

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

PETITION INFORMATION			
Docket #	C-186(FDP-3)		
Staff	Megan Ledbetter		
Petitioner(s)	Novant Health		
Owner(s)	Novant Health		
Subject Property	PIN 5883-62-7160-Block 4312 Lot 004		
Type of Request	Final Development Plan		
Proposal	<p>The petitioner is requesting a Final Development Plan 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	<p>The PB District is primarily intended to accommodate office, retail, service, institutional and high density residential uses which customarily serve community and convenience business needs of smaller communities and urban nodes in the city and county. The district is intended to encourage the development of attractive, identifiable small towns, and to accommodate the pattern of building in the business concentrations surrounding the central core of Winston-Salem, and the central core of other municipalities in the County. The district should demonstrate pedestrian oriented design through elements such as buildings pulled up to the street, on-street parking, street trees, covered arcades, awnings, storefront display windows, public/private outdoor spaces, wide sidewalks, and building entrances facing the street. This district is intended for application in GMAs 1, 2 and 3.</p>		
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	The site is located on the north side of I-40 and east side of Harper Road		
Jurisdiction	Village of Clemmons		
Site Acreage	Second Phase Phase—7.87 acres, Future Phase 2.78 acres		
Current Land Use	Vacant-Pedestrian Business		
Surrounding Property Zoning and Use	Direction	Zoning District	Use
	N	Residential, Single Family-R-20	Single-Family Residential
	E	Pedestrian Business-	Commercial, office,

		PB-S	retail
	S	I-40	Highway System
	W	IP-S	Elms at Tanglewood-Lutheran Service of Winston-Salem, Inc
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 use(s) are permitted within the zoning district.		
Physical Characteristics	Tract 4-sloping topography with perennial stream located at the eastern property line		
Proximity to Water and Sewer	The Novant site will be served by sewer via the Beaver Brook outfall which is accessed by a bore under Interstate 40. Water will be served to the site off Harper Road. The developer will have to submit a sewer use fee prior to the issuance of the sewer permit.		
Stormwater/ Drainage	The subject site is located in the WS-IV-PA watershed. The site is required to receive land disturbing permits and all buffers and wetlands must be shown on the grading plans and labeled, flagged and fenced in the field. The site is required to receive stormwater management and occupancy permits from the Village of Clemmons.		
Watershed and Overlay Districts	The subject site is located in a WS-IV-PA watershed, which limits impervious coverage to 70%.		
Historic, Natural Heritage and/or Farmland Inventories	N/A		
Analysis of General Site Information	The subject property is located within the Yadkin River WS-IV-PA water supply watershed which allows 70% of impervious coverage as a high density option with stormwater management facilities.		
Generalized Recommended Conditions	<u>BRIEF DESCRIPTION OF CONDITION(S):</u> <ul style="list-style-type: none"> • OBTAIN STORMWATER MANAGEMENT PERMIT • ALL REQUIRED BUFFERS SHALL BE SHOWN ON GRADING PLANS • SEPARATE LAND CLEARING PLAN FOR THE INSTALLATION OF EROSION CONTROL MEASURES • OBTAIN STORMWATER OCCUPANCY PERMIT • SEWER USE FEE • UTILITIES PLAN REVIEW 		
SITE ACCESS AND TRANSPORTATION INFORMATION			
Street Name	Classification	Frontage	ADT Count
Harper Road	Minor/Major	277'	3600
			Capacity/LOS D 12,500-15,000/A

	Thoroughfare			
Village Point Drive	Proposed local street	1,800'	N/A	N/A
Proposed Access Point(s)	Two access points off Village Point Drive.			
Village Transportation Plan (2009)	<p>Harper Road from US 158/Clemmons Road to Peacehaven is identified as a major thoroughfare (Clemmons Road to I-40) and a minor thoroughfare (I-40 to Peacehaven Road) Roadway recommendations for Harper Road include:</p> <ul style="list-style-type: none"> • Installation of a roundabout at the Peacehaven Road/Harper Road intersection • Monitoring traffic conditions at I-40 ramps and installing coordinated traffic signals for the ramps and Fair Oaks Drive. • Considering access points for new developments on the east side of Harper Road • Bicycle and pedestrian recommendations include: construction of a multi-use path from Peacehaven Road south to Fair Oaks Road connection to the Yadkin River Trail and the construction of sidewalks south of Fair Oaks to US 158/Clemmons Road. <p>Under the Community Strategic Corridors for Harper Road the plan depicts a greenway trail through the Village Point area beginning at the YMCA and terminating at proposed street connection, Tramore Drive.</p>			
Planned Road Improvements	<p>Project I-2101 has just been completed upgrading the bridge and interchange at Harper Road.</p> <p>There are not any TIP projects scheduled for this area at the present time.</p>			
Trip Generation - Existing/Proposed	<p><u>Existing-PB-S</u> <u>Proposed-Phase II-Final Development Plan-3</u> The original Final Development Plan included 68,000 square feet of medical office proposed in 2011. The Village asked Novant to complete an updated count with the additional medical office proposal and ambulatory services to provide guidance on the last remaining offsite improvement outstanding from the original master plan development in 2009, which is the installation of a signal at the Harper Road Interchange. The methodology was based on the 9th ITE Trip Generation Manual.</p>			

ITE Land Use Code	Square footage	Average Daily Traffic (vpd)	AM Peak Hour (vph)		PM Peak Hour (vph)	
			Enter	Exit	Enter	Exit
			Medical Office (720) 8th Edition	68,000	2,457	124
Medical Office (720) 9th Edition	100,000	3,613	189	50	100	257
Difference		1,156	65	17	37	85

Sidewalks	The subject site provides 5' sidewalks into the medical office buildings accessed from a cross walk across Village Medical Drive from the hospital site.
Transit	The subject site does not have any existing or proposed transit routes. However, due to the nature of the site it lends itself to be an ideal location for a satellite PART lot.
Traffic Impact Study (TIS)	<p>The updated Technical Memo provided by Ramey Kemp and Associates (RKA) updated the original TIA (2009). The projected horizon year for build out of this phase is 2019. The study area from the original study determined in coordination with the Village of Clemmons, Kimley Horn and Associates (KHA) and NCDOT and consisted of the following intersections:</p> <ul style="list-style-type: none"> • Harper Road and Eastbound I-40 Ramp-Unsignalized • Harper Road and Westbound I-40 Ramp-Signalized • Harper Road and Village Point Drive-Proposed RAB • Village Point Drive and Western Access-Unsignalized • Village Point Drive and Eastern Access-Unsignalized. <p>The recommendations include the following:</p> <ol style="list-style-type: none"> 1. <u>Intersection of Harper Road and Eastbound I-40 Ramp</u>-If traffic volume develops as projected, a traffic signal will likely need to be installed at this intersection; therefore, traffic volumes should be monitored as development occurs to determine if, and when, a traffic signal is warranted. <p>The Village of Clemmons and KHA has reviewed the updated tech memo and is in general agreement with the proposed improvements. Please review the attached executive summary. The Village of Clemmons with partnerships (NCDOT and Novant) provided a</p>

	<p>roundabout at Harper and Peacehaven Road. Furthermore, Village Point Drive was recently completed (November 2017) which will provide additional capacity and noted and approved in the original study and plan.</p> <p>As part of the updated Tech Memo, Ramey Kemp was asked to review the signal warrant conditions from 2009, with the opening of the road the Village of Clemmons is requesting that an updated warrant study be completed once this proposed phase is open. If the warrants continue to show the need for the signal at Harper Road the Village of Clemmons will request Novant’s pro rata share for the signal construction as noted in the original development conditions (\$50,000). It is also important to note as phase II development occurs the <i>TIA</i> will be reviewed and updated for consistency.</p>
<p>Analysis of Site Access and Transportation Information</p>	<p>The site is bordered by Harper Road on the east and will have two connection points along Harper Road. Village Point Drive provides an east-west connector from Lewisville Clemmons Road to Harper Road providing additional access point to the Novant Complex.</p> <p>The roundabout at the intersection of Harper Road and Village Point Drive is complete and the petitioner has completed the full road cross-section from that point to the roundabout adjacent to Frank Morgan Elementary School as required by the original conditions of this development.</p> <p>As noted in the tech memo recommendation an East Bound Ramp signal cost share will be required determined by warrants in an updated condition at the new horizon year of 2019.</p>
<p>Generalized Recommended Conditions</p>	<p><u>BRIEF DESCRIPTION OF CONDITION(S):</u></p> <ul style="list-style-type: none"> • UPDATE DRIVEWAY PERMIT FROM THE VILLAGE OF CLEMMONS • The developer shall contribute 50,000 dollars for the Harper Road signal as noted in the original Traffic Impact Study (TIS) (2009) and reinforced in the updated Tech Memo (2011, 2017). The type of surety for this contribution shall be in a manner acceptable and approved by the Village Attorney. The petitioner shall only be required to contribute to the cost of the signalization if it is warranted and approved by NCDOT for installation with the horizon year of 2019. If the signal is not constructed within ten years of the 2019 horizon year the money will be released and returned to the petitioner. All offsite improvement recommendations as noted in the TIS will be reviewed under each subsequent phase of this development.

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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	n/a	n/a	n/a	n/a	n/a
Clemmons Middle	n/a	n/a	n/a	n/a	n/a
West Forsyth High School	n/a	n/a	n/a	n/a	n/a
School System Remarks and Analysis	Not applicable for this FDP				
CONFORMITY TO PLANS AND PLANNING ISSUES					
Legacy GMA	GMA 3, Suburban Neighborhoods				
Relevant Legacy Recommendations	<ul style="list-style-type: none"> • Retail and office buildings should be near the street and sidewalk. This reduces the distance pedestrians and a transit user has to travel and provides direct access to buildings along the street. Locating buildings close to the street, lining the street with trees, buffering the street with parked cars, ensuring buildings have display windows at the sidewalk edge all provide an interesting walking environment where pedestrians feel a sense of activity, enclosure and safety. Parking should be located to the rear and sides or under retail and office buildings. (p. 52) • Creating a more “compact pattern of development” will necessitate increasing the overall density and intensity of residential and commercial development in areas with public sewer, good roads and other urban services. It will also mean concentrating higher density and mixed use urban development around certain activity centers and along major transportation corridors. (p. 28) • 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. (p. 42) • To promote a sense of community and to reduce dependence on the automobile, neighborhoods with sidewalks, street trees and houses drawn close to the street and to each other should be created. These neighborhoods should have a mix of housing types and prices so that there are places for people of all ages and incomes to live. They should have easy access to schools, parks, 				

	<p>stores and offices. These better neighborhoods need to be built. (p.126)</p> <ul style="list-style-type: none"> • Residents enjoy a vast regional system of community parks, significant natural area, and preserved open space all connected by a green network of trails and streams. (p. 96) • Well maintained park system provides opportunities for fun and relaxation for all and recreational opportunities are located just minutes from every resident’s home. (p. 96)
Community Compass (2010) Village Point Small Area Plan (2004)	<p><i>Clemmons Community Compass (2010)</i> <i>Village Point Small Area Plan (VPSAP) (2004)</i> and associated <i>Village Point Design Guidelines (VPDG) (2004)</i></p>
Area Plan Recommendations	<p><u>Village Point/Novant Area Strategic Planning Area pertinent recommendations</u></p> <ul style="list-style-type: none"> • Mixed-use office development in the southwest corner should be developed with limited access to Harper Road. As this area serves as a gateway to the community, single-family is preferred over multi-family development in this area. However, well designed multi-family uses could be appropriate if designed to create an attractive gateway experience • Future development on area not yet slated for development should integrate site plans and design elements with existing and planned development to ensure accessibility, connectivity, and visual consistency, and to mitigate impacts on adjacent uses <p><u>Land Use Recommendations</u> <u>Institutional</u></p> <ul style="list-style-type: none"> • Intended for existing and future schools, civic uses, churches, medical facilities, hospitals and other public uses. • High intensity uses should be designed to reduce impacts on adjacent neighborhoods. • Provide pedestrian and bicycle connection to employment/commercial and residential areas • Provide internal connectivity
Thoroughfare Plan Information	<p>The subject site does not note any proposed improvement in the thoroughfare plan.</p>
Greenway Plan Information	<p>The subject site is not a designated greenway site per the Greenway Plan. However, detailed trail recommendations are given in the <i>VPSAP</i>.</p>
Other Applicable	<p>N/A</p>

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?
	Yes, this property was part of the 124 acre Novant Master plan that was approved in 2009. The site was originally rezoned to PB-S and this is the second phase approval of a portion of tract 4. A conceptual land use plan amendment was approved with the original rezoning to bring the preferred land use request into compliance. The Village of Clemmons has also adopted a new comprehensive plan since the original master plan development that reflects the proposed land use amendments. All prior conditions as noted in the staff report are required to be met as noted in the staff report. The updated conditions for tract 4 are noted in <i>bold italics</i> under the condition section of the staff report. The staff report only provides the overall conditions for the master plan and those applicable to tract 4.
	(S)(4) - Is the requested action in conformance with Legacy?
Analysis of Conformity to Plans and Planning Issues	The site is located within <i>Legacy's</i> suburban neighborhoods GMA 3. At appropriate locations and consistent with the more localized area plans, <i>Legacy</i> recommends a compact, mixed use and pedestrian oriented pattern of development. The site meets the general intent of <i>Legacy</i> .
	<p>The second phase of this development proposal provides proposed uses for tracts 3-9; however the exact use for those tracts will be determined in subsequent phases.</p> <p>The second final development plan (FDP-2) provides a site plan for two additional 20,000 square feet medical office buildings. A total of 10.52 acres of tract 4 is being developed through this plan. Thus, leaving 5.17 acres for development.</p> <p><u>Tract 4</u>-Tract four consists of approximately 42 acres and includes the hospital. The hospital site plan ultimately will consist of 188,000-206,000 square feet of space. <u>In this third phase of tract 4, 60,000 square feet of medical office space is being proposed, this will be phased as shown on the site plan.</u> Please review the site plan conditions for tract 4 to view the restrictions on uses and square footages.</p> <p>Institutional and medical office uses provide transitional buffers from residential and more intense uses.</p> <p>The site provides opportunities for patients to access the facility through a series of sidewalks throughout the motor vehicle service area.</p>

The overall site plan provides conditions to require sidewalks, bike lanes, street trees, greenway trails, right-of-way dedication, bufferyards, building design standards, lighting standards and street construction. Please review the overall site plan conditions for further detail.

As noted in phase I and II, the petitioner should be commended for the comprehensive land consolidation and the completion of an east-west connection from Lewisville-Clemmons and Harper Road. From both a planning and development standpoint this is clearly the preferred approach as opposed to the multiple, incremental approach. The streetscape design provides the opportunity for “complete” streets with traffic calming measures throughout the entire site circulation. As part of the “complete” street concept the plan provides dedicated bike lanes and sidewalks along all proposed roadways. Furthermore, there is a comprehensive greenway trail system proposed through the entire site.

Transportation issues for this site have been addressed through overall development conditions for the continued phasing of this development.

Staff has discussed with the petitioner the desire to remove the parking flanking the roundabout on the western property line. While the petitioner has not agreed to remove the parking they have agreed to additional plantings and berms to shield the parking from public view.

RELEVANT ZONING HISTORIES

Case	Request	Decision & Date	Direction from Site	Acreage	Recommendation	
					Staff	PB
C-186	RS-20, RS-40 to PB-S (multiple uses)	Approval 07.13.11	Portion of site, Phase I development	Approx. 124	Approval	Approval
C-163	R-15, R-20 and PB-S to PB-S; (multiple uses)	Approval 10.2006	East	66 acres	Denial	Approval
C-185	IP-S to IP-	Approval	West	12 acres	Approval	Approval

	S(nursing care institution)	04.16.09				
C-143	PB-S (multiple uses) to site plan amendment	Approved 11.10.03	East	12.61 acres	Approval	Approval
SITE PLAN COMPLIANCE WITH UDO REQUIREMENTS						
Building Square Footage	Square Footage		Placement on Site			
	60,000 s.f		One, 3-story building facing Village Point Drive			
Parking	Required	Proposed		Layout		
	334	473		To the side and rear of the building		
Building Height	Maximum			Proposed		
	60/80' as noted in the PB general requirement section			three-story		
Impervious Coverage	Maximum			Proposed		
UDO Sections Relevant to Subject Request	Chapter B, Article II Section 2-1.3 (F) Pedestrian Business District Chapter C, Environmental Ordinance					
Complies with Chapter B, Article VII, Section 7-5.3	(A) Legacy policies:		Yes			
	(B) Environmental Ord.		Yes			
	(C) Subdivision Regulations		N/A			
Analysis of Site Plan Compliance with UDO Requirements	Yes					
REMAINING SITE PLAN ISSUES						
Issue			Status			
CONCLUSIONS TO ASSIST WITH RECOMMENDATION						
Positive Aspects of Proposal			Negative Aspects of Proposal			
The request would allow for significant expansion of business and employment opportunities			Parking calculations overage and loss of greenspace directly adjacent to the roundabout by the additional motor vehicle surface area			
The overall site provides comprehensive plan consolidation, complete street networks, and a greenway network throughout the entire 124 acres						

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. *All new conditions are in bold italics.*

OVERALL SITE PLAN CONDITIONS PER PHASE PER DEVELOPMENT PRIOR TO THE ISSUANCE OF GRADING PERMITS:

- a. Developer shall show all buffers required by the Village of Clemmons on the grading/erosion control plan
- b. Developer shall flag/fence all buffers in the field
- c. Developer shall mark 30' undisturbed buffer in the field in order to differentiate the allowed disturbed area versus the undisturbed area.
- d. Developer shall show wetland areas on the plan and flagged/fenced in the field
- e. Developer shall obtain a stormwater management permit
- f. Developer shall obtain a land disturbing permit
- g. Developer shall obtain a 401 certification from NCDENR
- h. Developer shall obtain a 404 certification from Army Corp of Engineers
- i. Developer shall maintain a 100' vegetative buffer adjacent to shown streams and pond per the site plan

PRIOR TO THE ISSUANCE OF BUILDING PERMITS:

- a. Developer shall obtain a driveway permit from the NCDOT and Village of Clemmons
- b. Developer shall submit a utility plan for review
- c. Developer shall pay the capital sewer charge to the W-S/Forsyth County Utility Commission
- d. As verified by the Village of Clemmons Planning Staff, all development shall adhere to the Village Point Small Area Plan design guidelines.

PRIOR TO THE ISSUANCE OF OCCUPANCY PERMITS:

- a. Developer shall provide a sidewalk with minimum of 5' in width and shall be provided on both sides of the two public streets (the north-south connector road from Harper Road to Clemmons Town Center and the east-west road from the Harper Road roundabout across the dam) within the right-of-ways.
- b. Developer shall provide bike lanes, a minimum of 4' width, on both sides of the two public streets named above.
- c. Developer shall provide at least a 6' planting strip between the back of curb and sidewalk with the exception for the road crossing the dam.
- d. Developer shall install minimum 2.5" caliper specimen large variety street trees a maximum 50' on center in the planting strip between the back-of-curb and the sidewalk, except where the street crosses over the dam (see Road Cross Sections). One of the following specimen large variety street trees may be selected by the first development tract: Allee' Lacebark Elm, Ulmus parvifolia 'Emer II', 'Bosque' Lacebark Elm, Ulmus parvifolia 'Bosque', 'Highpoint' Nutall Oak, Quercus nuttalli 'Highpoint', 'Highbeam' Overcup Oak, Quercus lyrata "Highbeam", 'Hightower' Willow Oak or Quercus phellos 'Hightower'. All other development tracts must install matching species of street trees.

- e. Developer shall dedicate a 30' access easement to the Village of Clemmons within the 100' stream buffer for the construction of future greenway trails
- f. Developer shall plant and maintain a 50' bufferyard with 30' Type II requirements adjacent to all residentially zoned lots
- g. Developer shall plant and maintain a 50' bufferyard with 30' Type II requirements along Interstate I-40.
- h. Developer shall construct an 8-10' multi-use path along Harper Road (adjacent to tracts 2 and 3).
- i. All lighting shall have a maximum height of 18 feet and shall be a cut-off fixture. The developer shall submit a photometric plan prepared by a qualified professional showing that the proposed lights shall not produce more than ½ foot candle of light at the property line. Fixtures shall be cut-off and must adhere to the Village Point Small Area Plan Design Guidelines.
- j. Developer shall provide cross-access easements for uses and site plans developed on the same tract
- k. Developer shall have the flexibility of locating buildings and parking on the site for tracts 4, 6, 7 and 8 as reviewed and verified for plan consistency by Village Planning Staff.
- l. Novant shall construct the portion of "spine road" per development tract with associated utilities, sidewalks, bike lanes, and street trees as shown on the rezoning plan per the approved Clemmons Street standards for this project.

PRIOR TO THE RECORDING OF THE PRELIMINARY SUBDIVISION PLAN

- a. Public right-of-ways of the proposed streets including the traffic circle and the Harper/ "Spine Road" roundabout shall be dedicated to the Village of Clemmons
- b. The petitioner will contribute a proportional cost share for the Peacehaven/Harper Road intersection improvements up to 40% of construction cost (not including right-of-way acquisition) not to exceed \$160,000 in the form of a bond or letter of credit to be use exclusively for this project for a period of ten years. If the project is not constructed within ten years from the date of rezoning plan approve, the bond or letter of credit will be released and returned to the petitioner.

PRIOR TO PHASE II SITE PLAN SUBMITTALS:

- a. An updated *TIS* shall be required to determine when any additional roadway improvements are warranted by either NCDOT or the Village of Clemmons.
- b. Developer shall dedicate the Reynolds Pond and adjacent 100' buffer to the Village of Clemmons. Certification of dam repaired and state approval will be required prior to accepting the pond. The Village of Clemmons shall accept the pond once the state certification has been reviewed and approved.

Tract 4-Final Development Plan-1

PRIOR TO THE ISSUANCE OF ANY PERMITS:

a. Developer shall submit a site plan and elevations to the Village of Clemmons for review and approval-Final Development Plan

PRIOR TO THE ISSUANCE OF GRADING PERMITS:

a. Developer shall obtain a stormwater management permit from the Village of Clemmons Stormwater Administrator

PRIOR TO THE ISSUANCE OF BUILDING PERMITS:

- a. Developer shall obtain a land disturbing permit from Winston-Salem/Forsyth County Inspections Division
- b. Developer shall obtain a driveway permit from the Village of Clemmons Public Works Department
- c. Developer shall not locate any signage in the right of way per NCDOT guidelines
- d. Developer shall submit utilities plan for review to the Winston-Salem/Forsyth County Utilities Commission
- e. Developer shall submit elevations for review and approval by the Village of Clemmons Planning Staff per each phase of tract 4.

PRIOR TO OCCUPANCY PERMITS:

- a. Developer shall construct the spine road from Harper Road to the roundabout location as it intersects with the connector road. The roundabout will also be constructed at this time. If a portion of the spine road or roundabout has been constructed prior to tract 4 development the condition will be modified to include the segment left to be constructed.
- b. Developer shall install an 8' greenway trail along the 100' stream buffer and dedicate a 30' access easement to the Village of Clemmons.
- c. Developer shall designate 20 UDO compliant parking spaces for greenway trail access dedicated for public use along the eastern property boundary. The exact location for said parking shall be determined when tract 4 submits a final development plan for approval by the Village of Clemmons. The developer shall dedicate the 20 spaces and constructed trailhead to the Village of Clemmons located now on tract 3 once reviewed and approved by the Village of Clemmons Public Works Director. The petitioner shall also provide a high visibility crosswalk from tract 4 to tract 3 in order to allow pedestrians a safe connection.
- d. Developer shall obtain a stormwater occupancy permit from the Village of Clemmons Stormwater Administrator.

OTHER REQUIREMENTS:

- a. Maximum square footage for Institutional & Public Uses shall be 350,000 square feet. Allowable square footage may be increased above the maximum by reducing the maximum allowable Business and Personal Services by 1 square foot or Retail & Wholesale Uses by 2 square feet for every square foot of Institutional & Public Uses added with a total maximum of 400,000 sf of building(s).
- b. Maximum square footage for Business & Personal Services shall be 200,000 square feet. Allowable square footage may be increased above the maximum by reducing the maximum allowable Institutional & Public Uses by 1 square foot or Retail & Wholesale Uses by 2 square feet for every square foot of Business & Personal Services added with a total maximum 400,000sf building(s).

- c. Developer shall record a negative access easement around the roundabout and approaches located at Harper Road and Village Point Drive and shall provide a stamped concrete apron at the roundabout. No grading shall be permitted on the controlled access at I-40.
- d. Maximum square footage for Retail & Wholesale Trade shall be 50,000 square feet. Uses shall be limited to Institutional and Public use, Business and Personal Services, Retail and Wholesale, transportation and utilities and Residential as noted on the site plan.
- e. Developer shall adhere to the general conditions as noted in the overall conditions portion of this report
- f. The developer shall contribute 50,000 dollars for the Harper Road signal as noted in the original Traffic Impact Study (TIS) (2009) and reinforced in the updated Tech Memo (2011). The type of surety for this contribution shall be in a manner acceptable and approved by the Village Attorney. The petitioner shall only be required to contribute to the cost of the signalization if it is warranted and approved by NCDOT for installation with the horizon year of 2017. If the signal is not constructed within ten years of the 2017 horizon year the money will be released and returned to the petitioner. All offsite improvement recommendations as noted in the TIS will be reviewed under each subsequent phase of this development.
- g. The Developer shall have five (5) years as requested and allowed in NCGS 160A-385.1 to complete the development without a site plan amendment.

Tract 4-Final Development Plan-2, all other site plan conditions are applicable

PRIOR TO THE ISSUANCE OF ANY PERMITS:

- a. Developer shall submit final building elevations for review and approval by the Village of Clemmons Planning Staff

PRIOR TO THE ISSUANCE OF GRADING PERMITS:

- a. Developer shall obtain a Stormwater Management Permit from the Village of Clemmons Stormwater Department.
- b. Developer shall obtain a driveway permit from the Village of Clemmons Public Works Department.

PRIOR TO THE ISSUANCE OF BUILDING PERMITS

- a. An Environmental Grading and Erosion Control permit will be required if more than 10,000 sq. ft. of area is disturbed during construction. An Erosion and Sedimentation Control Plan should be submitted for review at least 30 days prior to the intended start date of construction
- b. Developer shall submit a utility plan for review.

PRIOR TO THE ISSUANCE OF OCCUPANCY PERMITS:

- a. Developer shall obtain a Stormwater occupancy permit from the Village of Clemmons Stormwater Department.

Tract 4-Final Development Plan-3, all other site plan conditions are applicable

PRIOR TO THE ISSUANCE OF ANY PERMITS:

- a. Developer shall submit final building elevations for review and approval by the Village of Clemmons Planning Staff

PRIOR TO THE ISSUANCE OF GRADING PERMITS:

- b. Developer shall obtain a Stormwater Management Permit from the Village of Clemmons Stormwater Department.
- c. Developer shall obtain an updated driveway permit from the Village of Clemmons Public Works Department.

PRIOR TO THE ISSUANCE OF BUILDING PERMITS

- d. An Environmental Grading and Erosion Control permit will be required if more than 10,000 sq. ft. of area is disturbed during construction. An Erosion and Sedimentation Control Plan should be submitted for review at least 30 days prior to the intended start date of construction
- e. Developer shall submit a utility plan for review.

PRIOR TO THE ISSUANCE OF OCCUPANCY PERMITS:

- f. Developer shall obtain a Stormwater occupancy permit from the Village of Clemmons Stormwater Department.
- g. The developer shall contribute 50,000 dollars for the Harper Road signal as noted in the original Traffic Impact Study (TIS) (2009) and reinforced in the updated Tech Memo (2011, 2017). The type of surety for this contribution shall be in a manner acceptable and approved by the Village Attorney. The petitioner shall only be required to contribute to the cost of the signalization if it is warranted and approved by NCDOT for installation with the horizon year of 2019. If the signal is not constructed within ten years of the 2019 horizon year the money will be released and returned to the petitioner. All offsite improvement recommendations as noted in the TIS will be reviewed under each subsequent phase of this development.



STAFF RECOMMENDATION: APPROVAL

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.**