

| PETITION INFORMATION  |   |
|---|---|
| Docket #  | C-249   |
| Staff   | Planning & Community Development  |
| Petitioner(s)   | 30S Equity, LLC   |
| Owner(s)  | 30S Equity, LLC   |
| Address/PIN   | 3471 Gentry Lane<br>PIN 5893-04-0489  |
| Type of Request   | Special Use Zoning District – Map Amendment<br>Final Development Plan   |
| Proposal  | <p>The petitioner is requesting an amendment to the Official Zoning Map for the subject properties from GB-S (General Business - Special) to GB-S (General Business - Special). The petitioner is requesting the following use:</p> <ul style="list-style-type: none"> <li>• Townhouse</li> <li>• Multifamily</li> <li>• Food or Drug Store</li> <li>• Furniture and Home Furnishing Store</li> <li>• General Merchandise Store</li> <li>• Hardware Store</li> <li>• Nursery Lawn and Garden Supply Store, Retail</li> <li>• Restaurant (without drive-through)</li> <li>• Retail Store, Specialty or Miscellaneous</li> <li>• Banking and Financial Services</li> <li>• Health Services, Miscellaneous</li> <li>• Medical and Surgical Offices</li> <li>• Offices, Miscellaneous</li> <li>• Professional Office</li> <li>• Service, Business A</li> <li>• Service, Business B</li> <li>• Services, Personal</li> <li>• Recreational Services, Indoor</li> <li>• Museum or Art Gallery</li> </ul> <p><b>NOTE:</b> General use and special use district zoning were discussed with the petitioner(s) who decided to pursue a special use district map amendment.</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 Growth Management Areas (GMA) 1, 2 and 3 and Metro Activity Centers.   |
| Applicable Rezoning Considerations from Chapter B, Article VI, Section 6-2.6(C)(3)(a) | <p>B.6-2.6(C)(3)(a)(i) Is the proposal consistent with the purpose statement(s) of the requested zoning district(s)?</p> <p>Yes, the proposal is the last remaining outparcel that is part of a planned development. This addition would complete a planned development that included a number of destination retail and services uses. The site is located</p>   |

in GMA 3, one of the intended GMAs for the district.

| GENERAL SITE INFORMATION   |  |                        |             |
|--|--|------------------------|-------------|
| <b>General Location</b>  | The parcel is and is the last remaining outparcel on Gentry Lane and is roughly southeast of the cul-de-sac on Gentry Lane.  |                        |             |
| <b>Jurisdiction</b>  | Village of Clemmons  |                        |             |
| <b>Site Acreage</b>  | 1.347± acres or 58,675± square feet  |                        |             |
| <b>Physical Characteristics</b>  | Greenfield parcel with a sloping topography declining from the northeast corner of the parcel to the southwest corner at a decline of 8.19%  |                        |             |
| <b>Proximity to Water &amp; Sewer</b>  | Yes  |                        |             |
| <b>Stormwater/Drainage</b>   | The site requires a stormwater management permit.  |                        |             |
| <b>Watershed &amp; Overlay Districts</b>   | Property is inside the WS-IV Watershed and shall be subject to all Village of Clemmons and other applicable state and federal environmental rules. The maximum impervious area shall not exceed 70% of the site.   |                        |             |
| <b>Historic, Natural Heritage, and/or Farmland Inventories</b>                               | No identified historic and farmland inventories. No identified National Wetlands.  |                        |             |
| <b>Current Land Use</b>  | N/A (vacant)   |                        |             |
| <b>Surrounding Property Zoning &amp; Use</b>   | <b>Direction</b>   | <b>Zoning District</b> | <b>Use</b>  |
|  | <b>North</b>   | GB-S/PB-S              | Retail      |
|  | <b>East</b>  | PB-S                   | Multifamily |
|  | <b>South</b>   | PB-S                   | Multifamily |
|  | <b>West</b>  | GB-S                   | I-40        |
| <b>Applicable Rezoning Considerations from Chapter B, Article VI, Section 6-2.6(C)(3)(a)</b> | <b>B.6-2.6(C)(3)(a)(ii) Is/are the uses permitted under the proposed classification compatible with uses permitted on other property in the vicinity?</b>  |                        |             |
|  | The proposed development will be used for commercial retail and services. The proposed use is compatible with the commercial retail and services uses to its north and north east. The use is not entirely compatible with the residential uses to the west of the site; however, it could be complimentary. |                        |             |
| <b>Analysis of General Site Information</b>  | The proposed development will need a grading permit if it disturbs greater than 10,000 square feet of land. It will also need a stormwater management permit.  |                        |             |
| <b>Generalized Recommended Conditions</b>  | <p><b><u>BRIEF DESCRIPTION OF CONDITION(S):</u></b></p> <ul style="list-style-type: none"> <li>• Obtain a stormwater management permit from the Village of Clemmons Stormwater Administrator.</li> <li>• Obtain a grading permit if 10,000 square feet or more of land is disturbed.</li> </ul>              |                        |             |

| SITE ACCESS AND TRANSPORTATION INFORMATION   |   |          |          |              |
|--|---|----------|----------|--------------|
| Street Name  | Classification  | Frontage | 2019 ADT | Capacity/LOS |
| Gentry Lane  | Local Road  | 70'±     | No Data  | --           |
| Lewisville-Clemmons Rd   | Major Thoroughfare                                    | 0        | 36,500   | D            |
| Peace Haven Road   | Minor Thoroughfare                                    | 0        | 5,300    | C            |
| Village Point Drive  | Local   | 0        | 2,290*   | --           |
| Jessie Lane  | Local   | 0        | 3,670*   | --           |
| Town Center Drive  | Collector   | 0        | 5,010*   | --           |
| *ADT based on the traffic counts from 2022 and assuming the weekday PM peak hour volume is 10% ADT |   |          |          |              |
| <b>Proposed Access Point(s)</b>  | Direct access to and from the site is on Gentry Lane. |          |          |              |

**Planned Road & Improvements**

**Trip Generation – Existing/Proposed**

No planned improvements from the Village of Clemmons or NCDOT on Gentry Lane. U-6004 may modify Peace Haven & Lewisville-Clemmons Rd.

The Institute of Transportation Engineers (ITE) Trip Generation Manual (11<sup>th</sup> edition) Land Use Category: Fast-Food Restaurant with Drive-Through Window (934) and Fast-Food Restaurant without Drive-Through Window (933)

Existing: 0 as it is undeveloped

Proposed:

**Table 1: Site Trip Generation**

TOTAL TRIPS

| Code                                     | Land Use                | Size | Unit | Daily      |            |             | AM Peak   |           |            | PM Peak   |           |            |
|--|-------------------------|------|------|------------|------------|-------------|-----------|-----------|------------|-----------|-----------|------------|
|  |                         |      |      | In         | Out        | Total       | In        | Out       | Total      | In        | Out       | Total      |
| 933                                      | Fast Food No Drive Thru | 3    | KSF  | 676        | 676        | 1,352       | 88        | 78        | 166        | 75        | 76        | 151        |
| <b>Total Trips</b>                       |                         |      |      | <b>676</b> | <b>676</b> | <b>1352</b> | <b>88</b> | <b>78</b> | <b>166</b> | <b>75</b> | <b>76</b> | <b>151</b> |
| <i>Internal Capture (10% AM, 10% PM)</i> |                         |      |      |            |            |             | 9         | 8         | 17         | 7         | 8         | 15         |
| <i>External Trips</i>                    |                         |      |      |            |            |             | 80        | 70        | 149        | 68        | 68        | 136        |
| <i>pass-by trips (50% AM, 55% PM)</i>    |                         |      |      |            |            |             | 38        | 38        | 76         | 38        | 38        | 76         |
| <b>Total Primary Trips</b>               |                         |      |      |            |            |             | <b>42</b> | <b>32</b> | <b>73</b>  | <b>30</b> | <b>30</b> | <b>60</b>  |

**Sidewalks**

Yes – Sidewalk along Gentry Lane

**Transit**

No proposed transit

**Traffic Impact Study**

Note that the Traffic Impact Analysis is an update of the 2016 Traffic Impact Analysis required when the initial development along with outparcels came to the Village for approval. The TIA only examines the proposed 3,000 square feet of fast-food with no drive through as the original TIA examined the proposed non-restaurant uses traffic impacts.

Determined intersections of study:

| Intersection |   | Intersection Control                |                                     |
|--------------|---|-------------------------------------|-------------------------------------|
|              |   | Signalized                          | Unsignalized                        |
| 1            | Lewisville-Clemmons Road and Peace Haven          | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 2            | Lewisville-Clemmons Road and Village Point Drive  | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 3            | Lewisville-Clemmons Road and Clemmons Point       | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 4            | Lewisville Clemmons Road and I-40 Westbound Ramps | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 5            | Lewisville Clemmons Road and I-40 Eastbound Ramps | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 6            | Peace Haven Road and Village Club Lane            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 7            | Village Point Drive and Jessie Lane               | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 8            |   | <input type="checkbox"/>            | <input type="checkbox"/>            |
| 9            |   | <input type="checkbox"/>            | <input type="checkbox"/>            |
| 10           |   | <input type="checkbox"/>            | <input type="checkbox"/>            |

Trip Generation:

**Table 1: Site Trip Generation**

TOTAL TRIPS

| Code                                     | Land Use                | Size | Unit | Daily      |            |             | AM Peak   |           |            | PM Peak   |           |            |
|--|-------------------------|------|------|------------|------------|-------------|-----------|-----------|------------|-----------|-----------|------------|
|  |                         |      |      | In         | Out        | Total       | In        | Out       | Total      | In        | Out       | Total      |
| 933                                      | Fast Food No Drive Thru | 3    | KSF  | 676        | 676        | 1,352       | 88        | 78        | 166        | 75        | 76        | 151        |
| <b>Total Trips</b>                       |                         |      |      | <b>676</b> | <b>676</b> | <b>1352</b> | <b>88</b> | <b>78</b> | <b>166</b> | <b>75</b> | <b>76</b> | <b>151</b> |
| <i>Internal Capture (10% AM, 10% PM)</i> |                         |      |      |            |            |             | 9         | 8         | 17         | 7         | 8         | 15         |
| <i>External Trips</i>                    |                         |      |      |            |            |             | 80        | 70        | 149        | 68        | 68        | 136        |
| <i>pass-by trips (50% AM, 55% PM)</i>    |                         |      |      |            |            |             | 38        | 38        | 76         | 38        | 38        | 76         |
| <b>Total Primary Trips</b>               |                         |      |      |            |            |             | <b>42</b> | <b>32</b> | <b>73</b>  | <b>30</b> | <b>30</b> | <b>60</b>  |

Note that the internal capture percentage was capped at 10%. No such cap was given for pass-by trips, as such, 60% of AM trips are internal capture/pass-by trips while 35% of PM trips are internal capture/pass-by trips.

Trip Distribution:

- 15% to/from the west via Peace Haven Road

- 15% to/from the east via Peace Haven Road
- 25% to/from the north via Lewisville-Clemmons Road
- 15% to/from the south via Lewisville-Clemmons Road
- 10% to/from the west via Village Point Drive
- 5% to/from the east via I-40
- 15% to/from the west via I-40

Capacity Analysis:

**Peace Haven Road & Jessie Village Drive/Village Club Lane**

| ANALYSIS SCENARIO | APPROACH | LANE CONFIGURATIONS | WEEKDAY AM PEAK HOUR LEVEL OF SERVICE |                           | WEEKDAY PM PEAK HOUR LEVEL OF SERVICE |                           |
|-------------------|----------|---------------------|---------------------------------------|---------------------------|---------------------------------------|---------------------------|
|                   |          |                     | Approach                              | Max V/C Overall (seconds) | Approach                              | Max V/C Overall (seconds) |
| 2022 Existing     | EB       | 1 LT, 1 TH, 1 RT    | B(11.1)                               | 0.47                      | B(17.4)                               | 0.58                      |
|                   | WB       | 1 LT, 1 TH-RT       | A(2.8)                                |                           | A(6.5)                                |                           |
|                   | NB       | 1 LT-TH, 1 RT       | A(10.0)                               |                           | B(14.5)                               |                           |
|                   | SB       | 1 LT-TH-RT          | B(16.5)                               |                           | B(16.2)                               |                           |
| 2023 No-Build     | EB       | 1 LT, 1 TH, 1 RT    | B(10.8)                               | 0.46                      | B(17.7)                               | 0.59                      |
|                   | WB       | 1 LT, 1 TH-RT       | A(2.8)                                |                           | A(6.7)                                |                           |
|                   | NB       | 1 LT-TH, 1 RT       | B(10.6)                               |                           | B(14.9)                               |                           |
|                   | SB       | 1 LT-TH-RT          | B(17.0)                               |                           | B(16.4)                               |                           |
| 2023 Build        | EB       | 1 LT, 1 TH, 1 RT    | B(10.8)                               | 0.46                      | B(17.7)                               | 0.59                      |
|                   | WB       | 1 LT, 1 TH-RT       | A(2.9)                                |                           | A(6.8)                                |                           |
|                   | NB       | 1 LT-TH, 1 RT       | B(11.1)                               |                           | B(15.3)                               |                           |
|                   | SB       | 1 LT-TH-RT          | B(17.1)                               |                           | B(16.4)                               |                           |

**Lewisville-Clemmons Road & Peace Haven Road**

| ANALYSIS SCENARIO | APPROACH | LANE CONFIGURATIONS | WEEKDAY AM PEAK HOUR LEVEL OF SERVICE |                           | WEEKDAY PM PEAK HOUR LEVEL OF SERVICE |                           |
|-------------------|----------|---------------------|---------------------------------------|---------------------------|---------------------------------------|---------------------------|
|                   |          |                     | Approach                              | Max V/C Overall (seconds) | Approach                              | Max V/C Overall (seconds) |
| 2022 Existing     | EB       | 2 LT, 1 TH, 1 RT    | C(34.8)                               | 1.01                      | E(55.9)                               | 1.08                      |
|                   | WB       | 2 LT, 1 TH-RT       | D(50.0)                               |                           | F(88.0)                               |                           |
|                   | NB       | 1 LT, 1 TH, 1 TH-RT | D(49.9)                               |                           | E(65.5)                               |                           |
|                   | SB       | 1 LT, 1 TH, 1 TH-RT | D(35.1)                               |                           | E(76.5)                               |                           |
| 2023 No-Build     | EB       | 2 LT, 1 TH, 1 RT    | D(35.5)                               | 1.06                      | E(58.7)                               | 1.11                      |
|                   | WB       | 2 LT, 1 TH-RT       | D(51.5)                               |                           | F(94.5)                               |                           |
|                   | NB       | 1 LT, 1 TH, 1 TH-RT | E(62.3)                               |                           | E(76.8)                               |                           |
|                   | SB       | 1 LT, 1 TH, 1 TH-RT | D(37.4)                               |                           | F(92.5)                               |                           |
| 2023 Build        | EB       | 2 LT, 1 TH, 1 RT    | D(35.5)                               | 1.07                      | E(58.7)                               | 1.12                      |
|                   | WB       | 2 LT, 1 TH-RT       | D(52.0)                               |                           | F(95.2)                               |                           |
|                   | NB       | 1 LT, 1 TH, 1 TH-RT | E(66.4)                               |                           | F(80.3)                               |                           |
|                   | SB       | 1 LT, 1 TH, 1 TH-RT | D(38.2)                               |                           | F(95.2)                               |                           |

**Lewisville-Clemmons Road & Towncenter Drive/Allegacy Way**

| ANALYSIS SCENARIO | APPROACH | LANE CONFIGURATIONS | WEEKDAY AM PEAK HOUR LEVEL OF SERVICE |                           | WEEKDAY PM PEAK HOUR LEVEL OF SERVICE |                           |
|-------------------|----------|---------------------|---------------------------------------|---------------------------|---------------------------------------|---------------------------|
|                   |          |                     | Approach                              | Max V/C Overall (seconds) | Approach                              | Max V/C Overall (seconds) |
| 2022 Existing     | EB       | 1 LT, 1 TH-RT       | C(26.1)                               | 0.65                      | C(32.2)                               | 0.82                      |
|                   | WB       | 1 LT, 1 TH-RT       | C(29.2)                               |                           | D(49.0)                               |                           |
|                   | NB       | 1 LT, 2 TH, 1 RT    | A(9.8)                                |                           | B(13.7)                               |                           |
|                   | SB       | 1 LT, 2 TH, 1 RT    | B(10.4)                               |                           | B(10.8)                               |                           |
| 2023 No-Build     | EB       | 1 LT, 1 TH-RT       | C(26.7)                               | 0.67                      | C(34.5)                               | 0.90                      |
|                   | WB       | 1 LT, 1 TH-RT       | C(29.9)                               |                           | D(51.3)                               |                           |
|                   | NB       | 1 LT, 2 TH, 1 RT    | B(10.7)                               |                           | B(15.3)                               |                           |
|                   | SB       | 1 LT, 2 TH, 1 RT    | B(10.8)                               |                           | B(11.0)                               |                           |
| 2023 Build        | EB       | 1 LT, 1 TH-RT       | C(29.1)                               | 0.79                      | D(38.9)                               | 1.00                      |
|                   | WB       | 1 LT, 1 TH-RT       | C(29.4)                               |                           | D(50.9)                               |                           |
|                   | NB       | 1 LT, 2 TH, 1 RT    | B(13.1)                               |                           | C(20.2)                               |                           |
|                   | SB       | 1 LT, 2 TH, 1 RT    | B(11.5)                               |                           | B(11.5)                               |                           |

Lewisville-Clemmons Road and Clemmons Point Drive

| ANALYSIS SCENARIO | A<br>P<br>P<br>R<br>O<br>A<br>C<br>H | LANE CONFIGURATIONS        | WEEKDAY AM PEAK HOUR LEVEL OF SERVICE |                            | WEEKDAY PM PEAK HOUR LEVEL OF SERVICE |                            |
|-------------------|--------------------------------------|----------------------------|---------------------------------------|----------------------------|---------------------------------------|----------------------------|
|                   |                                      |                            | Approach                              | *Max V/C Overall (seconds) | Approach                              | *Max V/C Overall (seconds) |
| 2022 Existing     | EB<br>NB<br>SB                       | 1 RT<br>3 TH<br>2 TH, 1 RT | C <sup>1</sup> (17.5)<br>-<br>-       | 0.32<br>-<br>N/A           | C <sup>1</sup> (20.5)<br>-<br>-       | 0.43<br>-<br>N/A           |
| 2023 No-Build     | EB<br>NB<br>SB                       | 1 RT<br>3 TH<br>2 TH, 1 RT | C <sup>1</sup> (18.3)<br>-<br>-       | 0.34<br>-<br>N/A           | C <sup>1</sup> (21.7)<br>-<br>-       | 0.46<br>-<br>N/A           |
| 2023 Build        | EB<br>NB<br>SB                       | 1 RT<br>3 TH<br>2 TH, 1 RT | C <sup>1</sup> (19.7)<br>-<br>-       | 0.41<br>-<br>N/A           | C <sup>1</sup> (23.7)<br>-<br>-       | 0.53<br>-<br>N/A           |

Lewisville-Clemmons Road & I-40 Westbound Ramps

| ANALYSIS SCENARIO | A<br>P<br>P<br>R<br>O<br>A<br>C<br>H | LANE CONFIGURATIONS                             | WEEKDAY AM PEAK HOUR LEVEL OF SERVICE |                           | WEEKDAY PM PEAK HOUR LEVEL OF SERVICE |                           |
|-------------------|--------------------------------------|---|---------------------------------------|---------------------------|---------------------------------------|---------------------------|
|                   |                                      |   | Approach                              | Max V/C Overall (seconds) | Approach                              | Max V/C Overall (seconds) |
| 2022 Existing     | WB<br>NB<br>SB                       | 1 LT, 1 LT-TH, 1 RT<br>1 LT, 2 TH<br>2 TH, 1 RT | D (40.9)<br>A (2.4)<br>A (8.5)        | 0.81<br>B (13.3)          | D (43.4)<br>D (37.7)<br>D (39.6)      | 1.02<br>D (40.0)          |
| 2023 No-Build     | WB<br>NB<br>SB                       | 1 LT, 1 LT-TH, 1 RT<br>1 LT, 2 TH<br>2 TH, 1 RT | D (41.5)<br>A (2.7)<br>A (9.1)        | 0.83<br>B (13.8)          | D (45.0)<br>D (48.9)<br>D (50.3)      | 1.07<br>D (48.3)          |
| 2023 Build        | WB<br>NB<br>SB                       | 1 LT, 1 LT-TH, 1 RT<br>1 LT, 2 TH<br>2 TH, 1 RT | D (41.4)<br>A (2.8)<br>A (9.7)        | 0.83<br>B (14.0)          | D (45.2)<br>D (51.3)<br>D (52.5)      | 1.08<br>D (50.1)          |

Lewisville-Clemmons Road & I-40 Eastbound Ramps

| ANALYSIS SCENARIO | A<br>P<br>P<br>R<br>O<br>A<br>C<br>H | LANE CONFIGURATIONS                       | WEEKDAY AM PEAK HOUR LEVEL OF SERVICE |                           | WEEKDAY PM PEAK HOUR LEVEL OF SERVICE |                           |
|-------------------|--------------------------------------|---|---------------------------------------|---------------------------|---------------------------------------|---------------------------|
|                   |                                      |   | Approach                              | Max V/C Overall (seconds) | Approach                              | Max V/C Overall (seconds) |
| 2022 Existing     | EB<br>NB<br>SB                       | 1 LT-TH, 1 RT<br>3 TH, 1 RT<br>1 LT, 2 TH | D (44.7)<br>C (21.3)<br>B (14.1)      | 0.93<br>C (22.9)          | F (84.0)<br>B (19.1)<br>C (24.7)      | 0.98<br>C (31.6)          |
| 2023 No-Build     | EB<br>NB<br>SB                       | 1 LT-TH, 1 RT<br>3 TH, 1 RT<br>1 LT, 2 TH | D (46.4)<br>C (22.9)<br>B (14.8)      | 0.95<br>C (24.1)          | F (85.1)<br>B (19.7)<br>C (28.0)      | 1.02<br>C (33.4)          |
| 2023 Build        | EB<br>NB<br>SB                       | 1 LT-TH, 1 RT<br>3 TH, 1 RT<br>1 LT, 2 TH | D (47.2)<br>C (23.1)<br>B (15.0)      | 0.95<br>C (24.5)          | F (85.1)<br>B (19.8)<br>C (28.7)      | 1.03<br>C (33.8)          |

Jessie Lane & Town Center Drive/Village Point Drive

| ANALYSIS SCENARIO | A<br>P<br>P<br>R<br>O<br>A<br>C<br>H | LANE CONFIGURATIONS                                  | WEEKDAY AM PEAK HOUR LEVEL OF SERVICE      |                            | WEEKDAY PM PEAK HOUR LEVEL OF SERVICE        |                            |
|-------------------|--------------------------------------|--|--|----------------------------|--|----------------------------|
|                   |                                      |  | Approach                                   | *Max V/C Overall (seconds) | Approach                                     | *Max V/C Overall (seconds) |
| 2022 Existing     | EB<br>WB<br>NB<br>SB                 | 1 LT-TH-RT<br>1 LT-TH-RT<br>1 LT-TH-RT<br>1 LT-TH-RT | A (10.0)<br>B (10.6)<br>A (8.7)<br>A (8.7) | 0.41<br>B (10.1)           | A (9.1)<br>A (9.7)<br>A (8.9)<br>A (9.7)     | 0.32<br>A (9.4)            |
| 2023 No-Build     | EB<br>WB<br>NB<br>SB                 | 1 LT-TH-RT<br>1 LT-TH-RT<br>1 LT-TH-RT<br>1 LT-TH-RT | B (10.8)<br>B (11.2)<br>A (9.0)<br>A (8.9) | 0.44<br>B (10.7)           | A (9.9)<br>B (10.6)<br>A (9.3)<br>B (10.3)   | 0.38<br>B (10.2)           |
| 2023 Build        | EB<br>WB<br>NB<br>SB                 | 1 LT-TH-RT<br>1 LT-TH-RT<br>1 LT-TH-RT<br>1 LT-TH-RT | B (11.6)<br>B (12.6)<br>A (9.6)<br>A (9.3) | 0.51<br>B (11.6)           | B (10.4)<br>B (12.1)<br>A (10.0)<br>B (10.9) | 0.45<br>B (11.1)           |

## Crash Data Analysis

| IINTERSECTION                                      | C<br>R<br>A<br>S<br>H<br>E<br>S | F<br>A<br>T<br>A<br>L<br>I<br>T<br>Y | TYPE A<br>INJURIES | TYPE B<br>INJURIES | TYPE C<br>INJURIES | PDO | PREDOMINAN<br>T CRASH TYPE | EPDO**<br>RATE |
|--|---------------------------------|--------------------------------------|--------------------|--------------------|--------------------|-----|----------------------------|----------------|
| *Peace Haven Road and Lewisville-Clemmons Road     | 72                              | 1                                    | 1                  | 12                 | 23                 | 51  | Rear End                   | 466.01         |
| *Lewisville-Clemmons Road and Clemmons Point Drive | 12                              | 0                                    | 0                  | 1                  | 2                  | 9   | Rear End                   | 61.41          |
| *Lewisville-Clemmons Road and I-40 Westbound Ramps | 58                              | 0                                    | 0                  | 8                  | 12                 | 46  | Rear End                   | 186.10         |
| *Lewisville-Clemmons Road and I-40 Eastbound Ramps | 42                              | 0                                    | 0                  | 0                  | 17                 | 29  | Rear End                   | 179.37         |
| Village Point Drive and Jessie Lane                | 2                               | 0                                    | 0                  | 0                  | 0                  | 2   | Left Turn/Ran Off Road     | 2.0            |
| Peace Haven Road and Jessi Lane                    | 3                               | 0                                    | 0                  | 0                  | 0                  | 3   | Rear End                   | 3.0            |
| Lewisville-Clemmons Road and Town Center Drive     | 48                              | 0                                    | 0                  | 5                  | 9                  | 34  | Rear End/Left Turn         | 151.60         |

Ramey Kemp & Associates Findings: “Based on the findings of this study, no specific geometric improvements have been identified to accommodate future traffic conditions.”

Kimley Horn & Associates TIA Review:

- **Attachments**
  - In the “Figures” attachment:
    - Figure 3 – Turn Lane storage lengths should be re-checked for accuracy. Several shown in Figure 3 differ from lengths measured in field and from aerials.
      - Storage lengths for the ramp laneage is not shown and should be provided.
    - In Figure 5, Figure 7, and Figure 13 (as currently numbered), peak hour turning movement volumes of less than 4 vehicles are shown in multiple locations. While the attached capacity analysis reports confirm that NCDOT guidelines were adhered to within the analysis, the figures should be revised to reflect the volumes analyzed.
- **Other Considerations**
  - Synchro files were not provided for review. A review of the synchro data sheets provided in the appendix indicates that several turn lane storage lengths were not coded in.
  - Turn lane warrant analyses were not completed as part of the TIA.
    - Despite the low trip generation potential of the proposed development, the memorandum text should note that turn lane warrant analyses were conducted and supporting sheets should be provided within the attachments/Appendix.
  - A review of Table 5 (page 31) indicates that the NB approach to the intersection of Lewisville-Clemmons Road and Peace Haven Road shows a degradation from LOS E to LOS F in the PM peak hour. The TIA does address this and the overall change in delay for the approach is less than 25%. A review of the sim traffic analysis shows that the NB left is exceeding the link storage

|   |   |
|---|---|
|   | <p>length by approximately 25 feet. The through lane queues are not exceeding the link distance.</p> <ul style="list-style-type: none"> <li>■ A review of Table 6 (page 33) indicates that the NB approach to the intersection of Lewisville-Clemmons Road and Town Center Drive/Allegacy Way shows a degradation in LOS from LOS B to LOS C in the PM peak hour. The delay for this approach degrades by more than 25% (32%). The TIA does not address this change in LOS nor offer an analysis of potential mitigation. It should be noted that the overall delay for the intersection and approach from does not increase by more than 25%. <ul style="list-style-type: none"> <li>• A review of the sim traffic for this intersection shows that the NB right, and the SB right are both exceeding their storage lengths under no build conditions. The addition of the site traffic does not exacerbate the queuing at this location.</li> </ul> </li> </ul> <p><b>CONCLUSIONS</b></p> <p>Based on a technical review of the revised TIA memorandum as submitted, the study provides a reasonable assessment of the potential traffic impacts associated with the proposed development. There are several items that should be addressed as noted above to have a complete TIA submission.</p> <p><u>Planning Staff Review:</u> Staff noted similar changes to level of service at the intersections specified by Kimley Horn &amp; Associates and the proposed mediation (or the lack thereof) to these changes by Ramey Kemp &amp; Associates.</p> |
| <b>Concurrency Model</b>  | No data available   |
| <b>Analysis of Site Access &amp; Transportation Information</b> | <p>The TIA prepared by Ramey Kemp &amp; Associates leaves one with the impression that over 50% of traffic to this development will be incidental as 10% of AM and PM peak hour traffic is internally captured and that 50% of the AM peak hour traffic and 55% of the PM peak hour traffic is determined to be pass-by trips. They also note that the impact to the studied intersections is minimal. There is a failure to specify any mitigation recommendations at the intersection of L-C Rd and Town Center/Allegacy as the level of service drops several seconds and changes the overall level of service in the PM peak hour of traffic from a level of service B to a level of service C.</p> <p>NCDOT did not participate in the TIA scoping and email transcripts found in the TIA Appendix show the following statement: “I don’t think we will need to be involved with the new TIA for this type of scoping change. All improvements to our roadway have been made to accommodate this development”.</p> <p>The Clemmons Transportation Plan is silent on recommendations to Gentry Ln</p>   |
| <b>Generalized Recommended Conditions</b>                       | <p><b><u>BRIEF DESCRIPTION OF CONDITION(S):</u></b></p> <ul style="list-style-type: none"> <li>• Developer shall obtain driveway permit(s) from the Village of Clemmons.</li> </ul>   |

| <b>CONFORMITY TO PLANS AND PLANNING ISSUES</b> |  |
|--|--|
| <b>Forsyth Legacy GMA</b>                      | <p>Growth Management Area 3 (Suburban Neighborhoods)</p> <p>GMA 3 (Suburban Neighborhoods) consists of neighborhoods built after</p> |

|  |  |
|--|--|
|  | World War II, and is where most development has occurred in recent decades. The area has a more separated growth pattern of different land uses with subdivisions that cater to specific housing styles and price ranges, featuring curvilinear streets that often lack connectivity.  |
| <b>Pertinent Legacy Recommendations</b>  | The Village Point/Town Center area is adjacent to the Lewisville-Clemmons Road Growth Corridor. <i>Legacy 2030</i> recommends promoting a mixture of office, retail and housing along growth corridors that do not contribute to strip development.  |
| <b>Clemmons Community Compass (2040)</b>   | Clemmons Community Compass designates the site as mixed-use commercial.<br><br>Mixed-use commercial land uses should provide a mix of urban scale retail, commercial, office, residential, and institutional land uses with a focus on commercial and retail uses. The intent of the commercial classification is to promote development or redevelopment of existing commercial corridors to make them accessible by car, bike, and foot, to make them more visually appealing from the road, and to make corridors safer and less stressful to navigate. Developments should be designed with consistent design themes, including architectural features and signage. Internal circulation for vehicles and pedestrians should be provided between uses. |
| <b>Clemmons Transportation Plan (2009)</b>   | N/A  |
| <b>Greenway Plan Information</b>   | N/A  |
| <b>Other Applicable Plans &amp; Planning Issues</b>  | Village Point Small Area Plan has design guidelines regarding building layout, material, and aesthetics that should be adhered to. The development has not submitted any elevations to indicate if the site will adhere to aforementioned design guidelines. Staff has added a condition that we will review elevations before building permits are approved.  |
| <b>Applicable Rezoning Considerations from Chapter B, Article VI, Section 6-2.6(C)(3)(a)</b> | <b>B.6-2.6(C)(3)(a)(iii) Have changing conditions substantially affected the area included in the petition?</b>  |
|  | The Village Point area has developed with some deviation from the initial Small Area Plan and that means that conditions on the ground have changed; however, this has not stopped the Village from adhering as best as possible to the spirit and design guidelines of the Village Point Small Area Plan.   |
|  | <b>B.6-2.6(C)(3)(a)(iv) Is the requested action in conformance with Community Compass &amp; Legacy?</b>  |
|  | Yes, the development is a commercial development that will allow for pedestrian and bicycle access to the site.  |
| <b>Analysis of Conformity to Plans &amp; Planning Issues</b>                                 | See staff recommendation for C-249   |

| <b>RELEVANT ZONING HISTORIES</b> |                |                            |                            |                |                       |           |
|----------------------------------|----------------|----------------------------|----------------------------|----------------|-----------------------|-----------|
| <b>Case</b>                      | <b>Request</b> | <b>Decision &amp; Date</b> | <b>Direction from Site</b> | <b>Acreage</b> | <b>Recommendation</b> |           |
|                                  |                |                            |                            |                | <b>Staff</b>          | <b>PB</b> |
| C-139                            | PB-S to PB-S   | Approval<br>01/28/2013     | Southwest                  | 19.63          | -                     | -         |
| C-209                            | PB-S to PB-S   | Approval<br>02/08/2016     | North                      | 19.17          | -                     | -         |



|       |              |                        |                             |      |   |   |
|-------|--------------|------------------------|-----------------------------|------|---|---|
| C-218 | PB-S to GB-S | Approval<br>12/12/2016 | Northeast &<br>current site | 2.86 | - | - |
|-------|--------------|------------------------|-----------------------------|------|---|---|

| SITE PLAN COMPLIANCE WITH UDO REQUIREMENTS                    |   |  |                          |
|---|---|--|--------------------------|
| <b>Building Square Footage</b>                                | <b>Square Footage</b>   |  | <b>Placement on Site</b> |
|   | 10,000 sf   |  | Center/South             |
| <b>Parking</b>  | <b>Required</b>   |  | <b>Proposed</b>          |
|   | 45  |  | 45 spaces                |
| <b>Building Height</b>  | <b>Maximum</b>  |  | <b>Proposed</b>          |
|   | --  |  | 20 ft                    |
| <b>Impervious Coverage</b>                                    | <b>Maximum</b>  |  | <b>Proposed</b>          |
|   | 70%   |  | 48.25%                   |
| <b>UDO Sections Relevant to Subject Property</b>              | Chapter B, Zoning Ordinances<br>Chapter C, Environmental Ordinances   |  |                          |
| <b>Compliance with Chapter B Article VII, Section 7-5.3</b>   | <b>(A) Legacy Policies</b>  |  | Yes                      |
|   | <b>(B) Environmental Ordinance</b>  |  | Yes                      |
|   | <b>(C) Subdivision Regulations</b>  |  | N/A                      |
|   | <b>(D) Other Relevant Standards</b>   |  | Yes                      |
| <b>Analysis of Site Plan Compliance with UDO Requirements</b> | The site is asking to present compliance with both B.3-3.2(E)(4) Parking Placement as a condition along with building elevations. |  |                          |

| REMAINING SITE PLAN ISSUES                      |                      |
|---|----------------------|
| Issues  | Status               |
| No building elevations                          | Added as a condition |
| Compliance with B.3-3.2(E)(4) parking Placement | Added as a condition |

| 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.   |
| <b><u>PRIOR TO THE ISSUANCE OF GRADING PERMITS:</u></b>  |
| <ul style="list-style-type: none"> <li>a. Developer shall obtain a stormwater management permit from the Village of Clemmons Stormwater Administrator.</li> <li>b. Developer shall obtain a driveway permit from the Village of Clemmons Public Works.</li> <li>c. Developer shall meet the tree protection standards during construction as required in Chapter B.3-4 Landscaping and Tree Preservation Standards of the ordinance.</li> <li>d. Developer shall submit a professionally designed Erosion and Sedimentation Control Plan along with an original signed/notarized Financial Responsibility/Ownership (FRO) form for review and approval, if the proposed project creates more than 10,000 square feet of land disturbance.</li> </ul> |
| <b><u>PRIOR TO THE ISSUANCE OF BUILDING PERMITS:</u></b>   |
| <ul style="list-style-type: none"> <li>a. Developer shall submit detailed elevations (congruent in design with coterminous parcels) including utility/equipment and dumpster screening to Village of Clemmons Planning Department for final approval. Developer shall adhere to those elevations approved by the Village of Clemmons Planning Department.</li> <li>b. Developer shall submit a site plan and designs that provide details on shielding of parking per B.3-3.2(E)(4) to Village of Clemmons Planning Department for final approval. Developer shall adhere to those designs approved by the Village of Clemmons Planning Department.</li> </ul>   |

**PRIOR TO THE ISSUANCE OF OCCUPANCY PERMITS:**

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

**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.**



To: Appointed & Governing Board

From: Nasser Rahimzadeh, Village of Clemmons Planning Director

Date: August 8, 2022

Re: Map Amendment Request Zoning Docket #C-249

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## CLEMMONS COMMUNITY COMPASS (2040)

The Village of Clemmons Community Compass 2040 is devised of 4<sup>1</sup> key themes. The key themes serve to summarize citizen input used to prepare the Plan Framework<sup>2</sup> – the key elements of the Plan (vision<sup>3</sup>, goals<sup>4</sup>, objectives<sup>5</sup>, and implementation actions<sup>6</sup>). Additionally, the Clemmons Community Compass includes a future land use map and land use classifications created with the Plan’s principles at heart.

Special use map amendment petition for 3471 Gentry Lane (Zoning Docket #C-249) proposes a 10,000 square feet commercial building designed for multiple tenants on 1.347 acres of undeveloped land. The petition requesting parcel PIN 5883-04-0489 change from General Business – Special (GB-S) to General Business – Special (GB-S) falls inside the Plan’s Mixed-Use Commercial (1.4% of planning area<sup>7</sup>) land use category. The Mixed-Use Commercial category:

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<sup>1</sup>Theme # 1: Transportation and Linear Parks – promotion of parks, sidewalks, bike plans, and greenways. Transportation considerations include congestion, safety, and connectivity

Theme # 2: Future Land use Plan – Continuing its 2010 focus, Clemmons should look to create interconnected, mixed-use developments and promote efficient use of land, revitalize areas, and employ green design techniques.

Theme # 3: Quality of Life – Promotion of parks and recreation, safe pedestrian and bike routes that link with points of interest (e.g. neighborhoods, greenways, and trails). Also, healthy air quality and clean water.

Theme # 4: Economic and Community Development – Includes diverse employment opportunities, new housing types for the aging population, amenities that interest young professionals and families. In short, a vibrant economy and desirable residential neighborhoods with a variety of housing options.

<sup>2</sup> Key themes → vision → goals → objectives → implementation actions

<sup>3</sup> The Village of Clemmons is a prosperous, welcoming, safe, vibrant, residential community that promotes a high quality of life for its citizens providing a thriving diverse business environment, protecting our natural resources and preserving governmental fiscal integrity. Clemmons’ defining characteristic is a superior quality of life for all

<sup>4</sup> Goal #1: Managed growth and balanced land use – utilizing existing infrastructure, balance land development with strategically located mixed-use centers. Adherence to the continuum of rural, to suburban, to village core development style.

Goal # 2: Revitalized commercial corridors – Mature commercial corridors, Lewisville-Clemmons Road, and US-158, will be redeveloped and revitalized in a way that captures the Village’s character by creating a sense of place, promoting designs that accommodate multiple modes of transportation, and employ human-scale designs that beautify streetscapes and gateway areas

Goal # 3: Multi-modal transportation options – Utilizing transportation modes that include driving, bicycling, walking, and transit (bus and future mass transit).

Goal # 4: Wide range of housing opportunities – Housing stock that provides for rental apartments, starter, mid-level, and upscale homes, as well as senior housing; housing that fits various lifestyles will providing for in-town living and better multi-modal access to mixed-use centers.

Goal # 5: A vibrant community center – Clemmons and partners will develop a vibrant public gathering place to serve as a focal point for the community to support a sense of place that is walkable, accessible, and available for events and community programming

Goal # 6: Environmental stewardship – Clemmons will be a green community that provides parks, open spaces, and greenway. Trees will be preserved and planted to increase the Village’s tree canopy. Landscaping and beautification efforts will improve the visual quality of the community. New development will be designed using sustainable best practices and stormwater infrastructure will protect water quality and quantity.

Goal # 7: Diverse employment opportunities – New and innovative businesses will be established in Clemmons and they will expand job opportunities to meet a wide variety of employment needs for residents and broaden the Village’s tax base.

<sup>5</sup> See Clemmons Community Compass list of objectives (last page)

<sup>6</sup> See Clemmons Community Compass chapter 8

<sup>7</sup>Clemmons Community Compass page 30

- States that development should provide a mix of urban scale retail, commercial, office, residential, and institutional uses with a focus on commercial and retail uses.
- Desires that new development or redevelopment of existing commercial corridors are made accessible by car, bike, and foot, are visually appealing from the road, and make corridors safer and less stressful to navigate.
- Encourages master-planned and designed developments that provide a vertical (multi-story) or horizontal (multiple-uses on a site) mix of uses.
- Believes that developments should be designed with a consistent design theme, including architectural features and signage.
- Recommends that internal circulation be possible by both vehicles and pedestrians between uses.
- Include provisions for the amount of each type of use that the development should contain

The petition is within the Village Point Strategic Planning Area. The Village Point strategic planning area future land use intent:

- Is to have future developments on areas not yet slated for development integrate site plans and design elements with existing and planned developments to ensure accessibility, connectivity, and visual consistency, and to mitigate impacts on adjacent uses.
- Believes that the Village Point design guidelines should be utilized by new development.

The map amendment request design lacks compatibility with a zero-setback building by placing its parking in the front and side of the building. The development is projected to provide both commercial retail and commercial services. The development will provide pedestrian connections by continuing the sidewalk on Gentry Lane and providing pedestrian access from the public sidewalk to the storefront. The development will provide bike storage for cyclists. As elevations have not been submitted, it is unclear if the building will be consistent with Village Point design themes and if the designs will be harmonious with adjacent developments.

## **CLEMMONS TRANSPORTATION PLAN**

At the time of the Clemmons Transportation Plan (2009), Village Point Drive had not been fully built and was proposed to be a collector street. As of the 2019 Clemmons Roadway Classification, Village Point Drive was built to local street standards and not collector street standards. Since the publication of the Clemmons Transportation Plan, Village Point Drive has been built and is now a part of Clemmons transportation infrastructure. There are no proposed upfits in the Clemmons Transportation Plan beyond the construction of Village Point Drive.

## **VILLAGE POINT SMALL AREA PLAN**

The Village Point Small Area Plan approved in 2003 initially envisioned the Village Center to include mixed-use (residential/retail), office, institutional, and recreational uses. Several years after adoption, the Village Point Small Area Plan was amended to emphasize medical uses. Since the Village Point Small Area Plan, Clemmons created its own comprehensive land use plan called Clemmons Community Compass. Some of the proposed uses meet the desires of Village Point Small Area Plan.

Staff recommends APPROVAL as the proposed request is more concordant than not with applicable municipal planning documents. Recommended conditions can be found in the staff report.



## STATEMENT OF PLAN CONSISTENCY

Per G.S. §160D-604(d) Plan Consistency

“When conducting a review of proposed zoning text or map amendments pursuant to this section, the planning board shall advise and comment on whether the proposed action is consistent with any comprehensive plan that has been adopted and any other officially adopted plan that is applicable. The planning board shall provide a written recommendation to the governing board that addresses plan consistency and other matters as deemed appropriate by the planning board, but a comment by the planning board that a proposed amendment is inconsistent with the comprehensive plan shall not preclude consideration or approval of the proposed amendment by the governing board. If a zoning map amendment qualifies as a "large-scale rezoning" under G.S. 160D-602(b), the planning board statement describing plan consistency may address the overall rezoning and describe how the analysis and policies in the relevant adopted plans were considered in the recommendation made.”

### **Consistency Statement for Zoning Map Amendment: Docket # C-249**

The proposed zoning docket C-249 zoning map amendment petition for tax parcel 5893-04-0489 addressed 3471 Gentry Lane requesting a change from General Business – Special (GB-S) to General Business – Special (GB-S) is consistent with the Village of Clemmons Community Compass:

- Applicable Clemmons Community Compass themes, goals, and objectives
  - Theme 4 Economic and Community Development – New employment opportunities may be generated.
  - Goal 1 Managed Growth and Balanced Land Use – The proposed development continues to advance the development continuum from rural, to suburban, to village core.
  - Goal 7 Diverse Employment Opportunities – New businesses may expand existing job opportunities.
- Future Land Use Map
  - The future land use for the parcel is mixed-use commercial. Mixed-use commercial areas should provide a mix of urban scale retail, commercial, office, residential and institutional land uses with a focus on commercial and retail uses. The proposed development would continue to advance the most desired uses in for the area, commercial ones.
  - Village Point Strategic Planning Area future land use plan accepts the continued “development of Clemmons Town Center along the eastern edge”.

### **Inconsistency Statement for Zoning Map Amendment: Docket # C-249**

The proposed zoning docket C-249 zoning map amendment petition for tax parcel 5893-04-0489 addressed 3471 Gentry Lane requesting a change from General Business – Special (GB-S) to General Business – Special (GB-S) is inconsistent with the Village of Clemmons Community Compass:

- Future Land Use Map
  - Adopted Village Point Design Guidelines should be used to guide new development. The site layout fails to create a design that entices pedestrian visitation and no supporting elevations have been provided to discern the material and design composition of the building.
  - The intent of commercial classification is to promote development or redevelopment of existing commercial corridors to make them more visually appealing from the road, and to make corridors safer and less stressful to navigate. Setting aside 3,000 square feet for take-out and dine-in restaurant uses will not reduce congestion and may make navigation more stressful.