

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

PETITION INFORMATION	
Docket #	C-207
Staff	Megan Ledbetter
Petitioner(s)	Morgan Group
Owner(s)	YMCA of Greater Winston-Salem, Inc, David and Debbie Taylor and Ralph and Peggy Bolt
Subject Property	1130 S Peace Haven Road, 2320 Lewisville-Clemmons Road, 2330 Lewisville-Clemmons Road, 2340 Lewisville-Clemmons Road
Type of Request	Special Use Zoning District Rezoning, TWO-PHASE
Proposal	<p>The petitioner is requesting to amend the Official Zoning Maps for the subject property from RS-15, RS-20 and IP-S (outdoor and indoor recreation) to GB-S (General Business-Special Use). The petitioner is requesting the following uses:</p> <p>ABC Store (liquor), Arts and Crafts Studio, Food or Drug Store, Furniture and Home, General Merchandise, Hardware Store, Nursery, Lawn and Garden Supply Store, Retail, Restaurant (without drive-through service), Restaurant (with drive-through service), Retail Store, Specialty or Miscellaneous, Shopping Center Wholesale Trade A, Business and Personal Services, Banking and Financial Services, Funeral Home, Health Services, Miscellaneous, Hotel or Motel, Medical or Dental Laboratory, Medical and Surgical Offices, Non-Store Retailer, Offices, Miscellaneous, Professional Office, Business and Personal Services, Continued Service, Business A Services, Business B Services, Personal Testing and Research lab, Veterinary Services, Institutional and Public Uses, Adult Day Care Center, Child Care (Drop-in), Child Care Institution, Child Care (Sick Children), Child Day Care Center, Club or Lodge, Institutional Vocational Training Facility, Library, Public Museum or Art Gallery, Neighborhood Organization, Nursing Care Institution, Police or Fire Station, Post Office Transportation and Utilities, Access Easement, Private Off-Site Utilities</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	<p>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</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 at the corner of Lewisville-Clemmons Road		
Jurisdiction	Village of Clemmons		
Site Acreage	19.5 acres		
Current Land Use	The current property has three single family homes and is zoned RS-15 and RS-20 as well as vacant IP-S property on Peacehaven Road		
Surrounding Property Zoning and Use	Direction	Zoning District	Use
	N	RS-15, RS-40, and LO-S	Single family homes and First Citizens Bank across Peacehaven Road
	E	PB-S	Medical offices
	S	PB-S	Small scale retail and restaurant uses
	W	IP-S	West Forsyth YMCA
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 site adjoins a mixture of uses including a retail center, commercial, and single family.		
Physical Characteristics	The site has a gentle to moderate slope from west central section of the site downward in all directions. With the exception of three single family homes, which are to be removed, the site is undeveloped and heavily wooded.		
Proximity to Water and Sewer	Public water and sewer are available. Sewer service will be provided via an existing bore underneath I-40. The developer will have to pay a sewer use fee prior to the issuance of the sewer permit.		
Stormwater/ Drainage	<ul style="list-style-type: none"> • Obtain Stormwater Management and Occupancy permits 		
Watershed and Overlay Districts	The site is located in the WS-IV-PA watershed and is limited to 70% impervious coverage.		
Historic, Natural Heritage and/or Farmland Inventories	n/a		
Analysis of General Site Information	The site requires stormwater management and occupancy permits. The subject site includes a portion of the approved YMCA, IP-S zoned to the site to the west (C-144). Therefore, should the request be approved, a remainder of the IP-S zoned property will require either a staff change or		

	site plan amendment is in order to reflect any site plan and boundary changes resulting from an approval of this site.			
Generalized Recommended Conditions	<p><u>BRIEF DESCRIPTION OF CONDITION(S):</u></p> <ul style="list-style-type: none"> • OBTAIN A STORMWATER MANAGEMENT AND OCCUPANCY PERMIT • SEWER USE FEE CONDITION 			
SITE ACCESS AND TRANSPORTATION INFORMATION				
Street Name	Classification	Frontage	ADT Count	Capacity/LOS
Lewisville-Clemmons Road	Major Thoroughfare	629'	28,000	34,600
Peacehaven Road	Minor Thoroughfare	617'	11,100	16,100
Proposed Access Point(s)	The site plan proposes a full access intersection at the Village Club/Peace Haven and newly created 4 th leg of the intersection. The site will have a right-in/right out along Peace Haven Drive and Lewisville-Clemmons Road. The Jerry Long YMCA will be realigning the access to the facilities directly west of the newly created roadway as part of the future YMCA expansion.			
Planned Road Improvements (Village Transportation Plan 2009)	The VTP(2009) recommends Lewisville-Clemmons Road between I-40 and Peace Haven Road be constructed as a four lane divided major thoroughfare with raised median, curb and gutter, standard inside lanes, widened outside curb lanes with sidewalks. Peace Haven Road is recommended to extend turn lanes with a raised median along this segment of the corridor including a sidewalk or a multi-use path along the eastern side of Peace Haven Road.			
Trip Generation - Existing/Proposed	<p><u>Existing-</u>The proposed property is vacant and does not provide any trip generation as a vacant parcel. RS-15: 4.1 X 43,560/15,000=11 units X 9.57 (SFR Trip Rate)= 105 Trips+ RS-20: 1.18 X 43,560/20,000 +2 units X 9.57 (SFR Trip Rate)= 19 Trips + IP-S: 9.19 acres X 90.38 (Multipurpose Recreational Facility Trip Rate)= 831 trips per day= 955 Total Trips per day <u>Proposed-</u> Based on the Traffic Impact Analysis submitted by Ramey</p>			

	<p>Kemp and Associates the <i>Trip Generation Manual</i> calculation consider 9,019 trips per day. However, based on transportation engineering allotments of pass-by trips, which is defined by trips generated from adjacent facilities. With the adjusted trips as verified by the Village of Clemmons third party traffic review and NCDOT, the development is anticipated to generate AM Peak: 259 entering and 169 exiting, Midday Peak: 310 entering and 264 exiting and PM peak: 294 entering and 297 exiting.</p>
<p>Sidewalks</p>	<p>Sidewalks are currently located along a portion of Lewisville-Clemmons Road directly south of the subject property and along both sides of Town Center which stubs into the site from the south. A sidewalk is also located across Peace Haven Road on the First Citizens Bank street frontage.</p> <p>The proposed development includes sidewalks along the frontage of both Lewisville-Clemmons Road and Peace Haven Road as well as along the newly created public street tying Jessie Lane to Peace Haven Road. Along with pedestrian accommodations, staff desires the developer to provide bike accommodations along the newly constructed public streets.</p>
<p>Transit</p>	<p>There is not any proposed transit in the general vicinity.</p>
<p>Traffic Impact Study (TIS)</p>	<p>The Traffic Impact Study completed by Ramey Kemp recommends the following based on the Village of Clemmons thresholds for mitigation(for more information please review the executive summary of the Traffic Impact Study):</p> <p><u>Lewisville-Clemmons Road and Peacehaven Road</u></p> <ul style="list-style-type: none"> • Construct an additional left turn lane on the eastbound approach of Peace Have Road to provide dual left turn lanes onto Lewisville-Clemmons Road. A minimum of 200’ of full storage and appropriate deceleration and taper lengths should be provided. • Extend the right turn lane on the eastbound approach of the Peace Haven Road back to the right-in/right-out access <p><u>Right-In/Right-Out Access on Lewisville-Clemmons Road</u></p> <ul style="list-style-type: none"> • Construct an exclusive right turn lane on eastbound approach of Peace Haven Road. A minimum of 100 feet of full storage and an appropriate bay taper should be provided. <p><u>Peace Haven Road and YMCA Overflow (Full Access)/Village Club Lane</u></p> <ul style="list-style-type: none"> • Construct an exclusive right turn lane on the eastbound approach of Peace Haven Road. A minimum of 100 feet of full storage and an appropriate bay taper should be provided. • Construct an exclusive left turn lane on the westbound approach

	<p>of Peace Haven Road. A minimum of 100 feet of full storage and appropriate deceleration and taper lengths should be provided. In conjunction with the construction of this turn lane, a 50-foot left turn lane should be provided on the eastbound approach on Peace Haven Road</p> <ul style="list-style-type: none"> • The northbound approach of the public street connection (YMCA overflow/full access) should consist of a three-lane cross section with an ingress lane and two (2) egress lanes. The egress lanes should consist of a shared left-through lane and an exclusive right turn lane. A minimum of 150 feet of full right storage and an appropriate bay taper should be provided. • Based on the signal warrant provided by Ramey Kemp and Associates on 11-5-15 which was reviewed and agreed upon with the Village of Clemmons third party traffic engineer as well as NCDOT a signal shall be installed with an equity (fair share) formula at this intersection. The YMCA, based on NCDOT comments will need to reconfigure the access at the current main entrance to a right-in/right-out and move the full access movement to the signalized intersection <p><u>Additional Requirements</u></p> <ul style="list-style-type: none"> • A concrete median will be required on Lewisville-Clemmons Road to the access to right turn movements only. The island would need to be constructed from the Peace Haven Road intersections 150 feet south of the right-in/right-out access. • A concrete median will be required on Peace Have Road between the Lewisville-Clemmons Road and the YMCA Overflow (Full Access)/Village Club intersection to restrict access to right turn movements only. • The Jerry Long YMCA shall reconfigure the main entrance of the current full access driveway to a right-in/right-out and use the signalized intersection for full access movement
<p>Analysis of Site Access and Transportation Information</p>	<p>The subject site request is expected to generate approximately 9,000 vehicle trips per day. However, it is important to note that with pass-by trips (trips that will be passing by the site based on their final destination) the overall effect of traffic is the turn movements during the peak hours. Those trips are distributed as the following: 428 AM trips, 558 trips during the noon hour and 591 trips during the PM peak.</p> <p>Through numerous iterations of the site plan design and circulation, the developer has agreed to continue Jessie Lane as a public street to the</p>

	<p>intersection of Peace Haven and Village Club Lane, as well as provide stub for a future connection to Village Point Drive. This allows safe left hand turns at two signalized intersections (Allegacy and Future Signal at Peace Haven) and gives the motoring public numerous paths for trip distribution.</p> <p>With the introduction of the proposed traffic signal on Peace Haven Road, traffic mobility will be improved for motorists using this facility. While the signal will introduce a new control point along Peace Haven Road, it will provide residents living on Village Club Lane, the YMCA, and the proposed development a single, controlled point to access Peace Haven Road. The signal will introduce a slight delay for the through movements as they currently do not have to stop between Lewisville-Clemmons Road and Harper Road. However, the proposed signal in combination with the proposed development has the potential to reduce delay and congestion at the existing intersection of Lewisville-Clemmons Road and Peace Haven Road since the signal provides a new controlled point of access for vehicles to enter Peace Haven Road. The site will be required to meet all offsite improvements as noted in the Traffic Impact Analysis above based on the level of required mitigation in the Village of Clemmons Traffic Impact Manuel.</p> <p>In regards to pedestrian mobility, the site contains an extensive network of sidewalks both internal to the site and along the major and minor thoroughfare. Sidewalks shall be constructed along both sides of all streets.</p> <p>As noted in the Village Point Small Area Plan guidelines, sidewalks serving mixed use and commercial areas should be a minimum of 8 feet in width, though there should be a minimum of 12- 15 feet in front of retail uses. Staff is conditioning the site to include stamped crosswalks to provide consistent treatment of the center as the rest of the Village Point area. Staff is also requesting the installation of pedestrian heads at Lewisville-Clemmons/Peace Haven Road intersections at the crossings adjacent to Baptist and First Citizens Bank as well as the newly created intersection connecting Jessie to Village Club Drive in order to allow for safe pedestrian access.</p>
<p>Generalized Recommended Conditions</p>	<p><u>BRIEF DESCRIPTION OF CONDITION(S):</u></p> <ul style="list-style-type: none"> • DRIVEWAY PERMIT ISSUED BY THE VILLAGE OF CLEMMONS • DRIVEWAY PERMIT ISSUED BY NCDOT • DEVELOPER SHALL CONSTRUCT ROADWAY IMPROVEMENTS AS OUTLINED IN THE TIA AND SITE PLAN INCLUDING THE FOLLOWING: <ol style="list-style-type: none"> 1. INSTALLATION OF MEDIANS ON BOTH LEWISVILLE-CLEMMONS ROAD AND PEACE HAVEN ROAD

	2. EXTENSION OF TURN LANES 3. SIGNALIZATION AT THE NEW INTERSECTION BASED ON AGREED UPON COST SHARE 4. PEDESTRIAN SIGNALIZATION AT INTERSECTIONS 5. DRIVEWAY RECONFIGURATION AT THE EXISTING YMCA ENTRANCE				
SCHOOL DISTRICT INFORMATION					
Schools Serving Zoning Site	Project Students From Project	2014-2015 Enrolled Students	2014-2015 Projected Students w/ Accumulated Totals	School Capacity	Number of Mobile Classrooms on Site
Clemmons Elementary	N/A				
Clemmons Middle	N/A				
West Forsyth High School	N/A				
School System Remarks and Analysis	Not applicable				
CONFORMITY TO PLANS AND PLANNING ISSUES					
Legacy GMA	GMA 3 (Suburban Neighborhoods)				
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 allows 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. 				

**Community
Compass 2010**

The *Community Compass* (2010) denotes this area as part of the Mixed Use Commercial Land Use. Recommendations for this land use include:

- Promote the development or redevelopment of 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.
- 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

The Village Point Small Area Plan (VSAP) (while these guidelines do not supersede land use recommendations of the Community Compass, the design guidelines are used for building design and circulation recommendations.

- The proposed driveway alignment with Village Club Drive, the YMCA is also encouraged to sell the western portion of their currently vacant twenty-three (23) acre site to allow for greater property assembly at the corner of Peace Haven Road and Lewisville-Clemmons Road.
- For Commercial where more than 19 spaces are required, provide 1 bike parking space for every 50 car spaces. Inverted U or "Cora"-type racks are suggested though others of similar durability and ease of use may be approved.
- Bike racks should be located close to the main building entrance(s) so they are highly visible and convenient. To facilitate access, install a curb ramp in any drive near the bike parking.
- Public Open Space- There is no minimum area, however, all non-residential development greater than 5 acres is expected to provide public open space in accordance with these provisions. The character and size of the public open space should be influenced by the surrounding uses (e.g. residential, retail, office) as well as by the prospective user groups (e.g. workers, shoppers, youth).

General Design Standards Location: The design and location of public open space on a site is perhaps the most important determinant in a successful pedestrian environment. To ensure that public open space is well-used, it is essential to locate and design it carefully. The space should be located where it is visible and easily accessible from homes and public areas (building entrances, sidewalks). Take views and sun exposure

into account in design and location. The space should be well-buffered from moving cars so that users can enjoy and relax in the space. The space may be visible from streets or internal drives but should not be wholly exposed to them. Partially enclose the space with building walls, freestanding walls, landscaping, raised planters, or on-street parking to help buffer it and create a comfortable "outdoor room".

2. Public Seating: Publicly accessible places to sit in the public realm are important not only as basic amenities, but also in sponsoring casual social interaction. Seating can be both formal and informal, including both park benches on the tops of garden walls or monumental stairs at the entrance to public buildings. Planter walls should be set at a maximum height of 2½ feet to allow for their use as seating. Moveable chairs and sidewalk cafes are strongly encouraged.

3. Minimum Amenities: 1 tree (3 ½ inch caliper minimum at installation) for every 1,000 square feet of provided open space to be planted in at least 350 square feet of soil. A minimum of 25 linear feet of seating should be provided for every 1,000 square feet of urban open space. Seating should be more than 12 inches and less than 30 inches in height and not less than 16 inches in depth. Seating more than 28 inches in depth and accessible from two sides should count double. Moveable chairs are encouraged and each count as 2 ½ linear feet of suggested seating. At least half of the open space should be at street level. One water tap for each 5,000 square feet of each landscaped open space. One garbage receptacle for each 5,000 square feet of each physically separated open space. Public art is encouraged to be placed within the open space.

4. Public Art: Property owners are encouraged to provide outdoor public art on their property or in the adjacent public right-of-way, to enrich the pedestrian experience and create a stronger sense of place

- General Site Design

Locate Buildings Close to the Street: Locate buildings close to the pedestrian street (within 25 feet of the curb), with off-street parking behind and/or beside buildings. Place buildings adjacent to corners and parking to the side or rear

Corner lots: If the building is located at a street intersection, place the main building, or part of the building, at the corner. Parking, loading or service should not be located at an intersection.

Adjacent Lots: For similarly zoned properties, try to match the grade of abutting properties where the properties meet. If there is a significant

	<p>grade difference, create an attractive transition, using creative grading and landscaping or a decorative retaining wall. Be sure to incorporate vehicular and pedestrian cross-access. Avoid using a blank or unscreened concrete retaining wall or a rock-covered slope.</p> <p>Underground Wiring: To reduce the visual impact of overhead wiring, utility services shall be located underground. Terminate important views with prominent architecture and/or landscaping.</p> <p>Street Vistas: Important street vistas (such as along Town Center gateways and primary pedestrian streets) should terminate in a focal point, such as a building or other architectural or natural.</p> <p>The General Design Requirements for commercial design shall include requirements for blank walls, building entrances and roof screening while commercial buildings give guidance on architectural details such as canopies, awnings, cornices, windows on street level, materials and placement of architectural features.</p>
Thoroughfare Plan Information	n/a
Greenway Plan Information	There are not any proposed greenway trails in the vicinity of this development.
Other Applicable Plans and Planning Issues	n/a
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>Community Compass/Legacy</i>?
	Yes
Analysis of Conformity to Plans and Planning Issues	<p>Background site information: The subject site has been submitted through the rezoning process as either a standalone or parcel of another request over the years. The concern from staff in 2006 when a similar proposal was reviewed detailed an absence of a residential component to Village Point. Furthermore, the site to the south of the subject site was rezoned in 2006 to PB-S and included over 500,000 square feet of retail and office uses on 66 acres. With the development of Parr Apartments adding 312 units to Village Point area and 85,000 square feet being proposed with this development the overall commercial square footage for the entire Village Point area has greatly diminished since the 2006 time frame. Based upon the available acreage left in the Village Point area less than half of the original approved square footage of retail will</p>

be realized.

Since 2006, the Village of Clemmons went through an 18 month comprehensive planning process to determine appropriate land use categories for geographic areas throughout the Village.

The area being proposed for development meets the intent of mixed use commercial as intended by the Community Compass (2010) by providing varied commercial developments on the 20 acres. The second phase portion of this proposal consists of 2.47 acres and will have to be reviewed by Council for final site plan approval as conditioned in this report.

The Village uses the Comprehensive Plan to make land use decisions as it is the adopted blueprint for future growth in the Village. The Village uses the Village Point Small Area Guidelines to facilitate with site plan design in the Village Point area. Due to change of economies and the unforeseen purchase of 124 acres by Novant Health, the Village Point area did not see the build out occur based on the concept plan associated with the original small area plan. The small area plan depicts a mixture of uses to provide a vibrant small area development and provides opportunities for recreation, pedestrian trips to adjacent development and a critical mass of residential uses to support the commercial development. In general, the development in Village Point will ultimately meet this desire under a different configuration. The proposed development provides services for a growing residential population with the ability to access the development as a motorist, bicyclist or pedestrian. External and internal circulation allows the opportunity for pedestrian trips between uses. With the YMCA located to west of the proposed site it provides a transitional buffer based on the Village of Clemmons Land Use Plan for any development west of the newly created intersection at Peace Haven.

The guidance in the *VPSAP guidelines* as noted under the *Community Compass* section of this staff report provides further guidance on design standards for all the sub-areas within the Village Point area. These guidelines are intended to operate from the public realm of the street to the private realm of the building façade. They include specific language pertaining to: street circulation and design; pedestrian and bicycle improvements, public open space; general site design; environmental protection; parking; lighting and building design. The text portion provides further clarified graphics for street types, building typologies and building standards.

The pedestrian connections as noted in the *VPSAP guidelines* along

Peace Haven recommend a multi-use path 8-10 to encourage pedestrians and cyclists from the west.

It is the opinion of staff that the site plan could do a better job of incorporating public space throughout the site, noting at this point the only area designated as public space is in front of the proposed food store with benches and ornamental plantings. Staff encourages the developer to find pockets throughout the entire development to incorporate inviting public gathering places. The site also provides excess parking without implementing pervious pavement techniques as recommended in the guidelines.

In regard to the site design and building layout, the subject request reflects general conformity to the recommended design. Specifically, the plan locates buildings along Lewisville-Clemmons Road and Peace Haven with parking mostly located internally to the site. Staff is recommending any retaining wall placed along the frontage to be constructed to meet the general building materials or theme of the development and shall be reviewed and approved prior to building permits. Any parking fronting Lewisville-Clemmons Road or Peace Haven will be required to provide screening and walls consistent with the recommendation of the guidelines.

Concerning the signature building recommended for Lewisville-Clemmons Road/Peace Haven, the topographic realities hinder the preferred street level entrance. Staff would prefer to see the building closer to the intersection with no intervening parking or vehicular circulation areas. Staff will review the elevations for the financial institution to determine the consistency of an arrival feature at this significant intersection.

The site plan does a good job of incorporating an extensive sidewalk and pattern crosswalk network, as well as extensive tree replanting with adequate planting trips. The most significant accommodation the development proposes is a newly created public street that aligns with Village Club Drive with signalized pedestrian crossings at the said location as well as Lewisville-Clemmons Road. The newly created intersection will be a full access signalized intersection. As part of the signal warrants, NCDOT is requesting the Jerry Long YMCA relocate the full access to this intersection limiting the existing entrance to right-in/right-outs as part of the signal requirements. With the connection of this newly created public street that connects to Town Center Drive/Allegacy Drive intersection and will eventually provide connection to the extension of Village Point Drive. Thus allowing patrons and neighborhood trips multiple options for trip distribution

which helps with traffic disbursement.

In summary, the petitioner is to be commended for submitting a comprehensively planned assemblage of properties as opposed to multiple, incremental proposals that provides all mitigation requests based on the Village of Clemmons threshold for mitigation from a traffic perspective.

RELEVANT ZONING HISTORIES

Case	Request	Decision & Date	Direction from Site	Acreage	Recommendation	
					Staff	PB
C-164	From RS-15, RS-20, IP-S to PB-S	Withdrawn 12/2006	Subject site	20.5 acres	Denial	Withdrawn, denial
C-163	RS-15, RS-20 and PB-S to PB-S	Approved 10.09.15	450' South	60.25 acres	Denial	Approval
C-151	RS-20 & RS-15 to MU-S (Multiple Uses) Two Phase	Withdrawn at 7-19-05 PB meeting	450 south	101.97 acres	Withdrawn	Approval
C-148	RS-15 & RS-20 to PB-S (shopping center)	Withdrawn at 03-15-05, PB meeting	450 south	50.38 acres	NA	NA
C-144	RS-20 to IP-S	Approved 11-10-03	Included portion of the site	30.49 acres	Approval	Approval

SITE PLAN COMPLIANCE WITH UDO REQUIREMENTS

Building Square Footage	Square Footage	Placement on Site
	49,000 sf Food Store 27,240 sf Retail 3,150 sf Restaurant 6,450 sf Financial Institution	Disbursed throughout the site

Parking	Required	Proposed	Layout
	414	437	Dispersed throughout the site
Building Height	Maximum		Proposed
	60/unlimited		1-story and 2-story structures
Impervious Coverage	Maximum		Proposed
UDO Sections Relevant to Subject Request	Chapter B, Article II, Section 1.3 Chapter B, Landscape Standards Chapter C, Environmental Ordinance		
Complies with Chapter B, Article VII, Section 7-5.3	(A) Legacy policies:	Yes	
	(B) Environmental Ord.	Yes, needs to relocate the location of the stormwater pond for future stub connection.	
	(C) Subdivision Regulations	N/A	
Analysis of Site Plan Compliance with UDO Requirements	It is anticipated that this site will meet all UDO requirements.		
REMAINING SITE PLAN ISSUES			
Issue		Status	
Call out public open and gathering space on the revised plan		Awaiting revision	
Shift the stormwater device to align stormwater connection.			
CONCLUSIONS TO ASSIST WITH RECOMMENDATION			
Positive Aspects of Proposal		Negative Aspects of Proposal	
Provides a mixture of commercial uses with pedestrian connections throughout the development as well as Village Point with building fronting both Lewisville-Clemmons Road and Peace Haven		The site does provide excessive parking without a pervious parking option, does not provide substantial outdoor open/gathering space or an 8 foot multi-use path along Peace Haven.	

<p>Creates a newly created public street in order to disperse traffic trips</p>	<p>The development does add existing turning movement trips in the AM, Mid-day, PM peak which will cause delays at certain times of day. However, based on our mitigation requirements the developer has met the requirements for the increased traffic demand.</p>
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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 non-exempt 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 permit from the Village of Clemmons and the North Carolina Department of Transportation and compile with conditions for right-in/right-out access. NCDOT may require additional improvements. All mitigation as proposed in the Traffic Impact Analysis submitted by Ramey Kemp and Associates shall be included in the issuance of any driveway permit.

PRIOR TO THE ISSUANCE OF BUILDING PERMITS

- a. The Developer shall submit a utility plan for review and the utility surcharge fee shall be determined.
- 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.
- d. Developer shall provide a detail of the retaining wall along Peace Haven that shall be consistent with the developments design and material for review and approval by the Village of Clemmons Planning Department
- e. Developer shall provide landscaping plan including streetyard configurations for parking lots adjacent to the public street that meet the intent of the Village Point Design Guidelines.
- f. Developer shall delineate drive aisle for fire apparatus that will provide accommodations for 90,000 pounds.
- g. Developer shall submit road details and plans for review and approval by the Village of Clemmons Public Works Director including sidewalk, planting strip and bicycle accommodations.

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 construct the internal and external sidewalks, with lateral connections, street trees, stamped crosswalks and pedestrian scaled lighting along the internal drive aisle and any newly created public streets.
- c. Developer shall verify there is a fire hydrant within 400' of each building proposed.
- d. The Developer based on an equity formula shall install a mast arm traffic signal at the intersection of Peace Haven Road/Village Club Lane and the newly created public street. The developer shall be required to pay 88% of the signal cost and the YMCA shall be required to pay 12% of cost. The definition of signal cost for the purpose of this condition includes: design, poles, signal box and heads.

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 compactor shall be screened on three sides with masonry material/construction.
- d. Developer shall install signalized pedestrian heads at the intersection of the newly created street/Peace Haven/Village Club Lane and the intersection of Lewisville-Clemmons Road/Peace Haven.
- e. Developer shall submit second phase site plans for review and approval by the Village of Clemmons Council.
- f. The Jerry Long YMCA shall submit and execute a new full access entrance at the newly created public street/Peace Haven and reconfigure the existing entrance as a Right-in/Right-out driveway at the time the signal becomes active.

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.**