Delay (s)	-	-	28.2	8.7	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	5	0.7	-



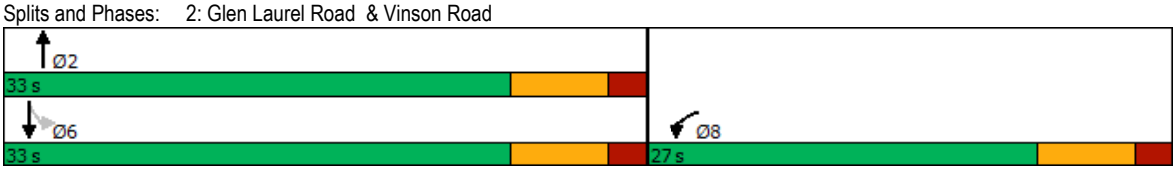
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	146	288	89	110	211	196
Future Volume (vph)	146	288	89	110	211	196
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		100	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	100				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.910		0.925			
Flt Protected	0.983					0.975
Satd. Flow (prot)	1666	0	1723	0	0	1816
Flt Permitted	0.983					0.724
Satd. Flow (perm)	1666	0	1723	0	0	1349
Right Turn on Red		No		No		
Satd. Flow (RTOR)						
Link Speed (mph)	45		45			45
Link Distance (ft)	2571		2574			3072
Travel Time (s)	39.0		39.0			46.5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	162	320	99	122	234	218
Shared Lane Traffic (%)						
Lane Group Flow (vph)	482	0	221	0	0	452
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6
Switch Phase						
Minimum Initial (s)	7.0		12.0		12.0	12.0
Minimum Split (s)	14.0		19.0		19.0	19.0
Total Split (s)	27.0		33.0		33.0	33.0
Total Split (%)	45.0%		55.0%		55.0%	55.0%
Maximum Green (s)	20.0		26.0		26.0	26.0
Yellow Time (s)	5.0		5.0		5.0	5.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	-2.0		-2.0			-2.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		None		None	None
Act Effct Green (s)	19.9		23.2			23.4
Actuated g/C Ratio	0.37		0.43			0.44
v/c Ratio	0.78		0.30			0.77
Control Delay	27.1		11.2			23.7
Queue Delay	0.0		0.0			0.0
Total Delay	27.1		11.2			23.7
LOS	C		B			C
Approach Delay	27.1		11.2			23.7
Approach LOS	C		B			C

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	143		46			123
Queue Length 95th (ft)	#296		85			#243
Internal Link Dist (ft)	2491		2494			2992
Turn Bay Length (ft)						
Base Capacity (vph)	702		925			724
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.69		0.24			0.62

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 53.6			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 22.7		Intersection LOS: C	
Intersection Capacity Utilization 71.7%		ICU Level of Service C	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Glen Laurel Road & Vinson Road



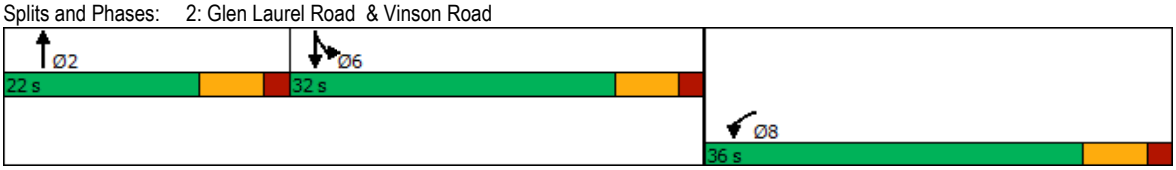
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	146	288	89	110	211	196
Future Volume (vph)	146	288	89	110	211	196
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		100	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	100				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.910		0.925			
Flt Protected	0.983					0.975
Satd. Flow (prot)	1666	0	1723	0	0	1816
Flt Permitted	0.983					0.975
Satd. Flow (perm)	1666	0	1723	0	0	1816
Right Turn on Red		No		No		
Satd. Flow (RTOR)						
Link Speed (mph)	45		45			45
Link Distance (ft)	2571		2574			3072
Travel Time (s)	39.0		39.0			46.5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	162	320	99	122	234	218
Shared Lane Traffic (%)						
Lane Group Flow (vph)	482	0	221	0	0	452
Turn Type	Prot		NA		Split	NA
Protected Phases	8		2		6	6
Permitted Phases						
Detector Phase	8		2		6	6
Switch Phase						
Minimum Initial (s)	7.0		12.0		12.0	12.0
Minimum Split (s)	14.0		19.0		19.0	19.0
Total Split (s)	36.0		22.0		32.0	32.0
Total Split (%)	40.0%		24.4%		35.6%	35.6%
Maximum Green (s)	29.0		15.0		25.0	25.0
Yellow Time (s)	5.0		5.0		5.0	5.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	-2.0		-2.0			-2.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		None		None	None
Act Effct Green (s)	28.6		16.3			25.1
Actuated g/C Ratio	0.34		0.19			0.29
v/c Ratio	0.86		0.67			0.84
Control Delay	44.2		44.7			45.0
Queue Delay	0.0		0.0			0.0
Total Delay	44.2		44.7			45.0
LOS	D		D			D
Approach Delay	44.2		44.7			45.0
Approach LOS	D		D			D

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	250		118			238
Queue Length 95th (ft)	#421		#210			#399
Internal Link Dist (ft)	2491		2494			2992
Turn Bay Length (ft)						
Base Capacity (vph)	613		347			582
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.79		0.64			0.78

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 85.1			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 44.6		Intersection LOS: D	
Intersection Capacity Utilization 71.7%		ICU Level of Service C	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Glen Laurel Road & Vinson Road





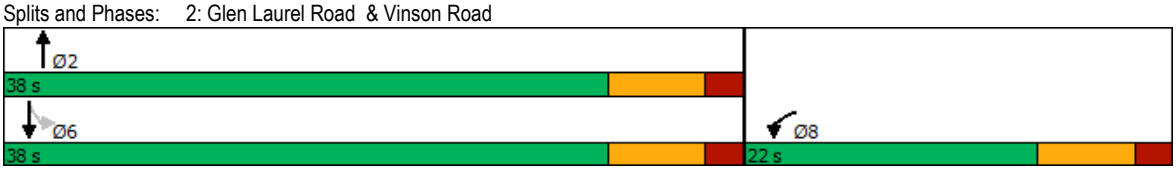
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	96	227	217	129	260	187
Future Volume (vph)	96	227	217	129	260	187
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	0		0	0	
Taper Length (ft)	100				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.905		0.950			
Flt Protected	0.985					0.972
Satd. Flow (prot)	1660	0	1770	0	0	1811
Flt Permitted	0.985					0.578
Satd. Flow (perm)	1660	0	1770	0	0	1077
Right Turn on Red		No		No		
Satd. Flow (RTOR)						
Link Speed (mph)	45		45			45
Link Distance (ft)	2571		2574			3072
Travel Time (s)	39.0		39.0			46.5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	107	252	241	143	289	208
Shared Lane Traffic (%)						
Lane Group Flow (vph)	359	0	384	0	0	497
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6
Switch Phase						
Minimum Initial (s)	7.0		12.0		12.0	12.0
Minimum Split (s)	14.0		19.0		19.0	19.0
Total Split (s)	22.0		38.0		38.0	38.0
Total Split (%)	36.7%		63.3%		63.3%	63.3%
Maximum Green (s)	15.0		31.0		31.0	31.0
Yellow Time (s)	5.0		5.0		5.0	5.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	-2.0		-2.0			-2.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		None		None	None
Act Effct Green (s)	16.1		29.7			29.7
Actuated g/C Ratio	0.29		0.53			0.53
v/c Ratio	0.75		0.41			0.87
Control Delay	31.7		9.5			30.8
Queue Delay	0.0		0.0			0.0
Total Delay	31.7		9.5			30.8
LOS	C		A			C
Approach Delay	31.7		9.5			30.8
Approach LOS	C		A			C

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	118		72			135
Queue Length 95th (ft)	#237		123			#317
Internal Link Dist (ft)	2491		2494			2992
Turn Bay Length (ft)						
Base Capacity (vph)	514		1063			647
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.70		0.36			0.77

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 55.9			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 24.5		Intersection LOS: C	
Intersection Capacity Utilization 75.3%		ICU Level of Service D	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Glen Laurel Road & Vinson Road



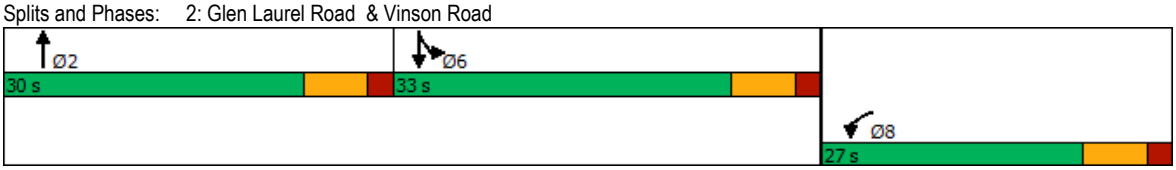
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	96	227	217	129	260	187
Future Volume (vph)	96	227	217	129	260	187
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	0		0	0	
Taper Length (ft)	100				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.905		0.950			
Flt Protected	0.985					0.972
Satd. Flow (prot)	1660	0	1770	0	0	1811
Flt Permitted	0.985					0.972
Satd. Flow (perm)	1660	0	1770	0	0	1811
Right Turn on Red		No		No		
Satd. Flow (RTOR)						
Link Speed (mph)	45		45			45
Link Distance (ft)	2571		2574			3072
Travel Time (s)	39.0		39.0			46.5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	107	252	241	143	289	208
Shared Lane Traffic (%)						
Lane Group Flow (vph)	359	0	384	0	0	497
Turn Type	Prot		NA		Split	NA
Protected Phases	8		2		6	6
Permitted Phases						
Detector Phase	8		2		6	6
Switch Phase						
Minimum Initial (s)	7.0		12.0		12.0	12.0
Minimum Split (s)	14.0		19.0		19.0	19.0
Total Split (s)	27.0		30.0		33.0	33.0
Total Split (%)	30.0%		33.3%		36.7%	36.7%
Maximum Green (s)	20.0		23.0		26.0	26.0
Yellow Time (s)	5.0		5.0		5.0	5.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	-2.0		-2.0			-2.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		None		None	None
Act Effct Green (s)	21.4		23.1			26.8
Actuated g/C Ratio	0.25		0.27			0.31
v/c Ratio	0.88		0.81			0.88
Control Delay	56.0		45.1			48.5
Queue Delay	0.0		0.0			0.0
Total Delay	56.0		45.1			48.5
LOS	E		D			D
Approach Delay	56.0		45.1			48.5
Approach LOS	E		D			D

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	197		201			266
Queue Length 95th (ft)	#355		#338			#447
Internal Link Dist (ft)	2491		2494			2992
Turn Bay Length (ft)						
Base Capacity (vph)	425		515			590
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.84		0.75			0.84

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 86.4			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 49.6		Intersection LOS: D	
Intersection Capacity Utilization 75.3%		ICU Level of Service D	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Glen Laurel Road & Vinson Road





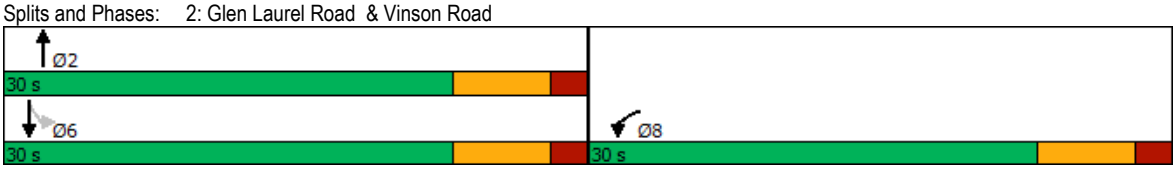
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	186	420	89	125	261	196
Future Volume (vph)	186	420	89	125	261	196
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.906		0.921			
Flt Protected	0.985					0.972
Satd. Flow (prot)	1662	0	1716	0	0	1811
Flt Permitted	0.985					0.686
Satd. Flow (perm)	1662	0	1716	0	0	1278
Right Turn on Red		No		No		
Satd. Flow (RTOR)						
Link Speed (mph)	45		45			45
Link Distance (ft)	2571		2574			3072
Travel Time (s)	39.0		39.0			46.5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	207	467	99	139	290	218
Shared Lane Traffic (%)						
Lane Group Flow (vph)	674	0	238	0	0	508
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6
Switch Phase						
Minimum Initial (s)	7.0		12.0		12.0	12.0
Minimum Split (s)	14.0		19.0		19.0	19.0
Total Split (s)	30.0		30.0		30.0	30.0
Total Split (%)	50.0%		50.0%		50.0%	50.0%
Maximum Green (s)	23.0		23.0		23.0	23.0
Yellow Time (s)	5.0		5.0		5.0	5.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	-2.0		-2.0			-2.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		None		None	None
Act Effct Green (s)	25.0		25.0			25.0
Actuated g/C Ratio	0.42		0.42			0.42
v/c Ratio	0.97		0.33			0.95
Control Delay	49.1		13.5			50.3
Queue Delay	0.0		0.0			0.0
Total Delay	49.1		13.5			50.3
LOS	D		B			D
Approach Delay	49.1		13.5			50.3
Approach LOS	D		B			D
Queue Length 50th (ft)	228		56			170
Queue Length 95th (ft)	#435		103			#350
Internal Link Dist (ft)	2491		2494			2992

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Bay Length (ft)						
Base Capacity (vph)	692		715			532
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.97		0.33			0.95

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 43.6		Intersection LOS: D	
Intersection Capacity Utilization 85.8%		ICU Level of Service E	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Glen Laurel Road & Vinson Road





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	186	420	89	125	261	196
Future Volume (vph)	186	420	89	125	261	196
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.906		0.921			
Flt Protected	0.985					0.972
Satd. Flow (prot)	1662	0	1716	0	0	1811
Flt Permitted	0.985					0.972
Satd. Flow (perm)	1662	0	1716	0	0	1811
Right Turn on Red		No		No		
Satd. Flow (RTOR)						
Link Speed (mph)	45		45			45
Link Distance (ft)	2571		2574			3072
Travel Time (s)	39.0		39.0			46.5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	207	467	99	139	290	218
Shared Lane Traffic (%)						
Lane Group Flow (vph)	674	0	238	0	0	508
Turn Type	Prot		NA		Split	NA
Protected Phases	8		2		6	6
Permitted Phases						
Detector Phase	8		2		6	6
Switch Phase						
Minimum Initial (s)	7.0		12.0		12.0	12.0
Minimum Split (s)	14.0		19.0		19.0	19.0
Total Split (s)	41.0		19.0		30.0	30.0
Total Split (%)	45.6%		21.1%		33.3%	33.3%
Maximum Green (s)	34.0		12.0		23.0	23.0
Yellow Time (s)	5.0		5.0		5.0	5.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	-2.0		-2.0			-2.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		None		None	None
Act Effct Green (s)	36.0		14.0			25.0
Actuated g/C Ratio	0.40		0.16			0.28
v/c Ratio	1.02		0.89			1.01
Control Delay	67.5		73.0			76.9
Queue Delay	0.0		0.0			0.0
Total Delay	67.5		73.0			76.9
LOS	E		E			E
Approach Delay	67.5		73.0			76.9
Approach LOS	E		E			E
Queue Length 50th (ft)	~387		134			~293
Queue Length 95th (ft)	#619		#270			#498
Internal Link Dist (ft)	2491		2494			2992

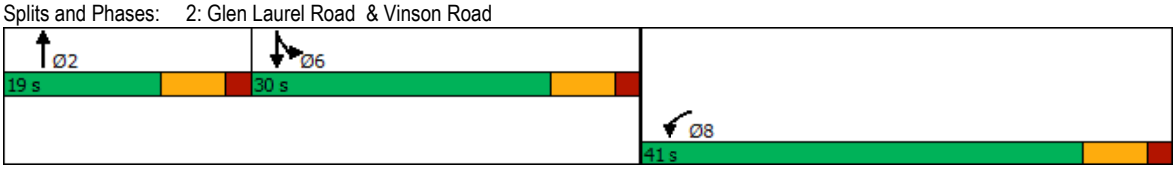
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Bay Length (ft)						
Base Capacity (vph)	664		266			503
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	1.02		0.89			1.01

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.02			
Intersection Signal Delay: 71.8		Intersection LOS: E	
Intersection Capacity Utilization 85.8%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Glen Laurel Road & Vinson Road





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	124	319	217	173	404	187
Future Volume (vph)	124	319	217	173	404	187
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.903		0.940			
Flt Protected	0.986					0.967
Satd. Flow (prot)	1659	0	1751	0	0	1801
Flt Permitted	0.986					0.513
Satd. Flow (perm)	1659	0	1751	0	0	956
Right Turn on Red		No		No		
Satd. Flow (RTOR)						
Link Speed (mph)	45		45			45
Link Distance (ft)	2571		2574			3072
Travel Time (s)	39.0		39.0			46.5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	138	354	241	192	449	208
Shared Lane Traffic (%)						
Lane Group Flow (vph)	492	0	433	0	0	657
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6
Switch Phase						
Minimum Initial (s)	7.0		12.0		12.0	12.0
Minimum Split (s)	14.0		19.0		19.0	19.0
Total Split (s)	20.0		40.0		40.0	40.0
Total Split (%)	33.3%		66.7%		66.7%	66.7%
Maximum Green (s)	13.0		33.0		33.0	33.0
Yellow Time (s)	5.0		5.0		5.0	5.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	-2.0		-2.0			-2.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		None		None	None
Act Effct Green (s)	15.0		35.0			35.0
Actuated g/C Ratio	0.25		0.58			0.58
v/c Ratio	1.19		0.42			1.18
Control Delay	132.2		8.5			116.5
Queue Delay	0.0		0.0			0.0
Total Delay	132.2		8.5			116.5
LOS	F		A			F
Approach Delay	132.2		8.5			116.5
Approach LOS	F		A			F
Queue Length 50th (ft)	~222		76			~294
Queue Length 95th (ft)	#382		129			#473
Internal Link Dist (ft)	2491		2494			2992

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Bay Length (ft)						
Base Capacity (vph)	414		1021			557
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	1.19		0.42			1.18

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Natural Cycle: 130			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.19			
Intersection Signal Delay: 91.9		Intersection LOS: F	
Intersection Capacity Utilization 93.2%		ICU Level of Service F	
Analysis Period (min) 15			

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Queue shown is maximum after two cycles.

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Queue shown is maximum after two cycles.

Splits and Phases: 2: Glen Laurel Road & Vinson Road





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	124	319	217	173	404	187
Future Volume (vph)	124	319	217	173	404	187
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.903		0.940			
Flt Protected	0.986					0.967
Satd. Flow (prot)	1659	0	1751	0	0	1801
Flt Permitted	0.986					0.967
Satd. Flow (perm)	1659	0	1751	0	0	1801
Right Turn on Red		No		No		
Satd. Flow (RTOR)						
Link Speed (mph)	45		45			45
Link Distance (ft)	2571		2574			3072
Travel Time (s)	39.0		39.0			46.5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	138	354	241	192	449	208
Shared Lane Traffic (%)						
Lane Group Flow (vph)	492	0	433	0	0	657
Turn Type	Prot		NA		Split	NA
Protected Phases	8		2		6	6
Permitted Phases						
Detector Phase	8		2		6	6
Switch Phase						
Minimum Initial (s)	7.0		12.0		12.0	12.0
Minimum Split (s)	14.0		19.0		19.0	19.0
Total Split (s)	29.0		27.0		34.0	34.0
Total Split (%)	32.2%		30.0%		37.8%	37.8%
Maximum Green (s)	22.0		20.0		27.0	27.0
Yellow Time (s)	5.0		5.0		5.0	5.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	-2.0		-2.0			-2.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		None		None	None
Act Effct Green (s)	24.0		22.0			29.0
Actuated g/C Ratio	0.27		0.24			0.32
v/c Ratio	1.11		1.01			1.13
Control Delay	110.4		82.3			110.3
Queue Delay	0.0		0.0			0.0
Total Delay	110.4		82.3			110.3
LOS	F		F			F
Approach Delay	110.4		82.3			110.3
Approach LOS	F		F			F
Queue Length 50th (ft)	~324		~252			~438
Queue Length 95th (ft)	#514		#442			#648
Internal Link Dist (ft)	2491		2494			2992

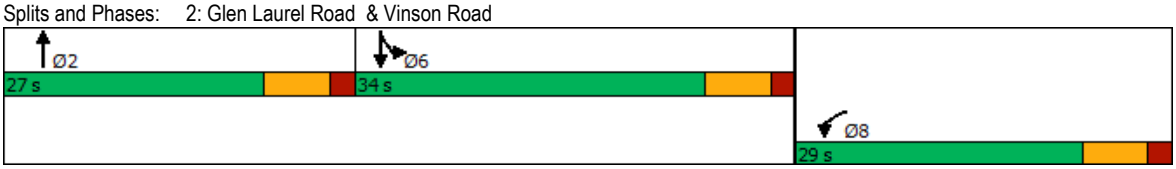
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Bay Length (ft)						
Base Capacity (vph)	442		428			580
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	1.11		1.01			1.13

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Natural Cycle: 130			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.13			
Intersection Signal Delay: 102.7		Intersection LOS: F	
Intersection Capacity Utilization 93.2%		ICU Level of Service F	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Glen Laurel Road & Vinson Road

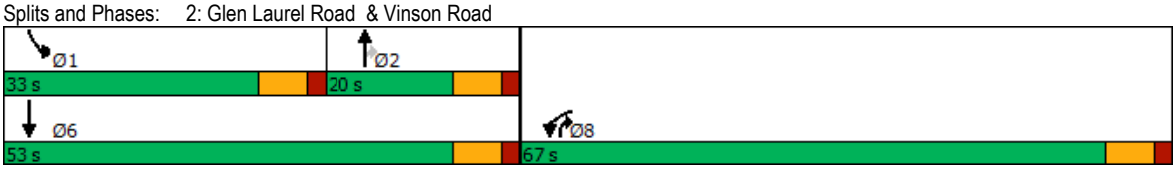


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	186	420	89	125	261	196
Future Volume (vph)	186	420	89	125	261	196
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		275	425	
Storage Lanes	1	0		1	1	
Taper Length (ft)	100				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.906			0.850		
Flt Protected	0.985				0.950	
Satd. Flow (prot)	1662	0	1863	1583	1770	1863
Flt Permitted	0.985				0.950	
Satd. Flow (perm)	1662	0	1863	1583	1770	1863
Right Turn on Red		No		No		
Satd. Flow (RTOR)						
Link Speed (mph)	45		45			45
Link Distance (ft)	2571		2574			3072
Travel Time (s)	39.0		39.0			46.5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	207	467	99	139	290	218
Shared Lane Traffic (%)						
Lane Group Flow (vph)	674	0	99	139	290	218
Turn Type	Prot		NA	pm+ov	Prot	NA
Protected Phases	8		2	8	1	6
Permitted Phases				2		
Detector Phase	8		2	8	1	6
Switch Phase						
Minimum Initial (s)	7.0		12.0	7.0	7.0	12.0
Minimum Split (s)	14.0		19.0	14.0	14.0	19.0
Total Split (s)	67.0		20.0	67.0	33.0	53.0
Total Split (%)	55.8%		16.7%	55.8%	27.5%	44.2%
Maximum Green (s)	60.0		13.0	60.0	26.0	46.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0		-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	None	None	None
Act Effct Green (s)	48.0		15.6	62.2	23.1	37.3
Actuated g/C Ratio	0.50		0.16	0.65	0.24	0.39
v/c Ratio	0.81		0.33	0.14	0.68	0.30
Control Delay	31.5		47.9	6.8	46.4	22.7
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	31.5		47.9	6.8	46.4	22.7
LOS	C		D	A	D	C
Approach Delay	31.5		23.9			36.3
Approach LOS	C		C			D

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	370		60	30	174	91
Queue Length 95th (ft)	581		129	57	308	175
Internal Link Dist (ft)	2491		2494			2992
Turn Bay Length (ft)				275	425	
Base Capacity (vph)	1116		316	1296	561	1013
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.60		0.31	0.11	0.52	0.22

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 96.2			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 31.9		Intersection LOS: C	
Intersection Capacity Utilization 65.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 2: Glen Laurel Road & Vinson Road



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	124	319	217	173	404	187
Future Volume (vph)	124	319	217	173	404	187
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		275	425	
Storage Lanes	1	0		1	1	
Taper Length (ft)	100				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.903			0.850		
Flt Protected	0.986				0.950	
Satd. Flow (prot)	1659	0	1863	1583	1770	1863
Flt Permitted	0.986				0.950	
Satd. Flow (perm)	1659	0	1863	1583	1770	1863
Right Turn on Red		No		No		
Satd. Flow (RTOR)						
Link Speed (mph)	45		45			45
Link Distance (ft)	2571		2574			3072
Travel Time (s)	39.0		39.0			46.5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	138	354	241	192	449	208
Shared Lane Traffic (%)						
Lane Group Flow (vph)	492	0	241	192	449	208
Turn Type	Prot		NA	Perm	Prot	NA
Protected Phases	8		2		1	6
Permitted Phases				2		
Detector Phase	8		2	2	1	6
Switch Phase						
Minimum Initial (s)	7.0		12.0	12.0	7.0	12.0
Minimum Split (s)	14.0		19.0	19.0	14.0	19.0
Total Split (s)	49.0		28.0	28.0	43.0	71.0
Total Split (%)	40.8%		23.3%	23.3%	35.8%	59.2%
Maximum Green (s)	42.0		21.0	21.0	36.0	64.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0		-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	None	None	None
Act Effct Green (s)	37.1		20.0	20.0	32.5	57.7
Actuated g/C Ratio	0.35		0.19	0.19	0.31	0.55
v/c Ratio	0.84		0.68	0.64	0.82	0.20
Control Delay	46.7		52.9	52.7	48.7	13.4
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	46.7		52.9	52.7	48.7	13.4
LOS	D		D	D	D	B
Approach Delay	46.7		52.8			37.5
Approach LOS	D		D			D

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	331		169	134	306	75
Queue Length 95th (ft)	#514		266	220	#477	121
Internal Link Dist (ft)	2491		2494			2992
Turn Bay Length (ft)				275	425	
Base Capacity (vph)	719		422	358	662	1211
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.68		0.57	0.54	0.68	0.17

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 105.2			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 44.6		Intersection LOS: D	
Intersection Capacity Utilization 72.8%		ICU Level of Service C	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Glen Laurel Road & Vinson Road



APPENDIX E

CAPACITY CALCULATIONS -
GLEN LAUREL ROAD
&
POWHATAN ROAD

Intersection	
Int Delay, s/veh	7.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	103	66	229	44	35	279
Future Vol, veh/h	103	66	229	44	35	279
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	114	73	254	49	39	310

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	303	0	-	0	580	279
Stage 1	-	-	-	-	279	-
Stage 2	-	-	-	-	301	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1258	-	-	-	477	760
Stage 1	-	-	-	-	768	-
Stage 2	-	-	-	-	751	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1258	-	-	-	434	760
Mov Cap-2 Maneuver	-	-	-	-	528	-
Stage 1	-	-	-	-	698	-
Stage 2	-	-	-	-	751	-

Approach	EB	WB	SB
HCM Control Delay, s	5	0	14.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1258	-	-	-	725
HCM Lane V/C Ratio	0.091	-	-	-	0.481
HCM Control Delay (s)	8.1	-	-	-	14.5
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	2.6

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	231	194	133	57	56	156
Future Vol, veh/h	231	194	133	57	56	156
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	257	216	148	63	62	173

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	211	0	-	0	910	180
Stage 1	-	-	-	-	180	-
Stage 2	-	-	-	-	730	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1360	-	-	-	305	863
Stage 1	-	-	-	-	851	-
Stage 2	-	-	-	-	477	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1360	-	-	-	247	863
Mov Cap-2 Maneuver	-	-	-	-	364	-
Stage 1	-	-	-	-	690	-
Stage 2	-	-	-	-	477	-

Approach	EB	WB	SB
HCM Control Delay, s	4.5	0	14
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1360	-	-	-	634
HCM Lane V/C Ratio	0.189	-	-	-	0.372
HCM Control Delay (s)	8.3	-	-	-	14
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.7	-	-	-	1.7

Intersection	
Int Delay, s/veh	8.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	121	77	268	52	41	327
Future Vol, veh/h	121	77	268	52	41	327
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	134	86	298	58	46	363

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	356	0	-	0	681	327
Stage 1	-	-	-	-	327	-
Stage 2	-	-	-	-	354	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1203	-	-	-	416	714
Stage 1	-	-	-	-	731	-
Stage 2	-	-	-	-	710	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1203	-	-	-	370	714
Mov Cap-2 Maneuver	-	-	-	-	478	-
Stage 1	-	-	-	-	650	-
Stage 2	-	-	-	-	710	-

Approach	EB	WB	SB
HCM Control Delay, s	5.1	0	18.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1203	-	-	-	677
HCM Lane V/C Ratio	0.112	-	-	-	0.604
HCM Control Delay (s)	8.4	-	-	-	18.1
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.4	-	-	-	4.1

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	271	227	156	67	66	183
Future Vol, veh/h	271	227	156	67	66	183
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	301	252	173	74	73	203

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	247	0	-	0	1064	210
Stage 1	-	-	-	-	210	-
Stage 2	-	-	-	-	854	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1319	-	-	-	247	830
Stage 1	-	-	-	-	825	-
Stage 2	-	-	-	-	417	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1319	-	-	-	191	830
Mov Cap-2 Maneuver	-	-	-	-	311	-
Stage 1	-	-	-	-	637	-
Stage 2	-	-	-	-	417	-

Approach	EB	WB	SB
HCM Control Delay, s	4.6	0	16.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1319	-	-	-	575
HCM Lane V/C Ratio	0.228	-	-	-	0.481
HCM Control Delay (s)	8.5	-	-	-	16.9
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.9	-	-	-	2.6

Intersection	
Int Delay, s/veh	10.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	128	77	268	60	61	347
Future Vol, veh/h	128	77	268	60	61	347
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	142	86	298	67	68	386

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	365	0	-	0	702	332
Stage 1	-	-	-	-	332	-
Stage 2	-	-	-	-	370	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1194	-	-	-	404	710
Stage 1	-	-	-	-	727	-
Stage 2	-	-	-	-	699	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1194	-	-	-	356	710
Mov Cap-2 Maneuver	-	-	-	-	467	-
Stage 1	-	-	-	-	640	-
Stage 2	-	-	-	-	699	-

Approach	EB	WB	SB
HCM Control Delay, s	5.3	0	21.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1194	-	-	-	659
HCM Lane V/C Ratio	0.119	-	-	-	0.688
HCM Control Delay (s)	8.4	-	-	-	21.6
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.4	-	-	-	5.5

Intersection	
Int Delay, s/veh	7.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	293	227	156	89	80	197
Future Vol, veh/h	293	227	156	89	80	197
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	326	252	173	99	89	219

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	272	0	-	0	1127	223
Stage 1	-	-	-	-	223	-
Stage 2	-	-	-	-	904	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1291	-	-	-	226	817
Stage 1	-	-	-	-	814	-
Stage 2	-	-	-	-	395	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1291	-	-	-	169	817
Mov Cap-2 Maneuver	-	-	-	-	290	-
Stage 1	-	-	-	-	608	-
Stage 2	-	-	-	-	395	-

Approach	EB	WB	SB
HCM Control Delay, s	4.9	0	20.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1291	-	-	-	536
HCM Lane V/C Ratio	0.252	-	-	-	0.574
HCM Control Delay (s)	8.7	-	-	-	20.4
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	1	-	-	-	3.6

APPENDIX F

CAPACITY CALCULATIONS -

VINSON ROAD

&

WINDSOR GREEN DRIVE / SITE DRIVE 1

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	138	4	4	184	9	6
Future Vol, veh/h	138	4	4	184	9	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	153	4	4	204	10	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	157	0	367	155
Stage 1	-	-	-	-	155	-
Stage 2	-	-	-	-	212	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1423	-	633	891
Stage 1	-	-	-	-	873	-
Stage 2	-	-	-	-	823	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1423	-	631	891
Mov Cap-2 Maneuver	-	-	-	-	631	-
Stage 1	-	-	-	-	873	-
Stage 2	-	-	-	-	821	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	714	-	-	1423	-
HCM Lane V/C Ratio	0.023	-	-	0.003	-
HCM Control Delay (s)	10.2	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	215	16	5	126	9	5
Future Vol, veh/h	215	16	5	126	9	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	239	18	6	140	10	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	257	0	400	248
Stage 1	-	-	-	-	248	-
Stage 2	-	-	-	-	152	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1308	-	606	791
Stage 1	-	-	-	-	793	-
Stage 2	-	-	-	-	876	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1308	-	603	791
Mov Cap-2 Maneuver	-	-	-	-	603	-
Stage 1	-	-	-	-	793	-
Stage 2	-	-	-	-	872	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	659	-	-	1308	-
HCM Lane V/C Ratio	0.024	-	-	0.004	-
HCM Control Delay (s)	10.6	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	162	5	5	216	11	7
Future Vol, veh/h	162	5	5	216	11	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	180	6	6	240	12	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	186	0	435	183
Stage 1	-	-	-	-	183	-
Stage 2	-	-	-	-	252	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1388	-	578	859
Stage 1	-	-	-	-	848	-
Stage 2	-	-	-	-	790	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1388	-	575	859
Mov Cap-2 Maneuver	-	-	-	-	575	-
Stage 1	-	-	-	-	848	-
Stage 2	-	-	-	-	786	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	660	-	-	1388	-
HCM Lane V/C Ratio	0.03	-	-	0.004	-
HCM Control Delay (s)	10.6	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	252	19	6	148	11	6
Future Vol, veh/h	252	19	6	148	11	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	280	21	7	164	12	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	301	0	469	291
Stage 1	-	-	-	-	291	-
Stage 2	-	-	-	-	178	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1260	-	553	748
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	853	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1260	-	550	748
Mov Cap-2 Maneuver	-	-	-	-	550	-
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	848	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	607	-	-	1260	-
HCM Lane V/C Ratio	0.031	-	-	0.005	-
HCM Control Delay (s)	11.1	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	208	5	5	337	4	11	4	7	10	4	51
Future Vol, veh/h	19	208	5	5	337	4	11	4	7	10	4	51
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	231	6	6	374	4	12	4	8	11	4	57

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	378	0	0	237	0	0	695	666	234	670	667	376
Stage 1	-	-	-	-	-	-	276	276	-	388	388	-
Stage 2	-	-	-	-	-	-	419	390	-	282	279	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1180	-	-	1330	-	-	357	380	805	371	380	670
Stage 1	-	-	-	-	-	-	730	682	-	636	609	-
Stage 2	-	-	-	-	-	-	612	608	-	725	680	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1180	-	-	1330	-	-	318	371	805	358	371	670
Mov Cap-2 Maneuver	-	-	-	-	-	-	318	371	-	358	371	-
Stage 1	-	-	-	-	-	-	717	670	-	625	605	-
Stage 2	-	-	-	-	-	-	553	604	-	701	668	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.1	14.4	12.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	407	1180	-	-	1330	-	-	566
HCM Lane V/C Ratio	0.06	0.018	-	-	0.004	-	-	0.128
HCM Control Delay (s)	14.4	8.1	-	-	7.7	0	-	12.3
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	55	385	19	6	233	11	11	4	6	7	4	35
Future Vol, veh/h	55	385	19	6	233	11	11	4	6	7	4	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	61	428	21	7	259	12	12	4	7	8	4	39

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	271	0	0	449	0	0	862	846	439	845	850	265
Stage 1	-	-	-	-	-	-	561	561	-	279	279	-
Stage 2	-	-	-	-	-	-	301	285	-	566	571	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1292	-	-	1111	-	-	275	299	618	283	298	774
Stage 1	-	-	-	-	-	-	512	510	-	728	680	-
Stage 2	-	-	-	-	-	-	708	676	-	509	505	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1292	-	-	1111	-	-	248	283	618	265	282	774
Mov Cap-2 Maneuver	-	-	-	-	-	-	248	283	-	265	282	-
Stage 1	-	-	-	-	-	-	488	486	-	694	675	-
Stage 2	-	-	-	-	-	-	663	671	-	475	481	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.2	17.6	12.4
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	308	1292	-	-	1111	-	-	536
HCM Lane V/C Ratio	0.076	0.047	-	-	0.006	-	-	0.095
HCM Control Delay (s)	17.6	7.9	-	-	8.3	0	-	12.4
HCM Lane LOS	C	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.3

APPENDIX G

CAPACITY CALCULATIONS -

VINSON ROAD

&

RAINWATER COURT / SITE DRIVE 2

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	139	4	4	182	4	4
Future Vol, veh/h	139	4	4	182	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	154	4	4	202	4	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	158	0	366	156
Stage 1	-	-	-	-	156	-
Stage 2	-	-	-	-	210	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1422	-	634	890
Stage 1	-	-	-	-	872	-
Stage 2	-	-	-	-	825	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1422	-	632	890
Mov Cap-2 Maneuver	-	-	-	-	632	-
Stage 1	-	-	-	-	872	-
Stage 2	-	-	-	-	823	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	739	-	-	1422	-
HCM Lane V/C Ratio	0.012	-	-	0.003	-
HCM Control Delay (s)	9.9	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	216	4	4	130	4	4
Future Vol, veh/h	216	4	4	130	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	240	4	4	144	4	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	244	0	394	242
Stage 1	-	-	-	-	242	-
Stage 2	-	-	-	-	152	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1322	-	611	797
Stage 1	-	-	-	-	798	-
Stage 2	-	-	-	-	876	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1322	-	609	797
Mov Cap-2 Maneuver	-	-	-	-	609	-
Stage 1	-	-	-	-	798	-
Stage 2	-	-	-	-	873	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	690	-	-	1322	-
HCM Lane V/C Ratio	0.013	-	-	0.003	-
HCM Control Delay (s)	10.3	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	163	5	4	213	4	4
Future Vol, veh/h	163	5	4	213	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	181	6	4	237	4	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	187	0	429	184
Stage 1	-	-	-	-	184	-
Stage 2	-	-	-	-	245	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1387	-	583	858
Stage 1	-	-	-	-	848	-
Stage 2	-	-	-	-	796	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1387	-	581	858
Mov Cap-2 Maneuver	-	-	-	-	581	-
Stage 1	-	-	-	-	848	-
Stage 2	-	-	-	-	794	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	693	-	-	1387	-
HCM Lane V/C Ratio	0.013	-	-	0.003	-
HCM Control Delay (s)	10.3	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	253	5	4	152	4	4
Future Vol, veh/h	253	5	4	152	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	281	6	4	169	4	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	287	0	461	284
Stage 1	-	-	-	-	284	-
Stage 2	-	-	-	-	177	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1275	-	559	755
Stage 1	-	-	-	-	764	-
Stage 2	-	-	-	-	854	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1275	-	557	755
Mov Cap-2 Maneuver	-	-	-	-	557	-
Stage 1	-	-	-	-	764	-
Stage 2	-	-	-	-	851	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	641	-	-	1275	-
HCM Lane V/C Ratio	0.014	-	-	0.003	-
HCM Control Delay (s)	10.7	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	46	173	5	4	217	8	4	4	4	20	4	121
Future Vol, veh/h	46	173	5	4	217	8	4	4	4	20	4	121
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	51	192	6	4	241	9	4	4	4	22	4	134

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	250	0	0	198	0	0	620	555	195	555	554	246
Stage 1	-	-	-	-	-	-	297	297	-	254	254	-
Stage 2	-	-	-	-	-	-	323	258	-	301	300	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1316	-	-	1375	-	-	400	440	846	442	440	793
Stage 1	-	-	-	-	-	-	712	668	-	750	697	-
Stage 2	-	-	-	-	-	-	689	694	-	708	666	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1316	-	-	1375	-	-	319	422	846	422	422	793
Mov Cap-2 Maneuver	-	-	-	-	-	-	319	422	-	422	422	-
Stage 1	-	-	-	-	-	-	684	642	-	721	695	-
Stage 2	-	-	-	-	-	-	567	692	-	672	640	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.6	0.1	13.3	11.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	449	1316	-	-	1375	-	-	692
HCM Lane V/C Ratio	0.03	0.039	-	-	0.003	-	-	0.233
HCM Control Delay (s)	13.3	7.8	-	-	7.6	0	-	11.8
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.9

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	133	260	5	4	163	22	4	4	4	14	4	85
Future Vol, veh/h	133	260	5	4	163	22	4	4	4	14	4	85
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	148	289	6	4	181	24	4	4	4	16	4	94

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	205	0	0	295	0	0	838	801	292	793	792	193
Stage 1	-	-	-	-	-	-	588	588	-	201	201	-
Stage 2	-	-	-	-	-	-	250	213	-	592	591	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1366	-	-	1266	-	-	286	318	747	306	322	849
Stage 1	-	-	-	-	-	-	495	496	-	801	735	-
Stage 2	-	-	-	-	-	-	754	726	-	493	494	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1366	-	-	1266	-	-	230	282	747	275	286	849
Mov Cap-2 Maneuver	-	-	-	-	-	-	230	282	-	275	286	-
Stage 1	-	-	-	-	-	-	442	442	-	714	732	-
Stage 2	-	-	-	-	-	-	663	723	-	433	441	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.7	0.2	16.6	12.1
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	325	1366	-	-	1266	-	-	624
HCM Lane V/C Ratio	0.041	0.108	-	-	0.004	-	-	0.183
HCM Control Delay (s)	16.6	8	-	-	7.9	0	-	12.1
HCM Lane LOS	C	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.4	-	-	0	-	-	0.7

APPENDIX H

SIMTRAFFIC QUEUING REPORTS

Intersection: 1: Glen Laurel Road & NC 42

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	UL	T	TR	L	LT	R	LT	R
Maximum Queue (ft)	82	351	348	256	312	337	295	291	302	221	37	42
Average Queue (ft)	29	199	169	111	164	178	158	166	189	80	8	10
95th Queue (ft)	63	309	280	209	266	296	275	253	267	179	28	31
Link Distance (ft)		1576	1576			1397	1397		1169			1029
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250			475	525			425		475	100	
Storage Blk Time (%)		4										
Queuing Penalty (veh)		2										

Intersection: 2: Glen Laurel Road & Vinson Road

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	1408	145	596
Average Queue (ft)	918	82	364
95th Queue (ft)	1564	132	561
Link Distance (ft)	2503	2490	3022
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Powhatan Road & Glen Laurel Road

Movement	EB	WB	SB
Directions Served	L	TR	LR
Maximum Queue (ft)	75	14	195
Average Queue (ft)	32	0	95
95th Queue (ft)	63	6	160
Link Distance (ft)		1283	2490
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	150		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: Windsor Green Drive /Site Drive 1 & Vinson Road

Movement	EB	WB	NB	SB
Directions Served	L	LTR	LTR	LTR
Maximum Queue (ft)	34	25	42	78
Average Queue (ft)	6	1	17	31
95th Queue (ft)	24	12	42	52
Link Distance (ft)		1227	1767	1051
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	50			
Storage Blk Time (%)	0			
Queuing Penalty (veh)	0			

Intersection: 5: Rainwater Court/Site Drive 2 & Vinson Road

Movement	EB	WB	NB	SB
Directions Served	L	LTR	LTR	LTR
Maximum Queue (ft)	41	26	39	88
Average Queue (ft)	11	1	10	44
95th Queue (ft)	33	12	35	71
Link Distance (ft)		1058	984	1066
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100			
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 2

Intersection: 1: Glen Laurel Road & NC 42

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	UL	T	TR	L	LT	R	LT	R
Maximum Queue (ft)	241	1514	1597	575	470	339	258	272	281	190	31	87
Average Queue (ft)	10	1103	1168	546	313	141	127	122	141	92	8	35
95th Queue (ft)	95	1911	1948	677	463	253	223	201	219	188	27	73
Link Distance (ft)		1576	1576			1397	1397		1169			1029
Upstream Blk Time (%)		12	35									
Queuing Penalty (veh)		0	0									
Storage Bay Dist (ft)	250			475	525			425		475	100	
Storage Blk Time (%)		26	0	65					0			0
Queuing Penalty (veh)		1	1	394					0			0

Intersection: 2: Glen Laurel Road & Vinson Road

Movement	WB	NB	SB	B7
Directions Served	LR	TR	LT	T
Maximum Queue (ft)	1466	219	2972	685
Average Queue (ft)	1143	115	1378	66
95th Queue (ft)	1725	192	2915	462
Link Distance (ft)	2503	2490	3022	2673
Upstream Blk Time (%)			9	
Queuing Penalty (veh)			95	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Powhatan Road & Glen Laurel Road

Movement	EB	WB	SB
Directions Served	L	TR	LR
Maximum Queue (ft)	112	22	189
Average Queue (ft)	50	2	73
95th Queue (ft)	92	11	153
Link Distance (ft)		1283	2490
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	150		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: Windsor Green Drive /Site Drive 1 & Vinson Road

Movement	EB	WB	NB	SB
Directions Served	L	LTR	LTR	LTR
Maximum Queue (ft)	26	34	51	59
Average Queue (ft)	5	4	18	25
95th Queue (ft)	21	19	42	48
Link Distance (ft)		1227	1767	1059
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	50			
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: Rainwater Court/Site Drive 2 & Vinson Road

Movement	EB	WB	NB	SB
Directions Served	L	LTR	LTR	LTR
Maximum Queue (ft)	65	15	38	82
Average Queue (ft)	17	1	12	40
95th Queue (ft)	46	9	37	64
Link Distance (ft)		1058	984	1078
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100			
Storage Blk Time (%)	0			
Queuing Penalty (veh)	0			

Network Summary

Network wide Queuing Penalty: 491

Intersection: 1: Glen Laurel Road & NC 42

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	UL	T	TR	L	LT	R	LT	R
Maximum Queue (ft)	168	362	348	154	423	551	513	351	359	197	43	34
Average Queue (ft)	37	220	194	63	178	201	177	182	205	91	8	7
95th Queue (ft)	102	332	313	135	313	426	383	286	310	186	30	24
Link Distance (ft)		1576	1576			1397	1397		1169			1029
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250			475	525			425		475	100	
Storage Blk Time (%)		7				1		0	0			
Queuing Penalty (veh)		3				3		0	0			

Intersection: 2: Glen Laurel Road & Vinson Road

Movement	WB	NB	NB	SB	SB
Directions Served	LR	T	R	L	T
Maximum Queue (ft)	492	160	89	399	228
Average Queue (ft)	292	77	38	204	108
95th Queue (ft)	442	135	80	329	193
Link Distance (ft)	2484	2486			3022
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			275	425	
Storage Blk Time (%)				0	
Queuing Penalty (veh)				1	

Intersection: 3: Powhatan Road & Glen Laurel Road

Movement	EB	WB	SB
Directions Served	L	TR	LR
Maximum Queue (ft)	68	21	275
Average Queue (ft)	28	1	126
95th Queue (ft)	59	8	233
Link Distance (ft)		1283	2486
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	150		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: Windsor Green Drive /Site Drive 1 & Vinson Road

Movement	EB	WB	NB	SB
Directions Served	L	LTR	LTR	LTR
Maximum Queue (ft)	27	9	59	64
Average Queue (ft)	5	1	18	31
95th Queue (ft)	21	7	45	52
Link Distance (ft)		1227	1767	1051
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	50			
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: Rainwater Court/Site Drive 2 & Vinson Road

Movement	EB	WB	NB	SB
Directions Served	L	LTR	LTR	LTR
Maximum Queue (ft)	42	34	39	96
Average Queue (ft)	10	1	10	45
95th Queue (ft)	33	13	35	74
Link Distance (ft)		1058	984	1066
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100			
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 7

Intersection: 1: Glen Laurel Road & NC 42

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	UL	T	TR	L	LT	R	LT	R
Maximum Queue (ft)	215	928	986	540	515	389	285	254	266	226	52	95
Average Queue (ft)	12	490	478	302	304	154	135	140	158	92	11	32
95th Queue (ft)	105	994	1014	562	478	286	241	222	235	192	37	79
Link Distance (ft)		1576	1576			1397	1397		1169			1029
Upstream Blk Time (%)		1	3									
Queuing Penalty (veh)		0	0									
Storage Bay Dist (ft)	250			475	525			425		475	100	
Storage Blk Time (%)		42	11	0	0							1
Queuing Penalty (veh)		2	70	1	2							0

Intersection: 2: Glen Laurel Road & Vinson Road

Movement	WB	NB	NB	SB	SB
Directions Served	LR	T	R	L	T
Maximum Queue (ft)	478	307	255	418	244
Average Queue (ft)	289	154	140	269	95
95th Queue (ft)	456	258	233	394	189
Link Distance (ft)	2484	2486			3022
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			275	425	
Storage Blk Time (%)		1		0	
Queuing Penalty (veh)		1		0	

Intersection: 3: Powhatan Road & Glen Laurel Road

Movement	EB	WB	SB
Directions Served	L	TR	LR
Maximum Queue (ft)	125	17	307
Average Queue (ft)	47	1	114
95th Queue (ft)	91	10	230
Link Distance (ft)		1283	2486
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	150		
Storage Blk Time (%)	0		
Queuing Penalty (veh)	0		

Intersection: 4: Windsor Green Drive /Site Drive 1 & Vinson Road

Movement	EB	EB	WB	NB	SB
Directions Served	L	TR	LTR	LTR	LTR
Maximum Queue (ft)	41	4	49	47	54
Average Queue (ft)	11	0	3	16	24
95th Queue (ft)	33	3	21	40	47
Link Distance (ft)		1439	1227	1767	1059
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	50				
Storage Blk Time (%)	0				
Queuing Penalty (veh)	0				

Intersection: 5: Rainwater Court/Site Drive 2 & Vinson Road

Movement	EB	WB	NB	SB
Directions Served	L	LTR	LTR	LTR
Maximum Queue (ft)	60	11	31	81
Average Queue (ft)	23	1	10	40
95th Queue (ft)	52	10	34	66
Link Distance (ft)		1058	984	1078
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100			
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

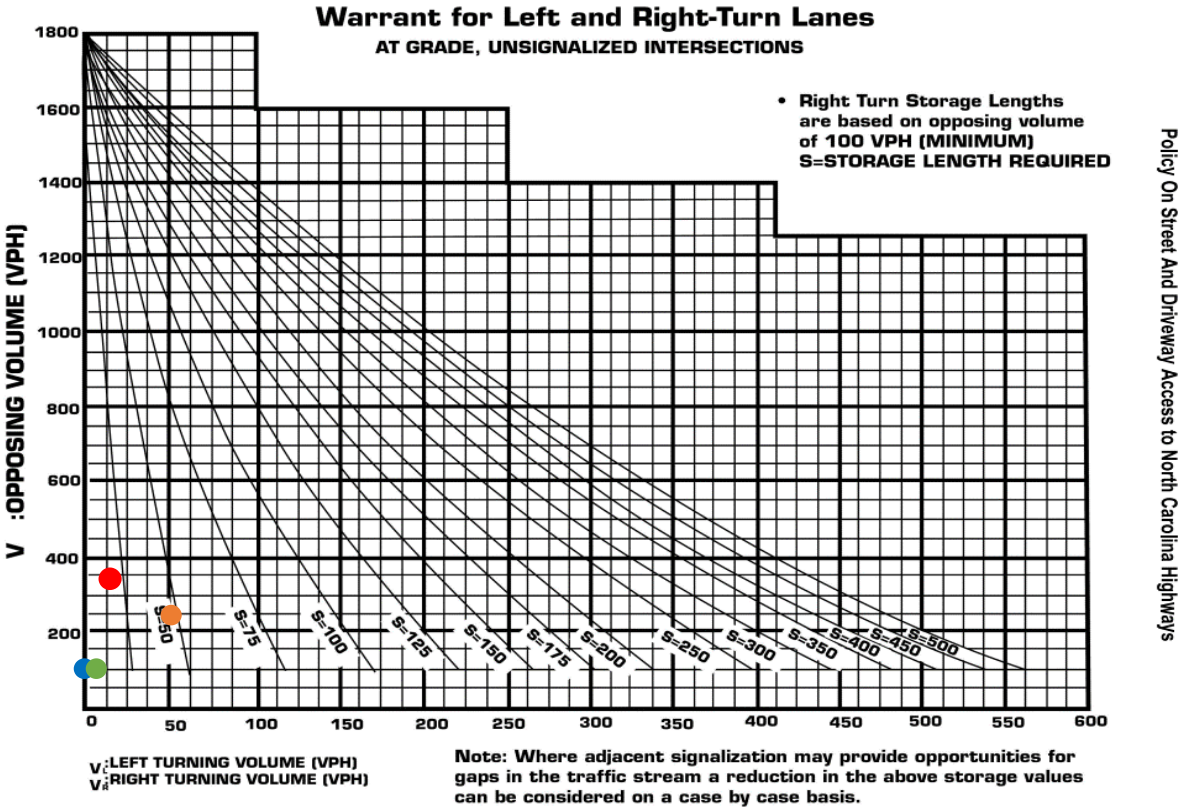
Network wide Queuing Penalty: 78

APPENDIX I

TURN LANE WARRANTS

Vinson Road Development

TURN LANE STORAGE WARRANTS



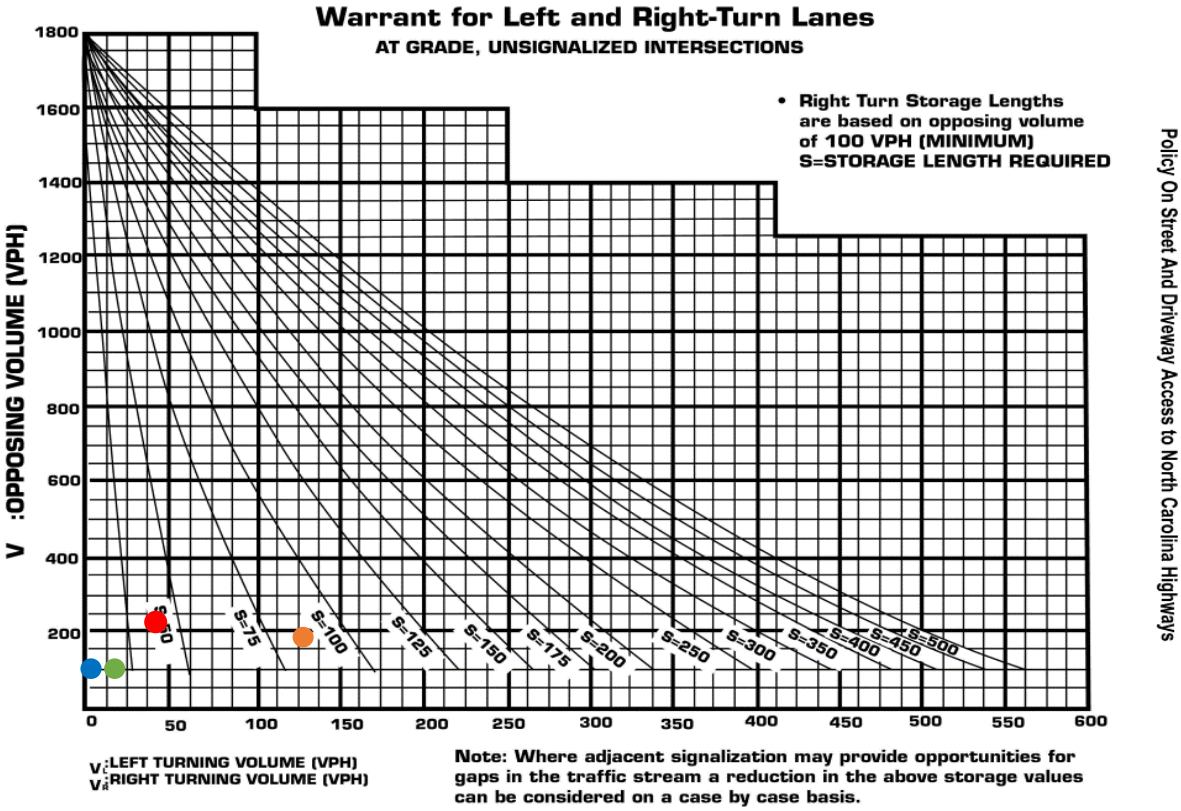
INTERSECTION: Vinson Road and Windor Green Drive / Site Drive 1

SCENARIO	Movement	Turn Lane	Turning Volume (V_R/V_L)	Approach / Opposing Volume (V_A/V_O)	Symbol
AM Build	EBL	Left	19	341	
AM Build	WBR	Right	4	100	
PM Build	EBL	Left	55	244	
PM Build	WBR	Right	11	100	

RAMEY KEMP ASSOCIATES
TOGETHER WE ARE LIMITLESS

Vinson Road Development

TURN LANE STORAGE WARRANTS



INTERSECTION: Vinson Road and Rainwater Court / Site Drive 2

SCENARIO	Movement	Turn Lane	Turning Volume (V_R/V_L)	Approach / Opposing Volume (V_A/V_O)	Symbol
AM Build	EBL	Left	46	225	
AM Build	WBR	Right	8	100	
PM Build	EBL	Left	133	185	
PM Build	WBR	Right	22	100	

RAMEY KEMP ASSOCIATES
TOGETHER WE ARE LIMITLESS

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		
	Mixed-Residential	25	25	Mix of various lot sizes of Single-family, Townhomes, and Apartments
	Mixed-Use Commercial & Residential	30		Mix of Residential and Non-residential (Commercial) uses
	Downtown Redevelopment	30		
	Infill Development	25		Utilities already exist within 300 Feet of property
FUTURE TAX STATUS (Choose 1 from this category)	Exempt	0		
	Residential	5	5	
	Non-residential	10		
	Industrial	10		
COMMUNITY BENEFIT BONUS POINTS (Choose All that apply from this category)	Cultural Arts/Entertainment for Public	10		
	Sports/Recreation for Public	10		
	Town Electric Customer	20		
	Expansion of existing non-residential use	10		
	Re-development of an existing property	5		Must result in increased property value
	Residential Subdivision - Additional amenities included	5 - 15	15	Pool, Clubhouse, sports courts, etc. - 5 pts per, max 15 pts
	Job Creation - 10 to 25 new jobs	5		
	Job Creation - 26 to 100 new jobs	10		
	Job Creation - 100+ new jobs	15		
	Job creation - Jobs created will have salaries at or above median income	5		Must be greater than 50% of jobs added with documentation to confirm
	Residential - Multiple-Car Garages provided	5	5	
	Residential - Overflow Parking provided	5	5	Subject to Planning and Engineering support
	Masonry Elements included in Building Construction	10	10	
	Sustainable/High Efficiency Products and appliances used	5 - 15	15	5 pts per, max 15 pts
	Private trail connection to Public Greenway	10		
COMMUNITY IMPACT DEDUCT POINTS (Choose All that apply from this category)	Pump Station Improvements required[2]	-10		Subject to Town policy and standards
	New Pump Station Required[2]	-20	-20	Subject to Town policy and standards
	Out-of Town Status (After construction)	-10		
	Outside Fire District	-5		
	Inconsistent with Comp Plan	-5	-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: $50

Application MUST be completed and sealed by a registered engineer unless otherwise approved by staff.

SITE INFORMATION

Name of Project: Vinson Road **Acreage of Property:** 146.26

County Tag Number: 05J05011V, 05J05030F **NC PIN:** 168800-63-9159, 168800-64-5370

Address/Location: Addresses not assigned by post office yet.

Zoning District: Conditional Zoning Master (CZM)

Town Limits / ETJ: ☐ Town Limits ■ ETJ (Extra-Territorial Jurisdiction)

APPLICANT INFORMATION – Applicant must be a registered engineer unless otherwise approved by Town Engineer

Applicant: Timmons Group

Mailing Address: 5410 Trinity Road, Suite 102 Raleigh, NC 27607

Phone Number: 919-866-4512 **Fax:** NA

Contact Person: Patrick Barbeau, PE

Email Address: patrick.barbeau@timmons.com

PROPERTY OWNER INFORMATION

Name: Rocky Branch Farm, LLC (Heidi Wood) & Poole Farm, LLC (Art Holder)

Mailing Address: 230 Summit Ave Clayton, NC 27526 & 16 Oakmont Ct Clayton, NC 27527

Phone Number: 919-291-5817 & 919-320-4900 **Fax:** NA

Email Address: heidiwoodphotography@gmail.com / artfrankie@embarqmail.com

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): Residential (single family and townhomes) **Existing Use(s):** Vacant

Invoice shall be mailed to the following:

Developer Name: Hopper Communities

Mailing Address: 1616 Cleveland Avenue Charlotte, NC 28203

Phone Number: 919-618-9929 **Fax Number:** NA

Email Address: bharrell@hoppercommunities.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: 146.26

Single Family	# of Units	GPD per Unit	Total Requested GPD
1-2 Bedroom Units			
3 Bedroom Units			
>3 Bedroom Units	465	250	116,250
Total		------	

Multi-Family	# of Units	GPD per Unit	Total Requested GPD
1-2 Bedroom Units			
3 Bedroom Units			
>3 Bedroom Units			
Total		------	

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: 0.1

Use	Measurement Unit	# of Units	GPD per Unit	Total Requested GPD
Pool Cabana	10 GPD per Person	50 People per Day	10 GPD/Person x 6 Months	250 GPD Averaage Over a Year
Total			------	

TOTAL REQUESTED GALLONS PER DAY: 116,500

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.

Patrick Barbeau		07/19/2023
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.

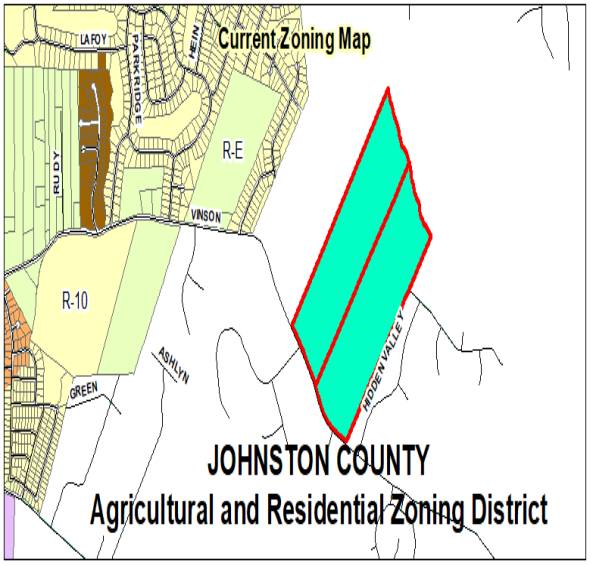
APPENDIX A: DESIGN FLOW RATES

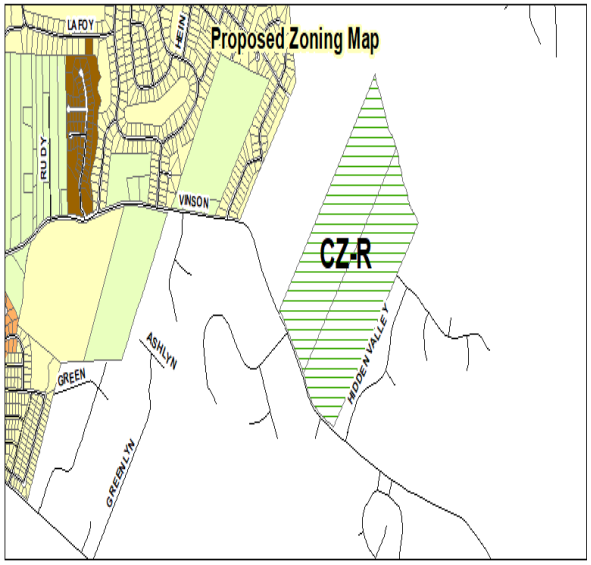
The following table from the North Carolina Administrative Code 02T.0114 shall be used to determine the minimum allowable design daily flow of wastewater facilities. Alternatively, the Town in its sole and absolute discretion may calculate the customer's initial average daily wastewater flow based on 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.

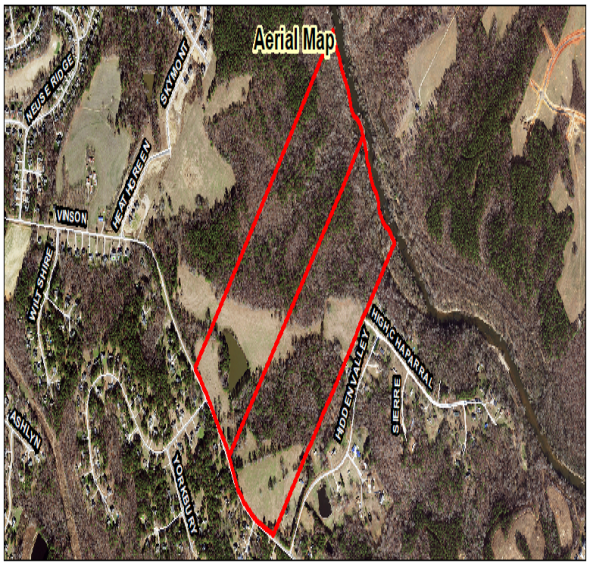
Establishment Type	Daily Flow Rate
Barber and Beauty Shops	
Barber Shops	50 gal/chair
Beauty Shops	125 gal/booth or bowl
Businesses, Offices and Factories	
General business and office facilities	25 gal/employee/shift
Factories, excluding industrial waste	25 gal/employee/shift
Factories or businesses 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

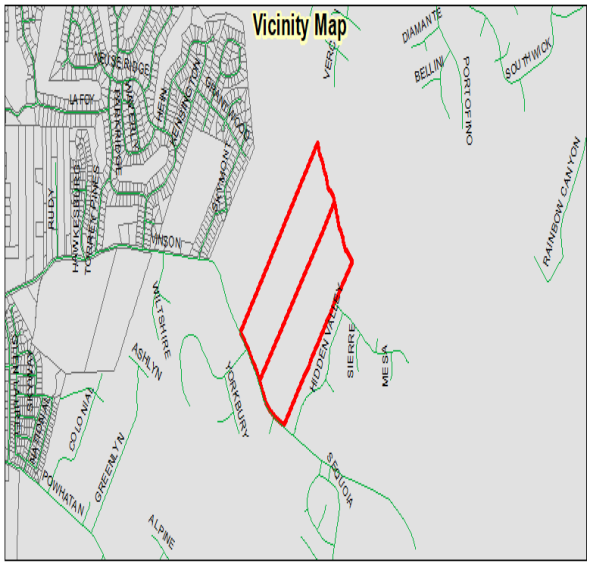
Establishment Type	Daily Flow Rate
Campgrounds with water and sewer hookups	100 gal/campsite
Campground dump station facility	50 gal/space
Construction, hunting or work camps with flush toilets	60 gal/person
Construction, hunting or work camps with chemical or portable toilets	40 gal/person
Parks with 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









Request: Rezoning from AR to CZ-R
Project Name: Vinson Road
Project Number: 2022-195-CZM

Applicant: TMTLA Associates
Property Owner: Poole Farm, LLC & Rocky Branch Farm, LLC
Tag #: 05J05011V & 05J05030F

SITE

N

0 0.45 0.9 Miles

Staff Report Map
Prepared by: TOC Planning Department
September 13, 2023

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

Document Path: C:\Users\bvenable\Town of Clayton, NC\Planning - Development Projects\Conditional Zoning with Master Plan\2022\2022-195-CZM Vinson Road\Staff Report Map\Staff Report Maps - 2022-195-CZM Vinson Rd .mxd

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

January 8, 2024

TMTLA Associates
Attn: Pamela Porter
5011 Southpark Drive, Ste. 200
Durham, NC 27713
Pam@tmtla.com

Re: 2022-195-CZM Vinson Road Conditional Zoning District and Master Plan

To Whom It May Concern,

The Town of Clayton Planning staff and the Planning Board are recommending to Town Council that conditions of approval be placed upon the above referenced application, which has been presented to the to the Planning Board on September 25, 2023, and November 27, 2023, and shall be presented to Town Council on January 15, 2024. These recommended conditions of approval are outlined on the back of this letter.

Please read through these potential conditions of approval, and sign below if you agree with the conditions as proposed. If you are not in agreement, please respond accordingly in writing. This will be included within the agenda packet for the Town Council's review. If the Conditional Zoning District is approved by the Town Council, the approval document with the final conditions will be signed and recorded by the Town.

Sincerely,

Conrad Olmedo, AICP, CZO.
Planning Director

Recommend Conditions of Approval (2022-195-CZM)
Vinson Road Conditional Zoning District and Master Plan

1. Following Town Council approval, an electronic copy of the Master Plan and Narrative including the Conditions of Approval shall be submitted to the Planning Department for final approval.

2. The Development shall meet all adopted Town of Clayton Unified Development Code (UDC) requirements, Town of Clayton Engineering and Stormwater design standards, and the North Carolina Fire Code and NFPA Fire standards, except where specifically modified by the approved master plan.

3. The Development shall be constructed in substantial conformance with the Master Plan and Master Plan Narrative as approved by the Clayton Town Council.

4. All parcels subject to the Conditional Zoning and Master Plan shall be annexed into the Town prior to any subsequent development approvals.

5. The developer will be required to pay their proportional share of the Wilsons Mills Fire District Capital Debt to the Town prior to the effective date of the Annexation.

6. The following uses are permitted by-right within the areas identified on the associated Master Plan:
    - Single-Family Detached
    - Single-Family Attached (Townhome)
    - Park
    - Fitness/Recreation Center
    - Utility, Minor

7. The development shall be limited to the following standards:
    - Maximum of 373 total dwelling units
    - Maximum of 91 Single-Family Attached Homes (Townhomes)
    - Maximum number of 282 Single-Family Detached Homes
    - Maximum Density: 2.55 dwelling units per acre

8. Single-Family Detached Dwelling Lot Dimension Standards:
    - Minimum Heated Square Feet: 2,000 Square Feet
    - Minimum Lot Size: 6,000, Square Feet for 52' foot lots.
    - Minimum Lot Size: 7,000, Square Feet for 62' foot lots.
    - Minimum Lot Size, 8,000, Square Feet for 72' foot lots.
    - Maximum Building Height: 35 feet
    - Minimum Front Setback: 20 feet
    - Minimum Setback from Right-of-Way to Face of Garage: 25 feet
    - Minimum Rear Setback: 15 feet

- Minimum Side Setback (Interior Lots): 6 feet
- Minimum Side Setback (Corner Lots): 10 feet

9. A minimum of 15% of the single-family detached homes shall be a minimum of 3,000 square feet ("executive housing").

10. Single-Family Attached (Townhomes) Dimensional Standards:
    - Minimum Heated Square Feet: 1,500 Square Feet
    - Minimum Lot Width: 21 feet
    - Maximum Building Height: 45 feet
    11. Minimum Front Setback: 25 feet
    12. Minimum Rear Setback: 15 feet
    13. Minimum Side Setback (Interior Lots): 6 feet
    14. Minimum Side Setback (Corner Lots): 10 feet

15. All dimensional standards not otherwise modified through these conditions and/or the approved master plan narrative shall meet the applicable requirements within the UDC.

16. The development shall have a minimum of 15 feet wide Class "C" buffer around entire development perimeter with opaque screening.

17. A heavily landscaped berm, in addition to any required Town of Clayton landscape requirement, shall be installed along the frontage of Vinson Road.

18. Each single-family detached home shall have a minimum of a 2-car garage.

19. Each single-family attached (townhome) shall have a minimum of a 1-car garage.

20. The Development shall include a community cabana (or clubhouse) and pool amenity area consisting of at last 15% masonry materials on the front façade.

21. In addition to the community cabana (or clubhouse and pool amenity area, a minimum of two of the following amenities shall be provided:
    - Dog park
    - Tot Lot/Playground
    - Multi-Use Field
    - Picnic Gazebo
    - Disc Golf
    - Pickle Ball Court
    - Tennis Court
    - Mini Park
    - Plaza
    - Square
    - Green Space
    - Private Greenway and/or Trails
    - Community Garden

22. The following Architectural Standards shall be required to be met for all Single-Family House, both attached and detached, uses:

- All residential building materials shall include brick, wood, stone, fiber cement, and/or wood composite.
- Vinyl siding shall be prohibited but vinyl accents, such as windows, shall be permitted.
- All residential units shall have a minimum of 25% masonry on the front façade.
- Single-Family detached shall have either a crawl space foundation or a stem wall foundation or elevated/raised foundation.
- Townhomes shall have a slab on grade foundation.
- No two consecutive single-family detached homes shall contain the exact same front elevation with regard to materials or color palette.
- Single Family Detached homes directly across the street from each other shall not have identical facades with regard to materials or color palette.
- No two consecutive townhomes buildings shall contain the same front elevation with regard to materials or color palette.

23. All units within the development shall include sustainable/high efficiency products and appliances, including low E/insulated windows, an Energy Star dishwasher, low VOC paint, and fiber cement siding.

24. The development shall consist of three separately constructed access points. In addition to the two-access points as shown on the approved Master Plan, a third entrance shall be constructed to only to be used for emergencies on Vinson Road. The access construction requirements shall be determined by the appropriate Town departments at the time of Construction Drawings review. This access point shall be gated and always locked.

25. No more than 30 Certificates of Occupancy will be issued within the Development before the second required access point is constructed.

26. No more than 300 Certificates of Occupancy will be issued within the Development before the third required access point (emergency access only) is constructed.

27. Prior to approval of the Construction Drawings, the developer shall validate the adequate capacity in the downstream wastewater infrastructure, pump stations and forcemain, to accommodate the proposed flow for the project. If adequate downstream capacity is not available, the applicant will complete any pump station or forcemain improvements in coordination with Town staff to accommodate the proposed flow.

28. Any proposed wastewater infrastructure (Pump Station, Force Main, and/or Gravity Sewer) required to serve this development shall be designed and constructed to serve the extent of the drainage basin able to be served by such infrastructure.

29. A modified street section for stream crossing noted on Master Plan sheet L-2 shall be provided.

30. The development shall dedicate and construct the required improvements for Vinson Road, along the property frontage, equal to ½ the ultimate typical section for Vinson Road as listed

in the Transportation Plan at the time of this approval. At a minimum, the improvements will consist of roadway widening, curb and gutter, and sidewalk construction.

31. Road Improvements from TIA prepared by Ramey Kemp Associates (with NCDOT approval) to be constructed prior to the recordation of first final plat:

NC 42 and Glen Laurel Road

- Coordinate with NCDOT to develop a signal modification plan to allow for an eastbound right-turn lane overlap phase.

Glen Laurel Road and Vinson Road

- Provide an exclusive southbound left-turn lane with at least 500 feet of full width storage with appropriate deceleration and taper if right-of- way is available.
- Provide an exclusive northbound left-turn lane with at least 275 feet of full width storage with appropriate deceleration and taper if right-of- way is available.

Vinson Road and Windsor Green Drive / Site Drive 1

- Construct Site Drive 1 with one ingress and one egress lane striped as a shared left-/through/right-turn lane.
- Provide an exclusive eastbound left-turn lane with at least 100 feet of full width storage with appropriate deceleration and taper.
- Provide stop control for the southbound approach (Site Drive 1).

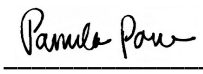
Vinson Road and Rainwater Court / Site Drive 2

- Construct Site Drive 2 with one ingress and one egress lane striped as a shared left-/through/right-turn lane.
- Provide an exclusive eastbound left-turn lane with at least 100 feet of full width storage with appropriate deceleration and taper.
- Provide stop control for the southbound approach (Site Drive 2).

32. To the extent of any conflict between the Master Plan, Master Plan Narrative and these conditions, these conditions shall control.

APPLICANT AFFIDAVIT

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

Pamela Porter		1.8.2024
Print Name	*Signature of Applicant*	*Date*

We, the residents of Clayton and Johnston County, who live on or around Vinson Road are highly opposed to the proposed 146 acre development on Vinson Road (north of Vinson and east of Hidden Valley Dr) and currently under request for re-zoning and incorporation into the City of Clayton. We understand that land owners have the right to develop their land, however, this is where the City of Clayton Planning Commission needs to step in and guide development of areas they seek to incorporate into the city.

Traditionally, this area has been a rural farm land and large parcel developments, which are consistent with the current development guidelines of Johnston county which allow for up to 1.4 dwelling units per acre. The proposed development would more than double the current dwelling units per acre to in excess of 3 dwellings per acre. The current developer is proposing a mixed use development consisting of low density properties of 52', 62' and 72' wide parcels and townhomes.

We understand that the City of Clayton has guidelines for developments and while this project meets the "City's" development standards; there are several items that makes this project, in its current form, non-compatible with the surrounding areas and infrastructure. Here are a list of concerns of the community: Current road capacity, Current infrastructure studies (Sewer, Water, Storm Water Management), School impact assessment, Loss of rural county lifestyle.

Vinson Road, is a narrow, twisting country road that was never developed to handle the current traffic loads that it is now experiencing. While the developer has met the criteria of a traffic study and has "mitigated" the intersection design criteria; it has not addressed the actual roadway design and traffic load design. This development seeks to increase over 400 new homes, but what was not included in that study is the obvious design stub-out for expansion to the west which would increase at least another 100 homes. Vinson Road has experienced an increase in unfortunate traffic fatalities, and increasing population without addressing the entirety of the overall roadway is a gross mis-management of land development. You are putting the cart before the horse at the expense of human life.

Sufficient studies should be prepared by this developer to ensure that current drainage and storm management is being mitigated for the worse case scenarios in order to meet the ever changing environment that is being created by mass development and the deforestation of the existing landscape that feeds this watershed area. Of major concern is the impact to the Neuse River and other adjacent tributaries and drainage ways that are subject to impact and flood due to the increase of this many dwelling units with massive amounts of impervious surfacing and deforestation of the existing site.

Sewer and water are of major concern as well. The existing residents should not be penalized with odors from sewage lift stations and their locations to existing residents in order to adequately provide services to this proposed community. Additionally, have studies been performed about the impact to the current water capacity of the existing system and the effect on existing users.

The increase of this many dwelling units will inevitably have a negative impact on the existing school system. How has this been studied and planned for. Simply approving a project and then making the school district “figure it out” is neither an acceptable nor proper standard for a planning commission.

Finally, is the environmental and aesthetic impact. While this is an emotional argument, it is none the less a real concern. Most of the residents of this area moved here for the open rural feel of this wooded country area of Johnston County. We fell in love with the large, wooded areas and tree lined county roads and the habitat that exists here. Unfortunately, current development seeks to maximize profits by overtaxing the land, stripping the forests, and eliminating the natural environment. We tell a good story when it comes to global warming and place the blame on emissions but fail to recognize the effects of mass development and elimination of the natural environment. Taking 146 acres of wooded pervious land and converting it to large streets with 2 & 3 car garage driveways and large roofs has an affect on the heat island created by high-density developments with improper mitigation by planning agencies on how to offset those impacts.

We are petitioning the planning commission to be the intermediary between the written code and the emotional arguments of “no-more development”. Be aware, remember the mistakes of the past and place requirements to mitigate the negative effects of a large development such as this. We are asking the commission to please consider a development dwelling occupancy of no more than 2 dwelling units per acre, require larger lots to be placed adjacent to Vinson Road and Hidden Valley Drive and require a larger set back from the roadways and require large, naturalized buffer zones along these corridors to maintain the rural aesthetic of the area.

The planning commission holds the key to the ongoing positive impact of development and existing residents, and unfortunately, as I drive through the area, it is a reminder of the planning commissions failure to “plan” and make proper decisions that has led the large scale “urban sprawl” that we see now. There is an old saying; “Just because you can, doesn’t mean you should!”

Lorle Murray	Clayton	NC		10/3/2023
Marlene Dillon	Clayton	NC	27520	10/9/2023
Kurt Rohlman	Charlotte	NC	28204	10/9/2023
Lisa Gustavson	Clayton	NC	27527	10/9/2023
Holland Dustin	Clayton	NC	27527	10/9/2023
Joshua Nash	Clayton	NC	27520	10/9/2023
Jessica Becker	Clayton	NC	27520	10/9/2023
Christopher Becker	Clayton	NC	27520	10/9/2023
Laurence Falcetta	Clayton	NC	27520	10/9/2023
Reese Lindsey	Glen Carbon		62010	10/9/2023

Antonio Mendez	Riverbank		95367	10/9/2023
Lyn Wozniak	Clayton	NC	27520	10/9/2023
Layla Flaherty	Spokane		99205	10/9/2023
Isaak Brown	Seattle		98160	10/9/2023
Chase Moore	Pahrump		89048	10/9/2023
Philomena Muller	New York		11226	10/9/2023
Steve Mann	Clayton	NC	27527	10/9/2023
Diego Alas	Atlanta		30301	10/9/2023
norah gruber	Pittsburgh		15214	10/9/2023
Joseph Garcia	Orlando	FL	32822	10/9/2023
Nicholas Nidiffer	Owosso		48867	10/9/2023
Caden Alewine	Houston		77002	10/9/2023
Edisson Morocho	Orange		7052	10/9/2023
Virginia Batten	Clayton	NC	27520	10/9/2023
Edda Bataan	Raleigh	NC	27601	10/9/2023
Larry Gensel	Clayton	NC	27527-7568	10/9/2023
Maggie Stein	Clayton	VA	27527	10/9/2023
Rachel Lenhart	Clayton	NC	27520	10/9/2023
Steffanie Ansuini	Clayton	NC	27527	10/9/2023
Yvonne Flores	Clayton	NC	27527	10/9/2023
Zach Lenhart	Clayton	NC	27527	10/9/2023
Denise Smith	Sparta Township	NJ	7871	10/9/2023
Bryan Meer	Clayton	NC	27520	10/9/2023
Mary Harju	Clayton	NC	27520	10/9/2023
Cynthia Calabro	Clayton	NC	27527	10/9/2023
Gary Semics	Clayton	OH	27527	10/9/2023
Robert Goodacre	Charlotte	NC	27527	10/9/2023
Kari Mccullough	Clayton	NC	27527	10/9/2023
Cindy Koempel	Clayton	NC	27527	10/9/2023
Krista Middendorf	Clayton	NC	27520	10/9/2023
Kelly Authier	Clayton	NC	27527	10/9/2023
Debra Duerksen	Clayton	NC	27527	10/9/2023
Nichole DiNicola	Clayton	NC	27520	10/9/2023
Laura Pollnow	Clayton	NC	27520	10/9/2023
Marc DiNicola	Clayton	NC	27520	10/9/2023
Mary Anderson	Clayton	NC	27527	10/9/2023
Matt Pollnow	Clayton	NC	27520	10/9/2023
Scott M Wittson	Clayton	NC	27520	10/9/2023
Yvette williams	Clayton	NC	27527	10/9/2023
Jessica Keith	Smithfield	NC	27577	10/9/2023
Callista Ellis	Clayton	NC	27527	10/9/2023
Lenore Henry	Clayton	NC	27527	10/9/2023

John Calhoun	Clayton	NC	27527	10/9/2023
Cynthia Green	Clayton	NC	27527	10/9/2023
Ethan Green	Clayton	NC	27520	10/9/2023
Karina Becker	New Smyrna Beach	FL	32168	10/9/2023
Raven Henry	Clayton	NC	27520	10/9/2023
Heidi Tortorice	Clayton	NC	27527	10/9/2023
Cindy Smith	Clayton	NC	27520	10/9/2023
Lisa Lay	Lake Saint Louis		63367	10/9/2023
Robert Blennau	Clayton	NC	27527	10/9/2023
Glory Gonzalez	Clayton	NC	27529	10/9/2023
Sean Henry	Clayton	NC	27520	10/9/2023
Cecil Rodriguez	Garner	NC	27529	10/9/2023
Al Strawser	Clayton	NC	27520	10/9/2023
Sthefanny Romanello	Clayton	NC	27520	10/9/2023
Janis Bowling	Clayton	NC	27520	10/9/2023
Nicole Thomson	Clayton	NC	27520	10/9/2023
Adrian Lopez	Fontana		92336	10/9/2023
Brooklyn Hrdlicka	Cadott		54727	10/9/2023
Melinda Moses	Orlando		32801	10/9/2023
nancy hansen	Clayton	NC	27520	10/9/2023
Holly Cooper	Clayton	NC	27520	10/9/2023
Sarah Odell	Clayton	NC	27527	10/9/2023
Michael williams	Clayton	NC	27520	10/9/2023
Robert Kehrer	Clayton	NC	27520	10/9/2023
Justin O’Dell	Clayton	NC	27527	10/9/2023
Carol Papineau	Raleigh	NC	27697	10/9/2023
Carissa Danbury	Clayton	NC	27527	10/9/2023
Kamden Holland	Clayton	NC	27527	10/9/2023
Evelyn Grande	Chicago		60625	10/9/2023
Mark Cooper	Clayton	NC	27520	10/9/2023
Lisa Uzzle	Clayton	NC	27520	10/9/2023
Ivan Lepe	Los Angeles		90006	10/9/2023
Gabe Peters	Lebanon		97355	10/9/2023
Luis Castillo perez	Bennett		80102	10/9/2023
jovani natividad	Roscoe		79545	10/9/2023
Joseph Alamillo	Fillmore		93015	10/9/2023
Brandon Geayt	Stockbridge		49285	10/9/2023
Qin Kai	Oviedo		32765	10/9/2023
theo hayes	Thousand Oaks		91360	10/9/2023
Matt Rysdam	Columbia		65203	10/9/2023
Kailani Kahalewai	Hoolehua		96729	10/9/2023
Jonas Luma	Chino Hills	CA	91709	10/9/2023
Tammy Earp	Clayton	NC	27520	10/9/2023

Payton Williams	Oklahoma City		73107	10/9/2023
keith nichols	clayton	NC	27527	10/9/2023
Grace Cherson	Chino	CA	91710	10/9/2023
chbbg vghbhh	Heber		84032	10/9/2023
Leo Jensen	Las Vegas		89101	10/9/2023
Boreta Mitchell	Metairie		70003	10/9/2023
Logan Raiford	Beaufort		29907	10/9/2023
Zephaniah Garcia	Lubbock		79424	10/9/2023
Suzy Morse	Knoxville	TN	37917	10/9/2023
Pamela Annis	Clayton	NC	27527	10/9/2023
Laura Bullock	Clayton	NC	27520	10/9/2023
Jennifer Kehrer	Clayton	NC	27520	10/9/2023
Pamela Lester	Clayton	NC	27527	10/9/2023
Paul Papineau	Garner	NC	27529	10/9/2023
Cindy Hill	Clayton	NC	27527	10/9/2023
Nancy Joy	Garner	NC	27529	10/9/2023
Olivia Henson	Judsonia		72081	10/10/2023
Frederick Sample	Fort Worth		76103	10/10/2023
Sonic Son	Oroville		95966	10/10/2023
sol qing	New York		12345	10/10/2023
Justin Orellana	Providence		2904	10/10/2023
Mr. TheAFKPanda	Mukilteo		98275	10/10/2023
Bernice Frederick	Clayton	NC	27527	10/10/2023
Abby Benson	Clayton	NC	27520	10/10/2023
Tera Wheeler	Clayton	NC	27520	10/10/2023
John Wheeler	Clayton	NC	27520	10/10/2023
Betsy Vaughan	Clayton	NC	27527	10/10/2023
Heather Miller	Clayton	NC	27527	10/10/2023
Ediverto Galvez	Panorama City		91402	10/10/2023
John Jargstorf	Clayton	NC	27520	10/10/2023
Sophia Stepnowski	Clayton	NC	27520	10/10/2023
Rebecca Bardsley	Clayton	NC	27520	10/10/2023
Pamela Palazzolo	Clayton	NC	27520	10/10/2023
Angela Wainright	Raleigh	NC	27604	10/10/2023
Doreen Lam	Clayton	NC	27527	10/10/2023
Kevin Gill Jr	Clayton	NC	27527	10/10/2023
Paul Bryant	Clayton	NC	27527	10/10/2023
Linda Berry	Clayton	NC	27520	10/10/2023
Tina Haley	Clayton	NC	27520	10/10/2023
Tammy Edelen	Clayton	NC	27520	10/10/2023
Cindy Schenck	Clayton	NC	27520	10/10/2023
Noreen Wisniowski	Knoxville	TN	37917	10/10/2023
PJ Teal	Garner	NC	27529	10/10/2023

Danielle Brewster	Raleigh	NC	27603	10/10/2023
Stephanie St Romain	Charlotte	NC	28233	10/10/2023
Trent St Romain	Clayton	NC	27527	10/10/2023
Christine Snow	Garner	NC	27529	10/10/2023
Matthew Snow	Clayton	NC	27527	10/10/2023
Lauren Sadowski	Clayton	NC	27527	10/10/2023
Tyler Ellwood	Clayton	NC	27520	10/10/2023
Christina Menges	Clayton	NC	27520	10/10/2023
Chad Smith	Clayton	NC	27527	10/10/2023
Rudy Bizzell	Clayton	NC	27527	10/10/2023
Craig Visser	Clayton	NC	27520	10/10/2023
Ashley Menges	Clayton	NC	27527	10/10/2023
Lauren Ellwood	Clayton	NC	27520	10/10/2023
Christina Hawkins	Charlotte	NC	28205	10/10/2023
Edna Anfo	Clayton	NC	27527	10/10/2023
Michael Mathers	Selma	NC	27576	10/10/2023
Donna Phillips	Clayton	NC	27527	10/10/2023
Witold Subotkowski	Clayton	NC	27520	10/10/2023
Tori Lee				10/10/2023
Grant Miller	Clayton	NC	27520	10/10/2023
Bruce Berry	Creedmoor		27522	10/10/2023
Harold Gracey	Clayton	NC	27527	10/10/2023
Christy Hatch	Clayton	NC	27520	10/10/2023
Camille Collins	Clayton	NC	27527	10/10/2023
Joey Hatch	Clayton	NC	27520	10/10/2023
Christine Salome	Clayton	NC	27527	10/10/2023
John Fink	Clayton	NC	27520	10/10/2023
Raymond Henley	Clayton	NC	27527	10/10/2023
Lorie Pugh	Clayton	NC	27520	10/11/2023
Andrew Pugh	Clayton	NC	27520	10/11/2023
Amanda Craig	Clayton	NC	27520	10/11/2023
Elena Davis	Clayton	NC	27520	10/11/2023
Celeste Cook	Clayton	NC	27527	10/11/2023
Zachery Huber	Neenah		54956	10/11/2023
Amy Wise	Clayton	NC	27527	10/11/2023
Peter Camilleri	Clayton	NC	27527	10/11/2023
Sherrie Hansen	Clayton	NC	27520	10/11/2023
Macey Sanderson	Selma	NC	27576	10/11/2023
Sherman Uitzetter	Clayton	NC	27527	10/11/2023
Ann Lenhart	Clayton	NC	27520	10/11/2023
Shirley Bracey	Camden	NC	27527	10/11/2023
Lanaiyah Morganelli				10/11/2023
Shannon Petersen	Seattle	WA	98160	10/11/2023

Ashley Snyder	Clayton	NC	27527	10/11/2023
Paul Allison	Knightdale	NC	27545	10/11/2023
Cristina Mariano	Charlotte	NC	28202	10/11/2023
Edwin Bogle	Clayton	NC	27527	10/11/2023
Patricia Kretz	Clayton	NC	27520	10/11/2023
Alyssa Mirabile	Clayton	NC	27527	10/11/2023
Lori kittle	Raleigh	NC	27604	10/11/2023
Kizlena Ray	Clayton	NC	27527	10/11/2023
Donna Harlow	Holly Springs	NC	27540	10/11/2023
Lauren Demko	Clayton	NC	27520	10/11/2023
Nancy Weber	Clayton	NC	27520	10/11/2023
Sandra Gregory	Clayton	NC	27520	10/11/2023
Teresa Mimms	Smithfield	NC	27529	10/11/2023
Arah Sweet	Clayton	NC	27520	10/11/2023
Grace Bennett	Clayton	NC	27520	10/11/2023
Terri Mainguy	Clayton	NC	27520	10/11/2023
Arlene Stellitano	Clayton	NC	27520	10/11/2023
Lauren B	Lancaster		17602	10/11/2023
Gary Levitas	Chicago		60651	10/11/2023
Jocelyn Southerland	Clayton	NC	27520	10/12/2023
Leslie Brien	Clayton	NC	27520	10/12/2023
Carolina Chicas	Clayton	NC	27520	10/12/2023
Nikki Dwyer	Clayton	NC	27527	10/12/2023
Amber Scott	Archer Lodge	NC	27527	10/12/2023
Maridith Fink	Clayton	NC	27520	10/12/2023
Tineca Quintana	Clayton	NC	27520	10/12/2023
Teresa Sutton	Clayton	NC	27520	10/12/2023
Jayleen Huerta-Carreon				10/12/2023
Lynnette Zueck	Charlotte	NC	28202	10/12/2023
Anna K	Clayton	NC	27527	10/12/2023
Jessica Jacobs	Clayton	NC	27520	10/12/2023
Laura Kuhn	Clayton	NC	27527	10/12/2023
Pember Wood	Clayton	NC	27520	10/12/2023
Keith Wiedefeld	Clayton	NC	27527	10/12/2023
Scott Porter	Clayton	NC	27520	10/12/2023
Jo Saltzman	Clayton	NC	27527	10/12/2023
Linda Green	Clayton	NC	27527	10/12/2023
sheri youssef	clayton	NC	27520	10/12/2023
John Harlow	Clayton	NC	27527	10/12/2023
Christen Sheppard	Clayton	NC	27520	10/12/2023
Judith Ryan	Clayton	NC	27527	10/12/2023
Natasha Stevens	Clayton	NC	27520	10/12/2023
Jessica Ward	Clayton	NC	27527	10/12/2023

Alicia Wyatt	Clayton	NC	27520	10/12/2023
Urijah Basaldua	Midland		79707	10/12/2023
Catherine Dodd	Clayton	NC	27527	10/12/2023
Crystal McCullers Ford	Clayton	NC	27520	10/12/2023
Penney Lewis	Clayton	NC	27527	10/12/2023
Tony Lewis	Clayton	NC	27527	10/12/2023
Kim Coates	Clayton	NC	27527	10/12/2023
Roshan Rajendran	Clayton	NC	27527	10/12/2023
Gina Dowden	Clayton	NC	27520	10/12/2023
Diana ONeill	Clayton	NC	27520	10/12/2023
Mark Smith	Clayton	NC	27527	10/12/2023
Mary Lou MacKenzie	Charlotte	NC	28233	10/12/2023
Rachel Lewis	Clayton	NC	27527	10/12/2023
Kelsey Mccabe	Clayton	NC	27520	10/12/2023
Jana Branscome	Greenville	NC	27834	10/12/2023
Jose Perez	Clayton	NC	27527	10/12/2023
Diane Anderson	Clayton	NC	27527	10/12/2023
LISA Skinner	Clayton	NC	27527	10/12/2023
Crystal Dickerson	Clayton	NC	27610	10/12/2023
Donald DeSimone	Clayton	NC	27527	10/12/2023
Marcia Harrington	Clayton	NC	27527	10/12/2023
Patricia Dunn	Apex	NC	27512	10/12/2023
Devaul Lanier	Knoxville	TN	37917	10/12/2023
rachel mcmullen	Clayton	NC	27520	10/12/2023
Jody Beebe	Clayton	NC	27527	10/12/2023
Boyd Johnson	Dunn	NC	28233	10/12/2023
Joseph Russotto	Clayton	NC	27527	10/12/2023
Nicole Russotto	Clayton	NC	27527	10/12/2023
Steve Tribuzio	Clayton	NC	27520	10/12/2023
LINDA TRIBUZIO	Clayton	NC	27520	10/12/2023
Beth Crater	Cary	NC	27513	10/12/2023
Donald Lake	Clayton	NC	27527	10/12/2023
Casey Krupa	Clayton	NC	27520	10/12/2023
Danielle’s Rowland	Oakland		7436	10/12/2023
Rosmany Garcia	Houston		77085	10/12/2023
Michelle Malherek	Clayton	NC	27520	10/12/2023
Jaiden Bernard	League City		77573	10/12/2023
Norm Wilmes	Yuba City		95991	10/12/2023
Katelyn Robertson	Delaware		43015	10/12/2023
Wendy Wood	Clayton	NC	27520	10/12/2023
Mark Raphael	Clayton	NC	27527	10/12/2023
Amy Shimo	Clayton	NC	27527	10/12/2023
Robert McIsaac	Greensboro	NC	27407	10/12/2023

Lani Olsen	Clayton	NC	27527	10/12/2023
Jason Webb	Clayton	NC	27527	10/12/2023
Jeanne Dahl	Clayton	NC	27527	10/12/2023
Heather Morris	Clayton	NC	27520	10/12/2023
Jacqueline Richardson	Clayton	NC	27520	10/12/2023
Amy Nicholson	Clayton	NC	27520	10/12/2023
Tiana McDaniels	Durham	NC	27703	10/12/2023
Megan Smith	Clayton	NC	27527	10/12/2023
Scott Garrett	Clayton	NC	27527	10/13/2023
Tamara Brundage	Clayton	NC	27527	10/13/2023
Russell Schmitt	Clayton	NC	27520	10/13/2023
Esin Bostancioglu	Clayton	NC	27527	10/13/2023
Reha Bostancioglu	Clayton	NC	27527	10/13/2023
Valerie Williams	Clayton	NC	27527	10/13/2023
Omadat Bissessar	Clayton	NC	27520	10/13/2023
Parker Garrett	Clayton	NC	27527	10/13/2023
Mary Beth Knight	Clayton	NC	27520	10/13/2023
Bob Meigs	Clayton	NC	27520	10/13/2023
Nikki Campbell	Smithfield	NC	27577	10/13/2023
patrick smith	Clayton	NC	27520	10/13/2023
Jerry Dodson	Clayton	NC	27520	10/13/2023
Sasha Davenport	Clayton	NC	27520	10/13/2023
Rebecca Povondra	Clayton	NC	27527	10/13/2023
Jennifer Rahilly	Clayton	NC	27520	10/13/2023
Patricia Rymer	Clayton	NC	27527	10/13/2023
Jason Smith	Clayton	NC	27527	10/13/2023
Linda Cummo	Clayton	NC	27527	10/13/2023
Walter Powell III	Fuquay-Varina	NC	27526	10/13/2023
Steve Cummo	Clayton	NC	27527	10/13/2023
Jenipher Cornelius	Clayton	NC	27520	10/13/2023
Becky Bryant	Clayton	NC	27527	10/13/2023
Mario Alanis	Houston		77035	10/13/2023
Amanda Dusenberry	Clayton	NC	27527	10/13/2023
Dwayne Povondra	Clayton	NC	27527	10/13/2023
Wendi Massey	Clayton	NC	27520	10/13/2023
Jonah Cox	Piedmont		29673	10/13/2023
Cynthia Wagoner	Clayton	NC	27527	10/13/2023
Jan Cowperthwaite	Clayton	NC	27527	10/13/2023
Scott Saltzman	Clayton	NC	27527	10/13/2023
Cathryn Byrd	Clayton	NC	27520	10/13/2023
Brian Kitograd	Clayton	NC	27520	10/13/2023
Cosimo Vieni	Clayton	NC	27520	10/13/2023
Colby Trice	Raleigh	NC	27697	10/13/2023

Daniel Hackley	Clayton	NC	27527	10/13/2023
Brandy Penny	Clayton	NC	27527	10/13/2023
Susan Kelly	Clayton	NC	27520	10/13/2023
Joshua Curphey	Peterborough			10/13/2023
Doreen Luddy	Knoxville	TN	37917	10/13/2023
Susan Black	Fuquay-Varina	NC	27526	10/13/2023
Jeff Leedom	Clayton	NC	27520	10/13/2023
barbara wofgang	Clayton	NC	27520	10/13/2023
Kathleen Landi	CLAYTON	NC	27527	10/13/2023
Alex Kallinger	Pensacola	FL	32501	10/13/2023
Gary Ogle	Clayton	NC	27520	10/13/2023
David/Carolyn Calhoun	Clayton	NC	27527	10/13/2023
Dara Carey	zebulon	NC	27597	10/13/2023
Deborah Jackson	Clayton	NC	27527	10/13/2023
Jennifer Hawley	Clayton	NC	27520	10/13/2023
AnnMarie McMaster	Clayton	NC	27520	10/13/2023
Johnny Hawley	Clayton	NC	27520	10/13/2023
Bailey Hawley	Clayton	NC	27520	10/13/2023
Cheryl Guy	Clayton	NC	27527	10/13/2023
Natalie Alexander	Irvine		92620	10/13/2023
Julian Marquez	Mesa		85204	10/13/2023
Terrence M McInerney	Fayetteville	NC	28304	10/13/2023
Jason Wyatt	Clayton	NC	27527	10/14/2023
Ashlyn Meyer-Senkarik	Raleigh	NC	27610	10/14/2023
bec johnson	clayton	NC	27527	10/14/2023
Barb Sells	Clayton	NC	27527	10/14/2023
Toni Woolard	Clayton	NC	27527	10/14/2023
Keiran hamilton	Clayton	NC	27520	10/14/2023
Saia Hamilton	Clayton	NC	27520	10/14/2023
Alice Looney	Raleigh	NC	27615	10/14/2023
Linda Barrentine	Clayton	NC	27520	10/14/2023
Pam Hackney	Clayton	NC	27527	10/14/2023
Janet Warren	Clayton	NC	27520	10/14/2023
Rebecca Rowe	Clayton	NC	27527	10/14/2023
Lori Sands	Clayton	NC	27527	10/14/2023
Gloria Marzouk	Washington	DC	20228	10/14/2023
Chelsea Adams	Angier	NC	27501	10/14/2023
Francine Rodgers	Clayton	NC	27520	10/14/2023
Lauren Parrish	Clayton	NC	27527	10/14/2023
Tanya Lee	Clayton	NC	27520	10/14/2023
Meghan Carley	Garner	NC	27529	10/14/2023
Mirtha Rodriguez John	Clayton	NC	27527	10/14/2023
Sue Joy	Clayton	NC	27520	10/14/2023

Monique Liriano	Clayton	NC	27527	10/14/2023
Jaynean Scott	Clayton	NC	27520	10/14/2023
Rebecca Mitchell	Clayton	NC	27527	10/14/2023
Debra Adolphsen	Raleigh	NC	27610	10/14/2023
Heather Fox	Charlotte	NC	28204	10/14/2023
Cynthia Kilgore	Conneaut	OH	44030	10/14/2023
Christy Luna	Clayton	NC	27527	10/14/2023
Brian Culkin	Clayton	NC	27527	10/14/2023
Chasity Jackson	Clayton	NC	27520	10/14/2023
Tori Price	Clayton	NC	27527	10/14/2023
Nick Price	Clayton	NC	27527	10/14/2023
Michelle Young	Clayton	NC	27527	10/14/2023
Jessica Dufresne	Clayton	NC	27520	10/14/2023
Sherri Hill	Smithfield	NC	27577	10/14/2023
bean man	Flanders		6333	10/14/2023
Bradley Payne	Fort Myers	FL	33908	10/14/2023
misti young	Clayton	NC	27520	10/14/2023
Jason Jones	Clayton	NC	27527	10/14/2023
Samantha Jager	Clayton	NC	27520	10/14/2023
Matt Shumway	Clayton	NC	27520	10/14/2023
Alexandra Dular	Smithfield	NC	27577	10/14/2023
Carola Gibbs	Raleigh	NC	27603	10/14/2023
Bridgette Crose	Clayton	NC	27520	10/14/2023
Denise Drugan	Clayton	NC	27527	10/14/2023
Monica Butler	Clayton	NC	27527	10/14/2023
Christina Roberts	Zebulon	NC	27597	10/14/2023
Ryan Renz	Clayton	NC	27527	10/14/2023
Michelle Jones	Clayton	NC	27527	10/14/2023
Jordan Rowe	Clayton	NC	27527	10/14/2023
Leonard Croom	Clayton	NC	27520	10/14/2023
Brianne Joiner	Clayton	NC	27520	10/14/2023
Valentino Speyerer	Clayton	NC	27520	10/14/2023
Timeka Neri	Knoxville	TN	37917	10/14/2023
Bob Gustavson	Fuquay-Varina	NC	27526	10/14/2023
Mary Denton	Clayton	NC	27527	10/14/2023
Abigail Garcia	Smithfield	NC	27577	10/14/2023
April Brown	Clayton	NC	27520	10/14/2023
Dale White	Clayton	NC	27527	10/14/2023
William Kretz	Clayton	NC	27520	10/14/2023
WARREN HACKLER	Clayton	NC	27520	10/14/2023
Kelly Poole	Clayton	NC	27520	10/14/2023
Byron Russell	Clayton	NC	27527	10/14/2023
Lea Boumenot	Clayton	NC	27520	10/14/2023

Brayden Radford				10/14/2023
Alexander De Leon	Chapel Hill	NC	27514	10/14/2023
Bryan Obi	Carrollton	TX	75007	10/14/2023
Sharron Bryant	Clayton	NC	27520	10/14/2023
Katelyn Rogers	Clayton	NC	27520	10/14/2023
Morris Rose	Clayton	NC	27520	10/14/2023
Dawn Burns	Clayton	NC	27520	10/14/2023
Susan Kelley	Charlotte	NC	28205	10/14/2023
Dayle Schmitt	Clayton	NC	27527	10/14/2023
Carol Raubenheimer	Fuquay-Varina	NC	27526	10/14/2023
Marie Mattatall	Clayton	NC	27520	10/14/2023
Grace Ragan	Clayton	NC	27520	10/14/2023
Wyatt Hawkins	Clayton	NC	27520	10/14/2023
Sloan Ragan	Clayton	NC	27520	10/14/2023
Corinne Lewis	Clayton	NC	27520	10/14/2023
Malinda Allen	Clayton	NC	27520	10/14/2023
Janice Sondys	Clayton	NC	27520	10/14/2023
Helen Vick	Clayton	NC	27527	10/14/2023
Juan Leon	Los Angeles		90063	10/14/2023
Kelly Bulanek				10/14/2023
Stella Moody	Clayton	NC	27520	10/14/2023
Lee Ann Keen	Clayton	NC	27520	10/14/2023
Kathleen Payton	Clayton	NC	27527	10/15/2023
Kyle Church	Clayton	NC	27520	10/15/2023
Samantha Frenzel	Wendell	NC	27591	10/15/2023
Jessika Sellas	Garner	NC	27529	10/15/2023
Jennifer Culkin	Clayton	NC	27527	10/15/2023
Matt Houck	Raleigh	NC	27697	10/15/2023
Richard Gibbs	Clayton	NC	27527	10/15/2023
Kathy Corbett	Clayton	NC	27520	10/15/2023
Nicole Kitograd	Clayton	NC	27527	10/15/2023
Diane Segobiano	Clayton	NC	27520	10/15/2023
Karen Doss	Clayton	NC	27527	10/15/2023
Lauren Prince	Zebulon	NC	27597	10/15/2023
Renita Leake	Clayton	NC	27527	10/15/2023
Mk Ks	Clayton	NC	27527	10/15/2023
Lacey Binney	Clayton	NC	27520	10/15/2023
Michelle Terry	Clayton	NC	27520	10/15/2023
Dana Johnson	Smithfield	NC	27577	10/15/2023
Richard Kuhn	Clayton	NC	27527	10/15/2023
Michael Bowman	Clayton	NC	27520	10/15/2023
Katherine Blackman	Clayton	NC	27520	10/15/2023
Michael Dagnello	Charlotte	NC	28296	10/15/2023

John Henry	Clayton	NC	27520	10/15/2023
Samantha Parrish	Clayton	NC	27527	10/15/2023
Robin Metoyer	Benson	NC	27504	10/15/2023
Kimberly Price	Clayton	NC	27527	10/15/2023
Francine Abbruscato	Clayton	NC	27527	10/15/2023
Audrea Dale	Clayton	NC	27527	10/15/2023
Mitchell Randall	Clayton	NC	27520	10/15/2023
Debra Curley	Clayton	NC	27520	10/15/2023
Jamie Kelley	Clayton	NC	27520	10/15/2023
Hank Ray	Clayton	NC	27527	10/15/2023
Irene Castro	Smithfield	NC	27577	10/15/2023
Mike Niemchak	Raleigh	NC	27613	10/15/2023
Janeth Alvarado	Clayton	NC	27527	10/15/2023
Angela ginton	Clayton	NC	27520	10/15/2023
Skylar Blackman	Clayton	NC	27520	10/15/2023
Isabel Blood	Clayton	NC	27520	10/15/2023
Beth Wittson	Clayton	NC	27520	10/15/2023
Rachel Harju	Clayton	NC	27527	10/15/2023
Steven Anderson	Clayton	NC	27520	10/15/2023
Russell Phillips	Clayton	NC	27527	10/15/2023
Caryn Barnhart	Clayton	NC	27520	10/15/2023
Crystal Cerasi	Clayton	NC	27527	10/16/2023
Timothy Cerasi	Clayton	NC	27520	10/16/2023
Sandra Phillips	Clayton	NC	27520	10/16/2023
Basil Tsiaousopoulos	Clayton	NC	27527	10/16/2023
Courtney Clark	Clayton	NC	27520	10/16/2023
Michelle Gardner	Holly Springs	NC	27540	10/16/2023
Chelsea Lammert	Zebulon	NC	27597	10/16/2023
T J	Bunnlevel	NC	28323	10/16/2023
Kirsten Brian	Clayton	NC	27527	10/16/2023
Jasmine Smith	Clayton	NC	27520	10/16/2023
Charles Jager	Clayton	PA	27520	10/16/2023
Corey Frenzel	Clayton	NC	27520	10/16/2023
Patricia Kiphart	Clayton	NC	27520	10/16/2023
Ryan Berberich	Clayton	NC	27520	10/16/2023
Anonymous Person	Elkhart		46514	10/16/2023
Jan Chin	Sacramento		94203	10/16/2023
Steven Jarvi	Clayton	NC	27527	10/16/2023
Robin Jarvi	Clayton	NC	27520	10/16/2023
Paula Langley	CLAYTON	NC	27527	10/16/2023
Barbara Calton	Clayton	NC	27527	10/16/2023
Kenneth Calton	Clayton	NC	27527	10/16/2023
Wendy Moravec	Clayton	NC	27527	10/17/2023

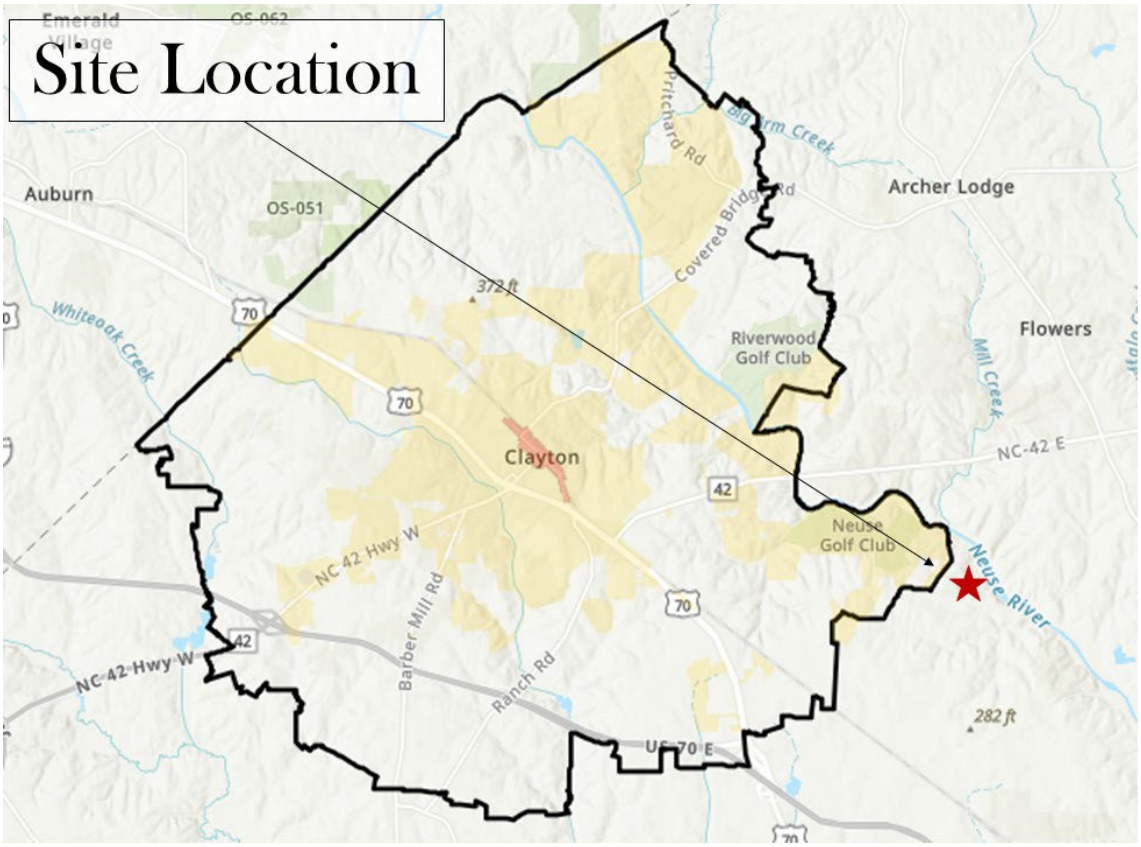
Lisa Perez	Clayton	NC	27520	10/17/2023
Nikki Hansen	Charlotte	NC	28203	10/17/2023
Kelly Janca	Clayton	NC	27520	10/17/2023
ShaunTique Parker	Clayton	NC	27520	10/17/2023
patricia foote	Clayton	NC	27527	10/17/2023
Anne Marie Hunter	Fuquay-Varina	NC	27526	10/17/2023
Christopher Maungyoo	Raleigh	NC	27607	10/18/2023
Larry Green	Clayton	NC	27527	10/18/2023
Danny Belvin	Clayton	NC	27527	10/18/2023
Steven Runyon	Clayton	NC	27527	10/18/2023
Chris Anderson	Clayton	NC	27527	10/18/2023
LISA Coats	Raleigh	NC	27610	10/18/2023
Cash Orsega	Smithfield	NC	27577	10/18/2023
Whit Wooten	Clayton	NC	27527	10/18/2023
Andrew Honeycutt	Clayton	NC	27527	10/18/2023
Leigh Narron	Clayton	NC	27520	10/18/2023
Joanne Calzaretta	Clayton	NC	27527	10/18/2023
James Bahamonde	Clayton	NC	27527	10/18/2023
Robert Glenn Craig	Clayton	NC	27257	10/18/2023
Beth Marcom	Cameron	NC	28326	10/18/2023
Lisa Dickerson	Clayton	NC	27527	10/18/2023
Jennifer Williams	Smithfield	NC	27577	10/18/2023
Dave Carpenter	Garner	NC	27529	10/18/2023
Melanie James	Clayton	NC	27520	10/18/2023
Erica Gammon	Clayton	NC	27520	10/18/2023
Jenifer Koerner	Clayton	NC	27527	10/18/2023
Patricia Gay	Clayton	NC	27520	10/18/2023
Keith Ziomek	Garner	NC	27529	10/18/2023
Elandi Mariano	Clayton	NC	27526	10/18/2023
Amanda Vazquwz	Clayton	NC	27527	10/18/2023
Erin Bell	Clayton	NC	27527	10/18/2023
Lorna Stephenson	Angier	NC	27501	10/18/2023
Jennifer Sox	Clayton	NC	27527	10/19/2023
Heida Moore	Smithfield	NC	27577	10/19/2023
Lakisha Butler	Charlotte	NC	28203	10/19/2023
REGINA Faison	Selma	NC	27576	10/19/2023
Colleen Runyon	Clayton	NC	27527	10/19/2023
Kelly Burbage	Clayton	NC	27527	10/19/2023
Gretchen Weakley	Clayton	NC	27520	10/19/2023
Robert and Rosalba O'Shea	Clayton	NC	27520	10/19/2023
Laura Mlott	Clayton	NC	27520	10/19/2023
Wendy OConnor	Clayton	NC	27527	10/19/2023
Cassie Otto	Clayton	NC	27520	10/19/2023

Ashley Council	Clayton	NC	27520	10/19/2023
Scott Council	Clayton	NC	27520	10/19/2023
Tiffany Santopietro	Clayton	NC	27520	10/19/2023
Polly Ferguson	Clayton	NC	2752	10/19/2023
Arthur Bowling	Clayton	NC	27527	10/19/2023
Fran Riddick	Clayton	NC	27527	10/19/2023
Daniel Edelen	Clayton	NC	27527	10/20/2023
Lorraine Lellyo	Clayton	NC	27527	10/20/2023
Robert Gustavson	Fuquay-Varina	NC	27526	10/20/2023
Barnes Paula	Clayton	NC	27527	10/20/2023
Greg Klein	Clayton	NC	27527	10/20/2023
Anne Bell	Garner	NC	27529	10/20/2023
TRacey Swann	Garner	NC	27529	10/20/2023
G. Diane Matthews-Marcelin	Carson		90746	10/20/2023
Kristen Bowen	Clayton	NC	27527	10/20/2023
Leslie Marion	Clayton	NC	27527	10/20/2023
Allyson Oswandel	Clayton	NC	27527	10/20/2023

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

VINSON RD CONDITIONAL ZONING

Project #:	2022-195-CZM	**Location:**	Vinson Road across from Windsor Green Estates
Applicant:	TMTLA ASSOCIATES	**Project Type:**	Conditional Zoning with Master Plan
Property Owner(s):	POOLE FARM, LLC & ROCKY BRANCH FARM, LLC	**Proposed Use:**	Residential
Staff Planner:	Bruce Venable, Planner I	**TAG #(s):**	05J05011V & 05J05030F



PROJECT SUMMARY

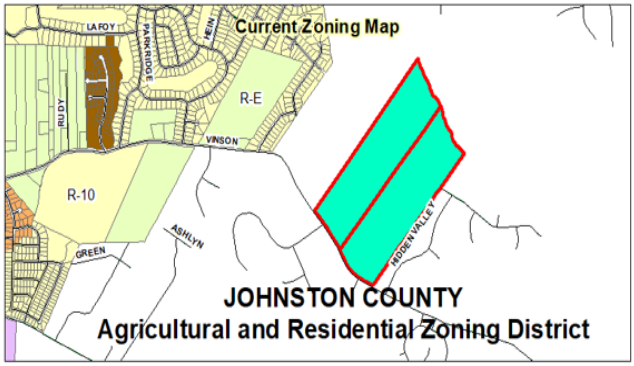
The site is located off Vinson Road outside the Town's ETJ. The applicant has also petitioned for annexation into the Town and has requested to rezone the above-referenced parcel from Johnston County's Agricultural Residential (AR) to Conditional Zoning-Residential Zoning District (CZ-R), which is approximately +/- 146.26

acres in size. This project originally went before the Town of Clayton Planning Board on September 25, 2023, where it was continued until November 27, 2023. The applicant had requested the continuation in order to address concerns brought up in the public comment section. Items such as consistency with surrounding character, traffic, and potential stormwater impacts. The applicant then reduced the scope of their project to be more in line with the Town's FLUM and the 2045 Comprehensive Growth Plan. The current proposed Conditional Zoning District would allow for up to 373 units, or a density of 2.5 units per acre, and less than 25% of those units would be Single-Family-Attached Units (Townhomes). This site is located within the Watershed Protection Overlay District.

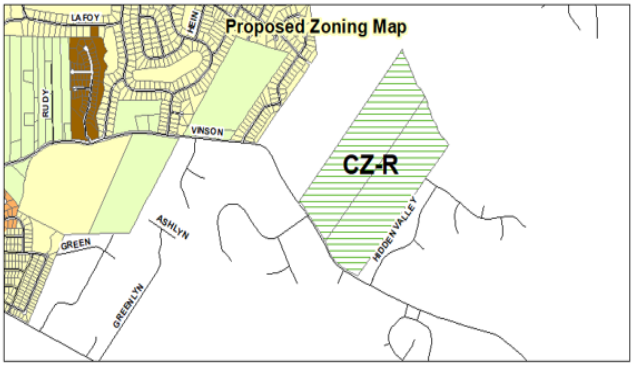
LAND USE REVIEW

SITE DATA:
Acreage: +/- 146.26 acres
Existing Use: Residential/Vacant

CURRENT ZONING MAP



PROPOSED ZONING MAP



AERIAL MAP



TABLE 1: COMPARISON OF SURROUNDING PROPERTIES		
Direction	Zoning	Existing Use
North	Agricultural Residential (AR)	Residential
South	Agricultural Residential (AR)	Residential
East	Agricultural Residential (AR)	Residential
West	Agricultural Residential (AR)	Residential

Consistency with the 2045 Comprehensive Growth Plan

The subject parcels of land to be rezoned are not represented in the 2045 Comprehensive Growth Plan, but they are present within the Johnston County's Future Land Use Map. The Johnston County Future Lane Use Map identifies this area as "Low Density Residential", and the area within the ETJ closest to these parcels is identified as "Low Density Residential" on the Town's Future Land Use Map. The conditional rezoning request would be inconsistent with the Low-Density Residential future land use designation as defined in the 2045 Comprehensive Growth Plan.

LDR

Low Density Residential (LDR)

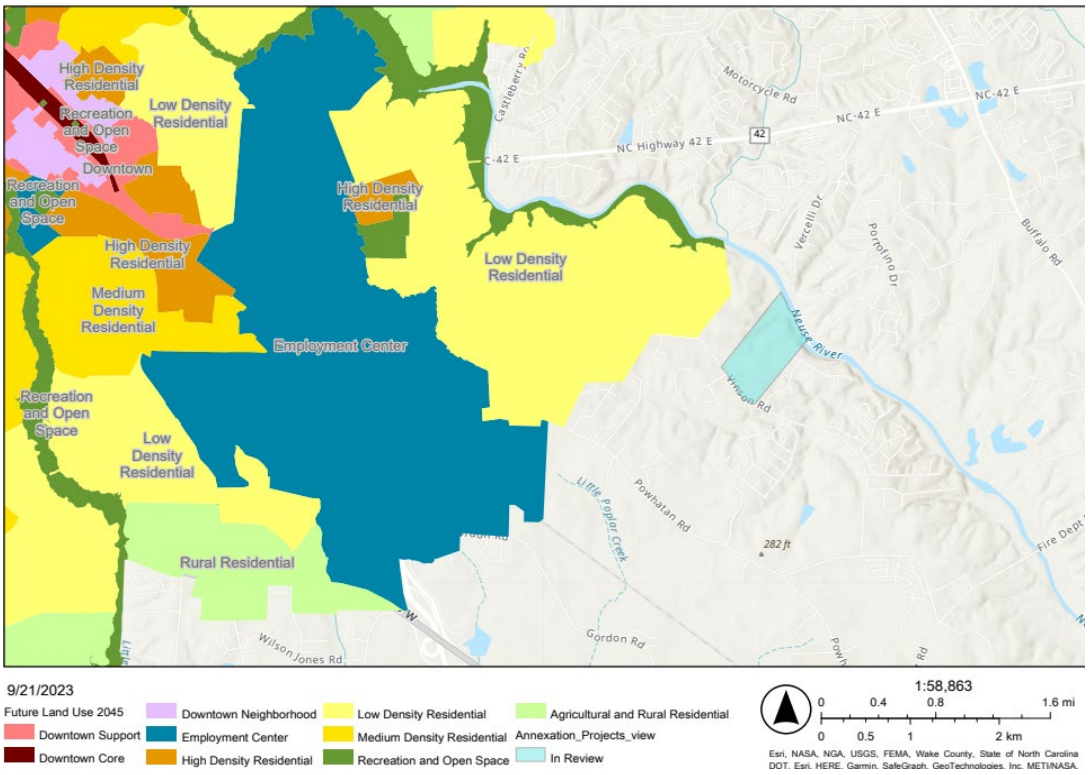


Areas designated as Low-Density Residential are intended to remain predominantly suburban in character and provide for low-density, single-family residential development on smaller lots than those in Rural Residential areas. However, a mix of residential housing types may occur under a conditional zoning district to support conservation of open space, as long as a gross density of 3 units per acre is not exceeded.

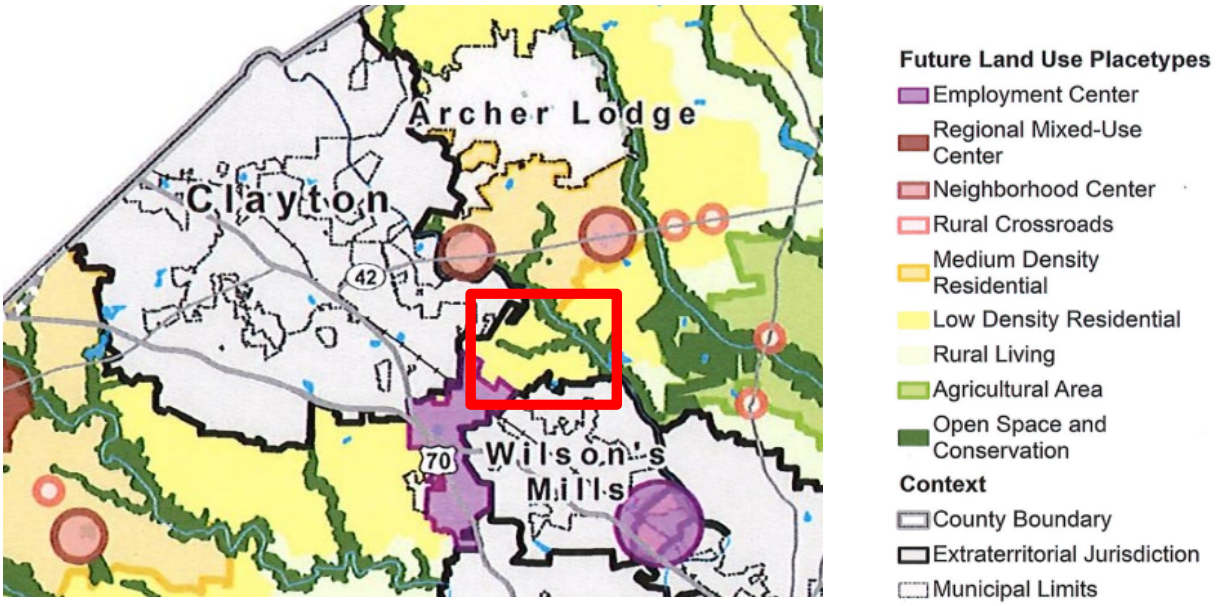
- **Gross Residential Density*:** ≤3 units/acre
- **Unit Type:** Mostly single family detached homes, generally less than 25% attached units
- **Open Space:** Minimum of 25%**. Open space should be a mix of preserved natural features with passive recreation such as greenways and trails and more formal or developed open space such as common greens, playgrounds or sports fields.

Future Land Use Maps

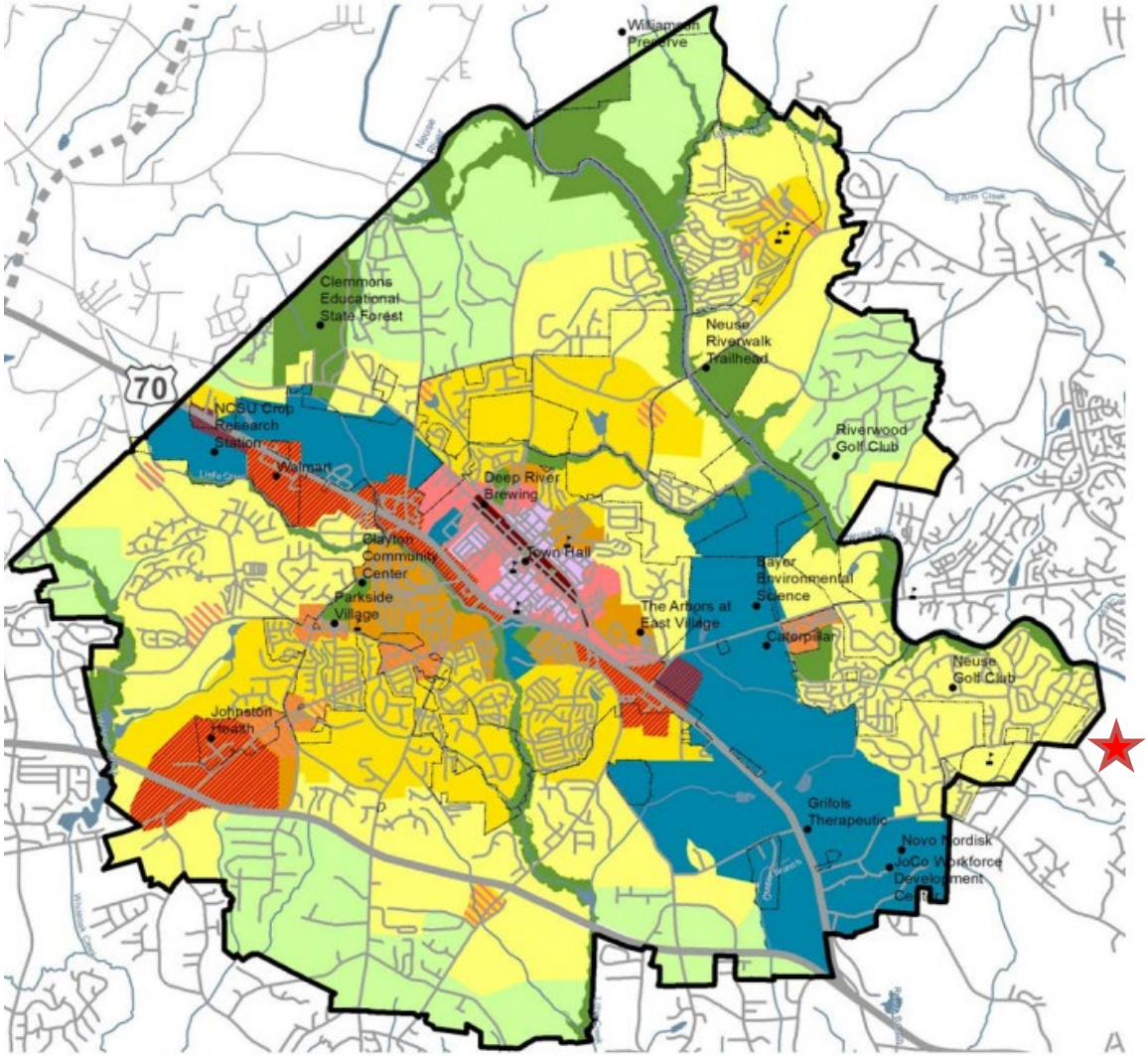
2045 Comprehensive Growth Plan Land Use Map (Town of Clayton)



Envision Johnston Future Land Use Map (Johnston County)



2045 Comprehensive Growth Plan Land Use Map - Overall



Development Data

Proposed Uses:	Residential (single-family detached and townhome homes)
Proposed Density:	Up to a maximum of 373 units are proposed at an overall proposed residential density of 2.55 units/acre for the development.
Fire Protection:	Wilson Mills (Current)

Access/Streets:	2 standard access points and 1 emergency gated access point will be provided from along Vinson Road
Water/Sewer Provider:	Town of Clayton
Electric Provider:	Duke Energy Progress

Lot Dimensional Standards:

Original Lot Dimensional Standards (Presented to Planning Board on 9/25/23):

	Current Zoning		Conventional Zoning		Proposed Zoning	
	AR[1]	R-E[2]	R-10[3]		CZM	
			Single Family Detached	Single Family Attached	Single Family Detached	Single Family Attached
Min. Lot Size	30,000 SF	25,000 SF	8,000 SF	4,000 SF	6,000 SF	4,000 SF
Min. Lot Width	N/A	80 ft.	50 ft.	25 ft.	48 ft.	21 ft.
Max. Lot Coverage	N/A	35%	35%	35%	35%	35%
Max. Impervious	N/A	50%	50%	50%	50%	50%
Density (Per Acre)	1.5	1.7	5	10	3.12	
Front Setback	20	35	25	25	20	25
Side Setback	10	15	6	15	6	6
Side Street Setback	20	25	15	15	10	10
Rear Setback	10	30	15	15	15	15

[1] *Johnston County Zoning District*
[2] *The current zoning district, AR, is a Johnston County zoning district. Staff has provided dimensional standards for the zoning district most similar Town of Clayton Zoning District*
[3] *Dimensional Standards required in the conventional zoning district most similar to the applicant's proposal.*

New Lot Dimensional Standards (Presented to the Planning Board 11/27/23).

	Current Zoning		Conventional Zoning		Proposed Zoning	
	AR[1]	R-E[2]	R-10[3]		CZM	
			Single Family Detached	Single Family Attached	Single Family Detached	Single Family Attached
Min. Lot Size	30,000 SF	25,000 SF	8,000 SF	4,000 SF	6,000, 7,000, 8,000, SF	4,000 SF
Min. Lot Width	N/A	80 ft.	50 ft.	25 ft.	52', 62, 72, ft.	21 ft.
Max. Lot Coverage	N/A	35%	35%	35%	35%	35%
Max. Impervious	N/A	50%	50%	50%	50%	50%
Density (Per Acre)	1.5	1.7	5	10	2.78	
Front Setback	20	35	25	25	20	25
Side Setback	10	15	6	15	6	6
Side Street Setback	20	25	15	15	10	10
Rear Setback	10	30	15	15	15	15

[1] *Johnston County Zoning District*
[2] *The current zoning district, AR, is a Johnston County zoning district. Staff has provided dimensional standards for the zoning district most similar Town of Clayton Zoning District*
[3] *Dimensional Standards required in the conventional zoning district most similar to the applicant's proposal.*

Landscape Buffer Requirement:

The proposed master plan includes a 15' landscape buffer around the perimeter of the project boundary as required per §155.203(L)(1)(i). The buffer will include opaque screening consisting of a wall, fence, berm, evergreen hedge, or a combination thereof. The development will also include street trees meeting the requirements in the UDC.

Trip Generation:

LAND USE (ITE Code)	INTENSITY	DAILY TRIPS (VPD)	WEEKDAY AM PEAK HOUR (VPH)		WEEKDAY PM PEAK HOUR (VPH)	
			Enter	Exit	Enter	Exit
Single Family Detached Housing (210)	255 units	2,387	42	130	151	89
Single Family Attached Housing (215)	210 units	1,150	32	72	70	52
Total Trips		**3,937**	**77**	**202**	**221**	**141**

Required Transportation Improvements:

The proposed site is to be developed within three years by the year 2025. The proposed development will be accessed by one full-movement driveway on each side of Glen Laurel Road and one full-movement driveway on Vinson Road. Table 1 shows the projected trip generation for the proposed development. The trip generation was based on rates published in the ITE Trip Generation Manual, 11th Edition.

NC 42 and Glen Laurel Road

- Signal modification plan to allow for an eastbound right-turn lane overlap phase (coordinated with NCDOT).

Glen Laurel Road and Vinson Road

- An exclusive southbound left-turn lane with at least 500 feet of full width storage with appropriate deceleration and taper if right-of- way is available.
- An exclusive northbound left-turn lane with at least 275 feet of full width storage with appropriate deceleration and taper if right-of- way is available.

Vinson Road and Windsor Green Drive/Site Drive 1

- Construct Site Drive 1 with one ingress and one egress lane striped as a shared left-/through/right-turn lane.
- Provide an exclusive eastbound left-turn lane with at least 100 feet of full width storage with appropriate deceleration and taper.
- Provide stop control for the southbound approach (Site Drive 1).

Vinson Road and Rainwater Court/Site Drive 2

- Construct Site Drive 2 with one ingress and one egress lane striped as a shared left-/through/right-turn lane.
- Provide an exclusive eastbound left-turn lane with at least 100 feet of full width storage with appropriate deceleration and taper.
- Provide stop control for the southbound approach (Site Drive 2).

Public Utilities:

Public water and sewer servicing all lots shall conform to Town of Clayton Public Works and Utilities Department requirements. The project will connect to an existing Johnston County Public Utilities 8" waterline along Vinson Road, which exists within the proximity of the project area. Public Sewer will be accessed via the Summerlyn Pump Station. There is a new pump station planned (which will either be sized for this basin or a regional station for the Town) which will allow for future expansion of the sewer basin.

Allocation of wastewater for the proposed development will come from Town Council action following consideration of the Conditional Zoning District. The Wastewater Allocation Policy requires a project score of a minimum of 50 points from the provided Allocation Criteria worksheet. The proposed project will exceed the 50-point minimum from a combination of being a mixed-residential development (25 pts), a residential future tax status (5 pts), being a residential subdivision with amenities included (15 pts), providing multiple-car garages (5 pts) and overflow parking (5 pts), including masonry elements in the building construction (10 pts), and sustainable/high energy efficiency appliances are proposed to be used (15 pts).

The proposed development will request consideration of a total wastewater allocation of 114,250 GPD from the Town Council and the Water and Wastewater Allocation Request has been submitted to run parallel with this application. This flow will not be available until the new Sam's Branch Water Reclamation Facility comes online in 2025.

Streets:

The proposed master plan proposes approximately thirteen (13) new public streets, two (2) intersections with existing State Roads, and one (1) emergency access easement to Vinson Road. Per UDO Sec. 155.400(i) and comment from the master plan review, stub roads to adjacent properties have been added. New streets will be constructed and dedicated to the Town as Public Streets.

Architectural Standards:

The style of buildings will be any variety of the following: Craftsman, Traditional, Colonial, Neoclassical. The intent is to foster multiple styles to create a community that is not monotonous.

Predominant exterior building materials shall be high quality materials, including brick, wood, stone, fiber cement, and/or wood composite. The front façade of all units shall have a minimum of 25% masonry (brick or stone). Vinyl siding shall be prohibited but vinyl accents, such as windows, shall be permitted.

Foundations for single family detached shall be crawl space or stem wall. Townhomes shall have slab on grade foundation.

A varied color palette shall be utilized on homes throughout the subdivision and shall include siding, trim, shutter, and accent colors complementing the siding colors.

Single Family Detached: No two consecutive single-family homes shall contain the exact same front elevation regarding materials or color palette. Single family homes directly across the street from each other shall not have identical façades regarding materials or color palette.

Single Family Attached (Townhomes): No two consecutive townhome buildings shall contain the exact same front elevation regarding materials or color palette.

Cabana (or clubhouse) shall contain a minimum of 15% masonry on the front façade.
A mail kiosk for the single-family detached units shall be located adjacent to the pool and cabana pending USPS approval.

Renderings of the architectural elevations were not provided by the applicant.

Conditional Rezoning Approval Criteria:

1. Consistency with the adopted plans of the Town.

   Applicant Response: *The Vinson Road conditional zoning request is either consistent with, or in the spirit of, all adopted plans and policies of the Town. Our proposal is asking for a maximum of 3.12 dwelling units per acre, which is just slightly higher than the Low-Density Residential threshold. We understand that this exceeds the threshold for density noted in the 2045 Growth Plan, but our development includes roughly 40% open space. Vinson Road strives to balance the need for both quantity and a mix of housing types with preservation of open space. See Sec. 12 and 13 of this narrative for more information.*

   Staff Commentary: The site is not located within the Town's 2045 Comprehensive Growth Plan or the Town's Planning Jurisdiction. It is, however, within Johnston County's Future Land Use Map, and it is projected as Low-Density Single-Family Housing. Staff would agree that, were it to be included in the 2045 Comprehensive Growth Plan for the Town of Clayton, Low Density Residential use, along with Recreation and Open Space use, would be well suited for the subject area. Considering this, the project is inconsistent with the 2045 Comprehensive Growth Plan by exceeding the maximum of 3 units/acre and consisting of over 25% Single-Family Attached.

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

   Applicant Response: *The subject property is suitable for the proposed uses. This proposed development is in an area where other existing residential development are located to the north, south, east, and west of our proposal. Policy LU 3.1 encourage a range of housing types – we are filling that need with the inclusion of both single family detached and townhome units. The two lots that are part of our proposal are both currently zoned RA and are located in the County. In addition to our proposed rezoning request, we are also requesting annexation into the Town limits. Although the county zoning would allow for less density overall, bringing these two lots into the Town of Clayton town limits will allow for development to occur that is similar to other existing developments in the area.*

Staff Commentary: Current Johnston County zoning would not permit such a project, as it limits residential development to single family detached, two-family dwellings (duplex), and two-unit townhouses. Townhomes with groups larger than two would not be permitted under current zoning without a Special Use Permit as a Planned Development. Furthermore, development within the district is limited to a density of 1.45 units/acre. The proposed Conditional Zoning District proposes a higher density than what is proposed for this area, including the percentage of single-family attached units.

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

   Applicant Response: *Policy LU 3.1 encourages a range of housing types – we are filling that need with the inclusion of both single family detached and townhome units. We are filling a need the Town has noted in the Town of Clayton 2045 Growth Plan.*

   Staff Commentary: The proposed project would help with the demand for housing within the Town.

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.

   Applicant Response: *Adequate facilities are either existing or will be improved to meet the demands of our proposal.*

   Schools: Our development is expected to feed into the Johnston County School System. According to the Johnston County Public Schools website, our project would be district for the following schools: Powhatan Elementary, Riverwood Middle School, and Clayton High School. Riverwood Elementary and Clayton High School are both on the 2023-2024 Capped Schools list for Johnston County. Powhatan Elementary was removed from the 2023-2024 Capped Schools list.

   Roads: The road network internal to our development will be public and all roads will be designed to the Town of Clayton specifications for roadway design. We have an alternate road section for our stream crossing, which will allow for residents at the back of the development to exit the development should one of the lanes be blocked. Our development provides a stub to the vacant property to the west for connection upon development, as well as a stub to the existing neighborhood to the east (should that neighborhood want to connect to our development in the future).

   Recreational Facilities: Our request will meet or exceed the requirement for recreational facilities for our development. Our proposal commits to including a cabana/pool amenity area, as well as a minimum of two of the following amenities: dog park, tot lot/playground, multi-use field, picnic gazebo, disc golf, pickle ball court, tennis court, mini park, plaza, square, green, private greenway or trails, or community garden.

With regard to open space as a whole, our development will have over 40% open space. This is due to the protection of various environmental features on this development, such as stream buffers and floodplain.

With regard to the public recreation open space requirement, this development shall utilize the Fee-In-Lieu. Fee in lieu amount shall be as noted in the Unified Development Code (UDC) at time of first plat.

Wastewater Treatment and Water Supply Facilities: This development has access to water via the 8" Johnston County water line that exists in Vinson Road. As part of our zoning request, we are adding the following condition to address wastewater treatment:
Prior to the approval of construction drawings, the developer shall validate the adequate capacity in the downstream wastewater infrastructure, pump stations and forcemain, to accommodate the proposed flow for the project. If adequate downstream capacity is not available, the applicant will complete any pump station or forcemain improvements in coordination with Town staff to accommodate the proposed flow.

Stormwater Drainage Facilities: The Vinson Road development will meet all applicable requirements and standards as described in the Town of Clayton Stormwater Design Manual and Town of Clayton Stormwater Ordinance, as well as meet all State regulations for stormwater management.

Staff Commentary: The proposed development would be Johnston County schools. The elementary school and middle school which service the area are not on the County's "capped" list for 2023-2024. However, the high school which serves this area is on the "capped" list. Access to the development will be provided on Vinson Road, with an internal network of streets being constructed providing access to the homes. The development will be required to meet the Town's Recreation and Open Space requirements in Section 155.203(I), and in addition will provide a recreation center/cabana/pool area. They will also provide two other active recreation amenities outlined in greater detail within Condition 10 on Conditions of Approval. The development will also provide approximately 58 acres of open space, a large portion of which is present within flood hazard areas. The development will be required to meet the requirements in the Town's Stormwater Ordinance. The property has access to public water along Vinson Road and will access the sewer via the Summerlyn Pump Station. The development is required to construct a new pump station and offsite improvements for the expansion of the sewer basin, which they have planned.

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

   Applicant Response: *The legal purposes for which zoning exists are not being contravened as a result of our rezoning request.*

   Staff Commentary: The applicant has followed the procedure as outlined in Section 155.203 Part 3 and 155.705. All Town of Clayton processes and procedures have been and will be followed throughout the rezoning process.

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.

   Applicant Response: *This project will have no adverse effect upon adjoining property owners. The surrounding properties are either residential or vacant. Our development includes townhomes, to help diversify the type of housing available in Clayton, but we've purposefully located the townhomes in the middle of our project to buffer from adjacent existing single family detached development.*

   Staff Commentary: It is the understanding of staff there will be no adverse effect upon the adjoining property owners by this project. The proposed development will consist of a cluster of higher density residential development in the form of townhomes in the center with the higher intensity insulated by surrounding lower density residential development. This method of insulating the higher density housing from surrounding, existing low density single family detached use could be seen as softening any adverse effect upon adjoining property owners.

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.

   Applicant Response: *No group will benefit materially to the detriment of the general public from this Rezoning request nor development of the Property.*

   Staff Commentary: While the owners/developers may benefit from the development, staff believe that with the proposed conditions there will be no detriment to the general public.

Master Plan Approval Criteria:

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

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

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

Considerations:

- The Town Council shall consider the recommendation of the Planning Board and the Planning Director.
- The Town Council shall approve, approve with conditions, or disapprove the conditional zoning district. Any additional, revised, or deleted conditions from those below must be signed or declined by the applicant prior to the Council rendering a decision.
- Concurrently with adopting, denying or remanding any conditional zoning district, the Town Council shall adopt a statement describing whether its action is consistent with the adopted plans and policies of the Town and explaining why the Town Council considers the action taken to be reasonable and in the public interest.
- If the conditional zoning district is not consistent with the 2045 Comprehensive Growth Plan and is approved, the 2045 Comprehensive Growth Plan Future Land Use Map will be considered amended to match the proposed conditional zoning district.
- If approved, the conditional zoning district, master plan and narrative will be recorded with the Johnston County Register of Deeds and shall guide future development for this land. The conditional zoning district, master plan, and narrative shall not expire, and will run with the land.

Staff Recommendation

On November 27, 2023, during a public meeting, Town Staff recommended DENIAL to the Planning Board based on the following inconsistencies:

Inconsistency Statement:

The rezoning request is inconsistent with the Town of Clayton 2045 Comprehensive Growth Plan, Future Land Use Map and Unified Development Code in that:

1. The development is located outside of the Town's Planning Jurisdiction and is not included in the 2045 Comprehensive Growth Plan or Future Land Use Map. REMAINS INCONSISENT.
2. The proposed Conditional Zoning District is inconsistent with Conditional Zoning District approval criteria #2 "Suitability of the subject property for uses permitted by the current vs. the proposed conditional district" due to the surrounding zoning districts not permitting a project of such density, by requesting a density nearly double that of the parcels surrounding the subject development on all sides and the percentage of single-family attached units. REMAINS INCONSISENT.

Staff is also concerned that the Town's Future Land Use Map designation of Low-density Residential may not be the most representative of the area and perhaps the designation of Agricultural/Rural Residential (AAR) would be more representative of what this area should be classified as if it were to be included within an amended FLUM (see definition below).

Residential Land Uses

ARR

Agricultural/Rural Residential (ARR)



The predominate existing land uses include low-density residential uses, as well as large tracts of agricultural land. The rural character in these areas can be retained by encouraging only low-intensity uses and context-sensitive rural design. Single family residential at gross densities up to two units per acre are appropriate. Most of these areas rely on septic systems for wastewater treatment, have a limited road network, with some areas within the water supply watershed. These areas are primarily located outside of existing sewer service areas and may or may not have sewer service in the future. Large lots are required if new development is not connected to sewer. Conservation subdivisions, which are subdivisions with smaller lots and more open space, are encouraged if new development is connected to sewer.

- **Gross Residential Density*:** ≤2 units/acre
- **Unit Type:** Single family detached homes
- **Open Space:** Larger lots if on septic systems, minimum of 30+% open space** if lots are under 20,000 square feet and development is connected to town sewer. Open space should primarily be passive and consist of sensitive natural features such as floodplain, wetlands, riparian areas, steep slopes, mature forests, habitat areas, and viewsheds.

Planning Board Recommendation:

On November 27, 2023, during a public meeting, the Planning Board heard extensively from the public during the public comment period of this meeting. Public comment has included concerns related to but not limited to traffic, safety, and incompatibility of the project in terms of density with surrounding developments and on-the-ground zoning districts. A petition of 500+ signatures has been collected by neighboring property owners who are opposed to this development. This petition has been included in this packet.

The Planning Board discussed the comments from the public and whether or not this area is consistent with the Town's 2045 Comprehensive Growth Plan and FLUM.

After discussions, the Planning Board voted to recommend 2022-195-CZM Vinson Road for approval and provided the Town Council with the following statement of Consistency and Reasonableness:

> *"While the request is inconsistent with the Future Land Use Map in the adopted 2045 Comprehensive Growth Plan, in that:*
>
> *• The development is located outside of the Town's Planning Jurisdiction and is not included in the 2045 Comprehensive Growth Plan or Future Land Use Map.*
>
> *• The Future Land Use Map will be updated to be consistent with this rezoning request to an appropriate corresponding land use category, per North Carolina General Statutes, § 160D-605(a).*
> *This action is reasonable and in the public interest, in that:*
>
> *• The surrounding land uses approximate to the Town's Corporate limits are residential uses.*

• The request is compatible with existing zoning and land uses in the area."

Recommend Conditions of Approval (2022-195-CZM)
Vinson Road Conditional Zoning District and Master Plan

1. Following Town Council approval, an electronic copy of the Master Plan and Narrative including the Conditions of Approval shall be submitted to the Planning Department for final approval.

2. The Development shall meet all adopted Town of Clayton Unified Development Code (UDC) requirements, Town of Clayton Engineering and Stormwater design standards, and the North Carolina Fire Code and NFPA Fire standards, except where specifically modified by the approved master plan.

3. The Development shall be constructed in substantial conformance with the Master Plan and Master Plan Narrative as approved by the Clayton Town Council.

4. All parcels subject to the Conditional Zoning and Master Plan shall be annexed into the Town prior to any subsequent development approvals.

5. The developer will be required to pay their proportional share of the Wilsons Mills Fire District Capital Debt to the Town prior to the effective date of the Annexation.

6. The following uses are permitted by-right within the areas identified on the associated Master Plan:
    - Single-Family Detached
    - Single-Family Attached (Townhome)
    - Park
    - Fitness/Recreation Center
    - Utility, Minor

7. The development shall be limited to the following standards:
    - Maximum of 373 total dwelling units
    - Maximum of 91 Single-Family Attached Homes (Townhomes)
    - Maximum number of 282 Single-Family Detached Homes
    - Maximum Density: 2.55 dwelling units per acre

8. Single-Family Detached Dwelling Lot Dimension Standards:
    - Minimum Heated Square Feet: 2,000 Square Feet
    - Minimum Lot Size: 6,000, Square Feet for 52' foot lots.

- Minimum Lot Size: 7,000, Square Feet for 62' foot lots.
- Minimum Lot Size, 8,000, Square Feet for 72' foot lots.
- Maximum Building Height: 35 feet
- Minimum Front Setback: 20 feet
- Minimum Setback from Right-of-Way to Face of Garage: 25 feet
- Minimum Rear Setback: 15 feet
- Minimum Side Setback (Interior Lots): 6 feet
- Minimum Side Setback (Corner Lots): 10 feet

9. A minimum of 15% of the single-family detached homes shall be a minimum of 3,000 square feet ("executive housing").

10. Single-Family Attached (Townhomes) Dimensional Standards:
    - Minimum Heated Square Feet: 1,500 Square Feet
    - Minimum Lot Width: 21 feet
    - Maximum Building Height: 45 feet
    11. Minimum Front Setback: 25 feet
    12. Minimum Rear Setback: 15 feet
    13. Minimum Side Setback (Interior Lots): 6 feet
    14. Minimum Side Setback (Corner Lots): 10 feet

15. All dimensional standards not otherwise modified through these conditions and/or the approved master plan narrative shall meet the applicable requirements within the UDC.

16. The development shall have a minimum of 15 feet wide Class "C" buffer around entire development perimeter with opaque screening.

17. A heavily landscaped berm, in addition to any required Town of Clayton landscape requirement, shall be installed along the frontage of Vinson Road.

18. Each single-family detached home shall have a minimum of a 2-car garage.

19. Each single-family attached (townhome) shall have a minimum of a 1-car garage.

20. The Development shall include a community cabana (or clubhouse) and pool amenity area consisting of at last 15% masonry materials on the front façade.

21. In addition to the community cabana (or clubhouse and pool amenity area, a minimum of two of the following amenities shall be provided:
    - Dog park
    - Tot Lot/Playground
    - Multi-Use Field
    - Picnic Gazebo
    - Disc Golf
    - Pickle Ball Court
    - Tennis Court
    - Mini Park
    - Plaza
    - Square
    - Green Space
    - Private Greenway and/or

Trails

- Community Garden

22. The following Architectural Standards shall be required to be met for all Single-Family House, both attached and detached, uses:
    - All residential building materials shall include brick, wood, stone, fiber cement, and/or wood composite.
    - Vinyl siding shall be prohibited but vinyl accents, such as windows, shall be permitted.
    - All residential units shall have a minimum of 25% masonry on the front façade.
    - Single-Family detached shall have either a crawl space foundation or a stem wall foundation or elevated/raised foundation.
    - Townhomes shall have a slab on grade foundation.
    - No two consecutive single-family detached homes shall contain the exact same front elevation with regard to materials or color palette.
    - Single Family Detached homes directly across the street from each other shall not have identical facades with regard to materials or color palette.
    - No two consecutive townhomes buildings shall contain the same front elevation with regard to materials or color palette.
23. All units within the development shall include sustainable/high efficiency products and appliances, including low E/insulated windows, an Energy Star dishwasher, low VOC paint, and fiber cement siding.

24. The development shall consist of three separately constructed access points. In addition to the two-access points as shown on the approved Master Plan, a third entrance shall be constructed to only to be used for emergencies on Vinson Road. The access construction requirements shall be determined by the appropriate Town departments at the time of Construction Drawings review. This access point shall be gated and always locked.

25. No more than 30 Certificates of Occupancy will be issued within the Development before the second required access point is constructed.

26. No more than 300 Certificates of Occupancy will be issued within the Development before the third required access point (emergency access only) is constructed.

27. Prior to approval of the Construction Drawings, the developer shall validate the adequate capacity in the downstream wastewater infrastructure, pump stations and forcemain, to accommodate the proposed flow for the project. If adequate downstream capacity is not available, the applicant will complete any pump station or forcemain improvements in coordination with Town staff to accommodate the proposed flow.

28. Any proposed wastewater infrastructure (Pump Station, Force Main, and/or Gravity Sewer) required to serve this development shall be designed and constructed to serve the extent of the drainage basin able to be served by such infrastructure.

29. A modified street section for stream crossing noted on Master Plan sheet L-2 shall be provided.

30. The development shall dedicate and construct the required improvements for Vinson Road, along

the property frontage, equal to ½ the ultimate typical section for Vinson Road as listed in the Transportation Plan at the time of this approval. At a minimum, the improvements will consist of roadway widening, curb and gutter, and sidewalk construction.

31. Road Improvements from TIA prepared by Ramey Kemp Associates (with NCDOT approval) to be constructed prior to the recordation of first final plat:

NC 42 and Glen Laurel Road

- Coordinate with NCDOT to develop a signal modification plan to allow for an eastbound right-turn lane overlap phase.

Glen Laurel Road and Vinson Road

- Provide an exclusive southbound left-turn lane with at least 500 feet of full width storage with appropriate deceleration and taper if right-of- way is available.
- Provide an exclusive northbound left-turn lane with at least 275 feet of full width storage with appropriate deceleration and taper if right-of- way is available.

Vinson Road and Windsor Green Drive / Site Drive 1

- Construct Site Drive 1 with one ingress and one egress lane striped as a shared left-/through/right-turn lane.
- Provide an exclusive eastbound left-turn lane with at least 100 feet of full width storage with appropriate deceleration and taper.
- Provide stop control for the southbound approach (Site Drive 1).

Vinson Road and Rainwater Court / Site Drive 2

- Construct Site Drive 2 with one ingress and one egress lane striped as a shared left-/through/right-turn lane.
- Provide an exclusive eastbound left-turn lane with at least 100 feet of full width storage with appropriate deceleration and taper.
- Provide stop control for the southbound approach (Site Drive 2).

32. To the extent of any conflict between the Master Plan, Master Plan Narrative and these conditions, these conditions shall control.

---

1) Application
2) Master Plan Narrative
3) Master Plan
4) Neighborhood Meeting Materials
5) Transportation Impact Analysis (TIA)
6) NCDOT TIA Review
7) TIA APPENDIX
8) Proposed Conditions of Approval
9) Wastewater Allocation Request
10) Neighboring Property Owner Petition.
11) Staff Report Map
12) Staff Report

Motions for Consistency Statements

The Town Council may choose from one of the four suggested motions below.

Staff Recommends the Motion in Red Bold Text

Motion 1: Approval – Consistent with the Future Land Use Map

I make a motion to approve this rezoning request based on consistency with the Future Land Use Map in the adopted 2045 Comprehensive Growth Plan, in that:

- 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 Comprehensive Growth Plan encourages residential uses in this area.
- The request is compatible with existing zoning and land uses in the area.

Motion 2: Approval – Inconsistent with the Future Land Use Map

I make a motion to approve this rezoning request. While the request is inconsistent with the Future Land Use Map in the adopted 2045 Comprehensive Growth Plan, in that:

- The development is located outside of the Town's Planning Jurisdiction and is not included in the 2045 Comprehensive Growth Plan or Future Land Use Map.

This action is reasonable and in the public interest, in that:

- The surrounding land uses approximate to the Town's Corporate limits are residential uses.
- The request is compatible with existing zoning and land uses in the area.

Motion 3: Denial – Consistent with the Future Land Use Map

I make a motion to deny this rezoning request based on consistency with the Future Land Use Map in the adopted 2045 Comprehensive Growth Plan, in that:

- 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 Johnston County zoning designation is preferable to the area.

Motion 4: Denial – Inconsistent with the Future Land Use Map

I make a motion to deny this rezoning request based on inconsistency with the Future Land Use Map in the adopted 2045 Comprehensive Growth Plan, in that:

- **The development is located outside of the Town's Planning Jurisdiction and is not included in the 2045 Comprehensive Growth Plan or Future Land Use Map.**

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 Johnston County zoning designation is preferable to the area.**

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

Ordinance # 2024-01-06

AN ORDINANCE AMENDING THE ZONING ORDINANCE AND ZONING MAP OF THE TOWN OF CLAYTON, NORTH CAROLINA

WHEREAS a petition has been filed with the Town Council of the Town of Clayton requesting an amendment to the Zoning Ordinance and Zoning Map of the Town of Clayton to include in the Conditional Zoning – Residential (CZ-R) zone the property described below, said property formerly being zoned Residential – Estate (RE); and

WHEREAS said property is owned by POOLE FARM, LLC & ROCKY BRANCH FARM, LLC; and

WHEREAS the Planning Board of the Town of Clayton has reviewed the proposed change(s) and made a recommendation thereupon; and

WHEREAS the requested Zoning Map Amendment was advertised in accordance with all requirements of the law; and

WHEREAS a notice of the proposed zoning classification action was mailed to the owner(s) of the parcel(s) of land involved, as shown on the County Tax Listings, and to the owners of all parcels of land abutting that (those) parcel(s) of land and within 100 feet of the subject parcel(s) of land, as shown on the County Tax Listings, by depositing a copy of the same in the United States Mail, first class postage paid, as required by Section 155.702(D) of the Zoning Ordinance of the Town of Clayton and by Section 160D-602 of the General Statutes; and

WHEREAS the said public hearing was actually conducted at 6:00 p.m. on January 16, 2024, wherein a reasonable opportunity was given to all those in attendance to speak either in favor or against the said change or to make relevant comments; and

THEREFORE, after duly considering the matter, THE TOWN COUNCIL OF THE TOWN OF CLAYTON

DOES HEREBY ORDAIN:

SECTION 1. That the Unified Development Code of the Town of Clayton is hereby amended to include in the Conditional Zoning – Residential (CZ-R) zone the following described property:
General Description:
Located along Vinson Road near Windsor Green Drive and Hidden Valley Dr.

Specific Description:
NC Parcel TAG Number: 05J05011V & 05J05030F

SECTION 2. That the official Town of Clayton Zoning Map is hereby amended to include in the Conditional Zoning – Residential (CZ-R) zone the above-described property and will be so marked.

SECTION 3. That if any section, sentence, clause, or phrase of this Ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance.

SECTION 4. The applicant is requesting these recommended conditions of approval (2022-195-CZM, Vinson Road Conditional Zoning District and Master Plan):

1. Following Town Council approval, an electronic copy of the Master Plan and Narrative including the Conditions of Approval shall be submitted to the Planning Department for final approval.

2. The Development shall meet all adopted Town of Clayton Unified Development Code (UDC) requirements, Town of Clayton Engineering and Stormwater design standards, and the North Carolina Fire Code and NFPA Fire standards, except where specifically modified by the approved master plan.

3. The Development shall be constructed in substantial conformance with the Master Plan and Master Plan Narrative as approved by the Clayton Town Council.

4. All parcels subject to the Conditional Zoning and Master Plan shall be annexed into the Town prior to any subsequent development approvals.

5. The developer will be required to pay their proportional share of the Wilsons Mills Fire District Capital Debt to the Town prior to the effective date of the Annexation.

6. The following uses are permitted by-right within the areas identified on the associated Master Plan:
    - Single-Family Detached
    - Single-Family Attached (Townhome)
    - Park
    - Fitness/Recreation Center

- Utility, Minor

7. The development shall be limited to the following standards:
    - Maximum of 373 total dwelling units
    - Maximum of 91 Single-Family Attached Homes (Townhomes)
    - Maximum number of 282 Single-Family Detached Homes
    - Maximum Density: 2.55 dwelling units per acre

8. Single-Family Detached Dwelling Lot Dimension Standards:
    - Minimum Heated Square Feet: 2,000 Square Feet
    - Minimum Lot Size: 6,000, Square Feet for 52' foot lots.
    - Minimum Lot Size: 7,000, Square Feet for 62' foot lots.
    - Minimum Lot Size, 8,000, Square Feet for 72' foot lots.
    - Maximum Building Height: 35 feet
    - Minimum Front Setback: 20 feet
    - Minimum Setback from Right-of-Way to Face of Garage: 25 feet
    - Minimum Rear Setback: 15 feet
    - Minimum Side Setback (Interior Lots): 6 feet
    - Minimum Side Setback (Corner Lots): 10 feet

9. A minimum of 15% of the single-family detached homes shall be a minimum of 3,000 square feet ("executive housing").

10. Single-Family Attached (Townhomes) Dimensional Standards:
    - Minimum Heated Square Feet: 1,500 Square Feet
    - Minimum Lot Width: 21 feet
    - Maximum Building Height: 45 feet
    11. Minimum Front Setback: 25 feet
    12. Minimum Rear Setback: 15 feet
    13. Minimum Side Setback (Interior Lots): 6 feet
    14. Minimum Side Setback (Corner Lots): 10 feet

15. All dimensional standards not otherwise modified through these conditions and/or the approved master plan narrative shall meet the applicable requirements within the UDC.

16. The development shall have a minimum of 15 feet wide Class "C" buffer around entire development perimeter with opaque screening.

17. A heavily landscaped berm, in addition to any required Town of Clayton landscape requirement, shall be installed along the frontage of Vinson Road.

18. Each single-family detached home shall have a minimum of a 2-car garage.

19. Each single-family attached (townhome) shall have a minimum of a 1-car garage.

20. The Development shall include a community cabana (or clubhouse) and pool amenity area consisting of at last 15% masonry materials on the front façade.

21. In addition to the community cabana (or clubhouse and pool amenity area, a minimum of two of the following amenities shall be provided:
    - Dog park
    - Tot Lot/Playground
    - Multi-Use Field
    - Picnic Gazebo
    - Disc Golf
    - Pickle Ball Court
    - Tennis Court
    - Mini Park
    - Plaza
    - Square
    - Green Space
    - Private Greenway and/or Trails
    - Community Garden

22. The following Architectural Standards shall be required to be met for all Single-Family House, both attached and detached, uses:
    - All residential building materials shall include brick, wood, stone, fiber cement, and/or wood composite.
    - Vinyl siding shall be prohibited but vinyl accents, such as windows, shall be permitted.
    - All residential units shall have a minimum of 25% masonry on the front façade.
    - Single-Family detached shall have either a crawl space foundation or a stem wall foundation or elevated/raised foundation.
    - Townhomes shall have a slab on grade foundation.
    - No two consecutive single-family detached homes shall contain the exact same front elevation with regard to materials or color palette.
    - Single Family Detached homes directly across the street from each other shall not have identical facades with regard to materials or color palette.
    - No two consecutive townhomes buildings shall contain the same front elevation with regard to materials or color palette.
23. All units within the development shall include sustainable/high efficiency products and appliances, including low E/insulated windows, an Energy Star dishwasher, low VOC paint, and fiber cement siding.

24. The development shall consist of three separately constructed access points. In addition to the two-access points as shown on the approved Master Plan, a third entrance shall be constructed to only to be used for emergencies on Vinson Road. The access construction requirements shall be determined by the appropriate Town departments at the time of Construction Drawings review. This access point shall be gated and always locked.

25. No more than 30 Certificates of Occupancy will be issued within the Development before the second required access point is constructed.

26. No more than 300 Certificates of Occupancy will be issued within the Development before the third required access point (emergency access only) is constructed.

27. Prior to approval of the Construction Drawings, the developer shall validate the adequate capacity in the downstream wastewater infrastructure, pump stations and forcemain, to accommodate the proposed flow for the project. If adequate downstream capacity is not available, the applicant will complete any pump station or forcemain improvements in coordination with Town staff to accommodate the proposed flow.

28. Any proposed wastewater infrastructure (Pump Station, Force Main, and/or Gravity Sewer) required to serve this development shall be designed and constructed to serve the extent of the drainage basin able to be served by such infrastructure.

29. A modified street section for stream crossing noted on Master Plan sheet L-2 shall be provided.

30. The development shall dedicate and construct the required improvements for Vinson Road, along the property frontage, equal to ½ the ultimate typical section for Vinson Road as listed in the Transportation Plan at the time of this approval. At a minimum, the improvements will consist of roadway widening, curb and gutter, and sidewalk construction.

31. Road Improvements from TIA prepared by Ramey Kemp Associates (with NCDOT approval) to be constructed prior to the recordation of first final plat:

NC 42 and Glen Laurel Road

- Coordinate with NCDOT to develop a signal modification plan to allow for an eastbound right-turn lane overlap phase.

Glen Laurel Road and Vinson Road

- Provide an exclusive southbound left-turn lane with at least 500 feet of full width storage with appropriate deceleration and taper if right-of- way is available.
- Provide an exclusive northbound left-turn lane with at least 275 feet of full width storage with appropriate deceleration and taper if right-of- way is available.

Vinson Road and Windsor Green Drive / Site Drive 1

- Construct Site Drive 1 with one ingress and one egress lane striped as a shared left-/through/right-turn lane.
- Provide an exclusive eastbound left-turn lane with at least 100 feet of full width storage with appropriate deceleration and taper.
- Provide stop control for the southbound approach (Site Drive 1).

Vinson Road and Rainwater Court / Site Drive 2

- Construct Site Drive 2 with one ingress and one egress lane striped as a shared left-/through/right-turn lane.
- Provide an exclusive eastbound left-turn lane with at least 100 feet of full width storage with appropriate deceleration and taper.
- Provide stop control for the southbound approach (Site Drive 2).

32. To the extent of any conflict between the Master Plan, Master Plan Narrative and these conditions, these conditions shall control.

SECTION 5. That this ordinance shall become effective immediately upon its adoption.

Duly adopted this 16th day of January 2024, while in regular session.

_____
Jody L. McLeod
Mayor

ATTEST:

_____
Heidi L. Holland, CMC and NCCMC
Town Clerk

APPROVED AS TO FORM:

_____
Jim Cauley
Town Attorney

Regular Town Council Meeting
Agenda Cover Sheet

Meeting Date	Agenda Location
January 16, 2024	OLD BUSINESS

Item Title

Capital Project Budget Ordinance

Presenter(s)

Robert McKie - Finance 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: No

Applicable General Statute Number: G.S. 159-13.2

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
- ☐ Public Hearing (Not Required by GS)
- ☐ Newspaper Notice (Not Required by GS)
- ☐ Press Release
- ☐ Website

☐ Social Media
☐ Special Mailing
☐ Survey
☒ None Required

Updates Since Previous Presentation

The GO Bond sale will occur on January 23, 2024. The Town's credit rating was affirmed by both Moody's and S&P.

Summary

Capital Project Budget Ordinance for the 2024 GO Bond Issuance to undertake major improvements to Clayton Community Park.

Recommendation

The Executive Team recommends adoption of the resolution.

Funding Source

Proceeds from GO Bond Issuance

Cost

Yes

Corresponding Documentation

Capital Project Budget Ordinance_2024 GO Bonds Park Projects

Submitted By: Robert McKie, Finance Department

Reviewed By:

Robert McKie, Finance Director	Approved - Jan 10 2024
Rich Cappola, Town Manager	Approved - Jan 10 2024
Heidi Holland, Town Clerk	Approved - Jan 11 2024

Ordinance #2024-01-09

TOWN OF CLAYTON
2024 GO BONDS PARK PROJECTS
CAPITAL PROJECT BUDGET ORDINANCE

BE IT HEREBY ADOPTED BY THE TOWN COUNCIL FOR THE TOWN OF CLAYTON that the following ordinance shall be established to undertake major improvements in conjunction with additional site amenities at Clayton Community Park:

Revenues

Line Item	Description	Amount
620-49 31	Recreation GO Debt Issuance	$4,500,000
620-49 85	Due from Capital Project Fund	$1,100,000
	Total	$5,600,000

Expenditures

Line Item	Description	Amount
620-58 21	Site Improvements	$5,600,000
	Total	$5,600,000

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