



PLANNING BOARD AGENDA

Members:

Chairman: Stephen Upton (Town)

Vice-Chairman: Mark Lane (ETJ)

Doris Wallace (Town)

Ashley Spain (ETJ)

Debbie Howard (Town)

Alisa Bizzell (Town)

Stephen Wensman, AICP, ALA, Planning Director

Mark Helmer, AICP, CZO, Senior Planner

Julie Edmonds, Administrative Assistant

Meeting Date: Thursday, July 14, 2022

Meeting Time: 6:00 p.m.

Meeting Place: Council Chambers, Smithfield Town Hall

PLANNING BOARD

REGULAR MEETING AGENDA
JULY 14, 2022 MEETING TIME: 6:00 PM
TOWN HALL COUNCIL CHAMBERS

Call to Order.

Identify voting members.

Approval of the agenda.

Approval of the minutes for May 5, 2022.

New Business.

CZ-22-03 Blueline Aviation: The applicant is requesting rezoning of a 14.43 acre tract of land from an R-20A (Residential) zoning district to a PUD (Conditional Zoning) district. The property considered for approval is located on the west side of Swift Creek Road approximately 650 feet north of its intersection with Airport Industrial Drive and further identified as Johnston County Tax ID# 15J08015B.

Old Business.

Public Comment.

Adjournment.

**Draft
Town of Smithfield
Planning Board Minutes
Thursday, May 5, 2022
Town Hall Council Chambers
6:00 PM**

Members Present:

Chairman Stephen Upton
Vice-Chairman Mark Lane
Debbie Howard
Doris Wallace
Sloan Stevens
Michael Johnson
Ashley Spain

Members Absent:

Alisa Bizzell

Staff Present:

Stephen Wensman, Planning Director
Mark Helmer, Senior Planner
Julie Edmonds, Administrative Support Specialist

Staff Absent:

CALL TO ORDER

APPROVAL OF AGENDA

Doris Wallace made a motion to approve the change in order of the agenda, seconded by Debbie Howard. Unanimously approved.

APPROVAL OF MINUTES FOR April 7th, 2022

Mark Lane made a motion to approve the minutes, seconded by Doris Wallace. Unanimously approved.

NEW BUSINESS

CZ-22-02 Woodleaf: The applicant is requesting to rezone 491.2 -acres of land from R-20A zoning district to R-8 CZ zoning district with a master plan for a planned development consisting of 490 detached single-family lots, 691 attached single-family townhome lots, a 564 unit 3-story multifamily development and a 260-unit four-story multifamily development. The properties are located on Mallard Road between its intersections with Brogden Road and US 70 Business East and further identified as Johnston County Tax ID#15K11019D, 15K11019F, 15L11043, 15K11017, 15K11047C, 15K11047F, 15K11047, 15L11042B

Stephen Wensman stated NRP Ventures, LLC is requesting a conditional rezoning of 491.2 - acres of land from R-20A to R-8 CZ with a master plan for a planned development consisting of 490 detached single-family lots, 691 attached single-family townhome lots, a 564 unit 3-story multifamily development and a 260-unit four-story multifamily development. The property is

on both sides of Mallard Road from Old Mallard Road extending about 2-miles east. This development affects 8 or so surrounding properties. It will be in the Smithfield Fire District; it will have a huge impact on area schools and the developer will need to pay the park dedication fee in lieu. The Town of Smithfield will provide water and sewer. The electric provider could be either the Town of Smithfield or Duke Energy. The developer will make that determination. The property considered for approval is a mix of residential and agricultural land with woodlands, wetlands and fields. There are also blueline streams present throughout the south side of Mallard Road. A Duke powerline bi-sects the development from east-to-west. The proposed development is not supported by the Town's Comprehensive Growth Management Plan. The Comprehensive Plan guides the site for low density residential. Approval of the rezoning would be considered an amendment to the Comprehensive Plan.

The developer has indicated he will be submitting a voluntary annexation petition with the development of the site. If accepted, the annexed land will be a satellite. The access to the development will be off of Mallard Road with lateral access to the Green Meadows Subdivision on Marshall Road (20' wide road with no gutters). The master plan shows 6 intersections onto Mallard Road to serve the development. A traffic impact study was prepared and NCDOT will be requiring turn lanes on Mallard Road with the development of the 4 phases. To accommodate NCDOT required improvements on Mallard Road, 0.51 acres of the site will be dedicated to NCDOT right-of-way. Highlights of the TIA include: 2031 Build Traffic Volumes on Marshall Road show 41 trips per hour Peak AM outbound, and 45 trips per hour Peak PM inbound.

Streets The developer is proposing 27' wide b/b streets in 50' wide public right-of-way throughout the development except at some entrances where there will be divided lanes of traffic with landscape median in 80' wide public right-of-way. The locations of the wider lanes are implied in the master plan, but not specifically labeled.

The Town's standard right-of-way width is 60' wide (UDO Section 10.110.9) but 50' wide right-of-way can be approved by the Town Council.

The 27' wide b/b streets may be appropriate in some locations, but staff recommends a hierarchy of street widths be determined; where higher traffic streets are wider and short streets and cul-de-sacs be considered for narrower streets.

There are numerous long stretches of streets that will carry greater traffic and most likely at higher speeds. Staff recommends the developer consider traffic calming measures, but not necessarily speed bumps, to slow traffic.

The development provides adequate lateral access to adjacent properties that might develop in the future.

There are numerous cul-de-sacs shown on the plans and supported by the Town's Standard Detail. Several appear elongated without any design detail. Cul-de-sacs such as these often become used as parking lots and should be discouraged. Others appear too short to meet fire code.

Street trees are not allowed within the Town’s public right-of-way. The street details should be revised showing the street trees being located adjacent to the right-of-way.

Curb and Gutter The developer is proposing standard B6-12 curb and gutter with the exception of in front of and within 10’ of a townhouse where valley curbs are proposed. This is a standard approved with previous planned townhouse developments. 5-foot sidewalks are proposed on both sides of each residential street. Sidewalks are also required along Mallard Road frontage. The draft Pedestrian Plan suggests a multi-use trail on the west side of Mallard Road rather than a sidewalk. Sidewalks on both sides of local streets within a 50’ public right-of-way are extremely narrow and does not adequately allow space for utilities. Staff recommends the developer create a hierarchy of street and right-of-way widths in consideration of traffic volumes, sidewalks, utilities and traffic calming measures.

The project is anticipated to be completed in four phases, with the first phase beginning construction in early 2023, and final completion expected in 2028. Different product types will be constructed in each phase spreading out the mixture of uses and bringing with them the needed infrastructure, including roadway, water, sewer, and electrical service, to fully serve each phase as it becomes available.

Detached Single-Family Residential The applicant is proposing 490 - 50’ wide, 6,000 sq. ft. detached single-family residential lots. The proposed minimum standards are:

| | R-8 Zoning | Proposed R-8 CZ |
|---------------|-------------------|------------------------|
| Lot area | 8000 sq. ft. | 6,000 sq. ft. |
| Lot width | 70 ft. | 50 ft. |
| Front setback | 30 ft. | 25 ft. |
| Side setback | 10 ft. | 5 ft. |
| Rear setback | 25 ft. | 15 ft. |

| | |
|--------------------|---------------|
| Min. unit size | 1600 sq. ft. |
| Garages* | One car |
| Off-street parking | 2 spaces/home |

All the home examples provided show 2-car garages; however, all homes will have at least a 1-car garage. No rear yard patio or deck has been proposed. Staff recommends a usable rear deck or patio be included with each unit of at least 120 sq. ft. in size.

Townhouses. The applicant is proposing 691 attached single-family townhouses. In accordance with UDO, townhouses development requires a special use permit. The conditional zoning is an alternative to the special use permit process. The proposed minimum standards are:

| | R-8 Zoning | Proposed R-8 CZ |
|-----------|-------------------|------------------------|
| Lot area | N/A | 2,000 sq. ft |
| Lot width | N/A | 20 ft. |

| | | |
|---------------------|--------|--------|
| Front setback | 30 ft. | 25 ft. |
| Building separation | 40 ft. | 20 ft. |
| Rear setback | 25 ft. | 15 ft. |

| | |
|--------------------------------------|---------------------|
| Min. unit size for 2 br/ 2 bath | 1,400-1,500 sq. ft. |
| Min. unit size for 3 br/ 2.5 bath | 1,600 sq. ft. |
| Garages | One car |
| Off street parking per unit (on lot) | 2 spaces/lot |
| Off-street overflow parking | 275 |
| Total Off-street parking per unit* | 2.39 spaces/unit |

Overflow parking is not conveniently located for all units. The UDO allows commercial remote parking within 400’ of a commercial business – a suitable standard to go by for overflow parking. The developer has provided an elevation and image of a typical townhouse proposed for the development. There are 691 units proposed in over 100 townhouse buildings. Additional architectural styles should be provided of similar quality and character to provide visual interest throughout the development. No rear yard patios or decks have been proposed. Staff recommends a usable rear deck or patio be included with each unit of at least 120 sq. ft. in size.

Multi-family Apartments The developer is proposing 564 units in (22) 3-story apartments and 260 units in (3) 4-story apartments. In accordance with UDO, multi-family development requires a special use permit. The conditional zoning is an alternative to the special use permit process. The proposed minimum standards are:

| | |
|--------------------------------------|---------------------|
| Min. unit size for 1 bedroom/ 1 bath | 750-900 sq. ft. |
| Min. unit size for 2 bedroom/ 2 bath | 1,000-1,200 sq. ft. |
| Multi-family storage | None |
| Garages | None |
| Off street parking per unit | 1.5 spaces/1 |

The master plan and supporting information for the multi-family apartments is lacking sufficient information to determine if the standards and supplemental standards for multi-family development are being met (UDO Section 8.13 and Section 7.35).

Architectural Standards The developer has not articulated any architectural standards; rather he has indicated that all unit types, single-family, townhouse and apartments will be comprised of Class A materials.

Interior materials the interior will be comprised of stainless-steel appliances, granite counter tops, luxury vinyl tile or engineered wood floors.

Exterior materials. The exterior of the buildings will be comprised of hardiplank siding, brick and stucco.

- No details have been provided for individual front or rear yard walks, patios or

- Landscaping
- No details have been provided for townhouse end units facades or rear facades.
- Façade modulations and colors are unknown.
- Architectural elements and roof line changes are unknown

CONDITIONAL ZONING

For the multi-family development, townhouses and apartments, special use permits are required or they can be approved through this conditional zoning process. Multi-family must be developed in accordance with supplementary standards found in the UDO Section 7.35. Regardless the process the same application data is required. In the case of the multi-family development, the key data needed to properly evaluate the development is:

- Parking
- Landscaping
- Trash and recycling enclosures and screening
- Architectural floor plans and elevations and building materials
- Setbacks and other dimensional information
- Pedestrian circulation
- Recreation areas and amenities (4-story apartments only).

The Woodleaf masterplan and supporting materials are lacking this data, limiting staff and other’s ability to fully review the proposal. The Town Council has the option to approve the rezoning with the master plan, table the master plan and request additional information, or require a special use permit for the Townhouse and/or apartment developments.

Requested Deviations from UDO The developer is seeking deviations from the UDO as part of the rezoning. The purpose of conditional zoning is to provide flexibility from conventional zoning and to allow creative projects to occur through a negotiated (give and take) approach to achieve the desired project that both the developer and town mutually can be satisfied with. The applicant is seeking the following deviations from the wing UDO Requirements:

| Item | R-8/UDO | R-8 CZ |
|---|----------------------------|---------------------------------------|
| Multi-family storage (UDO 7.35.1.3) | 24 sq. ft of storage area. | None |
| Single family minimum lot area (UDO Section 8.3.1) | 8,000 sq. ft | 6,000 sq. ft. |
| Single family minimum lot frontage (UDO Section 8.3.1) | 70’ | 50’ |
| Min. front setback for TH and SF (UDO Section 8.3.1) | 30 ft | 20’ |
| Min. side setback SF (UDO Section 8.3.1) | 10’ | 5’ |
| Min. rear setback SF (UDO Section 8.3.1) | 25’ | 15’ |
| Max. building Height for TH and Apartments (UDO Section | 35’ | >35’ * exact height needed is unknown |

| | | |
|---|----------------------------------|---|
| Building separation for TH and Apartments (UDO Section) | 25'-40' depending on heights | 20' for TH and Unknown for Apartments. |
| Min bufferyard requirements (UDO Section 10.14) | varies according to adjacent use | No min. bufferyard requirement. |
| Min. local street right-of-way width (10.110.9) | 60' | 50' |
| Curb and Gutter (Standard Detail 3.02 D) | B-6-12 curb and gutter | Valley curbs in front of townhouses and within 10' of the end unit. |

Proposed Standards Exceeding UDO Requirements.

- Parking at exceeds minimum requirements for townhouses
- Sidewalks on both sides of subdivision streets.
- Clubhouses exceed open space/recreation requirements of Section 7.35
- Class A building materials exceed UDO requirements.

CONSISTENCY STATEMENT (Staff Opinion):

With the approval of the rezoning, the Planning Board/Town Council is required to adopt a statement describing whether the action is consistent with the adopted comprehensive plan and other applicable adopted plans and that the action is reasonable and in the public interest. Planning Staff considers the action to be consistent and reasonable:

Consistency with the Comprehensive Growth Management Plan – *the development is not consistent with the comprehensive plan. If approved, the Council should acknowledge that the comprehensive plan is hereby amended guiding the property for medium density residential.*

Consistency with the Unified Development Code – *the property will be developed in conformance with the UDO conditional zoning provisions that allows a good faith negotiation of development standards.*

Compatibility with Surrounding Land Uses - *The property considered for rezoning will be compatible with the surrounding land uses.*

RECOMMENDATION:

Planning Staff recommends approval of CZ-22-02 with the following conditions:

1. That the future preliminary plat and development plans for the subdivision be in accordance with the approved Master Plan, R-8 Zoning District, and UDO regulations with the with the following deviations:

| Item | R-8/UDO | R-8 CZ |
|--|---------------------------------------|---|
| Multi-family storage (UDO 7.35.1.3) | 24 sq. ft of storage area. | None |
| Single family minimum lot area (UDO Section 8.3.1) | 8,000 sq. ft | 6,000 sq. ft. |
| Single family minimum lot frontage (UDO Section 8.3.1) | 70' | 50' |
| Min. front setback for TH and SF (UDO Section 8.3.1): | 30 ft | 20' <u>25'</u> |
| Min. side setback SF (UDO Section 8.3.1): | 10' | 5' |
| Min. rear setback SF (UDO Section 8.3.1): | 25' | 15' |
| Max. building Height for TH and Apartments (UDO Section) | 35' | <u>>35' for TH and not to exceed 4-stories for apartments.</u> |

| | | |
|---|---|---|
| Building separation for TH and Apartments (UDO Section) | 25'-40' depending on heights | 20' for TH and Unknown for Apartments. |
| Min. bufferyard requirements (UDO Section 10.14) | varies according to adjacent use | No min. bufferyard requirement. |
| Min. local street right-of-way width (10.110.9) | 60' | 50' |
| Curb and Gutter (Standard Detail 3.02 D) | B-6-12 curb and gutter | Valley curbs in front of townhouses and within 10' of the end unit. |

2. That the parking lot entrances be constructed in accordance with the town's standard driveway apron detail.

3. That a tree preservation plan be provided that identifies the trees to be preserved.

4. That the trash and recycling roll-off containers in the single family and townhouses units be screened from the public right-of-way or stored within a garage or the rear yards and enforced by the HOA.

5. That the landscape plan be provided meeting minimum requirements of the UDO Part III and include:

- a. A 3' average height - landscaped berm with decorative fence be provided between Mallard Road and rear property lines where there are double fronted lots.
 - b. A standard street yard or greater shall be along Mallard Road frontage.
 - c. Multi-family apartments shall comply all landscaping and buffering requirements.
 - d. Townhouse (multi-family) shall maintain a Type A buffer or greater from existing single-family detached residential development.
6. A 5' wide public sidewalk shall be provided on the west side of Mallard Road and an 8' wide multi-use trail shall be provided on the east side of Mallard Road. The sidewalks/trails shall be located outside of the ditch within the Mallard Road right-of-way or within a public easement on HOA property adjacent to the Mallard Road right-of-way.
 7. The HOA declarations need to be submitted for review by the Town Attorney prior to final plat.
 8. That architectural standards be drafted and included in the HOA declarations.
 9. That an HOA be responsible for the ownership and maintenance of all common amenities including landscaping and property maintenance for the entire development, the stormwater SCM, parking lots, recreational amenities, and open space, parking enforcement and trash and recycling roll-off storage/screening.
 10. That cul-de-sacs be revised to meet the Town's standard details for cul-de-sacs.
 11. That several additional architectural styles for townhouses be provided of similar quality and character to provide visual interest throughout the development.
 12. That all single-family homes and townhomes have rear decks or patios of at least 120 sq. ft. in size.
 13. Street trees shall be adjacent to the public right-of-way – the master plan should be update accordingly.
 14. That overflow parking be provided within 400' of each townhouse building.
 15. That a hierarchy of streets be provided; where higher traffic streets are wider and short streets and cul-de-sacs be considered for narrower streets.
 16. That traffic calming measures, but not necessarily speed bumps, to slow traffic be incorporated into the subdivision.
 17. Prior to approval of a site plan for any portion of the multi-family site, the submitted draft site plan shall be presented to the Town Council for review and comment.

Mark Lane asked Stephen Wensman why in condition 1 is it marked out?

Stephen Wensman said it was a place holder because it's what the developer wants but I put a strike through it because it's not his recommendation. He thinks there should be storage.

Mark Lane asked what's the least minimum setback the town has ever approved?

Stephen Wensman said 5' inside of East River.

Sloan Stevens asked if the Marshall Road entrance into the back of the subdivision would be a side entrance?

Stephen Wensman said the way it's configured now, it's at the end of one of those long streets coming down and it goes straight to Marshall Rd. If I were going to town that's the way I would go. The design of the road doesn't take you to Mallard Rd, it's taking you to Marshall Rd. The way the project is laid out, it's an East to West type of project. The developer responded to the towns request for lateral connections. They could cut that end of the street off at Mallard Rd.

Stephen Wensman asked if it was the request of the Planning Board to have the end of Mallard Rd and Brogden Rd disconnected? He said a condition could be added at the end of the meeting.

Debbie Howard asked if the developer indicated on each of these things you've just recommended that they were ok with them.

Stephen Wensman said they are not in favor of a wider right-of-way. He wants it to be 50' throughout the development, except were shown wider. Also, the corner lot side setback, they have requested 12.5' and staff is requesting 15'.

Mark Lane asked if staff would agree to the 12.5' corner lot side setback when the plan is brought back for review?

Stephen Wensman said I don't know.

Mark Lane asked if the Planning Board put a condition on it tonight of 15', there's still a possibility it could be changed to 12.5'?

Stephen Wensman said only if the Planning Board and Town Council deem it a minor change.

Molly Stewart of 421 Fayetteville St, Suite 530 spoke on behalf of Morningstar Law Group. The intention of Woodleaf is to provide a compact village like experience, preserving 220 acres of this site which is about 45% of it. In order to accomplish that we have to make that compact village like feel, so the request you saw are all aimed at that goal. A project of this size brings many benefits with it. Once built you'll have property tax revenues from land developed with over 2000 new households. It will also address the need for housing and the economic growth in that area. To address the question about condition 1, multi-family storage, we accept that recommendation and agree to add additional storage. We've talked about that corner lot side setback and we actually are looking for the 15'. Another item I heard a lot about what the street right-of-way width. The are looking that 50' right-of-way width giving it that compact village feel. The street hierarchy does make a lot of sense for larger developments. You might have a commercial street or a true collector street where you'd have that hierarchy in place. We've heard a need for traffic calming and the primary measures taken are to narrow the street. They plan to have a prohibition in their HOA regulations for on street parking. They are

in agreement with the conditions up through 9. In looking at 10, they plan to revise the cul-de-sacs to meet the Town's standard details for cul-de-sac bulb. Conditions 11-13 are all accepted by the developer. Condition 14, that overflow parking be provided within 400' of each townhouse building; they would like to request 500' between townhouse building. In condition 15, they would like to keep to 50' width and not provide a hierarchy of streets. Conditions 16 - 18 they accept. Lastly there was a condition in red that was added that stated prior to approval of a site plan for any portion of the multi-family site, the submitted draft plan shall be presented to the Town Council for review and comment. They did offer the opportunity to bring the site plan back to a public forum in front of Town Council.

Mark Lane asked if that took care of the problems?

Stephen Wensman asked the Planning Board if they were ok with the deviations? He asked how everyone felt about the 27' back-to-back streets throughout and not having a hierarchy of streets? He understands that wider streets create faster traffic but he is also concerned about the level of traffic on those long streets. He suggested they add a condition that there be no parking on the public streets. Then board was in agreement to that condition. Stephen Wensman also asked the board what their thoughts were on the auxiliary parking being 500' away? After some discussion, the board agreed to 500' for auxiliary parking.

Pam Lampe of 415 N. Second Street came forward to speak. She wanted to address the size of the project and the amount of people it would bring to this community. She asked if it would cost anything to existing citizens to the county or town? She feels that it shouldn't including economic/development incentives from our community.

Stephen Wensman said the developer will bare all costs to bring utilities to this site other than staff review time. It's their project, they will build the pump station, water station, any right-of-way they might have to buy and they will bring the sewer lines from the sewer plant.

Pam Lampe stated that she thought the town was out of sewer capacity.

Stephen Wensman said we have capacity in the existing sewer plant, we just don't have capacity in the lines that convey the sewer to the plant. We have been told there is enough capacity for phase 1 and possibly phase 2. By then the new sewer plant will be online freeing up lots of capacity.

Pam Lampe said the existing sewer plant will be decommissioned from what she's been told. Will that have any affect on the new sewer line?

Stephen Wensman said yes, eventually the existing sewer plant will be turned in to a big pump station. It will take all the sewage in the Smithfield lines and reroute the sewage from Pine Level and Selma to the new plant. Our sewage will still go to our plant which at some point will be decommissioned and turned into a big pump station so it will hold and pump everything to the new plant.

Pam Lampe asked if the sewer from this plant will be monitored separately from the county when it flows into the sewer plant? Right now, Smithfield is a plug for all of the other communities, so we have problems with our sewer pipes.

Stephen Wensman said when they get the new plant, all of our sewer goes to the new plant we will then be able to measure what's ours. They will have their own system so it can be measured.

Pam Lampe asked if the developer was paying for the large sewer pump station?

Stephen Wensman said that will be sized to handle the sewer shed and the cost will be handled by the developer.

Pam Lampe asked if the developer would be charged a capacity fee?

Stephen Wensman said they will be charged what every other developer is charged.

Pam Lampe asked if the developer would have to acquire any other property to run the water and sewer lines?

Stephen Wensman said they haven't identified that yet and he isn't sure if they even know yet. The town wouldn't participate in that, the developer would have to buy the easements, whether they are temporary or permanent.

Stephen Wensman stated that we struck one condition about the hierarchy of streets. We've added two new conditions. One is that the developer will disconnect the street to Marshall Drive and two that there will be no on street parking and it will be managed by the HOA.

Mark Lane made a motion to recommend approval of zoning map amendment, CZ-22-02, with 18-conditions finding the rezoning consistent with the Town of Smithfield Comprehensive Growth Management Plan as amended and other adopted plans, and that the amendment is reasonable and in the public interest, seconded by Ashley Spain. Unanimously approved.

June 7th is the next Town Council meeting.

RZ-22-03 Wood & Warrick: The applicants are requesting to rezone three parcels of land totaling approximately 42.1 acres from the R-20A (Residential-Agricultural) and B-3 (Business) zoning districts to the LI (Light Industrial) zoning district. The properties considered for rezoning are located on the northeast side of the intersection Barbour Road and US Hwy 70 West Smithfield. The properties are further identified as Johnston County Tax ID# 15079004, 15079004A and 15079006.

Stephen Wensman stated that the applicant is requesting the rezoning to be in conformance with the comprehensive plan and to be prepared to market the property. There are no specific industrial uses yet identified for the property.

CONSISTENCY STATEMENT (Staff Opinion):

With approval of the rezoning, the Planning Board/Town Council is required to adopt a statement describing whether the action is consistent with adopted comprehensive plan and other applicable adopted plans and that the action is reasonable and in the public interest. Planning Staff considers the action to be consistent and reasonable:

o **Consistency with the Comprehensive Growth Management Plan** the Comprehensive Plan guides the area for Industrial/Employment.

o **Consistency with the Unified Development Code** – the property will be developed in conformance with the UDO.

O **Compatibility with Surrounding Land Uses** - The property considered for rezoning will be compatible with the surrounding land uses which are transitioning to Industrial.

Planning Staff recommends approval of RZ-22-03 with a statement declaring the request consistent with the Town of Smithfield Comprehensive Growth Management Plan and other adopted plans, and that the amendment is reasonable and in the public interest.

Debbie Howard made a motion to recommend approval of zoning map amendment, RZ-22-03, finding it consistent with the Town of Smithfield Comprehensive Growth Management Plan and other adopted plans, and that the amendment is reasonable and in the public interest, seconded by Mark Lane. Unanimously approved.

RZ-22-04 TLC Estates, LLC: The applicant is requesting to rezone .48 acres of land from the R-20A (Residential-Agricultural) zoning district to the R-8 (Residential) zoning district. The property considered for rezoning is located on the east side of Buffalo Road approximately 480 feet south of its intersection with Holland Drive and further identified as Johnston County Tax ID# 14A03004.

Mark Helmer stated that the applicant TLC Estate, LLC is requesting the rezoning of a .47-acre property at 1136 Buffalo Road from R20-A to R-8. The properties are located at 1136 Buffalo Road approximately 500 feet south of the Holland Drive/Buffalo Road intersection. The property is not located within a floodplain. The property is nonconforming as it has 2 homes on 1 property. The house on the south side of the property is nonconforming because the front setback is approximately 10 feet from the public right-of-way. The property is the former location of Harbor House. The property has 2 buildings on it, one that was used for mostly administrative purposes and the other for a domestic abuse shelter. Both structures are habitable from a residential perspective and the property has been vacant for some time. The applicant wishes to rezone the parcel to the R-8 district in order to subdivide into 2 single-family residential lots.

- **Comprehensive Plan.** The comprehensive plan identifies this property for medium density residential. The proposed R-8 zoning is in conformance with the Plan.
- **Non-Conforming.** The property is non-conforming with 2 houses on a single lot. The southernmost building does not meet front setbacks (10' from right-of-way). The rezoning and subsequent lot split will lessen the non-conformities.

- **Spot Zoning.** Rezoning of could be considered a spot zoning. Although spot zoning is not illegal, it must be reasonable and in the public interest. Considerations should include:
 - o Physical characteristics that make is more suitable for R-8 (utilities, topography, soils, etc.).
 - o Relationship to comprehensive plan designation.
 - o Is the rezoning in harmony with the legitimate expectations of neighbors.
 - o What is the implication for future development on surrounding parcels?

The rezoning is consistent with the comprehensive plan. The rezoning is in harmony with the legitimate expectations of the neighbors. The rezoning and subsequent lot split would lessen the nonconforming nature of the property and would result in similarly sized residential lots as exist nearby. There is R-8 zoning in the area and future R-8 zoning and development has been considered in the area surrounding the property.

CONSISTENCY STATEMENT (Staff Opinion):

With approval of the rezoning, the Planning Board/Town Council is required to adopt a statement describing whether the action is consistent with adopted comprehensive plan and other applicable adopted plans and that the action is reasonable and, in the public, interest. Planning Staff considers the action to be consistent and reasonable:

- o **Consistency with the Comprehensive Growth Management Plan** -The Comprehensive Plan guides the area for medium density residential.
- o **Consistency with the Unified Development Code** – the subsequent minor subdivision of the property will lessen the nonconforming nature of the property.
- O **Compatibility with Surrounding Land Uses** - The property considered for rezoning will be compatible with the surrounding land uses which are transitioning to medium density residential.

Planning staff recommends approval of RZ-22-04.

Doris Wallace made a motion to recommend approval of zoning map amendment, RZ-22-04, finding it consistent with the Town of Smithfield Comprehensive Growth Management Plan and other adopted plans, and that the amendment is reasonable and in the public interest, seconded by Debbie Howard. Unanimously approved.

Doris Wallace and Sloan Stevens recused themselves from the remainder of the meeting due to the following item being a quasi-judicial case. Both of them are running for Town Council and could hear this case again if voted onto the Council.

Stephen Upton made a motion, seconded by Debbie Howard to approve Doris Wallace and Sloan Stevens to recuse themselves from S-22-03.

S-22-03 Whitley Towns: J&J Flowers Finch Inc. is requesting preliminary subdivision approval for the construction of a 68-unit single-family attached townhome development. The properties considered for approval are located on the northeast side of West Market Street approximately 300 feet southeast of its intersection with Britt Street. The properties are further identified as Johnston County Tax ID# 15084001 and a portion of 15084003A.

Mark Helmer stated the J&J Flowers Finch Inc. is requesting preliminary plat of Whitley Townes, a 68-unit attached single-family townhome development on 11.61-acres of land in the B-3 CZ District. The property is located on the north side of the West Market Street approximately 1,056 feet west of its intersection with Wilson's Mills Road and west of the former Heilig-Meyers store.

The property was rezoned to B-3 CZ with a master plan for the Whitley Townes development on 10/5/21 by the Town Council. The preliminary plat is consistent with the approved master plan (See CZ-21-07 Staff Report and Attachments) with the following changes:

- The preliminary plat is designed around the existing drainage ditch crossing the property; whereas the master plan showed the drainage being piped.
- The preliminary plat proposes 38 townhouse units; whereas the master plan showed 70 units.
- The preliminary plat shows 3 Stormwater Control Measures; whereas the master plan showed one. Two of the SCMs will be constructed for bio-retention (planted basins) and the third for dry detention.
- The preliminary plat shows an additional sidewalk along the public street.
- Open space areas are connected by sidewalks.
- A 5' landscaped berm has been provided along W. Market St.
- Four (4) shrubs and one ornamental tree are proposed in front of each unit and shrubs along the rear yard of the units.
- One (1) overstory street tree is proposed for every 50' of public right-of-way along the edge of the right-of-way.
- Proposed open space amenities are shown (subject to change).

To approve a preliminary plat, the Town Council shall make the following finding (staff's opinion in Bold/Italic):

1. The plat is consistent with the adopted plans and policies of the town; **The plat is consistent with the adopted plans and policies of the town.**
2. The plat complies with all applicable requirements of this ordinance; **The plan complies with all applicable requirements of this ordinance and the B-3 Conditional Zoning Master Plan.**
3. There exists adequate infrastructure (transportation and utilities) to support the plat as proposed. **There is adequate infrastructure.**
4. The plat will not be detrimental to the use or development of adjacent properties or other neighborhood uses. **The plat will not be detrimental to the use or development of adjacent properties or other neighborhood uses.**

Staff recommends approval of the Whitley Townes preliminary plat, S-22-03, with the following conditions based on the finding of fact for preliminary plats:

1. That the future preliminary plat and development plans for the subdivision be in accordance with the approved Master Plan, R-8 Zoning District, and UDO regulations with the with the following deviations:

| | |
|----------------------------|--|
| Item | R-8 CZ |
| Street | 30' wide back-to-back. |
| Parking Lot Curbing | Valley curbs are proposed in the parking lots. |
| Distance between buildings | Minimum 20 feet |
| Perimeter Buffer | 25' |

2. That the trash/recycling rollouts be stored within garages or rear yards.
3. That the parking lot entrances be constructed in accordance with the town's standard driveway detail.
4. That the 25' perimeter buffer planting be comprised of existing vegetation and landscaping/ and or fencing to ensure at least 60% opacity.
5. That the townhouses be comprised of a mix of siding types such as lap board and batten, shakes and brick and end units be comprised of windows and other architectural details.
6. That a cross access easement be executed for the shared use of the driveway off of West Market Street.
7. That park dedication fees in lieu be paid prior to recording the final plat in accordance with the UDO Section 10.114.8.
8. That all utility fees including system development fees be paid before recording the final plat.
9. That the Town of Smithfield Stormwater Operations and Management agreement with a maintenance plan be submitted and recorded prior to final plat recording.
10. That the HOA declarations and covenants be submitted for Town Attorney review prior to final plat. The HOA shall be responsible for the ownership and maintenance of all common amenities including front, side yard and open space landscaping, the stormwater SCM, parking lots, recreational amenities, and open space, and enforce trash and recycling roll offs to be stored in garages or rear yards.

Planning staff recommends approval of Whitley Townes preliminary plat, S-22-03, with 10 conditions found in the staff report based on the finding of fact for preliminary plats.

OLD BUSINESS: None

Adjournment

Being no further business, Debbie Howard made a motion seconded by Mark Lane to adjourn the meeting. Unanimously approved.

Respectfully Submitted,



Julie Edmonds
Administrative Support Specialist



Request for Planning Board Action

Agenda CZ-22-
Item: 03
Date: 7/14/22

Subject: Blue Line Aviation- Conditional Zoning Map Amendment
Department: Planning
Presented by: Mark Helmer, Senior Planner
Presentation: Public Hearing

Issue Statement

Blue line Aviation is requesting a conditional rezoning of 14.43 -acres of land from R-20A to PUD-CZ with a master plan for a planned development consisting of a mix of uses: residential dormitory, classroom/office, hotel and flex industrial/office.

Financial Impact

If constructed, the development might contribute to the town's tax base. An annexation petition has been submitted.

Action Needed

The Planning Board is respectfully requested to hold a public meeting to review the conditional rezoning request and to decide whether to recommend approval, approval with conditions, or denial.

Recommendation

Planning Staff recommends approval of CZ-22-03 with a statement declaring the request consistent with the Town of Smithfield Comprehensive Growth Management Plan AS TO BE AMENDED BY THIS REZONING and that the request is reasonable and in the public interest.

Approved: Town Manager Town Attorney

Attachments:

1. Staff report
2. Consistency Statement
3. Application
4. Master Plan
5. Traffic Impact Study



Staff Report

Agenda CZ-
Item: 22-03

REQUEST:

Blue Line Aviation, LLC is requesting a Planned Unit Development (PUD) conditional rezoning of 14.282-acres of land from R-20A to PUD CZ with a mixed-use master planned development consisting of 5 lot subdivision.

PROPERTY LOCATION:

West side of Swift Creek Road approximately 650 feet north of its intersection with Airport Industrial Drive.

APPLICATION DATA:

| | |
|---------------------------|----------------------------|
| Applicant: | Blue Line Aviation, LLC |
| Legal Representative | Morningstar Law Group, LLC |
| Project Engineer | Kimley-Horne |
| Project Name: | Blue Line Aviation |
| Parcel ID | 15J08015B |
| Property Owners | Blue Line Aviation, LLC |
| Acreage | 14.34 |
| Present Zoning: | R-20A |
| Proposed Zoning: | PUD CZ |
| Existing Use: | Clear cut / woodlands |
| Proposed Use: | Mix of uses |
| Fire District: | Wilson's Mills |
| School Impacts: | none |
| Parks and Recreation: | none |
| Water and Sewer Provider: | Town of Smithfield |
| Electric Provider: | Duke |
| New roads: | 2,200 linear feet |
| Public R/W: | 1.92 ac. |
| Development Density: | N/A |

ADJACENT ZONING AND LAND USES:

(see attached map)

| | Zoning | Existing Land Uses |
|--------------|--------|---------------------------------|
| North | R-20A | Rural Residential/Agricultural. |
| South | LI | Light Industrial Business Park |
| East | R-20A | Rural Residential/Agricultural. |
| West | R-20A | Rural Residential/Agricultural. |

EXISTING CONDITIONS/ENVIRONMENTAL:

The property was recently cleared of trees. The front ½ acre to 1 acre has been graded and a gravel parking lot was installed. In the center of the site is the remnants of a former gravel storage yard. There have been no permits for any development on the site and none of the paving/impervious was approved.

MASTER PLAN/ANALYSIS:

- **Comprehensive Land Use Plan and Density.** The proposed development is not supported by the Town's Comprehensive Growth Management Plan. The Comprehensive Plan guides the site for industrial and employment sectors and not for hospitality, office and non-government educational uses. Approval of the rezoning would be considered an amendment to the Comprehensive Plan.
- **Voluntary Annexation.** The developer has submitted a voluntary annexation petition with the development of the site. If accepted, the annexed land will be a satellite to the primary corporate limits.
- **Proposed PUD District Design and Dimensional Standards.** The developer has proposed PUD District Design and Dimensional Standards that include a list of permitted uses. With a PUD, the uses on the master plan are the permitted uses. Accessory uses are typically those associated with the uses on the master plan and are regulated by the UDO. The listed land uses are not shown on the PUD Masterplan and are not permitted:
 - **Recreational uses,** there are no outdoor recreation areas shown on the plan. Only indoor recreation or entertainment within a flex industrial building or a fitness center in an office building or a flex industrial building or hotel building are permitted.
 - **Manufacturing and Industrial uses** – the master plan does not show a contractor building with outdoor storage. Outdoor storage is not permitted if not shown on the master plan.
 - **Retail Sales and Services** – Food trucks are an accessory use regulated by Article 7, Section 7.25.
 - **Wholesale sales and Warehousing** – Outdoor sales, service or storage areas as a principal use are not shown on the master plan and therefore are not permitted uses.
 - **Accessory Uses (Article 6)**– Accessory uses are also subject to the supplementary standards in Article 7 of the UDO.
 - **Nonpermitted Uses** – outdoor storage should be listed as a non-permitted use.
- **Site Access and Traffic.** The access to the development will be off of Swift Creek Road. A traffic impact study was prepared and reviewed by NCDOT and will require left turn lane into the development and ADA accessible crosswalks tying the development into the airport property. Given the dangerous conditions that include hills, curves and poor visibility, staff recommends flashing lights or other safety equipment be installed, as

permitted by NCDOT, to ensure public safety is achieved. NCDOT required turn lanes are not shown on the master plan.

- **Streets and Right-of-Way.** The developer is proposing 27' wide b/b streets in 40' wide public right-of-way throughout the development.
 - The 27' wide b/b streets within a 50' right-of-way is proposed. The Town's standard right-of-way width is 60' wide (UDO Section 10.110.9) but a 50' wide right-of-way can be approved by the Town Council. The 50' public right-of-way may be appropriate given the narrowness of the development site. Wider right-of-way may restrict the ability to develop the site.
 - Lateral connections to the adjacent vacant parcel are appropriate and meet the UDO requirements.
 - Throughout the development, minimum building setbacks from the public right-of-way are substantially reduced.
 - The future building in phase 1 and the future 2-story office/classroom are shown to have a 15' setback from the proposed right-of-way.
 - The first driveway off of Swift Creek Road should be moved further back from Swift Creek Road for safety and to allow stacking when traffic exits the development.
 - Sidewalks are shown on the north side of the proposed street.
 - A five-foot sidewalk is required along Swift Creek Road.
- **Building Setbacks.**
 - The future building in phase 1 and the future 2-story office/classroom are shown to have a 15' setback from the proposed right-of-way.
 - The dorm facility in phase 1 is shown to have a 26' rear setback
 - The future hotel in the future phase is shown to have a 28' rear setback
 - The setback from Swift Creek Road is 50', not 30' as shown on the plan.
- **Utilities.** The proposed development is not possible without public sewer and water. The Town will serve this property with water and sewer by a master meter onto the County sewer. Duke Energy will serve the development with electricity.
- **Landscaping and Buffering.**
 - The Master Plan shows trees in the street yard and parking islands and identifies the street and buffer yards. There are no details on shrub plantings.
 - The buffer yard for the flex industrial/office should have a Type C planting, not a Type A.
 - The rear loading area of the flex industrial/office should be screened from the residentially zoned property to the north with an opaque fence, wall or solid vegetated buffer.

- Foundation plantings and interior parking lot island shrubs are not shown.
- **Parking.** The master plan shows 138 parking stalls in phase 1 and 154 in future phases. Based on the all the uses and building areas there is a total parking deficit of approximately 57 spaces. The site is not well suited to shared parking so when each use is considered on its own, there is inadequate parking for the uses and building areas shown:
 - In phase 1, there are 52 dorm units and 2 beds per unit. If each student has their own vehicle, 104 parking spaces are need. The master plan shows 138 parking spaces between the two parking lots. That leaves an excess of roughly 34 spaces as overflow for the Blueline facility on the airport property.
 - The future 2 story office/classroom building is shown to have roughly 25,200 sq. ft of floor area which would require 101 parking spaces (4 parking spaces per 1000 sq. ft.) The property is deficient roughly 60 parking stalls. If the office and classrooms are for the guests in phase 1, the reduction in parking maybe appropriate.
 - The future 3-story hotel is described as having +/- 120 rooms. The parking requirement would therefore be +/- 125 parking stalls (1 per room employees). The master plan shows approximately 50 parking stalls. The property is deficient approximately 75 parking stalls.
 - The flex industrial property requires 1 parking stall per employee for industrial, but 4 spaces/1000 sq. ft. for office. The Master Plan shows 65 parking spaces which may be in excess of what is needed depending on how the building is used.
- **Stormwater Management.** The developer has shown 2 conceptual stormwater ponds located on the southern property line and adjacent to the Airport Industrial Park.
- **Trash and Recycling.** The master plan shows locations for trash and recycling enclosures.
- **Subdivision Signs.** The PUD Masterplan shows locations for ground mounted identification signs in phase 1, but none in phase 2 meeting the UDO standards. The ground mounted sign at the entrance by Swift Creek Road is identified as tenant and development signage. Typically, hotels seek taller and additional signage. The detail for the signs is shown on Sheet PD9.0 is compliant with the UDO requirements for a single site ground mounted sign, but appears insignificantly small for tenant and development signage, especially for the hotel. With a PUD, a developer will often seek a PUD sign master plan that specifically meets the specific needs of the development and tenant mix.
 - **Property Owner's Association.** An POA will be required to own and maintain the stormwater facilities and any property held in common. The POA declarations need to be submitted for review by the Town Attorney prior to final plat.
 - **Development Phasing.** The project is phasing plan is broken up into phase 1 and future phases, with a total of four potential phases. Phase 1 includes a parking lot for the

Blueline facility on the airport property and a 28-room dormitory/classroom structure (expandable for additional 24 rooms) and associated parking.

- **Architectural Standards.** No architectural standards are proposed. An illustration of the proposed phase 1 dormitory facility has been provided showing a prefabricated modular structure with façade details added at the entrances and elsewhere to provide visual interest. There are no details on the structures or palate of materials to be used on the future buildings.

PUD CONDITIONAL ZONING:

- The UDO lacks specific PUD standards except for PUD Streets found in UDO Section 10.110.19. This standard addresses pedestrian and vehicular connectivity. In the absence of specific standards, staff has evaluated the mixed-use development based on the overall mix of uses and the dimensional regulations typically associated with those uses. For instance, institutional uses found in the O/I district have setbacks that different than those found in commercial uses found in the B-3 zoning district. Industrial standards are again slightly different.
- **Deviations from UDO.** Because there are no specific PUD standards, there are no specific deviations requested from the UDO, however there are clearly several standards shown that should be considered:

| Standard | UDO Typical | Proposed |
|-------------------------|--|---|
| Front Yard Setbacks | <ul style="list-style-type: none"> • O/I = 25' • B-3 = 35' • LI = 50' | <ul style="list-style-type: none"> • Institutional-15' • Hotel – 30' • Industrial flex – 30' |
| Parking Requirements | <ul style="list-style-type: none"> • Office uses 4/1000 • Hotel 1/guest = 120 | <ul style="list-style-type: none"> • 3/1000 (still a deficit of parking unless used by phase 1 guests) • Hotel provided +/-49 |
| Architectural Standards | None required, but typically provided with Conditional Zoning | None provided |
| Right-of-way/Street | Transportation Plan Street Typology recommends a 34' b/b in 60' right-of-way. | 27' b/b street in 50' right-of-way. |
| Sidewalk | 5' sidewalk on Swift Creek Road | None provided. |

- **Proposed Standards Exceeding UDO Requirements.**
 - None identified.

CONSISTENCY STATEMENT (Staff Opinion):

With the approval of the rezoning, the Town Council is required to adopt a statement describing whether the action is consistent with the adopted comprehensive plan and other applicable adopted plans and that the action is reasonable and in the public interest. Planning Staff considers the action to be consistent and reasonable:

- **Consistency with the Comprehensive Growth Management Plan** – *the development is not consistent with the comprehensive plan. If approved, the Council should acknowledge that the comprehensive plan is hereby amended guiding the property for Mixed Use development.*
- **Consistency with the Unified Development Code** – *the property will be developed in conformance with the UDO conditional zoning provisions that allows a good faith negotiation of development standards.*
- **Compatibility with Surrounding Land Uses** - *The property considered for rezoning will be compatible with the surrounding land uses.*

RECOMMENDATION:

Planning Staff recommend approval of CZ-22-03 with the following 11 conditions:

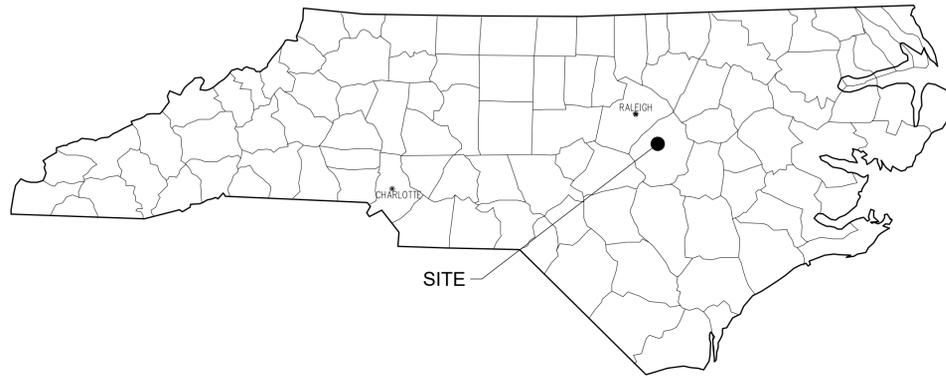
1. That the parking lot entrances be constructed in accordance with the town's standard driveway apron detail – drawing 0315 and that the detail be provided on future construction drawings.
2. That the landscape plan be provided meeting the minimum requirements of the UDO Part III.
3. A 5' wide public sidewalk shall be provided along the Swift Creek right-of-way.
4. The POA declarations need to be submitted for review by the Town Attorney prior to final plat.
5. That architectural standards be drafted and included in the POA declarations.
6. That an POA be responsible for the ownership and maintenance of all common amenities.
7. The driveway closest to Swift Creek Road be moved further to the west.
8. That the following uses be prohibited:
 - a. Outdoor recreation
 - b. Outdoor storage
 - c. Food trucks except as an accessory use subject to the supplementary standards found in Article 7 of the UDO.
 - d. Outdoor sales, service or storage areas.

9. That flashing lights or other safety equipment be installed, as permitted by NCDOT, to ensure public safety is achieved at the crosswalk on Swift Creek Road along with all other NCDOT required improvements.
10. That the minimum parking requirements of the UDO be maintained for the future hotel lot.
11. That the minimum parking requirements of the UDO be maintained for the Future 2 Story Office/Classroom lot unless a shared parking agreement is recorded between the 1 Story Private School and Related Dorm Facilities lot.

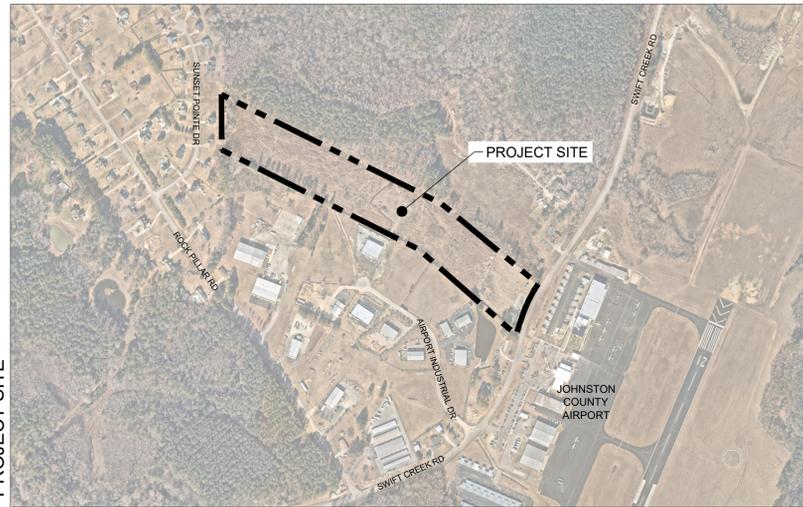
RECOMMENDED MOTION:

“Move to approve the zoning map amendment, CZ-22-03, with the 11 conditions of approval, finding the rezoning consistent with the Town of Smithfield Comprehensive Growth Management Plan as hereby amended and other adopted plans, and that the amendment is reasonable and in the public interest.”

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BLUE LINE AVIATION SCHOOL REZONING PUD APPLICATION SWIFT CREEK ROAD 3149B SMITHFIELD, JOHNSTON COUNTY, NC, 27577



| SHEET INDEX | |
|--------------|--|
| SHEET NUMBER | SHEET TITLE |
| PD0.0 | COVER SHEET |
| PD0.1 | DISTRICT STANDARDS |
| PD1.0 | EXISTING CONDITIONS |
| PD2.0 | CONCEPTUAL OVERALL LAND USE AND PHASING PLAN |
| PD3.0 | OVERALL SITE PLAN |
| PD4.0 | CONCEPTUAL UTILITY PLAN |
| PD5.0 | CONCEPTUAL GRADING AND DRAINAGE PLAN |
| PD6.0 | CONCEPTUAL OPEN SPACE AND CIRCULATION PLAN |
| PD7.0 | PRELIMINARY PH 1 SITE PLAN |
| PD8.0 | PRELIMINARY PH 1 LANDSCAPE PLAN |
| PD9.0 | PRELIMINARY PH 1 SIGNAGE + LIGHTING PLAN |

CONCEPTUAL PHASING PLAN NOTES:

1. THIS CONCEPT PLAN PROVIDES PHASING IN TWO CATEGORIES, THE PHASE 1 DEVELOPMENT AREA AND THE FUTURE DEVELOPMENT.
2. PRIVATE STREET INFRASTRUCTURE WILL BE CONSTRUCTED IN PHASES TO BE DETERMINED AT THE TIME OF ADMINISTRATIVE SITE PLAN.
3. ANY OFFSITE IMPROVEMENTS AS REQUIRED BY NCDOT MAY BE PHASED AS WARRANTED BY DEVELOPMENT PHASE IN ACCORDANCE WITH THE CONCEPTUAL TIA.

CONCEPTUAL PHASING:

PHASE I: THIS PHASE WILL CONSIST OF FLIGHT SCHOOL CLASSROOM & DORM ROOMS AND ASSOCIATED SITE IMPROVEMENTS TO SUPPORT THIS PHASE.

FUTURE PHASE(S): THE FUTURE DEVELOPMENT PROGRAM IS PRELIMINARY IN NATURE AND MAY BE BUILT OUT OVER A PERIOD OF TIME. THESE PHASES ARE CONCEPTUAL AND NOT INTENDED TO BE SEQUENTIAL, AS DEVELOPMENT COULD OCCUR SIMULTANEOUSLY WITHIN EACH PHASE OR STAGGERED OVER TIME.

GENERAL NOTES

1. SEE SEE PD0.1 DISTRICT STANDARDS FOR ADDITIONAL REZONING INFORMATION.

| SITE DATA TABLE | |
|-------------------------------------|--|
| PIN | 168509-05-2529 |
| REAL ESTATE ID | 15J08015B |
| DEVELOPMENT NAME | BLUE LINE AVIATION SCHOOL |
| PROPERTY OWNER(S) | BLUE LINE AVIATION, LLC |
| EXISTING LAND USE | VACANT |
| EXISTING ZONING | R-20A |
| TOTAL SITE ACREAGE | 14.43 ACRES |
| PROPOSED LAND USE | MULTI-USE |
| PROPOSED ZONING | PUD |
| HOUSING UNITS (ACCESSORY TO SCHOOL) | 28 DORM ROOMS (PHASE 1) + FUTURE PHASE DEVELOPMENT |
| LINEAR FEET OF STREETS | 50' WIDTH PUBLIC RIGHT-OF-WAY: +/- 2,060 LF |
| FEMA DATA: | FIRM PANELS 3720167500K & 3720168500K, DATED 6/20/2018 |

GOVERNING AGENCY CONTACTS:

PLANNING DEPARTMENT:
350 EAST MARKET STREET
SMITHFIELD, NC 27577
(919) 934-2116 x1111

PUBLIC UTILITIES DEPARTMENT:
350 EAST MARKET STREET
SMITHFIELD, NC 27577
(919) 934-1117
(919) 934-2661

APPLICANT DESIGN TEAM:



PROPERTY OWNER
BLUE LINE AVIATION, LLC.
3149B SWIFT CREEK RD
SMITHFIELD, NC 27577-6900
(919) 578-3724



SURVEYOR
KCI ASSOCIATES OF N.C.
4505 FALLS OF NEUSE, 4TH FLOOR
RALEIGH, NC 27607
(919) 783-9214

LAND USE ATTORNEY



MORNINGSTAR LAW GROUP
112 W. MAIN STREET, 2ND FLOOR
DURHAM, NC 27701
(919) 590-0384

**LANDSCAPE ARCHITECT
LAND USE PLANNER
CIVIL ENGINEER
TRAFFIC ENGINEER**



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WWW.KIMLEY-HORN.COM
#F-0102



| | |
|----------------|------------|
| KHA PROJECT | 014441000 |
| DATE | 06/23/2022 |
| SCALE AS SHOWN | AS SHOWN |
| DESIGNED BY | AMR |
| DRAWN BY | AMR |
| CHECKED BY | RLB |

COVER SHEET

BLUE LINE AVIATION SCHOOL
PREPARED FOR
PUD REZONING REVIEW

SHEET NUMBER
PD0.0

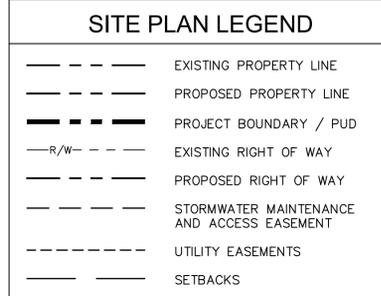
| | | | |
|-----|-----------------------------------|------------|-----|
| NO. | REVISIONS | DATE | BY |
| 1 | RESPONSE TO STAFF REVIEW COMMENTS | 06/23/2022 | AMR |

TOWN OF SMITHFIELD NC

Plotted By: Roland, Austin Sheet: Set: Blue Line Layout: PD1.0 EXISTING CONDITIONS June 23, 2022 07:44:01pm K:\RAL\DEVA\014441000-Blue Line Smithfield Rezoning\Phase\P10-CAD_Files\02-Plan_Sheets\Rezoning\C1.D EXISTING CONDITIONS.dwg
 This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

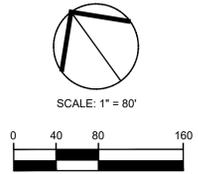


- SURVEY NOTES**
1. THE BASIS OF BEARINGS FOR THIS SURVEY IS NORTH CAROLINA STATE PLANE GRID (NAD83/2011). VERTICAL DATUM BASED ON NAVD88.
 2. UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM VISIBLE FIELD INFORMATION.
 3. THIS SURVEY WAS MADE IN ACCORDANCE WITH LAWS AND/OR MINIMUM STANDARDS OF THE STATE OF NORTH CAROLINA.
 4. THIS SURVEY WAS MADE WITHOUT THE BENEFIT OF A REPORT OF THE TITLE. EASEMENT AND RESTRICTIONS MAY EXIST THAT ARE NOT SHOWN HEREON.
 5. SAID PROPERTY IS LOCATED WITHIN AN AREA HAVING A ZONE DESIGNATION X BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA), ON FLOOD INSURANCE RATE MAP NO. 3720168500K, WITH AN EFFECTIVE DATE OF JUNE 20, 2018.
 6. THE PROPERTY HAS INDIRECT ACCESS TO SWIFT CREEK ROAD, DEDICATED AND PUBLICLY MAINTAINED STREETS OR HIGHWAYS.
 7. AREA COMPUTER BY COORDINATE METHOD.
 8. ZONING: R-20A



NOTE:
 ALL CONSTRUCTION TO BE IN ACCORDANCE WITH NCDEQ, NCDOT, AND TOWN OF SMITHFIELD STANDARDS AND SPECIFICATIONS APPLICABLE. IN THE EVENT OF A CONFLICT THE MORE STRINGENT STANDARD SHALL GOVERN.

SURVEY NOTE:
 ALL EXISTING ON-SITE BOUNDARY AND TOPOGRAPHICAL INFORMATION WAS PROVIDED WITHIN A BOUNDARY SURVEY AND MAP OF TOPOGRAPHY PREPARED BY KGI ASSOCIATES OF NC, 4505 FALLS OF NEUSE RD, RALEIGH, NORTH CAROLINA 27607 (LICENSE NUMBER L-3860) 919-783-9214 DATED 02/07/2022. RECEIVED BY KIMLEY-HORN ON 02/07/2022. OFF-SITE TOPOGRAPHIC INFORMATION TAKEN FROM PUBLICLY AVAILABLE GIS DATA.



| No. | REVISIONS | DATE | BY |
|-----|-----------------------------------|----------|-----|
| 1 | RESPONSE TO STAFF REVIEW COMMENTS | 06/23/22 | AMR |

Kimley»Horn
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 #F-0102

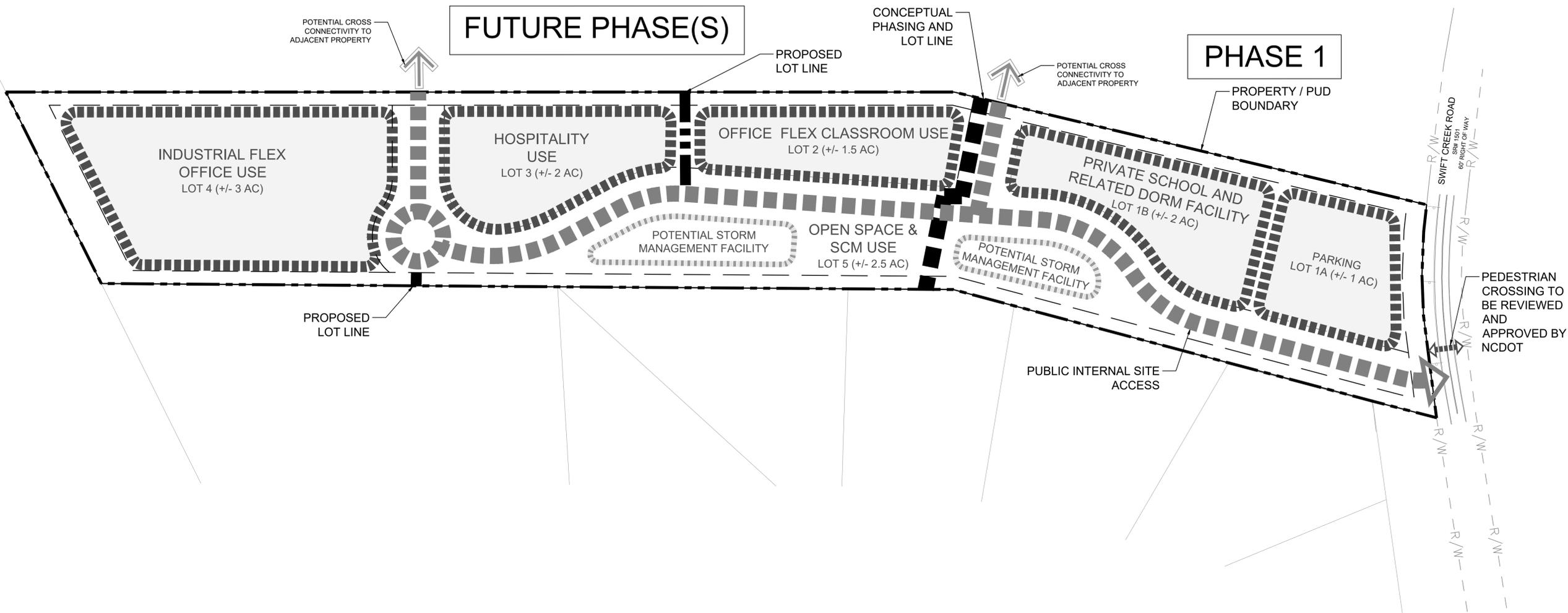
PRELIMINARY - NOT FOR CONSTRUCTION

| | |
|-------------|------------|
| KHA PROJECT | 014441000 |
| DATE | 06/23/2022 |
| SCALE | AS SHOWN |
| DESIGNED BY | AMR |
| DRAWN BY | AMR |
| CHECKED BY | RLB |

EXISTING CONDITIONS

BLUE LINE AVIATION SCHOOL
 PREPARED FOR
 PUD REZONING REVIEW
 TOWN OF SMITHFIELD NC
 SHEET NUMBER
PD1.0

Plotted By: Boland, Austin - Sheet: Set: Blue Line - L:\voul:\PD2.0 OVERALL LAND USE + PHASING PLAN - June 23, 2022 - 07:44:06pm - K:\BAL\LEVA\014441000-Blue Line Smithfield Rezoning Planning Phase\PD0-CAD Files\02_Plan Sheets\Reznong\02.0 SITE PLAN.dwg
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CONCEPTUAL LAND USE NOTES:

1. THIS LAND USE DIAGRAM IS PRELIMINARY IN NATURE AND IS SUBJECT TO CHANGE PENDING REZONING APPROVAL BY TOWN COUNCIL AND FINAL SITE CONDITIONS.
2. LAND USES ARE PRELIMINARY AND SUBJECT TO CHANGE, HOWEVER, ANY ALLOWABLE LAND USE MUST BE CONSISTENT WITH THE PERMITTED USES ESTABLISHED WITHIN THIS PUD. REFER TO SHEET PD0.1 FOR LIST OF ALLOWED AND PROHIBITED USES.
3. FINAL USE AND SITE IMPROVEMENTS SHALL BE DETERMINED AT THE TIME OF ADMINISTRATIVE SITE PLAN.
4. ACCESSORY USES TO ANY PROPOSED LAND USE SHALL BE ALLOWED

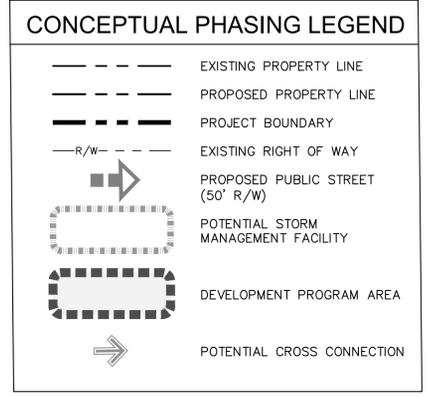
CONCEPTUAL PHASING PLAN NOTES:

1. THIS CONCEPT PLAN PROVIDES PHASING IN TWO CATEGORIES, THE PHASE 1 DEVELOPMENT AREA AND THE FUTURE DEVELOPMENT.
2. PUBLIC STREET INFRASTRUCTURE WILL BE CONSTRUCTED IN PHASES TO BE DETERMINED AT THE TIME OF ADMINISTRATIVE SITE PLAN.
3. ANY OFFSITE IMPROVEMENTS AS REQUIRED BY NCDOT MAY BE PHASED AS WARRANTED BY DEVELOPMENT PHASE IN ACCORDANCE WITH THE CONCEPTUAL TIA.

CONCEPTUAL PHASING:

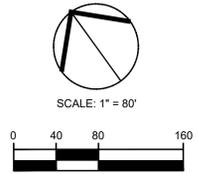
PHASE I: THIS PHASE WILL CONSIST OF FLIGHT SCHOOL CLASSROOM & DORM ROOMS AND ASSOCIATED SITE IMPROVEMENTS TO SUPPORT THIS PHASE.

FUTURE PHASE(S): THE FUTURE DEVELOPMENT PROGRAM IS PRELIMINARY IN NATURE AND MAY BE BUILT OUT OVER A PERIOD OF TIME. THESE PHASES ARE CONCEPTUAL AND NOT INTENDED TO BE SEQUENTIAL, AS DEVELOPMENT COULD OCCUR SIMULTANEOUSLY WITHIN EACH PHASE OR STAGGERED OVER TIME.



NOTE:
 ALL CONSTRUCTION TO BE IN ACCORDANCE WITH NCDEQ, NCDOT, AND TOWN OF SMITHFIELD STANDARDS AND SPECIFICATIONS APPLICABLE. IN THE EVENT OF A CONFLICT THE MORE STRINGENT STANDARD SHALL GOVERN.

SURVEY NOTE:
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| NO. | REVISIONS | DATE | BY |
|-----|-----------------------------------|----------|-----|
| 1 | RESPONSE TO STAFF REVIEW COMMENTS | 06/23/22 | AMR |

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| | |
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| KHA PROJECT | 014441000 |
| DATE | 06/23/2022 |
| SCALE | AS SHOWN |
| DESIGNED BY | AMR |
| DRAWN BY | AMR |
| CHECKED BY | RLB |

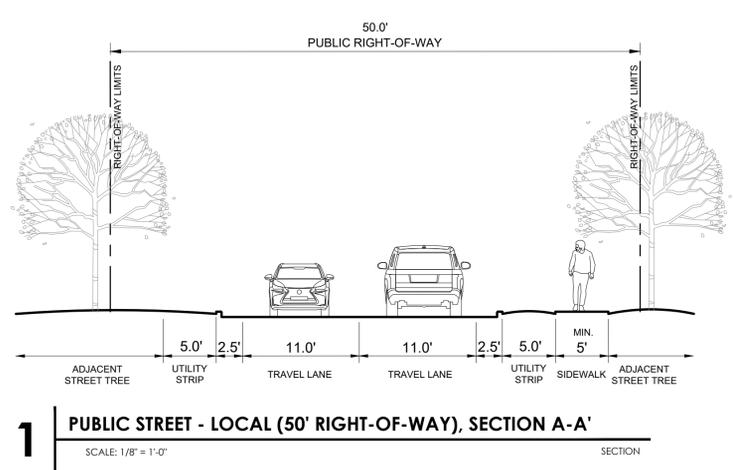
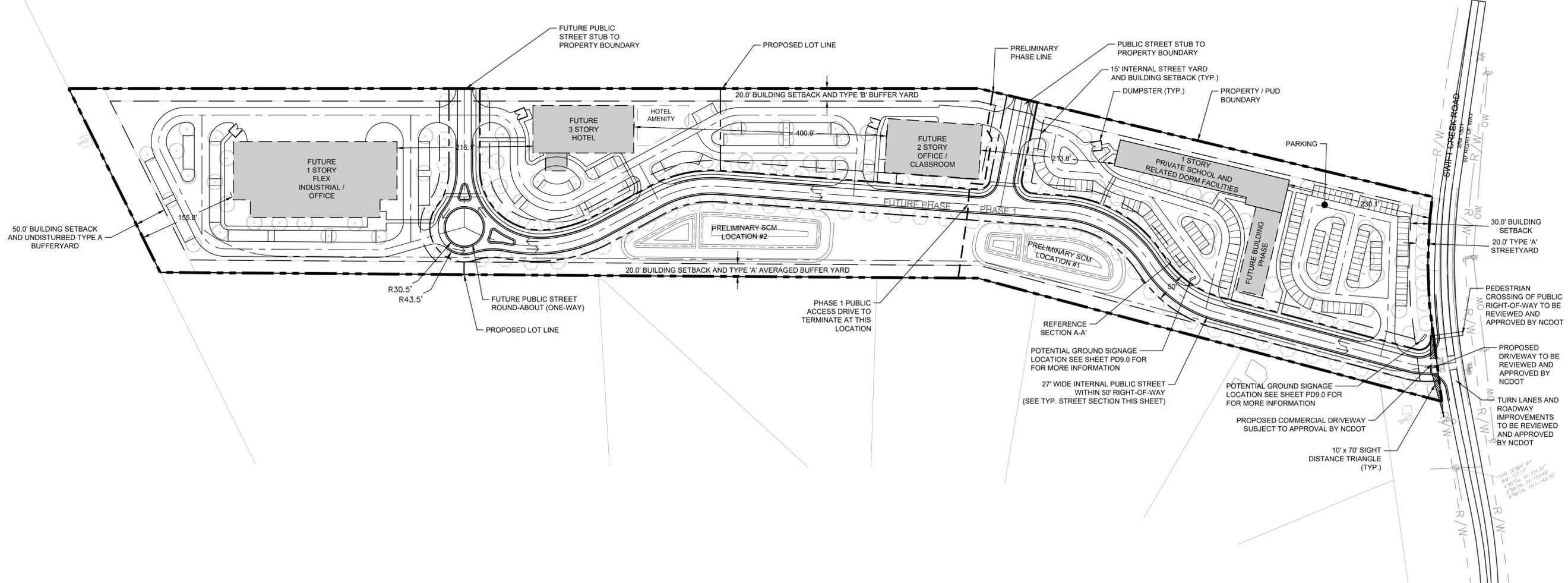
CONCEPTUAL OVERALL LAND USE + PHASING PLAN

BLUE LINE AVIATION SCHOOL
 PREPARED FOR
 PUD REZONING REVIEW

TOWN OF SMITHFIELD NC

SHEET NUMBER
PD2.0

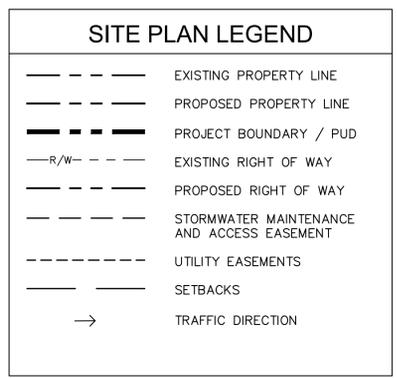
Plotted By: Rolando, Austin - Sheet: Set: Blue Line - Overall: PD3.0 - Overall: SITE PLAN - June 23, 2022 07:44:14pm - K:\REAL_DEV\014441000_01\BlueLine_Smithfield_Rezoning\Planning\Phase\P10_CAD_Files\02_Plan_Sheets\Rezonina\C2.0_SITE_PLAN.dwg
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| SITE DATA TABLE | | | |
|--|---------------------------------------|-------------------------------|---|
| TOTAL SITE ACREAGE | 14.43 ACRES | | |
| PROPOSED LAND USE | MULTI-USE | | |
| PROPOSED ZONING | PUD | | |
| SETBACKS | SITE LOCATION | SETBACK DISTANCE | |
| | FRONT YARD | 30' | |
| | SIDE YARD | 20' | |
| | REAR YARD | 50' | |
| BUFFERYARDS / STREETYARDS | SITE LOCATION | BUFFERYARD / STREETYARD WIDTH | |
| | FRONT STREETYARD | 20' | |
| | SIDE BUFFERYARD | 20' | |
| | REAR BUFFERYARD | 50' | |
| PARKING REQUIREMENTS | BUILDING USE | SQUARE FOOTAGE / UNITS | MINIMUM PARKING REQUIRED (NOT TO EXCEED 150%) |
| | PRIVATE SCHOOL AND RELATED FACILITIES | 52 DORMS (PH1 & 2) | 1 SPACE PER UNIT + 1 SPACE PER EMPLOYEE = 55 SPACES |
| | OFFICE FLEX CLASSROOM | +/- 30,000 SF | 3 SPACES PER 1,000 SF** |
| | HOSPITALITY | +/- 120 ROOMS | 1 SPACE PER ROOM + 1 SPACE PER EMPLOYEE** |
| | INDUSTRIAL FLEX OFFICE | +/- 50,000 SF | 1 SPACE PER EMPLOYEE |
| BUILDING HEIGHT RESTRICTION | 60' MAXIMUM | | |
| ** A VARIABLE PARKING REDUCTION WILL BE ALLOWED IF A SHARED PARKING STUDY IS PROVEN TO BE FEASIBLE BETWEEN USES. | | | |

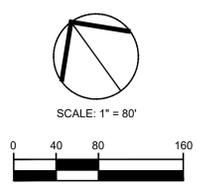
SITE NOTES

- THIS OVERALL SITE PLAN IS PRELIMINARY IN NATURE AND SUBJECT TO CHANGE PENDING FINAL APPROVAL OF REZONING AND SITE PLAN PROCESSES FOR THE TOWN OF SMITHFIELD.
- ALL DEPICTED STORMWATER CONTROL MEASURES AND LOCATIONS ARE PRELIMINARY IN NATURE AND SUBJECT TO CHANGE PENDING FINAL APPROVAL OF SITE PLAN BY THE TOWN OF SMITHFIELD.
- ALL BUILDING FOOTPRINTS ARE PRELIMINARY IN NATURE AND SUBJECT TO CHANGE.



NOTE:
 ALL CONSTRUCTION TO BE IN ACCORDANCE WITH NCDEQ, NCDOT, AND TOWN OF SMITHFIELD STANDARDS AND SPECIFICATIONS APPLICABLE. IN THE EVENT OF A CONFLICT THE MORE STRINGENT STANDARD SHALL GOVERN.

SURVEY NOTE:
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REVISIONS _____

DATE 06/23/2022

BY _____

KHA PROJECT 014441000

DATE 06/23/2022

SCALE AS SHOWN

DESIGNED BY AMR

DRAWN BY AMR

CHECKED BY RLB

PRELIMINARY FOR CONSTRUCTION

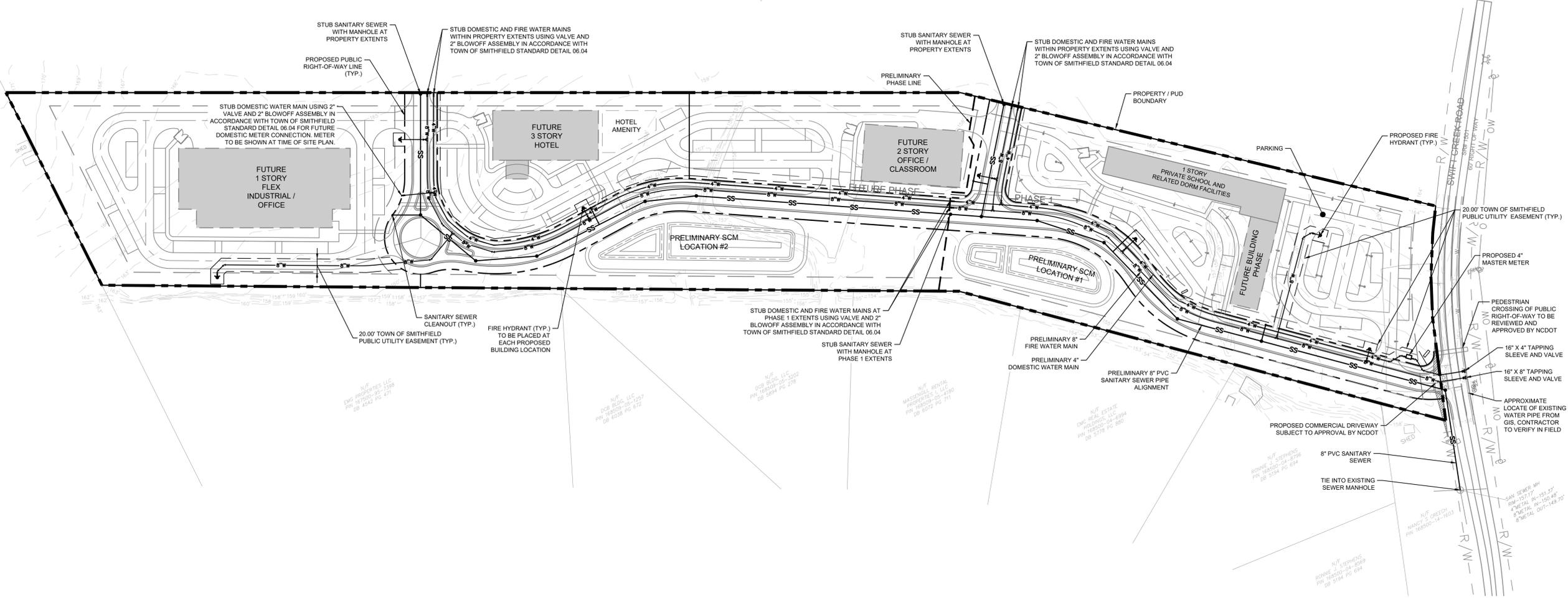
OVERALL SITE PLAN

BLUE LINE AVIATION SCHOOL
 PREPARED FOR
 PUD REZONING REVIEW

TOWN OF SMITHFIELD NC

SHEET NUMBER PD3.0

Plotted By: Boland, Austin - Sheet Set: Blue Line - L:\Projects\PD4.0 - CONCEPTUAL UTILITY PLAN - June 23, 2022 - 07:44:28pm - K:\REAL\DEV\014441000 - Blue Line - Smithfield Rezoning - Planning Phase - PD4.0 - CONCEPTUAL UTILITY PLAN.dwg
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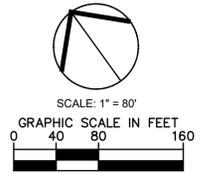
- UTILITY NOTES**
1. THE WATER AND SEWER LINES SHOWN HEREIN ARE PRELIMINARY IN NATURE AND ARE SUBJECT TO CHANGE PENDING FINAL APPROVAL OF SITE PLAN. THIS DRAWING REPRESENTS THE DESIGNER'S UNDERSTANDING OF EXISTING UTILITIES FOUND IN THE PUBLIC RIGHT-OF-WAY AND THE DEPICTED PROPOSED CONDITIONS REFLECT THAT UNDERSTANDING.
 2. FINAL UTILITY DESIGN WILL BE INCLUDED IN FORMAL SITE PLAN SUBMITTAL AND WILL COMPLY WITH ALL APPLICABLE LOCAL, STATE, AND FEDERAL UTILITY REGULATIONS.
 3. ASSOCIATED TOWN OF SMITHFIELD PUBLIC UTILITY EASEMENT LOCATIONS AND WIDTHS ARE APPROXIMATE AND WILL BE FINALIZED AT SITE PLAN APPROVAL. AT NO POINT SHALL PUBLIC UTILITY EASEMENT WIDTH BE LESS THAN 20.00'.
 4. AS A PART OF THIS CONTRACT, THE CONTRACTOR SHALL NOTIFY A PRIVATE UTILITY LOCATOR SERVICE, RESEARCH EXISTING DRAWINGS AND OTHER DOCUMENTATION AND DOCUMENT ANY OTHER BELOW GRADE IMPROVEMENTS NOT CHARTED BY THE SURVEYOR PRIOR TO BEGINNING CONSTRUCTION. ANY EXISTING UTILITIES AND BELOW GRADE IMPROVEMENTS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED BY THE CONTRACTOR IN A MANNER ACCEPTABLE TO THE OWNER.
 5. THE LOCATIONS OF EXISTING UTILITIES, STORM DRAINAGE STRUCTURES, AND OTHER ABOVE AND BELOW GRADE APPURTENANCES ARE APPROXIMATE AS SHOWN. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE EXACT LOCATION, SIZE, AND INVERT ELEVATIONS OF SUCH PRIOR TO BEGINNING CONSTRUCTION.
 6. CONTRACTOR SHALL PROTECT ALL EXISTING UTILITIES (INCLUDING SANITARY SEWER, WATER AND STORM DRAINAGE) FROM DAMAGE DURING CONSTRUCTION. THE ARCHITECT SHALL BE NOTIFIED OF ALL UNDERGROUND UTILITIES EXPOSED DURING CONSTRUCTION OR THOSE LEFT WITH LESS THAN ACCEPTABLE EARTH COVER. THE ARCHITECT SHALL DETERMINE THE RESOLUTION OF THE UTILITY AND DETERMINE IF A CHANGE ORDER IS REQUIRED OR IF THE CONTRACTOR IS RESPONSIBLE FOR ALL COSTS INVOLVED.
 7. ALL SIDES OF PROPOSED BUILDINGS SHALL BE WITHIN 300' OF A PROPOSED FIRE HYDRANT TO ENSURE ADEQUATE HOSE LAY DISTANCE.
 8. WATER METERS FOR SERVICE TO BUILDINGS SHALL BE INCLUDED AT TIME OF SITE PLAN.

UTILITY LEGEND

| | |
|-----|----------------------------------|
| --- | PROPERTY LINE |
| W | WATER LINE |
| FW | FIRE LINE |
| SS | SANITARY SEWER LINE |
| FM | SANITARY SEWER FORCE MAIN LINE |
| E | ELECTRIC |
| FO | FIBER OPTIC |
| G | GAS |
| T | TELECOMMUNICATION |
| TV | CABLE |
| □ | LIGHT POLE |
| ⊞ | WATER METER |
| ⊞ | GATE VALVE |
| S S | POINT OF CONNECTION |
| ▣ | BACKFLOW PREVENTOR |
| ⌋ | PIPE TEE/BENDS |
| ⌋ | PLUG |
| ⌋ | REDUCER |
| ⌋ | FIRE HYDRANT (FH) |
| ⌋ | FIRE DEPARTMENT CONNECTION (FDC) |
| ⌋ | SANITARY SEWER CLEANOUT (SSCO) |
| ⌋ | SANITARY SEWER MANHOLE |
| ⌋ | POST INDICATOR VALVE (PIV) |
| ⌋ | UTILITY TRANSFORMER |

NOTE:
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SURVEY NOTE:
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| | | | |
|-----|-----------------------------------|----------|-----|
| No. | REVISIONS | DATE | BY |
| 1 | RESPONSE TO STAFF REVIEW COMMENTS | 06/23/22 | AMR |

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| DATE | 06/23/2022 |
| SCALE | AS SHOWN |
| DESIGNED BY | JAU |
| DRAWN BY | OAS |
| CHECKED BY | JAU |

**CONCEPTUAL
 UTILITY PLAN**

BLUE LINE AVIATION SCHOOL
 PREPARED FOR
 PUD REZONING REVIEW

TOWN OF SMITHFIELD

SHEET NUMBER
PD4.0

Plotted By: Rolando, Austin, TX. Sheet: Set: Blue Line. L:\04\10\1000\CONCEPTUAL GRADING AND DRAINAGE PLAN - June 23, 2022 07:44:46pm. K:\REAL\DEVA\01441000\BlueLine Smithfield Rezoning\Planning Phase\10-CAD Files\02-Plan Sheets\Rezonina\05.0 CONCEPTUAL GRADING AND DRAINAGE PLAN.dwg
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IMPERVIOUS AREA SUMMARY

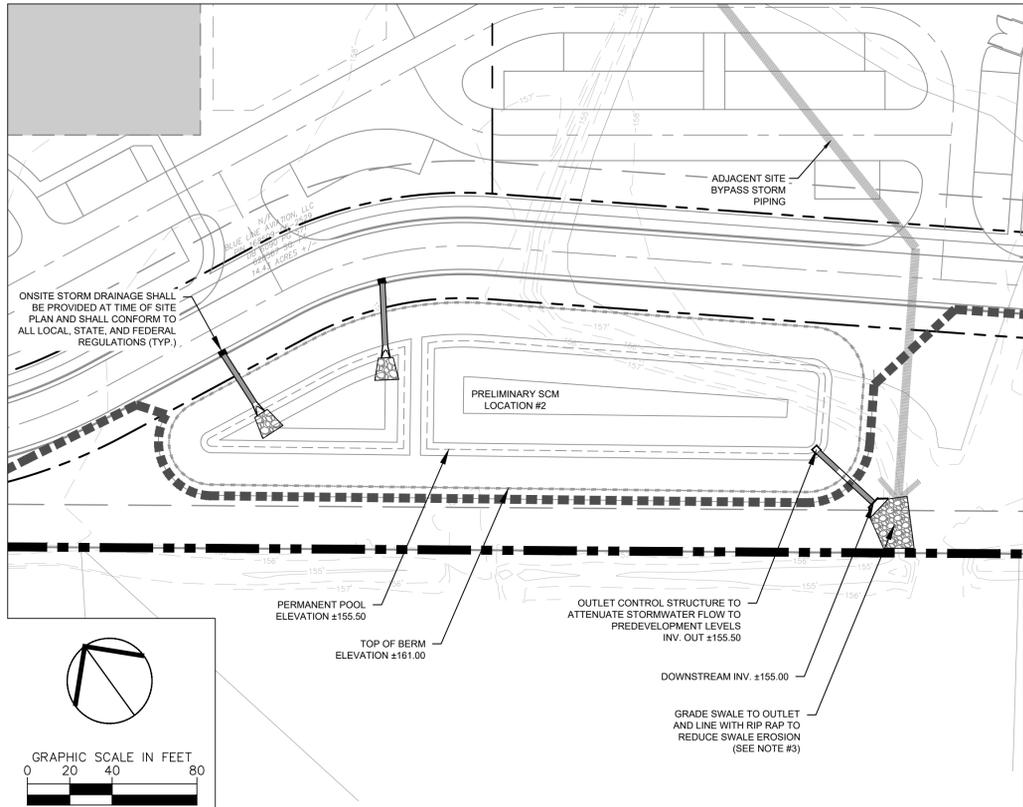
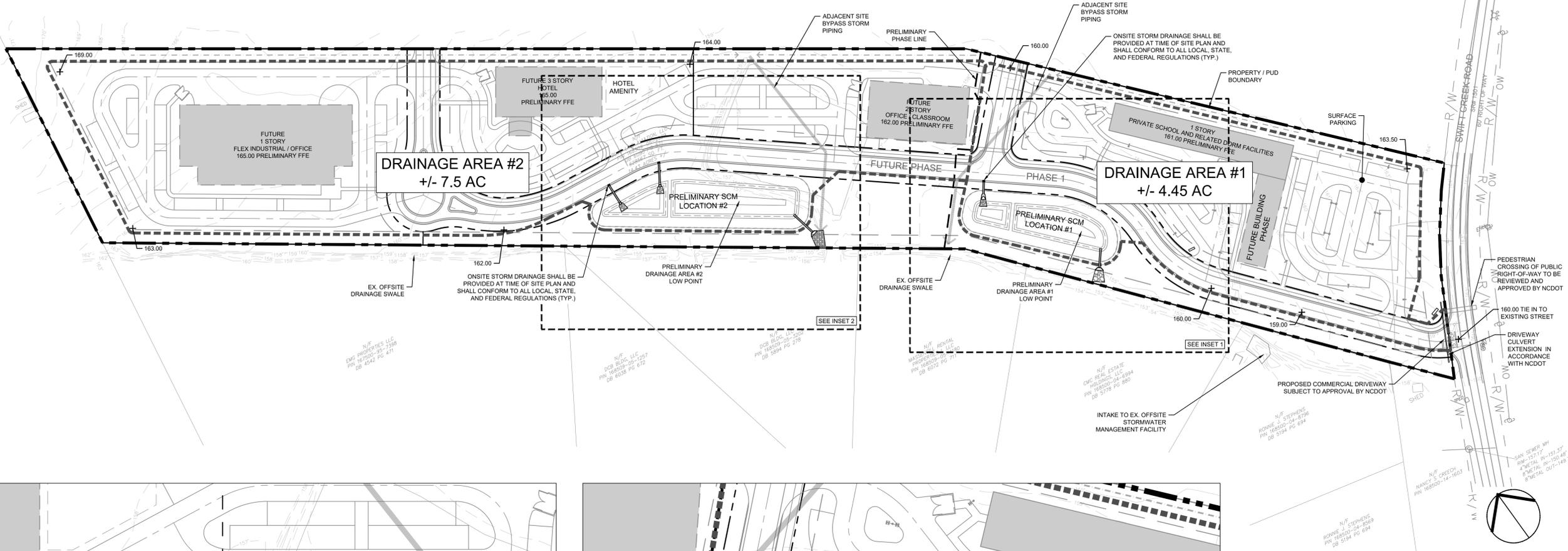
TOTAL SITE ACREAGE = 14.43 AC
 EXISTING IMPERVIOUS AREA: 1.03 AC (44,870 SF)
 PROPOSED NET IMPERVIOUS AREA: ± 9.56 AC (± 416,433 SF)

NOTE: THE MAXIMUM IMPERVIOUS AREA ON THE PROPERTY AT FULL BUILD-OUT SHALL NOT EXCEED 70% (10.10 AC)

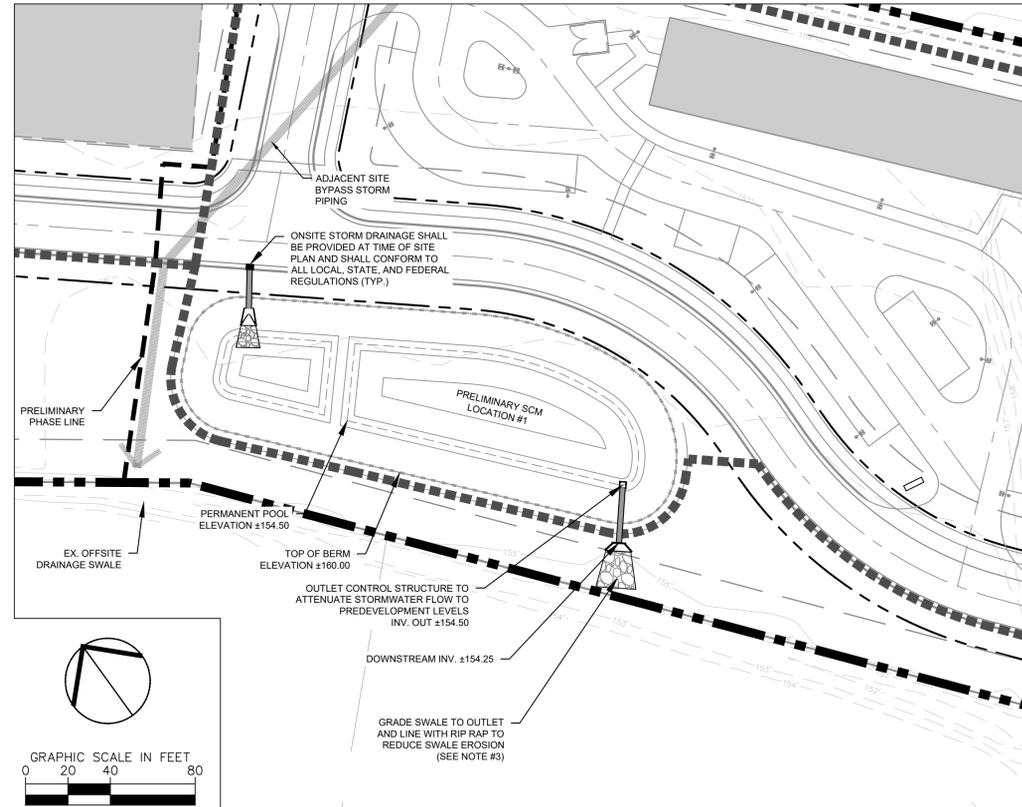
PRELIMINARY NET PONDS HAVE BEEN SIZED TO TREAT A COMBINED ± 9.56 ACRES OF IMPERVIOUS. IF ANY ADDITIONAL IMPERVIOUS IS PROPOSED BEYOND THIS NUMBER, IT SHALL BE THE RESPONSIBILITY OF THE DEVELOPER TO PROVIDE ADDITIONAL STORMWATER TREATMENT AND ATTENUATION AT TIME OF SITE PLAN SUBMITTAL.

STORMWATER NOTES

1. THE STORMWATER CONTROL MEASURES AND LOCATIONS SHOWN HEREIN ARE PRELIMINARY IN NATURE AND ARE SUBJECT TO CHANGE PENDING FINAL APPROVAL OF SITE PLAN. THIS DRAWING REPRESENTS THE DESIGNER'S UNDERSTANDING OF EXISTING GRADING IN THE SUBJECT PROPERTY AND THE DEPICTED PROPOSED CONDITIONS REFLECT THAT UNDERSTANDING.
2. FINAL STORMWATER DESIGN WILL BE INCLUDED IN FORMAL SITE PLAN SUBMITTAL AND WILL COMPLY WITH ALL APPLICABLE LOCAL, STATE, AND FEDERAL STORMWATER REGULATIONS.
3. ALL CONSTRUCTION GRADING ACTIVITIES RELATED TO DEVELOPMENT OF THIS SITE SHALL BE HELD ON SITE.



INSET 2 - PRELIMINARY SCM 2



INSET 1 - PRELIMINARY SCM 1

SITE PLAN LEGEND

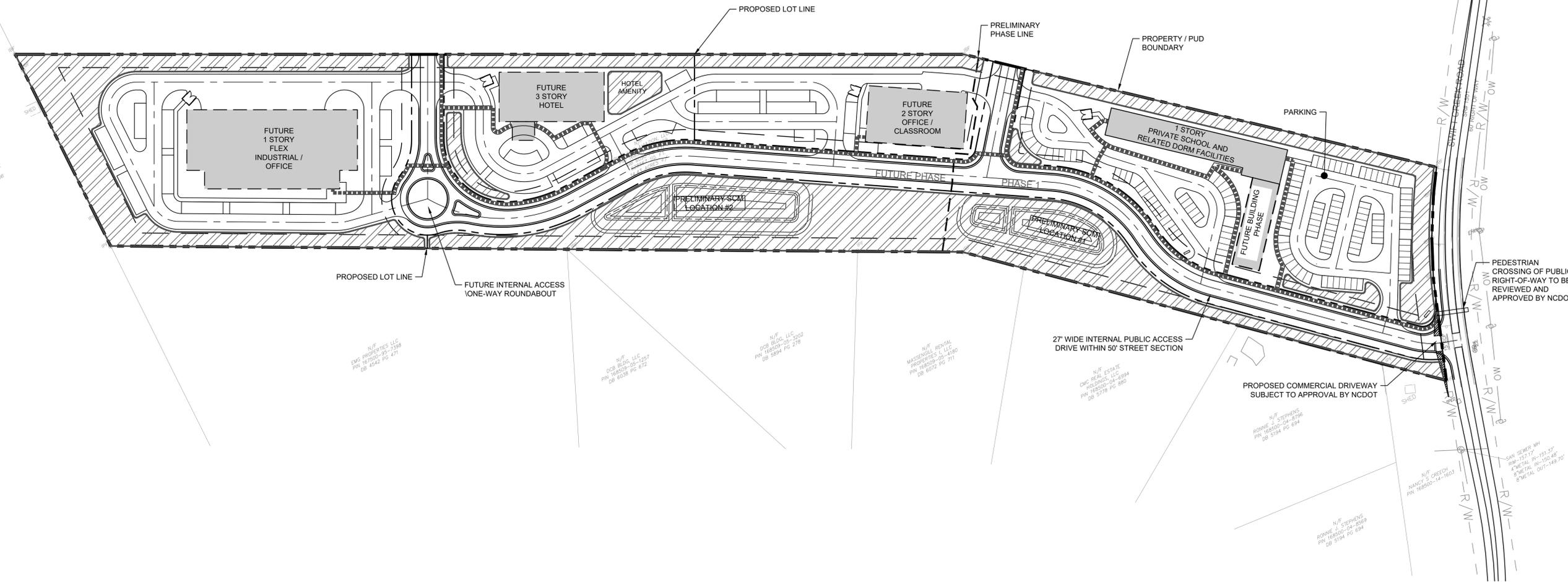
| | |
|--|--|
| | EXISTING PROPERTY LINE |
| | PROPOSED PROPERTY LINE |
| | PROJECT BOUNDARY / PUD |
| | EXISTING RIGHT OF WAY |
| | PROPOSED RIGHT OF WAY |
| | STORMWATER MAINTENANCE AND ACCESS EASEMENT |
| | UTILITY EASEMENTS |
| | SETBACKS |

NOTE:
 ALL CONSTRUCTION TO BE IN ACCORDANCE WITH NCDOT, NCDOT, AND TOWN OF SMITHFIELD STANDARDS AND SPECIFICATIONS APPLICABLE. IN THE EVENT OF A CONFLICT THE MORE STRINGENT STANDARD SHALL GOVERN.

SURVEY NOTE:
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| | |
|---|---|
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| | |
| <p>KHA PROJECT 014441000 DATE 06/23/2022 SCALE AS SHOWN DESIGNED BY JAU DRAWN BY OAS CHECKED BY JAU</p> | |
| <p>CONCEPTUAL GRADING AND DRAINAGE PLAN</p> | |
| <p>BLUE LINE AVIATION SCHOOL PREPARED FOR PUD REZONING REVIEW</p> | <p>TOWN OF SMITHFIELD NC</p> |
| <p>SHEET NUMBER PD5.0</p> | |

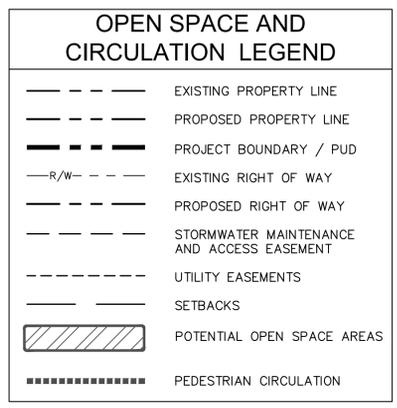
Plotted By: Roland, Austin... Sheet: Set: Blue Line... LD\out\PD6.0 CONCEPTUAL OPEN SPACE AND CIRCULATION PLAN... June 23, 2022... 07:45:00pm... K:\RAL_LDE\014441000-Blue Line Smithfield Rezoning\Phase 1\10-CAD Files\02_Plan Sheets\Rezoning\6.0-OPEN SPACE PLAN.dwg... This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



| OPEN SPACE TABLE | |
|--------------------|--------------------------------------|
| TOTAL SITE ACREAGE | 14.43 ACRES |
| PROPOSED LAND USE | MULTI-USE |
| PROPOSED ZONING | PUD |
| OPEN SPACE | MINIMUM 7% REQUIRED OF NET SITE AREA |
| | |
| | |

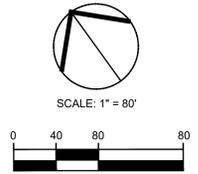
OPEN SPACE AND CIRCULATION NOTES

- ALL OPEN SPACE AND CIRCULATION LOCATIONS SHOWN ARE PRELIMINARY IN NATURE AND DEPENDENT ON FINAL SITE LAYOUT PENDING SITE PLAN APPROVAL BY THE TOWN OF SMITHFIELD.
- THE PEDESTRIAN CONNECTIONS TO THE PHASE 1 BUILDING AND OTHER PROPOSED OPEN SPACE AREAS ARE PRELIMINARY AND SUBJECT TO CHANGE PENDING FINAL SITE PLAN APPROVAL.
- FINAL OPEN SPACE AREAS MAY VARY IN SIZE DEPENDING ON FINAL SITE LAYOUT. OVERALL OPEN SPACE REQUIREMENTS WILL BE PROVIDED ACCORDING TO THE DISTRICT STANDARDS OUTLINED IN THIS REZONING DOCUMENT.
- A MINIMUM OF 7% OF THE NET PROPERTY AREA (FOLLOWING ANY PUBLIC RIGHT OF WAY DEDICATION, ETC.) WILL BE PROVIDED AS OPEN SPACE.
- QUALIFYING OPEN SPACE AREAS MAY INCLUDE PERIMETER BUFFERYARDS, STREET YARDS, STORM WATER PONDS, ACTIVE GATHERING SPACES, AND HARDSCAPE AMENITY AREAS.



NOTE:
ALL CONSTRUCTION TO BE IN ACCORDANCE WITH NCDEQ, NCDOT, AND TOWN OF SMITHFIELD STANDARDS AND SPECIFICATIONS APPLICABLE. IN THE EVENT OF A CONFLICT THE MORE STRINGENT STANDARD SHALL GOVERN.

SURVEY NOTE:
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| No. | REVISIONS | DATE | BY |
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| 1 | RESPONSE TO STAFF REVIEW COMMENTS | 06/23/2022 | AMR |

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| KHA PROJECT | 014441000 |
| DATE | 06/23/2022 |
| SCALE | AS SHOWN |
| DESIGNED BY | AMR |
| DRAWN BY | AMR |
| CHECKED BY | RLB |

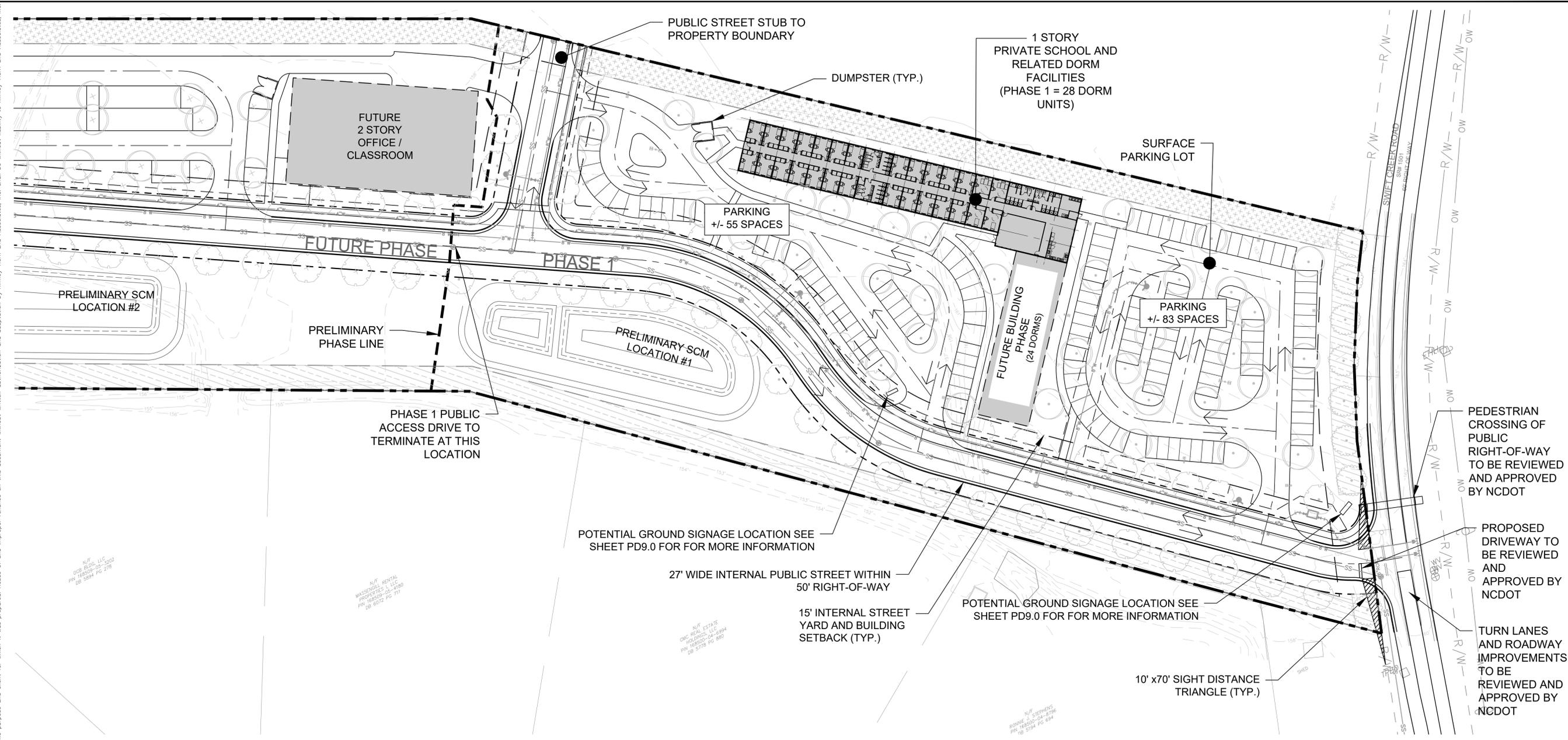
CONCEPTUAL OPEN SPACE AND CIRCULATION PLAN

BLUE LINE AVIATION SCHOOL
PREPARED FOR
PUD REZONING REVIEW

TOWN OF SMITHFIELD NC

SHEET NUMBER
PD6.0

Plotted By: Boland, Austin - Sheet: Set: Blue Line - L:\output\PD7.0 PRELIMINARY PHASE 1 SITE PLAN - June 23, 2022 07:45:20pm - K:\REAL\DEVELOPMENT\4441000.BlueLine Smithfield Rezoning\Planning\Phase1\10_CAD Files\02_Plan Sheets\Rezoning\07.0 PH1 SITE PLAN.dwg
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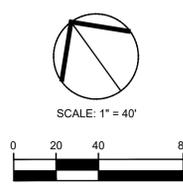
- SITE NOTES**
1. THIS PHASE 1 SITE PLAN IS PRELIMINARY IN NATURE AND SUBJECT TO CHANGE PENDING FINAL APPROVAL OF REZONING AND SITE PLAN PROCESSES FOR THE TOWN OF SMITHFIELD.
 2. ALL DEPICTED STORMWATER CONTROL MEASURES AND UTILITY LOCATIONS ARE PRELIMINARY IN NATURE AND SUBJECT TO CHANGE PENDING FINAL APPROVAL OF SITE PLAN BY THE TOWN OF SMITHFIELD.
 3. ALL BUILDING FOOTPRINTS ARE PRELIMINARY IN NATURE AND SUBJECT TO CHANGE.
 4. ALL ROAD IMPROVEMENTS DEPICTED HEREIN ALONG SWIFT CREEK ROAD ARE PRELIMINARY IN NATURE AND SUBJECT TO CHANGE PENDING NCDOT REVIEW.

SITE PLAN LEGEND

| | |
|---------|--|
| --- | EXISTING PROPERTY LINE |
| - - - - | PROPOSED PROPERTY LINE |
| --- | PROJECT BOUNDARY / PUD |
| -R/W- | EXISTING RIGHT OF WAY |
| - - - - | PROPOSED RIGHT OF WAY |
| - - - - | STORMWATER MAINTENANCE AND ACCESS EASEMENT |
| - - - - | UTILITY EASEMENTS |
| - - - - | SETBACKS |

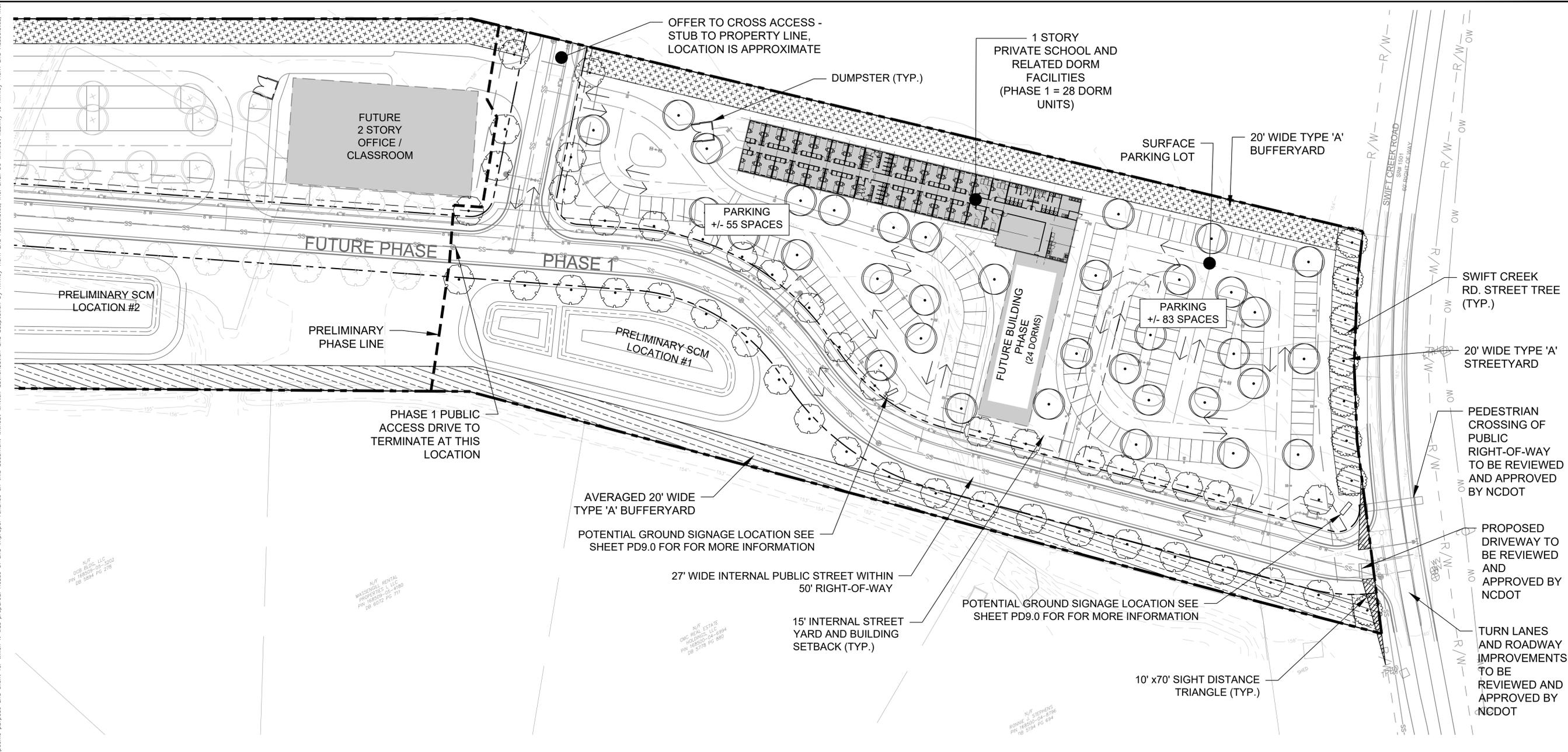
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| | | | |
|--|--|---|------|
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| | | No. | DATE |
| <p>PRELIMINARY PHASE 1 SITE PLAN</p> | | DESIGNED BY | AMR |
| <p>BLUE LINE AVIATION SCHOOL PREPARED FOR PUD REZONING REVIEW</p> | | DRAWN BY | AMR |
| <p>TOWN OF SMITHFIELD</p> | | CHECKED BY | RLB |
| <p>SHEET NUMBER PD7.0</p> | | <p>1 RESPONSE TO STAFF REVIEW COMMENTS 06/23/22 AMR</p> | |

Plotted By: Rolando, Austin, Sheet: Set: Blue Line, LD:\out\PD8.0 PRELIMINARY PHASE 1 LANDSCAPE PLAN June 23, 2022 07:45:46pm K:\REAL\LDV\014441000-BlueLine-Smithfield Rezoning Planning Phase\PD9-CAD Files\02_Plan Sheets\Rezonning\2.0 PH1 LANDSCAPE PLAN.dwg
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OFFER TO CROSS ACCESS - STUB TO PROPERTY LINE, LOCATION IS APPROXIMATE

DUMPSTER (TYP.)

1 STORY PRIVATE SCHOOL AND RELATED DORM FACILITIES (PHASE 1 = 28 DORM UNITS)

SURFACE PARKING LOT

20' WIDE TYPE 'A' BUFFERYARD

PARKING +/- 55 SPACES

PARKING +/- 83 SPACES

FUTURE 2 STORY OFFICE / CLASSROOM

FUTURE PHASE

PHASE 1

PRELIMINARY SCM LOCATION #2

PRELIMINARY PHASE LINE

PRELIMINARY SCM LOCATION #1

PHASE 1 PUBLIC ACCESS DRIVE TO TERMINATE AT THIS LOCATION

AVERAGED 20' WIDE TYPE 'A' BUFFERYARD

POTENTIAL GROUND SIGNAGE LOCATION SEE SHEET PD9.0 FOR FOR MORE INFORMATION

27' WIDE INTERNAL PUBLIC STREET WITHIN 50' RIGHT-OF-WAY

15' INTERNAL STREET YARD AND BUILDING SETBACK (TYP.)

POTENTIAL GROUND SIGNAGE LOCATION SEE SHEET PD9.0 FOR FOR MORE INFORMATION

10' x70' SIGHT DISTANCE TRIANGLE (TYP.)

SWIFT CREEK RD. STREET TREE (TYP.)

20' WIDE TYPE 'A' STREETYARD

PEDESTRIAN CROSSING OF PUBLIC RIGHT-OF-WAY TO BE REVIEWED AND APPROVED BY NCDOT

PROPOSED DRIVEWAY TO BE REVIEWED AND APPROVED BY NCDOT

TURN LANES AND ROADWAY IMPROVEMENTS TO BE REVIEWED AND APPROVED BY NCDOT

PLANT SCHEDULE

| TREES | BOTANICAL NAME | COMMON NAME |
|-------------|------------------------------|-------------------------------------|
| | TREE 1 | CANOPY TREE |
| | TREE F1 | CANOPY TREE (FUTURE PHASES) |
| | TREE 2 | PRIVATE STREET TREE |
| | TREE F2 | PRIVATE STREET TREE (FUTURE PHASES) |
| | TREE 3 | STREET TREE |
| SHRUB AREAS | BOTANICAL NAME | COMMON NAME |
| | 20' TYPE A BUFFER/STREETYARD | |
| | 50' TYPE B BUFFERYARD | |
| | 20' TYPE B BUFFERYARD | |

LANDSCAPE NOTES

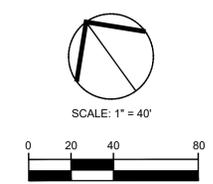
1. THIS PHASE 1 LANDSCAPE PLAN IS PRELIMINARY IN NATURE AND SUBJECT TO CHANGE PENDING FINAL APPROVAL OF REZONING AND SITE PLAN PROCESSES FOR THE TOWN OF SMITHFIELD.
2. ALL DEPICTED STORMWATER CONTROL MEASURES AND UTILITY LOCATIONS ARE PRELIMINARY IN NATURE AND SUBJECT TO CHANGE PENDING FINAL APPROVAL OF SITE PLAN BY THE TOWN OF SMITHFIELD.
3. ALL BUILDING FOOTPRINTS ARE PRELIMINARY IN NATURE AND SUBJECT TO CHANGE.
4. ALL ROAD IMPROVEMENTS DEPICTED HEREIN ALONG SWIFT CREEK ROAD ARE PRELIMINARY IN NATURE AND SUBJECT TO CHANGE PENDING NCDOT REVIEW.

SITE PLAN LEGEND

- EXISTING PROPERTY LINE
- PROPOSED PROPERTY LINE
- PROJECT BOUNDARY / PUD
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- STORMWATER MAINTENANCE AND ACCESS EASEMENT
- UTILITY EASEMENTS
- SETBACKS

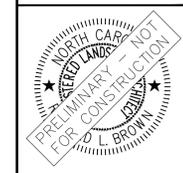
NOTE:
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| No. | REVISIONS | DATE | BY |
|-----|-----------------------------------|------------|-----|
| 1 | RESPONSE TO STAFF REVIEW COMMENTS | 06/23/2022 | AMR |

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| | | | | | | | | | | | |
|-------------|-----------|------|------------|-------|----------|-------------|-----|----------|-----|------------|-----|
| KHA PROJECT | 014441000 | DATE | 06/23/2022 | SCALE | AS SHOWN | DESIGNED BY | AMR | DRAWN BY | AMR | CHECKED BY | RLB |
|-------------|-----------|------|------------|-------|----------|-------------|-----|----------|-----|------------|-----|

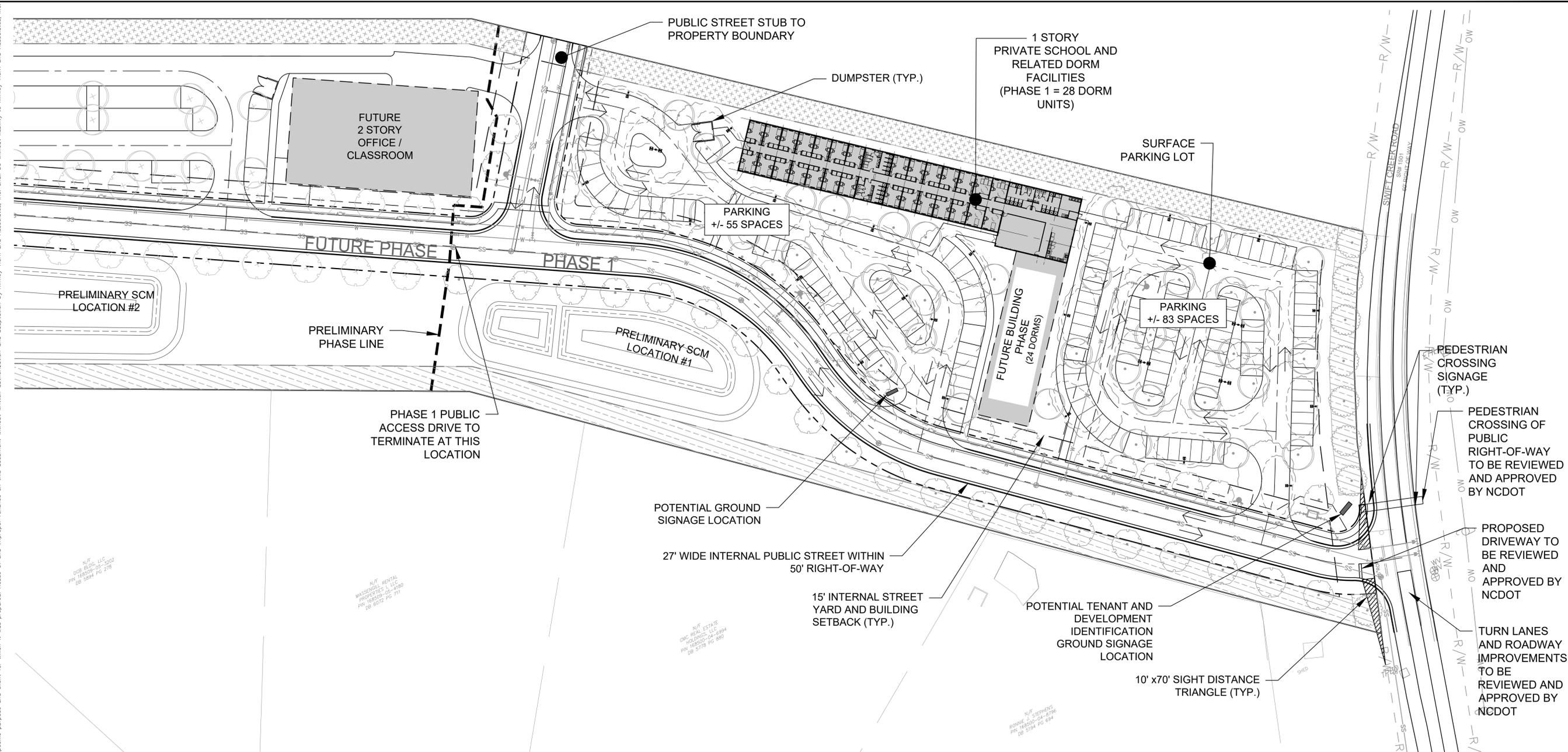
PRELIMINARY PHASE 1 LANDSCAPE PLAN

BLUE LINE AVIATION SCHOOL
 PREPARED FOR
PUD REZONING REVIEW

TOWN OF SMITHFIELD NC

SHEET NUMBER
PD8.0

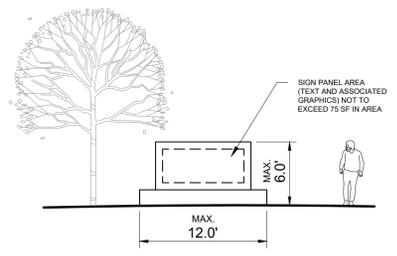
Plotted By: Rolando, Austin... Sheet: Set: Blue Line... LD\roland\PD9.0 PRELIMINARY PHASE 1 SIGNAGE AND LIGHTING PLAN... June 23, 2022... 07:46:09pm... K:\REAL_DEV\014441000\BlueLine Smithfield Rezoning\Planning Phase 1\LD_CAD Files\02_Plan Sheets\Rezonina\2.0 PH1 LIGHTING PLAN.dwg
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LIGHTING AND SIGNAGE NOTES
 1. POLE MOUNTED LIGHTING SHALL NOT EXCEED 30' IN HEIGHT
 2. LIGHT POLES MAY NOT BE WITHIN 15' OF ANY PROPOSED TREE.
 3. ALL PROPOSED SIGNAGE SHALL COMPLY WITH THE REQUIREMENTS AS SET FORTH IN UDO SECTION 10.23.

SITE PLAN LEGEND

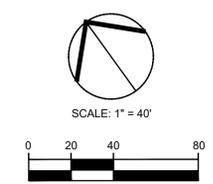
| | |
|-----------|--|
| --- | EXISTING PROPERTY LINE |
| - - - - | PROPOSED PROPERTY LINE |
| — · — · — | PROJECT BOUNDARY / PUD |
| — R/W — | EXISTING RIGHT OF WAY |
| - - - - | PROPOSED RIGHT OF WAY |
| - · - · - | STORMWATER MAINTENANCE AND ACCESS EASEMENT |
| - · - · - | UTILITY EASEMENTS |
| - - - - | SETBACKS |



1 SIGNAGE MONUMENTATION - DIMENSIONAL STANDARDS
 SCALE: 1/8" = 1'-0" SECTION

NOTE:
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PRELIMINARY PHASE 1 SIGNAGE AND LIGHTING PLAN

BLUE LINE AVIATION SCHOOL PREPARED FOR PUD REZONING REVIEW

TOWN OF SMITHFIELD NC

SHEET NUMBER **PD9.0**

| | | | |
|-----|-----------------------------------|------------|-----|
| NO. | REVISIONS | DATE | BY |
| 1 | RESPONSE TO STAFF REVIEW COMMENTS | 06/23/2022 | AMR |

3100 Block of Swift Creek Road

File Number:
CZ-22-03

Consultant:
Morning Star Law Group

Location:
Swift Creek Road

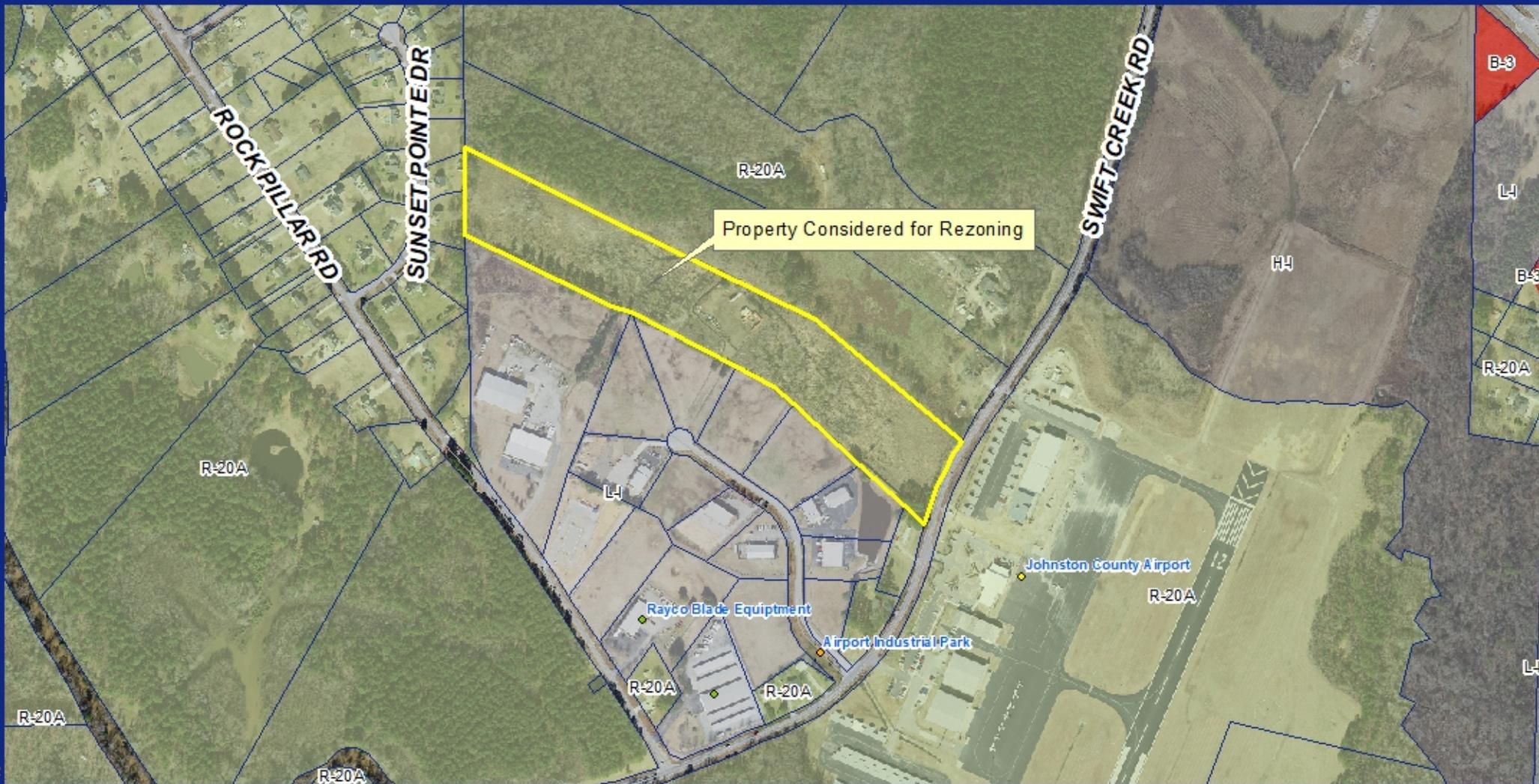
Tax ID#
15J08015B

Existing Zoning:
R-20A

Proposed Zoning:
CZ-PUD

Project Name:
Blue Line Aviation

Developer:
Blue Line Aviation



Map created by Mark E. Helmer, AICP
Senior Planner, GIS Specialist on 5/24/2022



CONDITIONAL ZONING APPLICATION

Development Name

Proposed Use

Project location or address

Property Identification Number(s) and Tax ID Number (s) for each parcel to which these guidelines will apply:

PIN#

TAX ID#

Project type? Single Family Townhouse Multi-Family Non-Residential PUD/Mixed Use

PROPERTY OWNER INFORMATION

Name

Address

Phone

Email

OWNER/DEVELOPER INFORMATION

Company Name

Contact Name

Address

Phone

Email

CONSULTANT/ENGINEERING FIRM

Company Name

Contact Name

Address

Phone

Email

ZONING INFORMATION

Existing Zoning District

Proposed Zoning District

If more than one district, provide the acreage of each:

Overlay District?

Yes

No

Inside City Limits?

Yes

No

ENVIRONMENTAL QUALITY DATA INFORMATION

| | | | |
|--------------------------------------|----------------------|------------------------------|-----------------------------|
| Existing Impervious Surface acres/sf | Flood Hazard Area | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| Proposed Impervious Surface acres/sf | Neuse River Buffer | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| Watershed Protection Area | Wetlands | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| FEMA Map Panel | Base Flood Elevation | | |

SITE DATA

| | |
|--------------------------------|-------------------------------------|
| Total # of single-family lots | Total densities per zoning district |
| Total # of townhouse lots | Acreage in active open space |
| Total # of all lots | Acreage in passive open space |
| Linear feet of new roadways | Linear feet of new sewer mains |
| Linear feet of new water mains | Linear feet of new sidewalks |
| Proposed sewer allocation | Linear feet in new trails |
| | |

SIGNATURE BLOCK (Applicable to all developments)

In filing this plan as the property owner(s), I/we do hereby agree and firmly bind ourselves, my/our heirs, executors, administrators, successors and assigns jointly and severally to construct all improvements and make all dedications as shown on this proposed plan as approved by the Town.

I hereby designate _____ to serve as my agent regarding this application, to receive and respond to administrative comments, to resubmit plans on my behalf, and to represent me in any public meeting regarding this application.

I/we have read, acknowledge, and affirm that this project is conforming to all application requirements applicable with the proposed development use.

| | |
|-----------|------|
| Signature | Date |
| Signature | Date |

APPLICATION FEES

Conditional Zoning (4 paper copies & **1 Digital copy of all documents on USB flash drive**) \$400.00 + \$10 per acre
Application Date *Application Number* *Application Fee*

OWNER AUTHORIZATION

I hereby give CONSENT to _____ (type, stamp or print clearly full name of agent) to act on my behalf, to submit or have submitted this application and all required material and documents, and to attend and represent me at all meetings and public hearings pertaining to the application(s) indicated above. Furthermore, I hereby give consent to the party designated above to agree to all terms and conditions which may arise as part of the approval of this application.

I hereby certify I have full knowledge the property I have an ownership interest in the subject of this application. I understand that any false, inaccurate or incomplete information provided by me or my agent will result in the denial, revocation or administrative withdrawal of this application, request, approval or permits. I acknowledge that additional information may be required to process this application. I further consent to the Town of Smithfield to publish, copy or reproduce any copyrighted document submitted as a part of this application for any third party. I further agree to all terms and conditions, which may be imposed as part of the approval of this application.

Signature of Owner _____ **Printed Name of Owner** _____

(State)

(County)

I, _____, a Notary Public in and for said County and State, do hereby certify that _____ personally appeared before me this day and acknowledged the due execution of the foregoing instrument.

Witness my hand and notarial seal this the _____ day of _____ 20_____.

Notary Public: _____

(Printed Name)

(Signature)

(Seal)

County of Commission: _____

Commission Expires: _____

PROJECT NARRATIVE

As part of a complete application, a written project narrative that provides detailed information regarding your proposal must be included. On a separate sheet of paper, please address each of the lettered items listed below (answers must be submitted in both hard copy and electronic copy using the Adobe .PDF or MS Word .DOCX file formats):

- A listing of contact information including name(s), address(es) and phone number(s) of: the owner of record, authorized agents or representatives, engineer, surveyor, and any other relevant associates;
- A listing of the following site data: Address, current zoning, parcel size in acres and square feet, property identification number(s) (PIN), and current legal description(s);
- A listing of general information including: the proposed name of the subdivision, the number of proposed lots, acreage dedicated for open space or public use, acreage dedicated within rights of way;
- A statement showing the proposed density of the project with the method of calculating said density shown;
- Discuss proposed infrastructure improvements and phasing thereof (i.e. proposed roadways, sewer systems, water systems, sidewalks/trails, parking, etc.) necessary to serve the subdivision; length of each, expected sewer allocation.
- A narrative addressing concerns/issues raised by neighboring properties (discussing your proposal with the neighboring land owners is recommended to get a sense of what issues may arise as your application is processed);
- A description of how conflicts with nearby land uses (livability, value, potential future development, etc.) and/or disturbances to wetlands or natural areas are being avoided or mitigated;
- Provide justification that the proposal will not place an excessive burden on roads (traffic), sewage, water supply, parks, schools, fire, police, or other public facilities/services (including traffic flows) in the area;
- A description of proposed parks and/or open space. Please include a brief statement on the proposed ownership and maintenance of said areas;
- A proposed development schedule indicating the approximate date when construction of the project, or stages of the same, can be expected to begin and be completed (including the proposed phasing of construction of public improvements and recreational and common space areas).
- List of deviations from the town's minimum UDO requirements.
- List of improvements that exceed the town's minimum UDO requirements.
- Expected sales, rental prices
- Architectural standards if applicable.

INFORMATION TO BE PROVIDED ON PLAN

The Town of Smithfield Site Plan Requirements is found in Article 5 of the Unified Development Ordinance. Site plans shall contain the following information, if applicable, as determined by the UDO Administrator:

- Preferred sheet size is 24" x 36" for site plans (maximum sheet size of 30" x 42"); if more than one sheet, all sheets should be numbered; should be the same size and scale; and should show match lines, along with an index sheet.
- Submittals should also be made in digital PDF file format.
- The site plan shall be prepared by a professional engineer, registered land surveyor, or licensed architect.
- Engineer's scale – no smaller than 1" = 100' for Site Plans unless approved by staff. Larger scale showing more detail is better. Include both a graphic scale and a numeric scale. The site plan shall be based on the latest tax map information and shall be of a size as required by each individual site plan.
- North arrow or compass rose.
- Date (original and all revisions) should be shown on all sheets.
- A vicinity map of the site with reference to surrounding areas and existing street locations.
- The name and address of the owner and site plan applicant, together with the names of the owners of all contiguous land and of property directly across the street as shown by the most recent tax records
- Proof of ownership - Deed book and page reference demonstrating ownership of property.
- Parcel Identification Numbers (PIN) for site and adjacent properties.

Existing Conditions:

- The total area (acreage), and the exterior boundary of all land included in the request for approval (defined by metes and bounds, with the source of all boundary information referenced). All adjoining property lines should also be shown.
- Location of all existing structures, including their outside dimensions and elevations, streets, entrances, and exits on the site, on contiguous property, and on property directly across the street.
- Required setbacks, setback lines, or typical lots.
- Location, width and identification of all existing easements (public and private), defined by centerline bearings, distances and ties to property corners (with standard notes).
- Location of existing watercourses, ponds, flood zones, water supply watershed areas, and riparian buffers.
- Show all existing physical features, including existing trees greater than eight (8) inches in diameter measured four and one-half (4.5) feet above ground level include the tree line of wooded areas and individual trees eight (8) inches in diameter or more, identified by common or scientific name, and significant soil conditions.
- Topography showing existing contours at no greater than ten (10) foot intervals. All reference benchmarks shall be clearly designated.
- Existing zoning of the property, including zoning district lines where applicable.
- Location of existing sanitary waste disposal systems, water mains and appurtenances (including fire hydrants) on or adjacent to the parcel.
- Other utility lines both under- and above-ground, including electric power, telephone, gas, cable television
- Existing open space and any other common areas.
- Existing parking and loading areas.

Proposed Conditions:

- All proposed streets, drives, parking areas, fire lanes and access, loading and unloading areas with dimensions, traffic patterns, access aisles, and curb radii per the requirements of Article 10, Part I.
- The total quantity of parking spaces required and the total quantity of parking spaces provided. Indicate uses of buildings.
- Sight distance triangles (minimum 10' by 70' for driveway intersections at ROW lines; or as per NCDOT requirements or Town of Smithfield UDO Section 2.21 at all other intersections)
- Location of all proposed structures, including their outside dimensions and elevations, streets, entrances and exits on the site.
- Sidewalks, trails and other pedestrian ways with locations, dimensions and surfacing, including handicap curb cuts. Internal sidewalks and/or other proposed means of pedestrian access (note: internal pedestrian access should connect with public ROW sidewalk).
- General location and design of proposed sanitary waste disposal systems, water mains and appurtenances (including fire hydrants) on or adjacent to the parcel, as applicable
- Proposed other utility lines both under- and above-ground, including electric power, telephone, gas, cable television.
- Location of all US Clean Water Act Section 404 wetland areas, detention/retention ponds (Best Management Practices), riparian buffers and impervious surface areas with area dimensions, and ratios of impervious surface to the total size of the lot.
- Location of all proposed common areas.
- All parcels of land proposed to be designated, dedicated and/or reserved, for public or private use, shown with total land area and boundary descriptions.
- Distance between buildings and height of buildings.
- Building locations, footprints, entrances area by floor (sq.ft.), finished floor elevation (first).
- Location, dimensions, and details of signs per the requirements of Article 10, Part III.
- Proposed building elevations and floor plans, if applicable.
- Conceptual traffic impact analysis.
- Conceptual grading plan: proposed contours with a maximum of two-foot contour intervals within 100 feet of all buildings and along all driveways, entrances, exits, private streets, parking areas, loading areas, retaining walls and a maximum of ten-foot contour intervals for the remainder of the property. Supplement with spot elevations where necessary. All topography should be referred to permanent benchmarks and referenced to accepted datum.
- Conceptual stormwater management provisions.
- Total impervious surface square footage and percentage calculations for all development.
- Conceptual site lighting plan:
- Dumpster (or any other trash handling facilities) location, proposed screening labeled with height material, dimensions of concrete pad and details of gates, including support. Any dumpster to be used for recycling should be labeled as such.
- Landscape Plan: Include the genus and species, common name, quantity, size and location of all plant material proposed to meet Article 10, Part II requirements. The plan must include a "plant list" (in chart form), which should be coded to the plan. Show all calculations used to determine the quantity of plants required. All proposed planting, should be coordinated with both the utility plan and the grading/storm drainage plan to eliminate conflicts. No landscaping allowed in water or sewer easements.
- Description of all fences, walls and/or berms used to fulfill landscaping or screening requirements with details and cross-sections as needed (all fences over 6 feet must be sealed by a licensed Engineer).



Patrick Byker, Partner
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Durham, NC 27701
919-590-0384
pbyker@morningstarlawgroup.com
www.morningstarlawgroup.com

March 25, 2022

Mr. Stephen Wensman, AICP, RLA
Planning Director
Town of Smithfield
350 East Market Street
Smithfield, NC 27577

RE: Annexation Petition and Planned Unit Development Conditional Zoning District Application

Dear Stephen:

We represent Blue Line Aviation (“Blue Line”) and enclosed please find our team’s petition for annexation into the Town of Smithfield (the “Annexation Petition”) along with our application for a zoning map change to implement a Planned Unit Development Conditional Zoning District (the “Rezoning Application”) for Blue Line’s property located on Swift Creek Road (NCPIN# 169305-19-7960, the “Property”) within the Extra-Territorial Jurisdiction of the Town of Smithfield. Pursuant to our earlier discussions, we are submitting the Rezoning Application for a mix of uses on the Property pursuant to a site-specific master plan, since the Property contains approximately fourteen (14) acres.

Our understanding based on our initial meeting late last year is that our first phase of development on the Property will be limited to 6,000 gallons per day of wastewater, and therefore the first phase of development in the Rezoning Application will be for the school and parking associated with Blue Line’s operations both on the Property and within the confines of the Johnston Regional Airport (the “Airport”). Subsequent phases of development on the Property will be contingent on additional wastewater capacity. As shown in the Rezoning Application, subsequent phases will consist of a combination of additional school facilities including but not limited to office space and more dormitory accommodations, a hotel to serve Airport patrons and the greater Smithfield community, and flex space to house small businesses similar to the uses already established to the east of the Property along Airport Industrial Drive. The graphics included with the Rezoning Application show pedestrian infrastructure and a strong landscaping plan.

It is no secret that the use of the Property for parking has been a challenging issue over the past few weeks. We trust you are aware that NCDOT has approved a driveway permit (the “Driveway Permit”) for the Property, albeit for construction purposes. Nevertheless, the Driveway Permit is a step in the right direction to ameliorate any zoning violation related to the

Property. We trust you also are aware that a contractor for Johnston County recently exacerbated this unfortunate situation. Moreover, recent actions by the Johnston County Airport Authority (the "Authority") have had a serious negative impact on the existing parking shortage at the Airport. The Authority has refused to follow through with the parking expansion that was announced in connection with Blue Line's expansion project at the Airport. The addition of a flight school facility and a restaurant at the Airport has greatly increased the number of visitors to the Airport. Sufficient parking for this dramatically increased number of visitors to the Airport is non-existent. In the summer and fall of 2021, the Airport Director tried to mitigate this problem by allowing Blue Line's employees to park in the grass-covered areas adjacent to its hangars. However, without warning, in December 2021, the Authority took the position that parking in these areas was in violation of the Airport's parking policies, even though the Airport in fact never has designated any vehicle parking spaces and has refused to respond to Blue Line's requests for guidance as to where its employees and customers should park their vehicles. The Authority has failed to respond to multiple requests that it provide a long-term solution to the parking shortage.

Accordingly, now is the time to move forward to address this parking issue, annex the Property into the Town of Smithfield, and implement the development reflected in the Rezoning Application. To that end, we have enclosed graphics that show our anticipated, site-specific master plan, and renderings from our building contractor relating to the first phase of Blue Line's school facility. Our team with Kimley-Horn will be in continuing communication with NCDOT regarding the driveway access of the Property on to Swift Creek Road. Our team is looking forward to reviewing the Annexation Petition and Rezoning Application with you and your colleagues, and then to presenting this proposed development to the Planning Commission and the Town Council.

Please note the pictures attached which reflect, in the top left corner, a rendering of the Blue Line school facility contemplated in the initial phase, and then the other three picture are similar buildings that have been built by the contractor Blue Line has selected for construction of its school building in Phase 1. We greatly appreciate your assistance with this important annexation and rezoning. If you need any more information from our team, please let me know.

Sincerely,



Patrick Byker

Enc.

cc: Mr. Michael Scott, Town Manager
Bob Spence, Esq., Town Attorney
Mr. Richard Brown, Kimley-Horn

MEMORANDUM

To: Stephen Wensman, AICP, RLA
Town of Smithfield – Planning Director

From: Kevin Dean, P.E., Kimley-Horn and Associates

Date: March 24, 2022

Subject: **Blue Line Aviation Rezoning – Smithfield, NC – Transportation Memorandum**



Kimley-Horn has prepared an evaluation of the potential trip generation impacts associated with the proposed rezoning for Blue Line Aviation generally northwest of the intersection of Swift Creek Road at Airport Industrial Drive in Smithfield, North Carolina. It is our understanding that development of the parcel, should the rezoning be approved, will occur in multiple phases due to constraints related to sewer capacity.

As currently envisioned, Phase 1 of the development is expected to include student housing associated with the Aviation School as well as a paved surface parking lot to serve overflow parking from operations at the Johnston County Regional Airport on the opposite side of Swift Creek Road. Future development on the parcel will accommodate additional student housing and office/classroom space associated with the Aviation School. Other future uses have yet to be determined, but for purposes of this analysis were assumed to include a hotel and industrial/flex space.

Trip Generation

Phase 1

Trip generation for the student housing in Phase 1 was determined using data from the 11th Edition of the ITE *Trip Generation Manual*. While ITE does not provide trip generation data for standalone dormitories, it was determined that the “Off-Campus Student Apartment – Low Rise (Adjacent to Campus)” category (land use code 225) would provide the most appropriate and conservative estimate of trip generation for that use. Phase 1 trip generation calculations are summarized below in Table 1.

| Table 1 ITE Trip Generation (Vehicles) – Phase 1 | | | | | | | |
|---|--|-------------|-------|---------|-----|---------|-----|
| Land Use Code | Land Use | Intensity | Daily | AM Peak | | PM Peak | |
| | | | Total | In | Out | In | Out |
| 225 | Off-Campus Student Apartments (Low-Rise, Adjacent to Campus) | 52 students | 342 | 6 | 10 | 12 | 11 |

As shown in Table 1, the 52-bedroom student housing in Phase 1 is anticipated to generate 342 trips on a typical weekday, with 16 trips during the AM peak hour and 23 trips during the PM peak hour.

To determine the total traffic volume expected to be using the site driveway in Phase 1, trips were also estimated for the surface parking lot. It was assumed that the peak hour trips to/from the proposed overflow parking surface lot would be equivalent to 2/3 of the 75 employees at Blue Line Aviation, with daily trips estimated to be 5x the total PM peak hour volume. Though those trips are not explicitly generated by development associated with this rezoning, the anticipated trips to/from the overflow parking lot were added to the dormitory trips to estimate total driveway volumes at build-out of Phase 1 as shown in Table 2.

| Table 2 Total Driveway Volumes – Phase 1 | | | | | | | |
|---|----------------------------------|--------------|------------|-----------|-----------|-----------|-----------|
| Land Use Code | Land Use | Intensity | Daily | AM Peak | | PM Peak | |
| | | | Total | In | Out | In | Out |
| Total Net New External Trips – Phase 1 | | | 342 | 6 | 10 | 12 | 11 |
| - | Aviation School/Overflow Parking | 75 employees | 250 | 40 | 10 | 10 | 40 |
| Total Driveway Volumes – Phase 1 | | | 592 | 46 | 20 | 22 | 51 |

Potential Full Build-out

As noted, development on this parcel is constrained to only those uses proposed in Phase 1 due to sewer capacity limitations. However, trip generation calculations were performed for uses that may be constructed in future phases of development for information purposes only. While it is expected that future phases will accommodate housing for approximately 48 additional students and office/classroom space associated with the Aviation School, the nature of other uses is unknown at this time. For purposes of this analysis, they were assumed to include 50,000 square feet (SF) of light industrial space and a 120-room hotel. No trips were generated for the office/classroom space as it will be used by the students already on-site. Full build-out trip generation calculations are summarized below in Table 3.

| Table 3 ITE Trip Generation (Vehicles) – Potential Full Build-out | | | | | | | |
|--|--|--------------|--------------|------------|-----------|-----------|------------|
| Land Use Code | Land Use | Intensity | Daily | AM Peak | | PM Peak | |
| | | | Total | In | Out | In | Out |
| 110 | General Light Industrial | 50,000 SF | 238 | 33 | 5 | 3 | 21 |
| 225 | Off-Campus Student Apartments (Low-Rise, Adjacent to Campus) | 100 students | 558 | 9 | 15 | 19 | 19 |
| 310 | Hotel | 120 rooms | 878 | 30 | 23 | 31 | 30 |
| Total Net New External Trips – Full Build | | | 1,674 | 72 | 43 | 53 | 70 |
| - | Aviation School/Overflow Parking | 75 employees | 250 | 40 | 10 | 10 | 40 |
| Total Driveway Volumes – Full Build-out | | | 1,924 | 112 | 53 | 63 | 110 |

Full Build-out of the project, based on what is depicted in the current rezoning submittal, is anticipated to generate approximately 1,674 trips on a typical weekday with 115 trips during the AM peak hour and 123 trips during the PM peak hour. As with Phase 1, trips to/from the overflow parking lot were added to the projected trip generation to estimate the total driveway volumes at Full Build-out.

Should you have any questions or comments, please do not hesitate to contact me at (919) 678-4185 or kevin.dean@kimley-horn.com.

Blue Line Rezoning

Table 1 - Trip Generation - Phase 1

| Land Use | Intensity | Daily | AM Peak Hour | | | PM Peak Hour | | |
|---|--------------|------------|--------------|-----------|-----------|--------------|-----------|-----------|
| | | Total | Total | In | Out | Total | In | Out |
| 225 Off-Campus Student Apartment (Adjacent to Campus) | 52 bedrooms | 342 | 16 | 6 | 10 | 23 | 12 | 11 |
| Total Net New External Trips - Phase 1 | | 342 | 16 | 6 | 10 | 23 | 12 | 11 |
| - Aviation School/Overflow Parking | 75 employees | 250 | 50 | 40 | 10 | 50 | 10 | 40 |
| Total Driveway Volumes | | 592 | 66 | 46 | 20 | 73 | 22 | 51 |

¹ The student housing associated with this project is proposed to be located on-site. As ITE does not provide a land use code for that use, LUC 252 (off-campus student apartment) was used to present a very conservative analysis.

¹ Site trips associated with the overflow parking lot in each peak hour were assumed to be equivalent to 2/3 of the number of employees (75). Daily trips associated with the lot trip generation was estimated at 5x the total PM peak hour.

Blue Line Rezoning

Table 2 - Trip Generation - Potential Build-out

| Land Use | Intensity | Daily | AM Peak Hour | | | PM Peak Hour | | |
|---|--------------|--------------|--------------|------------|-----------|--------------|-----------|------------|
| | | Total | Total | In | Out | Total | In | Out |
| 110 General Light Industrial | 50,000 s.f. | 238 | 38 | 33 | 5 | 24 | 3 | 21 |
| 225 Off-Campus Student Apartment (Adjacent to Campus) | 100 bedrooms | 558 | 24 | 9 | 15 | 38 | 19 | 19 |
| 310 Hotel | 120 rooms | 878 | 53 | 30 | 23 | 61 | 31 | 30 |
| Total Net New External Trips - Potential Build-out | | 1,674 | 115 | 72 | 43 | 123 | 53 | 70 |
| - Aviation School/Overflow Parking | 75 employees | 250 | 50 | 40 | 10 | 50 | 10 | 40 |
| Total Driveway Volumes | | 1,924 | 165 | 112 | 53 | 173 | 63 | 110 |

¹ The student housing associated with this project is proposed to be located on-site. As ITE does not provide a land use code for that use, LUC 252 (off-campus student apartment) was used to present a very conservative analysis.

¹ For the technical school it was assumed that 10 staff instructors would arrive in the AM peak and depart in the PM peak to be conservative, and daily trip generation was estimated at 5x the total PM peak hour.



UNITY OF DEVELOPMENT GUIDELINES:

The buildings within the Blue Line Aviation (Blue Line) campus will utilize gray color palette which will be significantly accented by the dignified blue that denotes Blue Line's honoring of the brave men and women who serve in our law enforcement community. Above and beyond the blue accent features, there will be articulations along building facades to produce visually interesting elevations. Blue Line may not be able to require a national hotel brand to follow these development guidelines strictly. However, any buildings owned by Blue Line will maintain this appearance consistent with the first phase that includes Blue Line's school facility.

I. Building Orientation

Buildings will be oriented to face the internal public street to help define the street and will promote strong pedestrian connectivity, wayfinding and define common spaces.

II. Building Elevations

All building elevations which are facing public streets and roadways will include recessed and projected facades which will prevent large, overbearing blank walls. Each building façade fronting a public street will be required to provide architectural fenestration/articulation at a maximum 50' increment along these elevations.

Throughout the development, a complimentary color palette will be used to promote a harmonious design throughout. Blue Line may not be able to require a national hotel brand to follow these development guidelines strictly. However, any buildings owned by Blue Line will maintain this appearance consistent with the first phase that includes Blue Line's school facility.

Industrial buildings shall have a lesser area of required openings/windows on the front and side elevations. Elevation requirements shall not apply to the loading and service sides of the buildings. In addition, any HVAC units visible from parking areas or rights of way will have louvred screening.

Parapets, where used, shall have returns that are at least 50% of the width of the parapet.

All site screening requirements for loading areas, solid waste collection and storm water facilities shall be met as stipulated in the Smithfield U.D.O.

III. Proposed Elevation Materials

Materials shall include, but not be limited to, the following:

- A. Hardi panel;
- B. E.I.F.S.
- C. Metal (to be used as trim or accent only) and
- D. Glass

IV. Applicability

At the time of Site Plan submittal, preliminary elevations and a materials board shall be submitted to the Town of Smithfield for review and approval. At the time of a Building Permit application, if a materials palette changes, an amendment to the site plan will be required.



PLANNING DEPARTMENT
Mark E. Helmer, AICP, Senior Planner

ADJOINING PROPERTY OWNERS CERTIFICATION

I, Mark E. Helmer, hereby certify that the property owner and adjacent property owners of the following petition, CZ-22-03, were notified by First Class Mail on 6-30-22.

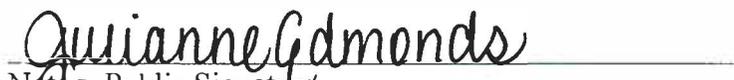


Signature

Johnston County, North Carolina

I, Julianne Edmonds, Notary Public for Johnston County and State of North Carolina do hereby certify that Mark E. Helmer personally appeared before me on this day and acknowledged the due execution of the foregoing instrument. Witness my hand and official seal, this the

30th day of June, 2022



Notary Public Signature



Notary Public Name

My Commission expires on January 15, 2023
(See)



Adjacent Property Owners of
CZ-22-03

| TAG | MAPSHEET | NAME2 | ADDRESS2 | CITY | ZIPCODE |
|-----------|----------------|-------------------------------|-----------------------------|------------|------------|
| 15J08015A | 168509-05-3846 | BYRDS WHOLESALE INC | 3777 US HIGHWAY 70 BUS W | CLAYTON | 27520-0000 |
| 15J08013C | 167500-95-4746 | BREEN, MICHELLE | 62 SUNSET POINTE DRIVE | CLAYTON | 27520-0000 |
| 15J08013 | 167500-96-4244 | CAROLINE CUSTOM HOMES LLC | 476 SHOTWELL RD STE 102-122 | CLAYTON | 27520-3505 |
| 15J08017G | 168500-04-8796 | STEPHENS, RONNIE J. | 128 AIRPORT INDUSTRIAL DR | CLAYTON | 27520-4305 |
| 15J08013A | 167500-96-4150 | PROFFITT, MICHAEL Z | 116 SUNSET POINTE DR | CLAYTON | 27520-4344 |
| 15J08017A | 167500-95-7398 | EMG PROPERTIES LLC | 120 ROCK PILLAR RD | CLAYTON | 27520-6305 |
| 15J08014C | 168500-14-1603 | CREECH, NANCY S | 769 LITTLE CREEK CHURCH RD | CLAYTON | 27520-6871 |
| 15J08017I | 168509-05-4180 | MASSENGILL RENTAL PROP, LLC | 181 GRILL RD | CLAYTON | 27520-7032 |
| 15J08017H | 168500-04-6994 | CMC REAL ESTATE HOLDINGS, LLC | PO BOX 1833 | CLAYTON | 27528-1833 |
| 15J08013B | 167500-95-4953 | LAW, WALTER LEE-MITCHELL III | 918 COPPERLINE DR | GARNER | 27529-5946 |
| 15J08015B | 168509-05-2529 | BLUE LINE AVIATION, LLC | 3149B SWIFT CREEK RD | SMITHFIELD | 27577-6900 |
| 15079017D | 168500-12-1015 | JOHNSTON COUNTY AIRPORT AUTH | 3146 SWIFT CREEK RD | SMITHFIELD | 27577-9803 |
| 15J08017J | 168509-05-3202 | DCB BLDG, LLC | 9541 INDUSTRY DR | RALEIGH | 27603-8143 |
| 15J08017K | 168509-05-1257 | DCB BLDG, LLC | 9541 INDUSTRY DR | RALEIGH | 27603-8143 |



PLANNING DEPARTMENT

Mark E. Helmer, AICP
Senior Planner

Notice of Public Meeting

Notice is hereby given that a public meeting will be held before the Planning Board of the Town of Smithfield, N.C., on Thursday, July 14, 2022 at 6:00 P.M., in the Town Hall Council Chambers located at 350 East Market Street to consider the following request:

CZ-22-03 Blueline Aviation: The applicant is requesting rezoning of a 14.43 acre tract of land from an R-20A (Residential) zoning district to a PUD (Conditional Zoning) district. The property considered for approval is located on the west side of Swift Creek Road approximately 650 feet north of its intersection with Airport Industrial Drive and further identified as Johnston County Tax ID# 15J08015B.

All interested persons are encouraged to attend. To accommodate disabilities and to comply with ADA regulations, please contact the town office if you need assistance. Further inquiries regarding this matter may be directed to the Smithfield Planning Department at (919) 934-2116 or online at www.smithfield-nc.com.

Run Legal ad in the Johnstonian on June 29 and July 6, 2022.