Town of Clayton
Town of Clayton Planning Board Agenda
Monday, April 24, 2023 @ 6:00 PM
Town Council Chambers

https://www.youtube.com/TownofClaytonNC

1. CALL TO ORDER

2. PLEDGE OF ALLEGIANCE

3. ADJUSTMENT OF THE AGENDA

4. APPROVAL OF MINUTES

a. Clayton Planning Board - Mar 27 2023 - Minutes

5. PUBLIC COMMENT SESSIONS

a. 2022-212-RZ Woodbriar Rezoning
Presenter: Bruce Venable, Planner I
2022-212-RZ Woodbriar Rezoning - Planning - Pdf

b. 2023-51-OA Sign Ordinance Amendment - String Lighting
Presenter: Ben Howell, Planning Director
2023-51-OA Sign Ordinance Amendment - String Lighting - Planning - Pdf

c. 2023-52-OA Sign Ordinance Amendment - Billboards
Presenter: Ben Howell, Planning Director
2023-52-OA Sign Ordinance Amendment - Billboards - Planning - Pdf

d. 2022-154-River Mews Conditional Zoning District and Master Plan
Presenter: Ben Howell, Planning Director
2022-154-River Mews Conditional Zoning District and Master Plan - Planning - Pdf

6. NEW BUSINESS

7. INFORMAL DISCUSSION AND PUBLIC COMMENT

8. ADJOURN

Town of Clayton
Clayton Planning Board Minutes
Monday, March 27, 2023 at 6:00 PM
Town Council Chambers

Board Members Present: James Moore Stephen Powers James Lipscomb Lisa Begley Ronald Williams Jeffery Spence Jodie Dupree **Board Members Absent:** Kevin Lee Derrick Applewhite	**Staff Present:** Ben Howell, Planning Director Bruce Venable, Planner I Love Ott, Land Development Specialist

1 CALL TO ORDER
Chair Moore called the meeting to order at 6:04pm.

2 PLEDGE OF ALLEGIANCE

3 ADJUSTMENT OF THE AGENDA

4 APPROVAL OF MINUTES
Motion: Board Member Dupree
Second: Board Member Powers
Result: Approved, Unanimous

5 ADJOURN
Motion: Board Member Williams
Second: Board Member Dupree
Result: Approved, Unanimous

Chair Moore adjourned the meeting at 6:07pm

** Following Adjournment, Planning Board will meet as the Codify Clayton Steering Committee to review and discuss the first module of draft Chapters of the new Unified Development Ordinance, attached to the agenda.**

Clayton Planning Board
Agenda Cover Sheet

Meeting Date	Agenda Location
April 24, 2023	PUBLIC HEARINGS

Item Title

2022-212-RZ Woodbriar Rezoning

Presenter(s)

Bruce Venable, Planner I

Suggested Action

Other - Provide recommendation to Town Council on the proposed rezoning application.

Strategic Priorities Alignment

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

Public Hearing: Yes - Legislative

If Approved, Will Document Require Recordation? No

Does This Item Require a Communication Plan?

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

Other/Special Instructions: Public Notice Signs posted at the Site.

Summary

Applicant is proposing a rezoning from R-E and O-I to R-8 zoning district as they believe that this is more aligned with the Future Land Use Map and their overall goals with the property.

Recommendation

Staff recommends approval

Funding Source

N/A

Corresponding Documentation

1 2022-212-RZ Staff Report Woodbriar Rezoning

2 2022-212-RZ Application Woodbriar Rezoning

3 2022-212-RZ Neighborhood Meeting Materials & Minutes

4 2022-212-RZ Survey Woodbriar Rezoning

5 2022-212-RZ Staff Report Map Woodbriar Rezoning

Submitted By: Bruce Venable, Planning

Reviewed By:

Ben Howell, Planning Director	Approved - Apr 19 2023
Love Ott, Land Development Specialist	Approved - Apr 19 2023

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

Planning Board, 4/24/2023

STAFF REPORT

Application Number: 2022-212-RZ
Project Name: Woodbriar – Rezoning

TAG #(s): 05H03029Z & 05G02011F
Town Limits/ETJ: Town Limits
Applicant: Adams & Hodge Engineering, PC
Owner: Investire, LP
Location: Southeast corner of Barber Mill Rd at NC HWY 42 Clayton, NC 27520
Project Planner: Bruce Venable, Planner I

Public Noticing Dates:

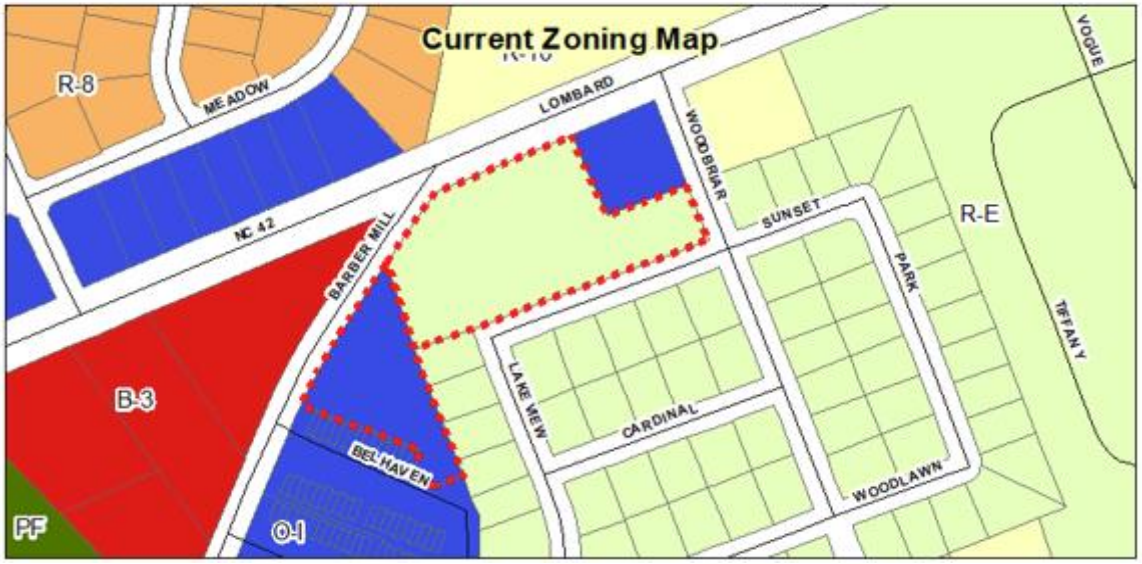
- **Neighborhood Meeting:** February 15, 2023
- **Sign posted:** April 12, 2023
- **PB Adjacent Property Letters Mailed:** April 13, 2023

REQUEST: Office-Institutional (O-I) & Residential-Estate (R-E) to Single-Family-Residential-8 (R-8)

SITE DATA:
Acreage: +/- 4.40 acres
Existing Use: Single family homes/Vacant

ADJACENT ZONING AND LAND USES:

Direction	Zoning	Existing Use
North	R-10 (Single-Family-Residential-10)	Elementary School
South	R-E (Residential-Estate)	Residential: Single Family Homes
East	O-I (Office-Institutional) & R-E (Residential-Estate)	Commercial: Dental Office; Residential: Single Family Homes
West	B-3 (Highway-Business)	Gas Station



STAFF ANALYSIS AND COMMENTARY:

Overview

The site is within the Clayton Town limits. The site is located off of NC HWY 42 between Woodbriar Rd and Barber Mill Rd within the Town limits. The applicant is requesting to rezone the above-referenced parcels that are approximately 4.40 acres in combined size from Office-Institutional (O-I) & Residential-Estate (R-E) zoning districts to the Single-Family-Residential-8 (R-8) zoning district The western portion of the site is vacant while single family homes are present to the north along the NC HWY 42 frontage.

REZONING APPROVAL CRITERIA

In connection with its legislative decision on a rezoning request, the Planning Board may consider factors including, but not limited to, the following:

(1) Consistency with the adopted plans and policies of the Town;

Applicant's Response: The proposed project is consistent with the adopted plans of the town.

Staff Commentary: Staff believe that the current zoning and the proposed zoning changes are consistent with currently adopted plans for this project.

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

Applicant's Response: There are (2) parcels. One parcel is zoned O-I, which the prosed use is suitable with a Special Use Permit. The other parcel is zoned R-E, which the proposed use is not suitable. The proposed zoning of R-8 for both properties, will make both the properties suitable for the proposed use with a Special Use Permit.

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

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

Applicant's Response: The proposed zoning meets a specific demand in the town.

Staff Commentary: Staff believes that this will address the need for higher density housing near and along NC HWY 42.

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

Applicant's Response: There are adequate public facilities and services available to meet the needs of the proposed use.

Staff Commentary: The rezoning should not affect the Town's compacity of public facilities, services nor will it negatively affect the current infrastructure. The applicant will be required to complete a WWA application prior to Town Council approval of any potential development on the site.

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

Applicant's Response: The proposed zoning does not violate any legal standards.

Staff Commentary: Staff believe that this request is not contravened and is aligned with the comprehensive future land use plan of 2045 and will serve the community under its zoning district.

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

Applicant's Response: There are no perceived adverse effects on the adjacent properties.

Staff Commentary: There should be no adverse effect upon any of the adjoining property owners due to this rezoning proposal.

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

Applicant's Response: No single owner or group of property owners will benefit from the change in zoning to the detriment of the general public.

Staff Commentary: No one property owner or small group will benefit materially from this change.

Consistency with the Comprehensive Growth Plan 2045

The Future Land Use Map identifies this area as High Density and Medium Density Residential. (See map below).

Page 19 of the Comprehensive Growth Plan describe these areas using the following criteria:

High Density Residential is defined in the Town's Comprehensive 2045 Growth Plan as follows:

The High Density Residential area provides for housing near major transportation corridors, existing commercial areas, and Downtown. These areas have a connected street network, adequate pedestrian and bicycle facilities, and are served by public water and sewer. High Density Residential includes all housing types while providing higher-density development than the other residential categories. In some places, HDR serves as a transition between commercial uses and lower-density residential uses. In other instances, it accompanies neighborhood commercial uses such as a grocery store or services in established or growing areas of Town.

- Gross Residential Density*: ≤10 units/acre, with higher densities allowed as part of planned developments that are walkable to commercial areas.
- Unit Type: Single family detached homes, townhomes and apartments.
- Open Space: Minimum of 10%**. Open space should be a mix of preserved natural features with passive recreation facilities, buffers to existing development and more formal or developed open space such as common greens, plazas, and/or playgrounds.

Medium Density Residential is defined in the Town's Comprehensive 2045 Growth Plana as follows:

An area (that) 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 that is generally between three and five units per acre.

- Gross Residential Density*: 3-5 units/acre
- Unit Type: Single family detached homes, generally less than 50% attached units
- Open Space: Minimum of 20%**. Open space should be a mix of preserved natural
- features with passive recreation such as greenways and trails and more formal or
- developed open space such as common greens, plazas, playgrounds or sports fields.

These guidelines are consistent with the purpose and function of R-8 zoning district, as stated above. The rezoning request would be consistent with the "High and Medium Residential" Future Land Use designation.

Comprehensive Growth Plan Goals supporting the rezoning request include:

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

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

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

Strategy LU 1.1.2: Support residential development varying densities based on the Future Land Use Map, associated character area descriptions and other relevant plans.

Strategy LU 1.2.2: Encourage high-quality residential projects.

Consistency and Reasonableness Statement:

"We find this rezoning action is consistent with the Future Land Use Map, Goal LU 1, Policy LU 1.1, Strategy LU 1.1.1, Strategy LU 1.1.2, Strategy LU 1.2.2 of the Town of Clayton's 2045 Comprehensive Growth Plan."

And

The proposed zoning amendment is reasonable and in the public interest because it supports the Town of Clayton 2045 Comprehensive Growth Plan's policies above and because:

1. This rezoning would allow for high and medium density residential development along a major thoroughfare; and
2. The rezoning is consistent with the zoning of adjacent parcels and developments near this site.

CONSIDERATIONS:

- Approval of the rezoning would allow any permitted use within the R-8 Zoning District to be constructed on the site. The Planning Board should consider all potential uses of the site when giving their recommendation for this rezoning.

STAFF RECOMMENDATION:

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

ATTACHMENTS:

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

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

REZONING APPLICATION COVER SHEET

Name of Project: Woodbriar Towns **Date:** 12/19/2022

Applicant Name: Adams & Hodge Engineering, PC

The following checklist to be completed by applicant:

[✓] Pre-Application Meeting on: May 2022
[✓] Review Fee
[✓] Advertisement Fee
[✓] Completed Application
[✓] Owner's Consent Form
[✓] Adjacent Property Owner's List EXHIBIT C
[✓] Neighborhood Meeting Notice Letter (1 copy)
[✓] 2 Sets of stamped, addressed, empty envelopes for adjacent property owner notification
[✓] Signed & Sealed Boundary Survey
[✓] Copy of signed & sealed boundary survey in PDF on USB

Reviewed by: _____

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

REZONING APPLICATION

X **Rezoning Fee: $750 + $10 per acre**

SITE INFORMATION

Name of Project: Woodbriar Towns

Acreage of Property: 4.40 AC **Zoning District:** O-I & R-E

County Tag #: 05H0309Z/05G02011F **NC Pin #:** 165807-78-0784/165807-68-8415

Address/Location: Southeast corner of Barber Mill Road and NC HWY 42

Existing Zoning District: O-I & R-E **Proposed Zoning District:** R-8

APPLICANT INFORMATION

Applicant: Adams & Hodge Engineering, PC

Mailing Address: 314 East Main Street, Clayton, NC 27520

Phone Number: 919-243-1332 **Fax:** N/A

Contact Person: Donnie Adams or Amy Stancil

Email Address: info@adamsandhodge.com/amy@adamsandhodge.com

PROPERTY OWNER INFORAMTION

Name: Investire, LP

Mailing Address: PO Box 58067, Raleigh, NC 27658

Phone Number: 919-868-9783 **Fax:** N/A

Email Address: josh@jcheneryproperties.com

OFFICE USE ONLY

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

EXPLANATION OF PROJECT

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

See attached for Exhibit A.

APPROVAL CRITERIA

All applications for a Rezoning must address the following findings:

1. Consistency with the adopted plans of the Town.

   The proposed project is consistent with the adopted plans of the town.

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

   There are (2) parcels. One parcel is zoned O-I, which the proposed use is suitable with a Special Use Permit. The other parcel is zoned R-E, which the proposed use is not suitable. The proposed zoning of R-8 for both properties, will make both the properties suitable for the proposed use with a Special Use permit.

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

   The proposed zoning meets a specific demand in the town.

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

   There are adequate public facilities and services available to meet the needs of the proposed use.

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

   The proposed zoning does not violate any legal standards.

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

   There are no perceived adverse effects on adjacent properties.

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

No single owner or group of property owners will benefit from the change in zoning to the detriment of the general public.

APPLICANT AFFIDAVIT

I/We, the undersigned, do hereby make application and petition to the Town Council of the Town of Clayton to amend the Zoning Ordinance and change the Official Zoning Map of the Town of Clayton as requested.. I hereby certify that I have full legal right to request such action and that the statements or information made in any paper or plans submitted herewith are true and correct to the best of my knowledge. I understand this application, related material and all attachments become official records of the Planning Department of the Town of Clayton, North Carolina, and will not be returned.

Amy Stancil		12/12/2022
Print Name	*Signature of Applicant*	*Date*

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

OWNER'S CONSENT FORM

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

Project Name: Woodbriar Towns **Address or PIN #:** 165807-78-0784/165807-68-8415

AGENT/APPLICANT INFORMATION:

Adams & Hodge Engineering, PC
(Name - type, print clearly)

314 East Main Street
(Address)
Clayton, NC 27520
(City, State, Zip)

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

Major Site Plan
Construction Plans
Administrative Amendment

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:

Investire, LP
(Name - type, print clearly)

(Owner's Signature)

PO Box 58067
(Address)

Raleigh, NC 27658
(City, State, Zip)

STATE OF NORTH CAROLINA
COUNTY OF WAKE

Sworn and subscribed before me Judy Owenby, a Notary Public for the above State and County, this the 8th day of December, 2022.

SEAL

JUDY OWENBY NOTARY PUBLIC WAKE COUNTY NC

Judy Owenby
Notary Public

My Commission Expires: 02-09-2025

July 2018

ADAMS & HODGE ENGINEERING, PC

February 1, 2023

Dear Clayton Area Property Owner:

The purpose of this letter is to notify you of an application filed with the Town of Clayton for a 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: **Wednesday, February 15, 2023**

Meeting Time: **6:00 p.m.**

Meeting Location: **314 E. Main St. (Adams & Hodge Engineering – Entrance and Parking in the back of building)**

Type of Applications: **Major Subdivision Application, Re-zoning, and Special Use**

Project/proposal property location: **Southeast Corner of Barber Mill Road and NC Hwy 42**

Description of project/proposal: Woodbriar Towns townhomes are proposed to be constructed on 4.40 acres of land located on Barber Mill Road SR 1555 and NC HWY 42 and zoned O-I and R-E. The development is comprised of (9) townhome buildings which will include a total of 41 two story townhome units located on proposed public streets that will be constructed to Town of Clayton residential standards. The site will incorporate pedestrian sidewalks, a dog park, a mini park, and esthetically pleasing landscaping.

Upcoming Public Meetings for this application: To be determined.

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 application.
3. A map at 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 *(919)763-7278*.

You may also contact the Planning Department at 919-553-5002.

Sincerely,

Donald C. Adams, Jr., PE

NORTH CAROLINA PROFESSIONAL SEAL 25469 ENGINEER DONALD C. ADAMS, JR.

ADAMS & HODGE
ENGINEERING, PC

February 16, 2023

Lori Bryant
Development Services Coordinator
Town of Clayton
111 E. Second Street
Clayton, NC 27527

Subject: Neighborhood Meeting Minutes
Woodbriar Towns

Dear Ms. Bryant,

Please find attached the Neighborhood Meeting roster and minutes for the Woodbriar Towns project that was held at Adams & Hodge Engineering, PC on Wednesday, February 15, 2023. If you have any questions, please contact me.

Sincerely,

Holland Adams

Holland Adams
919-763-2780
holland@adamsandhodge.com

NEIGHBORHOOD MEETING ATTENDANCE ROSTER

Project: Woodbriar Towns

Application: Major Subdivision, Rezoning, + Special Use

Location/Date: Adams & Hodge Engineering 314 E. Main St. / 2-15-2023

	NAME	ADDRESS
1	Josh Chaney	4080 Barrett dr. Raleigh
2	John McConnell	4080 Barrett Dr Raleigh
3	Donnie Adams	404 Swann Trail, Clayton
4	Holland Adams	404 Swann Trail, Clayton
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ADAMS & HODGE
ENGINEERING, PC

Woodbriar Towns Neighborhood Meeting Minutes
Date: Februaray 15, 2023
Time: 6:00pm
Location: 314 E. Main Street (Adams & Hodge Engineering Conference Room)

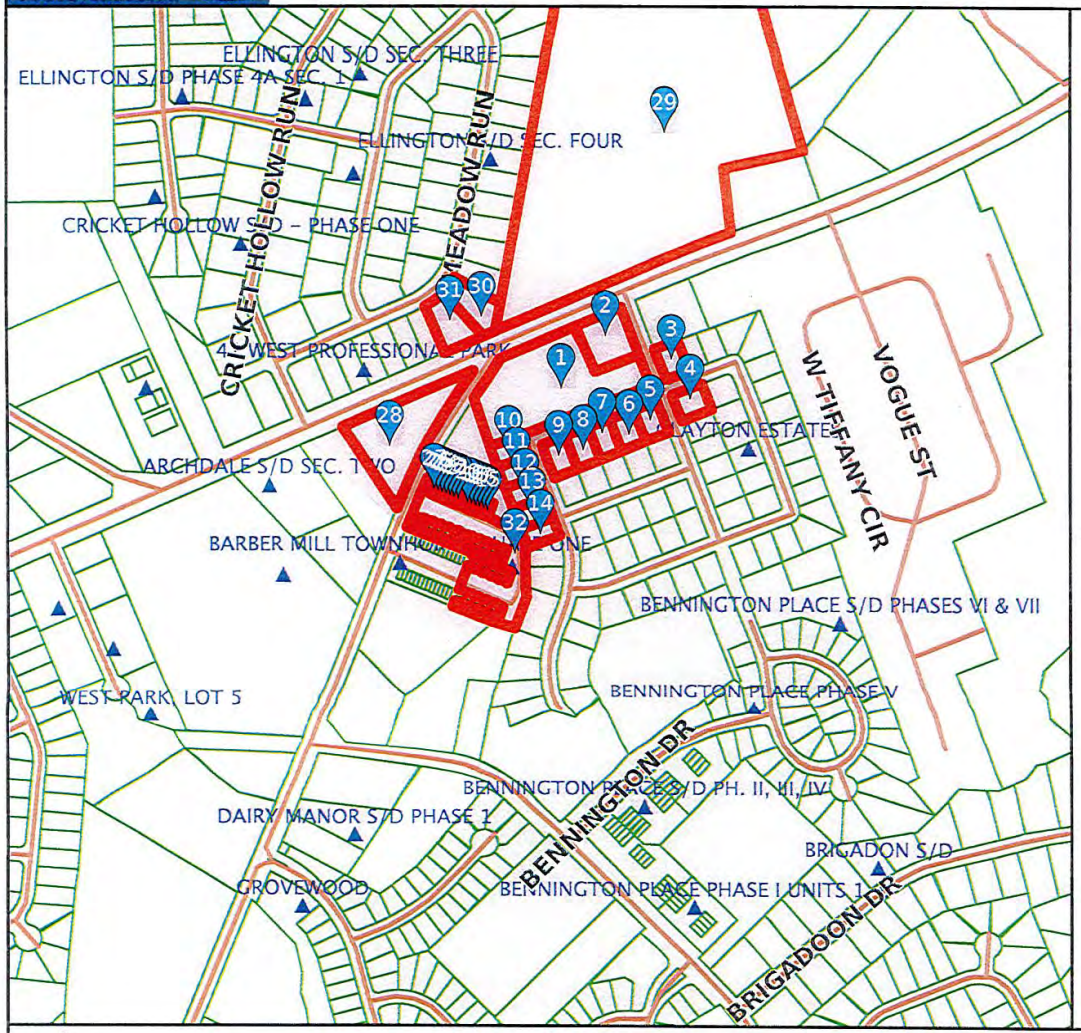
The meeting was ready to begin at 6:00pm for the Woodbriar Towns Project. Josh Chenery and Johnny McConnell, two of the project owners came to the meeting, however, as of 6:20pm there were no adjacent property owners that showed up. Donnie Adams, Josh and Johnny discussed progress of the project. Since there were not any neighbors that showed up, there were not any minutes to report for the meeting.

Exhibit C

Adjacent Property Owner's List

*** DISCLAIMER ***

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



Result 1

id:	05H03029Z
Tag:	05H03029Z
NCPin:	165807-78-0784
Mapsheet No:	165807
Owner Name 1:	INVESTIRE LP
Owner Name 2:	
Mail Address 1:	
Mail Address 2:	PO BOX 58067
Mail Address 3:	RALEIGH, NC 27658-0000
Site Address 1:	
Site Address 2:	
Book:	02814
Page:	0701
Market Value:	409800
Assessed Acreage:	3.320
Calc. Acreage:	3.317
Sales Price:	660000
Sale Date:	2004-12-17

Scale: 1:7163 - 1 in. = 596.9 feet

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

Johnston County GIS
December 6, 2022

*** DISCLAIMER ***

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

Result 2

id: 05H03198H
Tag: 05H03198H
NCPin: 165807-78-3922
Mapsheet No: 165807
Owner Name 1: LEVINSON, GINGER T
Owner Name 2:
Mail Address 1:
Mail Address 2: PO BOX 851
Mail Address 3: CLAYTON, NC 27520-0851
Site Address 1: 1101 S LOMBARD ST
Site Address 2: CLAYTON, NC 27520-
Book: 01837
Page: 0095
Market Value: 256790
Assessed Acreage: 0.740
Calc. Acreage: 0.744
Sales Price: 0
Sale Date: 1999-06-09

Result 3

id: 05H03029A
Tag: 05H03029A
NCPin: 165808-78-5864
Mapsheet No: 165808
Owner Name 1: PENALOZA, ANA CRISTINA ROCHA
Owner Name 2:
Mail Address 1: 1108 CARDINAL CT
Mail Address 2:
Mail Address 3: CLAYTON, NC 27520-2802
Site Address 1: 1008 SUNSET LN
Site Address 2: CLAYTON, NC 27520-
Book: 05608
Page: 0065
Market Value: 119300
Assessed Acreage: 0.250
Calc. Acreage: 0.250
Sales Price: 35000
Sale Date: 2020-06-03

Result 4

id: 05H03029E
Tag: 05H03029E
NCPin: 165808-78-6648
Mapsheet No: 165808
Owner Name 1: AVILEZ, FABIOLA PENALOZA
Owner Name 2: SALGADO, CARLOS PENALOZA
Mail Address 1: 1108 CARDINAL CT
Mail Address 2:
Mail Address 3: CLAYTON, NC 27520-2802
Site Address 1:
Site Address 2:
Book: 04191
Page: 0600
Market Value: 47510
Assessed Acreage: 0.270
Calc. Acreage: 0.270
Sales Price: 39000
Sale Date: 2012-10-18

Result 5

id: 05H03029H
Tag: 05H03029H
NCPin: 165807-78-4672
Mapsheet No: 165807
Owner Name 1: TRUELOVE, MICKEY EDWARD
Owner Name 2:
Mail Address 1: 143 CANYON RD
Mail Address 2:
Mail Address 3: CLAYTON, NC 27520-0000
Site Address 1:
Site Address 2:
Book: 03751
Page: 0081
Market Value: 23050
Assessed Acreage: 0.250
Calc. Acreage: 0.252
Sales Price: 0
Sale Date: 2009-08-28

*** DISCLAIMER ***

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

Result 6

id: 05H03029M
Tag: 05H03029M
NCPin: 165807-78-3598
Mapsheet No: 165807
Owner Name 1: PEREZ, SATUANINO
Owner Name 2:
Mail Address 1: 1103 SUNSET LN
Mail Address 2:
Mail Address 3: CLAYTON, NC 27520-2817
Site Address 1: 1103 SUNSET LN
Site Address 2: CLAYTON, NC 27520-
Book: 01362
Page: 0305
Market Value: 57680
Assessed Acreage: 0.270
Calc. Acreage: 0.266
Sales Price: 21000
Sale Date: 1994-02-23

Result 7

id: 05E99076A
Tag: 05E99076A
NCPin: 165807-78-3515
Mapsheet No: 165807
Owner Name 1: COX, LARRY E. DBA
Owner Name 2: C & S PROPERTIES
Mail Address 1: 110 WILSONS MILLS RD
Mail Address 2:
Mail Address 3: SMITHFIELD, NC 27577-3229
Site Address 1:
Site Address 2:
Book: 06141
Page: 0591
Market Value: 21300
Assessed Acreage: 0.250
Calc. Acreage: 0.241
Sales Price: 0
Sale Date: 2021-12-21

Result 8

id: 05H03029N
Tag: 05H03029N
NCPin: 165807-78-2533
Mapsheet No: 165807
Owner Name 1: RENTERIA, BETZEIDA AVILEZ
Owner Name 2:
Mail Address 1: 1108 CARDINAL CT
Mail Address 2:
Mail Address 3: CLAYTON, NC 27520-2802
Site Address 1: 1107 SUNSET LN
Site Address 2: CLAYTON, NC 27520-
Book: 04498
Page: 0194
Market Value: 21050
Assessed Acreage: 0.260
Calc. Acreage: 0.265
Sales Price: 23000
Sale Date: 2014-09-11

Result 9

id: 05H03197L
Tag: 05H03197L
NCPin: 165807-78-1469
Mapsheet No: 165807
Owner Name 1: SALGADO, ARACELI PENALOZA
Owner Name 2:
Mail Address 1: 502 LAKEVIEW DR
Mail Address 2:
Mail Address 3: CLAYTON, NC 27520-2804
Site Address 1: 502 LAKEVIEW DR
Site Address 2: CLAYTON, NC 27520-
Book: 04580
Page: 0117
Market Value: 43770
Assessed Acreage: 0.270
Calc. Acreage: 0.269
Sales Price: 42000
Sale Date: 2015-04-09

*** DISCLAIMER ***

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

Result 10

id: 05H03029
Tag: 05H03029
NCPin: 165807-68-9571
Mapsheet No: 165807
Owner Name 1: PENALOZA, CARLOS JR.
Owner Name 2:
Mail Address 1: 1108 CARDINAL CT
Mail Address 2:
Mail Address 3: CLAYTON, NC 27520-2802
Site Address 1: 501 LAKEVIEW DR
Site Address 2: CLAYTON, NC 27520-
Book: 05305
Page: 0604
Market Value: 107530
Assessed Acreage: 0.210
Calc. Acreage: 0.220
Sales Price: 20000
Sale Date: 2019-03-07

Result 11

id: 05H03029J
Tag: 05H03029J
NCPin: 165807-78-0403
Mapsheet No: 165807
Owner Name 1: RENTERIA, BETZEIDA AVILEZ
Owner Name 2:
Mail Address 1: 1108 CARDINAL CT
Mail Address 2:
Mail Address 3: CLAYTON, NC 27520-2802
Site Address 1: 503 LAKEVIEW DR
Site Address 2: CLAYTON, NC 27520-
Book: 04746
Page: 0941
Market Value: 51250
Assessed Acreage: 0.210
Calc. Acreage: 0.225
Sales Price: 47000
Sale Date: 2016-04-13

Result 12

id: 05E99043D
Tag: 05E99043D
NCPin: 165807-78-0335
Mapsheet No: 165807
Owner Name 1: AGUILAR, MARIA ISABEL SALGADO
Owner Name 2:
Mail Address 1: 505 LAKEVIEW DR
Mail Address 2:
Mail Address 3: CLAYTON, NC 27520-2803
Site Address 1: 505 LAKEVIEW DR
Site Address 2: CLAYTON, NC 27520-
Book: 05428
Page: 0532
Market Value: 23690
Assessed Acreage: 1.000
Calc. Acreage: 0.229
Sales Price: 15000
Sale Date: 2019-09-18

Result 13

id: 05H03197E
Tag: 05H03197E
NCPin: 165807-78-0267
Mapsheet No: 165807
Owner Name 1: PENALOZA, CARLOS JR.
Owner Name 2:
Mail Address 1: 1108 CARDINAL CT
Mail Address 2:
Mail Address 3: CLAYTON, NC 27520-2802
Site Address 1: 507 LAKEVIEW DR
Site Address 2: CLAYTON, NC 27520-
Book: 05099
Page: 0840
Market Value: 100110
Assessed Acreage: 0.220
Calc. Acreage: 0.226
Sales Price: 30000
Sale Date: 2018-02-12

*** DISCLAIMER ***

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Result 14

id: 05H03190A
Tag: 05H03190A
NCPin: 165807-78-0281
Mapsheet No: 165807
Owner Name 1: PENALOZA, CARLOS JR.
Owner Name 2:
Mail Address 1: 1108 CARDINAL CT
Mail Address 2:
Mail Address 3: CLAYTON, NC 27520-2802
Site Address 1: 601 LAKEVIEW DR
Site Address 2: CLAYTON, NC 27520-
Book: 05099
Page: 0840
Market Value: 90910
Assessed Acreage: 0.210
Calc. Acreage: 0.205
Sales Price: 30000
Sale Date: 2018-02-12

Result 15

id: 05G02038R
Tag: 05G02038R
NCPin: 165807-68-8299
Mapsheet No: 165807
Owner Name 1: SEVILLA PROPERTIES LLC
Owner Name 2:
Mail Address 1: 1015 PINEHURST DR
Mail Address 2:
Mail Address 3: CHAPEL HILL, NC 27517-5656
Site Address 1:
Site Address 2:
Book: 05843
Page: 0067
Market Value: 121510
Assessed Acreage: 0.020
Calc. Acreage: 0.020
Sales Price: 23000
Sale Date: 2021-02-17

Result 16

id: 05G02038Q
Tag: 05G02038Q
NCPin: 165807-68-8279
Mapsheet No: 165807
Owner Name 1: SEVILLA PROPERTIES LLC
Owner Name 2:
Mail Address 1: 1015 PINEHURST DR
Mail Address 2:
Mail Address 3: CHAPEL HILL, NC 27517-5656
Site Address 1:
Site Address 2:
Book: 05843
Page: 0067
Market Value: 123330
Assessed Acreage: 0.020
Calc. Acreage: 0.020
Sales Price: 23000
Sale Date: 2021-02-17

Result 17

id: 05G02038P
Tag: 05G02038P
NCPin: 165807-68-8360
Mapsheet No: 165807
Owner Name 1: SEVILLA PROPERTIES LLC
Owner Name 2:
Mail Address 1: 1015 PINEHURST DR
Mail Address 2:
Mail Address 3: CHAPEL HILL, NC 27517-5656
Site Address 1:
Site Address 2:
Book: 05843
Page: 0067
Market Value: 121510
Assessed Acreage: 0.020
Calc. Acreage: 0.020
Sales Price: 23000
Sale Date: 2021-02-17

*** DISCLAIMER ***

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Result 18

id:	05G02038O
Tag:	05G02038O
NCPin:	165807-68-8351
Mapsheet No:	165807
Owner Name 1:	SEVILLA PROPERTIES LLC
Owner Name 2:	
Mail Address 1:	1015 PINEHURST DR
Mail Address 2:	
Mail Address 3:	CHAPEL HILL, NC 27517-5656
Site Address 1:	
Site Address 2:	
Book:	05843
Page:	0067
Market Value:	123330
Assessed Acreage:	0.020
Calc. Acreage:	0.020
Sales Price:	23000
Sale Date:	2021-02-17

Result 19

id:	05G02038N
Tag:	05G02038N
NCPin:	165807-68-8331
Mapsheet No:	165807
Owner Name 1:	SEVILLA PROPERTIES LLC
Owner Name 2:	
Mail Address 1:	1015 PINEHURST DR
Mail Address 2:	
Mail Address 3:	CHAPEL HILL, NC 27517-5656
Site Address 1:	
Site Address 2:	
Book:	05843
Page:	0067
Market Value:	121510
Assessed Acreage:	0.020
Calc. Acreage:	0.020
Sales Price:	23000
Sale Date:	2021-02-17

Result 20

id:	05G02038M
Tag:	05G02038M
NCPin:	165807-68-8322
Mapsheet No:	165807
Owner Name 1:	SEVILLA PROPERTIES LLC
Owner Name 2:	
Mail Address 1:	1015 PINEHURST DR
Mail Address 2:	
Mail Address 3:	CHAPEL HILL, NC 27517-5656
Site Address 1:	
Site Address 2:	
Book:	05843
Page:	0067
Market Value:	121510
Assessed Acreage:	0.020
Calc. Acreage:	0.020
Sales Price:	23000
Sale Date:	2021-02-17

Result 21

id:	05G02038L
Tag:	05G02038L
NCPin:	165807-68-7383
Mapsheet No:	165807
Owner Name 1:	SEVILLA PROPERTIES LLC
Owner Name 2:	
Mail Address 1:	1015 PINEHURST DR
Mail Address 2:	
Mail Address 3:	CHAPEL HILL, NC 27517-5656
Site Address 1:	
Site Address 2:	
Book:	05843
Page:	0067
Market Value:	123330
Assessed Acreage:	0.020
Calc. Acreage:	0.020
Sales Price:	23000
Sale Date:	2021-02-17

*** DISCLAIMER ***

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Result 22

id: 05G02038K
Tag: 05G02038K
NCPin: 165807-68-7373
Mapsheet No: 165807
Owner Name 1: SEVILLA PROPERTIES LLC
Owner Name 2:
Mail Address 1: 1015 PINEHURST DR
Mail Address 2:
Mail Address 3: CHAPEL HILL, NC 27517-5656
Site Address 1:
Site Address 2:
Book: 05843
Page: 0067
Market Value: 123330
Assessed Acreage: 0.020
Calc. Acreage: 0.020
Sales Price: 23000
Sale Date: 2021-02-17

Result 23

id: 05G02038J
Tag: 05G02038J
NCPin: 165807-68-7354
Mapsheet No: 165807
Owner Name 1: SEVILLA PROPERTIES LLC
Owner Name 2:
Mail Address 1: 1015 PINEHURST DR
Mail Address 2:
Mail Address 3: CHAPEL HILL, NC 27517-5656
Site Address 1:
Site Address 2:
Book: 05843
Page: 0067
Market Value: 131520
Assessed Acreage: 0.020
Calc. Acreage: 0.020
Sales Price: 23000
Sale Date: 2021-02-17

Result 24

id: 05G02038I
Tag: 05G02038I
NCPin: 165807-68-7345
Mapsheet No: 165807
Owner Name 1: SEVILLA PROPERTIES LLC
Owner Name 2:
Mail Address 1: 1015 PINEHURST DR
Mail Address 2:
Mail Address 3: CHAPEL HILL, NC 27517-5656
Site Address 1:
Site Address 2:
Book: 05843
Page: 0067
Market Value: 123330
Assessed Acreage: 0.020
Calc. Acreage: 0.020
Sales Price: 23000
Sale Date: 2021-02-17

Result 25

id: 05G02038H
Tag: 05G02038H
NCPin: 165807-68-7326
Mapsheet No: 165807
Owner Name 1: SEVILLA PROPERTIES LLC
Owner Name 2:
Mail Address 1: 1015 PINEHURST DR
Mail Address 2:
Mail Address 3: CHAPEL HILL, NC 27517-5656
Site Address 1:
Site Address 2:
Book: 05843
Page: 0067
Market Value: 124240
Assessed Acreage: 0.020
Calc. Acreage: 0.020
Sales Price: 23000
Sale Date: 2021-02-17

*** DISCLAIMER ***

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Result 26

id:	05G02038G
Tag:	05G02038G
NCPin:	165807-68-7316
Mapsheet No:	165807
Owner Name 1:	SEVILLA PROPERTIES LLC
Owner Name 2:	
Mail Address 1:	1015 PINEHURST DR
Mail Address 2:	
Mail Address 3:	CHAPEL HILL, NC 27517-5656
Site Address 1:	
Site Address 2:	
Book:	05843
Page:	0067
Market Value:	123330
Assessed Acreage:	0.020
Calc. Acreage:	0.020
Sales Price:	23000
Sale Date:	2021-02-17

Result 27

id:	05G02038F
Tag:	05G02038F
NCPin:	165807-68-6397
Mapsheet No:	165807
Owner Name 1:	SEVILLA PROPERTIES LLC
Owner Name 2:	
Mail Address 1:	1015 PINEHURST DR
Mail Address 2:	
Mail Address 3:	CHAPEL HILL, NC 27517-5656
Site Address 1:	
Site Address 2:	
Book:	05843
Page:	0067
Market Value:	120600
Assessed Acreage:	0.020
Calc. Acreage:	0.020
Sales Price:	23000
Sale Date:	2021-02-17

Result 28

id:	05G02011T
Tag:	05G02011T
NCPin:	165807-68-5556
Mapsheet No:	165807
Owner Name 1:	KDA PROPERTIES NC, LLC
Owner Name 2:	
Mail Address 1:	1372 N SUSQUEHANNA TRL STE 160
Mail Address 2:	
Mail Address 3:	SELINSGROVE, PA 17870-8973
Site Address 1:	531 NC HWY 42
Site Address 2:	CLAYTON, NC 27520-
Book:	04979
Page:	0156
Market Value:	1138320
Assessed Acreage:	1.920
Calc. Acreage:	1.923
Sales Price:	4565000
Sale Date:	2017-06-22

Result 29

id:	05G02011
Tag:	05G02011
NCPin:	165807-79-2555
Mapsheet No:	165807
Owner Name 1:	JOHNSTON COUNTY BOARD OF
Owner Name 2:	EDUCATION
Mail Address 1:	
Mail Address 2:	P O BOX 1336
Mail Address 3:	SMITHFIELD, NC 27577-1336
Site Address 1:	1012 S LOMBARD ST
Site Address 2:	CLAYTON, NC 27520-
Book:	00661
Page:	0318
Market Value:	10857420
Assessed Acreage:	20.400
Calc. Acreage:	22.342
Sales Price:	0
Sale Date:	1967-01-01

*** DISCLAIMER ***

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Result 30

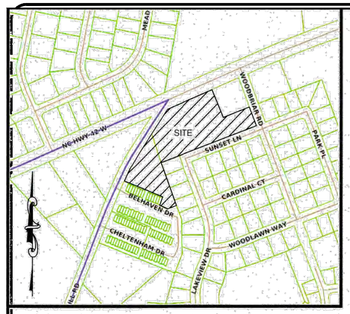
id: 05E01200O
Tag: 05E01200O
NCPin: 165807-69-8044
Mapsheet No: 165807
Owner Name 1: AVERSA, THOMAS L
Owner Name 2:
Mail Address 1: 148 MEADOW RUN
Mail Address 2:
Mail Address 3: CLAYTON, NC 27520-7415
Site Address 1: 148 MEADOW RUN
Site Address 2: CLAYTON, NC 27520-
Book: 01358
Page: 0740
Market Value: 222740
Assessed Acreage: 0.540
Calc. Acreage: 0.510
Sales Price: 144500
Sale Date: 1994-02-02

Result 31

id: 05E01007Q
Tag: 05E01007Q
NCPin: 165807-68-7956
Mapsheet No: 165807
Owner Name 1: PRICE KORNEGAY LLC
Owner Name 2:
Mail Address 1: 13401 US 70 BUSINESS HWY W
Mail Address 2:
Mail Address 3: CLAYTON, NC 27520-2139
Site Address 1: 480 NC HWY 42
Site Address 2: CLAYTON, NC 27520-
Book: 04669
Page: 0254
Market Value: 298700
Assessed Acreage: 0.540
Calc. Acreage: 0.531
Sales Price: 235000
Sale Date: 2015-10-14

Result 32

id: 05G02038S
Tag: 05G02038S
NCPin: 165807-68-8206
Mapsheet No: 165807
Owner Name 1: BARBER MILL COMMUNITY ASSOCIATION, INC.
Owner Name 2:
Mail Address 1: 205 W MILLBROOK RD STE 210
Mail Address 2:
Mail Address 3: RALEIGH, NC 27609-4697
Site Address 1:
Site Address 2:
Book: 05843
Page: 0064
Market Value: 0
Assessed Acreage: 2.040
Calc. Acreage: 2.038
Sales Price: 0
Sale Date: 2021-02-17



VICINITY MAP
NOT TO SCALE

NOTES:

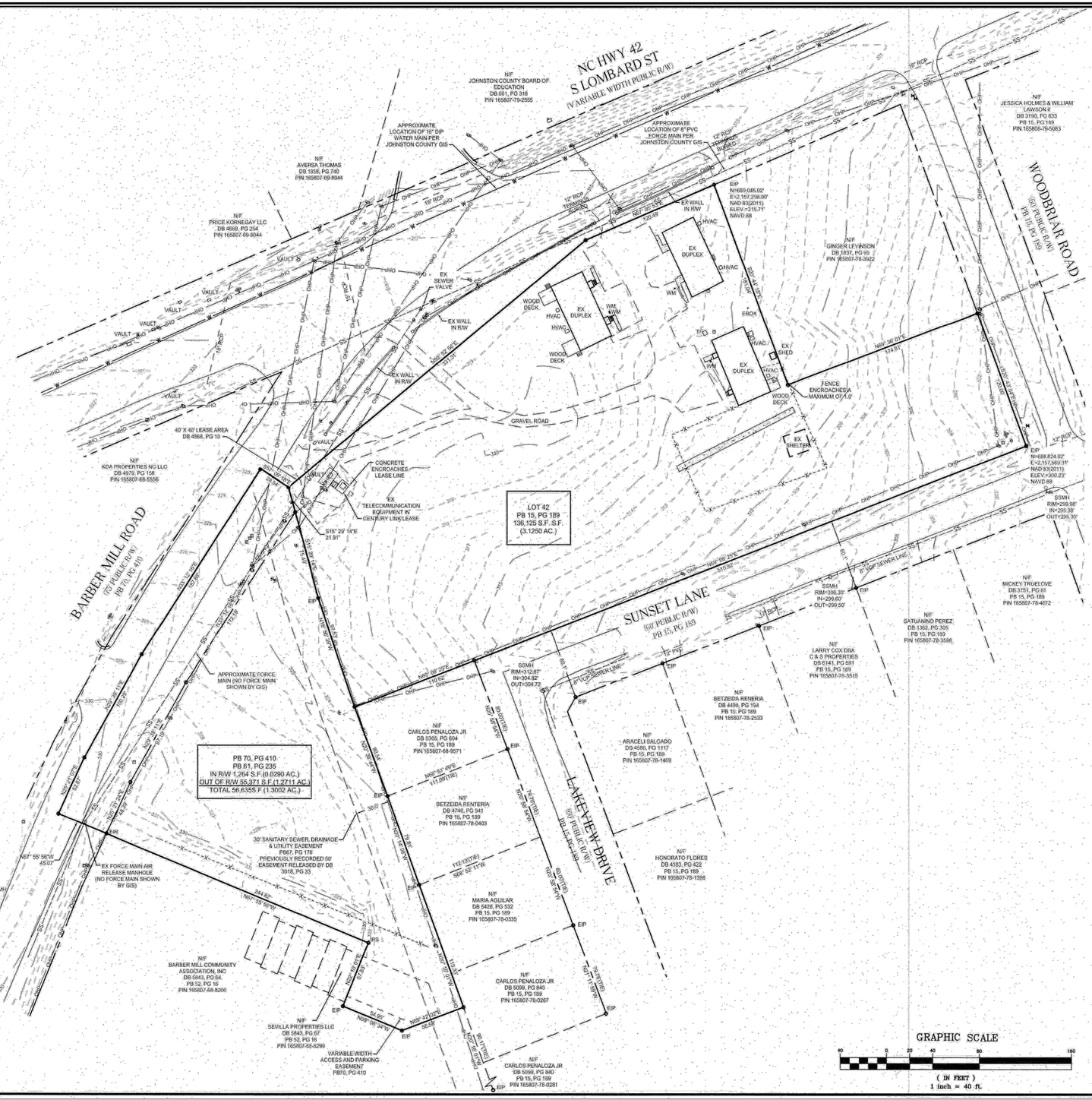
1. ALL DISTANCES ARE HORIZONTAL GROUND.
2. ALL DIMENSIONS ARE IN FEET.
3. AREA COMPUTED USING COORDINATE METHOD FROM MEASURED FIELD DATA.
4. BASIS OF BEARINGS IS NORTH CAROLINA GRID NORTH, NAD83(2011). THE SITE WAS LOCALIZED UTILIZING REAL-TIME KINEMATIC (RTK) GLOBAL POSITIONING SYSTEM (GPS) SOLUTIONS REFERENCING THE CONTINUOUSLY OPERATING REFERENCE STATION (CORS) NETWORK BASE STATION NCRD, RALEIGH, NC.
5. THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT AND MAY BE SUBJECT TO ANY MATTERS THAT A FULL TITLE SEARCH WOULD DISCLOSE.
6. ALL REFERENCE ARE MADE TO THE WAKE COUNTY REGISTRY.
7. HORIZONTAL DATUM IS NAD 83(2011) AND VERTICAL DATUM IS NAVD 88.

SITE DATA
LOT 42

OWNER	INVESTIRE LIMITED PARTNERSHIP
ADDRESS	1143 S LOMBARD ST
PIN	165807-78-0784
AREA	136,125 (3.1250 AC.)
REFERENCES	DB 2814, PG 701, BM 15, PG 189

PARCEL SHOWN IN PB 70, PG 410

OWNER	INVESTIRE LIMITED PARTNERSHIP	
ADDRESS	0 BARBER MILL	
PIN	165807-68-8415	
AREA	IN R/W	1,264 S.F. (0.0290 AC.)
	OUTSIDE R/W	55,371 S.F. (1.2711 AC.)
	TOTAL AREA	56,635 (1.3002 AC.)
REFERENCES	DB 5697, PG 988, PB 70, PG 410, PB 61, PG 235	


NC HWY 42
S LOMBARD ST
(VARIABLE WIDTH PUBLIC R/W)
BARBER MILL ROAD
(60' PUBLIC R/W)
PB 70, PG 410
WOODBRIAR ROAD
(60' PUBLIC R/W)
PB 15, PG 189
SUNSET LANE
(60' PUBLIC R/W)
PB 15, PG 189
LAKEVIEW DRIVE
(60' PUBLIC R/W)
PB 15, PG 189
NIF
JOHNSTON COUNTY BOARD OF EDUCATION
DB 661, PG 316
PIN 165807-79-2555
NIF
AVERSA THOMAS
DB 1358, PG 740
PIN 165807-69-8044
NIF
PRICE KORNEGAY LLC
DB 4668, PG 254
PIN 165807-69-8044
NIF
KDA PROPERTIES NC LLC
DB 4979, PG 156
PIN 165807-68-5556
NIF
JESSICA HOLMES & WILLIAM LAWSON II
DB 3190, PG 833
PB 15, PG 189
PIN 165806-79-5083
NIF
GINGER LEVINSON
DB 1837, PG 95
PIN 165807-78-3922
NIF
LARRY COX DBA C & S PROPERTIES
DB 6141, PG 591
PB 15, PG 189
PIN 165807-75-3515
NIF
SATUANNO PEREZ
DB 1362, PG 305
PB 15, PG 189
PIN 165807-78-3596
NIF
MICKEY TRUELOVE
DB 3751, PG 93
PB 15, PG 189
PIN 165807-78-4672
NIF
BETZEIDA RENTERIA
DB 4496, PG 154
PB 15, PG 189
PIN 165807-78-2533
NIF
ARACELI SALGADO
DB 4580, PG 1117
PB 15, PG 189
PIN 165807-78-1469
NIF
CARLOS PENALOZA JR
DB 5305, PG 604
PB 15, PG 189
PIN 165807-68-9971
NIF
BETZEIDA RENTERIA
DB 4746, PG 943
PB 15, PG 189
PIN 165807-78-0403
NIF
HONORATO FLORES
DB 4183, PG 422
PB 15, PG 189
PIN 165807-78-1398
NIF
MARIA AGUILAR
DB 5428, PG 532
PB 15, PG 189
PIN 165807-78-0335
NIF
CARLOS PENALOZA JR
DB 5099, PG 840
PB 15, PG 189
PIN 165807-78-0287
NIF
CARLOS PENALOZA JR
DB 5099, PG 840
PB 15, PG 189
PIN 165807-78-0281
NIF
BARBER MILL COMMUNITY ASSOCIATION, INC
DB 5843, PG 64
PB 52, PG 16
PIN 165807-68-8200
NIF
SEVILLA PROPERTIES LLC
DB 5843, PG 67
PB 52, PG 16
PIN 165807-68-8299
LOT 42
PB 15, PG 189
136,125 S.F. S.F.
(3.1250 AC.)
PB 70, PG 410
PB 61, PG 235
IN R/W 1,264 S.F.(0.0290 AC.)
OUT OF R/W 55,371 S.F.(1.2711 AC.)
TOTAL 56,635S.F (1.3002 AC.)
APPROXIMATE LOCATION OF 16" DIP WATER MAIN PER JOHNSTON COUNTY GIS
APPROXIMATE LOCATION OF 6" PVC FORCE MAIN PER JOHNSTON COUNTY GIS
APPROXIMATE FORCE MAIN (NO FORCE MAIN SHOWN BY GIS)
EX SEWER VALVE
EX WALL IN R/W
40' X 40' LEASE AREA
DB 4868, PG 10
CONCRETE ENCROACHES LEASE LINE
EX TELECOMMUNICATION EQUIPMENT IN CENTURY LINK LEASE
30' SANITARY SEWER, DRAINAGE & UTILITY EASEMENT PB67, PG 176 PREVIOUSLY RECORDED 50' EASEMENT RELEASED BY DB 3018, PG 33
EX FORCE MAIN AIR RELEASE MANHOLE (NO FORCE MAIN SHOWN BY GIS)
VARIABLE WIDTH ACCESS AND PARKING EASEMENT PB70, PG 410
GRAVEL ROAD
EX DUPLEX
WOOD DECK
HVAC
WM
EBOX
EX SHED
EX SHELTER
FENCE ENCROACHES A MAXIMUM OF 4.0'
SSMH RIM=312.87' IN=304.82' OUT=304.72
SSMH RIM=306.30' IN=299.60' OUT=299.50'
SSMH RIM=299.98' IN=295.38' OUT=295.30'
EIP N=689,045.02' E=2,157,258.99' NAD 83(2011) ELEV=315.77' NAVD 88
EIP N=688,824.02' E=2,157,569.31' NAD 83(2011) ELEV=300.23' NAVD 88
N69° 08' 29"E 110.62'
N69° 08' 29"E 114.81'
N69° 08' 29"E 330.02'
N69° 08' 29"E 54.58'
N69° 08' 29"E 54.58'
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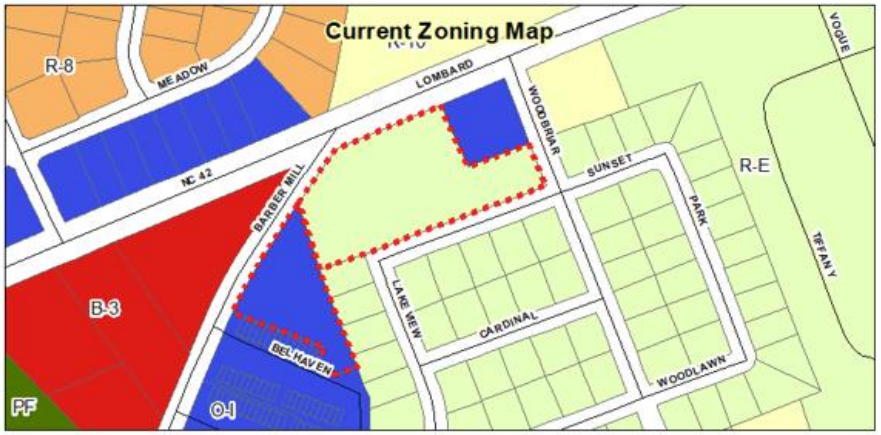
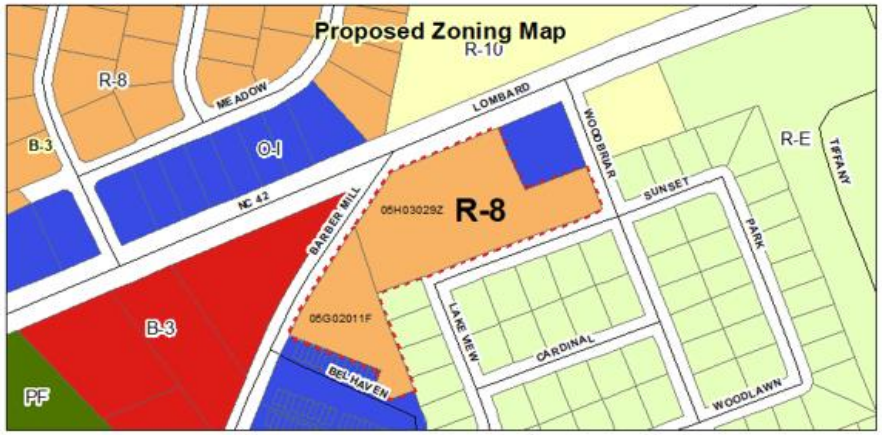
N69° 08' 29"W 30.00'
N69° 08' 29"W 30.00'
N69° 08' 29"W 30.00





Request: Rezoning from O-I/R-E to R-8
Project Name: Woodbriar Towns Rezoning
Project Number: 2022-212-RZ

Applicant: Adams & Hodge Engineering, PC
Property Owner: Investire, LP
Tag #: 05H0309Z & 05G02011F

Site

0 0.075 0.15 Miles

N

Staff Report Map
Prepared by: TOC Planning Department
April 11, 2023

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

Document Path: O:\PLANNING\REZONING\Rezoning\2022\2022-212-RZ Woodbriar Towns\Staff Report Map\Staff Report Maps - 2022-212-RZ Woodbriar Towns.mxd

Clayton Planning Board
Agenda Cover Sheet

Meeting Date	Agenda Location
April 24, 2023	PUBLIC HEARINGS

Item Title

2023-51-OA Sign Ordinance Amendment - String Lighting

Presenter(s)

Ben Howell, Planning Director

Suggested Action

Other - Recommend Approval to Town Council

Strategic Priorities Alignment

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

Public Hearing: No

If Approved, Will Document Require Recordation? No

Does This Item Require a Communication Plan?

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

Summary

Ordinance Text Amendment to allow use of decorative string lighting.

Recommendation

Staff recommends that the Planning Board recommend approval of the text amendment by Town Council.

Funding Source

N/A

Cost

N/A

Corresponding Documentation

1 2023-51-OA Sign Ordinance Amendment-String Lighting Staff Report

2 2023-51-OA Sign Ordinance Amendment-String Lighting_Current

3 2023-51-OA Sign Ordinance Amendment-String Lighting_Redline

4 2023-51-OA Sign Ordinance Amendment-String Lighting_Clean

Meeting Timeline

Planning Board Public Comment Session - April 24, 2023

Submitted By: Ben Howell, Planning

Reviewed By:

Ben Howell, Planning Director	Approved - Apr 18 2023
Love Ott, Land Development Specialist	Approved - Apr 18 2023

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

Planning Board
April 24, 2023

STAFF REPORT

Application Number: 2023-51-OA
Project Name: Sign Ordinance Amendment – String Lighting

Applicant: Town of Clayton
Public Noticing: Newspaper ad to be published May 3 and May 10, 2023 (pending Planning Board action)

REQUEST: Request to modify the Sign section of Article 4 of the Unified Development Code. This text amendment adds decorative string lighting into the Sign Ordinance as a permitted sign type, subject to certain restrictions, and clarifies the time of year that is the "holiday period" outlined in the Ordinance.

SECTIONS PROPOSED FOR AMENDMENT:

The following section of Title XV, Chapter 155 and the general description are proposed for amendment:

§155.403 – Signs, specifically subsections (A) through (F)

STAFF ANALYSIS AND COMMENTARY:

Overview
This amendment will permit decorative string lighting to be used in accordance with certain restrictions in the Ordinance, as well as defines the term "holiday period" as used in the Ordinance. This amendment was initiated at the request of Town Council, Downtown Development Association and the Economic Development Office.

Approval Criteria:

1. The extent to which the proposed text amendment is consistent with the remainder of the chapter, including, specifically, any purpose and intent statements, and must adopt a statement describing whether the action is consistent or inconsistent with approved plans;

Response: The proposed text amendment is consistent with the remainder of the applicable chapters in the UDC. It meets the intent of the code and is consistent with all approved plans. The primary purpose of the text amendment is to allow for the use of decorative string lighting with certain restrictions.

2. The extent to which the proposed text amendment represents a new idea not considered in the existing chapter, or represents a revision necessitated by changing circumstances over time;

Response: The proposed text amendment is a result of changing circumstances – while the Town has historically not permitted string lighting to be used, there are a number of businesses that have used decorative string lighting in the downtown area. When faced with potential notices of violation, the Downtown Development Association (DDA) requested the Town Council ask for a text amendment that would permit decorative string lighting to be used. The proposed text amendment places restrictions on how decorative string lighting can be used, and defines the "holiday period" each year when string lighting that does not meet the color requirements in the Ordinance can be used.

3. Whether or not the proposed text amendment corrects an error in the chapter;

Response: The proposed text amendment does not correct an error in Chapter 403.

4. Whether or not the proposed text amendment revises the chapter to comply with state or federal statutes or case law;

Response: The purpose of the proposed text amendment is not to comply with state or federal statutes or case law.

CONSIDERATIONS

- The Planning Board shall make a recommendation to Town Council. The Town Council shall make a final decision regarding revisions to the Town Code.

STAFF RECOMMENDATION:

Staff is recommending approval of the proposed changes to the UDC.

ATTACHMENTS:

1) §155.403(A)-(F) Current Language
2) §155.403(A)-(F) Redlined Changes
3) §155.403(A)-(F) Proposed Language

ARTICLE 4: GENERAL DEVELOPMENT STANDARDS

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(A) ## § 155.400 ACCESS

PURPOSE AND INTENT

(B) It is the intent of this Section to establish procedures and design standards for driveways and access points to promote efficiency and safety of the connecting street system, support operations of the surrounding pedestrian and bicycle network, ensure safe roadway access to all parcels and lots, and promote a vibrant and attractive streetscape character. These procedures and standards are intended to preserve and enhance the character of the community, and protect the health, safety and general welfare of Clayton's residents.

ACCESS

For the purposes of this Section, access means the point or points of ingress and egress from a development or parcel to the existing right-of-way network.

§ 155.403 SIGNS

(A) **PURPOSE AND INTENT**

Signs are herein regulated in the interest of promoting traffic safety, safeguarding the public health, facilitating police and fire protection, preventing adverse community appearance, over-crowding of the land, and protecting the character of the area in which they are located. This Section is intended to establish requirements for the concentration, placement, height, bulk, and area of signs, while preserving community scenic, economic, and aesthetic values.

(B) **PERMIT REQUIRED**

Except as exempted in this Section and in accordance with §155.713, no sign may be erected, located, or altered in any manner until a sign permit (if necessary), and building permit if necessary, has been secured from the Planning Department.

(C) **SIGN DEFINITIONS**

A sign is described as any visual device or representation designed or used for the purpose of communicating a message or identifying a product, service, person, organization, business, or event, with the use of words or characters, visible from outside the premises on which such device is located. “Sign” is further defined in section §155.802 Defined Terms. Specific sign types are described below in further detail.

(1) **Abandoned Sign**

A sign which has not identified or advertised a current business, service, owner, product, or activity for a period of at least 360 days.

(2) **Awning/Marquee/Canopy Sign**

A sign which is attached flat to an awning, marquee, or canopy.

(3) **Backlit Sign, (as it applies to Awnings, Marquees, and Canopies)**

A awning, either fabric, plastic, or other material that is partially or wholly translucent, and allows lighting from behind to illuminate the part or whole of the awning, marquee, or canopy at night.

(4) **Billboard**

A structure used for the permanent display of off-premise advertising.

(5) **Cabinet Sign**

A sign in which a removable sign face (usually with translucent sign graphics which are illuminated from behind) is enclosed on all edges by a cabinet.

(6) **Clearance**

The distance above the walkway, or other surface if specified, to the bottom edge of a structure or sign. The term can also refer to a horizontal distance between two objects.

(7) **Changeable Copy Sign – Electronic**

A sign or portion thereof that displays non-pictorial, text information in which alphanumeric characters or symbols are defined by a small number of matrix elements using different combinations of light emitting diodes (LED's), fiber optics, light bulbs or other illumination devices within the display area. Electronic changeable copy signs include computer programmable, microprocessor controlled electronic displays. Electronic changeable copy signs include projected images or messages with these characteristics onto buildings or other objects.

(8) **Changeable Copy Sign – Manual**

A sign or portion thereof designed to accommodate frequent message changes composed of letters, characters, or illustrations and that can be changed or rearranged manually, without altering the face or surface of the sign.

(9) **Channel Letter Sign**

A sign consisting of fabricated or formed three-dimensional letters, individually applied to a wall or joined by a raceway. Channel letter signs are often internally illuminated. These signs may also include "bullets" or "taglines", which are smaller than and subordinate to the main sign letters, and function as small, irregularly shaped cabinets.

(10) **Deteriorated Sign**

Any sign which, together with its supports, braces, anchors, and other structural elements, is not maintained in accordance with the provisions of the North Carolina State Building Code, or where elements of the display area or panel are visibly cracked, broken, or discolored, or where the support structures or frame members are visibly corroded, bent, broken, torn, or dented, or where the message can no longer be read under normal viewing conditions.

(11) **Development Identification Sign – Non-residential**

A sign that identifies a non-residential development with multiple buildings. The sign may contain the name of the development, names of the tenants, or a combination of these components.

(12) **Development Identification Sign - Residential**

A sign that identifies a residential development such as a single family residential subdivision, apartments, or multi-family development.

(13) **Drive-thru Menu Board**

A sign displaying the bill of fare for a drive-thru restaurant.

(14) **Easel / Sandwich Board / A-Frame Sign**

An upright "A"-frame or "H"-frame structure used for displaying promotional information to the public.

(15) **Electronic Sign: Electronic Graphic or Video Display**

A sign or portion thereof that displays either static or moving pictorial images or graphics, with or without text information, defined by a small number of matrix elements using different combinations of light emitting diodes (LEDs), fiber optics, light bulbs or other electronic illumination devices within the display area. Electronic graphic or video display signs include computer programmable, microprocessor controlled electronic or digital displays, not including electronic changeable copy signs. Electronic graphic or video display signs include projected images or messages with these characteristics onto buildings or other objects.

(16) **Façade**

Generally known as the face of a building, especially the principal face. More specifically, this is that portion of any exterior elevation on the building extending from grade to top of the parapet, wall, or eaves, and the entire width of the building elevation. The primary façade is the side that includes the storefront and main entrance, or main public facing portion of a building.

(17) **Feather Sign, or Feather Flag**

A piece of cloth or similar material, typically elongated, oblong, and/or with a curved top or bottom edge, which is attached by two edges or one long, curving edge to a pole, and resembles a feather in shape. Generally, the sign is self-supporting (not attached to a building) and/or stuck into the ground in a temporary fashion, the flag is attached by a sleeve (and not by grommets or rope), and the entire sign is temporary in nature.

18 **Fence Wrap**

Fence wraps, as defined by G.S. 160D-908, are exempt from this Ordinance as provided by G.S. 160D-908.

(18) **Flag, or Flag Sign**

A piece of cloth or similar material, typically rectangular, square, or triangular, which is attached by one edge to a pole or pole-mounted rope. More often than not, a flag is attached at distinct points, and not sleeved over the pole.

(19) **Flag Pole**

A straight pole used for flying a flag. A flag pole is a long, rigid structure, permanently mounted either vertically, horizontally, or angled, where one end is anchored and the other end displays one or more flags.

(20) **Flashing Sign**

Any sign whose artificial illumination is not kept constant in intensity at all times when in use and which exhibits changes in light, color, direction, or animation. This definition does not include Changeable Copy Signs or Electronic Signs which meet the requirements set forth herein.

(21) **Freestanding Sign**

A sign supported by a structure that is not itself part of a building.

(22) **Gas Balloon (or Balloon Sign)**

A lighter-than-air, gas-filled balloon, tethered in a fixed location, which may contain an advertisement message on its surface or attached to the balloon or its tether in any manner.

(23) **Hanging Sign**

A sign that is hanging from an awning, marquee or canopy.

(24) **Historic Sign**

A sign that is 50 years or older; particularly unique in character, design, or history; or part of the historic character of a business or building.

(25) **Illumination**

A source of artificial or reflected light, either directly illuminating a partially or wholly translucent material from a source of light incorporated inside a structure or sign, or indirectly from an artificial source outside of a structure or sign.

(26) **Illumination, Halo**

A sign using a 3-dimensional message, logo, etc., which is lit in such a way as to produce a halo effect. For the purposes of regulating total sign face area, the entirety of the area covered by the sign and the halo illumination shall be considered.

(27) **Inflatable Sign**

Signs that are inflated using air pressure.

(28) **Monument Sign**

A freestanding sign where the base of the sign is on the ground and is supported primarily by an internal structural framework or solid structural features other than support posts.

(29) **Obsolete Sign**

A sign whose message describes the availability of goods or services at a location where such goods and services are no longer available and have ceased to be available for a period of at least 60 days or, in the alternative, any sign whose content pertains to a time, event or purpose which has elapsed or expired.

(30) **Off-Premises Sign**

A sign which conveys information about a business, product, service, owner, or other activity not sold or offered on the premises on which the sign is located.

(31) **On-Premises Sign**

A sign which conveys information about a business, product, service, or other activity offered or sold at the premises on which the sign is located.

(32) **Pan Sign**

A flat sign where vinyl or other adhesive graphics are applied to a metal sheet or some other type of flat backing plate. Often these signs are rectangular and used above storefronts, taking the place of areas that might otherwise be channel letter or cabinet signs. Pan signs are not made of translucent materials and are externally illuminated, if they have illumination at all.

(33) **Personal Expression Sign**

An on-premises sign that expresses an opinion, interest, position, or other non-commercial message.

(34) **Pole Sign**

A sign mounted on a freestanding pole attached to the ground by a support structure having a ratio of greater than four to one sign width to narrowest width of support structure.

(35) **Portable Sign**

A sign that is not directly attached to the ground and is designed to be easily transportable.

(36) **Post Sign**

A freestanding sign permanently affixed to the ground by support posts and does not have a solid base.

(37) **Post and Arm Sign**

A sign supported by a single upright post, with a horizontal arm from which a sign is suspended.

(38) **Primary Building Identification Sign**

A sign communicating the generic or specific name of an entire building without communicating or advertising for a specific business, service, owner, or product housed therein.

(39) **Primary Side (of a Building)**

The face or façade of a building that generally occurs in association with the main storefront entrance.

(40) **Primary Sign**

Any sign generally occurring on the primary building façade or above or in association with the main storefront entrance.

(41) **Projecting Sign**

A sign fastened directly to and extending out from a building face or wall, so that the sign face is perpendicular to or at an angle to the building face or wall.

(42) **Roof Sign**

A sign that is mounted to a roof with an angle less than 75 degrees or a sign displayed above the highest point of the roofline on a pitched roof or the parapet wall on a flat roof.

(43) **Secondary Sign**

Any sign not occurring on the primary side of a building.

(44) **Snipe Sign**

A sign tacked, nailed, posted, pasted, glued, or otherwise attached to trees, poles, stakes, fences, public benches, trash cans, streetlights, or other objects, or placed on any public property or in the public right of way or on any private property without the permission of the property owner. May also be known as a "bandit sign".

(45) **String or Rope Lighting**

Lights, either constant, flashing, or intermittent, arranged in a line, string, or rope, generally lining a window, door, or other architectural or façade feature.

(46) **Tenant Identification Sign**

An exterior sign that identifies tenants of a single building, such as a multi-family residential building or a multi-tenant, non-residential commercial building, where access to each tenant is provided internally, via a shared external entrance. The sign may contain the name of the development, names of the tenants, suite number or address of each tenant, or a combination of these components. Tenant identification signs are designed to the pedestrian scale, located on or to the side of the shared external entrance, and are generally readable at a distance of less than 10-15 feet.

(47) **Temporary Signs**

A sign that is not intended or designed for permanent display.

(48) **Wall/Fascia Sign**

A sign adhered to, attached to or mounted away from but parallel to the building wall.

(49) **Windblown Sign**

Any sign composed of a banner, flag, pennant, or other objects, mounted and fastened in such a manner as to move upon being subjected to pressure by air pressure, wind, or breeze.

(50) **Window / Door Sign**

A sign attached to the inside or outside of a window or door, or displayed behind a window.

(D) **EXEMPTIONS**

The following signs (known as "Exempt Signs") shall not be subject to a Sign Permit application per §155.713 "Sign Permit", with regulation hereunder. Exempt Signs shall not count toward the total allowed sign face area on a site, unless otherwise noted below. Exempt Signs shall still be governed by the General Sign Regulations and Specific Sign Regulations, including dimensional standards of each individual sign type, except as otherwise noted below:

(1) Signs erected by, on behalf of, or pursuant to the authorization of a governmental body.

(2) Personal expression signs of any sign type, including flags, provided that they do not exceed 4 square feet in area per side, are non-commercial in nature, and are non-illuminated. The maximum number of personal expression signs per lot is two.

(3) Flags, pennants, or insignia of any governmental or non-governmental organization, when not displayed in connection with a commercial promotion or as an advertising device provided that the following criteria are met:

(a) Flags and flagpoles are not located within any public right-of-way, and must meet the setback requirements of the zoning district, as well as the setbacks described in "Flags" (G)(15) of this Section;

(b) Flags and flagpoles do not extend more than 25' above the ground;

(c) No more than 2 flags per lot in residential districts, and no more than 3 flags per lot in all other districts;

(d) Maximum size per flag is 24 square feet in residential districts and 40 square feet in all other districts;

(e) Illumination is permitted so long as it is not brighter than the light produced by a 100W incandescent bulb, and shines directly up at the flag.

(f) Only one exempt flag pole is permitted per lot; this counts toward the total number of permitted flag poles on a site.

(g) If the above criteria are not met, or if the flag contains commercial messaging, then the flag shall require a sign permit and shall be regulated according to the General Sign Regulations and Specific Sign Regulations for that sign type.

(4) Miscellaneous informational signs. The following types of miscellaneous informational signs shall be exempt from sign permit requirements:

(a) Informational signs appearing on gasoline pumps, such as the names of grades of fuel and prices and conditions relating to prices (i.e. full or self-service).

(b) Signs appearing on vending boxes, provided they do not project more than 12 inches above or past the sides of the vending box, and no more than a total of 80 square feet of signage exists on each vending box. Vending boxes that stand apart from the primary structure on a site shall be considered as accessory structures, and shall require sign permits as regulated by General and Specific Sign Regulations, of this Section.

(c) Directional signs less than 4 square feet appearing on or adjacent to entry doors such as PUSH, PULL, OPEN, and/or CLOSED, as regulated by (G)(3) "Window / Door Signs", and a maximum of two signs are allowed per entry door.

(d) “Open” or “closed” signs that are turned on or displayed only during business hours, provided they are less than 4 square feet and only one may be displayed per storefront or façade.

(e) Signs appearing on display windows or doors denoting hours of operation, credit cards accepted, payment options, and similar information, provided they cover less than 2 square feet, only one sign is allowed per façade or entrance, and these signs are also in conformance with other applicable regulations from (G)(3) “Window / Door Signs”.

(f) Information pertaining to the operating instructions of vending machines and automatic teller machines, including bank logos on the face of ATM machines, provided they do not project more than 12 inches above or to the sides of the vending box or machine housing.

(g) Signs providing directions or guiding traffic on private property that do not exceed four square feet in size or four feet in height each, and do not contain a business name, logo, or an advertising message.

(h) Signs internal to a large campus or multi-building development that are not visible from the public right-of-way or public realm.

(5) Signs painted on or otherwise permanently attached to currently licensed motor vehicles that are not primarily used for or strategically parked to be used as a sign.

(6) Signs not exceeding four square feet in size that are customarily associated with residential use and that are not of a commercial nature, such as signs giving names of occupants, signs on mailboxes and paper tubes, and signs posted on private property relating to private parking or warning the public against trespassing or danger from animals.

(7) "Yard sale" signs displayed at the location of the yard sale, not exceeding four square feet in area, and not used in connection with any continuous commercial activity. Yard Sale Signs are further regulated in Section (16) “Temporary Signs”.

(8) Signs containing the message that the real estate on which the sign is located is for sale, lease, or rent, together with information identifying the owner or agent, provided that such signage meets the standards of Table 4-8 “Real Estate Sign Standards”. Such signage may have a maximum of two sides, shall be non-illuminated, and shall be removed within 15 days after sale, lease, or rental. Only one sign on each street frontage may be erected, but on lots having a street frontage in excess of 400 feet, a second sign not exceeding nine square feet in size per side may be erected. Feather or windblown signs shall not be permitted as real estate signs, per Section (E) of this Article.

(9) Fence wraps as defined and regulated by G.S. 160D-908.

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TABLE 4-8: REAL ESTATE SIGN STANDARDS

Nonresidential or Mixed Use Property		
Acreage	**Maximum sign face area**	**Maximum Height**
Less than two acres	16 square feet per side	Six feet
Greater than two acres	32 square feet per side	Six feet
Residential Property		
Acreage	**Maximum sign face area**	**Maximum Height**
Less than one acre	Six square feet per side	Six feet
One - Five acres	Nine square feet per side	Six feet
Five – 20 acres	16 square feet per side	Six feet
Greater than 20 acres	32 square feet per side	Six feet

(9) Displays, including lighting, flags (less than 12 square feet total area), and inflatables, erected in connection with the observance of holidays that do not bear an advertising message. Such displays shall be removed within ten days following the holiday.

(10) Sign face plate changes, provided that it meets the applicable criteria of General and Specific Sign Regulations and other applicable portions of this Article.

(11) Window and door signs, provided that these signs conform to the Specific Sign Regulations (§155.403(G)(3)), and such signage shall count toward the total allowed sign face area and number of signs on a site.

(12) Easel / Sandwich Boards / A-Frames, provided that these signs conform to the Specific Sign Regulations (§155.403(G)(7)), and such signage shall count toward the total allowed sign face area and number of signs on a site.

(13) Menu Displays

Restaurants and other food- or beverage- selling businesses where consumption occurs on-site may display a menu or list of daily specials on the wall adjacent to their main and secondary entrances provided that it is not larger than the actual printed menu available inside the establishment and is housed in a decorative frame.

(14) Legal notices

(15) Historic signs, provided

(a) the Planning Director determines the sign meets the following criteria:

1. The sign is 50 years or older; or
2. The sign is particularly unique in character, design, or history; or
3. The sign is a part of the historic character of a building, business, or district; and
4. The sign is kept in good, working order.

(b) Historic signs shall not count toward the total allowable sign face area for a site.

(16) Tenant identification signs, which shall count toward the total signage allowed on a site.

(E) **SIGNS PROHIBITED**

The following signs are expressly prohibited within all zoning districts:

(1) Abandoned signs or obsolete signs.

(2) Backlit Awnings, Marquees, or Canopies, unless part of an approved Alternative Sign Plan.

(3) Portable signs, including any signs painted on or displayed on vehicles or trailers parked or located for the primary purpose of displaying that sign, except Easel / Sandwich Board / A-Frame Signs located on the ground as regulated herein.

(4) Roof signs.

(5) Cabinet signs of any shape, attached to a building wall or roof, except that portion that is a federally or state registered trademark. State or federally registered trademarks used in this fashion require a sign permit (per §155.713 "Sign Permit") and are allowed one per tenant per façade, up to a maximum size of 12 square feet.

(6) Inflatable signs, with the exception of those erected in connection with the observance of holidays and do not bear an advertising message as described in D(8) of this Section.

(7) Any sign or device set into motion by mechanical, electrical, or other means, except barber poles and those regulated in (G)(11) "Electronic Changeable Copy Sign / Electronic Sign"of this Section.

(8) Flashing Signs, including but not limited to any sign or device displaying flashing or intermittent lights, lights of changing degrees or intensity, or animation. This includes electronic video display signs. However, Electronic Changeable Copy Signs / Electronic Signs are permitted, as regulated in (G)(11) of this Section.

(9) String or rope lighting, that is not explicitly associated with the traditional observance of a holiday and regulated by the conditions of (D)(9) under "Exemptions". All string or rope lighting is required to be removed no later than February 1st, 2017 in order to comply with this section.

(10) Any sign which is a copy or imitation of an official sign, or which purports to have official status.

(11) Off-premises signs not specifically regulated herein, including but not limited to billboards.

(12) Snipe signs.

(13) Temporary product/promotional advertisement signs that are hung on, attached to or placed over a permanent fixture including but not limited to a light pole, tree, fence or bollard, whether on or off-premises, unless approved as part of a Temporary Sign Permit.

(14) Pole signs.

(15) Signs mounted inside a window or on a wall directly behind a window, and/or otherwise visible from outside the building that are not accounted for or do not meet the criteria of (G)(3) "Window / Door Signs".

(16) Signs displayed in secondary windows not located on the first floor or in secondary windows not located in the primary building façade or a storefront entrance, unless as part of an Alternative Sign Plan.

(17) Signs or murals of a commercial nature painted directly onto a wall or other building surface or structure, unless as part of an Alternative Sign Plan.

(18) Windblown signs, except those exempted in Exemptions (found in (D)(2) and (3) of this Section), part of an approved Flag Sign ((G)(15) of this Section, or those allowed as part of a Temporary Sign Permit in accordance with §155.713 (F).

(19) Any sign, other than those described in (D)(4)(g) of this Section, that is stenciled, painted, projected, or otherwise displayed on the ground, sidewalk, or pavement, unless as part of an Alternative Sign Plan.

(F) **GENERAL SIGN REGULATIONS**

(1) **Signs Located in Overlay Districts**

Signs located within an Overlay District are subject to the provisions of this Section, except that regulations within § 155.204 "Overlay Districts" shall supersede and may be either more or less restrictive than the regulations for signs contained in this Section, unless permitted as an Alternative Sign Plan per (K) of this Section.

(2) **Signs Located as Part of a Home Occupation**

Signs erected in connection with a home occupation pursuant to § 155.308(C)(2) are subject to the provisions of this Section, except that regulations within § 155.308(C)(2) shall supersede and may be either more or less restrictive than the regulations for signs contained

in this Section, unless permitted as an Alternative Sign Plan per (K) of this Section. Signs erected in connection with a home occupation shall not be illuminated.

(3) **Total Allowable Sign Face Area**

(a) The total square footage of allowable sign face area permitted on any site shall be calculated by multiplying the amount of linear lot frontage or building frontage (in feet) by 1.25. The total allowable sign face area for any site shall not exceed this calculation (as shown below).

Total allowable sign face area (in square feet) = Linear frontage (feet) x 1.25

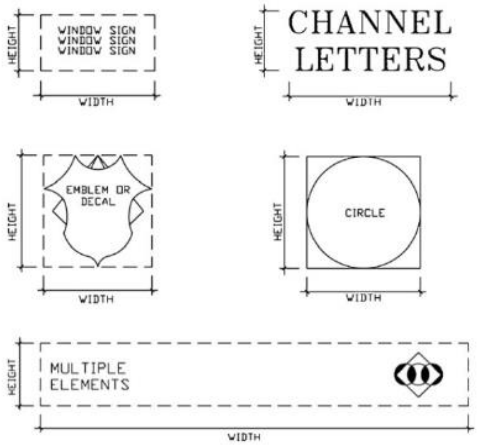
On lots with frontage on more than one street, the longest frontage may be used to calculate the total allowable sign face area.

(b) In addition, the total area and specific area of allowable sign face area permitted on a sign or site shall be governed by the sign type criteria for each specific sign type (as described below in Section (G) "Specific Sign Regulations").

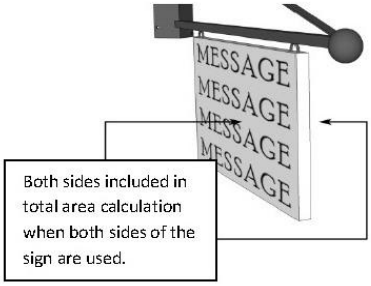
(4) **Computation of Sign Measurements**

(a) ***Computation of Sign Face Area***

1. The area of a sign, otherwise known as sign face area, is measured by finding the area of the minimum imaginary rectangle or square, aligned parallel to the horizon which fully encloses all sign words, symbol, copy, or message, including any material or color forming the sign face or background used to differentiate the sign from the structure against which it is placed. Sign face area does not include any supporting framework or bracing, unless it is part of the message or sign face, or otherwise functions as an attention-attracting device.



2. Where a sign has two or more faces, the area of all faces shall be included in determining the area of the sign, unless otherwise specified.



3. The sign face area of free-form or sculptural (non-planar) signs is calculated as fifty percent of the sum of the area of the four vertical sides of the smallest cube that will encompass the sign.

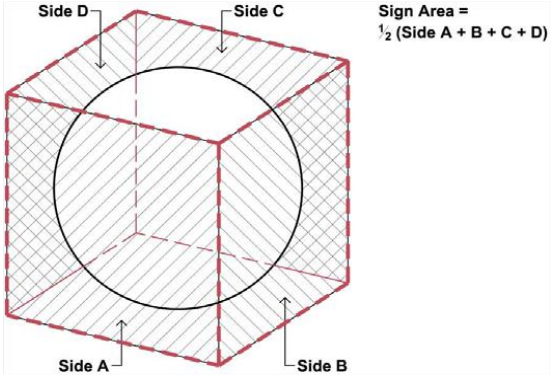


Illustration of sign area for sculptural non-planar signs.

(b) ***Computation of Sign Height***

1. General

Sign height is measured as described below. The height of a sign shall include the highest point of the sign face area, with the supporting structure and/or any decorative elements dedicated or attached exclusively to the sign limited to 125% of the allowed sign height, unless approved as part of an Alternative Sign Plan per (K) of this Section.

2. Height Measurement

The vertical distance from the average grade of the ground or walkway immediately surrounding the sign to the highest point of the sign face area, or from the level of the average crown of the nearest abutting public street, alley or highway (other than a structurally elevated roadway) to the highest point of the sign face area, whichever measurement permits the greater elevation..

(5) **Construction Standards**

(a) All signs shall comply with the appropriate provisions of the North Carolina Building Code, the National Electric Code, and this Section.

(b) Signs shall be located in such a way that they maintain sufficient horizontal and vertical clearance of all overhead electrical conductors in accordance with National Electric Code specifications, provided that no sign, except governmental signs, shall be installed closer than ten feet horizontally or vertically from any conductor or public utility guy wire.

(c) In no way shall a sign hinder or obstruct the visibility of the right-of-way, as defined by § 155.400(K) "Visibility at Intersections", either at intersections or points of ingress or egress from parking lots.

(d) Signs and any associated structures shall match or exceed in quality the materials of the primary structure on a site. Signs should be integrated into the architectural style of the building and design of the site, and should complement the overall architectural style.

1. All permanent signs shall be constructed of quality and permanent materials.

2. No permanent sign shall be allowed if the materials are of a nature that it is reasonable to expect that the sign will fall into disrepair within a period of 5 years or less through natural weathering.

3. Quality materials for permanent signs shall not include:

A. Unfinished wood, including unfinished posts or supports

B. Coroplast or other similar rigid, pan, vinyl or plastic backing, for wall signs or tenant identification signs

C. Painted signs

(e) Signs shall be constructed of a quality sign type.

A. For purposes of determining the quality of a sign type, the following shall apply for wall signs, in order of highest quality to lowest quality: channel letter sign or similar individually mounted lettering, raceway-mounted lettering, decorative pan sign, cabinet sign, painted sign or vinyl or other lettering adhered directly to the wall.

B. For purposes of determining the quality of a sign type, the following shall apply for freestanding and monument signs, in order of highest quality to lowest quality: monument sign, post sign, cabinet sign.

(f) Signs with a separate electric meter shall have the pedestal and meter completely screened from view, or be otherwise seamlessly hidden by or integrated into the design of the sign or structure. Approval of a sign plan or issuance of a sign permit for an illuminated sign does not necessarily constitute exemption from this criteria or screening requirements.

(6) **Illumination**

(a) At a minimum, illumination of signs shall be limited to business hours when the business is open to the public and/or clients, or as otherwise restricted in this Section. This does not apply to Billboards.

(b) Illuminated signs shall have no movement, including but not limited to flashing, blinking, or animation, except as allowed for Electronic Changeable Copy Signs in (11) of this Section, or as otherwise permitted as part of an Alternative Sign Plan in (K) of this Section.

(c) At a minimum, illumination of signs in or within 50' of residential zoning districts is prohibited from the hours of 9:00PM to 7:00AM, or as otherwise restricted in this Section.

(d) Internal illumination of signs is prohibited in mixed use zoning districts with conforming residential uses, and in and within 50' of residential zoning districts, unless approved as part of an Alternative Sign Plan (K).

(e) Signs associated with a home occupation shall not be illuminated.

(f) All wires and non-decorative lighting structures shall be camouflaged or reasonably hidden from view.

(7) **Secondary Signs**

(a) Where signs are displayed on more than the primary side of a building, any secondary signs shall be no larger than the primary sign.

(b) Secondary signs shall be consistent with the primary sign in content, type, construction, illumination, and materials.

(c) A secondary sign shall only be allowed if a primary sign already exists.

(d) A secondary sign shall only be allowed if it is consistent with the content, user, tenant, business, or activity of the primary sign.

(8) **Windows and Translucent Doors**

(a) Primary windows and translucent doors located in first floor, non-residential storefronts shall not be obstructed, covered, or otherwise blocked so as to prohibit visibility from the outside for more than half of regular business hours.

(b) Permanent coverings, which include but are not limited to signage, window tinting, reflective window treatments, window wraps, or window treatments, shall cover no more than 25% of the above surfaces.

(G) **SPECIFIC SIGN REGULATIONS**

ARTICLE 4: GENERAL DEVELOPMENT STANDARDS

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§ 155.400 ACCESS

(A) **PURPOSE AND INTENT**

It is the intent of this Section to establish procedures and design standards for driveways and access points to promote efficiency and safety of the connecting street system, support operations of the surrounding pedestrian and bicycle network, ensure safe roadway access to all parcels and lots, and promote a vibrant and attractive streetscape character. These procedures and standards are intended to preserve and enhance the character of the community, and protect the health, safety and general welfare of Clayton's residents.

(B) **ACCESS**

For the purposes of this Section, access means the point or points of ingress and egress from a development or parcel to the existing right-of-way network.

§ 155.403 SIGNS

(A) **PURPOSE AND INTENT**

Signs are herein regulated in the interest of promoting traffic safety, safeguarding the public health, facilitating police and fire protection, preventing adverse community appearance, over-crowding of the land, and protecting the character of the area in which they are located. This Section is intended to establish requirements for the concentration, placement, height, bulk, and area of signs, while preserving community scenic, economic, and aesthetic values.

(B) **PERMIT REQUIRED**

Except as exempted in this Section and in accordance with §155.713, no sign may be erected, located, or altered in any manner until a sign permit (if necessary), and building permit if necessary, has been secured from the Planning Department.

(C) **SIGN DEFINITIONS**

A sign is described as any visual device or representation designed or used for the purpose of communicating a message or identifying a product, service, person, organization, business, or event, with the use of words or characters, visible from outside the premises on which such device is located. “Sign” is further defined in section §155.802 Defined Terms. Specific sign types are described below in further detail.

(1) **Abandoned Sign**

A sign which has not identified or advertised a current business, service, owner, product, or activity for a period of at least 360 days.

(2) **Awning/Marquee/Canopy Sign**

A sign which is attached flat to an awning, marquee, or canopy.

(3) **Backlit Sign, (as it applies to Awnings, Marquees, and Canopies)**

A awning, either fabric, plastic, or other material that is partially or wholly translucent, and allows lighting from behind to illuminate the part or whole of the awning, marquee, or canopy at night.

(4) **Billboard**

A structure used for the permanent display of off-premise advertising.

(5) **Cabinet Sign**

A sign in which a removable sign face (usually with translucent sign graphics which are illuminated from behind) is enclosed on all edges by a cabinet.

(6) **Clearance**

The distance above the walkway, or other surface if specified, to the bottom edge of a structure or sign. The term can also refer to a horizontal distance between two objects.

(7) **Changeable Copy Sign – Electronic**

A sign or portion thereof that displays non-pictorial, text information in which alphanumeric characters or symbols are defined by a small number of matrix elements using different combinations of light emitting diodes (LED's), fiber optics, light bulbs or other illumination devices within the display area. Electronic changeable copy signs include computer programmable, microprocessor controlled electronic displays. Electronic changeable copy signs include projected images or messages with these characteristics onto buildings or other objects.

(8) **Changeable Copy Sign – Manual**

A sign or portion thereof designed to accommodate frequent message changes composed of letters, characters, or illustrations and that can be changed or rearranged manually, without altering the face or surface of the sign.

(9) **Channel Letter Sign**

A sign consisting of fabricated or formed three-dimensional letters, individually applied to a wall or joined by a raceway. Channel letter signs are often internally illuminated. These signs may also include "bullets" or "taglines", which are smaller than and subordinate to the main sign letters, and function as small, irregularly shaped cabinets.

(10) **Deteriorated Sign**

Any sign which, together with its supports, braces, anchors, and other structural elements, is not maintained in accordance with the provisions of the North Carolina State Building Code, or where elements of the display area or panel are visibly cracked, broken, or discolored, or where the support structures or frame members are visibly corroded, bent, broken, torn, or dented, or where the message can no longer be read under normal viewing conditions.

(11) **Development Identification Sign – Non-residential**

A sign that identifies a non-residential development with multiple buildings. The sign may contain the name of the development, names of the tenants, or a combination of these components.

(12) **Development Identification Sign - Residential**

A sign that identifies a residential development such as a single family residential subdivision, apartments, or multi-family development.

(13) **Drive-thru Menu Board**

A sign displaying the bill of fare for a drive-thru restaurant.

(14) **Easel / Sandwich Board / A-Frame Sign**

An upright "A"-frame or "H"-frame structure used for displaying promotional information to the public.

(15) **Electronic Sign: Electronic Graphic or Video Display**

A sign or portion thereof that displays either static or moving pictorial images or graphics, with or without text information, defined by a small number of matrix elements using different combinations of light emitting diodes (LEDs), fiber optics, light bulbs or other electronic illumination devices within the display area. Electronic graphic or video display signs include computer programmable, microprocessor controlled electronic or digital displays, not including electronic changeable copy signs. Electronic graphic or video display signs include projected images or messages with these characteristics onto buildings or other objects.

(16) **Façade**

Generally known as the face of a building, especially the principal face. More specifically, this is that portion of any exterior elevation on the building extending from grade to top of the parapet, wall, or eaves, and the entire width of the building elevation. The primary façade is the side that includes the storefront and main entrance, or main public facing portion of a building.

(17) **Feather Sign, or Feather Flag**

A piece of cloth or similar material, typically elongated, oblong, and/or with a curved top or bottom edge, which is attached by two edges or one long, curving edge to a pole, and resembles a feather in shape. Generally, the sign is self-supporting (not attached to a building) and/or stuck into the ground in a temporary fashion, the flag is attached by a sleeve (and not by grommets or rope), and the entire sign is temporary in nature.

(18) ~~18~~ **Fence Wrap**

Fence wraps, as defined by G.S. 160D-908, are exempt from this Ordinance as provided by G.S. 160D-908.

~~(18)~~(19) **Flag, or Flag Sign**

A piece of cloth or similar material, typically rectangular, square, or triangular, which is attached by one edge to a pole or pole-mounted rope. More often than not, a flag is attached at distinct points, and not sleeved over the pole.

~~(19)~~(20) **Flag Pole**

A straight pole used for flying a flag. A flag pole is a long, rigid structure, permanently mounted either vertically, horizontally, or angled, where one end is anchored and the other end displays one or more flags.

~~(20)~~(21) **Flashing Sign**

Any sign whose artificial illumination is not kept constant in intensity at all times when in use and which exhibits changes in light, color, direction, or animation. This definition does not include Changeable Copy Signs or Electronic Signs which meet the requirements set forth herein.

~~(21)~~(22) **Freestanding Sign**

A sign supported by a structure that is not itself part of a building.

~~(22)~~(23) **Gas Balloon (or Balloon Sign)**

A lighter-than-air, gas-filled balloon, tethered in a fixed location, which may contain an advertisement message on its surface or attached to the balloon or its tether in any manner.

~~(23)~~(24) **Hanging Sign**

A sign that is hanging from an awning, marquee or canopy.

~~(24)~~(25) **Historic Sign**

A sign that is 50 years or older; particularly unique in character, design, or history; or part of the historic character of a business or building.

~~(25)~~(26) **Illumination**

A source of artificial or reflected light, either directly illuminating a partially or wholly translucent material from a source of light incorporated inside a structure or sign, or indirectly from an artificial source outside of a structure or sign.

~~(26)~~(27) **Illumination, Halo**

A sign using a 3-dimensional message, logo, etc., which is lit in such a way as to produce a halo effect. For the purposes of regulating total sign face area, the entirety of the area covered by the sign and the halo illumination shall be considered.

~~(27)~~(28) **Inflatable Sign**

Signs that are inflated using air pressure.

~~(28)~~(29) **Monument Sign**

A freestanding sign where the base of the sign is on the ground and is supported primarily by an internal structural framework or solid structural features other than support posts.

~~(29)~~(30) **Obsolete Sign**

A sign whose message describes the availability of goods or services at a location where such goods and services are no longer available and have ceased to be available for a period of at least 60 days or, in the alternative, any sign whose content pertains to a time, event or purpose which has elapsed or expired.

~~(30)~~(31) **Off-Premises Sign**

A sign which conveys information about a business, product, service, owner, or other activity not sold or offered on the premises on which the sign is located.

~~(31)~~(32) **On-Premises Sign**

A sign which conveys information about a business, product, service, or other activity offered or sold at the premises on which the sign is located.

~~(32)~~(33) **Pan Sign**

A flat sign where vinyl or other adhesive graphics are applied to a metal sheet or some other type of flat backing plate. Often these signs are rectangular and used above storefronts, taking the place of areas that might otherwise be channel letter or cabinet signs. Pan signs are not made of translucent materials and are externally illuminated, if they have illumination at all.

~~(33)~~(34) **Personal Expression Sign**

An on-premises sign that expresses an opinion, interest, position, or other non-commercial message.

~~(34)~~(35) **Pole Sign**

A sign mounted on a freestanding pole attached to the ground by a support structure having a ratio of greater than four to one sign width to narrowest width of support structure.

~~(35)~~(36) **Portable Sign**

A sign that is not directly attached to the ground and is designed to be easily transportable.

~~(36)~~(37) **Post Sign**

A freestanding sign permanently affixed to the ground by support posts and does not have a solid base.

~~(37)~~(38) **Post and Arm Sign**

A sign supported by a single upright post, with a horizontal arm from which a sign is suspended.

~~(38)~~(39) **Primary Building Identification Sign**

A sign communicating the generic or specific name of an entire building without communicating or advertising for a specific business, service, owner, or product housed therein.

~~(39)~~(40) **Primary Side (of a Building)**

The face or façade of a building that generally occurs in association with the main storefront entrance.

~~(40)~~(41) **Primary Sign**

Any sign generally occurring on the primary building façade or above or in association with the main storefront entrance.

~~(41)~~(42) **Projecting Sign**

A sign fastened directly to and extending out from a building face or wall, so that the sign face is perpendicular to or at an angle to the building face or wall.

~~(42)~~(43) **Roof Sign**

A sign that is mounted to a roof with an angle less than 75 degrees or a sign displayed above the highest point of the roofline on a pitched roof or the parapet wall on a flat roof.

~~(43)~~(44) **Secondary Sign**

Any sign not occurring on the primary side of a building.

~~(44)~~(45) **Snipe Sign**

A sign tacked, nailed, posted, pasted, glued, or otherwise attached to trees, poles, stakes, fences, public benches, trash cans, streetlights, or other objects, or placed on any public property or in the public right of way or on any private property without the permission of the property owner. May also be known as a "bandit sign".

~~(45)~~(46) ~~**String or Rope**~~**Decorative String Lighting**

Lighting~~s~~, either constant, flashing, or intermittent, arranged in a line, string, or rope, ~~generally lining a window, door, or other architectural or façade feature.~~ applied to the exterior of a building, or on the interior of a building attached to externally oriented architectural features such as windows or doors.

~~(46)~~(47) **Tenant Identification Sign**

An exterior sign that identifies tenants of a single building, such as a multi-family residential building or a multi-tenant, non-residential commercial building, where access to each tenant is provided internally, via a shared external entrance. The sign may contain the name of the development, names of the tenants, suite number or address of each tenant, or a combination of these components. Tenant identification signs are designed to the pedestrian scale, located on or to the side of the shared external entrance, and are generally readable at a distance of less than 10-15 feet.

~~(47)~~(48) **Temporary Signs**

A sign that is not intended or designed for permanent display.

~~(48)~~(49) **Wall/Fascia Sign**

A sign adhered to, attached to or mounted away from but parallel to the building wall.

~~(49)~~(50) **Windblown Sign**

Any sign composed of a banner, flag, pennant, or other objects, mounted and fastened in such a manner as to move upon being subjected to pressure by air pressure, wind, or breeze.

~~(50)~~(51) **Window / Door Sign**

A sign attached to the inside or outside of a window or door, or displayed behind a window.

(D) **EXEMPTIONS**

The following signs (known as "Exempt Signs") shall not be subject to a Sign Permit application per §155.713 "Sign Permit", with regulation hereunder. Exempt Signs shall not count toward the total allowed sign face area on a site, unless otherwise noted below. Exempt Signs shall still be governed by the General Sign Regulations and Specific Sign Regulations, including dimensional standards of each individual sign type, except as otherwise noted below:

(1) Signs erected by, on behalf of, or pursuant to the authorization of a governmental body.

(2) Personal expression signs of any sign type, including flags, provided that they do not exceed 4 square feet in area per side, are non-commercial in nature, and are non-illuminated. The maximum number of personal expression signs per lot is two.

(3) Flags, pennants, or insignia of any governmental or non-governmental organization, when not displayed in connection with a commercial promotion or as an advertising device provided that the following criteria are met:

(a) Flags and flagpoles are not located within any public right-of-way, and must meet the setback requirements of the zoning district, as well as the setbacks described in "Flags" (G)(15) of this Section;

(b) Flags and flagpoles do not extend more than 25' above the ground;

(c) No more than 2 flags per lot in residential districts, and no more than 3 flags per lot in all other districts;

(d) Maximum size per flag is 24 square feet in residential districts and 40 square feet in all other districts;

(e) Illumination is permitted so long as it is not brighter than the light produced by a 100W incandescent bulb, and shines directly up at the flag.

(f) Only one exempt flag pole is permitted per lot; this counts toward the total number of permitted flag poles on a site.

(g) If the above criteria are not met, or if the flag contains commercial messaging, then the flag shall require a sign permit and shall be regulated according to the General Sign Regulations and Specific Sign Regulations for that sign type.

(4) Miscellaneous informational signs. The following types of miscellaneous informational signs shall be exempt from sign permit requirements:

(a) Informational signs appearing on gasoline pumps, such as the names of grades of fuel and prices and conditions relating to prices (i.e. full or self-service).

(b) Signs appearing on vending boxes, provided they do not project more than 12 inches above or past the sides of the vending box, and no more than a total of 80 square feet of signage exists on each vending box. Vending boxes that stand apart from the primary structure on a site shall be considered as accessory structures, and shall require sign permits as regulated by General and Specific Sign Regulations, of this Section.

(c) Directional signs less than 4 square feet appearing on or adjacent to entry doors such as PUSH, PULL, OPEN, and/or CLOSED, as regulated by (G)(3) "Window / Door Signs", and a maximum of two signs are allowed per entry door.

(d) “Open” or “closed” signs that are turned on or displayed only during business hours, provided they are less than 4 square feet and only one may be displayed per storefront or façade.

(e) Signs appearing on display windows or doors denoting hours of operation, credit cards accepted, payment options, and similar information, provided they cover less than 2 square feet, only one sign is allowed per façade or entrance, and these signs are also in conformance with other applicable regulations from (G)(3) “Window / Door Signs”.

(f) Information pertaining to the operating instructions of vending machines and automatic teller machines, including bank logos on the face of ATM machines, provided they do not project more than 12 inches above or to the sides of the vending box or machine housing.

(g) Signs providing directions or guiding traffic on private property that do not exceed four square feet in size or four feet in height each, and do not contain a business name, logo, or an advertising message.

(h) Signs internal to a large campus or multi-building development that are not visible from the public right-of-way or public realm.

(5) Signs painted on or otherwise permanently attached to currently licensed motor vehicles that are not primarily used for or strategically parked to be used as a sign.

(6) Signs not exceeding four square feet in size that are customarily associated with residential use and that are not of a commercial nature, such as signs giving names of occupants, signs on mailboxes and paper tubes, and signs posted on private property relating to private parking or warning the public against trespassing or danger from animals.

(7) "Yard sale" signs displayed at the location of the yard sale, not exceeding four square feet in area, and not used in connection with any continuous commercial activity. Yard Sale Signs are further regulated in Section (16) “Temporary Signs”.

(8) Signs containing the message that the real estate on which the sign is located is for sale, lease, or rent, together with information identifying the owner or agent, provided that such signage meets the standards of Table 4-8 “Real Estate Sign Standards”. Such signage may have a maximum of two sides, shall be non-illuminated, and shall be removed within 15 days after sale, lease, or rental. Only one sign on each street frontage may be erected, but on lots having a street frontage in excess of 400 feet, a second sign not exceeding nine square feet in size per side may be erected. Feather or windblown signs shall not be permitted as real estate signs, per Section (E) of this Article.

(9) Fence wraps as defined and regulated by G.S. 160D-908.

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TABLE 4-8: REAL ESTATE SIGN STANDARDS

Nonresidential or Mixed Use Property		
Acreage	**Maximum sign face area**	**Maximum Height**
Less than two acres	16 square feet per side	Six feet
Greater than two acres	32 square feet per side	Six feet
Residential Property		
Acreage	**Maximum sign face area**	**Maximum Height**
Less than one acre	Six square feet per side	Six feet
One - Five acres	Nine square feet per side	Six feet
Five – 20 acres	16 square feet per side	Six feet
Greater than 20 acres	32 square feet per side	Six feet

(10) Displays, including lighting, flags (less than 12 square feet total area), and inflatables, erected in connection with the observance of holidays that do not bear an advertising message. ~~Such displays shall be removed within ten days following the holiday.~~The holiday period above is defined as the period between November 1st and January 15th each year. Such displays shall be removed within ten days following the holiday period. Decorative String Lighting may be used in connection with the observance of holidays in accordance with Section 155.403(F)(9), Decorative String Lighting.

~~(9)~~(11) Any lighting, including string or rope lighting, on the interior of a building and not attached to externally oriented architectural features, is not considered signage or decorative string lighting.

~~(10)~~(12) Sign face plate changes, provided that it meets the applicable criteria of General and Specific Sign Regulations and other applicable portions of this Article.

~~(11)~~(13) Window and door signs, provided that these signs conform to the Specific Sign Regulations (§155.403(G)(3)), and such signage shall count toward the total allowed sign face area and number of signs on a site.

~~(12)~~(14) Easel / Sandwich Boards / A-Frames, provided that these signs conform to the Specific Sign Regulations (§155.403(G)(7)), and such signage shall count toward the total allowed sign face area and number of signs on a site.

~~(13)~~(15) Menu Displays

Restaurants and other food- or beverage- selling businesses where consumption occurs on-site may display a menu or list of daily specials on the wall adjacent to their main and

secondary entrances provided that it is not larger than the actual printed menu available inside the establishment and is housed in a decorative frame.

~~(14)~~(16) Legal notices

~~(15)~~(17) Historic signs, provided

(a) the Planning Director determines the sign meets the following criteria:

1. The sign is 50 years or older; or
2. The sign is particularly unique in character, design, or history; or
3. The sign is a part of the historic character of a building, business, or district; and
4. The sign is kept in good, working order.

(b) Historic signs shall not count toward the total allowable sign face area for a site.

~~(16)~~(18) Tenant identification signs, which shall count toward the total signage allowed on a site.

(E) **SIGNS PROHIBITED**

The following signs are expressly prohibited within all zoning districts:

(1) Abandoned signs or obsolete signs.

~~(1)~~(2) Backlit Awnings, Marquees, or Canopies, unless part of an approved Alternative Sign Plan.

~~(2)~~(3) Portable signs, including any signs painted on or displayed on vehicles or trailers parked or located for the primary purpose of displaying that sign, except Easel / Sandwich Board / A-Frame Signs located on the ground as regulated herein.

~~(3)~~(4) Roof signs.

~~(4)~~(5) Cabinet signs of any shape, attached to a building wall or roof, except that portion that is a federally or state registered trademark. State or federally registered trademarks used in this fashion require a sign permit (per §155.713 "Sign Permit") and are allowed one per tenant per façade, up to a maximum size of 12 square feet.

~~(5)~~(6) Inflatable signs, with the exception of those erected in connection with the observance of holidays and do not bear an advertising message as described in D(8) of this Section.

~~(6)~~(7) Any sign or device set into motion by mechanical, electrical, or other means, except barber poles and those regulated in (G)(11) "Electronic Changeable Copy Sign / Electronic Sign" of this Section.

~~(7)~~(8) Flashing Signs, including but not limited to any sign or device displaying flashing or intermittent lights, lights of changing degrees or intensity, or animation. This includes electronic video display signs. However, Electronic Changeable Copy Signs / Electronic Signs are permitted, as regulated in (G)(11) of this Section.

~~(8)~~(9) String ~~or rope~~ lighting~~,~~ that is not explicitly associated with the traditional observance of a holiday and regulated by the conditions of (D)(~~9~~10) under "Exemptions" or permitted in Section 155.403(F)(9), Decorative String Lighting. ~~All string or rope lighting is required to be removed no later than February 1st, 2017 in order to comply with this section.~~

~~(9)~~(10) Any sign which is a copy or imitation of an official sign, or which purports to have official status.

~~(10)~~(11) Off-premises signs not specifically regulated herein, including but not limited to billboards.

~~(11)~~(12) Snipe signs.

~~(12)~~(13) Temporary product/promotional advertisement signs that are hung on, attached to or placed over a permanent fixture including but not limited to a light pole, tree, fence or bollard, whether on or off-premises, unless approved as part of a Temporary Sign Permit.

~~(13)~~(14) Pole signs.

~~(14)~~(15) Signs mounted inside a window or on a wall directly behind a window, and/or otherwise visible from outside the building that are not accounted for or do not meet the criteria of (G)(3) "Window / Door Signs".

~~(15)~~(16) Signs displayed in secondary windows not located on the first floor or in secondary windows not located in the primary building façade or a storefront entrance, unless as part of an Alternative Sign Plan.

~~(16)~~(17) Signs or murals of a commercial nature painted directly onto a wall or other building surface or structure, unless as part of an Alternative Sign Plan.

~~(17)~~(18) Windblown signs, except those exempted in Exemptions (found in (D)(2) and (3) of this Section), part of an approved Flag Sign ((G)(15) of this Section, or those allowed as part of a Temporary Sign Permit in accordance with §155.713 (F).

~~(18)~~(19) Any sign, other than those described in (D)(4)(g) of this Section, that is stenciled, painted, projected, or otherwise displayed on the ground, sidewalk, or pavement, unless as part of an Alternative Sign Plan.

(F) **GENERAL SIGN REGULATIONS**

(1) **Signs Located in Overlay Districts**

Signs located within an Overlay District are subject to the provisions of this Section, except that regulations within § 155.204 "Overlay Districts" shall supersede and may be either more or less restrictive than the regulations for signs contained in this Section, unless permitted as an Alternative Sign Plan per (K) of this Section.

(2) **Signs Located as Part of a Home Occupation**

Signs erected in connection with a home occupation pursuant to § 155.308(C)(2) are subject to the provisions of this Section, except that regulations within § 155.308(C)(2) shall supersede and may be either more or less restrictive than the regulations for signs contained in this Section, unless permitted as an Alternative Sign Plan per (K) of this Section. Signs erected in connection with a home occupation shall not be illuminated.

(3) **Total Allowable Sign Face Area**

(a) The total square footage of allowable sign face area permitted on any site shall be calculated by multiplying the amount of linear lot frontage or building frontage (in feet) by 1.25. The total allowable sign face area for any site shall not exceed this calculation (as shown below).

Total allowable sign face area (in square feet) = Linear frontage (feet) x 1.25

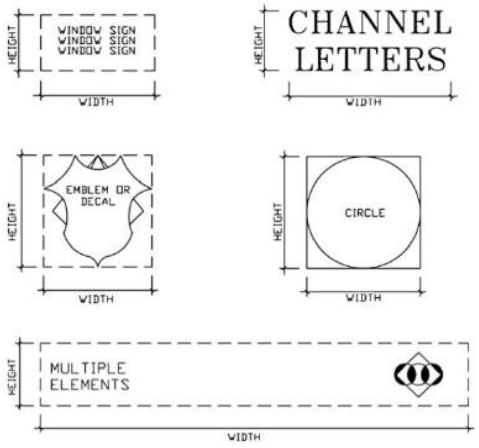
On lots with frontage on more than one street, the longest frontage may be used to calculate the total allowable sign face area.

(b) In addition, the total area and specific area of allowable sign face area permitted on a sign or site shall be governed by the sign type criteria for each specific sign type (as described below in Section (G) "Specific Sign Regulations").

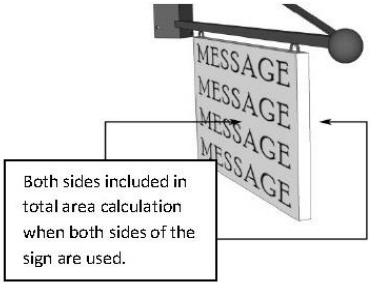
(4) **Computation of Sign Measurements**

(a) ***Computation of Sign Face Area***

1. The area of a sign, otherwise known as sign face area, is measured by finding the area of the minimum imaginary rectangle or square, aligned parallel to the horizon which fully encloses all sign words, symbol, copy, or message, including any material or color forming the sign face or background used to differentiate the sign from the structure against which it is placed. Sign face area does not include any supporting framework or bracing, unless it is part of the message or sign face, or otherwise functions as an attention-attracting device.



2. Where a sign has two or more faces, the area of all faces shall be included in determining the area of the sign, unless otherwise specified.



3. The sign face area of free-form or sculptural (non-planar) signs is calculated as fifty percent of the sum of the area of the four vertical sides of the smallest cube that will encompass the sign.

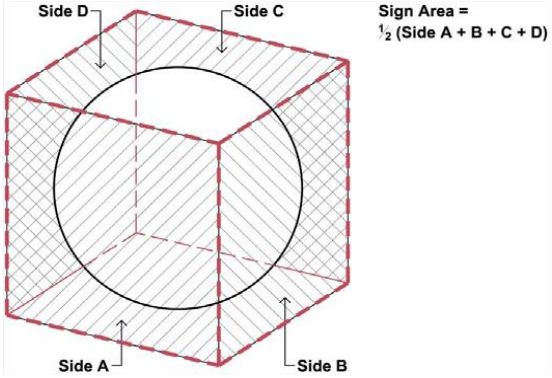


Illustration of sign area for sculptural non-planar signs.

(b) ***Computation of Sign Height***

1. General

Sign height is measured as described below. The height of a sign shall include the highest point of the sign face area, with the supporting structure and/or any decorative elements dedicated or attached exclusively to the sign limited to 125% of the allowed sign height, unless approved as part of an Alternative Sign Plan per (K) of this Section.

2. Height Measurement

The vertical distance from the average grade of the ground or walkway immediately surrounding the sign to the highest point of the sign face area, or from the level of the average crown of the nearest abutting public street, alley or highway (other than a structurally elevated roadway) to the highest point of the sign face area, whichever measurement permits the greater elevation..

(5) **Construction Standards**

(a) All signs shall comply with the appropriate provisions of the North Carolina Building Code, the National Electric Code, and this Section.

(b) Signs shall be located in such a way that they maintain sufficient horizontal and vertical clearance of all overhead electrical conductors in accordance with National Electric Code specifications, provided that no sign, except governmental signs, shall be installed closer than ten feet horizontally or vertically from any conductor or public utility guy wire.

(c) In no way shall a sign hinder or obstruct the visibility of the right-of-way, as defined by § 155.400(K) "Visibility at Intersections", either at intersections or points of ingress or egress from parking lots.

(d) Signs and any associated structures shall match or exceed in quality the materials of the primary structure on a site. Signs should be integrated into the architectural style of the building and design of the site, and should complement the overall architectural style.

1. All permanent signs shall be constructed of quality and permanent materials.

2. No permanent sign shall be allowed if the materials are of a nature that it is reasonable to expect that the sign will fall into disrepair within a period of 5 years or less through natural weathering.

3. Quality materials for permanent signs shall not include:

A. Unfinished wood, including unfinished posts or supports

B. Coroplast or other similar rigid, pan, vinyl or plastic backing, for wall signs or tenant identification signs

C. Painted signs

~~(e)~~4. Signs shall be constructed of a quality sign type.

A. For purposes of determining the quality of a sign type, the following shall apply for wall signs, in order of highest quality to lowest quality: channel letter sign or similar individually mounted lettering, raceway-mounted lettering, decorative pan sign, cabinet sign, painted sign or vinyl or other lettering adhered directly to the wall.

B. For purposes of determining the quality of a sign type, the following shall apply for freestanding and monument signs, in order of highest quality to lowest quality: monument sign, post sign, cabinet sign.

~~(f)~~(e) Signs with a separate electric meter shall have the pedestal and meter completely screened from view, or be otherwise seamlessly hidden by or integrated into the design of the sign or structure. Approval of a sign plan or issuance of a sign permit for an illuminated sign does not necessarily constitute exemption from this criteria or screening requirements.

(6) **Illumination**

(a) At a minimum, illumination of signs shall be limited to business hours when the business is open to the public and/or clients, or as otherwise restricted in this Section. This does not apply to Billboards.

(b) Illuminated signs shall have no movement, including but not limited to flashing, blinking, or animation, except as allowed for Electronic Changeable Copy Signs in (11) of this Section, or as otherwise permitted as part of an Alternative Sign Plan in (K) of this Section.

(c) At a minimum, illumination of signs in or within 50' of residential zoning districts is prohibited from the hours of 9:00PM to 7:00AM, or as otherwise restricted in this Section.

(d) Internal illumination of signs is prohibited in mixed use zoning districts with conforming residential uses, and in and within 50' of residential zoning districts, unless approved as part of an Alternative Sign Plan (K).

(e) Signs associated with a home occupation shall not be illuminated.

(f) All wires and non-decorative lighting structures shall be camouflaged or reasonably hidden from view.

(7) **Secondary Signs**

(a) Where signs are displayed on more than the primary side of a building, any secondary signs shall be no larger than the primary sign.

(b) Secondary signs shall be consistent with the primary sign in content, type, construction, illumination, and materials.

(c) A secondary sign shall only be allowed if a primary sign already exists.

(d) A secondary sign shall only be allowed if it is consistent with the content, user, tenant, business, or activity of the primary sign.

(8) **Windows and Translucent Doors**

(a) Primary windows and translucent doors located in first floor, non-residential storefronts shall not be obstructed, covered, or otherwise blocked so as to prohibit visibility from the outside for more than half of regular business hours.

(b) Permanent coverings, which include but are not limited to signage, window tinting, reflective window treatments, window wraps, or window treatments, shall cover no more than 25% of the above surfaces.

(9) **Decorative String Lighting**

(a) Exposed decorative string lighting shall be limited to a maximum bulb rating of 5 watts or less.

(b) Decorative string lighting shall consist of single strands and run in any of the following configurations:
1. Following the architectural features of a building, including doors, windows, awnings, or rooflines;
2. Hung parallel or perpendicular to the architectural feature;
3. Wrapped around columns, posts, or pillars on a building;
4. Wrapped around existing on-site features such as landscaping, trees, or posts;
5. Strung overhead in activated public and private alleys;
6. Placed around, across, or as a way to define outdoor dining or outdoor seating areas.

(c) Decorative string lighting shall be designed to create a constant glow and prevent glare.

(d) The color of decorative string lighting shall be white light in the color temperature range of not less than 2,700 K and not exceeding 4,200 K, except as permitted during a holiday period as defined below:
1. Colors beyond white are permitted for decorative string lighting between November 1 and January 15 of each year.
2. Decorative string lighting of a different color than white must be removed, turned off, or changed back to an allowable shade of white no later than 10 days following the end of the holiday period.

(e) All decorative string lighting must be maintained in proper working order, and must be replaced, turned off, or removed entirely if a portion of the string lighting is not in proper working order.

(f) Decorative string lighting can be left on at all times to enhance the beautification and lighting of downtown, even outside of business hours.

(g) Decorative string lighting must be securely and safely affixed to any structure or site feature.

(h) Suggestions of movement such as flashing, blinking, flickering, neon or scrolling string or rope lighting, or lighting that changes in intensity or color is prohibited.

~~(b)~~(i) Lighting in shape of a sign, or spelling out the name or products of a business shall be prohibited.

(G) SPECIFIC SIGN REGULATIONS

Requirements additional to Section (F) "General Sign Regulations", for sign area, dimensions, placement, illumination, and other standards as necessary are described below. All signs must be located on-premises unless otherwise explicitly indicated.

(1) Sign Color

The Pantone Matching System (PMS) colors, vinyl manufacturer and numbers, or comparable industry standard of color identification shall be clearly indicated for each proposed sign when applying for a sign permit.

ARTICLE 4: GENERAL DEVELOPMENT STANDARDS

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§ 155.400 ACCESS

(A) **PURPOSE AND INTENT**

It is the intent of this Section to establish procedures and design standards for driveways and access points to promote efficiency and safety of the connecting street system, support operations of the surrounding pedestrian and bicycle network, ensure safe roadway access to all parcels and lots, and promote a vibrant and attractive streetscape character. These procedures and standards are intended to preserve and enhance the character of the community, and protect the health, safety and general welfare of Clayton's residents.

(B) **ACCESS**

For the purposes of this Section, access means the point or points of ingress and egress from a development or parcel to the existing right-of-way network.

§ 155.403 SIGNS

(A) **PURPOSE AND INTENT**

Signs are herein regulated in the interest of promoting traffic safety, safeguarding the public health, facilitating police and fire protection, preventing adverse community appearance, over-crowding of the land, and protecting the character of the area in which they are located. This Section is intended to establish requirements for the concentration, placement, height, bulk, and area of signs, while preserving community scenic, economic, and aesthetic values.

(B) **PERMIT REQUIRED**

Except as exempted in this Section and in accordance with §155.713, no sign may be erected, located, or altered in any manner until a sign permit (if necessary), and building permit if necessary, has been secured from the Planning Department.

(C) **SIGN DEFINITIONS**

A sign is described as any visual device or representation designed or used for the purpose of communicating a message or identifying a product, service, person, organization, business, or event, with the use of words or characters, visible from outside the premises on which such device is located. “Sign” is further defined in section §155.802 Defined Terms. Specific sign types are described below in further detail.

(1) **Abandoned Sign**

A sign which has not identified or advertised a current business, service, owner, product, or activity for a period of at least 360 days.

(2) **Awning/Marquee/Canopy Sign**

A sign which is attached flat to an awning, marquee, or canopy.

(3) **Backlit Sign, (as it applies to Awnings, Marquees, and Canopies)**

A awning, either fabric, plastic, or other material that is partially or wholly translucent, and allows lighting from behind to illuminate the part or whole of the awning, marquee, or canopy at night.

(4) **Billboard**

A structure used for the permanent display of off-premise advertising.

(5) **Cabinet Sign**

A sign in which a removable sign face (usually with translucent sign graphics which are illuminated from behind) is enclosed on all edges by a cabinet.

(6) **Clearance**

The distance above the walkway, or other surface if specified, to the bottom edge of a structure or sign. The term can also refer to a horizontal distance between two objects.

(7) **Changeable Copy Sign – Electronic**

A sign or portion thereof that displays non-pictorial, text information in which alphanumeric characters or symbols are defined by a small number of matrix elements using different combinations of light emitting diodes (LED's), fiber optics, light bulbs or other illumination devices within the display area. Electronic changeable copy signs include computer programmable, microprocessor controlled electronic displays. Electronic changeable copy signs include projected images or messages with these characteristics onto buildings or other objects.

(8) **Changeable Copy Sign – Manual**

A sign or portion thereof designed to accommodate frequent message changes composed of letters, characters, or illustrations and that can be changed or rearranged manually, without altering the face or surface of the sign.

(9) **Channel Letter Sign**

A sign consisting of fabricated or formed three-dimensional letters, individually applied to a wall or joined by a raceway. Channel letter signs are often internally illuminated. These signs may also include "bullets" or "taglines", which are smaller than and subordinate to the main sign letters, and function as small, irregularly shaped cabinets.

(10) **Deteriorated Sign**

Any sign which, together with its supports, braces, anchors, and other structural elements, is not maintained in accordance with the provisions of the North Carolina State Building Code, or where elements of the display area or panel are visibly cracked, broken, or discolored, or where the support structures or frame members are visibly corroded, bent, broken, torn, or dented, or where the message can no longer be read under normal viewing conditions.

(11) **Development Identification Sign – Non-residential**

A sign that identifies a non-residential development with multiple buildings. The sign may contain the name of the development, names of the tenants, or a combination of these components.

(12) **Development Identification Sign - Residential**

A sign that identifies a residential development such as a single family residential subdivision, apartments, or multi-family development.

(13) **Drive-thru Menu Board**

A sign displaying the bill of fare for a drive-thru restaurant.

(14) **Easel / Sandwich Board / A-Frame Sign**

An upright "A"-frame or "H"-frame structure used for displaying promotional information to the public.

(15) **Electronic Sign: Electronic Graphic or Video Display**

A sign or portion thereof that displays either static or moving pictorial images or graphics, with or without text information, defined by a small number of matrix elements using different combinations of light emitting diodes (LEDs), fiber optics, light bulbs or other electronic illumination devices within the display area. Electronic graphic or video display signs include computer programmable, microprocessor controlled electronic or digital displays, not including electronic changeable copy signs. Electronic graphic or video display signs include projected images or messages with these characteristics onto buildings or other objects.

(16) **Façade**

Generally known as the face of a building, especially the principal face. More specifically, this is that portion of any exterior elevation on the building extending from grade to top of the parapet, wall, or eaves, and the entire width of the building elevation. The primary façade is the side that includes the storefront and main entrance, or main public facing portion of a building.

(17) **Feather Sign, or Feather Flag**

A piece of cloth or similar material, typically elongated, oblong, and/or with a curved top or bottom edge, which is attached by two edges or one long, curving edge to a pole, and resembles a feather in shape. Generally, the sign is self-supporting (not attached to a building) and/or stuck into the ground in a temporary fashion, the flag is attached by a sleeve (and not by grommets or rope), and the entire sign is temporary in nature.

(18) **Fence Wrap**

Fence wraps, as defined by G.S. 160D-908, are exempt from this Ordinance as provided by G.S. 160D-908.

(19) **Flag, or Flag Sign**

A piece of cloth or similar material, typically rectangular, square, or triangular, which is attached by one edge to a pole or pole-mounted rope. More often than not, a flag is attached at distinct points, and not sleeved over the pole.

(20) **Flag Pole**

A straight pole used for flying a flag. A flag pole is a long, rigid structure, permanently mounted either vertically, horizontally, or angled, where one end is anchored and the other end displays one or more flags.

(21) **Flashing Sign**

Any sign whose artificial illumination is not kept constant in intensity at all times when in use and which exhibits changes in light, color, direction, or animation. This definition does not include Changeable Copy Signs or Electronic Signs which meet the requirements set forth herein.

(22) **Freestanding Sign**

A sign supported by a structure that is not itself part of a building.

(23) **Gas Balloon (or Balloon Sign)**

A lighter-than-air, gas-filled balloon, tethered in a fixed location, which may contain an advertisement message on its surface or attached to the balloon or its tether in any manner.

(24) **Hanging Sign**

A sign that is hanging from an awning, marquee or canopy.

(25) **Historic Sign**

A sign that is 50 years or older; particularly unique in character, design, or history; or part of the historic character of a business or building.

(26) **Illumination**

A source of artificial or reflected light, either directly illuminating a partially or wholly translucent material from a source of light incorporated inside a structure or sign, or indirectly from an artificial source outside of a structure or sign.

(27) **Illumination, Halo**

A sign using a 3-dimensional message, logo, etc., which is lit in such a way as to produce a halo effect. For the purposes of regulating total sign face area, the entirety of the area covered by the sign and the halo illumination shall be considered.

(28) **Inflatable Sign**

Signs that are inflated using air pressure.

(29) **Monument Sign**

A freestanding sign where the base of the sign is on the ground and is supported primarily by an internal structural framework or solid structural features other than support posts.

(30) **Obsolete Sign**

A sign whose message describes the availability of goods or services at a location where such goods and services are no longer available and have ceased to be available for a period of at least 60 days or, in the alternative, any sign whose content pertains to a time, event or purpose which has elapsed or expired.

(31) **Off-Premises Sign**

A sign which conveys information about a business, product, service, owner, or other activity not sold or offered on the premises on which the sign is located.

(32) **On-Premises Sign**

A sign which conveys information about a business, product, service, or other activity offered or sold at the premises on which the sign is located.

(33) **Pan Sign**

A flat sign where vinyl or other adhesive graphics are applied to a metal sheet or some other type of flat backing plate. Often these signs are rectangular and used above storefronts, taking the place of areas that might otherwise be channel letter or cabinet signs. Pan signs are not made of translucent materials and are externally illuminated, if they have illumination at all.

(34) **Personal Expression Sign**

An on-premises sign that expresses an opinion, interest, position, or other non-commercial message.

(35) **Pole Sign**

A sign mounted on a freestanding pole attached to the ground by a support structure having a ratio of greater than four to one sign width to narrowest width of support structure.

(36) **Portable Sign**

A sign that is not directly attached to the ground and is designed to be easily transportable.

(37) **Post Sign**

A freestanding sign permanently affixed to the ground by support posts and does not have a solid base.

(38) **Post and Arm Sign**

A sign supported by a single upright post, with a horizontal arm from which a sign is suspended.

(39) **Primary Building Identification Sign**

A sign communicating the generic or specific name of an entire building without communicating or advertising for a specific business, service, owner, or product housed therein.

(40) **Primary Side (of a Building)**

The face or façade of a building that generally occurs in association with the main storefront entrance.

(41) **Primary Sign**

Any sign generally occurring on the primary building façade or above or in association with the main storefront entrance.

(42) **Projecting Sign**

A sign fastened directly to and extending out from a building face or wall, so that the sign face is perpendicular to or at an angle to the building face or wall.

(43) **Roof Sign**

A sign that is mounted to a roof with an angle less than 75 degrees or a sign displayed above the highest point of the roofline on a pitched roof or the parapet wall on a flat roof.

(44) **Secondary Sign**

Any sign not occurring on the primary side of a building.

(45) **Snipe Sign**

A sign tacked, nailed, posted, pasted, glued, or otherwise attached to trees, poles, stakes, fences, public benches, trash cans, streetlights, or other objects, or placed on any public property or in the public right of way or on any private property without the permission of the property owner. May also be known as a "bandit sign".

(46) **Decorative String Lighting**

Lighting, either constant, flashing, or intermittent, arranged in a line, string, or rope, applied to the exterior of a building, or on the interior of a building attached to externally oriented architectural features such as windows or doors.

(47) **Tenant Identification Sign**

An exterior sign that identifies tenants of a single building, such as a multi-family residential building or a multi-tenant, non-residential commercial building, where access to each tenant is provided internally, via a shared external entrance. The sign may contain the name of the development, names of the tenants, suite number or address of each tenant, or a combination of these components. Tenant identification signs are designed to the pedestrian scale, located on or to the side of the shared external entrance, and are generally readable at a distance of less than 10-15 feet.

(48) **Temporary Signs**

A sign that is not intended or designed for permanent display.

(49) **Wall/Fascia Sign**

A sign adhered to, attached to or mounted away from but parallel to the building wall.

(50) **Windblown Sign**

Any sign composed of a banner, flag, pennant, or other objects, mounted and fastened in such a manner as to move upon being subjected to pressure by air pressure, wind, or breeze.

(51) **Window / Door Sign**

A sign attached to the inside or outside of a window or door, or displayed behind a window.

(D) **EXEMPTIONS**

The following signs (known as "Exempt Signs") shall not be subject to a Sign Permit application per §155.713 "Sign Permit", with regulation hereunder. Exempt Signs shall not count toward the total allowed sign face area on a site, unless otherwise noted below. Exempt Signs shall still be governed by the General Sign Regulations and Specific Sign Regulations, including dimensional standards of each individual sign type, except as otherwise noted below:

(1) Signs erected by, on behalf of, or pursuant to the authorization of a governmental body.

(2) Personal expression signs of any sign type, including flags, provided that they do not exceed 4 square feet in area per side, are non-commercial in nature, and are non-illuminated. The maximum number of personal expression signs per lot is two.

(3) Flags, pennants, or insignia of any governmental or non-governmental organization, when not displayed in connection with a commercial promotion or as an advertising device provided that the following criteria are met:

(a) Flags and flagpoles are not located within any public right-of-way, and must meet the setback requirements of the zoning district, as well as the setbacks described in "Flags" (G)(15) of this Section;

(b) Flags and flagpoles do not extend more than 25' above the ground;

(c) No more than 2 flags per lot in residential districts, and no more than 3 flags per lot in all other districts;

(d) Maximum size per flag is 24 square feet in residential districts and 40 square feet in all other districts;

(e) Illumination is permitted so long as it is not brighter than the light produced by a 100W incandescent bulb, and shines directly up at the flag.

(f) Only one exempt flag pole is permitted per lot; this counts toward the total number of permitted flag poles on a site.

(g) If the above criteria are not met, or if the flag contains commercial messaging, then the flag shall require a sign permit and shall be regulated according to the General Sign Regulations and Specific Sign Regulations for that sign type.

(4) Miscellaneous informational signs. The following types of miscellaneous informational signs shall be exempt from sign permit requirements:

(a) Informational signs appearing on gasoline pumps, such as the names of grades of fuel and prices and conditions relating to prices (i.e. full or self-service).

(b) Signs appearing on vending boxes, provided they do not project more than 12 inches above or past the sides of the vending box, and no more than a total of 80 square feet of signage exists on each vending box. Vending boxes that stand apart from the primary structure on a site shall be considered as accessory structures, and shall require sign permits as regulated by General and Specific Sign Regulations, of this Section.

(c) Directional signs less than 4 square feet appearing on or adjacent to entry doors such as PUSH, PULL, OPEN, and/or CLOSED, as regulated by (G)(3) "Window / Door Signs", and a maximum of two signs are allowed per entry door.

(d) “Open” or “closed” signs that are turned on or displayed only during business hours, provided they are less than 4 square feet and only one may be displayed per storefront or façade.

(e) Signs appearing on display windows or doors denoting hours of operation, credit cards accepted, payment options, and similar information, provided they cover less than 2 square feet, only one sign is allowed per façade or entrance, and these signs are also in conformance with other applicable regulations from (G)(3) “Window / Door Signs”.

(f) Information pertaining to the operating instructions of vending machines and automatic teller machines, including bank logos on the face of ATM machines, provided they do not project more than 12 inches above or to the sides of the vending box or machine housing.

(g) Signs providing directions or guiding traffic on private property that do not exceed four square feet in size or four feet in height each, and do not contain a business name, logo, or an advertising message.

(h) Signs internal to a large campus or multi-building development that are not visible from the public right-of-way or public realm.

(5) Signs painted on or otherwise permanently attached to currently licensed motor vehicles that are not primarily used for or strategically parked to be used as a sign.

(6) Signs not exceeding four square feet in size that are customarily associated with residential use and that are not of a commercial nature, such as signs giving names of occupants, signs on mailboxes and paper tubes, and signs posted on private property relating to private parking or warning the public against trespassing or danger from animals.

(7) "Yard sale" signs displayed at the location of the yard sale, not exceeding four square feet in area, and not used in connection with any continuous commercial activity. Yard Sale Signs are further regulated in Section (16) “Temporary Signs”.

(8) Signs containing the message that the real estate on which the sign is located is for sale, lease, or rent, together with information identifying the owner or agent, provided that such signage meets the standards of Table 4-8 “Real Estate Sign Standards”. Such signage may have a maximum of two sides, shall be non-illuminated, and shall be removed within 15 days after sale, lease, or rental. Only one sign on each street frontage may be erected, but on lots having a street frontage in excess of 400 feet, a second sign not exceeding nine square feet in size per side may be erected. Feather or windblown signs shall not be permitted as real estate signs, per Section (E) of this Article.

(9) Fence wraps as defined and regulated by G.S. 160D-908.

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TABLE 4-8: REAL ESTATE SIGN STANDARDS

Nonresidential or Mixed Use Property		
Acreage	**Maximum sign face area**	**Maximum Height**
Less than two acres	16 square feet per side	Six feet
Greater than two acres	32 square feet per side	Six feet
Residential Property		
Acreage	**Maximum sign face area**	**Maximum Height**
Less than one acre	Six square feet per side	Six feet
One - Five acres	Nine square feet per side	Six feet
Five – 20 acres	16 square feet per side	Six feet
Greater than 20 acres	32 square feet per side	Six feet

(10) Displays, including lighting, flags (less than 12 square feet total area), and inflatables, erected in connection with the observance of holidays that do not bear an advertising message. The holiday period above is defined as the period between November 1st and January 15th each year. Such displays shall be removed within ten days following the holiday period. Decorative String Lighting may be used in connection with the observance of holidays in accordance with Section 155.403(F)(9), Decorative String Lighting.

(11) Any lighting, including string or rope lighting, on the interior of a building and not attached to externally oriented architectural features, is not considered signage or decorative string lighting.

(12) Sign face plate changes, provided that it meets the applicable criteria of General and Specific Sign Regulations and other applicable portions of this Article.

(13) Window and door signs, provided that these signs conform to the Specific Sign Regulations (§155.403(G)(3)), and such signage shall count toward the total allowed sign face area and number of signs on a site.

(14) Easel / Sandwich Boards / A-Frames, provided that these signs conform to the Specific Sign Regulations (§155.403(G)(7)), and such signage shall count toward the total allowed sign face area and number of signs on a site.

(15) Menu Displays

Restaurants and other food- or beverage- selling businesses where consumption occurs on-site may display a menu or list of daily specials on the wall adjacent to their main and

secondary entrances provided that it is not larger than the actual printed menu available inside the establishment and is housed in a decorative frame.

(16) Legal notices

(17) Historic signs, provided

(a) the Planning Director determines the sign meets the following criteria:

1. The sign is 50 years or older; or

2. The sign is particularly unique in character, design, or history; or

3. The sign is a part of the historic character of a building, business, or district; and

4. The sign is kept in good, working order.

(b) Historic signs shall not count toward the total allowable sign face area for a site.

(18) Tenant identification signs, which shall count toward the total signage allowed on a site.

(E) **SIGNS PROHIBITED**

The following signs are expressly prohibited within all zoning districts:

(1) Abandoned signs or obsolete signs.

(2) Backlit Awnings, Marquees, or Canopies, unless part of an approved Alternative Sign Plan.

(3) Portable signs, including any signs painted on or displayed on vehicles or trailers parked or located for the primary purpose of displaying that sign, except Easel / Sandwich Board / A-Frame Signs located on the ground as regulated herein.

(4) Roof signs.

(5) Cabinet signs of any shape, attached to a building wall or roof, except that portion that is a federally or state registered trademark. State or federally registered trademarks used in this fashion require a sign permit (per §155.713 “Sign Permit”) and are allowed one per tenant per façade, up to a maximum size of 12 square feet.

(6) Inflatable signs, with the exception of those erected in connection with the observance of holidays and do not bear an advertising message as described in D(8) of this Section.

(7) Any sign or device set into motion by mechanical, electrical, or other means, except barber poles and those regulated in (G)(11) “Electronic Changeable Copy Sign / Electronic Sign”of this Section.

(8) Flashing Signs, including but not limited to any sign or device displaying flashing or intermittent lights, lights of changing degrees or intensity, or animation. This includes electronic video display signs. However, Electronic Changeable Copy Signs / Electronic Signs are permitted, as regulated in (G)(11) of this Section.

(9) String lighting that is not explicitly associated with the traditional observance of a holiday and regulated by the conditions of (D)(10) under "Exemptions" or permitted in Section 155.403(F)(9), Decorative String Lighting.

(10) Any sign which is a copy or imitation of an official sign, or which purports to have official status.

(11) Off-premises signs not specifically regulated herein, including but not limited to billboards.

(12) Snipe signs.

(13) Temporary product/promotional advertisement signs that are hung on, attached to or placed over a permanent fixture including but not limited to a light pole, tree, fence or bollard, whether on or off-premises, unless approved as part of a Temporary Sign Permit.

(14) Pole signs.

(15) Signs mounted inside a window or on a wall directly behind a window, and/or otherwise visible from outside the building that are not accounted for or do not meet the criteria of (G)(3) "Window / Door Signs".

(16) Signs displayed in secondary windows not located on the first floor or in secondary windows not located in the primary building façade or a storefront entrance, unless as part of an Alternative Sign Plan.

(17) Signs or murals of a commercial nature painted directly onto a wall or other building surface or structure, unless as part of an Alternative Sign Plan.

(18) Windblown signs, except those exempted in Exemptions (found in (D)(2) and (3) of this Section), part of an approved Flag Sign ((G)(15) of this Section, or those allowed as part of a Temporary Sign Permit in accordance with §155.713 (F).

(19) Any sign, other than those described in (D)(4)(g) of this Section, that is stenciled, painted, projected, or otherwise displayed on the ground, sidewalk, or pavement, unless as part of an Alternative Sign Plan.

(F) **GENERAL SIGN REGULATIONS**

(1) **Signs Located in Overlay Districts**

Signs located within an Overlay District are subject to the provisions of this Section, except that regulations within § 155.204 "Overlay Districts" shall supersede and may be either more

or less restrictive than the regulations for signs contained in this Section, unless permitted as an Alternative Sign Plan per (K) of this Section.

(2) **Signs Located as Part of a Home Occupation**

Signs erected in connection with a home occupation pursuant to § 155.308(C)(2) are subject to the provisions of this Section, except that regulations within § 155.308(C)(2) shall supersede and may be either more or less restrictive than the regulations for signs contained in this Section, unless permitted as an Alternative Sign Plan per (K) of this Section. Signs erected in connection with a home occupation shall not be illuminated.

(3) **Total Allowable Sign Face Area**

(a) The total square footage of allowable sign face area permitted on any site shall be calculated by multiplying the amount of linear lot frontage or building frontage (in feet) by 1.25. The total allowable sign face area for any site shall not exceed this calculation (as shown below).

Total allowable sign face area (in square feet) = Linear frontage (feet) x 1.25

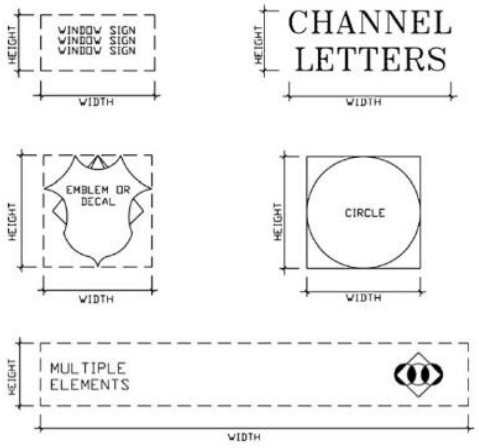
On lots with frontage on more than one street, the longest frontage may be used to calculate the total allowable sign face area.

(b) In addition, the total area and specific area of allowable sign face area permitted on a sign or site shall be governed by the sign type criteria for each specific sign type (as described below in Section (G) “Specific Sign Regulations”).

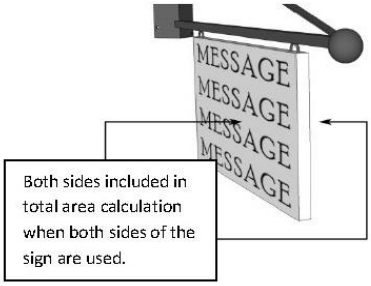
(4) **Computation of Sign Measurements**

(a) ***Computation of Sign Face Area***

1. The area of a sign, otherwise known as sign face area, is measured by finding the area of the minimum imaginary rectangle or square, aligned parallel to the horizon which fully encloses all sign words, symbol, copy, or message, including any material or color forming the sign face or background used to differentiate the sign from the structure against which it is placed. Sign face area does not include any supporting framework or bracing, unless it is part of the message or sign face, or otherwise functions as an attention-attracting device.



2. Where a sign has two or more faces, the area of all faces shall be included in determining the area of the sign, unless otherwise specified.



3. The sign face area of free-form or sculptural (non-planar) signs is calculated as fifty percent of the sum of the area of the four vertical sides of the smallest cube that will encompass the sign.

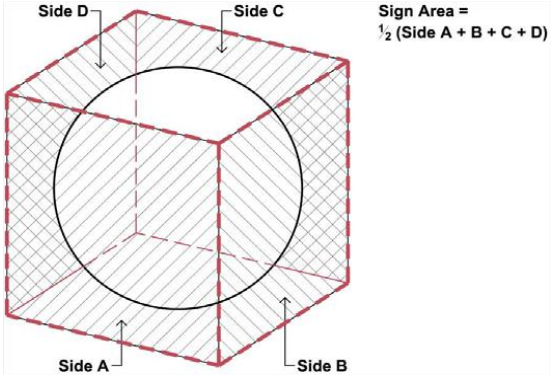


Illustration of sign area for sculptural non-planar signs.

(b) ***Computation of Sign Height***

1. General

Sign height is measured as described below. The height of a sign shall include the highest point of the sign face area, with the supporting structure and/or any decorative elements dedicated or attached exclusively to the sign limited to 125% of the allowed sign height, unless approved as part of an Alternative Sign Plan per (K) of this Section.

2. Height Measurement

The vertical distance from the average grade of the ground or walkway immediately surrounding the sign to the highest point of the sign face area, or from the level of the average crown of the nearest abutting public street, alley or highway (other than a structurally elevated roadway) to the highest point of the sign face area, whichever measurement permits the greater elevation..

(5) **Construction Standards**

(a) All signs shall comply with the appropriate provisions of the North Carolina Building Code, the National Electric Code, and this Section.

(b) Signs shall be located in such a way that they maintain sufficient horizontal and vertical clearance of all overhead electrical conductors in accordance with National Electric Code specifications, provided that no sign, except governmental signs, shall be installed closer than ten feet horizontally or vertically from any conductor or public utility guy wire.

(c) In no way shall a sign hinder or obstruct the visibility of the right-of-way, as defined by § 155.400(K) "Visibility at Intersections", either at intersections or points of ingress or egress from parking lots.

(d) Signs and any associated structures shall match or exceed in quality the materials of the primary structure on a site. Signs should be integrated into the architectural style of the building and design of the site, and should complement the overall architectural style.

1. All permanent signs shall be constructed of quality and permanent materials.

2. No permanent sign shall be allowed if the materials are of a nature that it is reasonable to expect that the sign will fall into disrepair within a period of 5 years or less through natural weathering.

3. Quality materials for permanent signs shall not include:

A. Unfinished wood, including unfinished posts or supports

B. Coroplast or other similar rigid, pan, vinyl or plastic backing, for wall signs or tenant identification signs

C. Painted signs

4. Signs shall be constructed of a quality sign type.

A. For purposes of determining the quality of a sign type, the following shall apply for wall signs, in order of highest quality to lowest quality: channel letter sign or similar individually mounted lettering, raceway-mounted lettering, decorative pan sign, cabinet sign, painted sign or vinyl or other lettering adhered directly to the wall.

B. For purposes of determining the quality of a sign type, the following shall apply for freestanding and monument signs, in order of highest quality to lowest quality: monument sign, post sign, cabinet sign.

(e) Signs with a separate electric meter shall have the pedestal and meter completely screened from view, or be otherwise seamlessly hidden by or integrated into the design of the sign or structure. Approval of a sign plan or issuance of a sign permit for an illuminated sign does not necessarily constitute exemption from this criteria or screening requirements.

(6) **Illumination**

(a) At a minimum, illumination of signs shall be limited to business hours when the business is open to the public and/or clients, or as otherwise restricted in this Section. This does not apply to Billboards.

(b) Illuminated signs shall have no movement, including but not limited to flashing, blinking, or animation, except as allowed for Electronic Changeable Copy Signs in (11) of this Section, or as otherwise permitted as part of an Alternative Sign Plan in (K) of this Section.

(c) At a minimum, illumination of signs in or within 50' of residential zoning districts is prohibited from the hours of 9:00PM to 7:00AM, or as otherwise restricted in this Section.

(d) Internal illumination of signs is prohibited in mixed use zoning districts with conforming residential uses, and in and within 50' of residential zoning districts, unless approved as part of an Alternative Sign Plan (K).

(e) Signs associated with a home occupation shall not be illuminated.

(f) All wires and non-decorative lighting structures shall be camouflaged or reasonably hidden from view.

(7) **Secondary Signs**

(a) Where signs are displayed on more than the primary side of a building, any secondary signs shall be no larger than the primary sign.

(b) Secondary signs shall be consistent with the primary sign in content, type, construction, illumination, and materials.

(c) A secondary sign shall only be allowed if a primary sign already exists.

(d) A secondary sign shall only be allowed if it is consistent with the content, user, tenant, business, or activity of the primary sign.

(8) **Windows and Translucent Doors**

(a) Primary windows and translucent doors located in first floor, non-residential storefronts shall not be obstructed, covered, or otherwise blocked so as to prohibit visibility from the outside for more than half of regular business hours.
(b) Permanent coverings, which include but are not limited to signage, window tinting, reflective window treatments, window wraps, or window treatments, shall cover no more than 25% of the above surfaces.

(9) **Decorative String Lighting**

(a) Exposed decorative string lighting shall be limited to a maximum bulb rating of 5 watts or less.
(b) Decorative string lighting shall consist of single strands and run in any of the following configurations:

1. Following the architectural features of a building, including doors, windows, awnings, or rooflines;
2. Hung parallel or perpendicular to the architectural feature;
3. Wrapped around columns, posts, or pillars on a building;
4. Wrapped around existing on-site features such as landscaping, trees, or posts;
5. Strung overhead in activated public and private alleys;
6. Placed around, across, or as a way to define outdoor dining or outdoor seating areas.

(c) Decorative string lighting shall be designed to create a constant glow and prevent glare.

(d) The color of decorative string lighting shall be white light in the color temperature range of not less than 2,700 K and not exceeding 4,200 K, except as permitted during a holiday period as defined below:

1. Colors beyond white are permitted for decorative string lighting between November 1 and January 15 of each year.
2. Decorative string lighting of a different color than white must be removed, turned off, or changed back to an allowable shade of white no later than 10 days following the end of the holiday period.

(e) All decorative string lighting must be maintained in proper working order, and must be replaced, turned off, or removed entirely if a portion of the string lighting is not in proper working order.

(f) Decorative string lighting can be left on at all times to enhance the beautification and lighting of downtown, even outside of business hours.

(g) Decorative string lighting must be securely and safely affixed to any structure or site feature.

(h) Suggestions of movement such as flashing, blinking, flickering, neon or scrolling string or rope lighting, or lighting that changes in intensity or color is prohibited.

(i) Lighting in shape of a sign, or spelling out the name or products of a business shall be prohibited.

(G) SPECIFIC SIGN REGULATIONS

Requirements additional to Section (F) “General Sign Regulations”, for sign area, dimensions, placement, illumination, and other standards as necessary are described below. All signs must be located on-premises unless otherwise explicitly indicated.

(1) Sign Color

The Pantone Matching System (PMS) colors, vinyl manufacturer and numbers, or comparable industry standard of color identification shall be clearly indicated for each proposed sign when applying for a sign permit.

Clayton Planning Board
Agenda Cover Sheet

Meeting Date	Agenda Location
April 24, 2023	PUBLIC HEARINGS

Item Title

2023-52-OA Sign Ordinance Amendment - Billboards

Presenter(s)

Ben Howell, Planning Director

Suggested Action

Other - Recommend Approval to Town Council

Strategic Priorities Alignment

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

Public Hearing: No

If Approved, Will Document Require Recordation? No

Does This Item Require a Communication Plan?

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

Summary

Sign Ordinance Text Amendment to permit changes to nonconforming billboards pursuant to approval by Town Council.

Recommendation

Staff recommends the Planning Board recommend approval of the ordinance amendment by Town Council.

Funding Source

N/A

Cost

N/A

Corresponding Documentation

1 2023-52-OA Sign Ordinance Amendment-Billboards Staff Report

2 2023-52-OA Sign Ordinance Amendment-Billboards_Current

3 2023-52-OA Sign Ordinance Amendment-Billboards_Redline

4 2023-52-OA Sign Ordinance Amendment-Billboards_Clean

Meeting Timeline

Planning Board Public Comment Session - April 24, 2023

Submitted By: Ben Howell, Planning

Reviewed By:

Ben Howell, Planning Director	Approved - Apr 18 2023
Love Ott, Land Development Specialist	Approved - Apr 18 2023

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

Planning Board
April 24, 2023

STAFF REPORT

Application Number: 2023-52-OA
Project Name: Sign Ordinance Amendment - Billboards

Applicant: Town of Clayton
Public Noticing: Newspaper ad to be published May 3 and May 10, 2023 (pending Planning Board action)

REQUEST: Request to modify the Sign section of Article 4 of the Unified Development Code. This text amendment provides for moving a nonconforming billboard to increase the nonconformity related to the spacing requirement, if the property where the billboard is located is being annexed and the billboard is made subject to an amortization period no longer than 15 years, as approved by the Town Council through an Economic Development Agreement, Development Agreement or Annexation Agreement.

SECTIONS PROPOSED FOR AMENDMENT:

The following section of Title XV, Chapter 155 and the general description are proposed for amendment:

§155.403(G)(12) – Billboards

STAFF ANALYSIS AND COMMENTARY:

Overview
This amendment will allow for billboards to be relocated on a property, even if it increases a nonconformity, subject to approval by Town Council. This amendment was initiated at the request of Town Council and the Economic Development Office.

Approval Criteria:

1. The extent to which the proposed text amendment is consistent with the remainder of the chapter, including, specifically, any purpose and intent statements, and must adopt a statement describing whether the action is consistent or inconsistent with approved plans;

Response: The proposed text amendment is consistent with the remainder of the applicable chapters in the UDC. It meets the intent of the code and is consistent with all approved plans. The primary purpose of the text

amendment is to clarify how nonconforming billboards may be modified if they are located on a property that is being annexed and subject to an agreement between a developer and the Town Council.

2. The extent to which the proposed text amendment represents a new idea not considered in the existing chapter, or represents a revision necessitated by changing circumstances over time;

Response: The proposed text amendment is a result of changing circumstances – the Town has a number of nonconforming billboards located in the ETJ on vacant property that may be annexed into the Town for development. Many of these billboards have long-term leases that limit how quickly they can be removed from a property.

3. Whether or not the proposed text amendment corrects an error in the chapter;

Response: The proposed text amendment does not correct an error in Chapter 403.

4. Whether or not the proposed text amendment revises the chapter to comply with state or federal statutes or case law;

Response: The purpose of the proposed text amendment is not to comply with state or federal statutes or case law.

CONSIDERATIONS

- The Planning Board shall make a recommendation to Town Council. The Town Council shall make a final decision regarding revisions to the Town Code.

STAFF RECOMMENDATION:

Staff is recommending approval of the proposed changes to the UDC.

ATTACHMENTS:

1) §155.403(G)(12) Current Language
2) §155.403(G)(12) Redlined Changes
3) §155.403(G)(12) Proposed Language

§ 155.403 SIGNS

(A) **PURPOSE AND INTENT**

Signs are herein regulated in the interest of promoting traffic safety, safeguarding the public health, facilitating police and fire protection, preventing adverse community appearance, over-crowding of the land, and protecting the character of the area in which they are located. This Section is intended to establish requirements for the concentration, placement, height, bulk, and area of signs, while preserving community scenic, economic, and aesthetic values.

(B) **PERMIT REQUIRED**

Except as exempted in this Section and in accordance with §155.713, no sign may be erected, located, or altered in any manner until a sign permit (if necessary), and building permit if necessary, has been secured from the Planning Department.

(C) **SIGN DEFINITIONS**

A sign is described as any visual device or representation designed or used for the purpose of communicating a message or identifying a product, service, person, organization, business, or event, with the use of words or characters, visible from outside the premises on which such device is located. “Sign” is further defined in section §155.802 Defined Terms. Specific sign types are described below in further detail.

(1) **Abandoned Sign**

A sign which has not identified or advertised a current business, service, owner, product, or activity for a period of at least 360 days.

(2) **Awning/Marquee/Canopy Sign**

A sign which is attached flat to an awning, marquee, or canopy.

(3) **Backlit Sign, (as it applies to Awnings, Marquees, and Canopies)**

A awning, either fabric, plastic, or other material that is partially or wholly translucent, and allows lighting from behind to illuminate the part or whole of the awning, marquee, or canopy at night.

(4) **Billboard**

A structure used for the permanent display of off-premise advertising.

(5) **Cabinet Sign**

(12) **Billboards**

(a) **Allowable Sign Face Area (max) Per Sign Face**
1. 200 square feet per sign face. 2. Maximum sign face height of 15 feet. 3. Maximum sign face width of 20 feet. 4. Maximum one advertising face per side.
(b) **Spacing between billboards (min)**
2,000 feet.
(c) **Setback (min)**
50 feet from right-of-way.
(d) **Height (max) of structure**
25 feet.
(e) **Clearance (min)**
Eight feet above the ground at the base of the sign or highway grade level, whichever is higher.
(f) **Illumination**
1. May be externally illuminated only. 2. Internal illumination is prohibited.
(g) **Location**
1. Prohibited within Town limits. 2. Limited to locations on U.S. 70 Bus. HWY. 3. All billboards shall be primarily oriented toward the east-bound or west-bound lanes of U.S. 70 Business. 4. Billboards must be located off-premises.
(h) **Annexation**
Billboards located on property that is annexed into Town limits shall be removed within the timeframe established within a Developers Agreement or Annexation Agreement.

§ 155.403 SIGNS

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(h) **Annexation**
Billboards located on property that is annexed into Town limits, and properly relocated billboards as allowed by this Section, shall be removed within the timeframe established within a Developers Agreement or Annexation Agreement but not to exceed fifteen (15) years from the date of annexation. A billboard located on property that is annexed for development may be relocated with the consent of the Town Council through approval of an Economic Development Agreement, Development Agreement, or Annexation Agreement, if the billboard relocation site complies with all of the requirements of Section 155.403(G)(12), excluding subsection (12)(b) thereof. The amortization period for relocated billboards from annexed property shall not exceed fifteen (15) years from the date of the annexation.

§ 155.403 SIGNS

(A) **PURPOSE AND INTENT**

Signs are herein regulated in the interest of promoting traffic safety, safeguarding the public health, facilitating police and fire protection, preventing adverse community appearance, over-crowding of the land, and protecting the character of the area in which they are located. This Section is intended to establish requirements for the concentration, placement, height, bulk, and area of signs, while preserving community scenic, economic, and aesthetic values.

(B) **PERMIT REQUIRED**

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Clayton Planning Board
Agenda Cover Sheet

Meeting Date	Agenda Location
April 24, 2023	PUBLIC HEARINGS

Item Title

2022-154-River Mews Conditional Zoning District and Master Plan

Presenter(s)

Ben Howell, Planning Director

Suggested Action

Other - Recommend approval to Town Council as stated in Staff Report.

Strategic Priorities Alignment

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

Public Hearing: No

If Approved, Will Document Require Recordation? No

Does This Item Require a Communication Plan?

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

Other/Special Instructions: Sign Posted on Property

Summary

The proposed River Mews Conditional Zoning District is located on NC 42 East adjacent to the Neuse River. The proposed Conditional Zoning District would allow for up to 825 residential units as well as an Assembly Use with potential overnight accommodations. Please see the Staff Report and packet for more information.

Recommendation

Staff recommends approval of the Conditional Zoning District as stated in the Staff Report.

Funding Source

N/A

Cost

N/A

Corresponding Documentation

1 2022-154-CZM River Mews Conditional Zoning District Staff Report

2 2022-154-CZM River Mews Conditional Zoning District Application

3 2022-154-CZM River Mews Conditional Zoning District Master Plan Narrative

4 2022-154-CZM River Mews Conditional Zoning District Master Plan

5 2022-154-CZM River Mews Conditional Zoning District Neighborhood Meeting Information

6 2022-154-CZM River Mews Conditional Zoning District Wastewater Allocation Request

8 2022-154-CZM River Mews Conditional Zoning District TIA Addendum

9 2022-154-CZM River Mews Conditional Zoning District TIA Trip Generation Letter

10 2022-154-CZM River Mews Conditional Zoning District NCDOT TIA Review

11 2022-154-CZM River Mews Conditional Zoning District Recommended Conditions Document

12 2022-154-CZM River Mews Conditional Zoning District Staff Report Maps

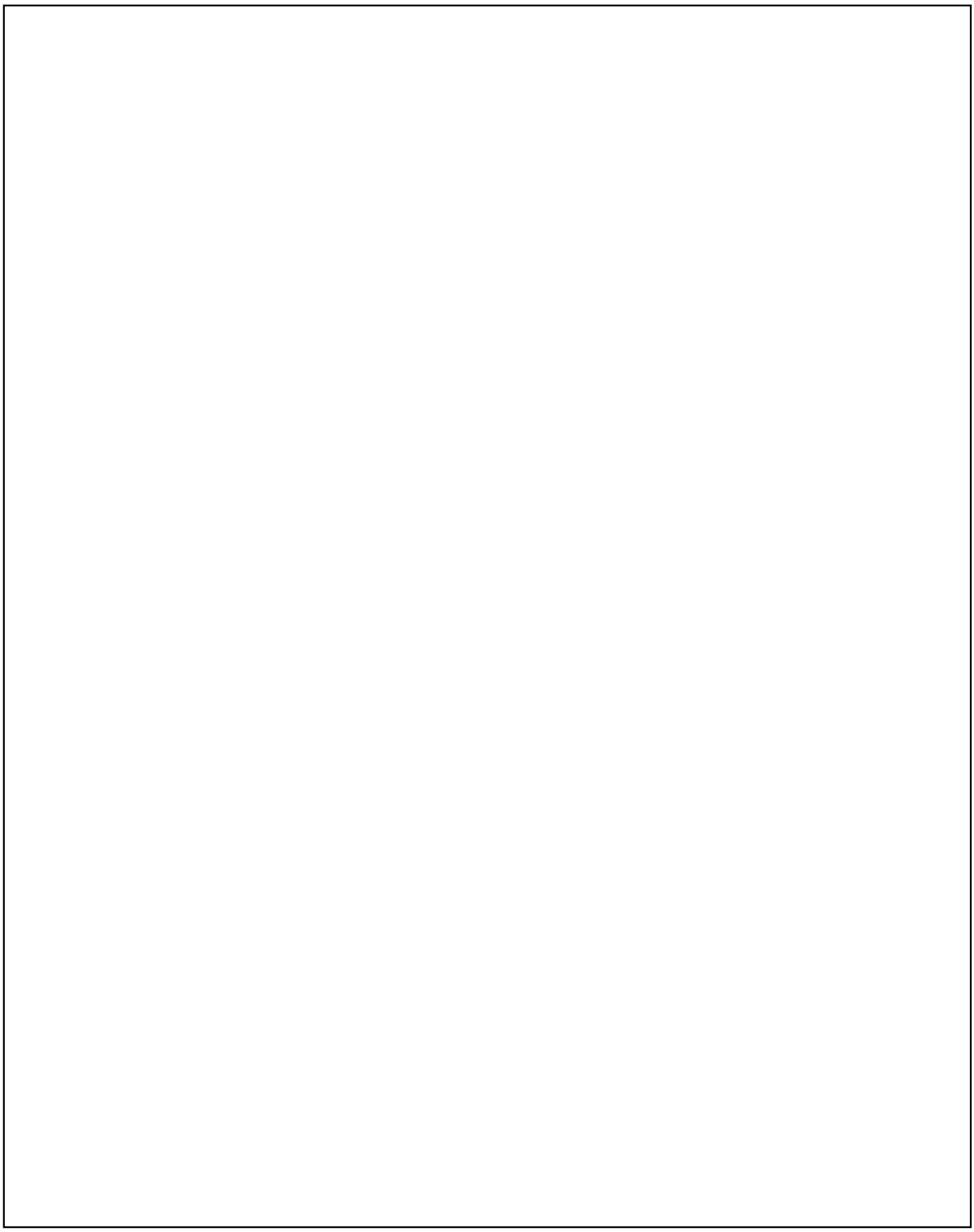
Meeting Timeline

Planning Board Public Comment Session - April 24, 2023

Submitted By: Ben Howell, Planning

Reviewed By:

Ben Howell, Planning Director	Approved - Apr 20 2023
Love Ott, Land Development Specialist	Approved - Apr 20 2023



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

Planning Board April 24, 2023

STAFF REPORT

Application Number: 2022-154-CZM

Project Name: River Mews

Tag #: 05I04199Q, 05J05001D, 05J05001E & 05J05001F
Location: 1603 NC Hwy 42, Clayton NC 27527
Existing Zoning District: PD-R
Proposed Zoning District: CZ-R
Consultant: McAdams
Applicant: Golden Hour Collective, LLC
Owner(s): Gregory A. Moore; Manager of River Mews Estate, LLC & Falcon Hamlet, LLC

Public Noticing:

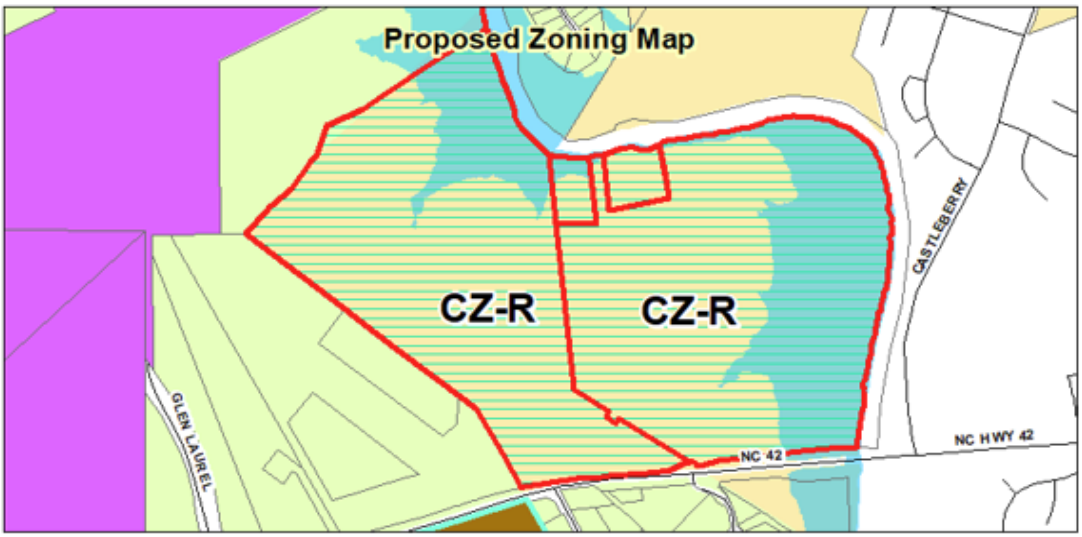
- Neighborhood meeting: November 3, 2022
- Sign posted: April 11, 2023
- Letters mailed: April 11, 2023

REQUEST: Rezone the property referenced above, located on NC 42 East, from the Planned Development Zoning District – Residential (PD-R)) to a Conditional Zoning – Residential District (CZ-R). The Conditional Zoning District would allow for up to 825 units, or a density of up to 3 units per acre, as well as conversion of two existing buildings into an Event Center and/or overnight accommodations. The Conditional Zoning District is accompanied by a Master Plan and Master Plan Narrative.

SITE DATA:
Acreage: 277 +/- acres
Existing Use: There are two existing residential structures and several out-buildings located on the property.

ADJACENT ZONING AND LAND USES:

Direction	Zoning	Existing Use(s)
North	Residential-Estate (R-E)/Planned Development-Residential (PD-R)	Existing single-family residential/Vacant
South	Residential-Estate (R-E)	Existing single-family residential/Vacant
East	N/A Johnston County Zoning	Public School/Existing single-family residential/Vacant
West	Residential-Estate (R-E)	Vacant



DEVELOPMENT DATA:

Proposed Uses:	Residential (single-family homes, Townhome & Multi-family units), Assembly, Overnight Accommodations
Proposed Density:	Up to 825 units are proposed at an overall proposed residential density of 3 units/acre for the development.
Fire Protection:	Town of Clayton
Access/Streets:	2 Access points will be provided from along NC HWY 42 E
Water/Sewer Provider:	Town of Clayton
Electric Provider:	Town of Clayton

OVERVIEW:

The applicant is requesting a Conditional Zoning District with an associated Master Plan to allow for 825 residential dwellings and an Assembly Use on 277 +/- acres. The development will consist of single-family detached homes, single-family attached townhomes, multi-family apartments, and an Assembly Use (Event Center and/or Overnight Accommodations), as shown on the Master Plan. The proposed development will consist of up to 246 single-family detached homes, up to 339 single-family attached homes, and up to 240 apartments. The development has requested the following minimum lot dimensional standards:

Lot Dimensional Standards

Single Family Detached (SFD) Dwellings

FRONT LOADED SFD DIMENSIONAL STANDARDS

Min. Lot Area	5000 sf
Min. Lot Width	42'
Front Setback (min)	15' (25' for face of garage)
Side Setback (min)	5' (15' on street side)
Rear Setback (min)	25'
Maximum building height	35'
Maximum impervious surface	60%
Driveway Length	25'

REAR LOADED SFD DIMENSIONAL STANDARDS

Min. Lot Area	5000 sf
Min. Lot Width	42'
Front Setback (min)	10'
Side Setback (min)	5' (10' on street side)
Rear Setback (min)	15'
Maximum building height	35'
Maximum impervious surface	60%
Driveway Length	20'

Single-Family Attached (Townhome) Dwellings

REAR-LOADED TOWNHOUSE DWELLING DIMENSIONAL STANDARDS

Min Lot Area	2000 SF
Front Setback (min.)	10'
Building Separation (min.)	20'
Rear Setback (min.)	15'
Side Street Setback (min.)	10'
Max Height	35'
Min Lot Width	20'

FRONT-LOADED TOWNHOUSE DWELLING DIMENSIONAL STANDARDS

Min. Lot Area	2000 SF
Min. Lot Width	20'
Front Setback (min)	15' (25' for face of garage)
Side Street Setback (min)	10'
Rear Setback (min)	15'
Max Height	35'
Min. Driveway Length	25'

Multi-Family (Apartment) Dwellings

APARTMENT DWELLING STANDARDS

- Parcel size (min) 20,000 SF
- Front Setback (min) 15 ft
- Rear Setback (min) 20 ft
- Building Separation (min) 20 ft
- Side Street (min) 15 ft
- Max Impervious 60%
- Height (max) 48 ft

Transportation Improvements:

The development will be accessed from NC HWY 42 E and will consist of internal streets built to Town standards with sidewalks, curb and gutter. McAdams has performed a trip generation assessment of the proposed River Mews Development rezoning, located along NC HWY 42 E in Clayton, NC. While no formal unit count for the project has been identified to-date, it was assumed for the purposes of these calculations that the project would include up to 825 units in the form of single family detached, single family attached and multi-family apartments. Trip generation calculations for this site were performed using data from the 11th Edition of the ITE Trip Generation Manual. Those calculations are summarized below in Table 1 Trip Generation.

TABLE 1: TRIP GENERATION

DENSITY FROM MARCH 2023 TIA ADDENDUM

Land Use (ITE Code)	Density	Calculation Methodology	Daily Trips	AM Peak Hour			PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total
Single Family Detached (210)	233 units	Adjacent / Equation	2,197	40	121	161	139	81	220
Single Family Attached (215)	352 units	Adjacent / Equation	2,632	44	133	177	122	85	207
Multi-Family [low-rise] (220)	240 units	Adjacent / Equation	1,614	23	74	97	78	46	124
		Total	6,443	107	328	435	339	212	551

PROPOSED UPDATED DENSITY

Land Use (ITE Code)	Density	Calculation Methodology	Daily Trips	AM Peak Hour			PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total
Single Family Detached (210)	233 units	Adjacent / Equation	2,197	40	121	161	139	81	220
Single Family Attached (215)	352 units	Adjacent / Equation	2,632	44	133	177	122	85	207
Multi-Family [low-rise] (220)	240 units	Adjacent / Equation	1,614	23	74	97	78	46	124
Event Venue* (560)	350 Seats	Generator / Rate	315	15	24	39	34	22	56
		Total	6,758	122	352	474	373	234	607

COMPARISON OF TRIPS

Difference in Trips	+315	+15	+24	+39	+34	+22	+56
Percentage Increase	+4.9%	+9.0%			+10.2%		

*Church land use code was utilized based on similar traffic patterns.

Recommended Improvements:

Based on the findings in the TIA, the improvements below have been recommended to be constructed by the developer to mitigate traffic impacts by the proposed development. These improvements are also outlined in Condition 20.

NC 42 and Fox Ridge Road / Site Drive #1

- Construct an exclusive westbound right-turn lane on NC 42 with a minimum of 50 feet of full width storage and appropriate deceleration and taper.
- Construct Site Drive #1 as the southbound approach with one (1) ingress lane and one (1) egress lane.
- Provide stop control on the southbound approach of the proposed site drive.

NC 42 and Site Drive #2

- Construct an exclusive westbound right-turn lane on NC 42 with a minimum of 175 feet of full width storage and appropriate deceleration and taper.
- Construct Site Drive #2 as the southbound approach with one (1) ingress lane and one (1) egress lane.
- Provide stop control on the southbound approach of the proposed site drive.

Staff received the NCDOT comments and recommended improvements after the recommended conditions document had been signed. While the recommendations above and in Condition 20 for Site Drive 2 matches or exceeds the NCDOT recommendation (NCDOT recommended 150 feet of storage for the westbound right-turn lane on NC 42), NCDOT included revised recommendations for Site Drive 1 and an additional recommendation for extending the turn lane at NC 42 and Castleberry Road:

- NC 42 at Site Drive 1: Westbound right-turn lane on NC 42 shall have a minimum storage of 100 feet.
- NC 42 at Castleberry Road: The existing eastbound left-turn lane shall be extended to 850 feet of storage.

NCDOT also recommends that the existing U-Turn on NC 42 between Site Drive 1 and Site Drive 2 be monitored for a traffic signal in the future. Staff recommends that the Planning Board recommend revising Condition 20 to include these additional recommendations from NCDOT. See Attachment 9 for the NCDOT Review Comments on the applicant's TIA submittal with the above-referenced recommendations.

Stormwater, Water, Sewer and Electricity

Stormwater

River Mews is located within the Neuse River basin. Approximately half the site is wooded and currently drains towards the Neuse River floodplain to the east. The proposed development will require stormwater management measures for quality and quantity treatment in accordance with the Town of Clayton Stormwater Design Manual. A network of storm drainage conveyances will transport storm drainage from impervious areas to the proposed Stormwater Control Measures (SCM). Preliminary locations of these SCMS are provided in the Master Plan which accompanies this conditional zoning district request, based on existing drainage basins. Location and adequate sizing for these devices will be verified during final design. All stormwater management will be required to meet North Carolina Department of Environmental Quality and Town of Clayton design requirements at the time of site construction drawing submittal.

Water Service

Public Water Service currently exists along the southern boundary of the site within the NC HWY 42 ROW, and is generally an interconnect with the Johnston County Utility system. This main is Johnston County-owned and operated through the frontage, but will be converted to Town of Clayton owned system and a master meter placed closer to the existing crossing of the Neuse River. Later phases of River Mews will tap into the water main along HWY 42 and serve various pods of residential development. It is assumed that there will be a network of 8" lines and potentially a main trunk water main that will serve the community. It is understood that extension of water shall be required throughout public roads within this project site.

Sanitary Sewer Service
Public Sewer Service is stubbed to the subject property through a 12" gravity line on the southeast corner of the project parallel to the Neuse River. The gravity line is currently dry and was envisioned to service future development east of this project, but the line sits dry today. Currently the 12" gravity line discharges downstream pump stations, where from there it pumps northeast to a forcemain network that ties to an ongoing gravity line that runs to the Town of Clayton's future Sam's Branch Wastewater Reclamation Facility north of this site. Extensions from the 12" gravity stub to this site will be designed to gravity flow all developable property to this tie-in.

Conditions 15 and 16 address the public utilities requirements for the development.

Landscaping, Buffering and Screening:
The proposed landscaping is an important and unifying element throughout the district. The following outlines basic elements and areas of special consideration. Where landscaping is not specified herein, development shall comply with the required Landscaping Regulations under Section 155.402 of the UDC. Condition 22 has been proposed to address the buffer for the development along the Neuse River.

Architectural Standards
Architectural standards for the development are provided in Chapter 6 of the Master Plan Narrative and in Conditions 17 and 18.

CONDITIONAL ZONING AND MASTER PLAN APPROVAL CRITERIA

Conditional Zoning District Approval Criteria
See Master Plan Narrative for Applicant Responses
In connection with its legislative decision on a conditional zoning district request, the Town Council may consider factors including, but not limited to, the following:

1. Consistency with the adopted plans and policies of the Town
   Staff Commentary: The 2045 Growth Plan Future Land Use Map designates this area as Low-Density Residential and Recreation and Open Space along the river frontage. The Low-Density Residential areas are "intended to remain predominantly suburban in character and provide for low-density, single-family residential development on small lots than those in Rural Residential areas." The Plan continues, "However, a mix of residential housing types may occur under a conditional zoning district to support conservation of open space, as long as a density of 3 units per acre is not exceeded." The Plan calls for the predominate unit type to be single-family detached homes, with "generally less than 25% attached units." The Recreation and Open Space land use category, which is located along the Neuse River frontage, "applies to parks, public recreational areas, conservation areas and floodplains." The Plan states that "uses include active and passive recreation (including trails and greenways), wildlife management, environmental restoration/mitigation/preservation, and educational uses." The Plan does allow for structures that "support or are associated with the intended uses" should be permitted.

   Based on the guidance in the Land Use Plan, the proposed development is consistent with the density in the Low-Density Residential land use category and preserves the land along the river as recommended by the Recreation and Open Space land use category. However, the proposed development is not consistent with the recommendation of primarily single-family detached units and up to 25% single-family attached units – the Plan does not speak to multifamily uses in the Low-Density Residential land use category, and the proposed number of townhomes exceeds the 25% cap recommended in the Land Use Plan.

   The Plan also includes recommendations regarding location of development, architectural/design standards in new development, and mix of uses/housing types in new development. With the proposed conditions, the proposed River Mews development is consistent with many of these recommendations. The proposed development is also proposing to construct a trail/greenway along the Neuse River frontage, that can one day be a part of the Mountains to Sea Trail and the East Coast Greenway, which is supported by the 2045 Growth Plan.

2. Suitability of the subject property for uses permitted by the current versus the proposed conditional district
Staff Commentary: The current zoning district of the proposed development is Planned Development-Residential (PD-R), and is adjacent to a mix of vacant parcels, industrial development (CAT), and the Neuse River. The NC 42 frontage has recently been widened by NCDOT to a 4-lane median-divided highway. Due to this, access to the development will be limited to right-in/right-out intersections along NC 42. Staff believes that with the proposed density, the recently completed road widening along the frontage of the development, and the fact that the property is mostly vacant, the subject property is suitable for the proposed residential development.

3. Whether the proposed change tends to improve the balance of uses, or meets a specific demand in the Town.
Staff Commentary: The surrounding area is primarily residential, with some limited mixed-use, high-density residential and industrial uses nearby. The proposed development consists primarily of residential uses, with an Assembly Use proposed at the rear of the property. The proposed conditional zoning district will allow for additional suburban-style residential development, and provide a private Assembly Use/Event Center that currently does not existing in the area.

4. The capacity of adequate public facilities and services including schools, roads, recreation facilities, wastewater treatment and water supply facilities and stormwater drainage facilities for the proposed conditional district
Staff Commentary: The proposed development would be served by Johnston County schools (East Clayton Elementary, Riverwood Middle, Clayton High), with Clayton High School on the County's "capped" list for the 2023-2024 school year. Access to the development will be provided by NC 42, with an internal network of streets providing access to the homes. The development will be required to meet the Town's Recreation and Open Space requirements in Section 155.203(I), and the applicant is proposing dedication of land to the Town for use by the public as recreation and open space to meet this requirement. This requirement will be outlined in a Development Agreement to be approved by the Town Council – Condition 15 addresses the requirement for the Development Agreement. The development will be required to meet the requirements in the Town's Stormwater Ordinance. The property has access to public water along NC 42, and will install sanitary sewer throughout the development, which will connect to an existing "dry" gravity line existing near the Neuse River. Staff believes that there is adequate capacity of public services and facilities to serve the proposed development.

5. It has been determined that the legal purposes for which zoning exists are not contravened
Staff Commentary: Staff does not believe that legal purposes for which zoning exists will be contravened by the approval of the conditional zoning district.

6. It has been determined that there will be no adverse effect upon adjoining property owners unless such effect can be justified by the overwhelming public good or welfare.
Staff Commentary: The proposed development will consist of suburban-style, low-density residential development. The overall density of the development is comparable to the surrounding developments and area.

7. It has been determined that no one property owner or small group of property owners will benefit materially from the change to the detriment of the general public.
Staff Commentary: While the owners/developers may benefit from the development, staff believes that with the proposed conditions there will be no detriment to the general public.

Master Plan Approval Criteria
The master plan shall include and the applicant shall be responsible for successfully addressing the following:

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

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

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

CONSIDERATIONS:

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

STAFF RECDOMMENDATION:

Staff recommends that the Planning Board recommend approval of the Conditional Zoning District, subject to the 24 conditions listed below, to the Town Council. Staff also recommends that the Planning Board include a recommendation to revise Condition 20 to include the additional recommendations from NCDOT (as outlined on page 5 of this Staff Report) to the Town Council, pending agreement by the Applicant.

Recommend Conditions of Approval (2022-154-CZM, River Mews Conditional Zoning District and Master Plan):

1. Following Town Council approval, an electronic copy of the Master Plan and Narrative including the Conditions of Approval shall be submitted to the Planning Department for final approval.
2. The Development shall meet all adopted Town of Clayton Unified Development Code (UDC) requirements, Town of Clayton Engineering and Stormwater design standards, and the North Carolina Fire Code and NFPA Fire standards, except where specifically modified by the approved master plan.
3. The Development shall be constructed in substantial conformance with the Master Plan and Master Plan Narrative as approved by the Clayton Town Council.
4. The following uses are permitted by-right within the general areas identified on the associated Master Plan:
    - Apartments
    - Townhouse
    - Single-Family House
    - Assembly (Non-Residential POD)
    - Park

- Stable, Private (Non-Residential POD)
- Bed and Breakfast (Non-Residential POD)
- Hotel/Motel (Non-Residential POD)
- Parking Lot
- Utility, Minor
- Accessory Dwelling Unit
- Food Truck

5. The following Supplementary Use Standards shall apply the applicable permitted uses:
    - Any Event Venue (falling under the "Assembly" use category) shall be permitted for the overnight stay of guests as an accessory use.
    - For any Bed and Breakfast use, parking in a street yard shall be permitted with a Class C Buffer between the parking area and the Right-of-Way.
    - For any Hotel/Motel use, where public Right-of-Way(s) (ROW) separates parking from a residential lot, the ROW may count as the required 50-foot separation between a hotel/motel use and any property line adjoining a residential district or use.
6. The development shall be limited to the following number of units/seats/rooms for the following uses:
    - Maximum of 825 Residential Units:
        - Maximum of 246 Single-Family Detached Homes
        - Maximum of 339 Single-Family Attached Homes (Townhomes)
        - Maximum of 240 Apartment Units
    - Assembly Use:
        - Maximum 350 seats
        - Maximum of twelve (12) rooms for overnight guests (as an Accessory Use)
    - Bed and Breakfast and/or Hotel/Motel Use:
        - Maximum of fifteen (15) rooms for overnight guests
        -

The Planning Director may administratively approve up to 10% modification to the mix of residential units through an Administrative Amendment. Any change in the mix of residential units above 10%, or any increase in the number of seats in the Assembly use or any increase in the number of rooms for overnight guests shall require approval by Town Council, following the Conditional Zoning process.

7. Single-Family Dwelling Lot Dimensional Standards (If not listed below, Dimensional Standards in Unified Development Code apply):
    - Minimum Lot Width: 42 Feet
    - Minimum Lot Size: 5,000 Square Feet
    - Minimum Front Setback: 15 Feet
    - Minimum Setback from Right-of-Way to Face of Garage for Front-Loaded Lots: 25 Feet
    - Minimum Driveway Length for Front-Loaded Lots: 25 Feet
    - Minimum Driveway Length for Rear-Loaded Lots: 20 Feet
8. Townhouse Lot Dimensional Standards (If not listed below, Dimensional Standards in Unified Development Code apply):
    - Minimum Lot Size: 2,000 Square Feet
    - Front Setbacks
        - Front-Loaded Lots: 25 Feet

    - Rear-Loaded Lots: 10 Feet
  - Front-Loaded Townhomes shall be exempt from the requirement that garages do not exceed 50% of Front Façade width.
  - Front-Loaded Townhomes shall include a mixture of 1- and 2-car garages.
9. Multifamily buildings shall have a maximum building height of 48 feet (4 stories).
10. The developer reserves the right to include additional private trails not shown on the Master Plan to serve as extensions of the general trail network shown.
11. Construction of a pool and clubhouse to serve all or a portion of the development will begin prior to the issuance of the 375th Building Permit.
12. In addition to the pool and clubhouse amenities, hard-surface sports court(s) shall also be constructed in the development. The hard-surface sports court(s) may be constructed in a HOA-owned amenity area and reserved for use by the residents of the development, or may be constructed on the land to be dedicated to the Town as public parkland and open to use by all Clayton residents. If pickleball courts are selected, a minimum of three (3) pickleball courts shall be constructed. If a larger facility is chosen to meet this requirement (such as a tennis or basketball court) only one (1) such court shall be required.
13. The developer shall receive special approval from the Fire Code Official, in accordance with the North Carolina Fire Prevention Code Appendix D, for any cul-de-sac that exceeds 750 Linear Feet. All other cul-de-sacs in the development shall have a 96-foot diameter cul-de-sac or 120-foot hammerhead turnaround meeting the requirements in Appendix D of the North Carolina Fire Prevention Code.
14. The development shall include a public greenway/trail, located generally along the Neuse River frontage of the development, providing a future connection to the property to the west, currently owned by Caterpillar. Where possible, the development shall include private connections from the development to the public greenway/trail.
15. A Development Agreement shall be executed between the Town and the Developer prior to approval of the Preliminary Plat. The Development Agreement shall remain in force until the development is completed or all requirements in the Development Agreement have been met. The Development Agreement shall cover, at a minimum, the dedication of the public parkland, provision of public greenway/trail in the development, timing of transportation improvements, temporary access to the proposed Assembly use, and the provision of public utilities (water and sewer) to the development as a whole and to the proposed Assembly use. The Development Agreement may cover additional requirements of concern to the developer and the Town.
16. Prior to approval of the Construction Drawings, the developer shall validate the adequate capacity in the downstream wastewater infrastructure, pump stations and forcemain sewer, to accommodate the proposed flow for the project. If adequate downstream capacity is not available, the applicant will complete any pump station or forcemain sewer improvements in coordination with Town staff to accommodate the proposed flow.
17. The following Architectural Standards shall be required to be met for the Single-Family Home and Townhouse uses:
    - The overall development will feature a range of housing types and lot sizes that meet the needs of various income levels, family sizes, and ages, including varied 1 and 2 story single family detached home units with garages, two to three story townhomes units, and 3 to 4 story multifamily unit buildings.
    - All residential building exteriors to include a mix of lap siding, shake, and/or board and batten to create visual differentiation.

- All residential building front exteriors to be fiber cement, brick, and/or stone material. Side and rear exteriors may be vinyl or fiber cement with colors to match or compliment the front exterior. Vinyl may be used for trim, fascia, and/or soffits as accent materials on the front facade.
- All residential buildings to have a front porch or stoop with a driveway or walkway to parking and roadway areas.
- No two adjacent residential units (side-by-side or directly across the street) shall have identical front facade colors. Color schemes of townhome buildings will be different from one building to the next.
- All sloped roofs to use architectural style shingles and minimum 6" overhangs.
- All detached single-family homes to be 1 and two story with pitched roofs.
- To create a more attractive, pedestrian friendly streetscape, all dwellings along the site's primary E-W circulator road (connecting the main amenity to the western property boundary) shall be rear-loaded or have driveway access on a side-street.
- Side or rear patios will be provided on 50 percent of single-family homes.
- The development shall include a mixture of both front-loaded and rear-loaded townhome units.
- All single family detached homes shall have a front facade comprised of a minimum of 25% masonry product (brick/stone/veneer/etc.). Any masonry elements applied to front porch posts shall count towards this minimum.
- All single family detached homes shall have a 2-car garage.

18. All existing and proposed non-residential and multi-family residential development, for which site plan approval is required, shall meet the provisions contained below (from UDO Section 155.405). Townhomes that are developed to single-family residential building code standards shall be exempt from the requirements of this section.
    - Any requirements within an overlay district shall supersede architectural standards noted within this section.
    - Building Materials – Any building visible from a right-of-way or adjacent property shall be architecturally consistent on all sides of the building. Metal is prohibited as the primary exterior building material or cladding, however Decorative metal or metal facade elements may be permitted as an accent feature but may not exceed more than 10% of any facade.
19. A private, two-way gravel drive shall be permitted as an additional means of access for the proposed event venue. The gravel drive may be routed through the floodplain located on the site if all necessary permits and approvals are issued by regulatory agencies.
20. The following transportation improvements, in accordance with the recommendation in the TIA and approval by NCDOT, shall be constructed prior to the approval of the final plat for the first phase of the development:

NC 42 and Fox ridge Road / Site Drive # 1

- Construct an exclusive westbound right-turn lane on NC 42 with a minimum of 175 feet of full width storage and appropriate deceleration and taper.
- Construct Site Drive #1 with one (1) ingress lane and one (1) egress lane.
- Provide stop control on the southbound approach of the proposed site drive.

NC 42 and Site Drive #2

- Construct an exclusive westbound right-turn lane on NC 42 with a minimum of 75 feet of full width storage and appropriate deceleration and taper.

- Construct Site Drive #2 with one (1) ingress lane and one (1) egress lane.
- Provide stop control on the southbound approach of the proposed site drive.

21. Up to 10% of the proposed townhome units may front on open space (with alley access). Units fronting on open space must be provided adequate fire and emergency access, as determined by the Fire Code Official.
22. The 15-foot wide Class C Perimeter Buffer shall not be required to provide opaque screening along those portions of the project boundary bordered by the Neuse River. The existing vegetation in this area shall be preserved in order to provide the opaque screening in these areas.
23. The following standards shall apply to the parking for the Event Center/Assembly Use:
    - The Event Venue/Assembly use and permitted outdoor recreational areas may utilize grass parking as referenced in Section 155.401 of the Town's code.
    - Grass parking shall be maintained in a smooth, well-graded condition. If parking demand is such that the grass is damaged or destroyed to the extent that it ceases to grow and is not repaired or replaced, then paving shall be required.
    - Grass parking may only be utilized for the Event Venue/Assembly use on average less than 5 days per week during a month (i.e., less than 20 days in a month).
    - On-street parking within ¼ mile of the Event Venue Parcel (measured along the sidewalk/pedestrian path) may be credited towards the event venue's off-street parking requirement.
24. To the extent of any conflict between the Master Plan, Master Plan Narrative and these conditions, these conditions shall control.

ATTACHMENTS:

1) Application
2) Master Plan Narrative
3) Master Plan
4) Neighborhood Meeting Materials
5) Wastewater Allocation Request
6) Transportation Impact Analysis (TIA)
7) TIA Addendum
8) TIA Trip Generation Letter
9) NCDOT TIA Review
10) Recommended Conditions of Approval – Signed
11) Staff Report Map

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

Conditional Zoning w/Master Plan Coversheet

Name of Project: River Mews **Date:** 8/25/22

Applicant Name: Golden Hour Collective, LLC

The following checklist to be completed by applicant:

[☑] Pre-Application Meeting on: June 14, 2022
[☑] Review Fee
[☑] Completed Application
[☑] Owner's Consent Form
[☑] Adjacent Property Owner's List
[☑] Neighborhood Meeting Letter (one copy)
[☑] 2 sets of stamped, addressed, empty envelopes for adjacent property owner notification
[☑] Signed & sealed boundary survey
[☑] Copy of signed & sealed boundary survey in PDF on USB

[☑] Master Plan Set to include the following:
- Cover Sheet
- Survey
- Bubble Plan Outlining:
  a. Where and which uses or groups of uses will occur
  b. The proposed intensity/density of those uses
  c. General location of internal and external network of public right-of-way and public infrastructure
  d. All required elements for establishment of a zoning district including but not limited to dimensional standards, open space network, natural resource preservation, and landscaping or buffering

Reviewed by:_____

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

Conditional Zoning w/Master Plan Application

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

SITE INFORMATION

Name of Project: River Mews

Acreage of Property: 265.9 **Zoning District:** PD-R

County Tag #: 05I04199Q & 05J05001D **NC Pin #:** 167900-32-2667 & 167900-52-5319

Address/Location: 1603 NC Hwy 42, Clayton NC 27527

Existing Zoning District: PD-R **Proposed Zoning District:** Conditional District - Residential

APPLICANT INFORMATION

Applicant: Golden Hour Collective, LLC; Joey Brehm

Mailing Address: 7803 Glenroy Road #200, Minneapolis, MN 55439

Phone Number: (952) 913-8076 **Fax:** _____

Contact Person: Joey Brehm

Email Address: joeybrehm.mn@gmail.com

PROPERTY OWNER INFORAMTION

Name: Gregory A. Moore (Manager of River Mews Estate LLC & Falcon Hamlet LLC)

Mailing Address: PO Box 979, Cary NC 27512-0979

Phone Number: _____ **Fax:** _____

Email Address: _____

OFFICE USE ONLY

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

January 2021

EXPLANATION OF PROJECT

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

See attached Exhibit A & B

APPROVAL CRITERIA – REZONING

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

1. Consistency with the adopted plans of the Town.

   See attached Exhibit B

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

   See attached Exhibit B

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

   See attached Exhibit B

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

   See attached Exhibit B

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

   See attached Exhibit B

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.

   See attached Exhibit B

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.

See attached Exhibit B

APPROVAL CRITERIA- MASTER PLAN

All associated Master Plans must address the following Approval Criteria:

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

See attached Exhibit B

2. Consistency with the Clayton General Design guidelines.

See attached Exhibit B

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

See attached Exhibit B

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

See attached Exhibit B

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

See attached Exhibit B

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

See attached Exhibit B

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

See attached Exhibit B

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

See attached Exhibit B

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

See attached Exhibit B

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

See attached Exhibit B

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

See attached Exhibit B

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.

Joey Brehm
Print Name

Signature of Applicant

8/25/22
Date

Exhibit A

to the River Mews Rezoning Application
Applicant and Property Owner Information

Applicant Information

Golden Hour Collective, LLC **(Developer)**
Joey Brehm
7803 Glenroy Road #200
Minneapolis, MN 55439
Telephone: (952) 913-8076
Email: joeybrehm.mn@gmail.com

David Bergmark **(Engineering Firm)**
McAdams
2905 Meridian Parkway
Durham, NC 27713
Telephone: (919) 449 4005
Email: bergmark@mcadamsco.com

Property Owner Information

River Mews Estate LLC
Manager: Gregory A. Moore
PO Box 979
Cary, NC 27512-0979

Falcon Hamlet LLC
Manager: Gregory A. Moore
PO Box 979
Cary, NC 27512-0979

Exhibit B

to the River Mews Rezoning Application

Project Overview, Consistency Statement, and Master Plan Approval Criteria

I. EXPLANATION OF PROJECT

This document and the accompanying exhibits submitted herewith (collectively, the "Rezoning") are provided pursuant to Town of Clayton Unified Development Code ("UDC") provisions for Conditional Zoning Districts. This Rezoning addresses the development of approximately 266 acres located at 1603 NC Hwy 42, on the north side of NC 42 between Glen Laurel Rd and the Neuse River to the east. The property is comprised of two parcels, Tag # 05I04199Q & 05J05001D (the "Property"). The westernmost parcel (Tag # 05I04199Q; NCPIN 167900-32-2667) is within the Town's corporate limits. The eastern parcel (Tag # 05J05001D; NCPIN 167900-52-5319) is subject to a pending voluntary annexation petition.

This Rezoning proposes to rezone the Property to Conditional Zoning District Residential (CZ-R) to allow the development of a master planned residential community. It will include a mix of high-quality housing types and community amenities to serve the Town's growing and increasingly diverse population. Thoughtful building design and site layout will ensure that the community is well integrated with the environmental features on the Property. The community will be linked by gathering areas, open spaces, and walking trails.

II. APPROVAL CRITERIA – REZONING

1. Consistency with the adopted plans of the town.

This Rezoning is generally consistent with the Future Land Use Map (the "FLUM") and many goals and recommendations of the Town's Comprehensive Growth Plan ("Growth Plan").

The Property falls wholly within the area designated on the plan as Low Density Residential ("LDR"). LDR areas are intended to remain predominantly suburban in character and provide for low-density, single-family residential development on smaller lots than those in Rural Residential areas. A mix of residential housing types may occur under a conditional zoning district to support conservation of open space, as long as a gross density of three units per acre is not exceeded. Growth Plan pg. 18. This Rezoning proposes a combination of single family detached homes, attached townhomes, and multifamily apartments with a combined density of 2.63 DUA – consistent with the LDR designation.

Furthermore, this rezoning is consistent with the following Goals, Policies, and Strategies as outlined in the 2045 Comprehensive Growth Plan:

a) Strategy LU 1.2.2 : Encourage high-quality design in residential projects
   - New developments should be designed to preserve a significant amount of open space. Open space should be located to preserve significant trees, riparian areas, views and environmental constraints such as steep slopes, wetlands and floodplains
   - Apartments should have shared parking lots that are shielded from the street.

b) Strategy LU 1.6.3 Require development to integrate sidewalks internally and provide pedestrian connections to existing and future adjacent development and/ or destinations
   - Note: The proposed development's Mountains to Sea Trail extension advances this strategy.

c) Goal LU 3: Encourage a range of housing types and lot sizes that will meet the needs of various income levels, family sizes, and ages.
   - Strategy LU 3.1.2 – Within larger developments encourage higher density housing types to be located in those areas with closest proximity to services, amenities, and infrastructure.
   - Strategy LU 3.1.4 – Encourage or require a mix of lot sizes (2+) in some areas.
   - Strategy LU 3.1.4 – Encourage a range of housing types and styles through the Conditional Zoning process.

d) Goal PR 1: Support the development of Clayton as a regional destination for recreation and trail-based tourism.
    - Policy PR 1.1 – Increase the number of safe connections to Downtown and surrounding neighborhoods from the Mountains-to-Sea Trail (MST).
e) Goal PR 2: Develop the Neuse River corridor as a greenway and blueway with multiple access points for hiking, biking, and paddling.
f) Goal PR 3: Provide all Clayton residents convenient access to a park within a 10-minute walk of their residence.
    - Strategy PR 3.1.4 - Coordinate with landowners, private development and other entities on opportunities and incentive options to provide greenways and parkland that meet the needs identified in this plan and/or the Parks and Recreation Master Plan.
    - Policy PR 3.3 - Increase the amount of integrated, useable, high-quality and connected open space in new development.
g) Policy NR 1.1 : Preserve key natural areas while accommodating new development.

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

The Property is suitable for the uses proposed by this Rezoning. The Property is currently vacant with the exception of a single existing home and is zoned Planned Development Residential (PD-R). Clayton Planning staff could not locate records for this existing PD-R zoning, and recommended that a new conditional zoning district be established. This Rezoning will allow residential uses in a similar mix as was typical under the Town's former PDR rules, at a density in agreement with the Town's Future Land Use Plan. The location of townhomes and apartments closer to NC 42 will support the efficient provision of public services, improve the performance of transportation networks, and help preserve open space elsewhere on the site.

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

The surrounding area is currently predominately comprised of detached single-family lots, with some multifamily and non-residential to the southwest on the opposite side of NC 42. This Rezoning will allow additional residential uses, improving the balance of uses proposed and currently existing, and help to meet the demand for additional housing.

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

Adequate public facilities, including schools, roads/streets, recreation facilities, wastewater infrastructure, public water, and stormwater infrastructure are either existing or will be improved to meet the demands of the proposed uses.

Schools – The Property is expected to be served by the Johnston County Public School System. According to the Johnston County Public School website, this community is within the attendance area for East Clayton Elementary School, Riverwood Middle School, and Clayton High School.

Roads – The street network will consist of public streets designed in accordance with the Town of Clayton typical street cross sections. Transportation improvements recommended by the accompanying Transportation Impact Analysis shall be incorporated into the master plan and built at appropriate phases to mitigate any impacts reasonably expected from the development.

Recreation – This Rezoning will meet, if not exceed, all UDC requirements for recreation and open space. A minimum of 1245 sq. ft of open space shall be provided per lot/dwelling unit (approximately 20 acres), and a minimum of 25% of the open space shall be active open space (approximately 5 acres).

Stormwater Management – The Property lies within the Neuse River Basin, and is subject to Neuse River Basin nutrient requirements as well as Town of Clayton UDC requirements in place at the time of preliminary plat submittal.

Water and Sewer Infrastructure – The Property will be served by public water and sanitary sewer utility systems. The utilities will be designed to conform with the Town of Clayton standards and specifications. An existing water line along NC 42 will be extended through the Property. Sanitary sewer systems will be phased according to the allocation available from the Town, as described in the accompanying wastewater allocation agreement.

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

The proposed zoning district will not result in violations to the legal provisions of the Town's Code. Through amendments to the UDC, the Conditional Zoning process provides for the possibility of mutually agreeable zoning conditions for this request.

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

This Rezoning does not adversely affect the adjoining property owners. The proposed uses and development standards for the residential development are consistent with the surrounding area, the Growth Plan, and compatible with the

Property. The Rezoning will improve vehicular and pedestrian connectivity for future development, and any adverse effects will be appropriately mitigated.

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

No group will benefit materially to the detriment of the general public from this Rezoning nor development of the Property.

III. APPROVAL CRITERIA – MASTER PLAN

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

This Rezoning complies with UDC Section 155.203(L) and all other applicable requirements. The proposed development standards and design guidelines defined in this document are appropriate for the residential uses permitted in the CZR district, and are compatible with the surrounding land uses. Except where modified by this document, this Rezoning complies with all standards specified in UDC Section 155.400 through 155.405 related to access, off-street parking and loading, landscaping, screening, buffering, signs, and outdoor lighting.

2. Consistency with the Clayton General Design guidelines.

This Rezoning is consistent with the Town of Clayton General Design Guidelines. Except where modified by the rezoning narrative or master plan, the Rezoning complies with all standards specified in UDC Section 155.400 through 155.405 related to access, off-street parking and loading, landscaping, screening, buffering, signs, and outdoor lighting.

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

The intent of the proposed CZR district is to allow a residential development with a variety of housing types, thoughtful amenities, active recreation space, and large areas of preserved natural open space. Vehicular and pedestrian connectivity will be provided throughout the development in an organized, efficient network of streets, sidewalks, and walking trails. The development shall also help extend the Mountains to Sea trail. The design guidelines and development standards defined below are intended for this type of residential development, and will allow for a well-designed community.

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

The proposed development is limited to residential uses, including single family detached lots, townhouses, and multifamily units. These proposed uses, and the development standards restricting those uses, are compatible with the adjacent communities, which are zoned for and currently used for low density residential uses.

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

   The proposed development standards defined below and the master plan will ensure quality of design across the entire development, which is a significant 266 acres in area. The overall site layout is designed to create a cohesive environment by positioning the denser residential uses closer to NC 42, with centralized open spaces creating natural community gathering locations. The master plan features a creative integration of the residential uses, active open space, and the preserved open space to create a cohesive environment. The design guidelines will ensure quality architectural features that are consistent across the community.

6. **Compatible relationship between each component of the overall project.**

   This Rezoning will feature a creative and thoughtful integration of the various residential uses through the use of design guidelines that carry over between each component of the development.

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

   The master plan is designed to ensure appropriate transportation, stormwater, utility, and other infrastructure improvements are completed at each phase of the project.

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

   Any additional impacts caused by the development have been considered when designing the master plan. A Traffic Impact Analysis recommended multiple improvements, which have been accounted for in the master plan, and a Wastewater Allocation Agreement ensures that this Rezoning will not overtax public utilities.

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

Financing for the development will be provided by the developer. By approval of this rezoning, the Town will benefit from the additional tax base and the development of the Property in a manner consistent with the Growth Plan.

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

All streets within the development will provide public sidewalks and accessibility in accordance with Town standards. This Rezoning will establish several new street stub to facilitate future development and increase connectivity with the surrounding area. Sidewalks and walking trails will provide links between the different areas of the large community and connect the various amenities and active open spaces. A public greenway will be established to serve as part of the Mountains to Sea Trail.

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

The Property has significant areas within the floodplain and areas of steep slopes, as defined by UDC Section 155.500. This Rezoning is proposing to preserve over 80 acres of Resource Conservation Area, including property within the floodplain, wetlands, and steep slopes. This Rezoning will also provide over 40 acres of passive open space and approximately 7 acres of improved open space.

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

OWNER'S CONSENT FORM

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

Project Name: River Mews **Address or PIN #:** 167900-32-2667, 167900-52-5319

AGENT/APPLICANT INFORMATION:

Joey Brehm- Golden Hour Collective, LLC	David Bergmark; McAdams
(Name - type, print clearly)	(Name - type, print clearly)
7803 Glenroy Road #200; Minneapolis, MN 55439	2905 Meridian Parkway; Durham, NC 27713
(Address)	(Address)

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

Conditional Zoning w/ Master Plan

Annexation

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:

Gregory A. Moore, by Luther D. Sterling, Jr. Att. in Fact
(Name - type, print clearly)

Gregory A Moore by LDS Att
(Owner's Signature)

P.O. Drawer 1960
(Address)

Smithfield, NC 27577
(City, State, Zip)

STATE OF NC
COUNTY OF WAKE

Sworn and subscribed before me Russell E. Meinert, a Notary Public for the above State and County, this the 22nd day of August, 2022.

SEAL

RUSSELL E. MEINERT NOTARY PUBLIC WAKE COUNTY

Notary Public

My Commission Expires: 11-09-2023

July 2018

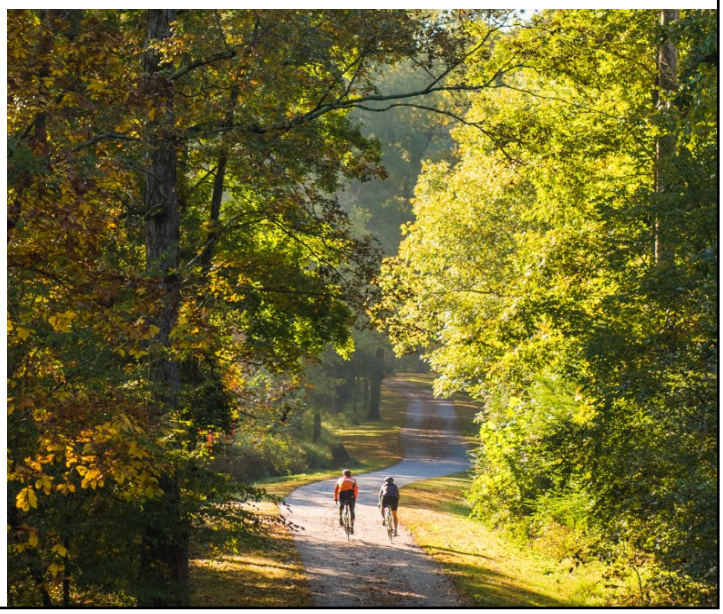
Adjacent Property Owner List (River Mews Conditional Rezoning)

Address 1	Address 2	City, State Zip
RIVER MEWS ESTATE LLC	PO BOX 979	CARY, NC 27512-0979
STRICKLAND, SEAN T	865 SANDERS RD	BENSON, NC 27504-0000
BULLOCK, ALLEN RAY & DAVIE DIXON	343 CASTLEBERRY RD	CLAYTON, NC 27527
GURLEY, HEATH BRANDON	405 CASTLEBERRY RD	CLAYTON, NC 27527-6257
COUNTY OF JOHNSTON	PO BOX 1049	SMITHFIELD, NC 27577-0000
MCKENZIE, RONALD E. & JULIA ANN	299 CASTLEBERRY RD	CLAYTON, NC 27527-4500
SMITH, JULIAN SMITH, DONNA	375 CASTLEBERRY RD	CLAYTON, NC 27527-6256
VILLAGE ON THE NEUSE TOWNHOMES ASSOCIATES INC	205 W MILLBROOK RD STE 210	RALEIGH, NC 27609-4697
RGC 1, LLC	114 W MAIN ST	CLAYTON, NC 27520-2396
FALCON HAMLET LLC	PO BOX 979	CARY, NC 27513-0979
FINCH, JOSHUA FLOWERS; FINCH, JORDAN WHITE	4884 NC HIGHWAY 42 E	CLAYTON, NC 27527-8870
NARRON, TODD	25 DRAYTON ST	CLAYTON, NC 27527-9083
MOORE, GREGORY A	PO BOX 979	CARY, NC 27512-0000
FALCON'S RIDGE LLC	PO BOX 979	CARY, NC 27512-0000
FSC I LLC	400 RIVERWOOD DR	CLAYTON, NC 27527-0000
RGC 1, LLC	114 W MAIN ST	CLAYTON, NC 27520-2396
HUNT, ROBERT B HUNT, MARGARET H	1441 NC HIGHWAY 42 E	CLAYTON, NC 27527-8056
SLONECKER, ERIC SLONECKER, SHELLY	4129 MITTGLEN LN	CARY, NC 27518-5302
HUNT, MARK BRAME; HUNT, JILL S	1539 NC HIGHWAY 42 E	CLAYTON, NC 27527-8011
WILSON, STEVENSON EARL WILSON, MARJORIE	2000 FOX RIDGE ROAD	CLAYTON, NC 27527-0000
CATERPILLAR INC	100 NE ADAMS STREET	PEORIA, IL 61629-4295
CORDELL, NICOLE	2001 FOX RIDGE RD	CLAYTON, NC 27527-9238
LWB CLAYTON APARTMENTS, LLC	PO BOX 1328	CARY, NC 27512-1328
AQUA NORTH CAROLINA INC	202 MACKENAN DR	CARY, NC 27511-6447
FLOWERS HOLDING COMPANY LLC	4880 NC HIGHWAY 42 E	CLAYTON, NC 27527-8870
EDWARDS, JAMES JONATHAN & REGINA MAE	12491 HUTTON DR	WALTON, KY 41094-9763
KALLAS, KALUS JOEL & MARY HANNON	2082 WOODBERRY DR	CLAYTON, NC 27527

River Mews

CONDITIONAL ZONING MASTER PLAN NARRATIVE

Town of Clayton
August 26, 2022



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RIVER MEWS

Conditional Zoning District - Narrative
Document Prepared for The Town of Clayton

Submittal Dates

First Submittal:	8/26/22
Second Submittal:	10/27/22
Third Submittal:	3/13/23
Fourth Submittal:	4/7/23

Developer
Golden Hour Collective,
LLC 7803 Glenroy Road
#200 Minneapolis, MN
55439

McAdams Company, Design Lead
2905 Meridian Parkway
Durham NC 27113

MCADAMS

1 VISION + INTENT

Images are illustrative in nature and are not intended to be considered or applied as project commitments or concrete representations of project elements.

VISION + INTENT

As referenced in Section 155.705 of the Town of Clayton Code of Ordinances, Conditional Zoning districts are intended to provide greater flexibility for development applications which may otherwise be unable to be achieved through traditional subdivision and conventional district rezoning. As shown in the following pages, River Mews is structured to embody and support excellence in site design, circulation, use coordination, and compatibility with neighboring properties. The Conditional Zoning District encourages creativity and innovation in the design of development, but in return for this flexibility the expectation is for communities to:

- Provide exceptional design, character, and quality in a cohesive manner so as to create a unified development.
- Ensure compatibility with surrounding land uses and neighborhood character
- Further the goals of the Comprehensive Plan
- Ensure self-sufficiency in each phase of the overall project
- Provide adequate pedestrian and bicycle links (internal and external)
- Protect and preserve the ecologically sensitive areas within the development
- Ensure that the proposed infrastructure improvements accommodate the additional impacts caused by the development.

THE RIVER MEWS CONDITIONAL ZONING DISTRICT MEETS THE REQUIRED APPROVAL CRITERIA AS FOLLOWS:

Consistency with the adopted plans of the Town.

This Rezoning is consistent with the Future Land Use Map (the "FLUM") and many goals and recommendations of the Town's Comprehensive Growth Plan ("Growth Plan").

The Property falls wholly within the area designated on the plan as Low Density Residential ("LDR"). LDR areas are intended to remain predominantly suburban in character and provide for low-density, single-family residential development on smaller lots than those in Rural Residential areas. A mix of residential housing types may occur under a conditional zoning district to support conservation of open space, as long as a gross density of three units per acre is not exceeded (Growth Plan pg. 18). This Rezoning proposes a combination of single family detached homes, attached townhomes, and multifamily apartments with a combined density of 3 DUA – consistent with the LDR designation.

Furthermore, this rezoning is consistent with the following Goals, Policies, and Strategies as outlined in the 2045 Comprehensive Growth Plan:

a) Strategy LU 1.2.2 : Encourage high-quality design in residential projects
- New developments should be designed to preserve a significant amount of open space. Open space should be located to preserve significant trees, riparian areas, views and environmental constraints such as steep slopes, wetlands and floodplains
- Apartments should have shared parking lots that are shielded from the street.

b) Strategy LU 1.6.3 Require development to integrate sidewalks internally and provide pedestrian connections to existing and future adjacent development and/ or destinations
- Note: The proposed development's Mountains to Sea Trail extension advances this strategy.

c) Goal LU 3: Encourage a range of housing types and lot sizes that will meet the needs of various income levels, family sizes, and ages.
- Strategy LU 3.1.2 – Within larger developments encourage higher density housing types to be located in those areas with closest proximity to services, amenities, and infrastructure.
- Strategy LU 3.1.4 - Encourage or require a mix of lot sizes (2+) in some areas.
- Strategy LU 3.1.4 - Encourage a range of housing types and styles through the Conditional Zoning process.

d) Goal PR 1: Support the development of Clayton as a regional destination for recreation and trail-based tourism.
- Policy PR 1.1 – Increase the number of safe connections to Downtown and surrounding neighborhoods from the Mountains-to-Sea Trail (MST).

e) Goal PR 2: Develop the Neuse River corridor as a greenway and blueway with multiple access points for hiking, biking, and paddling.

f) Goal PR 3: Provide all Clayton residents convenient access to a park within a 10-minute walk of their residence.
- Strategy PR 3.1.4 - Coordinate with landowners, private development and other entities on opportunities and incentive options to provide greenways and parkland that meet the needs identified in this plan and/or the Parks and Recreation Master Plan.
- Policy PR 3.3 - Increase the amount of integrated, useable, high-quality and connected open space in new development.

g) Policy NR 1.1 : Preserve key natural areas while accommodating new development.

THE RIVER MEWS CONDITIONAL ZONING DISTRICT MEETS THE REQUIRED APPROVAL CRITERIA AS FOLLOWS:

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

The Property is suitable for the uses proposed by this Rezoning. The Property is currently vacant with the exception of a single existing home and accessory structures and is zoned Planned Development Residential (PD-R). Clayton Planning staff could not locate records for this existing PD-R zoning, and recommended that a new conditional zoning district be established. This Rezoning will allow residential uses in a similar mix as was typical under the Town's former PDR rules, at a density in agreement with the Town's Future Land Use Plan. The location of townhomes and apartments closer to NC 42 will support the efficient provision of public services, improve the performance of transportation networks, and help preserve open space elsewhere on the site.

Impact of proposed changes on the balance of uses or specific demands in the Town.

The surrounding area is currently predominately comprised of detached single-family lots, with some multifamily and non-residential to the southwest on the opposite side of NC 42. This Rezoning will allow additional residential uses, improving the balance of uses proposed and currently existing, and help to meet the demand for additional housing.

Capacity of adequate public facilities and services (schools, roads, recreation, water, wastewater, stormwater)

Adequate public facilities, including schools, roads/streets, recreation facilities, wastewater infrastructure, public water, and stormwater infrastructure are either existing or will be improved to meet the demands of the proposed uses.

Schools – The Property is expected to be served by the Johnston County Public School System. According to the Johnston County Public School website, this community is within the attendance area for East Clayton Elementary School, Riverwood Middle School, and Clayton High School. Clayton High is included on the 2022-2023 JCPS Capped Schools List.

Roads – The street network will consist of public streets designed in accordance with the Town of Clayton typical street cross sections. Transportation improvements recommended by the accompanying Transportation Impact Analysis shall be incorporated into the master plan and built at appropriate phases to mitigate any impacts reasonably expected from the development.

Recreation – This Rezoning will meet, if not exceed, all UDC requirements for recreation and open space. A minimum of 1245 sq. ft of open space shall be provided per lot/dwelling unit, and a minimum of 25% of the open space shall be active open space (approximately 5 acres). Additionally, the developer has offered to dedicate land for public open space along the Neuse River. Details on this land dedication shall be provided in a subsequent development agreement.

Stormwater Management – The Property lies within the Neuse River Basin, and is subject to Neuse River Basin nutrient requirements as well as Town of Clayton UDC requirements in place at the time of preliminary plat submittal.

Water and Sewer Infrastructure – The Property will be served by public water and sanitary sewer utility systems. The utilities will be designed to conform with the Town of Clayton standards and specifications. An existing water line along NC 42 will be extended through the Property. Sanitary sewer systems will be phased according to the allocation available from the Town, as described in the accompanying wastewater allocation agreement.

THE RIVER MEWS CONDITIONAL ZONING DISTRICT MEETS THE REQUIRED APPROVAL CRITERIA AS FOLLOWS:

Adherence with the legal purposes for which zoning exists

The proposed zoning district will not result in violations to the legal provisions of the Town's Code. Through amendments to the UDC, the Conditional Zoning process provides for the possibility of mutually agreeable zoning conditions for this request.

Determination of no adverse impact on adjoining property owners (or justification for any impact)

This Rezoning does not adversely affect the adjoining property owners. The proposed uses and development standards for the residential development are consistent with the surrounding area, the Growth Plan, and compatible with the Property. The Rezoning will improve vehicular and pedestrian connectivity for future development, and any adverse effects will be appropriately mitigated.

No material benefit from property owner(s) to the detriment of the general public

No group will benefit materially to the detriment of the general public from this Rezoning nor development of the Property.

2 EXISTING CONDITIONS

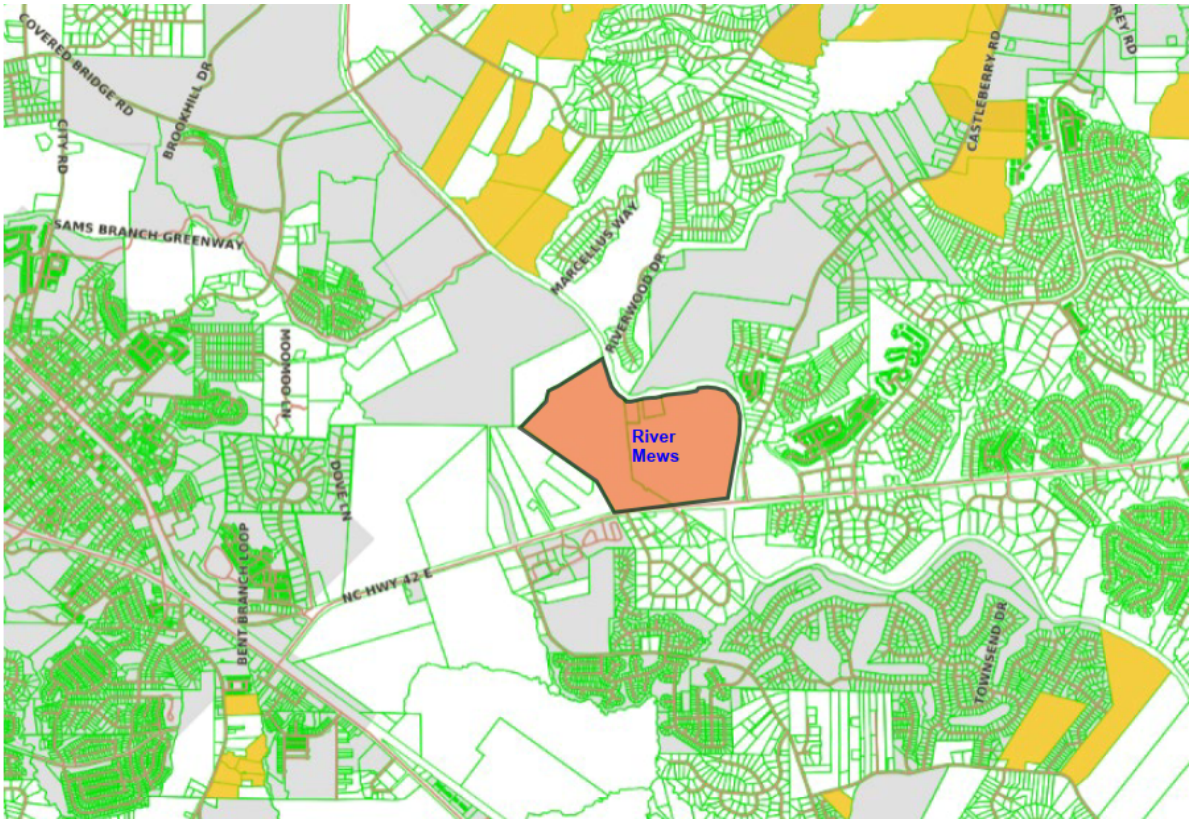
EXISTING CONDITIONS SUMMARY

River Mews is located on four parcels (+/- 274.93 acres; NCPIN # 167900-32-2667, 167900-52-5319, 167900-43-2205, 167900-43-7307) along NC 42 HWY and the Neuse River. The parcels are located on the north side of NC 42, with the Neuse River forming much of eastern and northern property boundary. All parcels have been annexed into the Town of Clayton's corporate limits.

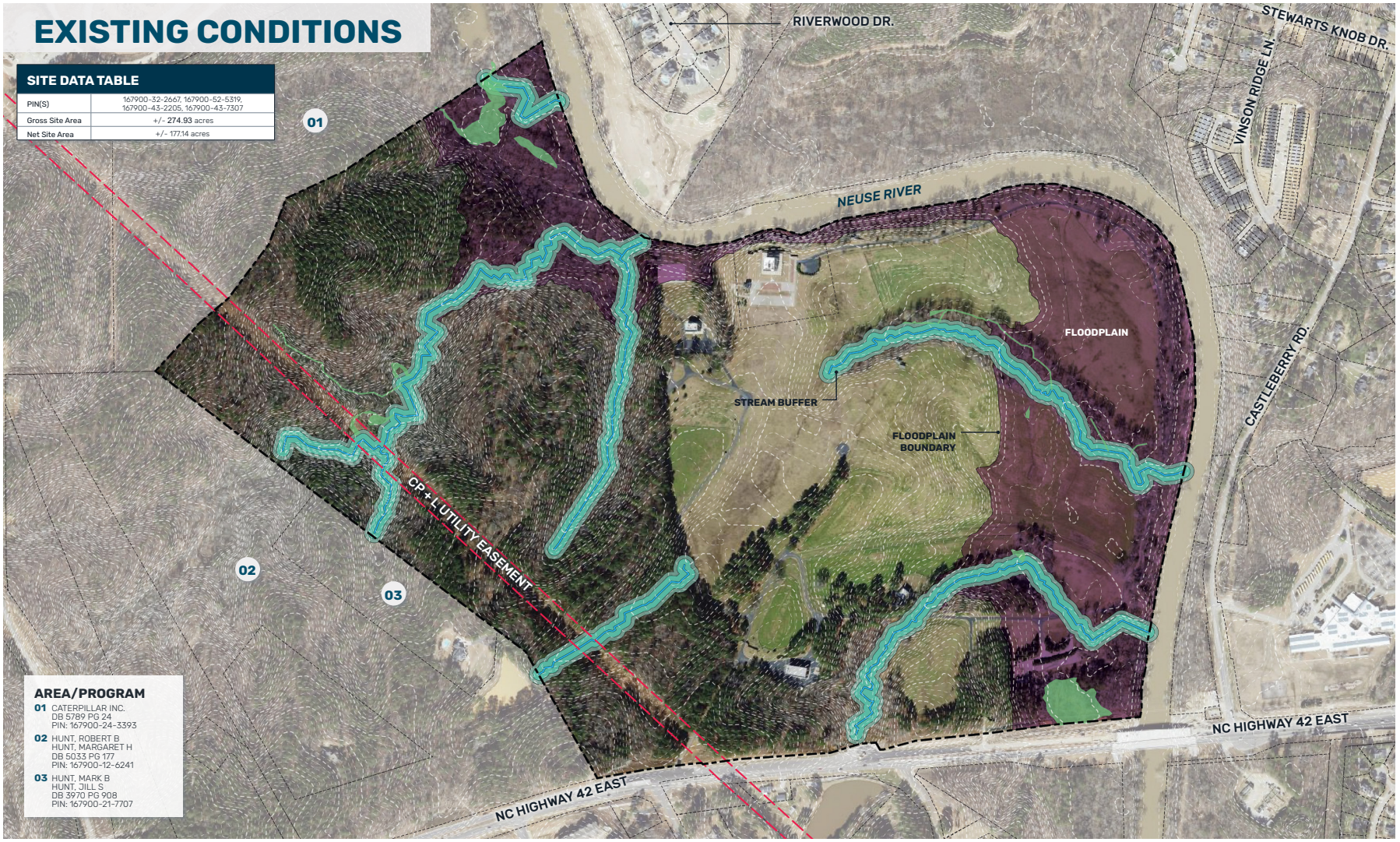
The site generally slopes to the east and north towards the floodplain of the Neuse River, with variable slopes generated by its tributaries traversing the property. All jurisdictional streams will be preserved during development with limited stream crossings to accommodate required transportation connections. The site is also subject to jurisdictional wetlands which extend outside of riparian buffers in some locations. Stands of trees dominate the western portion of the site, with a mix of evergreens and hardwoods. The eastern portion of the site has been subject to clearing in the past, and includes an existing dwelling, associated structures, and paved drives.

EXISTING CONDITIONS

VICINITY MAP



EXISTING CONDITIONS



SITE DATA TABLE

PIN(S)	167900-32-2667, 167900-52-5319, 167900-43-2205, 167900-43-7307
Gross Site Area	+/- 274.93 acres
Net Site Area	+/- 177.14 acres

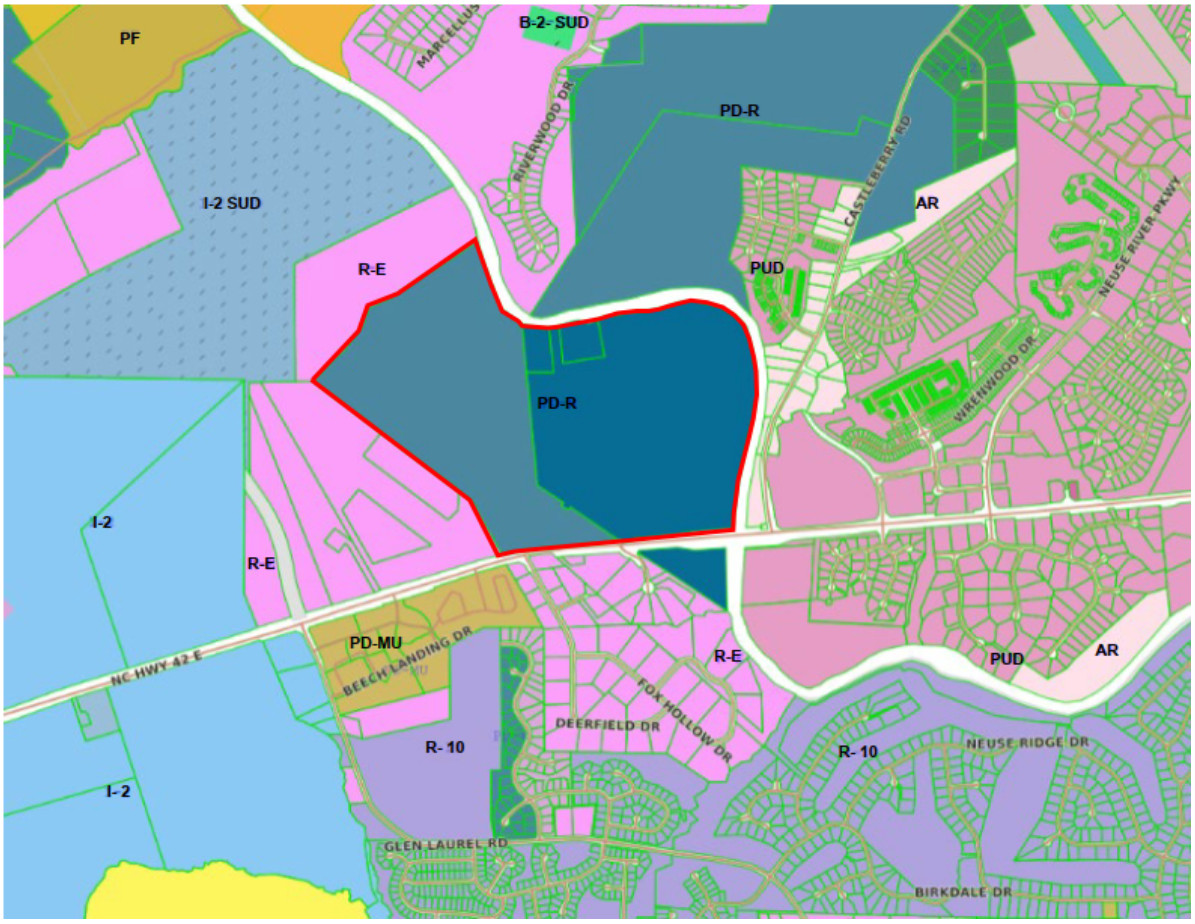
AREA/PROGRAM

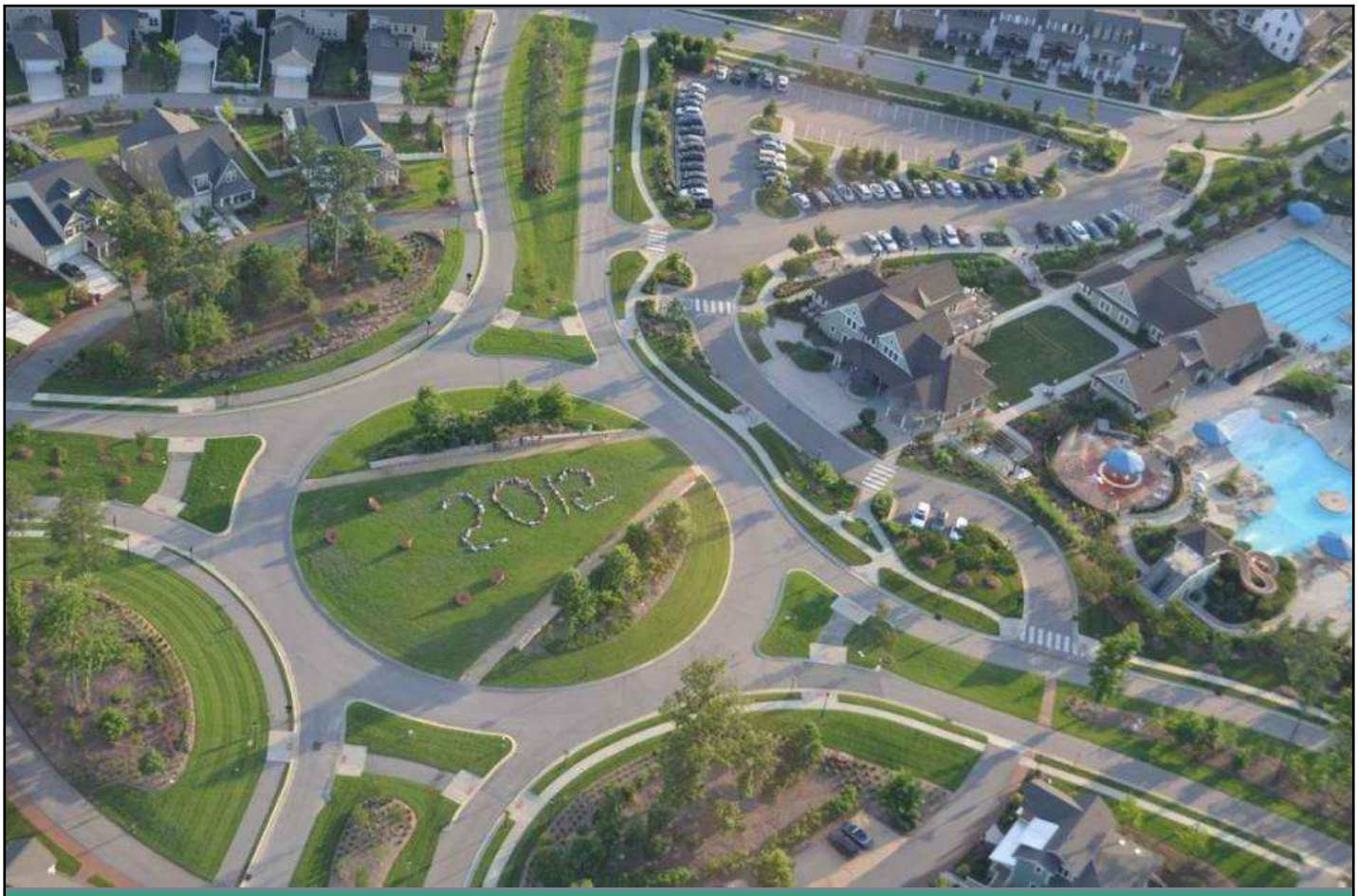
01 CATERPILLAR INC.
DB 5789 PG 24
PIN: 167900-24-3393

02 HUNT, ROBERT B
HUNT, MARGARET H
DB 5033 PG 177
PIN: 167900-12-6241

03 HUNT, MARK B
HUNT, JILL S
DB 3970 PG 908
PIN: 167900-21-7707

CURRENT ZONING MAP





3 PUD MASTER PLAN

Images are illustrative in nature and are not intended to be considered or applied as project commitments or concrete representations of project elements.

RESIDENTIAL CONDITIONAL DISTRICT MASTER PLAN

DEVELOPMENT DETAILS

River Mews is planned as a mixed use residential conditional district consisting of a maximum of 825 units, designed to the Conditional District standards of the Town of Clayton Unified Development Code. River Mews will provide a variety of housing choices for future residents as well as well-designed and multi-functional recreational amenities. The development will establish pedestrian connections along the eastern portion of the site bordering the Neuse River and connecting to key amenities, while preserving a significant amount of Resource Conservation Area (RCA) comprised of floodplain, wetlands, riparian buffers, and steep slopes.

Additionally, River Mews includes a +/- 13 acre Non-residential POD established to support an intended Event Venue or Hotel/Motel/Bed & Breakfast use. This use is further described on the following page.

RES. DEVELOPMENT MIX

	Maximum # of Units	Estimated Percentage of Dev.
• Single Family Dwellings	246	29.8%
• Townhomes	339	41.1%
• Multifamily Dwellings	240	29.1%

PERMITTED USES

With the approval of the River Mews Conditional District, the following uses would be permitted by right, within the general areas identified in the associated master plan (subject to administrative site plan/subdivision plan approval).

- Apartments
- Townhouse
- Single Family House
- Assembly (limited to the non-residential POD)*
- Park
- Stable, Private (limited to the non-residential POD)
- Bed and Breakfast (limited to the non-residential POD)**
- Hotel/Motel (limited to the non-residential POD)***
- Parking Lot (limited to the non-residential POD or satellite overflow locations identified on the plan)
- Utility, Minor
- Accessory Dwelling Unit
- Food Truck

*NOTE: Any event venue within the specified area shall be permitted to allow overnight stay of guests.
**NOTE: Any parking located between the primary use and a public ROW shall be screened with a Class C Buffer Yard.
***NOTE: Where public ROW separates parking from a residential lot, the ROW may count as the required 50' separation between a hotel/motel use and any property line adjoining a residential district or use.

EVENT VENUE SUMMARY

This site includes an existing estate home and severally ancillary structures with impressive architectural features which the applicant wishes to re-purpose. Along the northern edge of the site fronting the Neuse River, the estate home and stables are located within a +/- 13 acre POD intended to serve as a private event center, wedding venue, or small boutique hotel. This use would be classified as an 'Assembly Use' under the UDO.

Preliminary discussions with town council indicates support for the redevelopment of the site so long as the estate home and related buildings are preserved and re-purposed. In addition to providing an opportunity for economic development and a unique experience for clients, the event space will also serve the future residents of the River Mews community as a gathering space for outdoor events, HOA meetings, concerts, picnics, etc.

The Town of Clayton is also welcome to use the event space for daytime staff events or retreats at a discounted rate. Further details regarding the event space will be outlined in the developer agreement.

OVERALL MASTER PLAN

SITE DATA TABLE

PIN(S)	167900-32-2667, 167900-52-5319, 167900-43-2205, 167900-43-7307
Gross Site Area	+/- 274.93 acres
Net Site Area	+/- 177.14 acres
Current Zoning	PD-R
Proposed Zoning	Conditional District
Future Land Use Designation	Low Density Residential
Open Space Required (1245 sf per unit)	23.58 acres
Event Venue Pod Acreage	+/- 13.4 acres
Improved Open Space Required (25% of open space)	5.43 acres
Proposed Single Family Lots	+/- 246 lots (29.8%)
Proposed Townhome Units	+/- 339 units (41.1%)
Proposed Multi-family Units	+/- 240 units (29.1%)
Total Proposed Dwelling Units	+/- 825 units (MAX)
Proposed Conditional District Density	+/- 3 du/ac

LEGEND

- PROPOSED ROAD/ACCESS
- DEVELOPMENT POD BOUNDARY
- PRIVATE GRAVEL DRIVE TO VENUE
- SINGLE FAMILY DEVELOPABLE AREA
- TOWNHOME DEVELOPABLE AREA
- MULTI-FAMILY DEVELOPABLE AREA
- EVENT CENTER / WEDDING VENUE
- OPEN SPACE
- IMPROVED OPEN SPACE

DEVELOPMENT SUMMARY TABLE

Pod	Developable Area	Total Area	Max Density*
Single Family Pod #1	21.63 ac	45.15 ac	2 du/ac
Single Family Pod #2	20.15 ac	25.52 ac	2 du/ac
Single Family Pod #3	17.81 ac	29.06 ac	2 du/ac
Single Family Pod #4	16.32 ac	29.41 ac	2 du/ac
Townhome Pod #1	5.42 ac	6.81 ac	4.5 du/ac
Townhome Pod #2	9.20 ac	20.89 ac	2 du/ac
Townhome Pod #3	14.02 ac	15.77 ac	7 du/ac
Townhome Pod #4	13.39 ac	41.17 ac	2 du/ac
Townhome Pod #5	5.83 ac	9.68 ac	4.25 du/ac
Townhome Pod #6	5.22 ac	6.52 ac	4.25 du/ac
Townhome Pod #7	14.49 ac	20.38 ac	4 du/ac
Multifamily Pod #1	13.95 ac	15.21 ac	18 du/ac max

* Max density calculations based on total pod area. Max intensity for the project as a whole shall not exceed 825 du.

NOTES

01 The Townhome POD 4 permits lots which may front on open space in lieu of public ROW.

QUALITY / COHESIVE DESIGN

River Mews is a mixed residential, compact development consisting of a combination of single-family detached homes, attached townhomes, and multifamily units. As shown in the associated Master Plan, River Mews is divided into **13** residential PODs according to the primary residential use, as well as 1 non-residential POD supporting a potential Event Venue/Boutique Hotel use. This development mix is intended to provide an array of housing options to better serve the community, as well as allow neighborhood residents to purchase new dwelling units according to their particular needs without having to leave the community they have become a part of.

The more intense residential products are deliberately placed closer to NC 42, where both existing and planned infrastructure best supports them. In order to create more natural transitions to future neighborhoods, lower density single-family PODs have been placed along the site's northwestern boundary. Two principal amenity sites for the development has been located along the site's primary N-S and E-W roads. These locations provide central access to recreational amenities for future residents.

In order to provide a more scenic route to the event center/wedding venue, the developer has included a gravel 2-way private drive leading to the event center through the floodplain. This approach will also reduce the impact of periodic event traffic on the residential subdivision. The applicant shall secure all required environmental permits required to create said connection.

Per the Town's UDC requirements, a 15' Type C landscaped buffer will be installed (or alternatively preserved) along the perimeter of the project in order to create visual screening between the proposed development and adjoining properties or rights-of-way.

BIKE / PEDESTRIAN CONNECTIVITY

The roadway extending from the eastern entrance drive shall serve as the primary transportation hub for the community - linking the site's various PODs and connecting to future neighborhoods to the northwest. To facilitate pedestrian access, all public streets within the development will have sidewalk on both sides of the road (unless otherwise approved by Town staff per existing UDC regulations, based on environmental or other site-specific factors). This same provision would apply to any private streets, were any private streets to be included and approved by the Town.

As shown in the associated Open Space +Trails +RCA Plan, the development will include a pedestrian trail network along the Neuse river. While the trail network displayed on this plan is meant to visually convey the connections which will be formed, the alignment of this network is conceptual in nature. The final alignment of this trail network will be established during the preliminary plat and construction drawings phases, pending further site engineering and environmental permitting. It is the applicant's intention to utilize some existing paved drives (to be retrofitted as needed) as part of the Mountains to Sea Trail connection traversing this property. Furthermore, the developer reserves the right to include additional private trails not identified on the Master Plan, to serve as further extensions of the general trail network displayed.

ENVIRONMENTAL PROTECTION

The River Mews development, due to it's location along the Neuse River, is host to a significant number of ecologically sensitive areas in the form of floodplain, wetlands, steep slopes, and riparian buffers. Rather than view this as an impediment, the River Mews aims to incorporate the natural environment into it's overall design, providing exposure and access to the natural world for area residents, while limiting environmental impact.

In total, the site includes over 80 acres of sensitive lands categorized by the Town of Clayton as Resource Conservation Areas (RCA). This represents over 30 percent of the entire site. The general location of the RCA are shown on the Open Space page of the Master Plan package (to be further defined during the Preliminary Subdivision Plat and Construction Drawing Phases).

Per the Town of Clayton's UDC regulations, these Resource Conservation Areas will be permanently set aside from development, with the exception of passive uses outlined in the Unified Development Code (UDC) or as otherwise permitted by the Town of Clayton.

All stream buffers shall be protected according to applicable State and Local riparian buffer regulations. The site design was deliberately created to limit riparian impacts in the form of stream crossings, with only those crossings deemed essential to vehicular and pedestrian connectivity retained (to be further defined in the Preliminary Subdivision Plat and Construction Drawing Phases). Development of this site will also involve the re-establishment of a riparian buffer which was inappropriately buried in the past, bringing this area of the site back into its natural state.

PHASING

It is the intent of the applicant to progress development as soon as possible, contingent upon available sewer capacity and planned sewer infrastructure improvements. A preliminary phasing plan is included in the Master Plan package associated with this project to demonstrate how existing and planned utility extensions and infrastructure improvements will influence phasing of the project. However, the applicant is requesting the ability to pursue multiple phases simultaneously if desired. Further sub-phasing of the site (in general alignment with the phasing submitted with this Conditional District proposal) may occur as the development progresses. Phasing is intended to stage utility extensions, infrastructure improvements, and platting of lots. Grading of the site may deviate from the phase lines shown, in the event that further grading and soils analysis demonstrates the need to shift soil from one area of the site to another in order to achieve comprehensive grading needs.

1) In order to ensure adequate recreational amenities are available to future residents of the project, the applicant hereby commits to begin construction of a pool and clubhouse prior to 375 units/lots receiving their Certificate of Occupancy.

FRONT LOADED SINGLE-FAMILY DWELLINGS

MODIFICATIONS TO UDC STANDARDS

The Town of Clayton UDC requires that any lot less than 42' in width be accessed via an alley or rear lane access and that any SFD detached lot be a minimum of 6000 sq. ft in size. In order to accommodate a more compact design that supports preservation of environmental sensitive features, this project would permit front-loading of lots 42' and larger and SFD detached lots with a minimum lot size of 5000 sq. ft. The applicant has offered tailored architectural standards for these units as a condition of the zoning approval.

To encourage interaction between the public and private realm, front-loaded single-family dwellings in River Mews will permit a minimum front setback of 15' feet, rather than the UDC requirement of 25 feet. A minimum driveway length of 25' shall be required, ensuring a greater garage setback to accommodate parked vehicles without impeding pedestrian movement on the sidewalk.

FRONT LOADED SFD DIMENSIONAL STANDARDS

Min. Lot Area	5000 sf
Min. Lot Width	42'
Front Setback (min)	15' (25' for face of garage)
Side Setback (min)	5' (15' on street side)
Rear Setback (min)	25'
Maximum building height	35'
Maximum impervious surface	60%
Driveway Length	25'

REAR LOADED SINGLE-FAMILY DWELLINGS

MODIFICATIONS TO UDC STANDARDS

The Town of Clayton UDC requires that any SFD detached lot be a minimum of 6000 sq. ft in size. In order to accommodate a more compact design that supports preservation of environmental sensitive features, this project would permit rear-loading SFD detached lots with a minimum lot size of 5000 sq. ft. Rear-loaded lots will front public ROW, but driveway access would be provided by an alley to the rear of the dwelling. The applicant has offered tailored architectural standards for these units as a condition of the zoning approval.

REAR LOADED SFD DIMENSIONAL STANDARDS

Min. Lot Area	5000 sf
Min. Lot Width	42'
Front Setback (min)	10'
Side Setback (min)	5' (10' on street side)
Rear Setback (min)	15'
Maximum building height	35'
Maximum impervious surface	60%
Driveway Length	20'

TOWNHOUSES

MODIFICATIONS TO UDC STANDARDS

The Town of Clayton UDC requires that any Townhome have a minimum lot area of 3000 SF. In order to accommodate a more compact design that supports preservation of environmental sensitive features, this project would permit Townhomes with a minimum lot area of 2000 SF or more. The applicant has offered tailored architectural standards for these units as a condition of the zoning approval.

To encourage interaction between the public and private realm, rear-loaded Townhomes in River Mews will permit a minimum front setback of 10' feet, rather than the UDC requirement of 25 feet.

River Mews will include both front-loaded and rear loaded townhomes. The UDC requires all front-loaded Townhomes have garages which do not exceed 50% of the front facade width. As a condition of approval, front-loaded Townhomes in River Mews shall be exempt from this standard. However, in order to limit the garage and driveway dominance within the front yard, all front-loaded Townhomes within this development shall use 1-car garages.

REAR-LOADED TOWNHOUSE DWELLING DIMENSIONAL STANDARDS

• Min Lot Area	2000 SF
• Front Setback (min.)	10'
• Building Separation (min.)	20'
• Rear Setback (min.)	15'
• Side Street Setback (min.)	10'
• Max Height	35'
• Min Lot Width	20'

FRONT-LOADED TOWNHOUSE DWELLING DIMENSIONAL STANDARDS

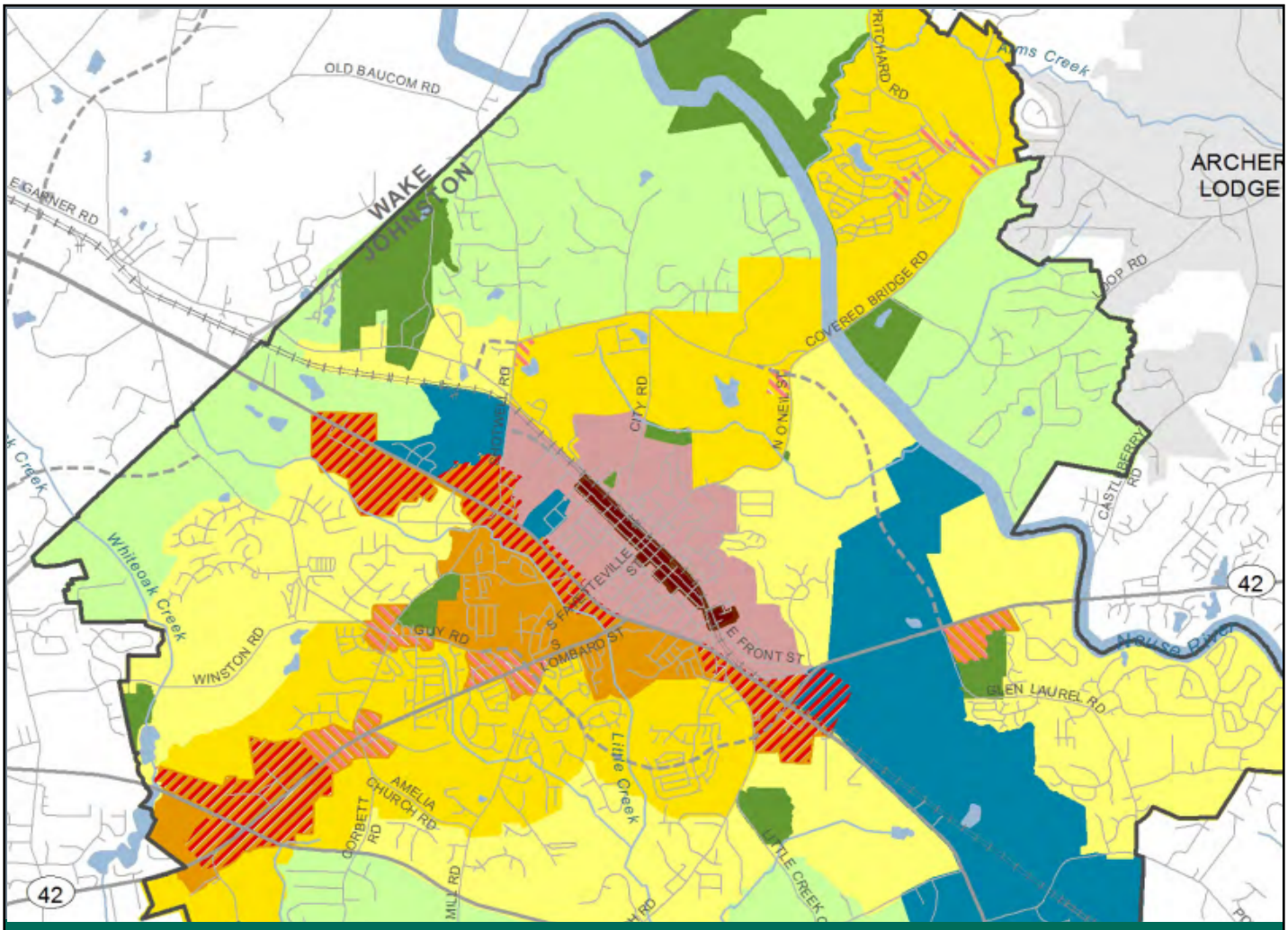
• Min. Lot Area	2000 SF
• Min. Lot Width	20'
• Front Setback (min)	15' (25' for face of garage)
• Side Street Setback (min)	10'
• Rear Setback (min)	15'
• Max Height	35'
• Min. Driveway Length	25'

APARTMENTS

The only modification requested to the Town of Clayton Unified Development Code as it relates to Multifamily uses or structures is to permit apartment buildings up to 48 ft in height rather than the current height limitation of 35 ft. The maximum number of permitted multifamily units is set by this document and the associated master plan, but the request to permit 48 ft to accommodate a 4-story building provides the flexibility for a layout which could preserve more open space.

APARTMENT DWELLING STANDARDS

- Parcel size (min) 20,000 SF
- Front Setback (min) 15 ft
- Rear Setback (min) 20 ft
- Building Separation (min) 20 ft
- Side Street (min) 15 ft
- Max Impervious 60%
- Height (max) 48 ft

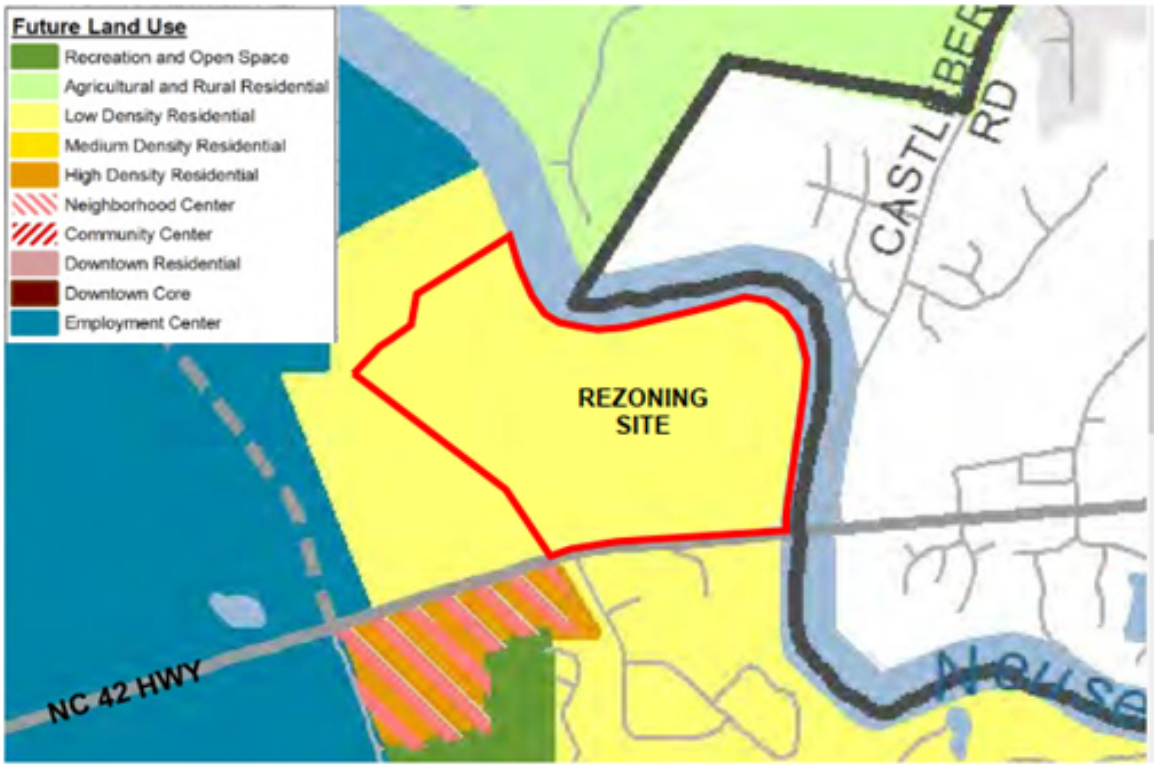


4 PLAN CONSISTENCY / LAND USE COMPATIBILITY

COMPREHENSIVE PLAN CONSISTENCY

As previously stated in the 'approval criteria section' of this narrative document, this rezoning is consistent with the Future Land Use Map (the “FLUM”) and many goals and recommendations of the Town’s Comprehensive Growth Plan (“Growth Plan”).

The Property falls wholly within the area designated on the plan as Low Density Residential (“LDR”). LDR areas are intended to remain predominantly suburban in character and provide for low-density, single-family residential development on smaller lots than those in Rural Residential areas. A mix of residential housing types may occur under a conditional zoning district to support conservation of open space, as long as a gross density of three units per acre is not exceeded. Growth Plan pg. 18. This Rezoning proposes a combination of single family detached homes, attached townhomes, and multifamily apartments with a combined density of 3 DUA – consistent with the LDR designation. Along the rear of the site, the proposed rezoning includes ~13 acres intended to support an event venue (assembly use) or boutique hotel - centered around 2 existing structures.



STANDARD MODIFICATION

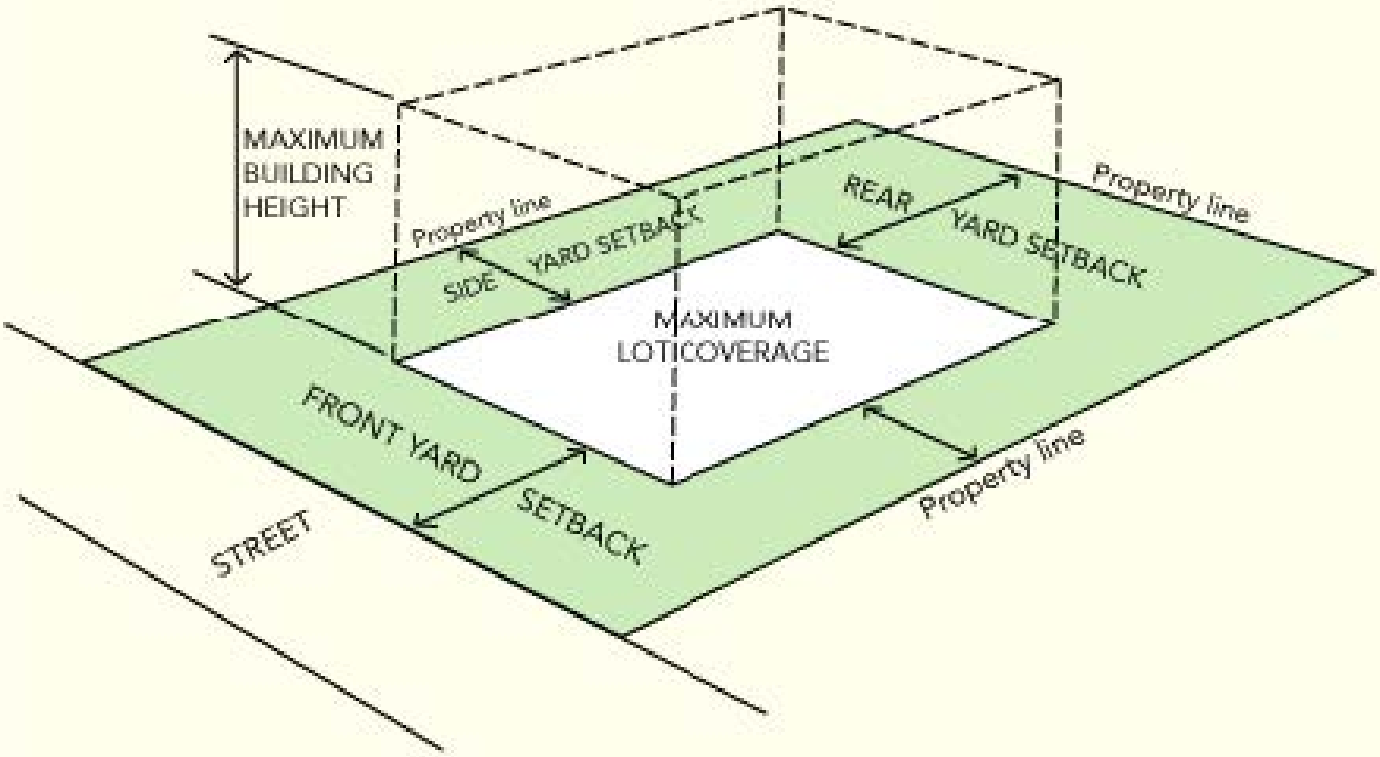
LAND USE COMPATIBILITY

The proposed development is limited to residential uses, including single family detached lots, townhouses, and multifamily units. These proposed uses, and the development standards restricting those uses, are compatible with the adjacent communities, which are zoned for and currently used for primarily low density residential uses.

The proposed development standards defined within this document and the associated master plan will ensure quality of design across the entire development, which is a significant 275 acres in area. The overall site layout is designed to create a cohesive environment by positioning the denser residential uses close to NC 42 and adjacent to the main amenity space. The development then transitions to low density single family homes along the edges of the community not fronting NC 42 or the Neuse River. The master plan features a creative integration of the residential uses, active open space, and the preserved open space to create a cohesive environment. The design guidelines will ensure quality architectural features that are consistent across the community.

COMPLIANCE WITH DESIGN GUIDELINES

This Rezoning is consistent with the Town of Clayton General Design Guidelines and complies with all standards specified in UDC Section 155.400 through 155.405 related to access, off-street parking and loading, landscaping, screening, buffering, signs, and outdoor lighting.



5 DEVELOPMENT STANDARD MODIFICATIONS

UNIFIED DEVELOPMENT CODE (UDC) CONSISTENCY

River Mews has been designed to meet the requirements of the Unified Development Code where practical and achievable. There are some instances where, due to site constraints or desires to maximize open space preservation through more compact design, it is reasonable to deviate from the specific requirements of the Ordinance. In those instances, the applicant is proposing design alternatives that will meet the intent of the Ordinance. The requested modifications to the requirements of the UDC, and the proposed alternative methods of compliance, are listed below.

MODIFICATIONS TO FRONT-LOADED SFD DETACHED LOT DIMENSIONAL STANDARDS

To facilitate a more compact design and support preservation of open space and environmental sensitive features, River Mews proposes the following modifications to SFD dimensional standards. The applicant has offered tailored architectural standards for all SFD and townhome buildings as a condition of the zoning approval.

	UDC Requirement	Proposed Standard	Notes
Min Lot Area	6000 SF	5000 SF	
Front Setback (min)	25 ft	15 ft	25 ft required at garage

STANDARD MODIFICATION

MODIFICATIONS TO TOWNHOME DIMENSIONAL STANDARDS

To facilitate a more compact design and support preservation of open space and environmental sensitive features, River Mews proposes the following modifications to Townhome dimensional standards. The applicant has also offered tailored architectural standards for all townhome buildings as a condition of the zoning approval.

Rear-Loaded Townhomes

	UDC Requirement	Proposed Standard
Min Lot Area	3000 ft	2000 ft
Front Setback (min)	25 ft	10 ft

Front-Loaded Townhomes

	UDC Requirement	Proposed Standard
Min Lot Area	3000 ft	2000 ft
Front Setback (min)	25 ft	15' (25' for face of garage)
Max Garage width %	50%	N/A (commitment to 1-car)

MODIFICATIONS TO MULTIFAMILY BUILDING HEIGHT

To provide flexibility in the apartment layout and create more potential for open space preservation, the applicant request a maximum building height of 48 ft (to support 4 stories), rather than the UDC standard of 35 ft.

MODIFICATIONS TO MAX CUL-DE-SAC LENGTH

In order to avoid an otherwise unneccesary stream crossing impact while making efficient use of land, the applicant requests a single cul-de-sac (located in the NE quadrant of the project between 2 streams) to be up to 1200 LF instead of the code requirement of 750 LF max for lots under 20,000 SF. Cul-de-sac design (in terms of bulb design, turnaround, etc.) shall meet all applicable fire code requirements.

6 DESIGN GUIDELINES

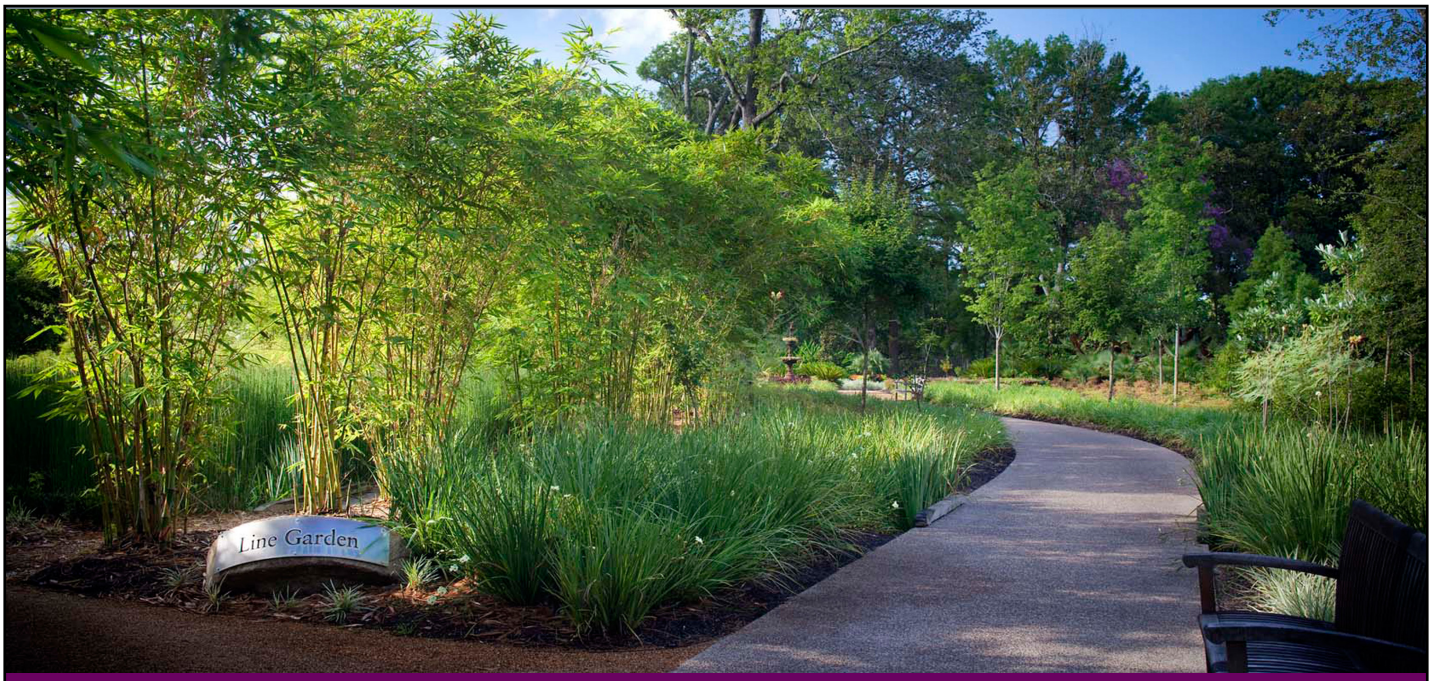
Images are illustrative in nature and are not intended to be considered or applied as project commitments.

ARCHITECTURAL STANDARDS (SFD & Townhomes)

1. The overall development will feature a range of housing types and lot sizes that meet the needs of various income levels, family sizes, and ages, including varied 1 and 2 story single family detached home units, varied 1 and 2 story single family home units with detached garages, two to three story townhomes units, and 3 to 4 story multifamily unit buildings.
2. All residential building exteriors to include a mix of lap siding, shake, and/or board and batten to create visual differentiation.
3. All residential building front exteriors to be fiber cement, brick, and/or stone material. Side and rear exteriors may be vinyl or fiber cement with colors to match or compliment the front exterior. Vinyl may be used for trim, fascia, and/or soffits as accent materials on the front facade.
4. All residential buildings to have a front porch or stoop with a driveway or walkway to parking and roadway areas.
5. No two adjacent residential units (side-by-side or directly across the street) shall have identical front facade colors. Color schemes of townhome buildings will be different from one building to the next.
6. All sloped roofs to use architectural style shingles and minimum 6" overhangs.
7. All detached single family homes to be 1 and two story with pitched roofs.
8. To create a more attractive, pedestrian friendly streetscape, all dwellings along the site's primary E-W circulator road (connecting the main amenity to the western property boundary) shall be rear-loaded or have driveway access on a side-street.
9. Side or rear patios will be provided on 50 percent of single family homes.
10. The development shall include a mixture of both front-loaded and rear-loaded townhome units. Any front-loaded townhome shall utilize a 1-car garage to limit the prominence of garages and impact of driveways on the streetscape.
11. All single family detached homes shall have a front facade comprised of a minimum of 25% masonry product (brick/stone/veneer/etc.). Any masonry elements applied to front porch posts shall count towards this minimum.
12. All single family detached homes shall have a 2-car garage.

ARCHITECTURAL STANDARDS (Multifamily)

1. All existing and proposed non-residential and multi-family residential development, for which site plan approval is required, shall meet the provisions contained below (from UDO Section 155.405). Townhomes that are developed to single-family residential building code standards shall be exempt from the requirements of this section.
    a. Any requirements within an overlay district shall supersede architectural standards noted within this section.
    b. Building Materials
        i. Any building visible from a right-of-way or adjacent property shall be architecturally consistent on all sides of the building.
        ii. Metal is prohibited as the primary exterior building material or cladding in any zoning district except the I-1, I-2, and PF districts. Decorative metal or metal facade elements may be permitted as an accent feature but may not exceed more than 10% of any facade.



7 RECREATIONAL OPEN SPACE + AMENITIES

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RECREATIONAL OPEN SPACE AND AMENITIES

River Mews will provide a diverse offering of active and passive recreation areas within the development. In total, over 30% of the gross acreage will be set aside as open space and resource conservation areas.

Open Space Standards

- Total open space required: 23.58 Acres (1245 sf per unit)
- Total open space provided: +/- 110 Acres
- RCA preserved: +/- 95 Acres

- Improved open space required: +/- 5.89 Acres (25% of required open space)
- Improved open space provided: +/- 6.08 Acres
- Passive open space provided +/- 45 Acres (Outside RCA, except stream buffers and greenways)

River Mews' recreational open space will be anchored by a pair of amenity sites centrally located along the site's main E-W and N-S roads. These amenities will both include pools, and the multifamily amenity will also include a clubhouse. An additional Neighborhood Park site (Improved Open Space #5) shall be located along the main road heading west through the site, backing up to the CP&L utility easement. In addition to these primary amenity sites, a collection of pocket and linear parks will be distributed throughout the community to provide convenient access to leisure for residents of each POD. A public greenway network shall provide additional passive recreational opportunities and circulation along the edge of the property, following the Neuse River. This public greenway will form part of the Mountains to Sea Trail, and will utilize existing paved drives where possible to reduce new/additional environmental impacts.

At a minimum, active recreational amenities shall include a pool, clubhouse, and pickleball courts. Additionally, the developer has offered to dedicate public land to the Town along the Neuse River for the Town's future use and improvement. Details on this public land offering will be provided in a subsequent development agreement.

In order to ensure adequate recreational amenities are available to future residents of the project, the applicant hereby commits to begin construction of a pool and clubhouse prior to 375 lots/units recieving a Certificate of Occupancy.

8 INFRASTRUCTURE

STREETS + SIDEWALKS

All streets within River Mews shall be designed to meet the standards of the Town of Clayton.

- Frontage along NC 42 shall be improved to the Town's ultimate cross-section along the project's half of the centerline.
- All proposed roads shall be public ROW (with the exception of roads within the multi-family section, which may be public or private, pending approval by Town staff).
- All proposed roads shall have sidewalks (or a multi-purpose path) on both sides of the road, unless exempted by staff for a valid site-specific reason, per the town's regulations.
- A portion of the project's Townhomes and SFD detached units will be rear-loaded, served by rear alley-ways. All alley-ways will meet Town of Clayton's standards and specifications and will accommodate necessary Town services such as solid waste pickup.
- A private gravel drive shall be permitted as an additional means of access to the proposed event venue, providing a more scenic route to this facility through the floodplain.

STORMWATER

River Mews is located within the Neuse River basin. Approximately half the site is wooded and currently drains towards the Neuse River floodplain to the east. The proposed development will require stormwater management measures for quality and quantity treatment in accordance with the Town of Clayton Stormwater Design Manual. A network of storm drainage conveyances will transport storm drainage from impervious areas to the proposed Stormwater Control Measures (SCM). Preliminary locations of these SCMS are provided in the Master Plan which accompanies this conditional zoning district request, based on existing drainage basins. Location and adequate sizing for these devices will be verified during final design. All stormwater management will be required to meet North Carolina Department of Environmental Quality and Town of Clayton design requirements at the time of site construction drawing submittal.

LIGHTING

A street lighting plan will be provided to meet all municipal lighting standards at the construction drawing phase. The lighting plan will be provided either by a private lighting design engineer or by the energy provider.

WATER + SEWER

Public Water

- Public Water Service currently exists along the southern boundary of the site within the NC HWY 42 ROW, and is generally an interconnect with the Johnston County Utility system. The water main is a 12" DIP main. This main is Johnston County owned and operated through the frontage, but will be converted to Town of Clayton owned system and a master meter placed closer to the existing crossing of the Neuse River.

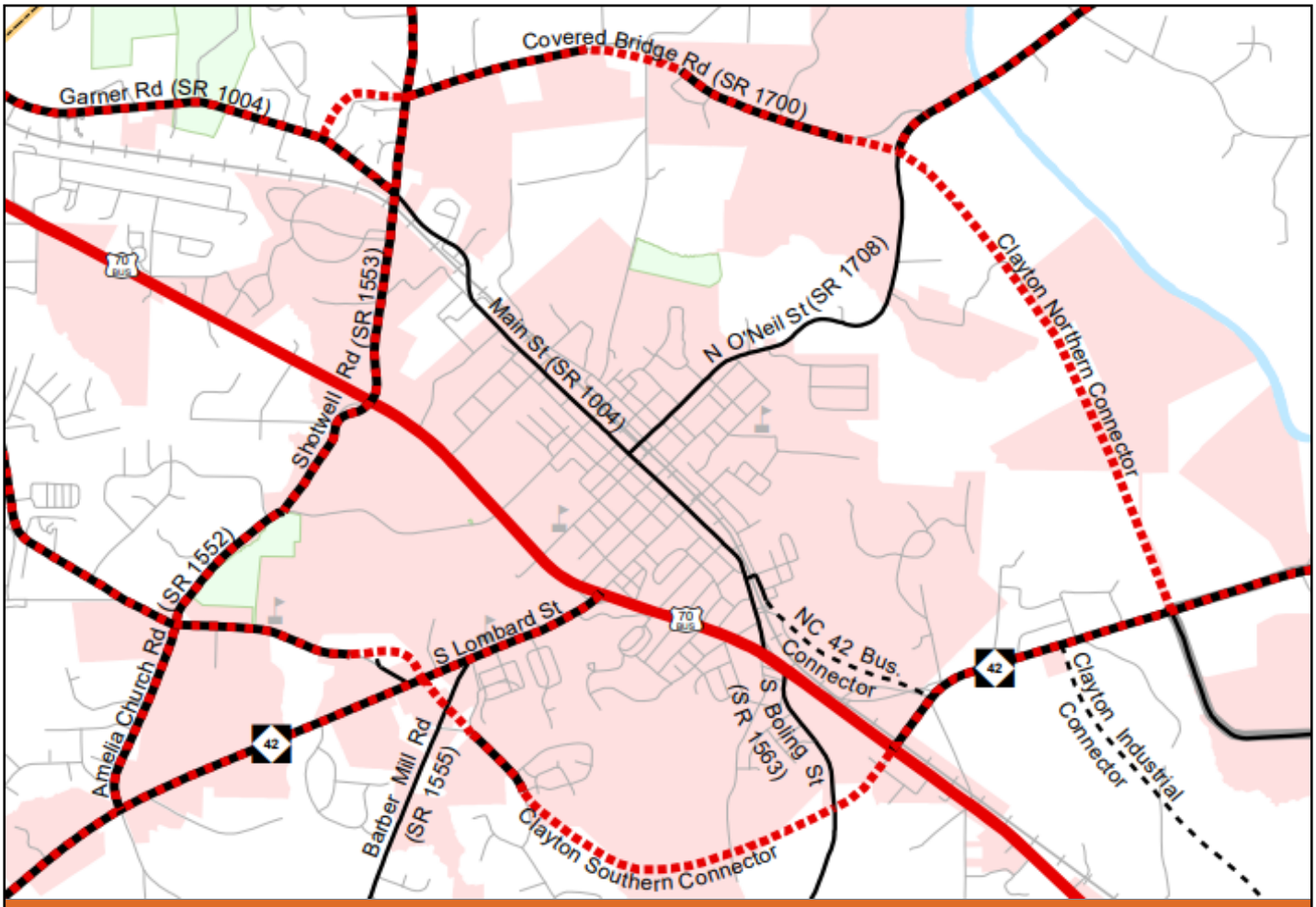
- Later phases of River Mews will tap into the 12" DIP along HWY 42 and serve various pods of residential development predicated on adequate pressure and flow to be determined at time of master site planning and water distribution analyses. It is assumed that there will be a network of 8" and potentially a main trunk line of 12" PVC SDR21 water main that will serve the community. It is understood that extension of water shall be required throughout public roads within this project site.

- Currently there is a connection along NC 42 where a value is closed to separate two water systems that utilize different disinfectant methods. We have been informed that the County is in the process of changing the northern system. It is possible that a master meter may be required once the two systems are fully integrated.

Public Sewer

- Public Service is stubbed to the subject property through a 12" gravity line on the southeast corner of the project parallel to the Neuse River. The gravity line is currently dry and was envisioned to service future development east of this project, but that was not part of the Clayton plan and the line sits dry today. Currently the 12" gravity line discharges to the Glen Laurel PS, and then daisy chains to Summerlyn PS. From there it pumps northeast to a FM network that ties to an ongoing gravity line that runs to the Town of Clayton's future Sam's Branch Wastewater Reclamation Facility north of this site.

- Extensions from the 12" gravity stub to this site will be designed to gravity flow all developable property to this tie-in.



9 TRANSPORTATION ANALYSIS

TRANSPORTATION IMPACT ANALYSIS SUMMARY

A Transportation Impact Analysis (TIA) was conducted by McAdams for the proposed development in accordance with the Town of Clayton Unified Development Code (UDC) and North Carolina Department of Transportation (NCDOT) capacity analysis guidelines. A full copy of the TIA has been submitted for review and approval with the Conditional Zoning submittal. A summary of the recommended traffic improvements is provided on the following page for reference.

Due to the inclusion of a 350 seat event venue within the conditional zoning application, the Trip Generation Table below has been updated to reflect additional trips generated by the event venue.

TABLE 1: TRIP GENERATION

DENSITY FROM MARCH 2023 TIA ADDENDUM

Land Use (ITE Code)	Density	Calculation Methodology	Daily Trips	AM Peak Hour			PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total
Single Family Detached (210)	233 units	Adjacent / Equation	2,197	40	121	161	139	81	220
Single Family Attached (215)	352 units	Adjacent / Equation	2,632	44	133	177	122	85	207
Multi-Family [low-rise] (220)	240 units	Adjacent / Equation	1,614	23	74	97	78	46	124
Total			**6,443**	**107**	**328**	**435**	**339**	**212**	**551**

PROPOSED UPDATED DENSITY

Land Use (ITE Code)	Density	Calculation Methodology	Daily Trips	AM Peak Hour			PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total
Single Family Detached (210)	233 units	Adjacent / Equation	2,197	40	121	161	139	81	220
Single Family Attached (215)	352 units	Adjacent / Equation	2,632	44	133	177	122	85	207
Multi-Family [low-rise] (220)	240 units	Adjacent / Equation	1,614	23	74	97	78	46	124
Event Venue* (560)	350 Seats	Generator / Rate	315	15	24	39	34	22	56
Total			**6,758**	**122**	**352**	**474**	**373**	**234**	**607**

COMPARISON OF TRIPS

Difference in Trips	**+315**	**+15**	**+24**	**+39**	**+34**	**+22**	**+56**
Percentage Increase	**+4.9%**	**+9.0%**			**+10.2%**		

*Church land use code was utilized based on similar traffic patterns.

STUDY AREA

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

- US Highway 70 Business and NC 42
- NC 42 and E Front Street
- NC 42 and Glen Laurel Road
- NC 42 and Fox Ridge Road / Site Drive #1
- NC 42 and Eastbound U-Turn
- NC 42 and Castleberry Road
- NC 42 and Site Drive #2

RECOMMENDED IMPROVEMENTS

Based on the findings in the TIA, the improvements below have been recommended to be constructed by the developer to mitigate traffic impacts by the proposed development.

NC 42 and Fox Ridge Road / Site Drive #1

- Construct an exclusive westbound right-turn lane on NC 42 with a minimum of 50 feet of full width storage and appropriate deceleration and taper.
- Construct Site Drive #1 as the southbound approach with one (1) ingress lane and one (1) egress lane.
- Provide stop control on the southbound approach of the proposed site drive.

NC 42 and Site Drive #2

- Construct an exclusive westbound right-turn lane on NC 42 with a minimum of 125 feet of full width storage and appropriate deceleration and taper.
- Construct Site Drive #2 as the southbound approach with one (1) ingress lane and one (1) egress lane.
- Provide stop control on the southbound approach of the proposed site drive.

10 CONSOLIDATED ZONING CONDITIONS

CONSOLIDATED ZONING CONDITIONS

In order to aid in the enforcement of this conditional district, the following section shall serve as a summary of all zoning conditions included in this document.

1. Uses
    a. The following uses are permitted by right within the general areas identified on the associated Master Plan:
        i. Apartments
        ii. Townhouse
        iii. Single Family House
        iv. Assembly (Non-residential POD)
        v. Park
        vi. Stable, Private (Non-residential POD)
        vii. Bed and Breakfast (Non-residential POD)
        viii. Hotel/Motel (Non-residential POD)
        ix. Parking Lot
        x. Utility, Minor
        xi. Accessory Dwelling Unit
        xii. Food Truck
    b. Revised Supplemental Use Standards
        i. Any Event Venue (falling under the 'Assembly' use category) shall be permitted overnight stay of guests.
        ii. For any Bed and Breakfast use, parking in a street yard shall be permitted with a Class C Buffer Yard screen.
        iii. For any Hotel/Motel Use, where public ROW separates parking from a residential lot, the ROW may count as the required 50' separation between a hotel/motel use and any property line adjoining a residential district or use.
2. Single-Family Dwelling Conditions
    a. River mews shall be permitted front-loading of lots 42' wide and larger.
    b. River mews shall permit SFD with a minimum lot size of 5000 SF.
    c. Front-loaded SFD shall be permitted a front setback of 15', with a 25' setback applying to the face of the garage.
    d. The minimum driveway length shall be 25' for front loaded SFD and 20' for rear loaded SFD.
3. Townhome Conditions
    a. Townhome shall be permitted with a minimum lot area of 2000 SF or more (rather than 3000 SF)
    b. Rear loaded Townhomes shall be permitted a minimum front setback of 10' (rather than 25').
    c. Front-loaded townhomes shall be exempt from the requirement requiring garages which do not exceed 50% of the front façade width.
    d. All front-loaded townhomes within River Mews shall use 1-car garages.
4. Multifamily Building Conditions
    a. Multifamily buildings shall be permitted a maximum building height of 48 ft (to support 4 stories), rather than the UDC standard of 35 ft.

CONSOLIDATED ZONING CONDITIONS (Continued)

5. Trails
    a. The developer reserves the right to include additional private trails not identified on the Master Plan, to serve as further extensions of the general trail network displayed.
6. Amenities
    a. Construction of a pool and clubhouse shall begin prior to 375 lots/units receiving a Certificate of Occupancy.
7. A single cul-de-sac (located in the NE quadrant of the project between two streams) shall be permitted to be up to 1200 LF in length, instead of the code requirement of 750 LF max for lots under 20,000 SF.
8. A development agreement shall be required to address the timing and scope of the parkland dedication as well as any other items which the Town and applicant find mutually beneficial to include, prior to preliminary plat or construction drawing approval for the River Mews development.
9. Prior to CD approval, the applicant shall validate adequate capacity in the downstream waste water infrastructure, pump stations and force main, to accommodate the proposed flow for the project. If adequate downstream capacity is not available, the applicant will complete any pump station or forcemain improvements in coordination with Town staff to accommodate the proposed flow.
10. Architectural Standards (SFD & Townhomes)
    a. The overall development will feature a range of housing types and lot sizes that meet the needs of various income levels, family sizes, and ages, including varied 1 and 2 story single family detached home units, varied 1 and 2 story single family home units with detached garages, two to three story townhomes units, and 3 to 4 story multifamily unit buildings.
    b. All residential building exteriors to include a mix of lap siding, shake, and/or board and batten to create visual differentiation.
    c. All residential building front exteriors to be fiber cement, brick, and/or stone material. Side and rear exteriors may be vinyl or fiber cement with colors to match or compliment the front exterior. Vinyl may be used for trim, fascia, and/or soffits as accent materials on the front facade.
    d. All residential buildings to have a front porch or stoop with a driveway or walkway to parking and roadway areas.
    e. No two adjacent residential units (side-by-side or directly across the street) shall have identical front facade colors. Color schemes of townhome buildings will be different from one building to the next.
    f. All sloped roofs to use architectural style shingles and minimum 6” overhangs.
    g. All detached single-family homes to be 1 and two story with pitched roofs.
    h. To create a more attractive, pedestrian friendly streetscape, all dwellings along the site’s primary E-W circulator road (connecting the main amenity to the western property boundary) shall be rear-loaded or have driveway access on a side-street.
    i. Side or rear patios will be provided on 50 percent of single-family homes.
    j. The development shall include a mixture of both front-loaded and rear-loaded townhome units. Any front-loaded townhome shall utilize a 1-car garage to limit the prominence of garages and impact of driveways on the streetscape.
    k. All single family detached homes shall have a front facade comprised of a minimum of 25% masonry product (brick/stone/veneer/etc.). Any masonry elements applied to front porch posts shall count towards this minimum.
    l. All single family detached homes shall have a 2-car garage.

CONSOLIDATED ZONING CONDITIONS (Continued)

11. Architectural Standards (Multifamily)
    a. All existing and proposed non-residential and multi-family residential development, for which site plan approval is required, shall meet the provisions contained below (from UDO Section 155.405). Townhomes that are developed to single-family residential building code standards shall be exempt from the requirements of this section.
        i. Any requirements within an overlay district shall supersede architectural standards noted within this section.
        ii. Building Materials
            1. Any building visible from a right-of-way or adjacent property shall be architecturally consistent on all sides of the building.
            2. Metal is prohibited as the primary exterior building material or cladding in any zoning district except the I-1, I-2, and PF districts. Decorative metal or metal facade elements may be permitted as an accent feature but may not exceed more than 10% of any facade.
12. Transportation
    a. A private, 2-way gravel drive shall be permitted as an additional means of access for the proposed event venue, routed through the floodplain to provide a more scenic entrance to this facility.
    b. Per the TIA, the developer shall construct the following recommended traffic improvements:
        i. NC 42 and Fox ridge Road / Site Drive # 1
            1. Construct an exclusive westbound right-turn lane on NC 42 with a minimum of 175 feet of full width storage and appropriate deceleration and taper.
            2. Construct Site Drive #1 with one (1) ingress lane and one (1) egress lane.
            3. Provide stop control on the southbound approach of the proposed site drive.
        ii. NC 42 and Site Drive #2
            1. Construct an exclusive westbound right-turn lane on NC 42 with a minimum of 75 feet of full width storage and appropriate deceleration and taper.
            2. Construct Site Drive #2 with one (1) ingress lane and one (1) egress lane.
            3. Provide stop control on the southbound approach of the proposed site drive.
13. Frontage Requirements
    a. Up to 10% of proposed Townhome units may front on open space (with alley access) rather than fronting on public ROW. This provision is intended to allow select units to front on open space along the Neuse River.
14. Perimeter Buffer Requirements along Neuse River
    a. In order to preserve natural viewsheds, the 15' Type C buffer provided along project perimeter (per section 155.203) shall not require a fence or wall to be provided along those portions of the project boundary bordered by the Neuse River.
15. Parking
    a. The Event Venue/Assembly use and permitted outdoor recreational areas may utilize grass parking as referenced in Section 155.401 of the Town's code.
        i. Grass parking shall be maintained in a smooth, well-graded condition. If parking demand is such that the grass is damaged or destroyed to the extent that it ceases to grow and is not repaired or replaced, then paving shall be required.
        ii. Grass parking may only be utilized for the Event Venue/Assembly use on average less than 5 days per week during a month (i.e., less than 20 days in a month).
    b. On-street parking within ¼ mile of the Event Venue Parcel (measured along the sidewalk/pedestrian path) may be credited towards the event venue's off-street parking requirement.

RIVER MEWS ESTATE

CONDITIONAL DISTRICT MASTER PLAN

SITE DATA TABLE

PIN(S)	167900-32-2667, 167900-52-5319, 167900-43-2205, 167900-43-7307
Gross Site Area	+/- 274.93 acres
Net Site Area	+/- 177.14 acres
Current Zoning	PD-R
Proposed Zoning	Conditional District
Future Land Use Designation	Low Density Residential
Open Space Required (1245 sf per unit)	23.58
Improved Open Space Required (25% of open space)	5.9 acres
Proposed Single Family Lots	+/- 246 lots (29.8%)
Proposed Townhome Units	+/- 339 units (41.1%)
Proposed Multi-family Units	+/- 240 units (29.1%)
Total Proposed Dwelling Units	+/- 825 units (MAX)
Proposed Conditional District Density	+/- 3 du/ac

OPEN SPACE + RCA TABLE

Open Space Required (1245 sf per unit)	+/- 23.58 acres
Total Open Space Provided*	+/- 113.48 acres
Total RCA Preserved (no overlapping)	+/- 99.61 acres
Passive Open Space Provided	+/- 49.34 acres
Improved Open Space Required (25% of open space)	+/- 5.90 acres
Improved Open Space Provided	+/- 6.08 acres
Tree Save	Not Required

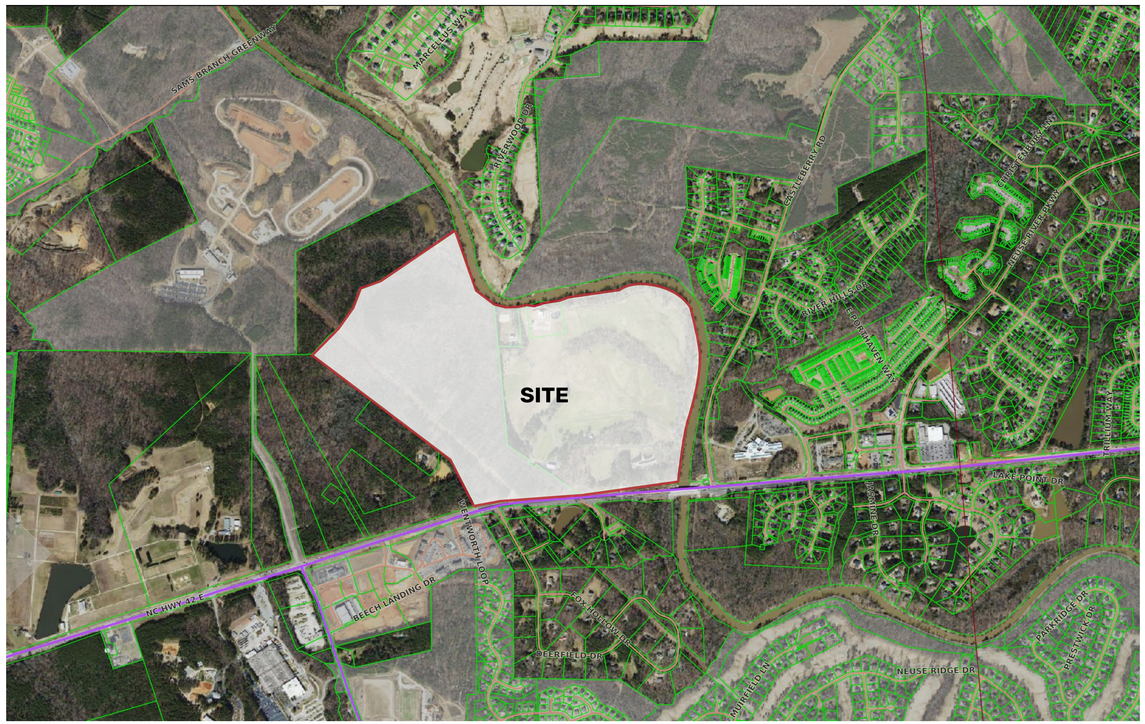
*: Includes land offered for public dedication to Town of Clayton

WATER METER

Single Family + Townhomes	585 3/4"
Apartment	Five 2" meters, Three 3" meters
Amenity Buildings	Two 1" meters
Irrigation	~ Five 1" meters

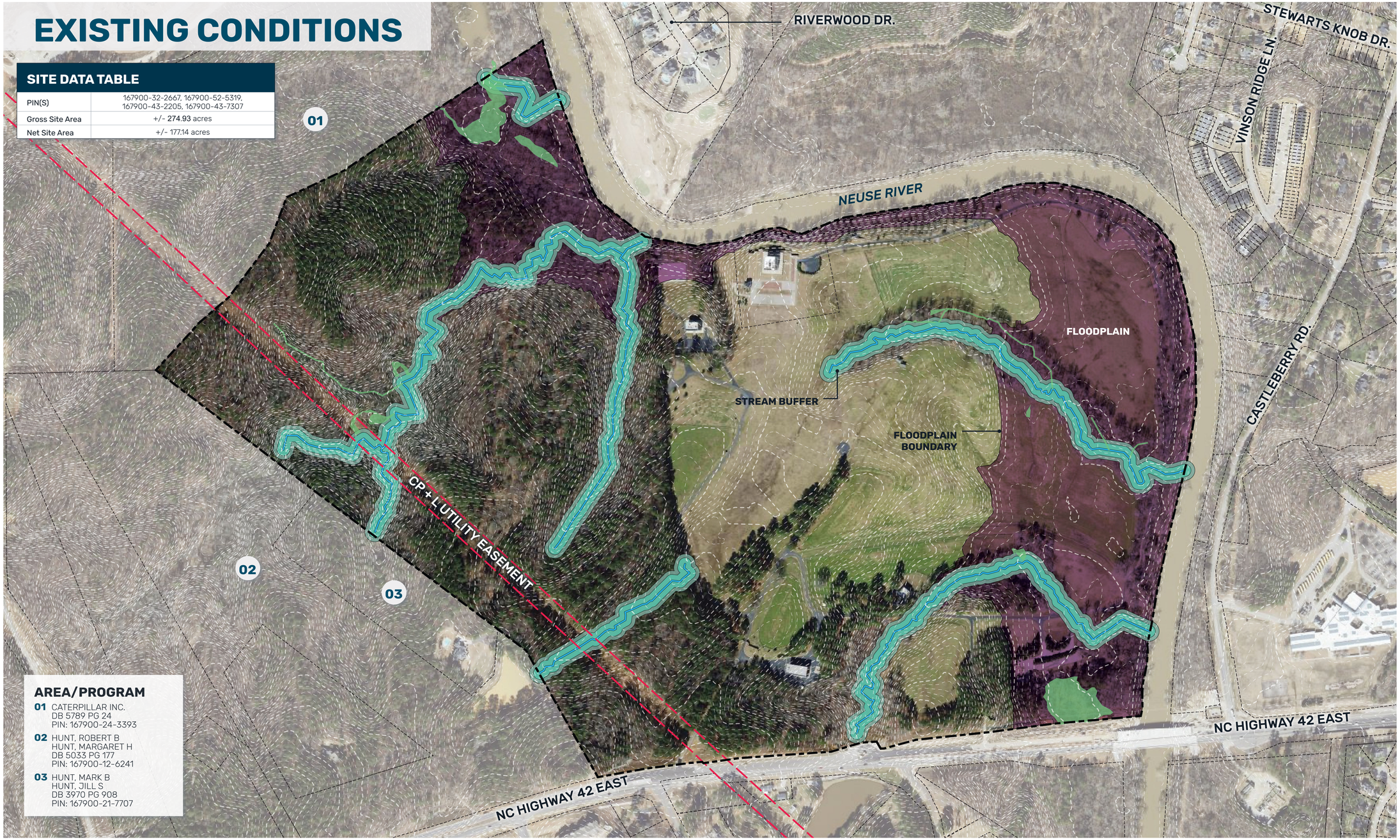
DETAILED RCA DATA

100-Year Floodplain	+/- 80.46 acres
Stream Buffer Areas	+/- 27.70 acres
Stream Buffer Areas (outside floodplain)	+/- 14.54 acres
Jurisdictional Wetlands	+/- 3.21 acres
Jurisdictional Wetlands (Outside of floodplain and stream buffer areas)	+/- 0.51 acres
Natural Steep Slopes (25%, 4:1)	+/- 10.52 acres
Natural Steep Slopes (25%, 4:1) (Outside of floodplain, stream buffer areas, and wetlands)	+/- 4.20 acres
Total RCA Provided (No overlapping elements)	+/- 99.61 acres



EXISTING CONDITIONS

SITE DATA TABLE	
PIN(S)	167900-32-2667, 167900-52-5319, 167900-43-2205, 167900-43-7307
Gross Site Area	+/- 274.93 acres
Net Site Area	+/- 177.14 acres



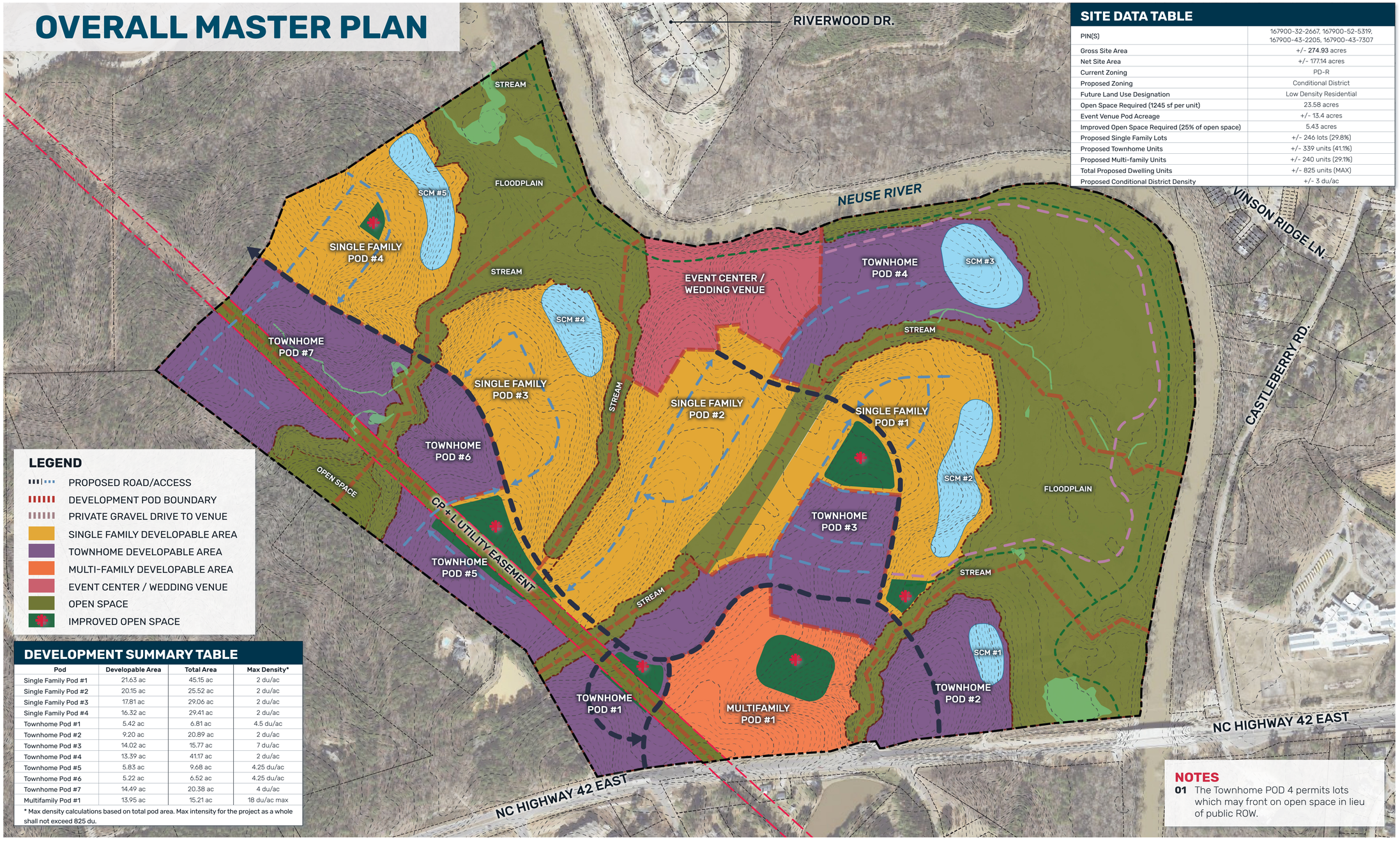
AREA/PROGRAM

01 CATERPILLAR INC.
DB 5789 PG 24
PIN: 167900-24-3393

02 HUNT, ROBERT B
HUNT, MARGARET H
DB 5033 PG 177
PIN: 167900-12-6241

03 HUNT, MARK B
HUNT, JILL S
DB 3970 PG 908
PIN: 167900-21-7707

OVERALL MASTER PLAN



SITE DATA TABLE

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Gross Site Area	+/- 274.93 acres
Net Site Area	+/- 177.14 acres
Current Zoning	PD-R
Proposed Zoning	Conditional District
Future Land Use Designation	Low Density Residential
Open Space Required (1245 sf per unit)	23.58 acres
Event Venue Pod Acreage	+/- 13.4 acres
Improved Open Space Required (25% of open space)	5.43 acres
Proposed Single Family Lots	+/- 246 lots (29.8%)
Proposed Townhome Units	+/- 339 units (41.1%)
Proposed Multi-family Units	+/- 240 units (29.1%)
Total Proposed Dwelling Units	+/- 825 units (MAX)
Proposed Conditional District Density	+/- 3 du/ac

LEGEND

- PROPOSED ROAD/ACCESS
- DEVELOPMENT POD BOUNDARY
- PRIVATE GRAVEL DRIVE TO VENUE
- SINGLE FAMILY DEVELOPABLE AREA
- TOWNHOME DEVELOPABLE AREA
- MULTI-FAMILY DEVELOPABLE AREA
- EVENT CENTER / WEDDING VENUE
- OPEN SPACE
- IMPROVED OPEN SPACE

DEVELOPMENT SUMMARY TABLE

Pod	Developable Area	Total Area	Max Density*
Single Family Pod #1	21.63 ac	45.15 ac	2 du/ac
Single Family Pod #2	20.15 ac	25.52 ac	2 du/ac
Single Family Pod #3	17.81 ac	29.06 ac	2 du/ac
Single Family Pod #4	16.32 ac	29.41 ac	2 du/ac
Townhome Pod #1	5.42 ac	6.81 ac	4.5 du/ac
Townhome Pod #2	9.20 ac	20.89 ac	2 du/ac
Townhome Pod #3	14.02 ac	15.77 ac	7 du/ac
Townhome Pod #4	13.39 ac	41.17 ac	2 du/ac
Townhome Pod #5	5.83 ac	9.68 ac	4.25 du/ac
Townhome Pod #6	5.22 ac	6.52 ac	4.25 du/ac
Townhome Pod #7	14.49 ac	20.38 ac	4 du/ac
Multifamily Pod #1	13.95 ac	15.21 ac	18 du/ac max

* Max density calculations based on total pod area. Max intensity for the project as a whole shall not exceed 825 du.

NOTES

01 The Townhome POD 4 permits lots which may front on open space in lieu of public ROW.

OPEN SPACE + TRAILS PLAN

LEGEND

- PROPOSED ROAD/ACCESS
- PRIVATE GRAVEL DRIVE TO VENUE
- PASSIVE OPEN SPACE
- IMPROVED OPEN SPACE
- 100-YEAR FLOODPLAIN
- STREAM BUFFER AREAS
- JURISDICTIONAL WETLANDS
- NATURAL STEEP SLOPES

RESOURCE CONSERVATION AREA TABLE

100 - Year Floodplain	+/- 80.46 acres
Stream Buffer	+/- 27.7 acres (14.54 acres outside of floodplain)
Jurisdictional Wetlands	+/- 3.21 acres (0.51 acres outside of floodplain and stream buffer areas)
Natural Steep Slopes >25% (>4:1)	+/- 10.52 acres (4.2 acres outside of floodplain, stream buffer, and jurisdictional wetland areas)
Total RCA Provided (No overlapping elements)	+/- 99.61 acres

IMPROVED OPEN SPACE SUMMARY

Open Space ID	Type	Minimum Acreage
1	Pool / Neighborhood Amenity	1.25 acres
2	Other	0.33 acres
3	Multifamily Pool / Clubhouse	1 acre
4	Green	0.75 acres
5	Neighborhood Park	2.5 acres
6	Other	0.25 acres

OPEN SPACE TABLE

Open Space Required (1245 sf per unit)	+/- 23.58 acres
Total Open Space Provided	+/- 49.34 acres
Improved Open Space Required (25% of open space)	+/- 5.90 acres
Improved Open Space Provided	+/- 6.08 acres

NOTES

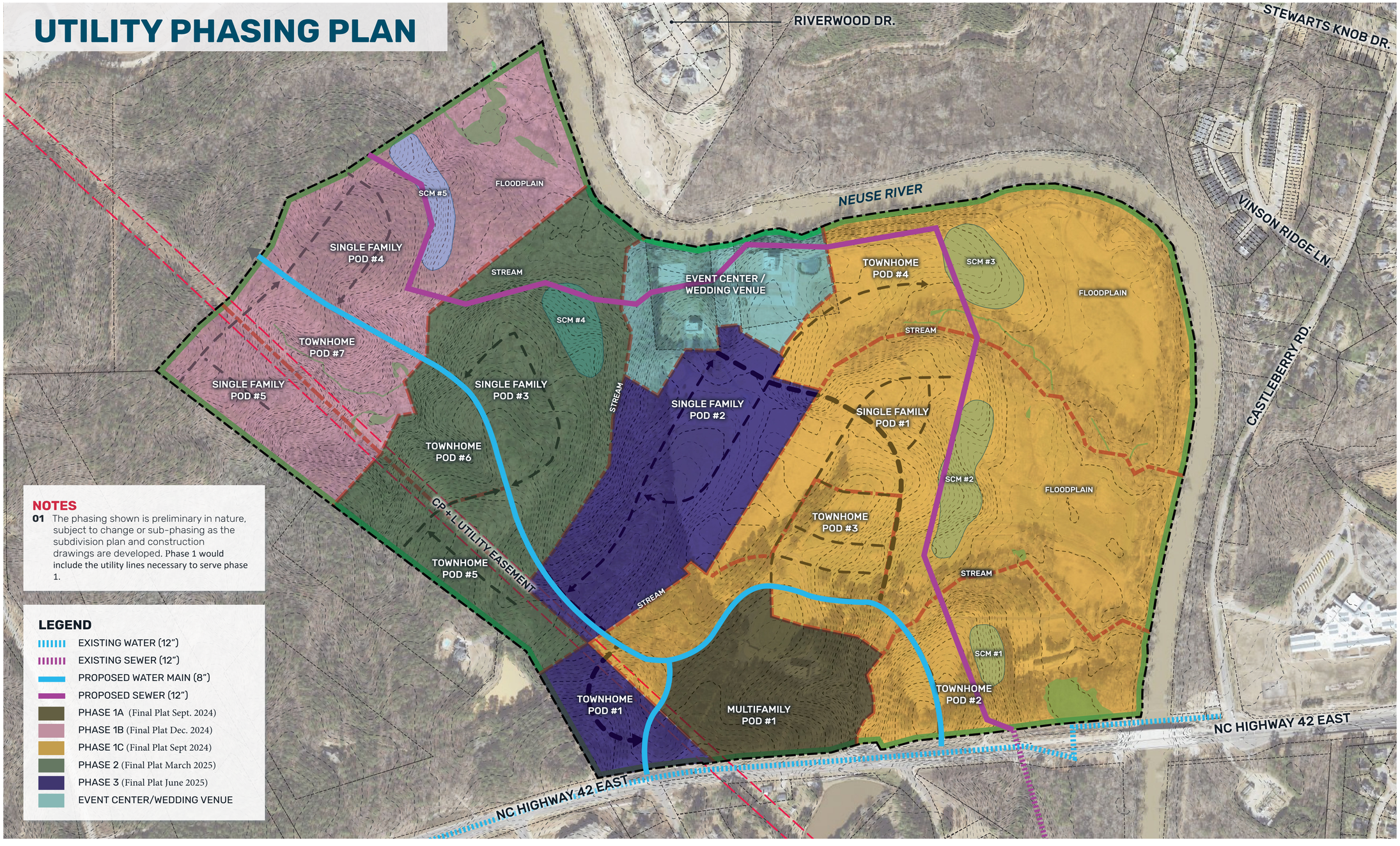
01 Public greenway trail alignment is conceptual in nature, but does utilize some existing paved driveways to be repurposed as a public greenway trail.

02 Existing vegetation within the floodplain shall be used in lieu of a planted 15' Type C Buffer.

03 The developer has offered to dedicate acreage along the Neuse River to the Town for future development of a public park in exchange for a waiver from public park land fee in lieu. Details on this offer will be contained within a development agreement for Town approval.

RIVERWOOD DR.
NEUSE RIVER
VINSON RIDGE LN.
CASTLEBERRY RD.
NC HIGHWAY 42 EAST
FLOODPLAIN
STREAM
OPEN SPACE
IMPROVED OPEN SPACE #6
IMPROVED OPEN SPACE #5
IMPROVED OPEN SPACE #4
IMPROVED OPEN SPACE #3
IMPROVED OPEN SPACE #2
IMPROVED OPEN SPACE #1
CP + L UTILITY EASEMENT
15' TYPE C BUFFER
RESTORED STREAM AND RIPARIAN BUFFER
PROPOSED MOUNTAIN TO SEA TRAIL
APPROXIMATE LOCAITON OF OFFERED PUBLIC PARK LAND DEDICATION (+/- 13 ACRES)

UTILITY PHASING PLAN



NOTES

01 The phasing shown is preliminary in nature, subject to change or sub-phasing as the subdivision plan and construction drawings are developed. Phase 1 would include the utility lines necessary to serve phase 1.

LEGEND

- EXISTING WATER (12")
- EXISTING SEWER (12")
- PROPOSED WATER MAIN (8")
- PROPOSED SEWER (12")
- PHASE 1A (Final Plat Sept. 2024)
- PHASE 1B (Final Plat Dec. 2024)
- PHASE 1C (Final Plat Sept 2024)
- PHASE 2 (Final Plat March 2025)
- PHASE 3 (Final Plat June 2025)
- EVENT CENTER/WEDDING VENUE

McAdams

PREPARED FOR:
DORAN COMPANIES

DRN21001

RIVER MEWS CONDITIONAL DISTRICT MASTER PLAN
CLAYTON, NC

SCALE: 1" = 200'

05

03. 10. 2023

MCADAMS

NEIGHBORHOOD MEETING NOTICE

October 20, 2022

VIRTUAL NEIGHBORHOOD MEETING NOTICE

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 must be held to provide information to area residents about the proposal. Due to current social distancing resulting from COVID-19, the Town of Clayton has authorized temporary use of Virtual Neighborhood Meetings. This letter includes instructions on how to access the virtual neighborhood meeting for this application. A representative of the applicant will coordinate this meeting and explain the application, answer questions, and solicit comments.

A Neighborhood Meeting is required by the Town of Clayton UDC and all property owners within 100 feet of the proposed development must receive notification of the meeting.

Meeting Date: November 3, 2022 **Meeting Time**: 6PM-8PM

- **Meeting Location:** https://mcadamsco.zoom.us/j/89788656900?pwd=MFVnY2hoK0tCeXFCa2FMYnBNTWlYdz09
- **Application Type:** Conditional Zoning Request (Existing zoning is PD-R)
- **Description of Project:** Proposed rezoning to support 360 detached SFD, 60 Townhomes 288 Multifamily
- **Approving Authority:** Town Council Legislative Approval
- **Property Address:** 1603 NC Hwy 42, Clayton Nc 27527 (County TAG # 05I04199Q & 05J05001D)

Our meeting will be held via Zoom. Please see the attached instruction sheet for details.

To ensure that all neighbors have a full understanding of the proposal, you will find the following items included in this mailer:

1. Aerial Image of Property
2. Current Zoning Map of Property
3. Anticipated Public Meeting Dates
4. Proposed Site Plan
5. Copy of Application

If you have questions or cannot attend the meeting but would like further information, please feel free to contact me by e-mail at bergmark@mcadamsco.com.

Sincerely,
MCADAMS

David Bergmark

David Bergmark
Senior Planner, Planning + Design

October 20, 2022

RE: Virtual Neighborhood Meeting - Zoom Instructions (River Mews Neighborhood Meeting)

Dear Property Owner,

Due to the current circumstances of COVID-19, we will be hosting a virtual neighborhood meeting via Zoom. The meeting will be held on November 3, 2022 and begin at 6:00pm Eastern Time.

- To attend the meeting via computer, type in the following link to your internet browser: **https://mcadamsco.zoom.us/j/89788656900?pwd=MFVnY2hoK0tCeXFCa2FMYnBNTWlYdz09**
- **Passcode: 816240**

- Or One tap mobile:
  - US: +13017158592, 89788656900# US or +13092053325, 89788656900#
- Or Telephone:
  - Dial (for higher quality, dial a number based on your current location):
  - +1 301 715 8592 US (Washington DC) or +1 309 205 3325 US or +1 312 626 6799 US (Chicago) or +1 646 876 9923 US (New York) or +1 646 931 3860 US or +1 669 444 9171 US or +1 669 900 6833 US (San Jose) or +1 719 359 4580 US or +1 253 215 8782 US (Tacoma) or +1 346 248 7799 US (Houston) or +1 360 209 5623 US or +1 386 347 5053 US or +1 408 638 0968 US (San Jose) or +1 564 217 2000 US or 877 853 5247 (Toll-free) or 888 788 0099 US (Toll-free)
- Meeting ID: 897 8865 6900
- International numbers available: https://mcadamsco.zoom.us/u/kbErKTEM4l

Sincerely,
MCADAMS

Exhibit A: Aerial Image of Property

Exhibit B: Current Zoning Map of Property

Exhibit C: Anticipated Public Meeting Dates

Note: Public Meeting dates are subject to change, depending on Town of Clayton Staff review and approval. The dates provided below represent the applicant's best estimates at this time. Please reach out to Clayton Planning Staff to confirm dates. Mailed notices will be sent out to adjacent property owners prior to any public hearing.

- **River Mews Neighborhood Meeting:** **11/3/22**
- **Planning Board Meeting:** **2/27/23**
- **Town Council Public Hearing:** **3/20/23**

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

Conditional Zoning w/Master Plan Coversheet

Name of Project: River Mews **Date:** 8/25/22

Applicant Name: Golden Hour Collective, LLC

The following checklist to be completed by applicant:

[☑] Pre-Application Meeting on: June 14, 2022
[☑] Review Fee
[☑] Completed Application
[☑] Owner's Consent Form
[☑] Adjacent Property Owner's List
[☑] Neighborhood Meeting Letter (one copy)
[☑] 2 sets of stamped, addressed, empty envelopes for adjacent property owner notification
[☑] Signed & sealed boundary survey
[☑] Copy of signed & sealed boundary survey in PDF on USB

[☑] Master Plan Set to include the following:
- Cover Sheet
- Survey
- Bubble Plan Outlining:
  a. Where and which uses or groups of uses will occur
  b. The proposed intensity/density of those uses
  c. General location of internal and external network of public right-of-way and public infrastructure
  d. All required elements for establishment of a zoning district including but not limited to dimensional standards, open space network, natural resource preservation, and landscaping or buffering

Reviewed by:_____

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

Conditional Zoning w/Master Plan Application

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

SITE INFORMATION

Name of Project: River Mews

Acreage of Property: 265.9 **Zoning District:** PD-R

County Tag #: 05I04199Q & 05J05001D **NC Pin #:** 167900-32-2667 & 167900-52-5319

Address/Location: 1603 NC Hwy 42, Clayton NC 27527

Existing Zoning District: PD-R **Proposed Zoning District:** Conditional District - Residential

APPLICANT INFORMATION

Applicant: Golden Hour Collective, LLC; Joey Brehm

Mailing Address: 7803 Glenroy Road #200, Minneapolis, MN 55439

Phone Number: (952) 913-8076 **Fax:** _____

Contact Person: Joey Brehm

Email Address: joeybrehm.mn@gmail.com

PROPERTY OWNER INFORAMTION

Name: Gregory A. Moore (Manager of River Mews Estate LLC & Falcon Hamlet LLC)

Mailing Address: PO Box 979, Cary NC 27512-0979

Phone Number: _____ **Fax:** _____

Email Address: _____

OFFICE USE ONLY

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

January 2021

EXPLANATION OF PROJECT

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

See attached Exhibit A & B

APPROVAL CRITERIA – REZONING

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

1. Consistency with the adopted plans of the Town.

   See attached Exhibit B

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

   See attached Exhibit B

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

   See attached Exhibit B

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

   See attached Exhibit B

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

   See attached Exhibit B

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.

   See attached Exhibit B

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.

See attached Exhibit B

APPROVAL CRITERIA- MASTER PLAN

All associated Master Plans must address the following Approval Criteria:

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

See attached Exhibit B

2. Consistency with the Clayton General Design guidelines.

See attached Exhibit B

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

See attached Exhibit B

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

See attached Exhibit B

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

See attached Exhibit B

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

See attached Exhibit B

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

See attached Exhibit B

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

See attached Exhibit B

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

See attached Exhibit B

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

See attached Exhibit B

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

See attached Exhibit B

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.

Joey Brehm

Print Name ***Signature of Applicant*** ***Date***

Exhibit A

to the River Mews Rezoning Application
Applicant and Property Owner Information

Applicant Information

Golden Hour Collective, LLC **(Developer)**
Joey Brehm
7803 Glenroy Road #200
Minneapolis, MN 55439
Telephone: (952) 913-8076
Email: joeybrehm.mn@gmail.com

David Bergmark **(Engineering Firm)**
McAdams
2905 Meridian Parkway
Durham, NC 27713
Telephone: (919) 449 4005
Email: bergmark@mcadamsco.com

Property Owner Information

River Mews Estate LLC
Manager: Gregory A. Moore
PO Box 979
Cary, NC 27512-0979

Falcon Hamlet LLC
Manager: Gregory A. Moore
PO Box 979
Cary, NC 27512-0979

Exhibit B

to the River Mews Rezoning Application

Project Overview, Consistency Statement, and Master Plan Approval Criteria

I. EXPLANATION OF PROJECT

This document and the accompanying exhibits submitted herewith (collectively, the "Rezoning") are provided pursuant to Town of Clayton Unified Development Code ("UDC") provisions for Conditional Zoning Districts. This Rezoning addresses the development of approximately 266 acres located at 1603 NC Hwy 42, on the north side of NC 42 between Glen Laurel Rd and the Neuse River to the east. The property is comprised of two parcels, Tag # 05I04199Q & 05J05001D (the "Property"). The westernmost parcel (Tag # 05I04199Q; NCPIN 167900-32-2667) is within the Town's corporate limits. The eastern parcel (Tag # 05J05001D; NCPIN 167900-52-5319) is subject to a pending voluntary annexation petition.

This Rezoning proposes to rezone the Property to Conditional Zoning District Residential (CZ-R) to allow the development of a master planned residential community. It will include a mix of high-quality housing types and community amenities to serve the Town's growing and increasingly diverse population. Thoughtful building design and site layout will ensure that the community is well integrated with the environmental features on the Property. The community will be linked by gathering areas, open spaces, and walking trails.

II. APPROVAL CRITERIA – REZONING

1. Consistency with the adopted plans of the town.

This Rezoning is generally consistent with the Future Land Use Map (the "FLUM") and many goals and recommendations of the Town's Comprehensive Growth Plan ("Growth Plan").

The Property falls wholly within the area designated on the plan as Low Density Residential ("LDR"). LDR areas are intended to remain predominantly suburban in character and provide for low-density, single-family residential development on smaller lots than those in Rural Residential areas. A mix of residential housing types may occur under a conditional zoning district to support conservation of open space, as long as a gross density of three units per acre is not exceeded. Growth Plan pg. 18. This Rezoning proposes a combination of single family detached homes, attached townhomes, and multifamily apartments with a combined density of 2.63 DUA – consistent with the LDR designation.

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

The Property is suitable for the uses proposed by this Rezoning. The Property is currently vacant with the exception of a single existing home and is zoned Planned Development Residential (PD-R). Clayton Planning staff could not locate records for this existing PD-R zoning, and recommended that a new conditional zoning district be established. This Rezoning will allow residential uses in a similar mix as was typical under the Town's former PDR rules, at a density in agreement with the Town's Future Land Use Plan. The location of townhomes and apartments closer to NC 42 will support the efficient provision of public services, improve the performance of transportation networks, and help preserve open space elsewhere on the site.

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

The surrounding area is currently predominately comprised of detached single-family lots, with some multifamily and non-residential to the southwest on the opposite side of NC 42. This Rezoning will allow additional residential uses, improving the balance of uses proposed and currently existing, and help to meet the demand for additional housing.

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

Adequate public facilities, including schools, roads/streets, recreation facilities, wastewater infrastructure, public water, and stormwater infrastructure are either existing or will be improved to meet the demands of the proposed uses.

Schools – The Property is expected to be served by the Johnston County Public School System. According to the Johnston County Public School website, this community is within the attendance area for East Clayton Elementary School, Riverwood Middle School, and Clayton High School.

Roads – The street network will consist of public streets designed in accordance with the Town of Clayton typical street cross sections. Transportation improvements recommended by the accompanying Transportation Impact Analysis shall be incorporated into the master plan and built at appropriate phases to mitigate any impacts reasonably expected from the development.

Recreation – This Rezoning will meet, if not exceed, all UDC requirements for recreation and open space. A minimum of 1245 sq. ft of open space shall be provided per lot/dwelling unit (approximately 20 acres), and a minimum of 25% of the open space shall be active open space (approximately 5 acres).

Stormwater Management – The Property lies within the Neuse River Basin, and is subject to Neuse River Basin nutrient requirements as well as Town of Clayton UDC requirements in place at the time of preliminary plat submittal.

Water and Sewer Infrastructure – The Property will be served by public water and sanitary sewer utility systems. The utilities will be designed to conform with the Town of Clayton standards and specifications. An existing water line along NC 42 will be extended through the Property. Sanitary sewer systems will be phased according to the allocation available from the Town, as described in the accompanying wastewater allocation agreement.

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

The proposed zoning district will not result in violations to the legal provisions of the Town's Code. Through amendments to the UDC, the Conditional Zoning process provides for the possibility of mutually agreeable zoning conditions for this request.

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

This Rezoning does not adversely affect the adjoining property owners. The proposed uses and development standards for the residential development are consistent with the surrounding area, the Growth Plan, and compatible with the

Property. The Rezoning will improve vehicular and pedestrian connectivity for future development, and any adverse effects will be appropriately mitigated.

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

No group will benefit materially to the detriment of the general public from this Rezoning nor development of the Property.

III. APPROVAL CRITERIA – MASTER PLAN

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

This Rezoning complies with UDC Section 155.203(L) and all other applicable requirements. The proposed development standards and design guidelines defined in this document are appropriate for the residential uses permitted in the CZR district, and are compatible with the surrounding land uses. Except where modified by this document, this Rezoning complies with all standards specified in UDC Section 155.400 through 155.405 related to access, off-street parking and loading, landscaping, screening, buffering, signs, and outdoor lighting.

2. Consistency with the Clayton General Design guidelines.

This Rezoning is consistent with the Town of Clayton General Design Guidelines. Except where modified by the rezoning narrative or master plan, the Rezoning complies with all standards specified in UDC Section 155.400 through 155.405 related to access, off-street parking and loading, landscaping, screening, buffering, signs, and outdoor lighting.

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

The intent of the proposed CZR district is to allow a residential development with a variety of housing types, thoughtful amenities, active recreation space, and large areas of preserved natural open space. Vehicular and pedestrian connectivity will be provided throughout the development in an organized, efficient network of streets, sidewalks, and walking trails. The development shall also help extend the Mountains to Sea trail. The design guidelines and development standards defined below are intended for this type of residential development, and will allow for a well-designed community.

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

The proposed development is limited to residential uses, including single family detached lots, townhouses, and multifamily units. These proposed uses, and the development standards restricting those uses, are compatible with the adjacent communities, which are zoned for and currently used for low density residential uses.

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

   The proposed development standards defined below and the master plan will ensure quality of design across the entire development, which is a significant 266 acres in area. The overall site layout is designed to create a cohesive environment by positioning the denser residential uses closer to NC 42, with centralized open spaces creating natural community gathering locations. The master plan features a creative integration of the residential uses, active open space, and the preserved open space to create a cohesive environment. The design guidelines will ensure quality architectural features that are consistent across the community.

6. **Compatible relationship between each component of the overall project.**

   This Rezoning will feature a creative and thoughtful integration of the various residential uses through the use of design guidelines that carry over between each component of the development.

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

   The master plan is designed to ensure appropriate transportation, stormwater, utility, and other infrastructure improvements are completed at each phase of the project.

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

   Any additional impacts caused by the development have been considered when designing the master plan. A Traffic Impact Analysis recommended multiple improvements, which have been accounted for in the master plan, and a Wastewater Allocation Agreement ensures that this Rezoning will not overtax public utilities.

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

Financing for the development will be provided by the developer. By approval of this rezoning, the Town will benefit from the additional tax base and the development of the Property in a manner consistent with the Growth Plan.

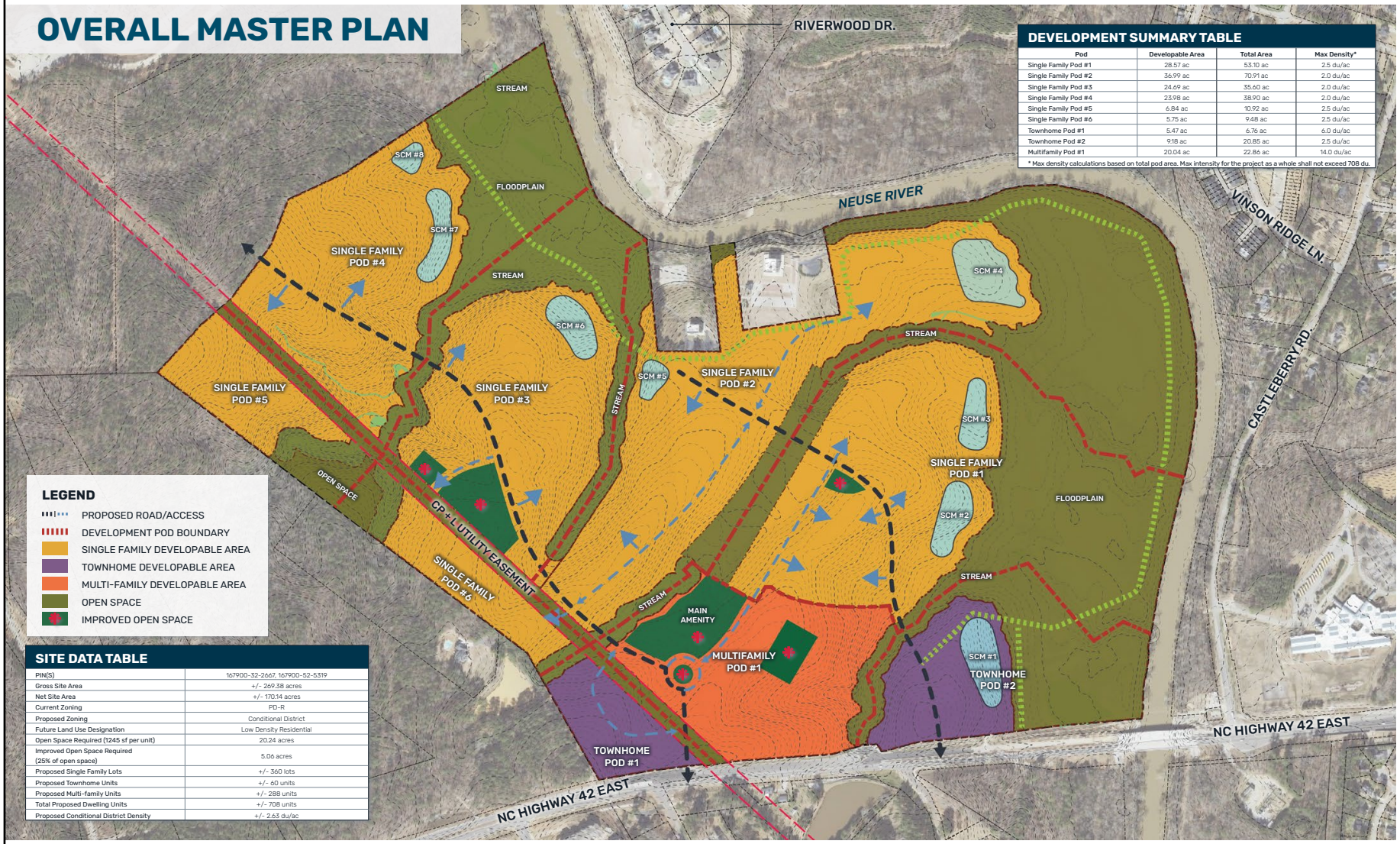
10. The success of the proposal in providing adequate pedestrian and bicycle links within the development and with the adjacent community.

All streets within the development will provide public sidewalks and accessibility in accordance with Town standards. This Rezoning will establish several new street stub to facilitate future development and increase connectivity with the surrounding area. Sidewalks and walking trails will provide links between the different areas of the large community and connect the various amenities and active open spaces. A public greenway will be established to serve as part of the Mountains to Sea Trail.

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

The Property has significant areas within the floodplain and areas of steep slopes, as defined by UDC Section 155.500. This Rezoning is proposing to preserve over 80 acres of Resource Conservation Area, including property within the floodplain, wetlands, and steep slopes. This Rezoning will also provide over 40 acres of passive open space and approximately 7 acres of improved open space.

OVERALL MASTER PLAN



DEVELOPMENT SUMMARY TABLE

Pod	Developable Area	Total Area	Max Density*
Single Family Pod #1	28.57 ac	53.10 ac	2.5 du/ac
Single Family Pod #2	36.99 ac	70.91 ac	2.0 du/ac
Single Family Pod #3	24.69 ac	35.60 ac	2.0 du/ac
Single Family Pod #4	23.98 ac	38.90 ac	2.0 du/ac
Single Family Pod #5	6.84 ac	10.92 ac	2.5 du/ac
Single Family Pod #6	5.75 ac	9.48 ac	2.5 du/ac
Townhome Pod #1	5.47 ac	6.76 ac	6.0 du/ac
Townhome Pod #2	9.18 ac	20.85 ac	2.5 du/ac
Multifamily Pod #1	20.04 ac	22.86 ac	14.0 du/ac

* Max density calculations based on total pod area. Max intensity for the project as a whole shall not exceed 708 du.

LEGEND

- PROPOSED ROAD/ACCESS
- DEVELOPMENT POD BOUNDARY
- SINGLE FAMILY DEVELOPABLE AREA
- TOWNHOME DEVELOPABLE AREA
- MULTI-FAMILY DEVELOPABLE AREA
- OPEN SPACE
- IMPROVED OPEN SPACE

SITE DATA TABLE

PIN(S)	167900-32-2667, 167900-52-5319
Gross Site Area	+/- 269.38 acres
Net Site Area	+/- 170.14 acres
Current Zoning	PD-R
Proposed Zoning	Conditional District
Future Land Use Designation	Low Density Residential
Open Space Required (1245 sf per unit)	20.24 acres
Improved Open Space Required (25% of open space)	5.06 acres
Proposed Single Family Lots	+/- 360 lots
Proposed Townhome Units	+/- 60 units
Proposed Multi-family Units	+/- 288 units
Total Proposed Dwelling Units	+/- 708 units
Proposed Conditional District Density	+/- 2.63 du/ac

McADAMS

PREPARED FOR:
DORAN COMPANIES

DRN21001

RIVER MEWS CONDITIONAL DISTRICT MASTER PLAN
CLAYTON, NC

SCALE: 1" = 200'

03

08. 19. 2022

River Mews - Neighborhood Meeting Log (11/3/22)

Meeting Time: 6:00-8:00 PM

Meeting Location: Virtual (Zoom)

Total attendees: 6 (2 Neighbors/Residents and 4 Dev. Team)

Neighbors/Interested Residents Present:

1. Edwin (Ted) Bogle 2004 Sherwood Drive, Clayton
2. Dr. Nicole Cordell 2001 Fox Ridge Rd, Clayton

Presenters / Development Team:

a. David Bergmark (McAdams)
b. Joey Brehm (Doran Company)
c. Ben Lindau (Doran Company)
d. Nate Bouquin (McAdams)

Presentation

David Bergmark provided a summary of the development proposal, as illustrated in the attached powerpoint presentation used the night of the neighborhood meeting. The main concern/desire expressed by both neighbors present was for a traffic signal to be installed along NC 42 to make it easier for area residents to enter and exit their neighborhood. These residents stated they had spoken to their neighbors and this was the main request of area residents.

Citizen Questions and Responses

1. **Ted Bogle** –
    a. Ted stated that he had talked with other neighbors along Fox Ridge Road and the #1 request they had was if a stoplight could be installed at Fox Ridge Road as a result of this neighoborhood. He said it was very dangerous to pull out or try to break and pull into his neighborhood. [Traffic Signal]
        i. **Response**: Nate Bouquin said the developer had spoken with NCDOT about obtaining better access for this development, but currently DOT was recommending two right-in right-out access points – NOT a full access signalized intersection. He said that DOT did require the develop to monitor the U-turn and signalize that once it meets warrants. Joey Brehm said that the developer was willing to fund a signal if DOT would allow a signal to serve this site.
    b. Ted said that an apartment on his side of NC 42 had issues with its stormwater retention and suggested we pay close attention to this in our development. [Stormwater]

i. **Response**: David said they would take this into consideration.

c. Ted asked if he had seen that we would be building part of the Mountains to Sea Trail.
   i. **Response**: David Bergmark said their proposal did include constructing a portion of the Mountains to Sea trail within our site. He said the current trail was further to the north along the western side of the Neuse. [Bike/Ped]

d. Ted asked if there was going to be a kayak or canoe launch along the Neuse
   i. **Response**: David Bergmark said the applicant had broached the idea of dedicating public park land to the town along the Neuse River, and that a kayak launch spot was one idea they had shared. [Amenities]

e. Ted said he had lived in this area for 25 years, so he could testify that the area along the Neuse does flood somewhat regularly. [Flooding]
   i. **Response**: David Bergmark said this would be taken into consideration if any park amenities went within the floodplain.

f. Ted asked if the community was going to be gated. [Access]
   i. **Response**: David Bergmark said he has not heard any discussion of this community being gated.

2. **Dr. Nicole Cordell –**
   a. Nicole said her main question was whether a traffic signal could be put in to make access easier and safer for her neighborhood? [Traffic Signal]
      i. **Response**: David Bergmark repeated the response given by Nate Bouquin above.
   b. Nicole asked if this development would change her neighborhoods status of being in the ETJ?
      i. Response: David Bergmark said the proposed development had been recently annexed into the Town's corporate limits at the developer's request, but that River Mews would not cause her property to be annexed or for the zoning jurisdiction of her property to change.

Concluding Remarks

- David Bergmark thanked everyone for all their time and input.

River Mews
Conditional Zoning District
Neighborhood Meeting
11.03.22

OVERVIEW

- PURPOSE
- ROLES
- INTRODUCTIONS
- PROCESS
- PROJECT
- Q&A

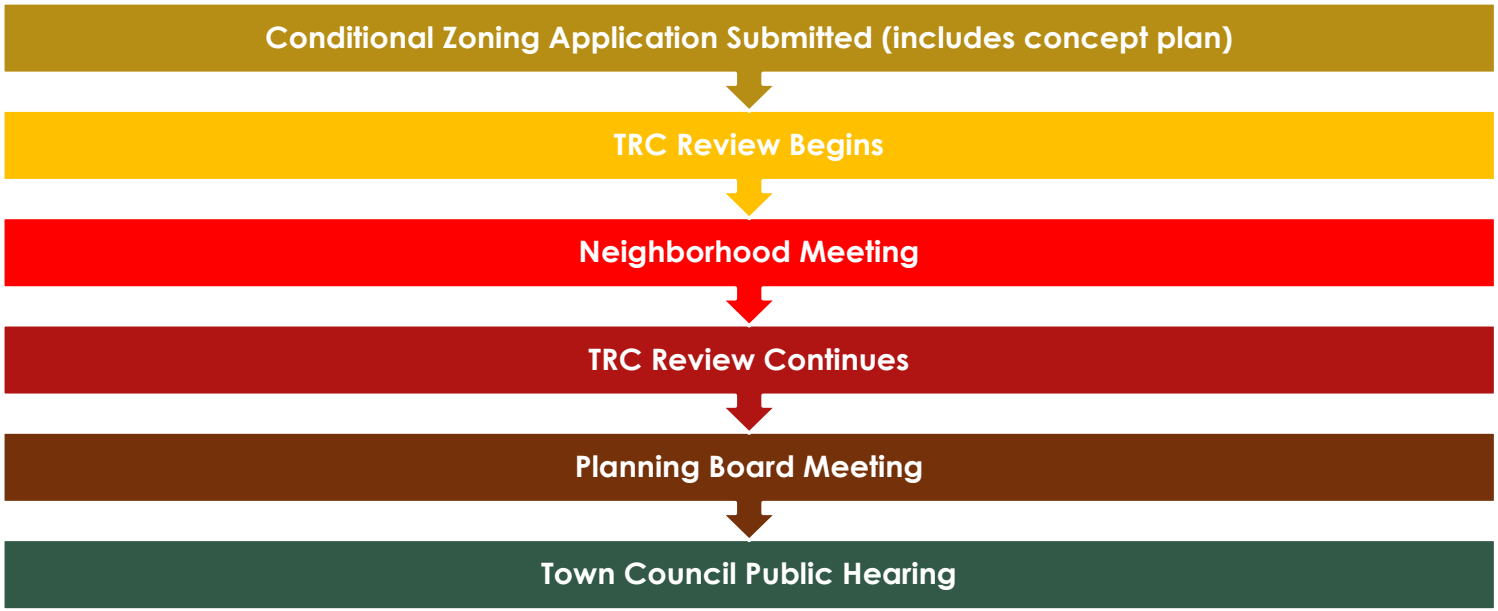
PURPOSE

- WHO RECEIVED NOTIFICATION?
  - Property owners within 100 feet of the proposal
- WHY WE'RE HOLDING THE MEETING?
  - Unified Development Code requirement to meet with property owners & residents
  - To have an opportunity before the Town Council Public Hearing to receive feedback
  - To improve the proposal with that feedback
- HOW WILL WE DO THAT?
  - Following tonight's meeting, the applicant & Town staff will discuss your comments
  - Look for ways to improve the proposal using your comments

ROLES

- PROPERTY OWNER/RESIDENT:
  - Learn about the proposal
  - Provide feedback
  - Engage in improving Clayton
- DEVELOPER:
  - Explain the Conditional Zoning Process
  - Share the proposal
  - Hear concern
  - Improve the plan

PROJECT DEVELOPMENT TIMELINE



INTRODUCTION

- DEVELOPER/DEVELOPMENT TEAM
- RESIDENTS/PROPERTY OWNERS
  - All meeting participants – please type your name and address into the chat window to record attendance.

Conditional Zoning Process

- ZONING
  - Establishes parameters for permitted uses of land and impacts associated development standards
  - Controlled/Approved by the local jurisdiction (town/county)

- CONDITIONAL ZONING
  - Ties site-specific conditions to the rezoning
  - Allows for greater flexibility/tailored standards
  - Includes a conceptual plan
  - Conditions must be mutually agreed upon
    - Include architectural standards
  - Conditions and plan run with the land
  - Narrative Document accompanies application

Current Zoning & Land Use

- FORMER RESIDENCE OF SMITHFIELD BBQ OWNER.
- EXISTING RESIDENCE ON SITE, AS WELL AS LARGE ACCESSORY STRUCTURES.

- CURRENTLY ZONED PLANNED DEVELOPMENT RESIDENTIAL (PD-R).
- SURROUNDED BY EXISTING RESIDENTIAL AND PDR/PUD ZONING DISTRICTS.

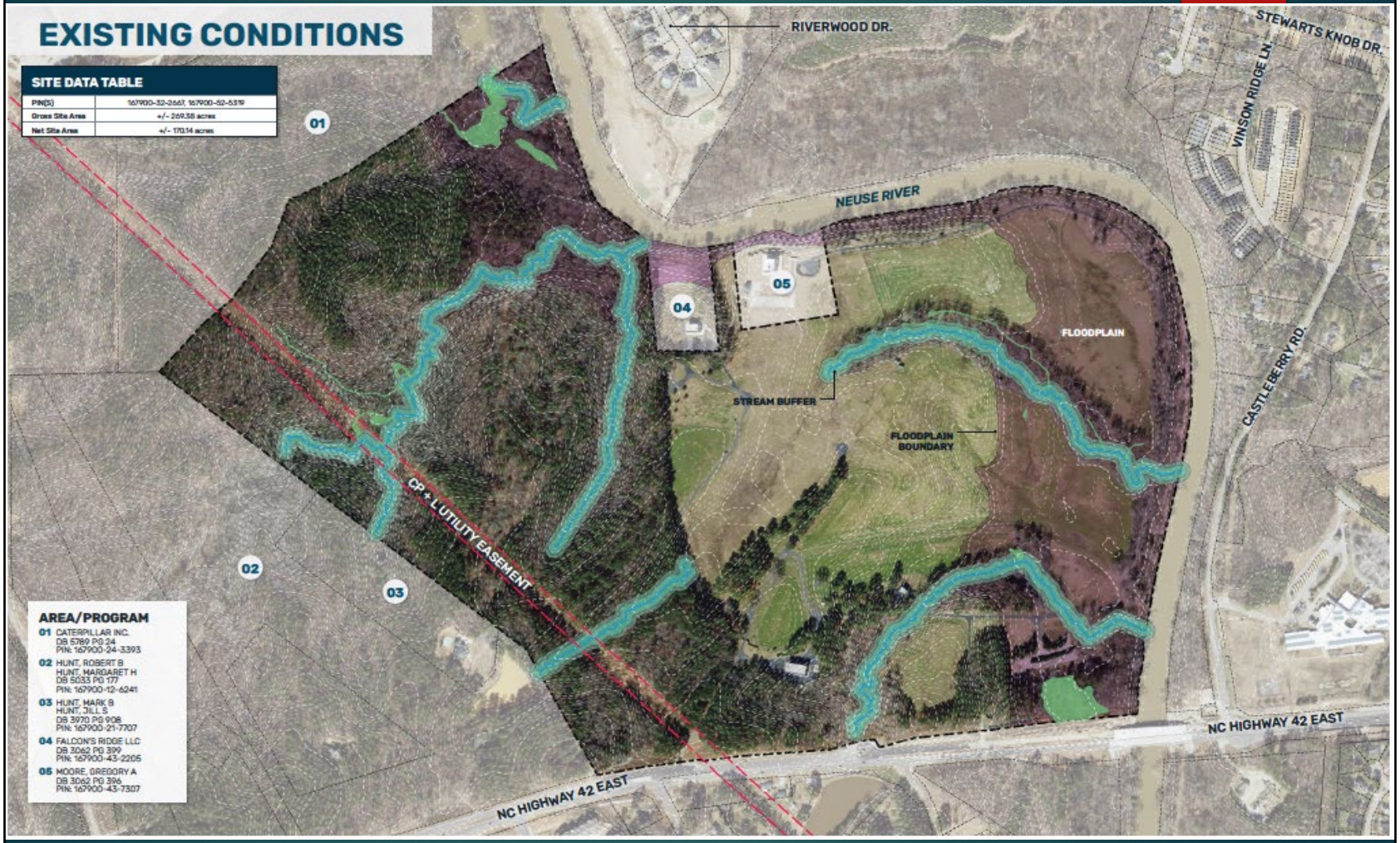
PROJECT DETAILS

- PROPOSED ZONING: CONDITIONAL DISTRICT (RESIDENTIAL)
- PROPOSED USE: SFD DETACHED, TOWNHOMES, AND MULTIFAMILY.
- TOTAL UNITS: MAX OF 760
  - Max of 325 SFD (43%)
  - Max of 110 Townhomes (14%)
  - Max of 325 MF Apartment units (43%)
- SITE AREA: ~269 ACRES
- DENSITY: ~ 2.83 DUA (FLU CALLS FOR 3 DUA OR LESS)
- SITE ACCESS: NEW DRIVES OFF NC-42
- TOTAL OPEN SPACE PROVIDED: ~110 ACRES (OVER 30% OF SITE)
- UTILITIES: SITE HAS BEEN ANNEXED AND LOTS WOULD BE SERVED BY MUNICIPAL WATER AND SEWER (NOT WELL AND SEPTIC)

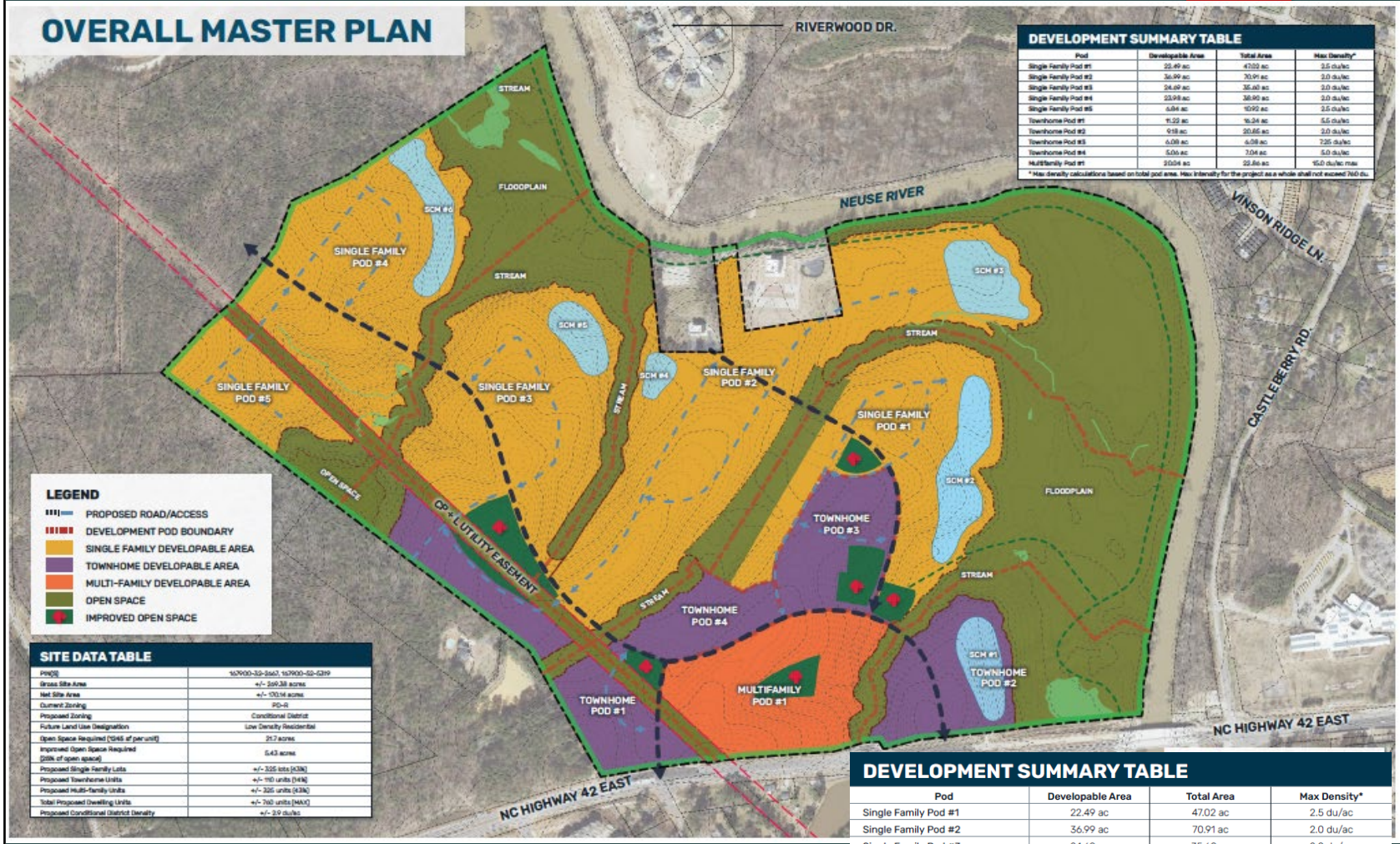
PROJECT DETAILS

- SINGLE FAMILY DWELLINGS
  - Mix of Front-loaded and Rear-loaded homes
  - 40’ wide Rear Load
- TOWNHOMES
  - Mix of Front-loaded and Rear-loaded Townhomes
  - Min Lot width of 21’
  - 1-car garages used on front-load (to limit curb cuts)
  - Located closer to NC 42
- APARTMENTS
  - Max height of 4-stories
  - Located close to NC 42

EXISTING CONDITIONS



OVERALL MASTER PLAN



DEVELOPMENT SUMMARY TABLE

Pod	Developable Area	Total Area	Max Density*
Single Family Pod #1	22.49 ac	47.02 ac	2.5 du/ac
Single Family Pod #2	36.99 ac	70.91 ac	2.0 du/ac
Single Family Pod #3	24.69 ac	35.60 ac	2.0 du/ac
Single Family Pod #4	23.98 ac	38.90 ac	2.0 du/ac
Single Family Pod #5	6.84 ac	10.92 ac	2.5 du/ac
Townhome Pod #1	11.22 ac	16.24 ac	5.5 du/ac
Townhome Pod #2	9.18 ac	20.85 ac	2.0 du/ac
Townhome Pod #3	6.08 ac	6.08 ac	7.25 du/ac
Townhome Pod #4	5.06 ac	7.04 ac	5.0 du/ac
Multifamily Pod #1	20.04 ac	22.86 ac	15.0 du/ac max

* Max density calculations based on total pod area. Max intensity for the project as a whole shall not exceed 760 du.

SITE DATA TABLE

PIN(S)	167900-32-3667, 167900-52-5319
Gross Site Area	+/- 269.38 acres
Net Site Area	+/- 170.14 acres
Current Zoning	RD-R
Proposed Zoning	Conditional District
Future Land Use Designation	Low Density Residential
Open Space Required (1245 sf per unit)	21.7 acres
Improved Open Space Required (25% of open space)	5.43 acres
Proposed Single Family Lots	+/- 325 lots (43%)
Proposed Townhome Units	+/- 110 units (14%)
Proposed Multi-family Units	+/- 325 units (43%)
Total Proposed Dwelling Units	+/- 760 units (MAX)
Proposed Conditional District Density	+/- 2.9 du/ac

DEVELOPMENT SUMMARY TABLE

Pod	Developable Area	Total Area	Max Density*
Single Family Pod #1	22.49 ac	47.02 ac	2.5 du/ac
Single Family Pod #2	36.99 ac	70.91 ac	2.0 du/ac
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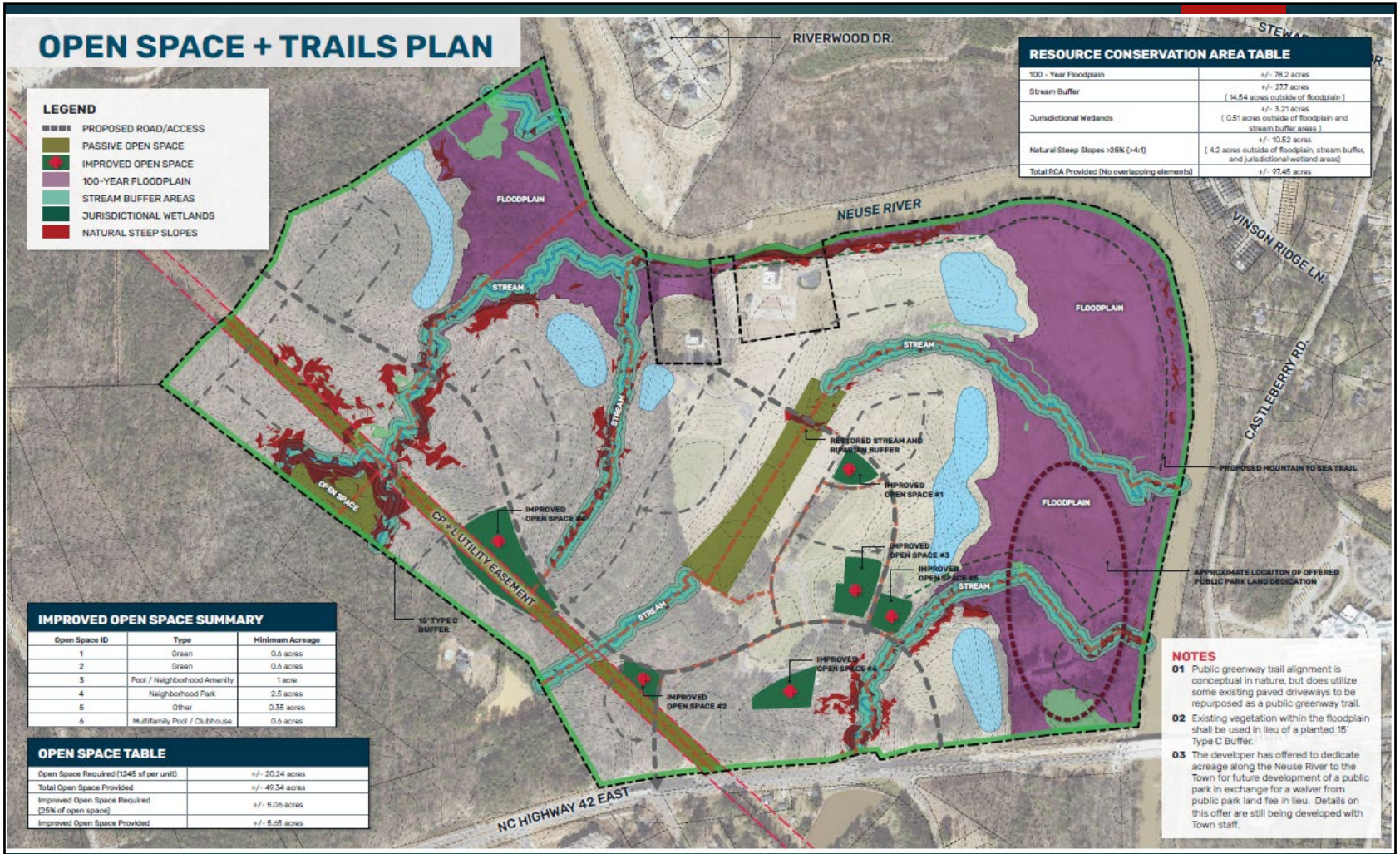
Single Family Pod #5	6.84 ac	10.92 ac	2.5 du/ac
Townhome Pod #1	11.22 ac	16.24 ac	5.5 du/ac
Townhome Pod #2	9.18 ac	20.85 ac	2.0 du/ac
Townhome Pod #3	6.08 ac	6.08 ac	7.25 du/ac
Townhome Pod #4	5.06 ac	7.04 ac	5.0 du/ac
Multifamily Pod #1	20.04 ac	22.86 ac	15.0 du/ac max

* Max density calculations based on total pod area. Max intensity for the project as a whole shall not exceed 760 du.



- POTENTIAL PUBLIC PARK LAND DEDICATION

Q&A

- PLEASE POST ANY QUESTIONS YOU HAVE IN THE CHAT BOX WITHIN THE ZOOM WEBINAR. QUESTIONS WILL BE READ ALOUD AND RESPONDED TO BY A PRESENTER.
- ANY PARTICIPANTS WHO CALLED IN ON THE PHONE WILL BE UNMUTED TO ALLOW FOR QUESTIONS.
- DEVELOPER REPRESENTATIVE: DAVID BERGMARK
  - 919-449-4005
  - Bergmark@mcadams.com

TOWN OF CLAYTON POLICY

Department: Public Services	**Effective:** January 21, 2020
Policy Title: Water & Wastewater Allocation Policy Version #02 (V.02)	**Supersedes:** TC Action 2010-026 **Prepared By:** Richard D. Cappola Jr., PE Public Services Director **Approved By:** Town Council **Date: January 21,2020**

I. Purpose

The Town of Clayton has invested substantial capital in the infrastructure necessary to support a growing, prosperous, and healthy community. Water supply and wastewater treatment capacities are among the most important elements of this infrastructure. The intent of this policy is to provide for the judicious allocation of these resources in conformity with adopted goals and priorities in an effort to shape the community consistent with the articulated vision to become the "Premier Community for Active Families." This policy is intended to manage the remaining capacity available until additional capacity is developed through construction of a new Water Reclamation Facility, and should be reviewed periodically to ensure it is achieving the intended purpose.

II. Scope

The Town Council for the Town of Clayton has adopted the Comprehensive Plan 2040 which is a useful tool to successfully evaluate applications for allocation of public resources so that the character of the community shall be consistent with its vision, values, and plans. In accordance with the "Town of Clayton Strategic Growth Plan", utility allocation reservations should support and maximize the concept of increasing the Town's property tax based revenues by the expansion and improvement of higher valued land use development, emphasizing a balance of Residential, commercial, and industrial uses.

III. Policy

The Town of Clayton seeks to grant utility allocations such that the existing character of the Town's utility customer base does not become more residential than is practical to achieve the intent of the Strategic Growth Plan, and seeks to increase the diversity of the customer base by increasing the percentage of resources devoted to industrial, commercial, and mixed use development.

The total amount of available capacity and each incremental increase in capacity should generally be allocated based on the following parameters:

- No more than fifty percent (50%) of the total available capacity may be allocated to projects that include solely residential development.
- At least thirty percent (30%) of the total available capacity shall be reserved for allocation to commercial/industrial projects.
- Projects encompassing mixed use (residential and commercial) elements may be considered for allocation even if such an allocation will exceed the limit established above for residential use. Note: These percentages may be reviewed and adjusted by the Town Council at their discretion.

Due to weather related factors, the regulatory environment, and the dynamic nature of wastewater flow and treatment, accounting of available utility capacity is, by its very nature, inexact. The Town of Clayton shall track allocation reservations granted and the amount of capacity available. Such reports do not constitute a policy statement, commitment or guarantee on the amount of capacity available for allocation.

The following hierarchy shall apply to evaluation of utility allocation requests:

- Commercial properties with quality development projects
- Development projects with a mixed-use element
- Industrial projects and other major employer entities
- Additional phases attached to residential projects with a proven record of quality product and economic success
- Residential projects that include tangible, high quality community amenities
- Residential projects that include diverse products and opportunities
- Residential projects not otherwise described above

Evaluation of projects will be based on the scoring rubric attached hereto as Exhibit A, which is incorporated in this Agreement by reference. A project must meet or exceed 50 points to receive an allocation. Proposed projects can gain BONUS POINTS by the applicant offering to provide items listed on the rubric as part of their development proposal. Examples of these items may include such things as additional amenities (fire pits, community gardens, etc.) or offering to provide "Minimum of 25% of building façades will be made of masonry materials."

The Town of Clayton may allocate utility service capacity to competing projects based on a demonstrated intent and ability of the applicant to meet adopted Town goals and plans for character and quality of development. The Town of Clayton reserves the right to deny a utility allocation request if the applicant fails to adequately demonstrate that the project meets adopted Town goals or plans, or in the case that the project is deemed to be less supportive of Town goals or plans of a competing project.

IV. Procedure

The owner or developer of any project requiring water or wastewater utility service from the Town of Clayton shall submit a written application, in the application form provided by Town Staff, for an allocation reservation. The application shall include detailed information on the amount of capacity necessary to serve the project, the nature of the project, project schedule in relation to demand of utility capacity, and other supporting information demonstrating how the project serves the needs and interests of the Town of Clayton. In the case of Industrial flows, additional information associated with the constituents shall be required and may be subject to other ordinances or policies of the Town.

- The Town Council shall review for approval all allocations which require or may require a daily flow allocation of ten thousand gallons or more (> 10,000 GPD)
    - The Town Council shall incorporate the evaluation of utility allocation requests into the decision-making process associated with Subdivisions, Mixed-use Planned Developments, and Special Use Permits. The criteria contained herein for evaluation of utility allocation requests shall be included as elements within the review processes for the accompanying land use application with regard to conformity with Town of Clayton policies and ordinances, planning practices, and consistency with adopted long-range and strategic plans.
    - For allocations requiring Town Council approval, but which do not require other land use regulatory reviews or approvals, the applicant shall provide a full description of how their project supports the goals and priorities established within this and related policies and plans in their application for allocation reservation.

- The Town Manager or their designee shall review for approval all applications for utility capacity which require a daily flow allocation of less than ten thousand gallons (< 10,000 GPD).
    - In addition to the scoring rubric, the Town Manager or their designee shall consider the goals articulated by this and related Town policies when reviewing applications for utility allocations. If an application is denied, the Town Manager or their designee shall state in writing the reasons for denial of the request.

V. General Conditions

- This policy shall replace any previous policies on water and wastewater allocations adopted by the Town Council.
- An allocation will expire if a project has not progressed in construction plan approval, building permit approval, or on-site construction within 12 months of award of the allocation.
- Upon request by the applicant and at the discretion of the Town Engineer, an allocation may be extended for one twelve (12) month period.
- If a project is unsuccessful in obtaining any required Federal, State, or local government permit or approval the reservation shall be retracted. The Town of Clayton shall bear no liability for any costs incurred by the applicant, nor bare further responsibility in the matter.
- Granting of a utility allocation does not imply or confer approval of any other applications or reviews as may be required by Town Ordinance or policy and does not imply or create any vested right.
- Public water may be utilized for irrigation purposes so long as the Primary Use associated with the site has previously gained a water allocation through the Town.
- This policy shall be reviewed annually and, when appropriate, readjusted by the Town Council. The Town's overall progress on policy goals will be considered and the multipliers and/or point thresholds readjusted accordingly.

V. Appeals Process

- Appeal of any provision of this policy shall be made to the Town Council.
- Appeal of any decision on a utility allocation by the Town Manager or their designee shall be made to the Town Council for final decision. Any such appeal shall be placed on the agenda of a regularly scheduled Town Council meeting.

WATER & WASTEWATER ALLOCATION CRITERIA

TOTAL POINTS = 65 *MINIMUM 50 POINTS REQUIRED*

	Category	Points	Calc.	Notes
DEVELOPMENT TYPE[1] (Choose 1 from this category)	Government/Public Admin./Public Safety	50		
	Non-residential (Commercial) - Retail & Restaurant	30		
	Non-residential (Commercial) - Office	20		
	Non-residential (Commercial) - Warehouse	15		
	Non-residential (Commercial) - Medical	25		
	Non-residential (Commercial) - Hotel/Motel	35		
	Industrial/Manufacturing	30		
	Institutional	15		
	Residential Existing Lot- Single Family Detached	40		Individual Existing Lot construction
	Residential Subdivision - Single Family Detached (> 0.25 Acre Lots)	20		Single Family Homes on Individual Lots greater than 0.25 acres
	Residential Subdivision - Single Family Detached (< 0.25 Acre Lots)	15		Single Family Homes on Individual Lots less than 0.25 Acres
	Residential Subd.- Single Family Attached (> 1,500 SF Heated Space)	10		Townhomes with heated square-footage greater than 1,500 SF
	Residential Subd.- Single Family Attached (< 1,500 SF Heated Space)	5		Townhomes with heated square-footage less than 1,500 SF
	Residential - Multifamily (Apartments)	10		
	Mixed-Residential	25	25	Mix of various lot sizes of Single-family, Townhomes, and Apartments
	Mixed-Use Commercial & Residential	30		Mix of Residential and Non-residential (Commercial) uses
	Downtown Redevelopment	30		
	Infill Development	25		Utilities already exist within 300 Feet of property
FUTURE TAX STATUS (Choose 1 from this category)	Exempt	0		
	Residential	5	5	
	Non-residential	10		
	Industrial	10		
COMMUNITY BENEFIT BONUS POINTS (Choose All that apply from this category)	Cultural Arts/Entertainment for Public	10		
	Sports/Recreation for Public	10	10	>13 acres of land offered for dedication along Neuse River.
	Town Electric Customer	20		
	Expansion of existing non-residential use	10		
	Re-development of an existing property	5	5	Must result in increased property value For event venue
	Residential Subdivision - Additional amenities included	5 - 15	15	Pool, Clubhouse, sports courts, etc. - 5 pts per, max 15 pts Pool, Clubhouse, Pickleball Courts
	Job Creation - 10 to 25 new jobs	5		
	Job Creation - 26 to 100 new jobs	10		
	Job Creation - 100+ new jobs	15		
	Job creation - Jobs created will have salaries at or above median income	5		Must be greater than 50% of jobs added with documentation to confirm
	Residential - Multiple-Car Garages provided	5	5	All single-family detached homes will have 2 car garages
	Residential - Overflow Parking provided	5		Subject to Planning and Engineering support
	Masonry Elements included in Building Construction	10		
	Sustainable/High Efficiency Products and appliances used	5 - 15		5 pts per, max 15 pts
	Private trail connection to Public Greenway	10	10	
COMMUNITY IMPACT DEDUCT POINTS (Choose All that apply from this category)	Pump Station Improvements required[2]	-10	-10	Subject to Town policy and standards
	New Pump Station Required[2]	-20		Subject to Town policy and standards
	Out-of Town Status (After construction)	-10		
	Outside Fire District	-5		
	Inconsistent with Comp Plan	-5		

CLARIFICATIONS

1 Any Development Type Category not listed is subject to Town Council discretion with staff recommendation.

2 The Town Engineer may waive these deductions if the improvments are consistent with Future utility service plans, replace/offline an aging station, or are in the best interest of the Town.

TOWN OF CLAYTON
Engineering & Inspections Department
111 E. Second Street, Clayton, NC 27520
P.O. Box 879, Clayton, NC 27528
Phone: 919-553-5002
Fax: 919-553-1720

WASTEWATER ALLOCATION REQUEST

The Town of Clayton, in an effort to manage and maintain the sewer and water capacity for the Town, requires that this application be completed and submitted to the Town for consideration of a utility allocation. Review fee is due upon submittal of request.

Wastewater Allocation Request Review Fee: $250

Application MUST be completed and sealed by a registered engineer unless otherwise approved by staff.

SITE INFORMATION

Name of Project: River Mews **Acreage of Property:** 274.93

County Tag Number: 05I04199Q, 05J05001D, 05J05001F, & 05J05001E **NC PIN:** 167900-32-2667, 167900-52-5319,167900-43-2205, & 167900-43-7307

Address/Location: 1603 NC Hwy 42, Clayton NC 27527

Zoning District: PD-R (Existing) ; Proposed Conditional District

Town Limits / ETJ: ■ Town Limits ■ ETJ (Extra-Territorial Jurisdiction)

APPLICANT INFORMATION – Applicant must be a registered engineer unless otherwise approved by Town Engineer

Applicant: McAdams

Mailing Address: 2905 Meridian Parkway, Durham NC 27713

Phone Number: 919-475-1923 **Fax:**

Contact Person: Ryan Akers

Email Address: akers@mcadamsco.com

PROPERTY OWNER INFORMATION

Name: Gregory A. Moore (Manager of River Mews Estate LLC & Falcon Hamlet LLC)

Mailing Address: PO Box 979, Cary NC 27512-0979

Phone Number: **Fax:**

Email Address:

FOR OFFICE USE ONLY

Date Received: _____ File Number: _____ Associated Project Number: _____

PROJECT INFORMATION

Use: ☒ **New** ☐ **Expanded** ☐ **Change** **Use Type:** ☐ **Residential** ☐ **Non-Residential**

Proposed Use(s): SFD, Townhome, Multifamily **Existing Use(s):** 1 SFD

Invoice shall be mailed to the following:

Developer Name: Golden Hour Collective, LLC (ATTN: Joey Brehm)

Mailing Address: 7803 Glenroy Road #200, Minneapolis, MN 55439

Phone Number: (952) 913-8076 **Fax Number:**

Email Address: joeybrehm.mn@gmail.com

ALLOCATION REQUEST

The following is required:

- **For non-residential construction, submit a floor plan of proposed building.**
- **Use additional sheets if necessary.**
- **Provide any documentation supporting/justifying the request as an attachment (using a comparable use is recommended).**
- **If a phasing / take-down schedule is proposed, include as an attachment.**

Residential:

Gross Acreage: 274.93 ac.

Single Family	# of Units	GPD per Unit	Total Requested GPD
1-2 Bedroom Units			
3 Bedroom Units	401	250	100,250
>3 Bedroom Units	184	250	46,000
Total	585	------	146,250

Multi-Family	# of Units	GPD per Unit	Total Requested GPD
1-2 Bedroom Units	240	240	57,600
3 Bedroom Units			
>3 Bedroom Units			
Total	240	------	57,600

Non-Residential: ***(Design Flow Guideline provided as Appendix A)****

**If design flow deviates from the flow rates presented in Appendix A, provide supporting documentation/justification as an attachment in the form of 12 months of water bills demonstrating gallons per day utilized.*

Gross Acreage: N/A

Use	Measurement Unit	# of Units	GPD per Unit	Total Requested GPD
Multifamily Clubhouse	0.12 per SF (estimate)	1	1080	1080
SFD Clubhouses # 1 & # 2	0.12 per SF (estimate)	2	315	630
Event Venue (350 seats max)	seats	350	30	10500
Total		353	------	12,010

TOTAL REQUESTED GALLONS PER DAY: 216,060

NOTE TO APPLICANT:

Invoicing:
Invoices are generated on the following schedule:

Non-Residential:
Generated with the application for a Zoning Compliance Permit.

Residential:
Multi-Family / Apartments:
Generated with the application for a Zoning Compliance Permit.

Subdivision / Subdivided Lots:
Generated at Final Plat submittal.

Fee Development:
Development Fees are calculated and invoiced based on the Town of Clayton adopted Comprehensive List of Fees and Charges. Invoiced fees include acreage fees, capacity fees, nutrient offset fees, recreation fees, fees-in-lieu, and electric department lot deposit. Please speak with Town staff with questions.

Approval:
Requests over 10,000 GPD are approved by the Town Council, by resolution. All other requests are approved by the Town Manager.

APPLICANT AFFIDAVIT

I/We, the undersigned, do hereby make application and petition to the Town of Clayton to approve the subject Wastewater Allocation. I hereby certify that I have full legal right to request such action and that the statements or information made in any paper or plans submitted herewith are true and correct to the best of my knowledge. I understand this application, related material and all attachments become official records of the Planning Department of the Town of Clayton, North Carolina, and will not be returned.

Ryan Akers Ryan Akers		03/09/23 04/06/23
Print Name	*Signature of Applicant*	*Date*

Engineer Seal:

TOWN OF CLAYTON OFFICE USE ONLY:

Approved by: ☐ Town Manager

☐ Town Council (*requests of 10,000 GPD or more require Council approval by resolution)*

The **Town Manager / Town Council (circle one)** has authorized the allocation of _____

gallons per day for project # _____.

Date of Approval: _____

Signed:

_____
Town Manager

If approved by Town Council:
Attach a copy of the resolution and any associated documentation.

APPENDIX A: DESIGN FLOW RATES

The following table from the North Carolina Administrative Code 02T.0114 shall be used to determine the minimum allowable design daily flow of wastewater facilities. Alternatively, the Town in its sole and absolute discretion may calculate the customer's initial average daily wastewater flow based on data from the customer's operations (or from similarly situated customers) with a comparable sanitary sewer system, where such data are available and reasonably current.

Establishment Type	Daily Flow Rate
Barber and Beauty Shops	
Barber Shops	50 gal/chair
Beauty Shops	125 gal/booth or bowl
Businesses, Offices and Factories	
General business and office facilities	25 gal/employee/shift
Factories, excluding industrial waste	25 gal/employee/shift
Factories or businesses with showers or food preparation	35 gal/employee/shift
Warehouse	100 gal/loading bay
Warehouse – self storage (not including caretaker residence)	1 gal/unit
Churches	
Churches without kitchens, day care or camps	3 gal/seat
Churches with kitchen	5 gal/seat
Churches providing day care or camps	25 gal/person (child & employee)
Fire, Rescue and Emergency Response	
Fire or rescue stations without on-site staff	25 gal/person
Fire or rescue stations with on-site staff	50 gal/person/shift
Food and Drink Facilities	
Banquet, dining hall	30 gal/seat
Bars, cocktail lounges	20 gal/seat
Caterers	50 gal/100 sq. ft. floor space
Restaurant, full Service	40 gal/seat
Restaurant, single service articles	20 gal/seat
Restaurant, drive-in	50 gal/car space
Restaurant, carry out only	50 gal/100 sq. ft. floor space
Institutions, dining halls	5 gal/meal
Deli	40 gal/100 sq. ft. floor space
Bakery	10 gal/100 sq. ft. floor space
Meat department, butcher shop or fish market	75 gal/100 sq. ft. floor space
Specialty food stand or kiosk	50 gal/100 sq. ft. floor space
Hotels and Motels	
Hotels, motels and bed & breakfast facilities, without in-room cooking facilities	120 gal/room
Hotels and motels, with in-room cooking facilities	175 gal/room
Resort hotels	200 gal/room
Cottages, cabins	200 gal/unit
Self-service laundry facilities	500 gal/machine
Medical, Dental and Veterinary Facilities	
Medical or dental offices	250 gal/practitioner/shift
Veterinary offices (not including boarding)	250 gal/practitioner/shift
Veterinary hospitals, kennels, animal boarding facilities	20 gal/pen, cage, kennel or stall
Hospitals, medical	300 gal/bed
Hospitals, mental	150 gal/bed
Convalescent, nursing, rest homes without laundry facilities	60 gal/bed
Convalescent, nursing, rest homes with laundry facilities	120 gal/bed
Residential care facilities	60 gal/person
Parks, Recreation, Camp Grounds, R-V Parks and other Outdoor Activity Facilities	
Campgrounds with comfort station, without water or sewer hookups	75 gal/campsite

Establishment Type	Daily Flow Rate
Campgrounds with water and sewer hookups	100 gal/campsite
Campground dump station facility	50 gal/space
Construction, hunting or work camps with flush toilets	60 gal/person
Construction, hunting or work camps with chemical or portable toilets	40 gal/person
Parks with restroom facilities	250 gal/plumbing fixture
Summer camps without food preparation or laundry facilities	30 gal/person
Summer camps with food preparation and laundry facilities	60 gal/person
Swimming pools, bathhouses and spas	10 gal/person
Public access restrooms	325 gal/plumbing fixture
Schools, Pre-school and Day Care	
Day care and preschool facilities	25 gal/person (child & employee)
Schools with cafeteria, gym and showers	15 gal/student
Schools with cafeteria	12 gal/student
Schools without cafeteria, gym or showers	10 gal/student
Boarding schools	60 gal/person (student & employee)
Service Stations and Car Wash Facilities	
Service stations, gas stations	250 gal/plumbing fixture
Car wash facilities	1200 gal/bay
Sports Centers	
Bowling center	50 gal/lane
Fitness, exercise, karate or dance center	50 gal/100 sq. ft.
Tennis, racquet ball	50 gal/court
Gymnasium	50 gal/100 sq. ft.
Golf course with only minimal food service	250 gal/plumbing fixture
Country clubs	60 gal/member or patron
Mini golf, putt-putt	250 gal/plumbing fixture
Go-kart, motocross	250 gal/plumbing fixture
Batting cages, driving ranges	250 gal/plumbing fixture
Marinas without bathhouse	10 gal/slip
Marinas with bathhouse	30 gal/slip
Video game arcades, pool halls	250 gal/plumbing fixture
Stadiums, auditoriums, theaters, community centers	5 gal/seat
Stores, Shopping Centers, Malls and Flea Markets	
Auto, boat, recreational vehicle dealerships/showrooms with restrooms	125 gal/plumbing fixture
Convenience stores, with food preparation	60 gal/100 sq. ft.
Convenience stores, without food preparation	250 gal/plumbing fixture
Flea markets	30 gal/stall
Shopping centers and malls with food service	130 gal/1000 sq. ft.
Stores and shopping centers without food service	100 gal/1000 sq. ft.
Transportation Terminals	
Air, bus, train, ferry, port and dock	5 gal/passenger

Source: North Carolina Administrative Code 02T.0114, January 1, 2007

Exhibit A: River Mews Estimated Platting Schedule (Updated 3/9/23)

(Estimated Lots/Units Platted by Quarter)

END of Q3 - 2024

- 45 TH
- 120 Multifamily

Total SFD/TH Lots Platted: 45

Total Multifamily Units Platted: 120

END of Q4 - 2024

- 101 SF
- 227 TH
- 120 Multifamily

Total SFD/TH Lots Platted: 328

Total Multifamily Units Platted: 120

END of Q1 - 2025

- 47 SF
- 52 TH

Total SFD/TH Lots Platted: 99

Total Multifamily Units Platted: 0

END of Q2 - 2025

- 85 SF
- 28 TH

Total SFD/TH Lots Platted: 113

Total Multifamily Units Platted: 0

Note: The schedule provided above is based on platted lots by quarter. Following platting, use of water will be delayed by the time it takes to realistically pull building permits and construct homes. The applicant anticipates approximately half of the 825 units to obtain a certificate of occupancy by Q3 2025, with the last certificate of occupancy being issued in mid/late 2027.

March 10, 2023

Sam C. Lawhorn, P.E.
NCDOT – District 3 Division 4
67 Jr. Road Suite 700
Selma, NC 27576
919.739.5300

RE: River Mews – Clayton, North Carolina – Traffic Impact Analysis Addendum

Dear Mr. Lawhorn,

TIA ADDENDUM

This letter presents updated analysis as an addendum to the previously completed Traffic Impact Assessment (TIA) for the proposed River Mews development that was completed in August of 2022 by McAdams. The proposed development will be located north of NC 42 and south/west of the Neuse River in Clayton, NC. The purpose of this TIA Addendum is to determine the potential traffic impacts of the proposed development as it relates to the change in trip generation potential from the previously completed TIA (August 2022) as well as the internal roadway network layout and to identify transportation improvements that may be required to mitigate the development's impact on the surrounding roadway network. This addendum reviews the operations at all study intersections from the original TIA under revised Build (2027) traffic conditions. Based on coordination with NCDOT and Town staff, since background assumptions are not expected to change within this addendum results from Existing (2022) and No-Build (2027) conditions from the original TIA are utilized. Refer to the previously completed TIA for a breakdown of the assumed methodology and depiction of traffic volumes.

BUILD TRAFFIC

The original TIA considered a density of 400 single family detached homes and 306 townhomes. The revised analysis in this addendum considers a buildout density of 233 single family detached homes, 352 townhomes, and 240 low-rise apartment units. Based on the Institute for Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition, and the suggested method of trip calculations provided in NCDOT's *Rate vs. Equation spreadsheet*, trips for the proposed development were calculated for weekday daily, weekday AM peak hour, and weekday PM peak hour. Refer to Table 1, on the following page, for the trip generation for the previously considered and currently proposed land uses, as well as a comparison of the net change in trip generation potential.

TABLE 1: TRIP GENERATION									
Land Use (ITE Code)	**Density**	Calculation Met**hodology**	**Daily Trips**	**AM Peak Hour**			**PM Peak Hour**		
				Enter	**Exit**	**Total**	**Enter**	**Exit**	**Total**
Single Family Detached (210)	233 units	Adjacent / Equation	2,197	40	121	161	139	81	220
Single Family Attached (215)	352 units	Adjacent / Equation	2,632	44	133	177	122	85	207
Multi-Family [low-rise] (220)	240 units	Adjacent / Equation	1,614	23	74	97	78	46	124
		Total	**6,443**	**107**	**328**	**435**	**339**	**212**	**551**

Site trips were distributed according to the approved regional distributions in the original TIA with modifications made to the way traffic was assumed to enter and exit the site due to the change in the internal roadway network for the proposed site. The revised trip distribution was approved by NCDOT. Refer to the attachments for the detailed trip distribution percentages within the study area.

The trip distribution was applied to the updated trip generation to determine the trip assignment for the proposed development site trips at all study intersections. Refer to the attachments for the site trip assignment. To determine the future traffic volumes at the study intersections with buildout of the proposed site, the No-Build (2027) traffic volumes from the original TIA were added to the site trip assignment to determine Build (2027) traffic volumes. Refer to the attachments for the Build (2027) traffic volumes.

CAPACITY ANALYSIS

The intersections and analysis scenarios included in this study were analyzed to determine the potential impact by the proposed development and to recommend improvements to mitigate any potential impacts. The capacity analysis reviews the level of service (LOS), delay, and vehicle queues expected under each analysis scenario utilizing the methodology contained in the *Highway Capacity Manual* (HCM), 6th Edition, published by the Transportation Research Board.

LOS is a qualitative measurement of traffic operations based on the average total vehicle delay of the movement, approach, or intersection. The HCM includes six levels of service, ranging from level "A" (free flow conditions) to level "F" (where over-saturated conditions are evident).

A computer software package, Synchro (version 11.1), was utilized for the analysis of operations within this study. Within this software package, SimTraffic was also used to review queue lengths and the operations of intersections within the context of location and spacing in the study area. The capacity analysis summary table for each study intersection provides the delay and LOS for each approach and overall intersection, when appropriate. More detailed queues and delay information is provided in the attachments.

HIGHWAY 70 BUSINESS + NC 42 / ROSE STREET

The intersection of US Highway 70 Business and NC 42 / Rose Street is currently a signalized, four-leg intersection. This intersection was analyzed under Build (2027) conditions in this addendum, with analysis of Existing (2022) and No-Build (2027) conditions provided from the previously completed TIA.

Table 2 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to the attachments for the Synchro capacity analysis reports and SimTraffic queueing and performance reports.

TABLE 2: CAPACITY ANALYSIS SUMMARY OF HIGHWAY 70 BUSINESS + NC 42 / ROSE STREET

Conditions	APPROACH	Lane Configurations	Weekday AM Peak Hour		Weekday PM Peak Hour	
			LOS and Approach Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)
Existing (2022) *From Original TIA*	EB WB NB SB	2 LT, 2 TH, 1 RT 1 LT, 2 TH, 1 RT 1 LT, 1 TH, 1 RT 1 LT, 1 LT-TH, 1 RT	D (42) D (37) F (87) C (28)	D (37)	D (44) D (52) F (114) C (30)	D (44)
No-Build (2027) *From Original TIA*	EB WB NB SB	2 LT, 2 TH, 1 RT 1 LT, 2 TH, 1 RT 1 LT, 1 TH, 1 RT 1 LT, 1 LT-TH, 1 RT	D (43) D (51) F (89) D (50)	D (48)	D (54) E (68) F (125) D (42)	E (55)
Build (2027)	EB WB NB SB	2 LT, 2 TH, 1 RT 1 LT, 2 TH, 1 RT 1 LT, 1 TH, 1 RT 1 LT, 1 LT-TH, 1 RT	D (50) D (52) F (89) F (81)	E (63)	E (75) E (66) F (125) D (48)	E (66)

Capacity analysis of Existing (2022) conditions indicate that the intersection of US Highway 70 Business and NC 42 / Rose Street is expected to operate at an overall LOS D during the weekday AM and PM peak hours. Under No-Build (2027) conditions, the intersection is expected to continue to operate at an overall LOS D during the weekday AM peak hour and degrade to an overall LOS E during the weekday PM peak hour. Under Build (2027) conditions, the intersection is expected to operate at an overall LOS E during both the weekday AM and PM peak hours.

Since this intersection was analyzed as the sole intersection of the US Highway 70 Business coordinated system, signal timing modifications were not considered under Build (2027) conditions as they would not accurately reflect potential negative impacts along the corridor. Synchro analysis indicates approximately 15 seconds of additional delay during the weekday AM peak hour and 11 seconds of additional delay during the weekday PM peak hour at the subject intersection with the addition of the site trips associated with the proposed development. It should also be noted that the proposed development is expected to account for approximately 5% of the overall traffic at the subject intersection during the weekday AM peak hour and 6% during the weekday PM peak hour. Due to the minor impacts at the subject intersection caused by the proposed development, no roadway improvements are recommended by the developer at the subject intersection.

NC 42 + E FRONT STREET

The intersection of NC 42 and E Front Street is currently a signalized, three-leg intersection. This intersection was analyzed under Build (2027) conditions in this addendum, with analysis of Existing (2022) and No-Build (2027) conditions provided from the previously completed TIA.

Table 3 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to the attachments for the Synchro capacity analysis reports and SimTraffic queueing and performance reports.

TABLE 3: CAPACITY ANALYSIS SUMMARY OF NC 42 + E FRONT STREET

Conditions	APPROACH	Lane Configurations	Weekday AM Peak Hour		Weekday PM Peak Hour	
			LOS and Approach Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)
Existing (2022) *From Original TIA*	EB NB SB	2 LT, 1 RT 1 LT, 2 TH 1 UT, 2 TH, 1 RT	D (40) A (9) A (10)	B (12)	D (51) B (15) A (9)	B (17)
No-Build (2027) *From Original TIA*	EB NB SB	2 LT, 1 RT 1 LT, 2 TH 1 UT, 2 TH, 1 RT	D (39) B (11) B (16)	B (16)	D (51) C (26) B (15)	C (24)
Build (2027)	EB NB SB	2 LT, 1 RT 1 LT, 2 TH 1 UT, 2 TH, 1 RT	D (39) B (11) C (22)	B (20)	D (54) D (35) B (17)	C (29)

Capacity analysis of Existing (2022), No-Build (2027), and Build (2027) conditions indicate that the intersection of NC 42 and E Front Street is expected to operate at an overall LOS C or better during the weekday AM and PM peak hours. The proposed development is expected to account for approximately 4 seconds of additional delay during the weekday AM peak hour and 5 seconds of delay during the weekday PM peak hour. Due to the minor impacts at the subject intersection caused by the proposed development, no roadway improvements are recommended by the developer at the subject intersection.

NC 42 + GLEN LAUREL ROAD

The intersection of NC 42 and Glen Laurel Road is currently a signalized, four-leg intersection. This intersection was analyzed under Build (2027) conditions in this addendum, with analysis of Existing (2022) and No-Build (2027) conditions provided from the previously completed TIA.

Table 4 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to the attachments for the Synchro capacity analysis reports and SimTraffic queueing and performance reports.

TABLE 4: CAPACITY ANALYSIS SUMMARY OF NC 42 + GLEN LAUREL ROAD

Conditions	APPROACH	Lane Configurations	Weekday AM Peak Hour		Weekday PM Peak Hour	
			LOS and Approach Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)
Existing (2022) *From Original TIA*	EB WB NB SB	1 LT, 2 TH, 1 RT 1 LT, 1 TH, 1 TH-RT 1 LT, 1 LT-TH, 1 RT 1 LT-TH, 1 RT	B (18) B (17) D (52) D (55)	C (26)	C (28) B (13) D (48) E (55)	C (27)
No-Build (2027) *From Original TIA*	EB WB NB SB	1 LT, 2 TH, 1 RT 1 LT, 1 TH, 1 TH-RT 1 LT, 1 LT-TH, 1 RT 1 LT-TH, 1 RT	C (25) C (26) D (50) D (55)	C (31)	D (48) C (21) D (50) E (57)	D (40)
Build (2027)	EB WB NB SB	1 LT, 2 TH, 1 RT 1 LT, 1 TH, 1 TH-RT 1 LT, 1 LT-TH, 1 RT 1 LT-TH, 1 RT	C (26) C (32) D (50) D (55)	C (34)	F (95) C (22) D (50) E (57)	E (63)
Build (2027) **– with Timing Modifications**	EB WB NB SB	1 LT, 2 TH, 1 RT 1 LT, 1 TH, 1 TH-RT 1 LT, 1 LT-TH, 1 RT 1 LT-TH, 1 RT	B (16) C (23) F (85) C (26)	C (33)	C (33) C (21) F (87) B (11)	D (37)

Capacity analysis of Existing (2022), No-Build (2027), and Build (2027) conditions indicate that the intersection of NC 42 and Glen Laurel Road is expected to operate at an overall LOS C during the weekday AM peak hour. During the weekday PM peak hour, the subject intersection is expected to operate at an overall LOS C under Existing (2022) conditions and degrade to an overall LOS D and LOS E under No-Build (2027) and Build (2027) conditions, respectively. Due to the degradation of operations during the weekday PM peak hour, an additional scenario was provided under Build (2027) conditions to demonstrate the real-world operations expected during the weekday PM peak hour when right-turn-on-red (RTOR) operations is in use. As currently signed, these maneuvers are allowable. Additional timings were modified at the subject intersection to add time to the coordinated eastbound / westbound approaches. Under this scenario, the intersection is expected to operate at an overall LOS D during the weekday PM peak hour. Signal timing modifications are periodically completed by NCDOT to account for changes to traffic patterns and coordination along a corridor, as such, these timing modifications would be expected to be completed by NCDOT and are not a recommended for the developer to implement.

Under Build (2027) conditions, the proposed development is expected to account for approximately 8.7% of the overall intersection traffic during the weekday AM peak hour and 9.8% of the overall intersection traffic during the weekday PM peak hour. Due to the minor impacts at the subject intersection caused by the proposed development, no roadway improvements are recommended by the developer at the subject intersection.

NC 42 + FOX RIDGE ROAD / SITE DRIVE #1

The intersection of NC 42 and Fox Ridge Road is currently a signalized, three-leg intersection. Under build conditions, the proposed site driveway is expected to establish the southbound leg of this intersection and is expected to be restricted to right-in/right-out operations. This intersection was analyzed under Build (2027) conditions in this addendum, with analysis of Existing (2022) and No-Build (2027) conditions provided from the previously completed TIA. Based on review of the capacity analysis and NCDOT Driveway Manual guidelines for right-turn lanes at site driveways, the following improvements are recommended to be constructed by the developer.

- Construct Site Drive #2 as the southbound approach with one (1) ingress lane and one (1) egress lane.
- Provide stop-control for the southbound approach of the proposed driveway.
- Construct an exclusive westbound right-turn lane on NC 42 with a minimum of 50 feet of full width storage and appropriate deceleration and taper.

Table 5 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to the attachments for the Synchro capacity analysis reports and SimTraffic queueing and performance reports.

TABLE 5: CAPACITY ANALYSIS SUMMARY OF NC 42 + FOX RIDGE ROAD / SITE DRIVE #1

Conditions	APPROACH	Lane Configurations	Weekday AM Peak Hour		Weekday PM Peak Hour	
			LOS and Approach Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)
Existing (2022) *From Original TIA*	EB WB[2] NB[1]	1 TH, 1 RT 1 LT, 1 TH 1 RT	-- A (0) C (16)	N/A	-- A (0) C (25)	N/A
No-Build (2027) *From Original TIA*	EB WB[2] NB[1]	2 TH, 1 RT 1 LT, 2 TH 1 RT	-- C (15) B (13)	N/A	-- D (30) C (18)	N/A
Build (2027)	EB WB[2] NB[1] SB[1]	2 TH, 1 RT 1 LT, 2 TH, **1 RT** 1 RT **1 RT**	-- D (31) B (14) D (32)	N/A	-- F (220) C (21) C (18)	N/A

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

Improvements by NCDOT as part of R-3825B are shown underlined.
Improvements recommended to be constructed by the Developer are shown in **bold**.

Capacity analysis of Existing (2022) and No-Build (2027) conditions indicate that the minor street approach and major street left-turn movement at the intersection of NC 42 and Fox Ridge Road / Site Drive #1 is expected to operate at LOS D or better during the weekday AM and PM peak hours. Under Build (2027) conditions, the westbound major-street u-turn movement is expected to degrade to LOS F during the weekday PM peak hour, while the remaining

movements at this intersection are expected to operate at LOS D or better during the weekday AM and PM peak hours.

Synchro intersection analysis utilizes methodology from the highway capacity manual (HCM) to determine level of service based on each specific intersections' configurations, this methodology does not consider the proximity of upstream intersections. SimTraffic software allows for a simulation-based analysis to take an intersections locations and proximity into account with the analysis. Based on the SimTraffic queue and delay reports of Build (2027) conditions with signal timing modifications at the intersections of NC 42 with Glen Laurel Road and Castleberry Drive, the southbound approach at this intersection is expected to experience approximately 36 seconds of delay per vehicle during the weekday AM peak hour and 12 seconds of delay during the weekday PM peak hour under Build (2027) conditions. The westbound u-turn movement is expected to experience approximately 2 seconds of delay per vehicle and a 95th percentile queue length of 62 feet during the weekday AM peak hour and approximately 2 seconds of delay per vehicle and a 95th percentile queue length of 49 feet during the weekday PM peak hour according to the SimTraffic simulations of the Build (2027) with signal timing modifications conditions.

The acceptable operation of the subject intersection according to the SimTraffic simulations is expected to be from the gaps in traffic provided by upstream intersections. A turn lane along NC 42 at the proposed site driveway is recommended according to the NCDOT warrant for left and right-turn lanes at unsignalized driveways chart contained within the NCDOT Driveway Manual. Based on this chart, a 50-foot right-turn lane is recommended on NC 42.

NC 42 + EASTBOUND U-TURN

The intersection of NC 42 and Fox Ridge Road is currently an unsignalized intersection with no minor-street approach. This intersection was analyzed under Build (2027) conditions in this addendum, with analysis of Existing (2022) and No-Build (2027) conditions provided from the previously completed TIA. Due to limitations with Synchro analysis software, the intersection was analyzed with the U-turn movement as a northbound left-turn movement.

Table 6 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to Appendix H for the Synchro capacity analysis reports.

TABLE 6: CAPACITY ANALYSIS SUMMARY OF NC 42 + EASTBOUND U-TURN

Conditions	APPROACH	Lane Configurations	Weekday AM Peak Hour		Weekday PM Peak Hour	
			LOS and Approach Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)
Existing (2022) *From Original TIA*	EB[1] WB	1 UT, 2 TH 2 TH	D (30) --	N/A	C (21) --	N/A
No-Build (2027) *From Original TIA*	EB[1] WB	1 UT, 2 TH 2 TH	C (19) --	N/A	C (15) --	N/A
Build (2027)	EB[1] WB	1 UT, 2 TH 2 TH	D (25) --	N/A	C (22) --	N/A

1. Level of service for major-street u-turn movement.
Improvements by NCDOT as part of R-3825B are shown underlined.

Capacity analysis of Existing (2022), No-Build (2027), and Build (2027) conditions indicate the major-street U-turn movement at the intersection of NC 42 and Eastbound U-Turn is expected to operate at a LOS D or better during the weekday AM and PM peak hours under all analysis scenarios. Due to the expected acceptable operation of this intersection upon buildout of the proposed development, no roadway improvements are recommended by the developer at the subject intersection.

NC 42 + CASTLEBERRY ROAD

The intersection of NC 42 and Castleberry Road is currently a signalized intersection, three-leg intersection. This intersection was analyzed under Build (2027) conditions in this addendum, with analysis of Existing (2022) and No-Build (2027) conditions provided from the previously completed TIA.

Table 7 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to Appendix H for the Synchro capacity analysis reports.

TABLE 7: CAPACITY ANALYSIS SUMMARY OF NC 42 + CASTLEBERRY ROAD

Conditions	APPROACH	Lane Configurations	Weekday AM Peak Hour		Weekday PM Peak Hour	
			LOS and Approach Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)
Existing (2022) *From Original TIA*	EB WB SB	1 LT, 1 TH 1 UT, 1 TH, 1 RT 1 LT, 1 RT	C (31) E (67) E (79)	D (55)	C (32) C (33) E (71)	D (37)
No-Build (2027) *From Original TIA*	EB WB SB	1 LT, 2 TH 1 UT, 2 TH, 1 RT 1 LT-RT, 1 RT	B (20) C (30) E (56)	C (31)	D (44) D (36) D (42)	D (41)
Build (2027)	EB WB SB	1 LT, 2 TH 1 UT, 2 TH, 1 RT 1 LT-RT, 1 RT	D (38) C (32) E (60)	D (39)	F (145) D (39) D (46)	F (97)
Build (2027) – **with timing modifications**	EB WB SB	1 LT, 2 TH 1 UT, 2 TH, 1 RT 1 LT-RT, 1 RT	C (24) D (37) E (66)	D (37)	D (46) E (62) F (90)	E (57)

Improvements by NCDOT as part of R-3825B are shown underlined.

Capacity analysis of Existing (2022) and No-Build (2027) conditions indicate that the intersection of NC 42 and Castleberry Road is expected to operate at an overall LOS D or better during the weekday AM and PM peak hours. Under Build (2027) conditions, the overall intersection operation is expected to degrade to a LOS D during the weekday AM peak hour and LOS F during the weekday PM peak hour.

Due to the degradation of operations to LOS F during the weekday PM peak hour, an additional scenario was provided under Build (2027) conditions to demonstrate the real-world operations expected during the weekday peak hours with optimal signal timings in use. Under this scenario, the intersection is expected to operate at LOS D during the weekday AM peak hour and at LOS E during the weekday PM peak hour. It should be noted that the overall intersection is expected to operate with 57.1 seconds of delay during the weekday PM peak hour, which is close to the threshold for LOS D operations (55 seconds of delay) for signalized intersections. Additional geometric improvements at this intersection are not feasible given the planned R-3825B improvements currently underway. Should significant queueing occur for the eastbound u-turn movement, alternative means of accessing the site are available such as the unsignalized eastbound u-turn location studied in this analysis that is located between the proposed site driveways.

NC 42 + SITE DRIVE #2

The proposed intersection of NC 42 and Site Drive #2 is expected to operate as an unsignalized, three-leg intersection. This intersection was analyzed under Build (2027) conditions. The driveway is expected to be restricted to a right-in/right-out. Based on review of the capacity analysis and NCDOT Driveway Manual guidelines for right-turn lanes at site driveways, the following improvements are recommended to be constructed by the developer.

- Construct Site Drive #2 as the southbound approach with one (1) ingress lane and one (1) egress lane.
- Provide stop-control for the southbound approach of the proposed driveway.
- Construct an exclusive westbound right-turn lane on NC 42 with a minimum of 125 feet of full width storage and appropriate deceleration and taper.

Table 8 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to Appendix H for the Synchro capacity analysis reports.

TABLE 8: CAPACITY ANALYSIS SUMMARY OF NC 42 + SITE DRIVE #2

Conditions	APPROACH	Lane Configurations	Weekday AM Peak Hour		Weekday PM Peak Hour	
			LOS and Approach Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)
Build (2027)	EB WB SB[1]	<u>2 TH</u> <u>2 TH</u>, **1 RT** **1 RT**	-- -- F (77)	N/A	-- -- C (23)	N/A

Improvements recommended to be constructed by the Developer are shown in **bold**.
Improvements by NCDOT as part of R-3825B are shown <u>underlined.</u>
1. Level of service for minor-street approach.

Capacity analysis of Build (2027) conditions indicate that the minor street approach of the intersection of NC 42 and Site Drive #2 is expected to operate at LOS F during the weekday AM peak hour and at LOS C during the weekday PM peak hour. These levels-of-service are not uncommon for stop-controlled minor-street approaches at intersections with heavy mainline traffic volumes.

Upstream signals are expected to provide gaps in traffic which would result in better approach delay than shown by the Synchro analysis, which models each intersection independently. A turn lane along NC 42 at the proposed site driveway is recommended according to the NCDOT warrant for left and right-turn lanes at unsignalized driveways chart contained within the NCDOT Driveway Manual. Based on this chart, a 125-foot right-turn lane is recommended on NC 42.

SUMMARY / RECOMMENDATIONS

This letter presents the results of the capacity analysis of the TIA Addendum for the proposed River Mews development in Clayton NC. This addendum serves to provide an updated analysis of buildout conditions surrounding the proposed River Mews development as a result of a change in density and internal roadway network compared to the original TIA prepared in August of 2022 by McAdams. Based on the findings of this study, the improvements summarized below are recommended to be constructed by the proposed development. Refer to the attachments for a graphical representation of the recommended improvements at the study intersections.

NC 42 and Fox Ridge Road / Site Drive #1

- Construct Site Drive #1 as the southbound approach with one (1) ingress lane and one (1) egress lane.
- Provide stop-control for the southbound approach of the proposed driveway.
- Construct an exclusive westbound right-turn lane on NC 42 with a minimum of 50 feet of full width storage and appropriate deceleration and taper.

NC 42 and Site Drive #2

- Construct Site Drive #2 as the southbound approach with one (1) ingress lane and one (1) egress lane.
- Provide stop-control for the southbound approach of the proposed driveway.
- Construct an exclusive westbound right-turn lane on NC 42 with a minimum of 125 feet of full width storage and appropriate deceleration and taper.

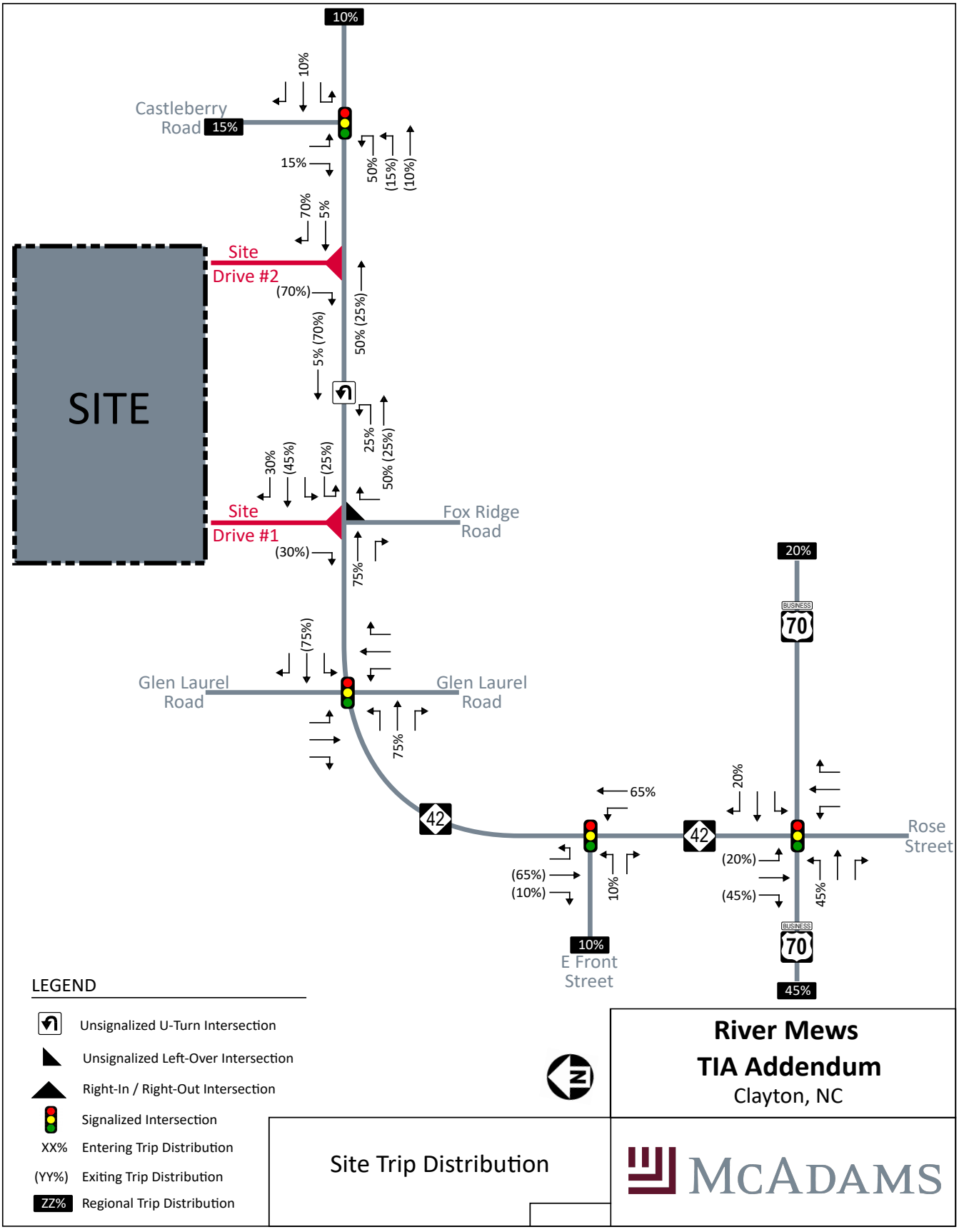
If you should have any questions or comments relative to this study, please feel free to contact me at 919.287.0741.

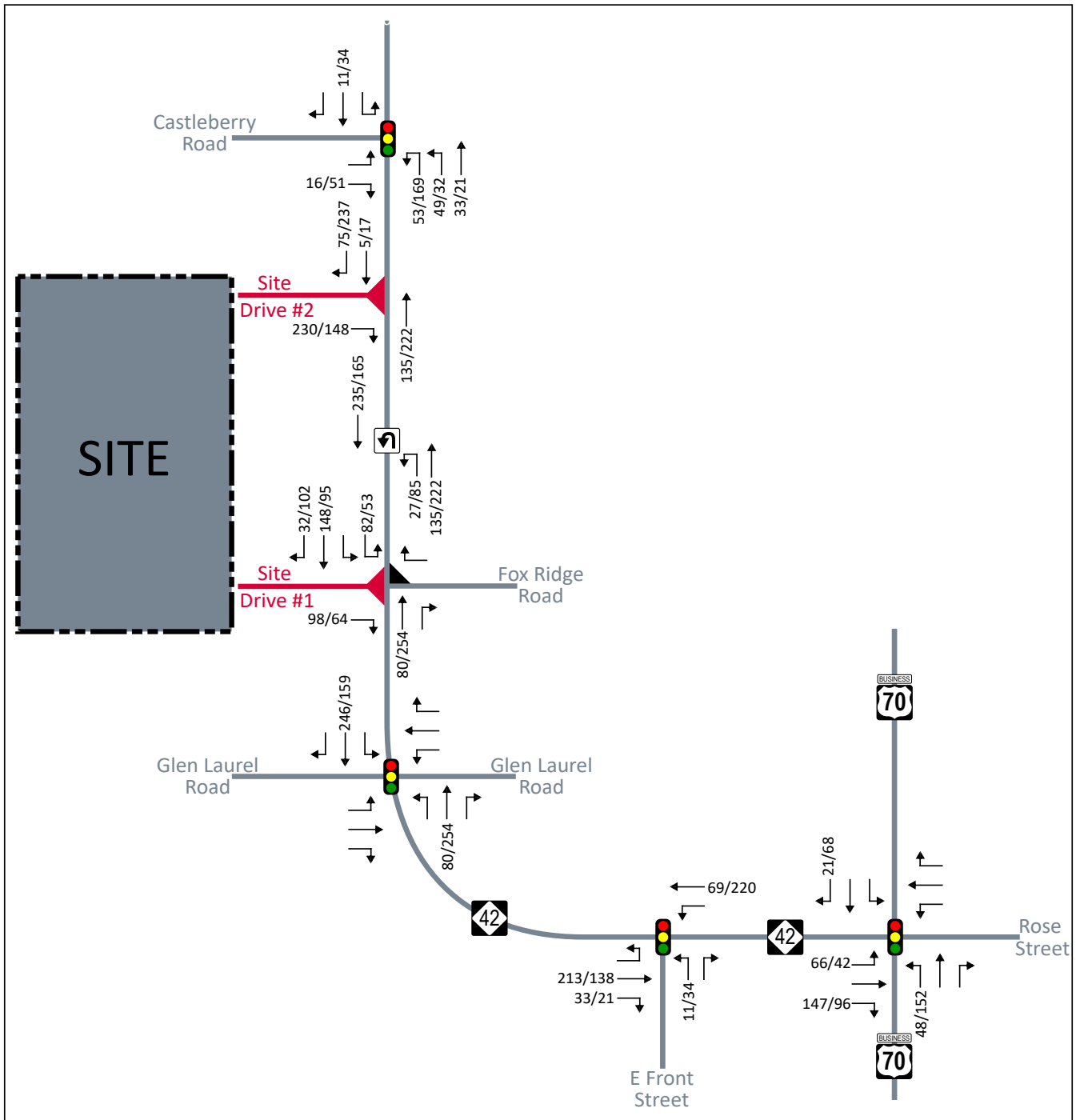
Sincerely,

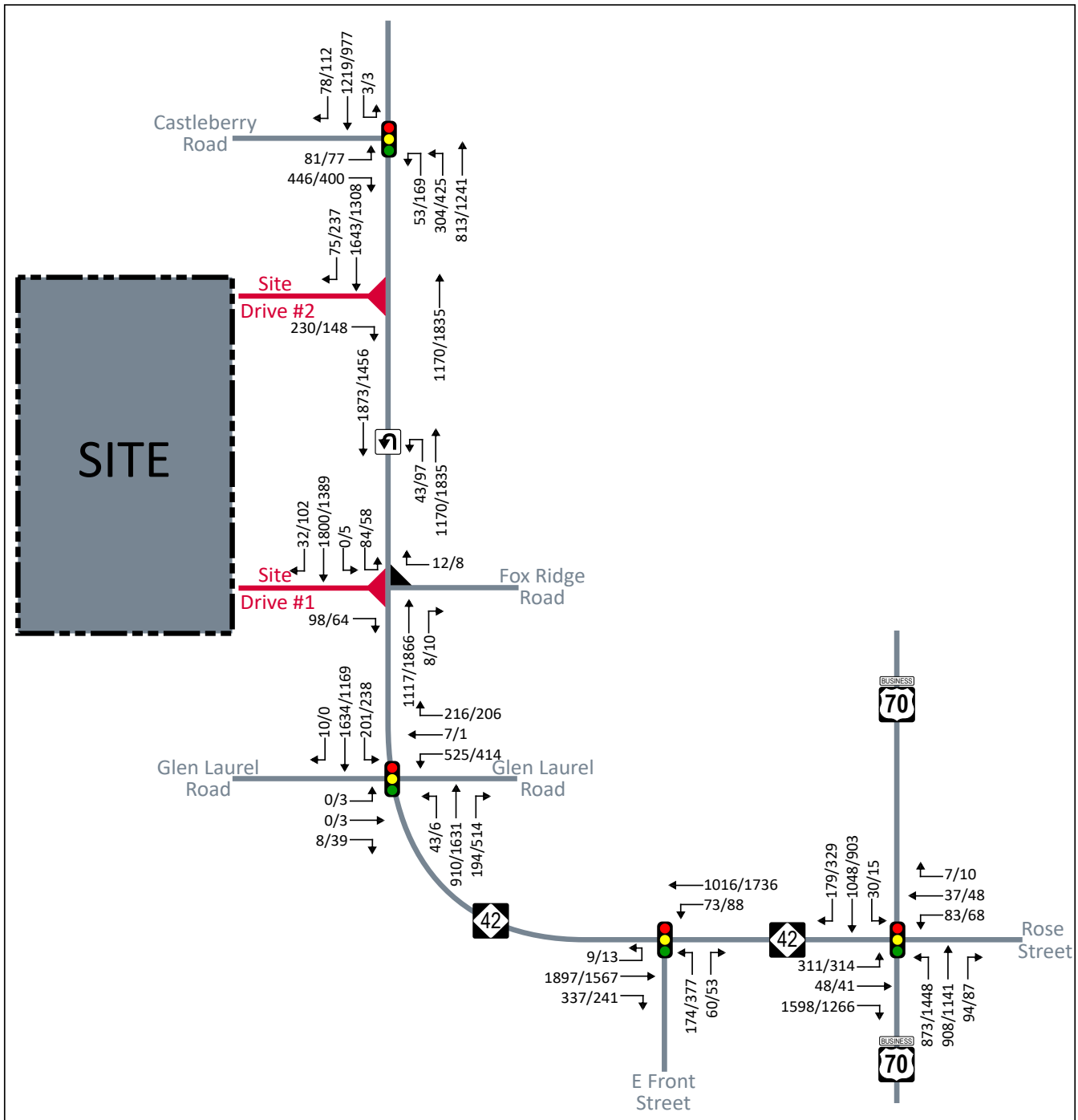
MCADAMS

Nate Bouquin, PE, PTOE

CC: Jonathan Jacobs, Town of Clayton
NCDOT Congestion Management


10%
Castleberry Road
15%
10%
15%
50%
(15%)
(10%)
70%
5%
Site Drive #2
(70%)
5% (70%)
50% (25%)
SITE
25%
50% (25%)
30%
(45%)
(25%)
Site Drive #1
(30%)
Fox Ridge Road
75%
(75%)
Glen Laurel Road
Glen Laurel Road
75%
42
65%
(65%)
(10%)
10%
10%
E Front Street
42
20%
BUSINESS
70
20%
(20%)
(45%)
45%
BUSINESS
70
45%
Rose Street
LEGEND
Unsignalized U-Turn Intersection
Unsignalized Left-Over Intersection
Right-In / Right-Out Intersection
Signalized Intersection
XX% Entering Trip Distribution
(YY%) Exiting Trip Distribution
ZZ% Regional Trip Distribution
River Mews
TIA Addendum
Clayton, NC
Site Trip Distribution
McAdams


Castleberry Road
11/34
16/51
53/169
49/32
33/21
75/237
5/17
Site Drive #2
230/148
135/222
235/165
SITE
27/85
135/222
32/102
148/95
82/53
Site Drive #1
Fox Ridge Road
98/64
80/254
246/159
Glen Laurel Road
Glen Laurel Road
80/254
42
69/220
213/138
33/21
11/34
E Front Street
42
21/68
66/42
147/96
48/152
BUSINESS 70
BUSINESS 70
Rose Street
LEGEND
Unsignalized U-Turn Intersection
Unsignalized Left-Over Intersection
Right-In / Right-Out Intersection
Signalized Intersection
XX / YY AM / PM Site Trips
River Mews
TIA Addendum
Clayton, NC
Site Trip Assignment
MCADAMS



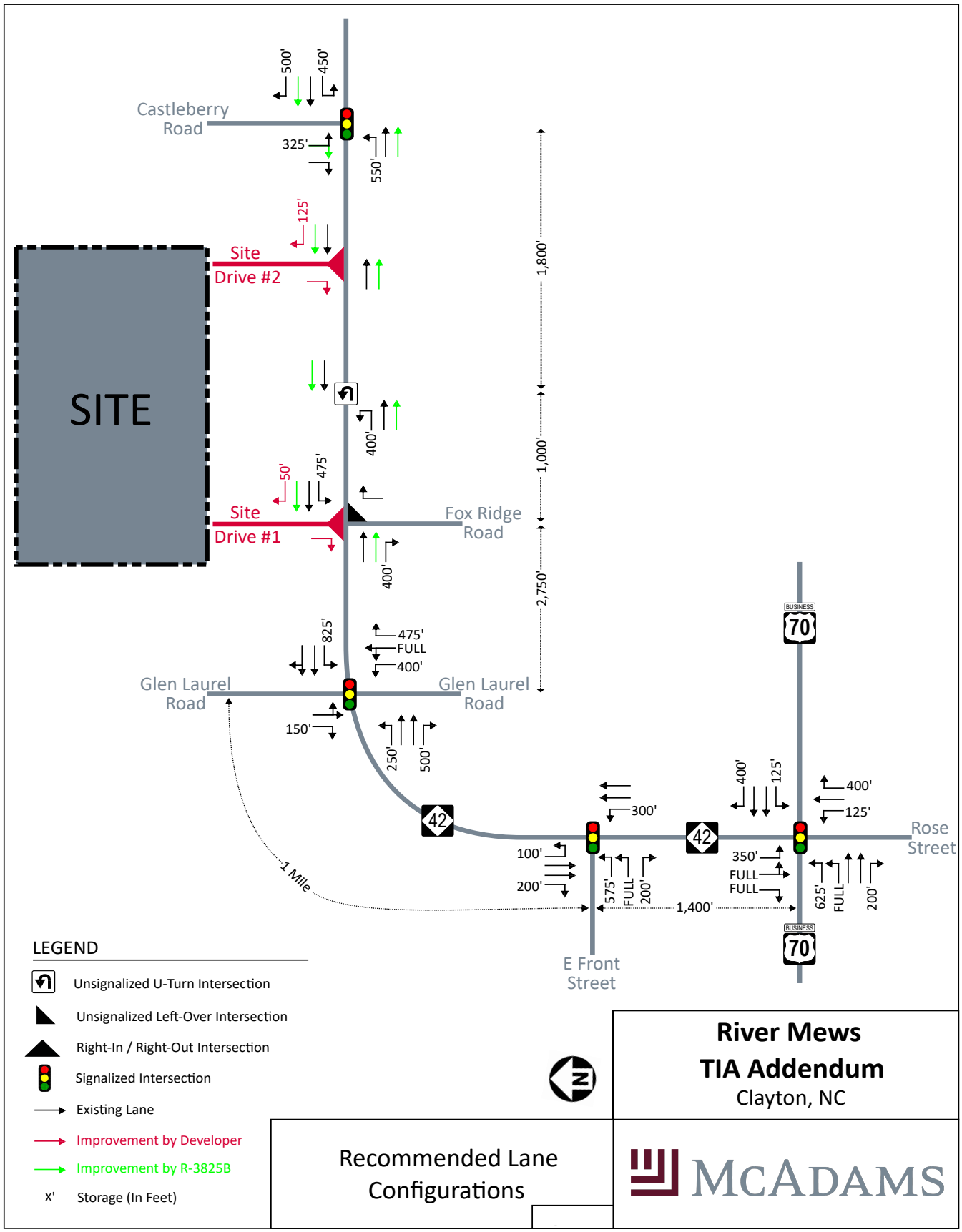
LEGEND

- Unsignalized U-Turn Intersection
- Unsignalized Left-Over Intersection
- Right-In / Right-Out Intersection
- Signalized Intersection
- XX / YY — AM / PM Peak Hour Traffic

River Mews
TIA Addendum
Clayton, NC

Build (2027) Peak Hour Traffic Volumes

McADAMS



River Mews
TIA Addendum
Clayton, NC

Recommended Lane Configurations

McADAMS

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	873	908	94	30	1048	179	83	37	7	311	48	1598
Future Volume (vph)	873	908	94	30	1048	179	83	37	7	311	48	1598
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	625		200	125		400	150		100	350		0
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950	0.964	
Satd. Flow (prot)	3433	3539	1583	1770	3539	1583	1770	1863	1583	1681	1706	1583
Flt Permitted	0.950			0.950			0.950			0.950	0.964	
Satd. Flow (perm)	3433	3539	1583	1770	3539	1583	1770	1863	1583	1681	1706	1583
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			45	
Link Distance (ft)		1848			2122			1255			1398	
Travel Time (s)		28.0			32.2			34.2			21.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	970	1009	104	33	1164	199	92	41	8	346	53	1776
Shared Lane Traffic (%)										43%		
Lane Group Flow (vph)	970	1009	104	33	1164	199	92	41	8	197	202	1776
Turn Type	Prot	NA	pt+ov	Prot	NA	Free	Split	NA	pt+ov	Split	NA	Free
Protected Phases	5	2	2 3	1	6		3	3	3 1	4	4	
Permitted Phases						Free						Free
Detector Phase	5	2	2 3	1	6		3	3	3 1	4	4	
Switch Phase												
Minimum Initial (s)	7.0	20.0		7.0	20.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	13.3	25.9		13.4	25.8		13.3	13.3		13.5	13.5	
Total Split (s)	50.0	120.0		15.0	85.0		15.0	15.0		30.0	30.0	
Total Split (%)	27.8%	66.7%		8.3%	47.2%		8.3%	8.3%		16.7%	16.7%	
Maximum Green (s)	43.7	114.1		8.6	79.2		8.7	8.7		23.5	23.5	
Yellow Time (s)	3.0	4.5		3.0	4.5		3.8	3.8		4.5	4.5	
All-Red Time (s)	3.3	1.4		3.4	1.3		2.5	2.5		2.0	2.0	
Lost Time Adjust (s)	-1.3	-0.9		-1.4	-0.8		-1.3	-1.3		-1.5	-1.5	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	6.0		2.0	6.0		2.0	2.0		3.0	3.0	
Minimum Gap (s)	0.2	3.0		0.2	3.0		0.2	0.2		0.2	0.2	
Time Before Reduce (s)	0.0	30.0		0.0	30.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	45.0		0.0	45.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	51.5	112.8	132.2	9.2	67.9	180.0	15.3	15.3	22.0	25.3	25.3	180.0
Actuated g/C Ratio	0.29	0.63	0.73	0.05	0.38	1.00	0.08	0.08	0.12	0.14	0.14	1.00
v/c Ratio	0.99	0.46	0.09	0.37	0.87	0.13	0.61	0.26	0.04	0.83	0.85	1.12
Control Delay	87.5	19.2	7.7	93.9	59.8	0.2	96.0	81.3	44.9	90.6	91.1	78.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.5	19.2	7.7	93.9	59.8	0.2	96.0	81.3	44.9	90.6	91.1	78.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	B	A	F	E	A	F	F	D	F	F	E
Approach Delay		50.4			52.1			88.9			80.5	
Approach LOS		D			D			F			F	
Queue Length 50th (ft)	~681	360	38	39	668	0	106	46	6	218	224	~1745
Queue Length 95th (ft)	#819	372	56	81	708	0	#200	92	22	m253	m262	#1958
Internal Link Dist (ft)		1768			2042			1175			1318	
Turn Bay Length (ft)	625		200	125		400	150		100	350		
Base Capacity (vph)	981	2325	1157	98	1572	1583	150	158	200	243	246	1583
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.99	0.43	0.09	0.34	0.74	0.13	0.61	0.26	0.04	0.81	0.82	1.12

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.12
Intersection Signal Delay: 63.0 Intersection LOS: E
Intersection Capacity Utilization 82.9% ICU Level of Service E
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Rose Street/NC 42 & US 70 Business

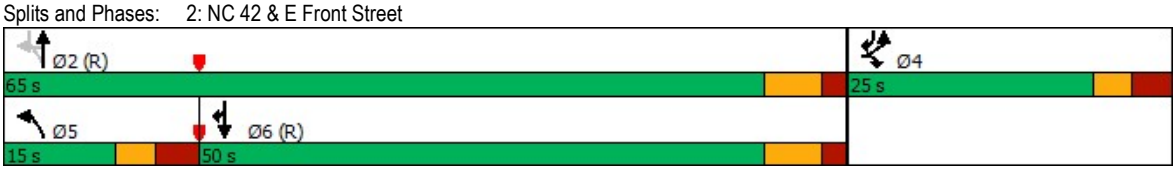
Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	174	60	73	1016	9	1897	337
Future Volume (vph)	174	60	73	1016	9	1897	337
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	575	200	300		100		200
Storage Lanes	1	1	1		1		1
Taper Length (ft)	100		100		100		
Lane Util. Factor	0.97	1.00	1.00	0.95	1.00	0.95	1.00
Frt		0.850					0.850
Flt Protected	0.950		0.950		0.950		
Satd. Flow (prot)	3433	1583	1770	3539	1770	3539	1583
Flt Permitted	0.950		0.065		0.231		
Satd. Flow (perm)	3433	1583	121	3539	430	3539	1583
Right Turn on Red		No					No
Satd. Flow (RTOR)							
Link Speed (mph)	35			45		45	
Link Distance (ft)	2280			1398		5202	
Travel Time (s)	44.4			21.2		78.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	193	67	81	1129	10	2108	374
Shared Lane Traffic (%)							
Lane Group Flow (vph)	193	67	81	1129	10	2108	374
Turn Type	Prot	Prot	pm+pt	NA	D.Pm	NA	pt+ov
Protected Phases	4	4	5	2		6	6 4
Permitted Phases			2		2		
Detector Phase	4	4	5	2	2	6	6 4
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	12.0	12.0	12.0	
Minimum Split (s)	13.2	13.2	13.4	18.5	18.5	18.5	
Total Split (s)	25.0	25.0	15.0	65.0	65.0	50.0	
Total Split (%)	27.8%	27.8%	16.7%	72.2%	72.2%	55.6%	
Maximum Green (s)	18.8	18.8	8.6	58.5	58.5	43.5	
Yellow Time (s)	3.0	3.0	3.0	4.5	4.5	4.5	
All-Red Time (s)	3.2	3.2	3.4	2.0	2.0	2.0	
Lost Time Adjust (s)	-1.2	-1.2	-1.4	-1.5	-1.5	-1.5	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag			Lead			Lag	
Lead-Lag Optimize?			Yes			Yes	
Vehicle Extension (s)	2.0	2.0	2.0	6.0	6.0	6.0	
Minimum Gap (s)	0.2	0.2	0.2	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	15.0	15.0	15.0	
Time To Reduce (s)	0.0	0.0	0.0	45.0	45.0	45.0	
Recall Mode	None	None	None	C-Min	C-Min	C-Min	
Act Effct Green (s)	11.5	11.5	68.5	68.5	68.5	57.7	74.0
Actuated g/C Ratio	0.13	0.13	0.76	0.76	0.76	0.64	0.82
v/c Ratio	0.44	0.33	0.33	0.42	0.03	0.93	0.29
Control Delay	38.8	39.2	18.3	10.9	3.7	25.6	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.8	39.2	18.3	10.9	3.7	25.6	3.3

Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
LOS	D	D	B	B	A	C	A
Approach Delay	38.9			11.4		22.2	
Approach LOS	D			B		C	
Queue Length 50th (ft)	53	35	29	640	1	555	47
Queue Length 95th (ft)	81	71	m31	m662	6	#834	75
Internal Link Dist (ft)	2200			1318		5122	
Turn Bay Length (ft)	575	200	300		100		200
Base Capacity (vph)	762	351	275	2692	327	2268	1409
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.19	0.29	0.42	0.03	0.93	0.27

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBSB and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 20.0 Intersection LOS: B
Intersection Capacity Utilization 74.8% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: NC 42 & E Front Street



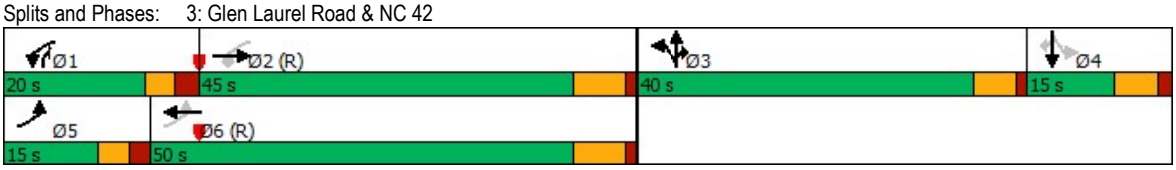
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	910	194	201	1634	10	525	7	216	4	4	8
Future Volume (vph)	43	910	194	201	1634	10	525	7	216	4	4	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		500	825		0	400		475	0		150
Storage Lanes	1		1	1		0	1		1	0		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.999				0.850			0.850
Flt Protected	0.950			0.950			0.950	0.954			0.976	
Satd. Flow (prot)	1770	3539	1583	1770	3536	0	1681	1688	1583	0	1818	1583
Flt Permitted	0.064			0.166			0.950	0.954			0.789	
Satd. Flow (perm)	119	3539	1583	309	3536	0	1681	1688	1583	0	1470	1583
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		5202			2766			1935			2142	
Travel Time (s)		78.8			41.9			29.3			32.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	48	1011	216	223	1816	11	583	8	240	4	4	9
Shared Lane Traffic (%)							49%					
Lane Group Flow (vph)	48	1011	216	223	1827	0	297	294	240	0	8	9
Turn Type	D.P+P	NA	Perm	D.P+P	NA		Split	NA	pt+ov	Perm	NA	Perm
Protected Phases	5	2		1	6		3	3	3 1		4	
Permitted Phases	6		2	2						4		4
Detector Phase	5	2	2	1	6		3	3	3 1	4	4	4
Switch Phase												
Minimum Initial (s)	7.0	14.0	14.0	7.0	14.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	12.3	20.6	20.6	12.6	20.6		12.6	12.6		13.0	13.0	13.0
Total Split (s)	15.0	45.0	45.0	20.0	50.0		40.0	40.0		15.0	15.0	15.0
Total Split (%)	12.5%	37.5%	37.5%	16.7%	41.7%		33.3%	33.3%		12.5%	12.5%	12.5%
Maximum Green (s)	9.7	38.4	38.4	14.4	43.4		34.4	34.4		9.0	9.0	9.0
Yellow Time (s)	3.2	5.3	5.3	3.1	5.3		4.6	4.6		4.4	4.4	4.4
All-Red Time (s)	2.1	1.3	1.3	2.5	1.3		1.0	1.0		1.6	1.6	1.6
Lost Time Adjust (s)	-0.3	-1.6	-1.6	-0.6	-1.6		-0.6	-0.6			-1.0	-1.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0			5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	6.0	6.0	2.0	6.0		2.0	2.0		2.0	2.0	2.0
Minimum Gap (s)	0.2	3.4	3.4	0.2	3.4		0.2	0.2		0.2	0.2	0.2
Time Before Reduce (s)	0.0	15.0	15.0	0.0	15.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	45.0	45.0	0.0	45.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	None
Act Effct Green (s)	74.4	58.3	58.3	73.4	68.3		26.4	26.4	43.6		8.0	8.0
Actuated g/C Ratio	0.62	0.49	0.49	0.61	0.57		0.22	0.22	0.36		0.07	0.07
v/c Ratio	0.27	0.59	0.28	0.60	0.91		0.80	0.79	0.42		0.08	0.09
Control Delay	15.2	27.4	23.9	20.1	33.7		60.1	59.1	24.5		54.6	54.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Delay	15.2	27.4	23.9	20.1	33.7		60.1	59.1	24.5		54.6	54.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	C	C	C	C		E	E	C		D	D
Approach Delay		26.4			32.2			49.5			54.6	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	10	266	90	54	589		231	228	132		6	7
Queue Length 95th (ft)	38	471	201	160	#1078		310	305	135		23	24
Internal Link Dist (ft)		5122			2686			1855			2062	
Turn Bay Length (ft)	250		500	825			400		475			150
Base Capacity (vph)	213	1720	769	392	2013		490	492	606		122	131
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	0
Reduced v/c Ratio	0.23	0.59	0.28	0.57	0.91		0.61	0.60	0.40		0.07	0.07

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 30 (25%), Referenced to phase 2:EBWB and 6:EBWB, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 34.0 Intersection LOS: C
Intersection Capacity Utilization 85.2% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Glen Laurel Road & NC 42



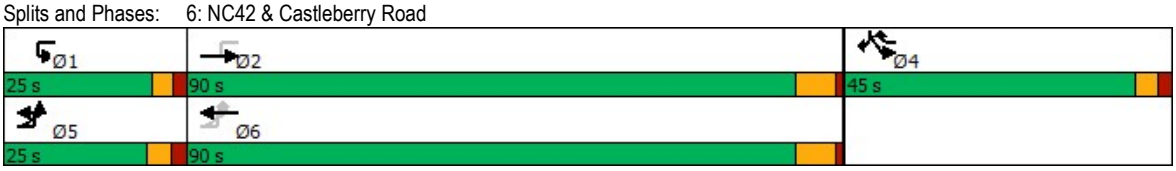
Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations								
Traffic Volume (vph)	53	304	813	4	1219	78	81	446
Future Volume (vph)	53	304	813	4	1219	78	81	446
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		550		450		500	325	0
Storage Lanes		1		1		1	1	1
Taper Length (ft)		100		100			100	
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.95
Frt						0.850	0.895	0.850
Flt Protected		0.950		0.950			0.985	
Satd. Flow (prot)	0	1770	3539	1770	3539	1583	1642	1504
Flt Permitted		0.072		0.271			0.985	
Satd. Flow (perm)	0	134	3539	505	3539	1583	1642	1504
Right Turn on Red						No		No
Satd. Flow (RTOR)								
Link Speed (mph)			45		45		45	
Link Distance (ft)			1195		1804		1584	
Travel Time (s)			18.1		27.3		24.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	59	338	903	4	1354	87	90	496
Shared Lane Traffic (%)								42%
Lane Group Flow (vph)	0	397	903	4	1354	87	298	288
Turn Type	D.P+P	D.P+P	NA	D.P+P	NA	pm+ov	Prot	Prot
Protected Phases	5	5	2	1	6	4	4	4
Permitted Phases	6	6		2		6		
Detector Phase	5	5	2	1	6	4	4	4
Switch Phase								
Minimum Initial (s)	7.0	7.0	14.0	7.0	14.0	7.0	7.0	7.0
Minimum Split (s)	12.4	12.4	20.6	11.8	20.6	12.3	12.3	12.3
Total Split (s)	25.0	25.0	90.0	25.0	90.0	45.0	45.0	45.0
Total Split (%)	15.6%	15.6%	56.3%	15.6%	56.3%	28.1%	28.1%	28.1%
Maximum Green (s)	19.6	19.6	83.4	20.2	83.4	39.7	39.7	39.7
Yellow Time (s)	3.2	3.2	5.3	3.0	5.3	3.1	3.1	3.1
All-Red Time (s)	2.2	2.2	1.3	1.8	1.3	2.2	2.2	2.2
Lost Time Adjust (s)		-0.4	-1.6	0.2	-1.6	-0.3	-0.3	-0.3
Total Lost Time (s)		5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes			
Vehicle Extension (s)	2.0	2.0	6.0	2.0	6.0	2.0	2.0	2.0
Minimum Gap (s)	0.2	0.2	3.4	0.2	3.4	0.2	0.2	0.2
Time Before Reduce (s)	0.0	0.0	15.0	0.0	15.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	30.0	0.0	30.0	0.0	0.0	0.0
Recall Mode	None	None	Min	None	Min	None	None	None
Act Effct Green (s)		73.5	76.8	77.9	52.8	85.4	27.5	27.5
Actuated g/C Ratio		0.63	0.66	0.67	0.45	0.73	0.24	0.24
v/c Ratio		1.06	0.39	0.01	0.84	0.07	0.77	0.81
Control Delay		99.1	10.9	8.0	34.1	3.9	57.2	62.4
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		99.1	10.9	8.0	34.1	3.9	57.2	62.4

Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
LOS		F	B	A	C	A	E	E
Approach Delay			37.9		32.2		59.8	
Approach LOS			D		C		E	
Queue Length 50th (ft)		~279	140	1	453	15	206	211
Queue Length 95th (ft)		#636	297	6	647	27	366	382
Internal Link Dist (ft)			1115		1724		1504	
Turn Bay Length (ft)		550		450		500	325	
Base Capacity (vph)		375	2691	566	2674	1350	583	534
Starvation Cap Reductn		0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0
Reduced v/c Ratio		1.06	0.34	0.01	0.51	0.06	0.51	0.54

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 116.5
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.06
Intersection Signal Delay: 39.3 Intersection LOS: D
Intersection Capacity Utilization 84.4% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: NC42 & Castleberry Road



Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱		↰	↑↑	↱			↱			↱
Traffic Vol, veh/h	0	1117	8	84	4	1800	32	0	0	12	0	0	98
Future Vol, veh/h	0	1117	8	84	4	1800	32	0	0	12	0	0	98
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	-	400	-	475	-	50	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1241	9	93	4	2000	36	0	0	13	0	0	109

Major/Minor	Major1			Major2				Minor1			Minor2		
Conflicting Flow All	-	0	0	1241	1250	0	0	-	-	621	-	-	1000
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	6.44	4.14	-	-	-	-	6.94	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.52	2.22	-	-	-	-	3.32	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	232	553	-	-	0	0	430	0	0	241
Stage 1	0	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	0	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-			-	-						
Mov Cap-1 Maneuver	-	-	-	232	232	-	-	-	-	430	-	-	241
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.4	13.6	31.7
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	430	-	-	232	-	-	241
HCM Lane V/C Ratio	0.031	-	-	0.421	-	-	0.452
HCM Control Delay (s)	13.6	-	-	31.3	-	-	31.7
HCM Lane LOS	B	-	-	D	-	-	D
HCM 95th %tile Q(veh)	0.1	-	-	2	-	-	2.2

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑↑	↰	
Traffic Vol, veh/h	0	0	0	1873	43	0
Future Vol, veh/h	0	0	0	1873	43	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	2081	48	0

Major/Minor	Major2		Minor1	
Conflicting Flow All	-	-	1041	-
Stage 1	-	-	0	-
Stage 2	-	-	1041	-
Critical Hdwy	-	-	6.84	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	5.84	-
Follow-up Hdwy	-	-	3.52	-
Pot Cap-1 Maneuver	0	-	226	0
Stage 1	0	-	-	0
Stage 2	0	-	301	0
Platoon blocked, %		-		
Mov Cap-1 Maneuver	-	-	226	-
Mov Cap-2 Maneuver	-	-	226	-
Stage 1	-	-	-	-
Stage 2	-	-	301	-

Approach	WB	NB
HCM Control Delay, s	0	25.1
HCM LOS		D

Minor Lane/Major Mvmt	NBLn1	WBT
Capacity (veh/h)	226	-
HCM Lane V/C Ratio	0.211	-
HCM Control Delay (s)	25.1	-
HCM Lane LOS	D	-
HCM 95th %tile Q(veh)	0.8	-

Intersection	
Int Delay, s/veh	9.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NEL	NER
Lane Configurations										
Traffic Vol, veh/h	0	0	0	0	1643	75	0	0	0	1170
Future Vol, veh/h	0	0	0	0	1643	75	0	0	0	1170
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	175	-	0	-	0
Veh in Median Storage, #	-	1	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	1826	83	0	0	0	1300

Major/Minor	Major2		Minor2		
Conflicting Flow All	-	-	0	-	913
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	276
Stage 1	0	-	-	0	-
Stage 2	0	-	-	0	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	-	-	-	-	276
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	77
HCM LOS		F

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	276
HCM Lane V/C Ratio	-	-	0.926
HCM Control Delay (s)	-	-	77
HCM Lane LOS	-	-	F
HCM 95th %tile Q(veh)	-	-	8.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1448	1141	87	15	903	329	68	48	10	314	41	1266
Future Volume (vph)	1448	1141	87	15	903	329	68	48	10	314	41	1266
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	625		200	125		400	150		100	350		0
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950	0.963	
Satd. Flow (prot)	3433	3539	1583	1770	3539	1583	1770	1863	1583	1681	1704	1583
Flt Permitted	0.950			0.950			0.950			0.950	0.963	
Satd. Flow (perm)	3433	3539	1583	1770	3539	1583	1770	1863	1583	1681	1704	1583
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			45	
Link Distance (ft)		1848			2122			1255			1398	
Travel Time (s)		28.0			32.2			34.2			21.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1609	1268	97	17	1003	366	76	53	11	349	46	1407
Shared Lane Traffic (%)										44%		
Lane Group Flow (vph)	1609	1268	97	17	1003	366	76	53	11	195	200	1407
Turn Type	Prot	NA	pt+ov	Prot	NA	Free	Split	NA	pt+ov	Split	NA	Free
Protected Phases	5	2	2 3	1	6		3	3	3 1	4	4	
Permitted Phases						Free						Free
Detector Phase	5	2	2 3	1	6		3	3	3 1	4	4	
Switch Phase												
Minimum Initial (s)	7.0	20.0		7.0	20.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	13.3	25.9		13.4	25.8		13.3	13.3		13.5	13.5	
Total Split (s)	100.0	165.0		15.0	80.0		15.0	15.0		35.0	35.0	
Total Split (%)	43.5%	71.7%		6.5%	34.8%		6.5%	6.5%		15.2%	15.2%	
Maximum Green (s)	93.7	159.1		8.6	74.2		8.7	8.7		28.5	28.5	
Yellow Time (s)	3.0	4.5		3.0	4.5		3.8	3.8		4.5	4.5	
All-Red Time (s)	3.3	1.4		3.4	1.3		2.5	2.5		2.0	2.0	
Lost Time Adjust (s)	-1.3	-0.9		-1.4	-0.8		-1.3	-1.3		-1.5	-1.5	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	6.0		2.0	6.0		2.0	2.0		3.0	3.0	
Minimum Gap (s)	0.2	3.0		0.2	3.0		0.2	0.2		0.2	0.2	
Time Before Reduce (s)	0.0	30.0		0.0	30.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	45.0		0.0	45.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	95.8	161.0	178.5	8.9	71.4	230.0	13.4	13.4	19.7	29.4	29.4	230.0
Actuated g/C Ratio	0.42	0.70	0.78	0.04	0.31	1.00	0.06	0.06	0.09	0.13	0.13	1.00
v/c Ratio	1.13	0.51	0.08	0.25	0.91	0.23	0.74	0.49	0.08	0.91	0.92	0.89
Control Delay	124.6	17.3	6.9	116.2	89.3	0.3	137.3	120.0	69.0	128.1	129.3	25.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	124.6	17.3	6.9	116.2	89.3	0.3	137.3	120.0	69.0	128.1	129.3	25.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	B	A	F	F	A	F	F	E	F	F	C
Approach Delay		75.0			66.2			125.4			47.8	
Approach LOS		E			E			F			D	
Queue Length 50th (ft)	~1456	478	35	26	782	0	116	80	13	293	302	1008
Queue Length 95th (ft)	#1576	510	55	61	855	0	#256	#155	35	m#453	m#469	1143
Internal Link Dist (ft)		1768			2042			1175			1318	
Turn Bay Length (ft)	625		200	125		400	150		100	350		
Base Capacity (vph)	1429	2502	1223	76	1154	1583	103	108	143	220	223	1583
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.13	0.51	0.08	0.22	0.87	0.23	0.74	0.49	0.08	0.89	0.90	0.89

Intersection Summary

Area Type: Other
Cycle Length: 230
Actuated Cycle Length: 230
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.13
Intersection Signal Delay: 66.4 Intersection LOS: E
Intersection Capacity Utilization 95.2% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Rose Street/NC 42 & US 70 Business

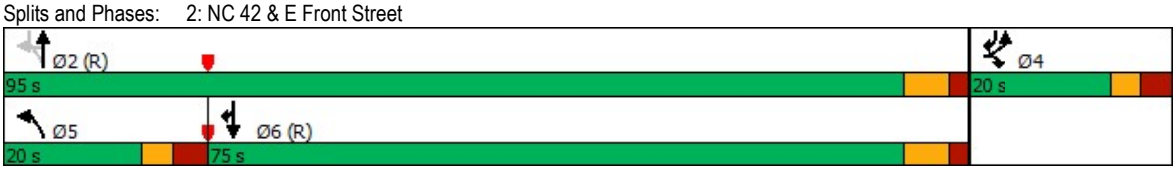
Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	377	53	88	1736	13	1567	241
Future Volume (vph)	377	53	88	1736	13	1567	241
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	575	200	300		100		200
Storage Lanes	1	1	1		1		1
Taper Length (ft)	100		100		100		
Lane Util. Factor	0.97	1.00	1.00	0.95	1.00	0.95	1.00
Frt		0.850					0.850
Flt Protected	0.950		0.950		0.950		
Satd. Flow (prot)	3433	1583	1770	3539	1770	3539	1583
Flt Permitted	0.950		0.056		0.070		
Satd. Flow (perm)	3433	1583	104	3539	130	3539	1583
Right Turn on Red		No					No
Satd. Flow (RTOR)							
Link Speed (mph)	35			45		45	
Link Distance (ft)	2280			1398		5202	
Travel Time (s)	44.4			21.2		78.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	419	59	98	1929	14	1741	268
Shared Lane Traffic (%)							
Lane Group Flow (vph)	419	59	98	1929	14	1741	268
Turn Type	Prot	Prot	pm+pt	NA	D.Pm	NA	pt+ov
Protected Phases	4	4	5	2		6	6 4
Permitted Phases			2		2		
Detector Phase	4	4	5	2	2	6	6 4
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	12.0	12.0	12.0	
Minimum Split (s)	13.2	13.2	13.4	18.5	18.5	18.5	
Total Split (s)	20.0	20.0	20.0	95.0	95.0	75.0	
Total Split (%)	17.4%	17.4%	17.4%	82.6%	82.6%	65.2%	
Maximum Green (s)	13.8	13.8	13.6	88.5	88.5	68.5	
Yellow Time (s)	3.0	3.0	3.0	4.5	4.5	4.5	
All-Red Time (s)	3.2	3.2	3.4	2.0	2.0	2.0	
Lost Time Adjust (s)	-1.2	-1.2	-1.4	-1.5	-1.5	-1.5	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag			Lead			Lag	
Lead-Lag Optimize?			Yes			Yes	
Vehicle Extension (s)	2.0	2.0	2.0	6.0	6.0	6.0	
Minimum Gap (s)	0.2	0.2	0.2	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	15.0	15.0	15.0	
Time To Reduce (s)	0.0	0.0	0.0	45.0	45.0	45.0	
Recall Mode	None	None	None	C-Min	C-Min	C-Min	
Act Effct Green (s)	18.9	18.9	86.1	86.1	86.1	71.7	94.1
Actuated g/C Ratio	0.16	0.16	0.75	0.75	0.75	0.62	0.82
v/c Ratio	0.74	0.23	0.46	0.73	0.14	0.79	0.21
Control Delay	55.0	44.7	24.1	35.9	7.5	19.7	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.0	44.7	24.1	35.9	7.5	19.7	1.5

Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
LOS	D	D	C	D	A	B	A
Approach Delay	53.7			35.4		17.2	
Approach LOS	D			D		B	
Queue Length 50th (ft)	148	37	41	1464	3	617	9
Queue Length 95th (ft)	#256	82	m38	m1211	m4	230	12
Internal Link Dist (ft)	2200			1318		5122	
Turn Bay Length (ft)	575	200	300		100		200
Base Capacity (vph)	563	259	295	2769	101	2213	1262
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.23	0.33	0.70	0.14	0.79	0.21

Intersection Summary

Area Type: Other
Cycle Length: 115
Actuated Cycle Length: 115
Offset: 90 (78%), Referenced to phase 2:NBSB and 6:SBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 29.2 Intersection LOS: C
Intersection Capacity Utilization 81.2% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: NC 42 & E Front Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	1631	514	238	1169	4	414	4	206	4	4	39
Future Volume (vph)	6	1631	514	238	1169	4	414	4	206	4	4	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		500	825		0	400		475	0		150
Storage Lanes	1		1	1		0	1		1	0		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850						0.850			0.850
Flt Protected	0.950			0.950			0.950	0.953			0.976	
Satd. Flow (prot)	1770	3539	1583	1770	3539	0	1681	1686	1583	0	1818	1583
Flt Permitted	0.128			0.082			0.950	0.953			0.724	
Satd. Flow (perm)	238	3539	1583	153	3539	0	1681	1686	1583	0	1349	1583
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		5202			2766			1935			2142	
Travel Time (s)		78.8			41.9			29.3			32.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	7	1812	571	264	1299	4	460	4	229	4	4	43
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	7	1812	571	264	1303	0	230	234	229	0	8	43
Turn Type	D.P+P	NA	Perm	D.P+P	NA		Split	NA	pt+ov	Perm	NA	Perm
Protected Phases	5	2		1	6		3	3	3 1		4	
Permitted Phases	6		2	2						4		4
Detector Phase	5	2	2	1	6		3	3	3 1	4	4	4
Switch Phase												
Minimum Initial (s)	7.0	14.0	14.0	7.0	14.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	12.3	20.6	20.6	12.6	20.6		12.6	12.6		13.0	13.0	13.0
Total Split (s)	15.0	40.0	40.0	30.0	55.0		30.0	30.0		15.0	15.0	15.0
Total Split (%)	13.0%	34.8%	34.8%	26.1%	47.8%		26.1%	26.1%		13.0%	13.0%	13.0%
Maximum Green (s)	9.7	33.4	33.4	24.4	48.4		24.4	24.4		9.0	9.0	9.0
Yellow Time (s)	3.2	5.3	5.3	3.1	5.3		4.6	4.6		4.4	4.4	4.4
All-Red Time (s)	2.1	1.3	1.3	2.5	1.3		1.0	1.0		1.6	1.6	1.6
Lost Time Adjust (s)	-0.3	-1.6	-1.6	-0.6	-1.6		-0.6	-0.6			-1.0	-1.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0			5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	6.0	6.0	2.0	6.0		2.0	2.0		2.0	2.0	2.0
Minimum Gap (s)	0.2	3.4	3.4	0.2	3.4		0.2	0.2		0.2	0.2	0.2
Time Before Reduce (s)	0.0	15.0	15.0	0.0	15.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	45.0	45.0	0.0	45.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	None
Act Effct Green (s)	72.5	50.8	50.8	68.5	71.1		20.2	20.2	37.8		8.9	8.9
Actuated g/C Ratio	0.63	0.44	0.44	0.60	0.62		0.18	0.18	0.33		0.08	0.08
v/c Ratio	0.03	1.16	0.82	0.78	0.60		0.78	0.79	0.44		0.08	0.35
Control Delay	10.3	111.4	41.8	43.3	17.4		63.2	64.3	21.8		50.3	58.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Delay	10.3	111.4	41.8	43.3	17.4		63.2	64.3	21.8		50.3	58.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	F	D	D	B		E	E	C		D	E
Approach Delay		94.5			21.8			49.9			57.0	
Approach LOS		F			C			D			E	
Queue Length 50th (ft)	3	~1317	556	137	290		171	174	97		6	31
Queue Length 95th (ft)	m4	#2222	#991	228	518		254	260	115		22	68
Internal Link Dist (ft)		5122			2686			1855			2062	
Turn Bay Length (ft)	250		500	825			400		475			150
Base Capacity (vph)	284	1564	699	447	2186		365	366	655		117	137
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	0
Reduced v/c Ratio	0.02	1.16	0.82	0.59	0.60		0.63	0.64	0.35		0.07	0.31

Intersection Summary

Area Type: Other
Cycle Length: 115
Actuated Cycle Length: 115
Offset: 32 (28%), Referenced to phase 2:EBWB and 6:EBWB, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.16
Intersection Signal Delay: 63.3 Intersection LOS: E
Intersection Capacity Utilization 89.0% ICU Level of Service E
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Glen Laurel Road & NC 42

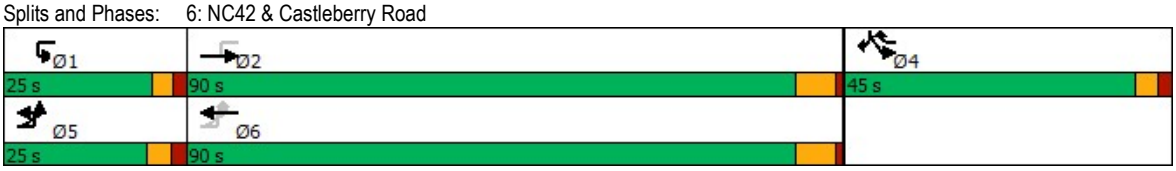
Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations								
Traffic Volume (vph)	169	425	1241	4	977	112	77	400
Future Volume (vph)	169	425	1241	4	977	112	77	400
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		550		450		500	325	0
Storage Lanes		1		1		1	1	1
Taper Length (ft)		100		100			100	
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Frt						0.850		0.850
Flt Protected		0.950		0.950			0.950	
Satd. Flow (prot)	0	1770	3539	1770	3539	1583	1770	1583
Flt Permitted		0.091		0.092			0.950	
Satd. Flow (perm)	0	170	3539	171	3539	1583	1770	1583
Right Turn on Red						No		No
Satd. Flow (RTOR)								
Link Speed (mph)			45		45		45	
Link Distance (ft)			1195		1804		1584	
Travel Time (s)			18.1		27.3		24.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	188	472	1379	4	1086	124	86	444
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	660	1379	4	1086	124	86	444
Turn Type	D.P+P	D.P+P	NA	D.P+P	NA	pm+ov	Prot	Prot
Protected Phases	5	5	2	1	6	4	4	4
Permitted Phases	6	6		2		6		
Detector Phase	5	5	2	1	6	4	4	4
Switch Phase								
Minimum Initial (s)	7.0	7.0	14.0	7.0	14.0	7.0	7.0	7.0
Minimum Split (s)	12.4	12.4	20.6	11.8	20.6	12.3	12.3	12.3
Total Split (s)	25.0	25.0	90.0	25.0	90.0	45.0	45.0	45.0
Total Split (%)	15.6%	15.6%	56.3%	15.6%	56.3%	28.1%	28.1%	28.1%
Maximum Green (s)	19.6	19.6	83.4	20.2	83.4	39.7	39.7	39.7
Yellow Time (s)	3.2	3.2	5.3	3.0	5.3	3.1	3.1	3.1
All-Red Time (s)	2.2	2.2	1.3	1.8	1.3	2.2	2.2	2.2
Lost Time Adjust (s)		-0.4	-1.6	0.2	-1.6	-0.3	-0.3	-0.3
Total Lost Time (s)		5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes			
Vehicle Extension (s)	2.0	2.0	6.0	2.0	6.0	2.0	2.0	2.0
Minimum Gap (s)	0.2	0.2	3.4	0.2	3.4	0.2	0.2	0.2
Time Before Reduce (s)	0.0	0.0	15.0	0.0	15.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	30.0	0.0	30.0	0.0	0.0	0.0
Recall Mode	None	None	Min	None	Min	None	None	None
Act Effct Green (s)		61.1	64.0	65.2	41.1	86.2	40.1	40.1
Actuated g/C Ratio		0.53	0.55	0.56	0.35	0.74	0.34	0.34
v/c Ratio		1.81	0.71	0.02	0.87	0.11	0.14	0.81
Control Delay		400.2	22.2	10.5	43.4	4.3	29.0	49.3
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		400.2	22.2	10.5	43.4	4.3	29.0	49.3

Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
LOS		F	C	B	D	A	C	D
Approach Delay			144.6		39.3		46.0	
Approach LOS			F		D		D	
Queue Length 50th (ft)		~703	363	1	395	22	44	300
Queue Length 95th (ft)		#1016	552	6	480	38	92	#540
Internal Link Dist (ft)			1115		1724		1504	
Turn Bay Length (ft)		550		450		500	325	
Base Capacity (vph)		365	2594	373	2594	1173	610	546
Starvation Cap Reductn		0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0
Reduced v/c Ratio		1.81	0.53	0.01	0.42	0.11	0.14	0.81

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 116.3
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.81
Intersection Signal Delay: 97.0 Intersection LOS: F
Intersection Capacity Utilization 97.2% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: NC42 & Castleberry Road



Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱		↰	↑↑	↱			↱			↱
Traffic Vol, veh/h	0	1866	10	58	5	1389	102	0	0	8	0	0	64
Future Vol, veh/h	0	1866	10	58	5	1389	102	0	0	8	0	0	64
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	-	400	-	475	-	50	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2073	11	64	6	1543	113	0	0	9	0	0	71

Major/Minor	Major1			Major2				Minor1			Minor2		
Conflicting Flow All	-	0	0	2073	2084	0	0	-	-	1037	-	-	772
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	6.44	4.14	-	-	-	-	6.94	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.52	2.22	-	-	-	-	3.32	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	66	262	-	-	0	0	228	0	0	342
Stage 1	0	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	0	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-			-	-						
Mov Cap-1 Maneuver	-	-	-	68	68	-	-	-	-	228	-	-	342
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	8.9	21.4	18.3
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	228	-	-	68	-	-	342
HCM Lane V/C Ratio	0.039	-	-	1.029	-	-	0.208
HCM Control Delay (s)	21.4	-	-	220.7	-	-	18.3
HCM Lane LOS	C	-	-	F	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	5.2	-	-	0.8

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	1456	97	0
Future Vol, veh/h	0	0	0	1456	97	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	1618	108	0

Major/Minor	Major2		Minor1	
Conflicting Flow All	-	-	809	-
Stage 1	-	-	0	-
Stage 2	-	-	809	-
Critical Hdwy	-	-	6.84	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	5.84	-
Follow-up Hdwy	-	-	3.52	-
Pot Cap-1 Maneuver	0	-	318	0
Stage 1	0	-	-	0
Stage 2	0	-	398	0
Platoon blocked, %		-		
Mov Cap-1 Maneuver	-	-	318	-
Mov Cap-2 Maneuver	-	-	318	-
Stage 1	-	-	-	-
Stage 2	-	-	398	-

Approach	WB	NB
HCM Control Delay, s	0	22
HCM LOS		C

Minor Lane/Major Mvmt	NBLn1	WBT
Capacity (veh/h)	318	-
HCM Lane V/C Ratio	0.339	-
HCM Control Delay (s)	22	-
HCM Lane LOS	C	-
HCM 95th %tile Q(veh)	1.5	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NEL	NER
Lane Configurations										
Traffic Vol, veh/h	0	0	0	0	1308	237	0	0	0	1835
Future Vol, veh/h	0	0	0	0	1308	237	0	0	0	1835
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	125	-	0	-	0
Veh in Median Storage, #	-	1	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	1453	263	0	0	0	2039

Major/Minor	Major2		Minor2		
Conflicting Flow All	-	-	0	-	727
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	366
Stage 1	0	-	-	0	-
Stage 2	0	-	-	0	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	-	-	-	-	366
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	22.6
HCM LOS		C

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	366
HCM Lane V/C Ratio	-	-	0.449
HCM Control Delay (s)	-	-	22.6
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	2.2

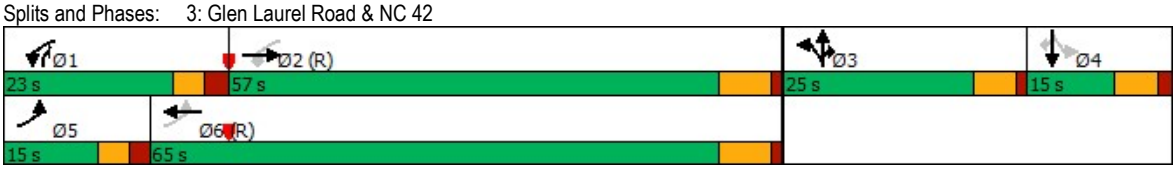
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	910	194	201	1634	10	525	7	216	4	4	8
Future Volume (vph)	43	910	194	201	1634	10	525	7	216	4	4	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		500	825		0	400		475	0		150
Storage Lanes	1		1	1		0	1		1	0		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.999				0.850			0.850
Flt Protected	0.950			0.950			0.950	0.954			0.976	
Satd. Flow (prot)	1770	3539	1583	1770	3536	0	1681	1688	1583	0	1818	1583
Flt Permitted	0.058			0.200			0.950	0.954			0.789	
Satd. Flow (perm)	108	3539	1583	373	3536	0	1681	1688	1583	0	1470	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			216		1				196			183
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		5202			2766			1935			2142	
Travel Time (s)		78.8			41.9			29.3			32.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	48	1011	216	223	1816	11	583	8	240	4	4	9
Shared Lane Traffic (%)							49%					
Lane Group Flow (vph)	48	1011	216	223	1827	0	297	294	240	0	8	9
Turn Type	D.P+P	NA	Perm	D.P+P	NA		Split	NA	pt+ov	Perm	NA	Perm
Protected Phases	5	2		1	6		3	3	3 1		4	
Permitted Phases	6		2	2						4		4
Detector Phase	5	2	2	1	6		3	3	3 1	4	4	4
Switch Phase												
Minimum Initial (s)	7.0	14.0	14.0	7.0	14.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	12.3	20.6	20.6	12.6	20.6		12.6	12.6		13.0	13.0	13.0
Total Split (s)	15.0	57.0	57.0	23.0	65.0		25.0	25.0		15.0	15.0	15.0
Total Split (%)	12.5%	47.5%	47.5%	19.2%	54.2%		20.8%	20.8%		12.5%	12.5%	12.5%
Maximum Green (s)	9.7	50.4	50.4	17.4	58.4		19.4	19.4		9.0	9.0	9.0
Yellow Time (s)	3.2	5.3	5.3	3.1	5.3		4.6	4.6		4.4	4.4	4.4
All-Red Time (s)	2.1	1.3	1.3	2.5	1.3		1.0	1.0		1.6	1.6	1.6
Lost Time Adjust (s)	-0.3	-1.6	-1.6	-0.6	-1.6		-0.6	-0.6			-1.0	-1.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0			5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	6.0	6.0	2.0	6.0		2.0	2.0		2.0	2.0	2.0
Minimum Gap (s)	0.2	3.4	3.4	0.2	3.4		0.2	0.2		0.2	0.2	0.2
Time Before Reduce (s)	0.0	15.0	15.0	0.0	15.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	45.0	45.0	0.0	45.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	None
Act Effct Green (s)	80.8	67.6	67.6	79.8	75.0		20.0	20.0	34.4		8.0	8.0
Actuated g/C Ratio	0.67	0.56	0.56	0.66	0.62		0.17	0.17	0.29		0.07	0.07
v/c Ratio	0.28	0.51	0.22	0.57	0.83		1.06	1.05	0.40		0.08	0.03
Control Delay	11.2	19.0	3.1	13.3	23.8		118.7	114.8	7.5		54.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Delay	11.2	19.0	3.1	13.3	23.8		118.7	114.8	7.5		54.6	0.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	B	A	B	C		F	F	A		D	A
Approach Delay		16.0			22.7			85.2			25.8	
Approach LOS		B			C			F			C	
Queue Length 50th (ft)	8	210	0	43	501		~266	~260	25		6	0
Queue Length 95th (ft)	27	385	43	101	#881		#452	#445	65		23	0
Internal Link Dist (ft)		5122			2686			1855			2062	
Turn Bay Length (ft)	250		500	825			400		475			150
Base Capacity (vph)	213	1993	986	470	2208		280	281	661		122	299
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	0
Reduced v/c Ratio	0.23	0.51	0.22	0.47	0.83		1.06	1.05	0.36		0.07	0.03

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 30 (25%), Referenced to phase 2:EBWB and 6:EBWB, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.06
Intersection Signal Delay: 33.1 Intersection LOS: C
Intersection Capacity Utilization 85.2% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Glen Laurel Road & NC 42



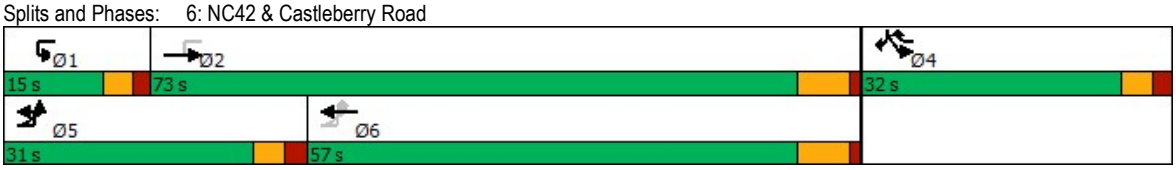
Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations								
Traffic Volume (vph)	53	304	813	4	1219	78	81	446
Future Volume (vph)	53	304	813	4	1219	78	81	446
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		550		450		500	325	0
Storage Lanes		1		1		1	1	1
Taper Length (ft)		100		100			100	
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.95
Frt						0.850	0.895	0.850
Flt Protected		0.950		0.950			0.985	
Satd. Flow (prot)	0	1770	3539	1770	3539	1583	1642	1504
Flt Permitted		0.081		0.274			0.985	
Satd. Flow (perm)	0	151	3539	510	3539	1583	1642	1504
Right Turn on Red						No		No
Satd. Flow (RTOR)								
Link Speed (mph)			45		45		45	
Link Distance (ft)			1195		1804		1584	
Travel Time (s)			18.1		27.3		24.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	59	338	903	4	1354	87	90	496
Shared Lane Traffic (%)								42%
Lane Group Flow (vph)	0	397	903	4	1354	87	298	288
Turn Type	D.P+P	D.P+P	NA	D.P+P	NA	pm+ov	Prot	Prot
Protected Phases	5	5	2	1	6	4	4	4
Permitted Phases	6	6		2		6		
Detector Phase	5	5	2	1	6	4	4	4
Switch Phase								
Minimum Initial (s)	7.0	7.0	14.0	7.0	14.0	7.0	7.0	7.0
Minimum Split (s)	12.4	12.4	20.6	11.8	20.6	12.3	12.3	12.3
Total Split (s)	31.0	31.0	73.0	15.0	57.0	32.0	32.0	32.0
Total Split (%)	25.8%	25.8%	60.8%	12.5%	47.5%	26.7%	26.7%	26.7%
Maximum Green (s)	25.6	25.6	66.4	10.2	50.4	26.7	26.7	26.7
Yellow Time (s)	3.2	3.2	5.3	3.0	5.3	3.1	3.1	3.1
All-Red Time (s)	2.2	2.2	1.3	1.8	1.3	2.2	2.2	2.2
Lost Time Adjust (s)		-0.4	-1.6	0.2	-1.6	-0.3	-0.3	-0.3
Total Lost Time (s)		5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes			
Vehicle Extension (s)	2.0	2.0	6.0	2.0	6.0	2.0	2.0	2.0
Minimum Gap (s)	0.2	0.2	3.4	0.2	3.4	0.2	0.2	0.2
Time Before Reduce (s)	0.0	0.0	15.0	0.0	15.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	30.0	0.0	30.0	0.0	0.0	0.0
Recall Mode	None	None	Min	None	Min	None	None	None
Act Effct Green (s)		70.3	73.3	74.5	46.6	75.9	24.1	24.1
Actuated g/C Ratio		0.64	0.67	0.68	0.42	0.69	0.22	0.22
v/c Ratio		0.89	0.38	0.01	0.90	0.08	0.83	0.87
Control Delay		55.4	9.4	5.8	39.3	5.9	62.2	69.3
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		55.4	9.4	5.8	39.3	5.9	62.2	69.3

Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
LOS		E	A	A	D	A	E	E
Approach Delay			23.5		37.2		65.7	
Approach LOS			C		D		E	
Queue Length 50th (ft)		243	137	1	497	19	220	226
Queue Length 95th (ft)		#422	235	4	602	36	#362	#386
Internal Link Dist (ft)			1115		1724		1504	
Turn Bay Length (ft)		550		450		500	325	
Base Capacity (vph)		491	2485	466	1716	1145	413	378
Starvation Cap Reductn		0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0
Reduced v/c Ratio		0.81	0.36	0.01	0.79	0.08	0.72	0.76

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 109.8
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 36.8 Intersection LOS: D
Intersection Capacity Utilization 84.4% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: NC42 & Castleberry Road



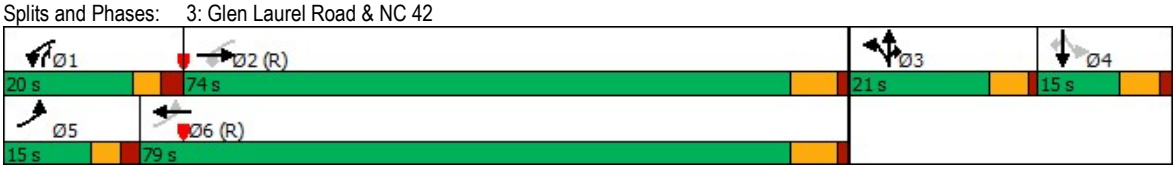
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	1631	514	238	1169	4	414	4	206	4	4	39
Future Volume (vph)	6	1631	514	238	1169	4	414	4	206	4	4	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		500	825		0	400		475	0		150
Storage Lanes	1		1	1		0	1		1	0		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850						0.850			0.850
Flt Protected	0.950			0.950			0.950	0.953			0.976	
Satd. Flow (prot)	1770	3539	1583	1770	3539	0	1681	1686	1583	0	1818	1583
Flt Permitted	0.153			0.060			0.950	0.953			0.719	
Satd. Flow (perm)	285	3539	1583	112	3539	0	1681	1686	1583	0	1339	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			571						129			122
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		5202			2766			1935			2142	
Travel Time (s)		78.8			41.9			29.3			32.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	7	1812	571	264	1299	4	460	4	229	4	4	43
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	7	1812	571	264	1303	0	230	234	229	0	8	43
Turn Type	D.P+P	NA	Perm	D.P+P	NA		Split	NA	pt+ov	Perm	NA	Perm
Protected Phases	5	2		1	6		3	3	3 1		4	
Permitted Phases	6		2	2						4		4
Detector Phase	5	2	2	1	6		3	3	3 1	4	4	4
Switch Phase												
Minimum Initial (s)	7.0	14.0	14.0	7.0	14.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	12.3	20.6	20.6	12.6	20.6		12.6	12.6		13.0	13.0	13.0
Total Split (s)	15.0	74.0	74.0	20.0	79.0		21.0	21.0		15.0	15.0	15.0
Total Split (%)	11.5%	56.9%	56.9%	15.4%	60.8%		16.2%	16.2%		11.5%	11.5%	11.5%
Maximum Green (s)	9.7	67.4	67.4	14.4	72.4		15.4	15.4		9.0	9.0	9.0
Yellow Time (s)	3.2	5.3	5.3	3.1	5.3		4.6	4.6		4.4	4.4	4.4
All-Red Time (s)	2.1	1.3	1.3	2.5	1.3		1.0	1.0		1.6	1.6	1.6
Lost Time Adjust (s)	-0.3	-1.6	-1.6	-0.6	-1.6		-0.6	-0.6			-1.0	-1.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0			5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	6.0	6.0	2.0	6.0		2.0	2.0		2.0	2.0	2.0
Minimum Gap (s)	0.2	3.4	3.4	0.2	3.4		0.2	0.2		0.2	0.2	0.2
Time Before Reduce (s)	0.0	15.0	15.0	0.0	15.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	45.0	45.0	0.0	45.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	None
Act Effct Green (s)	91.2	69.4	69.4	87.2	89.7		17.4	17.4	35.2		8.0	8.0
Actuated g/C Ratio	0.70	0.53	0.53	0.67	0.69		0.13	0.13	0.27		0.06	0.06
v/c Ratio	0.02	0.96	0.51	0.88	0.53		1.02	1.04	0.44		0.10	0.20
Control Delay	6.2	42.6	3.0	65.4	11.7		121.5	124.3	15.2		60.4	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Delay	6.2	42.6	3.0	65.4	11.7		121.5	124.3	15.2		60.4	2.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	A	D	A	E	B		F	F	B		E	A
Approach Delay		33.0			20.7			87.3			11.3	
Approach LOS		C			C			F			B	
Queue Length 50th (ft)	2	747	0	168	249		~233	~240	55		7	0
Queue Length 95th (ft)	6	#942	54	#333	408		#408	#414	119		24	0
Internal Link Dist (ft)		5122			2686			1855			2062	
Turn Bay Length (ft)	250		500	825			400		475			150
Base Capacity (vph)	315	1888	1111	301	2442		225	226	522		103	234
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	0
Reduced v/c Ratio	0.02	0.96	0.51	0.88	0.53		1.02	1.04	0.44		0.08	0.18

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 32 (25%), Referenced to phase 2:EBWB and 6:EBWB, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.04
Intersection Signal Delay: 36.7 Intersection LOS: D
Intersection Capacity Utilization 89.0% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Glen Laurel Road & NC 42



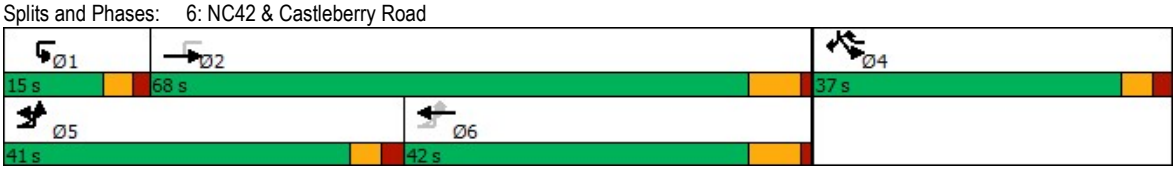
Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations								
Traffic Volume (vph)	169	425	1241	4	977	112	77	400
Future Volume (vph)	169	425	1241	4	977	112	77	400
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		550		450		500	325	0
Storage Lanes		1		1		1	1	1
Taper Length (ft)		100		100			100	
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Frt						0.850		0.850
Flt Protected		0.950		0.950			0.950	
Satd. Flow (prot)	0	1770	3539	1770	3539	1583	1770	1583
Flt Permitted		0.101		0.123			0.950	
Satd. Flow (perm)	0	188	3539	229	3539	1583	1770	1583
Right Turn on Red						No		No
Satd. Flow (RTOR)								
Link Speed (mph)			45		45		45	
Link Distance (ft)			1195		1804		1584	
Travel Time (s)			18.1		27.3		24.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	188	472	1379	4	1086	124	86	444
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	660	1379	4	1086	124	86	444
Turn Type	D.P+P	D.P+P	NA	D.P+P	NA	pm+ov	Prot	Prot
Protected Phases	5	5	2	1	6	4	4	4
Permitted Phases	6	6		2		6		
Detector Phase	5	5	2	1	6	4	4	4
Switch Phase								
Minimum Initial (s)	7.0	7.0	14.0	7.0	14.0	7.0	7.0	7.0
Minimum Split (s)	12.4	12.4	20.6	11.8	20.6	12.3	12.3	12.3
Total Split (s)	41.0	41.0	68.0	15.0	42.0	37.0	37.0	37.0
Total Split (%)	34.2%	34.2%	56.7%	12.5%	35.0%	30.8%	30.8%	30.8%
Maximum Green (s)	35.6	35.6	61.4	10.2	35.4	31.7	31.7	31.7
Yellow Time (s)	3.2	3.2	5.3	3.0	5.3	3.1	3.1	3.1
All-Red Time (s)	2.2	2.2	1.3	1.8	1.3	2.2	2.2	2.2
Lost Time Adjust (s)		-0.4	-1.6	0.2	-1.6	-0.3	-0.3	-0.3
Total Lost Time (s)		5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes			
Vehicle Extension (s)	2.0	2.0	6.0	2.0	6.0	2.0	2.0	2.0
Minimum Gap (s)	0.2	0.2	3.4	0.2	3.4	0.2	0.2	0.2
Time Before Reduce (s)	0.0	0.0	15.0	0.0	15.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	30.0	0.0	30.0	0.0	0.0	0.0
Recall Mode	None	None	Min	None	Min	None	None	None
Act Effct Green (s)		73.0	75.6	77.0	37.0	74.0	32.0	32.0
Actuated g/C Ratio		0.61	0.63	0.64	0.31	0.62	0.27	0.27
v/c Ratio		1.12	0.62	0.02	1.00	0.13	0.18	1.05
Control Delay		108.7	15.6	7.5	67.8	10.0	35.2	101.1
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		108.7	15.6	7.5	67.8	10.0	35.2	101.1

Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
LOS		F	B	A	E	A	D	F
Approach Delay			45.8		61.7		90.4	
Approach LOS			D		E		F	
Queue Length 50th (ft)		~543	297	1	441	37	52	~375
Queue Length 95th (ft)		#776	477	5	#593	64	95	#580
Internal Link Dist (ft)			1115		1724		1504	
Turn Bay Length (ft)		550		450		500	325	
Base Capacity (vph)		588	2230	276	1091	976	472	422
Starvation Cap Reductn		0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0
Reduced v/c Ratio		1.12	0.62	0.01	1.00	0.13	0.18	1.05

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.12
Intersection Signal Delay: 57.1 Intersection LOS: E
Intersection Capacity Utilization 97.2% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: NC42 & Castleberry Road



1: Rose Street/NC 42 & US 70 Business Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.5	0.6	2.7	0.0	0.4
Total Del/Veh (s)	41.7	46.3	82.1	86.1	58.7

2: NC 42 & E Front Street Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	1.0	0.0	21.6	13.2
Total Del/Veh (s)	37.6	16.7	321.1	202.7

3: Glen Laurel Road & NC 42 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	1.4	1.8	0.3
Total Del/Veh (s)	30.1	67.1	41.5	62.0	50.5

4: Fox Ridge Road/Site Drive #1 & NC 42 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	6.6	1.6	9.9	32.3	4.2

5: Eastbound U-Turn & NC42 Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.2	23.5	1.7

6: NC42 & Castleberry Road Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.3	1.1	0.3
Total Del/Veh (s)	29.9	38.2	35.5	34.5

7: NC 42 & NC42 & Site Drive #2 Performance by approach

Approach	WB	SB	NE	All
Denied Del/Veh (s)	0.0	0.3	0.0	0.0
Total Del/Veh (s)	6.9	94.8	0.7	11.8

11: NC 42 & Eastbound U-Turn Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.6	0.6

13: NC 42 & NC42 Performance by approach

Approach	EB	SW	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.0	0.6	0.7

Total Network Performance

Denied Del/Veh (s)	7.7
Total Del/Veh (s)	203.9

Intersection: 1: Rose Street/NC 42 & US 70 Business

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	R
Maximum Queue (ft)	642	632	283	303	137	224	583	581	500	194	140	39
Average Queue (ft)	384	416	147	132	22	48	386	385	67	93	37	6
95th Queue (ft)	577	604	259	243	77	140	519	527	326	168	95	22
Link Distance (ft)		1809	1809	1809			2077	2077			1182	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	625				200	125			400	150		100
Storage Blk Time (%)		0		4		0	44	8		4	1	
Queuing Penalty (veh)		1		3		0	13	14		2	1	

Intersection: 1: Rose Street/NC 42 & US 70 Business

Movement	SB	SB	SB
Directions Served	L	LT	R
Maximum Queue (ft)	209	1364	1336
Average Queue (ft)	123	1067	1295
95th Queue (ft)	196	1717	1371
Link Distance (ft)		1310	1310
Upstream Blk Time (%)		2	8
Queuing Penalty (veh)		24	77
Storage Bay Dist (ft)	350		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: NC 42 & E Front Street

Movement	EB	EB	EB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	L	R	L	T	T	U	T	T	R
Maximum Queue (ft)	108	122	108	137	226	276	52	5105	5114	300
Average Queue (ft)	37	53	46	46	72	78	7	2990	3053	279
95th Queue (ft)	78	85	94	95	190	208	31	5893	5906	401
Link Distance (ft)		2200			1310	1310		5098	5098	
Upstream Blk Time (%)								0	1	
Queuing Penalty (veh)								3	7	
Storage Bay Dist (ft)	575		200	300			100			200
Storage Blk Time (%)								29	58	
Queuing Penalty (veh)								3	195	

Intersection: 3: Glen Laurel Road & NC 42

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	L	LT	R	LT	R
Maximum Queue (ft)	349	403	404	241	924	1914	1860	242	258	216	53	31
Average Queue (ft)	71	188	194	75	255	575	586	163	184	111	7	5
95th Queue (ft)	232	346	361	152	835	1390	1395	222	244	194	29	21
Link Distance (ft)		5098	5098			2689	2689		1875		2094	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250			500	825			400		475		150
Storage Blk Time (%)		5				15						
Queuing Penalty (veh)		2				29						

Intersection: 4: Fox Ridge Road/Site Drive #1 & NC 42

Movement	WB	NB	SB
Directions Served	UL	R	R
Maximum Queue (ft)	62	51	155
Average Queue (ft)	20	10	48
95th Queue (ft)	50	36	98
Link Distance (ft)		1215	1148
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	475		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Eastbound U-Turn & NC42

Movement	NB
Directions Served	L
Maximum Queue (ft)	70
Average Queue (ft)	30
95th Queue (ft)	55
Link Distance (ft)	103
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: NC42 & Castleberry Road

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB
Directions Served	UL	T	T	U	T	T	R	LR	R
Maximum Queue (ft)	649	678	311	28	534	536	52	279	258
Average Queue (ft)	253	146	144	6	318	302	14	142	159
95th Queue (ft)	482	351	258	23	503	499	45	236	240
Link Distance (ft)		1126	1126		1774	1774			1525
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	550			450			500	325	
Storage Blk Time (%)	4				3	0			
Queuing Penalty (veh)	14				0	0			

Intersection: 7: NC 42 & NC42 & Site Drive #2

Movement	SB
Directions Served	>
Maximum Queue (ft)	606
Average Queue (ft)	241
95th Queue (ft)	527
Link Distance (ft)	1210
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 11: NC 42 & Eastbound U-Turn

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 13: NC 42 & NC42

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 388

1: Rose Street/NC 42 & US 70 Business Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	71.6	0.7	2.3	0.0	34.4
Total Del/Veh (s)	101.1	67.4	103.6	49.0	78.4

2: NC 42 & E Front Street Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.7	0.0	0.1	0.1
Total Del/Veh (s)	57.9	25.5	23.7	28.4

3: Glen Laurel Road & NC 42 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	1.4	2.5	0.2
Total Del/Veh (s)	150.9	17.8	39.2	59.3	88.7

4: Fox Ridge Road/Site Drive #1 & NC 42 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	1.1	0.0	0.1	0.2	0.6
Total Del/Veh (s)	97.3	11.1	77.0	10.8	56.2

5: Eastbound U-Turn & NC42 Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	0.9	17.5	1.6

6: NC42 & Castleberry Road Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.4	0.9	0.3
Total Del/Veh (s)	114.4	38.2	41.4	75.2

7: NC 42 & NC42 & Site Drive #2 Performance by approach

Approach	WB	SB	NE	All
Denied Del/Veh (s)	0.0	0.2	0.0	0.0
Total Del/Veh (s)	6.2	11.6	46.9	25.3

11: NC 42 & Eastbound U-Turn Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	31.2	31.2

13: NC 42 & NC42 Performance by approach

Approach	EB	SW	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	41.8	0.5	21.6

Total Network Performance

Denied Del/Veh (s)	27.6
Total Del/Veh (s)	206.3

Intersection: 1: Rose Street/NC 42 & US 70 Business

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	R
Maximum Queue (ft)	725	1861	1837	1824	300	223	767	789	500	112	130	17
Average Queue (ft)	690	1706	1528	865	68	24	486	480	281	81	52	4
95th Queue (ft)	819	2188	2441	1983	248	96	658	665	596	117	106	15
Link Distance (ft)		1809	1809	1809			2077	2077			1182	
Upstream Blk Time (%)		36	24	0								
Queuing Penalty (veh)		0	0	0								
Storage Bay Dist (ft)	625				200	125			400	150		100
Storage Blk Time (%)	30	36		9			58	20			3	
Queuing Penalty (veh)	220	264		8			8	66			2	

Intersection: 1: Rose Street/NC 42 & US 70 Business

Movement	SB	SB	SB
Directions Served	L	LT	R
Maximum Queue (ft)	304	348	994
Average Queue (ft)	195	215	36
95th Queue (ft)	291	309	340
Link Distance (ft)		1310	1310
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	350		
Storage Blk Time (%)		1	
Queuing Penalty (veh)		1	

Intersection: 2: NC 42 & E Front Street

Movement	EB	EB	EB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	L	R	L	T	T	U	T	T	R
Maximum Queue (ft)	268	273	115	188	317	259	51	377	394	299
Average Queue (ft)	136	142	31	65	134	150	10	166	235	64
95th Queue (ft)	211	226	82	131	249	261	34	297	360	227
Link Distance (ft)		2200			1310	1310		5098	5098	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	575		200	300			100			200
Storage Blk Time (%)		4			0			7	11	
Queuing Penalty (veh)		9			0			1	26	

Intersection: 3: Glen Laurel Road & NC 42

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	L	LT	R	LT	R
Maximum Queue (ft)	349	2343	2428	600	209	254	248	205	240	170	53	92
Average Queue (ft)	15	1215	1246	468	113	121	126	126	150	68	6	27
95th Queue (ft)	122	2290	2365	774	190	206	220	197	211	130	28	63
Link Distance (ft)		5098	5098			2689	2689		1875		2094	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250			500	825			400		475		150
Storage Blk Time (%)		51	39									
Queuing Penalty (veh)		3	201									

Intersection: 4: Fox Ridge Road/Site Drive #1 & NC 42

Movement	EB	EB	EB	WB	WB	NB	SB
Directions Served	T	T	R	UL	T	R	R
Maximum Queue (ft)	2396	2388	500	452	448	32	83
Average Queue (ft)	590	584	71	104	12	8	30
95th Queue (ft)	1897	1875	360	289	116	28	60
Link Distance (ft)	2689	2689			605	1215	1792
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			400	475			
Storage Blk Time (%)		33					
Queuing Penalty (veh)		3					

Intersection: 5: Eastbound U-Turn & NC42

Movement	NB
Directions Served	L
Maximum Queue (ft)	95
Average Queue (ft)	34
95th Queue (ft)	70
Link Distance (ft)	103
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: NC42 & Castleberry Road

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB
Directions Served	UL	T	T	U	T	T	R	L	R
Maximum Queue (ft)	650	1148	1103	26	466	452	74	93	405
Average Queue (ft)	649	1048	296	5	264	259	24	36	237
95th Queue (ft)	652	1399	836	21	429	418	64	76	341
Link Distance (ft)		1132	1132		1774	1774			1525
Upstream Blk Time (%)		38							
Queuing Penalty (veh)		351							
Storage Bay Dist (ft)	550			450			500	325	
Storage Blk Time (%)	95				0				4
Queuing Penalty (veh)	588				0				3

Intersection: 7: NC 42 & NC42 & Site Drive #2

Movement	SB	NE	NE
Directions Served	>	R	R
Maximum Queue (ft)	103	575	622
Average Queue (ft)	58	401	379
95th Queue (ft)	93	817	791
Link Distance (ft)	1449	562	562
Upstream Blk Time (%)		35	7
Queuing Penalty (veh)		325	63
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 11: NC 42 & Eastbound U-Turn

Movement	EB	EB	EB
Directions Served	L	T	T
Maximum Queue (ft)	350	412	435
Average Queue (ft)	149	239	236
95th Queue (ft)	434	543	536
Link Distance (ft)		379	379
Upstream Blk Time (%)		31	9
Queuing Penalty (veh)		307	93
Storage Bay Dist (ft)	250		
Storage Blk Time (%)		57	
Queuing Penalty (veh)		57	

Intersection: 13: NC 42 & NC42

Movement	EB	EB
Directions Served	T	T
Maximum Queue (ft)	630	670
Average Queue (ft)	299	297
95th Queue (ft)	794	808
Link Distance (ft)	605	605
Upstream Blk Time (%)	24	14
Queuing Penalty (veh)	236	137
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 2972

1: Rose Street/NC 42 & US 70 Business Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.5	0.6	2.6	0.0	0.4
Total Del/Veh (s)	39.5	45.3	74.9	86.7	57.8

2: NC 42 & E Front Street Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.6	0.0	22.4	14.1
Total Del/Veh (s)	40.3	15.1	330.9	215.6

3: Glen Laurel Road & NC 42 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	1.4	1.0	0.3
Total Del/Veh (s)	20.7	29.9	52.1	57.1	31.4

4: Fox Ridge Road/Site Drive #1 & NC 42 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.2	0.0
Total Del/Veh (s)	5.6	2.0	9.8	36.2	4.6

5: Eastbound U-Turn & NC42 Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.2	22.9	1.7

6: NC42 & Castleberry Road Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.3	1.1	0.3
Total Del/Veh (s)	21.8	34.8	42.4	31.0

7: NC 42 & NC42 & Site Drive #2 Performance by approach

Approach	WB	SB	NE	All
Denied Del/Veh (s)	0.0	0.2	0.0	0.0
Total Del/Veh (s)	6.7	49.4	0.6	7.8

11: NC 42 & Eastbound U-Turn Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.6	0.6

13: NC 42 & NC42 Performance by approach

Approach	EB	SW	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	0.8	0.7	0.7

Total Network Performance

Denied Del/Veh (s)	8.3
Total Del/Veh (s)	196.0

Intersection: 1: Rose Street/NC 42 & US 70 Business

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	R
Maximum Queue (ft)	612	647	324	262	292	225	506	477	491	148	105	37
Average Queue (ft)	330	369	165	151	41	53	356	346	18	83	35	3
95th Queue (ft)	506	535	306	276	130	158	511	504	168	140	86	20
Link Distance (ft)		1809	1809	1809			2077	2077			1182	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	625				200	125			400	150		100
Storage Blk Time (%)	0	0		4			44	4		2	1	
Queuing Penalty (veh)	0	1		4			13	8		1	1	

Intersection: 1: Rose Street/NC 42 & US 70 Business

Movement	SB	SB	SB
Directions Served	L	LT	R
Maximum Queue (ft)	236	1365	1348
Average Queue (ft)	140	1160	1302
95th Queue (ft)	218	1601	1407
Link Distance (ft)		1310	1310
Upstream Blk Time (%)		3	7
Queuing Penalty (veh)		25	71
Storage Bay Dist (ft)	350		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: NC 42 & E Front Street

Movement	EB	EB	EB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	L	R	L	T	T	U	T	T	R
Maximum Queue (ft)	110	123	98	162	268	326	199	5107	5098	300
Average Queue (ft)	46	56	25	43	73	97	14	3204	3253	248
95th Queue (ft)	98	110	72	102	201	252	76	5681	5686	431
Link Distance (ft)		2200			1310	1310		5098	5098	
Upstream Blk Time (%)								0	0	
Queuing Penalty (veh)								1	3	
Storage Bay Dist (ft)	575		200	300			100			200
Storage Blk Time (%)								29	57	
Queuing Penalty (veh)								3	193	

Intersection: 3: Glen Laurel Road & NC 42

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	L	LT	R	LT	R
Maximum Queue (ft)	349	382	419	66	172	656	670	330	412	221	31	73
Average Queue (ft)	47	150	156	29	78	281	289	189	212	119	9	7
95th Queue (ft)	190	318	327	58	144	552	564	256	292	203	29	35
Link Distance (ft)		5098	5098			2689	2689		1875		2094	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250			500	825			400		475		150
Storage Blk Time (%)		2							0			
Queuing Penalty (veh)		1							2			

Intersection: 4: Fox Ridge Road/Site Drive #1 & NC 42

Movement	WB	NB	SB
Directions Served	UL	R	R
Maximum Queue (ft)	83	53	206
Average Queue (ft)	29	12	63
95th Queue (ft)	62	39	131
Link Distance (ft)		1215	1148
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	475		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Eastbound U-Turn & NC42

Movement	NB
Directions Served	L
Maximum Queue (ft)	72
Average Queue (ft)	27
95th Queue (ft)	56
Link Distance (ft)	103
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: NC42 & Castleberry Road

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB
Directions Served	UL	T	T	U	T	T	R	LR	R
Maximum Queue (ft)	407	232	238	27	451	438	53	317	302
Average Queue (ft)	224	92	106	5	302	287	19	154	162
95th Queue (ft)	376	180	192	22	425	410	46	254	258
Link Distance (ft)		1126	1126		1774	1774			1525
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	550			450			500	325	
Storage Blk Time (%)					0			0	
Queuing Penalty (veh)					0			0	

Intersection: 7: NC 42 & NC42 & Site Drive #2

Movement	SB
Directions Served	>
Maximum Queue (ft)	262
Average Queue (ft)	148
95th Queue (ft)	243
Link Distance (ft)	1210
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 11: NC 42 & Eastbound U-Turn

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 13: NC 42 & NC42

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 327

1: Rose Street/NC 42 & US 70 Business Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	51.6	0.8	2.3	0.0	24.6
Total Del/Veh (s)	84.9	73.6	122.0	55.6	74.8

2: NC 42 & E Front Street Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.5	0.0	0.1	0.1
Total Del/Veh (s)	49.2	23.6	31.8	30.0

3: Glen Laurel Road & NC 42 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	1.4	2.5	0.2
Total Del/Veh (s)	44.0	17.1	58.0	21.8	36.9

4: Fox Ridge Road/Site Drive #1 & NC 42 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	10.7	1.5	24.5	12.2	6.7

5: Eastbound U-Turn & NC42 Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	0.9	15.0	1.6

6: NC42 & Castleberry Road Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.5	0.9	0.3
Total Del/Veh (s)	50.7	108.1	84.3	74.6

7: NC 42 & NC42 & Site Drive #2 Performance by approach

Approach	WB	SB	NE	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	6.2	14.3	2.5	4.6

11: NC 42 & Eastbound U-Turn Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.0	1.0

13: NC 42 & NC42 Performance by approach

Approach	EB	SW	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.4	0.5	1.0

Total Network Performance

Denied Del/Veh (s)	19.7
Total Del/Veh (s)	136.0

Intersection: 1: Rose Street/NC 42 & US 70 Business

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	R
Maximum Queue (ft)	725	1840	1862	1808	53	224	915	885	500	148	160	61
Average Queue (ft)	708	1416	934	492	12	24	519	533	282	88	78	7
95th Queue (ft)	781	2119	2310	1462	43	96	809	827	639	157	146	29
Link Distance (ft)		1809	1809	1809			2077	2077			1182	
Upstream Blk Time (%)		29	19	0								
Queuing Penalty (veh)		0	0	0								
Storage Bay Dist (ft)	625				200	125			400	150		100
Storage Blk Time (%)	23	31		7			58	25		1	9	
Queuing Penalty (veh)	172	224		6			8	82		0	7	

Intersection: 1: Rose Street/NC 42 & US 70 Business

Movement	SB	SB	SB
Directions Served	L	LT	R
Maximum Queue (ft)	311	1210	1291
Average Queue (ft)	201	277	129
95th Queue (ft)	287	654	743
Link Distance (ft)		1310	1310
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (ft)	350		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: NC 42 & E Front Street

Movement	EB	EB	EB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	L	R	L	T	T	U	T	T	R
Maximum Queue (ft)	187	191	96	137	293	287	31	575	652	300
Average Queue (ft)	115	131	31	75	110	118	13	250	324	101
95th Queue (ft)	179	192	71	132	244	261	35	504	589	312
Link Distance (ft)		2200			1310	1310		5098	5098	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	575		200	300			100			200
Storage Blk Time (%)		0			0			14	19	
Queuing Penalty (veh)		0			0			2	45	

Intersection: 3: Glen Laurel Road & NC 42

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	L	LT	R	LT	R
Maximum Queue (ft)	28	625	658	600	253	293	302	331	366	323	51	53
Average Queue (ft)	5	362	368	143	136	104	96	176	196	112	10	25
95th Queue (ft)	23	634	643	378	231	211	204	266	285	220	33	55
Link Distance (ft)		5098	5098			2689	2689		1875		2094	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250			500	825			400		475		150
Storage Blk Time (%)		19	3									
Queuing Penalty (veh)		1	17									

Intersection: 4: Fox Ridge Road/Site Drive #1 & NC 42

Movement	WB	NB	SB
Directions Served	UL	R	R
Maximum Queue (ft)	64	32	108
Average Queue (ft)	22	8	26
95th Queue (ft)	49	30	62
Link Distance (ft)		1215	1792
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	475		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Eastbound U-Turn & NC42

Movement	NB
Directions Served	L
Maximum Queue (ft)	116
Average Queue (ft)	41
95th Queue (ft)	82
Link Distance (ft)	103
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: NC42 & Castleberry Road

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB
Directions Served	UL	T	T	U	T	T	R	L	R
Maximum Queue (ft)	650	1146	1111	549	886	873	600	425	709
Average Queue (ft)	534	499	349	2	541	533	234	94	342
95th Queue (ft)	786	1122	896	13	947	947	686	320	631
Link Distance (ft)		1132	1132		1774	1774			1525
Upstream Blk Time (%)		2							
Queuing Penalty (veh)		19							
Storage Bay Dist (ft)	550			450			500	325	
Storage Blk Time (%)	36				35	32			27
Queuing Penalty (veh)	217				1	37			21

Intersection: 7: NC 42 & NC42 & Site Drive #2

Movement	SB	NE	NE
Directions Served	>	R	R
Maximum Queue (ft)	118	308	149
Average Queue (ft)	54	11	0
95th Queue (ft)	97	105	0
Link Distance (ft)	1449	562	562
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 11: NC 42 & Eastbound U-Turn

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

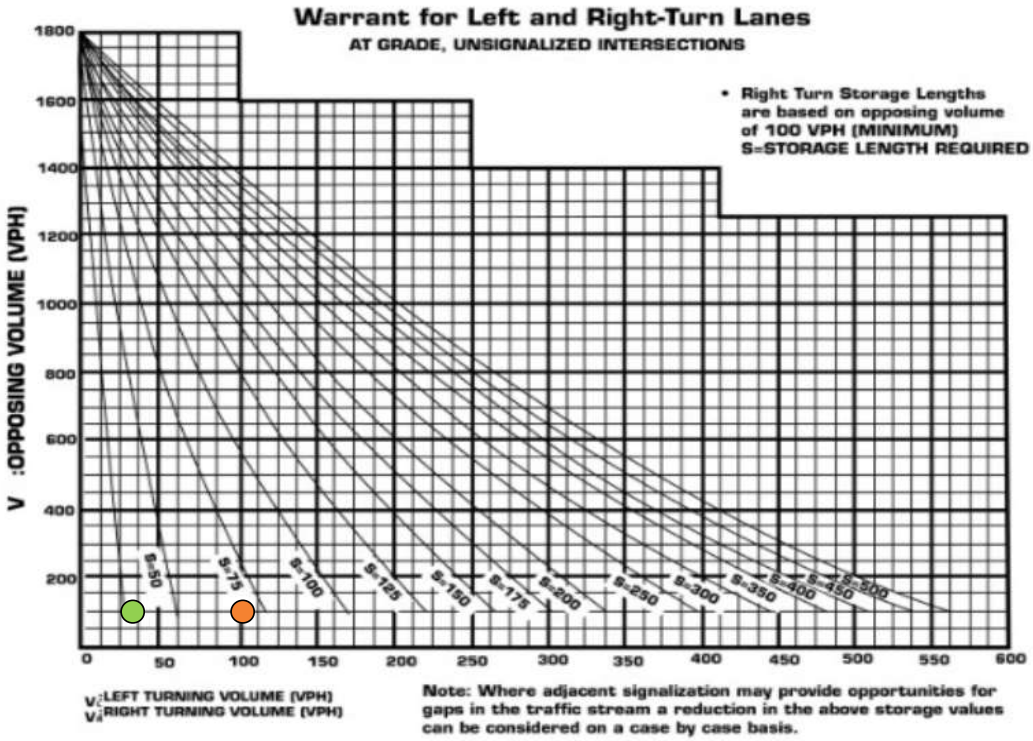
Intersection: 13: NC 42 & NC42

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Network Summary

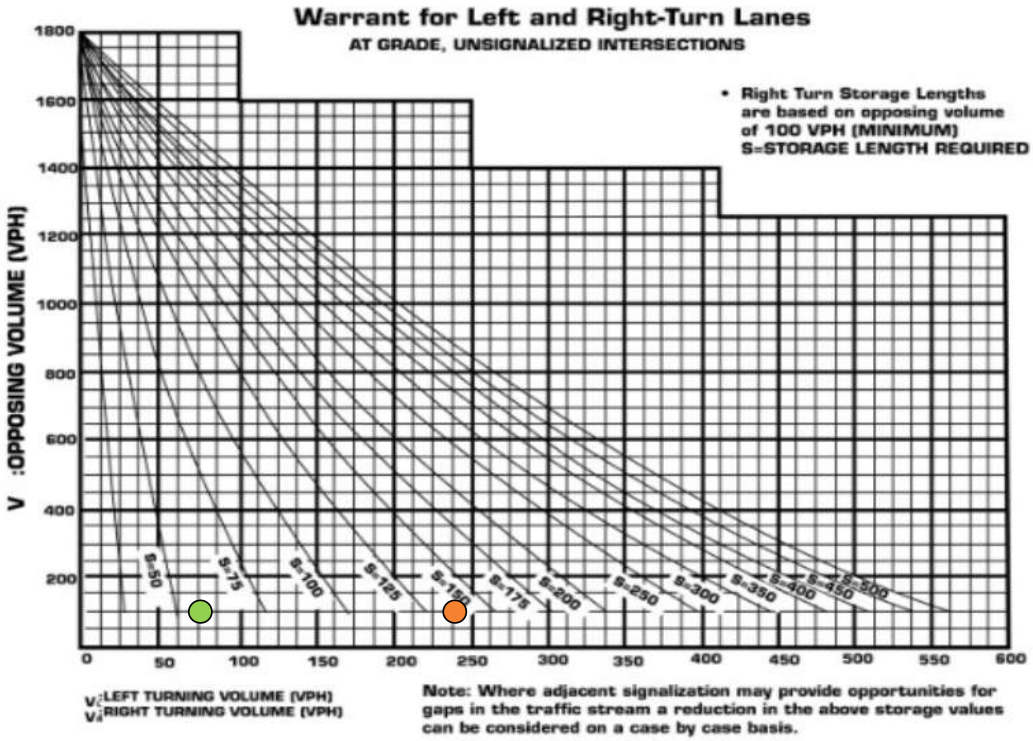
Network wide Queuing Penalty: 862

NC 42 + Fox Ridge Road / Site Drive #1



Peak Hour	Lane	Turn Lane	Turning Volume	Approach / Opposing Volume	Symbol	Length Warranted
Weekday AM	WBR	Right	32	100		Yes - 50'
Weekday PM	WBR	Right	102	100		Yes - 50'

NC 42 + Fox Ridge Road / Site Drive #2



Peak Hour	Lane	Turn Lane	Turning Volume	Approach / Opposing Volume	Symbol	Length Warranted
Weekday AM	WBR	Right	75	100		Yes - 50'
Weekday PM	WBR	Right	237	100		Yes - 125'

April 6, 2023

Jonathan Jacobs
Town of Clayton
111 E. Second Street
Clayton, NC 27520

RE: River Mews – Clayton, North Carolina – Trip Generation Comparison

Dear Mr. Jacobs,

TRIP GENERATION COMPARISON

This letter presents a comparison of the trip generation potential for the updated density of the River Mews development, to be located north of NC 42 and south / west of the Neuse River in Clayton, North Carolina. The purpose of this letter is to demonstrate the difference in trip generation of the new density versus the density analyzed in the recently completed Traffic Impact Analysis (TIA) Addendum. Per the March 10th, 2023, TIA Addendum, the proposed density analyzed was 233 single-family homes, 352 townhomes, and 240 low-rise apartment units. This letter reviews the trip generation impacts of the addition of a 350-seat wedding / event venue.

SIMILAR SITE DATA

Based on the Institute for Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition, and the suggested method of trip calculations provided in NCDOT's *Rate vs. Equation spreadsheet*, trips for the previously approved density and proposed updated density for the development were calculated for weekday daily, weekday AM peak hour, and weekday PM peak hour periods. Refer to Table 1 for the trip generation for the previously approved density, which was analyzed in the March 2023 TIA Addendum, and for the updated density of the development as well as a comparison of the two trip generation potentials.

It should be noted that the ITE Trip Generation Manual does not specifically address event venues or provide trip generation estimates for that specific land use. Based on a review of land use codes and descriptions, it was determined that a church is the most-similar land use due to services taking place primarily on weekends with some usage during the daytime hours during the week with specific schedules for each service. As a result, this land use code was utilized to determine the trip generation potential of the event venue as the most comparable land use.

TABLE 1: TRIP GENERATION									
DENSITY FROM MARCH 2023 TIA ADDENDUM									
Land Use (ITE Code)	**Density**	**Calculation Methodology**	**Daily Trips**	**AM Peak Hour**			**PM Peak Hour**		
				Enter	**Exit**	**Total**	**Enter**	**Exit**	**Total**
Single Family Detached (210)	233 units	Adjacent / Equation	2,197	40	121	161	139	81	220
Single Family Attached (215)	352 units	Adjacent / Equation	2,632	44	133	177	122	85	207
Multi-Family [low-rise] (220)	240 units	Adjacent / Equation	1,614	23	74	97	78	46	124
Total			**6,443**	**107**	**328**	**435**	**339**	**212**	**551**
PROPOSED UPDATED DENSITY									
Land Use (ITE Code)	**Density**	**Calculation Methodology**	**Daily Trips**	**AM Peak Hour**			**PM Peak Hour**		
				Enter	**Exit**	**Total**	**Enter**	**Exit**	**Total**
Single Family Detached (210)	233 units	Adjacent / Equation	2,197	40	121	161	139	81	220
Single Family Attached (215)	352 units	Adjacent / Equation	2,632	44	133	177	122	85	207
Multi-Family [low-rise] (220)	240 units	Adjacent / Equation	1,614	23	74	97	78	46	124
Event Venue* (560)	350 Seats	Generator / Rate	315	15	24	39	34	22	56
Total			**6,758**	**122**	**352**	**474**	**373**	**234**	**607**
COMPARISON OF TRIPS									
Difference in Trips			**+315**	**+15**	**+24**	**+39**	**+34**	**+22**	**+56**
Percentage Increase			**+4.9%**	**+9.0%**			**+10.2%**		

*Church land use code was utilized based on similar traffic patterns.

The proposed updated density for the River Mews development is expected to generate 39 additional trips (15 entering and 24 exiting) during the weekday AM peak hour and 56 additional trips (34 entering and 22 exiting) during the weekday PM peak hour than the density which was analyzed in the March 2023 TIA Addendum. It should be noted that the peak hour of the wedding/event venue is not expected to coincide with the peak hour for the residential land uses due to the nature of the land use and typical hours of operation.

Based on a review of the previously analyzed and updated densities in comparison to the trip generation found in the ITE manual, an updated TIA is not recommended, and the findings of the March 2023 TIA Addendum are still expected to represent operations with the proposed development.

SUMMARY

This letter presents a comparison of the trip generation potential for the updated density of the River Mews development, to be located north of NC 42 and south / west of the Neuse River in Clayton, North Carolina. The purpose of this letter is to demonstrate the difference in trip generation of the development with the addition of a 350-seat event venue. Based on a review of the trip generation potential of the development with the addition of the event venue, an updated TIA is not recommended, and the findings of the March 2023 TIA Addendum are still expected to represent operations with the proposed development.

If you should have any questions or comments relative to this study, please feel free to contact me at 919.287.0741.

Sincerely,

MCADAMS

Nate Bouquin, PE, PTOE

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

DELIVERY VIA EMAIL

April 10, 2023

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

COUNTY: Johnston

SUBJECT: **TIA Review of Proposed River Mews**

Dear Mr. Jacobs,

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

GENERAL COMMENTS

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

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

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

Location:
2671 US 70 WEST
GOLDSBORO, NC 26730

- Improvements being identified by a TIA for an adjacent development does not dismiss or release this development from installation and/or participation of these improvements. It is recommended that the Developers coordinate this installation with other committed developments. The Department will not participate in determining the value of each individual contribution to this roadway improvement.
- Any additional improvements that are constructed after the completion of this TIA must be maintained while constructing the improvements required by this letter.

Additional Requirements

- All driveways for this site on NCDOT ROW must be spaced 600'on secondary and 1,000' on primary routes. This is measured along the ROW line between the tangent projection of the inside edges of adjacent driveways apart measuring the distance between the radiuses of both driveways.
- The analysis includes background improvements by others. If these improvements are not in place at the time of construction, the site should provide these improvements or analysis demonstrating mitigation is not necessary.
- All left and right turns installed on NCDOT ROW at will required a minimum of 100' of storage if located at a site driveway. If any left turn lane taper overlaps with any existing or proposed middle turn lane or taper, the entire section will need to be widened to three lanes.

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

Sincerely,

Sam Lawhorn, PE
District Engineer

cc: Keith Eason, PE - Division Engineer
Paul Marak, PE - Division Traffic Engineer
Charles Sorrell - Congestion Management Engineer
Nate Bouquin, PE – McAdams
Driveway Permit File

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

April 6, 2023

River Mews

Traffic Impact Analysis Review Report
Congestion Management Section

TIA Project: SC-2022-277R1
Division: 4
County: Johnston

Clarence B. Bunting, IV, P.E. Regional Engineer
Charles Sorrell, Project Design Engineer

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
TRANSPORTATION MOBILITY & SAFETY DIVISION
1561 MAIL SERVICE CENTER
RALEIGH, NC 27699-1561

Telephone: (919) 814-5000
Fax: (919) 771-2745
Customer Service: 1-877-368-4968

Website: www.ncdot.gov

Location:
750 N. GREENFIELD PARKWAY
GARNER, NC 27529

River Mews TIA

SC-2023-277R1	Clayton	Johnston County

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

Date Initially Received by CMS	3/13/23	Date of Site Plan	12/14/22
Date of Complete Information	3/13//23	Date of Sealed TIA	3/13/23

Proposed Development

The TIA assumes the development is to be completed by 2027 and consist of the following:

Land Use	Land Use Code	Size
Single Family Detached	210	233 units
Single Family Attached	215	352 units
Multi-Family (Low-rise)	220	240 units

Trip Generation - Unadjusted Volumes During a Typical Weekday

	IN	OUT	TOTAL
AM Peak Hour	107	328	435
PM Peak Hour	339	212	551
Daily Trips			6,443

General Reference

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

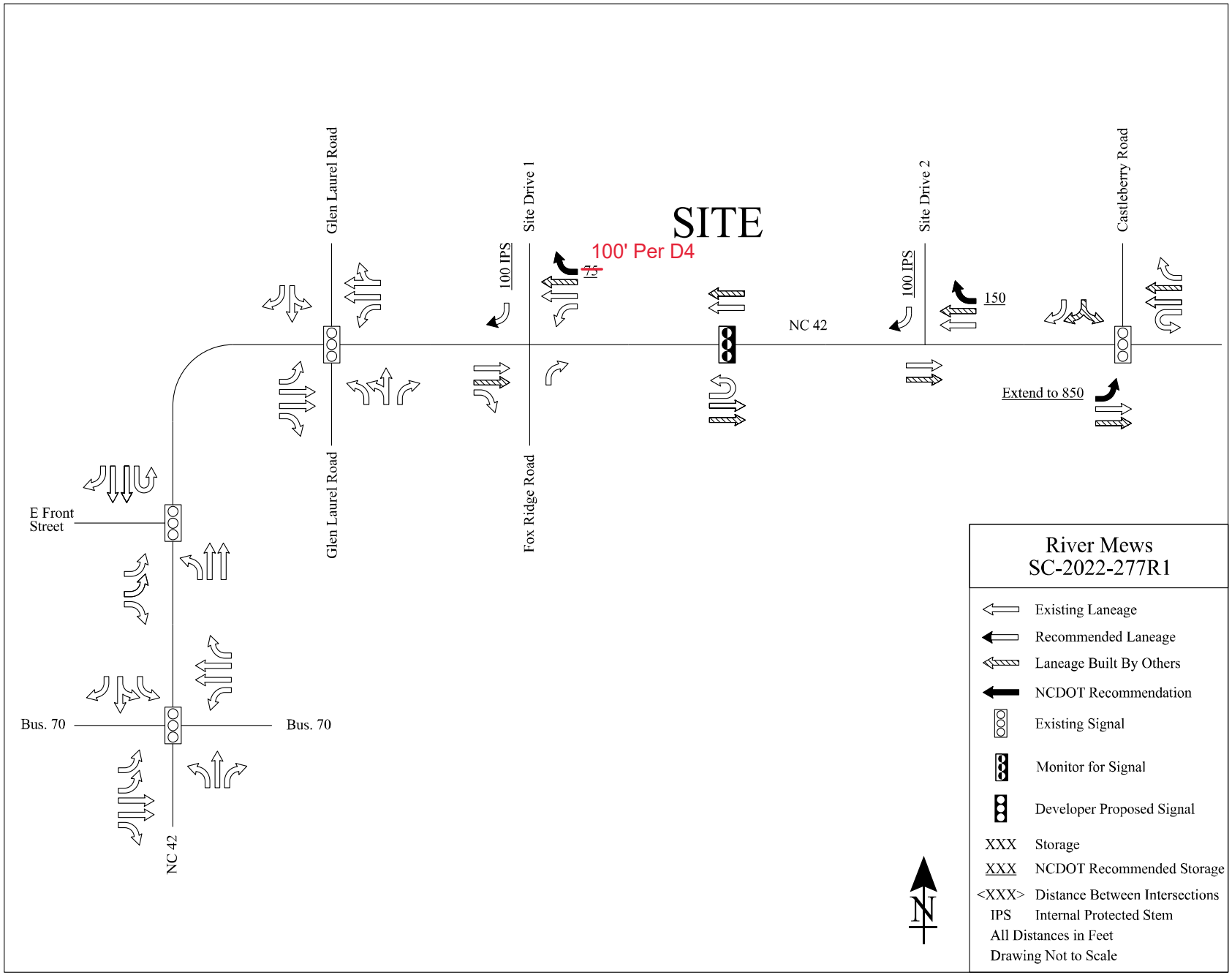
Once the driveway permit has been approved and issued, a copy of the final driveway permit requirements should be forwarded to this office. If we can provide further assistance, please contact the Congestion Management Section.

Signalization

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

Improvements By Others

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


SITE
Glen Laurel Road
Site Drive 1
Site Drive 2
Castleberry Road
100 IPS
100' Per D4
75
100 IPS
150
NC 42
Extend to 850
Glen Laurel Road
Fox Ridge Road
E Front Street
Bus. 70
Bus. 70
NC 42
River Mews
SC-2022-277R1
Existing Laneage
Recommended Laneage
Laneage Built By Others
NCDOT Recommendation
Existing Signal
Monitor for Signal
Developer Proposed Signal
XXX Storage
XXX NCDOT Recommended Storage
<XXX> Distance Between Intersections
IPS Internal Protected Stem
All Distances in Feet
Drawing Not to Scale
N

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

April 18, 2023

Golden Hour Collective, LLC
Attn: Joey Brehm
7803 Glenroy Road
Suite 200
Minneapolis, MN 55439
Joeybrehm.mn@gmail.com

Re: 2022-154-CZM River Mews Conditional Zoning District and Master Plan

To Whom It May Concern,

The Town of Clayton Planning staff is recommending to the Planning Board and Town Council that conditions of approval be placed upon the above referenced application, which proceeds to the Planning Board on April 24, 2023 and Town Council (dependent on outcome of Planning Board meeting) on May 15, 2023. These recommended conditions of approval are outlined on the back of this letter.

Please read through these potential conditions of approval, and sign below if you are in agreement with the conditions as proposed. If you are not in agreement please respond accordingly in writing. This will be included within the agenda packet for Planning Board and Town Council review.

Thank you.

Sincerely,

Ben Howell, AICP, CZO
Planning Director

Recommend Conditions of Approval (2022-154-CZM, River Mews Conditional Zoning District and Master Plan):

1. Following Town Council approval, an electronic copy of the Master Plan and Narrative including the Conditions of Approval shall be submitted to the Planning Department for final approval.
2. The Development shall meet all adopted Town of Clayton Unified Development Code (UDC) requirements, Town of Clayton Engineering and Stormwater design standards, and the North Carolina Fire Code and NFPA Fire standards, except where specifically modified by the approved master plan.
3. The Development shall be constructed in substantial conformance with the Master Plan and Master Plan Narrative as approved by the Clayton Town Council.
4. The following uses are permitted by-right within the general areas identified on the associated Master Plan:
    - Apartments
    - Townhouse
    - Single-Family House
    - Assembly (Non-Residential POD)
    - Park
    - Stable, Private (Non-Residential POD)
    - Bed and Breakfast (Non-Residential POD)
    - Hotel/Motel (Non-Residential POD)
    - Parking Lot
    - Utility, Minor
    - Accessory Dwelling Unit
    - Food Truck
5. The following Supplementary Use Standards shall apply the applicable permitted uses:
    - Any Event Venue (falling under the "Assembly" use category) shall be permitted for the overnight stay of guests as an accessory use.
    - For any Bed and Breakfast use, parking in a street yard shall be permitted with a Class C Buffer between the parking area and the Right-of-Way.
    - For any Hotel/Motel use, where public Right-of-Way(s) (ROW) separates parking from a residential lot, the ROW may count as the required 50-foot separation between a hotel/motel use and any property line adjoining a residential district or use.

6. The development shall be limited to the following number of units/seats/rooms for the following uses:

    - Maximum of 825 Residential Units:
        - Maximum of 246 Single-Family Detached Homes
        - Maximum of 339 Single-Family Detached Homes (Townhomes)
        - Maximum of 240 Apartment Units
    - Assembly Use:
        - Maximum 350 seats
        - Maximum of twelve (12) rooms for overnight guests (as an Accessory Use)
    - Bed and Breakfast and/or Hotel/Motel Use:
        - Maximum of fifteen (15) rooms for overnight guests

    The Planning Director may administratively approve up to 10% modification to the mix of residential units through an Administrative Amendment. Any change in the mix of residential units above 10%, or any increase in the number of seats in the Assembly use or any increase in the number of rooms for overnight guests shall require approval by Town Council, following the Conditional Zoning process.

7. Single-Family Dwelling Lot Dimensional Standards (If not listed below, Dimensional Standards in Unified Development Code apply):

    - Minimum Lot Width: 42 Feet
    - Minimum Lot Size: 5,000 Square Feet
    - Minimum Front Setback: 15 Feet
    - Minimum Setback from Right-of-Way to Face of Garage for Front-Loaded Lots: 25 Feet
    - Minimum Driveway Length for Front-Loaded Lots: 25 Feet
    - Minimum Driveway Length for Rear-Loaded Lots: 20 Feet

8. Townhouse Lot Dimensional Standards (If not listed below, Dimensional Standards in Unified Development Code apply):

    - Minimum Lot Size: 2,000 Square Feet
    - Front Setbacks
        - Front-Loaded Lots: 25 Feet
        - Rear-Loaded Lots: 10 Feet
    - Front-Loaded Townhomes shall be exempt from the requirement that garages do not exceed 50% of Front Façade width.
    - Front-Loaded Townhomes shall include a mixture of 1- and 2-car garages.

9. Multifamily buildings shall have a maximum building height of 48 feet (4 stories).

10. The developer reserves the right to include additional private trails not shown on the Master Plan to serve as extensions of the general trail network shown.

11. Construction of a pool and clubhouse to serve all or a portion of the development will begin prior to the issuance of the 375th Building Permit.

12. In addition to the pool and clubhouse amenities, hard-surface sports court(s) shall also be constructed in the development. The hard-surface sports court(s) may be constructed in a HOA-owned amenity area and reserved for use by the residents of the development, or may be constructed on the land to be dedicated to the Town as public parkland and open to use by all Clayton residents. If pickleball courts are selected, a minimum of three (3) pickleball courts shall be constructed. If a larger facility is chosen to meet this requirement (such as a tennis or basketball court) only one (1) such court shall be required.

13. The developer shall receive special approval from the Fire Code Official, in accordance with the North Carolina Fire Prevention Code Appendix D, for any cul-de-sac that exceeds 750 Linear Feet. All other cul-de-sacs in the development shall have a 96-foot diameter cul-de-sac or 120-foot hammerhead turnaround meeting the requirements in Appendix D of the North Carolina Fire Prevention Code.

14. The development shall include a public greenway/trail, located generally along the Neuse River frontage of the development, providing a future connection to the property to the west, currently owned by Caterpillar. Where possible, the development shall include private connections from the development to the public greenway/trail.

15. A Development Agreement shall be executed between the Town and the Developer prior to approval of the Preliminary Plat. The Development Agreement shall remain in force until the development is completed or all requirements in the Development Agreement have been met. The Development Agreement shall cover, at a minimum, the dedication of the public parkland, provision of public greenway/trail in the development, timing of transportation improvements, temporary access to the proposed Assembly use, and the provision of public utilities (water and sewer) to the development as a whole and to the proposed Assembly use. The Development Agreement may cover additional requirements of concern to the developer and the Town.

16. Prior to approval of the Construction Drawings, the developer shall validate the adequate capacity in the downstream wastewater infrastructure, pump stations and forcemain, to accommodate the proposed flow for the project. If adequate downstream capacity is not available, the applicant will complete any pump station or forcemain improvements in coordination with Town staff to accommodate the proposed flow.

17. The following Architectural Standards shall be required to be met for the Single-Family Home and Townhouse uses:

    - The overall development will feature a range of housing types and lot sizes that meet the needs of various income levels, family sizes, and ages, including varied 1 and 2 story single family detached home units with garages, two to three story townhomes units, and 3 to 4 story multifamily unit buildings.

    - All residential building exteriors to include a mix of lap siding, shake, and/or board and batten to create visual differentiation.

    - All residential building front exteriors to be fiber cement, brick, and/or stone material. Side and rear exteriors may be vinyl or fiber cement with colors to match or compliment the front

exterior. Vinyl may be used for trim, fascia, and/or soffits as accent materials on the front facade.

- All residential buildings to have a front porch or stoop with a driveway or walkway to parking and roadway areas.
- No two adjacent residential units (side-by-side or directly across the street) shall have identical front facade colors. Color schemes of townhome buildings will be different from one building to the next.
- All sloped roofs to use architectural style shingles and minimum 6" overhangs.
- All detached single-family homes to be 1 and two story with pitched roofs.
- To create a more attractive, pedestrian friendly streetscape, all dwellings along the site's primary E-W circulator road (connecting the main amenity to the western property boundary) shall be rear-loaded or have driveway access on a side-street.
- Side or rear patios will be provided on 50 percent of single-family homes.
- The development shall include a mixture of both front-loaded and rear-loaded townhome units.
- All single family detached homes shall have a front facade comprised of a minimum of 25% masonry product (brick/stone/veneer/etc.). Any masonry elements applied to front porch posts shall count towards this minimum.
- All single family detached homes shall have a 2-car garage.

18. All existing and proposed non-residential and multi-family residential development, for which site plan approval is required, shall meet the provisions contained below (from UDO Section 155.405). Townhomes that are developed to single-family residential building code standards shall be exempt from the requirements of this section.

    - Any requirements within an overlay district shall supersede architectural standards noted within this section.
    - Building Materials – Any building visible from a right-of-way or adjacent property shall be architecturally consistent on all sides of the building. Metal is prohibited as the primary exterior building material or cladding, however Decorative metal or metal facade elements may be permitted as an accent feature but may not exceed more than 10% of any facade.

19. A private, two-way gravel drive shall be permitted as an additional means of access for the proposed event venue. The gravel drive may be routed through the floodplain located on the site if all necessary permits and approvals are issued by regulatory agencies.

20. The following transportation improvements, in accordance with the recommendation in the TIA and approval by NCDOT, shall be constructed prior to the approval of the final plat for the first phase of the development:

    NC 42 and Fox ridge Road / Site Drive # 1

    - Construct an exclusive westbound right-turn lane on NC 42 with a minimum of 175 feet of full width storage and appropriate deceleration and taper.
    - Construct Site Drive #1 with one (1) ingress lane and one (1) egress lane.

- Provide stop control on the southbound approach of the proposed site drive.

NC 42 and Site Drive #2

- Construct an exclusive westbound right-turn lane on NC 42 with a minimum of 75 feet of full width storage and appropriate deceleration and taper.
- Construct Site Drive #2 with one (1) ingress lane and one (1) egress lane.
- Provide stop control on the southbound approach of the proposed site drive.

21. Up to 10% of the proposed townhome units may front on open space (with alley access). Units fronting on open space must be provided adequate fire and emergency access, as determined by the Fire Code Official.
22. The 15-foot wide Class C Perimeter Buffer shall not be required to provide opaque screening along those portions of the project boundary bordered by the Neuse River. The existing vegetation in this area shall be preserved in order to provide the opaque screening in these areas.
23. The following standards shall apply to the parking for the Event Center/Assembly Use:
    - The Event Venue/Assembly use and permitted outdoor recreational areas may utilize grass parking as referenced in Section 155.401 of the Town's code.
    - Grass parking shall be maintained in a smooth, well-graded condition. If parking demand is such that the grass is damaged or destroyed to the extent that it ceases to grow and is not repaired or replaced, then paving shall be required.
    - Grass parking may only be utilized for the Event Venue/Assembly use on average less than 5 days per week during a month (i.e., less than 20 days in a month).
    - On-street parking within ¼ mile of the Event Venue Parcel (measured along the sidewalk/pedestrian path) may be credited towards the event venue's off-street parking requirement.
24. To the extent of any conflict between the Master Plan, Master Plan Narrative and these conditions, these conditions shall control.

APPLICANT AFFIDAVIT

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

Joey Brehm	Joey Brehm (Apr 19, 2023 08:41 EDT)	Apr 19, 2023
Print Name	*Signature of Applicant*	*Date*

Recommended Conditions Document_River Mews Conditional Zoning District_4-18-23

Final Audit Report 2023-04-19

Created:	2023-04-18
By:	Benjamin Howell (bhowell@townofclaytonnc.org)
Status:	Signed
Transaction ID:	CBJCHBCAABAAPyvRUcHWDDF6X09ytLxHU-tv56fkQo5s

"Recommended Conditions Document_River Mews Conditional Zoning District_4-18-23" History

Document created by Benjamin Howell (bhowell@townofclaytonnc.org)
2023-04-18 - 10:02:57 PM GMT

Document emailed to joeybrehm.mn@gmail.com for signature
2023-04-18 - 10:03:20 PM GMT

Email viewed by joeybrehm.mn@gmail.com
2023-04-18 - 10:23:40 PM GMT

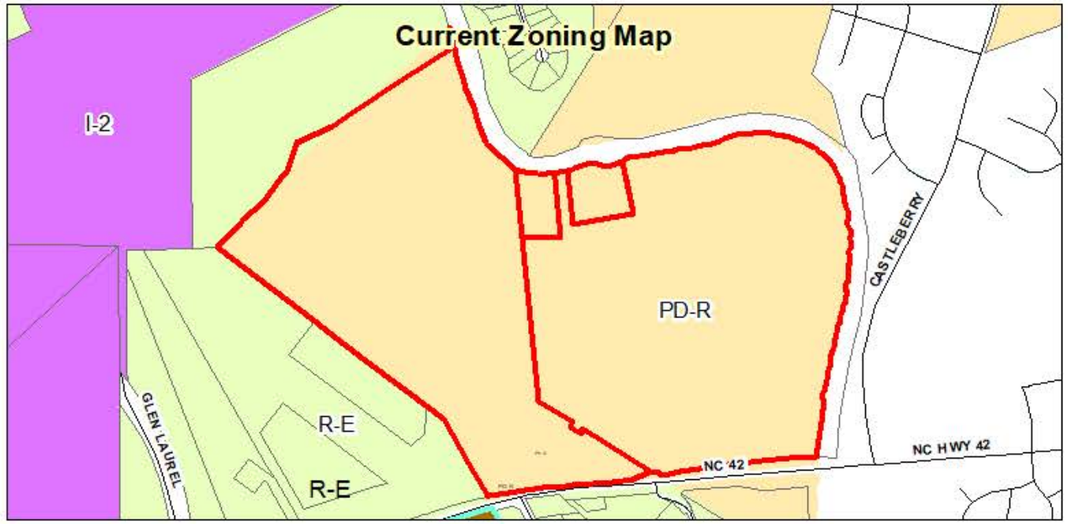
Signer joeybrehm.mn@gmail.com entered name at signing as Joey Brehm
2023-04-19 - 12:41:29 PM GMT

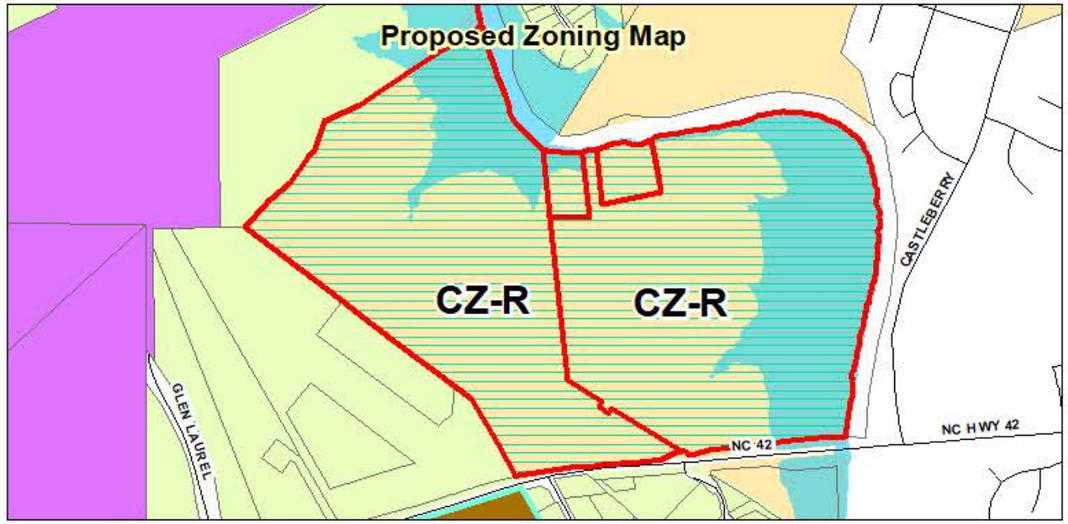
Document e-signed by Joey Brehm (joeybrehm.mn@gmail.com)
Signature Date: 2023-04-19 - 12:41:31 PM GMT - Time Source: server

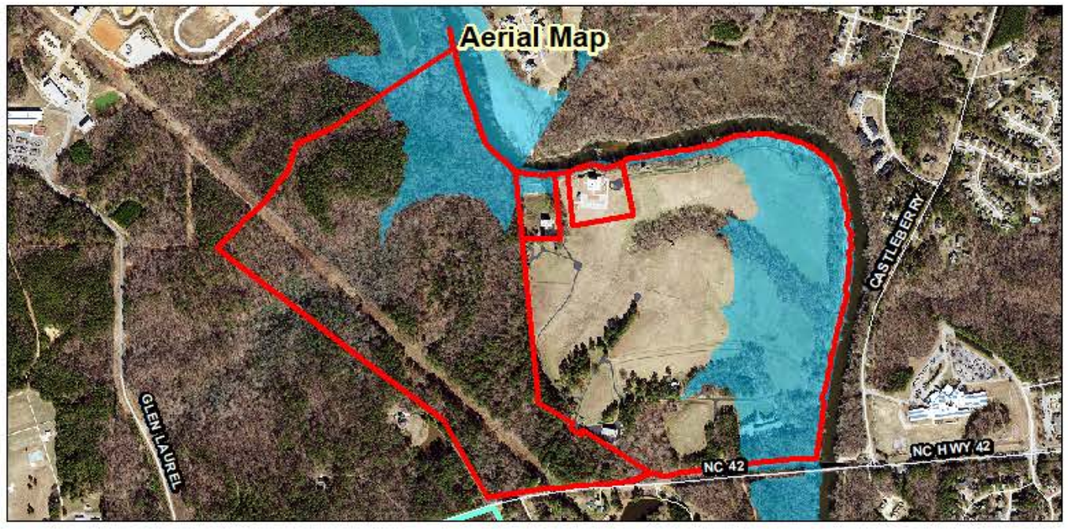
Agreement completed.
2023-04-19 - 12:41:31 PM GMT

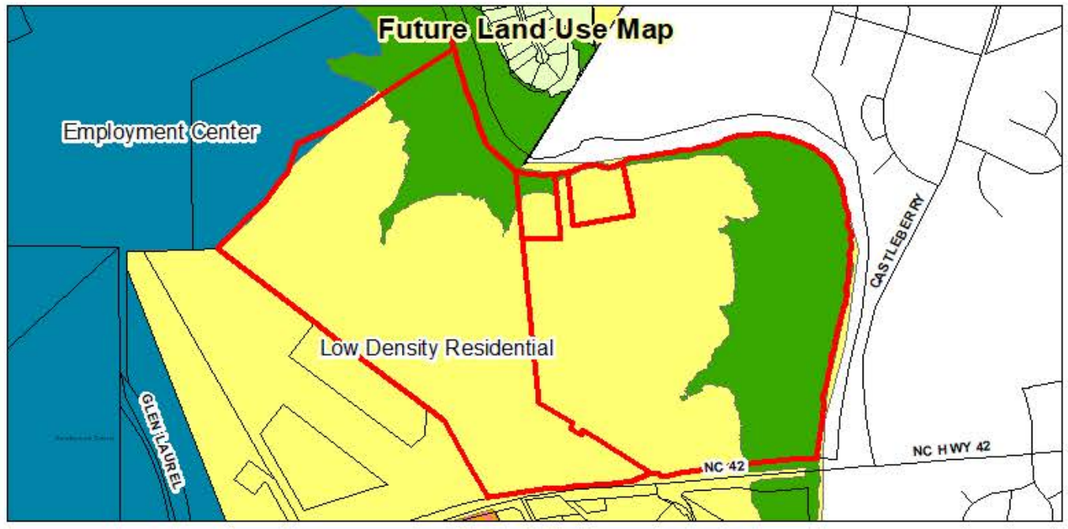
Names and email addresses are entered into the Acrobat Sign service by Acrobat Sign users and are unverified unless otherwise noted.

Adobe Acrobat Sign









Request: Rezoning from PD-R to CZ-R
Project Name: River Mews
Project Number: 2022-154-CZM

Applicant: Golden Hour Collective, LLC
Property Owner: Gregory A. Moore
Tag #: 05I04199Q & 05J05001D

Site

0 0.4 0.8 Miles

N

Staff Report Map
Prepared by: TOC Planning Department
April 11, 2023

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

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