

**TOWN OF ANGIER
BOARD OF ADJUSTMENT
AGENDA
January 23, 2024
6:30 P.M.
Municipal Building
28 North Raleigh Street
Angier, North Carolina 27501**

1. Opening
2. Pledge Of Allegiance
3. Invocation
4. Approval of Previous Meeting Minutes
5. Swearing in of Witnesses for Evidentiary Hearings
6. New Business

A. Variance Application

Applicant: Tara DiDonato

Location of Property: 7841 Lagenaria Dr.

Variance Request: Reduce the side setback in R-10 zoning District by 2.7 feet

B. Special Use Permit Application

Applicant: Mattamy Homes

Location of Property: 350 S. Raleigh St., Angier, NC

Special Use Request: Construct 168 Townhomes in R-15 Zoning District

7. Old Business

None.
8. Adjournment

**Town of Angier
Board of Adjustment
Tuesday, October 24, 2023
Municipal Building
28 N. Raleigh Street
Angier, North Carolina 27501
Minutes**

The Town of Angier Board of Adjustment met in regular session on Tuesday, October 24, 2023, inside the Municipal Building Board Room, 28 N. Raleigh Street. Mayor Bob Smith presided, calling the meeting to order at 6:30 p.m.

Members Present: Mayor Bob Smith
Commissioner Loru Boyer Hawley
Commissioner Jim Kazakavage
Commissioner Alan Coats

Members Absent:

ETJ Members Present: Emily Plemons

ETJ Members Absent: Haley Plumley
Lee Marshall

Staff Members Present: Town Manager Elizabeth Krige
Town Clerk Veronica Hardaway
Planning Director Jeff Jones
Town Attorney Dan Hartzog, Jr.

2. Pledge of Allegiance: Mayor Bob Smith led the pledge of allegiance.

3. Invocation: Mayor Smith offered the invocation.

4. Approval of the July 25, 2023 Board of Adjustment Meeting Minutes: The Town Board unanimously approved the minutes as presented.

Board Action: The Town Board unanimously voted to approve the July 25, 2023 Board of Adjustment Meeting Minutes as presented.

Motion: Commissioner Kazakavage

Vote: 5-0; unanimous

5. Swearing in of Witnesses: The following persons giving testimony during the evidentiary hearings on the agenda were duly sworn by the Town Clerk.

James Goff, property owner

6. New Business

A. Special Use Permit

Applicant: Gabriella Terry

Property Address: 254 N. Broad St., Angier, NC

Special Use Request: Convert Single Family House to Office Space in R-10 Zoning District

Mayor Smith opened the Evidentiary Hearing.

Planning Director Jeff Jones stated that a Special Use Permit Application has been submitted by Gabriella Terry for property located at 254 N. Broad St. Professional offices are allowed as a Special Use in the R-10 zoning district. Parking for this use would be 1 parking space per 300 square feet of office use. If the entire house is considered office space, 8 parking spaces would be required on site.

James Goff, 905 Old US Hwy 421, Lillington, is the owner of the property in question. The applicant, Gabriella Terry, has been renting a commercial building from him in Clayton for approximately 9 years for her catering business. Her business has grown and so has the need for office space. Ms. Terry is wanting to utilize the property in question for office space and storage and to be able to hire additional staff. There would be no problem with the required 8 parking spaces.

The Board had concern with having various vehicles parked in the driveway not having enough space for ingress and egress; however, Mr. Goff assured them that parking would be located at the back of the building to free up the driveway area. Mr. Jones stated this building would be a low impact office space without any foot traffic.

Mayor Smith closed the Evidentiary Hearing.

The Board of Adjustment shall find that the following conditions exist prior to granting approval of a Special Use Permit Application:

- A. The requested use will not impair the integrity or character of the surrounding or adjoining districts; **It was the consensus of the Board this does apply***
- B. The requested use will not be detrimental to the health, morals, or welfare; **It was the consensus of the Board this does apply***
- C. Adequate utilities, access streets, drainage, sanitation, and/or other necessary facilities have been provided; **It was the consensus of the Board this does apply***
- D. That adequate measures have been taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets; **It was the consensus of the Board this does apply***

*E. That the Special Use shall, in all other aspects, conform to the applicable regulations of the district in which is located, except as such regulations may, in each instance, be modified by the Board of Adjustment; **It was the consensus of the Board this does apply***

Board Action: Based on findings A-E of the Special Use Permit Approval Criteria, the Board voted to approve the Special Use Permit to convert a single-family house to office space in R-10 zoning district located at 254 N. Broad St., Angier, NC.

Motion: Commissioner Hawley

Vote: 5-0; unanimous

6. Adjournment: Mayor Smith entertained a motion to adjourn the meeting. Motion to adjourn was unanimous at approximately 6:55pm.

Motion: Commissioner Hawley

Vote: 5-0; unanimous

Robert K. Smith
Chairman / Board of Adjustment

Attest:

Veronica Hardaway, Town Clerk



**Town of Angier
BOARD OF ADJUSTMENT
January 23, 2024**



Staff Contact: Jeff Jones, AICP (919) 639-2071 jajones@angier.org

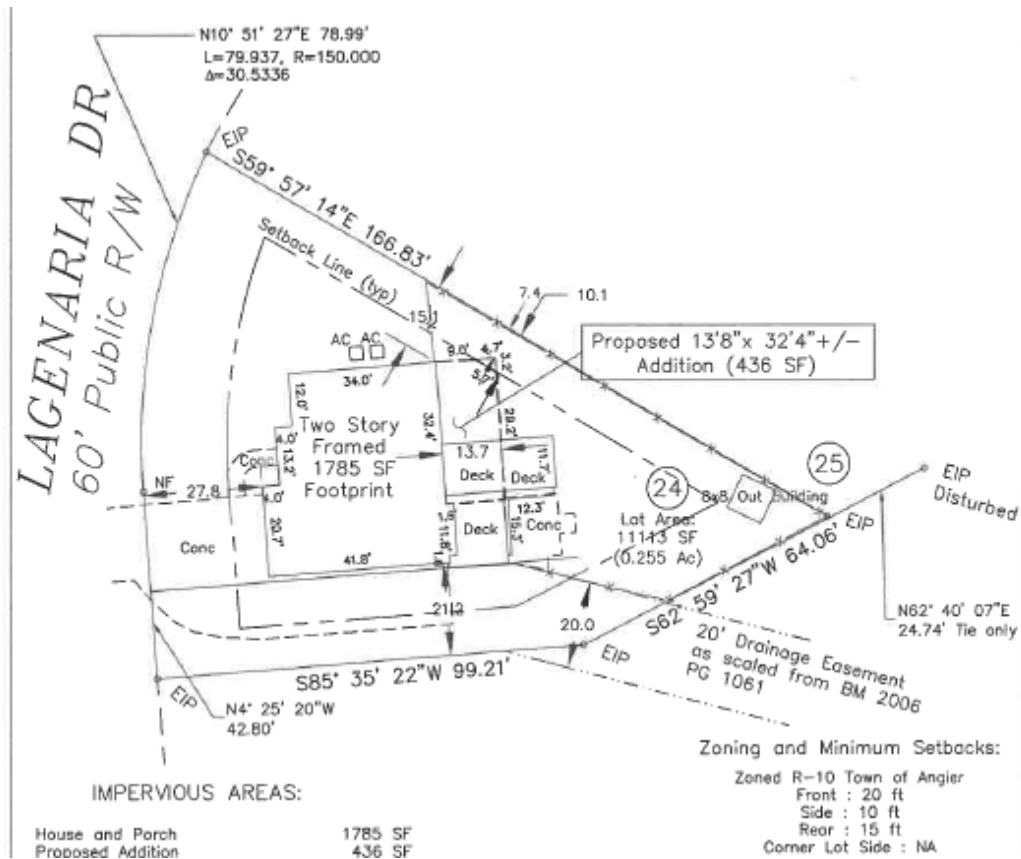
Applicant: Tara DiDonato
Property Owner: Same as Applicant
Location: 7841 Lagenaria Drive, Angier NC
PIN#: 0675-22-8865

**Variance Request:
Reduce Side Setback by 2.7 feet in R-10 Zoning District**

Property in Question – .26 Acres



Proposed Site Plan



Applicable Ordinance Requirements: UDO Section 3.4.2 Dimensional Table

District	Minimum Area (square feet)	Minimum Lot Width (feet)	Front Setback (feet)	Corner Side Setback (feet)	Side Setback (feet)	Rear Setback (feet)	Maximum Height (feet)
OSR	30,000	100	35	20	10	25	35 ⁴
RA-30	30,000	100	35	20	10	25	35 ⁴
R-15	15,000	80	25	20	10	20	35 ⁴
R-10	10,000	60	20	20	10	15	35 ⁴
R-6	6,000	50	15 (alley loaded) 20 (front loaded)	15	5	15	35 ⁴

Case Summary:

Property owner is proposing to add an addition to their home, the addition to the home for a bedroom creates a setback issue in which the addition encroaches into the setback by 2.7 feet.

Board Decision:

Variance Approval Criteria:

Such variances may be granted in such individual case of unnecessary hardship only upon findings by the board of adjustment after an evidentiary hearing that the following conditions exist:

- A. Unnecessary hardship would result from the strict application of the ordinance.
- B. The hardship results from conditions that are peculiar to the property, such as location, size, or topography. Hardships resulting from personal circumstances, as well as hardships resulting from conditions that are common to the neighborhood or the general public, may not be the basis for granting a variance. A variance may be granted when necessary and appropriate to make a reasonable accommodation under the Federal Fair Housing Act for a person with a disability.
- C. The hardship did not result from actions taken by the applicant or the property owner. The act of purchasing property with knowledge that circumstances exist that may justify the granting of a variance shall not be regarded as a self-created hardship.
- D. The requested variance is consistent with the spirit, purpose, and intent of the ordinance, such that public safety is secured, and substantial justice is achieved.



APPLICATION FOR VARIANCE

Planning Department
55 N. Broad Street W.
P.O. Box 278, Angier, NC 27501
Phone: (919) 331-6702 Fax: (919) 639-6130

Total Fee: _____
Receipt: _____
Permit: _____
Hearing Date: _____

Applicant Information

Owner of Record:

Name: Tara DiDonato
Address: 7841 Lagenaria Dr
City/State/Zip: Angier, NC 27501
E-mail: tarag0702@gmail.com
Phone: 571-330-0604

Applicant:

Name: Tara DiDonato
Address: 7841 Lagenaria Dr
City/State/Zip: Angier, NC 27501
E-mail: tarag0702@gmail.com
Phone: 571-330-0604

Property Description

PIN(s): 0675-22-8865 Acreage: 0.26 acres
Address/SR No.: 7841 Lagenaria Dr, Angier, NC 27501
Directions from Lillington: Head W toward Main St, turn right on S. Main St, continue onto NC-210 N/N Main St, turn left onto NC-55 W/N Raleigh St, turn left onto Lagenaria Dr.
Deed Book: 17035 Page: 0321 Plat Book: _____ Page: _____
Existing Zoning: Town of Angier Township: Middle Creek

Ordinance Text to be Varied: (attach additional sheets if necessary)

Section 3.4.2
Dimensional Table.

Reason/Justification for Variance: (attach additional sheets if necessary)

Attachments

- Written description of property from recorded deed
- Recorded map of property at scale of not less than one (1) inch = 200 feet

Signatures

The undersigned applicant hereby certifies that, to the best of his or her knowledge and belief, all information supplied with this application is true and accurate:

Tara DiDonato 12/5/2023 _____
Property Owner Signature Date Authorized Agent Signature Date

FINDINGS OF FACT (The Board of Adjustment will evaluate the application to ensure that **all** of the following provisions are fulfilled).

A. Unnecessary hardship would result from the strict application of the ordinance. It shall not be necessary to demonstrate that, in the absence of the variance, no reasonable use can be made of the property.

B. The hardship results from conditions that are peculiar to the property, such as location, size, or topography. (Hardships resulting from personal circumstances, as well as hardships resulting from conditions that are common to the neighborhood or the general public, may not be the basis for granting this variance).

C. The hardship did not result from actions taken by the applicant or the property owner. The act of purchasing property with knowledge that circumstances exist that may justify the granting of a variance shall not be regarded as a self-created hardship.

D. The requested variance is consistent with the spirit, purpose, and intent of the ordinance, such that public safety is secured, and substantial justice is achieved.

I am hoping to extend the jack and jill bedrooms on the second floor, anticipating my fourth child. The left corner of the extended bedroom will extend 2.7 feet into a 10-foot property setback on the left side of the house. The left corner of the bedroom will only occupy 7.5 sq. ft of the 5,266 sq. ft setback area. The only physical structure on the first floor in the setback will be a 2-foot by 2-foot column supporting the second floor. The setback on the other side of the property is also 10 feet.

Since the corner of the bedroom will only extend in the property setback of 2.7 feet and only occupy 0.14 % of the setback area, I request property variance to allow the extension. Please see the attached plot plan.

Unfortunately, the original site plan we received when purchasing our home, incorrectly labeled the setback distance as 15 feet, leading us to brainstorm and create the best home addition suitable for our growing family. Instead of relying on that informal site plan, I hired a surveyor to measure and document an accurate site plan, resulting in the realization that the setback distance was determined at 10 feet, since the home was built at an angle on the property.

The integrity of the overall structure would not be as sound and presentable if the addition was to be adjusted to remove the corner overhang. This would also potentially result in a window into my children's room, with a view of our neighbors' home, rather than the backyard, as it is now and would continue to be if this exception is granted. With the current

view and planned view matching, my children have privacy, my neighbors have privacy, and we have an additional level of safety while overseeing our children in the backyard.

The proposed addition follows the standard theme of the community, utilizing matching columns and framework of not only the existing house, but other homes in the neighborhood. The aesthetic would not conflict or bring any negative attention to the home, property, development, or overall community.

Between the safety, aesthetic, commitment to regulations/requirements/thorough planning, and our dedication to the community, I hope you will strongly consider granting this request.

Written Description of Property:

Wonderful floorplan, Smooth 9' Ceilings on first floor, powder room with pedestal sink downstairs. Built-ins around fireplace in Great Room. Kitchen has granite countertops and island. Formal Living and Dining Room. Large Master Suite with vaulted ceiling, master bath w/double vanity, garden tub and separate shower. Jack and Jill Bathroom between 2 bedrooms, plus additional bedroom and bathroom. 12x14 Deck on Rear of home. Beautiful Stamped Concrete Patio with Fireplace on rear.

DocuSign Envelope ID: 93D6C8C4-503B-4649-88EF-414E50DC2020

OFFER TO PURCHASE AND CONTRACT

[Consult "Guidelines" (Form 2G) for guidance in completing this form]

For valuable consideration, the receipt and legal sufficiency of which are hereby acknowledged, Buyer offers to purchase and Seller upon acceptance agrees to sell and convey the Property on the terms and conditions of this Offer To Purchase and Contract and any addendum or modification made in accordance with its terms (together the "Contract").

1. **TERMS AND DEFINITIONS:** The terms listed below shall have the respective meaning given them as set forth adjacent to each term.

(a) "Seller": Mohler Homes Inc.

(b) "Buyer": Nicholas DiDonato Tara DiDonato

(c) "Property": The Property shall include all that real estate described below together with all appurtenances thereto including the improvements located thereon and the fixtures and personal property listed in Paragraphs 2 and 3 below.

NOTE: If the Property will include a manufactured (mobile) home(s), Buyer and Seller should consider including the Manufactured (Mobile) Home provision in the Additional Provisions Addendum (Standard Form 2A11-T) with this offer.

Street Address: 7841 Langenaria Drive

City: Angier Zip: 27501

County: Wake, North Carolina

NOTE: Governmental authority over taxes, zoning, school districts, utilities and mail delivery may differ from address shown.

Legal Description: (Complete ALL applicable)

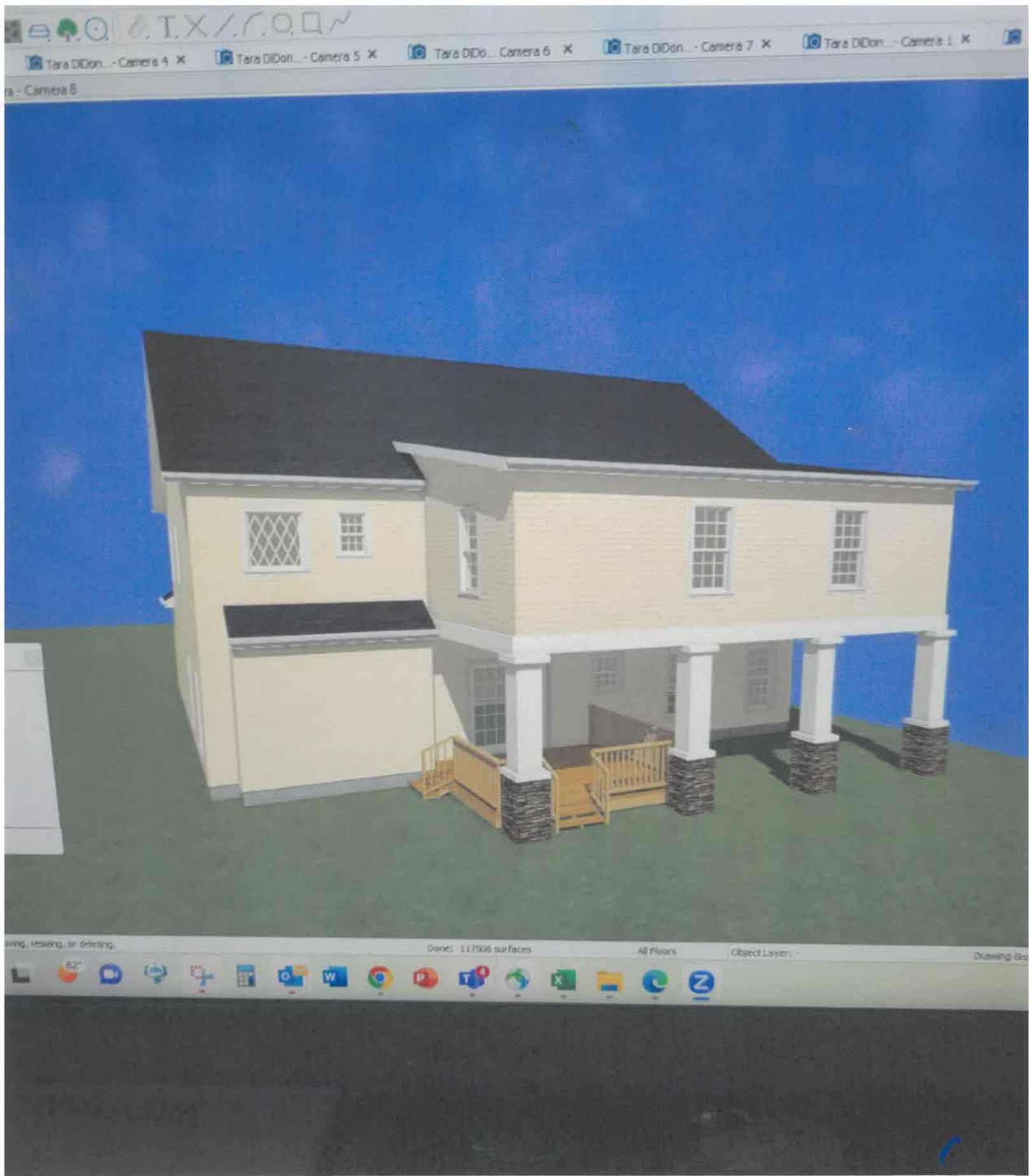
Plat Reference: Lot/Unit 24, Block/Section TBD, Subdivision/Condominium Johnson's Landing

see legal description, as shown on Plat Book/Slide _____ at Page(s) _____

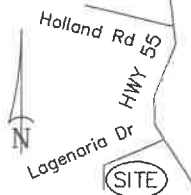
The PIN/PID or other identification number of the Property is: 0675228865

Other description: Q24 JOHNSON'S LANDING PH3A BM2006-01061

Some or all of the Property may be described in Deed Book 16547 at Page 2558



VICINITY MAP

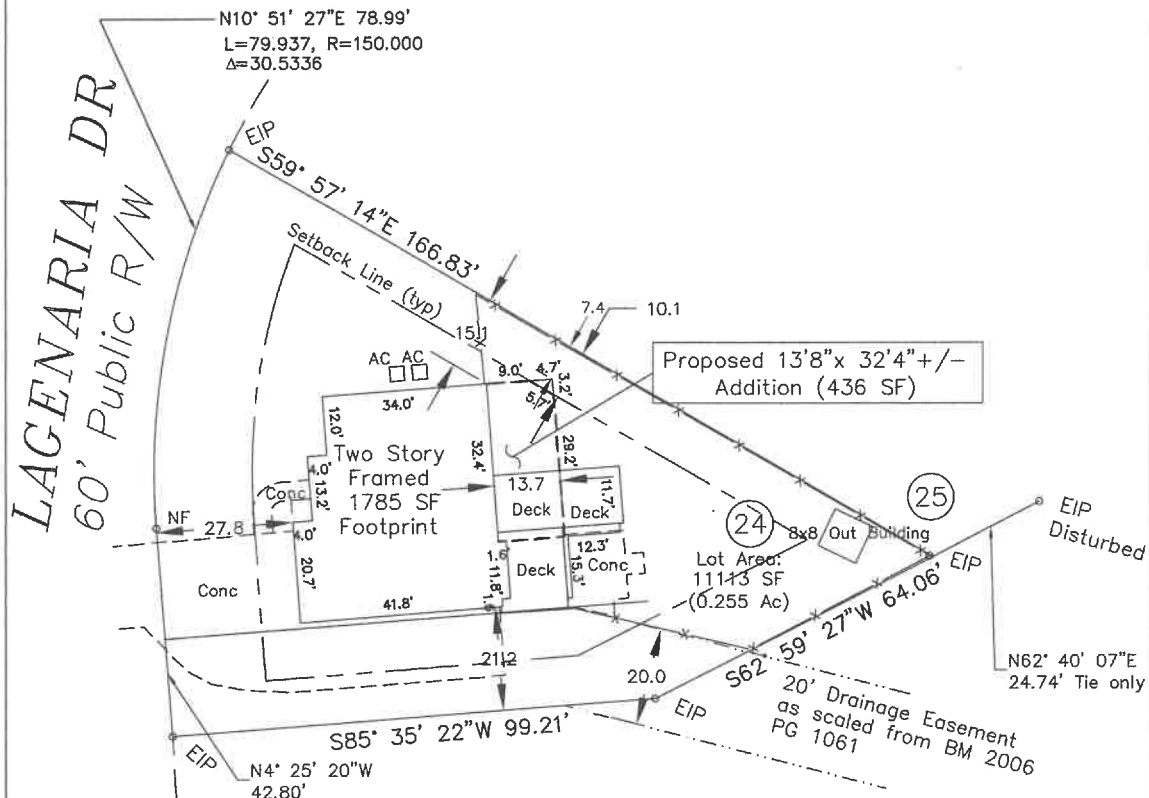
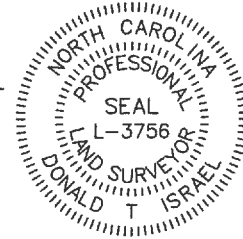


I certify that this map was drawn under my supervision from an actual survey made under my supervision (deed description in Book 17035, page 0321 or other reference source); that the boundaries not surveyed are indicated as drawn from information in Book _____, page _____ or other reference source _____; that the ratio of precision or positional accuracy is 1:10000; and that this map meets the requirements of the Standards of Practice for Land Surveying in North Carolina (21 NCAC 56.1600).

This 19 day of SEPTEMBER, 2023

SIGNED Donald T. Israel
DONALD T. ISRAEL, PLS
N.C.P.L.S. L-3756

SURVEY MAY BE SUBJECT TO ADDITIONAL
EASEMENTS, RIGHTS-OF-WAY, UTILITIES,
COVENANTS OR RESTRICTIONS, THAT MAY
BE OF RECORD.



IMPERVIOUS AREAS:

House and Porch	1785 SF
Proposed Addition	436 SF
Outbuilding	72 SF
Sidewalk, Patio, pads, etc.	295 SF
Driveway	1412 SF
Decks @ 50% (excluding overlap)	200 SF
Total Impervious Areas	4020 SF

4020/11113 = 36.2% R-10 Zoning Town of Angier

SITE DEVELOPMENT PLAN
for 14x32 ADDITION
by ENTEK DESIGN GROUP, LLC

Preliminary Plat Not for recordation,
conveyances, or sales

Lot 24 Johnson's Landing P-3
7841 Lagenaria Drive, Angier, 27501
Middle Creek Township, Wake County

ADDRESS : 7841_LAGENARIA_DR

TAX NUMBER : 0675228865

RECORDED IN MAP BOOK 2006 PAGE 1061

00000-P

DEED BOOK 17035 PAGE 0321

Zoning and Minimum Setbacks:

Zoned R-10 Town of Angier
Front : 20 ft
Side : 10 ft
Rear : 15 ft
Corner Lot Side : NA

LEGEND

• ERB	EXISTING REBAR	• NF	PROP CORNER-NOT FOUND
• EIP	EXISTING IRON PIPE	• CM	CONCRETE MONUMENT
WV	WATER VALVE	---	EP EDGE OF PAVEMENT
or METER (WM)		---	FENCE LINE
UTILITY POLE		LP	LIGHT POLE
• PB	TRANSFORMER	• MH	MANHOLE
• PHONE	TELEPHONE BOX	• CATV	CABLE TV BOX
---		---	PROPERTY LINE NOT SURVEYED
OU	OVERHEAD UTILITY (ELECTRIC AND COMMS)		
OE	OVERHEAD ELECTRIC LINES		
---	UNDERGROUND SANITARY SEWER		

AREA COMPUTED BY COORDINATE METHOD

DATE 09-19-23



SCALE 1"= 30'

DONALD T. ISRAEL
PROFESSIONAL LAND SURVEYOR

5704 TIMBER LANE
RALEIGH N.C 27606

HOME (919) 743-0282
CELL (919) 607-9355
DONALD.ISRAEL@GMAIL.COM



Town of Angier
BOARD OF ADJUSTMENT
January 23, 2024



Staff Contact: Jeff Jones (919) 639-2071 jajones@angier.org

Applicant: Mattamy Homes
Property Owner: Ted Honeycutt and Trudy & Timothy Stephenson
Location: 350 S. Raleigh St., Angier, NC
PIN #: 0673-57-8318 & 0673-67-6577

Special Use Permit Request: 168 Townhomes in R-15 Zoning

PROJECT OVERVIEW

The Town has received a request from Mattamy Homes to construct 168 townhomes on approximately 31.37 acres, located along S. Raleigh St. Townhomes are considered a permitted use. However, special regulations related to the number of units (over 20 units) requires a special use permit.

The Proposed Subdivision information:

Number of lots: 168 (3 bedroom units)

Density: 5.36 Units to an acre

Minimum Lot size: 2,400 square feet

Average Lot size: 2,800 square feet

Building Separation: 20 feet minimum

Parking required – 3 bedrooms per unit * 1 per bedroom + 1 additional parking space per unit = 672 parking spaces. Parking to be provided for in garages/driveways and in common parking areas throughout the neighborhood.

Special uses. Board of adjustment review and approval of special use permit subject to district provisions, other applicable requirements, and conditions of approval. Some special uses may also be subject to special requirements outlined in chapter 4.

Special use permits. The development and execution of this section is based on the division of the Town of Angier into districts within which the use of land and buildings and the bulk and location of buildings and structures in relation to the land are substantially uniform. Special uses may be established, under certain conditions and with the proper controls, in such as manner as to minimize any adverse effects. In granting approval of a special use permit, the board of adjustment shall impose such reasonable terms and conditions as it may deem necessary for the protection of the public health, general welfare, and public interest.

Town of Angier Comprehensive Plan

Angier Comprehensive Plan designates these properties as ‘medium density.’

Medium Density Residential (typical density 4.4 units to an acre)

Medium Density Residential District (R-10). The R-10 District is established to promote the health of the town's medium density neighborhoods and to provide for their expansion along the same traditional lines along which they were established. The district shall be applied in areas currently or proposed to be served by public water and sewer facilities. The minimum lot size is 10,000 square feet with water and sewer.

Development Standards

4.2.10 Multifamily residential.

- A. All multifamily residential developments with 20 or more proposed units shall require a special use permit from the board of adjustment.
- B. Dimensional requirements for multifamily residential developments shall be as follows:

Maximum density	12 dwelling units per acre (with public water and sewer)
Minimum public street frontage	150 feet if 20 or more units, 100 feet if less than 20 units
Front setback (project perimeter)	Projects equal to or greater than 10 acres: 100 feet Projects between 5 and 10 acres: 50 feet Projects less than 5 acres: 25 feet
Side setback (project perimeter)	30 feet
Rear setback (project perimeter)	30 feet
Minimum building separation	10 feet

Maximum units per structure	Single-story structure: 6 units Multistory structure: 18 units
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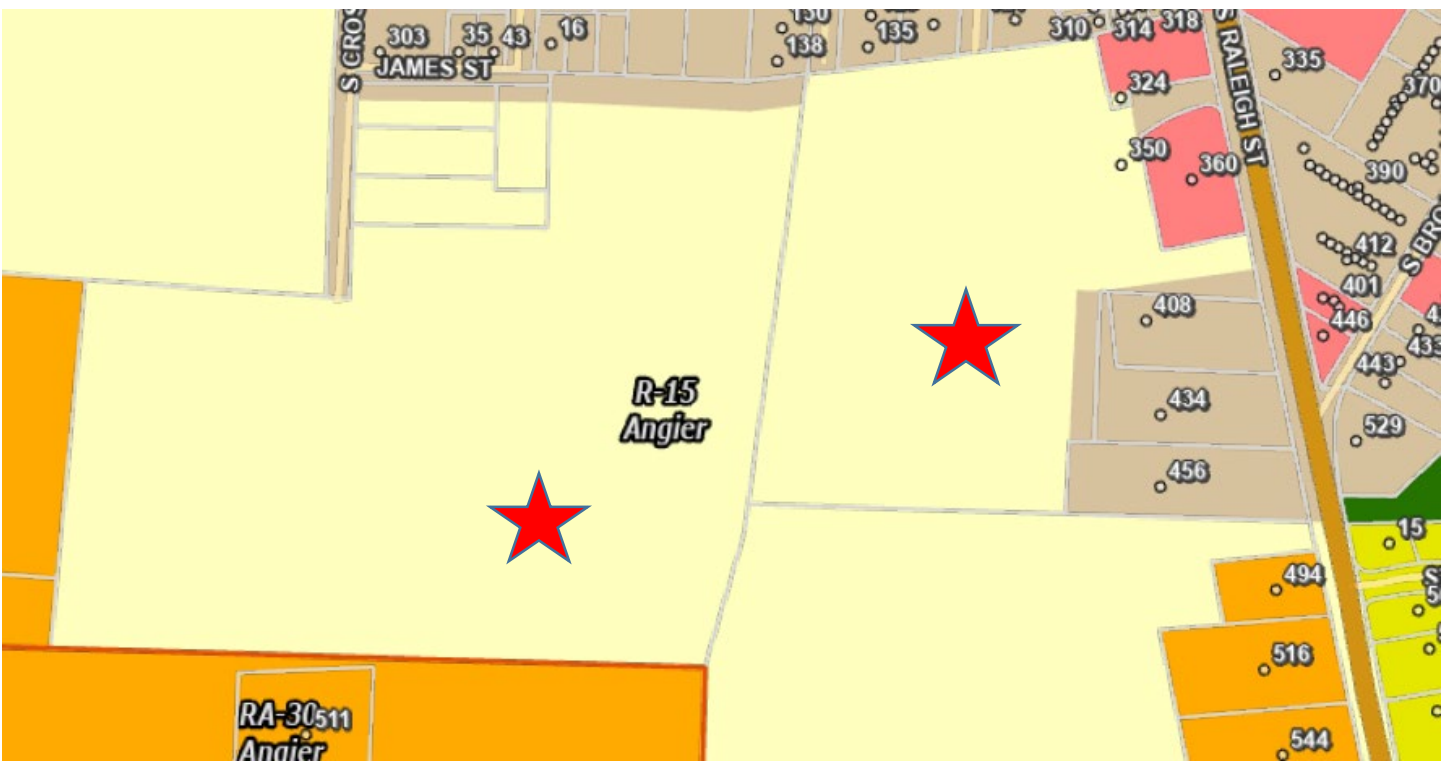
- C. All structures shall be a minimum of ten feet from all internal parking areas, and drive-aisles.
- D. Project perimeter setback areas shall be free of any structures, excluding access ways and signs.
- E. Amenities and accessory structures shall be permitted as an accessory use to the primary use.
- F. Developments of 50 units or more shall provide two means of ingress and egress.

(Ord. No. 2010.1, 12-7-2010; Ord. of 3-5-2019)

Properties in Question – 31.37 Acres at 350 S. Raleigh St.



Zoning Map:



Board Decision:

If Board approves Special Use Permit:

Applicant will be allowed to proceed with developing the Townhome community. All Ordinance requirements and applicable State permitting will be required prior to construction.

If Board Denies Special Use Permit:

Applicant will not be allowed to proceed with the Townhomes community.

Special Use Permit Approval Criteria:

The Board Of Adjustment Shall Find That The Following Conditions Exist Prior To Granting Approval Of A Special Use Permit Application:

- A. The Requested Use Will Not Impair The Integrity Or Character Of The Surrounding Or Adjoining Districts;
- B. The Requested Use Will Not Be Detrimental To The Health, Morals, Or Welfare;
- C. Adequate Utilities, Access Streets, Drainage, Sanitation And/Or Other Necessary Facilities Have Been Or Are Being Provided;
- D. That Adequate Measures Have Been Or Will Be Taken To Provide Ingress And Egress So Designed As To Minimize Traffic Congestion In The Public Streets; And
- E. That The Special Use Shall, In All Other Respects, Conform To The Applicable Regulations Of The District In Which It Is Located, Except as such regulations may, in each instance, be modified by the board of adjustment.



TECHNICAL REVIEW COMMITTEE (TRC)

Town of Angier, North Carolina
Planning Department
55 N. Broad Street West / PO Box 278, Angier, NC 27501
Phone: (919) 331-6702 / Fax: (919) 639-6130

Development Name:

Phase (If applicable):

Development Type:

- | | |
|--|--|
| ☒ Major Subdivision Preliminary Plat | ☐ Commercial Site Plan |
| ☐ Major Subdivision Final Plat | ☐ Multi-Family Site Plan |
| ☐ Minor Subdivision Plat | ☐ Partial Site Plan / Site Revision |
| ☐ Planned Development (PUD) | |

Planning Staff only

File Number:

Applicant Information

Owner of Record:

Name: Ted W. Honeycutt & Sue B. Honeycutt
Address: S Cross St
City/State/Zip: Angier, NC 27501
E-mail: _____
Phone: _____
Fax: _____
Mobile: _____

Developer:

Name: Mattamy Homes, LLC.
Address: 11000 Regency Parkway, Suite 110
City/State/Zip: Cary, NC 27518
E-mail: _____
Phone: _____
Fax: _____
Mobile: _____

Representative:

Name: Mike Roselli, PE, PLA
Address: 1149 Executive Drive
City/State/Zip: Cary, NC 27511
E-mail: mroselli@underfootengineering.com
Phone: 919-576-9733
Fax: _____
Mobile: _____

Engineer/Surveyor:

Name: Mike Roselli, PE, PLA
Address: 1149 Executive Drive
City/State/Zip: Cary, NC 27511
E-mail: mroselli@underfootengineering.com
Phone: 919-576-9733
Fax: _____
Mobile: _____

Property Description

PIN(s): 0673-57-8318 Acres: 20.458

Deed Book: 740 Page: 341	
Current Zoning: ☐ Open Space & Recreation (OSR) ☐ RA-30 ☒ R-15 ☒ R-10 ☐ R-6 ☐ Office & Institutional (O&I) ☐ Central Business (CB) ☐ General Commercial (GC) ☐ Commerce Park (CP) ☐ Conditional Zoning :	Future Land Use Classification: ☐ Open Space & Recreation (OSR) ☐ Low Density Residential (LDR) ☐ Medium Density Residential (MDR) ☐ High Density Residential (HDR) ☐ Residential Mixed Use (RMU) ☐ Office Institutional (O&I) ☐ Commercial Mixed Use (CMU) ☐ Central Business (CB) ☐ Commercial (COM) ☐ Light Industrial (LI)

Environmental Description

Does this site contain any perennial, intermittent streams or rivers? ☐ Yes ☒ No

Stream name(s): _____

Does this site contain any Flood Zone areas? ☐ Yes ☒ No

If YES, approximate acreage: _____ Acres

Does this site lie within a Watershed? ☒ Yes ☐ No

If applicable, what is the total amount of impervious surfaces? +/- 14.14 AC

Were any wetlands observed on the site? ☐ Yes ☒ No

Unique Features (Cemeteries, etc...): _____

Adjoining Agricultural Uses:

- ☐ Cattle
- ☒ Crops (Nursery or Row Crops)
- ☐ Equestrian
- ☐ Hog
- ☐ Poultry
- ☐ Voluntary Agricultural District
- ☐ Other: _____

Project Description

SINGLE FAMILY SUBDIVISIONS

- ☐ Site Built
- ☐ Modular Homes

COMMERCIAL/MULTIFAMILY

- ☐ Masonry Structure
- ☐ Frame Structure
- ☐ Single Story Structure
- ☒ Multiple Story Structure

Total number of
lots/units: 168

Total acreage of proposed open space: 14.47 acres

Total acreage of proposed active recreational space: 4.96 acres

COMMERCIAL DEVELOPMENTS

Business Type/Description: _____

Hours & Days of Operation: _____

Hazardous Materials on Site: _____

Utilities Impact

Water: ☒ Public
☐ Private (Well)

Sewer: ☒ Public
☐ Private (Septic
System)

Electrical: ☐ Above Ground
☐ Underground

Distance (in feet) to nearest water line: 3

Distance (in feet) to nearest sewer line: 0

Distance (in feet) to the nearest fire hydrant: 0

Final Plats:

Have all Town of Angier Public Works requirements been completed? ☒ Yes ☐ No

Have inspections been completed by Public Works and Fire Marshal? ☐ Yes ☒ No

Traffic Analysis Impact

Has a Traffic Impact Analysis (TIP) been required by NC DOT for this development? ☒ Yes ☐ No

Please list any anticipated circulation improvements that will accompany the development: _____

Characteristics of road(s) within development:

- ☐ Private Roads
- ☒ Town of Angier
- ☐ NC DOT

Have you received Street Name Pre-Approval from GIS? ☒ Yes ☐ No

Commercial/Multifamily:

Total Number of Proposed Parking

Spaces:

674

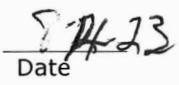
Parking Area Surface Material: Asphalt**Attachments (Must be submitted with application)**

	MAJOR SUB. PRELIMINARY PLAT	MAJOR SUB. FINAL PLAT	MINOR SUB. PLAT	COMMERCIAL SITE PLAN	MULTIFAMILY SITE PLAN	PARTIAL SITE PLAN
PLEASE PROVIDE 3 PAPER COPIES OF:						
Site Plan/Subdivision Plan/Master Plan	•	•	•	•	•	•
Plat Of Survey	•	•	•	•	•	•
As-Built Drawings		•	•			
PLEASE PROVIDE 1 COPY OF: All items are required if applicable						
Street Name Pre-Approval Letter	•	•	•		•	
Preliminary Soils Report	•		•			
HOA Documents & Restrictive Covenants		•	•	•	•	
Land Use Application (Zoning Approval)				•	•	•
Final Soils Report		•				
Traffic Impact Analysis (if required)	•			•		
Stormwater Management Permit & Plan		•	•	•	•	•
Erosion Control Plan		•	•	•	•	•

Item	Fee	Subtotal	Total Due
PLANNED DEVELOPMENT MASTER PLAN			
Master Plan Review Fee	\$300.00		
Additional Per Unit Fee	\$1.00		
MAJOR SUBDIVISION PRELIMINARY PLAT			
Plat Review Fee	\$300.00	\$300.00	
Additional Per Lot Fee	\$5.00	\$900.00	\$1,200.00
MAJOR SUBDIVISION FINAL PLAT			
Planning Review Fee	\$200.00		
MINOR SUBDIVISION PLAT (1-2 New Lots)			
Planning Review Fee	\$100.00		
MINOR SUBDIVISION PLAT (3-5 New Lots)			
Planning Review Fee	\$200.00		
COMMERCIAL SITE PLAN			
Site Plan Review Fee	\$400.00		
Partial/Revised Site Plan Review Fee	\$100.00		
Construction Drawings Review Fee	\$400.00		
Storm Drainage Review Fee	\$350.00		
Land Use Application Fee	\$35.00		

Signatures

The undersigned applicant hereby certifies that, to the best of his or her knowledge and belief, all information supplied with this application is true and accurate:

 _____ Property Owner Signature	 _____ Date	_____ Authorized Agent Signature	_____ Date
--	--	-------------------------------------	---------------

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TECHNICAL REVIEW COMMITTEE (TRC)

Town of Angier, North Carolina
Planning Department
55 N. Broad Street West / PO Box 278, Angier, NC 27501
Phone: (919) 331-6702 / Fax: (919) 639-6130

Development Name:

Phase (If applicable):

Development Type:

- | | |
|--|--|
| ☒ Major Subdivision Preliminary Plat | ☐ Commercial Site Plan |
| ☐ Major Subdivision Final Plat | ☐ Multi-Family Site Plan |
| ☐ Minor Subdivision Plat | ☐ Partial Site Plan / Site Revision |
| ☐ Planned Development (PUD) | |

Planning Staff only

File Number:

Applicant Information

Owner of Record:

Name: Trudy Chappel Stephenson & Timothy Arden Stephenson
Address: 219 Stancil Road
City/State/Zip: Angier, NC 27501
E-mail: _____
Phone: _____
Fax: _____
Mobile: _____

Developer:

Name: Mattamy Homes, LLC.
Address: 11000 Regency Parkway, Suite 110
City/State/Zip: Cary, NC 27518
E-mail: _____
Phone: _____
Fax: _____
Mobile: _____

Representative:

Name: Mike Roselli, PE, PLA
Address: 1149 Executive Drive
City/State/Zip: Cary, NC 27511
E-mail: mroselli@underfootengineering.com
Phone: 919-576-9733
Fax: _____
Mobile: _____

Engineer/Surveyor:

Name: Mike Roselli, PE, PLA
Address: 1149 Executive Drive
City/State/Zip: Cary, NC 27511
E-mail: mroselli@underfootengineering.com
Phone: 919-576-9733
Fax: _____
Mobile: _____

Property Description

PIN(s): 0673-67-6577 Acres: 10.914

Deed Book: <u>2878</u> Page: <u>187</u>	
Current Zoning: ☐ Open Space & Recreation (OSR) ☐ RA-30 ☒ R-15 ☐ R-10 ☐ R-6 ☐ Office & Institutional (O&I) ☐ Central Business (CB) ☐ General Commercial (GC) ☐ Commerce Park (CP) ☐ Conditional Zoning :	Future Land Use Classification: ☐ Open Space & Recreation (OSR) ☐ Low Density Residential (LDR) ☐ Medium Density Residential (MDR) ☐ High Density Residential (HDR) ☐ Residential Mixed Use (RMU) ☐ Office Institutional (O&I) ☐ Commercial Mixed Use (CMU) ☐ Central Business (CB) ☐ Commercial (COM) ☐ Light Industrial (LI)

Environmental Description

Does this site contain any perennial, intermittent streams or rivers? ☐ Yes ☒ No

Stream name(s): _____

Does this site contain any Flood Zone areas? ☐ Yes ☒ No

If YES, approximate acreage: _____ Acres

Does this site lie within a Watershed? ☒ Yes ☐ No

If applicable, what is the total amount of impervious surfaces? +/- 14.14 AC

Were any wetlands observed on the site? ☐ Yes ☒ No

Unique Features (Cemeteries, etc...): _____

Adjoining Agricultural Uses:

- ☐ Cattle
- ☒ Crops (Nursery or Row Crops)
- ☐ Equestrian
- ☐ Hog
- ☐ Poultry
- ☐ Voluntary Agricultural District
- ☐ Other: _____

Project Description

SINGLE FAMILY SUBDIVISIONS

- ☐ Site Built
- ☐ Modular Homes

COMMERCIAL/MULTIFAMILY

- ☐ Masonry Structure
- ☐ Frame Structure
- ☐ Single Story Structure
- ☒ Multiple Story Structure

Total number of
lots/units: 168

Total acreage of proposed open space: 14.47 acres

Total acreage of proposed active recreational space: 4.96 acres

COMMERCIAL DEVELOPMENTS

Business Type/Description: _____

Hours & Days of Operation: _____

Hazardous Materials on Site: _____

Utilities Impact

Water: ☒ Public
☐ Private (Well)

Sewer: ☒ Public
☐ Private (Septic
System)

Electrical: ☐ Above Ground
☐ Underground

Distance (in feet) to nearest water line: 3

Distance (in feet) to nearest sewer line: 0

Distance (in feet) to the nearest fire hydrant: 0

Final Plats:

Have all Town of Angier Public Works requirements been completed? ☒ Yes ☐ No

Have inspections been completed by Public Works and Fire Marshal? ☐ Yes ☒ No

Traffic Analysis Impact

Has a Traffic Impact Analysis (TIP) been required by NC DOT for this development? ☒ Yes ☐ No

Please list any anticipated circulation improvements that will accompany the development: _____

Characteristics of road(s) within development:

- ☐ Private Roads
- ☒ Town of Angier
- ☐ NC DOT

Have you received Street Name Pre-Approval from GIS? ☒ Yes ☐ No

Commercial/Multifamily:

Total Number of Proposed Parking

Spaces:

674

Parking Area Surface Material: Asphalt**Attachments (Must be submitted with application)**

	MAJOR SUB. PRELIMINARY PLAT	MAJOR SUB. FINAL PLAT	MINOR SUB. PLAT	COMMERCIAL SITE PLAN	MULTIFAMILY SITE PLAN	PARTIAL SITE PLAN
PLEASE PROVIDE 3 PAPER COPIES OF:						
Site Plan/Subdivision Plan/Master Plan	•	•	•	•	•	•
Plat Of Survey	•	•	•	•	•	•
As-Built Drawings		•	•			
PLEASE PROVIDE 1 COPY OF: All items are required if applicable						
Street Name Pre-Approval Letter	•	•	•		•	
Preliminary Soils Report	•		•			
HOA Documents & Restrictive Covenants		•	•	•	•	
Land Use Application (Zoning Approval)				•	•	•
Final Soils Report		•				
Traffic Impact Analysis (if required)	•			•		
Stormwater Management Permit & Plan		•	•	•	•	•
Erosion Control Plan		•	•	•	•	•

Item	Fee	Subtotal	Total Due
PLANNED DEVELOPMENT MASTER PLAN			
Master Plan Review Fee	\$300.00		
Additional Per Unit Fee	\$1.00		
MAJOR SUBDIVISION PRELIMINARY PLAT			
Plat Review Fee	\$300.00	\$300.00	
Additional Per Lot Fee	\$5.00	\$900.00	\$1,200.00
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| ☐ Planned Development (PUD) | |

Planning Staff only

File Number:

Applicant Information

Owner of Record:

Name: WKM Properties, LLC
Address: 9417 Purfoy Road
City/State/Zip: Fuquay-Varina, NC 27526
E-mail: _____
Phone: _____
Fax: _____
Mobile: _____

Developer:

Name: Mattamy Homes, LLC.
Address: 11000 Regency Parkway, Suite 110
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Property Description

PIN(s): 0673-77-0753 Acres: 1.00

Deed Book: 3563 Page: 0420	
Current Zoning: ☐ Open Space & Recreation (OSR) ☐ RA-30 ☐ R-15 ☐ R-10 ☐ R-6 ☐ Office & Institutional (O&I) ☐ Central Business (CB) ☒ General Commercial (GC) ☐ Commerce Park (CP) ☐ Conditional Zoning :	Future Land Use Classification: ☐ Open Space & Recreation (OSR) ☐ Low Density Residential (LDR) ☐ Medium Density Residential (MDR) ☐ High Density Residential (HDR) ☐ Residential Mixed Use (RMU) ☐ Office Institutional (O&I) ☐ Commercial Mixed Use (CMU) ☐ Central Business (CB) ☐ Commercial (COM) ☐ Light Industrial (LI)

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HOA Documents & Restrictive Covenants		•	•	•	•	
Land Use Application (Zoning Approval)				•	•	•
Final Soils Report		•				
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SOUTH CROSS SPECIAL USE PERMIT WRITTEN RESPONSES

Public Convenience & Welfare

1. Why are you requesting this use?

According to Angier Zoning Ordinance 4.2.10 Multifamily Residential, “*All multifamily residential developments with 20 or more proposed units shall require a special use permit from the board of adjustment*”. According to the Angier Planning Department, though the intent of the builder is to build fee-simple townhomes for individual sale, townhomes are considered multifamily.

2. How will this use benefit the citizens of the Town of Angier?

The project will provide additional housing and diversify the surrounding developments, contributing beneficial factors for successful growth in the Town of Angier. The proposed development will provide an increased tax base, increasing revenue generated during development and home sales. An increase in building permits and associated inspection fees is to be expected, as well as an increase in property taxes.

On-Site & Surrounding Land Uses

3. How will the use you are requesting affect the surrounding properties, residents, and business in the area? Describe in detail why and how it will or will not affect the surrounding area.

Construction of the proposed development will be contained within the boundaries of the site to prevent the proposed development from impeding adjacent properties. This proposed development will provide connectivity to existing properties and businesses, providing road connectivity and utility stubs at the property line to promote future connectivity in an orderly fashion. This can be seen on the Subdivision Plan and Preliminary Utility Plan found within the Preliminary Plat submittal.

Utilities, Access Roads, Drainage, etc...

4. Describe the driveway (width and surface) that you will be using to enter and exit the property.

The proposed roadway is 35' back-to-back with a 60' right-of-way, in compliance with the Town of Angier road cross section specifications. Roadway will be paved according to the Town of Angier paving design specifications. Proposed roadway (R001) will connect to S. Raleigh Street.

5. Describe the drainage of this property.

The proposed site drainage will be treated within the site via use of on-site stormwater control measures (SCMs). The site is currently proposing the development of two (2) SCMs (wet ponds) to ensure functionality and capacity. As on-site stormwater permitting efforts are ongoing with the Town as well as NCDEQ, the final configuration is subject to

change. However, the development will meet all applicable stormwater ordinances and engineering requirements, ensuring that the site continues to drain according to its existing drainage patterns and meeting all water quality and quantity requirements.

6. How is your trash and garbage going to get to the landfill?

Trash and garbage will be collected either via local Town of Angier Trash & Recycling Service or private trash collection.

Traffic

7. Describe the traffic conditions and sight distances at the road that serves the property.

Per the findings of the Traffic Impact Analysis (TIA) from McAdams, S. Raleigh Street, the primary road that serves the property, is a 35 mph road with an Annual Average Daily Traffic (AADT) of 13,500 vehicles per day (2021). Sight distance for the intersection of R001 and S. Raleigh Street will be in accordance with the NCDOT Sight Distance Triangle design specifications.

8. What is the approximate distance between your driveway and the next nearest driveway or intersection?

The approximate distance between the intersection of proposed R001 and S. Raleigh Street is 600 feet north from the intersection of S. Raleigh Street and S Broad Street E, and 750 feet south from the intersection of S. Raleigh Street and W McIver Street.

General

9. How many employees will this development employ?

Not applicable. This is a residential development.

10. What is the estimated investment of the development?

Not applicable. This is a residential development.

11. What experience do you have in the proposed field?

Mattamy is the largest privately held home builder in North America.

Conditions

12. State any conditions that you would be willing to consider as part of the approved Special Use Permit.

1. The number of dwelling units will be limited to one hundred and sixty-eight (168).
2. To promote variations in building appearance, each building shall have two distinct facades.
3. A varied color palette shall be utilized on buildings throughout the subdivision to include a harmonious mix of colors for siding.

4. All homes shall have a 1-car garage minimum.
5. Variation in front façade shall include at least two of the following:
 - a. Changes in exterior materials such as brick, masonry, board and batten, horizontal siding, or shake siding.
 - b. Changes in rooflines, directions, or materials
 - c. Addition of front dormers, shed roofs, or gables
 - d. Addition/variation of a front porch, balcony, covered entry, portico or stoop.
 - e. Addition of decorative trim, shake, horizontal trim, gable brackets, or air vents/windows on gables.
 - f. Addition of shutters, window trim, or window grids.
6. Northern boundary along R001 will be upgraded from a Type A buffer to a Type B buffer.
7. Any roadway improvements required as part of the NCDOT TIA review shall be a condition of Construction Drawing approval.
8. Any sanitary sewer improvements required for adequate downstream capacity as part of a Town of Angier Wastewater Collection System analysis review shall be a condition of Construction Drawing approval.
9. Connections to Oak Wood Drive and Crestview Drive are included as part of this development. Issuance of building permits and certificates of occupancy shall not be withheld if the developer cannot obtain temporary construction easements to complete the connections shown.

13. Additional comment the Board should consider in reviewing your application.

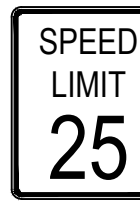
N/A

X:\CIVIL\PROJECTS\2022\C20229 - SOUTH CROSS SECTIONS\PLAN SETS\DP\C20229 - SOUTH CROSS SECTIONS\PLAN SETS\DP\JEFFREYARADADA 12.15.22 @ 2:59 PM LAST SAVED BY: JEFFREYARADADA

STREET CROSS SECTION TABLE	
STREET NAME	CROSS SECTION TYPE
JAMES STREET	60' ROW, 35' B-B
OAKWOOD ROAD	50' ROW, 29' B-B
ALDEN PARK DRIVE	50' ROW, 29' B-B
S CROSS STREET	50' ROW, 29' B-B
ANNADALE WAY	50' ROW, 29' B-B
CASTLETON DRIVE	50' ROW, 29' B-B
SILVERMIST DRIVE	50' ROW, 29' B-B

NOTE: PLEASE SEE TOWN OF ANGLER ROADWAY TYPICAL DETAILS ON SHEET C-500.

SIGNAGE / RAMP LEGEND			
KEY	SIGN / RAMP	STANDARD	NOTES
S1	CROSSWALK SIGN	W11-2	36"x36"
S2	STOP SIGN	R1-1	30"x30"
S3	ADA PARKING	--	REFER TO SHEET C-800
S4	NO OUTLET	W14-2	36"x36"
ADA	PROP. ADA RAMP	--	REFER TO SHEET C-800



IMPERVIOUS TABLE		
	SF	AC
TOTAL TRACT AREA	1366477	31.37
IMPERVIOUS AREA IN LOTS (X SF PER LOT)	350784	8.05
ROADWAY IMPERVIOUS	264669	6.08
MAIL KIOSK IMPERVIOUS AREA	446	0.01
TOTAL	615899	14.14

ROAD CENTERLINE CURVE TABLE					
CURVE	RADIUS	LENGTH	CHORD BEARING	CHORD	TANGENT
C1	300.00'	79.70'	S81°02'44"E	79.46'	015°13'17"
C2	230.00'	115.75'	S87°51'06"E	114.53'	028°50'01"
C3	230.00'	8.25'	N02°22'16"E	8.25'	002°03'18"
C4	300.00'	5.32'	N01°51'05"E	5.32'	001°00'55"

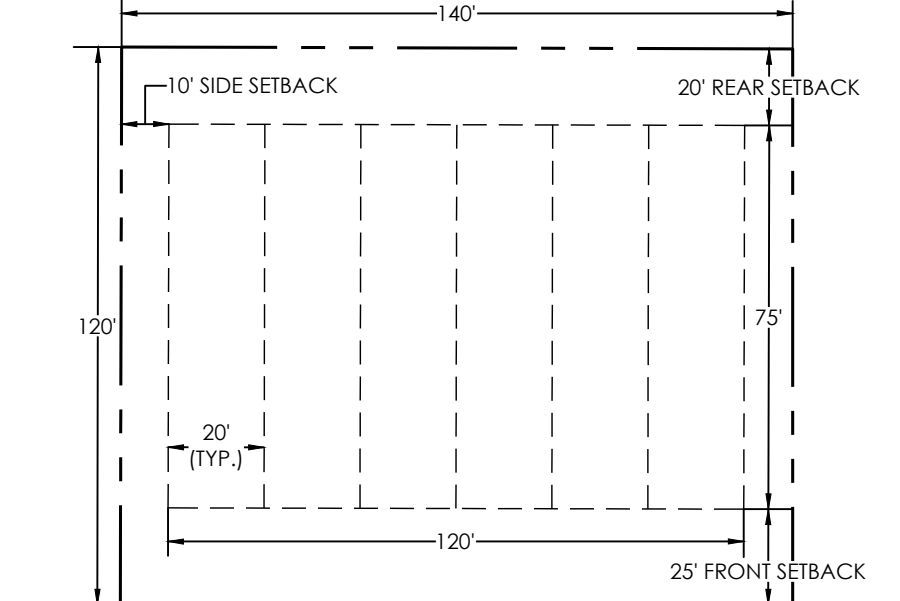
ROAD CENTERLINE LINE TABLE		
LINE	BEARING	DISTANCE
L1	S88°39'23"E	735.00'
L2	S73°26'06"E	31.37'
L3	N77°43'53"E	209.26'
L4	N01°20'37"E	549.79'
L5	N03°23'56"E	85.28'
L6	N01°20'37"E	927.00'
L7	N01°20'37"E	143.62'
L8	S88°39'23"E	1259.54'
L9	N01°20'37"E	435.00'
L10	S88°39'23"E	795.00'
L11	N01°20'37"E	93.31'

SUBDIVISION NOTES

1. REFER TO GENERAL NOTES ON SHEET C-100.
2. SETBACKS ARE SHOWN IN ACCORDANCE WITH THE APPROVED TOWN OF ANGLER STANDARDS.
3. UTILITY AND PIPELINE EASEMENTS SHALL BE RECORDED AS PART OF THE SUBDIVISION PLAT AFTER CONSTRUCTION IS COMPLETED.
4. COMMON OPEN SPACE SHALL BE MAINTAINED BY THE NEIGHBORHOOD HOMEOWNERS ASSOCIATION. OPEN SPACE INCLUDES A BLANKET DRAINAGE AND ACCESS EASEMENT FOR THE STORMWATER BMP.
5. ADJACENT OPEN SPACE WILL BE RECORDED AS LOTS ARE RECORDED.
6. TREES SHALL NOT BE PLANTED IN ANY TOWN OF ANGLER SANITARY SEWER EASEMENTS.
7. ALL SIGHT DISTANCE TRIANGLES ARE IN ACCORDANCE WITH AASHTO STANDARDS.
8. ALL PROPOSED PAVEMENT SECTIONS ARE MINIMUM STANDARDS. FINAL PROPOSED PAVEMENT SECTION DESIGNS WILL NEED TO BE PROVIDED TO THE TOWN AND NCDOT FOR REVIEW AND APPROVAL PRIOR TO PLACEMENT OF ANY BASE MATERIAL.
9. THE DEVELOPER WILL BE RESPONSIBLE FOR ALL INSTALLATION COSTS ASSOCIATED WITH STREET LIGHTING ALONG PROPOSED STREET AND ADJACENT STREET REQUIRED PER TOWN OF ANGLER STREET LIGHTING SPECIFICATIONS. THE DEVELOPER SHALL CONTACT DUKE PROGRESS ENGINEERING AFTER PLAN APPROVAL AND PRIOR TO CONSTRUCTION IN ORDER TO DEVELOP A STREET LIGHTING PLAN FOR THE SUBDIVISION.
10. REFER TO DETAIL ON THIS SHEET FOR TYPICAL ROAD CROSS SECTIONS.
11. ADA RAMPS SHALL BE CONSTRUCTED TO NCDOT SPECIFICATIONS WITH A 4'x4' LANDING AREA AND 48" PASSING DISTANCE BEHIND RAMP.
12. SUBDIVISION MAIL WILL BE HANDLED BY CLUSTER BOX UNITS (CBUs). STANDARD SIZES APPROVED BY THE USPS HAVE BEEN CHOSEN AND CONTAIN EXTRA BOXES. CBUs SHALL HAVE REAR-LOADING DELIVERY ACCESS.
13. CONTRACTOR MUST REFER TO THE ARCHITECTURAL/BUILDING PLANS "OF RECORD" FOR EXACT LOCATIONS AND DIMENSIONS OF ENTRY/EXIT POINTS, ELEVATIONS, PRECISE BUILDING DIMENSIONS, AND EXACT BUILDING UTILITY LOCATIONS.
14. ALL DIMENSIONS ARE TO FACE OF CURB, EDGE OF PAVEMENT, OR EDGE OF BUILDING, UNLESS NOTED OTHERWISE.
15. SIZE TO BE DETERMINED AT TIME OF CONSTRUCTION BUT IN ACCORDANCE WITH ANGLER REQUIREMENTS.

PAVEMENT MARKING & SIGNAGE NOTES

1. ALL PAVEMENT MARKINGS AND STREET SIGNAGE SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES OR LOCAL JURISDICTIONAL REQUIREMENTS.
2. PAVEMENT MARKINGS SHALL BE THERMOPLASTIC AND SHALL COMPLY WITH NCDOT STANDARDS AND SPECIFICATIONS.
3. SIGNS MUST USE PRISMATIC SHEETING AND MEET THE MINIMUM RETROREFLECTIVITY LEVELS SHOWN IN THE LATEST EDITION OF THE MUTCD. SIGNS PROVIDED FOR PEDESTRIAN CROSSINGS SHALL USE THE STRONG YELLOW-GREEN COLORING.
4. ALL SPECIALTY TRAFFIC CONTROL AND STREET NAME SIGNS AND POSTS MUST COMPLY WITH LOCAL JURISDICTIONAL STANDARDS AND SPECIFICATIONS. STREET NAME SIGNS SHALL ADHERE TO THE MUTCD OR LOCAL JURISDICTIONAL REQUIREMENTS RELATED TO COLOR, LETTER CASE, AND LETTER HEIGHT.



TYP. TOWNHOUSE BUILDING DETAIL

NOT TO SCALE

OPEN SPACE CALCULATIONS

	SF	AC	%
TOTAL AREA OF PROJECT			
	1366477	31.37	
OPEN SPACE			
REQUIRED (UDO ARTICLE 6.3.2)	273295	6.27	20.0%
PROVIDED			
OPEN SPACE 1 (REC - SEE BELOW)	349,591	8.03	55.4%
OPEN SPACE 2	25,553	0.59	4.1%
OPEN SPACE 3	10,031	0.23	1.4%
OPEN SPACE 4	7,423	0.17	1.2%
OPEN SPACE 5	3,430	0.08	0.5%
OPEN SPACE 6	5,228	0.12	0.8%
OPEN SPACE 7	16,403	0.38	2.8%
OPEN SPACE 8	5,228	0.12	0.8%
OPEN SPACE 9	57,856	1.33	9.2%
OPEN SPACE 10	58,376	1.34	9.3%
OPEN SPACE 11 (REC - SEE BELOW)	91,362	2.10	14.5%
TOTAL	630481	14.47	230.7%
RECREATIONAL OPEN SPACE			
REQUIRED (UDO - ARTICLE 6.3.3)	136,648	3.14	50% OF OS
PROVIDED SHADED AREA	215,935	4.92	
PART OF OPEN SPACE 1 (AMENITY AREA 4)	115,670	2.66	53.6%
GREEN, TRAILS, & DOG PARK			
PART OF OPEN SPACE 11 (AMENITY AREA 3)	36,810	0.85	17.0%
PLAY GROUND			
PART OF OPEN SPACE 9 (AMENITY AREA 1)	31,776	0.73	14.7%
PART OF OPEN SPACE 10 (AMENITY AREA 2)	31,678	0.73	14.7%
TOTAL	215934	4.96	158.02%

PARKING SPACE CALCULATIONS

REQUIRED PARKING	UNITS	672
PROPOSED PARKING		
2-CAR GARAGE	54	112
1-CAR GARAGE	112	112
2-CAR DRIVEWAYS	168	336
OFF-STREET SURFACE PARKING	114	114
TOTAL		674

PLAN REVISIONS

#	DATE	REVISION	BY
1	2023.12.15	TRC COMMENTS	JT



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PROJECT:

ALDEN PARK MAJOR SUBDIVISION PRELIMINARY PLAT

350 S. RALEIGH ST.
ANGIER, NC 27501

PROJECT #: C22029
DRAWN BY: JT
REVIEWED BY: MR
1ST SUBMITTAL: 2023.08.31
SCALE: 1"=100'

FOR REVIEW AND APPROVAL

PREPARED FOR:

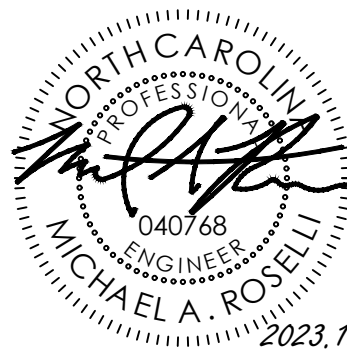


PREPARED BY:



1149 EXECUTIVE CIRCLE
CARY, NC 27511
919.576.9733
NCBLS C3847 | NCBSLA C683

SHEET:



SHEET:

OVERALL SUBDIVISION PLAN

C-200



GRAPHIC SCALE



NORTH



SOUTH CROSS TOWNHOMES

Traffic Impact Analysis, Angier, NC / June 2023

Prepared by:
McAdams

SOUTH CROSS TOWNHOMES

ANGIER, NORTH CAROLINA

TRAFFIC IMPACT ANALYSIS

PROJECT NUMBER: SPEC23119
PREPARED BY: TYLER HUGGINS
REVIEWED BY: NATE BOUQUIN, PE, PTOE

DATE: JUNE 2023



621 HILLSBOROUGH STREET, SUITE 500
RALEIGH, NC 27603
NC Lic. # C-0293



EXECUTIVE SUMMARY

The proposed residential development will be located north of Tippet Road, west of S. Raleigh Street, and south of W. Depot Street in Angier, NC. Site access will be served via one (1) full movement driveway on S. Raleigh Street and a connection to South Cross Street. The site is currently undeveloped and is expected to consist of a maximum of 200 townhomes. The proposed site is expected to be built-out by the year 2028. The purpose of this Traffic Impact Analysis (TIA) is to determine the potential traffic impacts of this development and to identify transportation improvements that may be required to mitigate the impacts on the roadway network.

A TIA Scoping Checklist was reviewed and approved by the North Carolina Department of Transportation (NCDOT) and the Town of Angier (Town), reviewing the TIA scope and assumptions. The scoping checklist and approval correspondence is provided in the appendix of this study. Based on the approved scoping, the following intersections are included in this TIA study area:

- > S. Raleigh Street and W. Depot Street
- > W. Depot Street and W. Church Street
- > W. Church Street and S. Cross Street
- > S. Raleigh Street and Tippet Road
- > S. Raleigh Street and Site Drive 1 (*Proposed*)

To determine the traffic impacts of the proposed development, the following analysis scenarios are included in this study:

- > Existing (2023) Traffic Conditions
- > No-Build (2028) Traffic Conditions
- > Build (2028) Traffic Conditions

Peak hour traffic counts were conducted at the existing study intersections in April 2023 and balanced between study intersections, as appropriate, to determine Existing (2023) traffic volumes. To account for adjacent developments and background development growth, a 4% annual growth rate was applied to the existing traffic volumes to determine the No-Build (2028) traffic volumes. Adjacent developments were assumed to be included in this growth rate and no additional site trips were added to this study.

Based on the Institute for Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition, and the suggested method of trip calculations provided in NCDOT's *Rate vs. Equation spreadsheet* trips for the proposed development were calculated for weekday daily, weekday AM peak hour, and weekday PM peak hour. A summary of this trip generation is provided in Table ES-1.

TABLE ES-1: TRIP GENERATION

Land Use (ITE Code)	Density	Calculation Methodology	Daily Trips	AM Peak Hour			PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total
Townhomes (215)	200 DU	Adjacent / Equation	1,474	25	73	98	68	48	116

The peak hour site traffic was distributed throughout the network according to the site trip distribution approved by NCDOT and Town staff within the scoping document. This site traffic was added onto the No-Build (2028) traffic volumes to determine the Build (2028) traffic volumes for the capacity analysis.

Capacity analysis was conducted at all study intersections according to NCDOT and Town guidelines utilizing the methodology contained in the Institute of Transportation Engineers (ITE) *Highway Capacity Manual*. Refer to Table ES-2 for a summary of the capacity analysis results.

TABLE ES-2: CAPACITY ANALYSIS SUMMARY

Intersection	Conditions	A P P R O A C H	Weekday AM Peak Hour		Weekday PM Peak Hour	
			LOS and Approach Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)
S. Raleigh Street and W. Depot Street	Existing (2023)	EB	D (42)	C (35)	D (40)	C (35)
		WB	D (44)		D (39)	
		NB	D (38)		C (33)	
		SB	C (22)		C (30)	
	No-Build (2028)	EB	F (116)	E (57)	F (123)	E (61)
		WB	E (56)		D (52)	
		NB	D (45)		D (38)	
		SB	C (28)		C (32)	
W. Church Street and S. Cross Street	Existing (2023)	EB ¹	A (7)	N/A	A (7)	N/A
		WB ¹	A (7)		A (7)	
		NB ²	A (9)		A (9)	
		SB ²	A (9)		A (9)	
	No-Build (2028)	EB ¹	A (7)	N/A	A (7)	N/A
		WB ¹	A (7)		A (7)	
		NB ²	A (9)		A (9)	
		SB ²	A (9)		A (9)	
	Build (2028)	EB ¹	A (7)	N/A	A (7)	N/A
		WB ¹	A (7)		A (7)	
		NB ²	A (9)		A (9)	
		SB ²	A (9)		A (9)	
W. Church Street and W. Depot Street	Existing (2023)	EB ²	D (33)	N/A	E (39)	N/A
		WB ²	E (46)		E (48)	
		NB ¹	A (9)		A (9)	
		SB ¹	A (9)		A (9)	
	No-Build (2028)	EB ²	F (55)	N/A	F (77)	N/A
		WB ²	F (103)		F (115)	
		NB ¹	A (10)		A (10)	
		SB ¹	A (10)		A (10)	
	Build (2028)	EB ²	F (57)	N/A	F (79)	N/A
		WB ²	F (130)		F (133)	
		NB ¹	A (10)		A (10)	
		SB ¹	A (10)		A (10)	

TABLE ES-2: CAPACITY ANALYSIS SUMMARY CONT.D

S. Raleigh Street and Tippet Road	Existing (2023)	EB ² NB ¹ SB	C (21) A (8) --	N/A	C (19) A (9) --	N/A
	No-Build (2028)	EB ² NB ¹ SB	D (33) A (9) --	N/A	D (28) A (10) --	N/A
	Build (2028)	EB ² NB ¹ SB	D (35) A (9) --	N/A	D (32) A (10) --	N/A
S. Raleigh Street and Site Drive 1	Build (2028)	EB ² NB ¹ SB	C (16) A (8) --	N/A	C (18) A (9) --	N/A

Based on the findings in the TIA, the improvements below have been recommended to be constructed by the **developer** to mitigate traffic impacts by the proposed development:

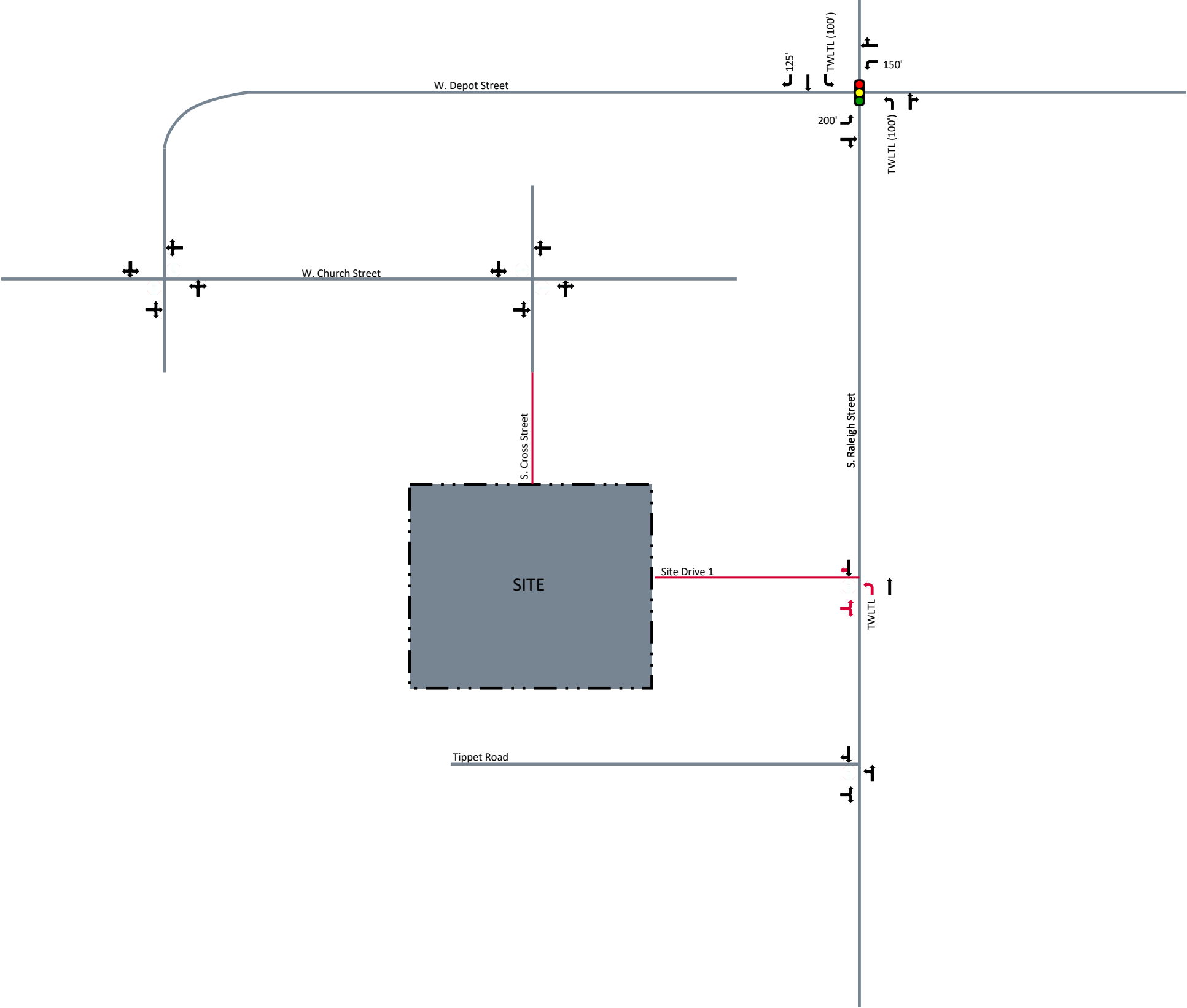
South Cross Street

- > Construct an extension of South Cross Street from the current terminus to serve as an access for the proposed development with one (1) ingress lane and one (1) egress lane.

S. Raleigh Street and Site Drive 1

- > Construct Site Drive 1 with one (1) ingress lane and one (1) egress lane.
- > Provide stop control on the eastbound approach of the proposed site driveway.

Figure ES-1, on the following page, provides a graphical representation of recommended improvements at the study intersections.



LEGEND

-  Unsignalized Full Movement Intersection
-  Signalized Intersection
-  Improvement by Developer
-  Storage Length (In Feet)



South Crossing Townhomes
Angier, NC

Recommended Lanes Configurations

Scale: Not to Scale

Figure ES-1



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APPENDIX C: TRAFFIC SIGNAL INFORMATION

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APPENDIX J: SIGNAL WARRANT ANALYSIS

TRAFFIC IMPACT ANALYSIS

SOUTH CROSS TOWNHOMES

Angier, NC

INTRODUCTION

The proposed residential will be located north of Tippet Road, west of S. Raleigh Street, and south of W. Depot Street in Angier, NC. Site access will be served via one (1) full movement driveway on S. Raleigh Street and a connection to South Cross Street. The purpose of this Traffic Impact Analysis (TIA) is to determine the potential traffic impacts of this development and to identify transportation improvements that may be required to mitigate the impacts on the roadway network. The site is currently undeveloped and is expected to consist of the following land uses at full buildout:

- > 200 townhomes

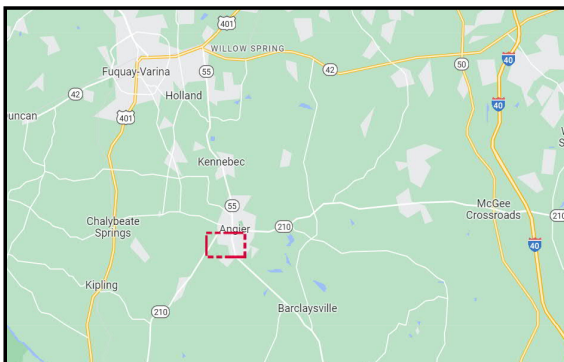
The proposed site is to be built-out by the year 2028. A TIA Scoping Checklist was reviewed and approved by the North Carolina Department of Transportation (NCDOT) and the Town of Angier (Town), outlining the TIA scope and assumptions. The scoping document and approval correspondence is provided in Appendix A. Based on the approved scoping; the following intersections are included in this TIA study area:

- > S. Raleigh Street and W. Depot Street
- > W. Depot Street and W. Church Street
- > W. Church Street and S. Cross Street
- > S. Raleigh Street and Tippet Road
- > S. Raleigh Street and Site Drive 1 (*Proposed*)

Refer to Figure 1 for a map of the study area. Figure 2 provides the most up to date preliminary site plan available at time of preparation of this study.

To determine the traffic impacts of the proposed development, the following analysis scenarios are included in this study:

- > Existing (2023) Traffic Conditions
- > No-Build (2028) Traffic Conditions
- > Build (2028) Traffic Conditions



LEGEND

- Study Intersection
- Site Access
- Site Location



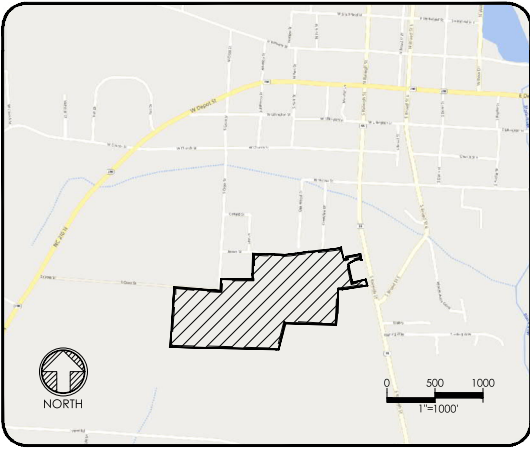
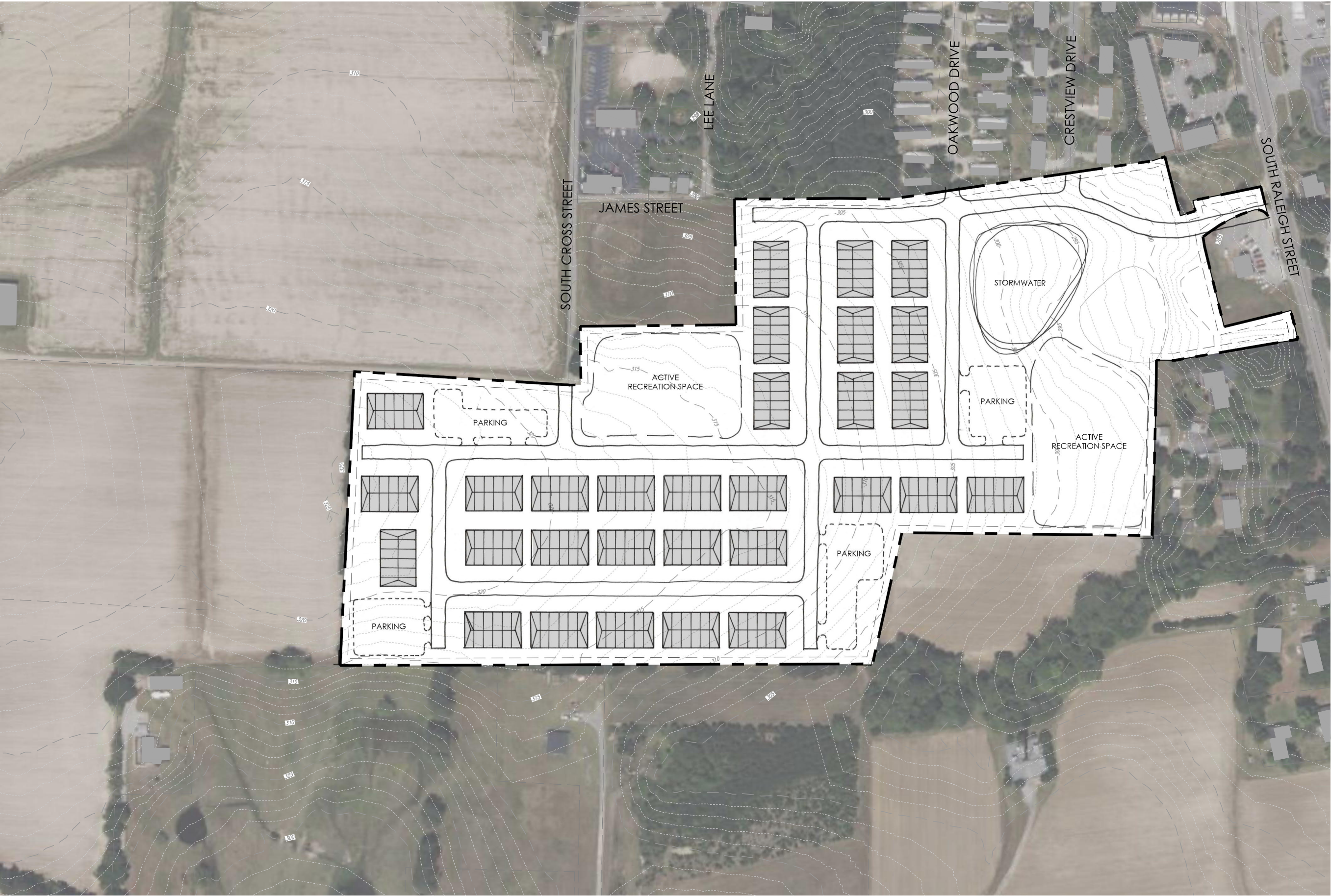
South Crossing Townhomes
Angier, NC

Site Location Map

Scale: Not to Scale

Figure 1

 **MCADAMS**



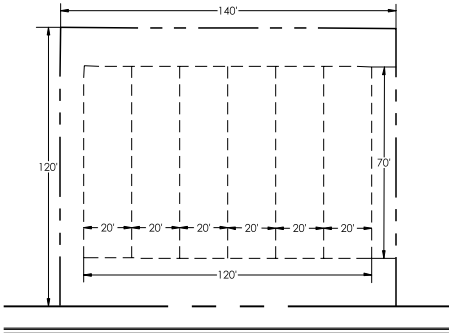
VICINITY MAP

SITE DATA

COUNTY PIN	AC	DB:PG
0673-57-8318	+/- 20.50 AC	740 : 0341
0673-57-6577	+/- 10.32 AC	2878 : 0187
TOTAL:	+/- 30.82 AC	
EXISTING ZONING:	ANGER - R-15	
CURRENT LAND USE:	VACANT	
WATERSHED:	UPPER SOUTH RIVER	
RIVER BASIN:	CAPE FEAR RIVER	
FRM MAP:	37200662003 - MAP REVISED 10.03.2006	
TOWNHOUSE - 20' X 70' UNITS (140' X 120' OVERALL):	180 DU	
DENSITY:	5.84 DU/AC	
OPEN SPACE REQUIREMENT (UDO 6.3.3):	6.16 AC (20%)	
ACTIVE RECREATION SPACE (UDO 6.3.3):	3.08 AC (50% OF OPEN SPACE REQUIREMENT)	
PARKING REQUIREMENT PER TOWN UDO (3.3.2 - PERMITTED USES TABLE)		
REQUIREMENT - 1.5 PER BEDROOM PLUS 1 PER BEDROOM OVER 2.		
ASSUMING 3 BR UNITS:	720 SPACES (4 PER DU)	
PROVIDED PER LOT:	540 SPACES (1-CAR GARAGE AND 2-CAR DRIVEWAY)	
PROVIDED ON SITE:	180 SPACES	
TOTAL:	720 SPACES	

SITE REQUIREMENTS

	REQUIRED	PROPOSED
MIN. LOT AREA	15,000 SF	16,800 SF
MIN. LOT FRONTAGE	80'	140'
MIN. BUILDING SETBACK		
FRONT SETBACK	25'	25'
SIDE SETBACK	10'	10'
SIDE SETBACK (CORNER)	20'	20'
REAR SETBACK	15'	15'
MAX. BUILDING HEIGHT	35'	35'



TYP. TOWNHOUSE BUILDING DETAIL

NOT TO SCALE

CONCEPT NOTES

- THIS YIELD STUDY EXHIBIT IS FOR PLANNING PURPOSES ONLY AND SUBJECT TO VERIFICATION/CLARIFICATION OF ALL ASSUMPTIONS MADE AND ALL EXISTING AND PROPOSED FEATURES SHOWN HEREIN.
- EXISTING BOUNDARY AND TOPOGRAPHIC INFORMATION BASED ON GIS INFORMATION. FULL BOUNDARY, TOPO, AND Delineation OF ENVIRONMENTAL FEATURES (STREAMS W/ BUFFERS, WETLANDS, PONDS, ETC...) WILL BE REQUIRED PRIOR TO DESIGN AND MAY EFFECT THE FINAL SITE LAYOUT.
- ACCORDING TO HARNETT COUNTY GIS A SANITARY SEWER LINE RUNS ALONG S. CROSS ST AND JAMES ST.
- ACCORDING TO HARNETT COUNTY GIS A WATER MAIN RUNS ALONG S. CROSS ST AND JAMES ST. THE NEAREST HYDRANT IS LOCATED 90' SOUTH OF THE INTERSECTION OF S. CROSS ST AND JAMES ST.
- THIS LAYOUT IS DONE WITHOUT BENEFIT OF A TREE SURVEY. PER ANGER UDO 7.4.4 - EXISTING TREES AND ROOT PROTECTION STANDARDS. DETERMINATIONS MAY IMPACT FINAL SUBDIVISION LAYOUT.
- THIS LAYOUT IS DONE WITHOUT BENEFIT OF AN ENVIRONMENTAL REVIEW OF THE EXTENTS AND LOCATIONS OF EXISTING STREAMS AND POND ON THE SUBJECT PARCELS. DETERMINATION OF FEDERAL AND STATE JURISDICTIONAL REQUIREMENTS MAY IMPACT FINAL SUBDIVISION LAYOUT.
- PROPOSED SUBDIVISION ROADS - (20' 5-8 IN 50' PUBLIC ROW) ARE SHOWN.

FOR PLANNING PURPOSES ONLY. ALL DIMENSIONS AND YIELDS SUBJECT TO VERIFICATION/CLARIFICATION WITH JURISDICTIONAL ENTITIES.

C22029

EXISTING CONDITIONS

The proposed development is located in an area primarily consisting of residential and agricultural land uses. Figure 3 provides a graphical representation of the existing lane configuration, storage capacity, traffic control type, and intersection spacing within the study area. Roadway characteristics within the study area is shown in Table 1. Annual Average Daily Traffic (AADT) data is provided based on the most recent count data provided by NCDOT. This AADT data provides the average Vehicles Per Day (vpd) for the subject facility based on typical operations. This AADT data is provided for informational purposes only and is not utilized for capacity analysis calculations within this study.

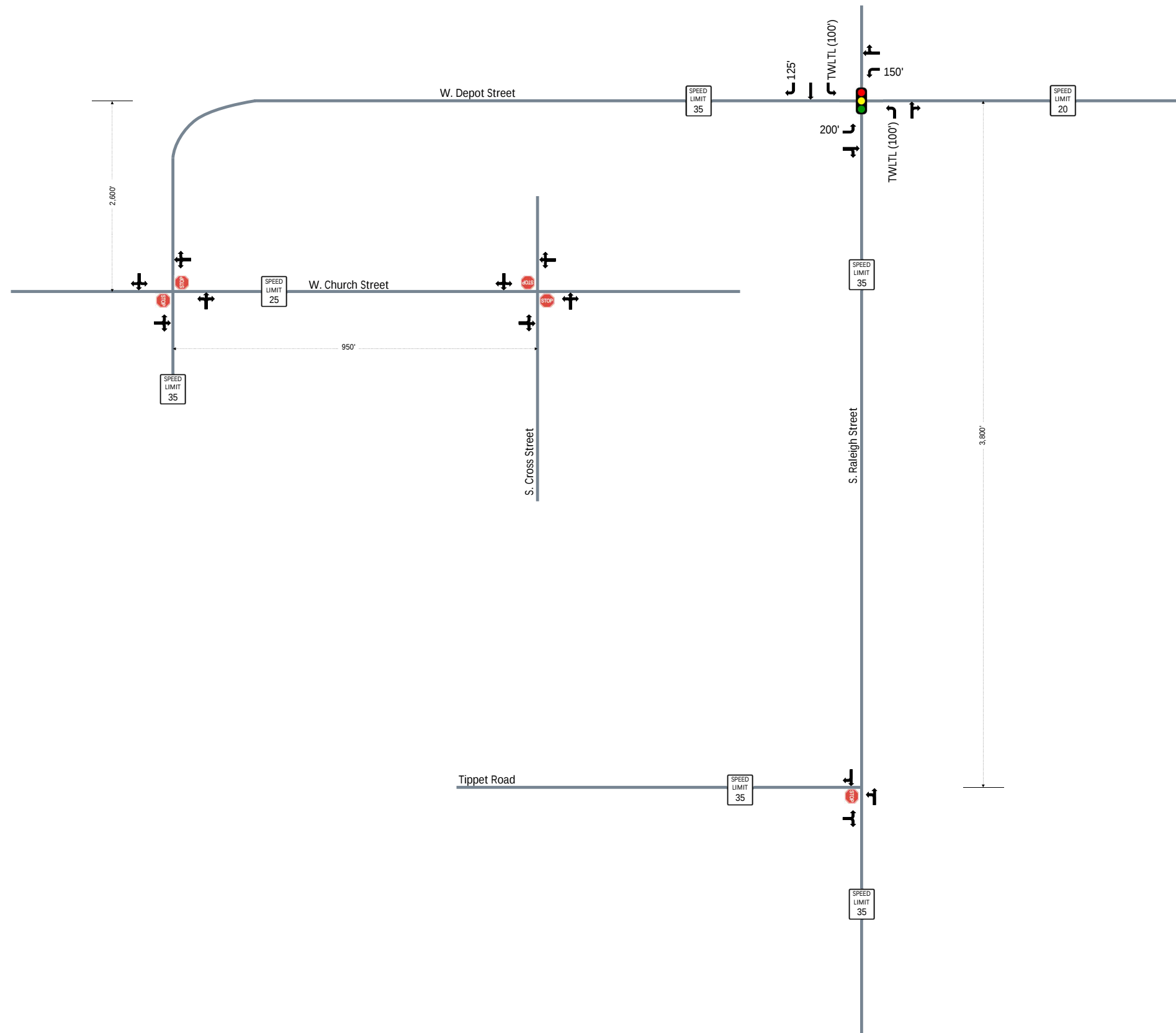
TABLE 1: ROADWAY CHARACTERISTICS					
Road Name	Route #	Maintained By	Typical Cross Section	Speed Limit	AADT (year of data)
W. Depot Street	NC 210	NCDOT	2-lane undivided	35 mph	13,000 vpd (2021)
S. Raleigh Street	NC 55	NCDOT	2-lane undivided/ 2-lane divided w/ TWLTL	35 mph	13,500 vpd (2021)
Tippet Road	SR 1507	NCDOT	2-lane undivided	35 mph	6,040 vpd (2023)*
W. Church Street	N/A	Town	2-lane undivided	25 mph	620 vpd (2023)*
S. Cross Street	N/A	Town	2-lane undivided	25 mph	50 vpd (2023)*

Existing peak hour turning movement counts were conducted in April 2023 during typical weekday AM (7:00 – 9:00 AM) and weekday PM (4:00 – 6:00 PM) peak hours. This data was collected at the following existing study intersections:

- > S. Raleigh Street and W. Depot Street
- > W. Depot Street and W. Church Street
- > W. Church Street and S. Cross Street
- > S. Raleigh Street and Tippet Road

Peak hour traffic volumes were determined from these traffic counts and balanced between study intersections, where appropriate. Traffic count data is provided in Appendix B. Refer to Figure 4 for the Existing (2023) peak hour traffic volumes. Current signal plans were obtained from NCDOT and is included in Appendix C.

The Existing (2023) traffic volumes were analyzed utilizing the current lane configurations to determine existing operations for the study area.



LEGEND

-  Unsignalized Full Movement Intersection
-  Signalized Intersection
-  Storage Length (In Feet)
-  Intersection Spacing



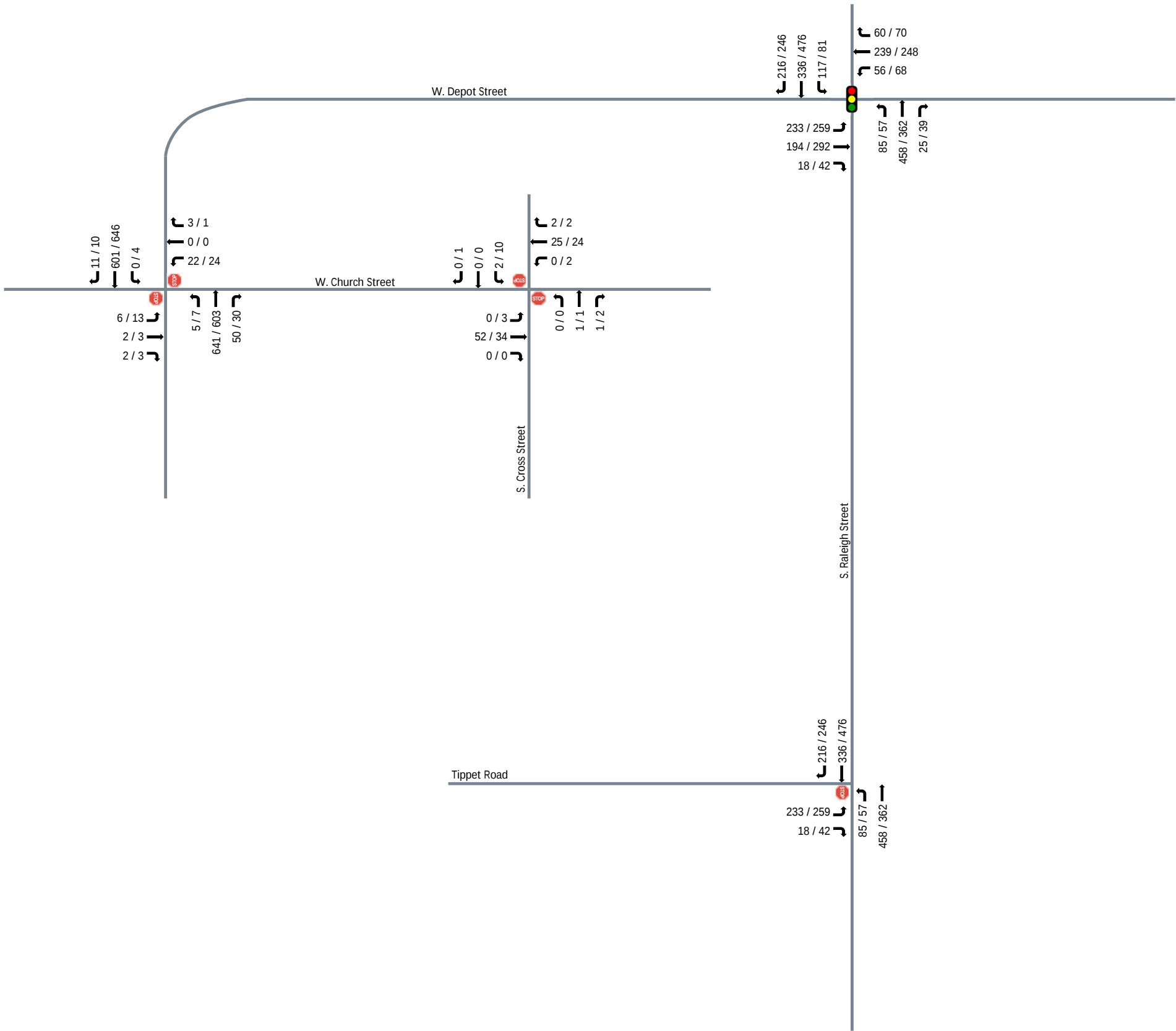
South Crossing Townhomes
Angier, NC

Existing Lanes Configurations

Scale: Not to Scale

Figure 3





LEGEND

-  Unsignalized Full Movement Intersection
-  Signalized Intersection
- XX / YY AM / PM Peak Hour Traffic



South Crossing Townhomes
Angier, NC

Existing (2023)
Peak Hour Traffic Volumes
Scale: Not to Scale

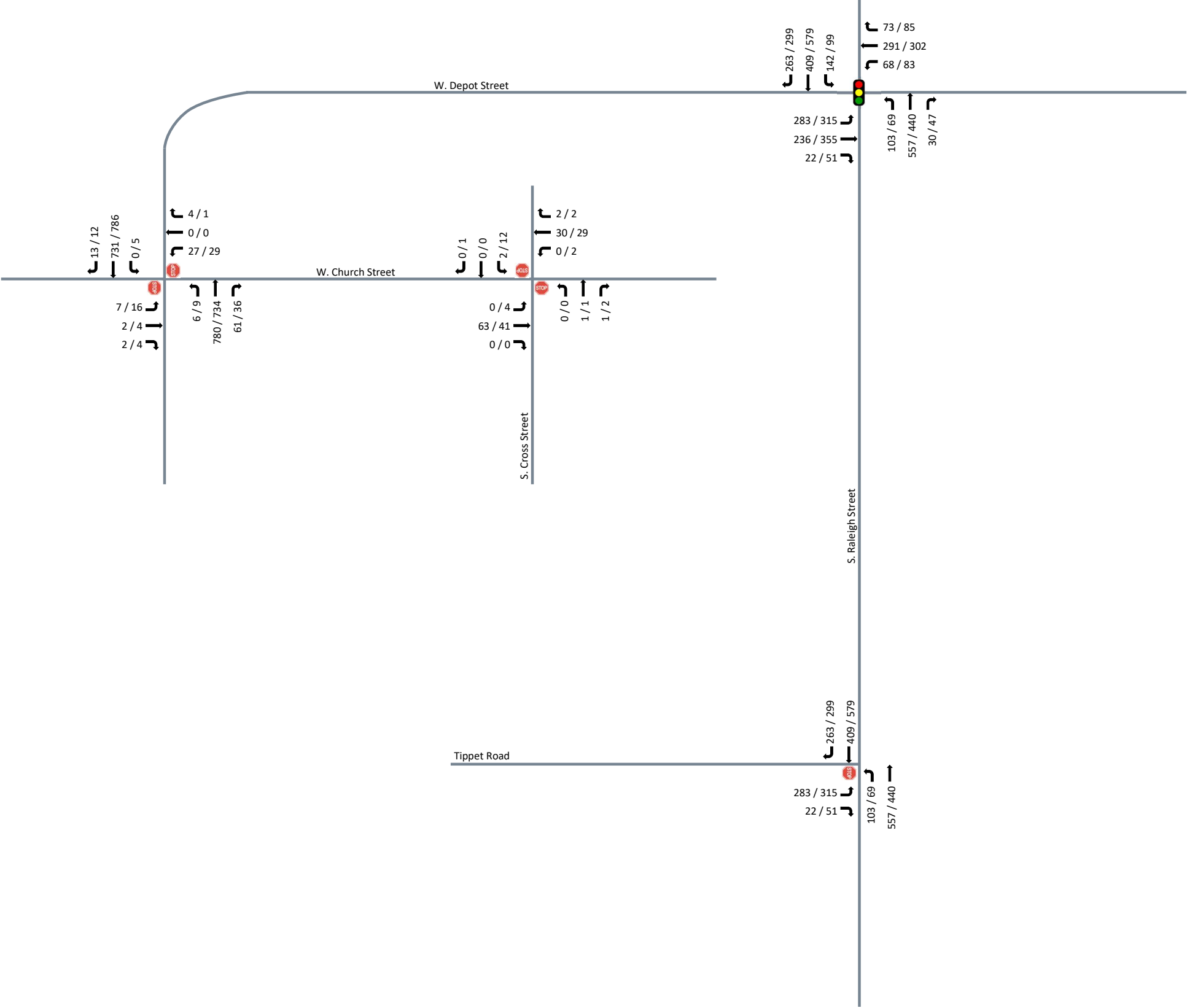
Figure 4



NO-BUILD CONDITIONS

In order to account for background growth in the study area prior to the proposed developments buildout year of 2028, the existing traffic count volumes were grown at a set growth rate. Per the approved scoping checklist, the existing traffic counts were grown at a 4% annual growth rate to determine projected traffic volumes. Adjacent developments were assumed to be included in this growth rate and no additional site trips were added to this study. Refer to Figure 5 for the No-Build (2028) traffic volumes.

Based on coordination with the Town and NCDOT during scoping, it was determined that there were no background roadway improvements to be included under future traffic conditions.



South Crossing Townhomes
Angier, NC

No-Build (2028) Peak Hour Traffic Volumes	
Scale: Not to Scale	Figure 5



BUILD CONDITIONS

The proposed development is expected to consist of 200 townhomes. Based on the Institute for Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition, and the suggested method of trip calculations provided in NCDOT's *Rate vs. Equation spreadsheet*, trips for the proposed development were calculated for weekday daily, weekday AM peak hour, and weekday PM peak hour. A summary of this trip generation is provided in Table 2.

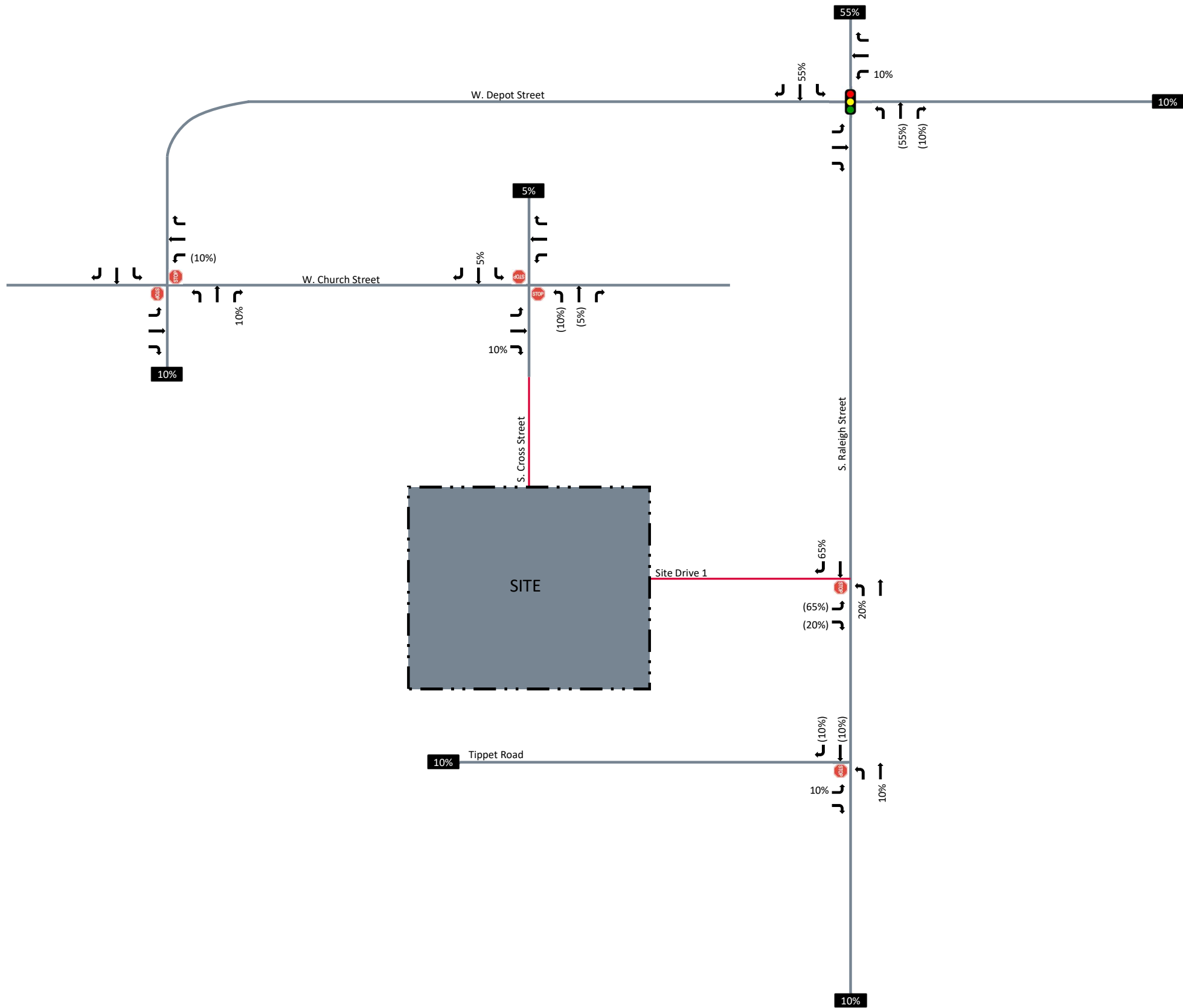
TABLE 2: TRIP GENERATION									
Land Use (ITE Code)	Density	Calculation Methodology	Daily Trips	AM Peak Hour			PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total
Townhomes (215)	200 DU	Adjacent / Equation	1,474	25	73	98	68	48	116

Based on the existing traffic patterns, population centers surrounding the development, and engineering judgment the site trips were distributed according to the regional distributions listed as follows:

- > 55% to/from the north via S. Raleigh Street
- > 10% to/from the south via S. Raleigh Street
- > 10% to/from the east via W. Depot Street
- > 10% to/from the south via W. Depot Street
- > 10% to/from the west via Tippet Road
- > 5% to/from the north via S. Cross Street

The trip generation and distribution were approved by NCDOT and the Town within the scoping checklist provided in Appendix A. Refer to Figure 6 for the detailed trip distribution percentages within the study area.

The trip distribution was applied to the trip generation to determine the trip assignment for the proposed development site trips at all study intersections. Refer to Figure 7 for the site trip assignment. To determine the future traffic volumes at the study intersections with buildout of the proposed site, the No-Build (2028) traffic volumes were added to the site trip assignment to determine Build (2028) traffic volumes. Refer to Figure 8 for the Build (2028) traffic volumes.



LEGEND

-  Unsignalized Full Movement Intersection
-  Signalized Intersection
-  Entering Trip Distribution
-  Exiting Trip Distribution
-  Regional Trip Distribution



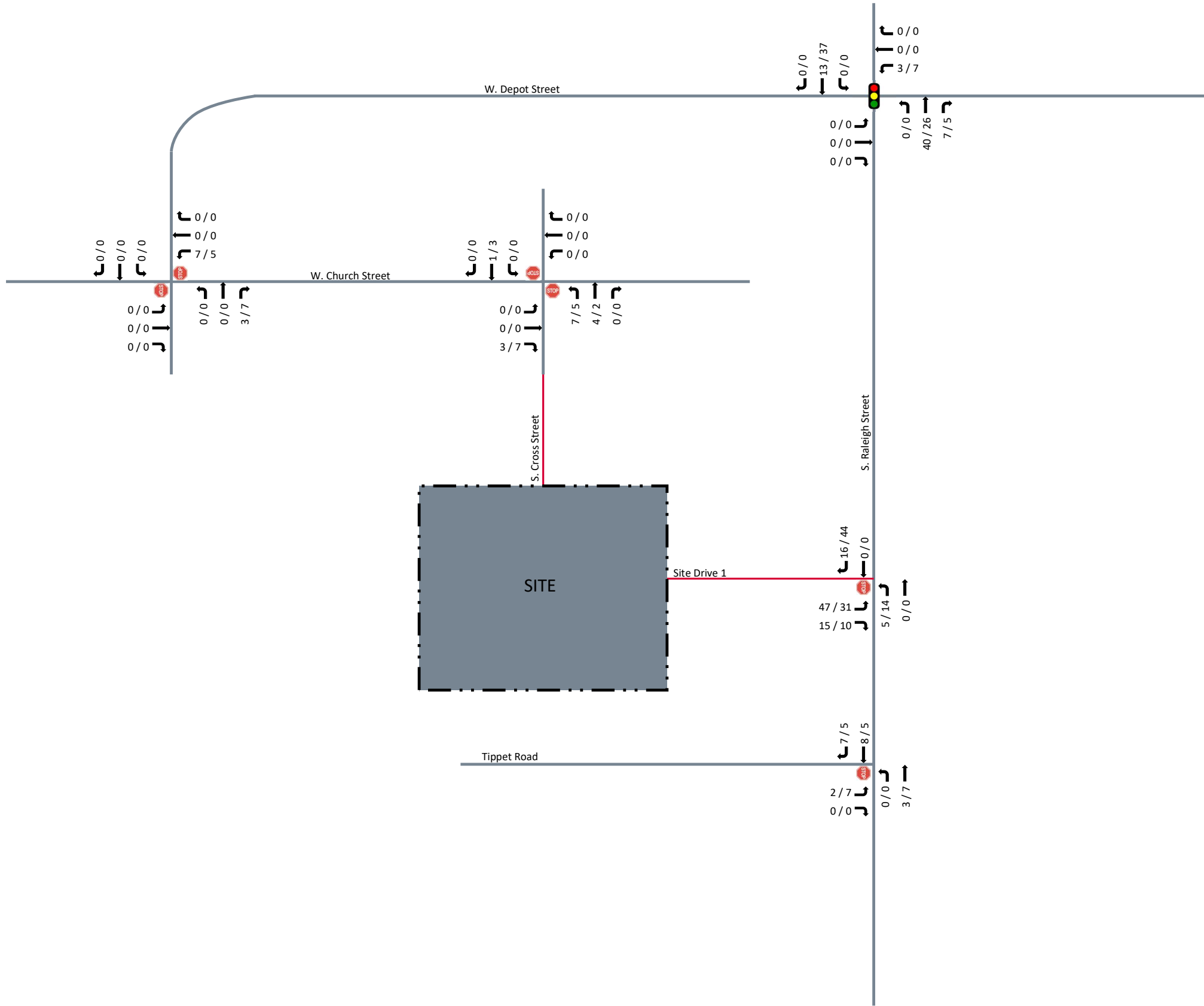
South Crossing Townhomes
Angier, NC

Site Trip Distribution

Scale: Not to Scale

Figure 6





LEGEND

Unsignalized Full Movement Intersection

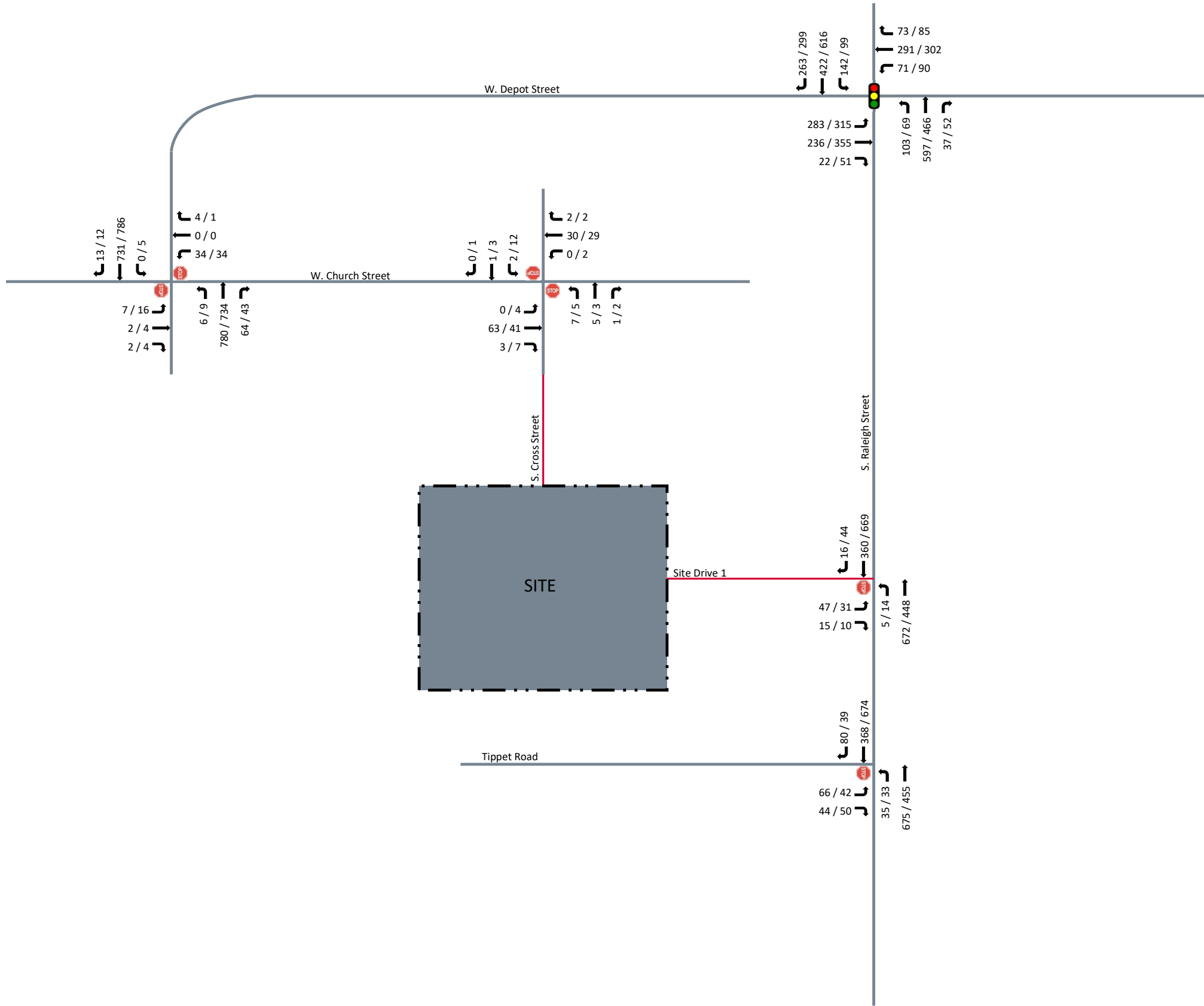
Signalized Intersection

XX / YY AM / PM Site Trips

South Crossing Townhomes
Angier, NC

McADAMS

Site Trip Assignment	
Scale: Not to Scale	Figure 7



LEGEND

Unsignalized Full Movement Intersection

Signalized Intersection

XX / YY AM / PM Site Trips



South Crossing Townhomes
Angier, NC

Build (2028) Peak Hour Traffic Volumes	
Scale: Not to Scale	Figure 8



CAPACITY ANALYSIS

The intersections and analysis scenarios included in this study were analyzed to determine the potential impact by the proposed development and to recommend improvements to mitigate any potential impacts. The capacity analysis reviews the level of service (LOS), delay, and vehicle queues expected under each analysis scenario utilizing the methodology contained in the *Highway Capacity Manual* (HCM), 6th Edition, published by the Transportation Research Board.

LOS is a qualitative measurement of traffic operations based on the average total vehicle delay of the movement, approach, or intersection. The HCM includes six levels of service, ranging from level “A” (free flow conditions) to level “F” (where over-saturated conditions are evident). Table 3 provides a summary of the thresholds for each LOS under both unsignalized (stop-control) and signalized operations.

TABLE 3: HIGHWAY CAPACITY MANUAL – LEVELS OF SERVICE + DELAY CRITERIA		
Level of Service (LOS)	Unsignalized	Signalized
	Average Control Delay (Seconds per vehicle)	Average Control Delay (Seconds per vehicle)
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80

A computer software package, Synchro (version 11.1), was utilized for the analysis of operations within this study. Within this software package, SimTraffic was also used to review queue lengths and the operations of intersections within the context of location and spacing in the study area. The capacity analysis summary table for each study intersection provides the delay and LOS for each approach and overall intersection, when appropriate. More detailed queues and delay information is provided in the appendix.

Per the NCDOT *Congestion Management Capacity Analysis Guidelines*, several assumptions were applied to the full study. A summary of these assumptions is provided below:

- > A Peak Hour Factor (PHF) of 0.90 was used for all analysis scenarios and intersections.
- > A heavy vehicle percentage of 2% was applied to all analysis scenarios and intersections.
- > For allowable movements with volumes less than four (4), a volume of four (4) was applied in the capacity analysis. In order to present accurate information within the traffic volume figures, this was not applied to those conditions.

S. RALEIGH STREET + W. DEPOT STREET

The intersection of S. Raleigh Street and W. Depot Street is currently a signalized, four-leg intersection. This intersection was analyzed under Existing (2023), No-Build (2028), and Build (2028) conditions.

Table 4 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to Appendix D for the Synchro capacity analysis reports.

TABLE 4: CAPACITY ANALYSIS SUMMARY OF S. RALEIGH STREET + W. DEPOT STREET						
Conditions	A P P R O A C H	Lane Configurations	Weekday AM Peak Hour		Weekday PM Peak Hour	
			LOS and Approach Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)
Existing (2023)	EB	1 LT, 1 TH-RT	D (42)	C (35)	D (40)	C (35)
	WB	1 LT, 1 TH-RT	D (44)		D (39)	
	NB	1 LT, 1 TH-RT	D (38)		C (33)	
	SB	1 LT, 1 TH, 1 RT	C (22)		C (30)	
No-Build (2028)	EB	1 LT, 1 TH-RT	F (116)	E (57)	F (123)	E (61)
	WB	1 LT, 1 TH-RT	E (56)		D (52)	
	NB	1 LT, 1 TH-RT	D (45)		D (38)	
	SB	1 LT, 1 TH, 1 RT	C (28)		C (32)	
Build (2028)	EB	1 LT, 1 TH-RT	F (138)	E (63)	F (156)	E (70)
	WB	1 LT, 1 TH-RT	E (61)		E (56)	
	NB	1 LT, 1 TH-RT	D (48)		D (39)	
	SB	1 LT, 1 TH, 1 RT	C (28)		C (33)	

Capacity analysis of Existing (2023) conditions indicate that the intersection of S. Raleigh Street and W. Depot Street is expected to operate at an overall LOS C during the weekday AM and PM peak hours.

When comparing overall intersection delays from No-Build (2028) to Build (2028) conditions, the addition of development traffic does not cause a degradation in LOS or increases in delays of greater than 25%; which does not trigger the requirement for mitigation based on guidelines within the NCDOT Policy on Street and Driveway Access to North Carolina Highways (Driveway Manual). Additionally, the proposed development is expected to account for approximately 3% of the overall traffic at this intersection during the weekday AM and weekday PM peak hours. Due to the minor impacts by the proposed development at this intersection, no improvements are recommended.

W. CHURCH STREET + S. CROSS STREET

The intersection of W. Church Street and S. Cross Street is currently an unsignalized four-leg intersection. This intersection was analyzed under Existing (2023), No-Build (2028), and Build (2028) conditions.

Table 5 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to Appendix E for the Synchro capacity analysis reports.

TABLE 5: CAPACITY ANALYSIS SUMMARY OF W. CHURCH STREET + S. CROSS STREET						
Conditions	A P P R O A C H	Lane Configurations	Weekday AM Peak Hour		Weekday PM Peak Hour	
			LOS and Approach Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)
Existing (2023)	EB ¹	1 LT-TH-RT	A (7)	N/A	A (7)	N/A
	WB ¹	1 LT-TH-RT	A (7)		A (7)	
	NB ²	1 LT-TH-RT	A (9)		A (9)	
	SB ²	1 LT-TH-RT	A (9)		A (9)	
No-Build (2028)	EB ¹	1 LT-TH-RT	A (7)	N/A	A (7)	N/A
	WB ¹	1 LT-TH-RT	A (7)		A (7)	
	NB ²	1 LT-TH-RT	A (9)		A (9)	
	SB ²	1 LT-TH-RT	A (9)		A (9)	
Build (2028)	EB ¹	1 LT-TH-RT	A (7)	N/A	A (7)	N/A
	WB ¹	1 LT-TH-RT	A (7)		A (7)	
	NB ²	1 LT-TH-RT	A (9)		A (9)	
	SB ²	1 LT-TH-RT	A (9)		A (9)	

1. Level of service for major-street left-turn movement.

2. Level of service for minor-street approach.

Capacity analysis of Existing (2023), No-Build (2028), and Build (2028) conditions indicates that both the major-street left-turn movements and minor-street approaches at the intersection of W. Church Street and S. Cross Street are expected to operate at LOS A during the weekday AM and PM peak hours. The proposed development is expected to account for a negligible increase in delay during both the weekday AM and weekday PM peak hours. Due to the acceptable operations and minor impacts at this intersection by the proposed development, no improvements are recommended.

W. CHURCH STREET + W. DEPOT STREET

The intersection of W. Church Street and W. Depot Street is currently an unsignalized, four-leg intersection. This intersection was analyzed under Existing (2023), No-Build (2028), and Build (2028) conditions.

Table 6 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to Appendix F for the Synchro capacity analysis reports.

TABLE 6: CAPACITY ANALYSIS SUMMARY OF W. CHURCH STREET + W. DEPOT STREET						
Conditions	A P P R O A C H	Lane Configurations	Weekday AM Peak Hour		Weekday PM Peak Hour	
			LOS and Approach Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)
Existing (2023)	EB ² WB ² NB ¹ SB ¹	1 LT-TH-RT 1 LT-TH-RT 1 LT-TH-RT 1 LT-TH-RT	D (33) E (46) A (9) A (9)	N/A	E (39) E (48) A (9) A (9)	N/A
No-Build (2028)	EB ² WB ² NB ¹ SB ¹	1 LT-TH-RT 1 LT-TH-RT 1 LT-TH-RT 1 LT-TH-RT	F (55) F (103) A (10) A (10)	N/A	F (77) F (115) A (10) A (10)	N/A
Build (2028)	EB ² WB ² NB ¹ SB ¹	1 LT-TH-RT 1 LT-TH-RT 1 LT-TH-RT 1 LT-TH-RT	F (57) F (130) A (10) A (10)	N/A	F (79) F (133) A (10) A (10)	N/A

1.Level of service for major-street left-turn movement.

2.Level of service for minor-street approach.

Capacity analysis of Existing (2023) conditions indicate that the intersection of W. Church Street and W. Depot Street operates at LOS A for the major street left-turn movements and at LOS E for the minor-street approach during the weekday AM and PM peak hours, with the exception of the eastbound minor-street approach (LOS D).

Under No-Build (2028), and Build (2028) conditions, the major street left-turn movements are expected to operate at LOS A while the minor-street approaches are expected to operate at LOS F. These levels-of service are not uncommon for stop-controlled minor-street approaches at intersections with heavy mainline traffic volumes. Based on SimTraffic analysis, the upstream effects of the signalized intersection along S. Raleigh Street provides breaks in the mainline traffic for service of the minor-street turning traffic at this intersection.

Although poor levels-of-service are not uncommon for minor-street approaches at intersections with heavy mainline traffic volumes, a signal was considered under Build (2028) conditions to improve operations. The potential need for signalization was evaluated based on the guidelines contained within the *Manual on Uniform Traffic Control Devices* (MUTCD). Weekday AM and PM peak hour volumes from Build (2028) traffic conditions were utilized to evaluate the peak hour (warrant 3) warrant. Based on the results of this warrant, this intersection is not expected to satisfy the peak hour warrant during either the weekday AM or PM peak hours. Since the peak hour warrant is not expected to be met under Build (2028) conditions, it is unlikely that the longer period 8-hour (warrant 1) or 4-hour warrant (warrant 2) from the MUTCD would be met, which NCDOT typically favors in determining the need for signalization. As a result, signalization is not recommended at this intersection by the proposed development. Refer to Appendix J for a summary of the peak hour signal warrant analysis at this intersection.

It should be noted that the proposed development is expected to account for less than 1% of the overall traffic at this intersection. Additionally, the high growth rate assumed for this analysis has degraded the No-Build (2028) conditions to LOS F for the major-street left-turn movements. This intersection is also located just inside the Town limits where the speed limit reduces to 35 mph. This reduced speed limit is expected to result in additional gaps in traffic sufficient for turns from the minor street approaches. Due to the low volume of site traffic at this intersection and limited feasible improvements, no improvements are recommended.

S. RALEIGH STREET + TIPPET ROAD

The intersection of S. Raleigh Street and Tippet Road is currently an unsignalized three-leg intersection. This intersection was analyzed under Existing (2023), No-Build (2028), and Build (2028) conditions.

Table 7 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to Appendix G for the Synchro capacity analysis reports.

TABLE 7: CAPACITY ANALYSIS SUMMARY OF S. RALEIGH STREET + TIPPET ROAD						
Conditions	A P P R O A C H	Lane Configurations	Weekday AM Peak Hour		Weekday PM Peak Hour	
			LOS and Approach Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)
Existing (2023)	EB ² NB ¹ SB	1 LT-RT 1 LT-TH 1 TH-RT	C (21) A (8) --	N/A	C (19) A (9) --	N/A
No-Build (2028)	EB ² NB ¹ SB	1 LT-RT 1 LT-TH 1 TH-RT	D (33) A (9) --	N/A	D (28) A (10) --	N/A
Build (2028)	EB ² NB ¹ SB	1 LT-RT 1 LT-TH 1 TH-RT	D (35) A (9) --	N/A	D (32) A (10) --	N/A

1. Level of service for major-street left-turn movement.

2. Level of service for minor-street approach.

Capacity analysis of Existing (2023), No-Build (2028), and Build (2028) conditions indicate that the intersection of S. Raleigh Street and Tippet Road operates at LOS A for the major street left-turn movements and LOS D for the minor-street approach during the weekday AM and PM peak hours.

When comparing overall intersection delays from No-Build (2028) to Build (2028) conditions, the addition of development traffic does not cause a degradation in LOS or increases in delays of greater than 25%; which does not trigger the requirement for mitigation based on guidelines within the NCDOT Policy on Street and Driveway Access to North Carolina Highways (Driveway Manual). Additionally, the proposed development is expected to account for less than 2% of the overall traffic at this intersection during the weekday AM and weekday PM peak hours. Due to the acceptable operations and minor impacts at this intersection by the proposed development, no improvements are recommended.

S. RALEIGH STREET+ SITE DRIVE 1

The future intersection of S. Raleigh and Site Drive 1 is expected to operate as an unsignalized, three-leg intersection. This intersection was analyzed under Build (2028) conditions.

Table 8 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to Appendix H for the Synchro capacity analysis reports.

TABLE 8: CAPACITY ANALYSIS SUMMARY OF S. RALEIGH STREET + SITE DRIVE 1						
Conditions	A P P R O A C H	Lane Configurations	Weekday AM Peak Hour		Weekday PM Peak Hour	
			LOS and Approach Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)
Build (2028)	EB ² NB ¹ SB	1 LT-RT 1 LT, TH 1 TH-RT	C (16) A (8) --	N/A	C (18) A (9) --	N/A

Improvements recommended by the Developer are shown in **bold**.

1.Level of service for major-street left-turn movement.

2.Level of service for minor-street approach.

Capacity analysis of Build (2028) conditions indicate that the intersection of S. Raleigh Street and Site Drive 1 is expected to operate at LOS C or better for the major-street left-turn movement and minor-street approach during the weekday AM and PM peak hours.

A right-turn lane was considered at this intersection based on methodology outlined in the Policy on Street and Driveway Access to North Carolina Highways (published by NCDOT). Based on the findings from the turn lane warrant analysis, the intersection does not meet criteria to warrant an exclusive right-turn lane due to the expected low volume of turning traffic into the site at this intersection. Additionally, due to the limited property frontage along S. Raleigh Street, sufficient right-of-way is not expected to be available for a southbound right-turn at this driveway. Based on the NCDOT turn lane warrants and the acceptable operations, no turn lanes are recommended at the subject intersection.

CONCLUSION / RECOMMENDATIONS

The purpose of this Traffic Impact Analysis is to determine the potential traffic impacts of this development and to identify transportation improvements that may be required to mitigate the impacts on the roadway network. The proposed residential development will be located north of Tippet Road, west of S. Raleigh Street, and south of W. Depot Street Angier, NC. Site access will be served via one (1) full movement driveway on S. Raleigh Street and a connection to South Cross Street. The site is currently undeveloped and is expected to consist of a maximum of 200 townhomes. The proposed site is expected to be built-out by the year 2028.

Based on the approved scoping, the following intersections were included in this TIA study area:

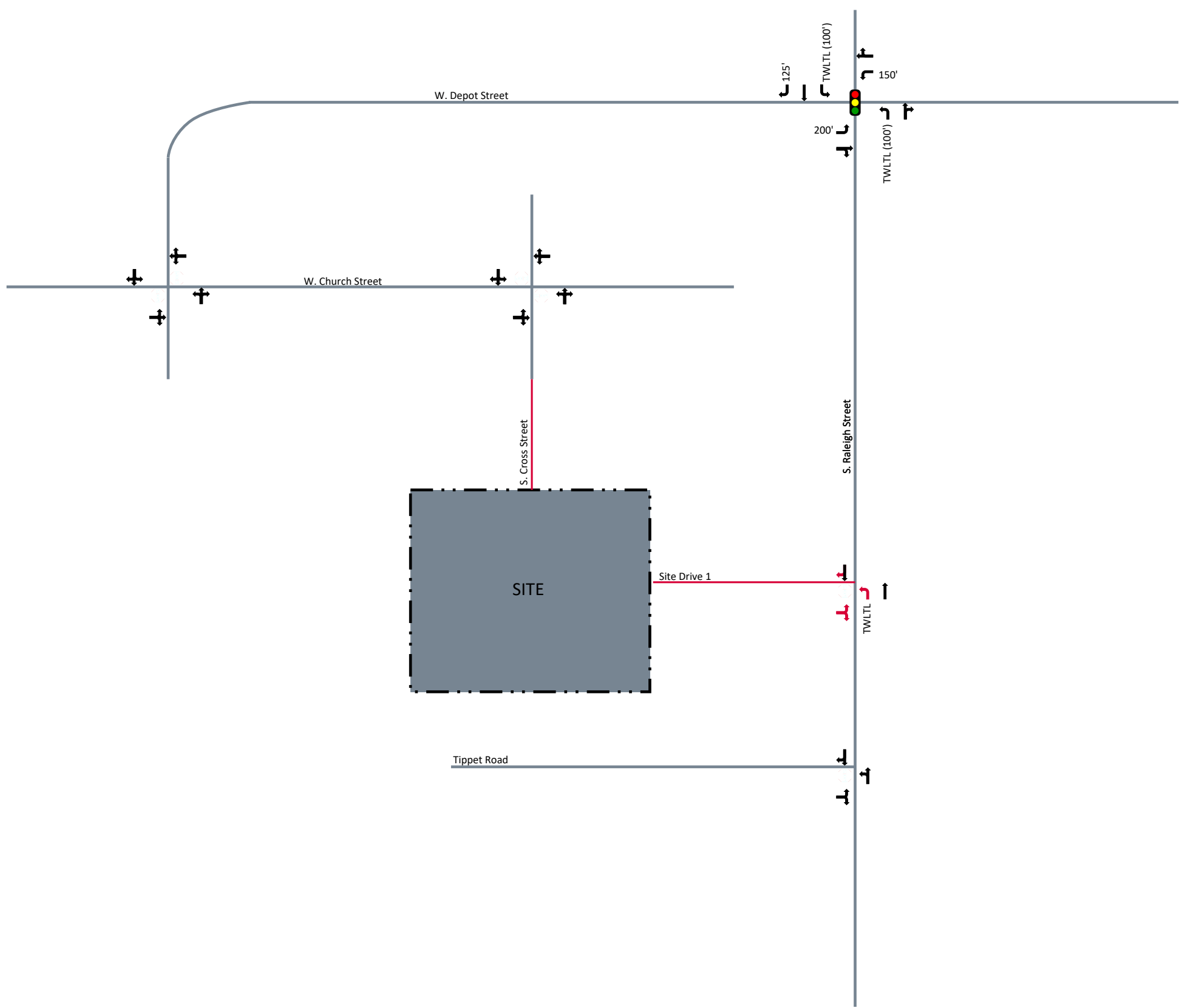
- > S. Raleigh Street and W. Depot Street
- > W. Depot Street and W. Church Street
- > W. Church Street and S. Cross Street
- > S. Raleigh Street and Tippet Road
- > S. Raleigh Street and Site Drive 1 (*Proposed*)

Recommended Improvements by DeveloperSouth Cross Street

- > Construct an extension of South Cross Street from the current terminus to serve as an access for the proposed development with one (1) ingress lane and one (1) egress lane.

S. Raleigh Street + Site Drive 1

- > Construct Site Driveway #1 with one (1) ingress lane and one (1) egress lane.
- > Provide stop control on the eastbound approach of the proposed site driveway.



LEGEND

-  Unsignalized Full Movement Intersection
-  Signalized Intersection
-  Improvement by Developer
-  Storage Length (In Feet)



South Crossing Townhomes
Angier, NC

Recommended Lanes Configurations	
Scale: Not to Scale	Figure 9

