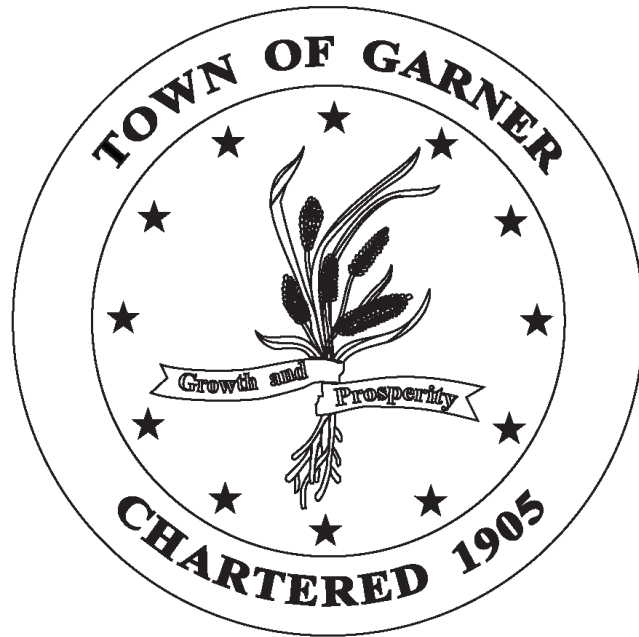


Town of Garner



Work Session Meeting
September 26, 2024

Garner Town Hall
900 7th Avenue
Garner, NC 27529

**Town of Garner
Work Session Meeting Agenda
September 26, 2024**

The Council will meet in a Work Session at 6:00 p.m. in the Ronnie S. Williams Council Chambers located at 900 7th Avenue.

- A. CALL MEETING TO ORDER/ROLL CALL: Mayor Buddy Gupton
- B. ADOPTION OF AGENDA
- C. PRESENTATIONS
- D. PUBLIC HEARINGS

Tier 1 Conditional Rezoning Request CZ-24-002, Gateway 540..... Page 4
Presenter: Erin Joseph, Assistant Planning Director

Tier 1 conditional district rezoning request submitted by Beth Blackmon of Timmons Group, to rezone 97.15 +/- acres from Highway District (HD) and Residential-30 (R-30) (Wake County) to Light Industrial (LI C311) Conditional and the Limited Access Highway (LHO) and Lower Swift Creek Conservation (LSC) overlay districts. The site is located at 3530, 3540, 3544, and 3550 Parrish Farm Road; 3933 and 4009 Benson Road; 7001 and 7013 Cleveland School Road; and 5600 Painters Road; which may be further identified by Wake County PIN #'s 1618802326, 1618803562, 1618714274, 1618801117, 1618804161, 1618804796, 1618809958, 1618816547 and 1618917330. This public hearing is continued from the Sept. 17 Council meeting.

Action: Consider closing public hearing to refer case to Planning Commission for consistency review and recommendation.

THERE WILL BE A BRIEF RECESS PRIOR TO THE START OF THE JOINT SESSION WITH THE GARNER ECONOMIC DEVELOPMENT CORPORATION (GEDC) BOARD OF DIRECTORS

- E. DISCUSSION/REPORTS

Northeast Gateway Small Area Study Final Report.....Page 15
Presenter: Nate Groover, Economic Development Director and Consultants

The GEDC led a small area study that Town Council provided partial funding for. The study started in September 2023 and concludes with this final report to Council. GEDC contracted Inspire Placemaking Consultants to study the Northeast Gateway area. The Inspire team will present their findings and recommendations for next steps to realize development in this area. This will be a joint presentation to the GEDC Board and Town Council.

Additional data including traffic analysis can be found in the [appendices at this link.](#)

Action: Receive as information

- F. MANAGER REPORTS
- Pending Agenda
- G. ATTORNEY REPORTS
- H. COUNCIL REPORTS
- I. CLOSED SESSION
- J. ADJOURN

Town of Garner
Town Council Meeting
Agenda Form

Meeting Date: September 26, 2024 <input type="button" value="v"/>		
Subject: Tier 1 Conditional Rezoning Request # CZ-24-002, Gateway 540		
Location on Agenda: Discussion		
Department: Planning		
Contact: Erin Joseph, CZO; Assistant Planning Director		
Presenter: Jeff Triezenberg, AICP, GISP; Planning Director		
Brief Summary: Tier 1 conditional district rezoning request submitted by Beth Blackmon of Timmons Group, to rezone 97.15 +/- acres from Highway District (HD) and Residential-30 (R-30) (Wake County) to Light Industrial (LI C311) Conditional and the Limited Access Highway (LHO) and Lower Swift Creek Conservation (LSC) overlay districts. The site is located at 3530, 3540, 3544, and 3550 Parrish Farm Road; 3933 and 4009 Benson Road; 7001 and 7013 Cleveland School Road; and 5600 Painters Road; which may be further identified by Wake County PIN #'s 1618802326, 1618803562, 1618714274, 1618801117, 1618804161, 1618804796, 1618809958, 1618816547 and 1618917330. This public hearing is continued from the Sept. 17 Council meeting.		
Recommended Motion and/or Requested Action: Consider closing public hearing to refer case to Planning Commission for consistency review and recommendation.		
Detailed Notes: Revised conditions and exhibits attached. An annexation hearing must be held before or concurrently with the final rezoning decision since the properties are currently located outside Garner's extraterritorial jurisdiction.		
Funding Source:		
Cost: None	One Time: <input type="radio"/>	Annual: <input type="radio"/> No Cost: <input checked="" type="radio"/>
Manager's Comments and Recommendations:		
Attachments Yes: <input checked="" type="radio"/> No: <input type="radio"/>		
Agenda Form Reviewed by:	Initials:	Comments:
Department Head:	JST	
Finance Director:		
Town Attorney:		
Town Manager:	JM	
Town Clerk:		

Gateway 540 Rezoning Conditions - 09/0918/2024

1. The following uses shall be permitted:

Gateway 540 PERMITTED USE TABLE			
Use Category	Specific Use	LI-CZ	
Residential Use	Security or Caretaker's Quarters	P	
Civic and Institutional Use	Higher Education	P	
	Emergency Services	P	
	Hospital	P	
	Ambulatory Health & Emergency Care Facility	P	
Recreational and Entertainment Use	Bar, Nightclub, Tavern	P	
	Indoor Athletic or Entertainment Facility (not theater)	P	
	Outdoor Athletic or Entertainment Facility	S	
Overnight Accommodation Use	Hotel / Motel	P	
Commercial, Office, Retail, Service Use	Other Office Uses Not Listed	P	
	Medical Office	P	
	Other Restaurant and Food Service Uses Not Listed	P	
	Restaurant, Sit-down Establishment	P	
	Convenience Store, without Fuel Sales	P	
	Convenience Store, with Fuel Sales	P	
	Personal or Professional Services (up to 5,000 sqft ground floor footprint)	P	
	Personal or Professional Services (> 5,000 sqft ground floor footprint)	P	
	Sales / Retail (no outdoor operations)	P	
	Sales / Retail (with outdoor operations up to 25 percent of total sales area)	P	
	Sales / Retail (with outdoor operations > 25 percent of total sales area)	P	

	Veterinarian / Kennel, Indoor	P
Industrial, Manufacturing, Warehousing, Waste Services and Transportation	Flex Space, Other Light Industrial Manufacturing, Warehousing, or Transportation Uses Not Listed	P
	Microbrewery / Microdistillery	P
	Research and Development	P
	Wholesale Sales	P
	Industrial, Manufacturing, or Production, Indoor Only	P
	Passenger Terminals	S
Utilities Use		
	Minor Utility	P
	Telecommunication Facility	P
	Concealed Telecommunication Facility	P
Agricultural and Miscellaneous Use		
	Greenhouse, Nursery (Commercial), indoor operations	P

2. Definitions

- a. Area for Development: as used herein, the “Area for Development” means and refers to the area included in a survey for Gateway 540 LLC by Alsey J. Gilbert PLS dated March 17, 2024, submitted to the Town of Garner for annexation and encompassing 97.15 acres and attached hereto as **Exhibit A** Property: as used herein, the “Property” means and refers to all of those tracts or parcels of land located at 3530 Parrish Farm Road, 3540 Parrish Farm Road, 3544 Parrish Farm Road, 3550 Parrish Farm Road, 3933 Benson Road, 4009 Benson Road, 7001 Cleveland School Road, 7013 Cleveland School Road and 560 Painters Road, having Wake County Parcel Identification Numbers 1618802326, 1618803562, 1618714274, 1618801117, 1618804161, 1618804796, 1618809958, 1618816547 and 1618917330.
- b. Commercial Services Pod: as used herein, the “Commercial Services Pod” means and refers to that portion of the Property-Area for Development depicted on the attached **Exhibit AB** as Commercial Services Pod commencing 600’ south of the northern boundary of the site at Benson Road and consisting of an area measuring 3200’ deep along the entire Benson Road frontage of the Property-Area for Development to Cleveland School Road and thence along the entire Cleveland School Road frontage.

- c. Employment Pod: as used herein, the “Employment Pod” means and refers to all of the Property less the Commercial Services Pod as depicted on the attached Exhibit AB as Employment Pod.

3. ~~Prohibited-Permitted~~ Uses within Commercial Services Pod. It being the intent of preserving meaningful developable land for typical commercial uses along the Benson Road and Cleveland School Road frontages, Within the Commercial Services Pod, the following uses identified in the Permitted Use Table are the only uses permitted prohibited within the Commercial Services Pod:

- d. ~~All Residential Use~~ Bar, Nightclub, Tavern
 - e. ~~All Civic and Institutional Uses~~ Indoor Athletic or Entertainment Facility (not theater)
 - f. Hotel/Motel
 - g. Other Office Uses Not Listed
 - h. Medical Office
 - i. Other Restaurant and Food Services Not Listed
 - j. Restaurant, Sit-Down Establishment
 - k. Convenience Store, without Fuel Sales
 - l. Convenience Store, with Fuel Sales
 - m. Personal or Professional Services (up to 5,000 sq ft ground floor footprint)
 - n. Person or Professional Services (> 5,000 sqft ground floor footprint)
 - o. Sales/Retail (no outdoor operations)
 - p. Sales/Retail (with outdoor operations up to 25 percent of total sales area)
 - q. Sales/Retail (with outdoor operations > 25 percent of total sales area)
 - ~~e.r.~~ Veterinarian/Kennel, Indoor
 - f. ~~The following Recreation and Entertainment Use:~~
 - i. ~~Outdoor Athletic or Entertainment Facility~~
 - g. ~~All Industrial, Manufacturing, Warehousing, Waste Services and Transportation Uses~~
 - h. ~~All Utilities Uses~~
 - i. ~~All Agricultural and Miscellaneous Uses~~
- The uses identified in this Paragraph 3 are the “Commercial Services Uses”.

4. Permitted Uses within Employment Pod. Subject to the maximum amount of Commercial Services Uses provided in paragraph 5, all uses listed in Paragraph 1 (Permitted Use Table) are permitted within the Employment Pod.

5. Maximum Amount of Commercial Services Uses. No more than 25% of the gross land area (platted lots, as well as half of any fronting rights-of-ways lying within the boundary of the original Area for Development) shall be developed for Commercial Services Uses.

4.6. Maximum Amount of Flex Space Uses. For a period of ten (10) years following the effective date of this rezoning date of the certificate of occupancy for the first building within the Employment Pod, within no more than the Employment Pod no more than 25% of the gross land area of the Employment Pod (platted lots, as well as half of any fronting rights of way of the original Area of Development) shall be used for Flex Space uses.

~~5. Declaring permit choice to include those uses and special use permit applicability pending the outcome of in progress or future text amendments.~~

~~6.7.~~ A minimum of 15% of the site will be Preserved Tree Cover Area.

~~7.8.~~ A distinct and identifiable community gathering space of at least 7,000 square feet area shall be provided. Within this space a minimum of seven benches, one public art installation, and a minimum 500 square foot flower bed containing a minimum of 50% pollinator friendly plants shall be provided.

~~8.9.~~ A minimum of 75% of landscaping shall be native and adaptive species.

~~9.10.~~ At least 55% of the primary building materials shall be brick, stone or decorative/scored concrete masonry units.

~~10.11.~~ All building and suite entrances shall be covered by awnings, colonnades, or canopies with a minimum of 5' x 5' area or entrances shall be under covered walkways adjacent to the primary façade.

~~11.12.~~ All buildings and building clusters shall provide outdoor gathering spaces or patios. These outdoor spaces shall be a minimum size of 10% of the building first floor footprint(s) of the building(s) they serve and shall be adjacent to or within 150 feet. Patios shall be constructed of masonry pavers, decorative colored or stamped concrete, artificial turf, rubber surfacing and/or similar materials as approved by the Planning Director. Additionally, these outdoor gathering spaces shall include atmospheric/architectural lighting, minimum 250 square feet of shade structure(s) and a minimum of 20 linear feet of permanent seating for each 1,000 square feet of patio or gathering space area.

Gateway 540 Rezoning Conditions – 09/18/2024

1. The following uses shall be permitted:

Gateway 540 PERMITTED USE TABLE			
Use Category	Specific Use	LI-CZ	
Residential Use	Security or Caretaker's Quarters	P	
Civic and Institutional Use	Higher Education	P	
	Emergency Services	P	
	Hospital	P	
	Ambulatory Health & Emergency Care Facility	P	
Recreational and Entertainment Use	Bar, Nightclub, Tavern	P	
	Indoor Athletic or Entertainment Facility (not theater)	P	
	Outdoor Athletic or Entertainment Facility	S	
Overnight Accommodation Use	Hotel / Motel	P	
Commercial, Office, Retail, Service Use	Other Office Uses Not Listed	P	
	Medical Office	P	
	Other Restaurant and Food Service Uses Not Listed	P	
	Restaurant, Sit-down Establishment	P	
	Convenience Store, without Fuel Sales	P	
	Convenience Store, with Fuel Sales	P	
	Personal or Professional Services (up to 5,000 sqft ground floor footprint)	P	
	Personal or Professional Services (> 5,000 sqft ground floor footprint)	P	
	Sales / Retail (no outdoor operations)	P	
	Sales / Retail (with outdoor operations up to 25 percent of total sales area)	P	
	Sales / Retail (with outdoor operations > 25 percent of total sales area)	P	

	Veterinarian / Kennel, Indoor	P
Industrial, Manufacturing, Warehousing, Waste Services and Transportation	Flex Space, Other Light Industrial Manufacturing, Warehousing, or Transportation Uses Not Listed	P
	Microbrewery / Microdistillery	P
	Research and Development	P
	Wholesale Sales	P
	Industrial, Manufacturing, or Production, Indoor Only	P
	Passenger Terminals	S
Utilities Use		
	Minor Utility	P
	Telecommunication Facility	P
	Concealed Telecommunication Facility	P
Agricultural and Miscellaneous Use	Greenhouse, Nursery (Commercial), indoor operations	P

2. Definitions

- a. Area for Development: as used herein, the “Area for Development” means and refers to the area included in a survey for Gateway 540 LLC by Alsey J. Gilbert PLS dated March 17, 2024, submitted to the Town of Garner for annexation and encompassing 97.15 acres and attached hereto as **Exhibit A**.
- b. Commercial Services Pod: as used herein, the “Commercial Services Pod” means and refers to that portion of the Area for Development depicted on the attached **Exhibit B** as Commercial Services Pod commencing 600’ south of the northern boundary of the site at Benson Road and consisting of an area measuring 300’ deep along the Benson Road frontage of the Area for Development to Cleveland School Road and thence along the entire Cleveland School Road frontage.
- c. Employment Pod: as used herein, the “Employment Pod” means and refers to all of the Property less the Commercial Services Pod as depicted on the attached **Exhibit B** as Employment Pod.

3. Permitted Uses within Commercial Services Pod. It being the intent of preserving meaningful developable land for typical commercial uses along the Benson Road and Cleveland School

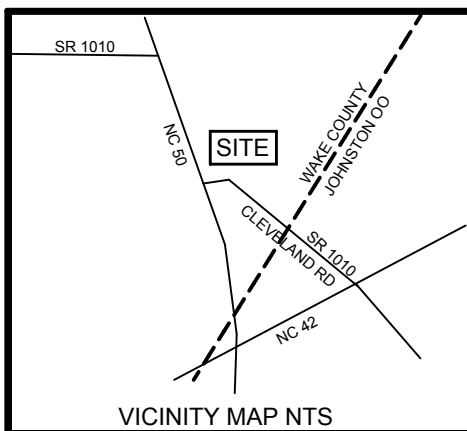
Road frontages, the following uses identified in the Permitted Use Table are the only uses permitted within the Commercial Services Pod:

- d. Bar, Nightclub, Tavern
- e. Indoor Athletic or Entertainment Facility (not theater)
- f. Hotel/Motel
- g. Other Office Uses Not Listed
- h. Medical Office
- i. Other Restaurant and Food Services Not Listed
- j. Restaurant, Sit-Down Establishment
- k. Convenience Store, without Fuel Sales
- l. Convenience Store, with Fuel Sales
- m. Personal or Professional Services (up to 5,000 sq ft ground floor footprint)
- n. Person or Professional Services (> 5,000 sqft ground floor footprint)
- o. Sales/Retail (no outdoor operations)
- p. Sales/Retail (with outdoor operations up to 25 percent of total sales area)
- q. Sales/Retail (with outdoor operations > 25 percent of total sales area)
- r. Veterinarian/Kennel, Indoor

The uses identified in this Paragraph 3 are the “Commercial Services Uses”.

- 4. Permitted Uses within Employment Pod. Subject to the maximum amount of Commercial Services Uses provided in paragraph 5, all uses listed in Paragraph 1 (Permitted Use Table) are permitted within the Employment Pod.
- 5. Maximum Amount of Commercial Services Uses. No more than 25% of the gross land area (platted lots, as well as half of any fronting rights-of-ways lying within the boundary of the original Area for Development) shall be developed for Commercial Services Uses.
- 6. Maximum Amount of Flex Space Uses. For a period of ten (10) years following the date of the certificate of occupancy for the first building within the Employment Pod, no more than 25% of the gross land area of the Employment Pod (platted lots, as well as half of any fronting rights of way of the original Area of Development) shall be used for Flex Space uses.
- 7. A minimum of 15% of the site will be Preserved Tree Cover Area.
- 8. A distinct and identifiable community gathering space of at least 7,000 square feet area shall be provided. Within this space a minimum of seven benches, one public art installation, and a minimum 500 square foot flower bed containing a minimum of 50% pollinator friendly plants shall be provided.
- 9. A minimum of 75% of landscaping shall be native and adaptive species.
- 10. At least 55% of the primary building materials shall be brick, stone or decorative/scored concrete masonry units.
- 11. All building and suite entrances shall be covered by awnings, colonnades, or canopies with a minimum of 5' x 5' area or entrances shall be under covered walkways adjacent to the primary façade.

12. All buildings and building clusters shall provide outdoor gathering spaces or patios. These outdoor spaces shall be a minimum size of 10% of the building first floor footprint(s) of the building(s) they serve and shall be adjacent to or within 150 feet. Patios shall be constructed of masonry pavers, decorative colored or stamped concrete, artificial turf, rubber surfacing and/or similar materials as approved by the Planning Director. Additionally, these outdoor gathering spaces shall include atmospheric/architectural lighting, minimum 250 square feet of shade structure(s) and a minimum of 20 linear feet of permanent seating for each 1,000 square feet of patio or gathering space area.



PROPERTY SHOWN HEREON IS NOT LOCATED IN A FEMA DESIGNATED FLOOD ZONE

FLOOD HAZARD NO. 3720161800K
3720161700L
3720162800L

EFFECTIVE DATE: 7/19/22

DATE 03/17/24

DATE

Id	Bearing	Distance
L47	S 23°16'11" W	182.05'
L48	N 23°15'30" E	191.89'
L49	N 59°42'31" W	75.86'
L50	N 18°58'12" E	40.00'
L51	S 38°03'31" E	162.18'
L52	S 28°45'10" W	199.13'
L55	N 68°56'02" E	128.97'

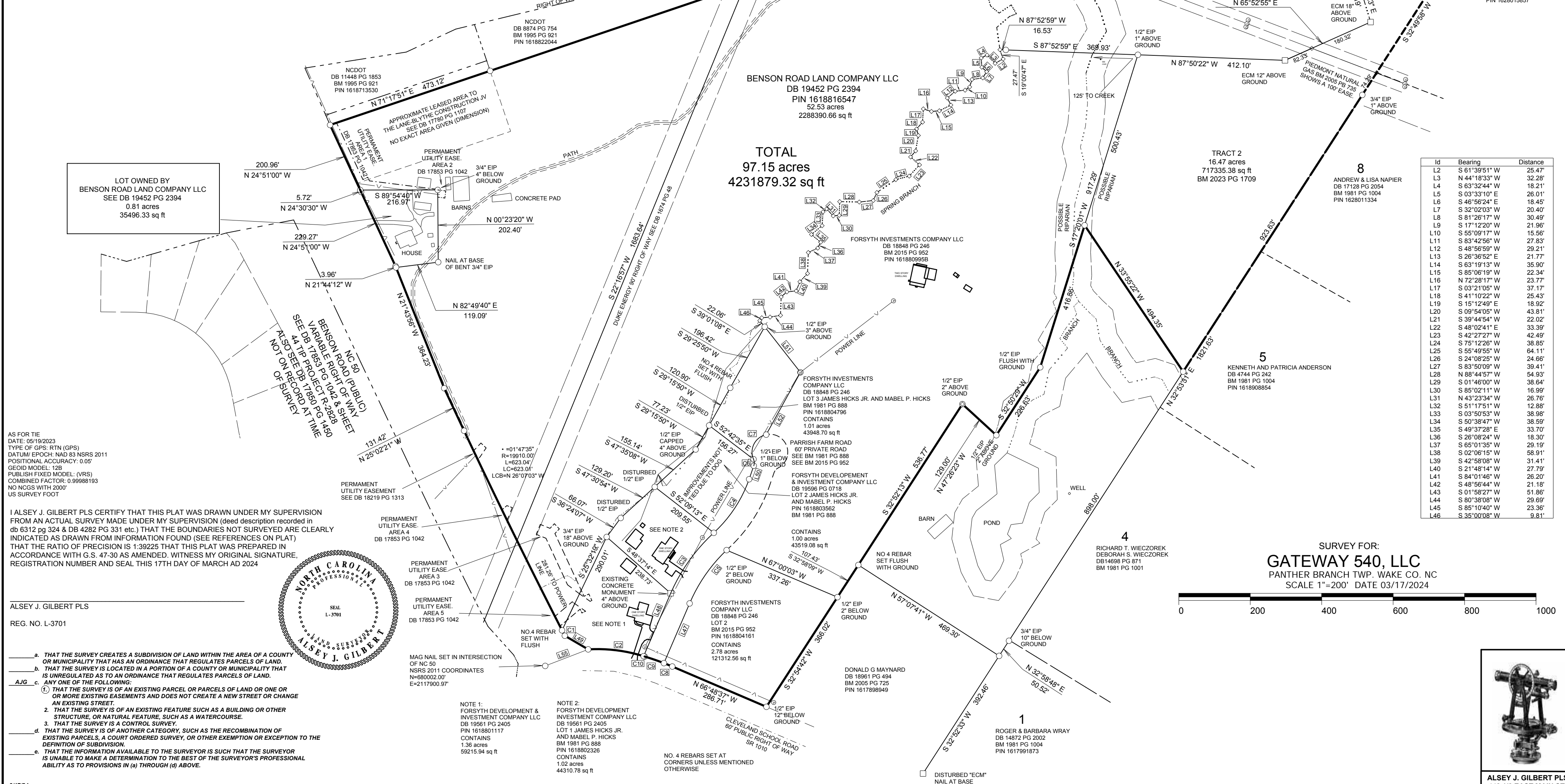
Id	Delta	Radius	Arc Length	Chord	Ch Bear
C1	00°02'53"	20173.71'	16.97'	16.97'	N 27°12'58" W
C2	20°56'29"	430.00'	157.16'	156.29'	N 82°59'23" W
C3	23°46'42"	505.56'	209.81'	208.31'	N 35°27'17" E
C4	27°59'46"	371.08'	181.32'	179.52'	N 33°23'48" E
C5	23°31'58"	445.56'	183.00'	181.72'	N 34°42'17" E
C6	42°43'54"	25.00'	18.65'	18.22'	N 02°07'05" W
C7	101°40'23"	50.00'	88.73'	77.53'	S 27°14'06" W
C8	01°59'01"	730.00'	25.27'	25.27'	N 67°51'41" W
C9	04°28'18"	730.00'	56.97'	56.96'	N 71°05'21" W
C10	00°25'18"	430.00'	3.16'	3.16'	N 72°18'30" W

PRELIMINARY PLAT: NOT FOR RECORDATION, SALES OR CONVEYANCES

- LEGEND
- EIP... EXISTING IRON PIPE
 - IPS... IRON PIPE SET
 - EIS... EXISTING IRON STAKE
 - IRS... IRON STAKE SET
 - RW... RIGHT OF WAY
 - PK... PARKER WALTON HALL
 - ECM... EXISTING CONC MONUMENT
 - CMS... CONCRETE MONUMENT SET
 - FH... FIRE HYDRANT
 - PO... POWER POLE
 - TE... TELEPHONE BOX
 - CB... CABLE BOX
 - TR... TRANSFORMER
 - WM... WATER METER
 - SSMH... SANITARY SEWER MANHOLE
 - NIF... NOW OR FORMERLY
 - BC... BACK OF CURB
 - GP... GAS POST
 - CP... COMPUTED POINT
 - GM... GEODETIC MONUMENT
 - RCP... REINFORCED CONCRETE PIPE
 - PL... PARCEL BOUNDARY
 - RD... RIGHT OF WAY
 - TL... TIE LINE
 - FE... FEATURE
 - ST... STREAM, POND (IE WATER COURSE)
 - NS... NOT SURVEYED
 - FL... FORMER LINE
 - RI... RIPARIAN
 - NS... NOT SURVEYED LINES
 - BM 2015 PG 92
 - BM 2005 PG 735
- AREA BY COORDINATE METHOD
TITLE BY LAWYER
PROPERTY SUBJECT TO EASEMENT OF RECORD
ALL DISTANCES ARE HORIZONTAL EXCEPT TIE TO INTERSECTION



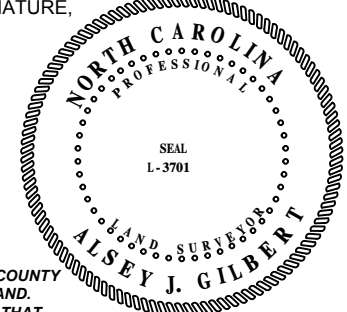
NORTH FROM NSRS 2011 NAD 83



Id	Bearing	Distance
L2	S 61°39'51" W	25.47'
L3	N 44°18'33" W	32.28'
L4	S 63°32'44" W	18.21'
L5	S 63°33'01" E	26.45'
L6	S 65°58'24" E	18.45'
L7	S 32°02'03" W	20.40'
L8	S 81°26'17" W	30.49'
L9	S 17°12'20" W	21.96'
L10	S 55°09'17" W	15.56'
L11	N 72°28'17" W	27.83'
L12	S 48°56'59" W	29.21'
L13	S 26°36'52" E	21.77'
L14	S 63°19'13" W	35.90'
L15	S 85°08'19" W	22.34'
L16	N 72°28'17" W	23.77'
L17	S 03°21'05" W	37.17'
L18	S 41°10'22" W	25.43'
L19	S 15°12'49" E	18.92'
L20	S 09°54'05" W	43.81'
L21	S 39°44'54" W	22.02'
L22	S 48°02'41" E	33.39'
L23	S 42°27'27" W	42.49'
L24	S 75°12'26" W	38.85'
L25	S 55°49'55" W	64.11'
L26	S 24°08'25" W	24.66'
L27	S 83°50'09" W	39.41'
L28	N 88°44'57" W	54.93'
L29	S 01°46'00" W	38.64'
L30	S 85°02'11" W	16.99'
L31	N 43°23'34" W	26.76'
L32	S 51°17'51" W	12.88'
L33	S 03°50'53" W	38.98'
L34	S 50°38'47" W	38.59'
L35	S 49°37'28" E	33.70'
L36	S 26°08'24" W	18.30'
L37	S 65°10'35" W	29.19'
L38	S 02°10'15" W	58.91'
L39	S 42°58'08" W	31.41'
L40	S 21°48'14" W	27.79'
L41	S 84°01'46" W	26.20'
L42	S 48°56'44" W	21.18'
L43	S 01°58'27" W	51.86'
L44	S 80°38'08" W	29.69'
L45	S 85°10'40" W	23.38'
L46	S 35°00'08" W	9.81'

AS FOR THE DATE: 03/19/2023
TYPE OF GPS: RTN (GPS)
DATUM EPOCH: NAD 83 NSRS 2011
POSITIONAL ACCURACY: 0.05'
GEOID MODEL: 12B
PUBLISH FIXED MODEL: (VRS)
COMBINED FACTOR: 0.99988193
NO NCGS WITH 2000'
US SURVEY FOOT

I ALSEY J. GILBERT PLS CERTIFY THAT THIS PLAT WAS DRAWN UNDER MY SUPERVISION FROM AN ACTUAL SURVEY MADE UNDER MY SUPERVISION (deed description recorded in db 6312 pg 324 & db 4282 PG 331 etc.) THAT THE BOUNDARIES NOT SURVEYED ARE CLEARLY INDICATED AS DRAWN FROM INFORMATION FOUND (SEE REFERENCES ON PLAT) THAT THE RATIO OF PRECISION IS 1:39225 THAT THIS PLAT WAS PREPARED IN ACCORDANCE WITH G.S. 47-30 AS AMENDED. WITNESS MY ORIGINAL SIGNATURE, REGISTRATION NUMBER AND SEAL THIS 17TH DAY OF MARCH AD 2024



ALSEY J. GILBERT PLS
REG. NO. L-3701

- THAT THE SURVEY IS OF AN EXISTING PARCEL OR PARCELS OF LAND OR ONE OR MORE EXISTING EASEMENTS AND DOES NOT CREATE A NEW STREET OR CHANGE AN EXISTING STREET.
- THAT THE SURVEY IS OF AN EXISTING FEATURE SUCH AS A BUILDING OR OTHER STRUCTURE, OR NATURAL FEATURE, SUCH AS A WATERCOURSE.
- THAT THE SURVEY IS A CONTROL SURVEY.
- THAT THE SURVEY IS OF ANOTHER CATEGORY, SUCH AS THE RECOMBINATION OF EXISTING PARCELS, A COURT ORDERED SURVEY, OR OTHER EXEMPTION OR EXCEPTION TO THE DEFINITION OF SUBDIVISION.
- THAT THE INFORMATION AVAILABLE TO THE SURVEYOR IS SUCH THAT THE SURVEYOR IS UNABLE TO MAKE A DETERMINATION TO THE BEST OF THE SURVEYOR'S PROFESSIONAL ABILITY AS TO PROVISIONS IN (a) THROUGH (d) ABOVE.

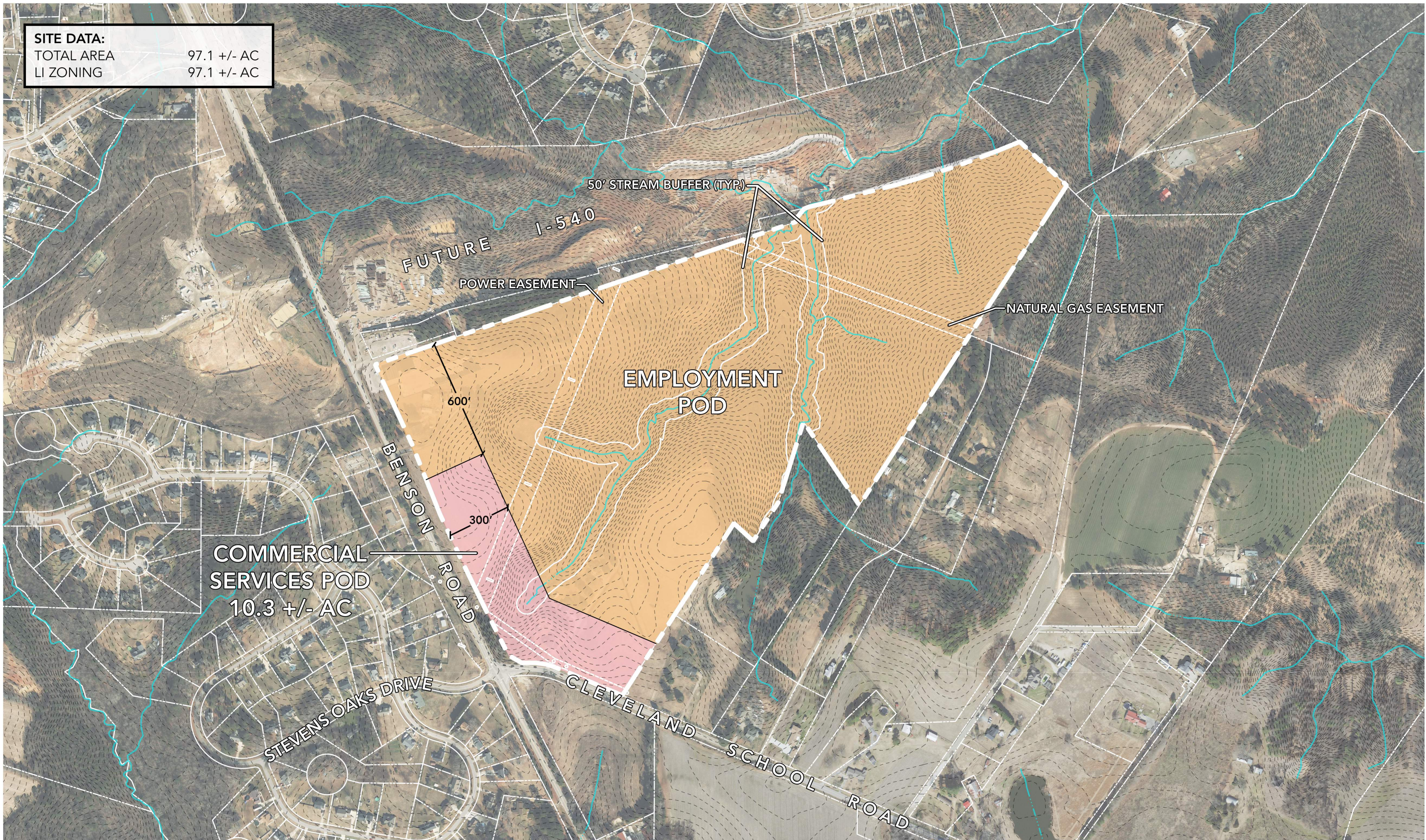
DATE 3/17/24
SURVEYOR

SURVEY FOR:
GATEWAY 540, LLC
PANTHER BRANCH TWP, WAKE CO. NC
SCALE 1"=200' DATE 03/17/2024



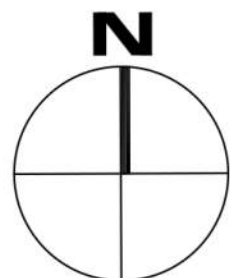
ALSEY J. GILBERT PLS
442 1/2 EAST MAIN ST.
CLAYTON NC 27520
PHONE 919/553-5104
FAX: 919/553-3663

SITE DATA:	
TOTAL AREA	97.1 +/- AC
LI ZONING	97.1 +/- AC



GATEWAY 540 - GARNER, NC

Exhibit B - Conceptual Development Plan - September 18, 2024



Town of Garner
Town Council Meeting
Agenda Form

Meeting Date: September 26, 2024		
Subject: Northeast Gateway Small Area Study Final Report		
Location on Agenda: Discussion		
Department: Economic Development		
Contact: Nate Groover		
Presenter: Nate Groover and Consultants		
<p>Brief Summary:</p> <p>The GEDC led a small area study that Town Council provided partial funding for. The study started in September 2023 and concludes with this final report to Council. GEDC contracted Inspire Placemaking Consultants to study the Northeast Gateway area. The Inspire team will present their findings and recommendations for next steps to realize development in this area. This will be a joint presentation to the GEDC Board and Town Council.</p>		
<p>Recommended Motion and/or Requested Action:</p> <p>Receive as Information</p>		
<p>Detailed Notes:</p> <p>This area was identified as a future employment center focus area in the previous Garner Forward 2016 comprehensive plan as well as the Garner Forward 2022 comprehensive plan. The O'Brian Atkins site identification conducted by GEDC also identified this site as a future employment center. Based on this, the GEDC took the opportunity to further study this area to identify the strengths and constraints for any future development.</p>		
Funding Source:		
Cost: None	One Time: <input type="radio"/>	Annual: <input type="radio"/> No Cost: <input checked="" type="radio"/>
<p>Manager's Comments and Recommendations:</p> <p>Additional data including traffic analysis can be found in the appendices linked on the agenda.</p>		
Attachments Yes: <input checked="" type="radio"/> No: <input type="radio"/>		
Agenda Form Reviewed by:	Initials:	Comments:
Department Head:	NTG	
Finance Director:		
Town Attorney:		
Town Manager:	JM	
Town Clerk:		

NORTHEAST GATEWAY SMALL AREA PLAN





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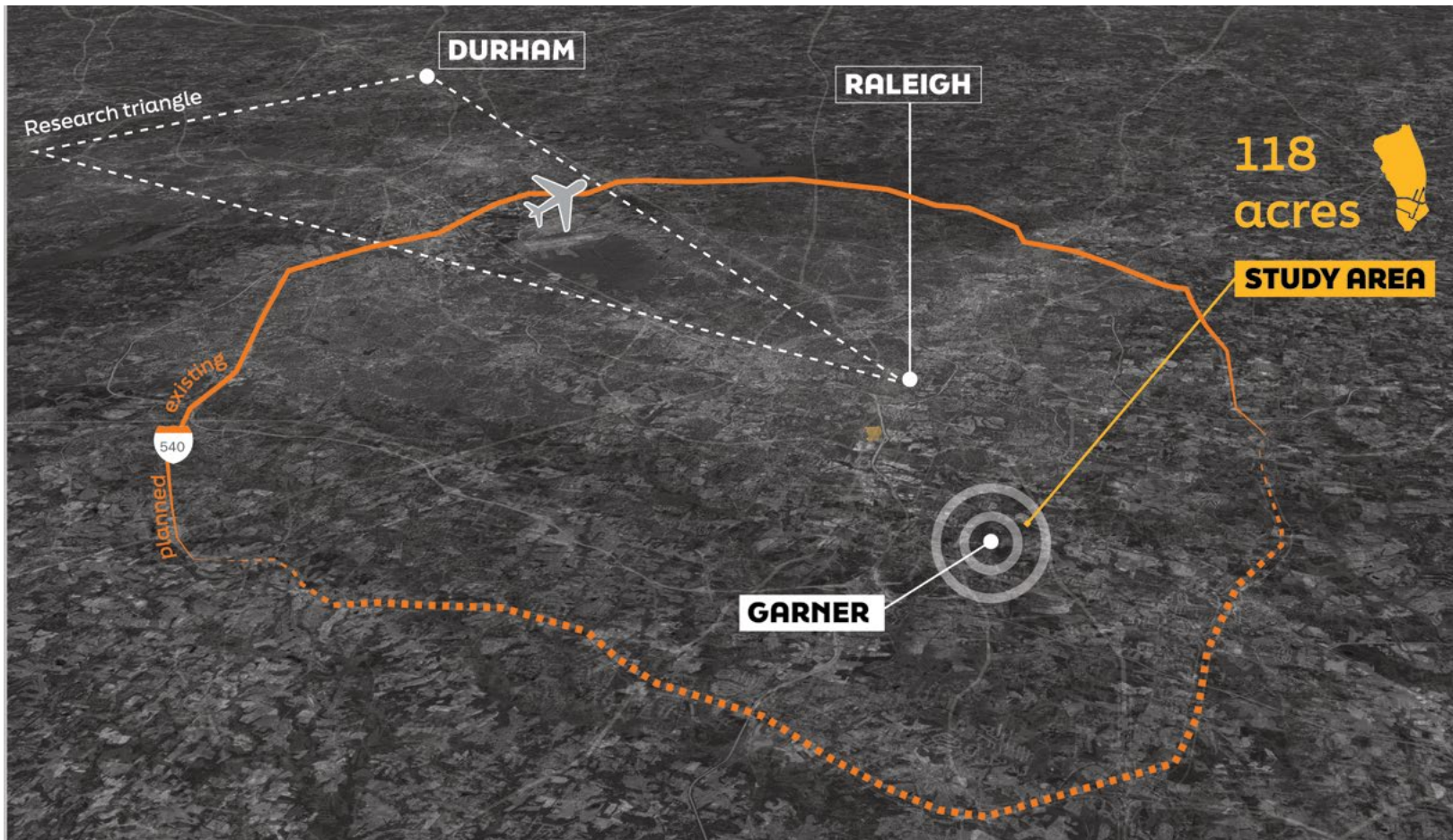
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INTRODUCTION



INTRODUCTION

The Town of Garner is located in Wake County, North Carolina, just south of Raleigh and approximately 20 miles southeast of the Research Triangle Park. This suburban town of approximately 35,000 residents covers about 39 square miles within its corporate boundaries and extraterritorial jurisdiction (ETJ), with an additional 45 square miles set aside for future urban development. The planned extension of I-540 will complete a beltway around the Raleigh-Durham Metro Area and strengthen Garner's position as a southern gateway to the region.



The Garner Economic Development Corporation (GEDC) is an economic development, non-profit corporation that advises the Town Council and works with local leaders to promote and further the Town of Garner's economic development interests. In partnership with the Town of Garner, the GEDC identified a 118-acre study area in the northwest

quadrant of the Jones Sausage Road/ I-40 interchange to advance a small area plan. This small area study examined twenty-nine properties owned by fifteen unique property owners, including the GEDC which owns a 15.84-acre parcel located in the middle of the study area.

The GEDC identified four main objectives for this small area plan:

- 1 Conduct a market analysis to determine the types and densities of development that will balance job creation and tax base with proximity to neighbors, traffic congestion and infrastructure.
- 2 Ensure that new development aligns geographically and aesthetically with adjacent neighborhoods.
- 3 Develop a land use plan that suggests optimal uses and densities in alignment with the principles of the 2023 Garner Forward Comprehensive Plan.
- 4 Identify transportation constraints and opportunities along Jones Sausage Road and its intersection with I-40, including specific improvements to facilitate the maximum development of the area.

NORTHEAST GATEWAY STUDY AREA





2

PROCESS



PROCESS

PROJECT TIMELINE



Kick-Off Meeting 11/29

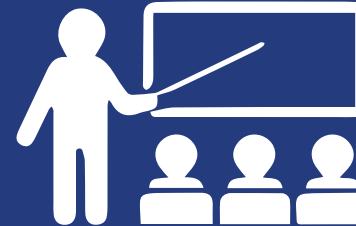


- Reviewed data collection needs
- Revised schedule
- Discussed public outreach efforts and project objectives



Stakeholder Meeting #1 01/18

- 📍 Garner Senior Center 6-8PM
- Introductions
- Project Schedule/Process
- Concerns from Hunter's Mark residents (noise and traffic)



NCDOT Meeting 02/21

Team met with NCDOT to discuss options and challenges with the site

Market Analysis Submitted 02/01

Analyzed demographic and market data sets that define the Garner market

Design Workshop 02/20-02/22

📍 Garner, NC

NOV 2023

DEC 2023

JAN 2024

FEB 2024



Stakeholder Meeting #2
02/22

Garner Town Hall 6-8PM 

- Reviewed comparable projects
- Provided overview of market study
- Examined development constraints



NORTHEAST GATEWAY SMALL AREA PLAN

Public Meeting



YOU'RE INVITED!

The Garner Economic Development Corporation, in partnership with the Town of Garner, and its consultants, Inspire Placemaking Collective, Inc. invite you to a public meeting to discuss ideas for the Northeast Gateway Small Area Plan and provide an update on a recently completed market study for this area. This includes 29 properties consisting of 118 acres and is the second meeting in a six-month long process to gain input on a potential plan.

Date: February 22, 2024
Time: 6:00 PM
Location: Garner Town Hall
 900 7th Ave
 Garner, NC 27529
 2nd Floor Training Room

GARNER
ECONOMIC DEVELOPMENT



MAR
2024



APR
2024

 = Bi-Weekly Coordination Call

Land Use Plan Presented
05/16

Included two concepts:

- Option 1: Near-term development
- Option 2: Longer-term positioning



Transportation Plan Submitted
06/26

- Modeled two concepts/options
- Underscored the importance of full movement intersection at Jones Sausage Road



MAY
2024

JUN
2024



3

CONTEXT



CONTEXT

Natural Features

Little Arm Branch, which is a tributary of Walnut Creek, defines the northern boundary of the study area. This significant water system discharges into the Neuse River then Palmico Sound and ultimately the Atlantic Ocean. These natural water bodies and their floodplains are environmentally sensitive and serve as constraints to road connections and development. However, these “blueways” (waterway corridors) also improve the area’s quality of life, serving as an amenity for residents and habitat for wildlife.

The study area contains dense tree canopy that is particularly mature on the 15-acre GEDC property and rural residential parcels to the south. Like the water, preserved tree canopies can serve as a natural buffer as well as an amenity that supports walking trails and wildlife habitat.



The topography of the site is significant, showcasing a 100-foot change in elevation across the length of the study area. Southern parcels near Jones Sausage Road exceed 300 feet in elevation and decline to just over 200 feet in the northern boundary near Little Arm Branch.



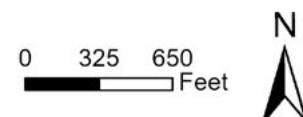
EXISTING NATURAL FEATURES



LEGEND

 Study Area
 Stream

 Parcel
 Flood Prone Soil



Land Use

Existing Land Uses

The existing land uses within the study area include rural/low-density single-family homes in the southern and western portions of the site, along with larger undeveloped parcels to the north. A light industrial use, Affordable Mini-Storage, is located in the northeast portion of the study area, abutting Interstate 40.

The north boundary of the study area is a natural buffer (Little Arm Branch), while man-made buffers, Interstate 40 and Jones Sausage Road, define the eastern and southern boundaries respectively. The western boundary is bordered by Hunter's Mark Subdivision, which is comprised of large lot single-family homes.

Zoning

The majority of the study area is currently zoned Residential 4 (R4), which allows a gross density of four single-family detached dwelling units per acre. The Affordable Mini-Storage parcel is zoned Light Industrial. Several parcels in the southern portion of the study area, with frontage on Jones Sausage Road and/or I-40 ramps, are designated Commercial Mixed Use (CMX) and CMX-C. The "C" represents a conditional zoning designation that requires development projects to meet approval thresholds that are either alternative or higher to the regular requirements of the Town's UDO.

Limited Highway Access Overlay (LHO)

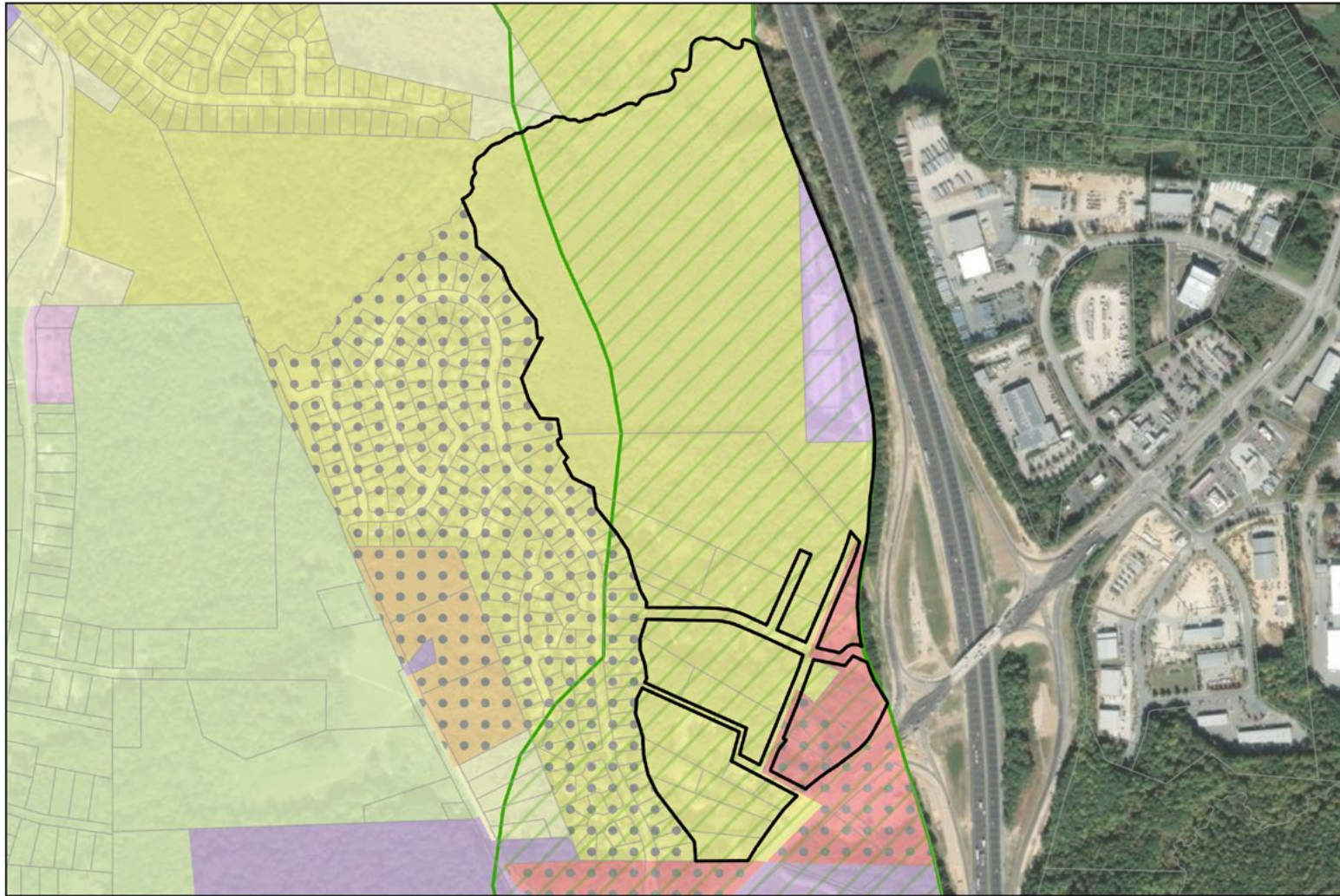
The study area falls within the Limited Highway Access Overlay District. This district, codified in the Town Unified Development Ordinance, provides specific regulations for lot dimensions, building height, setbacks, and buffering/screening. Developments are approved via the process identified for the underlining zoning. There are additional standards imposed by the LHO.

The environmental sensitivity of Little Arm Branch and its floodplain restrict the ability to connect Creech Road from the northern boundary to the existing Hunters Mark Subdivision. Additional planned subdivisions prevent access to Creech Road beyond neighborhood roads that are not designed to handle regional traffic. ***These road connectivity constraints have essentially restricted the study area to a single point of access on Jones Sausage Road near existing Martin Branch Road.***

Further complicating site access is the new diverging diamond interchange at I-40 and Jones Sausage Road. To maximize the efficiency of this interchange design, NCDOT recommends a desired spacing of intersections no less than 1,000 feet from the interchange. Martin Branch Road is located approximately 300 feet from the interchange ramp.

Initial meetings with NCDOT included discussions on the need for a full intersection at Martin Branch Road, or in proximity, to provide access to the Northeast Gateway, which is important for the Town's economic development objectives. Although NCDOT was receptive to exploring options to provide a signalized intersection and improved access to the study area, they viewed a multi-phased signal (with full movements, including left turns in and out of the site) as difficult to accommodate.

EXISTING ZONING



LEGEND

- Study Area
- I-40 Overlay District
- Parcel

- Zoning**
- CMX
 - CMX-C

- HI
- LI
- MF-A

- MF-A-C
- MF-B-C
- R2

- R4
- R4-C
- RA



Market Analysis

The team conducted a real estate market analysis at the beginning of this planning process. The following is a summary of the methodology and findings of that report.

Methodology

The methodology employed for the market analysis included analyzing available demographic and market quantitative data sets that define the Garner market area and its associated real estate landscape.

The analysis commenced with a review of the Garner Forward Comprehensive Plan and the O'Brien Atkins Associates Business Park Study. The team reviewed existing real estate market analysis research including CBRE reports of the various Raleigh-Durham market segments (Industrial, Office and Retail) as well as similar Lee & Associates reports. Finally, the analysis included a review of an ESRI Community Summary, Economic Development Profile and Employment Overview to further refine the view of the community economic development environment.

Additionally, two Economic Development groups vetted the quantitative data, bringing to the study a practitioner's view of existing conditions in the regional market area. The first group interviewed consisted of prospective economic development partners at the State, County, and University level; the second group represented local commercial real estate brokerage and development professionals.

The study performed a Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis regarding development prospects for the subject site within the context of quantitative and qualitative research conducted on the existing market.



STRENGTHS

- Subject site location
- GEDC leadership and ownership of independent subject site large parcel
- Receptive posture by Town of Garner

Overall strengths: The subject site location is seen as an internal strength objectively and has been reinforced by those interviewed. It is proximate to I-40 and downtown Raleigh and its various assets. Development that is under construction or under review in the area bears this out. The ability to have GEDC and the Town of Garner supporting the effort is an inherent strength because it will take the positioning support from GEDC and regulatory support from the Town of Garner.



WEAKNESSES

- Internal transportation access management
- Diversity of property ownership
- Potential extended project implementation timeline

Overall weaknesses: The subject site has diverse property ownership (one property, under contract, represents roughly 50% of overall acreage) and access management challenges. Therefore, there will need to be a consensus on the development vision for the property to pursue implementation over time.



OPPORTUNITIES

- Vibrant local market
- Supportive economic development partners in alignment on target industries identification
- Initial cooperative relationship with larger property owner
- GEDC site as potential catalyst
- Perception by surrounding residential development

Overall opportunities: There are opportunities to position the subject site for future development (there is prima facie evidence based upon proximate development activity and subject site property control). The subject site location is strong, a market is present and economic development partners exist that are supportive of the effort.



THREATS

- Reluctant subject site property owners
- Any changes in local market dynamics because of macro-economic factors
- Perception by surrounding residential development
- Current unknowns such as any outstanding hurdles regarding environmental, regulatory or infrastructure considerations

Overall threats: Contingencies outside of the control of GEDC in regard to this effort deal with the future direction of the independent control of property within the subject site boundaries as well as current unknowns dealing with the environmental/regulatory conditions. Perceptions by surrounding residents may influence the project as may any macro-economic changes that would upset existing strong local market dynamics. Examples of the latter could be the broader working trends that are affecting the office market; the prospect of a slowdown in macro-economic growth in the economy this year due to recent Federal Reserve policy actions; and wider global economic disruptions resulting from various military conflicts occurring in Europe and the Middle East.

Transportation Analysis

At first glance, access to I-40 and the regional transportation network seem to put the study area in a favorable and strategic location for economic development. Although the site benefits from I-40 visibility and access to the Jones Sausage Road interchange, barriers to external road connections limit the development potential of the study area.

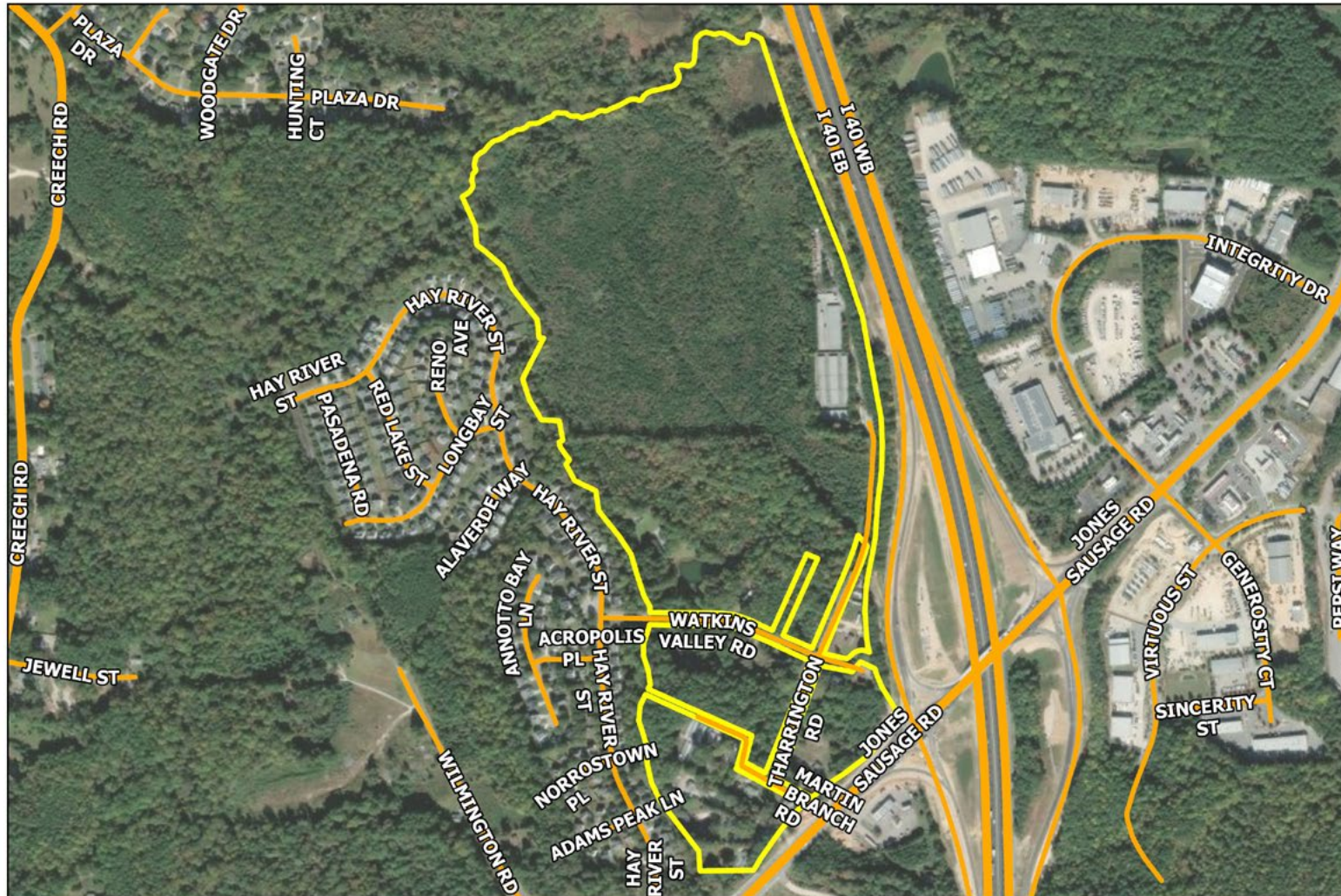
Adequate road access is crucial for maximizing development potential. Because I-40 is a limited access highway, it creates a barrier and prevents additional roadway connections to the east. This constraint increases the importance of trying to connect to Creech Road, a significant north/south arterial located west of the study area.

The environmental sensitivity of Little Arm Branch and its floodplain, however, limits the possibility of connecting to Creech Road from the northern boundary. Additionally, the existing Hunters Mark Subdivision and other planned subdivisions, prevent access to Creech Road except through neighborhood streets, which are not designed for regional traffic. ***These road connectivity constraints have effectively restricted the study area to a single access point on Jones Sausage Road near Martin Branch.***

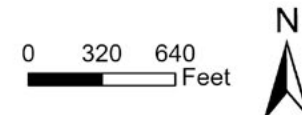
Further complicating site access is the new diverging diamond interchange at I-40 and Jones Sausage Road. To maximize the efficiency of this interchange design, the North Carolina Department of Transportation (NCDOT) recommends a desired intersection spacing of no less than 1,000 feet from the interchange. Martin Branch Road is located approximately 300 feet from the interchange ramp.

Initial meetings with NCDOT included discussions on the need for a full intersection at Martin Branch Road, or in proximity, to provide access to the Northeast Gateway and realize the Town's economic development objectives. Although the NCDOT was receptive to exploring options to provide a signalized intersection and improved access to the study area, they viewed a multi-phased signal (with full movements, including left turns in and out of the site) as difficult to accommodate.

EXISTING ROAD NETWORK



- LEGEND**
- Study Area
 - Major Road



The Transportation Plan analyzed and compared the projected traffic impacts of two potential development scenarios (alternative 1 and 2) using the Institute of Transportation Engineers (ITE) Trip Generation Manual.

This manual provides trip generation rates for various land uses, essential for transportation engineers and planners to estimate the number of trips a specific development will produce. Each type of land use is assigned a unique Land Use Code (LUC) in the manual, covering

categories such as residential, commercial, industrial, educational, and recreational. Trip generation rates are typically measured per unit, such as trips per dwelling unit, per 1,000 square feet of floor area, or per employee. The following is a summary of these findings, which were completed in conjunction with the land use plan, as part of this planning process.



The first alternative evaluated was a traditional suburban development consistent with the existing real estate market and development form present in Garner today. The second alternative diversified the market and maximized limited access to the study area by proposing an integrated mix of residential, office, and retail uses to increase the “internal capture” of vehicle trips. Internal capture is a term used to describe trips generated by a mixed-use project that travel from one onsite land use to another onsite land use without using the external road network. The specific development programs for each alternative are described as follows.

ALTERNATIVE 1:

The proposed development consists of a 500,000 sq. ft. flex warehouse (ITE Trip Generation Land Use code (LU) 150 – industrial warehouse) and 300 apartments (LU 220 – multi-family low-rise housing).

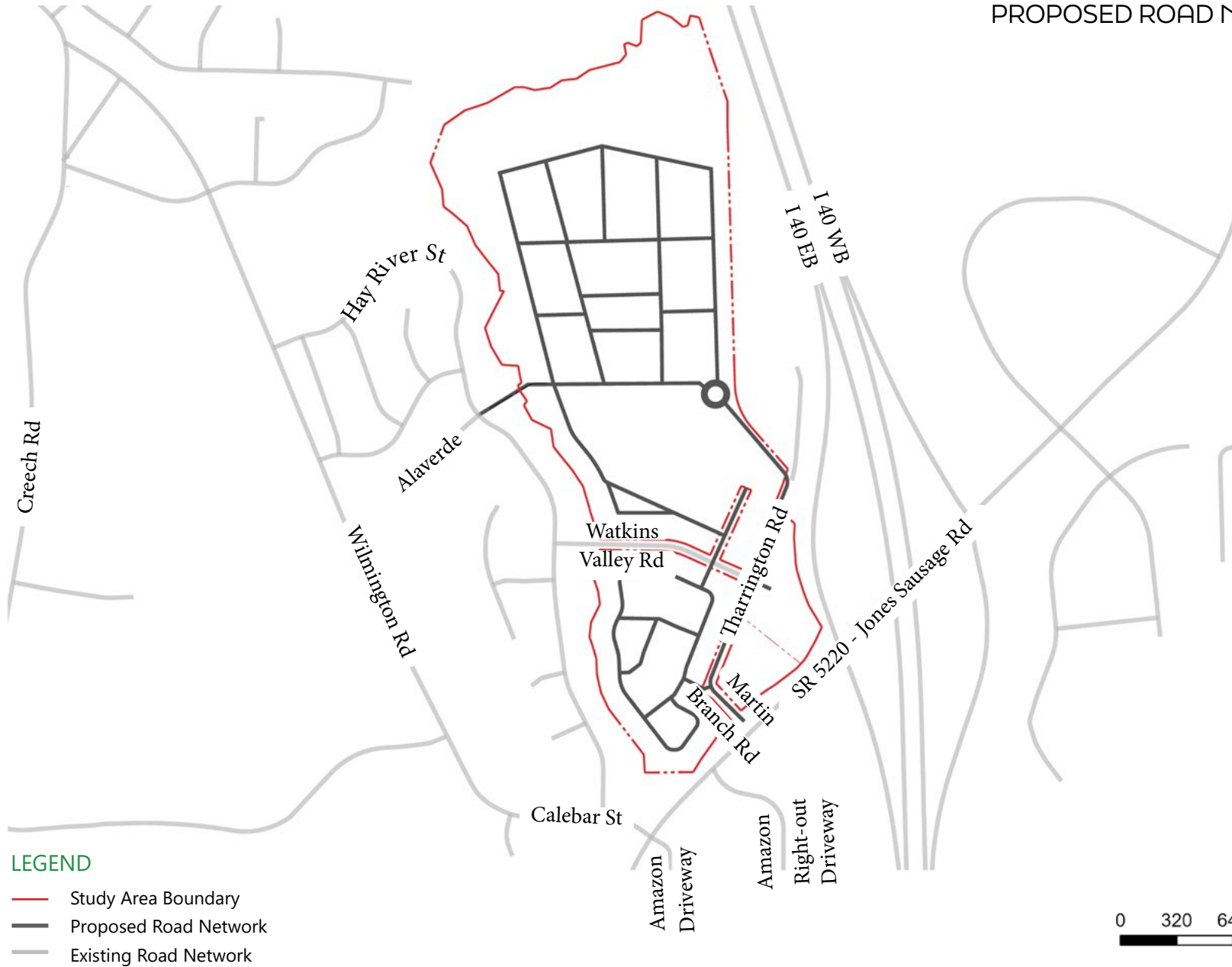
ALTERNATIVE 2:

The proposed development consists of the following:

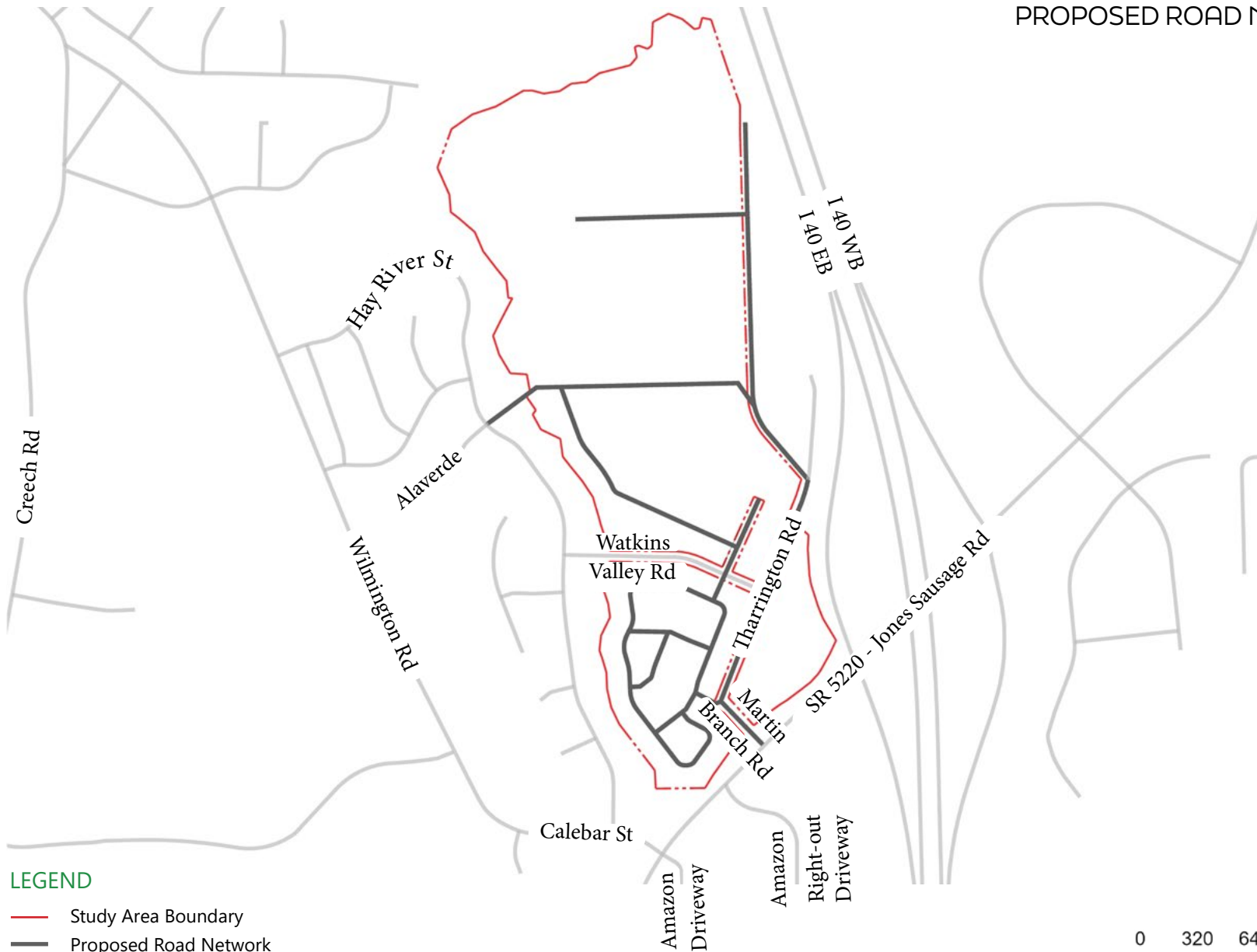
- 46 Single-family lots (LU 210 – single-family detached housing)
- 16 Live-work housing (LU 215 – single-family attached housing)
- 41 Cottages (LU 210 – single-family detached housing)
- 250 Workforce housing (LU 220 – multifamily low-rise housing)
- 20 Townhomes (LU 215 – single-family attached housing)
- 200 units of Assisted Living Facility (LU 254 – assisted living)
- 75,000 sq. ft. of Office space (LU 710 – general office building)
- 20,000 sq. ft. of Retail (LU 822 – strip retail plaza)
- 6,000 sq. ft. of Restaurant (LU 932 – high-turnover sit-down restaurant) for this alternative

The site plan proposes access points at the existing intersection of Martin Branch Road in Alternative 1 and Martin Branch Road and Calebar Street (via a new connection to Hay River Street by extending Alaverde Way northeast to the proposed development site) in Alternative 2.

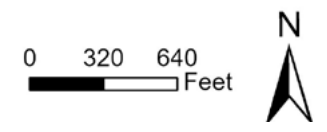
ALTERNATIVE 1 |
PROPOSED ROAD NETWORK



ALTERNATIVE 2 |
PROPOSED ROAD NETWORK



- LEGEND**
- Study Area Boundary
 - Proposed Road Network
 - Existing Road Network



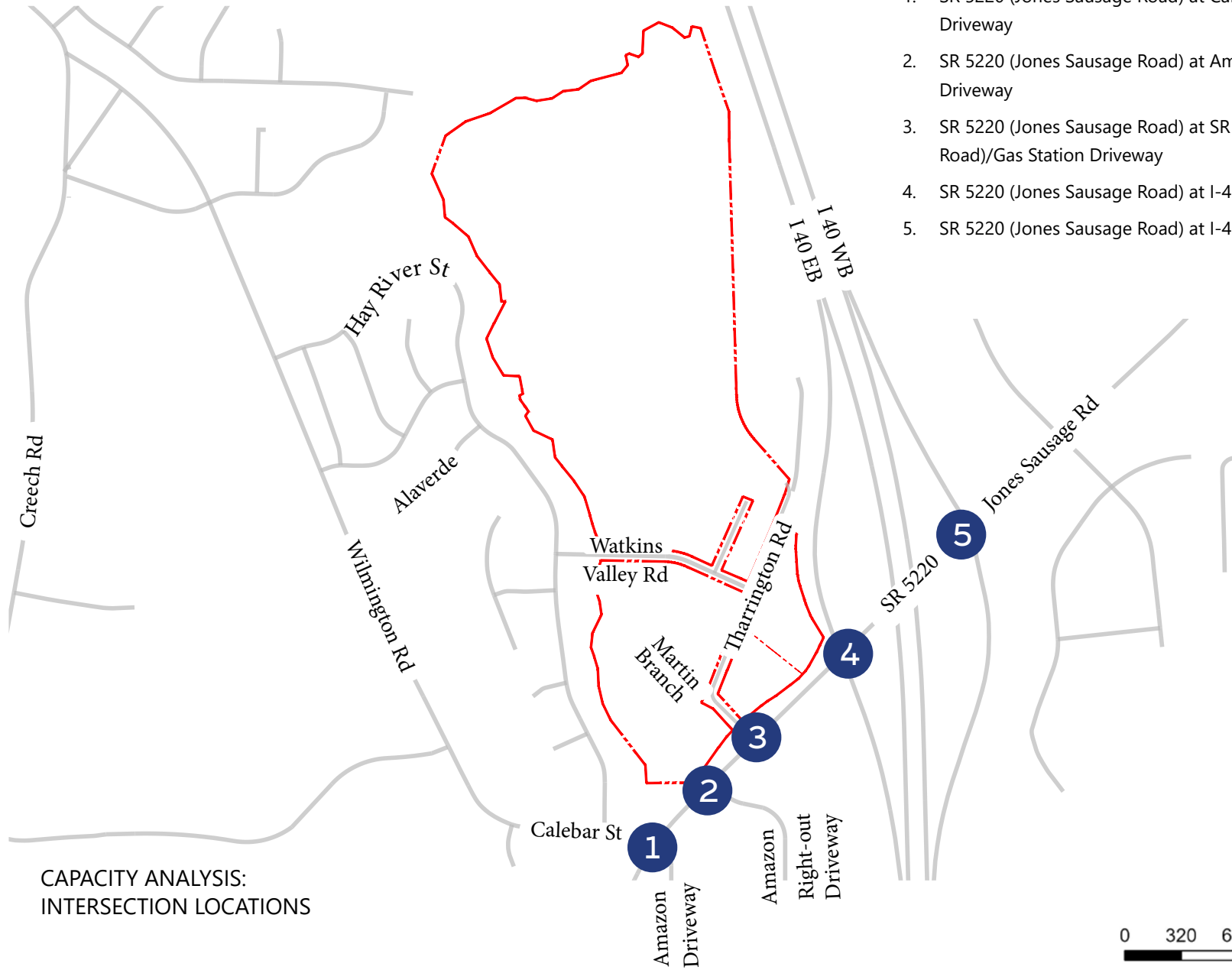
Site Trip Calculation (ITE Trip Generation 11th Edition)

Trip Generation		Inbound Trip %		Outbound Trip %		Peak Hour In		Peak Hour Out	
		AM	PM	AM	PM	AM	PM	AM	PM
Alternative 1									
Flex warehouse (LU 150)	500,000 sq. ft.	77%	28%	23%	72%	64	24	20	62
Apartments (LU 220)	300 units	24%	63%	76%	37%	28	94	88	56
Total						92	118	108	118
Alternative 2									
Single-family lots and Cottages (LU 210)	87 units	25%	63%	75%	37%	16	55	50	32
Live-work housing and Townhomes (LU 215)	36 units	25%	59%	75%	41%	3	10	10	8
Workforce housing (LU 220)	250 units	24%	63%	76%	37%	24	81	76	47
Assisted living facility (LU 254)	200 units	66%	45%	34%	55%	29	30	15	36
Office space (LU 710)	75,000 sq. ft.	88%	17%	12%	83%	115	22	16	109
Retail (LU 822)	20,000 sq. ft.	60%	50%	40%	50%	28	66	19	66
Restaurant (LU 932)	6,000 sq. ft.	57%	51%	43%	49%	47	50	35	48
Assumed internal capture: 30%									
Total						183	220	155	242

The estimated number of trips shown in the table on page 26 allows traffic engineers to predict level of service (LOS) at various intersections for both alternatives. LOS is a qualitative measure categorized into six levels, labeled from A to F, representing a spectrum of traffic conditions from A (free flow with minimal delays) to F (breakdown flow with extreme delays and heavy congestion).

Capacity, or “the maximum hourly rate at which persons or vehicles can reasonably be expected to traverse a point or uniform section of a lane or roadway during a given time period under prevailing roadway, traffic, and control conditions,” was analyzed for the following five intersections under 2023 existing, 2024 no-build, and 2024 build traffic conditions:

- SR 5220 (Jones Sausage Road) at Calebar Street/Amazon Driveway;
- SR 5220 (Jones Sausage Road) at Amazon Right-out Driveway;
- SR 5220 (Jones Sausage Road) at SR 2698 (Martin Branch Road)/Gas Station Driveway;
- SR 5220 (Jones Sausage Road) at I-40 Eastbound Ramps; and
- SR 5220 (Jones Sausage Road) at I-40 Westbound Ramps.



1. SR 5220 (Jones Sausage Road) at Calebar Street/Amazon Driveway
2. SR 5220 (Jones Sausage Road) at Amazon Right-out Driveway
3. SR 5220 (Jones Sausage Road) at SR 2698 (Martin Branch Road)/Gas Station Driveway
4. SR 5220 (Jones Sausage Road) at I-40 Eastbound Ramps
5. SR 5220 (Jones Sausage Road) at I-40 Westbound Ramps

CAPACITY ANALYSIS:
INTERSECTION LOCATIONS

2045 Build Alternatives 1 and 2 - Level of Service and Delay

Node #	Intersection	Approach	2045 Build Alt 1		2045 Build Alt 2	
			Level of Service and Delay (sec/veh)		Level of Service and Delay (sec/veh)	
			AM	PM	AM	PM
101	SR 5220 (Jones Sausage Road) at Calebar Street/Amazon Driveway - Signalized	Overall	B (17.0)	B (16.3)	B (19.4)	B (19.3)
		EB	D (54.1)	D (52.0)	E (56.3)	E (57.5)
		WB	B (13.1)	B (12.2)	B (12.8)	B (12.0)
		NB	C (23.8)	C (23.7)	C (25.1)	C (25.2)
		SB	A (8.4)	A (7.7)	B (10.2)	B (10.6)
102	SR 5220 (Jones Sausage Road) at Amazon Right-out Driveway - Unsignalized	WB	B (11.3)	B (13.4)	B (11.3)	B (13.4)
103	SR 5220 (Jones Sausage Road) at SR 2698 (Martin Branch Road)/Gas Station Driveway - Signalized	Overall	B (17.4)	B (19.0)	B (19.6)	C (20.1)
		EB	D (51.6)	D (54.3)	D (51.5)	D (54.9)
		WB	D (36.6)	D (38.2)	C (34.2)	C (32.0)
		NB	A (9.1)	B (10.7)	A (8.5)	A (7.0)
		SB	B (12.1)	B (15.6)	B (17.2)	B (19.6)
104	SR 5220 (Jones Sausage Road) NB and SB - Signalized	Overall	B (17.4)	B (19.4)	C (20.1)	C (22.5)
		NBT	B (12.8)	B (15.3)	B (16.8)	B (20.0)
		SWT	C (24.0)	C (25.3)	C (24.8)	C (26.2)
204	SR 5220 (Jones Sausage Road) at I-40 Eastbound Off-Ramp - Signalized	Overall	A (9.5)	B (10.8)	A (9.7)	B (11.6)
		SBT	A (5.4)	A (5.2)	A (4.6)	A (5.2)
		SER	B (14.3)	B (17.2)	B (15.5)	B (18.7)
304	SR 5220 (Jones Sausage Road) at I-40 Eastbound Off-Ramp - Signalized	Overall	B (10.9)	B (12.0)	B (11.3)	B (10.9)
		EBL	C (33.8)	C (33.7)	C (32.5)	C (32.3)
		NBT	A (2.7)	A (3.0)	A (3.9)	A (2.4)
105	SR 5220 (Jones Sausage Road) NB and SB - Signalized	Overall	C (25.3)	C (26.8)	C (27.4)	C (26.3)
		SBT	D (35.6)	C (34.1)	D (35.3)	C (34.1)
		NET	B (15.5)	B (19.5)	B (19.9)	C (18.5)
205	SR 5220 (Jones Sausage Road) at I-40 Westbound Off-Ramp - Signalized	Overall	B (14.8)	A (7.9)	B (15.0)	A (8.3)
		NBT	A (2.1)	A (3.2)	A (2.8)	A (3.8)
		NWR	C (34.7)	C (24.4)	C (34.3)	C (24.3)
305	SR 5220 (Jones Sausage Road) at I-40 Westbound Off-Ramp - Signalized	Overall	A (7.6)	A (6.5)	A (7.8)	A (6.8)
		SBT	A (5.8)	A (4.1)	A (5.8)	A (4.1)
		NWL	B (14.7)	B (18.1)	B (15.1)	B (18.4)

The development programs in both options require a full movement intersection. The assumption made for the analysis for Alternatives 1 and 2 was therefore that a full movement intersection would be proposed and approved. The team consulted NCDOT during the study and they are aware of this need, however, at the time of the study's conclusion, they had not agreed to this condition. We strongly recommend additional discussions with NCDOT. It should be noted that the level of service analysis assumes a full movement intersection at Martin Branch and Jones Sausage Road. This has taken into considering the level of service of the diverging diamond as well in both alternatives.

The capacity analysis, which takes into account existing conditions, no-build related growth, and the build scenarios with a full movement intersection, determined that all approaches operate at overall LOS C (stable flow, at or near free flow) or better. Existing peak hour traffic volumes were determined based on traffic counts conducted at the study intersection listed above, in December of 2023 during a typical weekday AM (7:00 AM –9:00 AM) and PM (4:00 PM – 6:00 PM) peak periods.

To estimate traffic conditions with the site fully built-out, we added additional predicted site trips to the 2024 no-build traffic volumes (presumes an annual growth rate of 1%).

In both proposed 2045 Build Alternatives, all signalized intersections operate at overall LOS C or better and all approaches operate at LOS D (approaching unstable flow) or better, with the exception of Calebar Street. In Alternative 2, the eastbound approach at the signalized intersection of SR 5220 (Jones Sausage Road) at Calebar Street/Amazon Driveway operates at LOS E (unstable flow, operating at capacity). It should be noted that the delay for Calebar Street in 2045 Build Alternative 2 in both AM and PM peak is above the threshold for LOS D by only a few seconds. It should also be noted that not all of the trips generated by the proposed development will be new trips. We also considered pass-by and diverted trips.

Other considerations include the Garner Forward Plan, which identified strengths and weaknesses for selected roadways. The opportunity to improve pedestrian and bike facilities along Jones Sausage Road was highlighted, but not specifically identified near the subject site.

Findings

Based upon the quantitative and qualitative site research conducted and reported in this analysis, market conditions appear to be generally favorable for development. Nevertheless, if the subject site is to be developed in alignment with GEDC identified target industries and to further the employment center objective, the GEDC will need to address and/or pursue certain issues inclusive of the following:

1. The adoption of a joint future development vision by larger controlling property interests;
2. More in-depth conversation with an interested development company (roughly 62 acres of the subject site through option) based on their expertise in office and mixed-use space;
3. Further consideration of private real estate investment and development companies that have an expertise in building in the GEDC identified target space: advanced manufacturing, technology, and/or life sciences;
4. The positioning of the GEDC to trigger implementation of a joint vision, either as a catalyzing agent itself or as a property that could be incorporated into a larger development;
5. Review of case studies associated with other identified communities that have developed proactively in this space (see Competitive Scan Section of Market Analysis for examples);
6. Identification of suitable development area based on a thorough assessment of current environmental and natural conditions;
7. Coordination with Economic Development partners to facilitate participation in leveraging resources to further implement the joint vision (inclusive of educational institutions driving talent, NCSU and Wake Technical Community College);
8. Pursuance of infrastructure improvements (transportation access, stormwater, provision of utilities) that would add value to controlling property interests in service of the joint vision;
9. Proactive consultation of residential development near the site to provide advanced notice, solicit input and potentially develop a future adjacent market; and
10. Coordination with the Town of Garner to pursue appropriate regulatory approvals required to implement the joint vision.



MASTER PLAN OPTIONS



MASTER PLAN OPTIONS

Garner Forward, the 2023 update to the Garner Comprehensive Plan, identified the Northeast Gateway as one of six focus areas for economic development. The plan included conceptual illustrations for the property within the study area and highlighted that “building on the existing pattern of light industrial and warehouse/distribution can advance economic development efforts.” The section also referenced the need to enhance the streetscape of Jones Sausage Road as well as the opportunity for “human scale” retail development that is supported by public spaces, plazas, art and tree canopy.

Garner Forward did not include a detailed site analysis of the Northeast Gateway or any of the other five focus areas. Therefore, site constraints such as environmental systems, property ownership patterns, and transportation access were not part of the conceptual illustrations or highlights.

Although the study area’s visibility from I-40 and access to the newly constructed diverging diamond interchange at Jones Sausage Road seem to position the 118-acres for a regionally significant economic development initiative, the reality is that vehicular access to the site is severely constrained. We found no viable opportunities to provide a western connection from the site to Creech Road. With no other opportunities for connections outside of the study area, Tharrington Road will essentially continue to function as a large cul-de-sac.

In any development scenario, a full (3-signal) intersection at Jones Sausage Road must be permitted and constructed to maximize the limited development potential of the site. The realization of an improved intersection at this location is complicated by two primary factors. The first challenge is the diverse property ownership surrounding Martin Branch Road. A fully signalized intersection that will provide access to the study area requires additional right-of-way for proper design and construction. The second challenge is NCDOT’s intersection spacing standards in proximity to diverging diamond interchanges. The preferred minimum standard is 1,000 feet. Martin Branch is located approximately 300 feet from the on-ramp and the existing Calebar/Jones Sausage Intersection is located approximately 835 feet (southwest) of Martin Branch.

Providing a signalized intersection to support the study area will require extensive coordination with NCDOT and obtaining permission for three-signals will be an even greater challenge. Addressing the challenge of providing a fully signalized intersection at this location is critical to advancing the development alternatives offered in this report or any other plan that seeks to develop within the study area.

Based on the analysis conducted in this report, this section presents two alternatives for development of the study site.

PRIMARY SITE DEVELOPMENT CONSIDERATIONS

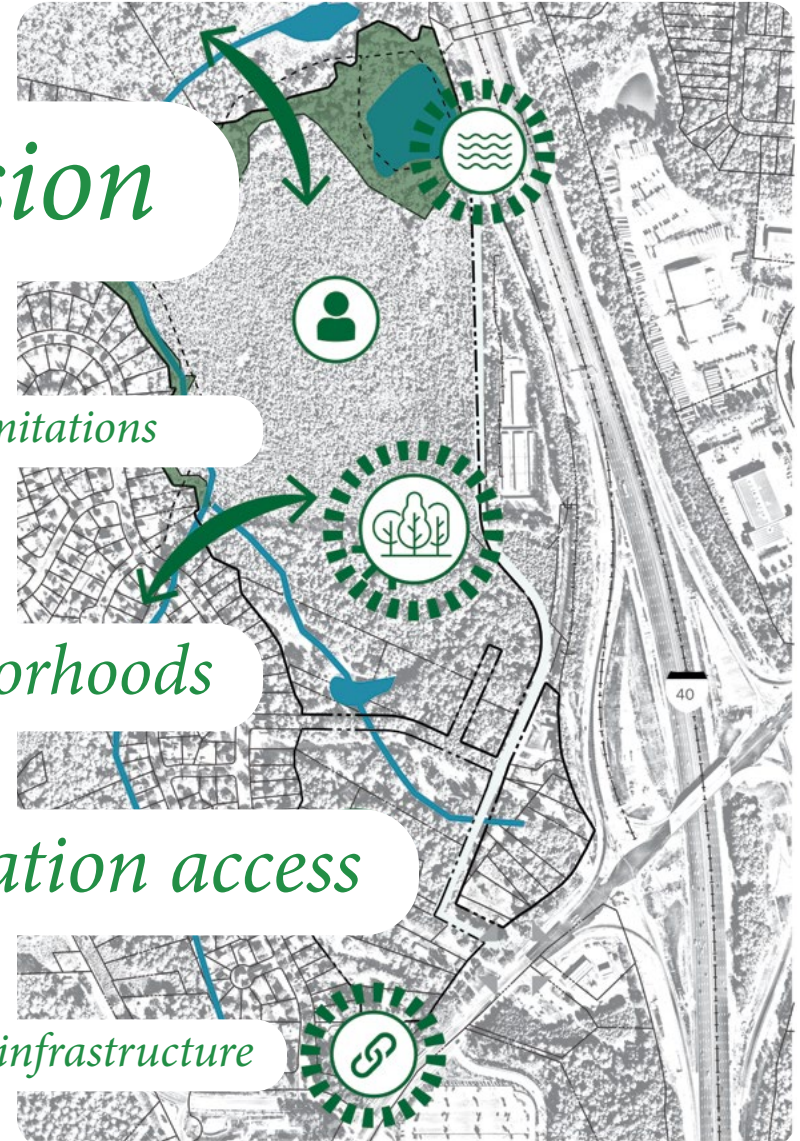
Create a joint vision

Consider environmental and natural limitations

Connect to adjacent neighborhoods

Provide transportation access

Improve infrastructure



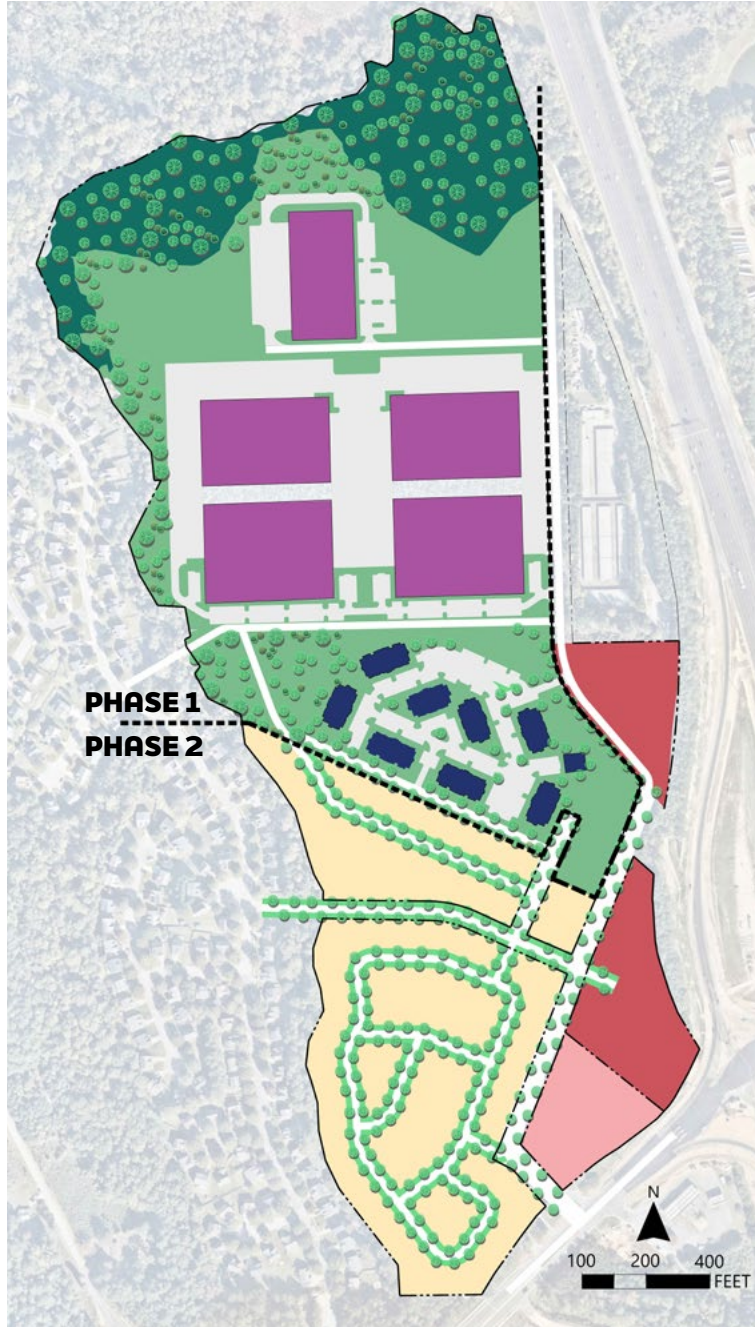
ALTERNATIVE 1

The first master plan option seeks to advance an existing pattern of light industrial and warehouse distribution; seizing an opportunity highlighted by Garner Forward. The first phase of this alternative includes the development program that the traffic analysis modeled. The location of Phase 1 in this alternative is due to the large parcel size and control by two property owners, one of which is the GEDC.

The southern location, Phase 2, includes 26 distinct parcels. Not all of these property owners are looking to sell at this time or in the near future. Recognizing the challenges of parcel assembly, we designed this second phase as a low-density single-family neighborhood, with some general commercial uses located east of Tharrington Road fronting Jones Sausage Road and I-40.



BUILD OUT FOR TODAY



ALTERNATIVE 1

PHASE 1 PROGRAM

- Warehouse (Industrial) – 500,000 SF
- Workforce Housing – 300 units

LEGEND

- Industrial/Warehouse
- Workforce Housing
- Single Family
- Office Space
- Commercial Mixed-Use

ALTERNATIVE 2

Rather than meet the market trends of today, the second master plan seeks to advance the six themes of Garner Forward Chapter 3: Land Use and Community Character as shown below:

Theme 1: Emphasis on the Public Realm

Includes multiple public greens and walking trails.

Theme 2: Land Use Mix and Development Intensity

Offers mixed-use development that provides new opportunities to work, live, shop, play, and entertain in Garner.

Theme 3: Home and Neighborhood Choices

Provides for greater home choices at different price points.

Theme 4: Site Design and Development Scale

Provides for a “highly-sociable” place and meets the intent of recommended design standards for development.

Theme 5: Community Connections

Seeks to maximize both road and trail connectivity.

Theme 6: Natural Conservation and Historic Preservation

Provides a site design that respects natural features of the landscape.

The first phase of this alternative includes the development program that the traffic analysis modeled. The location of Phase 1 in this alternative is due to the large parcel size and control by just two property owners, one of which is the GEDC.

The southern location, Phase 2, includes 26 distinct parcels. As mentioned in the previous alternative, not all of these property owners are looking to sell at this time or necessarily in the near future. In order to address the challenges of parcel assembly, in both alternatives the second phase consists of a low-density single-family neighborhood, with some general commercial uses located east of Tharrington Road fronting Jones Sausage Road and I-40.










POSITION FOR TOMORROW

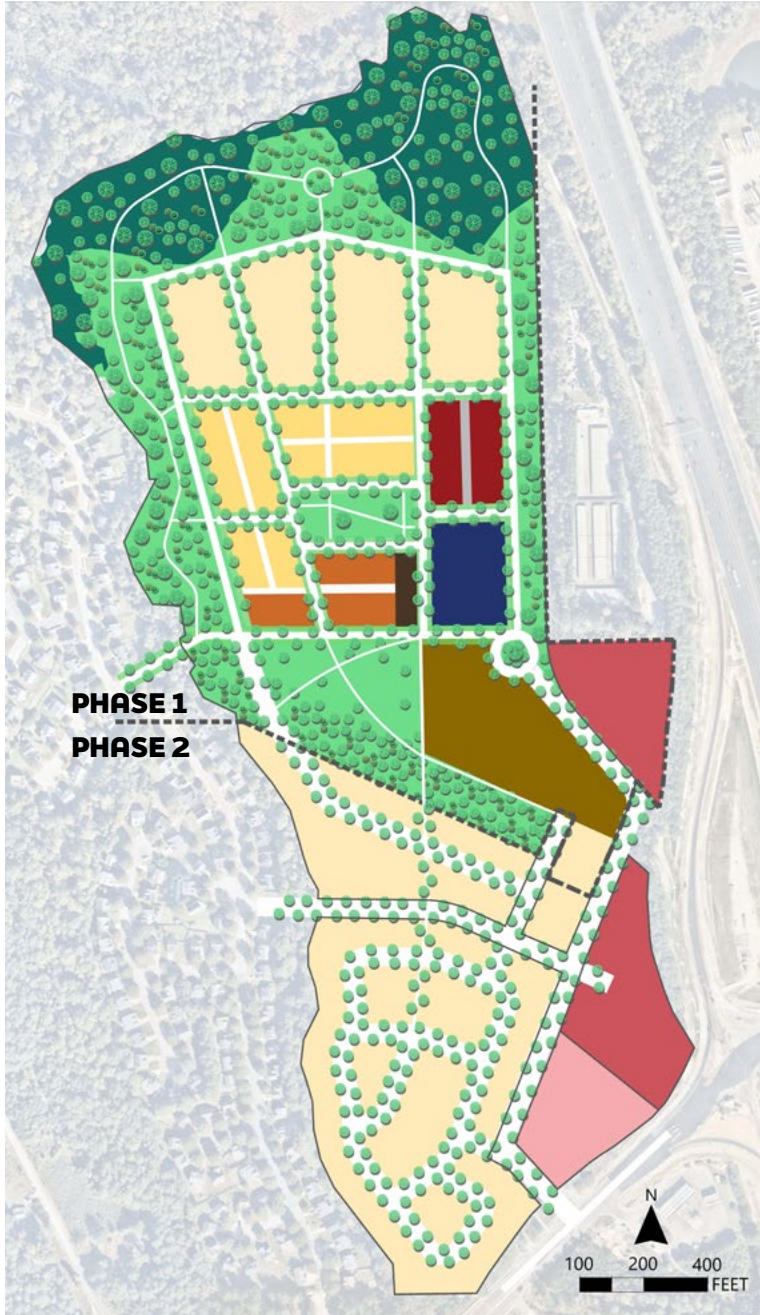
ALTERNATIVE 2

PHASE 1 PROGRAM

- Single-Family – 46 units
- Live-Work housing – 16 units
- Cottages – 41 units
- Workforce housing – 250 units
- Town Homes – 20 units
- Assisted Living – 200 units
- Class A Office – 75,000 SF
- Restaurants (2)- 6,000 SF
- Retail – 20,000 SF
- 10,000 SF Community Building/Co-working space

LEGEND

-  Workforce Housing
-  Assisted Living
-  Live-work Housing
-  Community building/Co-Working Space
-  Town Homes
-  Cottages
-  Single-Family
-  Office Space
-  Commercial Mixed-Use





5

IMPLEMENTATION & CONCLUSION



IMPLEMENTATION & CONCLUSION

The Raleigh-Durham Metro Area continues to serve as a model for economic growth in North Carolina and throughout the United States. Continued regional transportation improvements, such as the extension of I-540, strengthen Garner's position as a southern gateway to this important and growing region. Development of the Northeast Gateway poses significant challenges, however, the opportunity to develop an area of this size in this location is worth pursuing.

In any development scenario the GEDC must work with the Town of Garner and NCDOT to provide access to the site via a full (three-signal) intersection at Jones Sausage Road. This effort will be costly in terms of money, time, and political capital. Additionally, as detailed in the land use section of this report, a large portion of the study area is currently zoned Residential-4 (R4). Portions of the study area will need to be rezoned to Commercial or Planned Development District, which will also require approval by the Garner Town Council.

The GEDC currently owns just over 15 acres of the 118-acre study area, therefore the development of the property will require working with the private sector. GEDC is in a unique position because it serves as both a property owner and booster for overall economic development in Garner. As a property owner, the GEDC should seek to execute a formal agreement with any private developers prior to advancing efforts to provide additional infrastructure improvements or development entitlements within the study area. This formal agreement should consider an option for the private developer to purchase and develop the 15-acre parcel owned by GEDC. Due to the vehicular access constraints, others could expend the limited development potential prior to the sale or development of the GEDC property. Therefore, the GEDC should not support rezoning or support infrastructure improvements without a formal agreement with a developer or a plan to develop the GEDC parcel first.



NEXT STEPS:

1. CHOOSE A PATH:

Select Master Plan Alternative 1, 2, or develop another option.

2. DETERMINE REQUIRED INFRASTRUCTURE AND DEVELOP COST ESTIMATES AND SCHEDULE:

Include hard and soft costs, including right-of-way acquisition, for needed intersection/road improvements and utility extensions.

3. BUILD A LEADERSHIP TEAM:

Identify a smaller group within the Town/GEDC who possess a background in real estate and economic development and are tied in with local decision makers.

4. EVALUATE POTENTIAL DEVELOPMENT PARTNERS:

If one is selected, formalize an agreement before proceeding with development positioning.

5. POSITION THE PROPERTY FOR PHASE 1 DEVELOPMENT:

- Work with NCDOT and the Town to provide for a full (three-signal) intersection at Jones Sausage Road.
- Design access road improvements for Martin Branch and Tharrington Roads.
- Re-zone R-4 properties to Commercial or Planned Development District.



APPENDICES

APPENDIX A

Public Engagement Process
Stakeholder Meeting 1 Summary
Stakeholder Meeting 2 Summary

A1
A2-A5
A6-A15

APPENDIX B

Market Analysis

B1-76

APPENDIX C

Transportation Analysis

C1-C290

Reports



MANAGER'S OFFICE

MEMORANDUM

DATE: September 26, 2024
TO: Mayor and Town Council
FROM: Jodi Miller, Town Manager
SUBJECT: October Pending Agenda Items

The following items are currently planned for the October Council Meetings. These items are subject to change.

October 1, 2024 – Special Meeting

- Quasi-Judicial Training

Tuesday, October 8 - Regular Meeting

Presentations

None at this time.

Consent

- Jones Sausage Road LAPP Agreement

Public Hearings

- ANX-24-007, 3412 & 3508 Benson Road (continued from 9/3/2024)

Old/New Business

- CZ-MP-23-04, Homestead at Bryan Farm
- CZ-22-02, 3412 & 3508 Benson Road
- Lake Benson Park Master Plan Update / Boathouse

Reports

- None at this time.

**Tuesday, October 22 - Regular Meeting**Presentations

- Commit to Civility Resolution

Consent

- 2025 Holiday Calendar
- 2025 Council Meeting Schedule

Public Hearings

- ANX-24-002, 2311 Parkway Drive (continued from 9/3/2024)
- CZ-24-004, Yeargan Park
- CZ-22-07, Thompson Business Park II
- CZ-24-005, Garner Industrial 6

Old/New Business

- None at this time.

Reports

- None at this time.

Closed Session

- To discuss a personnel matter.

Tuesday, October 29, 2024 – Work SessionPresentation

- WCPSS Strategic Plan Update (tentative)

Discussion

- Next UDO Staff Text Amendment Package (tentative)
- Fire Station Location Study
- Downtown Parking Update

Reports

- Pending Agenda
- Development Map Update

Closed Session

- To discuss a personnel matter.