



The Town of Clayton
Town of Clayton Planning Board Agenda
Monday, March 27, 2017 @ 6:00 PM
Town Council Chambers

1. CALL TO ORDER

2. SWEARING IN/AFFIRMATION OF APPOINTED MEMBERS

- a.
 - Ross Benson
 - Randy Wilkins

3. ROLL CALL

4. ADJUSTMENT OF THE AGENDA

5. APPROVAL OF MINUTES

- a. February 27, 2017 DRAFT Minutes
[February 27, 2017 DRAFT Minutes](#)

6. REPORTS AND COMMENTS

7. OLD BUSINESS

8. NEW BUSINESS

- a. Southeast Area Study

The Southeast Area Study focused on existing and possible future land use patterns, and the impacts of those patterns on transportation systems. Following consideration of current plans and policies, and the goals that have been developed for this area, a Preferred Growth Scenario was constructed to illustrate future land use patterns that would help achieve the area's goals.

[Southeast Area Study](#)
[Implementation Strategies](#)
[CAMPO Southeast Study](#)

- b. 2017-20-RZ Gateway Drive, Lot 6

The applicant is requesting to rezone the subject property from Highway-Business Special Use District (B-3 SUD) to Office-Institutional (O-I). The property is currently vacant.

[Staff Report - Gateway Lot 6 - 2017-20-RZ](#)
[Staff Report Map - Gateway Lot 6 - 2017-20-RZ](#)
[Application - Gateway Lot 6 - 2017-20-RZ](#)
[Neighborhood Minutes - Gateway Lot 6 - 2017-20-RZ](#)

- c. 2017-07-SP Abbington Forest Apartments.

The applicant is requesting Major Site Plan approval to develop 72 apartment units on an existing vacant parcel, zoned Office-Institutional. A Special Use Permit application (2017-08-SUP) is running concurrently with this request.

[Staff Report - Abbington Forest - 2017-07-SP](#)

[Staff Map - Abbington Forest - 2017-07-SP](#)

[Application - Abbington Forest - 2017-07-SP](#)

[Trip Generation Calculations - Abbington Forest - 2017-07-SP](#)

[TIA Recommendations- Abbington Forest - 2017-07-SP](#)

[Site Plan - Abbington Forest - 2017-07-SP](#)

[Elevations - Abbington Forest - 2017-07-SP](#)

[Landscape Plan - Abbington Forest - 2017-07-SP](#)

d. 2017-08-SUP Abbington Forest Special Use Request.

The applicant is requesting a Special Use Permit to allow the use of multi-family apartments to be located on the subject property which is zoned O-I.

[Staff Report - Abbington Forest - 2017-08-SUP](#)

[Staff Map - Abbington Forest - 2017-08-SUP](#)

[Application - Abbington Forrest - 2017-08-SUP](#)

[Additoinal Application Information - Abbington Forrest - 2017-08-SUP](#)

[Neighborhood Meeting Minutes - Abbington Forrest - 2017-08-SUP](#)

9. INFORMAL DISCUSSION AND PUBLIC COMMENT

10. ADJOURN



**The Town of Clayton
Clayton Planning Board Minutes
Monday, February 27, 2017 @ 6:00 PM
Town Council Chambers**

BOARD MEMBERS PRESENT:

Stephen Powers
Marty Bizzell
Frank Price
George "Bucky" Coats
Sarah Brooks
Robert Ahlert
James Lipscomb

STAFF PRESENT:

David DeYoung, Planning & Development
Director
Jay McLeod, Senior Planner
Haley Hogg, Planner
Christy Anastasi, Clerk to the Board
Michael Grannis, Mayor Pro-Tem

MEMBERS ABSENT:

Bob Satterfield, Council Member

1 CALL TO ORDER

- a) The meeting was called to order at 6:00 PM.

2 ROLL CALL

- a) Roll Call

Mr. DeYoung completed roll call. All board members are present as well as Mayor Pro-Tem Grannis. Council Member Satterfield was absent.

- b) Election of Officers

Mr. Price was nominated as Chair and Mr. Ahlert as Vice-Chair for the Planning Board.

ACTION: Election of Officers

Motion: Board Member Coats
Second: Board Member Brooks
Vote: Unanimous

3 ADJUSTMENT OF THE AGENDA

4 APPROVAL OF MINUTES

- a) December 20, 2016 Meeting Minutes

ACTION: Approval of December 20, 2016 meeting minutes.

Motion: Board Member Ahlert

Second: Board Member Bizzell
Vote: Unanimous

5 REPORTS AND COMMENTS

6 OLD BUSINESS

7 NEW BUSINESS

- a) 2017-10-SP Stallings Station Dialysis Expansion.
Presenter: Haley Hogg, Planner

Ms. Hogg stated the applicant is requesting approval to expand the existing office space at the Stallings Station Dialysis Center by adding a 1,741 square foot warehouse and a 1,553 square foot home therapy wing. The applicant is Draper Aden Associates and the owner is Health Systems Management, Inc. The property location is off of Barber Mill Road, just south of the HWY 42 West/Barber Mill intersection. Ms. Hogg stated the expansion will increase the number of seats for the facility, and a home therapy wing will be added to provide a space to teach patients how to administer dialysis at home. The applicant is proposing a sidewalk along Barber Mill Road however; the sidewalk does not meet the property line due to a ditch. The southern portion of the property has 100' of future right-of-way reserved for the future Southern Connector. In order to accommodate the expansion some of the parking will be removed and relocated, and the applicant has submitted a request for an alternative parking plan. Currently the required parking is 57 spaces but the applicant is requesting a waiver for a total of 48 parking spaces. Parking data was submitted to staff for review. Staff is comfortable with the request to modify the parking requirements. Ms. Hogg stated the request for a major site plan and alternative parking plan is generally consistent with the comprehensive Plan 2040 and with the UDC. Staff is recommending approval of the Major Site Plan as well as the alternative parking plan to allow the applicant a total of 48 parking spaces for the facility. Mr. Andrew Mericle and Mr. Jim Swan with Fresenius Medical Care the operator of the Dialysis center were present. The board asked for clarification on parking needed for the patients that will be coming in to visit the therapy wing. Mr. Mericle stated the therapy wing will run similar to the regular treatment station however; the visit can last up to several hours. Mr. Swan stated there would be one additional staff member added to the facility.

ACTION: Approval of Alternative Parking Plan

Motion: Board Member Brooks
Second: Board Member Coats
Vote: Unanimous

ACTION: Approval of 2017-10-SP Stallings Station Dialysis Expansion

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

- b) 2017-05-SP Novo Nordisk ECIA Pump Station.
Presenter: Jay McLeod, Senior Planner

Mr. McLeod, stated the Town is requesting site plan approval to develop a pump station (Minor Utility) to serve in the wastewater infrastructure connected to the Novo Nordisk DAPI Expansion. The property is located on the southwest corner of Powhatan Road and the Railroad corridor. Currently the existing use is vacant. The building will consist of a one story utility building, less than 12 feet tall. Required parking is one space with turnaround and proposed is one space with turnaround. Access will be provided directly from Powhatan Road along a gravel drive. Mr. McLeod stated the request is consistent with the Comprehensive Plan & UDC. David Glover, President of Johnston United Soccer Association asked for clarification on the entryway to the pump station and fencing around the pump station. Mr. David DeYoung stated that the property will only have fencing around the pump station utility building area.

ACTION: Approval of 2017-05-SP Novo Nordisk ECIA Pump Station

Motion: Board Member Brook
Second: Board Members Lipscomb
Vote: Unanimous

- c) 2017-15-RZ Town Property at Amelia Church Road.
Presenter: David DeYoung, Planning & Development Director

Mr. DeYoung stated this property is located at 2115 Amelia Church Road, behind the Amelia Station Apartments. The property acreage is 19.98 +/- . Mr. DeYoung stated the property was recently purchased by the Town as an ongoing economic development project. Currently the property is vacant. The Town is requesting to rezone the property from R-E (Residential Estate) to O-I (Office - Institutional). The property is adjacent to commercial and residential.

The Town will be requesting to annex the property, which will run concurrently with the rezoning request. The proposed rezoning is consistent with the Comprehensive Plan 2040. Staff is recommending approval. Ms. Lisa Price with Drucker & Falk a management company for Amelia Station Apartments inquired as to the use of the property. Mr. DeYoung stated a possible use of the property could be recreational.

ACTION: Approval of 2017-15-RZ Town Property at Amelia Church Road

Motion: Board Member Ahlert
Second: Board Member Bizzell
Vote: Unanimous

- d) 2017-21-OA Chapter 200 Amendment - Use Table and Zoning Districts
Presenter: Jay McLeod, Senior Planner

Mr. McLeod stated the proposed amendment seeks to update use regulations and interpretations as appropriate based on staff's experience and concerns. The proposed amendment focuses primarily on the Use Regulations Table and the definitions within the table in section 155.202 and the Specific Use Standards in Section 155.300 through 155.306.

Mr. McLeod stated the major revisions are to the uses within the zoning districts. Another change is the Planning Director shall be responsible for interpretations of the Official Zoning Map and Future Land Use Map Zoning instead of going to the Board of Adjustment.

The amendments in these chapters seek to provide positive changes regarding land use regulation within the Town of Clayton, and provide further clarity in regards to language, intent, and definitions of specific uses and their appropriate locations. Mr. McLeod stated minor changes are proposed to other chapters of the Unified Development Code as well, in order to correct typos, text, or references, relocate text to more appropriate sections, and provide clarification on language, intent, and definitions as necessary. The request is consistent with the remainder of Chapter 155 and staff is recommending approval.

Discussion about the definition of the word "shed" it is not defined in the Unified Development Code. The Board asked would it be helpful to staff to have the word shed added. Mr. McLeod stated he would discuss this with the Zoning Compliance Officer and staff.

ACTION: Recommend Approval of Amendments to Chapter 200

Motion: Board Member Coats
Second: Board Member Bizzell
Vote: Unanimous

8 INFORMAL DISCUSSION AND PUBLIC COMMENT

9 ADJOURN

a) With there being nothing further, the meeting was adjourned at 6:40 PM

ACTION: Adjourn meeting

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

Frank Price, Chair

ATTEST:

Christy Anastasi, Clerk to the Board

February 27, 2017
Minutes

Southeast Area Study

A representative from Capital Area Metropolitan Planning Organization will give a presentation on the Southeast Area Study.

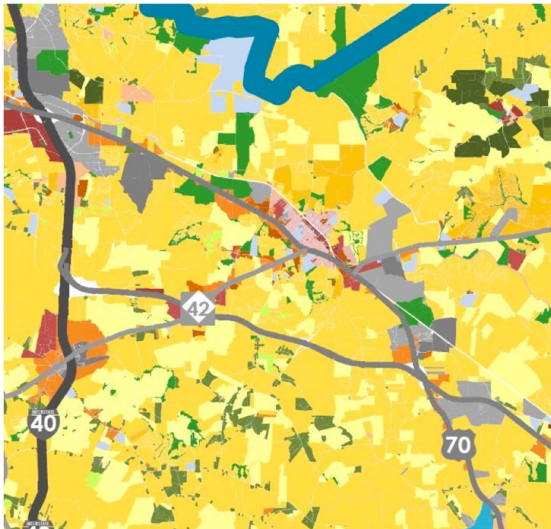
A motion will be taken whether or not to recommend endorsement of the study to Council.

Implementation Strategies

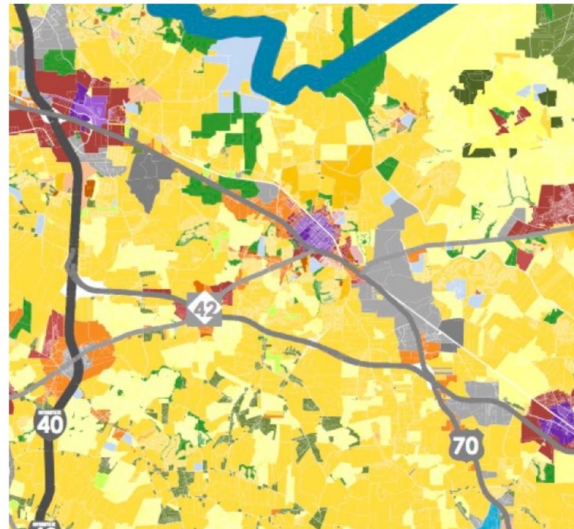
Clayton: March 21, 2017

The Southeast Area Study has focused on existing and possible future land use patterns, and the impacts of those patterns on transportation systems. Following consideration of current plans and policies, and the goals that have been developed for this area, a Preferred Growth Scenario was constructed to illustrate future land use patterns that would help achieve the area's goals. A key feature of the Preferred Scenario is encouraging additional growth that will be occurring to locate in existing town centers and emerging activity areas. Following is a summary of current Land Use Plans that are in place in and around Garner, compared to the draft Preferred Scenario for this same area.

Clayton Area



Current Land Use Plans



SEAS Preferred Scenario

The SEAS identifies and highlights 18 Implementation Strategies for this area that can help area communities work together to achieve the commonly held preferences for land use outcomes. Following discussions of the Preferred Scenario and the 18 Implementation Strategies, four priority strategies have been identified for each of the 13 jurisdictions in the Study Area as being particularly timely and relevant for that individual jurisdiction.

The three Implementation Strategies that are particularly recommended for consideration by Clayton are:

- Encourage Higher Densities in Key Locations
- Encourage Mixed-Use Development
- Coordinate Capital Investment Plans for Key Infrastructure

Descriptions of these strategies appear on the back of this page.

Strategy 1: Encourage Higher Densities in Key Locations

Pursue options to encourage higher densities of residential and non-residential development in key targeted locations.

Benefits:

- Achieve more walkable activity centers.
- Leverage public infrastructure.
- Increase viability of public transit.
- Help reduce development pressures in outlying areas where conservation is an objective.
- Encourage development of residences close to and in balance with jobs.
- Increase focus on land with access to main transportation corridors.

What Can Be Done:

- Identify target areas where permitting higher densities would align with Town goals.
 - Adjust provisions in Unified Development Code to create higher density zoning districts.
 - Adjust zoning map to implement new options.
-

Strategy 2: Encourage Mixed-Use Development

Adjust Clayton regulations to permit and encourage mixed use development in designated activity centers.

Benefits:

- Encourage development with a balanced mix of commercial and residential uses.
- Maximize use of public infrastructure.
- Increase focus on land with access to main transportation corridors.

What Can Be Done:

- Create/amend zoning districts and rules to focus on mixed use opportunities.
 - Amend zoning map.
-

Strategy 3: Coordinate Capital Investments Plans for Key Infrastructure

Coordinate public investment in infrastructure to align with and support future economic growth and land use development plans and maximize joint funding opportunities

Benefits:

- Align commitments for capital investments with long range plans and policies.
- Leverage use of public expenditures to help implement community objectives.
- Coordinate local investments with regional infrastructure investments.
- Minimize conflicts at the edges of planning jurisdictions.

What Can Be Done:

- Update Capital Improvement Plan to align with most recently adopted plans and policies.
- Establish system for annual review and calibration of Capital Improvement Plan.
- Continue and improve mechanisms for joint planning of utilities and infrastructure.

SEAS

SOUTHEAST AREA STUDY

Archer Lodge • Benson • Clayton • Four Oaks • Garner
Kenly • Micro • Raleigh • Selma • Smithfield • Wilson's Mills
Johnston County • Wake County



UPPER COASTAL PLAIN
RURAL PLANNING ORGANIZATION



CAMPO
142 Capital Area Metropolitan Planning Organization

Kimley»Horn

Presentation Overview

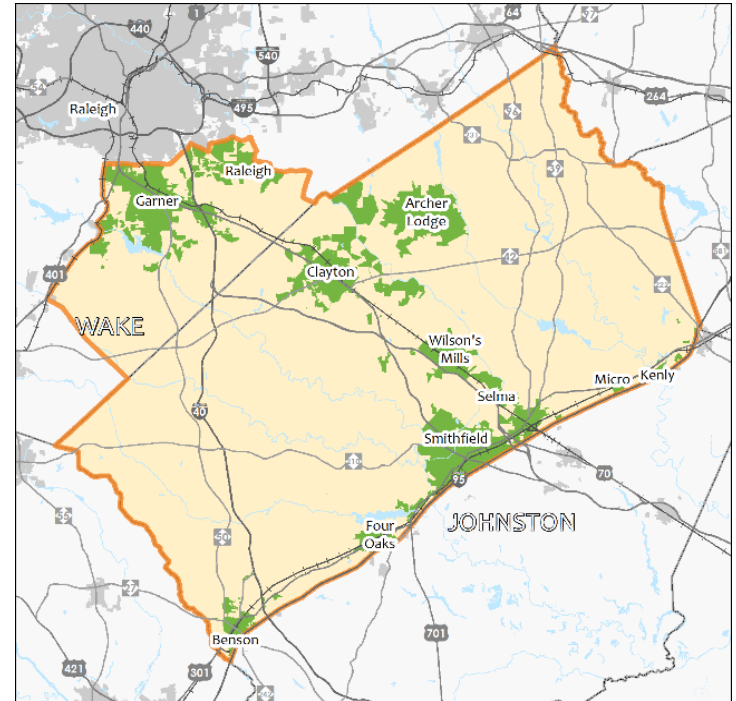
- Project Purpose and Timeline
- Outreach Efforts
- Recommendations
- Best Practices

PROJECT PURPOSE AND TIMELINE

S O U T H E A S T A R E A S T U D Y

What will the study do?

- Update CAMPO's Comprehensive Transportation Plan
- Influence the development of CAMPO's Metropolitan Transportation Plan
- Identify transportation priorities for UCPRPO
- Provide data for future project prioritization efforts



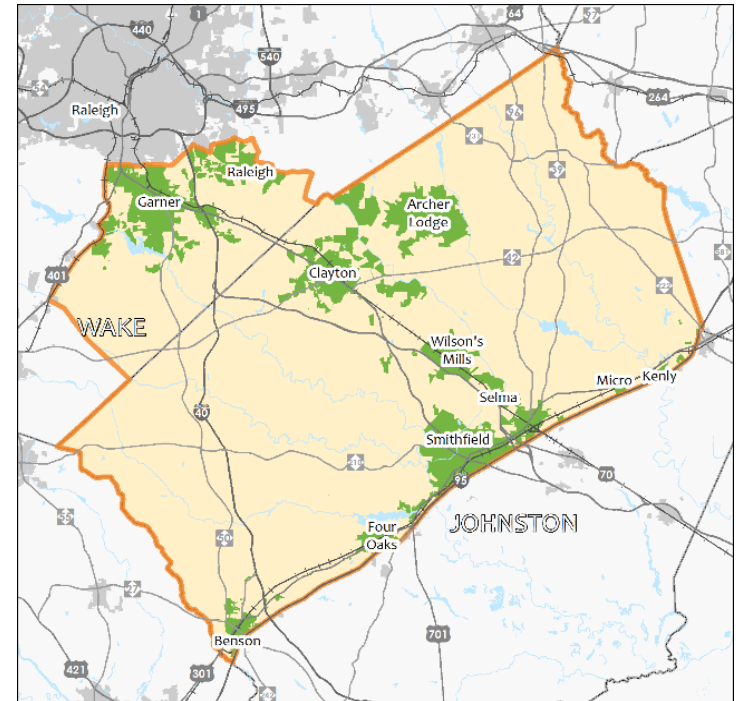
Project Purpose

Project Sponsor:

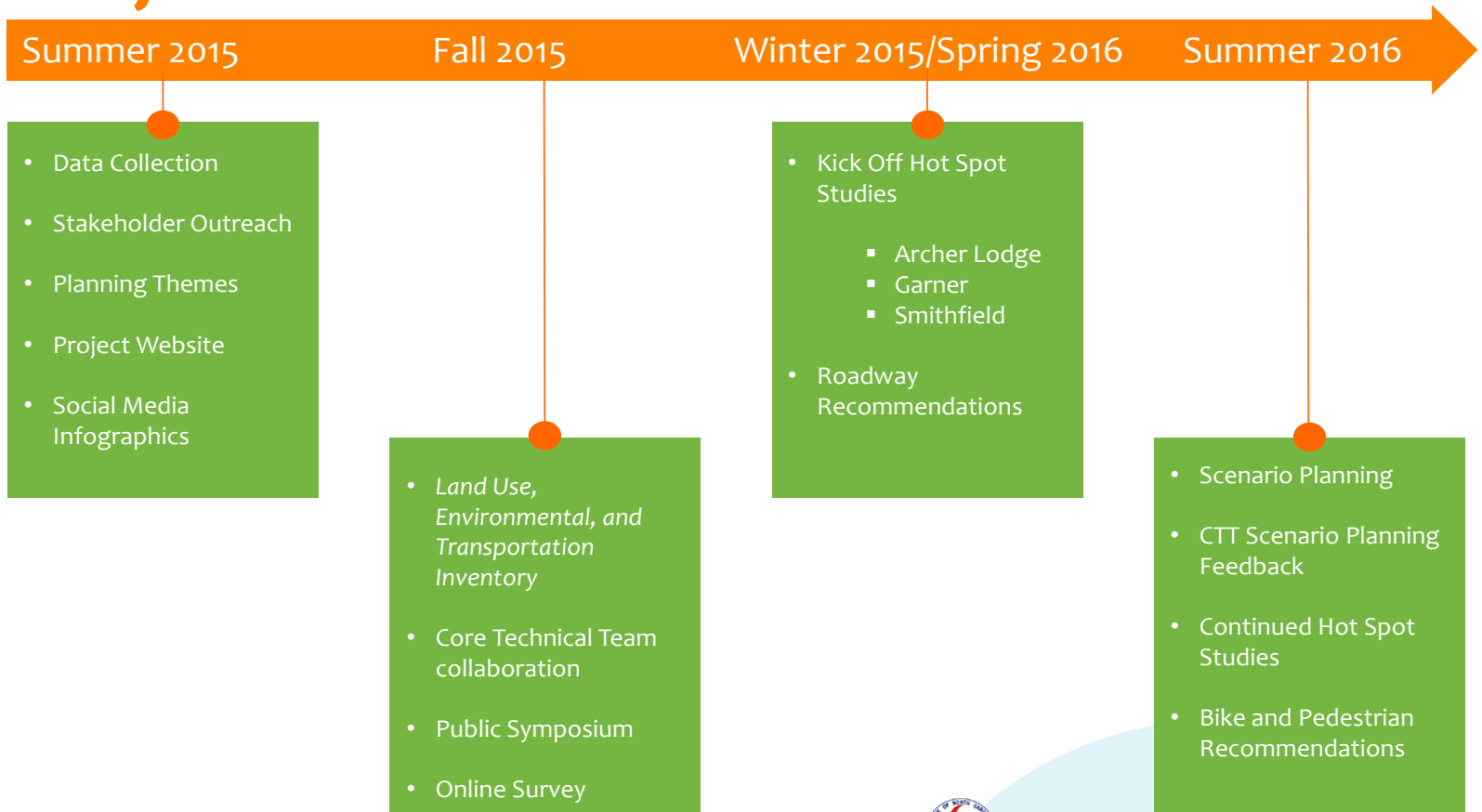
The Capital Area Metropolitan Planning Organization (CAMPO)

Who is included?

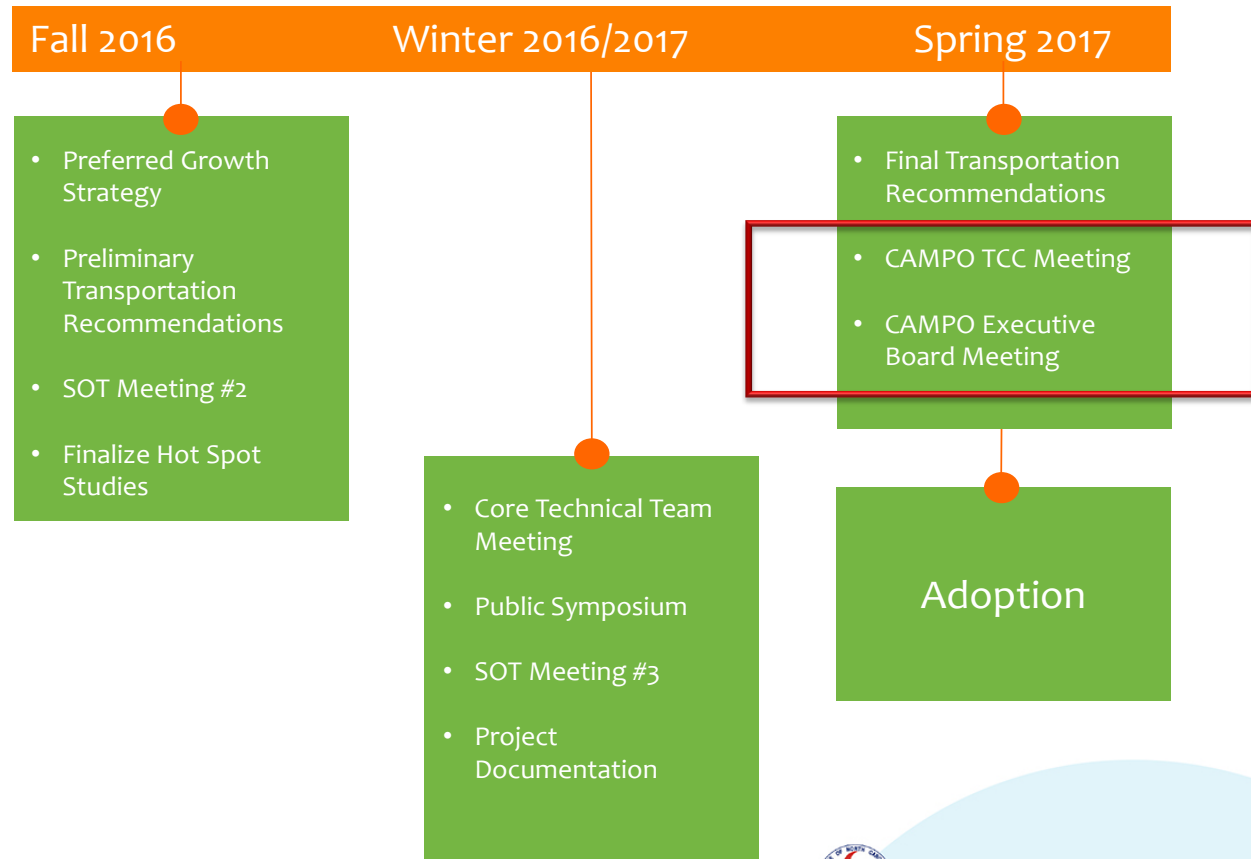
Archer Lodge	Garner	Selma
Benson	Kenly	Smithfield
Clayton	Micro	Wilson's Mills
Four Oaks	Raleigh	Wake County
Johnston County	NCDOT	



Project Timeline



Project Timeline



- Core Technical Team
- Stakeholder Oversight Team
- Public Symposia

OUTREACH EFFORTS

Project Committees

- Core Technical Team (9 meetings)
- Stakeholder Oversight Team (3 meetings)
- Composed of representatives from:
 - Archer Lodge
 - Benson
 - CAMPO
 - Clayton
 - Four Oaks
 - Garner
 - Johnston County
 - NCDOT
 - Raleigh
 - Selma
 - Smithfield
 - TJCOG
 - UCPRPO
 - Wake County
 - Wilson's Mills



Two Public Symposia

- October 8, 2015
- January 12, 2017

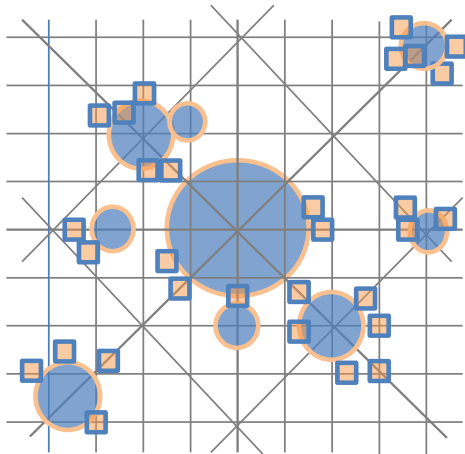


- Preferred Growth Strategy
- Hot Spot Recommendations
- Multimodal Recommendations

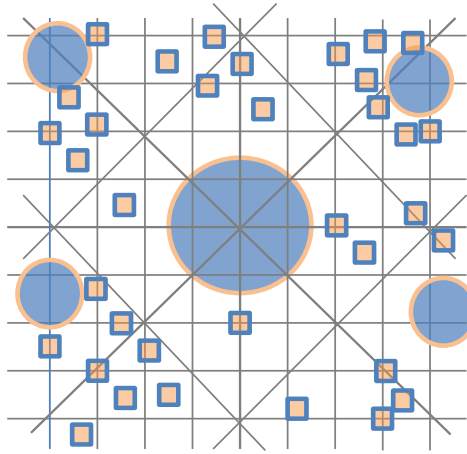
TRANSPORTATION RECOMMENDATIONS

Comparing two alternative futures against a baseline condition of current land use plans...

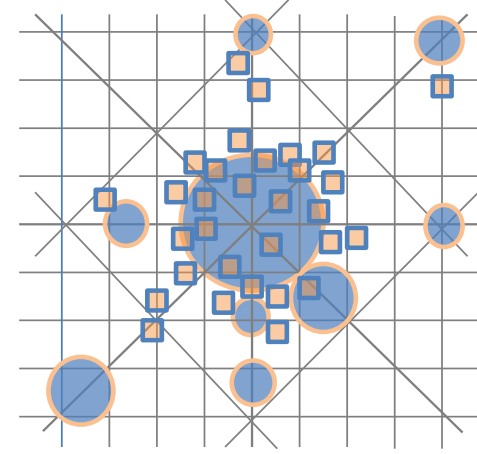
Current Plans



Dispersed



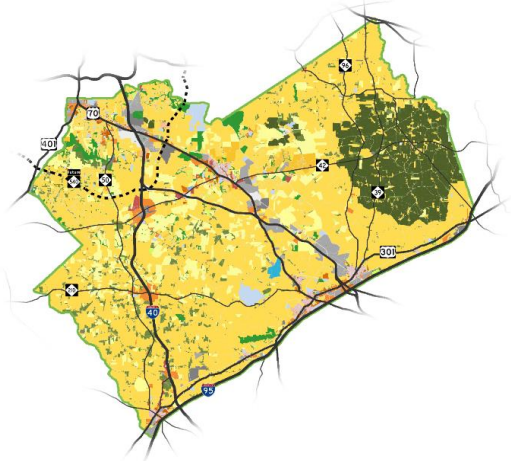
Compact



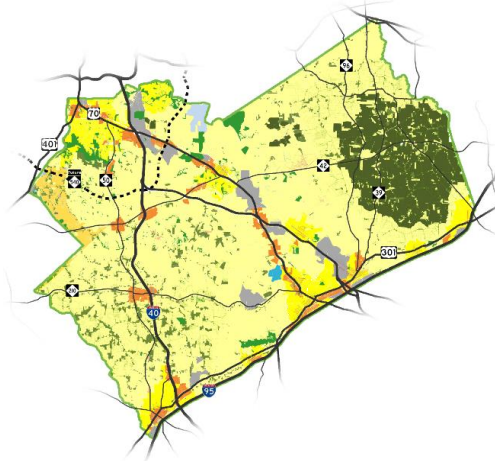
See Page 5 of the Scenario Planning Briefing.

Comparing two alternative futures against a baseline condition of current land use plans...

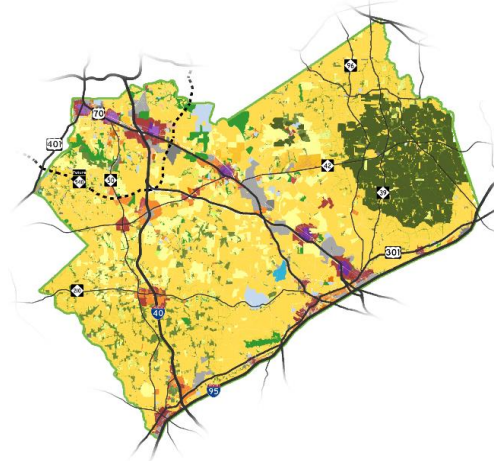
Current Plans



Dispersed

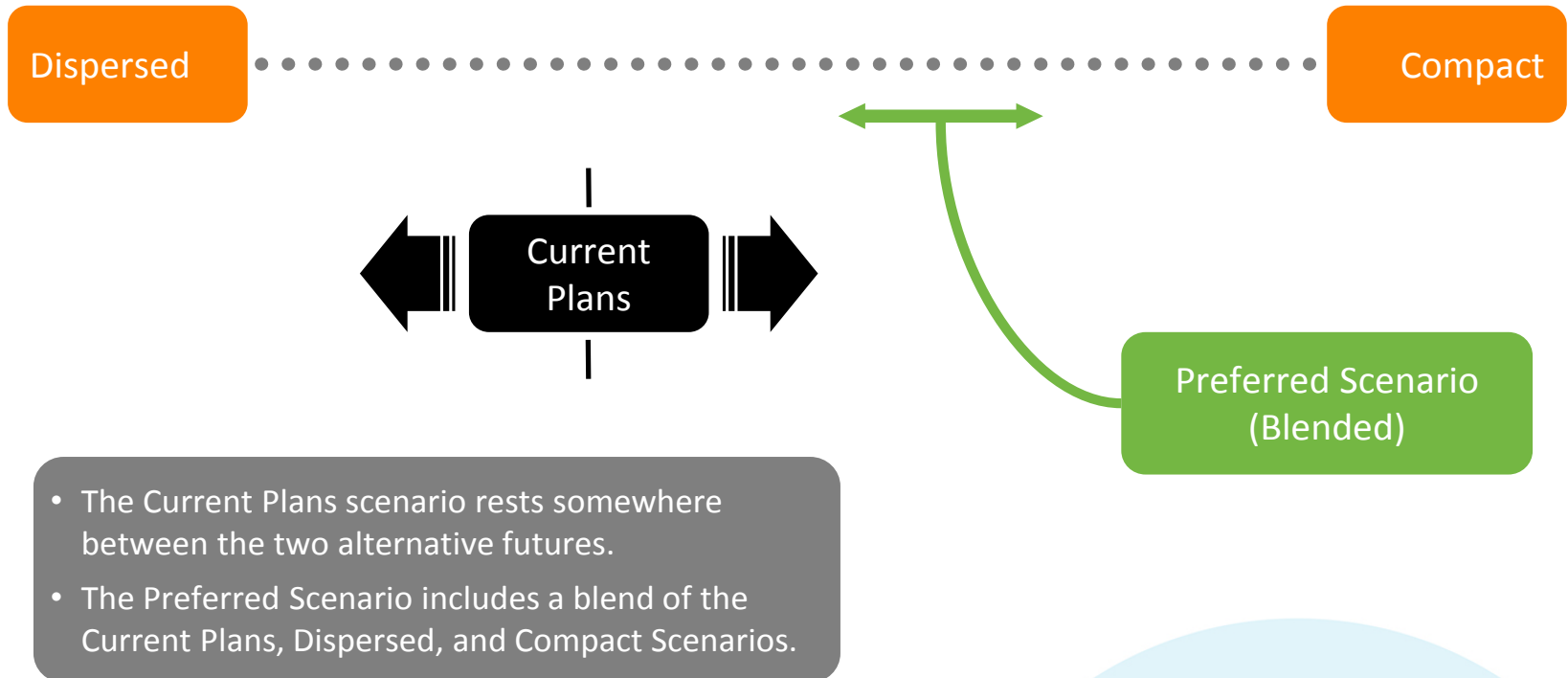


Compact



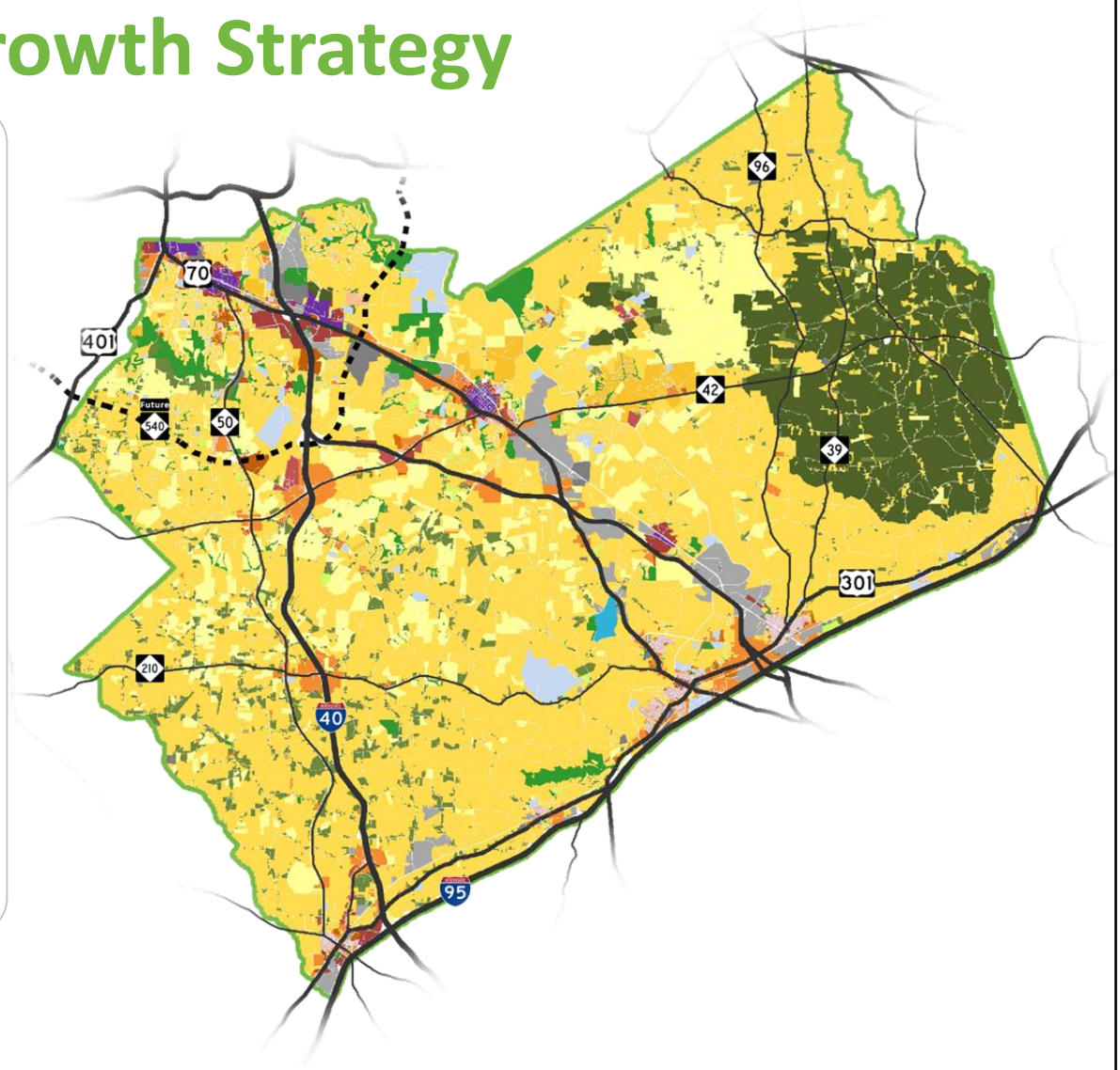
See Page 5 of the Scenario Planning Briefing.

Alternative Scenarios



Preferred Growth Strategy

- Includes elements of the Current Plans, Compact, and Dispersed scenarios
- Encourages additional growth in existing town centers and emerging activity centers (e.g., future transit stations, NC 540 interchanges, etc.)
- Maintains the Current Plans trajectory for much of the unincorporated areas



Preferred vs. Current

Quality of Place

Learning Centers

Proximity to libraries and schools



Housing Diversity

Mix of dwelling unit types within the study area



Access to Parks and Greenways

Proximity to parks and greenways



Jobs and Housing Balance

Ratio of jobs to households within urban place types



Walkability

Dwelling units within walkable place types



Sustainable Growth

Urban Footprint

Growth in urban place types



Urban Density

Density within urban place types



Water Consumption

Average water consumption



Energy Consumption

Average energy consumption



Regional Transportation

Vehicle Miles Traveled

Vehicle miles traveled (Triangle Regional Model)



Vehicle Hours Traveled

Vehicle hours traveled (Triangle Regional Model)



Congested Corridors

Miles of congested corridors



Growth Distribution

Context Distribution

Percent of land area by community type

	Current Plans	Preferred Scenario
City & Town	1.6%	2.8%
Suburban	74.4%	75.2%
Rural	15.7%	14.1%
Protected Green Space	2.8%	2.3%
Other	5.6%	5.6%

Household Distribution

Percent household growth allocated by community type

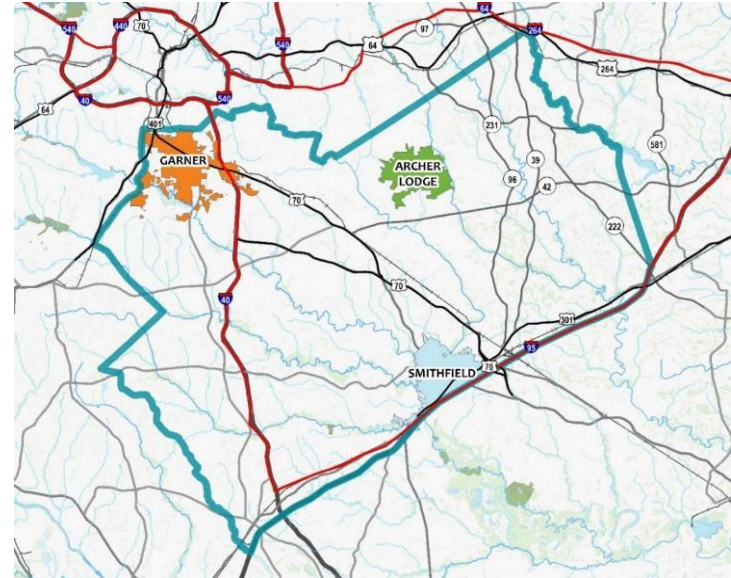
	Current Plans	Preferred Scenario
City & Town	4.2%	18.2%
Suburban	90.9%	73.7%
Rural	2.0%	1.4%
Protected Green Space	1.1%	1.3%
Other	1.8%	5.3%

Employment Distribution

Percent employment growth allocated by community type

	Current Plans	Preferred Scenario
City & Town	15.2%	43.8%
Suburban	55.0%	31.8%
Rural	1.5%	1.2%
Protected Green Space	1.2%	1.4%
Other	26.7%	21.8%

- Archer Lodge Collector Street Plan
- Garner 40/70 Catalyst Site
- Smithfield Interchange Analysis



HOT SPOT STUDIES

Connector Streets

The primary purpose of a connector street is to collect traffic from neighborhoods and distribute it to the system of major and minor thoroughfares.

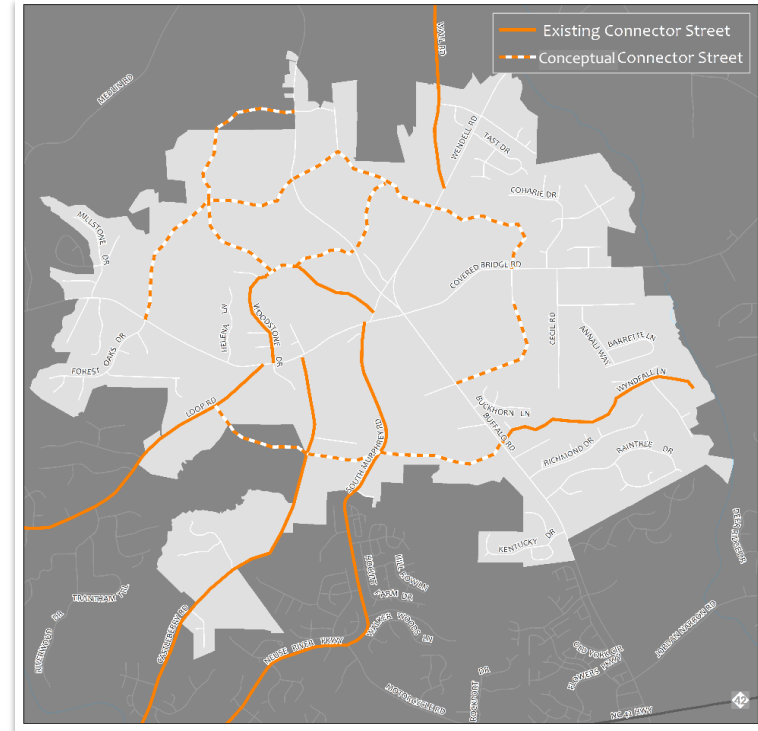
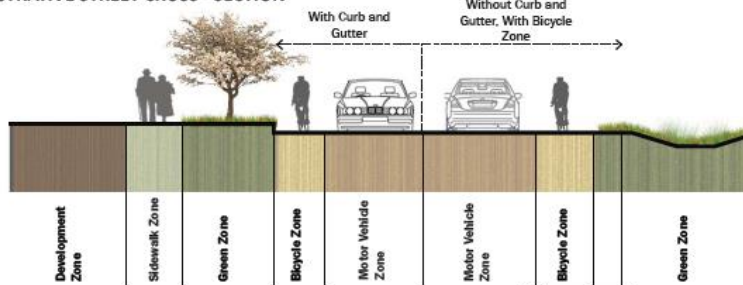
WHY?

- Offers options to avoid congested intersections
- Reduces reliance on major routes
- Integrates bicyclists and pedestrians
- Improves emergency response time

HOW?

- Incrementally as development occurs
- Making meaningful connections with local streets
- Posted speed limits less than 35MPH

ILLUSTRATIVE STREET CROSS - SECTION



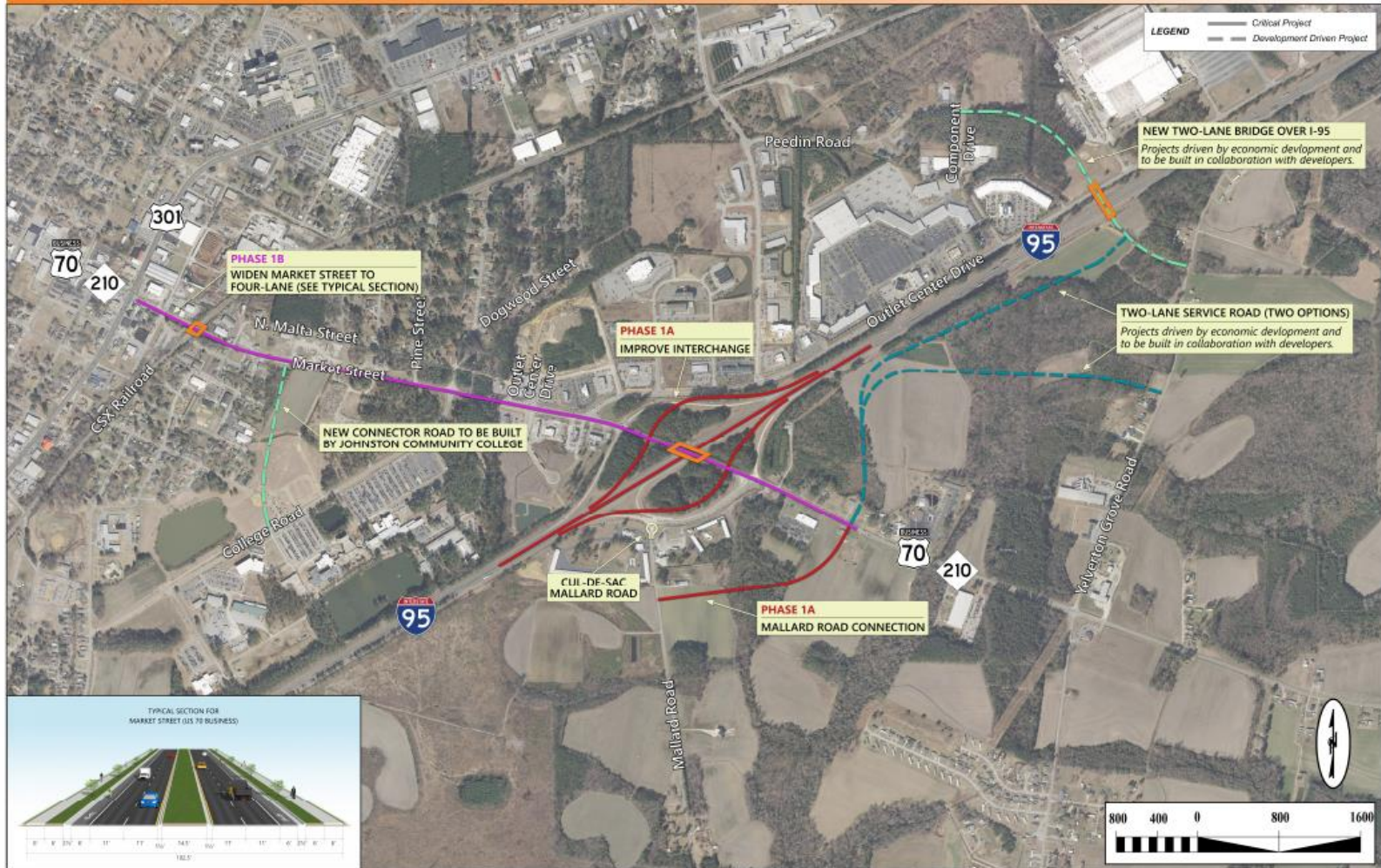
Garner 40/70 Catalyst Site



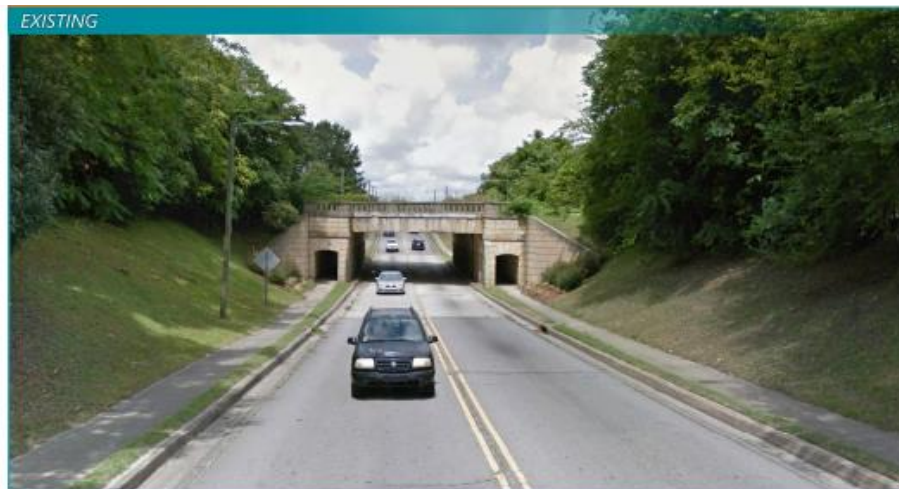
Garner 40/70 Catalyst Site



Smithfield Interchange Analysis



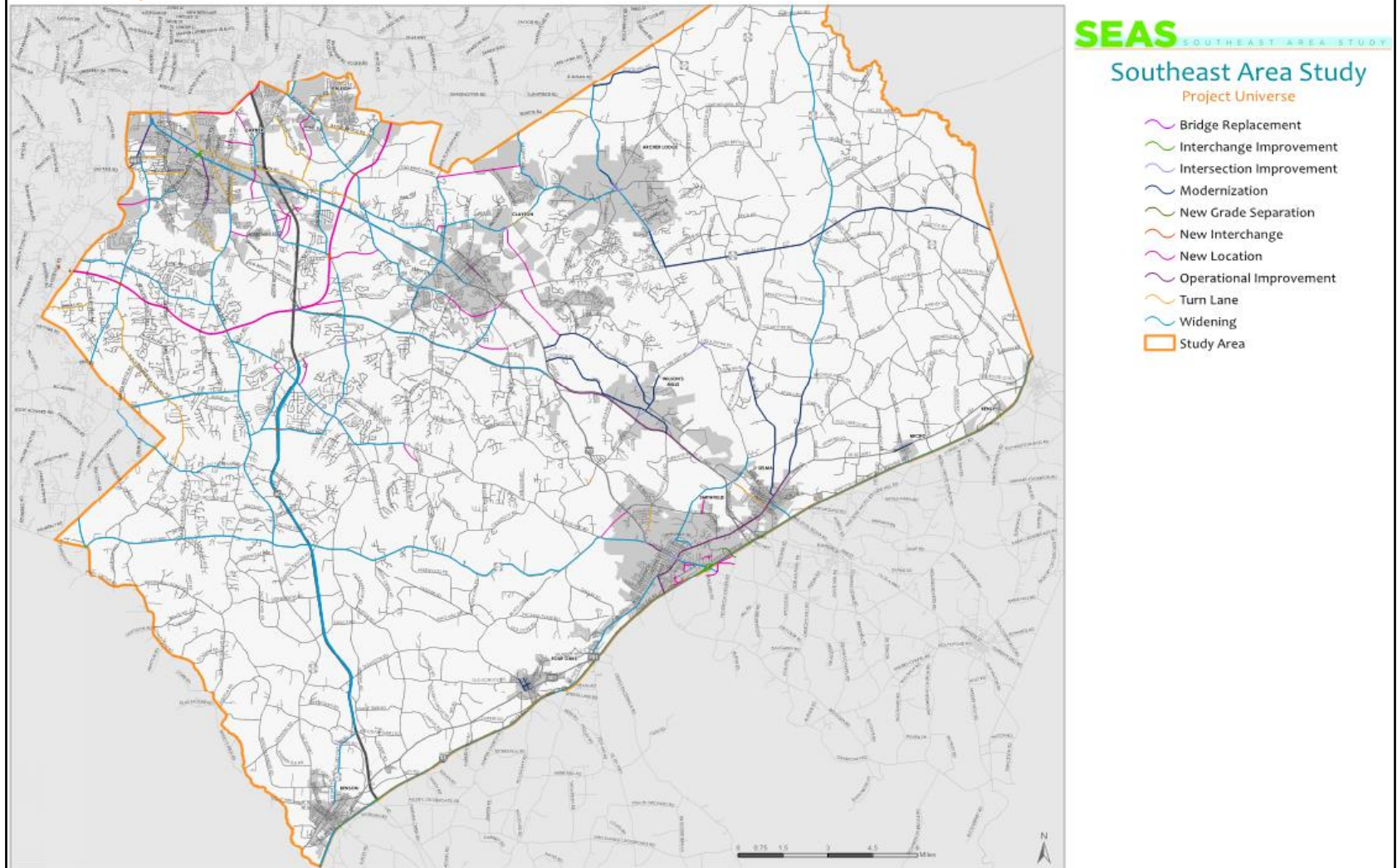
Market Street (US 70 Business) Photosimulation



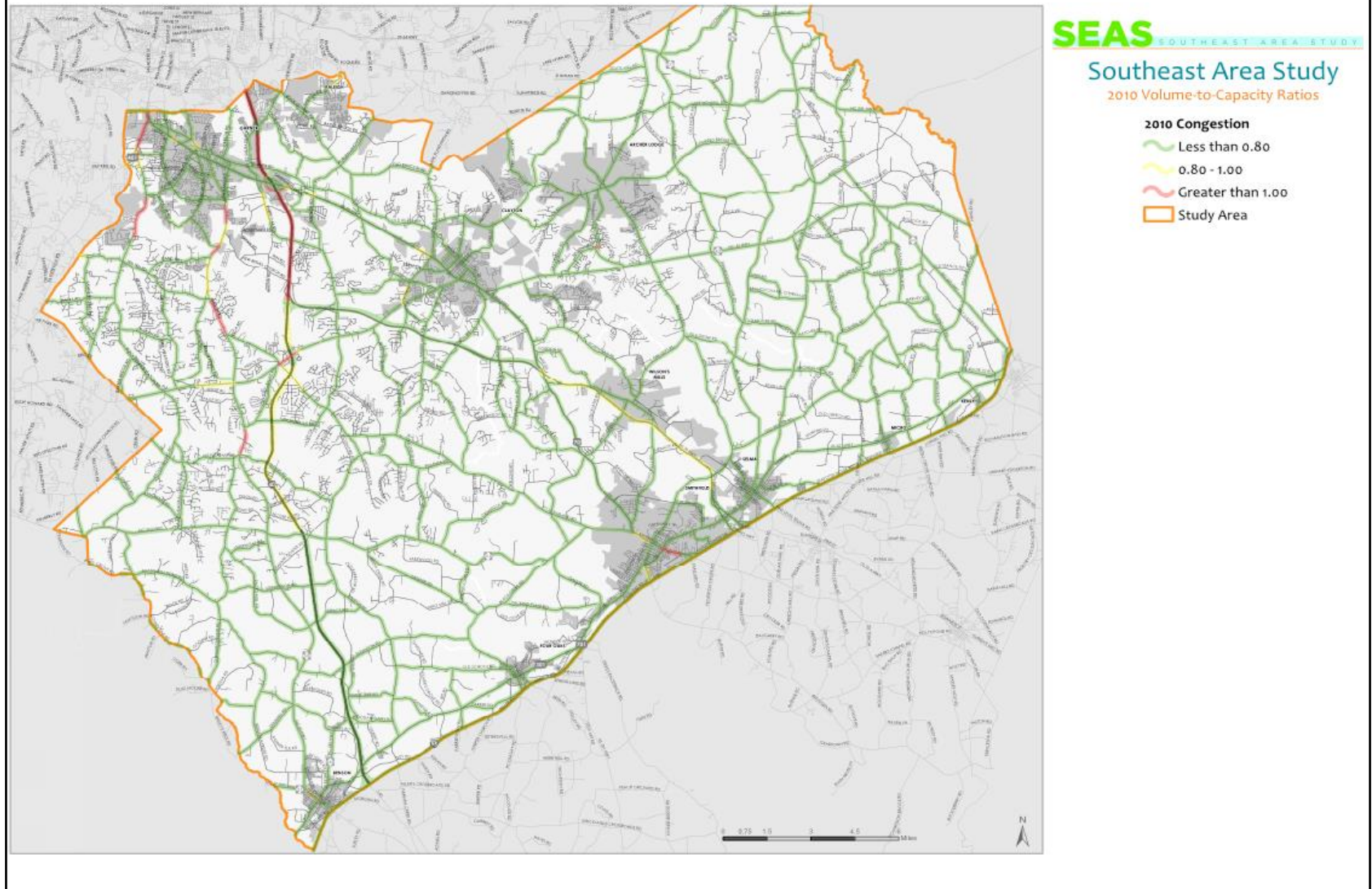
- Roadway Recommendations
- Bicycle and Pedestrian Recommendations
- Transit Recommendations

FINAL RECOMMENDATIONS

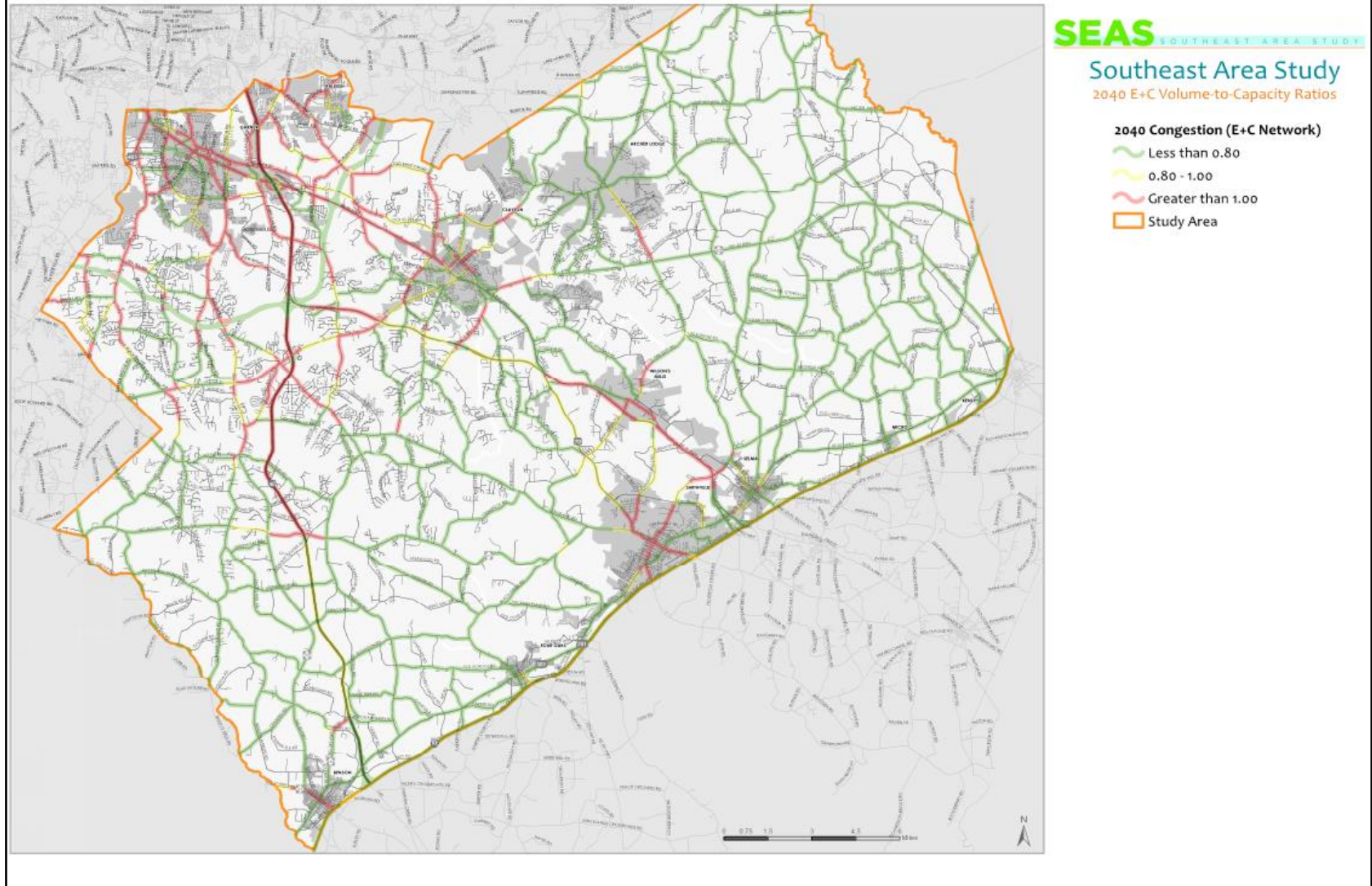
Project Universe



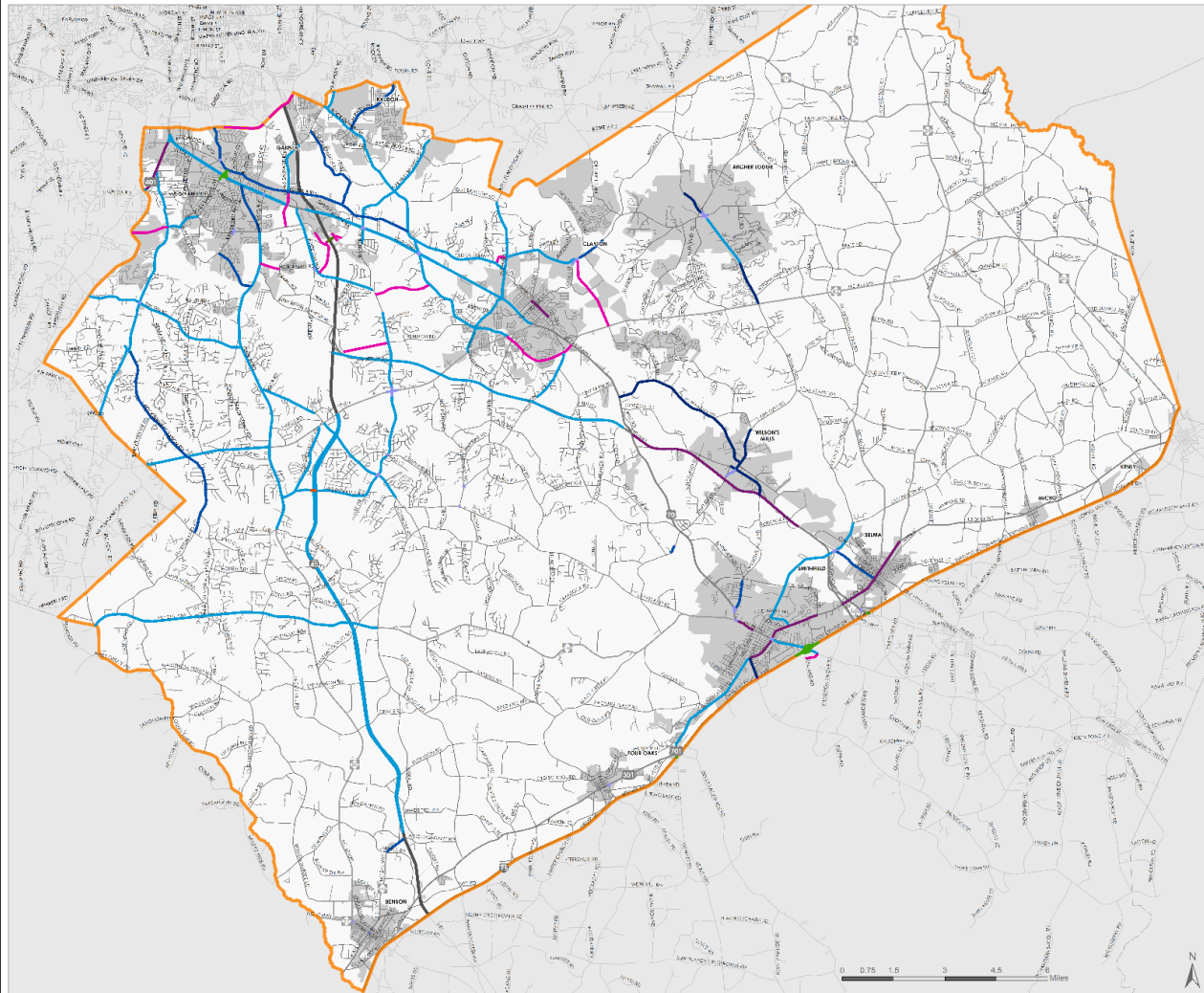
2010 Volume-to-Capacity Ratios



2040 E+C Volume-to-Capacity Ratios

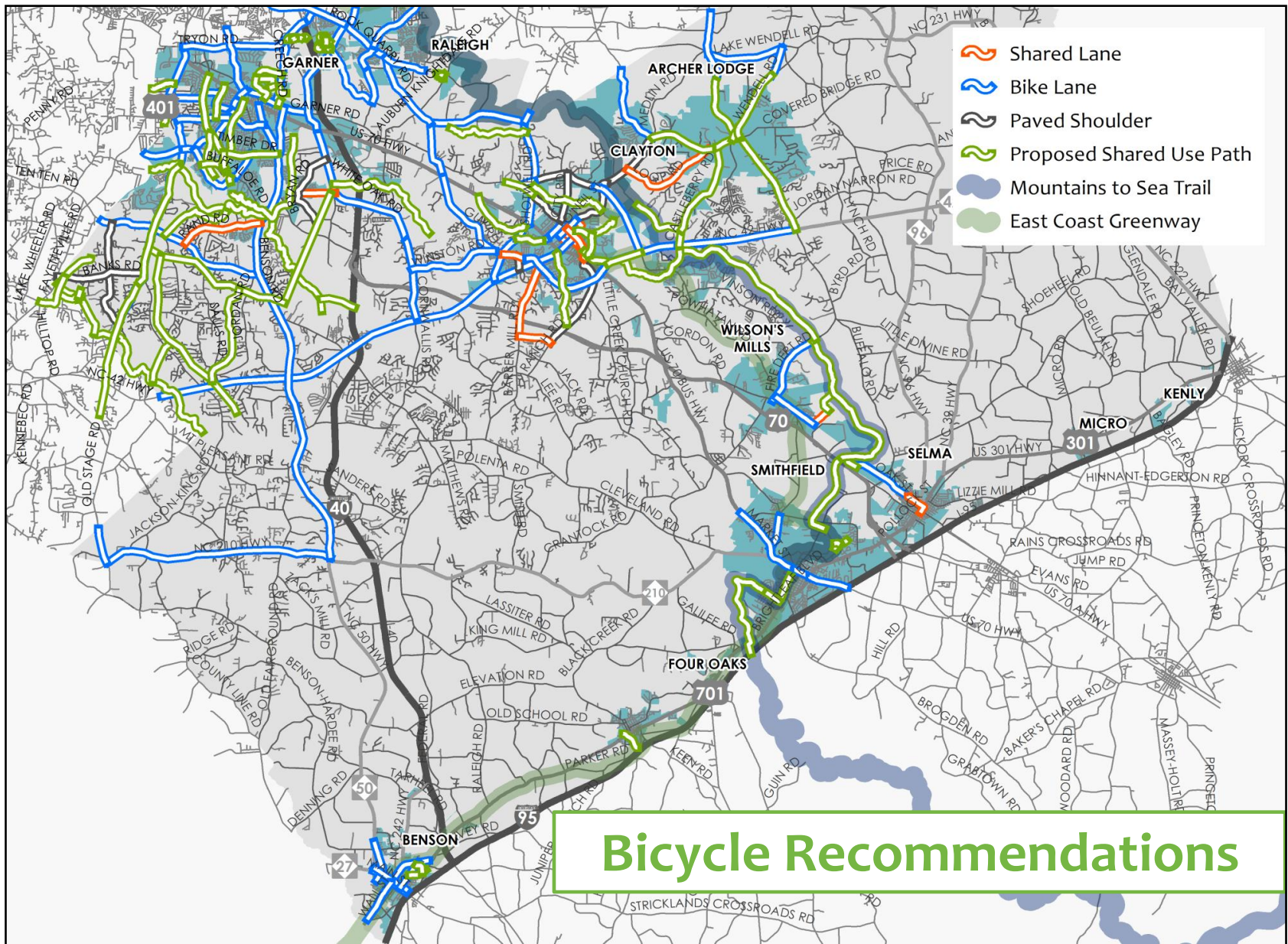


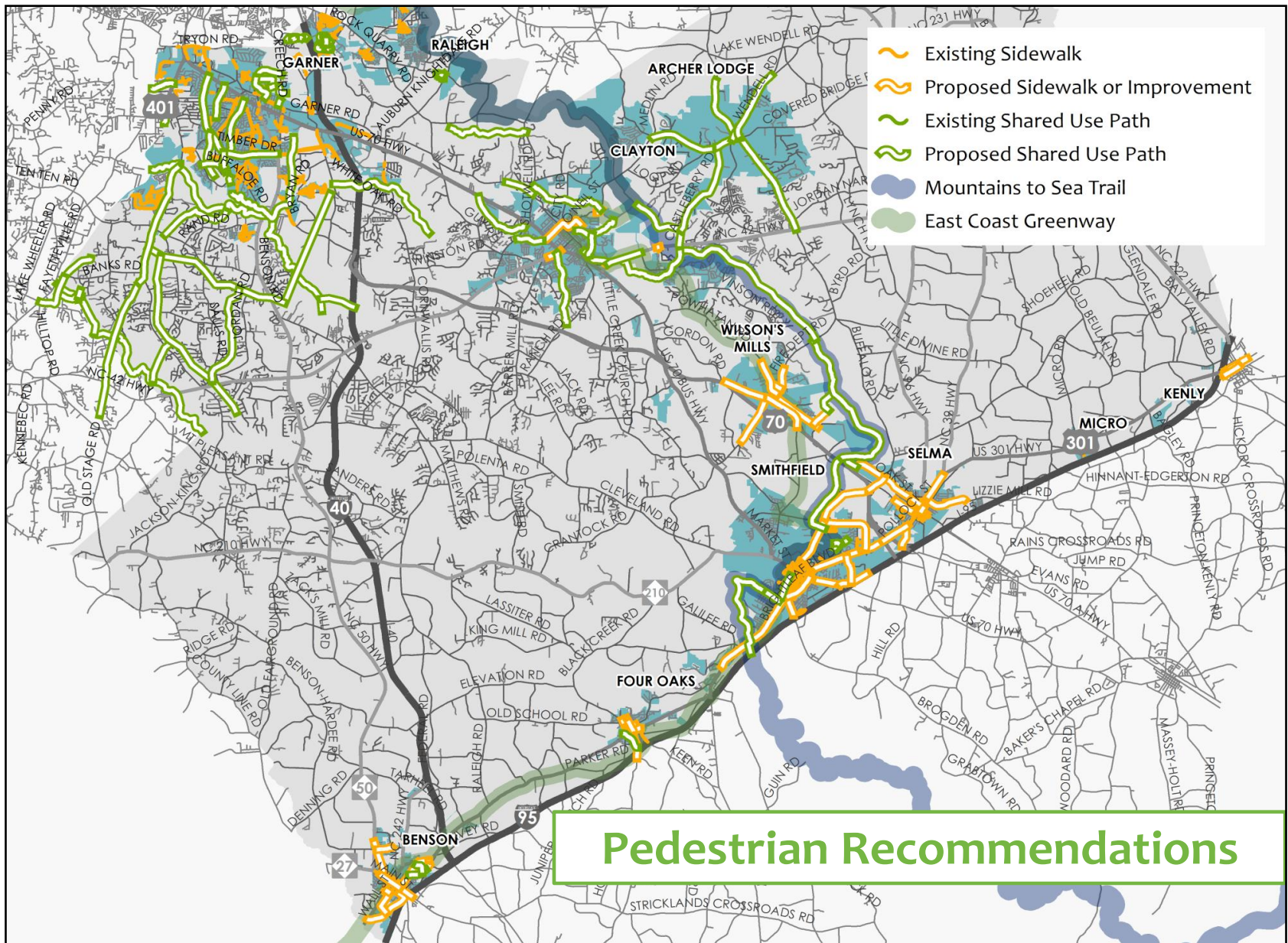
Critical Projects



SEAS SOUTHEAST AREA STUDY
 Southeast Area Study
 Critical Projects

- Bridge Replacement
- Interchange Improvement
- Intersection Improvement
- Modernization
- New Grade Separation
- New Interchange
- New Location
- Operational Improvement
- Turn Lane
- Widening
- Study Area





Transit Analysis

Transit Mode/ Service Frequencies	Population			Employment		
	Dwelling Units/Acre	Population/ Acre	Population/ Square Mile	Jobs/ Acre	Jobs/ Square Mile	Million Sq Ft Commercial Space
Flex Bus	0.2	0.5	320			
Community Circulator	0.8	2	1,300			
Local Bus						
60 minutes	3-6	8-16	5,000-10,000	4-8	2,500-5,000	5-8
30 minutes	6-12	16-31	10,000-20,000	8-16	5,000-10,000	8-20
15 minutes	12-18	31-47	20,000-30,000	16-24	10,000-15,000	
10 minutes	18-36	47-92	30,000-60,000	24-48	15,000-30,000	
<=5 minutes	>36	>92	>60,000	>48	>30,000	
Bus Rapid Transit	10-20	26-52	17,000-33,000	>13	>8,500	
Light Rail Transit	12-30	31-78	20,000-50,000	>15	>10,000	
Heavy Rail	>17	>45	>30,000			
Commuter Rail	20	50	1,600-3,200			

Transit Analysis

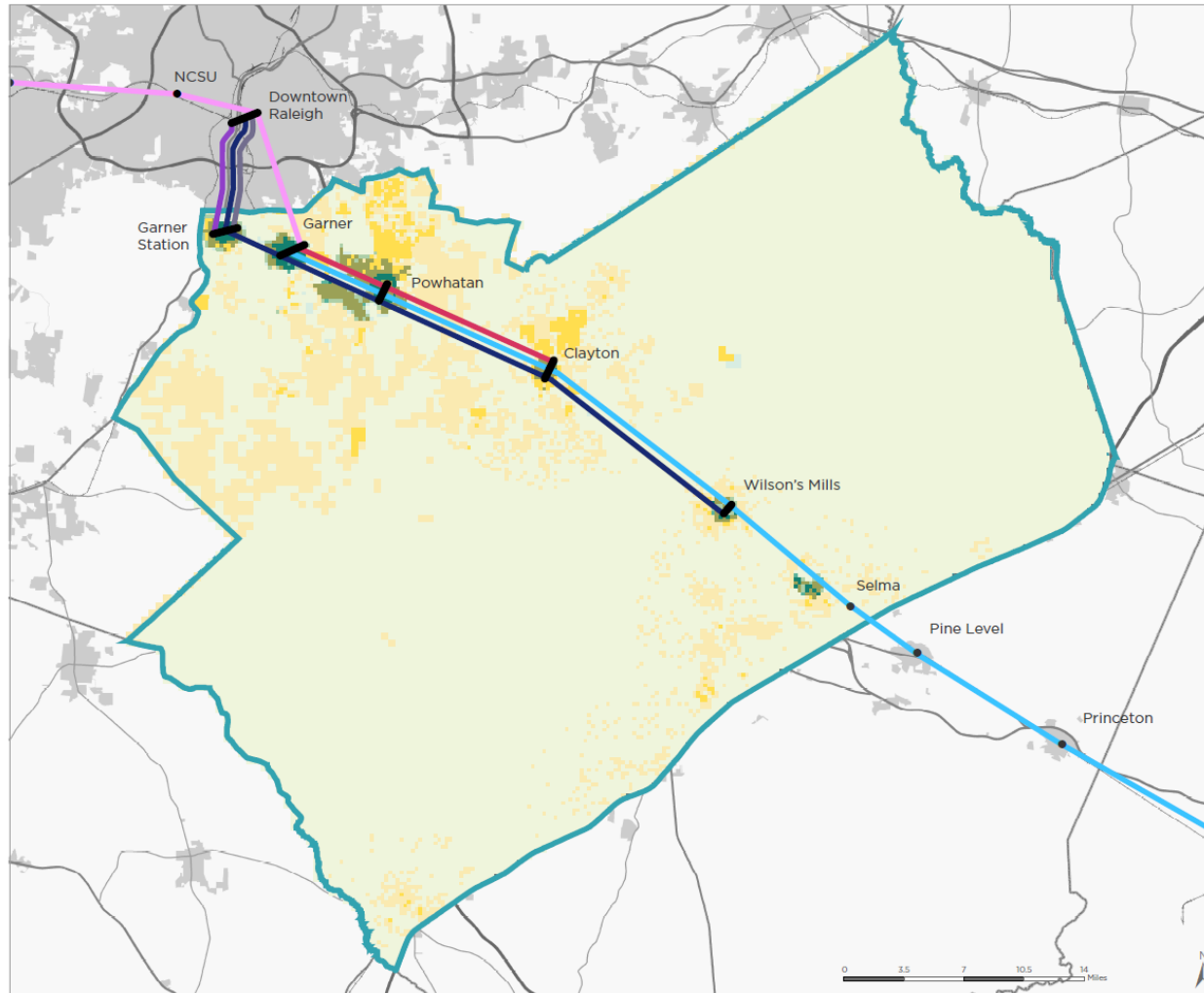
Dwelling Units per Acre

Jobs per Acre

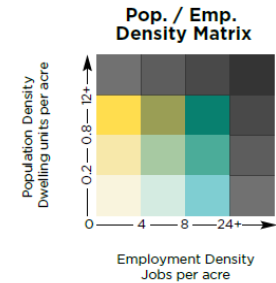
		Flex Bus/ Community Circulator	Local Bus (60 minutes)	Local Bus (30 minutes)	Local Bus (15 minutes)	Local Bus (10 minutes)	Local Bus (<5 minutes)	Bus Rapid Transit	Light Rail Transit
		0-4	4-8	8-16	16-24	24-48	>48	>13	>15
Flex Bus	0.2-0.8								
Community Circulator	0.8-3.0								
Local Bus (60 minutes)	3-6								
Local Bus (30 minutes)	6-12								
Local Bus (15 minutes)	12-18								
Local Bus (10 minutes)	18-36								
Local Bus (<5 minutes)	>36								
Bus Rapid Transit	10-20								
Light Rail Transit	12-30								
Heavy Rail	>17								
Commuter Rail	20								

2040 Transit Recommendations

Preferred Growth Strategy



SEAS SOUTHEAST AREA STUDY



Study Area

SEAS Previous Transit Recommendations

- All-day Hourly Bus Service
- BRT from Raleigh to Garner Station
- Durham-Wake Commuter Rail Line
- East-West Commuter Rail Line
- Matching funds for community-based transit services
- Expanded on-demand flexible bus service
- Purchase 25-foot light transit vehicles for JCATS

SEAS New Transit Recommendations

- Bus route between Downtown Raleigh and Wilson Mills (60-minute headways)*
- Circulator route between Garner and Clayton (30-minute headways)

*Interim route prior to construction of commuter rail

- Implementation Strategies
- Regulations & Policies
- Possible Incentives

BEST PRACTICES

Study Objectives

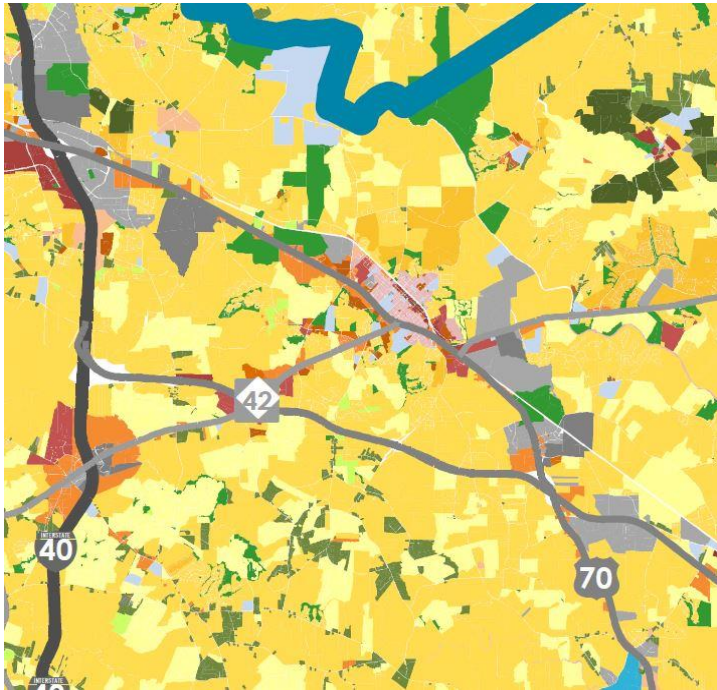
Southeast Area Study will update CAMPO's overall Comprehensive Transportation Plan and will produce project priorities to be included in the next Metropolitan Transportation Plan.

Implementation Toolkit

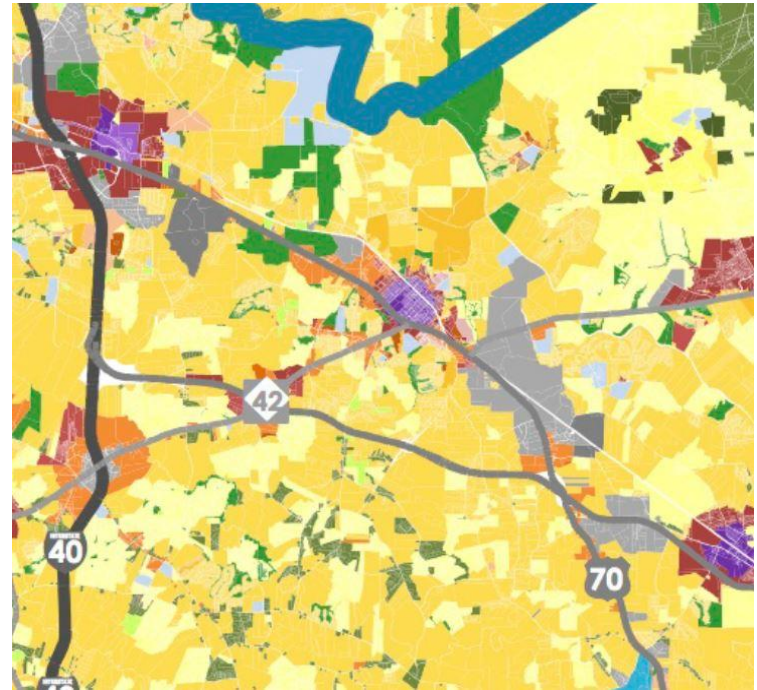
The SEAS has completed work on setting transportation goals and establishing themes for focus in this area. Local plans and policies have been reviewed, and a Preferred Growth Scenario has been established. This piece of the project highlights steps that can be considered to implement the Study's recommendations.

Implementation Strategies

Clayton Area



Current Land Use Plans



SEAS Preferred Scenario

List of Strategies to Achieve Preferred Scenario

Possible Local Implementation Initiatives

- Adjust Future Land Use Plan
- Add New Provisions to Zoning Ordinances
- Encourage Higher Densities in Key Locations
- Encourage Conservation in Key Locations
- Promote Nodal Development along Key Transportation Corridors
- Adjust Zoning to Encourage Mixed-Use Development
- Prepare Downtown Development Strategies
- Provide for a Range of Housing Types
- Encourage Re-use of Older Buildings
- Designate Areas for additional Small Area Planning
- Construct Interlocal Agreements for Land Use Management
- Prepare Design Guidelines for Nodes and Corridors
- Prepare Design Standards for Freight-Movement Areas
- Adjust Parking Requirements
- Connect Streets
- Coordinate/Calibrate Capital Investment Plans for Key Infrastructure
- Create Requirements/Incentives for Bike/Pedestrian Improvements
- Coordinate with Economic Development Plans

List of Strategies to Achieve Preferred Scenario

Recommendations for Clayton

(3 Highest Priority Strategies
Highlighted in **red**, others
Highlighted in **orange**.)

- Adjust Future Land Use Plan
- Add New Provisions to Zoning Ordinances
- **Encourage Higher Densities in Key Locations**
- Encourage Conservation in Key Locations
- Promote Nodal Development along Key Transportation Corridors
- **Adjust Zoning to Encourage Mixed-Use Development**
- Prepare Downtown Development Strategies
- Provide for a Range of Housing Types
- Encourage Re-use of Older Buildings
- Designate Areas for additional Small Area Planning
- Construct Interlocal Agreements for Land Use Management
- Prepare Design Guidelines for Nodes and Corridors
- Prepare Design Standards for Freight-Movement Areas
- Adjust Parking Requirements
- Connect Streets
- **Coordinate Capital Investment Plans for Key Infrastructure**
- Create Requirements/Incentives for Bike/Pedestrian Improvements
- Coordinate with Economic Development Plans

List of Strategies to Achieve Preferred Scenario

Priority Recommendations For Clayton

- Adjust Future Land Use Plan
- Add New Provisions to Zoning Ordinances
- **Encourage Higher Densities in Key Locations**
- Encourage Conservation in Key Locations
- Promote Nodal Development along Key Transportation Corridors
- **Adjust Zoning to Encourage Mixed-Use Development**
- Prepare Downtown Development Strategies
- Provide for a Range of Housing Types
- Encourage Re-use of Older Buildings
- Designate Areas for additional Small Area Planning
- Construct Interlocal Agreements for Land Use Management
- Prepare Design Guidelines for Nodes and Corridors
- Prepare Design Standards for Freight-Movement Areas
- Adjust Parking Requirements
- Connect Streets
- **Coordinate Capital Investment Plans for Key Infrastructure**
- Create Requirements/Incentives for Bike/Pedestrian Improvements
- Coordinate with Economic Development Plans

Strategy: Encourage Higher Densities in Key Locations

Pursue options to encourage higher densities of residential and non-residential development in key targeted locations.

Benefits:

- Achieve more walkable activity centers.
- Leverage public infrastructure.
- Increase viability of public transit.
- Help reduce development pressures in outlying areas where conservation is an objective.
- Encourage development of residences close to and in balance with jobs.
- Increase focus on land with access to main transportation corridors.

What Can Be Done:

- Identify target areas where permitting higher densities would align with Town goals.
- Adjust provisions in Unified Development Code to create higher density zoning districts.
- Adjust zoning map to implement new options.

Examples:

- Provisions in Unified Development Ordinance, Durham.
- Ephesus Fordham District, Chapel Hill.

Strategy: Encourage Mixed-Use Development

Adjust Clayton regulations to permit and encourage mixed use development in designated activity centers.

Benefits:

- Encourage development with a balanced mix of commercial and residential uses.
- Maximize use of public infrastructure.
- Increase focus on land with access to main transportation corridors.

What Can Be Done:

- Create/amend zoning districts and rules to focus on mixed use opportunities.
- Amend zoning map.

Examples:

- Morrisville NC Unified Development Ordinance.
- Chapel Hill NC zoning incentives/requirements for mixed use areas.

Strategy: Coordinate Capital Investments

Coordinate public investment in infrastructure to align with and support future economic growth and land use development plans and maximize joint funding opportunities

Benefits:

- Align commitments for capital investments with long range plans and policies.
- Leverage use of public expenditures to help implement community objectives.
- Coordinate local investments with regional infrastructure investments.
- Minimize conflicts at the edges of planning jurisdictions.

What Can Be Done:

- Update Capital Improvement Plan to align with most recently adopted plans and policies.
- Establish system for annual review and calibration of Capital Improvement Plan.
- Continue and improve mechanisms for joint planning of utilities and infrastructure.

Examples:

- James City County VA Strategic Plan.
- Richland County SC Comprehensive Plan.

Next Steps

- CAMPO Executive Board presentation – March
- Local endorsement by CAMPO & UCPRPO members
- CAMPO endorsement – April

Project Contact Information

- <http://www.southeastareastudy.com>

- @CapitalAreaMPO

- #SEAreaStudy

- Alex Rickard, CAMPO

- alex.rickard@campo-nc.us

- 919-996-4396

- Allison Fluitt, Kimley-Horn

- allison.fluitt@kimley-horn.com

- 919-653-2947

- James Salmons, PLS, UCPRPO

- jsalmons@ucprpo.org

- 252-459-1545



SEAS

SOUTHEAST AREA STUDY

Archer Lodge • Benson • Clayton • Four Oaks • Garner
Kenly • Micro • Raleigh • Selma • Smithfield • Wilson's Mills
Johnston County • Wake County



UPPER COASTAL PLAIN
RURAL PLANNING ORGANIZATION



CAMPO
142 Capital Area Metropolitan Planning Organization

Kimley»Horn



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
March 27, 2017*

STAFF REPORT

Application Number: 2017-20-RZ
Project Name: Gateway Drive Lot 6 Rezoning

NC PIN / Tag #: 165909-16-8998 / 05G02003B
Overlay: None
Applicant: Windswept Properties of NC LLC
Owner: Windswept Properties of NC LLC
Location: The property is located off Gateway Drive

Public Noticing:

- Neighborhood meeting February 6, 2017
- Sign posted March 17, 2017
- Letters mailed prior to April 20, 2017
- Newspaper ad published April 19, 2017 and April 26, 2017

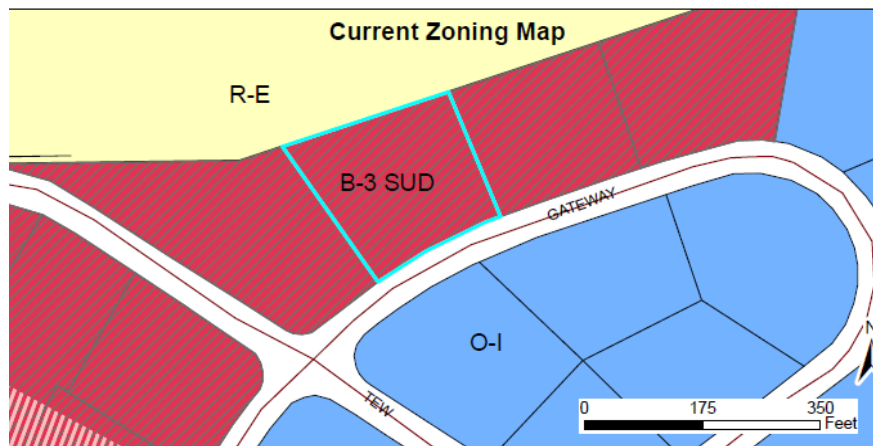
REQUEST: Rezoning from Highway-Business Special Use District (B-3 SUD) to Office-Institutional (O-I)



SITE DATA:**Acreage:** 1.18 acres**Existing Use:** Vacant

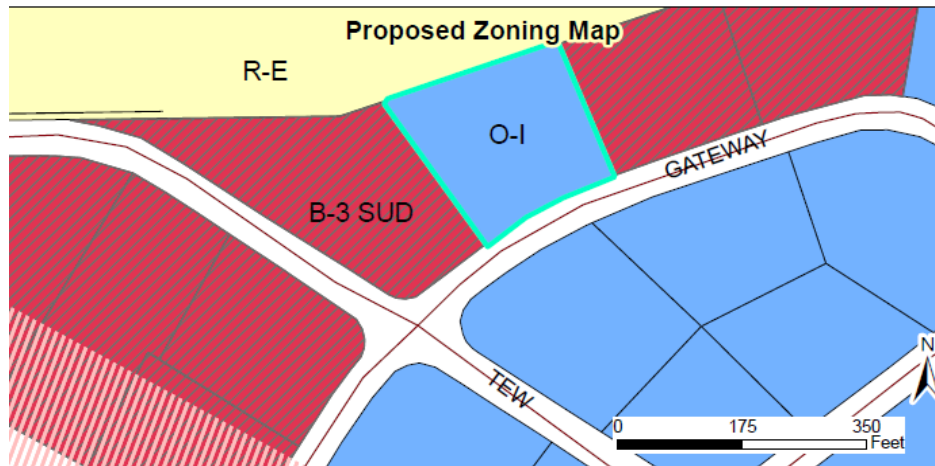
ADJACENT ZONING AND LAND USES:

Direction	Zoning	Existing Use
North	Residential-Estate (R-E)	Single-Family Residential
South	Office-Institutional (O-I)	Medical Offices & Vacant
East	Highway-Business Special Use District (B-3 SUD)	Vacant
West	Highway-Business Special Use District (B-3 SUD)	Medical Office



STAFF ANALYSIS AND COMMENTARY:**Overview**

The applicant is requesting to rezone the subject property from Highway-Business Special Use District (B-3 SUD) to Office-Institutional (O-I). The property is currently vacant, and the applicant is requesting this rezoning in order to prepare the property for future sale and development. Staff is comfortable with this rezoning request as the requested zoning district is more appropriate given that the property is located within an existing office park. It is worth noting that a large number of the surrounding properties are zoned Office-Institutional, and nearby developed properties primarily consist of medical offices.

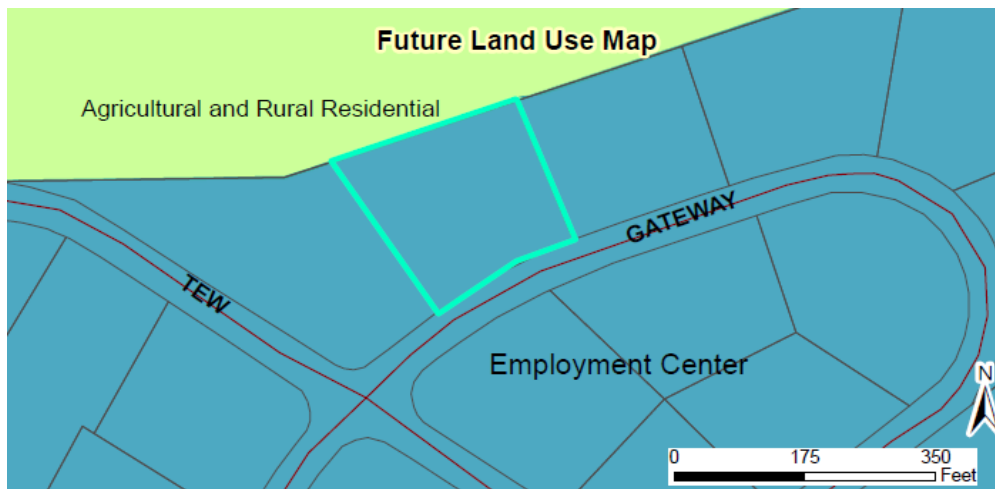


Compatibility with Surrounding Land Uses

The rezoning request is compatible with surrounding land uses. The subject property is located within an existing office park, with the majority of the properties either undeveloped or consisting of office uses.

Consistency with the Comprehensive Plan 2040

The proposed rezoning is consistent with the Comprehensive Plan 2040 which designates this property as "Employment Center".



CONSIDERATIONS:

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

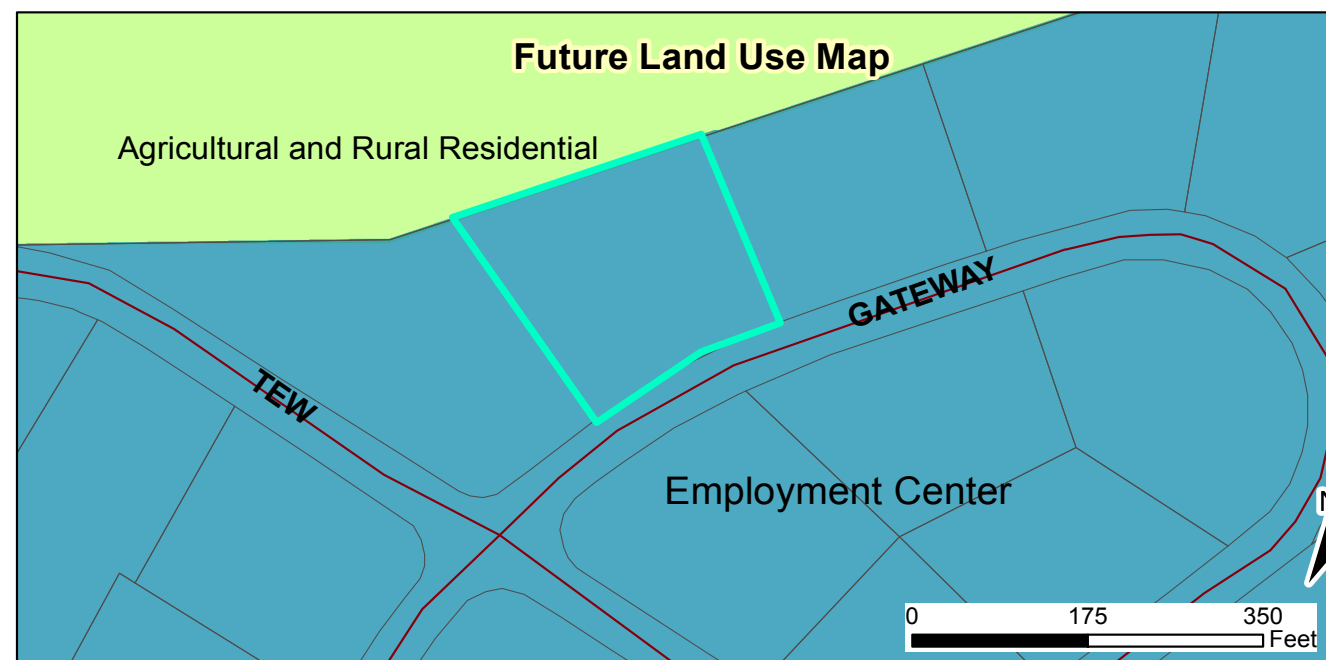
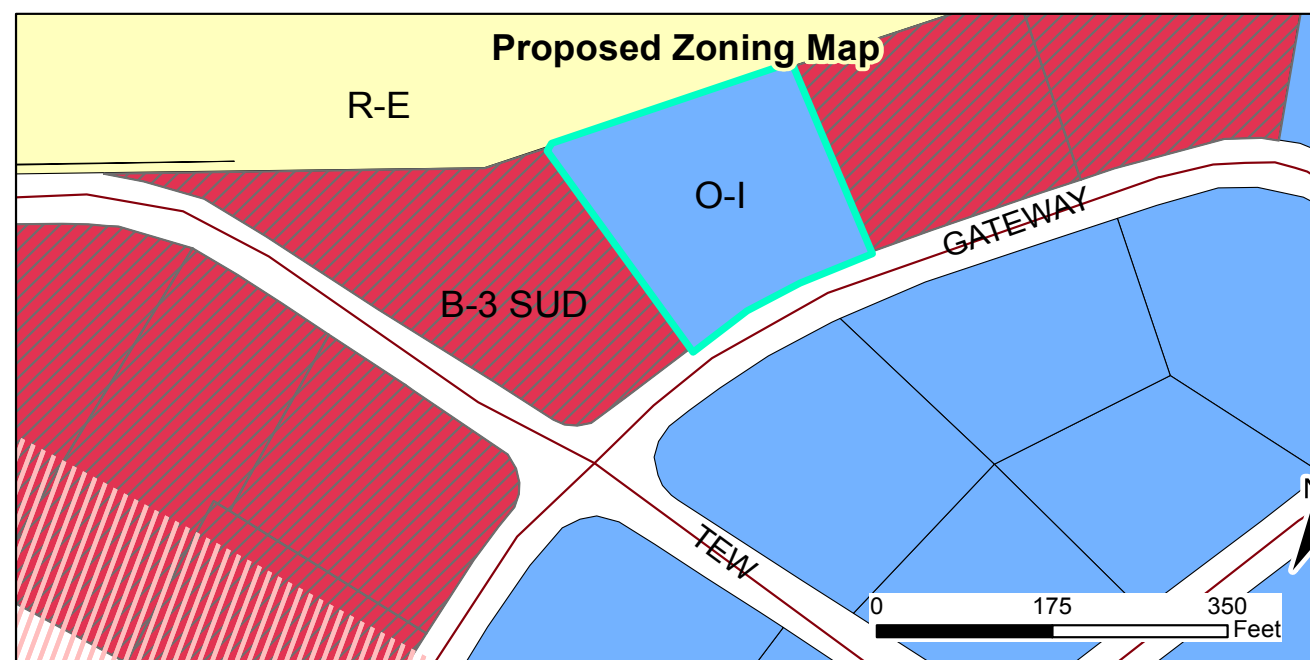
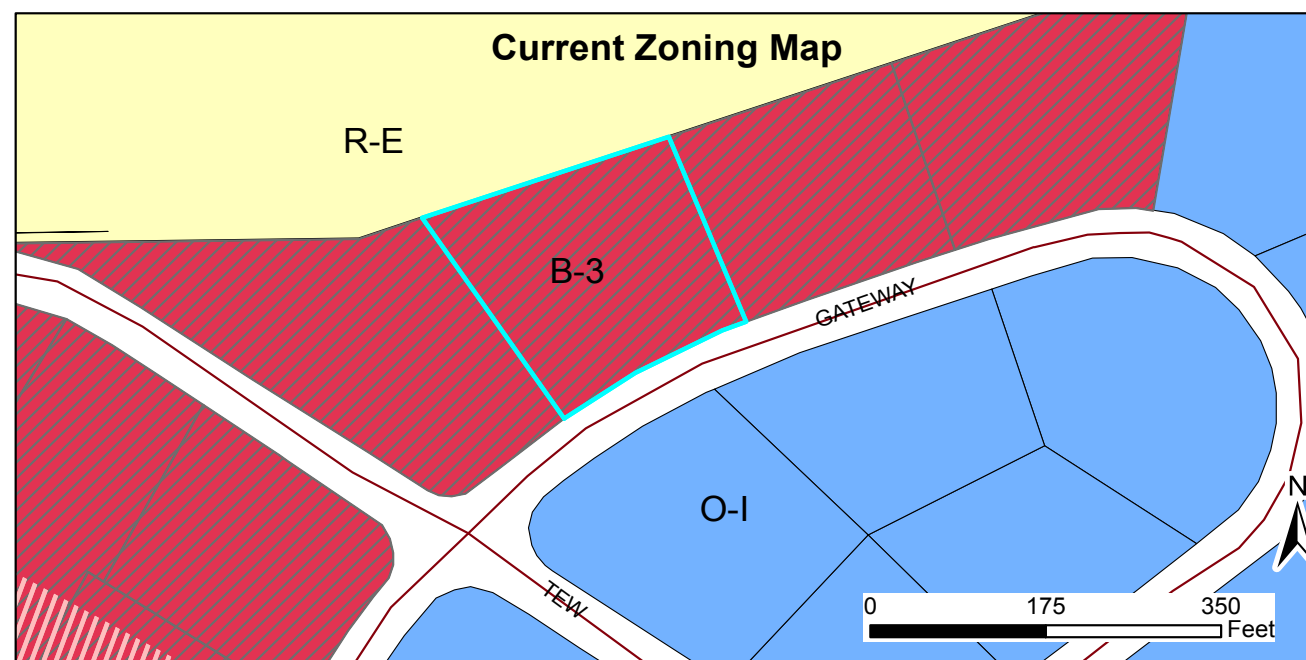
- When adopting or rejecting the rezoning, the Town Council shall approve a statement describing whether its action is consistent with adopted plans and/or policies of the Town and explaining why the Council considers the action taken to be reasonable and in the public interest.
 - The applicant has addressed the Approval Criteria.
-

STAFF RECOMMENDATION:

Staff is recommending approval of the rezoning of the subject parcel from B-3 SUD to O-I.

ATTACHMENTS:

- 1) Staff Report Maps
- 2) Application
- 3) Neighborhood Meeting Materials



2017-20-RZ Gateway Drive Lot 6 Rezoning
Request: To rezone the subject parcel from B-3 SUD to O-I
 Applicant: Windswept Properties of NC LCC
 Property Owners: Windswept Properties of NC LLC
 Parcel ID: 165909-16-8998
 Tag #: 05G02003B



Document Path: O:\PLANNING\REZONING\Rezoning\2017\2017-20-RZ Gateway Drive, Lot 6\Maps\Staff Report Maps 2017-20-RZ.mxd

- Parcels
- All_Roads
- Special Use District
- Thorough Fare Overlay
- Scenic Highway Overlay
- Roads
- Railroads





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

REZONING APPLICATION

Pursuant to Article 7, Section 155.704 of the Unified Development Code, an owner of land within the jurisdiction of the Town (or a duly authorized agent) may petition the Town Council to amend the Official Zoning Map.

Application Fees: **Standard Rezoning Fee: \$500.00**
Rezoning to Planned Development District Fee: \$1,000.00 + \$5.00 acre
Advertisement Fee: \$100.00
All fees are due when the application is submitted.

Note on Planned Developments: Requests to rezone to a Planned Development District must be accompanied by a Master Plan submittal. Master Plans are approved as Preliminary Subdivision Plats – please submit a concurrent Preliminary Subdivision Plat application and Master Plan.

SITE INFORMATION

Name of Project: Lot 6 Gateway Dr. Acreage of Property: 1.18 Ac
County Tag Number: 056-02035 NC PIN: 165905-16-8998
Address/Location: Lot 6 Gateway Drive Clayton NC 27520
Existing Zoning District: B3 Special Use
Proposed Zoning District: 01I

APPLICANT INFORMATION

Applicant: Windswept Properties of NC, LLC / Eric M Janis
Mailing Address: 2829 Hubertans Ridge Dr Clayton NC 27520
Phone Number: 919 795 6956 Fax: _____
Contact Person: Eric Janis
Email Address: erjanis1@yahoo.com

FOR OFFICE USE ONLY		
Date Received: <u>JAN 24 2017</u>	Amount Paid: <u>\$500.00</u> <u>\$100.00 - Ad Fee</u>	File Number: <u>2017-20-RZ</u>
TOWN OF CLAYTON version 1/6/2016 DEPARTMENT		

PROPERTY OWNER INFORMATION

Name: Wyndswat Properties of NC, LLC
Mailing Address: _____
Phone Number: _____ Fax: _____
Email Address: _____

EXPLANATION OF PROJECT

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

Rezoning from OSU zoning to OLI zoning.
OLI zoning more suitable for office/medical buildings/health-care
associated businesses in accordance with current development.

REQUIRED INFORMATION (to be submitted with the application)

The following items must accompany a Rezoning application.

To be completed by the applicant:			For staff use only:		
Submit 9 copies of all materials unless otherwise noted or directed by staff	Yes	N/A	Yes	No	N/A
1. A pre-application conference was held with Town of Clayton staff. Date: <u>12/14/2016</u>	☒	☐			
2. Review Fee (\$500 for standard rezoning OR \$1,000 + \$5.00/acre for Planned Developments) and Advertisement Fee (\$100)	☒				
3. Completed application	☒				
4. Owner's Consent Form <i>Required if applicant is not property owner.</i>	☐	☒			
5. A signed and sealed boundary survey (not more than a year old unless otherwise approved by the Planning Department).	☒				
6. If property to be rezoned is a <u>portion</u> of a parcel: - Property legal description typed (10 pt. font or greater, and also submitted electronically in MS Word format.) - Plat showing property to be rezoned, matching legal description.	☐	☒			
7. Adjacent property owners list	☒	☐			
8. Neighborhood meeting notice letter (1 copy) <i>See sample letter and meeting requirements included in this packet</i>	☒				
9. Neighborhood meeting summary form (1 copy) <i>Included in this packet</i>			Must be submitted after neighborhood meeting is held and at least 10 days prior to Planning Board meeting.		
10. Stamped, addressed, empty envelopes with no return address, using the adjacent property owner list (1 set) <i>This for a public notice of the public hearing mailed by the Town – thus, neighbors will receive both a neighborhood meeting letter from the applicant, and a notice of the hearing from the Town.</i>	☒				

APPROVAL CRITERIA

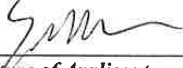
All applications for a Rezoning must address the following findings:

1. Consistency with the adopted plans of the Town.
O/I more suitable for offices/ medical buildings/ healthcare associated businesses, similar to current development
2. Suitability of the subject property for uses permitted by the current vs. the proposed district.
Greater flexibility with O/I zoning for recruitment of health-care associated business.
3. Whether the proposed change tends to improve the balance of uses, or meets specific demand in the Town.
Increases opportunities for health care businesses to meet growing health care needs of Duro + Clayton
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.
Adequate infrastructure plans in place.
5. It has been determined that the legal purposes for which zoning exists are not violated.
Rezoning in accord with multiple other properties adjacent to this property.
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.
Already planned for healthcare associated businesses
other properties in development zoned O/I.
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 - other properties in development are zoned O/I.

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.

ENC M JENIS
Print Name


Signature of Applicant

12/15/2016
Date

NEIGHBORHOOD MEETING INFORMATION

Purpose:

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

Meeting Date:

The meeting must be held at least ten (10) calendar days prior to the Planning Board meeting.

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 provided at the Neighborhood Meeting:

At a minimum, the following materials must be present for inspection at a Neighborhood Meeting:

1. A copy of the project application.
2. A map at a scale that is appropriate to the project and shows neighboring properties and roads.
3. 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. Planning staff may attend the Neighborhood Meeting to answer process/code questions.

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

- ☐ Adjacent Property Owner's List (aka "mailing list")
- ☐ Copy of the letter mailed
- ☐ Attendance Roster (aka "sign-in sheet")
- ☐ Neighborhood Meeting Summary Form with minutes (see below)

ADJACENT PROPERTY OWNERS LIST

Project Name: Gateway Drive lot 6

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

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

[illegible]

SAMPLE NEIGHBORHOOD MEETING LETTER

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

<Date>

Dear Clayton Area Property Owner:

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

Meeting Date: _____

Meeting Time: _____

Meeting Location: _____

Type of Application: _____

Project/proposal property address: _____

Description of project/proposal: _____

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

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

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

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

Sincerely,

<Applicant>

Cc: Town of Clayton Planning Dept.

Windswept Properties of NC, LLC

2829 Horsemans Ridge Drive • Clayton, NC 27520 • Phone: 919-795-6996
E-Mail: cjanis1@yahoo.com

01.24.17

Dear Clayton Area Property Owner:

The purpose of this letter is to notify you of an application filed with the Town of Clayton for a land use change or development proposal involving property adjacent to, or in close proximity to, property shown in your ownership by Johnston County tax records. This is an application to rezone lot 6 in Gateway Drive from a B3 special use district to O/I zoning. Though there are no immediate plans for development on this lot, this will allow the property to be developed for its intended use as a facility for a health-care associated business. Per Town of Clayton regulations, a Neighborhood Meeting will be held to provide information to area residents about the nature of the proposal. A representative of the applicant will be present to explain their application, answer questions, and solicit comments.

Meeting Date: 2.6.17

Meeting Time: 6:30pm

Meeting Location: Starbucks in Clayton on Hwy 70

Type of Application: Rezoning from B3 Special Use district to O/I zoning

Project/Proposal Property Address: Lot 6, Gateway Drive, Clayton, NC

Description of Project/Proposal: Rezoning only. No immediate plans for development of the lot.

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

1. A copy of the project application.
2. A map at a scale that is appropriate to the project and shows neighborhood properties and roads.
3. A map, drawing, or other depiction of the proposed land use change or development proposal.

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

If you have any questions prior to or after this meeting, you may contact us at 919.795.6996. You may also contact the Planning Department at 919.553.5002.

Sincerely,



Eric M. Janis

Cc: Town of Clayton Planning Dept.

NEIGHBORHOOD MEETING ATTENDANCE ROSTER

Project: Rezoning of Lot 6, Gateway Drive, Dayton, OH
Application: Rezoning from B3 Single-Dwelling to C12 Community
Location/Date: Feb 6, 2017 6:30 PM

	NAME	ADDRESS
1	<u>No attendees</u>	
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
16		
17		
18		
19		
20		

March 16, 2017

Town of Clayton Planning Department
111 E. Second Street, Clayton, NC 27520

Dear Paralee and the Planning Board;

I look forward to attending the planning board meeting on 3/27 to discuss the rezoning of Lot 6, Gateway Drive, in Clayton from B3 Special use district to O/I zoning.

In accordance with the guidelines, I sent a notice to potentially affected neighbors on 1/24/17 (see enclosed). I received a phone call from a representative of McNutt Family Holdings, LLC on or about 1/27/17 and discussed the planned zoning change with her.

I was present at the planned meeting location (Starbuck's In Clayton) at the planned meeting time and waited for 45 minutes for other to attend; none did attend.

Attached are the documents required.

I hope that that we may proceed with the rezoning as soon as able.

Warmly,



Eric M. Janis, MD

NEIGHBORHOOD MEETING SUMMARY FORM

FILL OUT THE FOLLOWING:

Application: Lot 6 Gateway Drive rezoning

Date of Mailing: 2/24/2017

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:

Printed Name: ERIC MORRIS Signature: [Signature]

Date of Meeting: 2/16/2017 Time of Meeting: 6:30 pm

Location of Meeting: Starbucks, Clayton, NC

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.

Spoke by telephone with representative of Merritt Family Holdings, LLC and discussed that this was a zoning change to better reflect the needs of the community to rezone the site. I explained that I currently have no plans to develop the property, but asked to change the zoning to allow some greater flexibility in how the property could be developed. All questions were answered to the representative's satisfaction.

No persons or representatives attended the meeting at Starbucks in Clayton.

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



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
March 27, 2017

STAFF REPORT

Application Number: 2017-07-SP

Project Name: Abbington Forest Apartments Major Site Plan

NC PIN / Tag #: 165910-26-9035/05G01200D
Overlay: Thorough Fare Overlay
Applicant: ReaVentures
Owner: Omkrishna LLC
Location: Off of U.S HWY 70 BUS, adjacent to Medical Park Place

Public Noticing:

- Neighborhood meeting February 15, 2017
- Sign posted March 17, 2017

REQUEST: The applicant is requesting major site plan approval to develop 72 apartment units on an existing vacant parcel, zoned Office-Institutional. A Special Use Permit application (2017-08-SUP) is running concurrently with this request.

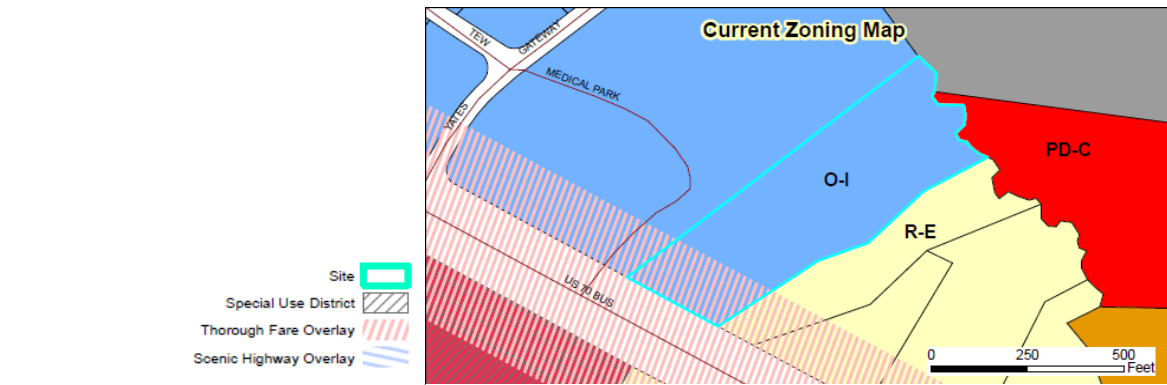
SITE DATA:

Acreage: 4.94 acres
Existing Use: Vacant



ADJACENT ZONING AND LAND USES:

Direction	Zoning	Existing Use
North	Mixed Zoning (O-I, PD-C & I-2)	Vacant and Warehousing
South	Highway Business Special Use District (B-3 SUD) & Residential Estate (R-E)	Single-Family Residence
East	Residential Estate (R-E)	Single-Family Residence
West	Office Institutional (O-I)	Medical Office & Vacant



DEVELOPMENT DATA:

Proposed Uses:	Apartments (72 units)
Buildings:	4 buildings (includes clubhouse)
Number of Stories:	3 stories, 55' maximum height
Impervious Surface:	49.2%
Required Parking:	141 spaces
Proposed Parking:	143 spaces
Access/Streets:	One driveway off US HWY 70 BUS W is proposed (right-in, right-out only), along with two stub-outs to provide potential future connection(s) to adjacent properties.

STAFF ANALYSIS:

Overview

The applicant is requesting major site plan approval to develop 72 apartment units on a vacant property zoned Office-Institutional (O-I). The proposed use is permitted within the Office-Institutional zoning district, subject to approval of a Special Use Permit from Town Council. As such, the applicant has submitted a special use permit application which is running concurrently with this request. It is worth noting that, for multi-family development, the UDC allows applicants to propose dimensional standards as a part of the Special Use Permit application rather than adhere to specific dimensional standards.

The applicant is proposing three apartment buildings, as well as a clubhouse. There appears to be some discrepancies on the site plan in regards to the size of the proposed clubhouse. The "Recreation Area Summary" states the clubhouse to be 2,500 SF but the Parking Calculations table notes the clubhouse to be only 1,983 SF. This needs to be addressed by the applicant in order to ensure that the correct number of parking spaces are provided. Additional amenities proposed within the development include a playground, pavilion, and a mulch walking trail. The northern most portion of the development will remain primarily undisturbed in order to maintain a 50' stream buffer.

Consistency with Adopted Plans:

- **Strategic Growth Plan**

The future land use map designates this property, as well as properties directly west, to be considered "Employment Center". While the proposed use is not perfectly aligned with the future land use map, it is worth noting that the subject property does have land directly east that is designated as "Community Center". Community Center uses do include multi-family development. Due to the close proximity of the property to land designated "Community Center", staff considers this development to be generally consistent with the Comprehensive Plan 2040.

- **Unified Development Code**

The proposed development does not meet all requirements within the Unified Development Code (UDC), as discussed throughout this report.

Landscaping and Buffering

The applicant has met the buffer requirements noted within the Unified Development Code. Specifically, a Class "C" landscape buffer is proposed along the eastern property line in order to shield the residentially zoned property from vehicular use areas. A Class "A" landscape buffer is proposed along US HWY 70 BUS W, as well as plantings to accommodate street tree requirements and the requirements of the Thoroughfare Overlay District. The proposed landscape plan is missing some elements though, including required trees within all terminal landscape islands and screening materials (shrub species) necessary to screen dumpster enclosures as required by the UDC. Additionally, there is interference shown between utilities and required landscape islands, as well as discrepancies between the landscaping plan and dumpster detail regarding the height of the dumpster enclosure.

Mail Kiosks

The applicant is proposing the mail kiosk for the development to be located adjacent to building 200. The units are proposed to be freestanding with a shelter that matches the materials of the primary structures. Four additional parking spaces are proposed to accommodate the traffic that is associated with mail kiosks. One handicap space is proposed in front of the mail kiosks in order to adhere to ADA requirements, and one parking space is designated to be "15 minute" parking in order to ensure that at least one space is open throughout the day/night. Staff feels that the mail kiosk would be located more appropriately at the clubhouse with other amenities that serve the whole development. Staff has not received concurrence from the postmaster at the time that this staff report was written.

Access/Streets

The main access into the site is proposed off US BUS HWY 70 W. This driveway is proposed to be a right-in, right-out access, with a 100-foot deceleration lane into the site. To accommodate future cross access, the applicant is proposing a stub-out to adjacent properties on the east and west sides of the development.

Multi-Modal Access

The applicant is proposing sidewalk along the frontage of the property along HWY 70, connecting to the development. Sidewalks are proposed throughout the development to allow safe pedestrian access from all apartment buildings to the amenities, mail kiosk, and dumpsters/recycling areas. The applicant has also included a mulch trail from the sidewalk at building #300, which will connect to the stormwater pond and into the wooded area. Bike racks are provided at each building within the development, as required within the UDC.

Garbage / Recycling

The applicant is proposing three dumpsters as a part of the development, with one recycling center. One dumpster is located adjacent to the clubhouse and building 100, while the other two dumpsters and the recycling units are located within the northwest corner of the parking lot.

Staff is generally concerned that there is not a centralized area for trash and recycling. With the limited size of this development, all trash receptacles should be in one location. In addition, the proposed dumpster location adjacent to the clubhouse is poorly located from an aesthetic standpoint and does not meet the North Carolina State Fire Code which states that all dumpsters are to be located a minimum of 5' from any "combustible walls, openings, or combustible roof eave lines". As it is currently proposed, this dumpster only sits 3.5' from a residential building. In order to gain staff support, this issue needs to be resolved.

Traffic Impact Analysis

VHB Engineering prepared the Traffic Impact Analysis dated March 17, 2017. The study concludes that the proposed development has a minimal impact on the nearby intersections, and that a 100-foot deceleration lane is necessary at the project entrance. Staff has not received concurrence on the recommendations from NCDOT at the time this staff report was prepared.

Wastewater Allocation Request

The applicant has submitted a Wastewater Allocation Request, requesting 20,285 gallons per day. This request has been included as an attachment to the staff report. The request was reviewed by the Public Works Director and requires Town Council approval.

Architecture/Design

The proposed buildings within the development are architecturally compatible, consisting primarily of fiber cement siding with brick veneer. The proposed mail kiosk shelter and dumpster enclosures will be consistent with the architectural style of the clubhouse and apartment buildings.

CONSIDERATIONS:

- This request is subject to approval of 2017-08-SUP.
- The Planning Board shall make a final decision regarding Major Site Plans.

APPROVAL CRITERIA:

The applicant has addressed the Major Site Plan Approval Criteria outlined in the Unified Development Code. The applicant's responses are incorporated into the record as an attachment to the Staff Report.

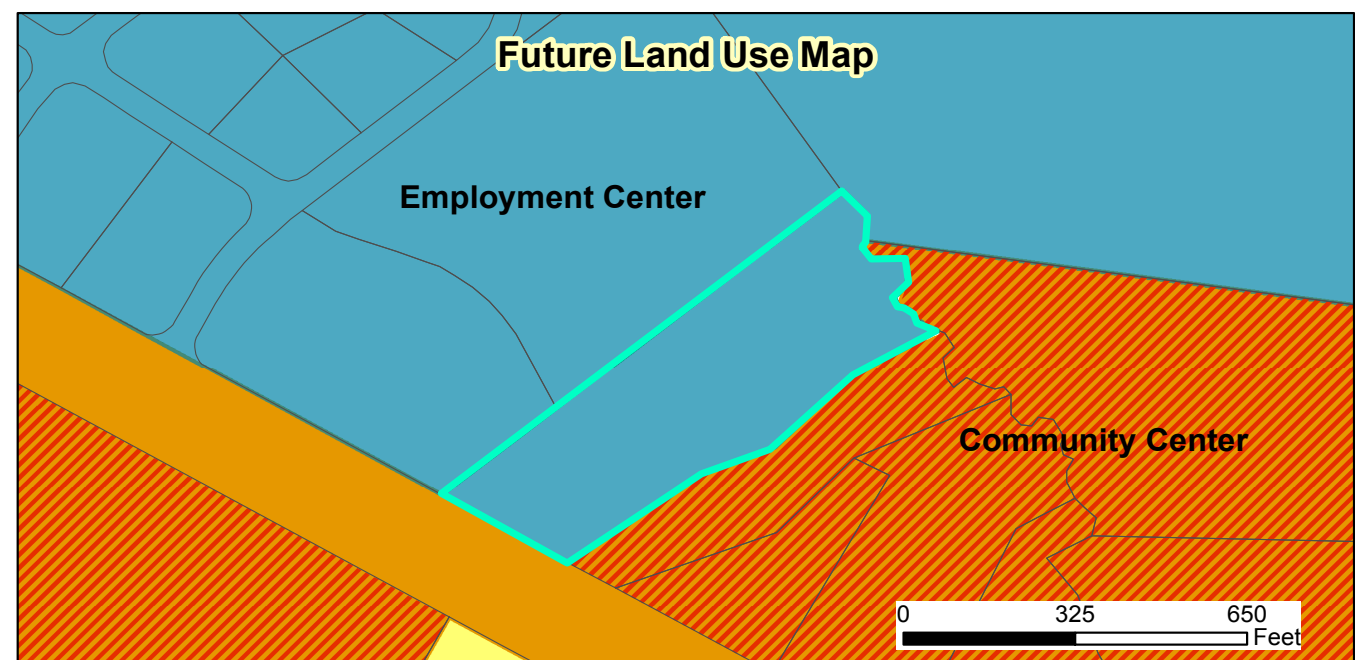
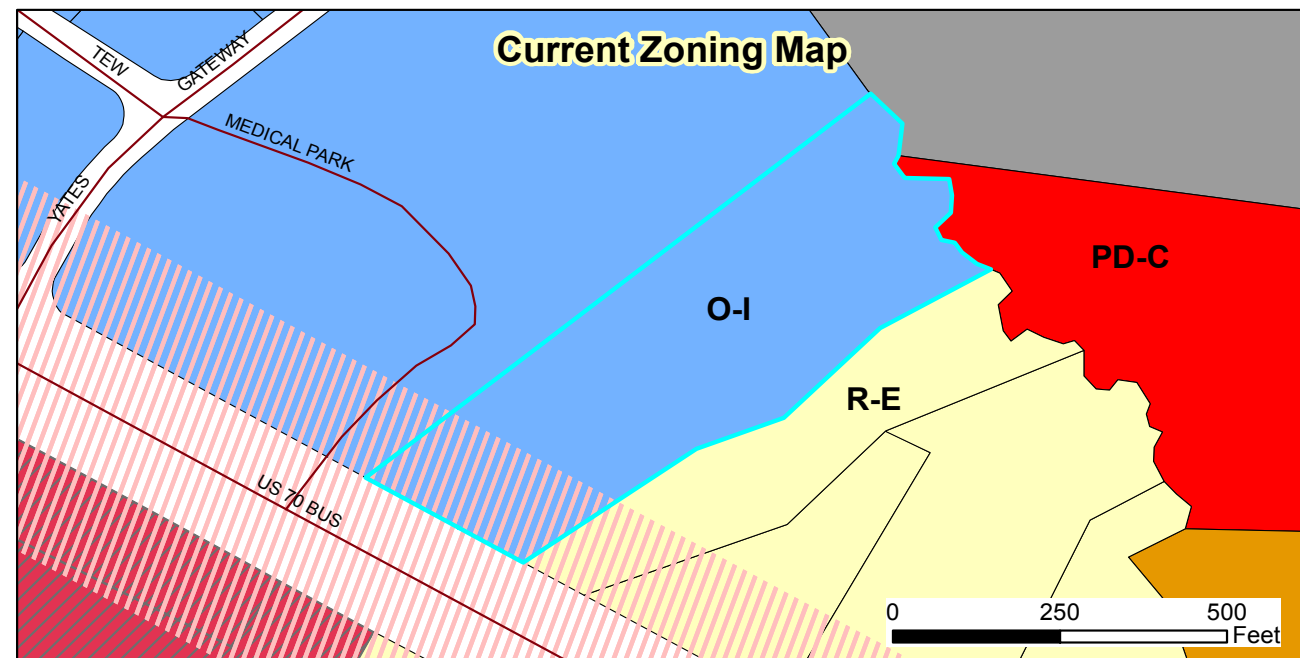
STAFF RECOMMENDATION:

Staff has concerns about the quality of the proposed development. Due to the timeframes established by the applicant (approval deadlines with the State), staff feels that the process and design has been rushed. Several concerns remain unanswered, including landscaping concerns, proper dumpster configurations, mail kiosk location and approvals from the Postmaster, traffic study concurrence from NCDOT, and landscaping/utility conflicts. Staff is also concerned the applicant has reduced amenities for the residents to ensure parking requirements can be met.

At this time, staff feels that the plan does not adequately meet the approval criteria set forth in UDC Section 155.707 (F). Based on the above, staff is recommending **denial** of Major Site Plan 2017-07-SP.

ATTACHMENTS:

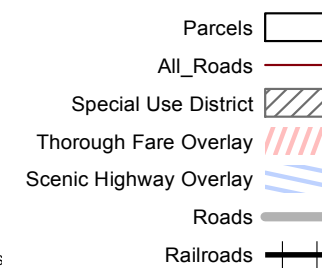
- 1) Staff report maps
- 2) Application
- 3) Neighborhood Meeting Materials
- 4) Site Plan
- 5) Traffic Impact Analysis (Findings & Conclusions)
- 6) Wastewater Allocation Request



2017-08-SUP Abbington Forest Special Use Permit
Request: To obtain special use approval to develop 72 multi-family apartment units
2017-07-SP Abbington Forest Major Site Plan
Request: To develop a 72 unit multi-family development
 Applicant: ReaVentures
 Property Owners: Omkrishna LLC
 Parcel ID: 165910-26-9035
 Tag #: 05G01200D



Document Path: O:\PLANNING\SPECIAL USE\2017\2017-08-SUP Abbington Forest\Maps\Staff Report Map- 2017-08-S





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

MAJOR SITE PLAN APPLICATION

Pursuant to Article 7, Section 155.707 of the Unified Development Code, an owner of land within the jurisdiction of the Town (or a duly authorized agent) may petition the Planning Board to approve a Major Site Plan application. Please complete all fields in this application and submit to the Planning Department with all required materials.

Application fee: \$500.00 + \$5.00 per acre. *All fees are due when the application is submitted.*

SITE INFORMATION

☒ New Major Site Plan

☐ Major Modification to an approved site plan
Project Modified: _____

Name of Project: Abbington Forest Acreage of Property: 4.939

County Tag #: 05G01200D NC PIN: 165910-26-9035

Address/Location: 12282 U.S. 70 Business, Clayton, NC 27520 (approximate)

Existing Use: vacant-undeveloped Proposed Use: multi-family

Zoning District: O-I

Is project within a Planned Development? ☒ No
☐ Yes (list): _____

Is project within an Overlay District? ☒ No
☐ Yes (list): _____

FOR OFFICE USE ONLY

Date Received: FEB 01 2017 Amount Paid: \$525.00 File Number: 2017-07-SP

PROPERTY OWNER INFORMATION

Name: OMKRISHNA LLC **Agent:** Frank DeRonja
Mailing Address: 8501 Stonegate Drive, Raleigh, NC 27615 (owner)
Phone Number: 919-847-1870 (owner); 919-669-7993 (AGENT) **Fax:** 919-324-1852 (owner)
Email Address: chandrikapatel553@yahoo.com (owner); FRANK@DERONJA.COM (agent)

APPLICANT INFORMATION

Applicant: Rea Ventures Group LLC
Mailing Address: 2964 Peachtree Rd NW Suite 200 Atlanta GA 30305
Phone Number: 404 250 4093 **Fax:** 404 250 4091
Contact Person: Matt Monroe or Sean Brady
Email Address: mattmonroe@reaventures.com; seanbrady@reaventures.com

REQUIRED INFORMATION (to be submitted with the application)

The following items must accompany a Major Site Plan application.

To be completed by the applicant:			To be completed by staff:		
Submit 9 copies of all materials unless otherwise noted or directed by staff	Yes	N/A	Yes	No	N/A
1. A pre-application conference was held with Town of Clayton staff. Date: 01.10.2017	☒	☐			
2. I have referenced the <i>Plan Requirements Checklist</i> and used this as a guide	☒				
3. Site Plan Review Fee (\$500 + \$5/acre)	☒				
4. Completed application	☒				
5. Owner's Consent Form	☒	☐			
6. Plan sets meeting the requirements listed in the <i>Plan Requirements Checklist</i>	☒	☐			
7. Adjacent property owners list	☒	☐			
8. Wastewater allocation request OR verification of wastewater allocation	☒	☐			
9. Signed and sealed traffic impact analysis (2 copies) (required for projects which generate at least 100 vehicle trips at peak hour. See §155.708 of the UDC)	☐	☒			
10. Neighborhood meeting notice letter (1 copy)* See sample letter and meeting requirements included in this packet *Not required for subdivisions that are part of an approved planned development	☒	☐			
11. Neighborhood meeting summary form (1 copy) * Included in this packet *Not required for subdivisions that are part of an approved planned development	Must be submitted after neighborhood meeting is held and at least 10 days prior to Planning Board meeting.				

EXPLANATION OF PROJECT

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

Please see attached.

APPLICANT AFFIDAVIT

I/We, the undersigned, do hereby make application and petition to the Planning Board of the Town of Clayton to approve the subject Major Site Plan. 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.

Matthew Monroe
Print Name


Signature of Applicant

01.31.2017
Date

Explanation of Project

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

The proposed Abbington Forest is a new construction garden-style apartment development located at the intersection of Medical Park Place and Highway 70.

The development will be situated in an appealing setting surrounded by a strong mix of retail, multi-family, and residential land uses and directly on the major west-east highway (U.S. Highway 70) connecting Clayton to Raleigh. Several large retail centers are located within a mile of the site along U.S. Highway 70. In addition, our tenants will have access to the many services provided within the adjacent Medical Park Place development which includes health care, dentist, and child care services.

The development will contain 72 multi-family units and a community building. Units will consist of garden style apartments in one three-story building with one non-residential community building.

Building exterior facades will be comprised of brick and fiber cement siding. Buildings are aligned with significant setbacks from Highway 70 and vegetative buffers along the east and west site boundary. Ample green space locations around the site perimeter also provides safe recreation areas for the residents, in addition to an undisturbed area containing field-identified wetlands at the rear of the site (less than 1 acre). For noise and safety, the residential building will be set back from Highway 70 by approximately 120 feet. This provides an ample buffer of greenspace and vegetation to shield from the highway.

As a land use allowed under O-I by special use permit, and in a location described as a transition area between High Density Residential and Community Center where higher density residential is encouraged as a transitional use in the future land use plan, the development is an appropriate use in the proposed location. Further, the proposed design complied with the Town's design requirements and would be compatible with and complimentary to recent developments currently under construction in close proximity to our site.



**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

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: Abbington Main **Address or PIN #:** 165910-26-9035

AGENT/APPLICANT INFORMATION:

<u>Rea Ventures Group, LLC</u> (Name - type, print clearly)	<u>2964 Peachtree Road NW, Suite 200</u> (Address) <u>Atlanta, GA 30305</u> (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*):

Special Use Permit

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

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

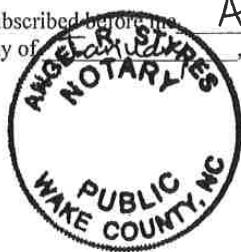
OWNER AUTHORIZATION:

<u>On Behalf of Frank DeRenja, Agent</u> (Name - type, print clearly)	<u>PO Box 6462</u> (Address)
<u>[Signature]</u> (Owner's Signature)	<u>Raleigh NC 27628</u> (City, State, Zip)

STATE OF North Carolina
COUNTY OF Wake

Sworn and subscribed before me, Angel R. Styres, a Notary Public for the above State and County, this
the 12th day of October, 2017.

SEAL



Angel R. Styres
Notary Public

My Commission Expires: 2-18-2018

October 2013



215 Boone Heights Dr., Ste. 107
Boone, NC 28607
828.262.9807
www.valorengineering.com

January 31, 2017

Town of Clayton, NC
111 E. 2nd Street
Clayton, NC 27520

Abbingtion Forest Trip Generation Calculations

To Whom It May Concern:

Please let this letter serve as a brief trip generation analysis for the proposed Abbingtion Forest multifamily project. The project, located near 12282 US-70 Business, shall consist of a 72-unit "low rise" multifamily building, clubhouse, playground, and all associated infrastructure and parking. One right-in-right-out driveway is proposed on US-70 Business, and this driveway shall require approval by the North Carolina Department of Transportation (NCDOT).

Trip Generation

Based on the Institute of Traffic Engineers (ITE) Trip Generation Manual, the project will generate the following:

Use	Expected Units	Calculated Daily Trips	Peak Hour Trips
Low Rise Apartments (221)	72 dwelling units	474	42
Clubhouse (General Office, 710)	2500 sf	28	4
TOTAL:		502	46

If you have any questions about this analysis or would like any further information, please feel free to contact us at your convenience.

Sincerely,

Valor Engineering, PLLC



By: _____
(Signature)

Name: Jason Gaston, P.E.

Title: Principal

Date: January 31, 2017

Findings and Conclusions

As indicated in the traffic operations analyses, the proposed development is projected to have minimal impact on the study area intersections.

US 70 Business and Abbington Forest Driveway

The traffic analysis indicates that this intersection is projected operate acceptably at LOS E in the AM peak hour, and LOS C in the PM peak hour. SimTraffic simulation shows that this intersection is projected to operate better than the reported Synchro LOS. As such, the following driveway configuration is recommended at this intersection:

- Construct a two-lane site access driveway from US 70 Business to Abbington Forest with one ingress lane and one egress lane.
- Construct an exclusive right-turn lane on westbound US 70 Business with at least 100 feet of storage and appropriate taper.

It should be noted that, although LOS is unsatisfactory for several study intersections, the results are typical for peak hour analysis of unsignalized approaches, especially given the high vehicle volumes on the main street. Notably, high delay for the eastbound left turn/U-turn movement at Fernwood Drive is attributable to the high westbound through volume (2,537 vehicles), and not to the relatively small left turn volume (6 vehicles).

Traffic simulation indicates that no excessive queueing, blocking, spillback or gridlock occurs in the Build scenario. The current US 70 Business left-turn storage at median openings in the study area are sufficient for the Build (2018) conditions, therefore, no further improvements are recommended.

A summary of LOS results across scenarios is shown in Table 7, and the resulting future lane configurations and traffic control for 2018 are shown in Figure 6.

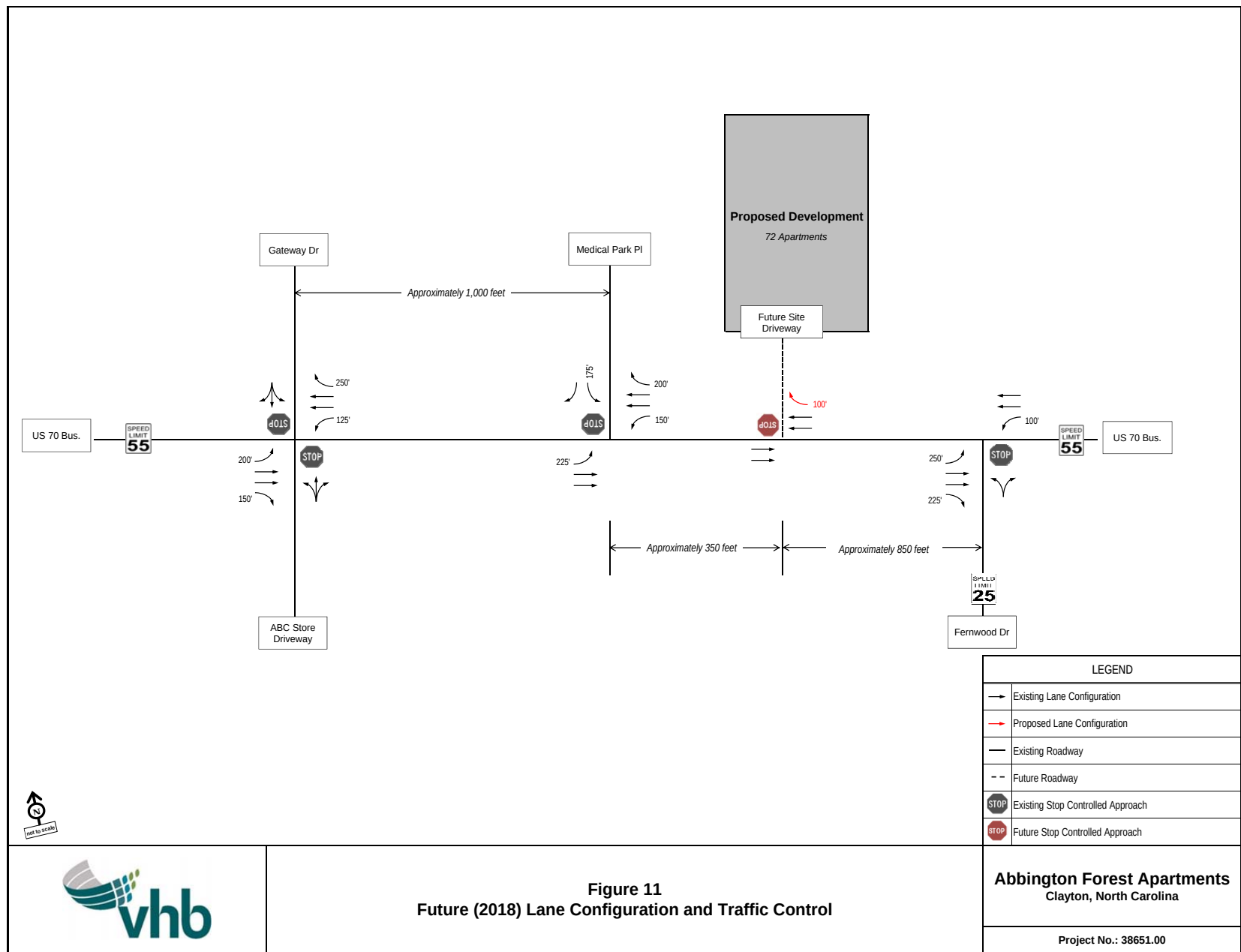


Table 8: Summary of LOS Results

Intersection and Approach	Existing (2017)		Background (2018)		Build (2018)	
	AM	PM	AM	PM	AM	PM
US 70 Bus & Gateway Dr/ABC Store	N/A	N/A	N/A	N/A	N/A	N/A
Eastbound LT/UT	(B / 10.7)	B / 12.3	(F / 363.1)	B / 14.1	(F / 557.7)	B / 14.3
Westbound LT/UT	A / 0	(B / 11.7)	A / 0	(D / 29.2)	(A / 2.2)	(D / 27.6)
Northbound	A / 0	E / 42.4	A / 0	F / 63.4	A / 0	F / 66.2
Southbound	F / 86.5	F / 76.2	F / 262.2	F / 175.7	F / 283.4	F / 191.5
US 70 Bus & Medical Park Pl	N/A	N/A	N/A	N/A	N/A	N/A
Eastbound LT/UT	D / 30.8	A / 0	E / 48.3	A / 0	E / 49.7	A / 0
Westbound LT/UT	A / 0	D / 30.6	A / 0	E / 39.1	B / 13.4	E / 42.0
Southbound	F / 81.8	F / 68.7	F / 149.6	F / 70.2	F / 155.6	F / 75.2
US 70 Bus & Abbington Forest	N/A	N/A	N/A	N/A	N/A	N/A
Southbound	-	-	-	-	E / 43.6	C / 16.6
US 70 Bus & Fernwood Dr	N/A	N/A	N/A	N/A	N/A	N/A
Eastbound LT/UT	A / 0	A / 0	A / 0	A / 0	F / 63.6	C / 19.7
Westbound LT/UT	A / 9.9	D / 28.0	B / 12.2	E / 36.2	B / 12.3	E / 36.5
Northbound	D / 33.6	C / 24.0	F / 94.6	D / 28.6	F / 101.3	D / 28.6

Note: Values in parentheses are recorded from SimTraffic.

LEGEND: X = Unsignalized approach LOS;
(00.0) = Unsignalized approach control delay in seconds



SHEET INDEX

- G-1 COVER SHEET
- V-1 SURVEY - EXISTING CONDITIONS
- C-1 PRELIMINARY SITE PLAN
- C-2 PRELIMINARY GRADING PLAN
- C-2.1 PRELIMINARY DRAINAGE PLAN
- C-3 PRELIMINARY UTILITY PLAN
- C-4 PRELIMINARY CONSTRUCTION DETAILS
- L-1 LANDSCAPE PLAN

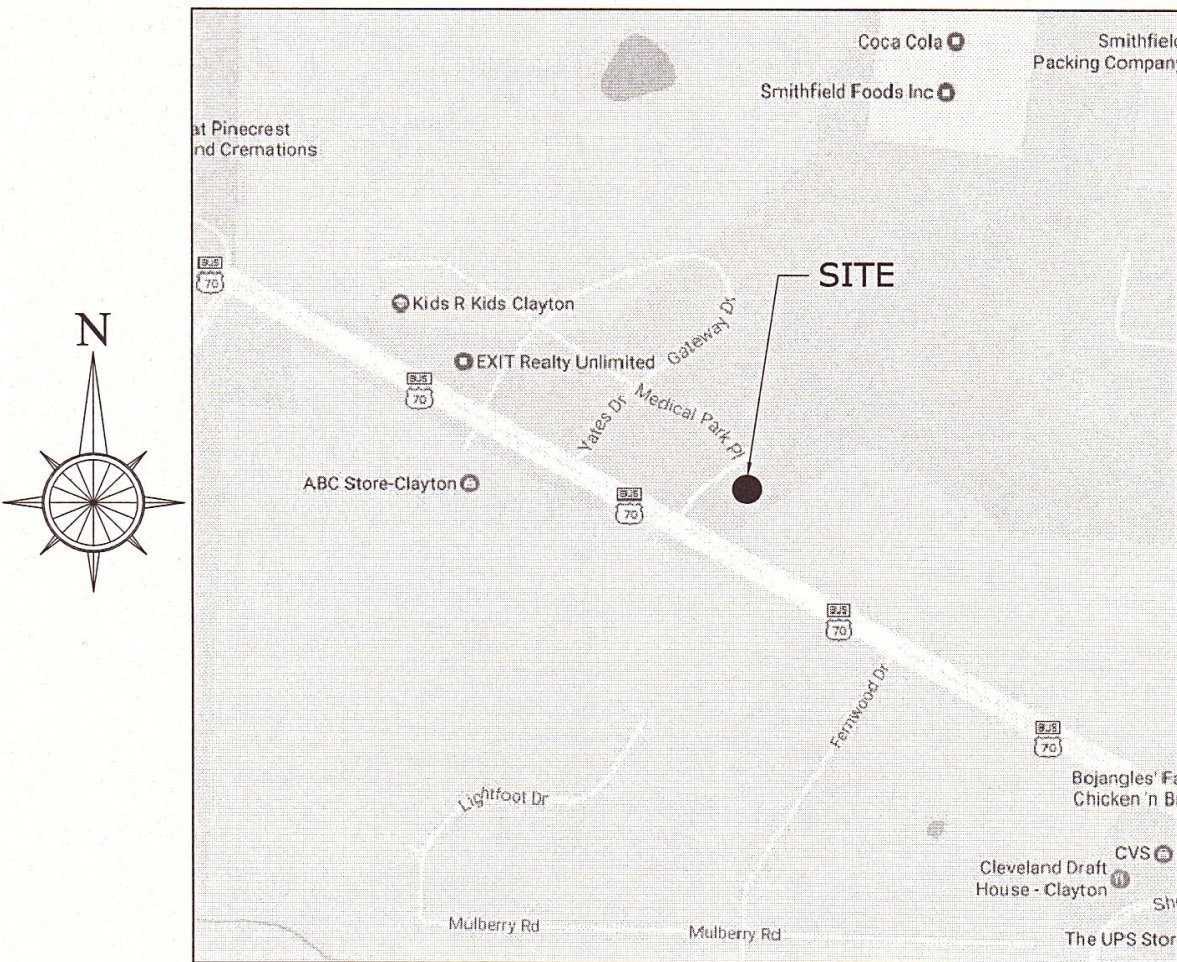
MAJOR SITE PLAN FOR:

Abbington Forest

A Multifamily Development

Near 12282 US-70 Business
Clayton, NC 27520
Zoned: O-I
PARCEL #: 165910-26-9035

PROJECT #2017-07-SP



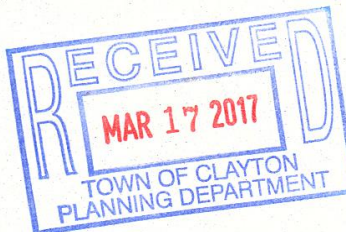
VICINITY MAP
NOT TO SCALE

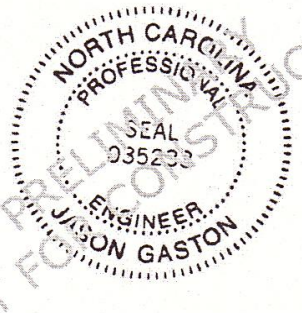
DEVELOPER/OWNER
ABBINGTON FOREST, LLC
P.O. BOX 9471
2964 PEACHTREE ROAD
SUITE 640
ATLANTA, GA 30305
(404) 250-4093
CONTACT: MR. TREY COOGLE

CIVIL ENGINEER
VALOR ENGINEERING, PLLC
215 BOONE HEIGHTS DR.
SUITE 107
BOONE, NC 28607
(828) 262-9807
CONTACT: MR. JASON GASTON, P.E.

ARCHITECT
MARTIN RILEY ASSOCIATES - ARCHITECTS, P.C.
215 CHURCH STREET
SUITE 200
DECATUR, GA 30030
(404) 373-2800
CONTACT: MR. STEVE SMITH

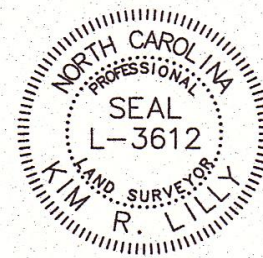
SURVEYOR
REGIONAL LAND SURVEYORS, INC.
8642 WEST MARKET STREET
SUITE 100
GREENSBORO, NC 27409
(336) 665-8155
CONTACT: MR. KIM LILLY, PLS, CFS



 ENGINEER'S SEAL	TRC STAMP	CITY COUNCIL STAMP	 DEVELOPER:	Abbington Forest A Multifamily Development Near 12282 US-70 Business Clayton, NC 27520	 ENGINEER:	REVISIONS:				G-1
						NO.	DESCRIPTION:	BY:	DATE:	
						1	TOWN OF CLAYTON COMMENTS	JEG	03/17/17	

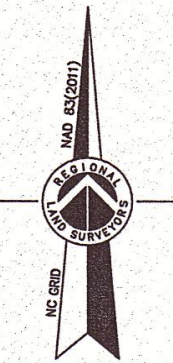
I, KIM R. LILLY, CERTIFY THAT THIS MAP WAS DRAWN UNDER MY SUPERVISION FROM AN ACTUAL SURVEY MADE UNDER MY SUPERVISION (DEED DESCRIPTION RECORDED IN DEED BOOK 2017, PAGE 790 & PLAT BOOK 18, PAGE 35; THAT THE BOUNDARIES NOT SURVEYED ARE INDICATED AS DRAIN FROM INFORMATION IN DEED BOOK AND PAGE (AS SHOWN); THAT THE RATIO OF PRECISION IS 1:12,831; AND THAT THIS MAP MEETS THE REQUIREMENTS OF THE STANDARDS OF PRACTICE FOR LAND SURVEYING IN NORTH CAROLINA (21 NCAC 56.1600).

THIS 20TH DAY OF JANUARY, A.D. 2017 AND 17TH DAY OF MARCH, A.D. 2017.



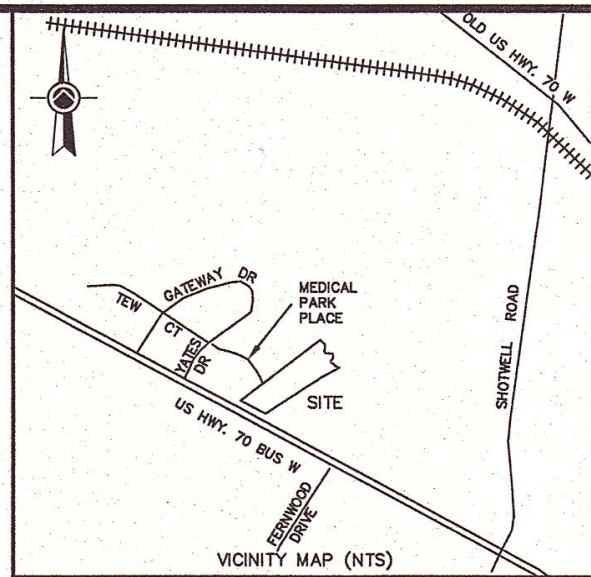
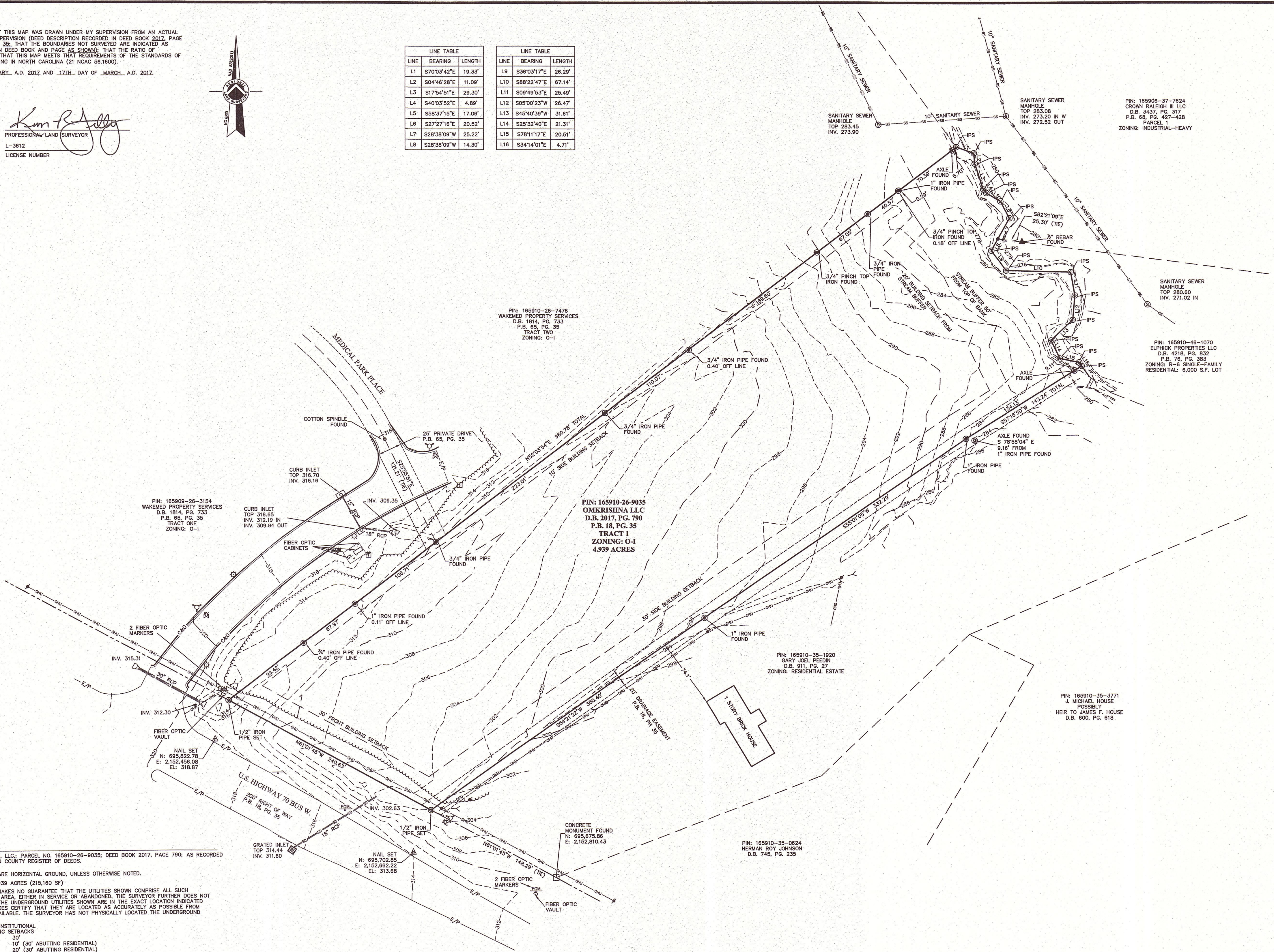
Kim R. Lilly
PROFESSIONAL LAND SURVEYOR
L-3612
LICENSE NUMBER

3-17-2017



LINE TABLE			LINE TABLE		
LINE	BEARING	LENGTH	LINE	BEARING	LENGTH
L1	S70°33'42"E	19.33'	L9	S36°03'17"E	26.29'
L2	S04°46'28"E	11.09'	L10	S88°22'47"E	67.14'
L3	S17°54'51"E	29.30'	L11	S09°49'53"E	25.49'
L4	S40°03'52"E	4.89'	L12	S05°00'23"W	26.47'
L5	S58°37'15"E	17.06'	L13	S45°40'39"W	31.61'
L6	S27°27'16"E	20.52'	L14	S25°32'40"E	21.31'
L7	S28°38'09"W	25.22'	L15	S78°11'17"E	20.81'
L8	S28°38'09"W	14.30'	L16	S34°14'01"E	4.71'

- NOTES:
1. SITE: OMKRISHNA, LLC.; PARCEL NO. 165910-26-9035; DEED BOOK 2017, PAGE 790; AS RECORDED IN THE JOHNSTON COUNTY REGISTER OF DEEDS.
 2. ALL DISTANCES ARE HORIZONTAL GROUND, UNLESS OTHERWISE NOTED.
 3. TOTAL AREA: 4.939 ACRES (215,160 SF)
 4. THE SURVEYOR MAKES NO GUARANTEE THAT THE UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED. ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE, THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.
 5. ZONING: OFFICE INSTITUTIONAL
BUILDING SETBACKS
STREET 30'
SIDE 10' (30' ABUTTING RESIDENTIAL)
REAR 20' (30' ABUTTING RESIDENTIAL)
 6. THE PROPERTY SUBJECT TO THE THOROUGHFARE OVERLAY DISTRICT AS ESTABLISHED IN THE UNIFIED DEVELOPMENT CODE FOR THE TOWN OF CLAYTON, NORTH CAROLINA.
 7. THE PROPERTY IS NOT LOCATED IN A SPECIAL FLOOD HAZARD AREA AS DETERMINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (NORTH CAROLINA FLOOD MAPPIING), COMMUNITY PANEL NO.: 37201659004, DATED: DECEMBER 2, 2005.
 8. INFORMATION SHOWN HEREON IS FROM DIRECT FIELD DATA COLLECTED JANUARY 11, THRU JANUARY 19, 2017.
 9. NORTH CAROLINA GRID COORDINATES AS SHOWN HEREON WERE DERIVED FROM DIRECT GPS OBSERVATIONS UTILIZING THE NORTH CAROLINA GEODETIC SURVEY'S NETWORK RTK SYSTEM AND ARE REFERENCED TO THE NC GRID NAD 83(2011) DATUM. GPS OBSERVATION PERFORMED ON JANUARY 11, 2017.
 10. A TITLE SEARCH WAS NOT PERFORMED FOR THIS SURVEY.
 11. THIS PROPERTY IS LOCATED IN THE EXTRA-TERRITORIAL JURISDICTION (ETJ) OF THE TOWN OF CLAYTON.



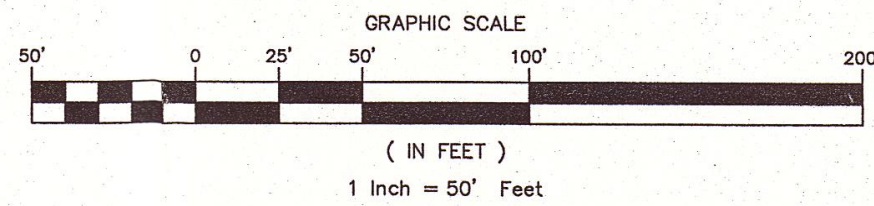
- LEGEND
- 1/2" IRON PIPE SET (IPS)
 - NAIL SET
 - IRON PIPE FOUND (IPF) (SIZE AS NOTED)
 - PINCH TOP FOUND (SIZE AS NOTED)
 - AXLE FOUND
 - CONCRETE MONUMENT FOUND
 - REBAR FOUND (RBF)
 - BOLLARD
 - COMPUTED POINT
 - UTILITY POLE
 - LIGHT POLE
 - FIRE HYDRANT
 - WATER VALVE
 - GRATE INLET
 - CURB INLET
 - FLARED END SECTION
 - TELEPHONE PEDESTAL
 - FIBER OPTIC MARKER
 - SIGN
 - GUY WIRE
 - SANITARY SEWER MANHOLE
 - SUBJECT BOUNDARY LINE
 - ADJOINER BOUNDARY LINE
 - RIGHT OF WAY LINE
 - OVERHEAD UTILITIES
 - STORM SEWER
 - CURB AND GUTTER
 - SANITARY SEWER
 - TREE LINE
 - WATER EDGE
 - DB DEED BOOK
 - PB PLAT BOOK
 - PG PAGE
 - R/W RIGHT-OF-WAY
 - E/P EDGE OF PAVEMENT
 - C&G CURB AND GUTTER
 - CONC CONCRETE

EXISTING CONDITIONS
FOR
REA VENTURES GROUP, LLC
U.S. HIGHWAY 70 BUSINESS W
CLAYTON TOWNSHIP, JOHNSTON COUNTY
CLAYTON, NORTH CAROLINA

Regional Land Surveys, Inc.
8642 WEST MARKET STREET, SUITE 100
GREENSBORO, NORTH CAROLINA 27409
TELEPHONE (336) 665-8155

COMPUTED FROM DRAWING BY: SRV DATE: 07/20/2017 CREW: GREG KWI
REVISED: 03-16-2017 TITLE CHANGE & LABEL DELETION
REVISED: 03-17-2017 REMOVE OLD BOUNDARY

SURVEY PREPARED FOR:
REA VENTURES GROUP, LLC
2964 PEACHTREE ROAD
ATLANTA, GEORGIA 30305
CONTACT: MATT MONROE
(404) 250-4093



GENERAL NOTES:

- 1.) ALL PROPOSED DIMENSIONS USED TO SHOW THE GEOMETRIC LAYOUT OF THE PROPOSED PARKING LOT ARE SHOWN AT THE FACE OF CURB. ALL PROPOSED DIMENSIONS USED TO SHOW THE GEOMETRIC LAYOUT OF THE PROPOSED BUILDING LOCATION ARE GIVEN AT THE OUTSIDE FACE OF THE BUILDING CORNERS. ALL CURB RADI ARE GIVEN AT THE FACE OF CURB.
- 2.) CONTRACTOR SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES BETWEEN THE EXISTING CONDITIONS IN THE FIELD AND THE SURVEY SHOWN ON THE PLANS BEFORE PROCEEDING WITH ANY NEW CONSTRUCTION.
- 3.) CONTRACTOR IS RESPONSIBLE FOR CORRECT HORIZONTAL AND VERTICAL ALIGNMENT OF ALL TIES BETWEEN PROPOSED AND EXISTING PAVEMENTS, CURB AND GUTTER, SIDEWALKS, WALLS, AND UTILITIES.

SITE NOTES:

- 1.) TRACT IS ZONED O-1. EXISTING USE: UNDEVELOPED. PROPOSED USE: MULTIFAMILY.
- 2.) SEE ARCHITECTURAL PLANS FOR BUILDING FLOOR PLAN DIMENSIONS, DOOR LOCATIONS, AND OTHER ARCHITECTURAL DETAILS.
- 3.) NO CERTIFICATE OF OCCUPANCY WILL BE ISSUED UNTIL ALL SITE IMPROVEMENTS HAVE BEEN COMPLETED ON THE SITE.
- 4.) HIGH INTENSITY LIGHTING FACILITIES SHALL BE SO ARRANGED THAT THE SOURCE OF ANY LIGHT IS CONCEALED FROM THE PUBLIC VIEW AND DOES NOT INTERFERE WITH TRAFFIC. (SEE PHOTOMETRICS PLAN IN ARCH. PLANS).
- 5.) ALL BUFFERS, TREE SAVE AREAS, AND UNDISTURBED AREAS SHALL BE CLEARLY IDENTIFIED BY FLAGGING AND/OR FENCING PRIOR TO COMMENCEMENT OF ANY LAND DISTURBANCE.
- 6.) NO OUTSIDE STORAGE IS PROPOSED. THIS INCLUDES SUPPLIES, VEHICLE, EQUIPMENT, PRODUCTS, ETC.
- 7.) SIGNS (LOCATION, NUMBER, AND SIZE) ARE NOT APPROVED UNDER THIS DEVELOPMENT PERMIT. A SEPARATE PERMIT IS REQUIRED FOR ON-SITE SIGNAGE.
- 8.) ALL PAVEMENT MARKING WITHIN R/W SHALL BE CONSTRUCTED ACCORDING TO NCDOT SPECIFICATIONS.
- 9.) ALL CONSTRUCTION RELATED PERMITS DURING THE CONSTRUCTION PHASE OF THIS PROJECT ARE THE RESPONSIBILITY OF THE OWNER, HOWEVER A CONTRACTOR/DEVELOPER CAN DO PERMITTING WITH AGENT AUTHORIZATION.
- 10.) CONSTRUCTION TRAILERS ARE TO BE PERMITTED THROUGH THE ZONING DIVISION OF PLANNING & INSPECTIONS.
- 11.) ALL EROSION, SEDIMENT CONTROL AND TREE PROTECTION MEASURES SHALL BE INSTALLED PRIOR TO ANY GRADING.
- 12.) THE JURISDICTION ACCEPTS NO RESPONSIBILITY FOR THE AMERICANS WITH DISABILITIES ACT (ADA), EXCEPT FOR NOTIFICATION REQUIREMENT. THE OWNER/DEVELOPER IS SOLELY RESPONSIBLE FOR COMPLIANCE FOR SAID ACT.
- 13.) NO SIDEWALK SHALL BE CONSTRUCTED WITH LONGITUDINAL SLOPES THAT EXCEED 1:20 (5%).
- 14.) 24 HOUR CONTACT: JASON GASTON, P.E., 770-722-9178

Abbotton Forest (Parcel 165910-26-9035, Zoned O-1)											
Lot Standards			Minimum Setbacks			Building Standards					
Min. Lot Area (sq. ft.)	Min. Lot Width (ft.)	Public Water & Sewer	Street/Front (Max.)	Side Interior (abutting residential)	Side Street	Rear (abutting residential)	Max Building Height (ft.)	Building Coverage	Impervious Coverage	Pervious Coverage	
Code Required	6,000	80	Required	30	10 (30)	20 (30)	60	50%	75%	25%	
Design Achieved	215,142	240.63	Connection on NE parcel: Elphick Properties LLC	30	30	20	55	31,613	15.0%	105,610	49.2%

LAND USE INTENSITY CALCULATIONS (OI)

TOTAL ACREAGE:	4.939 ACRES
TOTAL UNITS:	72
PROVIDED UNITS / ACRE IN PHASE I:	14.6 UNITS/ACRE

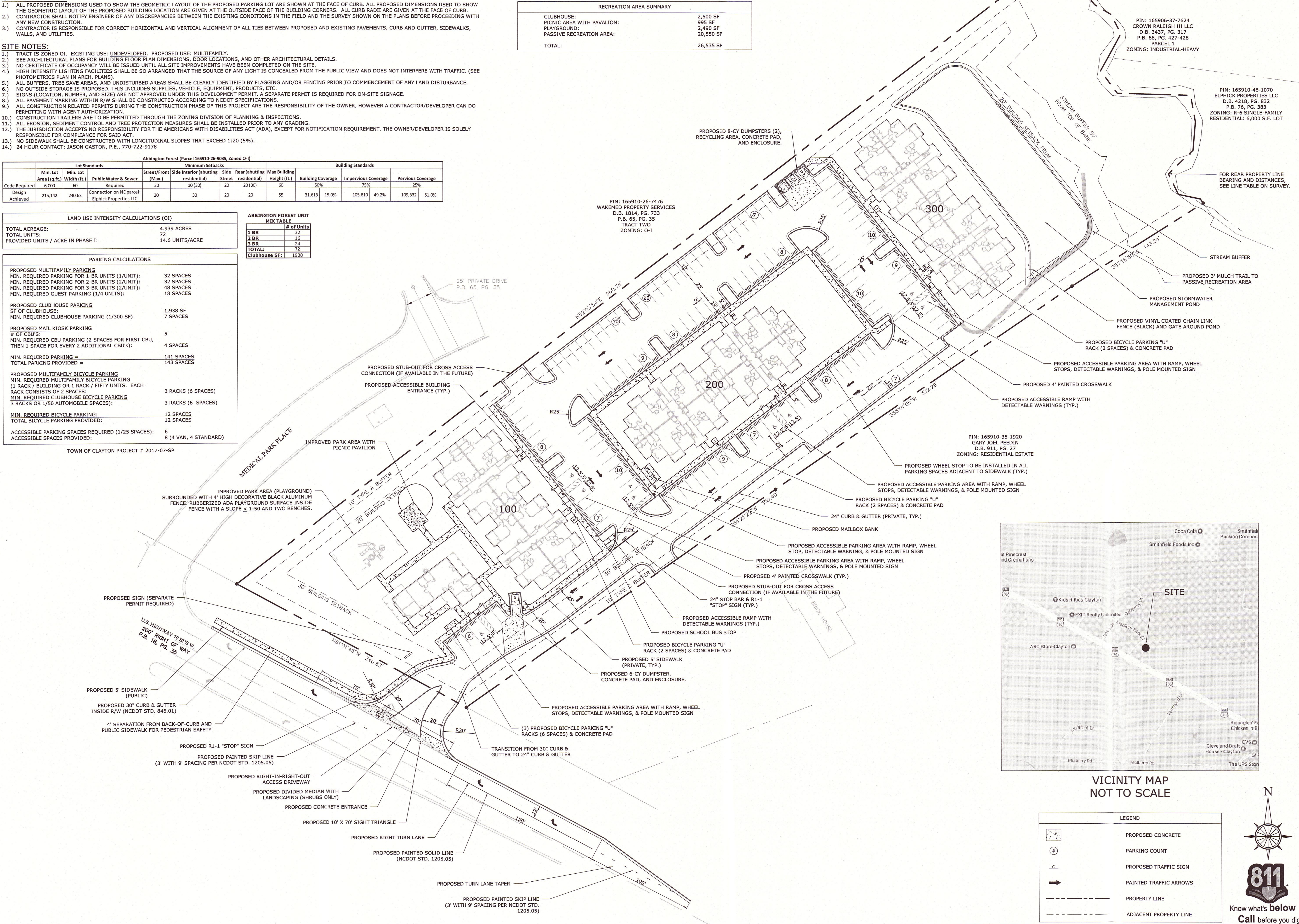
PARKING CALCULATIONS

PROPOSED MULTIFAMILY PARKING	
MIN. REQUIRED PARKING FOR 1-BR UNITS (1/UNIT):	32 SPACES
MIN. REQUIRED PARKING FOR 2-BR UNITS (2/UNIT):	32 SPACES
MIN. REQUIRED PARKING FOR 3-BR UNITS (2/UNIT):	48 SPACES
MIN. REQUIRED GUEST PARKING (1/4 UNITS):	18 SPACES
PROPOSED CLUBHOUSE PARKING	
SF OF CLUBHOUSE:	1,938 SF
MIN. REQUIRED CLUBHOUSE PARKING (1/300 SF)	7 SPACES
PROPOSED MAIL KIOSK PARKING	
# OF CBU'S:	5
MIN. REQUIRED CBU PARKING (2 SPACES FOR FIRST CBU, THEN 1 SPACE FOR EVERY 2 ADDITIONAL CBU'S):	4 SPACES
MIN. REQUIRED PARKING =	141 SPACES
TOTAL PARKING PROVIDED =	143 SPACES
PROPOSED MULTIFAMILY BICYCLE PARKING	
MIN. REQUIRED MULTIFAMILY BICYCLE PARKING (1 RACK / BUILDING OR 1 RACK / FIFTY UNITS. EACH RACK CONSISTS OF 2 SPACES):	3 RACKS (6 SPACES)
MIN. REQUIRED CLUBHOUSE BICYCLE PARKING (3 RACKS OR 1/50 AUTOMOBILE SPACES):	3 RACKS (6 SPACES)
MIN. REQUIRED BICYCLE PARKING:	12 SPACES
TOTAL BICYCLE PARKING PROVIDED:	12 SPACES
ACCESSIBLE PARKING SPACES REQUIRED (1/25 SPACES):	
ACCESSIBLE SPACES PROVIDED:	6 (4 VAN, 4 STANDARD)

ABBOTTON FOREST UNIT MIX TABLE

1 BR	# of Units
2 BR	32
3 BR	16
4 BR	24
TOTAL	72
Clubhouse SF:	1938

TOWN OF CLAYTON PROJECT # 2017-07-SP



PROJECT:

Abbotton Forest

A Multifamily Development

ADDRESS:

Near 12282 US-70 Business
Clayton, NC 27520

DEVELOPER:

ReaVentures
GROUP, LLC
2964 Peachtree Road, Ste. 640
Atlanta, GA 30305

CONTACT:

Mr. Trey Coogle

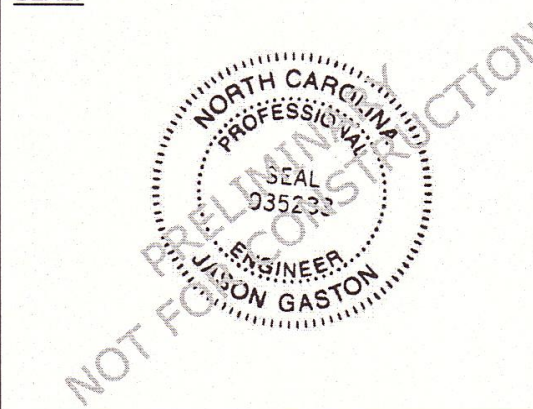
ENGINEER:

VALOR
ENGINEERING

215 Boone Heights Drive, Ste. 107
Boone, NC 28607
828-262-9807

www.valorengineering.com

SEAL:



REVISIONS

1 TOWN COMMENTS 03/17/17

REVISIONS	DATE
1 TOWN COMMENTS	03/17/17

PROJECT MANAGER:

JEG

DRAWING BY:

JEG

JURISDICTION:

Town of Clayton

DATE:

03/07/17

SHEET TITLE:

PRELIMINARY SITE PLAN

SHEET NUMBER:

C-1

SCALE:



FILE NUMBER:

056-004

LEGEND

CONCRETE SIDEWALK AND PAVING

EXISTING SPOT ELEVATION

PROPOSED SPOT ELEVATION

EXISTING CONTOURS

PROPOSED CONTOURS

EARTHWORK CALCULATIONS

REQ'D CUT =

+

5,640

CY

REQ'D FILL =

-

10,535

CY

ADDITIONAL REQ'D FILL FOR SHRINKAGE, ETC. =

-

1,580

CY

ADDITIONAL CUT FROM PAVEMENT BASE =

+

1,375

CY

ADDITIONAL CUT FROM BUILDING FOUNDATION =

+

795

CY

BALANCE:

-

4,305

CY

EARTHWORK NOTES:

1.) A SHRINKAGE OF 15% WAS TO ACCOUNT FOR REMOVAL OF TOPSOIL, COMPACTION, ETC.

2.) REQ'D CUT IS IN SITU CUT.

3.) ANY SOIL MATERIAL TO BE TRANSPORTED OFFSITE SHALL BE EXPORTED TO A SPOIL SITE APPROVED BY THE GOVERNING JURISDICTION. AT THE START OF EARTH MOVING ACTIVITIES, THE CONTRACTOR SHALL PROVIDE THE JURISDICTION WITH A COPY OF THE APPROVED SPOIL SITE PERMIT.

4.) IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ALL QUANTITIES AND BID NUMBERS. THESE CALCULATIONS ARE PROVIDED FOR REFERENCE ONLY.

GRADING NOTES:

- 1.) ALL SPOT ELEVATIONS SHOWN ARE @ THE EOP UNLESS OTHERWISE NOTED.
- 2.) ALL PROPOSED SIDEWALKS SHALL BE BUILT WITH A 2% CROSS-SLOPE AWAY FROM THE BUILDING. NO SIDEWALK SHALL HAVE LONGITUDINAL SLOPES THAT EXCEED 1:20 (5%).
- 3.) THE CONTRACTOR SHALL CLEAN OUT ACCUMULATED SILT IN STORM WATER CONVEYANCE CHANNELS, PIPES, AND DETENTION FACILITIES AT END OF CONSTRUCTION WHEN DISTURBED AREAS HAVE BEEN STABILIZED.
- 4.) COORDINATE WITH THE TOWN OF CLAYTON INSPECTIONS DURING CONSTRUCTION.
- 5.) NO CERTIFICATE OF OCCUPANCY WILL BE ISSUED UNTIL ALL SITE IMPROVEMENTS HAVE BEEN COMPLETED FOR APPROPRIATE PHASE.
- 6.) REFER TO SUBSURFACE EXPLORATION AND GEOTECHNICAL ENGINEERING EVALUATION REPORTS AS PROVIDED BY OWNER FOR RECOMMENDATIONS ASSOCIATED WITH: GENERAL SITE PREPARATION, BUILDING PAD PREPARATION, PAVEMENT SECTIONS, FILL, SLOPES AND EXCAVATION.
- 7.) CONSTRUCT EROSION CONTROL BARRIERS PER THE TOWN OF CLAYTON INSPECTOR AND MAINTAIN UNTIL PERMANENT VEGETATION IS ESTABLISHED.
- 8.) THE CONTRACTOR SHALL RE-ESTABLISH ALL RIGHT OF WAY AREA WHICH IS DAMAGED OR DISTURBED TO ORIGINAL CONDITIONS OR BETTER DURING AUTHORIZED WORK. ALL WORK IN NCDOT RIGHT OF WAY SHALL COMPLY WITH NCDOT SPECIFICATIONS.
- 9.) ALL CURBED ISLANDS SHALL BE FILLED TO TOP OF CURB WITH TOPSOIL AND SEEDED.
- 10.) MAXIMUM CUT SLOPE IS 1.5:1 AND MAXIMUM FILL SLOPE IS 2:1. ANY PROPOSED SLOPE > 2:1 SHALL BE PROPERLY DESIGNED AND CERTIFIED BY A NORTH CAROLINA REGISTERED PROFESSIONAL ENGINEER OR GEOLOGIST. CONTRACTOR SHALL COORDINATE WITH THE GEOTECHNICAL CONSULTANT AND PROVIDE COPIES OF THE DESIGNS AND CERTIFICATIONS TO THE TOWN OF CLAYTON.
- 11.) ALL BUFFERS, TREE SAVE AREAS, AND UNDISTURBED AREAS SHALL BE CLEARLY IDENTIFIED BY FLAGGING AND/OR FENCING PRIOR TO COMMENCEMENT OF ANY LAND DISTURBANCE.
- 12.) ALL STORM PIPE SHOWN ON THIS PLAN SHALL BE WRAPPED WITH LOCATION WIRE AND TAPE.
- 13.) IN ALL AREAS OF FILL OR OTHERWISE DISTURBANCE OF EXISTING CONDITIONS, UNLESS OTHERWISE NOTED, THE CONTRACTOR SHALL FULLY AND COMPLETELY REMOVE AND LEGALLY DISPOSE OFF-SITE, ALL PLANT MATERIALS INCLUDING BUT NOT LIMITED TO ROOT SYSTEMS, CONCRETE, REINFORCED CONCRETE, ASPHALT DEBRIS, UNDERBRUSH, TOPSOIL, AND OTHER DELETERIOUS MATERIAL. THE SUBGRADE TO REMAIN SHALL BE COMPACTED TO 95% STANDARD PROCTOR MAXIMUM DRY DENSITY FOLLOWING FULL REMOVAL OF THESE MATERIALS.
- 14.) ALL SUBGRADE PREP AND AREAS OF THE SITE TO RECEIVE FILL SHALL BE COMPLETED IN STRICT CONFORMANCE WITH THE RECOMMENDATIONS PROVIDED BY THE PROJECT GEOTECHNICAL ENGINEER. THE CONTRACTOR SHALL HAVE THIS REPORT ON THE JOB SITE FOR REFERENCE AT ALL TIMES. THE CONTRACTOR SHALL PROVIDE EARTHWORK OPERATIONS AND CONSTRUCTION PHASE MONITORING TO ENSURE THAT ALL COMPACTION IS COMPLETED IN ACCORDANCE WITH THE GEOTECHNICAL REPORT. THE CONTRACTOR SHALL PROVIDE TESTING REPORTS TO THE OWNER REGARDING COMPACTION TESTING PER THE TESTING PROTOCOL IN THE GEOTECHNICAL REPORT.
- 15.) IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN QUALIFIED PROFESSIONAL ADVICE WHEN QUESTIONS ARISE CONCERNING DESIGN AND EFFECTIVENESS OF EROSION CONTROL DEVICES. 24 HR. CONTACT: MR. JASON GASTON (770) 722-9178.
- 16.) NO PORTION OF THIS PROPERTY LIES WITHIN A SPECIAL FLOOD HAZARD AREA PER PANEL 37102910000, DATED 12/3/09.
- 17.) STORMWATER MANAGEMENT FACILITIES AND EROSION CONTROL MEASURES ARE TO BE ACCOMPLISHED PRIOR TO ANY OTHER CONSTRUCTION ON THE SITE AND MAINTAINED UNTIL PERMANENT GROUND COVER IS ESTABLISHED. STORM WATER MANAGEMENT SHALL BE IN ACCORDANCE WITH COUNTY, STATE, AND OTHER APPROPRIATE ORDINANCES AND REGULATIONS IN EFFECT AT TIME OF CONSTRUCTION PLAN APPROVAL.
- 18.) EXTREME CAUTION SHALL BE USED WHEN WORKING WITHIN THE VICINITY OF THE EXISTING OVERHEAD POWER LINES. CONTRACTORS SHALL NOTIFY/COORDINATE WITH NEW RIVER LIGHT AND POWER COMPANY PRIOR TO CONSTRUCTION.

PROJECT:

Abbington Forest
A Multifamily Development

ADDRESS:

Near 12282 US-70 Business
Clayton, NC 27520

DEVELOPER:

ReaVentures GROUP, LLC
2964 Peachtree Road, Ste. 640
Atlanta, GA 30305

CONTACT:

Mr. Trey Coogle

ENGINEER:

VALOR ENGINEERING
215 Boone Heights Drive, Ste. 107
Boone, NC 28607
828-262-9807
www.valorengineering.com

SEAL:

REVISIONS

DATE

1 TOWN COMMENTS 03/17/17

PROJECT MANAGER: JEG
DRAWING BY: JEG
JURISDICTION: Town of Clayton
DATE: 03/07/17
SHEET TITLE:

PRELIMINARY GRADING PLAN

SHEET NUMBER: C-2

SCALE: 1" = 40'
40 20 0 40 80
SCALE IN FEET

FILE NUMBER: 056-004

Page 51 of 124

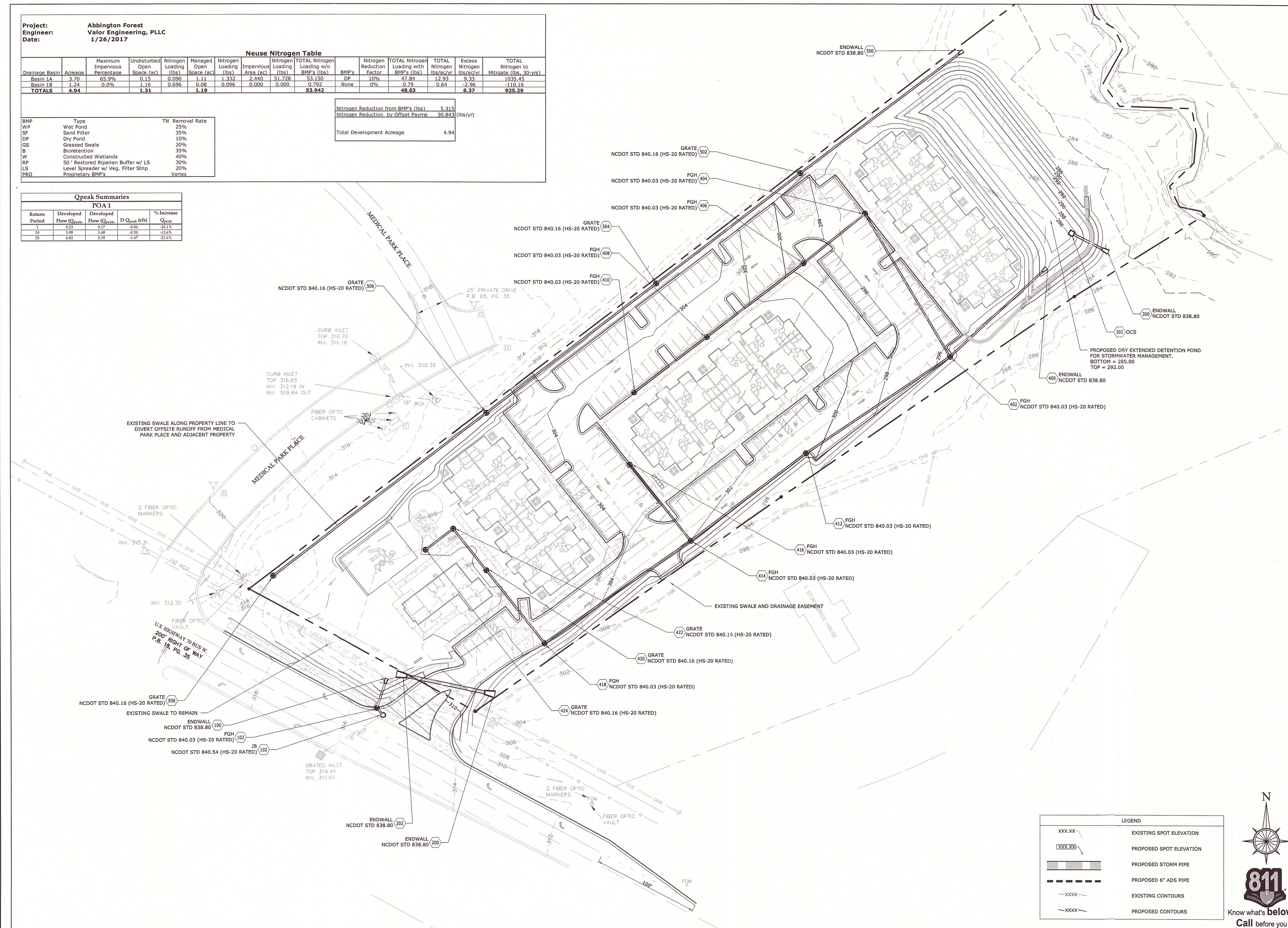
Project: Abbington Forest
Engineer: Valor Engineering, PLLC
Date: 1/26/2017

Neuse Nitrogen Table												
Drainage Basin	Area (ac)	Maximum Impervious Percentage	Undisturbed Open Space (ac)	Nitrogen Loading (lbs)	Managed Open Space (ac)	Nitrogen Loading (lbs)	Impervious Area (ac)	Nitrogen Loading (lbs)	TOTAL Nitrogen Loading w/o BMP's (lbs)	Nitrogen Reduction BMP's (lbs)	TOTAL Nitrogen Loading with BMP's (lbs)	TOTAL Nitrogen Excess (lbs/acre)
Basin 1A	3.70	65.9%	0.15	0.090	1.11	1.332	2.440	51.728	53.150	DP 10%	47.84	12.93
Basin 1B	1.24	0.0%	1.16	0.096	0.08	0.096	0.000	0.792	None	0%	0.79	0.64
TOTALS	4.94		1.31		1.19			53.942			48.63	6.37

BMP	Type	TN Removal Rate
WP	Wet Pond	25%
SF	Sand Filter	35%
DP	Dry Pond	10%
GS	Grassed Swale	20%
B	Bioretention	35%
W	Constructed Wetlands	40%
RP	50' Restored Riparian Buffer w/ LS	30%
LS	Level Spreader w/ Veg. Filter Strip	20%
PRO	Proprietary BMP's	Varies

Qpeak Summaries				
POA 1				
Return Period	Developed Flow (Q _{peak})	Developed Flow (Q _{peak})	D Q _{peak} (cfs)	% Increase
1	0.33	0.17	-0.06	-26.1%
10	3.38	1.68	-0.39	-11.5%
25	6.82	3.35	-1.47	-21.6%

Nitrogen Reduction from BMP's (lbs) 5.315
Nitrogen Reduction by Offset Payine 30.843 (lbs/yr)
Total Development Acreage 4.94



PROJECT:

Abbington Forest

A Multifamily Development

ADDRESS:

Near 12282 US-70 Business
Clayton, NC 27520

DEVELOPER:

ReaVentures
GROUP, LLC
2964 Peachtree Road, Ste. 640
Atlanta, GA 30305

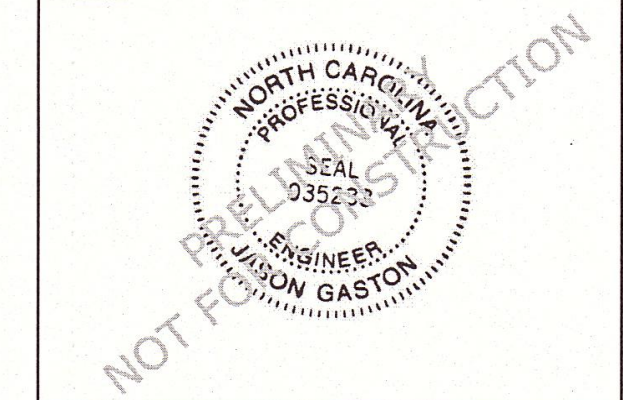
CONTACT:

Mr. Trey Coogle

ENGINEER:

VALOR
ENGINEERING
215 Boone Heights Drive, Ste. 107
Boone, NC 28607
828-262-9807
www.valorengineering.com

SEAL:



REVISIONS

DATE

1 TOWN COMMENTS 03/17/17

PROJECT MANAGER:

JEG

DRAWING BY:

JEG

JURISDICTION:

Town of Clayton

DATE:

03/07/17

SHEET TITLE:

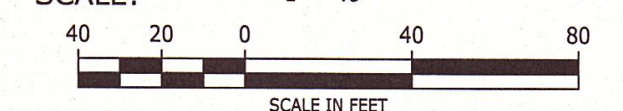
PRELIMINARY DRAINAGE PLAN

SHEET NUMBER:

C-2.1

SCALE:

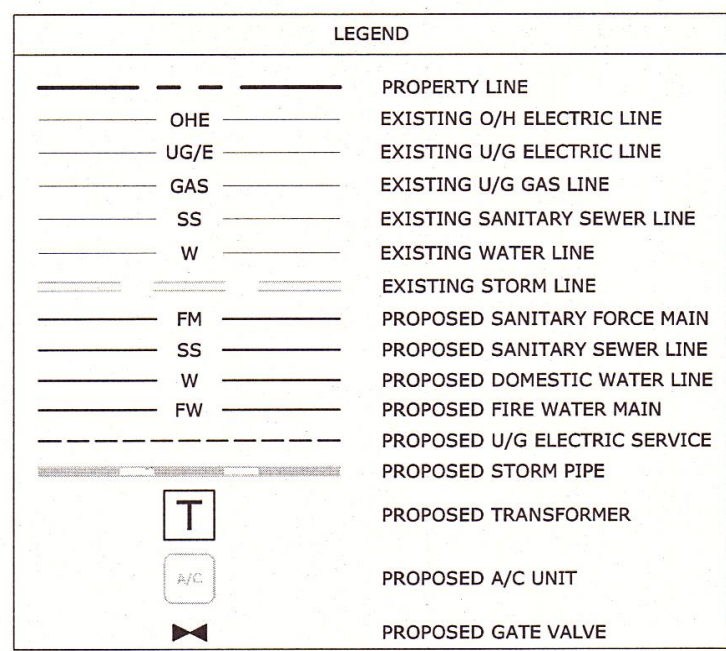
1" = 40'



FILE NUMBER:

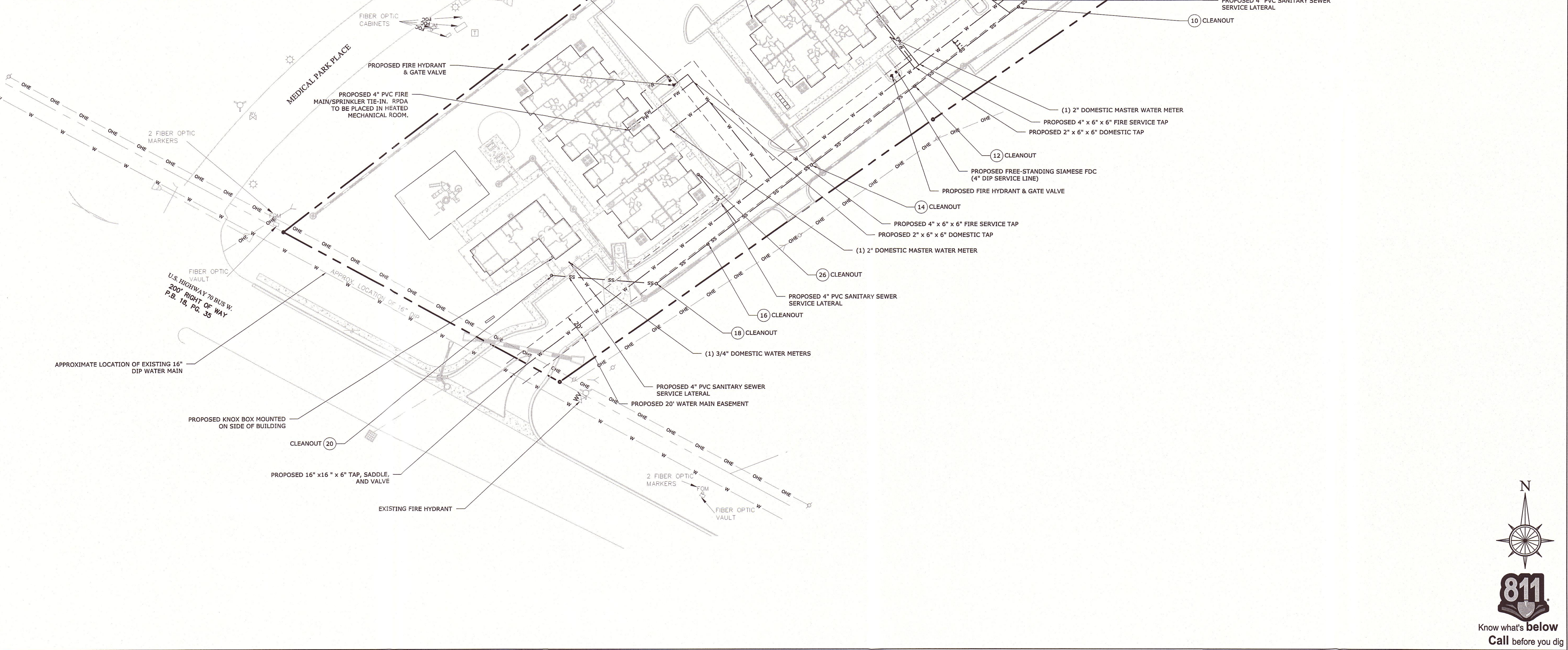
056-004





- GENERAL UTILITY NOTES:
- CONTRACTOR MUST PROVIDE ELECTRICAL SERVICE FROM THE TRANSFORMER TO EACH BUILDING. CONTRACTOR TO COORDINATE WITH POWER PROVIDER FOR FINAL COORDINATION OF UNDERGROUND CONDUITS ON SITE.
 - COORDINATE AS REQUIRED WITH TOWN OF CLAYTON INSPECTIONS DURING CONSTRUCTION FOR REQUIRED INSPECTIONS.
 - THIS SITE INDICATES POTABLE WATER SERVICE AND SANITARY SEWER LATERALS. NORTH CAROLINA STATE LAW REQUIRES THIS WORK TO BE INSTALLED BY A NORTH CAROLINA LICENSED PLUMBER. ALL WORK MUST BE INSPECTED TOWN OF CLAYTON CODES AND INSPECTION DEPARTMENT.
 - ALL ON-SITE SANITARY SEWER PVC PIPE SHALL BE PRESSURE CLASS SDR-26 WITH CLASS B BEDDING. PVC MUST BE MANHOLE, CCTV, AND PRESSURE TESTED BY THE UTILITY CONTRACTOR.
 - ALL CONDUIT, PIPE, AND CHASE PIPE SHALL BE WRAPPED WITH THE APPROPRIATE LOCATION WIRE AND TAPE.
 - NOTIFY WATER AND SEWER INSPECTOR PRIOR TO START OF CONSTRUCTION.
 - OWNER SHALL BE RESPONSIBLE FOR ANY REPAIR OR REPLACEMENT OF ANY IMPROVEMENTS WITHIN THE SANITARY SEWER, WATER, AND DRAINAGE EASEMENTS DUE TO MAINTENANCE.
 - PRIVATE HYDRANTS SHALL BE ORDERED IN RED COLOR.
 - ALL ELECTRIC POWER LINES, GAS DISTRIBUTION, TELEPHONE AND CABLE TELEVISION LINES SHALL BE PLACED UNDERGROUND.
 - SEE STORM AND UTILITY PROFILES FOR MAJOR UTILITY CROSSINGS.
 - THE CONTRACTOR/PROPERTY OWNER SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THE WATER AND SANITARY SEWER MAINS AND APPURTENANCES LOCATED WITHIN THE PROJECT SCOPE UNTIL DEVELOPMENT COMPLETION.

- FIRE MARSHAL NOTES:
- ALL STREET NUMBERS SHALL BE 8" MIN HEIGHT AND A COLOR CONTRASTING THE BUILDING FINISH.
 - OWNER SHALL PROVIDE ANNUAL HYDRANT INSPECTION REPORTS AND/OR HYDRANT CONSENT FORMS TO TOWN OF CLAYTON.



PROJECT:

Abbington Forest

A Multifamily Development

ADDRESS:
Near 12282 US-70 Business
Clayton, NC 27520

DEVELOPER:

ReaVentures
GROUP, LLC

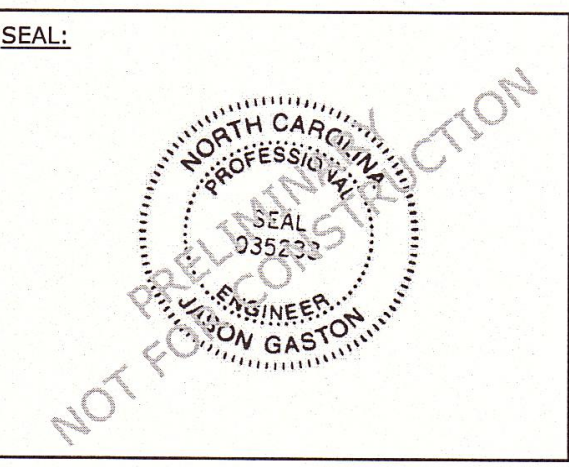
2964 Peachtree Road, Ste. 640
Atlanta, GA 30305

CONTACT: Mr. Trey Coogle

ENGINEER:

VALOR
ENGINEERING

215 Boone Heights Drive, Ste. 107
Boone, NC 28607
828-262-9807
www.valorengineering.com



REVISIONS	DATE
1 TOWN COMMENTS	03/17/17

PROJECT MANAGER: JEG

DRAWING BY: JEG

JURISDICTION: Town of Clayton

DATE: 03/07/17

SHEET TITLE:

PRELIMINARY
UTILITY PLAN

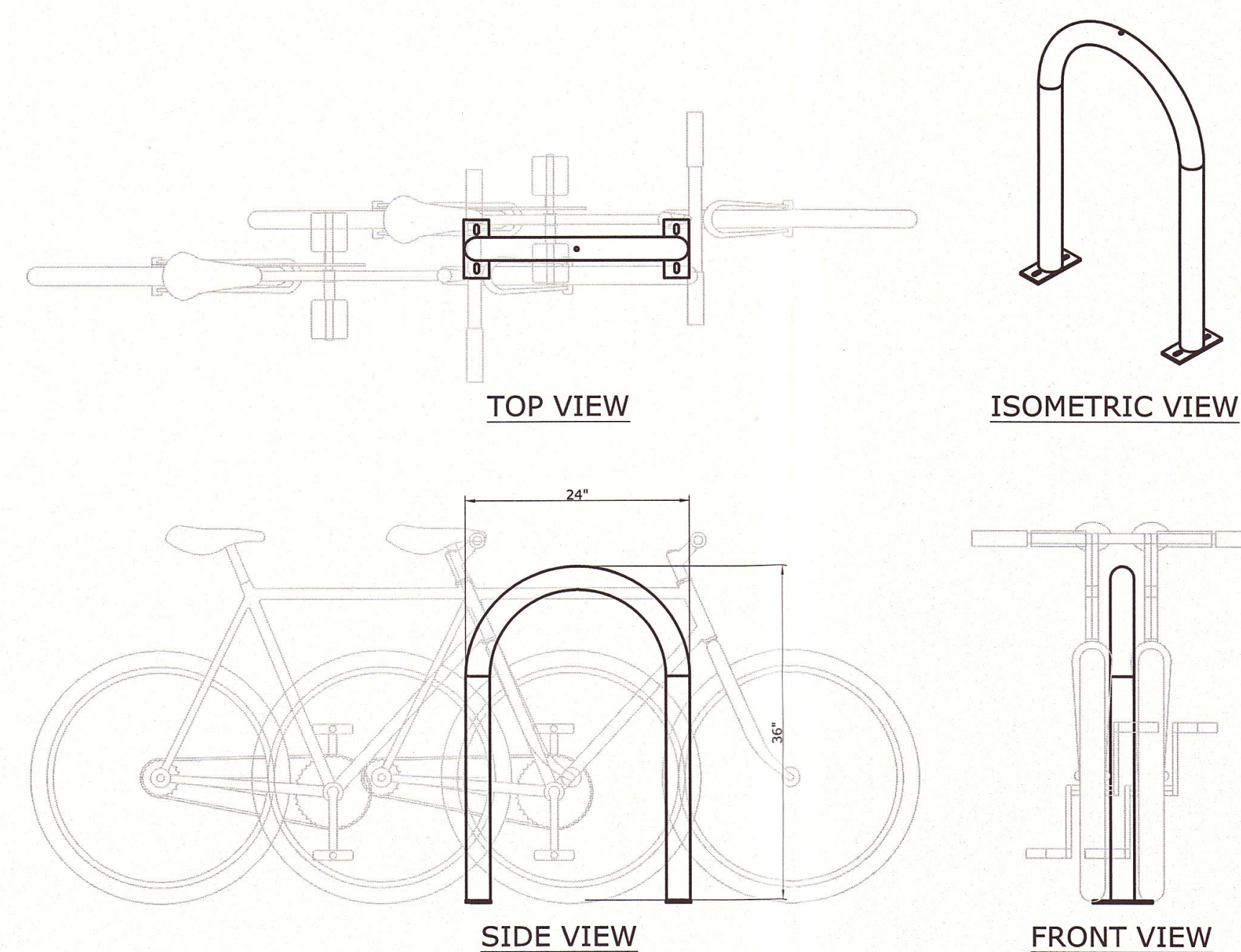
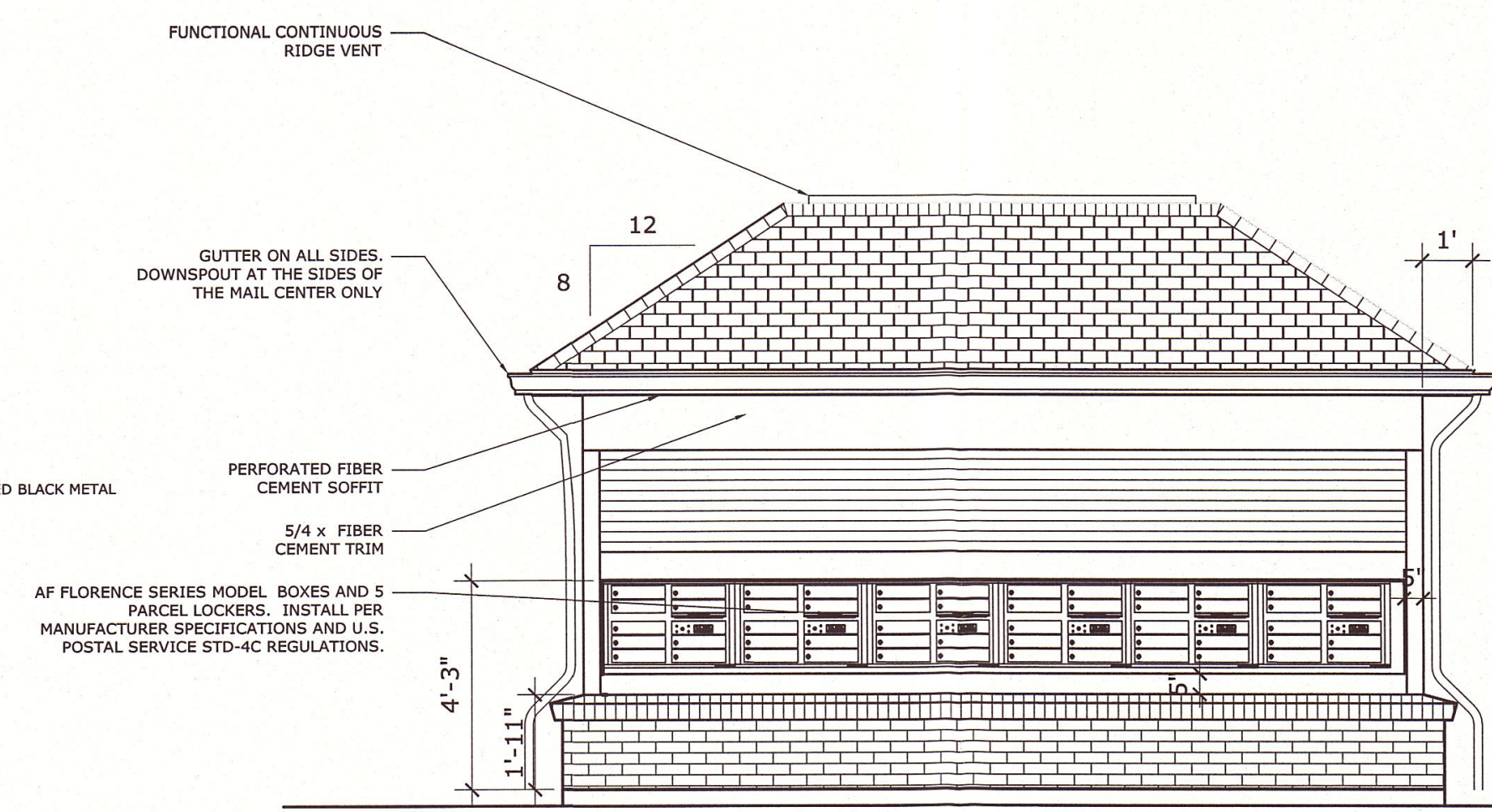
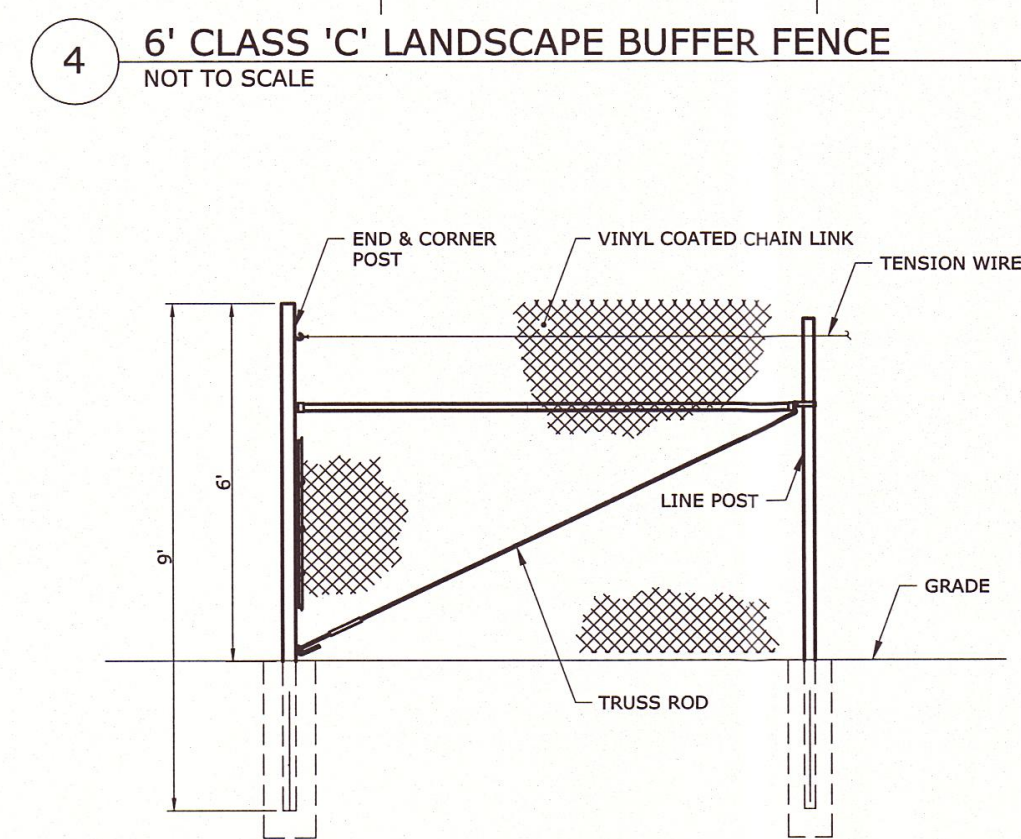
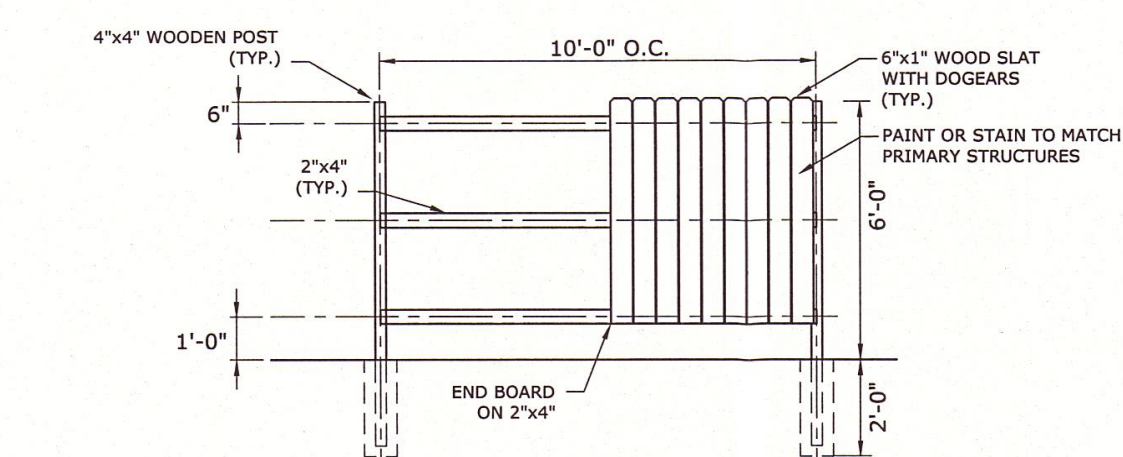
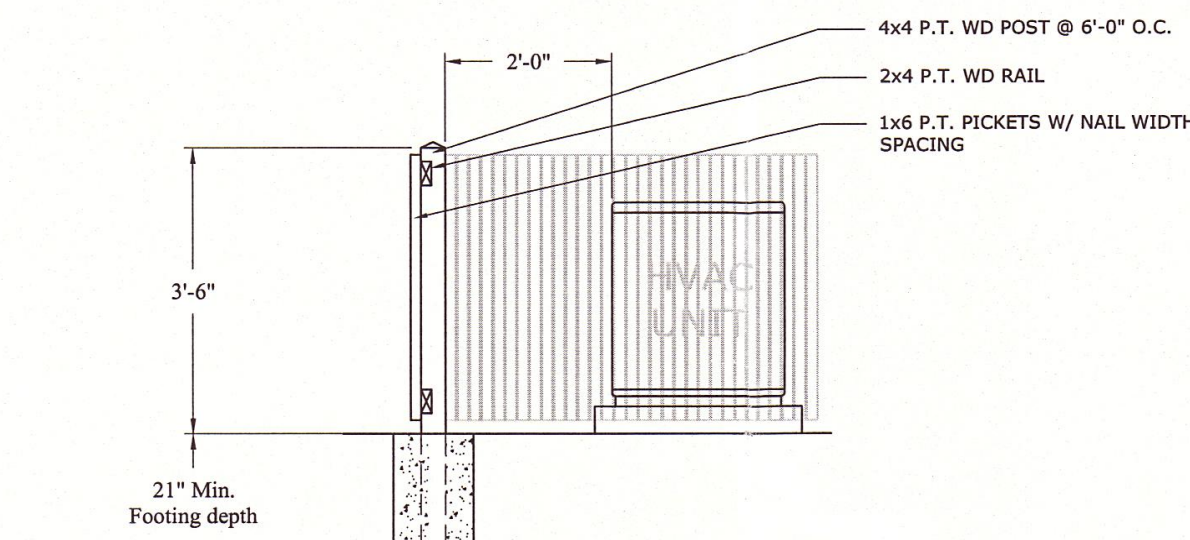
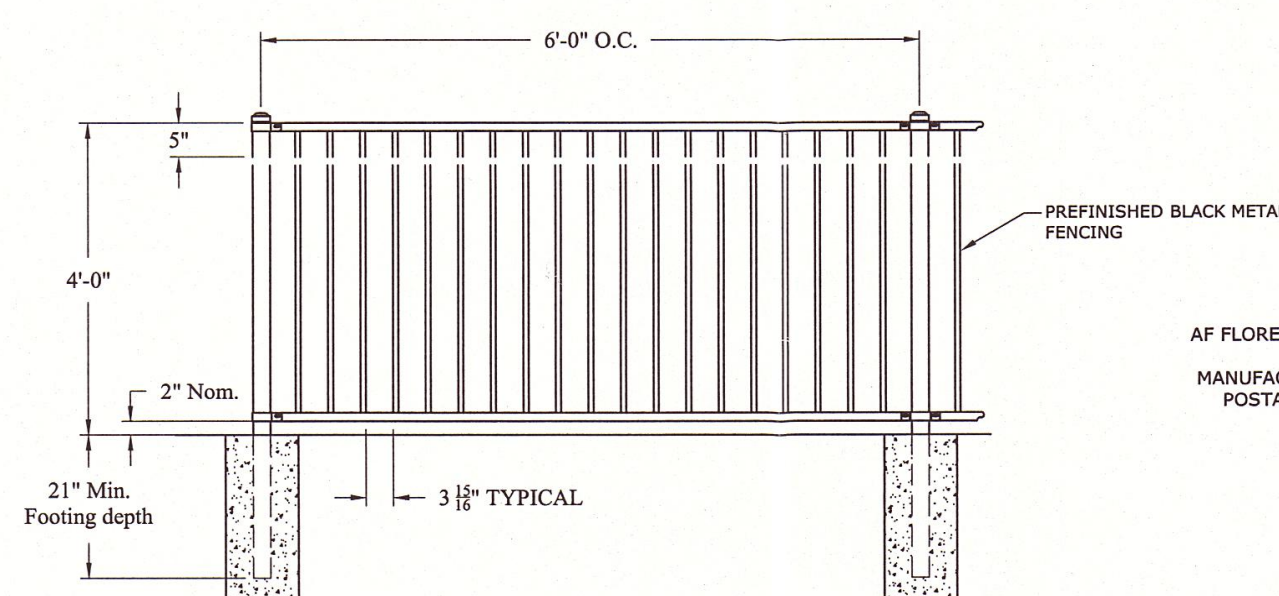
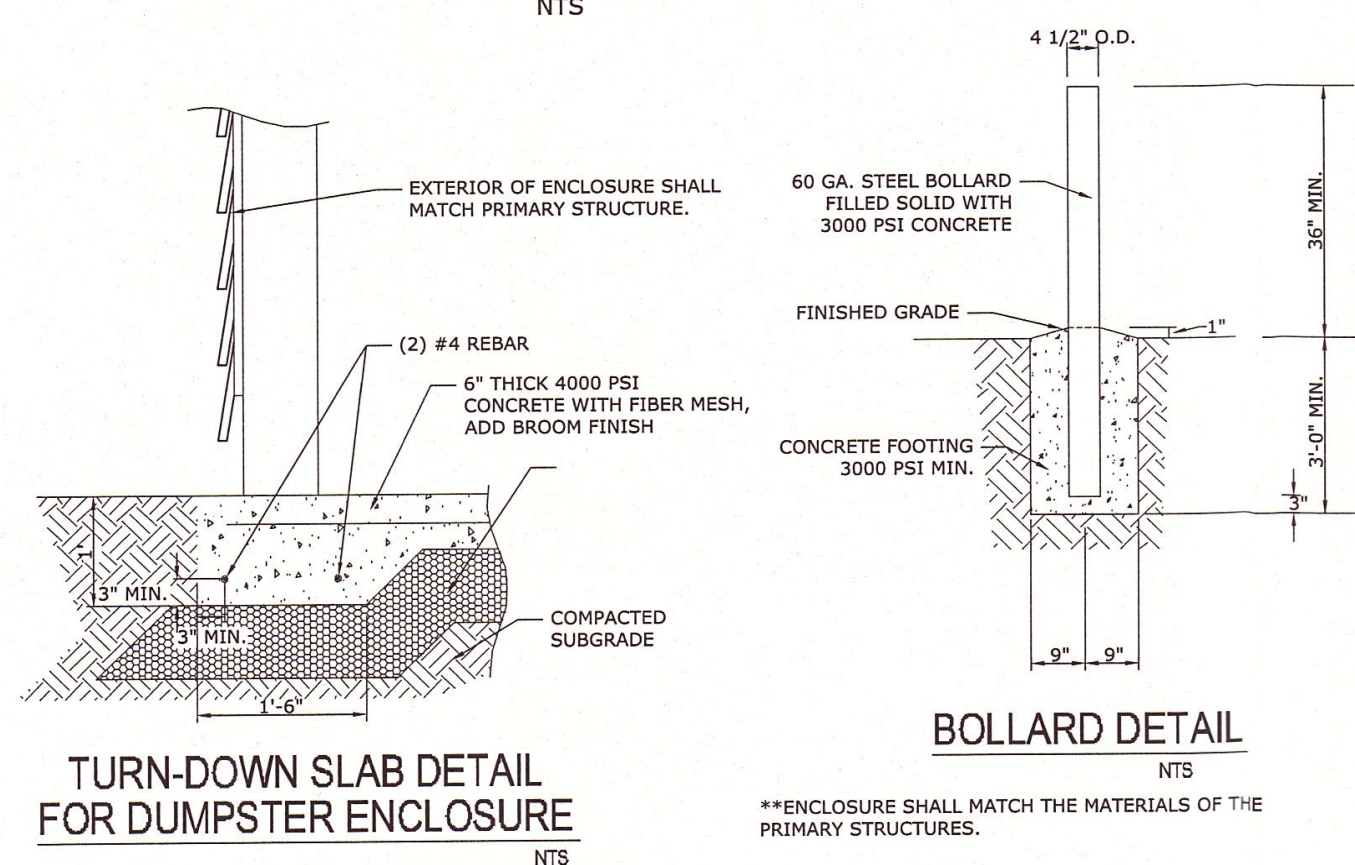
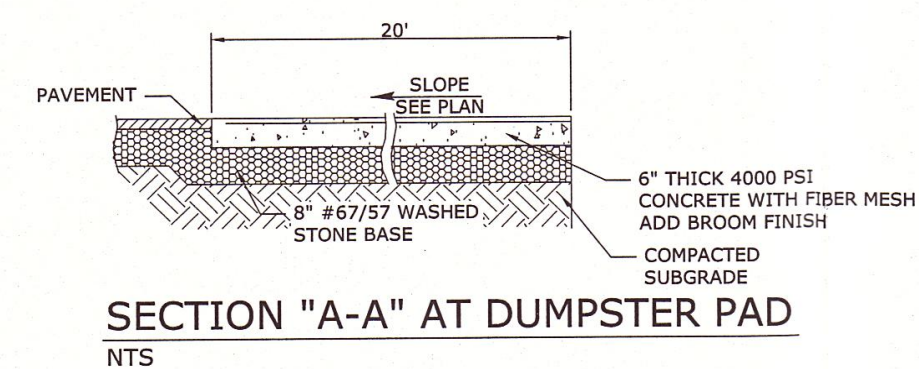
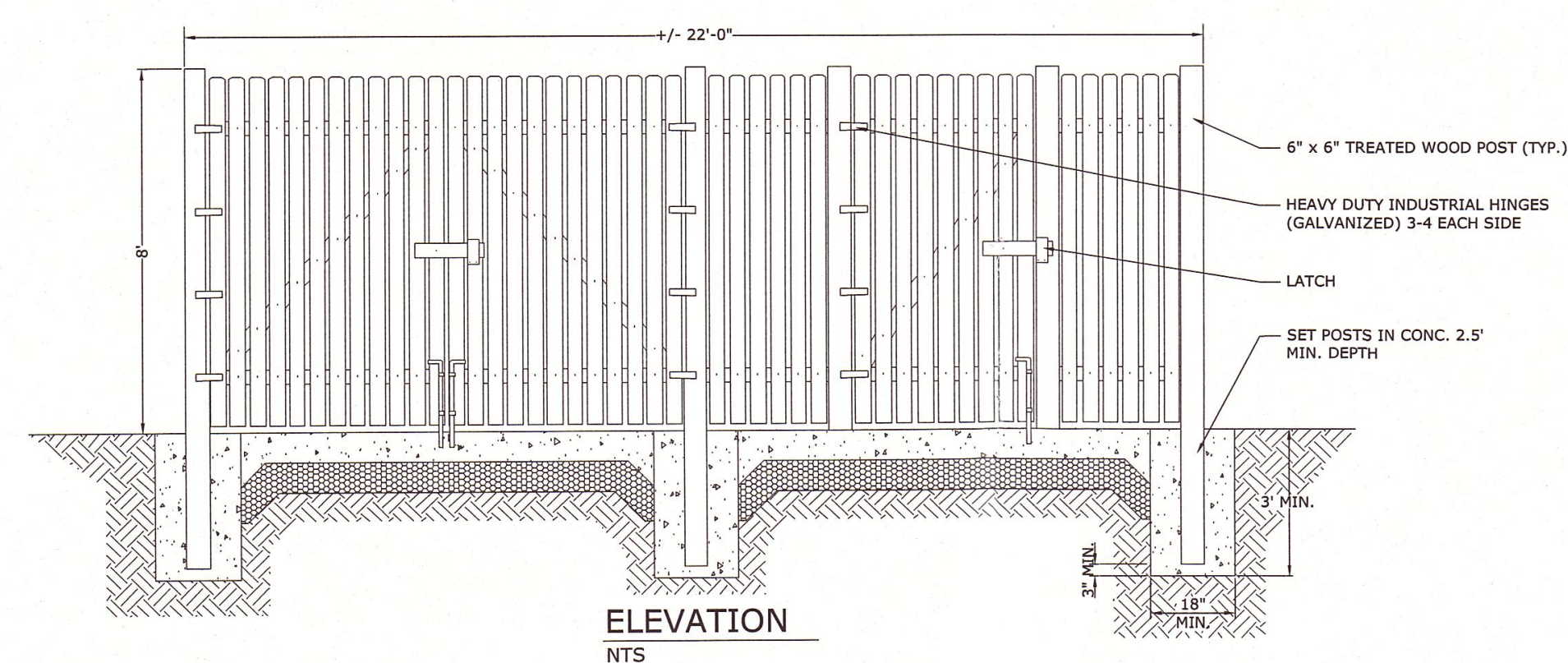
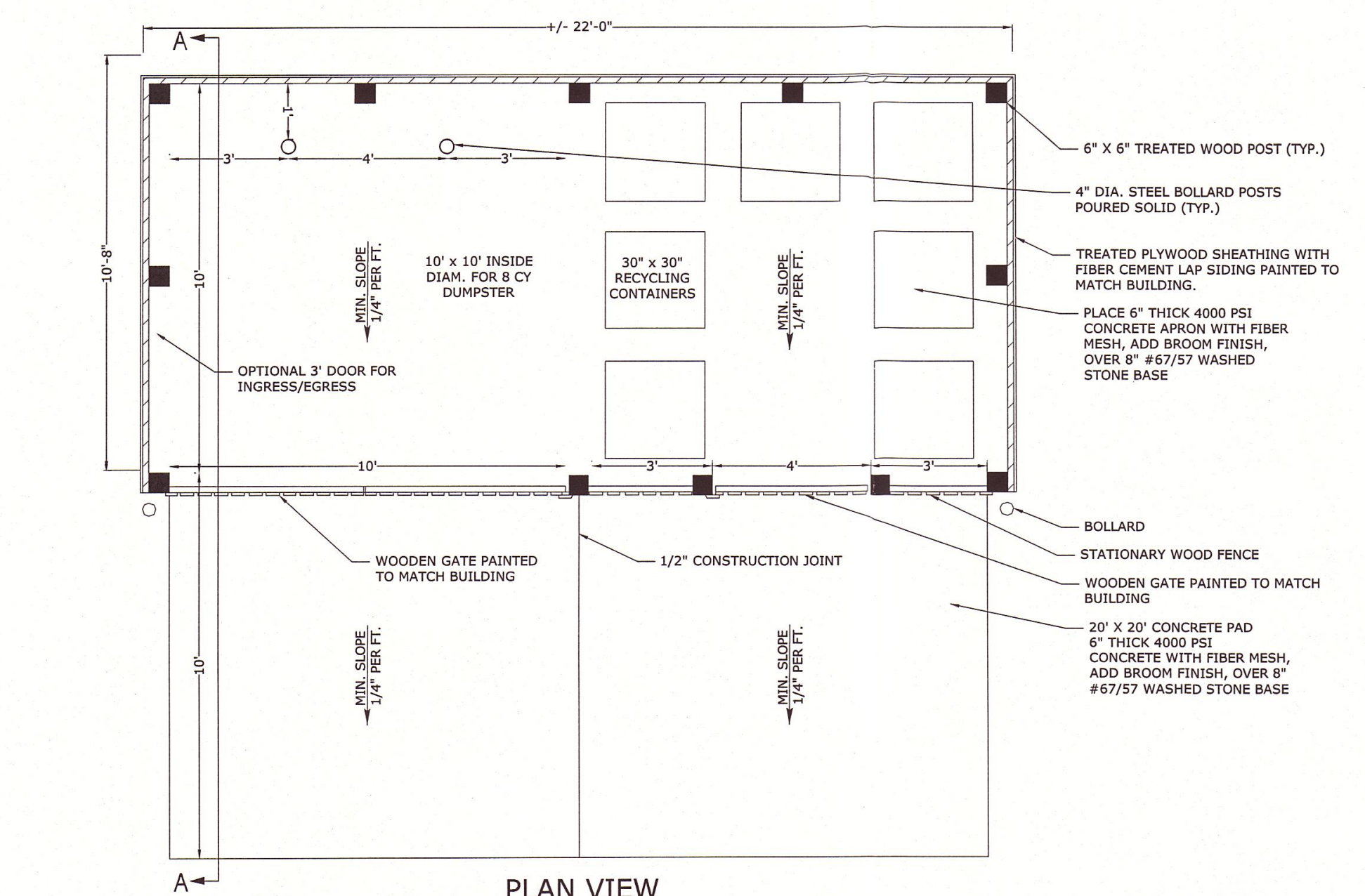
SHEET NUMBER: C-3

SCALE: 1" = 40'

SCALE IN FEET

FILE NUMBER: 056-004





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

PROJECT:

Abbingdon Forest

A Multifamily Development

ADDRESS:

Near 12282 US-70 Business
Clayton, NC 27520

DEVELOPER:

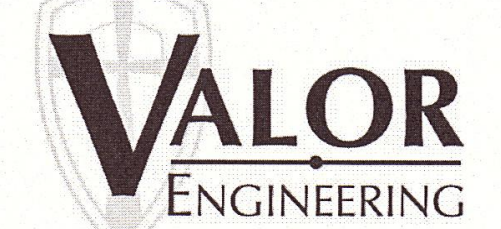


2964 Peachtree Road, Ste. 640
Atlanta, GA 30305

CONTACT:

Mr. Trey Coogle

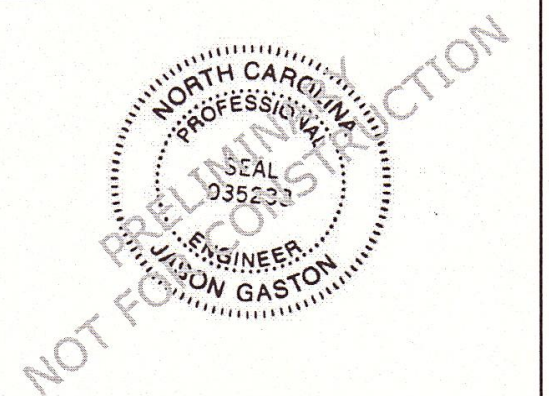
ENGINEER:



215 Boone Heights Drive, Ste. 107
Boone, NC 28607
828-262-9807

www.valorengineering.com

SEAL:



REVISIONS	DATE
1 TOWN COMMENTS	03/17/17

PROJECT MANAGER:	JEG
DRAWING BY:	JEG
JURISDICTION:	Town of Clayton
DATE:	03/07/17
SHEET TITLE:	

PRELIMINARY CONSTRUCTION DETAILS

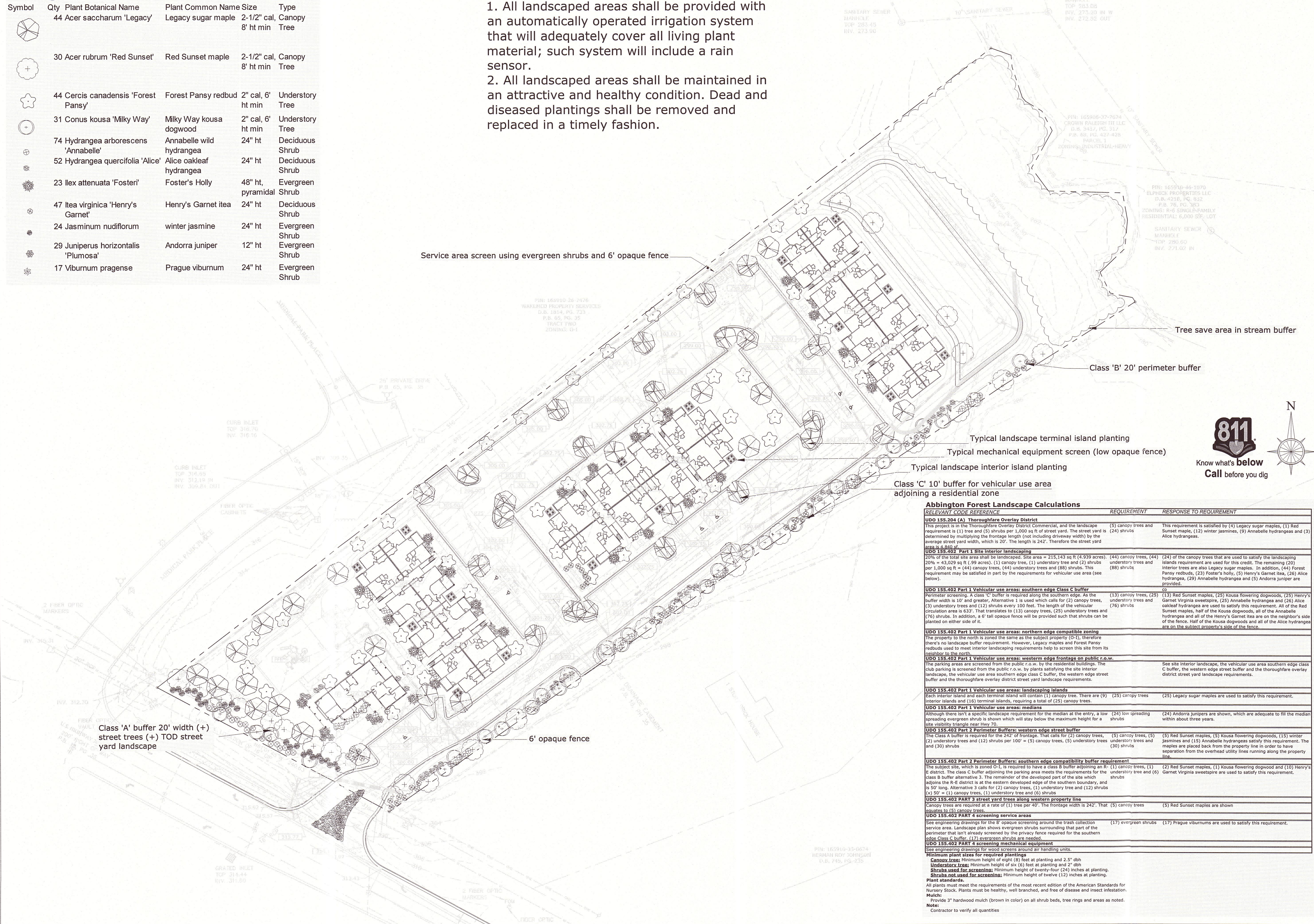
SHEET NUMBER: C-6

SCALE: NTS

FILE NUMBER: 056-004

Symbol	Qty	Plant Botanical Name	Plant Common Name	Size	Type
	44	<i>Acer saccharum</i> 'Legacy'	Legacy sugar maple	2-1/2' cal, 8' ht min	Canopy Tree
	30	<i>Acer rubrum</i> 'Red Sunset'	Red Sunset maple	2-1/2' cal, 8' ht min	Canopy Tree
	44	<i>Cercis canadensis</i> 'Forest Pansy'	Forest Pansy redbud	2" cal, 6' ht min	Understory Tree
	31	<i>Conus kousa</i> 'Milky Way'	Milky Way kousa dogwood	2" cal, 6' ht min	Understory Tree
	74	<i>Hydrangea arborescens</i> 'Annabelle'	Annabelle wild hydrangea	24" ht	Deciduous Shrub
	52	<i>Hydrangea quercifolia</i> 'Alice's'	Alice oakleaf hydrangea	24" ht	Deciduous Shrub
	23	<i>Ilex attenuata</i> 'Fosteri'	Foster's Holly	48" ht, pyramidal	Evergreen Shrub
	47	<i>Itea virginica</i> 'Henry's Garnet'	Henry's Garnet itea	24" ht	Deciduous Shrub
	24	<i>Jasminum nudiflorum</i>	winter jasmine	24" ht	Evergreen Shrub
	29	<i>Juniperus horizontalis</i> 'Plumosa'	Andorra juniper	12" ht	Evergreen Shrub
	17	<i>Viburnum pragense</i>	Prague viburnum	24" ht	Evergreen Shrub

1. All landscaped areas shall be provided with an automatically operated irrigation system that will adequately cover all living plant material; such system will include a rain sensor.
2. All landscaped areas shall be maintained in an attractive and healthy condition. Dead and diseased plantings shall be removed and replaced in a timely fashion.



Abbington Forest

Near 12282 US-70 Business
Clayton, NC 27520



ReaVentures
GROUP, LLC

2964 Peachtree Road, Ste. 640
Atlanta, GA 30305

Mr. Trey Coogle

782 Little Laurel Rd Ext
Boone, NC 28607
828-264-4149
www.oelbergla.com

PRELIMINARY
NOT FOR
CONSTRUCTION

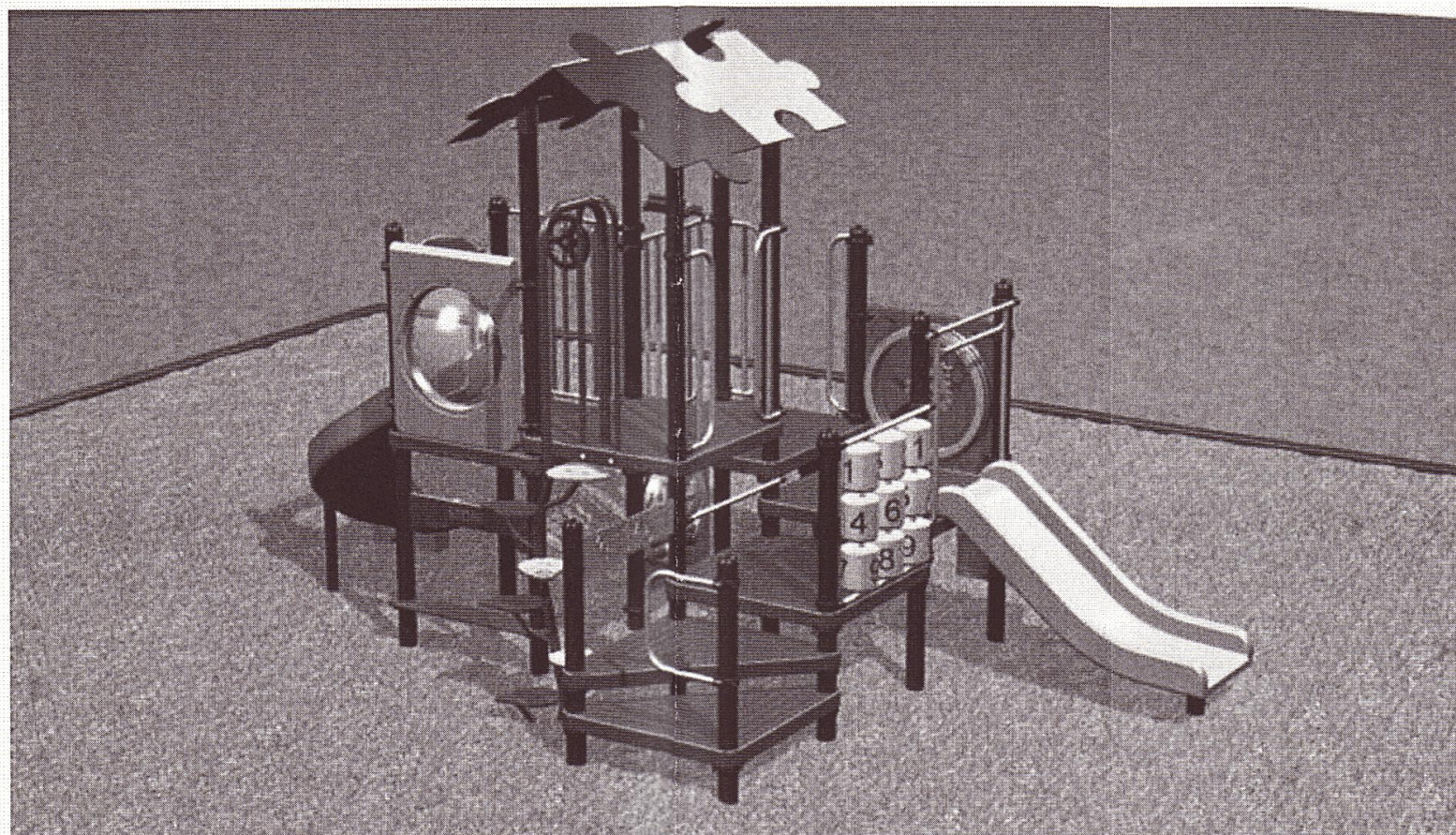
Revised plan, address comments	3-09-17
Revised plan, address comments	3-17-17

STREET TITLE:

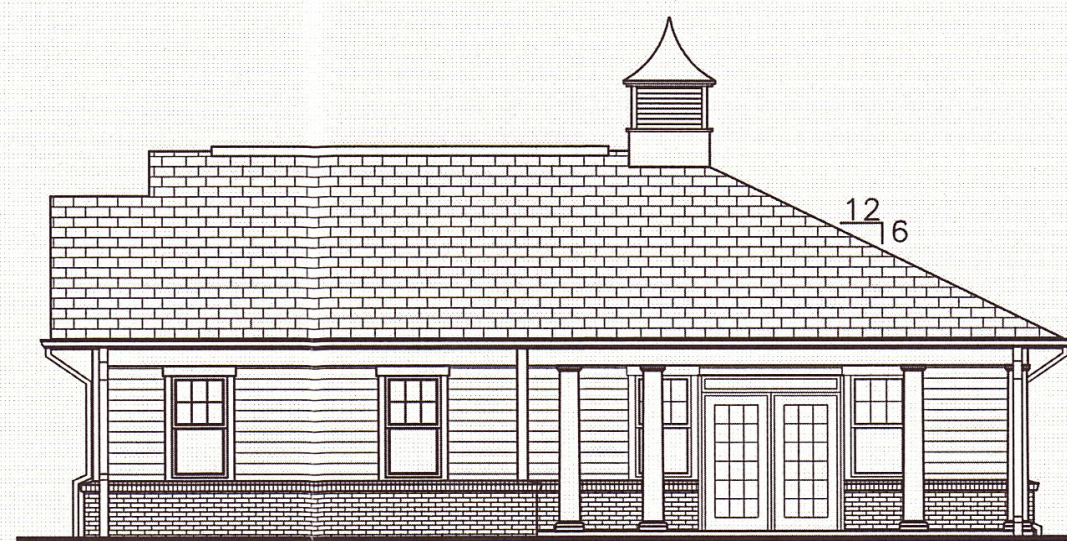
L-1

FILE NUMBER: _____

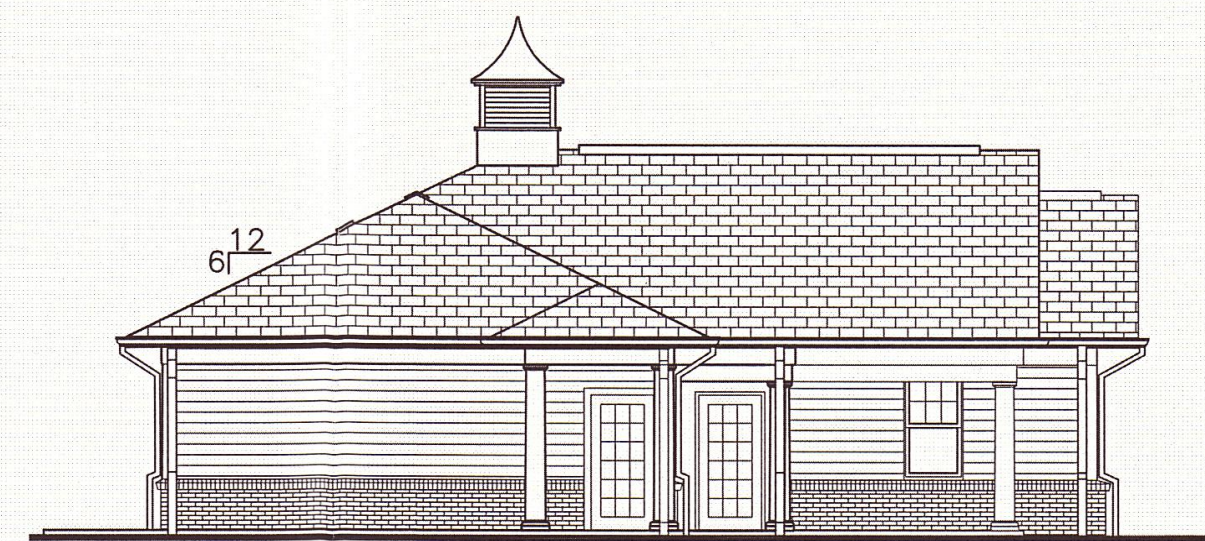
DRAWN BY / CHECKED BY
DET



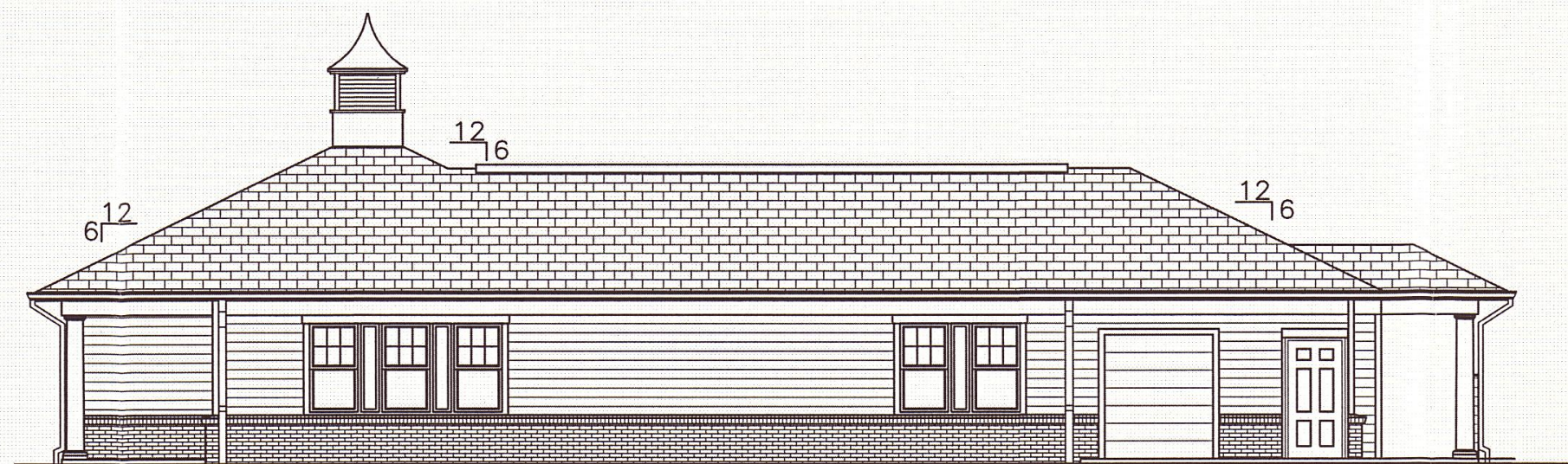
SCHEMATIC PLAYGROUND EQUIPMENT
SHOWN WITHOUT FENCING FOR CLARITY



5 COMMUNITY BUILDING RIGHT ELEVATION
1/8" = 1'-0"



4 COMMUNITY BUILDING LEFT ELEVATION
1/8" = 1'-0"

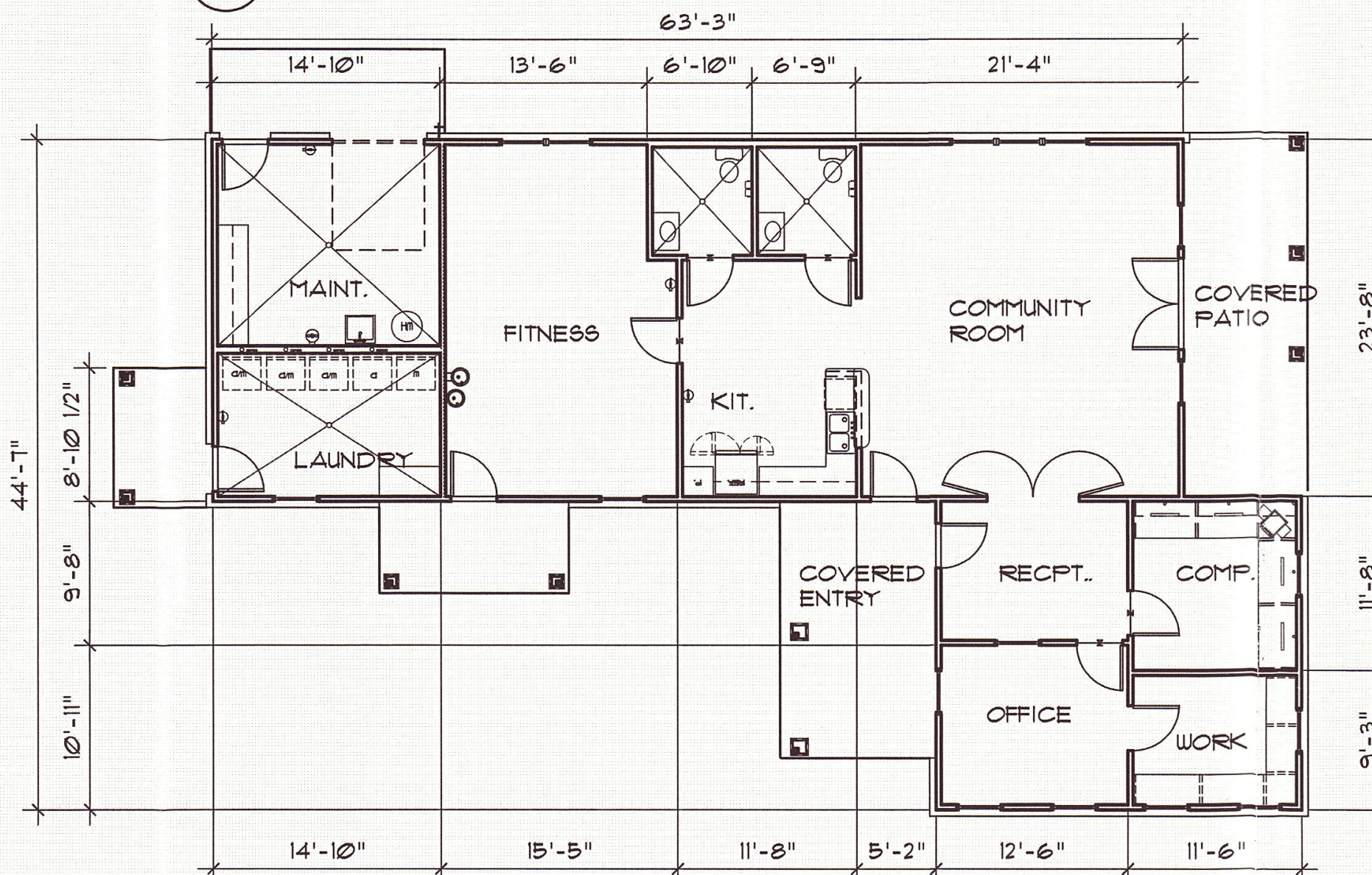


3 COMMUNITY BUILDING REAR ELEVATION
1/8" = 1'-0"



2 COMMUNITY BUILDING FRONT ELEVATION
1/8" = 1'-0"

- PREFAB. CUPOLA
- 30 YEAR ARCHITECTURAL DIMENSIONAL ANTIFUNGAL FIBERGLASS SHINGLES
- RANDOM EDGE FIBER CEMENT SHAKE SIDING
- GABLE END VENT
- PRE-FINISHED ALUMINUM DOWNSPOUT AND GUTTER
- FIBER CEMENT SIDING
- ROUND FIBERGLASS COLUMN
- VINYL WINDOW WITH FIBER CEMENT TRIM
- BRICK ROULOCK
- BRICK VENEER



1 COMMUNITY BUILDING
1/8" = 1'-0"

1,338 HEATED SF.

0 4' 8' 16'
SCALE: 1/8" = 1'-0"

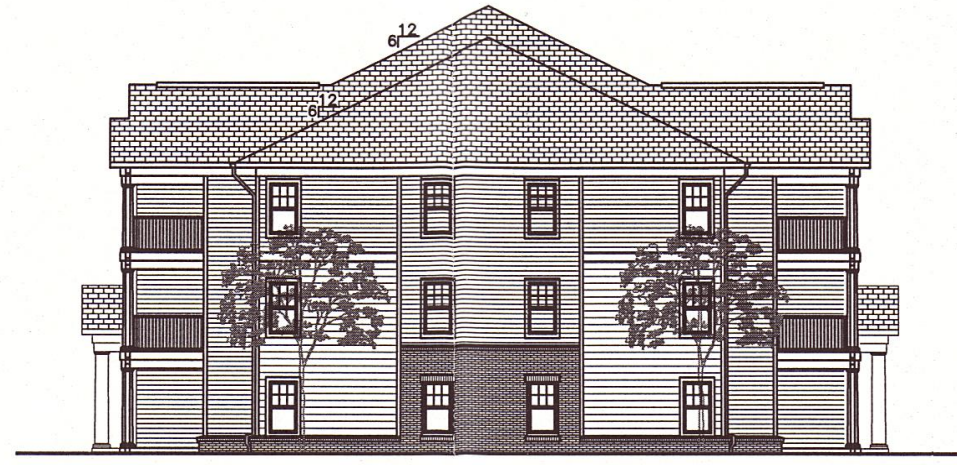
MARTIN RILEY ASSOCIATES - ARCHITECTS, P.C.
215 CHURCH STREET SUITE 200 DECATUR GEORGIA 30030-3329 404-373-2800

ABBINGTON FOREST
CLAYTON, NC



A2.1

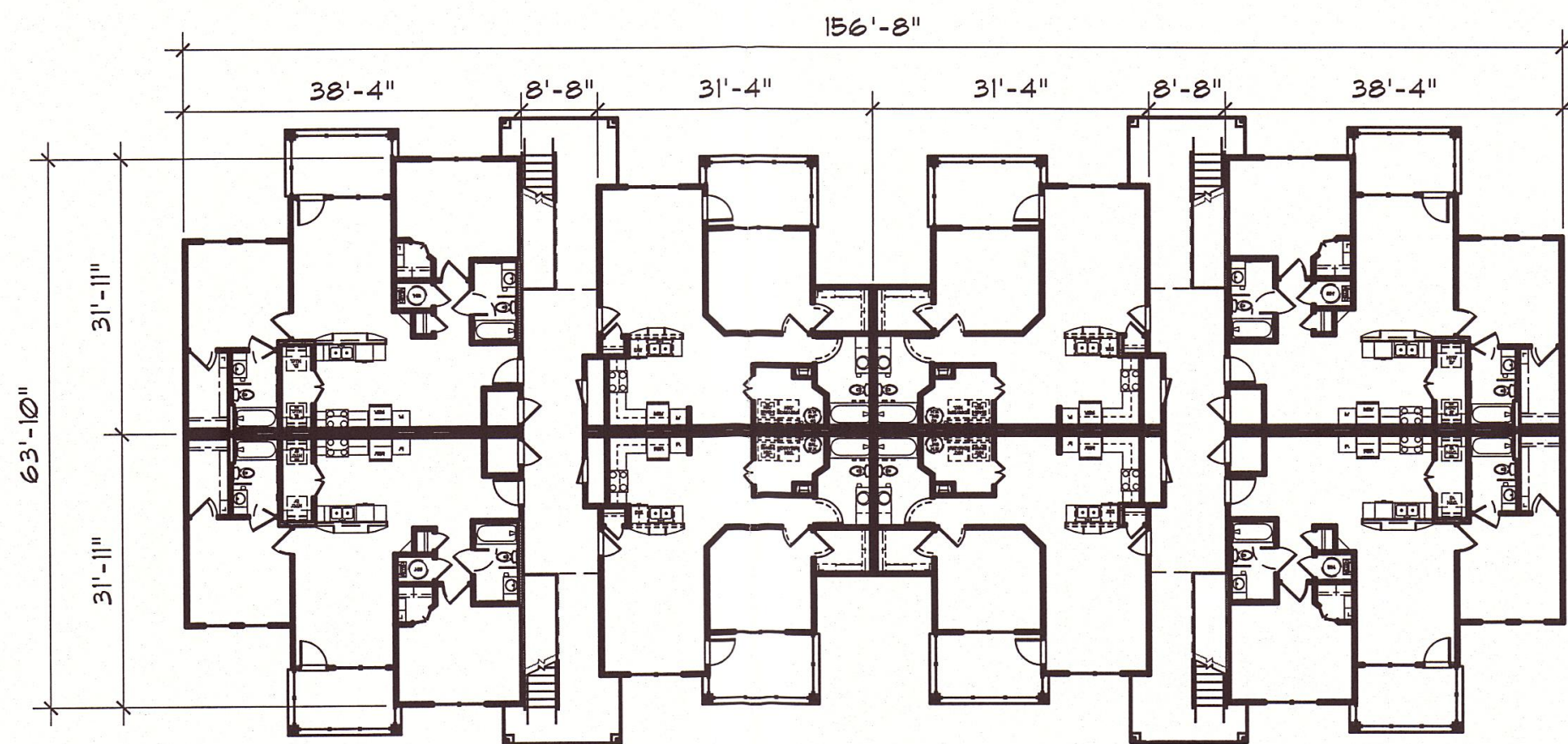
NOT RELEASED FOR CONSTRUCTION



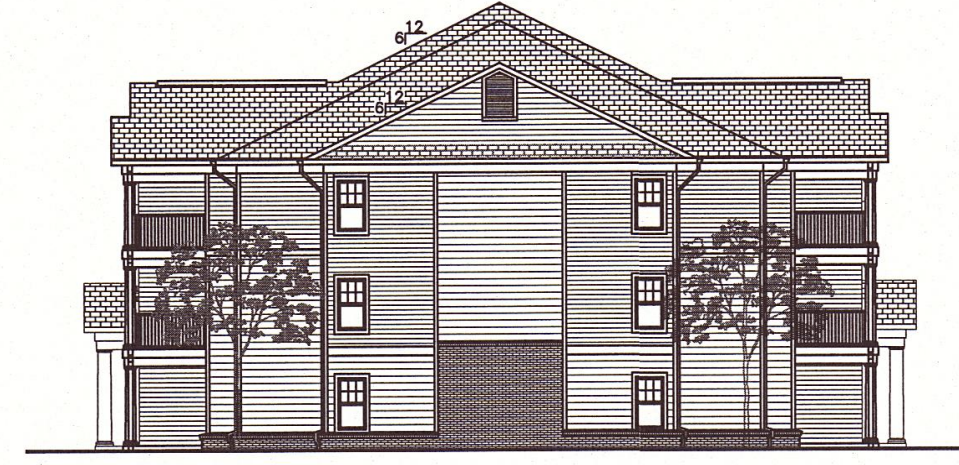
4 SIDE ELEVATIONS BUILDING #200
1/16"=1'-0" SECOND AND THIRD FLOOR SIMILAR



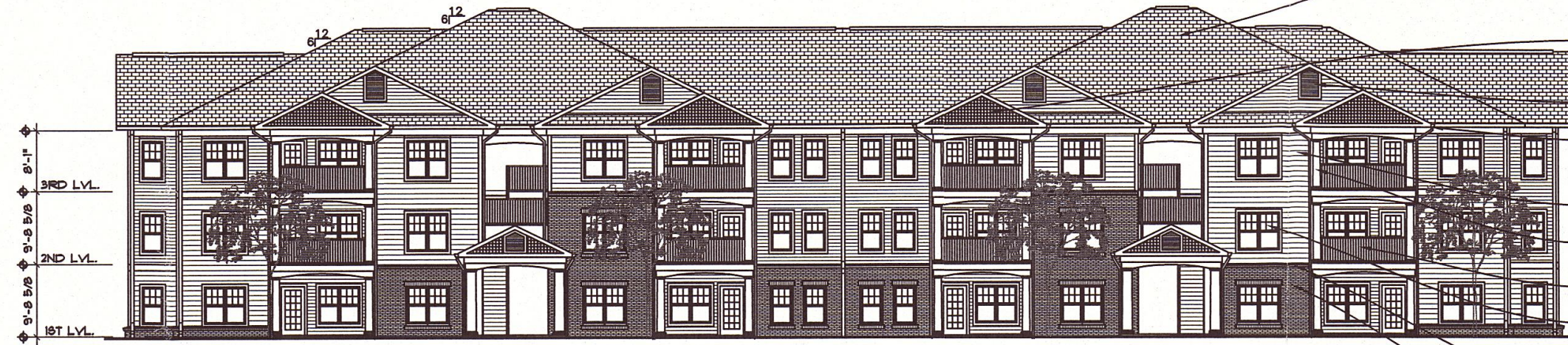
3 FRONT AND REAR ELEVATION BUILDING #200
1/16"=1'-0" SECOND AND THIRD FLOOR SIMILAR



4 BUILDING #200
1/16"=1'-0" SECOND AND THIRD FLOOR SIMILAR

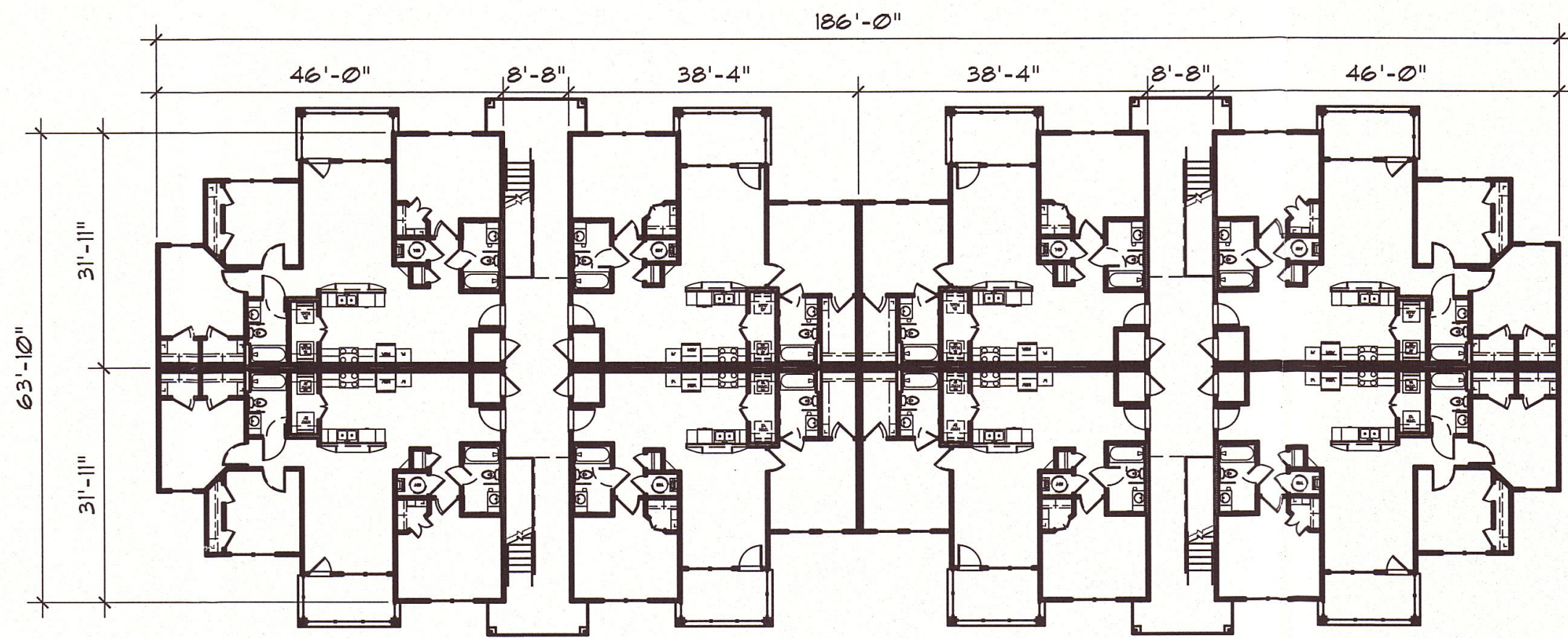


2 SIDE ELEVATIONS BUILDING #300 AND #400
1/16"=1'-0" SECOND AND THIRD FLOOR SIMILAR



1 FRONT AND REAR ELEVATION BUILDING #300 AND #400
1/16"=1'-0" SECOND AND THIRD FLOOR SIMILAR

- 30 YEAR ARCHITECTURAL DIMENSIONAL ANTIFUNGAL FIBERGLASS SHINGLES
- RANDOM EDGE FIBER CEMENT SHAKE SIDING
- GABLE END VENT
- PRE-FINISHED ALUMINUM DOWNSPOUT AND GUTTER
- FIBER CEMENT SIDING
- ROUND FIBERGLASS COLUMN
- VINYL GUARD RAIL
- VINYL WINDOW WITH FIBER CEMENT TRIM
- BRICK ROWLOCK
- BRICK VENEER



1 BUILDING #300 AND #400
1/16"=1'-0" SECOND AND THIRD FLOOR SIMILAR

0 8' 16' 32'
SCALE: 1/16" = 1'-0"

PROJECT	2016-133
DATE	3/17/17
DRAWN BY / CHECKED BY	DET

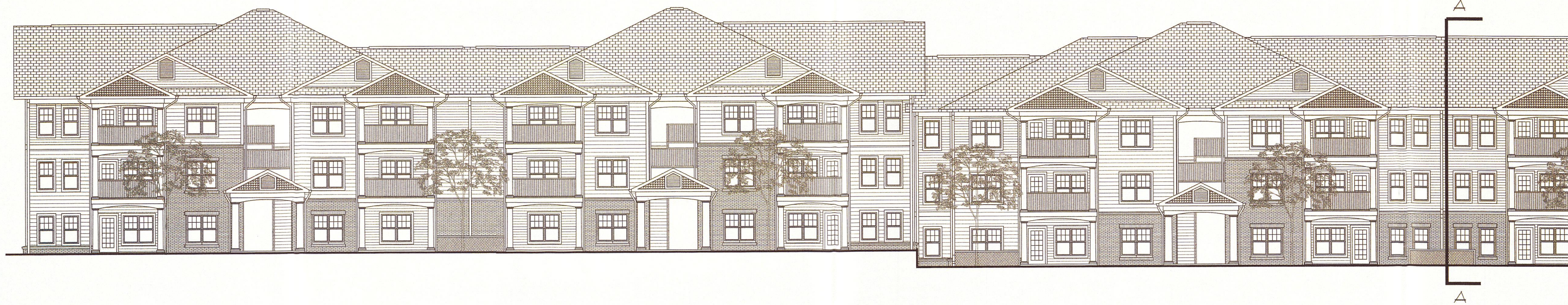
MARTIN RILEY ASSOCIATES - ARCHITECTS, P.C.
25 CHURCH STREET SUITE 200 DECATUR GEORGIA 30030-3329 404-373-2800

ABBINGTON FOREST
CLAYTON, NC



A2.2

PLOTTED: Jan 29, 2017 - 8:42am LOCATION: P:\PEA\2016\X-Ref_Prelim\Clayton, NC\PEA\2016\X-Ref_Prelim\Clayton, NC ELEVATIONS AND PLANS UPTON LONG BUILDING.dwg Plotted By: dthompson - Copyright 2017



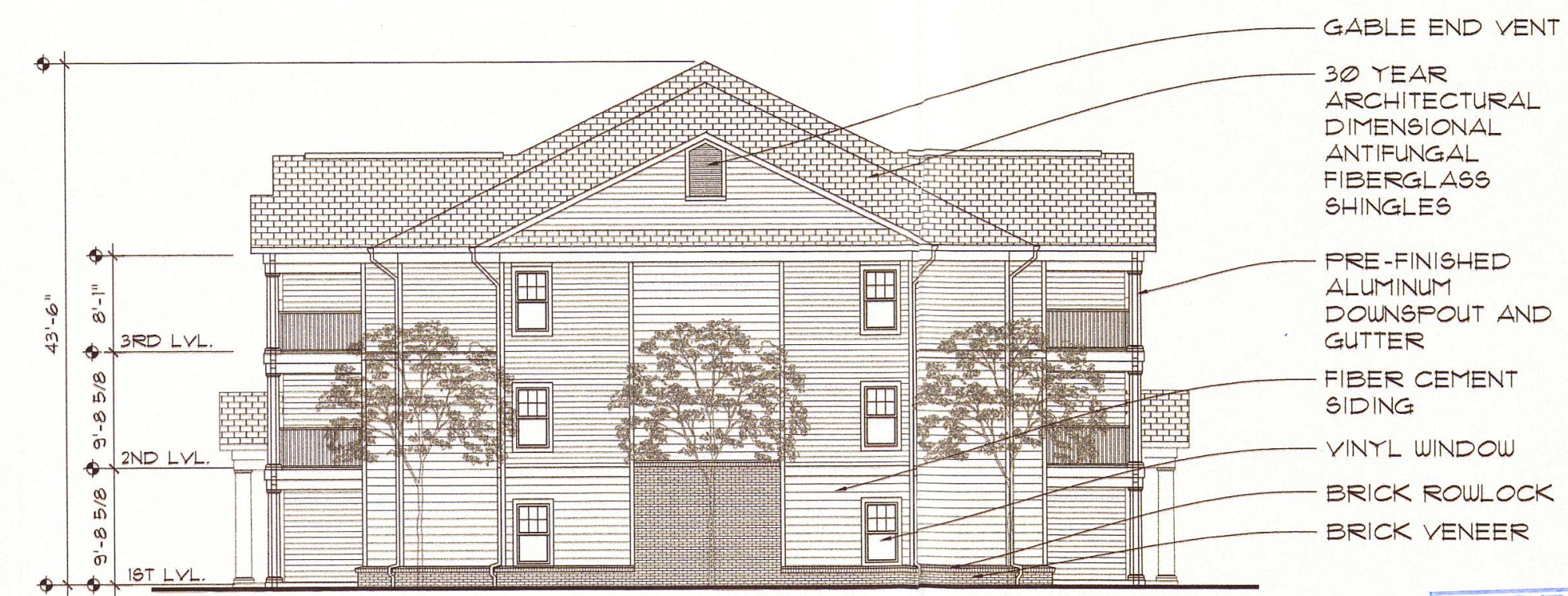
4 PARTIAL FRONT ELEVATION
3/32"=1'-0"



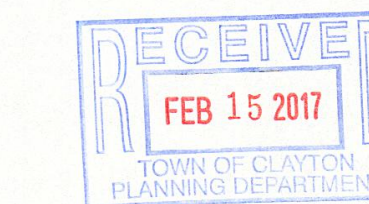
3 PARTIAL FRONT ELEVATION
3/32"=1'-0"



2 LEFT ELEVATION
3/32"=1'-0"



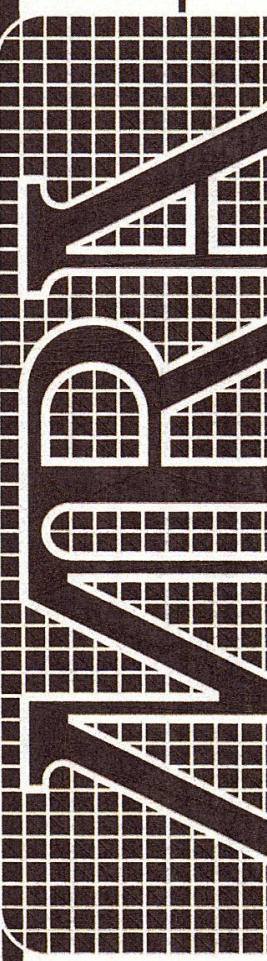
1 RIGHT ELEVATION
3/32"=1'-0"



0 5'-4" 10'-8" 21'-4"
SCALE: 3/32" = 1'-0"

PROJECT	2016-133
DATE	1/19/17
DRAWN BY / CHECKED BY	DET
REVISIONS	1/28/17

MARTIN RILEY ASSOCIATES - ARCHITECTS, P.C.
25 CHURCH STREET SUITE 200 DECATUR GEORGIA 30030-3329 404-373-2800
ABBINGTON FOREST
CLAYTON, NC



A1.2

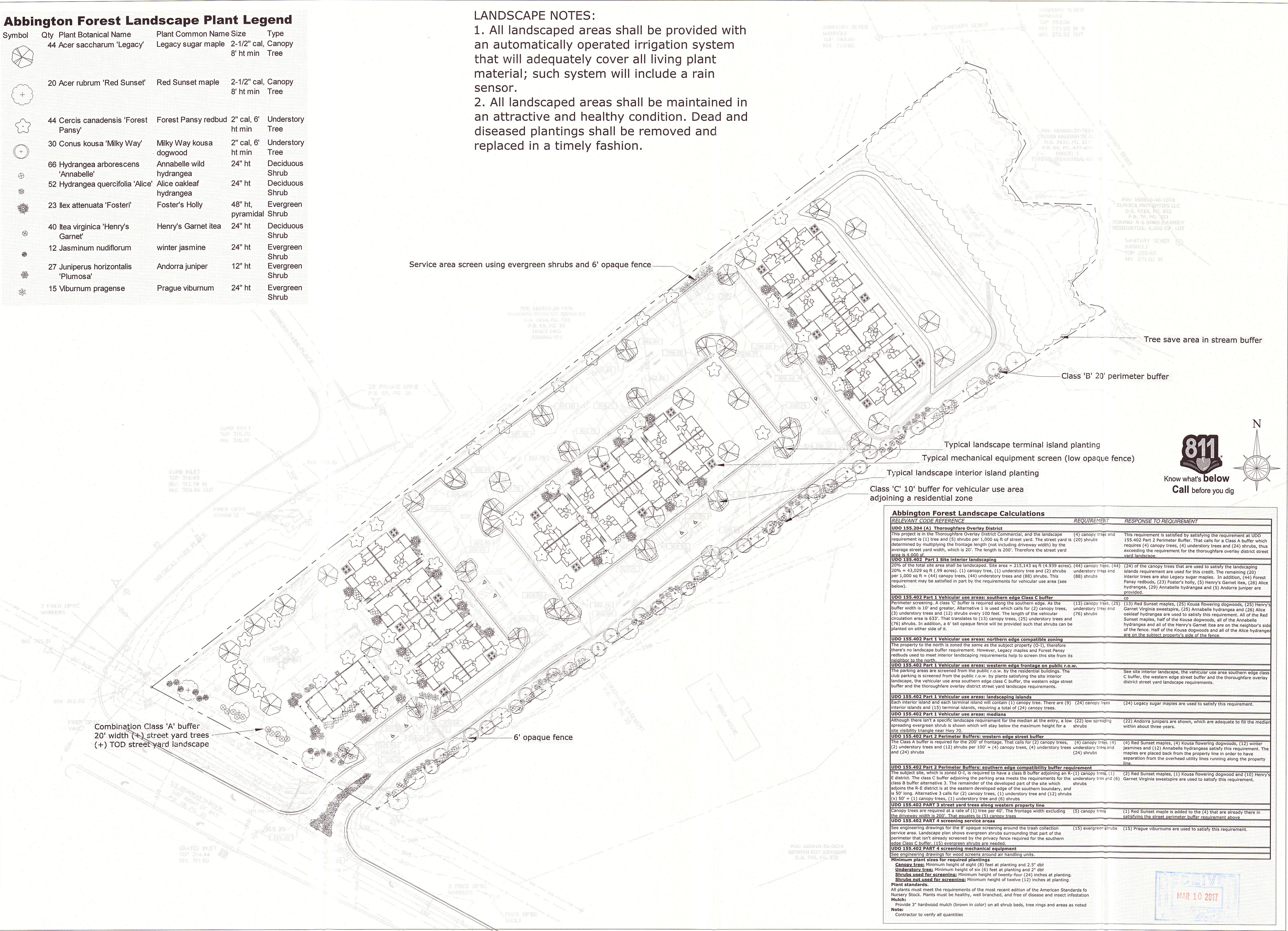
NOT RELEASED FOR CONSTRUCTION

Abbington Forest Landscape Plant Legend

Symbol	Qty	Plant Botanical Name	Plant Common Name	Size	Type
	44	Acer saccharum 'Legacy'	Legacy sugar maple	2-1/2" cal, 8' ht min	Canopy Tree
	20	Acer rubrum 'Red Sunset'	Red Sunset maple	2-1/2" cal, 8' ht min	Canopy Tree
	44	Cercis canadensis 'Forest Pansy'	Forest Pansy redbud	2" cal, 6' ht min	Understory Tree
	30	Conus kousa 'Milky Way'	Milky Way kousa dogwood	2" cal, 6' ht min	Understory Tree
	66	Hydrangea arborescens 'Annabelle'	Annabelle wild hydrangea	24" ht	Deciduous Shrub
	52	Hydrangea quercifolia 'Alice'	Alice oakleaf hydrangea	24" ht	Deciduous Shrub
	23	Ilex attenuata 'Fosteri'	Foster's Holly	48" ht, pyramidal	Evergreen Shrub
	40	Itea virginica 'Henry's Garnet'	Henry's Garnet itea	24" ht	Deciduous Shrub
	12	Jasminum nudiflorum	winter jasmine	24" ht	Evergreen Shrub
	27	Juniperus horizontalis 'Plumosa'	Andorra juniper	12" ht	Evergreen Shrub
	15	Viburnum pragnense	Prague viburnum	24" ht	Evergreen Shrub

LANDSCAPE NOTES:

1. All landscaped areas shall be provided with an automatically operated irrigation system that will adequately cover all living plant material; such system will include a rain sensor.
2. All landscaped areas shall be maintained in an attractive and healthy condition. Dead and diseased plantings shall be removed and replaced in a timely fashion.



RELEVANT CODE REFERENCE	REQUIREMENT	RESPONSE TO REQUIREMENT
UDO 155.204 (A) Thoroughfare Overlay District This project is in the Thoroughfare Overlay District Commercial, and the landscape requirement is (1) tree and (5) shrubs per 1,000 sq ft of street yard. The street yard is determined by multiplying the frontage length (not including driveway width) by the average street yard width, which is 20'. The length is 200'. Therefore the street yard area is 4,000 sq ft.	(4) canopy trees and (20) shrubs	This requirement is satisfied by satisfying the requirement at UDO 155.402 Part 2 Perimeter Buffer. That calls for a Class A buffer which requires (4) canopy trees, (4) understory trees and (24) shrubs, thus exceeding the requirement for the thoroughfare overlay district street yard landscape.
UDO 155.402 Part 1 Site Interior Landscaping 20% of the total site area shall be landscaped. Site area = 215,143 sq ft (4,939 acres). (20% = 43,029 sq ft (98 acres). (1) canopy tree, (1) understory tree and (2) shrubs per 1,000 sq ft = (44) canopy trees, (44) understory trees and (88) shrubs. This requirement may be satisfied in part by the requirements for vehicular use area (see below).	(44) canopy trees, (44) understory trees and (88) shrubs	(24) of the canopy trees that are used to satisfy the landscaping islands requirement are used for this credit. The remaining (20) interior trees are also Legacy sugar maples. In addition, (44) Forest Pansy redbuds, (23) Foster's holly, (5) Henry's Garnet itea, (26) Alice hydrangeas, (25) Annabelle hydrangeas and (5) Andorra junipers are provided.
UDO 155.402 Part 1 Vehicular use areas: southern edge Class C buffer Perimeter screening: A class 'C' buffer is required along the southern edge. At the buffer width is 10' and greater, alternative 1 is used which calls for (2) canopy trees, (3) understory trees and (12) shrubs every 100 feet. The length of the vehicular circulation area is 532'. That translates to (13) canopy trees, (25) understory trees and (76) shrubs. In addition, a 6' tall opaque fence will be provided such that shrubs can be planted on either side of it.	(13) canopy trees, (25) understory trees and (76) shrubs	(13) Red Sunset maples, (25) Kousa flowering dogwoods, (25) Henry's Garnet Virginia sweetspire, (25) Annabelle hydrangea and (26) Alice oakleaf hydrangeas are used to satisfy this requirement. All of the Red Sunset maples, half of the Kousa dogwoods, all of the Annabelle hydrangeas and all of the Henry's Garnet itea are on the neighbor's side of the fence. Half of the Kousa dogwoods and all of the Alice hydrangeas are on the subject property's side of the fence.
UDO 155.402 Part 1 Vehicular use areas: northern edge compatible zoning The property to the north is zoned the same as the subject property (O-1), therefore there's no landscape buffer requirement. However, Legacy maples and Forest Pansy redbuds used to meet interior landscaping requirements help to screen this site from its neighbor to the north.		
UDO 155.402 Part 1 Vehicular use areas: western edge frontage on public r.o.w. The parking areas are screened from the public r.o.w. by the residential buildings. The club parking is screened from the public r.o.w. by plants satisfying the site interior landscape, the vehicular use area southern edge class C buffer, the western edge street buffer and the thoroughfare overlay district street yard landscape requirements.		See site interior landscape, the vehicular use area southern edge class C buffer, the western edge street buffer and the thoroughfare overlay district street yard landscape requirements.
UDO 155.402 Part 1 Vehicular use areas: landscaping islands Each interior island and each terminal island will contain (1) canopy tree. There are (9) interior islands and (13) terminal islands, requiring a total of (24) canopy trees.	(24) canopy trees	(24) Legacy sugar maples are used to satisfy this requirement.
UDO 155.402 Part 1 Vehicular use areas: medians Although there isn't a specific landscape requirement for the median at the entry, a low (22) low spreading spreading evergreen shrub is shown which stay below the maximum height for a site visibility triangle near flow 20.	(22) Andorra Junipers	(22) Andorra Junipers are shown, which are adequate to fill the median within about three years.
UDO 155.402 Part 2 Perimeter Buffers: western edge street buffer The Class A buffer is required for the 200' of frontage. That calls for (2) canopy trees, (2) understory trees and (12) shrubs per 100' = (4) canopy trees, (4) understory trees and (24) shrubs.	(4) canopy trees, (4) understory trees and (24) shrubs	(4) Red Sunset maples, (4) Kousa flowering dogwoods, (12) winter jasmynes and (12) Annabelle hydrangeas satisfy this requirement. The maples are placed back from the property line in order to have separation from the overhead utility lines running along the property line.
UDO 155.402 Part 2 Perimeter Buffers: southern edge compatibility buffer requirement The subject site, which is zoned O-1, is required to have a class B buffer adjoining an R-11 canopy trees (1) E district. The class C buffer adjoining the parking area meets the requirements for the understory tree and (6) shrubs. The remainder of the developed part of the site which adjoins the R-E district is at the eastern developed edge of the southern boundary, and is 50' long. Alternative 3 calls for (2) canopy trees, (1) understory tree and (12) shrubs (x) 50' = (1) canopy trees, (1) understory tree and (6) shrubs.	(2) Red Sunset maples, (1) Kousa flowering dogwood and (10) Henry's Garnet Virginia sweetspire are used to satisfy this requirement.	
UDO 155.402 Part 3 street yard trees along western property line Canopy trees are required at a rate of (1) tree per 40'. The frontage width excluding the driveway width is 200'. That equates to (5) canopy trees.	(5) canopy trees	(1) Red Sunset maple is added to the (4) that are already there in satisfying the street perimeter buffer requirement above.
UDO 155.402 Part 4 screening service areas See engineering drawings for the 8' opaque screening around the trash collection service area. Landscape plan shows evergreen shrubs surrounding that part of the perimeter that isn't already screened by the privacy fence required for the southern edge Class C buffer. (15) evergreen shrubs are needed.	(15) evergreen shrubs	(15) Prague viburnums are used to satisfy this requirement.
UDO 155.402 Part 4 screening mechanical equipment See engineering drawings for wood screens around air handling units.		
Minimum plant sizes for required plantings Canopy trees: Minimum height of eight (8) feet at planting and 2.5" dbh Understory trees: Minimum height of six (6) feet at planting and 2" dbh Shrubs used for screening: Minimum height of twenty-four (24) inches at planting. Shrubs not used for screening: Minimum height of twelve (12) inches at planting. Plant standards: All plants must meet the requirements of the most recent edition of the American Standards for Nursery Stock. Plants must be healthy, well branched, and free of disease and insect infestation. Mulch: Provide 3" hardwood mulch (brown in color) on all shrub beds, tree rings and areas as noted. Notes: Contractor to verify all quantities.		

PROJECT:

Abbington Forest

A Multifamily Development

ADDRESS:

Near 12282 US-70 Business Clayton, NC 27520

DEVELOPER:



CONTACT:

Mr. Trey Coogle

LANDSCAPE ARCHITECT:



SEAL:

PRELIMINARY NOT FOR CONSTRUCTION

REVISIONS

DATE

Revised plan, address comments 3-09-17

PROJECT MANAGER:

RNO

DRAWING BY:

RNO

JURISDICTION:

Town of Clayton

DATE:

01/30/17

SHEET TITLE:

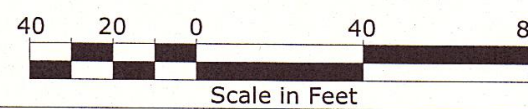
LANDSCAPE PLAN

SHEET NUMBER:

L-1

SCALE:

1" = 40'



FILE NUMBER:

Abbington Forest



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

March 27, 2017

STAFF REPORT

Application Number: 2017-08-SUP

Project Name: Abbington Forest Apartments Special Use Permit

NC PIN / Tag #: 165910-26-9035/05G01200D
Overlay: Thorough Fare Overlay
Applicant: ReaVentures
Owner: Omkrishna LLC
Location: Off of U.S HWY 70 BUS, adjacent to Medical Park Place

Public Noticing:

- Neighborhood meeting February 15, 2017
- Sign posted March 17, 2017
- Adjacent property letters mailed prior to April 20, 2017
- Newspaper ad published April 19, 2017 and April 26, 2017

REQUEST: The applicant is requesting a special use permit to allow the use of multi-family apartments to be located on the subject property, which is zoned O-I

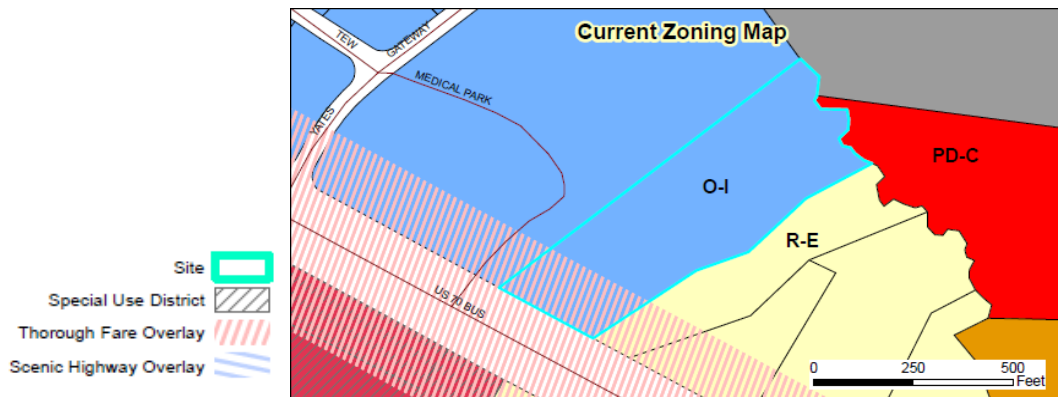
SITE DATA:

Acreage: 4.94 acres
Existing Use: Vacant



ADJACENT ZONING AND LAND USES:

Direction	Zoning	Existing Use
North	Mixed Zoning (O-I, PD-C & I-2)	Vacant and Warehousing
South	Highway Business Special Use District (B-3 SUD) & Residential Estate (R-E)	Single-Family Residence
East	Residential Estate (R-E)	Single-Family Residence
West	Office Institutional (O-I)	Medical Office & Vacant

**DEVELOPMENT DATA:**

Proposed Uses:	Apartments (72 units)
Buildings:	3 apartment buildings, 1 clubhouse
Number of stories:	3 stories, maximum building height of 55'
Impervious Surface:	49.2%
Required Parking:	141 spaces
Proposed Parking:	143 spaces
Access/Streets:	One driveway off of US HWY 70 W, with two stub-outs to provide future connection(s) to adjacent properties

STAFF ANALYSIS:**Overview**

The applicant is requesting a Special Use Permit to develop apartments on the subject property, which is zoned Office-Institutional (O-I). Per UDC requirements, any development of apartments within the O-I zoning district, must obtain a Special Use Permit in order to be permitted. The subject property is currently vacant, and is located off of US HWY 70 BUS W. A Major Site Plan application (2017-07-SP) is running concurrently with this project and

will ultimately go to Planning Board for a final decision. Any approval of the associated Major Site Plan shall be contingent upon approval of this application.

Consistency with Adopted Plans:

- **Comprehensive Plan 2040**

The future land use map designates this property as "Employment Center". While the proposed use is not what was envisioned within the future land use map, it is worth noting that the subject property does have land directly east that is designated as "Community Center", which is envisioned to include multi-family development. Due to the close proximity of the property to land designated "Community Center", staff considers this development to be generally consistent with the Comprehensive Plan 2040.

- **Unified Development Code**

The proposed use is generally consistent with the Unified Development Code. However the associated proposed site plan (2017-07-SP) does not meet all requirements within the Unified Development Code.

Associated Site Plan

The applicant is proposing to develop 72 apartment units on roughly 5 acres of land. The main driveway is proposed to be located off US HWY BUS 70 W. This access will be a right-in, right-out only. In order to accommodate future cross-access to adjacent properties, the applicant is also proposing two stub-outs within the development. The site plan includes three apartment buildings, as well as a clubhouse and amenities for residents.

Staff has concerns regarding several items within the proposed associated site plan (2017-07-SP). These items include landscaping concerns, proper dumpster configurations, mail kiosk location and approvals from the Postmaster, traffic study concurrence from NCDOT, and landscaping/utility conflicts. Staff feels that the applicant has not properly addressed these items, and that the design of the site has been rushed due to timeframes established by the applicant to meet approval deadlines with the state. As such, staff does not feel that the proposed associated site plan has adequately met the approval criteria set forth in UDC Section 155.707(F), and has recommended denial of the associated site plan to Planning Board.

Traffic Impact Analysis

VHB Engineering prepared the Traffic Impact Analysis dated March 17, 2017. The study concludes that the proposed development has a minimal impact on the nearby intersections, and that a 100-foot deceleration lane is necessary at the project entrance. Staff has not received concurrence on the recommendations from NCDOT at the time this staff report was prepared.

Wastewater

The wastewater allocation requested is 20,285 gallons per day. This request includes the apartment units, as well as the clubhouse. The Public Works Director has reviewed this allocation request, and the request shall go to Town Council for final review.

FINDINGS

When considering a Special Use Permit application, the Town Council shall consider specific Findings of Fact. A Special Use failing to meet any of the Findings shall be deemed adverse to the public interest and shall not be approved. The applicant has addressed the Findings of Fact expressly established by Chapter 155.711(I) of the UDC, and these Findings are accepted as part of the completed application.

CONSIDERATIONS:

- The Town Council approves Special Use Permits. The Planning Board shall make a recommendation to the Town Council.
 - The site will be governed by the associated Site Plan (2017-07-SP)
-

RECOMMENDATION:

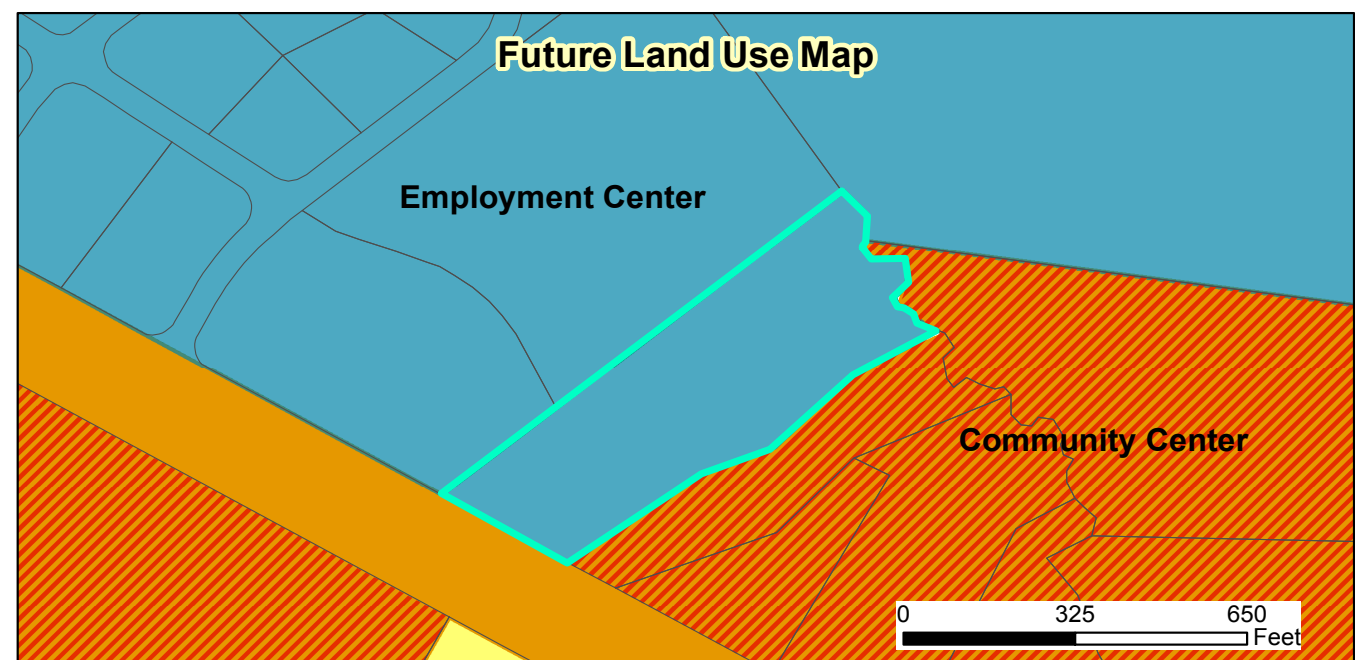
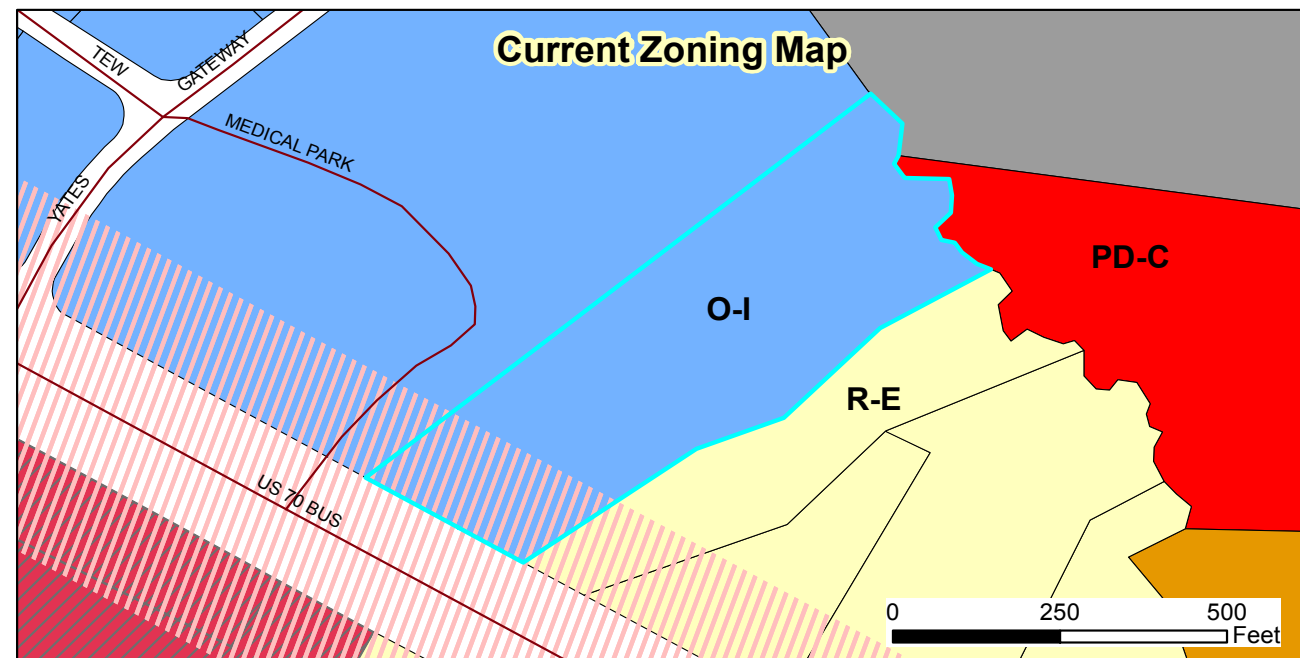
Due to the concerns of staff regarding the associated major site plan application (2017-07-SP), staff has recommended denial of the major site plan to Planning Board. If Planning Board denies the associated site plan, staff also recommends denial of this application (2017-08-SUP) pursuant to 155.711(D), which requires all special use permits to have a major site plan running concurrently. If Planning Board denies the associated major site plan, this application will no longer adhere to this requirement.

Should Planning Board approve the associated Major Site Plan (2017-07-SP), and this Special Use Permit be approved by Town Council, staff recommends the following Conditions of Approval be applied to this application:

1. All off-site roadway improvements recommended by the Traffic Study, NCDOT Congestion Management, NCDOT Division 4, and the Town shall be installed prior to the issuance of the certificate of occupancy that creates the demand for the improvement.
 2. No utilities shall interfere with required landscape islands. The location of landscape islands shall be adjusted to ensure that no interference exists.
 3. All dumpsters and enclosures shall maintain a minimum of 5 feet separation from any building, as required within the North Carolina Fire Code.
 4. Any dumpster enclosure located within 5 feet from a building shall consist of brick materials in order to provide further safety precautions in the event of a fire.
 5. All dumpsters and enclosures shall be located a minimum of 50 feet away from any residentially-zoned property line, pursuant to 155.402(G)(2)(e).
 6. All dumpster enclosures shall be screened by landscaping utilizing evergreen shrubs that shall be maintained at a minimum height of at least 36" within two years of planting, pursuant to 155.402(G)(2)(c).
 7. All parking rows shall terminate in a curbed landscaped island. All terminal islands shall include a minimum of one tree with a minimum caliper of 2.5", pursuant to 155.402(D)(2)(b)(2).
 8. All service areas shall be fully enclosed by opaque walls, gates, and/or fences at least eight feet high and shall be constructed of the same materials as the primary building.
-

ATTACHMENTS:

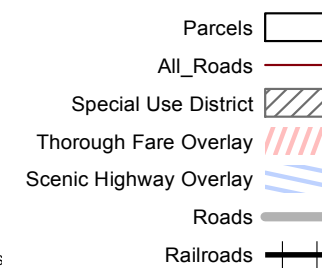
- 1) Application
- 2) Staff Report Map
- 3) Site Plan
- 4) Neighborhood Meeting Materials
- 5) Traffic Impact Analysis (Findings & Conclusions)
- 6) Wastewater Allocation Request



2017-08-SUP Abbington Forest Special Use Permit
Request: To obtain special use approval to develop 72 multi-family apartment units
2017-07-SP Abbington Forest Major Site Plan
Request: To develop a 72 unit multi-family development
 Applicant: ReaVentures
 Property Owners: Omkrishna LLC
 Parcel ID: 165910-26-9035
 Tag #: 05G01200D



Document Path: O:\PLANNING\SPECIAL USE\2017\2017-08-SUP Abbington Forest\Maps\Staff Report Map- 2017-08-S





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

SPECIAL USE APPLICATION

Pursuant to Article 7, Section 155.711 of the Unified Development Code, an owner of land within the jurisdiction of the Town (or a duly authorized agent) may petition the Town Council to allow a Special Use. Special Uses are uses that may be appropriate in a particular district, but have the potential to create incompatibilities with adjacent uses.

Application Fee: \$400.00.

Advertisement Fee: \$100.00.

All fees are due when the application is submitted.

Please note that Section 155.702(B) of the Unified Development Code requires a Neighborhood Meeting for all Special Use Permit applications.

APPLICATION TYPE

☒ New Special Use Permit

☐ Major Modification to an approved SUP

Permit Modified: _____

SITE INFORMATION

Name of Project: ABBINGTON FOREST Acreage of Property: 4.939
Parcel ID Number: 165910-26-9035 Tax ID: 4317181 County Tag: 05G01200D
Deed Book: 2017 Deed Page(s): 790
Address/Location: 12282 U.S. 70 Business, Clayton, NC 27520 (approximate)

Existing Use: VACANT Proposed Use: APARTMENTS
Is project within a Planned Development? ☒ No ☐ Yes
Planned Development District (if applicable): _____
Is project within an Overlay District: ☒ No ☐ Yes
Overlay District (if applicable): _____

OFFICE USE ONLY

Date Received:	Amount Paid: <u>\$400.00</u> <u>\$100.00 Ad Fee</u>	Permit Number: <u>2017-08-SUP</u>
----------------	--	-----------------------------------

RECEIVED
FEB 01 2017
TOWN OF CLAYTON
PLANNING DEPARTMENT

Page 1 of 9

PROPERTY OWNER INFORMATION

Name: _____

Mailing Address: _____

Phone Number: _____ Fax: _____

Email Address: _____

APPLICANT INFORMATION

Applicant: _____

Mailing Address: _____

Phone Number: _____ Fax: _____

Contact Person: _____

Email Address: _____

REQUIRED INFORMATION (to be submitted with the application)

The following items must accompany a Conditional Use Permit (CUP) application.

To be completed by the applicant:			To be completed by staff:		
	Yes	N/A	Yes	No	N/A
1. A pre-application conference was held with Town of Clayton staff. Date: 01.10.2017	☒	☐			
2. Review Fee (\$400) and Application Fee (\$100)	☒	☐			
3. Completed application (9 copies)	☒	☐			
4. Owner's Consent Form (9 copies)	☒	☐			
5. Adjacent property owners list (9 copies)	☒	☐			
6. Wastewater allocation request OR verification of wastewater allocation (9 copies)	☒	☐			
7. Signed and sealed traffic impact analysis (2 copies)	☐	☒			
8. If applicant is concurrently applying for site plan approval, a copy of the proposed site plan.	☒	☐			
9. Neighborhood meeting notice letter (9 copies) <i>See sample letter and meeting requirements included in this packet</i>	May be provided at time of submittal if meeting date is known – otherwise must be submitted by email or mail on date the letter is mailed out.				
10. Set of stamped, addressed envelopes using the adjacent property owners list	May be provided at time of submittal OR no later than 25 days prior to the Town Council meeting.				
11. Neighborhood meeting summary form (9 copies) <i>Form is included in this packet</i>	Must be submitted after neighborhood meeting is held and at least 10 days prior to Planning Board meeting.				

Note: More information may be requested by the Planning Department depending on the project

REQUIRED FINDINGS OF FACT

Section 155.711(I) of the Unified Land Development Code requires applications for a Special Use to address the following findings. The burden of proof is on the applicant and failure to adequately address the findings may result in denial of the application. Please attach additional pages if necessary.

1. That the application will not materially endanger the public health or safety if located where proposed, and developed according to the plans as submitted and approved.
See attached.

2. That the application meets all required specifications and conforms to the standards and practices of sound land use planning and the Town Code of Ordinances and other applicable regulations.

See attached.

3. That the application will not substantially injure the value of adjoining or abutting property, and will not be detrimental to the use or development of adjacent properties or other neighborhood uses.
See attached.

4. That the application will not adversely affect the adopted plans and policies of the Town, or violate the character of existing standards for development of the adjacent properties.
See attached.

EXPLANATION OF PROJECT

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

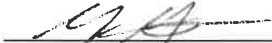
Please see attached.

APPLICANT AFFIDAVIT

I/We, the undersigned, do hereby make application and petition to the Town Council of the Town of Clayton to approve the subject Special Use Permit. 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.

MATTHEW MONROE

Print Name


Signature of Applicant

01-31-2017

Date

Special Use Permit Application Narrative

Address: 12282 U.S. Highway 70 Business, Clayton, NC 27520

Parcel: 05G01200D

1. That the application will not materially endanger the public health or safety if located where proposed, and developed according to the plans as submitted and approved.

The development location and design will not endanger public health or safety. Rather, it is located in a site well suited for apartment development and will be designed to maximize public health and safety.

The proposed location represents an ideal site for multi-family development. Being located directly on a major divided highway, Highway 70 Business, rather than a smaller side street, the site exits onto a highway of sufficient capacity to handle the additional traffic volume and would not congest side roads. The highway is divided with no median break near the site, forcing a safer traffic pattern of right-in / right-out travel that avoids conflicting directions of travel and the resulting accidents. The site entrance will also construct a median to further separate traffic flows and acceleration/deceleration lanes will be created to allow safe entry and exit from the site. This location on a high capacity, divided highway provides maximum safety benefits to future residents and surrounding land users.

The application design a small multi-family development (72 units or less) with sole access to and from Highway 70 Business, a major east-west divided highway leading to Raleigh that is more than sufficient in capacity to handle the anticipated traffic. The projected increase in traffic, at 46 trips during peak hour, is less than half the 100 vehicles during peak hour threshold, per the attached engineer letter, and therefore a traffic study is not needed due to the relatively minimal additional traffic generated (**Attachment 1-1**). Access would be exclusively right-in, right-out with no median break accessible to the site entrance keeping travel route conflicts to a minimum. However, future access connection points are provided to accommodate future development to the east and west of the site.

According to Community Guide to Development Impact Analysis, published by Mary Edwards at the Wisconsin Land Use Research Program in March 2000, apartments generate half the traffic per unit of single family housing (**Attachment 1-2**). Apartments also generate less traffic than most office or institutional uses currently permitted in the O-I zoning, such as the adjacent child care centers and medical offices.

The following table uses the traffic factors outlined in the Mary Edward report to show the different traffic impacts associated with the proposed development versus other potential uses such as single family residential or commercial uses in B-2H zoning.

Table 1 - Traffic Impact Analysis Comparison

Land Use	Rate	Unit	Traffic Estimate	
Apartments - 72 units	0.41	per dwelling unit	29.5	AM Peak Hour
Single Family - 72 units	0.75	per dwelling unit	54.0	AM Peak Hour
			Traffic Estimate	
Day Care Center (permitted in O-I) – 10,000 SF	13.5	per 1,000 GFA	135.0	AM Peak Hour
Medical/Dental Office (permitted in O-I) - 10,000 SF	3.6	per 1,000 GLA	36.0	AM Peak Hour

			Traffic Estimate	
Apartments - 72 units	6.63	per dwelling unit	477.3	Average Daily Traffic
Single Family - 72 units	9.55	per dwelling unit	687.6	Average Daily Traffic
			Traffic Estimate	
Day Care Center (permitted in O-I) – 10,000 SF	79.26	per 1,000 GFA	792.7	Average Daily Traffic
Medical/Dental Office (permitted in O-I) - 10,000 SF	36.13	per 1,000 GLA	361.3	Average Daily Traffic

Source: "Community Guide to Development Impact Analysis" by Mary M. Edwards. March 2000.
Wisconsin Land Use Research Program.

As is shown in Table 1 above, 72 apartments would generate about half the traffic of 72 single family homes for both AM peak hour and average daily traffic volumes. The proposed development would also generate less traffic than other permitted O-I commercial uses like the adjacent day care centers or office/medical facilities.

The development would not generate any odors, fumes, or noises that would discourage any type of future development. Storm water will be controlled on site through an appropriately sized detention pond to control water release. The playground and detention areas would be fenced for the safety of children and adult residents.

Speed humps and striped pedestrian crossing areas will ensure slow and safe vehicular and pedestrian movement within the development. The community center, which includes the management office, will be next to the site entrance to monitor the entrance to the site. Management will include one full time manager and a maintenance technician. In addition to the on site property manager, regional property managers provide routine oversight and visit sites once a month. The buildings would also be fully sprinkled to maximize fire protection.

Location of a multi-family development is most appropriate directly on a high capacity corridor, such as is proposed, where the existing transportation and utility infrastructure can handle the development rather than on a smaller side road where the additional trip volume or utilities may not be able to handle the additional loads.

2. That the application meets all required specifications and conforms to the standards and practices of sound land use planning and the Town Code of Ordinances and other applicable regulations.

Our site plan and engineering plans are developed in accordance with all requirements pursuant to Article 7, Section 155.706 of the Unified Development Code. Our site plan incorporates:

1. 72 units in 1 building with two 2-hr firewalls;
2. 149 parking spaces;
3. Building setbacks of 30ft/30ft/20ft/20ft are achieved (as required);
4. Minimum lot area is above minimum required 6,000 square;
5. 51% impervious coverage (maximum 75% allowed) and 14.96% building coverage
6. 25' drive isles and 25' turning radii;
7. 19' parking spaces (FOC to Drive Isle) and Parking bumpers to prevent parked vehicles from impeding on pedestrian walkways;
8. 5' sidewalks;
9. Landscape islands every 10 spaces;
10. Screened AC compressor and dumpster locations;
11. 2 dumpsters and 1 recycling area.

The code requirements in comparison to the design provided is summarized below in Table 2.

Table 2 – Design vs. Code Requirements

O-I Zoning	Lot Standards		Minimum Setbacks			Building Standards				
	Min. Lot Area (sq.ft.)	Min. Lot Width (ft.)	Public Water & Sewer	Street /Front (Max.)	Side Interior (abutting residential)	Side Street	Rear (abutting residential)	Max Building Height (ft.)	Max Building Coverage	Max Impervious Coverage
Code Required	6,000	60	Required	30	10 (30)	20	20 (30)	60	50%	75%
Design Achieved	215,142	240.63	Elphick Properties LLC	30	30	20	20	55	14.96%	51%

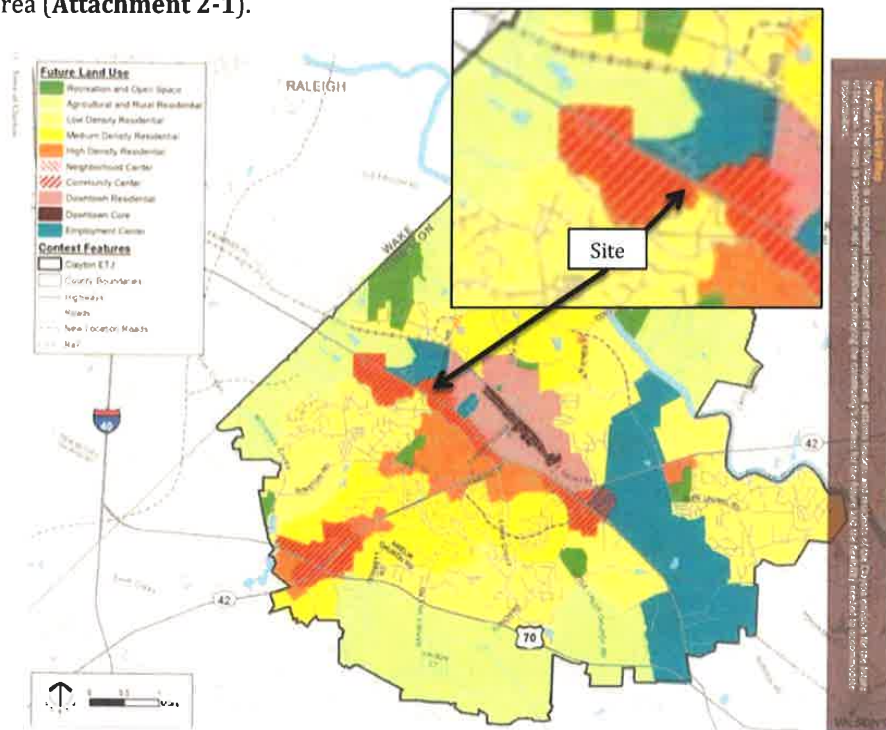
There is a wetland area that was identified at the back of the site through field reconnaissance. It does not appear on any National Wetlands Inventory mapping. However, this portion of the site (approximately 36,000 square feet) would remain undisturbed and development would not impact this area.

We have also developed these plans in consultation with the Clayton Planning department regarding best practices for our design. We have refined 4 iterations and the current site plan presented today is the one the planning staff indicated they preferred above all others. This plan minimized any “hammer head” (dead end)

parking except where necessary to allow for future cross-parcel connectivity to the west and created an internal driveway loop to maximize circulation within the development. Elimination of dead ends will improve traffic circulation for residents as well as any emergency vehicles.

Additionally, should a future road connection be possible with the Wake Med Group (onto Medical Park Place) this connection could be made through the elimination of 2 to 3 parking spaces along the NW border of the site. Currently we are showing slightly more than a 2:1 parking ratio so the loss of 3 spaces would still allow us to reach a sufficient parking standard.

The development site is zoned O-I, a use which already allows apartments as a special use with approval of the requested special use permit. The proposed development location supports the goals set forth in the future land use plan for this area (**Attachment 2-1**).



Per the land use plan, the site is located at the confluence among several character areas - Employment Center (EC); Community Center (CC); and High Density Residential (HDR). The development site serves as the transition zone between the developed Employment Center to the west and the undeveloped High Density Residential land to the east. Apartments are a special use allowed within the existing Office-Institutional (O-I) zoning, although apartments always require approval of special use permit in Clatyon.

According to the land use plan, HDR areas provides for housing in close proximity to major transportation corridors, adjacent to commercial uses, and already served by public water and sewer as is the development site. Community Center allows for multi-family housing as a mix of uses, which certainly exist in the surrounding area. Employment Center focuses on office, medical, industrial, and warehouse development.

Precedent exists for approval of apartments in this same Community Center and High Density Residential Area as evidenced by the adjacent Stallings Mill apartments now under construction. The HDR areas located adjacent to commercial uses are considered transitional areas within the land use plan. This transitional use allows "opportunities for slighter higher-density development than other residential categories" (page 16). The site is also immediately adjacent to an area designated in the future land use plan for High Density Residential and, as previously noted in the response to Question 1 above, it is an ideal location for multi-family development with direct access onto a high capacity divided highway and in close proximity to a number of services and amenities.

Based on the location in a transition area adjacent to a HDR high density residential zone and the existing zoning of O-I, which allows multi-family with issuance of a special use permit, the development site is in accordance with the future land use plan.

3. That the application will not substantially injure the value of adjoining or abutting property, and will not be detrimental to the use or development of adjacent properties or other neighborhood uses.

The proposed apartment development would represent an estimated \$11.4 million development, use high-quality exterior finishes (brick and cementitious siding), and have full-time, on-site professional property management and maintenance staff. Several examples of applicant's previous developments similar to the proposed apartment complex are attached (**Attachment 4-2**). The applicant proposes a well designed, well appointed, and well managed professional community that would be an asset to surrounding properties. The development would be similar to the adjacent Stallings Mill apartments now under construction.

While the applicant contemplates a IRS Section 42 workforce housing development, in the event applicant is unable to secure funding a future buyer may elect to build a market rate development of similar configuration as the two developments would be visually indistinguishable. Regardless, substantial evidence exists that a Section 42 apartment development has no negative effect on adjacent property values and, in fact, can improve adjacent values.

A commercial broker in Goldsboro, North Carolina was commissioned by the applicant on a prior rezoning effort in Kenly, North Carolina to evaluate the observed effects of similar workforce housing on adjacent property values (**Attachment 3-1**). His conclusion was that workforce housing had a positive effect on property values in the Goldsboro area.

A commercial appraiser in Gwinnett County, Georgia was separately commissioned by the applicant for a similar evaluation of workforce housing and concluded officially that there was no evidence of a negative effect on property values. Privately, the appraiser felt there was sufficient evidence to believe workforce housing actually had a positive effect of property values (**Attachment 3-2**).

Finally, the applicant has evaluated property values before and after completion of their developments in several locations and in different states using the free online services at www.zillow.com. None of the developments showed signs of a decrease in property values and, while values increased post-completion, this increase did not support a negative effect on property values from its workforce housing developments (**Attachment 3-3**).

The proposed development would not create a use or development pattern that would be detrimental to the use or development of adjacent properties. In fact, the development concept would allow for future cross-parcel access connection points. The development would encourage additional commercial development along the Highway 70 corridor by providing new customers. The development would not generate any odors, fumes, or noises that would discourage any type of future development. Location of a multi-family development is most appropriate directly on a high capacity corridor, such as is proposed and as is an encouraged use for HDR high density residential development, where the existing transportation and utility infrastructure can handle the development rather than on a smaller side road where the additional trip volume or utilities may not be able to handle the additional loads.

4. That the application will not adversely affect the adopted plans and policies of the Town, or violate the character of existing standards for development of the adjacent properties.

The development will not negatively impact adopted plans or policies of the Town. The site is zoned Office-Institutional (O-I), a use where apartments are already an allowed use with issuance of a special use permit. The design is in accordance with all other land ordinance requirements. The future land use plan also locates the site in a transition area between High Density Residential/Community Center and Employment Center, where higher residential densities are allowed. The parcels adjacent to the southeast boundary (parcels 05G01200E, 05G01199E, 05G01199H, 05G01050Z) are identified as High Density Residential and Community Center under the future land use plan. Our proposed multifamily development would be compatible with future development plans for this parcel, meeting the goals set forth in the land use plan.

Our development proposal will support Goal H1 from the Goals and Recommendations portion of the comprehensive plan by providing a “range of housing types” in an “area with closest proximity to services, amenities, and infrastructure.” Our development will remain compatible with current apartment developments and future planned HDR/Community Center housing.

The town has recently approved another high-density multifamily development in close proximity to our proposed development site (parcel 05G02205C). Stallings Mill apartments, currently under construction, is identified in the same future land use category as the land adjacent to our parcel (HDR in a Community Center). The design of our development site and our facades will reach all best practice standards and will be comparable and complimentary to Stallings Mill apartments.

The exterior of the proposed development will be 100% masonry – consisting of a mixture of brick and cementitious siding (hardi plank or equivalent). Units will be well appointed with Energy Star appliances, ceiling fans, washer/dryer connections, patios/balconies, and exterior storage within each unit. A dedicated clubhouse will contain a fitness center, business center, laundry facility, postal facility, and community room area with exterior picnic areas and sitting areas located elsewhere on the premises. Architectural renderings of the proposed site plan and exterior elevations are provided in **Attachment 4-1**.

The property would be professionally managed by Boyd Management with full-time on-site management and maintenance staff. The developer, Rea Ventures Group, would also be the long-term owner of the planned development. Examples of comparable, prior multi-family communities developed and still owned by Rea Ventures are included in **Attachment 4-2**.

Explanation of Project

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

The proposed Abbingtion Forest is a new construction garden-style apartment development located at the intersection of Medical Park Place and Highway 70.

The development will be situated in an appealing setting surrounded by a strong mix of retail, multi-family, and residential land uses and directly on the major west-east highway (U.S. Highway 70) connecting Clayton to Raleigh. Several large retail centers are located within a mile of the site along U.S. Highway 70. In addition, our tenants will have access to the many services provided within the adjacent Medical Park Place development which includes health care, dentist, and child care services.

The development will contain 72 multi-family units and a community building. Units will consist of garden style apartments in one three-story building with one non-residential community building.

Building exterior facades will be comprised of brick and fiber cement siding. Buildings are aligned with significant setbacks from Highway 70 and vegetative buffers along the east and west site boundary. Ample green space locations around the site perimeter also provides safe recreation areas for the residents, in addition to an undisturbed area containing field-identified wetlands at the rear of the site (less than 1 acre). For noise and safety, the residential building will be set back from Highway 70 by approximately 120 feet. This provides an ample buffer of greenspace and vegetation to shield from the highway.

As a land use allowed under O-I by special use permit, and in a location described as a transition area between High Density Residential/Community Center and Employment Center where higher density residential is encouraged as a transitional use in the future land use plan, the development is an appropriate use in the proposed location. Further, the proposed design complied with the Town's design requirements and would be compatible with and complimentary to recent developments currently under construction in close proximity to our site.

Special Use Permit Application Narrative

Address: 12282 U.S. Highway 70 Business, Clayton, NC 27520

Parcel: 05G01200D

Attachment 1-1: Engineer's Letter on Traffic Impact



**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

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: Abbington Forest **Address or PIN #:** 195910-9035

AGENT/APPLICANT INFORMATION:

Rea Ventures Group, LLC 2964 Peachtree Road NW, Suite 200
(Name - type, print clearly) (Address)
Atlanta, GA 30305
(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*):

Special Use Permit

Major Site Plan

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:

Omkrishna LLC by Frank DeRonja, Agent PO Box 6492
(Name - type, print clearly) (Address)
Omkrishna LLC by J. S. Lee, AGENT Raleigh, NC 27628
(Owner's Signature) (City, State, Zip)

STATE OF North Carolina
COUNTY OF Johnston

Sworn and subscribed before me Kelli'e Wadsworth, a Notary Public for the above State and County, this
the 1st day of February, 2017.

SEAL

Kelli'e Wadsworth
Notary Public

My Commission Expires: 5/22/2018

October 2013



215 Boone Heights Dr., Ste. 107
Boone, NC 28607
828.262.9807
www.valorengineering.com

January 31, 2017

Town of Clayton, NC
111 E. 2nd Street
Clayton, NC 27520

Abbington Forest Trip Generation Calculations

To Whom It May Concern:

Please let this letter serve as a brief trip generation analysis for the proposed Abbington Forest multifamily project. The project, located near 12282 US-70 Business, shall consist of a 72-unit "low rise" multifamily building, clubhouse, playground, and all associated infrastructure and parking. One right-in-right-out driveway is proposed on US-70 Business, and this driveway shall require approval by the North Carolina Department of Transportation (NCDOT).

Trip Generation

Based on the Institute of Traffic Engineers (ITE) Trip Generation Manual, the project will generate the following:

Use	Expected Units	Calculated Daily Trips	Peak Hour Trips
Low Rise Apartments (221)	72 dwelling units	474	42
Clubhouse (General Office, 710)	2500 sf	28	4
TOTAL:		502	46

If you have any questions about this analysis or would like any further information, please feel free to contact us at your convenience.

Sincerely,

Valor Engineering, PLLC



By: _____
(Signature)

Name: Jason Gaston, P.E.

Title: Principal

Date: January 31, 2017

Special Use Permit Application Narrative

Address: 12282 U.S. Highway 70 Business, Clayton, NC 27520

Parcel: 05G01200D

Attachment 1-2: Community Guide to Development Impact Analysis

Community Guide to Development Impact Analysis by Mary Edwards						
Introduction	Fiscal	Traffic	Socio-Economic	Environmental	Putting it Together	Cost of Community Services

Traffic Impact Analysis

Understanding the demands placed on the community's transportation network by development is an important dimension of assessing the overall impacts of development. All development generates traffic, and it may generate enough traffic to create congestion and to compel the community to invest more capital into the transportation network, whether it is in the form of new roads or traffic signals or turn lanes. Traffic congestion results in a number of problems, including economic costs due to delayed travel times, air pollution and accidents. As one roadway becomes congested, drivers may use others not necessarily intended for through traffic. As a result, traffic impact analyses are becoming more common as a planning tool to foresee demands on the transportation network and to mitigate any negative impacts. Understanding traffic impacts becomes even more important as budgets for public facility and infrastructure improvements become increasingly strained.

WHAT IS TRAFFIC IMPACT ANALYSIS (TIA)?

A traffic impact analysis is a study which assesses the effects that a particular development's traffic will have on the transportation network in the community. These studies vary in their range of detail and complexity depending on the type, size and location of the development. Traffic impact studies should accompany developments which have the potential to impact the transportation network. They are important in assisting public agencies in making land use decisions. These studies can be used to help evaluate whether the development is appropriate for a site and what type of transportation improvements may be necessary.

Traffic impact studies help communities to:

- Forecast additional traffic associated with new development, based on accepted practices.
- Determine the improvements that are necessary to accommodate the new development.
- Assist communities in land use decision making.
- Assist in allocating scarce resources to areas which need improvements
- Identify potential problems with the proposed development which may influence the developer's decision to pursue it.
- Allow the community to assess the impacts that a proposed development may have.
- Help to ensure safe and reasonable traffic conditions on streets after the development is complete.
- Reduce the negative impacts created by developments by helping to ensure that the transportation network can accommodate the development.
- Provide direction to community decision makers and developers of expected impacts.
- Protect the substantial community investment in the street system.

Traffic impact analysis is only one component of the larger transportation puzzle. In addition, large communities in particular will need to determine appropriate mixes of transportation modes, including public transit options. Community growth patterns and characteristics can be substantially affected by highway expansion or re-alignment decisions made at state or federal levels. Traffic impact analysis is focused on the effects of a particular set of developments, but may provide information relevant to these broader plans and

decisions. Traffic impact studies should be used as one piece of several kinds of information to judge the suitability of development from a transportation standpoint.

Traffic impact studies do not:

- Provide an indication of development's impact on other modes of transportation, such as bus service.
- Characterize the suitability of a development for other modes, particularly pedestrian and bicycle movement.
- Characterize the spatial patterns of demand, particularly where alternate route-seekers will travel.

WHEN IS A TRAFFIC IMPACT STUDY NECESSARY?

A traffic impact study is not necessary for every development. Those developments that are unlikely to generate significant traffic generally do not need a traffic impact assessment. When does a development warrant a traffic impact assessment? One of the approaches for determining whether a traffic impact analysis should be required for a proposed development is the use of trip generation data. The trip generation of a proposed development is essentially the number of inbound and outbound vehicle trips that are expected to be generated by the development during an average day or during peak hour traffic. The process outlined in this chapter entails calculating the expected trip generation of the proposed development and comparing it to accepted thresholds to determine whether the comprehensive traffic analysis is needed. A comprehensive traffic impact analysis procedure is beyond the scope of this workbook; however the workbook does describe the impacts that should be included in a full study.

Generally, a comprehensive traffic analysis should be completed whenever a development is expected to generate 100 or more new inbound or outbound trips during the peak hours (ITE recommended practice). Developments containing about 150 single-family homes, 220 multi-family units, 55,000 square feet of general office space or a 15,500 square foot shopping center would be expected to generate this level of traffic and hence, require a complete traffic analysis.

The trip generation process provides an estimate of the number of trips that will be generated due to the new development. Trip generation rates are then applied to the various land uses within the development.

The ITE trip generation manual is based on hundreds of trip generation surveys nationwide for a range of land use types. It is the most commonly accepted data source for trip generation rates. Generally, examining those numbers based on the peak-hour conditions are used in traffic assessments. An analysis of peak-hour conditions results in a more accurate identification of site traffic impacts.

Table 3.1 provides some examples of developments which would require a traffic impact analysis according to the thresholds recommended by ITE.

INSTITUTE OF TRANSPORTATION ENGINEER'S (ITE)
GENERAL THRESHOLD RECOMMENDATION

Any proposed site plan or subdivision plan which would be expected to generate over one hundred (100) directional trips during the peak hour of the traffic generator or the peak hour on the adjacent streets, or over seven hundred fifty (750) trips in an average day.

Communities may wish to use their own thresholds. A larger community with many high volume streets, for example, may need to consider a higher threshold. Thresholds may need to be lower for corridors which are already experiencing congestion. Table 3.2 provides some examples of thresholds used in other areas. They are generally based on either the size of the development, trip generation or level of service.

Table 3.1 Threshold Levels

Land Use	100 Peak Hour Trips	750 Daily Trips
Residential: Single Family	150 units	70 units
Apartments	245 units	120 units
Condos/Townhouses	295 units	120 units
Mobile Home Park	305 units	150 units
Shopping Center	15,500 sq. ft.	2,700 sq. ft.
Fast Food Restaurant (GFA)	5,200 sq. ft.	1,200 sq. ft.
Convenience Store w/ gas (GFA)	1,300 sq. ft. or 5 pumps	
Bank w/ Drive-In	4,400 sq. ft.	2,800 sq. ft.
Hotel/Motel	250 rooms	90 rooms
General Office	55,000 sq. ft.	45,000 sq. ft.
Medical/Dental Office	37,000 sq. ft.	26,000 sq. ft.
Research & Development	85,000 sq. ft or 4.5 acres	70,000 sq. ft or 4 acres
Light Industrial	115,000 sq. ft. or 8 acres	115,000 sq. ft. or 11.5 acres
Manufacturing	250,000 sq. ft.	195,000 sq. ft.

IS A TRAFFIC IMPACT ANALYSIS NECESSARY FOR DEVELOPMENT THAT DO NOT MEET THE THRESHOLD REQUIREMENTS?

Even if the development does not generate the threshold level of trips, a traffic analysis may still be necessary under the following conditions:

- High traffic volumes on surrounding roads that may affect movement to and from the proposed development.
- Lack of existing left turn lanes on the adjacent roadway at the proposed access drive.
- Inadequate sight distance at access points.
- The proximity of the proposed access points to other existing drives or intersections.
- A development that includes a drive-through operation.

METHODS FOR ESTIMATING TRIPS GENERATED BY A DEVELOPMENT

- The use of standard rates used by local and regional planning agencies, which are most often based on previous projects.
- Standards from similar locations, built by the same developer or company.
- Surveys of sites in comparable areas.
- Literature on rates in journals, such as the ITE Journal.
- Trip Generation Rates from the Institute of Transportation Engineers' publication, Trip Generation.

Table 3.2 Community Threshold Levels

Community/State	Traffic Impact Study Threshold
ITE Recommended Practice	- 100 additional peak hour trips - sites with 10 or more acres and Oakland County Traffic Association - building with 100,000 or more sq. ft. GFA Improvement
City of Farmington Hills, Oakland County	- 200 or more dwelling units - 300 or more peak hour trips - substantial departure from Master Plan - discretionary standards based on impact - rezonings inconsistent with Master Plan
City of Grand Blanc, Genessee County, MI	- certain special land uses - sites with 20 or more acres - 200 or more dwelling units - 150,000 or more sq. ft.
GFA Northville Township, Wayne County, MI	- certain rezonings - 50 peak hour directional trips along selected roads - 100 peak hour trips or 750 daily trips elsewhere - 150 peak hour trips or 750 trips daily
City of Rochester Hills, Oakland County, MI	- 75 or more single family dwelling units - 100 or more multiple family dwelling units - 50,000 sq. ft. or more commercial units - 20 acres light industrial
New Jersey Department of Transportation	- 200 peak hour trips
Arizona Department of Transportation	- 100 peak hour directional trips
Maryland	- 50 peak hour directional trips
Indiana Department of Transportation (proposed)	- 100 peak hour directional trips - if LOS drops by a letter grade - modifications to roadway are required
California Department of Transportation	- 2,400 daily trips/1,600 along a congested corridor
Oregon Department of Transportation	- 500 vehicles per day
New York Department of	

Transportation	- 100 peak hour trips
Arapahoe County, Colorado	- 500 daily trips
	- certain smaller projects
DuPage County, Illinois	- whenever a development deteriorates LOS beyond community LOS Standard (C or D)
New Mexico	- all new commercial/industrial developments
Mississippi	- when a traffic signal is warranted

Source: Dey Soumya, S. and Jon D. Fricker, Traffic Impact Analysis and Impact Fees in State Departments of Transportation, ITE Journal, May 1994.

HOW ARE TRIPS GENERATED CALCULATED?

To calculate the number of trips expected to be generated by the proposed development in your community, apply the appropriate rate below to the proposed land use.

Table 3.3 Trip Generation Rates

Land Use	Base Unit	Rates		
		AM Peak	ADT	ADT Range
Residential				
Single Family Home	per dwelling unit	.75	9.55	4.31-21.85
Apartment Building	per dwelling unit	.41	6.63	2.00-11.81
Condo/TownHome	per dwelling unit	.44	10.71	1.83-11.79
Retirement Community	per dwelling unit	.29	5.86	
Mobile Home Park	per dwelling unit	.43	4.81	2.29-10.42
Recreational Home	per dwelling unit	.30	3.16	3.00-3.24
Retail				
Shopping Center	per 1,000 GLA	1.03	42.92	12.5-270.8
Discount Club	per 1,000 GFA	65	41.8	25.4-78.02
Restaurant				
(High-turnover)	per 1,000 GFA	9.27	130.34	73.5-246.0
Convenience Mart w/ Gas Pumps	per 1,000 GFA		845.60	578.52-1084.72
Convenience Market (24-hour)	per 1,000 GFA	65.3	737.99	330.0-1438.0
Specialty Retail	per 1,000 GFA	6.41	40.67	21.3-50.9
Office				
Business Park	per employee	.45	4.04	3.25-8.19
General Office Bldg	per employee	.48	3.32	1.59-7.28
R & D Center	per employee	.43	2.77	.96-10.63
Medical-Dental	per 1,000 GFA	3.6	36.13	23.16-50.51
Industrial				
Industrial Park	per employee	.43	3.34	1.24-8.8
Manufacturing	per employee	.39	2.10	.60-6.66
Warehousing	1,000 GFA	.55	3.89	1.47-15.71
Other				

Service Station	per pump	12.8	168.56	73.0-306.0
City Park	per acre	1.59	NA	NA
County Park	per acre	.52	2.28	17-53.4
State Park	per acre	.02	.61	.10-2.94
Movie Theatre	per movie screen	89.48	529.47	143.5-171.5
w/Matinee	Saturday (PM Peak)			
Day Care Center	per 1,000 GFA	13.5	79.26	57.17-126.07

Source: Institute of Transportation Engineers (ITE). Trip Generation.

How do we account for “pass-by” trips?

Typical trip generation rates are derived from counts taken at the driveways of the various land uses. For many land uses, not all of the trips generated at the driveway represent new trips added to the roadways. This is due to “pass-by” trips. Pass-by trips are made by traffic already using the adjacent roadway and enter the site as an intermediate stop on the way from another destination. The trip may not necessarily be “generated” by the land use under study, and thus, not a new trip added to the transportation system. This pass-by factor should be taken into account in devising a trip generation estimate.

The percentage of pass-by trips varies by land use. The Institute of Transportation Engineers recommends the adjustments for pass-by trips included in Table 3.4. For example, “standard trip generation rates indicate that a 300,000 square foot shopping center would generate approximately 1,320 PM peak hour trips at its driveways. Given the above pass-by percentage of 25 percent, the amount of additional traffic on the adjacent roadway system would be approximately 990 trips $((1,320 \times (1 - .25)))$. Note that the full 1,320 trips should be shown (and analyzed) at the site driveways—the pass-by reduction will only affect the amount of traffic at to non-driveway intersections within the study area.

Table 3.4 Pass-by Percentages

Land Use	Pass-by Percentages
Shopping Center	
Larger than 400,000 GLA	20
100,000 to 400,000 GLA	25
Smaller than 100,000 GLA	35
Convenience Market	40
Discount Club/Warehouse Store	20
Fast Food Restaurant	40
Sit Down Restaurant	15
Service Station	45
Supermarket	20



Worksheet 3.1 is provided in the Appendix to allow you to calculate the number of trips generated by your proposed development.

How do we account for internal trips in a multi-use development?

The method of developing a trip generation estimate must also take into consideration the fact that some of the trips counted at stand-alone sites are actually made within a multi-use development, by vehicle or by an alternate mode such as walking. The most common example of this trip-making occurs at multi-use developments that include both residential and shopping areas. Some of the residents' work trips and shopping trips are made to the on-site shopping area. These trips are internal to the multi-use site. Because they are captured on-site, a capture rate is used. A capture rate is a percentage reduction in traditionally developed trip forecasts to account for internal trips. The reduction may be applied to the total trips estimated, just as is the pass-by percentage reduction.

The ITE has found that multi-use developments could reduce trip generation estimates by 24%. Note that this trip reduction for captured trips is separate from the reduction for pass-by trips. They are distinct phenomena and both may be applicable to a development.

What should be included in a traffic impact analysis?

Once you have determined that a traffic impact study is necessary, the scope of the study should be specified. The following provides an outline of the recommended content of an impact study and a series of questions for evaluating a study conducted for your community:

I. BACKGROUND:

- Description of proposed development
- Identification of peak hours and whether weekends will be used in the impact analysis
- Description of study area
- Location of proposed Access points

II. BASE TRAFFIC CONDITIONS:

- Description of road network and intersections adjacent to site and at access points
- Counts during peak-impact hours

III. SITE TRAFFIC GENERATION:

- Trip generation rates used and the source of these rates
- Traffic generated during peak impact hours

IV. SITE TRAFFIC DISTRIBUTION:

- Method used to distribute traffic
- Table showing estimated traffic movements by direction
- Discussion of method used for traffic assignment and assumptions for assignment of traffic to network

V. NON-SITE TRAFFIC PROJECTIONS:

- Definition of design year—opening of proposed development

- Identification of development in study area whose traffic is to be included in calculations
- Adjustments of off-site through traffic volumes
- Assembling of off-site traffic forecast for design year

VI. TRAFFIC ASSIGNMENTS:

- Assignment of peak-period traffic to intersections and access points
- Figures for existing peak impact traffic hours, site traffic and total traffic
- Recommended access design improvements

VII. REVIEW OF SITE PLAN:

- Internal Reservoir at access points
- Parking layout
- Loading dock locations and access, including design truck used
- Recommended changes

VIII. DISCUSSION OF FUTURE TRAFFIC CONDITIONS:

- Other developments in area

What are some guidelines to mitigate traffic congestion in your community?

- Encourage consolidation of trips by providing mixed use development.
- Encourage alternative modes of transportation.
- Design development to be pedestrian friendly by including smaller set-backs, requirements for parking behind buildings, and building sidewalks—including sidewalks that provide connections from the development to residential areas.

Endnotes

1. Definitions of each land use class here.
2. The AM Peak rate represents the average vehicle trip generation rate during the hour of highest volume of traffic entering and exiting the sit in the morning. ADT is the Average Daily Trip rate or the vehicle trip generation rate during a 24-hour period for a weekday (unless otherwise noted).

QUESTIONS ADDRESSED BY TIA

- Is the study area large enough to include all significant impacts from the development?
- Does it include all critical intersections?
- Were traffic counts taken during the critical time periods?
- Are traffic counts recent?
- Have all the assumptions used in the technical analysis been clearly

identified?

- Do calculated levels of service seem reasonable?
- Does the community have acceptable standards for level of service?
- Does the description of the proposed site agree with the site plan submitted?
- Have trip rates been adjusted to account for public transportation, pedestrians or pass-by-trips?
- Does the directional distribution of the site traffic seem reasonable?
- Has pedestrian circulation been accommodated?
- Has adequate parking been provided to meet demand?

Special Use Permit Application Narrative

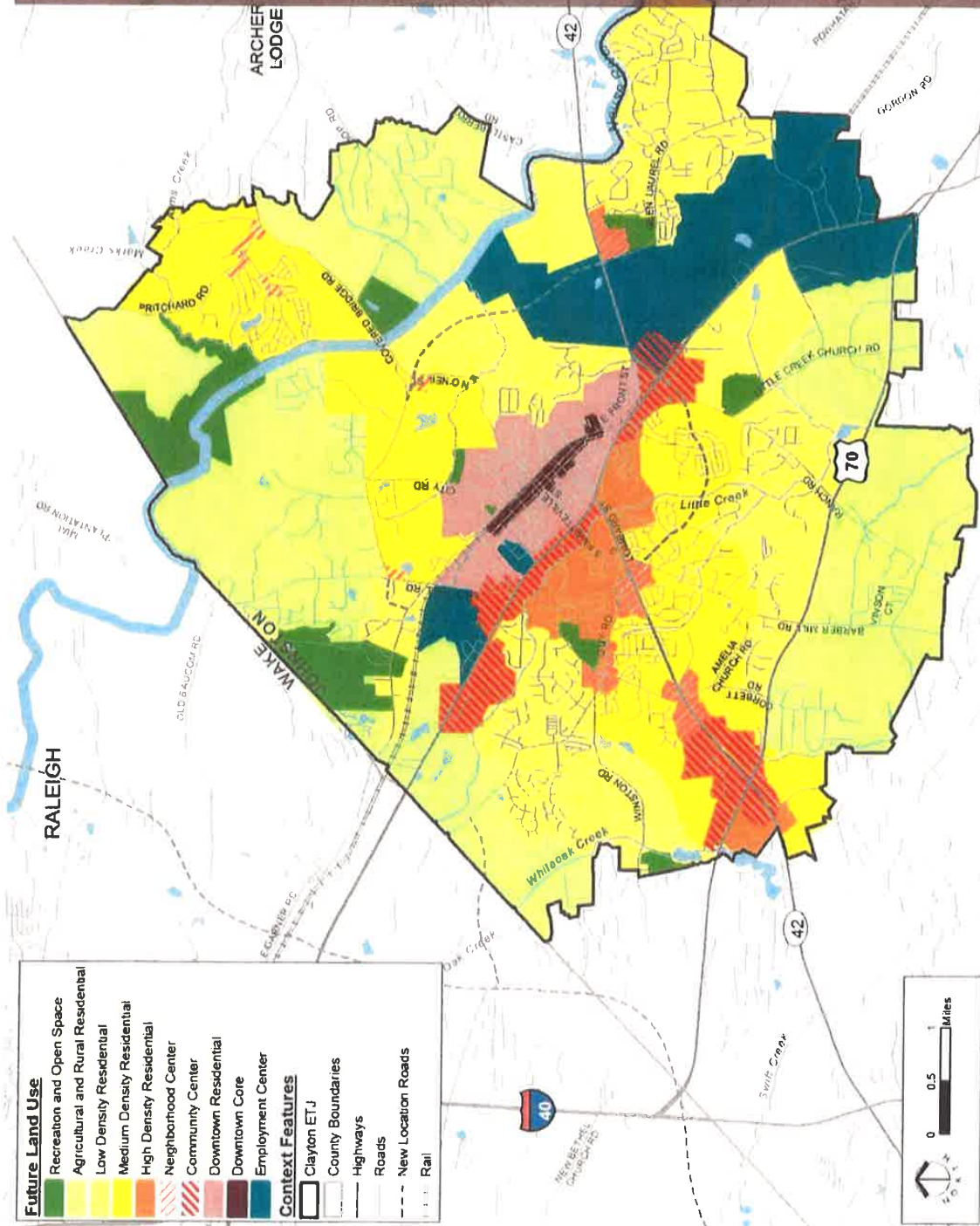
Address: 12282 U.S. Highway 70 Business, Clayton, NC 27520

Parcel: 05G01200D

Attachment 2-1: Future Land Use Plan Sections

Future Land Use Map

The Future Land Use Map is a conceptual representation of the development patterns leaders and residents of the Clayton envision for the future of the town. The map is descriptive, not prescriptive, conveying the community's desires for the future and the flexibility needed to accommodate opportunities.



11 Town of Clayton



Top: Example: High Density Residential; Bottom Example: Downtown Core; Right Example: Neighborhood Commercial

Medium Density Residential (MDR)

The Medium Density Residential area is comprised predominantly of neighborhoods with housing units that are more urban in character and in closer proximity to commercial services and centers. This area provides a transition from the more suburban areas of the Town to more developed areas. The density of development in this area will vary based on the presence of utilities, topography and environmental features. This designation is applied to land which is developed, or is to be developed, at a density between three and five units per acre. Densities as high as seven units per acre may occur under a Planned Development - Residential District.

Typical Uses: Residential (all forms)

Gross Residential Density: up to 5 dwelling units/acre. Densities up to 7 dwelling units/acre may be approved as part of a Planned Development - Residential District.

High Density Residential (HDR)

The High Density Residential area provides for housing options located in close proximity to major transportation corridors, existing commercial areas and Downtown services. These areas have a connected street network, adequate pedestrian and bicycle facilities, and are served by public water and sewer. High Density Residential is designed to include all housing types. In some instances, this designation provides for a transition between lower-density residential use and commercial uses. In other instances, this designation allows the establishment of neighborhood commercial uses such as a grocery store or neighborhood services which are compatible with higher-

density residential uses. When neighborhood-serving commercial uses are placed within or adjacent to a residential area, such uses shall be limited to a size which is sufficient to accommodate the needs of an immediate residential neighborhood. These transitional areas will have opportunities for slightly higher-density development than the other residential categories.

Typical Uses: Residential (all forms), Limited Neighborhood Commercial Services

Gross Residential Density: up to 12 dwelling units/acre. Densities greater than 10 dwelling units/acre may be approved as part of a Planned Development.

Downtown Residential (DR)

The Downtown area provides for housing options and office-residential uses located in close proximity to the Downtown Core. The Downtown category is designed to retain established neighborhoods and maintain the historic character while allowing a variety of higher-density housing types that support and foster growth of the Downtown Core. Higher-density development should be directly bordering the Downtown Core or along US 70 Business Highway West. The Downtown area should have a connected street network with short block lengths, a grid-style street system, and adequate pedestrian and bicycle facilities.

Typical Uses: Residential (single-family, with higher density residential uses limited to areas as described above); Neighborhood Commercial in appropriate locations

Gross Residential Density: up to 12 units/acre, up to 20 units/acre with PD

NON-RESIDENTIAL LAND USES

Downtown Core (DC)

This designation is applied to the Town's Downtown Core area where the highest-density commercial, employment, residential and other uses are located. It is intended to foster an urban environment characterized by a sensitive blending of carefully preserved older structures, high-quality and context-sensitive new construction, and public spaces all working together and integrated with surrounding neighborhoods. The Downtown Core is the most flexible category and accommodates a variety of uses including commercial services (restaurants, retail, professional services, and entertainment), office, high-density residential, upper-story apartments, and older homes renovated to accommodate commercial uses. A mix of uses that creates a regional draw as well as serving the immediate community is desired. The Downtown Core provides a convenient road network with future transit opportunities and a pedestrian friendly system of sidewalks or greenways for non-motorized accessibility.

Gross Residential Density: up to 30 units/acre

Neighborhood Center (NC)

A Neighborhood Center is generally located near concentrations of existing or planned residences, and areas with access to major thoroughfares and utilities. These areas incorporate neighborhood-serving commercial uses including grocery stores, retail establishments, restaurants and services. A limited amount of office, civic and institutional uses are also appropriate. Higher-density residential including small-lot, single-family, townhouses and apartments should be located in close proximity to shopping and service destinations to provide more walking opportunities to internal and external pedestrian facilities and destinations. The scale of the Neighborhood Center varies depending on the market and competition. Typical Neighborhood Centers have a service area of one to two miles.

Community Center (CC)

Compared to the Neighborhood Center category, a Community Center typically serves a larger population and includes a typical

trade area of three-to-six miles, and is located adjacent to major thoroughfares or situated at a major intersection. A Community Center includes at least one major anchor such as a grocery store or retailer and incorporates community-serving commercial uses and opportunities for office, civic, and institutional uses. Where the market permits, multi-family housing opportunities may be integrated as part of a mix of uses. As with Neighborhood Centers, apartments and townhouses should be located in close proximity to shopping and services. All portions of the development should be accessible by both a convenient road network and a system of sidewalks or greenways.

Employment Center (EC)

Clayton's Employment Center is designated on the Future Land Use Map to provide locations for primary employment and economic development opportunities. The Employment Center is located along a major transportation corridor, and has adequate levels of infrastructure along access to rail and parcels large enough to accommodate future employment growth. Uses encouraged in the Employment Center include but are not limited to, industrial, warehouse, office, research and development, tech-flex, hospital, renewable energy, recycling, fabrication, assembly, and technology. Employment Center use may also include a limited amount of supporting commercial uses, such as restaurants and convenience retailers to serve employees. However, these uses should only be situated where not in conflict with existing employment land uses and should not be built in such a way as to jeopardize the use of those lands most suitable for office or industrial development.

Recreation and Open Space (ROS)

The Recreation and Open Space designation applies to public recreational areas and open-space areas. Uses include wildlife management, active and passive recreation, environmental restoration/mitigation/preservation, open space, and educational uses. Structures that support or are associated with the intended uses shall be permitted. Land shown under this designation shall not be used for any purpose other than recreation, open space, or conservation.

The following table identifies which zoning districts are consistent with the Future Land Use Map categories (designations).

Future Land Use Designation	COMPATIBLE ZONING DISTRICTS												
	R-E	R-10	R-8	R-6	O-R	O-I	B-1	B-2	B-3	I-1	I-2	PF	PDD
ARR	X											X	
LDR	X	X										X	
MDR		X	X	X								X	
HDR			X	X								X	
DR			X	X	X	X	X					X	X
NC						X	X	X				X	X
CC								X	X			X	X
DC							X					X	X
EC									X	X	X	X	X
ROS												X	



Goals and Recommendations

GOAL H1

Encourage a range of housing types and lot sizes that meets the needs of various income levels, family sizes, and ages.

Objective H1.1

Encourage a range of housing types based on the availability of infrastructure, proximity to services and amenities, and compatibility with existing development as described in the Future Land Use map.

Strategy H1.1.1

Review development proposals for consistency with the Future Land Use Map and work with developers to provide a range of quality housing types within developments.

Strategy H1.1.2

Require residential developments to locate high-density housing types in those areas with closest proximity to services, amenities, and infrastructure.

Strategy H1.1.3

Encourage a range of housing types and styles within Planned Developments that include a residential component.

GOAL H2

Provide safe, sound, and well-maintained housing and neighborhoods.

Objective H2.1

Reduce the number of substandard dwelling units and maintain quality housing.

Strategy H2.1.1

Inspect deteriorated and dilapidated housing, and provide uniform standards to maintain quality housing through the Town's Code Enforcement Program.

Strategy H2.1.2

Reduce the number of substandard dwelling units through rehabilitation and demolition activities.

Strategy H2.1.3

Seek federal, state and local funding for the rehabilitation or demolition of substandard housing.

Strategy H2.1.4

Implement code enforcement activities aimed at reducing or eliminating blighted areas of Town.

Special Use Permit Application Narrative

Address: 12282 U.S. Highway 70 Business, Clayton, NC 27520

Parcel: 05G01200D

Attachment 3-1: NC Commercial Broker Opinion of Property Value Effect



SALES - LEASING - INSURANCE - APPRAISALS

Po Box 248
Goldsboro, NC 27533-0248
T 919-735-1876 F 919-736-4778
www.waynerealty.com
logan@waynerealty.com

April 7, 2016

Sean Brady
Rea Ventures Group, LLC
2964 Peachtree Road NW, Suite 200
Atlanta, GA 30305

Re: Proposed Abbington Court Apartments – 180 Bay Valley Road Kenly, NC

Sean,

Enjoyed talking with you recently about your proposed Abbington Court Apartment complex in Kenly and I know it will be very beneficial to the growth of that community. As we discussed there are presently three of those similar apartment projects underway here in the Goldsboro/Wayne County market area. With one development actually completed presently taking applications from prospective tenants, one under construction and a third is in the process of rezoning which was approved last Monday night and will now move forward to the construction phase.

As a commercial broker and appraiser in the Goldsboro/Wayne County area for over 30 years, I am encouraged to see the development of these type apartment complexes to facilitate the need for affordable housing in our community. I know it will definitely help the workforce level income folks such as school teachers, police and firefighters, nurses and many others of those providing support services within the Goldsboro area.

Each of these complexes that I mentioned above is located strategically throughout Wayne County among mixed residential and commercial areas that will likely improve values by contributing to that diversity with affordable housing. The complexes here in Goldsboro appear very similar to the proposed project you are considering in Kenly having an emphasis on quality construction and attractive landscaping with a strong property management program to maintain the integrity of the development and ultimately its value to the landlord as well and the surrounding community.

I know the Kenly community will benefit from your project in providing affordable housing for the workforce level citizens in the area, ultimately improving property values as the community grows. Hopefully using Goldsboro as an example of that effort will encourage Kenly to do the same.

Best regards,

Bob Logan, GRI
President – Principal Broker
NC Broker License 72422

Special Use Permit Application Narrative

Address: 12282 U.S. Highway 70 Business, Clayton, NC 27520

Parcel: 05G01200D

Attachment 3-2: GA Commercial Appraiser Opinion of Property Value Effect



Appraisal • Consultation • Expert Witness

4315 S. Lee St., Unit 400, Buford, GA 30518 (p) 770.867.9488
www.aREadvisors.com

April 27, 2016

Sean Brady
Rea Ventures Group, LLC
2964 Peachtree Rd. NW, Suite 200
Atlanta, GA 30305

Re: Proposed Abbington Estates Town Homes

Mr. Brady:

At you request, I researched Gwinnett County properties in close proximity to LIHTC Properties. As part of this research I identified five developments in the Lawrenceville and Loganville areas and compared the surrounding land and improved values to areas in the same school districts with no LIHTC Property nearby. The improved properties were compared with the remaining dissimilar feature being the proximity to the LIHTC property. The results of this research was that the proximity of homes to the LIHTC project had zero negative impact. Additional observations of the surrounding areas of these properties were that the surrounding communities had fewer vacancies and the up keep and appearance of the surrounding roads and entrances appeared to be superior.

I have been a real property appraiser for 13 years with offices in Winder and in Buford. I have experience with appraising LIHTC properties in other markets and it is my professional opinion that this property type has no negative impact on the surrounding properties. As a resident of Gwinnett County, familiar with the property in question on Zoar Church Rd., I would welcome such development. The management required to successfully implement the program can be superior to that if an unseasoned investor or property manager, increasing the aesthetic appeal of the property and screening potential residents. In addition to the added appeal in the area, the addition of this property to the area will provided a needed affordable housing alternative for workers and tax payers for the area. Overall the Snellville area and more specifically the Centerville area of southwestern Gwinnet County will receive positive impacts form this development.

Sincerely,

A handwritten signature in blue ink, appearing to read "Patrick Adamson", is written over a horizontal line.

Patrick Adamson, MAI, SRA, RW-AC
CEO – Principal – Adamson Real Estate Advisors, Inc.

Qualifications

Patrick H. Adamson, MAI, SRA, R/W-AC
Adamson Real Estate Advisors, Inc.
4315 S. Lee St., Unit 400
Buford, GA 30518
770-867-9488

Designations/Certifications/Approvals

- ❖ SRA Designation – Appraisal Institute
- ❖ MAI Designation – Appraisal Institute
- ❖ GA State Certified General Real Property Appraiser #272570
- ❖ Georgia DOT Approved Appraiser
- ❖ GA State Licensed Real Estate Agent - #360064
- ❖ R/W-AC – Right of Way Appraisal Certification - IRWA

Professional Development Programs

- ❖ Valuation of the Components of a Business Enterprise (Appraisal Institute)
- ❖ SBA Going Concern (Appraisal Institute)
- ❖ Litigation Registry (Appraisal Institute)

Education

- ❖ University of Georgia
 - Bachelor of Arts - Economics

Real Estate Appraisal Education

- ❖ Valuation of Partial Interests
 - International Right of Way Association
- ❖ Condemnation Appraising: Principles & Applications
 - Appraisal Institute
- ❖ Separating Real, Personal Property, & Intangible Assets Business Assets
 - Appraisal Institute
- ❖ Litigation Appraising: Specialized Topics and Applications
 - Appraisal Institute
- ❖ The Appraiser as an Expert Witness
 - Appraisal Institute
- ❖ Advanced Applications
 - Appraisal Institute
- ❖ Report Writing & Valuation Analysis
 - Appraisal Institute
- ❖ Advanced Sales & Cost Approaches
 - Appraisal Institute
- ❖ Highest & Best Use/ Market Analysis
 - Appraisal Institute
- ❖ Advance Income Capitalization

- Appraisal Institute
- ❖ Site Valuation & Cost Approach
 - McKissock Data Systems
- ❖ General Applications
 - Appraisal Institute
- ❖ Basic Income Capitalization
 - Appraisal Institute
- ❖ Appraising FHA Properties
 - The Real Estate Management School
- ❖ Business Ethics
 - Appraisal Institute
- ❖ 90 Hr Pre Licensing
 - The Knoblock School

Appraisal Experience

- ❖ Adamson Real Estate Advisors
 - 08/2013-Present Principal/Owner
- ❖ Adamson & Perkins Appraisal Services, Inc.
 - 02/2006-08/2013 Appraiser/Co-Owner
- ❖ The Wilson Group
 - 03/2004 – 02/2006 Assistant Appraiser

Other Relevant Memberships

- ❖ International Right of Way Association (IRWA)
- ❖ American Bar Association (ABA) – Associate Member

Leadership Roles

- ❖ Appraisal Institute – Candidate Guidance Committee – Chair Person
 - 01/2014-01/2015
- ❖ Appraisal Institute – General Admissions Committee – Chair Person
 - 01/2012-01/2013
- ❖ Appraisal Institute – Leadership Development Council
 - 2012, 2013, & 2014
- ❖ Appraisal Institute – Regional Representative
 - 2014-2015
- ❖ Appraisal Institute – Board of Directors – Atlanta Chapter
 - 2015-present

Jurisdictions Qualified as an Expert Witness

GA Superior Courts

Banks, Barrow, Cherokee, Clarke, Fannin, Gilmer, Gwinnett, Hall, Habersham, Jackson, Oconee, Pickens, Rabun, Walton

Federal District Courts

GA Northern & GA Central Districts

**Specific Case references and client references available upon request.*

Tuesday, May 3, 2016 at 3:05:46 PM Eastern Daylight Time

Subject: Re: Appraisal Letter - Workforce Housing on Zoar Church Rd, Snellville
Date: Thursday, April 28, 2016 at 8:15:58 PM Eastern Daylight Time
From: Patrick Adamson
To: Sean Brady
Attachments: 19488DB5-7A5A-4FF5-B899-B0E832AFDEDA[46].png, image002.jpg, image003.jpg, image004.jpg, image005.gif, image006.jpg

Increases were more common in all cases. It's tough for an appraiser to say that these developments increase property values. The truth is nicer areas attract nicer development and most of these developments do not appear to have any government housing component so no one would know without looking further into it. Good luck, those were my sincere opinions so I hope you get the approval. Have a good evening.

Patrick Adamson, MAI, SRA, R/W-AC
Adamson Real Estate Advisors, Inc.
www.areadvisors.com
770-867-9488
678-324-4300(Direct)

On Apr 28, 2016, at 6:13 PM, Sean Brady <seanbrady@reaventures.com> wrote:

Great. Thank you, Patrick. I forwarded your invoice on for payment. I did a little bit of my own research on some of our properties just using Zillow and everywhere I looked the values went up, not down. Certainly lots of factors there but it seems pretty hard to say the data shows LIHTC lowers property values.

<19488DB5-7A5A-4FF5-B899-B0E832AFDEDA[46].png>

Sean M. Brady
Rea Ventures Group, LLC

We have moved

Please note our new Suite #

2964 Peachtree Road NW, Suite 200
Atlanta, GA 30305
E-mail: seanbrady@reaventures.com
Direct: (404) 250-4093, ext. 704
Cell: (678) 591-7002
Fax: (404) 250-4091
www.reaventures.com

From: Patrick Adamson <patrick@areadvisors.com>
Date: Wednesday, April 27, 2016 at 9:29 PM
To: Sean Brady <seanbrady@reaventures.com>

Page 1 of 7

Special Use Permit Application Narrative

Address: 12282 U.S. Highway 70 Business, Clayton, NC 27520

Parcel: 05G01200D

Attachment 3-3: Applicant Data on Property Value Effect



Property Value Impact

Summary of Research

- Tax credit developments more likely to increase property values than other federal affordable housing programs.¹
- Tax credit developments have been found to increase property values, even in affluent neighborhoods.²
- Quality of management has been found to determine whether or not a development has negative effects on nearby property values.³
- No effect to positive effect on values found in affordable housing located in higher value neighborhoods but negative effect found when located in neighborhoods with high poverty rates and low home values.⁴
- Overall, the vast majority of studies have found that affordable housing does not depress neighboring property values, and may even raise them in some cases.⁵
- Rea Ventures hired Patrick Adamson, Commercial Appraiser, in April 2016 to evaluate effect of Section 42 workforce housing developments on property values in Gwinnett County. His determination based on effects of prior tax credit developments in Lawrenceville and Loganville was no negative effect on property values. Increases observed in most cases.

1. Source: Ellen, I.G., Schwartz, A.E., Voicu, I., & Schill, M.E. (2007). Does federally subsidized rental housing depress neighborhood property values? New York: Furman Center for Real Estate & Urban Policy.
2. Source: Richard K. Green et al., Low Income Housing Tax Credit Housing Developments and Property Values. Center for Urban Land Economics Research. University of Wisconsin. 2002.
3. Source: Goest, E.G., Lam, H.K., & Hietlinger, A. (1996). There goes the neighborhood? The impact of subsidized multi-family housing on urban neighborhoods. Minneapolis-St. Paul: University of Minnesota, Center for Urban and Regional Affairs.
4. Source: Galster, G.C. (2002). A review of existing research on the effects of federally assisted housing programs on neighboring residential property values. Washington, DC: National Association of Realtors.
5. Source: "Don't Put it Here!" Does Affordable Housing Cause Nearby Property Values to Decline? The Center for Housing Policy Insights.





Property Value Data

Shoal Creek Manor Apartments (120 L G Griffin Road, Locust Grove, GA 30248) - Completed 11/14/11 - Affordable Senior Housing						
Address	Prior Sales Price	Date	Post Sales Price	Date	Value Change	Distance
1139 Saint Phillips Ct, Locust Grove, GA 30248	\$95,500.00	12/29/10	\$100,000.00	8/2/13	\$4,500.00	0.5 mile
1365 Saint Isabella Ct, Locust Grove, GA 30248	\$77,000.00	8/8/11	\$125,000.00	10/11/13	\$48,000.00	0.4 mile
1119 Indian Creek Rd, Locust Grove, GA 30248	\$93,000.00	5/29/05	\$114,999.00	Listed For Sale 1/8/16	\$21,999.00	0.8 mile
102 Massey Ln, Locust Grove, GA 30248	\$70,250.00	5/4/10	\$132,900.00	Listed For Sale 4/12/16	\$62,650.00	0.3 mile



Fern Point Apartments (280 Fern Point Drive, Toccoa, GA 30577) - Completed 9/14/2012 - Workforce Housing						
Address	Prior Sales Price	Date	Post Sales Price	Date	Value Change	Distance
1613 Fernside Drive, Toccoa, GA 30577	\$128,000.00	9/7/11	\$187,500.00	1/21/16	\$59,500.00	0.1 mile
73 Crabapple Court, Toccoa, GA 30577	\$280,000.00	9/28/11	\$327,000.00	9/12/14	\$47,000.00	0.3 mile
189 Foxdale Drive, Toccoa, GA 30577	\$105,000.00	4/1/99	\$159,000.00	11/26/14	\$54,000.00	0.5 mile



Goshen Crossing Apartments (121 Goshen Commercial Park Drive, Rincon, GA 31326) - Complete 6/5/2012 - Workforce Housing						
Address	Prior Sales Price	Date	Post Sales Price	Date	Value Change	Distance
108 Huger Street, Rincon, GA 31326	\$71,000.00	4/19/93	\$117,000.00	5/1/13	\$46,000.00	0.7 mile
103 Crystal Drive, Rincon, GA 31326	\$180,000.00	6/8/10	\$285,000.00	Listed For Sale 4/14/16	\$105,000.00	0.7 mile
114 Hope Lane, Rincon, GA 31326	\$126,000.00	7/12/11	\$145,000.00	10/18/14	\$19,000.00	0.9 mile
146 Palmetto Drive, Rincon, GA 31326	\$227,000.00	6/14/11	\$294,000.00	Listed For Sale 4/1/16	\$67,000.00	0.8 mile



Playa del Pueblo Apartments (611 E Interstate Highway 20, Midland, TX 79701) - Completed 11/1/14 - Workforce Housing						
Address	Prior Sales Price	Date	Post Sales Price	Date	Value Change	Distance
1521 S Mineola St, Midland, TX 79701	\$160,000.00	Listed For Sale 11/26/09	\$226,900.00	Listed For Sale 4/2/16	\$66,900.00	0.4 mile
1513 S Mineola St, Midland, TX 79701	\$184,900.00	Listed For Sale 8/15/12	\$235,000.00	Listed For Sale 4/11/16	\$50,100.00	0.4 mile
706 S Calhoun St, Midland, TX 79701	\$24,239.00	Foreclosed to Lender 8/7/07	\$115,000.00	Listed For Sale 4/13/16	\$90,761.00	1.25 mile



Sales Prices taken from www.zillow.com. Accessed on April 22, 2016.

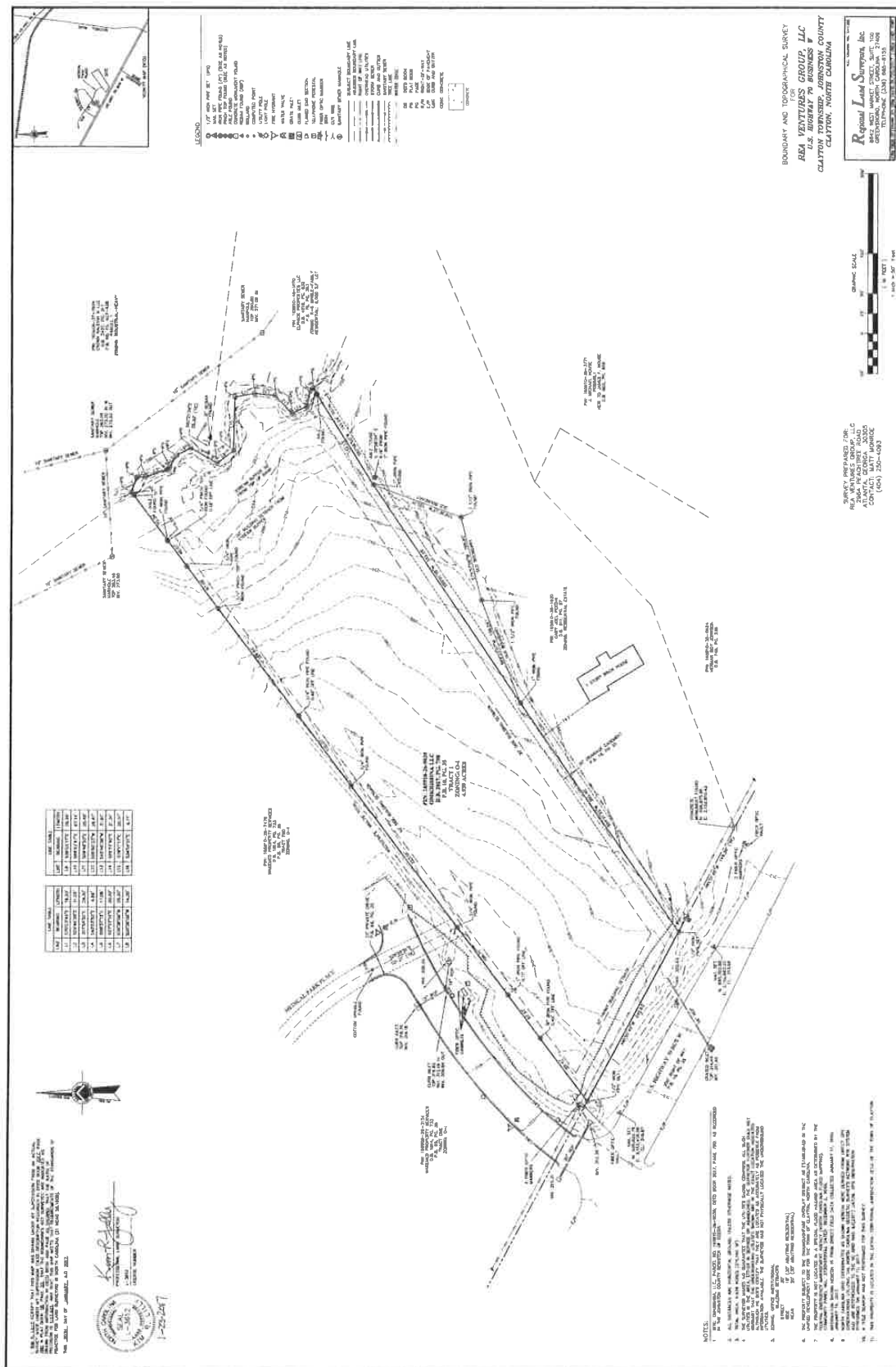
All apartments shown are owned by Rea Ventures Group, LLC.

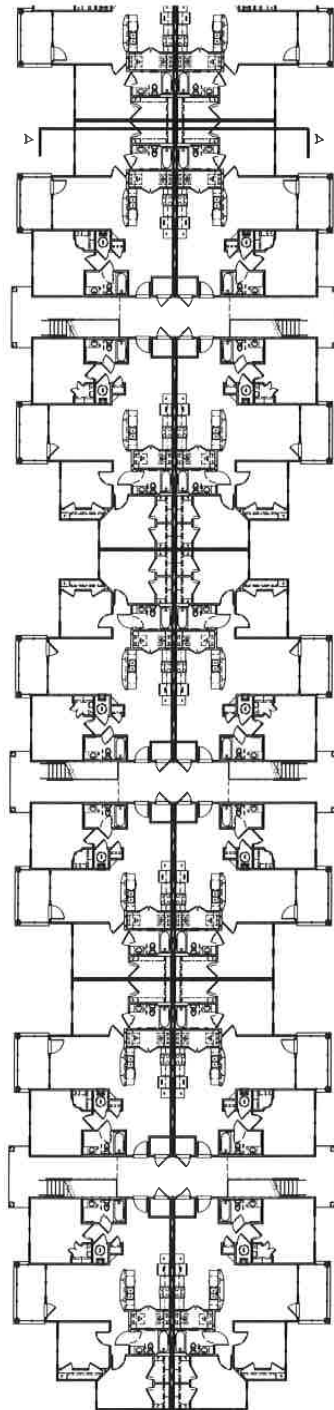
Special Use Permit Application Narrative

Address: 12282 U.S. Highway 70 Business, Clayton, NC 27520

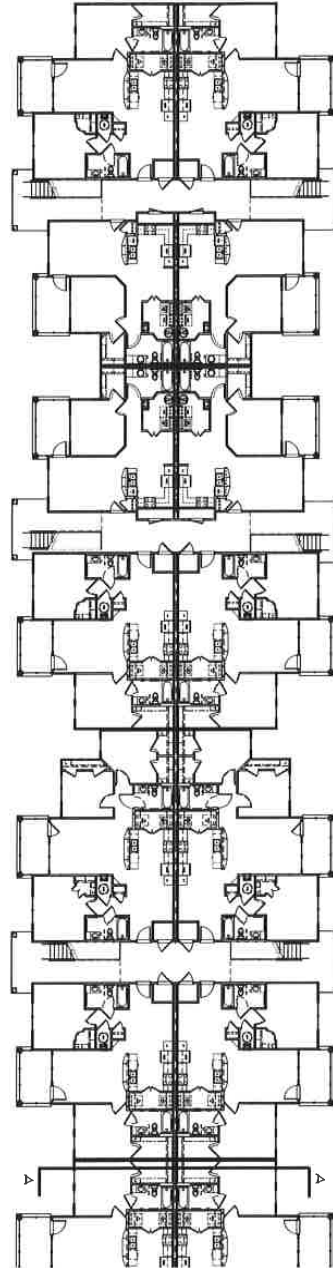
Parcel: 05G01200D

Attachment 4-1: Proposed Site Plan and Elevations





1 PARTIAL FIRST FLOOR BUILDING PLAN
CONSTRUCTION TYPE SA



2 PARTIAL FIRST FLOOR BUILDING PLAN
CONSTRUCTION TYPE SA



A1.1

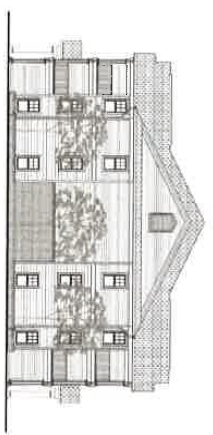


MARTIN RILEY ASSOCIATES - ARCHITECTS, P.C.
25 CHURCH STREET SUITE 200 DECATUR GEORGIA 30030-3329 404-373-2800
ABBINGTON FOREST
CLAYTON, NC

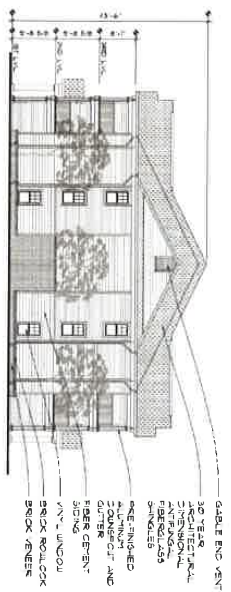
NOT RELEASED FOR CONSTRUCTION

PROJECT	2016-133	REVISION	1/28/17
DATE	1/13/17		
DESIGNED BY	DET		

2 LEFT ELEVATION
1/2" = 1'-0"



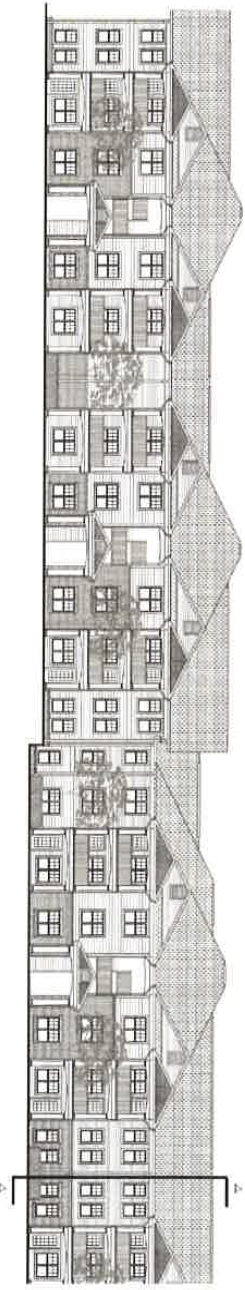
1 RIGHT ELEVATION
1/2" = 1'-0"



3 PARTIAL FRONT ELEVATION
1/2" = 1'-0"



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



A1.2

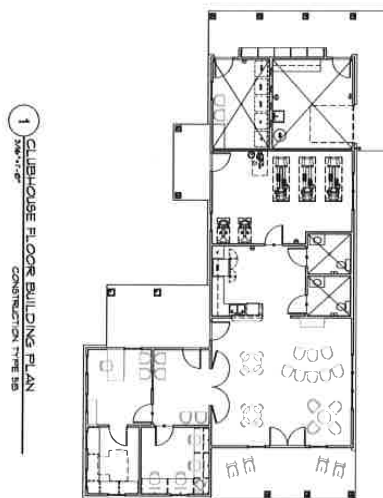
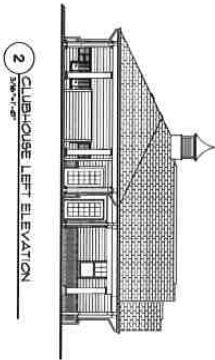
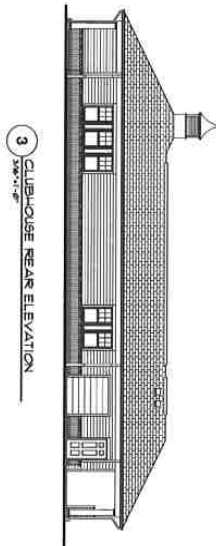
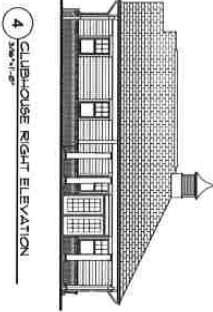
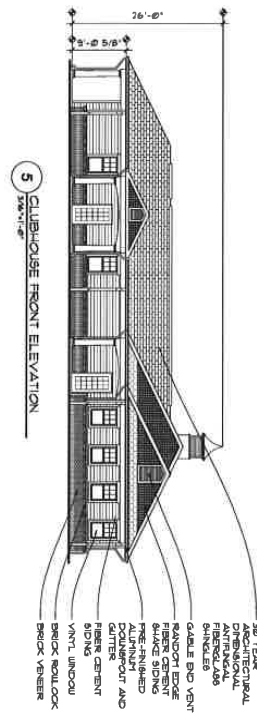
MRA

NOT RELEASED FOR CONSTRUCTION

MARTIN RILEY ASSOCIATES - ARCHITECTS, P.C.
 215 CHURCH STREET SUITE 200 DECATUR GEORGIA 30030-3329 404-373-2800

ABBINGTON FOREST
 CLAYTON, NC

PROJECT	2016-133	DATE	1/28/17
REV	1/13/17	DESIGNED BY	
		CHECKED BY	



A1.3

MRA

NOT RELEASED FOR CONSTRUCTION

MARTIN RILEY ASSOCIATES - ARCHITECTS, P.C.
215 CHURCH STREET SUITE 200 DECATUR GEORGIA 30030-3329 404-373-2800

ABBINGTON FOREST
CLAYTON, NC

2046-133 DATE 1/13/11 CHARGE # / CHECKED BY DET	1/28/11		
---	---------	--	--

Special Use Permit Application Narrative

Address: 12282 U.S. Highway 70 Business, Clayton, NC 27520

Parcel: 05G01200D

Attachment 4-2: Examples of Previous Comparable Developments



Example of Finished Product



Completed: 2015
Units: 72
Type: General Apartments (garden walk-up)



Abbington Oaks (Southport, NC)



Example of Finished Product



Completed: 2014

Units: 96

Type: Type: General Apartments (garden walk-up)

Playa del Pueblo (Midland, TX)





Example of Finished Product



Completed: 2011

Certified: Earthcraft Multifamily

Units: 66

Type: Senior Apartments (55+), Interior Corridors



Shoal Creek Manor (Locust Grove, GA)





Example of Finished Product

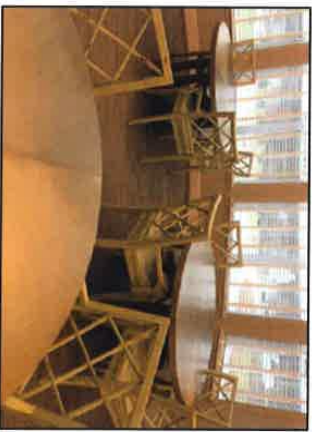


Completed: 2015

Certified: EarthCraft Multifamily

Units: 60

Type: Senior Apartments (62+), Interior Corridors



Abbingdon Trail (Powder Springs, GA)



February 2, 2017

Dear Clayton Area Property Owner:

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

NEW Meeting Date: February 15, 2017 NEW Meeting Time: 7 PM

Meeting Location: Clayton Town Hall, 111 E. Second Street, Clayton, NC 27520, BB&T Room on 3rd floor

Type of Application: Special Use Permit under current zoning of O-I AND Major Site Plan Application

Project/proposal address: Abbington Forest, SE Corner of Medical Park Place. The site is on US Hwy 70 and the closest physical address is 555 Medical Park Place.

Description of Project/Proposal: 72 units of apartment homes

Upcoming Public meetings for this application: Planning Board Meeting March 27, 6:00 PM
 Town Council Work Session, April 17, 6:30 PM
 Town Council Public Hearing May 1, 6:30 PM

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

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

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

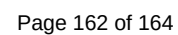
If you have any questions prior to or after this meeting, you may contact us at 404-250-4093 x 709. You may also contact the Planning Department at 919-553-5002.

Sincerely,

Matthew Monroe

Cc: Town of Clayton Planning Dept.

2964 Peachtree Road NW, Suite 200 • Atlanta, Georgia 30305
Phone: (404) 250-4093 • Fax: (404) 250-4091



ADJACENT PROPERTY OWNERS LIST

Project Name: Abbingdon Forest

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
05G01199E	HERMAN AND CAROLYN J	201 GREEN LN, CLAYTON NC, 27520
05G02002W	WAKE MED PROPERTY SE	3000 NEW BERN AVE, RALEIGH NC, 2761
05G02002U	CROWN RALEIGH III LLC	3808 N SULLIVAN RD, BN15, STE 202, SP
05G02006G	ELPHICK PROPERTIES	1000 CCC DRIVE, CLAYTON, NC 27520
05G02006D	WAKE MED PROPERTY SE	3000 NEW BERN AVE, RALEIGH NC, 2761
05G01200E	GARY PEEDIN	12282 US 70 BUSINESS HWY W, CLAYTO
05G02002D	HEAVNER PROPERTIES 19	PO BOX 2346, SMITHFIELD, NC 27577-234
05E99012J	ROSS, ELEANOR MAYO ; C	5210 ISLAND DRIVE, STONE MOUNTAIN,

NEIGHBORHOOD MEETING SUMMARY FORM

FILL OUT THE FOLLOWING:

Application: Abbingdon Forest - Special Use Permit and Major Site Plan

Date of Mailing: February 2, 2017

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:

Printed Name: Matthew Monroe

Signature: [Signature]

Date of Meeting: Feb 15, 2017

Time of Meeting: 7 PM

Location of Meeting: Clayton Center - B&T room

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

No attendees at the meeting.

Rea Ventures had a location map, site plan, zoning schedule, copy of special use application, copy of major site plan application, elevations, and photos from other properties on hand for discussion. Pictures verifying these documents at meeting have been submitted to planning staff.

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