

“Swift Creek Apartments”

SUP-SP-23-02

6201, 6301 and 6355 Fayetteville Road

Special Use Permit

Garner Town Council

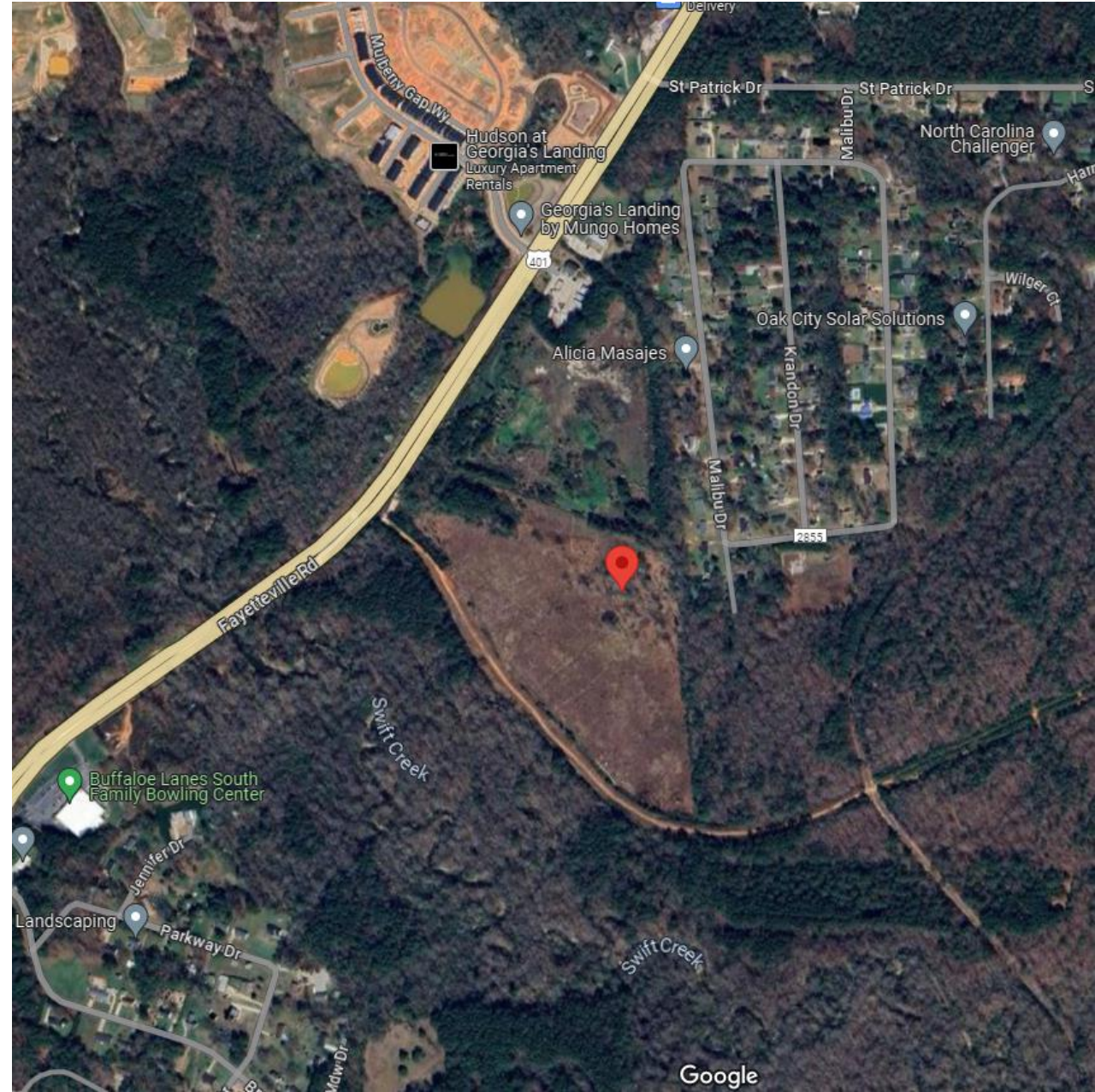
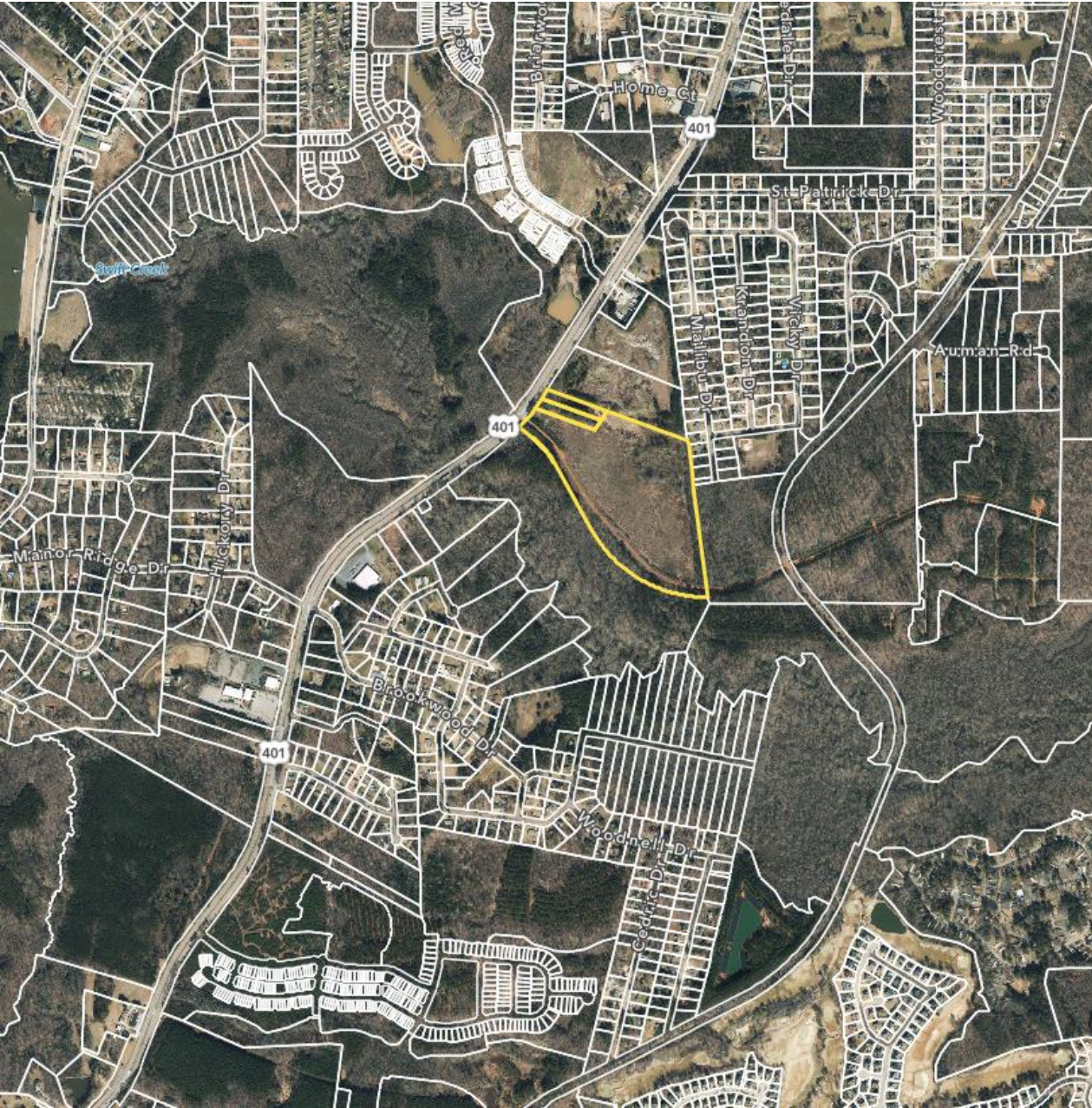
June 4, 2024

# Nature of the Request

Swift Creek Apartments, LLC, as property owner, requests a Special Use Permit to UDO Section 4.7.4.A.2., which requires special use permit approval for any residential development involving 200 or more dwelling units, in order to construct 613 multifamily dwelling units on 40.91 acres zoned MF-B CU and CMX CU, located at 6201, 6301 and 6355 Fayetteville Road



# Existing Conditions – Aerial View



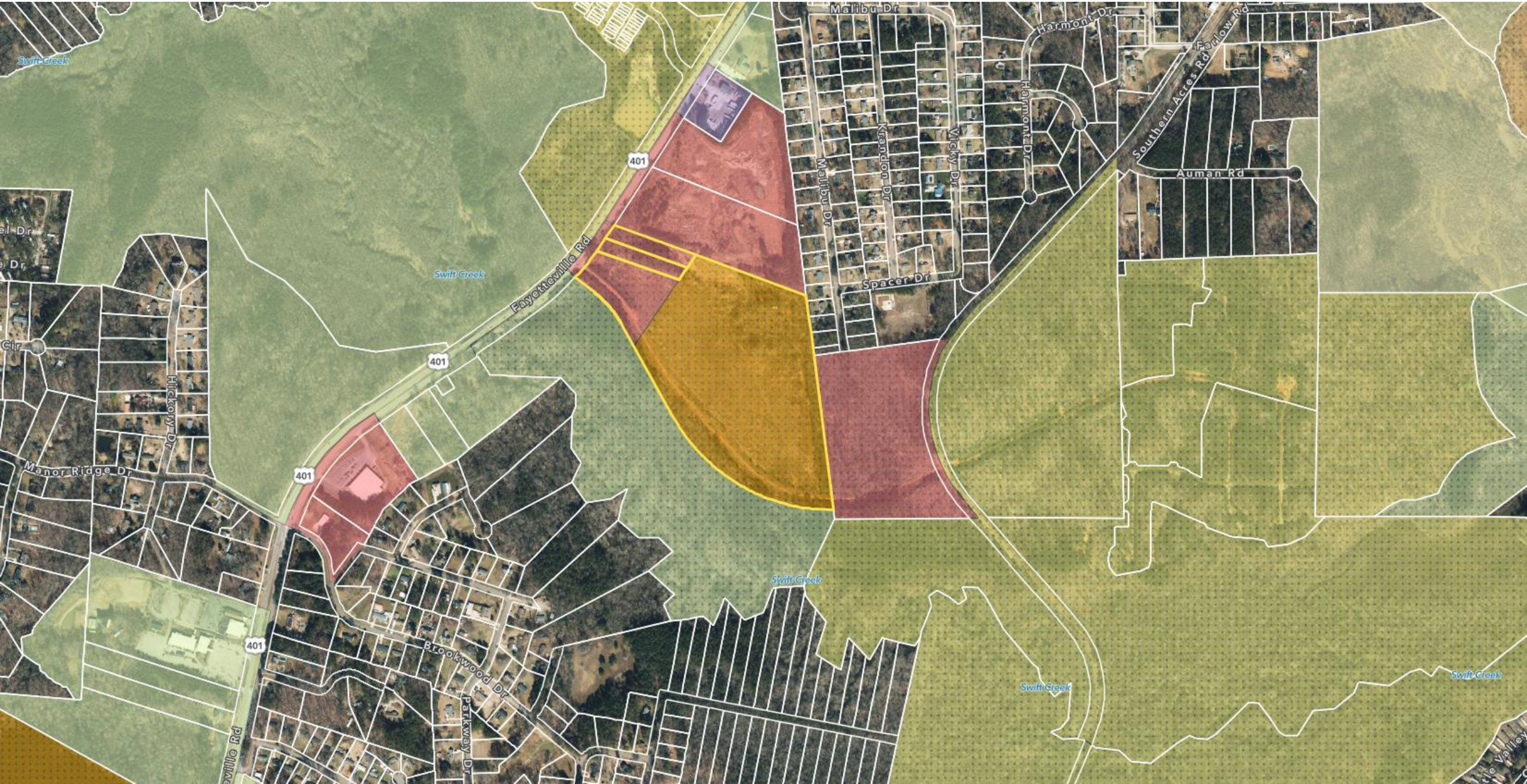


# Existing Conditions – Street View



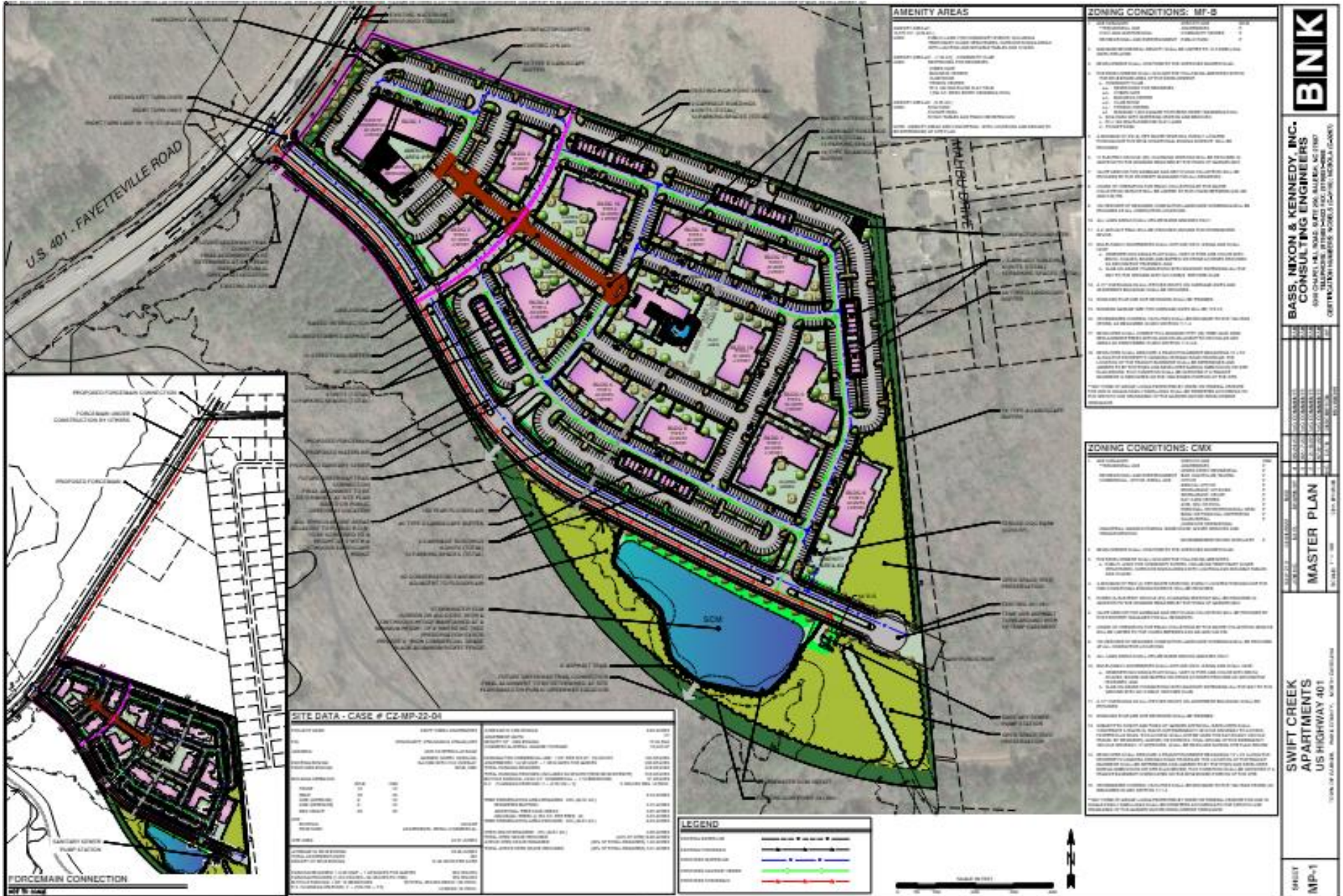


# Zoning





# CZ-MP-22-04: Master Plan



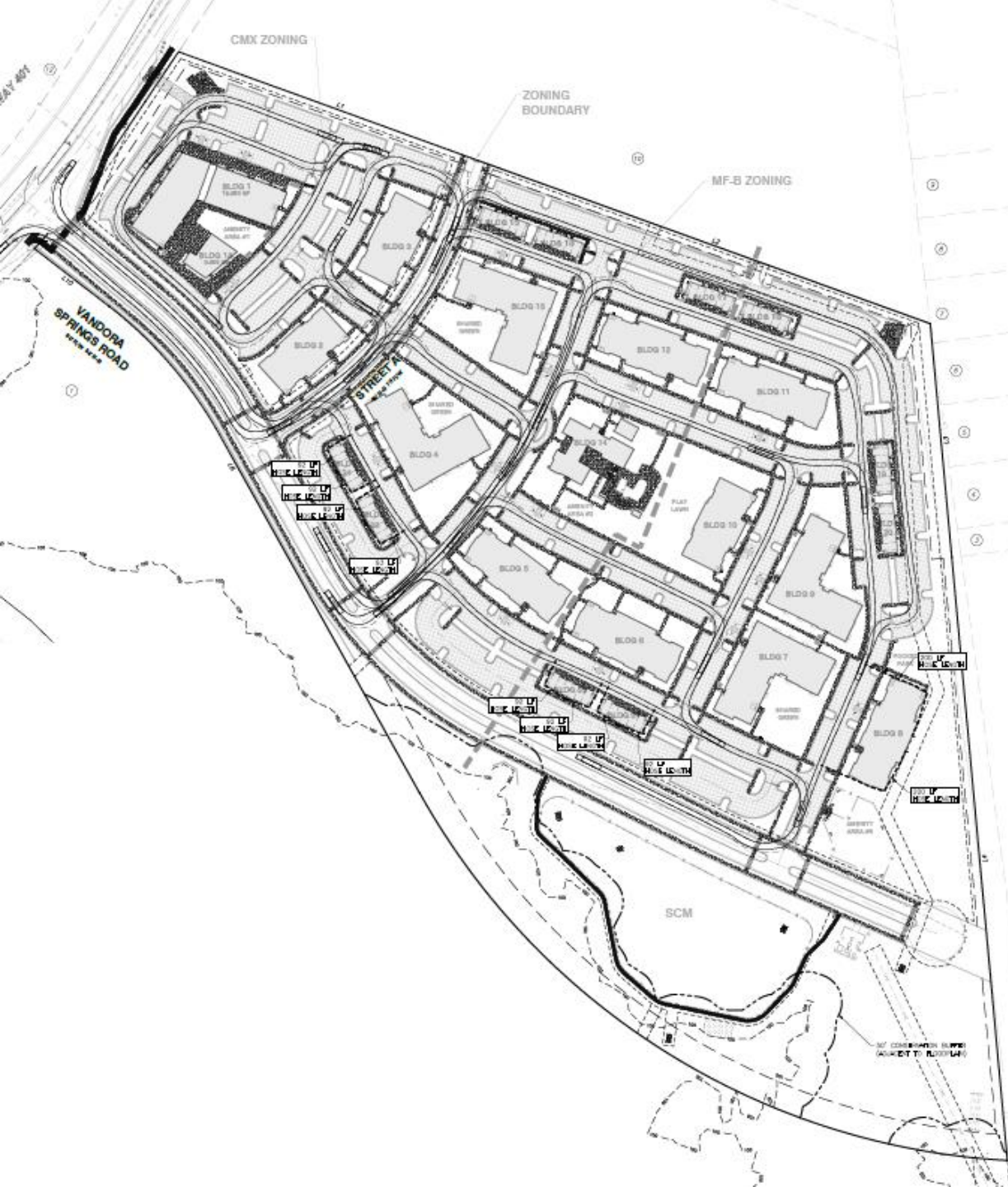


# Site Plan

**613 apartment units and 23,245 ft<sup>2</sup> of commercial space**

24 buildings

- Mixed-Use building
- Restaurant
- Clubhouse
- Apartments
- Carriage Houses



# Site Plan



**ON-STREET PARKING INSET**

SCALE: 1" = 20'



**TYPICAL PARKING INSET**

SCALE: 1" = 20'

**SIGHT DISTANCE CALCULATIONS PER AASHTO 2016**

**(7TH EDITION) GREEN BOOK**

NO OBSTRUCTION BEYOND 7' AND 7' ABOVE CURB LINE ELEVATION

W=1.474

Notes: 4-lane divided (D)  
 design speed (mi/h) = 35 mph (56 km/h)  
 vehicle speed (mi/h)

WANDORA SPRINGS ROAD and  
 HAYSTACKS ROAD - HIGHWAY 401  
 Top 10% Closing Speed: 35 mph  
 Top 10% Closing Speed: 35 mph

Vehicle Width (ft) = 7.5  
 Lane Width (ft) = 12.0  
 Shoulder Width (ft) = 4.0  
 Total Right-of-Way (ft) = 37.5

**BUILDING TYPE TABLE**

BUILDING NUMBER	BUILDING TYPE	FLOOR AREA (SQ FT)	NUMBER OF STORIES
1	MIXED USE	57	4
1A	RESTAURANT	5	1
2 & 3	TYPE 2	54 (10 BA)	4
4	TYPE 2	55	4
5 & 6	TYPE 2	80 (10 BA)	4
7	TYPE 2	55	4
8	TYPE 2	55	4
9	TYPE 2	55	4
10	TYPE 2	55	4
11 & 12	TYPE 2	80 (10 BA)	4
13	TYPE 2	55	4
14	CLUBHOUSE	5	1
15-16	CONCRETE BUILDING	20 (2 BA)	1
<b>TOTAL GRT COUNT</b>		<b>613</b>	<b>100</b>

**LEGEND**

- CONCRETE SIDEWALK (4" THICK 3000 PSI CONCRETE)
- CONCRETE PAVING (4" THICK 3000 PSI CONCRETE WITH 1% SLOPE)
- ASPHALT TRAIL
- PERMEABLE PAVING
- EMERGENCY VEHICLE DRIVEWAY
- WHEELCHAIR RAMP
- TREE PROTECTION FENCE

**TRAFFIC CONTROL NOTES**

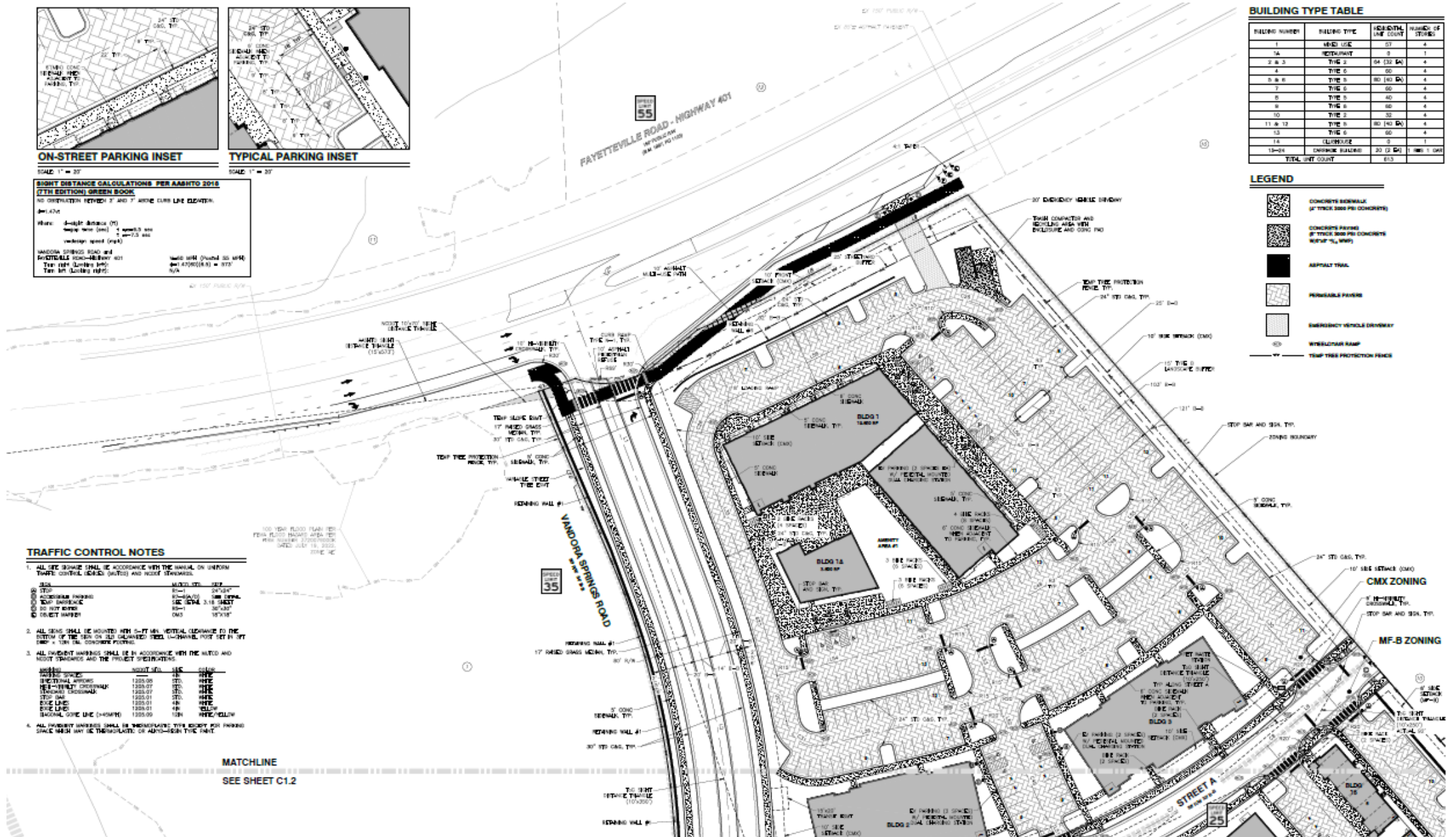
1. ALL SITE SIGNS SHALL BE ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND WISDOT STANDARDS.

NO.	DESCRIPTION	HEIGHT (FT)	LETTER SIZE	REF.
1	STOP SIGN	35"	24"x24"	207.01
2	ADVANCE STOP SIGN	35"	24"x24"	207.01
3	NO LEFT TURN SIGN	35"	24"x24"	207.01
4	OBJECT MARKER	48"	18"x18"	207.01

NO.	DESCRIPTION	HEIGHT (FT)	LETTER SIZE	REF.
1	WHEELCHAIR SIGNAGE	1355.00	30"	WFC
2	HEAVY METAL CROSSWALK SIGNAGE	1355.07	30"	WFC
3	STOP SIGN	1355.07	30"	WFC
4	STOP SIGN	1355.01	18"	WFC
5	STOP SIGN	1355.01	18"	WFC
6	STOP SIGN	1355.01	18"	WFC
7	STOP SIGN	1355.01	18"	WFC
8	STOP SIGN	1355.01	18"	WFC
9	STOP SIGN	1355.01	18"	WFC
10	STOP SIGN	1355.01	18"	WFC
11	STOP SIGN	1355.01	18"	WFC
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41	STOP SIGN	1355.01	18"	WFC
42	STOP SIGN	1355.01	18"	WFC
43	STOP SIGN	1355.01	18"	WFC
44	STOP SIGN	1355.01	18"	WFC
45	STOP SIGN	1355.01	18"	WFC
46	STOP SIGN	1355.01	18"	WFC
47	STOP SIGN	1355.01	18"	WFC
48	STOP SIGN	1355.01	18"	WFC
49	STOP SIGN	1355.01	18"	WFC
50	STOP SIGN	1355.01	18"	WFC

4. ALL EMERGENCY SIGNAGE SHALL BE INDICATIVE TYPE BODY FOR PARKING SPACE WHEN MAY BE TRANSLATED OR AUTO-GEN TYPE TEXT.

MATCHLINE  
 SEE SHEET C1.2













# Building Elevations – Mixed-Use Building



EXPOSED CAST-IN-PLACE CONCRETE COLUMNS

FIBR CEMENT SMOOTH PANELS W/ REVEALS - SATIN BRONZE

**SOUTH (FRONT) ELEVATION 1**  
1/8" = 1'-0"



**NORTH (REAR) ELEVATION 2**  
1/8" = 1'-0"



# Building Elevations – Mixed-Use Building



EAST ELEVATION 2



WEST ELEVATION 1  
1/8" = 1'-0"



# Building Elevations – Brewery/Restaurant



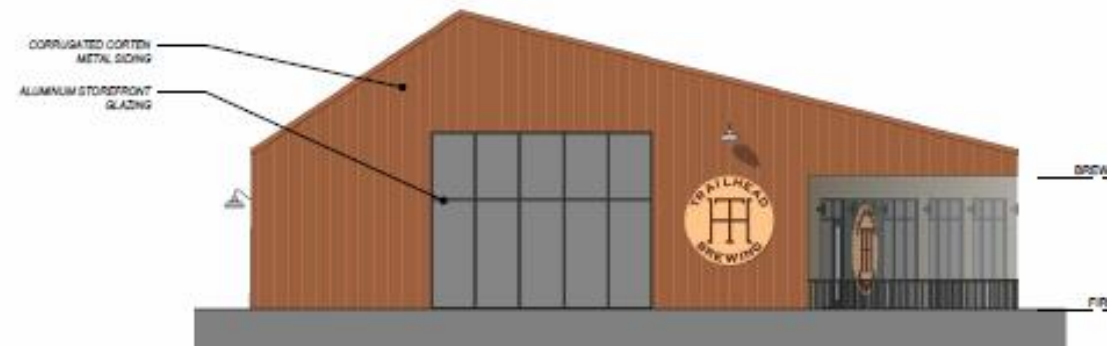
**BREWERY - NORTH ELEVATION** 4  
1/8" = 1'-0"



**BREWERY - WEST ELEVATION** 2  
1/8" = 1'-0"



**BREWERY - EAST ELEVATION** 3  
1/8" = 1'-0"



**BREWERY - SOUTH ELEVATION** 1  
1/8" = 1'-0"



# Building Elevations - Clubhouse



CLUBHOUSE - LEFT SIDE ELEVATION 4

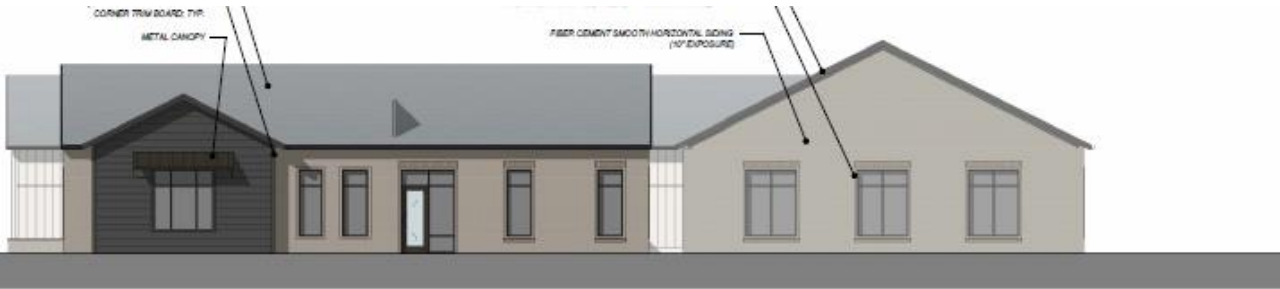
1/8" = 1'-0"



CLUBHOUSE - REAR ELEVATION 2

1/8" = 1'-0"

F FACADES = 6,910 SF  
 F MASONRY = 4,180 SF  
 #10 = 0.81



CLUBHOUSE - RIGHT SIDE ELEVATION 3

1/8" = 1'-0"



CLUBHOUSE - FRONT ELEVATION 1

1/8" = 1'-0"



# Building Elevations - Apartment



BUILDING TYPE 2 - REAR ELEVATION 2  
1/8" = 1'-0"



BUILDING TYPE 2 - FRONT ELEVATION 1  
1/8" = 1'-0"  
PERCENTAGE OF BRICK = 50%







# Building Elevations – Carriage House



CARRIAGE HOUSE - BACK ELEVATION 2  
1/8" = 1'-0"



CARRIAGE HOUSE - FRONT ELEVATION 1  
1/8" = 1'-0"



























# Town of Garner Special Use Permit Standards

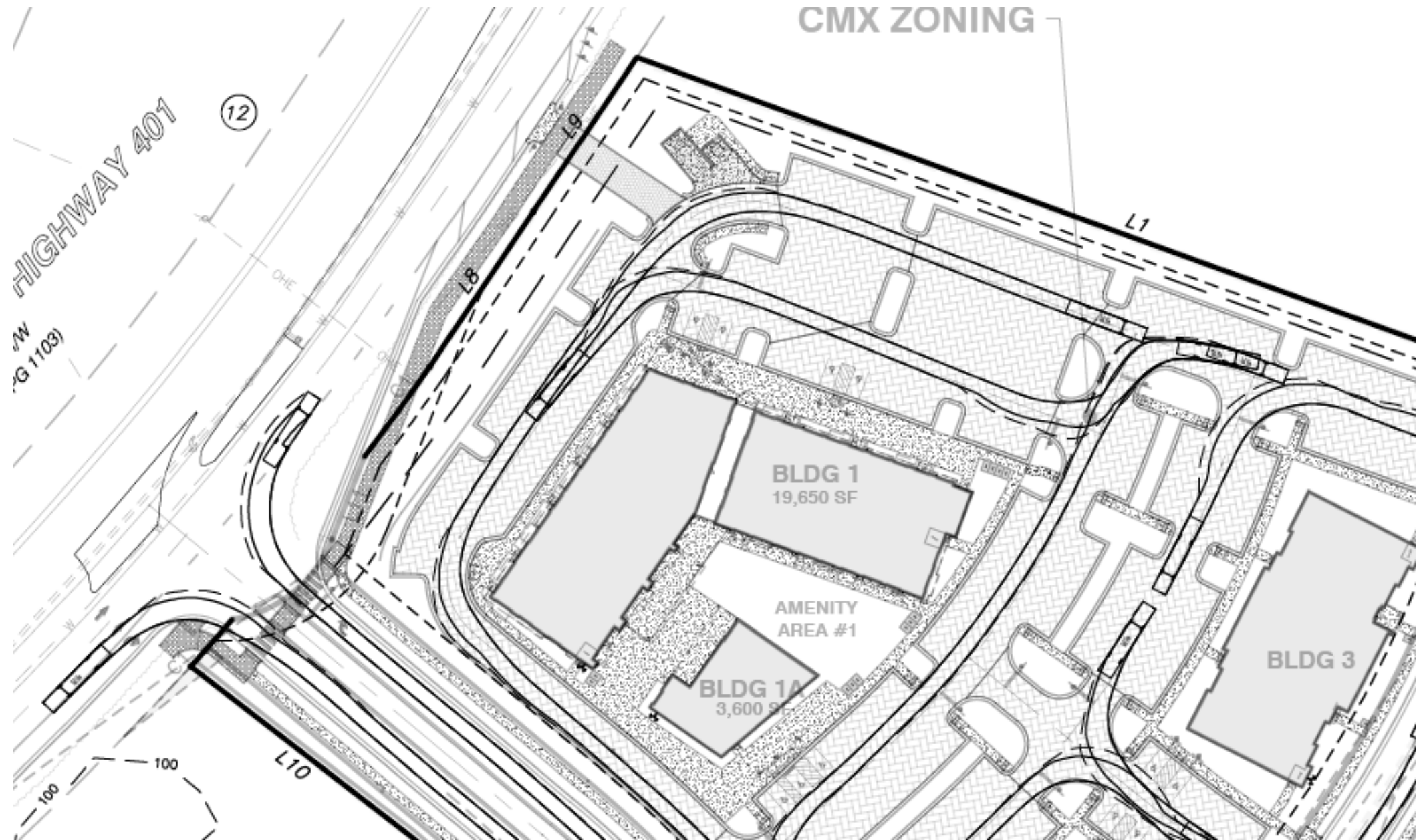
1. The proposed use will not endanger the public safety
2. The proposed use will not substantially injure the value of adjoining or abutting property
3. If completed as proposed, the development will comply with all requirements of this Ordinance
4. The proposed use is consistent with the Town's adopted transportation plan(s), other relevant adopted plans and policies, and the stated purpose and intent of this UDO (the fact that the use is permitted under certain circumstances in the zoning district creates a rebuttable presumption that the proposed use is in harmony with the intent of the UDO as relates to the general zoning plan)
5. The proposed use is compatible with adjacent uses and proximate neighborhood in terms of building scale, site design, buffering and screening, operating characteristics (hours of operation, traffic generation, lighting, noise, odor, dust, and other external impacts)
6. Any significant adverse impacts resulting from the use will be mitigated or offset, including impacts on the natural environment
7. The public safety, transportation and utility facilities and services will be available to serve the subject property while maintaining sufficient levels of service for existing development
8. Adequate assurances of continuing maintenance have been provided

# The proposed use will not endanger the public safety

- Traffic & Transportation
  - Project requires the extension and construction of Vandora Springs Road to intersection with Fayetteville Road
  - Residents, guests and employees will access the site via Vandora Springs Road rather than
  - CZ-MP-22-04 zoning conditions require an emergency vehicle driveway along Fayetteville Road in the event of an emergency on site
  - The development complies with NCDOT's plans for the future "superstreet" Fayetteville Road/Hwy 401, while allowing emergency vehicles to directly access the site via Fayetteville Road if necessary
- Stormwater & Environmental Protection
  - CZ-MP-22-04 also requires that the stormwater facilities be designed to accommodate the 100-year flood
  - Project is within the Swift Creek Land Management Plan, and has designed the project to no more than 30% impervious surface
    - Permeable pavers throughout the site

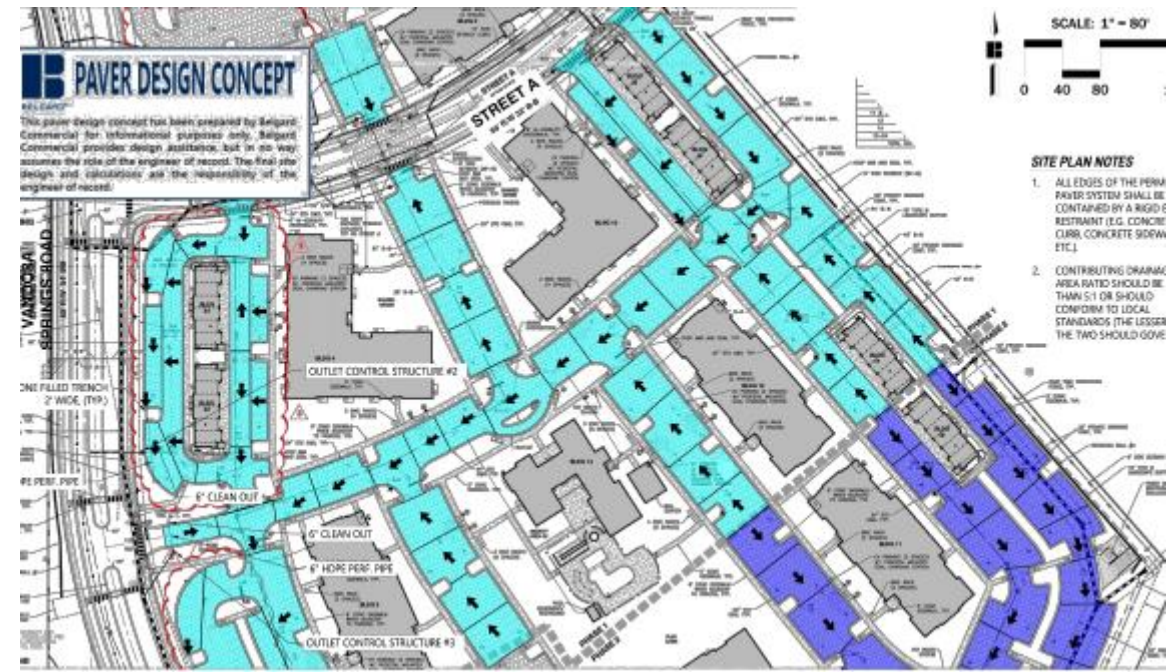
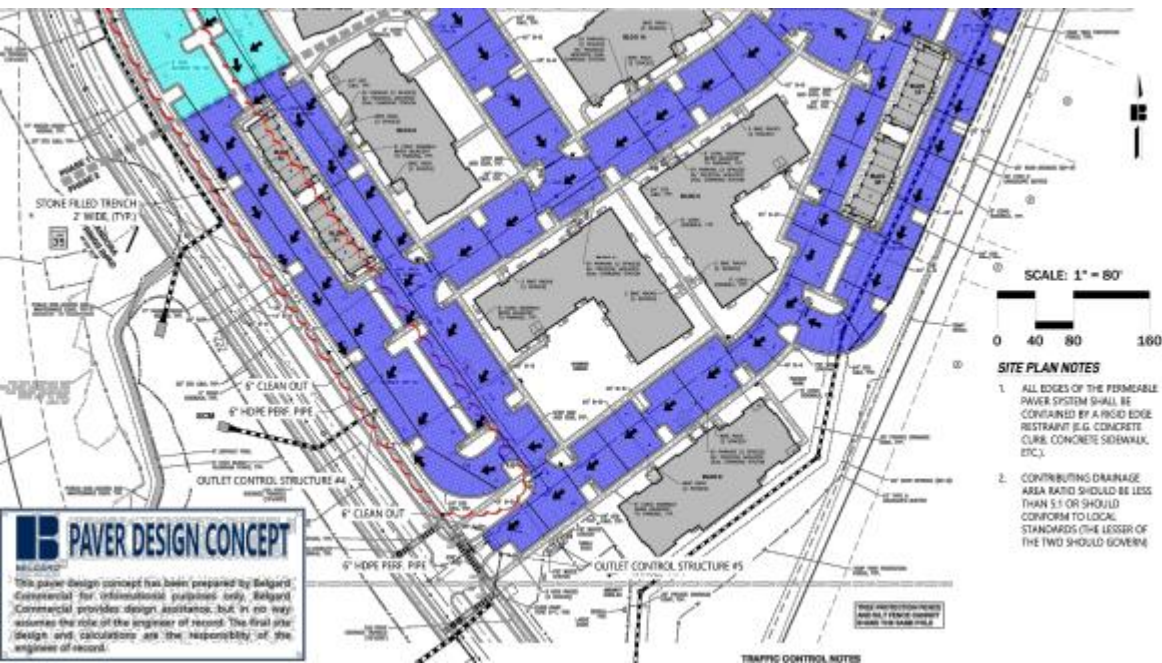
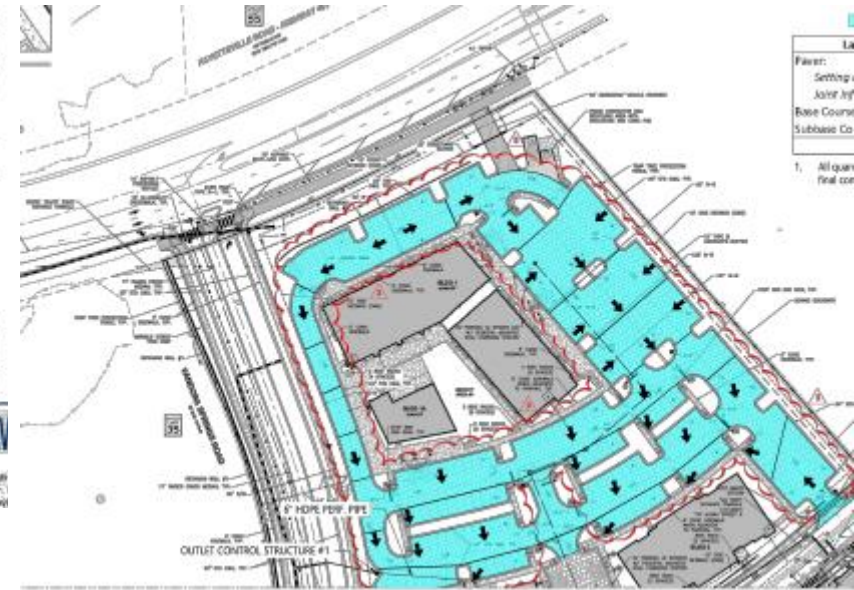
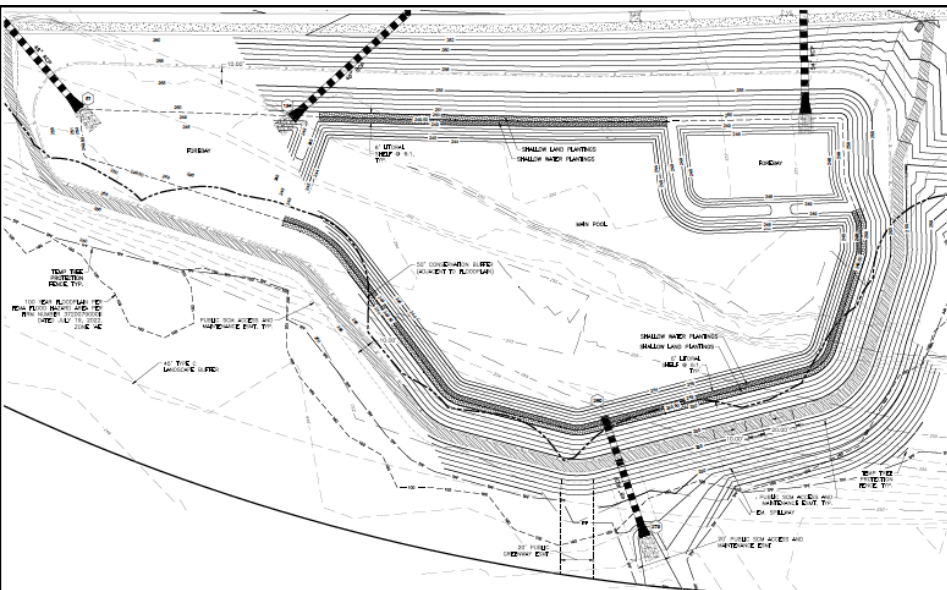


# Emergency Vehicle Access





# Stormwater & Environmental Protection





# The proposed use will not substantially injure the value of adjoining or abutting property

- Kirkland Appraisals, LLC performed a property value analysis in August 2023, shortly after the applicant filed the special use permit application
- The analysis studied the 10 adjoining/abutting tracts of land





# Market Data – Greenbriar Apartments



- Identified no adjoining sales for matched pair analysis
- 15 single-family homes abut the Apartments
- The homes are, on average, approximately 265' from the adjoining apartments



# Market Data – Bryan Woods Apartments



- Homes are, on average, 145' from the adjoining apartments
- 2 matched pairs: Parcels 6 (112 Dullis Circle) and 7 (120 Dullis Circle)
- Strong support for apartments having no impact on the adjoining property values



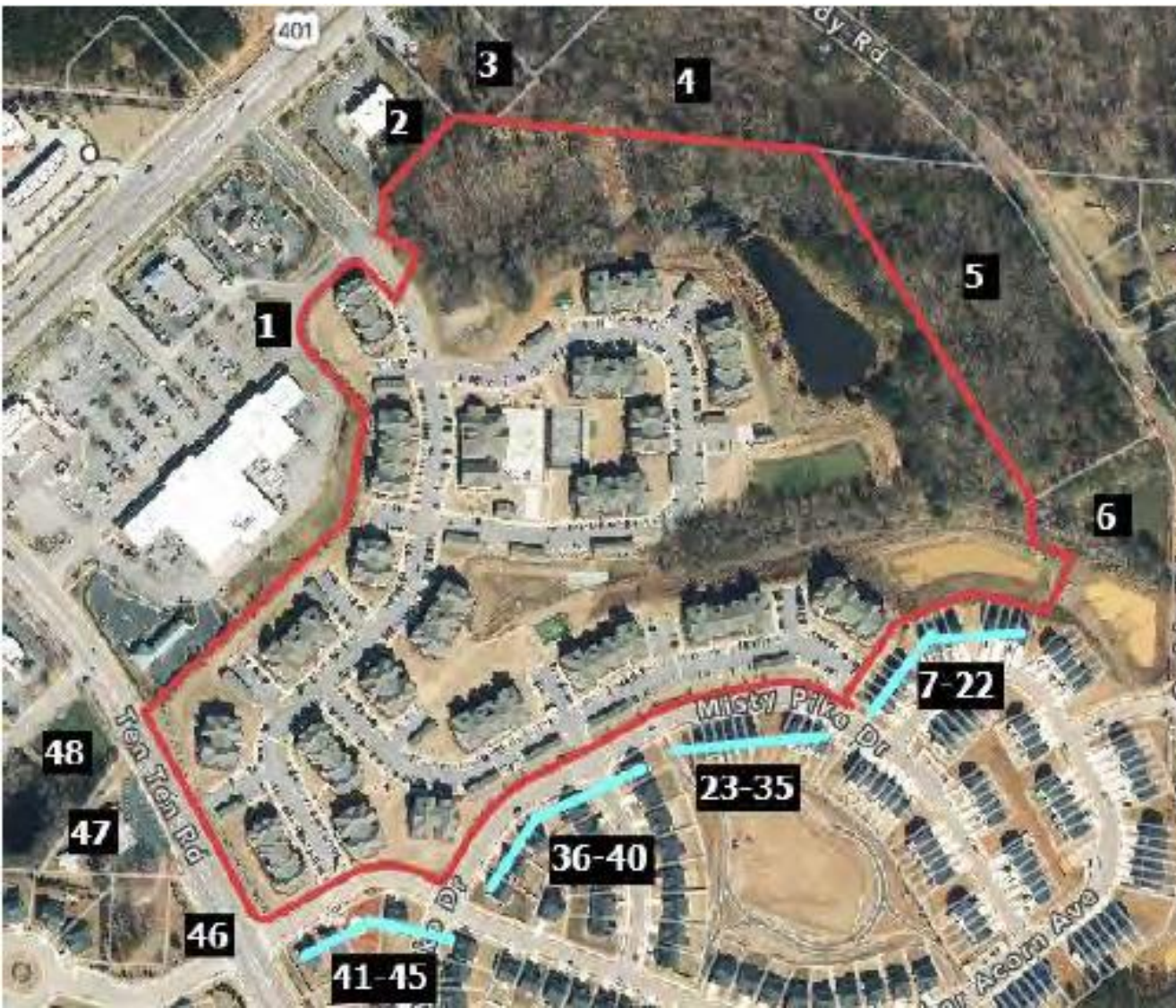
# Market Data – Evolve Apartments



- 14 adjoining properties, 8 of which are single-family homes, that are, on average, 180' from the adjoining apartments
- No matched pairs were identified



# Market Data – Villages at McCullers Walk



- These Apartments adjoin both townhomes and single-family homes
- The homes are, on average, 120' from the adjoining apartments



# Market Data – Marquee Station



2 Matched Pairs: Lot 7 (1930 Sterling Hill Drive) and Lot 9 (1938 Sterling Hill Drive)

- Lot 7: 19% average positive indicated impact
- Lot 9: 2% average positive indicated impact

Strong support for apartments having no impact on the adjoining property values



# Market Data – Meridian at Broad Street



- These Apartments adjoin many single-family homes
- They are, on average, 190' from the adjoining apartments
- No matched pairs were identified



# Property Value Analysis Summary

		Sales Price	Distance to Building	Height of Adj. Apart	Indicated Impact
Bryan Place	MP1	\$385,000	93	2 Story	-10%
	MP2	\$279,000	130	2 Story	4%
Marquee Station	MP3	\$405,500	87	3 Story	19%
	MP4	\$328,500	95	3 Story	2%
	Average	\$349,500	101		4%
	Median	\$356,750	94		3%
		Avg. Adj. Ass. Value			
Subject		\$200,000	282	4 Story	

The proposed development and/or use will not substantially injure the value of adjoining property

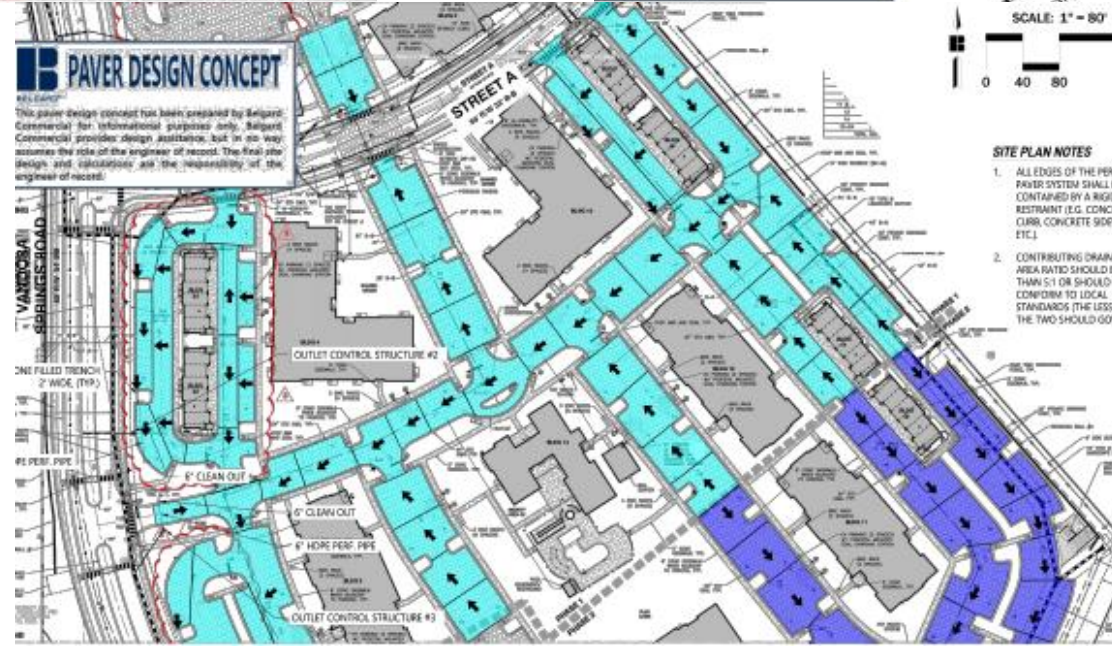
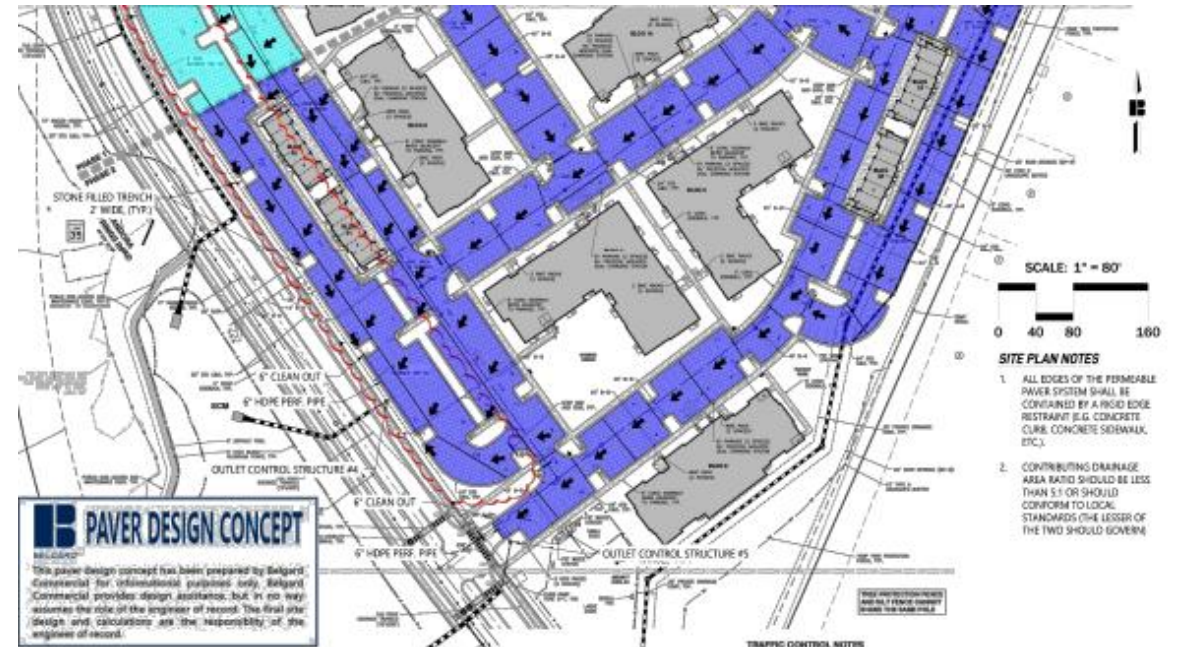
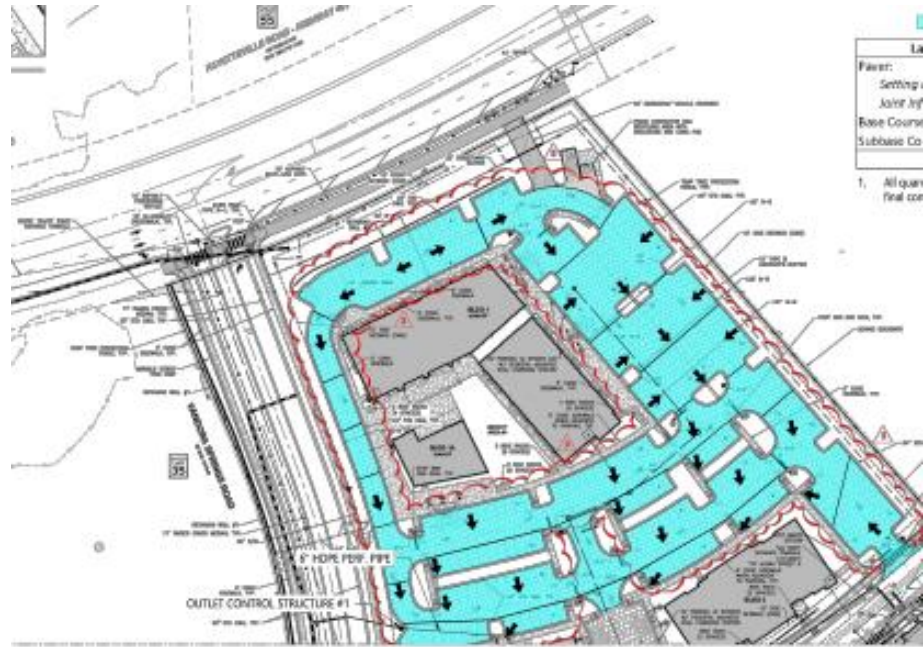


# If completed as proposed, the development will comply with all requirements of this Ordinance

- The project is not requesting any other quasi-judicial relief from the UDO, and complies with all applicable UDO standards and regulations
- Swift Creek Land Management Plan
  - Project is designated as “New Suburban” on the SCLMP
  - Limited to 30% impervious surface on the site
  - SCLMP is meant to limit impervious surface, not to limit density or types of uses



# Location of Permeable Pavers



**PAVER DESIGN CONCEPT**

This paver design concept has been prepared by Belgard Commercial for informational purposes only. Belgard Commercial provides design assistance, but in no way assumes the role of the engineer of record. The final site design and calculations are the responsibility of the engineer of record.

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The proposed use is consistent with the Town’s adopted transportation plan(s), other relevant adopted plans and policies, and the stated purpose and intent of this UDO (the fact that the use is permitted under certain circumstances in the zoning district creates a rebuttable presumption that the proposed use is in harmony with the intent of the UDO as relates to the general zoning plan

Consistent with:

**1. Garner Forward Comprehensive Plan**

- a) Consistent with “Neighborhoods” character typology by including multiple housing types and ancillary non-residential uses

**2. Town of Garner Transportation Plan**

- a) Hwy 401 / Fayetteville Road improvements
- b) Vandora Springs Road construction and extension
- c) Transit easement dedication along Vandora Springs Road

**3. Swift Creek Land Management Plan**

- a) Upholding the 30% maximum impervious surface area requirement
- b) Designing stormwater facilities to treat for 100-year flood event

**4. Town of Garner Parks, Recreation, Greenways, and Cultural Resources Master Plan**

- a) Zoning conditions require 2 connections to the existing Swift Creek greenway corridor, and a path around the stormwater pond

**5. The proposed use is permitted in the Multifamily B (MF-B) zoning district**



The proposed use is compatible with adjacent uses and proximate neighborhood in terms of building scale, site design, buffering and screening, operating characteristics (hours of operation, traffic generation, lighting, noise, odor, dust, and other external impacts

- Use Compatibility: Most of the adjoining properties are vacant and/or zoned for Commercial uses
- Located the carriage homes along the site's perimeter to minimize visual impacts to the single-family homes on Malibu Drive. Apartment buildings are located closer to the center of the site. Commercial uses are located closer to Fayetteville Road
- Zoning conditions require quality building materials
  - "Cementitious siding that shall vary in type and color with brick, shakes, board and batten or stone accents provided as decorative features"
  - "Slab on grade foundations with masonry extending all the way to the ground with no visible exposed slab"
- Building Design: All Apartment buildings have pitched roofs with at least 12" overhangs
- Hours of operation for trash services limited to hours between 8:00 AM and 5:00 PM
- Development is providing 150% of the required landscaping around all dumpster/compaction areas

Any significant adverse impacts resulting from the use will be mitigated or offset, including impacts on the natural environment

- Transportation Mitigation:
  - Inclusion of an emergency vehicle access drive along Fayetteville Road
- Stormwater and Runoff Mitigation:
  - Compliant with the maximum 30% impervious surface regulations
  - Designing a stormwater pond to treat the 100-year storm
- Setbacks, site layout and landscaping mitigate impacts to the adjacent single-family homes along Malibu Drive



The public safety, transportation and utility facilities and services will be available to serve the subject property while maintaining sufficient levels of service for existing development

- Transportation Capacity: Sufficient capacity exists on US 401 / Fayetteville Road for development of Swift Creek Apartments and existing development along US 401
- Utility Facilities: Development has access to City of Raleigh water and sewer infrastructure
  - Development will also install a pump station on the site

# TIA Intersection Studies

**Table 7: Analysis Summary of US 401 (Fayetteville Road) and Northbound U-Turn Bulb / Site Drive 1**

ANALYSIS SCENARIO	A P P R O A C H	N O D E	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
				Approach	Overall (seconds)	Approach	Overall (seconds)
2022 Existing	NB SB	13	2 TH 1 UT*	- C <sup>1</sup>	N/A	- B <sup>1</sup>	N/A
	NB SB	33	1 UT* 2 TH	B <sup>1</sup> -	N/A	C <sup>1</sup> -	N/A
2024 No-Build	NB SB	13	2 TH 1 UT*	- E <sup>1</sup>	N/A	- C <sup>1</sup>	N/A
	NB SB	33	1 UT* 2 TH	B <sup>1</sup> -	N/A	D <sup>1</sup> -	N/A
2024 Build	WB NB SB	13	1 RT 2 TH, 1 RT 1 UT-LT*	F <sup>2^A</sup> - F <sup>1</sup>	N/A	F <sup>2</sup> - C <sup>1</sup>	N/A
	NB SB	33	1 UT* 2 TH	B <sup>1</sup> -	N/A	D <sup>1</sup> -	N/A
2024 Build - Signalized	WB NB SB	13	1 RT 2 TH, 1 RT 1 UT-LT*	D C C	C (32)	C B C	B (13)

**Table 6: Analysis Summary of US 401 (Fayetteville Road) and Whitley Logistics Driveway / Georgia's Landing Driveway**

ANALYSIS SCENARIO	A P P R O A C H	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2022 Existing	WB NB SB	1 LT-RT 1 UT, 1 TH, 1 TH-RT 1 UT-LT, 2 TH	F <sup>2</sup> C <sup>1</sup> E <sup>1</sup>	N/A	F <sup>2</sup> F <sup>1</sup> C <sup>1</sup>	N/A
2024 No-Build	EB WB NB SB	<u>1 RT</u> 1 LT-RT* 1 UT-LT, 1 TH, 1 TH-RT 1 UT-LT, 2 TH, <u>1 RT</u>	C <sup>2</sup> F <sup>2</sup> B <sup>1</sup> F <sup>1</sup>	N/A	E <sup>2</sup> F <sup>2</sup> F <sup>1</sup> D <sup>1</sup>	N/A
2024 Build	EB WB NB SB	1 RT 1 LT-RT* 1 UT-LT, 1 TH, 1 TH-RT 1 UT-LT, 2 TH, <u>1 RT</u>	C <sup>2</sup> F <sup>2</sup> D <sup>1</sup> F <sup>1</sup>	N/A	F <sup>2</sup> F <sup>2^A</sup> F <sup>1</sup> D <sup>1</sup>	N/A
2024 Build - Left Over	EB WB NB SB	<u>1 RT</u> 1 RT 1 UT-LT, 1 TH, 1 TH-RT 1 UT-LT, 2 TH, <u>1 RT</u>	C <sup>2</sup> D <sup>2</sup> D <sup>1</sup> F <sup>1</sup>	N/A	F <sup>2</sup> C <sup>2</sup> F <sup>1</sup> D <sup>1</sup>	N/A

**Table 5: Analysis Summary of US 401 (Fayetteville Road) and Simpkins Road**

ANALYSIS SCENARIO	A P P R O A C H	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2022 Existing	EB NB SB	1 LT, 1 RT 1 LT, 2 TH 2 TH, 1 RT	D E C	D (51)	E A D	D (36)
2024 No-Build	EB NB SB	1 LT, 1 RT 1 LT, 2 TH 2 TH, 1 RT	D F C	F (98)	E B F	F (86)
2024 Build	EB NB SB	1 LT, 1 RT 1 LT, 2 TH 2 TH, 1 RT	D F C	F (108)	E B F	F (99)
2024 Build - with Signal Timing Modifications	EB NB SB	1 LT, 1 RT 1 LT, 2 TH 2 TH, 1 RT	F F C	E (79)	F A F	E (77)



# Adequate assurances of continuing maintenance have been provided

- Property management group will be responsible for maintaining all open space areas and the stormwater facilities

# Summary

- Swift Creek Apartments meets the special use permit's standards of approval
- The Development is designed to mitigate traffic, environmental and adjacent use impacts
- Approval of this special use permit is reasonable and in the public interest