

**VILLAGE OF CLEMMONS PLANNING BOARD DRAFT
STAFF REPORT**

PETITION INFORMATION	
Docket #	C-218
Staff	Megan Ledbetter
Petitioner(s)	Hankins Properties, LLC
Owner(s)	Village Point LLC
Subject Property	Two out parcels located on the southeast side of Gentry Lane
Type of Request	Special Use Zoning District rezoning from PB-S to GB-S
Proposal	<p>The petitioner is requesting to amend the Official Zoning Maps for the subject property from PB-S to GB-S: GB-S(Townhome, multifamily, furniture and home furnishing store, restaurant without drive through, restaurant with drive through, food or drug store, general merchandise store, nursery lawn and garden supply store, retail, retail, misc., Child Care (Drop-in), hardware store, shopping center, banking and financial services, health services, misc., medical and surgical offices, professional office, service business A, service, business B, services, personal, veterinary services, recreational services, indoor, museum or art gallery)</p> <p>NOTE: Both general and special use district zoning were discussed with the petitioner(s) who decided to pursue the rezoning as presented. With a General use, all uses in the District must be considered.</p>
Zoning District Purpose Statement	The GB District is primarily intended to accommodate a wide range of retail, service, and office uses located along thoroughfares in areas which have developed with minimal front setbacks. However, the district is not intended to encourage or accommodate strip commercial development. The district would accommodate destination retail and service uses, characterized by either a larger single business use or the consolidation of numerous uses in a building or planned development, with consolidated access. This district is intended for application in GMAs 1, 2 and 3 and Metro Activity Centers.
Applicable Rezoning Consideration from Chapter B, Article VI, Section 6-2.1(S)	(S)(1) - Is the proposal consistent with the purpose statement(s) of the requested zoning district(s)?
	Yes.
GENERAL SITE INFORMATION	
Location	SE side of Gentry Lane adjacent to Parr Apartments
Jurisdiction	Village of Clemmons
Site Acreage	Approximately 2.86 acres (Parcel 1-1.56 acres, Parcel 2-1.30 acres)

Current Land Use	Vacant			
Surrounding Property Zoning and Use	Direction	Zoning District	Use	
	E	I-40/Lewisville-Clemmons Road	Roadways	
	W	PB-S	Apartments	
	S	I-40	Interstate	
	N	PB-S	Mixed-use including retail, restaurants, vacant zoned land	
Applicable Rezoning Consideration from Chapter B, Article VI, Section 6-2.1(S)	(S)(2) - Is/are the use(s) permitted under the proposed classification/request compatible with uses permitted on other properties in the vicinity?			
	YES, the proposed uses are allowed in the UDO.			
Physical Characteristics	The subject site has a variety topography			
Proximity to Water and Sewer	Public water and sewer are available.			
Stormwater/ Drainage	The site will require stormwater management and occupancy permit			
Watershed and Overlay Districts	The site is located in a WS-IV-PA watershed			
Historic, Natural Heritage and/or Farmland Inventories	n/a			
Analysis of General Site Information	The site requires stormwater management and occupancy permits as well as the required sewer surcharge.			
Generalized Recommended Conditions	<u>BRIEF DESCRIPTION OF CONDITION(S):</u> <ul style="list-style-type: none"> • OBTAIN A STORMWATER MANAGEMENT PERMIT • STORMWATER MANAGEMENT PERMIT 			
SITE ACCESS AND TRANSPORTATION INFORMATION				
Street Name	Classification	Frontage	ADT Count	Capacity/LOS
Located off Lewisville-Clemmons Road	Major Thoroughfare	No direct frontage	28,000	34,600

Gentry Lane	Local Street	642'	N/A	N/A
Clemmons Point Drive	Local Street	N/A	N/A	N/A
Jessie Lane	Local Street	N/A	N/A	N/A
Proposed Access Point(s)	Each parcel as one point of access off of Gentry Lane			
Planned Road Improvements	The improvements noted under zoning docket C-209 and C-207.			
Trip Generation - Existing/Proposed	<p>Existing- The current site is vacant, therefore, there is not a trip generation associated with it currently.</p> <p>Proposed- Based on the <i>revised</i> traffic impact analysis completed by Ramey Kemp and Associates on November 2016 the total site provides the 8,136 trips per day based on the uses associated with the site plan that include: residential condominium(s), All Suites Hotel, General Office, Retail, Supermarket and High-Turnover (sit-down restaurant) as described in the ITE manual.</p> <p>AM Peak Trips: 294 Entering/237 Exiting Midday Peak: 378 Entering/324 Exiting PM Peak 363 Entering/311 Exiting</p> <p>A portion of these trips will be captured internally between the residential and commercial land uses (that are part of the proposed development, as well as an adjacent residential development); while others will be attracted from adjacent facilities and are referred to as pass-by trips. Based on the data provided by Ramey Kemp and Associates there will be 448 AM peak hour trips, 308 Midday peak hours, and 319 PM peak trips.</p>			
Sidewalks	Sidewalks are required as part of the proposed development			
Transit	The subject site does not have any existing or proposed transit routes.			
Traffic Impact Study (TIS)	<i>Intersection of Lewisville-Clemmons Road and Peace Haven Road</i> Under all future traffic conditions, the signalized intersection was analyzed with an additional left turn lane on the eastbound approach of Peace Haven Road [an improvement recommended as part of the Peace Haven Village TIA]. With dual left turn lanes on the eastbound approach of Peace Haven Road, the signalized intersection is expected to operate at LOS D or better during the AM,			

Midday, and PM peak hours. Additionally, all intersection approaches are expected to operate at LOS E or better. With adjustments to the phase splits during the AM and PM peak hours, the LOS and delay for the intersection and its approaches are expected to comply with the Village of Clemmons' thresholds for mitigation.

Intersection of Lewisville-Clemmons Road and Towncenter Drive/Allegacy Way

Under all future traffic conditions, capacity analysis indicates that the signalized intersection is expected to operate at LOS C or better during the AM, Midday, and PM peak hours. All intersection approaches are expected to operate at LOS E or better. According to Village of Clemmons' TIA Procedures Manual (Page 2), an improvement should be identified if the LOS of an intersection or one of its approaches degrades by at least one letter grade when compared to the facility's LOS Threshold. Because the LOS of the eastbound approach is expected to degrade from 'no-build' to 'build' traffic conditions during each of the peak hours, mitigation was considered. Modifications were made to provide additional green time for the side street approaches, as well as the northbound left turn movement in order to process the increased volumes. With the additional time given to the eastbound and westbound approaches, as well as the northbound left turn movement, the intersection and its approaches are expected to comply with the Village of Clemmons' mitigation thresholds.

Intersection of Lewisville-Clemmons Road and Clemmons Point Drive

Under all future traffic conditions, capacity analysis indicates that the eastbound stop-controlled approach of Clemmons Point Drive is expected to operate at LOS C or better during the peak hours. Intersection of Lewisville-Clemmons Road and I-40 Westbound Ramps Under all future traffic conditions, capacity analysis indicates that the signalized intersection is expected to operate at LOS D or better during the peak hours. All intersection approaches are expected to operate at LOS D or better with the exception of the westbound approach during the PM peak hour under future 'no-build' and 'build' traffic conditions. With adjustments to the phase splits during the PM peak hour, the LOS and delay for the intersection and its approaches are expected to comply with the Village of Clemmons' thresholds for mitigation. 4 Intersection of Lewisville-Clemmons Road and I-40 Eastbound Ramps Under all future traffic conditions, capacity analysis indicates that the

	<p>signalized intersection is expected to operate at LOS C or better during the peak hours. All intersection approaches are expected to operate at LOS D or better with the exception of the eastbound approach of the I-40 off-ramp during the PM peak hour under ‘no-build’ and ‘build’ traffic conditions. With adjustments to the phase splits during the AM peak hour, the LOS and delay for the intersection and its approaches are expected to comply with the Village of Clemmons’ thresholds for mitigation.</p> <p><i>Intersection of Towncenter Drive and Jessie Lane/Public Street Connection</i></p> <p>Under future ‘no-build’ and ‘build’ traffic conditions, capacity analysis indicates that the eastbound and westbound left turn movements are expected to operate at LOS A during the peak hours. The stop-controlled approaches of Jessie Lane and the proposed public street connection are expected to operate at LOS D or better during the peak hours with the exceptions of the Midday [Jessie Lane and the proposed public street connection] and PM [the proposed public street connection] peak hours under ‘build’ conditions. With the addition of exclusive left turn lanes on the free-flow eastbound and westbound approaches of Village Point Drive and Towncenter Drive, as well as the stop-controlled southbound approach of the public street connection, the main street left turn movements are expected to continue operating at LOS A. In addition, the stop-controlled approaches are expected to experience decreases in delay of approximately 5% or more. Intersection of Peace Haven Road and Public Street Connection/Village Club Lane Under future ‘no-build’ and ‘build’ traffic conditions, capacity analysis indicates that the signalized intersection is expected to operate at LOS B or better during the peak hours. All intersection approaches are expected to operate at LOS D or better with the exception of the northbound approach [all future traffic conditions] and the southbound approach [‘no-build’ traffic conditions] during the PM peak hour.</p>
<p>Analysis of Site Access and Transportation Information</p>	<p>The overall site has adequate connectivity by providing access points on both Gentry Lane and Clemmons Point Drive from Lewisville-Clemmons Road. Furthermore with the completion of Village Point Drive patrons of the proposed development will have the opportunity to access the site from three major/minor thoroughfares: Lewisville-Clemmons Road, Peace Haven Road and Harper Road allowing for distributed trips.</p>
<p>Generalized Recommended</p>	<p><u>BRIEF DESCRIPTION OF CONDITION(S):</u></p> <ul style="list-style-type: none"> • DRIVEWAY PERMIT FROM THE VILLAGE OF

Conditions	<p>CLEMMONS</p> <ul style="list-style-type: none"> SIDEWALKS 				
SCHOOL DISTRICT INFORMATION					
Schools Serving Zoning Site	Project Students From Project	2007-2008 Enrolled Students	2007-2008 Projected Students w/ Accumulated Totals	School Capacity	Number of Mobile Classrooms on Site
Clemmons Elementary	0	n/a	n/a	n/a	n/a
Clemmons Middle	0	n/a	n/a	n/a	n/a
West Forsyth High School	0	n/a	n/a	n/a	n/a
School System Remarks and Analysis	N/A				
CONFORMITY TO PLANS AND PLANNING ISSUES					
Legacy GMA	Suburban Neighborhoods (GMA 3)				
Relevant Legacy Recommendations	<ul style="list-style-type: none"> When residential, retail and employment uses are mixed it becomes possible to walk instead of drive for some trips. At employment locations, a mix of uses allows employees to take care of day-to-day errands within walking distance of their jobs. Similarly, locating services adjacent to residential neighborhoods allow people to do these errands on their way to and from work. Creating more “compact development” will necessitate increasing the overall intensity and density of residential and commercial development in areas with public sewer, good roads and other urban services. Consider rezoning land where public facilities become available when this promotes urban standards of development, contributes to the reduction of sprawl and maximizes the use of costly infrastructure To promote a sense of community and to reduce dependence on the automobile, neighborhoods with sidewalks, street trees and houses close to the street and to each other should be created. Creating more “compact development” will necessitate increasing the overall intensity and density of residential and commercial development in areas with public sewer, good roads and other urban services. Consider rezoning land where public facilities become available when this promotes urban standards of development, contributes to the reduction of sprawl and maximizes the use of costly infrastructure 				
Clemmons Community Compass(2010)	<p>The Community Compass (2010) denotes this area as employment center in the Village of Clemmons:</p> <ul style="list-style-type: none"> Promote the development or redevelopment of 				

	<p>existing commercial corridors to make them accessible by car, bike, and foot and to make them more visually appealing from the road, and to make corridors safer and less stressful to navigate.</p> <ul style="list-style-type: none"> • Developments should be master planned and designed in a manner that provides a vertical or horizontal mix of uses. • Developments should be designed with consistent design themes including architecture features and signage. Internal circulation for vehicles and pedestrians should be provided between uses
Thoroughfare Plan Information	N/A
Greenway Plan Information	The subject site is not a designated greenway site.
Other Applicable Plans and Planning Issues	
Applicable Rezoning Consideration from Chapter B, Article VI, Section 6-2.1(S)	(S)(3) - Have changing conditions substantially affected the area in the petition?
	No
	(S)(4) - Is the requested action in conformance with <i>Legacy</i>?
	Yes,
Analysis of Conformity to Plans and Planning Issues	<p>The proposed development consists of approximately 2.86 acres and is a portion of the remainder Village Point Tract. The 19 acres mixed use development was approved earlier this year at the northwest quadrant of Lewisville-Clemmons Road. The site was originally part of a larger rezoning in 2006 to PB-S and included over 500,000 square feet of retail and office uses on 66 acres. The approved development provided an opportunity to develop a “main street” shopping and work experience in the Village of Clemmons that has been desired by residents for some time. However, due to the downturn of the economy the approved Village Point project was never started leaving 66 acres of vacant Pedestrian Business zoning adjacent to the existing retail site of Panera to the north and the since approved 124 acre Novant site to the west. The property has been split into a variety of tracts for future development. The first phase of the Village Point site was a 312 unit apartment complex fulfilling the need of a residential component to the Village Point Small Area giving the critical mass of residence to allow for a pedestrian friendly mixed use development to be viable in this area.</p> <p>When the Village approved the Parr Apartments staff was cautious</p>

of the road alignment due to the concern of the “main street” concept being difficult with the available land left. With careful planning this developer has provided appropriate secondary access to the apartment complex but most importantly has provided a “main street” concept as part of the design. With the approval of the new site earlier this year the Village will see the first vertical mixed use development that provides commercial, retail, dining, lodging and living opportunities. Thus, lining the proposal in direct conformity with the Village Point Small Area plan and the Community Compass. It is consistent with urban design principles and guidelines detailed in the plan including buildings built close to the street, on-street parking, sidewalks, street trees, public open spaces, protection of natural resources and road connectivity.

The remaining 2.86 acres is bisected by the newly created Gentry Lane and is directly adjacent to the Interchange at I-40. The proposal includes retail and restaurant uses on the two outparcels. With sidewalks, crosswalks, lighting, landscaping and building design the two outparcels will be consistent with the overall design theme as the 19 acre development proposal. With the reduction of proposed uses under the overall plan it has reduces the overall trip generation for the entire site.

RELEVANT ZONING HISTORIES

Case	Request	Decision & Date	Direction from Site	Acreage	Recommendation	
					Staff	PB
C-209	PB-S to PB-S	02.2016	West	19 acres	Approval	Approval
C-163	RS-15, RS-20 and PB-S to PB-S	Approval 10.09.06	Portion of site	66 acres	Denial	Approval
C-207	RS-15, RS-20 and PB-S to PB-S	Approval 01.11.16	North	19 acres	Approval	Approval
C-151	RS-20 &RS-15 to MU-S (Multiple Uses) Two Phase	Withdrawn at 7-19-05 PB meeting	Portion of site	101.97 acres	Withdrawn	Approval

SITE PLAN COMPLIANCE WITH UDO REQUIREMENTS

Building Square Footage	Square Footage	Placement on Site
		Building 1-6900 s.f. (including 1800 sf. Restaurant, 1600 sf

	restaurant, and (2) 1800 sf retail spaces Building 2-8000 s.f (retail)		
Parking	Required Building 1-54 spaces Building 2-36 spaces	Proposed 90 spaces	Layout Dispersed throughout the site
Building Height	Maximum 60'/unlimited	Proposed one-story	
Impervious Coverage	Maximum 70%	Proposed 51.05%	
UDO Sections Relevant to Subject Request	<ul style="list-style-type: none"> • Chapter B, Article II, 2-1.5 (A) • Chapter B, Article II, 2-5.42 • Chapter C, Environmental Ordinance 		
Complies with Chapter B, Article VII, Section 7-5.3	(A) Legacy policies:	Yes, <i>Legacy</i> supports infill development where infrastructure is already in place	
	(B) Environmental Ord.	Yes	
	(C) Subdivision Regulations	N/A	
Analysis of Site Plan Compliance with UDO Requirements	It is anticipated the site will meet all UDO requirements		
REMAINING SITE PLAN ISSUES			
	Issue	Status	
	Sidewalk along lots frontage	Due to additional site plan modification after TRC staff is requesting the petitioner review and modify, it is anticipated to be modified	
	Relocate the entrance drive on the southern outparcel such that the maximum separation can be obtain between the existing apartment entrance and the proposed entrance for the new site.	Due to additional site plan modification after TRC staff is requesting the petitioner review and modify, it is anticipated to be modified	
	Screen Loading Areas and Compactors from Gentry Lane.	Due to additional site plan modification after TRC staff is requesting the petitioner review and modify, it is anticipated to be modified	
	Step retaining wall into 5-foot-tall segments with a 5-foot minimum landscaping bench.	Due to additional site plan modification after TRC staff is requesting the petitioner review and modify, it is anticipated to be modified	

All street trees along Gentry Lane should be retained except for permitted driveway connections.	Due to additional site plan modification after TRC staff is requesting the petitioner review and modify, it is anticipated to be modified
Show water and sanitary sewer connections at locations to minimally impact Gentry Lane.	Due to additional site plan modification after TRC staff is requesting the petitioner review and modify, it is anticipated to be modified
Add a 20' storm drainage easement on the storm pipe conveying the off-site runoff.	Due to additional site plan modification after TRC staff is requesting the petitioner review and modify, it is anticipated to be modified
CONCLUSIONS TO ASSIST WITH RECOMMENDATION	
Positive Aspects of Proposal	Negative Aspects of Proposal
Provides new possible commercial opportunities on the remaining Village Point property bisected by the newly created Gentry Lane	Additional traffic will be accessing the site but the overall trips is reduced from the original TIA in 2015.

SITE-SPECIFIC RECOMMENDED CONDITIONS OF APPROVAL

The following proposed conditions are from interdepartmental review comments and are proposed in order to meet codes or established standards, or to reduce negative off-site impacts.

PRIOR TO THE ISSUANCE OF ANY PERMITS:

- a. The Developer shall obtain a stormwater management permit from the Village of Clemmons Stormwater Administrator.
- b. The Developer shall obtain a grading permit if 10,000 square feet or more is disturbed.

PRIOR TO THE ISSUANCE OF GRADING PERMITS:

- a. The Developer shall obtain a driveway a driveway permit from the Village of Clemmons.

PRIOR TO THE ISSUANCE OF BUILDING PERMITS

- a. The Developer shall be subject to the Beaver Brook Impact Fee of 2.00 per gallon for total GPD sewer input.
- b. The Village of Clemmons Planning Department shall review and approve building elevations for all buildings to ensure consistency with the Village Point Design Guidelines.
- c. Developer shall submit details of lighting and crosswalk design for review and approval by the Village of Clemmons Planning Department. All crosswalks, decorative lighting and landscaping shall be consistent with the current theme in the Village Point area.
- d. Developer shall have heavy duty truck routes delineated and it shall support 90,000 pounds for fire apparatus movement.

PRIOR TO THE ISSUANCE OF OCCUPANCY PERMITS:

- a. Developer shall obtain a stormwater occupancy permit from the Village of Clemmons Stormwater Administrator
- b. Developer shall complete agreed upon mitigation for traffic impacts
- c. Developer shall verify there is a fire hydrant within 400' of the proposed structure.

OTHER CONDITIONS:

- a. All on site lighting shall be a maximum of 25 feet tall and shall be of the full cut off type or otherwise designated not to cast direct light on adjacent properties. Lighting shall be in conformance with the submitted Photometric Plan with light levels not to exceed the 0.5 foot-candle limit at the property line.
- b. All proposed utilities shall be underground.
- c. The compact shall be screen on three sides with masonry material/construction.

STAFF RECOMMENDATION:

NOTE: These are **staff comments** only; final recommendations on projects are made by the Village of Clemmons Planning Board, with final decisions being made by the appropriate Elected Body, who may approve, deny, table or request modification for any project. **THE APPLICANT OR REPRESENTATIVE IS STRONGLY ENCOURAGED TO ATTEND THE PUBLIC HEARINGS WHERE THE CASE WILL BE CONSIDERED BY THE PLANNING BOARD AND THE ELECTED BODY.**