TOWN OF WAYNESVILLE
Planning Board

9 South Main Street
Suite 110
Waynesville, NC 28786
Phone (828) 456-8647 • Fax (828) 452-1492
www.waynesvillenc.gov

Ginger Hain **(Chair)**
Travis Collins **(Vice Chair)**
John Baus
Michael Blackburn
Tommy Thomas
John Mason
Alex McKay
Tommy Rose
Kathy Lalonde

Interim Development Services Director
Olga Grooman

Regular Meeting of the Planning Board
Town Hall, 9 South Main Street, Waynesville, NC 28786
Monday, October 19, 2026, 5:30 p.m.

A. CALL TO ORDER

1. Welcome/Calendar/Announcements
   - Next regular Planning Board meeting: November 16, 2026
   - Planning Board meetings in December 2026 and January 2027

2. Approval of Minutes as presented (or as amended)
   - August 17, 2026, Regular Meeting

B. BUSINESS

1. **Administrative Hearing:** Major site plan review for a 200-unit multi-family development located off Hyatt Creek Road in Waynesville, NC, on two unaddressed parcels: 15.67-ac parcel (PIN 8604-47-3885) and a 16.49-acre parcel (PIN 8604-37-8735).

2. **Legislative Hearing:** Text amendments to glazing and transparency requirements for commercial uses, Land Development Standards (LDS) Section 5.10.3- Ground Level Detailing.

3. **Legislative Hearing:** Text amendments related to findings of fact, conditions, and consistency statement requirements for major site plans and major subdivisions, LDS Sections 15.8.2 and 15.9.3.

4. **Discussion:** Text amendments related to greenway standards specifications, Chapter 6 of the LDS.

C. PUBLIC COMMENT/CALL ON THE AUDIENCE

D. ADJOURN

The Town's Land Development Standards (LDS) may be found at:
https://www.waynesvillenc.gov/departments/development-services/land-use-zoning-ordinances

Minutes and agendas from Planning Board and Town Council meetings may be found at:
https://www.egovlink.com/waynesville/

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Development Services Director
Elizabeth Teague

MINUTES OF THE TOWN OF WAYNESVILLE PLANNING BOARD
Regular Meeting
Town Hall – 9 South Main St., Waynesville, NC 28786
Monday, August 17th, 2026

THE WAYNESVILLE PLANNING BOARD held a Regular Meeting on August 17th, 2026, at 5:30 p.m., in the boardroom of the Town Hall at 9 South Main Street, Waynesville, NC 28786.

A. CALL TO ORDER

1. Welcome/Calendar/Announcements

The following members were present:

Ginger Hain (Chair)
Travis Collins (Vice Chair)
Michael Blackburn
John Mason
Alex McKay
Tommy Thomas
Kathy Lalonde

The following members were absent:

John Baus
Tommy Rose

The following staff members were present:

Elizabeth Teague, Development Services Director
Olga Grooman, Assistant Development Services Director
Alex Mumby, Land Use Administrator
Esther Coulter, Administrative Assistant
Ron Sneed, Attorney

Chair Ginger Hain welcomed everyone and called the meeting to order at 5:32 p.m. Ms. Hain asked if there were announcements from Development Services Assistant Director Olga Grooman. Ms. Grooman gave some updates for the Planning Board. Ms. Hain announced that this meeting would be Director Elizebeth Teague's last official meeting and that she would be retiring August 19, 2026. Ms. Teague was wished good luck by the board members.

A motion was made by Vice Chairman Travis Collins, seconded by board member Alex McKay, to approve the June 15th, 2026, minute as presented. The motion passed unanimously.

Ms. Hain read through the process and procedures for the hearing. Witnesses were questioned for standing in the case. Ms. Hain opened the public hearing at 5:55 p.m.

B. BUSINESS

1. **Quasi-Judicial Hearing:** Special Use Permit request for the proposed Palisades at Plott Creek Phase II multi-family development (apartment complex) at 1415 Plott Creek Rd., Waynesville, NC 28786 (PIN 8605-32-8929).

Applicant's Presentation:

William Ratchford, Vice President of Southwood Realty, is also a Civic Engineer and a General Contractor for many different states. He said the proposal for the Special Use Permit is asking for 5 additional units. The reason being is for the character of the community and the capability to build a seconded entrance into the community.

Thomas Jones III, Engineer for the state of North Carolina, read through the zoning history timeline and the site plan connection to phase one. Mr. Jones III explained that when Hurricane Helene happened, the bridge entrance into the complex was severely damaged, with some of the blocks displaced, and under the force of the water, the soil eroded around the culvert pipe.

Jeff Moore works for JM Teague Engineering, and he is the traffic engineer for the project. He told the board about his educational background and gave them the transportation report results.

The applicant Will Ratchford stated the project will meet all requirements and ordinances of the Town of Waynesville, and no variances are being requested. He also offered the following findings of fact:

1. The proposed special use conforms to the character of the neighborhood, considering the location, type and height of buildings or structures and the type and extent of landscaping on the site.

The maximum building height is 3-stories, which is allowed by right in RC-NR zoning. This is also consistent with the adjacent Palisades at Plott Creek Phase 1. Proposed Building 1,which is located beside Plott Creek Road will be two stories on the roadside. Landscaping will be provided throughout including street trees, parking lot landscaping, and plantings around the buildings. Existing trees will be saved where possible within the site. The proposed special use conforms to the character of the neighborhood considering the location, type, and height of buildings and the extent of landscaping on the site.

2. Adequate measures shall be taken to provide ingress and egress so designed as to minimize traffic hazards and to minimize traffic congestion on the public roads.

The project creates an ingress and egress on Plott Creek Road. A Traffic Impact Analysis was performed by Teague Engineering, and the report concluded that the proposed Phase 2 development is not anticipated to result in a

significant adverse on the surrounding roadway network, provided the development is constructed in accordance with the submitted site plans. Since Phase 2 will be connected to Phase 1, this will allow a second means of ingress/egress for emergency vehicles for both phases. Adequate measures are being taken to provide ingress and egress and if the plan is developed as proposed, traffic hazards and traffic congestion will be minimized.

3. Adequate utilities (water, sewer, drainage, electric, etc.) are available for the proposed use.

The property is within the Town of Waynesville Urban Services boundary. The Town provided a letter dated 5/29/26 confirming adequate water and sewer capacity to serve the project. The Town has an existing 8" water line along Plott Creek Road, and there is a private 8" water line within Palisades Phase 1. The private water and sewer within Palisades Phase 1can be extended to serve Phase 2. The project will provide drainage in accordance with Town standards, and electricity is available.

4. The proposed use shall not be noxious or offensive by reason of vibration, noise, odor, dust, smoke or gas.

The use will be the same as the existing Palisades Phase 1. Any noise will be minimal and similar to surrounding residential areas. The proposed use will not be noxious or offensive by reason of vibration, noise, odor, dust, smoke, or gas.

5. The establishment of the proposed use shall not impede the orderly development and improvement of surrounding property for uses permitted within the land development district.

When the Planning Board approved the annexation and Town Council voted to annex the parcel, they determined that the map amendment was reasonable and in the public interest because it met the goals of the 2035 Comprehensive plan including promoting smart growth principles (infill, preservation of natural resources). The approval also considered the amendment would allow creating a well-connected, walkable neighborhood near Hazlewood Elementary and Hazlewood Town Center. The project meets the goals of the Comprehensive Plan, is allowed in PC-NR zoning, and meets the Town ordinances. Therefore, the project will not impede the orderly development and improvement of surrounding properties.

6. The establishment, maintenance or operation of the proposed use shall not be detrimental to or endanger the public health, safety or general welfare

The use is residential, which is the same as the surrounding areas. The project will meet or exceed all applicable environmental, building, and life safety regulations. Utilities are available adjacent to the property. The project will preserve trees along Plott Creek and will implement a landscaping plan to further enhance and buffer the property. The project will not be detrimental to or endanger the public health, safety, or general welfare.

Staff's Presentation:

Assistant Development Services Director, Olga Grooman gave her presentation on "Palisades at Plott Creek Phase II," and stated that the project proposes four (4) buildings containing 10, 12, 18, and 18 units respectively. Ms. Grooman stated that the property is 5.48 acres. Therefore, 0.71 acres are required as a civic space. The developer provides 1.35 acres of civic space (24.6%), which exceeds the requirement.

Ms. Grooman explained that in the Land Development Standards Section LDS 2.3.3.F, Plott Creek Neighborhood Residential (PC-NR) district has the following purpose:

As development happens it should do so in a manner which complements its location near the Hazelwood Town Center, and the Hazelwood Elementary School which is within its boundaries. Infrastructure should be well connected and networked (including sidewalks, streets, water/sewer, etc.) and other infrastructure needs should be addressed (such as recreational opportunities) as the area develops. Special care should be taken to enhance the natural features of the area, such as the mountain slopes and the creek, so that they become an integral part of the community. Connections (roads, trails, etc.) to other districts, such as Hyatt Creek area and to the large mountain tracts at the end of Plott Creek, are also important and must be considered as the area develops.

Ms. Grooman also explained there are 2 wetlands on site and they will be preserved. A portion of the site is in the floodplain of Plott Creek, which runs across the center of the lot. The proposed buildings and parking areas will be located outside of the floodplain, and the project will preserve some existing trees and vegetative areas surrounding the floodplain.

Ms. Grooman said staff recommend approving the SUP with conditions:

1. The official placement of 21 acres of phase one conservation easement
2. The need for amenities in the civic space at least 2 improvements showing on site plan.
3. Additional vegetation with buffering.

Mr. Ratchford gave an objection to the condition but agreed to place a sitting area and a playground for ages 2-5. A playground for ages 5-12 is planned for the back portion.

Public Comment with Standing:

Chuck Dickson thanked the board and said he and his family liveS about 900 ft. downstream from the apartment complex. He shared pictures and map entered into evidence and stated that the current bridge of phase one was severely damaged during Hurricane Helene. The bridge came apart and went downstream and landed on neighboring properties and remains there to the current day. Mr. Dickson asked the applicant to come remove their concrete blocks. Mr. Dickson asked if phase two bridge is designed to be stronger.

Mr. Ratchford objected to his understanding of hydrology based on drainage basins.

Mr. Dickson also stated that the Council did not make any findings of fact when this property was annexed. He asked to ensure compliance with town standards and protect the property from future engineering failures. He suggested some engineering standards for the bridge.

Mr. Ratchford clarified that first of all, the wall was approved and designed by a civil engineer. Second, in general hydraulics, the further upstream you have from every point, the less water you have to go through. Mr. Ratchford said second point the complex was three and a half feet underwater, and the company brought the complex back fast, in about seven months. They also asked the Army Corps of Engineers, and the Army Corps of Engineers would not let them go into the stream to remove material.

Director Elizabeth Teague clarified that after the Helene, throughout town, there was a U.S. Army Corps being asked about repairs in the stream. Generally, there was a blanket permit to allow people to go in and make repairs to the stream. But they did not let heavy equipment go into the stream because they wanted to preserve stream bodies. They were limiting what people were doing, but not everyone was asking for permission.

The conversation continued with board members and applicants about cleaning up in the river post Helene.

Public Comment:

Pete Shaginhaw is a resident of Palisades at Plott Creek. He disagrees with the department DOT. He is concerned that they have discussed that it is not necessary for any sort of warning signal or light for the two entrances to the Plot Creek facility. It has become a speedway at certain times of day. The speed limit is 35 miles an hour. Is there anything that is being done to enforce the 35-mile-an-hour speed limit on that road?

Tom Morgan is Plott Creek area resident. Mr. Morgan totally agrees that it's in character with the existing neighborhood. However, it's not in character with the rest of the neighborhood. His concern is with the buildings that are closer to the left. He is asking the developer to move them a little bit to the right, away from his property.

Chris Agner resides at Palisades Lane. So, she opposes the expansion of Southward Realty at Plot Creek. Her rent jumped considerably on her fourth-year renewal, but coincidentally just after the city approved the annexation. The rent went from $1,300 to nearly $2,000 a month. Her neighbors had to move. The law enforcement, the telecommunicators, the teachers, the public employees- they've all had to move. She is not concerned about construction. Her biggest concern is the safety of the neighbors. She navigates that intersection every single morning and this intersection is dangerous. This road infrastructure is not conducive to the reality of what's going on at that intersection.

Ray Moody resides off Plot Creek Rd. He certainly agrees with the concerns related to the safety of the traffic. It's dangerous. He has to look at three ways when pulling out of his driveway just to make sure.

Eric Wilson resides at Sand Trap Rd. He is wondering where they got 30 feet of fill for phase one. He suggested they scraped part of the mountain behind phase one. He questions how many cubic feet of fill they need to build this property up. He suggested the developers are building a dam, and the only place for the water is Mr. Dickson property. Another question is the traffic problem with the intersection there.

The board cross-examined the applicant.

Board member Kathy Lalonde asked whether the town installs improvements on the state roads.

Board Attorney Ron Sneed said it does not, and the applicant has met all the conditions. They have a traffic impact analysis the DOT has looked at that. It's a DOT's road. They make the determination of whether the changes have to be made. You can ask DOT again, they'll come back and revisit it, but they're totally in control of what improvements go on their roads. They're not likely to change their mind

Board member Ms. Lalonde asked to have it reconsidered because of the concerns of the neighbors before any kind of approval. She wanted to make sure that the DOT was aware of these neighborhood concerns and that if anything can be done. She asked to add that as a condition. She also reiterated the issue of the phase one's garbage flowing down the stream and said she was really surprised that there was no possibility to remove those blocks.

Mr. Ratchford objected and stated the contractor will put a cast in place in phase two.

Ms. Teague clarified the process of building a wall and the requirement by the North Carolina Building Code to have an engineer's seal. The town accepts those engineered drawings, but we are not allowed to question the engineer's seal. Once the wall is constructed, the engineer needs to come back and assure the town that yes it was built to their specifications. She reiterated that Hurricane Helene was a pretty extraordinary event and there was lots of damage and bridge failures. She stated it was not a reasonable conclusion to say that it was not a well-engineered bridge, as there were bridges that collapsed all over Western North Carolina.

Mr. Chuck Dickson stated objection to what Ms. Teague testified.

Ms. Teague stated that if there are issues with the engineering of the bridge in phase one, then that's something they rebuilt better after the Helene.

Mr. Jeff Moore with the applicants team explained to the board that the common types of wall materials.

Mr. Ratchford stated the entrance to phase two was proposed as far as possible from phase one for the linear site distance of the property, which will help people come in and out of the property. Mr. Ratchford also stated that the traffic study did not warrant a signal request.

Board member Michael Blackburn asked whether a proposed conservation could be switched back or overturned.

Mr. Ratchford clarified that the land would be preserved as a phase one and through a deed restriction. They planned to perpetually deed-restrict it. The only concern is that there are some gravestones on Mr. Morgan's property, which might be more accessible from their property, but they had no problem with that.

Chair Hain asked Mr. Ratchford if other site plans were considered.

Mr. Ratchford said a Special Use Permit could have been looked at going all the way to 87, 89 units. They could have made that building a 3-4 split or could have made it a double breezeway building on the top and make it 24 units.

Board member Alex McKay asked whether on the eastern side of the bridge, the walls that make a corridor along the creek, will be 20-foot max.

The applicant's team answered yes.

Board member John Mason made a statement that he is not opposed to building; he is opposed to people intentionally going for all of it, and then a little bit more as part of a business plan in an area where doing so may in fact impact safety.

Board took 5-minute break at 7:50 p.m. and came back at 7:55 p.m.

Assistant Development Services Director Ms. Grooman mentioned two minor remarks about the points that haven't been discussed. One of them is for the comprehensive plan designation of this area for preservation. This site plan has a very relatively small amount of impervious surface proposed. In fact, all they have to maintain is 10% of the site is pervious. They are proposing 69% of the site to be left as pervious surface, which is 3.81 acres. Another point is that they are not increasing the density beyond what's allowed. It's up to 16 units with a Special Use Permit. It's in the ordinance. It's just the process that changes after 10 units.

Submitted as Evidence:

- Staff Report
- Application materials: SUP Application Form, site plan, building elevations, environmental survey, additional narrative, TIA, Agent Authorization Forms, payment
- Neighborhood meeting materials
- Utilities availability letter
- Maps: property, zoning, floodplain, street view

Chair Hain Closed the hearing for deliberation at 8:01 p.m.

A motion was made by board member Tommy Thomas, seconded by board member Michael Blackburn, to adopt the findings of fact. The motion passed unanimously

A motion was made by board member Kathy Lalonde, seconded by board member Tommy Thomas, to approve the Special Use Permit subject to the conditions stated by staff in their report, and the condition that the applicant requests permission from the NC DOT to install a flashing light at the intersection. The motion passed unanimously.

C. AJOURN

Chair Ginger Hain adjourned the meeting at 8:23 p.m.

Ginger Hain, Chair

Esther Coulter, Administrative Assistant

Planning Board Staff Report
Major Site Plan Review for the Gateway
Administrative Site Plan Review

Meeting Date:	October 19, 2026
Subject:	Public hearing for a major site plan review
Project:	200-unit multi-family development
Location:	15.67- ac lot off Hyatt Creek Road (PIN 8604-47-3885) and 16.49-ac lot off Hyatt Creek Road (PIN 8604-37-8735). Lots will be combined.
Zoning District:	Hyatt Creek Regional Center (HC-RC)
Property Owner:	Kaye Armstrong Swift / Lane Prevost Swift
Applicant:	Ceruleum Capital Partners / Bob Barton
Authorized Agent:	Bob Barton
Staff:	Olga Grooman, Interim Development Services Director

Suggested Motion:

Motion to approve, deny, or approve with conditions a major site plan for the Gateway multi-family development with the following conditions:

- Vinyl cannot be used on multi-family residential buildings.
- Provide additional amenities for civic spaces.

Background:

Development Services received an application for a major site plan for the Gateway multi-family residential project. The proposed development consists of 200 residential units within six (6) buildings:

- Buildings 1-2: 36 units each
- Building 3-5: 39 units each
- Building 6: 11 units

Buildings 1-5 are three-story apartment buildings, and Building 6 consists of two-story townhomes. The development also includes a clubhouse, community dog park, playground, a 7.8-acre natural preserve, and 6.5-acre natural preserve.

The site is located in the southwestern portion of the Town, within the corporate limits of Waynesville and near the edge of the Town's jurisdiction along Hyatt Creek Road. The project is located approximately a quarter of a mile east of the Walmart shopping area. The site is also approximately 0.1 mile from the Chevrolet dealership, roundabout and Great Smoky Mountain Expressway to the east and is located across from the future Hampton Inn hotel site.

The project proposes a sidewalk along the frontage of Hyatt Creek Road, as well as a system of internal sidewalks connecting the frontage sidewalk to the buildings, parking areas, and civic spaces within the development. Additionally, a hiking trail proposed that will connect the development to the preserve areas in the southern portion of the site.

The residential development and associated amenities are clustered in the central portion of the site, leaving the majority of both parcels as pervious area upon completion.

The subject parcels, PIN 8604-47-3885 and PIN 8604-37-8735, have a combined acreage of 33.6 acres. Upon completion, most of the project site- 28.1 acres (83.6%)- will remain pervious.

The property slopes from approximately 2,770 ft in elevation in the north to 3,020 ft in elevation in the south. The site gets steeper towards the rear, and that area is proposed to be placed under permanent conservation. The northern portion of the property is in the 100-year floodplain. With the exception of the main driveway to the development, the project remains outside the floodplain areas.

Review Framework:

The project is a multi-family development of 200 units. Per Land Development Standards (LDS) 15.8.2.A, a multi-family development with eight (8) or more units must be reviewed as a major site plan.

Major site plans are a procedure of administrative review– an objective evaluation. The Planning Board acts as the *Administrator* in accordance with LDS Section 15.8.2 Site Plan/Design Review (Major).

For the major site plan review, the Planning Board must find that each of the following facts to be true in order to approve, or approve with conditions, a major site plan (LDS 15.8.2.I):

1. The plan is consistent with the adopted plans and policies of the Town;
2. The plan complies with all applicable requirements of this ordinance; and
3. The plan has infrastructure as required by the ordinance to support the plan as proposed

Both parcels lie within the Hyatt Creek Regional Center (HC-RC) zoning district, where multi-family residential use is permitted by right. Section 17.3 of the Land Development Standards (LDS) defines the use as follows:

"**Dwelling—Multifamily.** A building or portion thereof containing three or more dwelling units on a single lot where each unit has a separate entrance from the outside or through a common vestibule. A multifamily structure where dwelling units are available for lease or rent for less than one month shall be considered lodging. (LBCS S1121 and S1140)."

Consistency with Adopted Plans & Purpose and Intent by Zoning (LDS Chapters 1-2):

The subject properties lie within Hyatt Creek Regional Center (HC-RC) district. The purpose and intent of the base HC-RC district is specified in the LDS 2.3.8.B:

"**The Hyatt Creek Regional Center District (HC-RC)** will develop as a mixed-use center containing retail, service and employment uses to serve Waynesville and the region. Although conveniently located off a major highway exit, development in this district, while accommodating uses to serve those in a wide area, must be developed with sensitivity to the surrounding rural setting. Standards for development include a dense tree canopy requirement, a high impervious surface ratio, and measures to protect creeks and drainage areas. Road improvements should be limited to projects that improve the road network and provide traffic calming measures while not destroying the narrow, rural nature of the road system. Largescale development can be accommodated here with such development encouraged to contain a mix of uses. Housing mixed in with other uses is strongly encouraged."

The proposed development reflects this purpose and intent statement:

- "Development … must be developed with sensitivity to the surrounding rural setting." - The site plans indicate that the total project area is 33.6 acres, of which only 5.5 acres will consist of

impervious areas upon completion. This leaves approximately 28.1 acres, or 83.6% of the site, as pervious area.

- "Standards for development include a dense tree canopy requirement..." - The project is consistent with this standard as it proposes to place 6.5 acres within a permanent conservation easement and designates this area as natural preserve. Within the preserve, existing tree canopies, vegetation, and natural slopes will be permanently protected, helping to maintain the rural character of the surrounding area and minimize the visual and environmental impacts of the development.

- "Standards for development include ... measures to protect creeks and drainage areas." - Except for the portion of the main access drive, the proposed development remains outside of the regulatory floodplain, reducing development impacts within creek drainage areas.

- "Road improvements should be limited to projects that improve the road network".- Per Fire Marshal's request, the project provides a 50-foot westbound left turn lane on Hyatt Creek Road, and the widening of the egress radius to 50 feet to accommodate for fire apparatus entering and leaving the site.

On the Future Land Use Map of the 2035 Comprehensive Land Use Plan, the subject property is designated as **Mixed Use – Regional**, which has the following meaning:

"Major nodes of activity located on major thoroughfares or adjacent to highways include commercial, lodging, entertainment, manufacturing, warehousing, tech-flex, research and development, health care facilities and light industrial uses. Uses draw visitors from the town and adjacent communities. They typically require high visibility, high traffic counts, connectivity to the region, and are sited on larger parcels. Being visible, new development should consider architectural style, building materials, and screen landscaping. Medium to high density multifamily residential may be appropriate. Connection to utilities and access management is a priority."

The project represents a multi-family development of approximately 6 units per acre (200 units / 33 acres). While this is on the lower density end of multi-family development, the Mixed Use – Regional designation specifically identifies medium- to high-density residential as an appropriate land use. The subject property lies within Hyatt Creek Regional Center (HC-RC), which does not prescribe a maximum residential density. Therefore, the proposed multi-family project is consistent with what is envisioned in the Mixed Use – Regional area of the Future Land Use Map.

Based on all the analysis above, staff also submits that the Board may find the proposed development as being consistent with the following goals of the 2035 Comprehensive Land Use Plan:

Goal 1: Continue to promote smart growth principles in land use planning and zoning.
- Encourage infill, mixed-use and context-sensitive development.
- Promote conservation design to preserve important natural resources.

Goal 2: Create a range of housing opportunities and choices.
- Encourage new housing inside Waynesville's city limits and Extraterritorial Jurisdiction (ETJ).
- Promote a diverse housing stock including market rate, workforce housing and affordable options that appeal to a variety of households.

Goal 3: Protect and enhance Waynesville's natural resources.
- Protect and enhance water quality and forests.

- Encourage park and greenway development to protect watersheds and improve access to open space.

Zoning Compliance

LDS 2.4.2- Dimensional Standards for HC-RC:

- Maximum density: none. The proposed 200 units on 33.6 acres equals the density of 6 units/acre.
- Minimum lot size: none. The combined acreage of both parcels is approximately 33.6 acres.
- Minimum lot width: none. The project has approximately 0.25 miles of road frontage along Hyatt Creek Road.
- Minimum pervious surface required: none. Upon completion, most of the project site- 28.1 acres (83.6%)- will remain pervious.
- Minimum setbacks required: front- 10 ft min. from fronting thoroughfare, side setback- 10 ft, rear- 6 ft, setback between buildings- 10 ft. The project is compliant and the proposed setbacks greatly exceed the standards.
- Maximum height permitted: 4-5 stories, measured from the highest adjacent grade to the top of the roof at the front Hyatt Creek Road's elevation. The five (5) proposed multifamily buildings are three (3) stories with height ranging between approximately 48-49.5 ft. The townhome building is two (2) stories of approximate height of 32 ft. The clubhouse is one story and about 25 ft tall. The maintenance building is almost 15 ft tall. The project is compliant (LDS 2.4.2. and 4.4).

LDS 2.5.3- Table of Permitted Uses:

- Dwelling-multifamily is a permitted use in HC-RC.

LDS 3 Supplemental Standards:

- There are no supplemental standards for this use.

LDS 4.3- Basic Lot and Use Standards:

- All lots shall front a public street right-of-way or a driveway. The project is compliant as the site fronts Hyatt Creek Road, and the proposed buildings will front the parking lot. (LDS 4.3.1).

- The project proposes a 26-ft wide driveway that will connect the parking lot area of the development to the Hyatt Creek Rd. The driveway has been reviewed and approved by the Fire and Building Inspections. The applicant will also obtain the permit from the NC DOT.

LDS 5.8- House/Townhouse/Apartment Residential Building Design Guidelines:

The project shows compliance with the design guidelines:

- Buildings shall have sloped roofs, although flat roofs are also permitted in RC districts (LDS 5.8.2). The project is compliant as all buildings have sloped roofs.
- The apartment buildings will be accessed through vestibules with stairs and corridor access. Individual townhome units will be accessed via front doors with stoops, and the garages will be accessed from the rear parking area (LDS 5.8.3-5.8.4).
- At least 15 percent of the area of each façade that faces a street lot line must be windows or main entrance doors (LDS 5.8.5.A). The project is compliant:

  - Front and rear elevations of the apartment buildings have approximately 20-25% of glass area.
  - Front and rear elevations of the townhome buildings have approximately 15% of glass area.
  - The right elevation of the clubhouse visible from Hyatt Creek Road has approximately 18% of glass area. All other elevations of the clubhouse exceed 15%.
- The design elevations show at least five (5) architectural features, as required per LDS 5.8.5.B:
  - Off-sets in building face/roof
  - Covered entries
  - Window trims
  - Gables
  - Eaves
  - Decorative patterns on exterior finish (different exterior colors and types of brick, alternating siding patterns, shingles)
- The proposed materials for the buildings include brick, brick veneer, board-and batten siding, and asphalt shingles. These materials are consistent with the requirements of LDS 5.8.6 for building walls and roof materials.
- Vinyl may only be used on buildings that are no closer than 20 feet from the next closest building and that do not contain mixed occupancy or multi-family dwelling units. Although buildings are 30.5 ft apart at the closest points, the project does not specify whether the siding is vinyl or not. Vinyl cannot be used.

LDS 6- Infrastructure Standards:

- The project will connect to Hyatt Creek Road via the 26-ft wide driveway (measured curb to curb).
- The project will not create new streets.
- The project had conducted a Traffic Impact Analysis (TIA) study that has been reviewed by the NC DOT and the Town. The TIA document is attached, and the key results are as follows:
  - The analysis focused on several surrounding intersections:
    1. South Main Street & Hyatt Creek Road,
    2. Hyatt Creek Road & Town Center Loop,
    3. Hyatt Creek Road & NB US 74 Ramp,
    4. Hyatt Creek Road & SB US 74 Ramp,
    5. Hyatt Creek Road & Shiloh Trail,
    6. Hyatt Creek Road & Kerouac Drive,
    7. Hyatt Creek Road & Access A (entrance to development).
  - The project generates an estimated 1,269 daily trips, with 84 trips during the morning peak hour and 101 during the evening peak hour.
  - The Town of Waynesville has requested a westbound left turn lane entering the development. A 50-foot long, full-width left turn lane is provided on Hyatt Creek Road.
  - The Town's Fire Marshal has requested the widening of the ingress lane to 15 feet wide at the intersection, tapering down to 12 feet, and the widening of the egress radius to 50 feet to ensure proper entry and exist of fire apparatus. The project is compliant.
  - The access point meets the required sight distance.
  - No additional mitigations were required.

- The project proposes a 5-foot-wide sidewalk along the Hyatt Creek Road frontage, extending along the western side of the main driveway entrance and connecting to the internal sidewalk network serving the parking areas and buildings. This complies with the sidewalk requirements for residential streets pursuant to LDS Section 6.6.2.D.

- The Public Works confirmed via the attached letter that the Town will be able to provide water and sewer to the project. Electric services will be provided by Duke Energy.

LDS 7- Civic Space:

The development proposes a clubhouse, community dog park, playground, a 6.5-acre natural preserve, and a 7.8-acre natural preserve.

- **Civic Space Dedication (LDS 7.3):** For a 200-unit site plan, 15% of the total acreage shall be dedicated to civic space. The property is 33.6 acres. Therefore, 5.04 acres are required as a civic space. The developer provides 14.5 acres of civic space (43%), which exceeds the requirement.
- **Civic Space Type (LDS 7.2):** The project proposes several centrally located civic spaces: dog park and playground. Additionally, there are two (2) natural preserve areas proposed on the northern and southern portions of the site, with the latter proposed to be placed in a permanent conservation area.
- **Accessibility and Location (LDS 7.2.2 and 7.2.3)** requires that all civic spaces shall be conveniently accessible to all residents of the development and shall have at least 60 ft of frontage on at least one public street within the development. The project is compliant. The northern natural preserve area stretches along the entire frontage of Hyatt Creek Road. All civic spaces are accessed via internal sidewalks or a hiking trail.
- As required, no residential unit is further than ¼ mile (1,320 ft) from a civic space area (LDS 7.2.2.B).
- **LDS 7.2.4- Usability** requires that at least one-quarter (¼) of the total land dedicated shall be located outside of floodplain. The project is compliant as about half of the civic space areas are located outside the floodplain, although nearly all of the northern natural preservation area is within the floodplain.
- **LDS 7.2.5- Minimum Amenities-** require that civic spaces include two (2) or more improvements or amenities, such as landscaping, pathways, ball fields, or similar features. The site plan shows a hiking trail and tree protection areas. Additional amenities need to be installed inside the dog park / playground area.

LDS 8- Landscaping:

- Major site plans are required to preserve at least 5% of the existing trees on site (LDS 8.3.1). The project shows a 6.5-acre natural preserve, and a 7.8-acre natural preserve, and it is compliant.
- A type A buffer is required along the southern portion of the site because as borders South Waynesville Medium Density district. The proposed preservation area in the southern portion of the site significantly exceeds the buffer thickness requirements (LDS 8.4.1).
- One canopy tree is required per every 50 ft of street frontage, with a maximum spacing of 50 ft on center and within a 5-ft planting strip (LDS 8.5.1.A). The site has approximately 1,400 ft of street frontage along Hyatt Creek Road, which requires 28 trees, and 35 trees are proposed. Compliant.
- The proposed parking lots include landscape screening along their eastern and western sides to provide screening from adjacent properties.
- LDS 8.6.2- Interior Parking Lot Plantings- requires one canopy tree per 12 parking spaces, with no tree further than 40 ft away from a parking space. The project offers 300 parking spaces, which requires 25 canopy tree plantings. The project exceeds the requirement by providing 32 canopy trees.
- The proposed dumpster area is a screened enclosure, which is compliant (LDS 8.7).

LDS 9.2- Required Parking Standards:

- LDS 9.2.1: required parking for multi-family projects is 1.5 per unit. The proposed 200-unit development requires 300 spaces, and 301 are provided.
- The proposed parking areas are located in the central portion of the site, which is a permitted location for parking areas serving multifamily developments in RC districts, pursuant to LDS 9.3.
- LDS 9.8: The driveway is 26-ft wide at its narrowest point (curb to curb), and it is compliant.

LDS 10- Lighting:

- The site plan shows proposed light poles. A detailed lighting plan will be required for any new on-site lighting.

LDS 11- Signage:

- A sign permit will be required for any new signage.

LDS 12: Environmental:

The project provided environmental survey:

- Northern portion of the site is in the floodplain. No structures are proposed within it. Most of the floodplain area will serve as a natural preserve.
- Land disturbance of an acre or more requires an Erosion and Sedimentation Permit from the State.
- The site plan is over an acre and will require a Stormwater Permit from the Town of Waynesville. The project proposes a detention pond in the eastern portion of the site.
- The southern portion of the site is >2,900 ft in elevation and is subject to hillside protection standards, but it will remain undisturbed and will be placed in a natural conservation easement.
- There are several wetland areas on site, but they will remain undisturbed.

Staff Comment and Recommendations:

Per LDS Section 15.8.2.I, in order to approve, deny, or approve with conditions a major site plan, the Planning Board must find each of the following facts to be true:

1. The plan is consistent with the adopted plans and policies of the Town;
2. The plan complies with all applicable requirements of this ordinance; and
3. The plan has infrastructure as required by the ordinance to support the plan as proposed.

Staff submits that:

1. The proposed Major Site Plan is consistent with the 2035 Comprehensive Land Use Plan, specifically Goal 1 to "promote conservation design to preserve important natural resources," Goal 2 to "create a range of housing opportunities and choices," and Goal 3 to "protect and enhance Waynesville's natural resources." The site plan is also consistent with the Mixed Use – Regional Designation on the Future Land Use Map.

2. The plan shows general compliance with the ordinance. The site plan has been reviewed by the Town's technical review committee, and the applicant made requested adjustments for this application.

The project will need to comply with all Building and Fire Code requirements and obtain a letter of approval from the NC DOT demonstrating compliance prior to issuance of the final Certificate of Occupancy (CO) for a building permit. Additionally, prior to the final CO, the proposed 6.5-acre natural preserve must be placed in permanent conservation, with documentation provided for verification.

3. The plan has infrastructure as required by the ordinance to support the plan as proposed.

Public Notices:

Staff provided notices of today's public hearing in the *Mountaineer* newspaper (9/30/26 and 10/7/26), by posting the property (10/6/26), and via first-class mail to adjacent property owners within 100 ft (10/6/26). The notice was also emailed to local media contacts, posted on the Town's website, and posted on the Town's bulletin board.

Attachments:

- Application materials: application form, payment, site plans, building elevations, environmental survey
- Property maps
- Site images
- Utilities availability letter
- Traffic Impact Assessment (TIA)
- Fire and Building Inspections site review comments
- Public notices

TOWN OF WAYNESVILLE
Development Services Department
9 South Main Street, Suite 110
Waynesville, NC 28786
Phone (828) 456-8647 • Fax (828) 452-1492
www.waynesvillenc.gov

17

APPLICATION FOR MAJOR SUBDIVISION OR SITE PLAN

DESCRIPTION OF PROPERTY

PROPERTY OWNER(S) OF RECORD: Kaye Armstrong Swift / Lane Prevost Swift

PARENT PARCEL IDENTIFICATION NUMBER(S): 8604-37-8735 / 8604-47-3885

PROPERTY LOCATION: Hyatt Creek Rd

ZONING: HC-RC (Hyatt Creek - Regional Center)

LAND USE AT TIME OF APPLICATION: Vacant Agriculture

APPLICANT (IF DIFFERENT FROM OWNER): Ceruleum Capital Partners / Bob Barton
Note: Authorization to apply form must be submitted with the application if applicant is different from owner.

MAILING ADDRESS: 717 Green Valley Road, Suite 200, Greensboro, NC 27408

PHONE NUMBER: (309) 264-8388

RELATIONSHIP TO PROPERTY OWNER: Purchaser

DESCRIPTION OF PROJECT

NUMBER OF ORIGINAL LOTS: 2 NUMBER OF PROPOSED LOTS: 1

NUMBER OF UNITS/DENSITY: 200 multi-family units (6.0 units / acre)

REGISTERED LAND SURVEYOR/DRAWING NUMBER: A. Clay Jones / Site Design, Inc.

APPLICATION COMPLETENESS *(See LDS Section 15.9)*:

X ENVIRONMENTAL SURVEY

X MASTER PLAN OR PRELIMINARY PLAT

X OTHER INFORMATION / PROJECT DESCRIPTION (attach sheets as necessary):

SIGNATURE OF APPLICANT:

DATE: 7/1/26

This institution is an equal opportunity provider

PAYMENT SUMMARY RECEIPT

TOWN OF WAYNESVILLE
16 S MAIN ST

DATE: 08/25/26 CUSTOMER#:
TIME: 11:44:33
CLERK: 2044ecou

RECPT#:	3368439	PREV BAL:	4000.00
TP/YR:	P/2027	AMT PAID:	4000.00
BILL:	3368439	ADJSTMNT:	.00
EFF DT:	08/25/26	BAL DUE:	.00

Misc Cash Receipts

----------TOTALS----------

PRINCIPAL PAID:	4000.00
INTEREST PAID:	.00
ADJUSTMENTS:	.00
DISC TAKEN:	.00
AMT TENDERED:	4000.00
AMT APPLIED:	4000.00
CHANGE:	.00

PAID BY: Mavco Build m-site review
PAYMENT METH: CHECK
PAYMENT REF: 1031

TOT PREV BAL DUE:	4000.00
TOT BAL DUE NOW :	.00

AUTHORIZATION FOR AGENT TO APPEAR BEFORE WAYNESVILLE PLANNING BOARD, ZONING BOARD OF ADJUSTMENT, OR TOWN COUNCIL

The undersigned Owner or Party with a contract or option to purchase that real property located at Hyatt Creek Rd (Parcel 8604-47-3885) in Waynesville or the ETJ area of Waynesville, North Carolina, has submitted an application which is to be heard in a proceeding by Board(s) of the Town of Waynesville, North Carolina. I hereby authorize the following named individual to present my application and case, as my agent at such hearings.

Name of Authorized Agent: Bob Barton

Title and Company: Ceruleum Capital Partners

Address: 717 Green Valley Road, Suite 200, Greensboro, NC 27408

Phone and email: (309) 264-8388 / bob@ceruleumcp.com

This authorization shall be good through the completion of the project for which the zoning text or map amendment, special use permit, subdivision, variance or appeal, or other Town approval is requested, or until revoked in writing. The Town of Waynesville may rely on this authorization until it is given notice of the revocation of this authorization or of a change of property ownership takes place.

This the 2nd day of July, 2026.

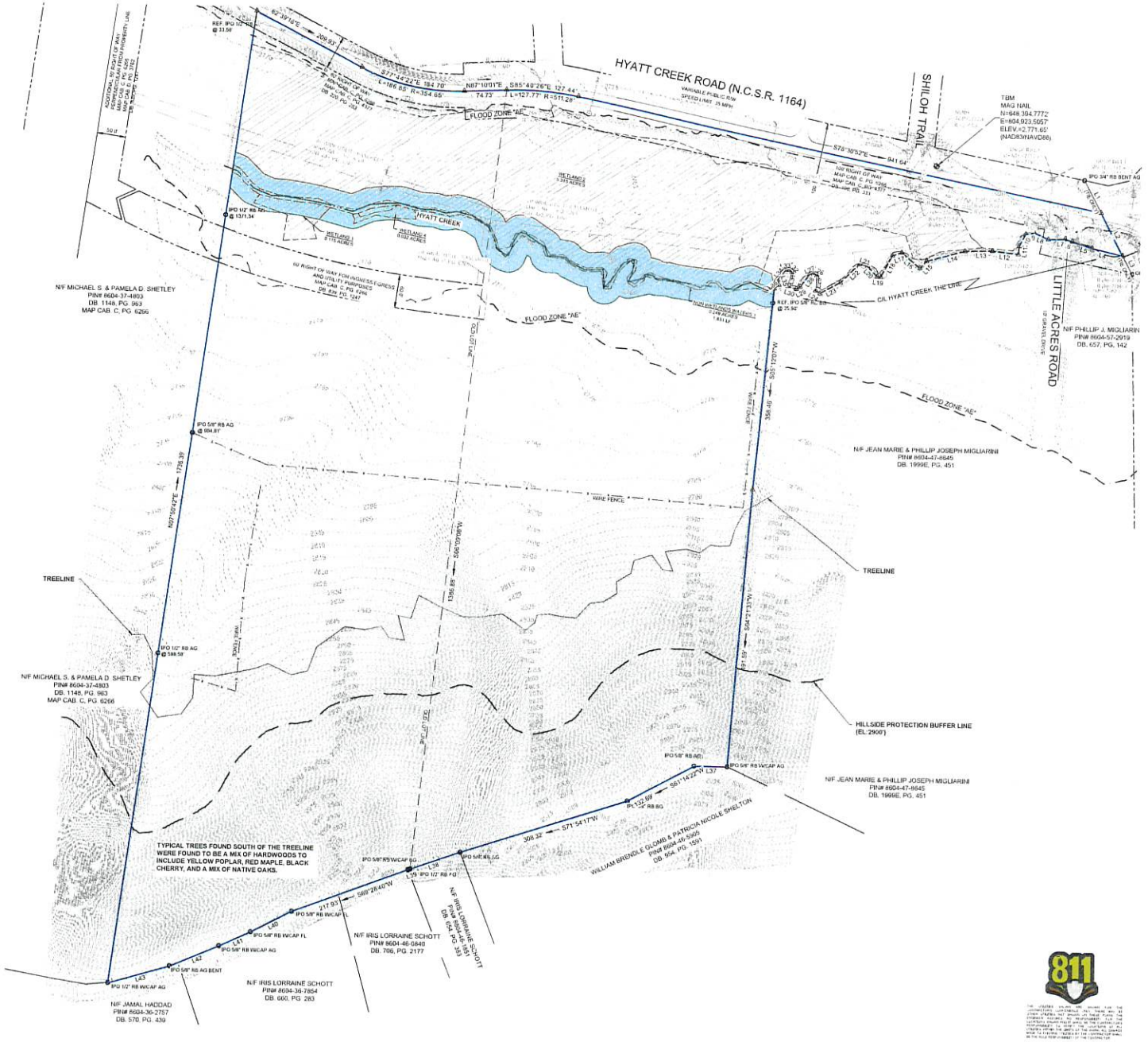
Owner or Party with Contractual Interest in Property:

Daniel Killian Swift Daniel Killian Swift

Address and phone number:

~~1302 Francis Farm Rd~~
Waynesville, NC 28786

828-506-8601





BUFFER LEGEND

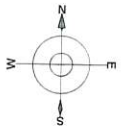
- WETLANDS
- 100-YR FLOODPLAIN
- HILLSIDE PROTECTION BUFFER & CIVIC SPACE
- 30-FT STREAM BUFFER

SURVEY LEGEND



(IN FEET)
1 INCH = 80 FT

811





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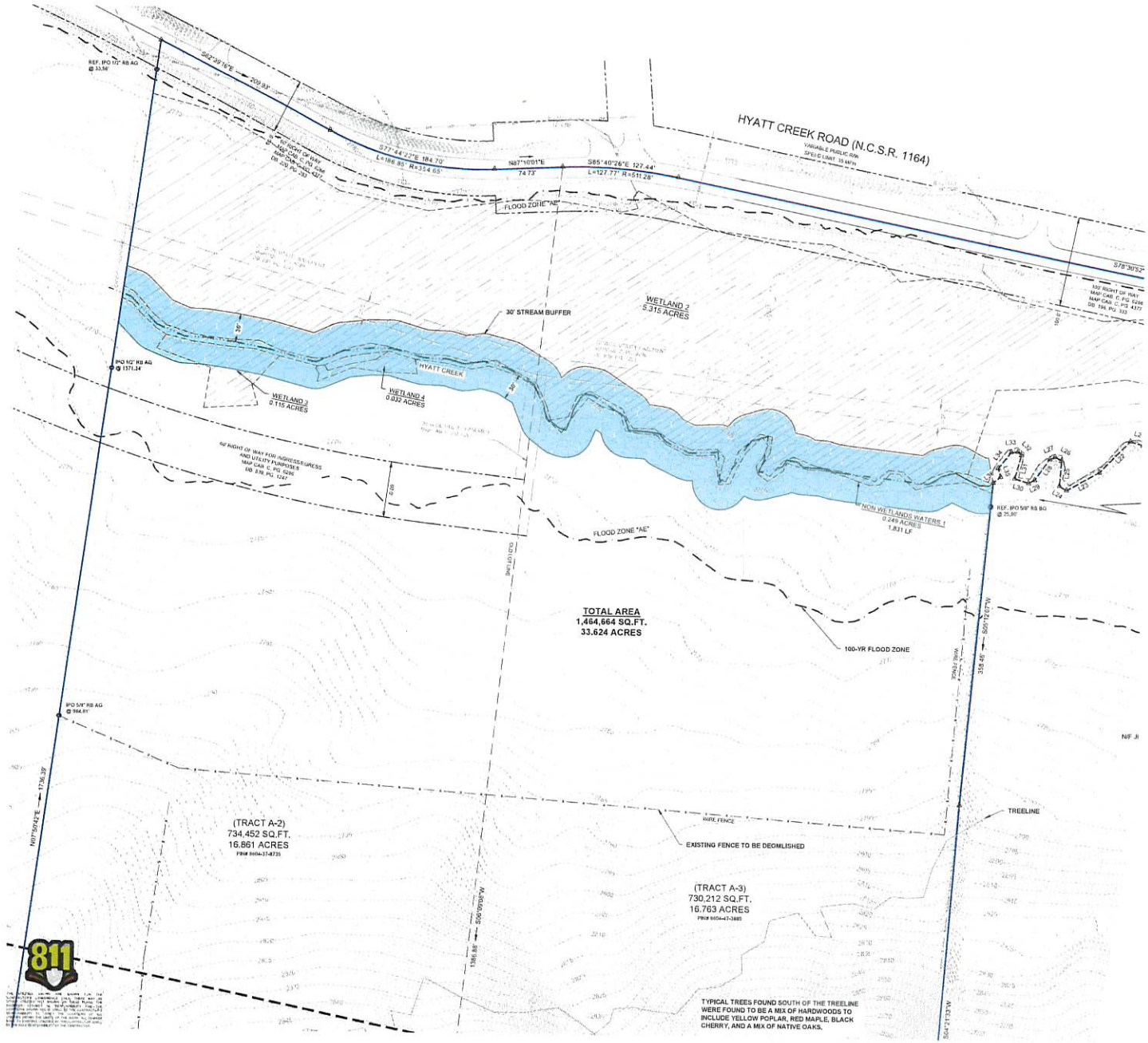
CERULEUM CAPITAL PARTNERS

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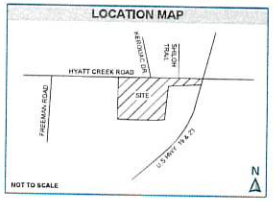
ENVIRONMENTAL SURVEY

SHEET 1 OF 7

C100



LOCATION MAP



BUFFER LEGEND

- WETLANDS
- 100-YR FLOODPLAIN
- HILLSIDE PROTECTION BUFFER & CIVIC SPACE
- 30-FT STREAM BUFFER

SURVEY LEGEND

SEE C001 FOR GENERAL DEMOLITION NOTES.

(IN FEET)
1 INCH = 50 FT

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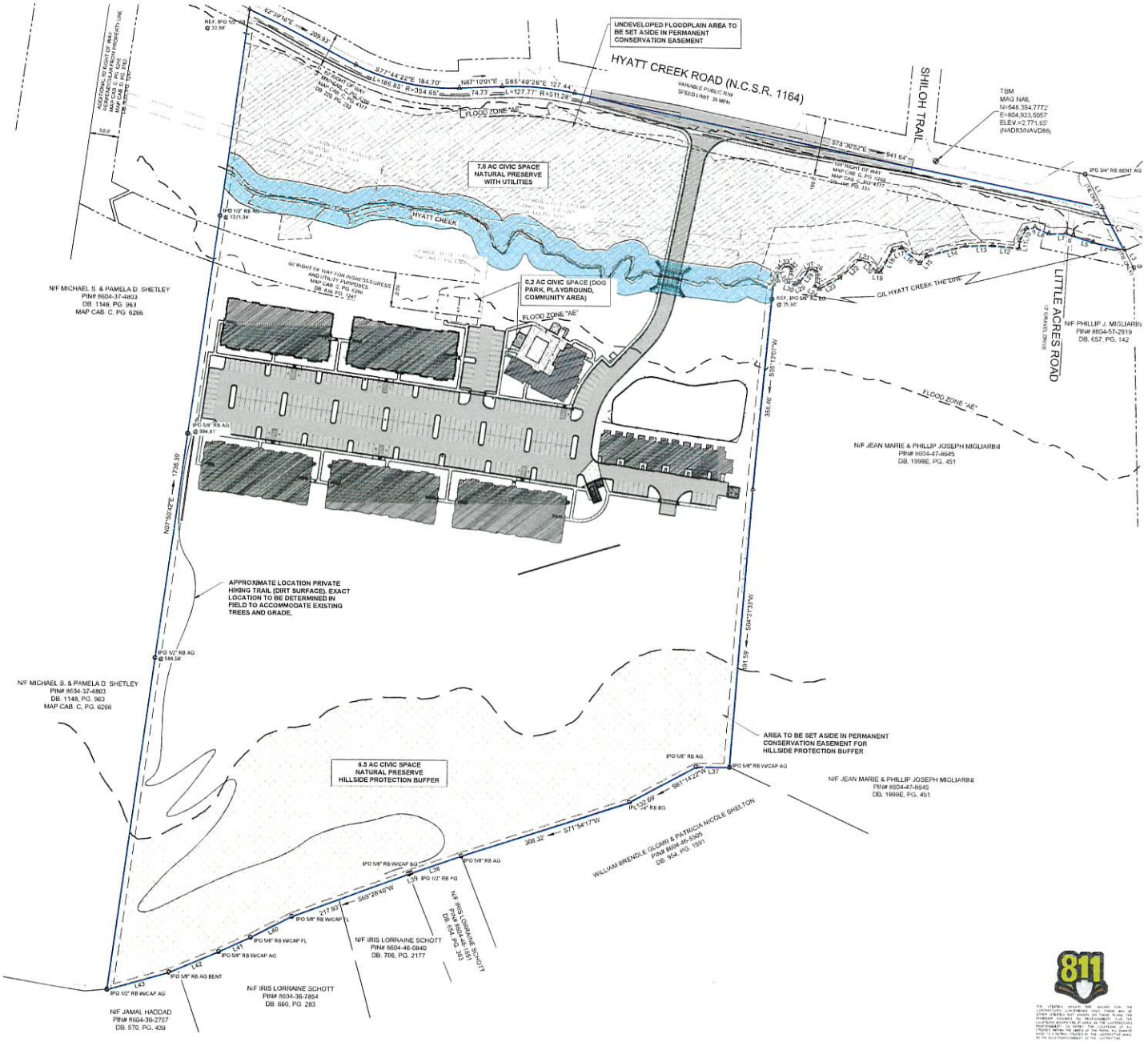
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ENVIRONMENTAL SURVEY ENLARGED

SHEET 2 OF 7

C101



SITE DATA

BUILDING SETBACKS	
FRONT	10 FT
SIDES	10 FT
REAR	6 FT
PARKING	
MINIMUM PARKING REQUIRED	300 SPACES
1.5 SPACE PER UNIT	
200 UNITS X 1.5 SPACE/UNIT = 300 SPACES	
TOTAL PARKING PROVIDED	301 SPACES
MINIMUM ADA REQUIRED	7 SPACES
TOTAL ADA PROVIDED	11 SPACES
MIN. STALL DIMENSIONS	9 FT x 20 FT
MIN. AISLE WIDTH	26 FT
ZONING	
JURISDICTION	WAYNESVILLE
ZONING DISTRICT	HC-RC
PROPOSED USE	MULTI-FAMILY
SITE AREA	
PARCEL AREA	33.6 ACRES
IMPERVIOUS AREA	5.5 ACRES
PERVIOUS AREA	28.1 ACRES
CIVIC SPACE	
REQUIRED (15% PER SEC 7.3)	5.04 ACRES
PROVIDED (43%)	14.5 ACRES

SITE PLAN LEGEND

- PROPERTY LINE
- RIGHT OF WAY
- PROPOSED EASEMENT
- SETBACK
- ROAD CENTERLINE
- PROPOSED FENCE
- CONCRETE
- LIGHT DUTY ASPHALT
- HEAVY DUTY ASPHALT
- (X) PARKING SPACE COUNT

BUFFER LEGEND

- WETLANDS
- 100-YR FLOODPLAIN
- HILLSIDE PROTECTION BUFFER & CIVIC SPACE
- 30-FT STREAM BUFFER

SEE C101 FOR GENERAL SITE PLAN NOTES.
SEE C100 FOR SURVEY LEGEND.

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(IN FEET)
1 INCH = 80 FT

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THE GATEWAY

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TOWN OF WAYNESVILLE
HAYWOOD COUNTY
NC

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SITE PLAN

SHEET 3 OF 7

C200



SITE DATA

BUILDING SETBACKS

FRONT	10 FT
SIDES	10 FT
REAR	6 FT

PARKING

MINIMUM PARKING REQUIRED	300 SPACES
1.5 SPACE PER UNIT	
200 UNITS X 1.5 SPACE/UNIT = 300 SPACES	
TOTAL PARKING PROVIDED	301 SPACES
MINIMUM ADA REQUIRED	7 SPACES
TOTAL ADA PROVIDED	12 SPACES
MIN. STALL DIMENSIONS	9 FT x 20 FT
MIN. AISLE WIDTH	26 FT

ZONING

JURISDICTION	WAYNESVILLE
ZONING DISTRICT	HC-RC
PROPOSED USE	MULTI-FAMILY

SITE AREA

PARCEL AREA	33.6 ACRES
IMPERVIOUS AREA	5.5 ACRES
PERVIOUS AREA	28.1 ACRES
DENSITY	6 UNITS/ACRE

SITE KEYED NOTES

1. ASPHALT PAVING (SEE LEGEND FOR TYPE)
2. CONCRETE PAVING
3. CONCRETE SIDEWALK
4. 18" CONCRETE CURB AND GUTTER
5. CURB TRANSITION
6. BOTTOMLESS ARCH CULVERT TO SPAN CREEK (TO BE DESIGNED BY OTHERS)
7. RETAINING WALL (TO BE DESIGNED BY OTHERS)
8. PAVEMENT FLUSH WITH SIDEWALK
9. ADA PARKING SPACE & ACCESS AISLE 1-1/2% (2% MAX) SLOPE IN ALL DIRECTIONS WITH WHEEL STOP & HANDICAP SIGN
10. ADA RAMP
11. DETECTABLE WARNING SURFACE
12. 4" PAINTED STRIPE
13. STRIPED PATH (4" PAINTED STRIPE)
14. TRAFFIC DIRECTIONAL ARROWS
15. STOP SIGN & 24" STOP BAR
16. STRIPED PATH (4" PAINTED STRIPE)
17. 4' HIGH BLACK VINYL COATED CHAIN LINK FENCE WITH 4' WIDE DOUBLE SWING GATE
18. TRASH COMPACTOR ENCLOSURE
19. LIGHT POLE (RE: FINAL PLAN BY OTHERS)

SITE PLAN LEGEND

- PROPERTY LINE
- RIGHT OF WAY
- PROPOSED EASEMENT
- SETBACK
- ROAD CENTERLINE
- PROPOSED FENCE
- CONCRETE
- LIGHT DUTY ASPHALT
- HEAVY DUTY ASPHALT
- (X) PARKING SPACE COUNT

BUFFER LEGEND

- WETLANDS
- 100-YR FLOODPLAIN
- HILLSIDE PROTECTION BUFFER & CIVIC SPACE
- 30-FT STREAM BUFFER

SEE C001 FOR GENERAL SITE PLAN NOTES.
SEE C100 FOR SURVEY LEGEND.

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(IN FEET)
1 INCH = 50 FT

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SITE PLAN ENLARGED

SHEET 4 OF 7

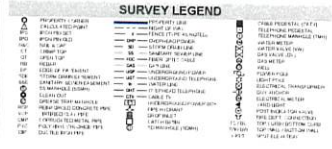
C201



WAYNESVILLE, NC CODE OF ORDINANCES:
- THE USE OF EXISTING TREES OR SHRUBS TO SATISFY THE LANDSCAPING REQUIREMENTS IS EXPECTED. SIGNIFICANT EXISTING VEGETATION WITHIN LANDSCAPED AREAS SHALL BE PRESERVED AND CREDITED TOWARD REQUIRED LANDSCAPING. EXISTING BERMS, WALLS, OR FENCES WITHIN THE LANDSCAPED AREA, BUT NOT INCLUDING CHAIN LINK FENCING, MAY BE USED TO FULFILL THE STANDARDS FOR THE TYPE OF LANDSCAPING REQUIRED, PROVIDED THAT THESE ELEMENTS ARE IN GOOD CONDITION.

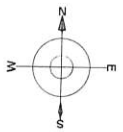
THE EXISTING ON SITE TREES ARE USED TO SATISFY THE BUFFER REQUIREMENTS.

SURVEY LEGEND



SEE L200 FOR GENERAL LANDSCAPE NOTES AND DETAILS.

(IN FEET)
1 INCH = 80 FT



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NC

CERULEUM CAPITAL PARTNERS

DESIGNED BY:	TMM
DRAWN BY:	TMM
CHECKED BY:	AGB
DATE:	07/06/2026
S260335_LANDSCAPE	

TREE PROTECTION PLAN

SHEET 5 OF 7

L000



WAYNESVILLE, NC CODE OF ORDINANCES:

- BUFFER YARDS
  - TYPE A BUFFER IS REQUIRED WHERE ADJACENT DISTRICT IS RM
  - PROPERTY ADJACENT TO SOUTHERN PROPERTY LINE IS RM DISTRICT
  - PROPERTIES ADJACENT TO EAST AND WEST PROPERTY LINES ARE RC DISTRICT
  - TYPE A BUFFER:
    - OPTION A: 40FT WIDTH WITH 4 EVERGREEN TREES, 4 CANOPY TREES, 4 UNDER STORY TREES, AND 48 SHRUBS PER 100 LV WITH NO FENCE/WALL/BERM REQUIRED
    - OPTION B: 25 FT WIDTH WITH 2 EVERGREEN TREES, 1 CANOPY TREE, 1 UNDER STORY TREE, AND 12 SHRUBS PER 100 LF WITH A WALL OR BERM
    - OPTION C: 10 FT WIDE WITH 1 EVERGREEN TREE, 1 CANOPY TREE, 3 UNDER STORY TREES, AND 12 SHRUBS PER 100LF WITH A WALL
    - *EXISTING TREES MEETS BUFFER REQUIREMENTS

- STREET TREE PLANTINGS
  - RC DISTRICT STREET TREE REQUIREMENT IS 1 CANOPY TREE FOR EVERY 50 FT OF STREET FRONTAGE
  - 5 FT MINIMUM PLANTING STRIP WIDTH
  - WHERE OVERHEAD POWER LINES ARE PRESENT, SMALL MATURING TREES (30 TO 40 FT IN HEIGHT AT MATURITY) MUST BE UTILIZED. ONE SMALL MATURING TREE IS REQUIRED FOR EVERY 35 FT OF PROPERTY ABUTTING A STREET (UTILITY LINES SUCH AS CABLE AND PHONE DO NOT CONSTITUTE A HAZARD AND LARGE MATURING TREES SHOULD BE USED IF ONLY THESE ARE PRESENT).
  - NO STREET TREE CAN BE PLANTED FARTHER THAN 8 FT FROM THE EDGE OF THE TRAVELED WAY TO COUNT AS A STREET TREE
  - ALL PLANTER STRIPS MUST BE COVERED WITH LIVING MATERIAL, INCLUDING GROUND COVER AND/OR SHRUBS SO THAT NO SOIL IS EXPOSED

- PARKING LOT LANDSCAPING
  - PARKING LOTS SHALL BE SCREENED FROM SIDEWALKS, STREETS, AND ADJACENT PROPERTIES BY A SEMI-OPAQUE SCREEN THAT INCORPORATE A LOW SCREEN FROM THE GROUND TO AT LEAST A HEIGHT OF 3.5 FEET ALONG WITH CANOPY TREES PLANTED WITH A MAXIMUM SPACING OF 30 FT ON-CENTER. EFFECTIVE SCREENING DEVICES MAY INCLUDE SOLID DECORATIVE BRICK WALLS, WOOD FENCES, EARTH BERMS, ARCHITECTURAL FEATURES AND TIGHT EVERGREEN HEDGES
  - MINIMUM WIDTH OF REQUIRED SCREEN IS 7 FT

- INTERIOR PARKING LOT PLANTINGS
  - NO PARKING SPACE SHALL BE MORE THAN 40 FEET FROM THE BASE OF A CANOPY TREE
  - ONE CANOPY TREE PER 12 PARKING SPACES
    - 300 PARKING SPACES DIVIDED BY 12 SPACES= 25 TREES
  - ALL PARKING AREAS AND LANDSCAPED ISLANDS SHALL EITHER BE CURBED USING A VERTICAL CURB OR WHEEL STOPS

- SCREENING OF DUMPSTERS, LOADING DOCKS, OUTDOOR STORAGE AREAS, AND UTILITY STRUCTURES
  - ALL DUMPSTERS, LOADING DOCKS, OR UTILITY STRUCTURES VISIBLE FROM A PUBLIC STREET OR ADJACENT PROPERTY LINE SHALL BE SCREENED UNLESS ALREADY SCREENED BY AN INTERVENING BUFFER YARD.
  - ALL UNENCLOSED OUTDOOR STORAGE AREAS GREATER THAN 100 SQ FT SHALL ALSO BE SCREENED FROM ADJACENT PROPERTIES AND STREETS.
  - SCREENING MAY BE CREATED THROUGH THE USE OF: A CONTINUOUS HEDGE OF EVERGREEN AND/OR DENSELY TWIGGED DECIDUOUS SHRUBS OR BY A FENCE OR WALL.

PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE
CANOPY TREE					
	ACRU	4	ACER RUBRUM	RED MAPLE	2" CAL. x 10' HT
	LIDE	15	LIRIODENDRON TULIPIFERA	TULIPTREE	2" CAL. x 10' HT
	NYSY	4	NYSSA SYLVATICA	BLACKGUM	2" CAL. x 10' HT
	QUAL	9	QUERCUS ALBA	WHITE OAK	2" CAL. x 10' HT
	TIAM	9	TILIA AMERICANA	AMERICAN LINDEN	2" CAL. x 10' HT
	ZESI	4	ZELKOVA SERRATA 'GREEN VASE'	GREEN VASE ZELKOVA	2" CAL. x 10' HT
UNDERSTORY TREE					
	CEMO	12	CERCIS CANADENSIS	EASTERN REDBUD	1" CAL. x 10' HT MIN.
LARGE EVERGREEN TREE					
	ILAG	9	ILEX X ATTENUATA 'AGARIFOLIA'	EAST PALATKA HOLLY	2" CAL. x 10' HT
LARGE EVERGREEN SHRUB					
	VITI	4	VIBURNUM TINUS 'SPRING BOUQUET'	SPRING BOUQUET LAURUSTINUS	15" HT
SMALL EVERGREEN SHRUB					
	ILGL	14	ILEX X 'SARGENTIA'	MISS LEMON™ GLOSSY HOLLY	15" HT
	LIMO	124	LIRIOPE MUSCARI 'PEEDEE'	BIG BLUE LILYTURF	15" HT
	PIPA	12	PIERIS JAPONICA 'MARIA'	DWARF FETTERBUSH	15" HT
	VIDE	11	VIBURNUM DENTATUM 'GRAY GNOME'	GRAY GNOME ARROWWOOD	15" HT
GROUND COVERS					
	CYDA	61,251 SF	CYNODON DACTYLON	BERM GRASS SOD	-

DISTURBED AREAS NOT SHOWN AS BED OR SOD SHALL BE PERMANENTLY SEEDED. REFERENCE CIVIL SET FOR SEEDING SPECIFICATIONS.

AREAS SODDED OR PLANTED SHALL BE AUTOMATICALLY IRRIGATED WITH WEATHER STATION OR SOIL MOISTURE SENSOR PROVIDED.
SHRUB BEDS - DRIP IRRIGATION
SOD AREAS - SPRAY IRRIGATION

IRRIGATION SHALL BE ZONED SO THAT PLANTING BEDS AND SOD AREAS ARE ON SEPARATE ZONES.

NO IRRIGATION TO BE PLACED IN NCDOT ROW.

ALL PROPOSED PLANT MATERIAL ARE NON INVASIVE VEGETATION THAT IS NATIVE OR REGIONALLY APPROPRIATE FOR LOCAL GROWING CONDITIONS.

811

THE UTILITIES SHOWN ARE SHOWN FOR THE CONTRACTOR'S CONVENIENCE ONLY. THE OTHER UTILITIES NOT SHOWN OR THOSE SHOWN INCORRECTLY ARE NOT THE RESPONSIBILITY OF THE ENGINEER. THE ENGINEER DOES NOT REPRESENT THAT THE UTILITIES SHOWN WILL BE FOUND AT THE LOCATIONS INDICATED OR THAT THEY ARE THE ONLY UTILITIES IN THE AREA. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THE EXACT LOCATION OF ALL UTILITIES WITHIN THE LIMITS OF THE WORK AND TO AVOID ANY DAMAGE THERETO. THE LOCATING OF THE UTILITIES AS WELL AS THE SAFE PERFORMANCE OF THE CONTRACTOR SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

SEE L200 FOR GENERAL LANDSCAPE NOTES AND DETAILS.
SEE L000 FOR SURVEY LEGEND.

80 0 40 80 160
(IN FEET)
1 INCH = 80 FT

N W E S

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LAND PLANNING | LANDSCAPE | HARDSCAPE ARCHITECTS
225 Rocky Creek Road
Greenville, SC 29615
(864) 271-0406
www.SiteDesign-Inc.com
NC LICENSE # C-1317

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THE GATEWAY

HYATT CREEK ROAD
WAYNESVILLE, NC 28786

TOWN OF WAYNESVILLE
HAYWOOD COUNTY
NC

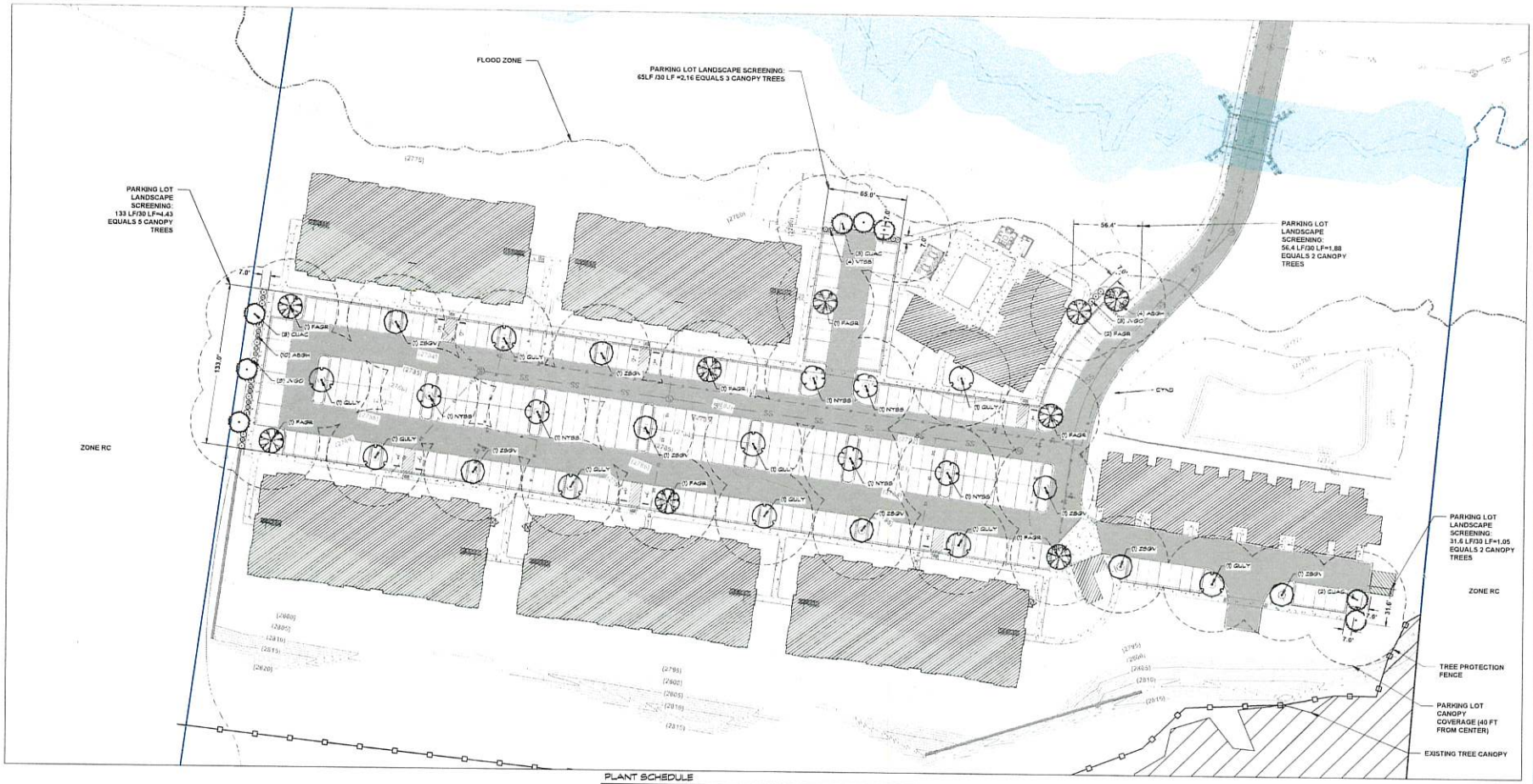
CERULEUM CAPITAL PARTNERS

DESIGNED BY:	TMM
DRAWN BY:	TMM
CHECKED BY:	AGB
DATE:	07/06/2026
S260335_LANDSCAPE	

LANDSCAPE PLAN

SHEET 6 OF 7

L100



PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE
CANOPY TREE					
	ACRU	4	ACER RUBRUM	RED MAPLE	2" CAL, 8' HT
	FAGR	13	FAGUS GRANDIFOLIA	AMERICAN BEECH	2" CAL, 8' HT
	NYSS	8	NYSSA SYLVATICA	TUPELO	2" CAL, 8' HT
	QUAL	4	QUERCUS ALBA	WHITE OAK	2" CAL, 8' HT
	TAAS	4	TAXODIUM ASCENDENS	PONDCYPRESS	2" CAL, 8' HT
	ZESV	8	ZELKOVA SERRATA 'GREEN VASE'	GREEN VASE SAWLEAF ZELKOVA	2" CAL, 8' HT
UNDERSTORY TREE					
	CORA	12	CORNUS KOUSA	KOUSA DOGWOOD	2" CAL, 6' HT MIN
LARGE EVERGREEN TREE					
	CUAT	9	CUPRESSOCYPARIS LEYLANDII 'LANGLEY SAPPHIRE'	LANGLEY SAPPHIRE CYPRESS	2" CAL, 8' HT
LARGE EVERGREEN SHRUB					
	VITW	4	VIBURNUM TINUS 'SPRING BOUQUET'	SPRING BOUQUET LAURUSTINUS	15" HT
SMALL EVERGREEN SHRUB					
	ABGR	74	ABELIA X GRANDIFLORA 'KALEIDOSCOPE'	KALEIDOSCOPE GLOSSY ABELIA	15" HT
	DISC	124	DISTYLIUM X 'BIDISTI'	BLOOM CASCADE DISTYLIUM	15" HT
	ILNA	12	ILEX X 'SHAMROCK'	SHAMROCK HOLLY	15" HT
	JUSC	12	JUNIPERUS VIRGINIANA 'SPEETAN'	SPEETAN EASTERN RED CEDAR	15" HT
GROUND COVERS					
	CYDA	41,013 SF	CYNODON DACTYLON	BERMUDA GRASS SOD	—

WAYNESVILLE, NC CODE OF ORDINANCES:

-PARKING LOT LANDSCAPE SCREENING
- PARKING LOTS SHALL BE SCREENED FROM SIDEWALKS, STREETS, AND ADJACENT PROPERTIES BY A SEMI-OPAQUE SCREEN THAT INCORPORATE A LOW SCREEN FROM THE GROUND TO AT LEAST A HEIGHT OF 3.5 FEET ALONG WITH CANOPY TREES PLANTED WITH A MAXIMUM SPACING OF 30 FT ON-CENTER. EFFECTIVE SCREENING DEVICES MAY INCLUDE SOLID DECORATIVE BRICK WALLS, WOOD FENCES, EARTH BERMS, ARCHITECTURAL FEATURES AND TIGHT EVERGREEN HEDGES
- MINIMUM WIDTH OF REQUIRED SCREEN IS 7 FT

-INTERIOR PARKING LOT PLANTINGS
- NO PARKING SPACE SHALL BE MORE THAN 40 FEET FROM THE BASE OF A CANOPY TREE
- ONE CANOPY TREE PER 12 PARKING SPACES
  -300 PARKING SPACES DIVIDED BY 12 SPACES= 25 TREES
- ALL PARKING AREAS AND LANDSCAPED ISLANDS SHALL EITHER BE CURBED USING A VERTICAL CURB OR WHEEL STOPS

-SCREENING OF DUMPSTERS, LOADING DOCKS, OUTDOOR STORAGE AREAS, AND UTILITY STRUCTURES
- ALL DUMPSTERS, LOADING DOCKS, OR UTILITY STRUCTURES VISIBLE FROM A PUBLIC STREET OR ADJACENT PROPERTY LINE SHALL BE SCREENED UNLESS ALREADY SCREENED BY AN INTERVENING BUFFER YARD.
- ALL UNENCLOSED OUTDOOR STORAGE AREAS GREATER THAN 100 SQ FT SHALL ALSO BE SCREENED FROM ADJACENT PROPERTIES AND STREETS.
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ALL PROPOSED PLANT MATERIAL ARE NON INVASIVE VEGETATION THAT IS NATIVE OR REGIONALLY APPROPRIATE FOR LOCAL GROWING CONDITIONS.

811

THE LOCATION SHOWN AND ONUS FOR THE CONTRACTOR'S COMPLIANCE WITH THESE MAY BE OTHER UTILITIES NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL CONTACT ALL UTILITIES PRIOR TO EXCAVATION. UTILITIES SHOWN HOLD HARMLESS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION. ANY DAMAGES CAUSED TO EXISTING UTILITIES BY THE CONTRACTOR SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR

SEE L200 FOR GENERAL LANDSCAPE NOTES AND DETAILS.
SEE L000 FOR SURVEY LEGEND.

40 0 20 40 80
(IN FEET)
1 INCH = 40 FT

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Greenville, SC 29615
(864) 271-5838
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THE GATEWAY

HYATT CREEK ROAD
WAYNESVILLE, NC 28786

TOWN OF WAYNESVILLE
HAYWOOD COUNTY
NC

CERULEUM CAPITAL PARTNERS

DESIGNED BY:	TMM
DRAWN BY:	TMM
CHECKED BY:	AGB
DATE:	07/06/2026
	S260335_LANDSCAPE

ENLARGED LANDSCAPE PLAN

SHEET 7 OF 7

L101



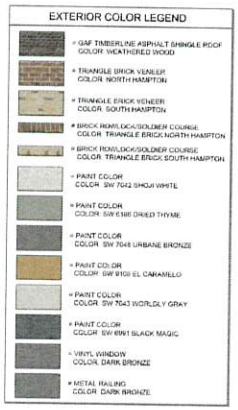
BUILDING TYPE 1 - FRONT ELEVATION

SCALE: $\frac{1}{8}$"=1'-0"



BUILDING TYPE 1 - LEFT ELEVATION

SCALE: $\frac{1}{8}$"=1'-0"



Concept Design Submission Set
06-24-2026
002426

Waynesville Apartments
Ceruleum Capital Partners
Waynesville, North Carolina

PLANWORX
ARCHITECTURE



BUILDING TYPE 1 - REAR ELEVATION
SCALE: $\frac{1}{8}$"=1'-0"



BUILDING TYPE 1 - RIGHT ELEVATION
SCALE: $\frac{1}{8}$"=1'-0"



Concept Design Submission Set
06-24-2026
002426

Waynesville Apartments
Ceruleum Capital Partners
Waynesville, North Carolina

PLANWORX
ARCHITECTURE



BUILDING TYPE 2 - REAR ELEVATION

SCALE: $\frac{1}{8}$"=1'-0"



BUILDING TYPE 2 - RIGHT ELEVATION

SCALE: $\frac{1}{8}$"=1'-0"



Concept Design Submission Set
06-24-2026
002426

Waynesville Apartments
Ceruleum Capital Partners
Waynesville, North Carolina

PLANWORX ARCHITECTURE



BUILDING TYPE 2 - FRONT ELEVATION

SCALE: $\frac{1}{8}$"=1'-0"



BUILDING TYPE 2 - LEFT ELEVATION

SCALE: $\frac{1}{8}$"=1'-0"



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06-24-2026
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Waynesville Apartments
Ceruleum Capital Partners
Waynesville, North Carolina

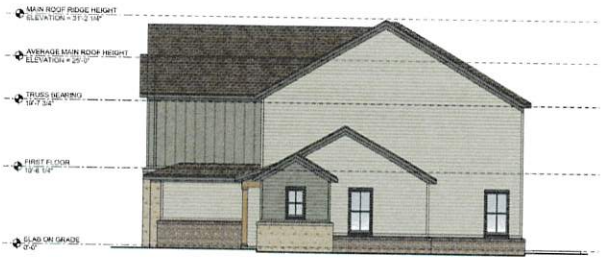
PLANWORX ARCHITECTURE



BUILDING TYPE 3 - FRONT ELEVATION
SCALE: $\frac{1}{8}$"=1'-0"



BUILDING TYPE 3 - LEFT ELEVATION
SCALE: $\frac{1}{8}$"=1'-0"



BUILDING TYPE 3 - RIGHT ELEVATION
SCALE: $\frac{1}{8}$"=1'-0"





BUILDING TYPE 3 - REAR ELEVATION
SCALE: $\frac{1}{8}$"=1'-0"

Concept Design Submission Set
06-24-2026
002426

Waynesville Apartments
Ceruleum Capital Partners
Waynesville, North Carolina

PLANWORX ARCHITECTURE





CLUBHOUSE FRONT ELEVATION

SCALE: $\frac{1}{4}$"=1'-0"



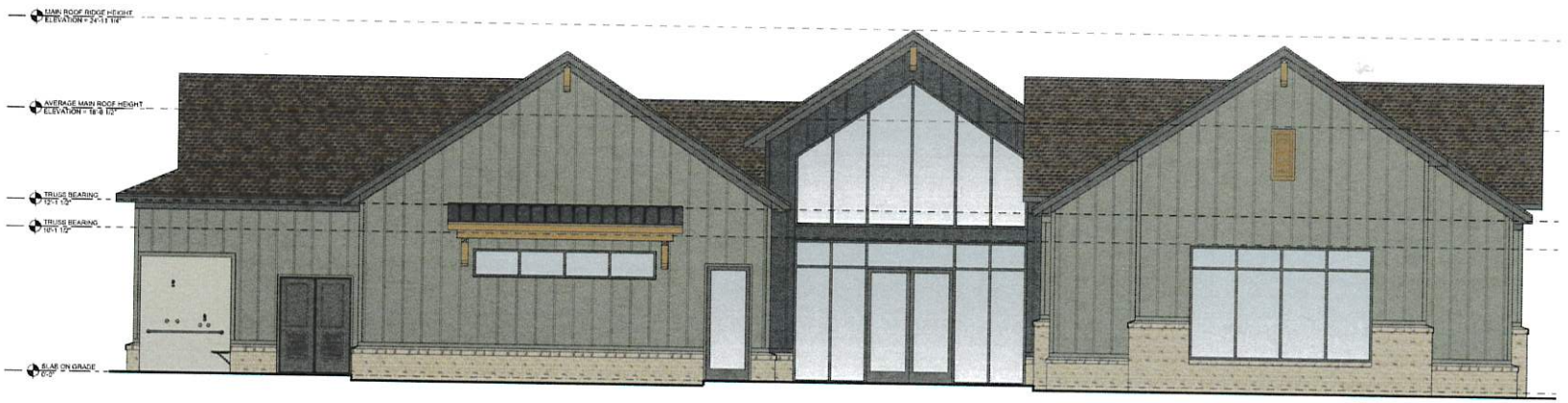
CLUBHOUSE LEFT ELEVATION

SCALE: $\frac{1}{4}$"=1'-0"

Concept Design Submission Set
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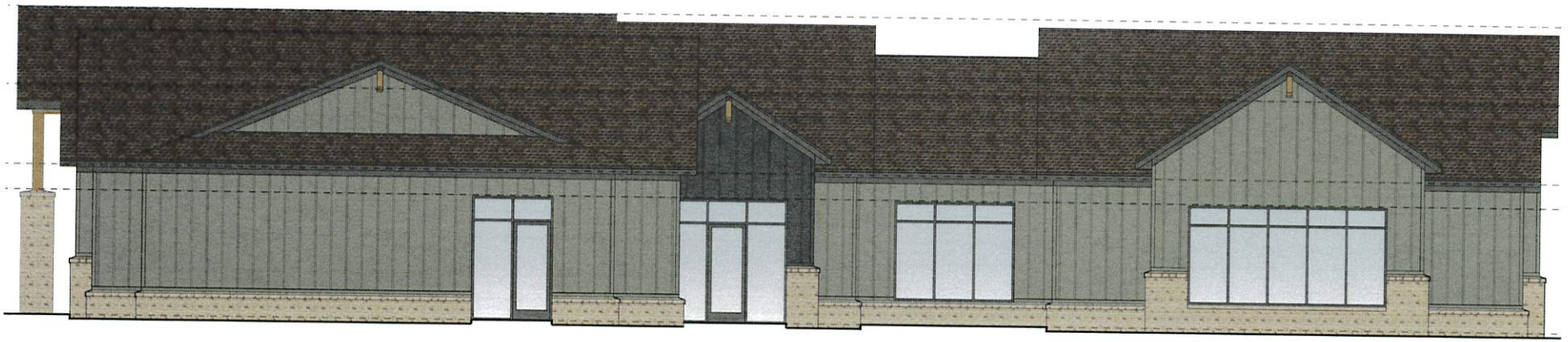
Waynesville Apartments
Ceruleum Capital Partners
Waynesville, North Carolina

PLANWORX ARCHITECTURE



CLUBHOUSE REAR ELEVATION

SCALE: $\frac{1}{4}$"=1'-0"



CLUBHOUSE RIGHT ELEVATION

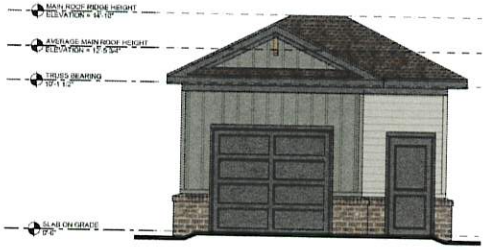
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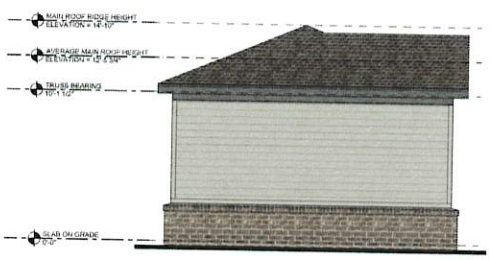
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Ceruleum Capital Partners
Waynesville, North Carolina

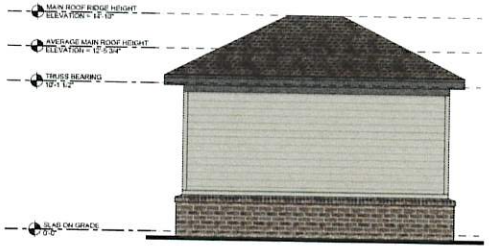
PLANWORX ARCHITECTURE



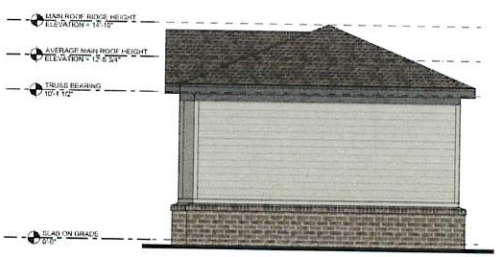
FRONT ELEVATION



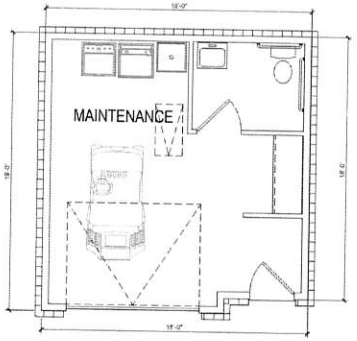
LEFT ELEVATION



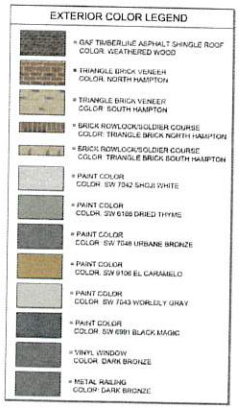
REAR ELEVATION



RIGHT ELEVATION



FLOOR PLAN



SQUARE FOOTAGE	
GARAGE / MAINTENANCE BAY =	336

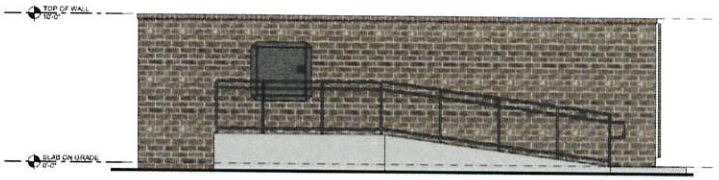
MAINTENANCE BUILDING PLANS

Scale: 1/4" = 1'-0"

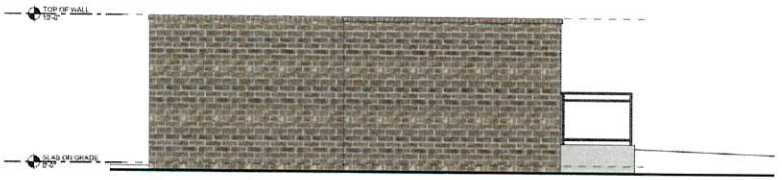
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Waynesville Apartments
Ceruleum Capital Partners
Waynesville, North Carolina

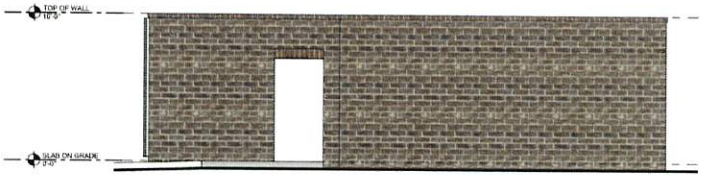
PLANWORX ARCHITECTURE



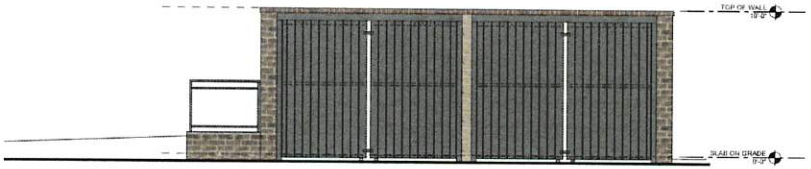
FRONT ELEVATION



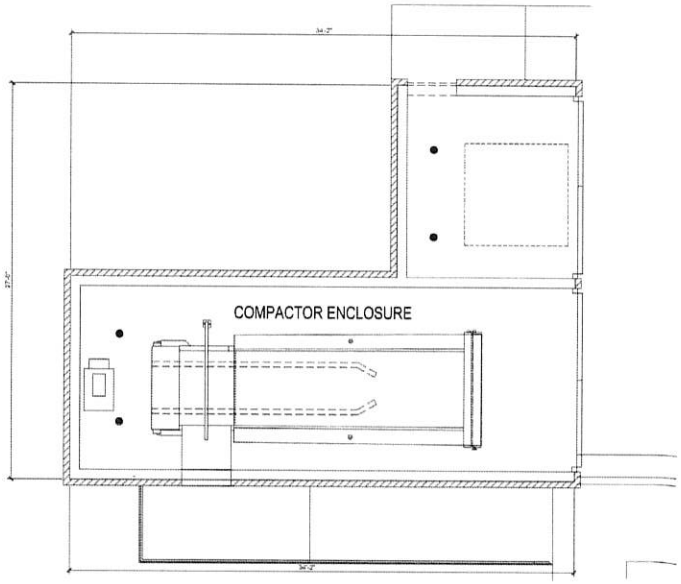
LEFT ELEVATION



REAR ELEVATION



RIGHT ELEVATION



FLOOR PLAN



SQUARE FOOTAGE	
PAVILION FLOOR =	932 SQFT

TRASH COMPACTOR - PLANS

Scale: 1/4" = 1'-0"

PLANWORX ARCHITECTURE

Concept Design Submission Set
06-24-2026
002426

Waynesville Apartments
Ceruleum Capital Partners
Waynesville, North Carolina

From: Marie Jasinski
To: Olga Grooman
Subject: Re: Public Notices
Date: Tuesday, October 13, 2026 3:16:49 PM
Attachments: image001.png

Summary of the meeting:

> *A neighborhood meeting was held on Monday, October 12th for the adjacent property owners. One neighbor attended. The general project scope was discussed including the creek beautification, walking trails in the wooded rear of the property, and the widening of Hyatt Creek Road for a left turn lane into the property at the request of the Town. The neighbor asked if the property was planning on using the access easement off of Freeman Road. It was confirmed that the only property access was directly off Hyatt Creek Road.*

Thanks!
Marie Jasinski, PE*
Project Manager, Partner
**GA, SC*
Site Design Incorporated
225 Rocky Creek Rd
Greenville, SC 29615
864-271-0496 ext. 105
mjasinski@sitedesign-inc.com

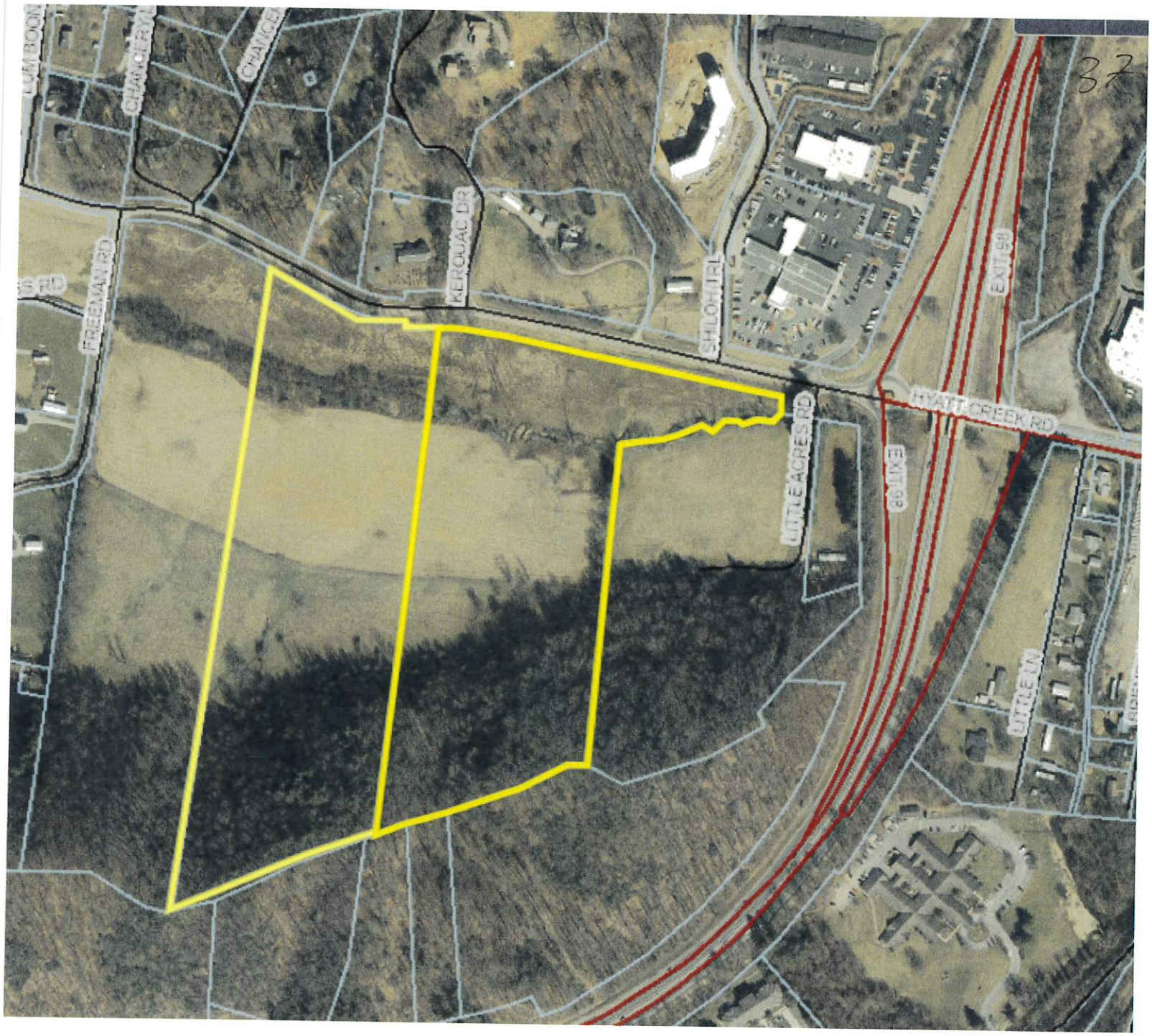
On Tue, Oct 6, 2026 at 2:46 PM Marie Jasinski <mjasinski@sitedesign-inc.com> wrote:

Thank you!!
Marie Jasinski, PE*
Project Manager, Partner
**GA, SC*
Site Design Incorporated
225 Rocky Creek Rd
Greenville, SC 29615
864-271-0496 ext. 105
mjasinski@sitedesign-inc.com

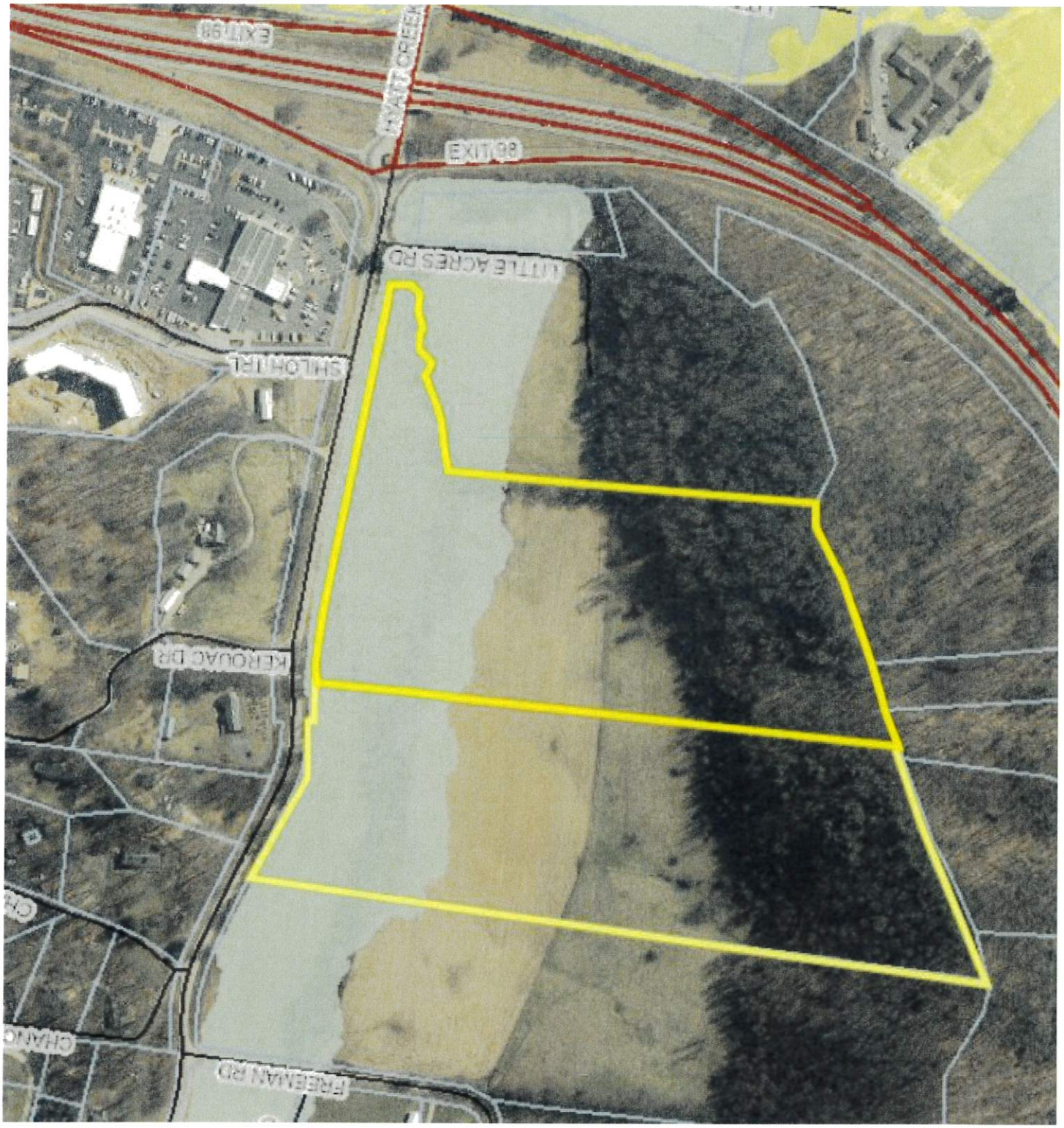
On Tue, Oct 6, 2026 at 11:06 AM Olga Grooman <ogrooman@waynesvillenc.gov> wrote:

Hi Marie,

Just fyi, the public notices to adjacent property owners within 100 ft went out today.


CHANCERY
KEROUAC DR
FREEMAN RD
SHILOH IRL
EXIT 98
HYATT CREEK RD
LITTLE ACRES RD
EXIT 98
LITTLE M


LUM BOONE CIR
CHANCERY LN
CHANCERY LN
KEROUAC DR
SHILOH TRL
DEWEY ROSS RD
BLAYCO DR
FREEMAN RD
HYATT CREEK RD
LITTLE ACRES RD
Hyatt Creek Regional Center
Commerical
EXIT 98
S Waynesville Residential Medium Density
Residential
GREAT SMOKY MTN EXPY
GREAT SMOKY MTN EXPY
S Waynesville Res Medium Density MXC
Mixed-Use


EXIT 99
EXIT 98
LITTLE ACRES RD
SHILOH TRL
KEROUAC DR
FREEMAN RD


Search Google Maps
280 Hyatt Creek Rd
Waynesville, North Carolina
Google Street View
May 2024
See more dates
Share
Hyatt Creek Rd
Best Buy
74
Google Maps

TOWN OF WAYNESVILLE

PUBLIC WORKS DEPARTMENT

Preliminary Utility Availability Letter

Reference No.	Project Name	Date Issued	Utility Available:
Project	The Gateway	August 3, 2026	Subject to Conditions

Purpose

This Preliminary Utility Availability Letter documents the availability of municipal water, wastewater and Electric service for the proposed development based upon the information submitted to the Town of Waynesville and utility system conditions existing on the date of this determination.

This determination does not reserve utility capacity, approve construction, or authorize development.

Project Information

Applicant	Ceruleum Capital Partners
Engineer	Site Design, Inc.
Engineer of Record	Marie Jasinski, P.E.
Location	Hyatt Creek Road, Waynesville, NC
Development	200-unit Multifamily Residential
Site Area	33.6 Acres

Determination Summary

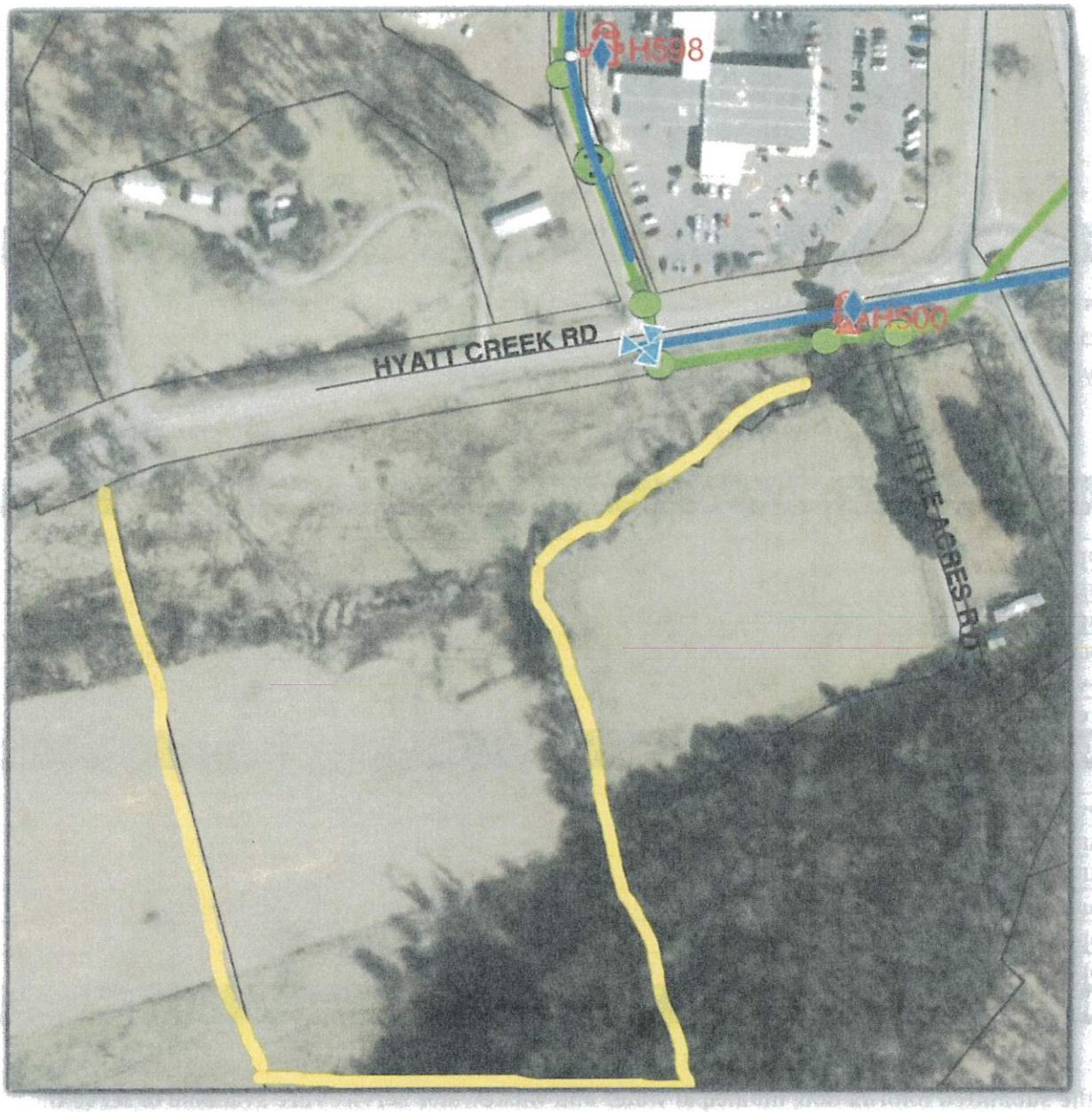
Review Item	Determination
Municipal Water Service	Available
Municipal Wastewater Service	Available
Municipal Electric Service	Not Available (Duke Energy-Private)
Capacity Reserved	No
Capacity Allocation Required	Yes

Public Works Findings

The Public Works Department reviewed the submission for The Gateway prepared by Site Design, Inc. Based on the submitted information, municipal water and wastewater services are available to serve the proposed development. Final utility design, hydraulic review, fire flow verification, connection locations, downstream capacity confirmation, and construction plans remain subject to detailed engineering review and approval by the Town. Municipal Electrical Service is not available, please contact Duke Energy.

Existing Utility Location Map

8" C900 Waterline (Blue)
10" PVC Sewer Gravity Line (Green)
Project Site Parcel (Yellow)



Conditions

1. Final utility construction plans shall be approved prior to construction.
2. Required permits shall be obtained.
3. Required easements shall be recorded.
4. Tapping and other applicable fees shall be paid.
5. Public utility improvements shall comply with Town standards.

Conditions of Utility Availability:

Municipal water and wastewater infrastructure is in the vicinity of the proposed development. The existing **8-inch C900** water-main appears to have adequate capacity for the proposed development, subject to final engineering verification of domestic demand, fire flow, pressure, and connection requirements.

The proposed development includes **343 bedrooms** with an estimated wastewater design flow of **25,725 gallons per day**. Based on preliminary GIS topographic information, the site appears to be approximately **5 to 6 feet below** the adjacent Hyatt Creek Road elevation. Accordingly, gravity sewer service may be limited or infeasible, and a wastewater pump station and force main may be required.

This letter constitutes a preliminary utility-availability determination only. It does not approve a specific water or sewer connection, confirm gravity sewer feasibility, approve a pump station, reserve utility capacity, or authorize construction. The developer shall retain a North Carolina-licensed professional engineer to complete the necessary survey, water-demand and fire-flow evaluation, sewer service-feasibility assessment, downstream hydraulic-capacity analysis, utility design, and permitting documents for Town review and approval.

Validity Period

This determination remains valid for twelve (12) months from the date of issuance unless extended in writing by the Town.

Certification

This preliminary review confirms utility service availability only and shall not be construed as approval of construction plans, permitting, or acceptance of public infrastructure.

Ricky Bourne 8-3-26

Ricky Bourne
Public Works Director

Cc:

- Applicant
- Engineer
- Development Services
- Public Works
- File

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JOSH STEIN
GOVERNOR

DANIEL H. JOHNSON
SECRETARY

September 25, 2026

Jeffery H. Moore, P.E. – J.M. Teague Engineering & Planning
Prepared for:
Ceruleum Capital Partners
Bob Barton
bob@ceruleumcp.com
717 Green Valley Road, Suite 200
Greensboro, NC 27408

Subject: Approval of the Traffic Impact Analysis (TIA) – The Gateway at Hyatt Creek Apartments

The Traffic Impact Analysis (TIA) submitted to the North Carolina Department of Transportation (NCDOT) for the development titled as The Gateway at Hyatt Creek Apartments is summarized as follows:

Proposed Development

According to the TIA, the proposed Gateway at Hyatt Creek Apartments development is to be located south of SR 1168 (Hyatt Creek Rd) east of Kerouac Dr in Waynesville, Haywood County with a single access connection proposed to Hyatt Creek Rd. The TIA states the development is to be constructed by 2028 and is to consist of the following:

- ITE LUC 220 - Multifamily Housing (Low Rise) – 181 D.U.
- ITE LUC 215 - Single-Family Attached Housing – 11 D.U.

The NCDOT has completed review of this TIA in coordination with the Town of Waynesville. This TIA is accepted by the NCDOT on this date with the following comments and required mitigations by the developer:

Intersections:

US 23 Bus (South Main St) & Hyatt Creek Road (SR 1168) (existing signal-controlled intersection)

No mitigation is required

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
DIVISION 14 – DISTRICT 2
178 HENRY BIRD RD.
WHITTIER, NC 28789-7646

Telephone: (828) 558-6260
Fax: (828) 497-6095
Customer Service: 1-877-368-4968

Website: www.ncdot.gov

Location:
178 HENRY BIRD RD.
WHITTIER, NC 28789-7646

Hyatt Creek Road (SR 1168) & Town Center Loop (PVT) (existing signal-controlled intersection)

No mitigation is required

Hyatt Creek Road (SR 1168) & US 74 EB Ramps (existing stop-controlled intersection)

No mitigation is required

Hyatt Creek Road (SR 1168) & US 74 WB Ramps (existing roundabout intersection)

No mitigation is required

Hyatt Creek Road (SR 1168) & Shiloh Trail (PVT) (existing signal-controlled intersection)

No mitigation required

Hyatt Creek Road (SR 1168) & Kerouac Drive (PVT)

No mitigation is required

Hyatt Creek Road (SR 1168) & Access A

Construct an exclusive left turn lane on Hyatt Creek Road. Provide a minimum of 50 feet of storage with appropriate taper.

Construct driveway access with one ingress and one egress lane and provide an appropriate internal protected stem from measured from the right-of way line.

Overall Project Mitigation Requirements:

If changes are made to the proposed site driveways, land uses, land use intensity, or other study parameters, or if the build year studied in the report has passed, a revised Traffic Impact Analysis will be required for review by NCDOT. Any such changes will null and void this TIA approval.

All required driveway permits and/or encroachment agreements are to be approved prior to construction. A copy of this TIA approval shall be included with any NCDOT driveway permit application. All work is to be designed in strict compliance with the North Carolina Department of Transportation Standards and Specifications.

Any future development on this property, or in the area of this proposed development, will be required to do a Traffic Impact Analysis to evaluate the cumulative effect of this project and any additional traffic to the NCDOT system. This complies with General Statute, NC Administrative Code, and NCDOT policy and procedures.

Please contact me at 828-558-6262 with any questions regarding this approval.

Sincerely,

W. Cody Weddle, PE
District Engineer
Division 14, District 2

J.M. TEAGUE
Engineering & Planning
— Est. 2010 —

1155 N. Main Street
Waynesville, NC 28786
(P) 828.456.8383
(F) 828.456.8797
www.jmteagueengineering.com

The Gateway at Hyatt Creek Apartments
Traffic Impact Analysis

Located in

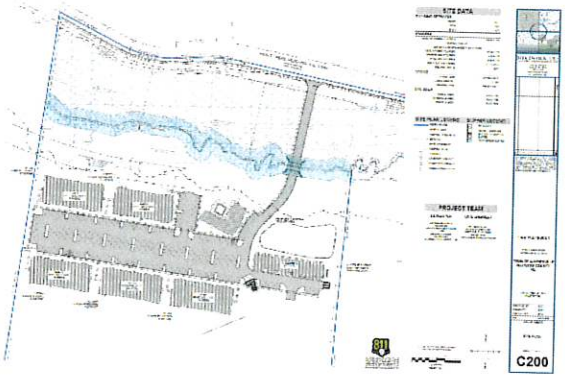
Waynesville, North Carolina

Prepared For:

Ceruleum Capital Partners

Bob Barton

bob@ceruleumcp.com
309.264.8388
717 Green Valley Road, Suite 200
Greensboro, NC 27408



Prepared By:

Jeffrey H. Moore, P.E.

J.M. Teague Engineering & Planning
jeff@jmteagueengineering.com
828.456.8383

August 28, 2026

JMTE #: WAYN 1754

The Gateway at Hyatt Creek Apartments
Traffic Impact Analysis

Waynesville, North Carolina

Prepared by:

J.M. TEAGUE
Engineering & Planning
— Est. 2010 —

1155 North Main Street
Waynesville, NC 28786
828-456-8383

NORTH CAROLINA PROFESSIONAL SEAL 027922 ENGINEER JEFFREY H. MOORE
Signed by: Jeffrey H. Moore
37A7F10E78CB4AE...

9/25/2026

Jeffrey H. Moore, P.E.

8/28/2026

LIST OF ABBREVIATIONS

AADT	Annual average daily traffic
ADT	Average Daily Traffic
AM	Morning peak period
ARMs	*Access and Roadside Management Standards* (South Carolina)
CBD	Central Business District
CIP	Capital Improvement Program
DOT	Department of Transportation
Driveway Manual	*Policy on Street and Drive Access to North Carolina Highways*
FAI	Functional Area of the Intersection:
FC	Functional Classification
ft. or '	Foot
HCM	Highway Capacity Manual
in. or "	Inch
KSF	Thousand Square Feet
LOS	Level of Service
LUC	Land Use Code
MSTA	Municipal and School Transportation Assistance (NCDOT)
MUTCD	Manual On Uniform Traffic Control Devices
NCDOT	The North Carolina Department of Transportation
PHF	Peak Hour Factor (a measure of traffic variability)
PM	Afternoon peak period
q	Flow rate (vehicle/hour)
Q	Queue Length in feet
Q_{95}	95th Percentile Queue in feet
RIRO	Right-in/Right-out
sec.	Second
SimTraffic	A traffic simulation extension of the Synchro Package that randomly simulates intersection operations
STIP	State Transportation Improvement Program
Subdivision Roads	Subdivision Roads Minimum Construction Standards (NCDOT)
SYNCHRO	A dedicated analysis package that implements the HCM
T	Trips
TMP	Traffic Management Plan
TWLTL	Two-way Left Turn Lane
v/c	V over C or the volume to capacity ratio

INTRODUCTION

Ceruleum Capital Partners proposes a multi-family residential development comprising of 192 units across six buildings on a 33 -acre parcel in Waynesville, North Carolina. The project site is adjacent to Hyatt Creek Road and is planned to connect to the roadway via one full access driveawy. The anticipated build-out year for this project is 2028.

The Traffic Impact Analysis (TIA), required based on Waynesville's UDO, assesses the development's impact on transportation infrastructure, addressing traffic flow, safety, and compliance with relevant codes.

If built as proposed, the recommended mitigation measures ensure the project meets transportation and safety standards. It is the opinion of the Engineer that the development will not adversely affect public health, safety, or welfare, nor will it necessitate additional public expenditures. Agency coordination ensured the analysis adhered to local and state guidelines.

AGENCY COORDINATION AND SCOPING

J.M. Teague Engineering & Planning developed the TIA in coordination with the North Carolina Department of Transportation Division 14, District 2, and the Town of Waynesville. The project met thresholds requiring a TIA under the Town of Waynesville's regulations, and the developer was required to conduct the analysis. Scoping discussions defined parameters, including growth rates, background conditions, and the study area. A 1% annual growth rate was agreed upon for forecasting background traffic, and analysis focused on the following intersections:

1. South Main Street & Hyatt Creek Road,
2. Hyatt Creek Road & Town Center Loop,
3. Hyatt Creek Road & NB US 74 Ramp,
4. Hyatt Creek Road & SB US 74 Ramp,
5. Hyatt Creek Road & Shiloh Trail,
6. Hyatt Creek Road & Kerouac Drive,
7. Hyatt Creek Road & Access A.

EXISTING CONDITIONS

- **Land Use**: The surrounding area is primarily farmland, residential, and commercial.
- **Roadway Network**: NCDOT classifies the roadways in the network as follows:
  - South Main Street as a Principal Arterial, with an annual average daily traffic (AADT) of 7,900 and a speed limit of 35 mph.
  - Hyatt Creek Road as a Principal Arterial, east of US 74 and a Major Collector west of US 74 with an annual average daily traffic (AADT) of 15,000 east of US 74 and 2,200 west of US 74 and a speed limit of 35 mph.
  - Town Center Loop as a local road with no recorded annual average daily traffic (AADT) data and no posted speed limit.

- US 74 Ramps as a Principal Arterial - Freeway with an annual average daily traffic (AADT) of 5,400 on the southbound exit ramp, 2,500 on the northbound exit ramp, and a speed limit of 45 mph.
- Shiloh Trail as a local road with no annual average daily traffic (AADT) data and no posted speed limit.
- Kerouac Drive as a local road with no annual average daily traffic (AADT) data and no posted speed limit.

- **Safety**: The NCDOT database recorded 22 crashes at the project's intersections. Sight distance at the site access point exceeds the required 350 feet for the posted speed limit.
- **Fire Code Compliance**: The current site plan does not meet the requirement for two access points for emergency vehicles. However, Ceruleum Capital Partners can comply by installing an approved automatic sprinkler system, as permitted by the Waynesville Fire Code.

KEY FINDINGS

1. **Traffic Flow and Capacity:**
   - The project generates an estimated 1,269 daily trips, with 84 trips during the morning peak hour and 101 during the evening peak hour.
   - At Intersection 1 [S. Main St & Hyatt Creek Rd]: All approaches operate at LOS C or better for both AM and PM peak hours with minimal delay increases. Queues extend past available storage for the northbound left and southbound right turns under background conditions.
   - At Intersection 2 [Hyatt Creek Rd (US 23 Bus) & Town Center Loop]: LOS C or better is observed for all approaches in both AM and PM peak hours with no significant delay or queueing increases.
   - At Intersection 3 [Hyatt Creek Rd & US 74 NB Ramps]: LOS C or better is observed for all approaches in both AM and PM peak hours. A percent increase of more than 25% is seen in the eastbound direction for the AM and PM peak but accounts for less than a second delay increase. No significant queueing increases were found.
   - At Intersection 4 Hyatt Creek Rd & US 74 SB Ramps: A drop from LOS A to LOS B is observed for the eastbound approach in the PM peak hour. The increase in delay causing the drop is less than a 2 second increase. All other approaches operate at LOS B or better for both peak hours. No significant increases in queues or delays were found.
   - At Intersection 5 Hyatt Creek Rd & Shiloh Trl: A drop from LOS A to LOS B is observed for the southbound approach in the PM peak hour. The increase in delay causing the drop is less than a second increase. All other approaches operate at LOS A for both peak hours. No significant increases in queues were found.
   - At Intersection 6 Hyatt Creek Rd & Kerouac Dr: LOS A is observed for all approaches in both AM and PM peak hours with no significant increase in delays or queueing.

2. At Intersection 7 Hyatt Creek Rd & Access A: LOS A is observed for all approaches in both AM and PM peak hours with no significant increase in delays or queueing. Left and right turn warrants were not met for the intersection.
3. **Sight Distance and Protected Stem:**
    - The access point meets the required sight distance and will include a 100-foot protected stem to ensure safe operations.
4. **Fire Code and Access:**
    - Adding a second access point is not required if an Alternative Compliance Method is implemented.

RECOMMENDED MITIGATIONS

1. **Intersection 1:**
    -It is recommended that the southbound right turn lane be extended to 225 feet, and the northbound left turn lane be extended to 175 feet with 100-foot bay tapers. Because the queueing extends past the available storage in background conditions, the extension of the turn lane is the responsibility of NCDOT. However, right of way may not be available for the extension of these turn lanes.
    -It is also recommended that this intersection, including the western and northern legs of the intersection, be studied for safety improvements. Reflective backer plates for the signal heads may reduce rear end crashes. However, a more in-depth crash analysis is recommended to provide recommendations for the most prevalent types of crashes in the area.
2. **Intersection 2:**
    -It is recommended that this intersection, as well as the segment of Hyatt Creek Road from US 74 to S Main Street, be studied for safety improvements. Reflective backer plates for the signal heads may reduce rear end crashes. However, a more in-depth crash analysis is recommended to provide recommendations for the most prevalent types of crashes in the area.
3. **Intersection 3**: No mitigation required.
4. **Intersection 4**: No mitigation required.
5. **Intersection 5**: No mitigation required.
6. **Intersection 6**: No mitigation required.
7. **Intersection 7**: The Town of Waynesville has requested the addition of a 50-foot westbound left turn lane on Hyatt Creek Road, a 15-foot ingress lane on the proposed driveway, and the widening of the egress radius to 50 feet to accommodate for fire apparatus entering and leaving the site.
8. **Emergency Access**: Install an automatic sprinkler system to meet fire code requirements, to offset the need for a second access point.

The proposed mitigations, including a sprinkler system to comply with the uniform fire code, ensure the project meets transportation, safety standards, and the Town of Waynesville's recommendations.

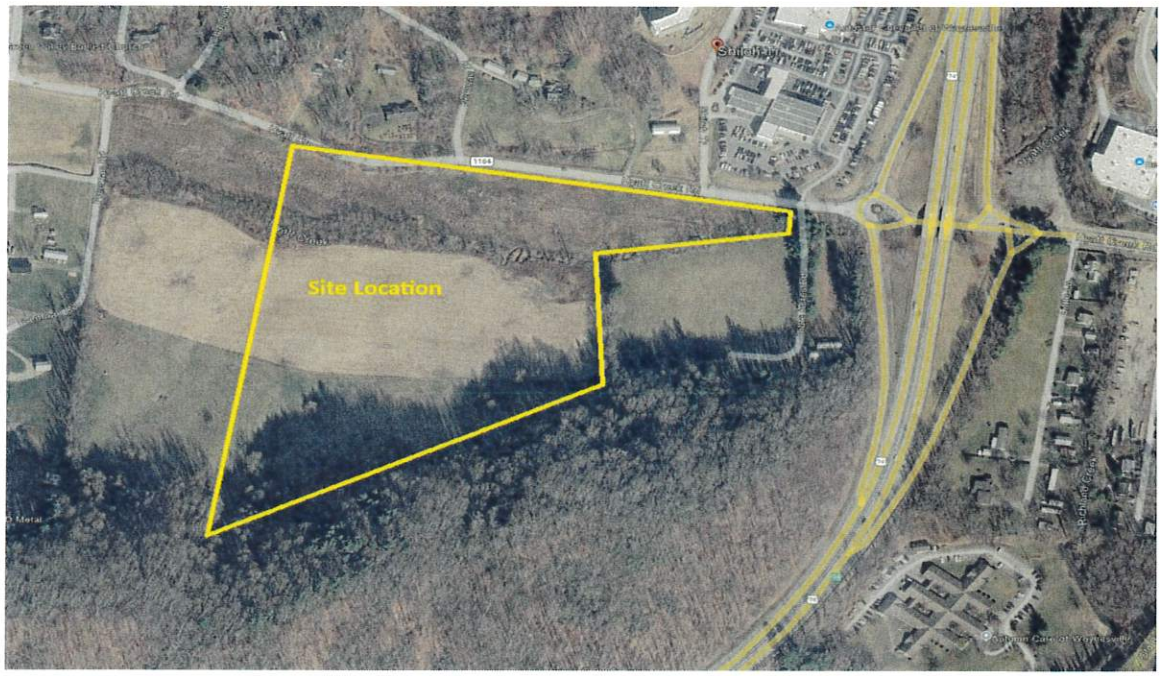


Figure 1: Proposed The Gateway at Hyatt Creek Site

PROJECT DESCRIPTION

Ceruleum Capital Partners proposes constructing a 192-unit multi-family residential development on 33 acres of vacant land in the Town of Waynesville, North Carolina. The site is planned to be located southwest of the intersection of US 74 and Hyatt Creek Rd and will have one access point on Hyatt Creek Rd. Figure 2 shows the proposed site plan for The Gateway at Hyatt Creek development.

PROJECT SCHEDULE AND STAGES

Ceruleum Capital Partners anticipates completing construction in 2028. There is only one project phase. No follow-on construction is expected.

NCDOT REQUIREMENTS

J.M. Teague Engineering & Planning coordinated with NCDOT Division 14, District 2, and the Town of Waynesville to determine the project parameters. Approved scoping can be found in Appendix A.

NCDOT REQUIREMENTS

The NCDOT requires traffic impact analysis under the following conditions:

- ☐ Estimated daily trips exceed 3,000 trips per day,
- ☒ Estimated daily trips exceed the City's TIA trip threshold (see below),
- ☐ The project is located in a known STIP or local CIP project # NA,
- ☐ The project includes a rezoning request,
- ☐ The proposed site access is within 1,000 feet of an interchange, or
- ☐ The Applicant requests a new or modified control of access break.

The Gateway at Hyatt Creek meets the second criteria of the NCDOT checklist.

LOCAL ORDINANCE REQUIREMENTS

Section 6.10.1 of the Town of Waynesville Zoning Ordinance sets out the following requirements for a TIA:

> A. **Trip Generation Threshold:** A TIA is required when a development is anticipated to generate 500 trips per day or 50 trips in the peak hour. (Trips do NOT equal cars. One car leaving and then returning equals 2 trips). Examples of common land uses that approximate this threshold include:
>
> - 50 single-family homes
> - 70 apartments / townhomes
> - 100 room hotel
> - 30,000 square foot office building
> - 20,000 square foot shopping center

The Gateway at Hyatt Creek development is required to conduct a TIA under the Town of Waynesville's requirement due to the estimated trips generated.

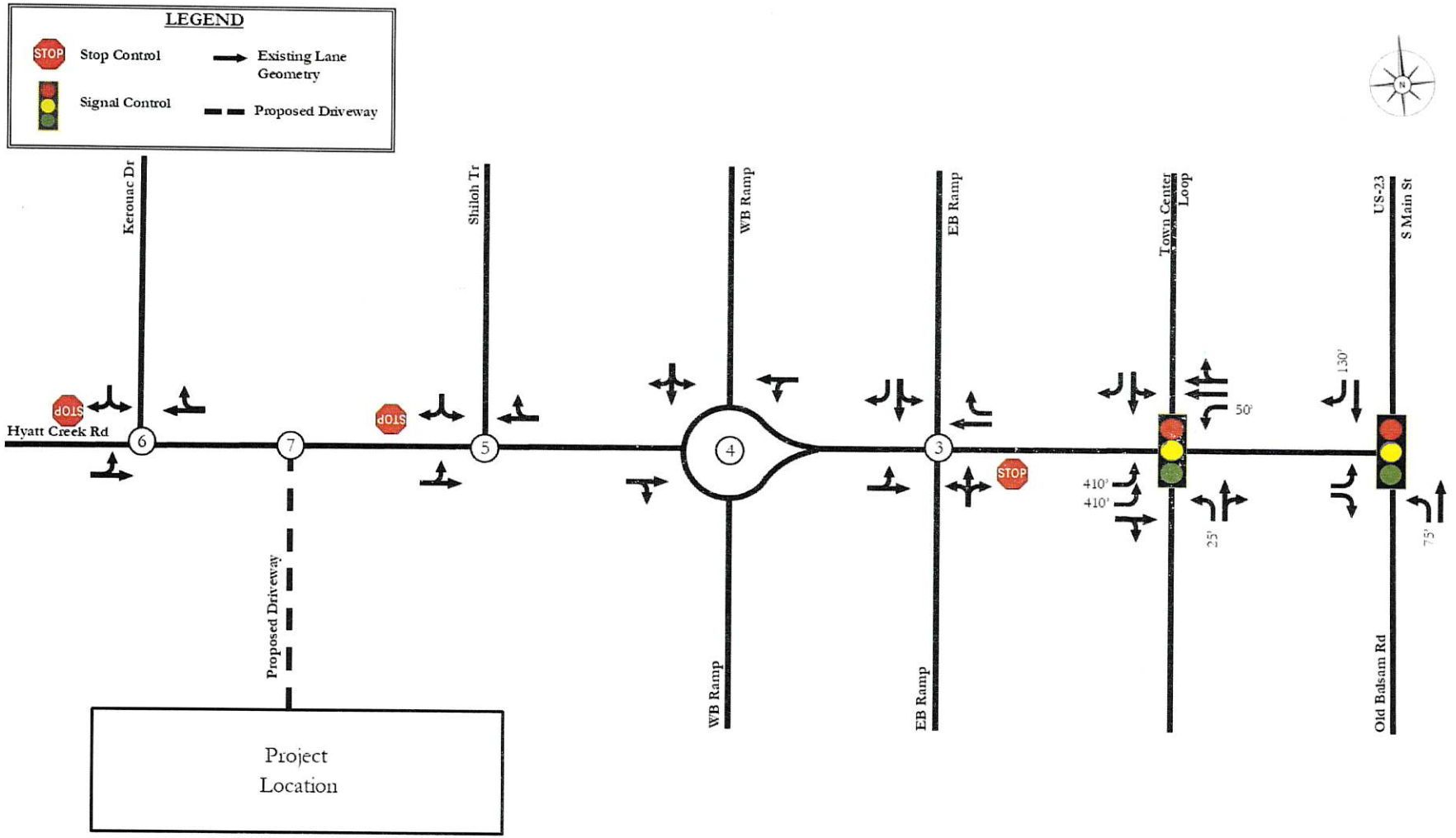


Figure 4: Existing 2026 Lane Diagram

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SAFETY

For this review, safety is composed of roadway, street safety, and emergency response.

CRASH REVIEW

The NCDOT's Planning Level Scoring Data Maps for the years 2021-2025 are included in Appendix D. The maps show no crash data for Hyatt Creek Road west of US 74 and no crash data for Old Balsam Road. The segment of Hyatt Creek Road between US 74 and South Main Street including the segment of South Main Street between the intersection with Hyatt Creek Road and Long Street has a safety score of 100 with a total of 51 crashes between 2021 and 2025. Reflective backer plates for the signals at the intersections along this section of roadway may help to reduce rear end crashes. However, additional safety analysis will be needed for this section of roadway to determine mitigations for safety improvements that best fit the prevention of the most prevalent crashes.

SIGHT DISTANCE

Page 29 of *Policy on Street and Driveway Access to North Carolina Highways (2003),* requires a sight distance of one hundred (100) feet per 10 miles per hour in each direction for a passenger vehicle to safely cross a two-lane street. A street with a thirty-five-mile-per-hour posted speed limit needs three hundred fifty (350) feet of sight distance in either direction.

As observed on Google Earth and shown in Figure 5 the sight distance for Access A appears to meet the required sight distance. It is the Ceruleum Capital Partner's responsibility to ensure that the sight distance is adequate during and after construction is complete. Based on the estimated traffic volume at this access, the developer shall provide 100 feet of protected stem length.



Looking away from US 74



Looking Toward US 74

Figure 5: Access A & Hyatt Creek Road Approximate Location (Source: JMTE)

FIRE & EMERGENCY VEHICLE ACCESS

The site plan (Figure 2) meets the requirements of the Uniform Fire Code for:

- ☒ Width of driveways, and
- ☐ Number and spacing of driveways, or
- ☐ The site plan does not provide sufficient detail to evaluate compliance with the requirements of the Uniform Fire Code.

The development will need to provide a sprinkler system or a second driveway location to be in compliance with the Uniform Fire Code.

ALTERNATIVE MODES OF TRAVEL

Incorporating alternative modes of transportation in our Traffic Impact Analysis (TIA) is essential to ensure a comprehensive understanding of the diverse transportation needs within a community. By examining and accommodating alternative modes of transportation (walking, cycling, and public transit), we promote sustainable, accessible, and efficient transportation options. The available alternative modes in the project area are described below.

BICYCLE AND PEDESTRIAN

There are no existing or planned pedestrian or bicycle facilities in the project area.

TRANSIT

There are no existing transit routes in the project area.

TRAVEL DEMAND

The goal of a Traffic Impact Analysis is to assess how future conditions would differ without the project, compared to the conditions with the project in place. In this section of the report, a thorough discussion of each traffic development component is presented to provide readers with a comprehensive understanding of the entire process.

EXISTING TRAFFIC

Existing traffic is the travel demand on the street system today. Existing traffic is estimated from traffic counts taken at the site. The existing traffic is used to estimate the peak travel periods of the area, the variability of the traffic within the peak period, and the through movements and turning movements at each intersection. A TIA intends to estimate conditions on a "typical day" in a project's horizon year. To accomplish this intent, the traffic counts are taken at midweek with school in session.

Figure 7 shows the results of the traffic counts taken on a typical day. Raw traffic counts can be found in Appendix B.

Traffic may be discussed as average daily traffic (ADT) or peak period traffic. In both the TIA process and the street design process, it is more useful to focus on peak period traffic. This is the time at which the demand on the street is the heaviest. Often, the peak hour of travel accounts for ten percent of daily traffic on a street. In addition, there are two peak periods during each day. In the morning peak period people are leaving home and driving to work. The morning peak has historically been a sharp peak that rises and falls quickly. During the afternoon people are not only returning home from work but often perform other errands after work. Figure 6 shows the AM and PM Peak Periods for the existing study intersections.

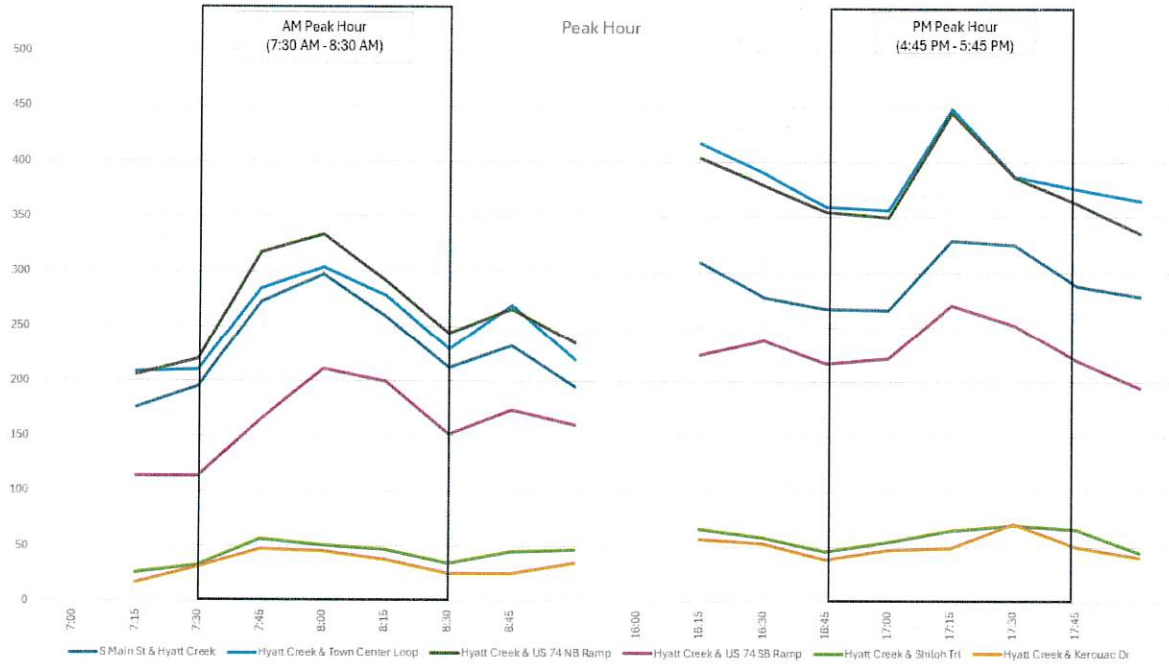


Figure 6: Peak Periods at Existing Study Intersections

BACKGROUND TRAFFIC

Figure 9 illustrates the background traffic within the study area, encompassing traffic resulting from both natural growth and contributions from other developments in the project area that can be reasonably anticipated. A reasonably foreseeable project refers to one that has received approval from the relevant governing body (such as the City Council or County Commission) and is expected to be built or completed before the analyzed project is built.

The background traffic is characterized by two primary components: natural growth and the impact of previously approved developments. These components are added together to determine the overall background conditions in the absence of the specific project under analysis.

NATURAL GROWTH

Natural Growth is traffic that will be present on the surrounding roadway network in the build-out year of the project, caused by population growth in the region. The project build-out year is 2028. Using historical data in the area, it was determined that a growth rate of one (1.0) percent per year was reasonable. Each traffic count for 2026 was multiplied by 1.02 and then balanced to estimate the typical 2028 traffic volume. Natural growth traffic volumes can be found in Figure 10.

REASONABLY FORESEEABLE DEVELOPMENTS

A reasonably foreseeable project is one that has already been approved by the local government (e.g., City Council or County Commission) and that should be completed before The Gateway at Hyatt Creek.

One previously approved development was discovered in the scoping process. A 65-room hotel is planned to be built off of Shiloh Trail. The project does not currently have a confirmed build-out year but was included in the background conditions. The approved development was not required to have a traffic impact analysis for approval so the projected trips for the hotel development were applied to the study network using the distribution approved in NCDOT scoping for the Gateway at Hyatt Creek Apartments with a projected build out year of 2028. Table 4 below shows the trip generation of the approved development and Figure 8 on the following page shows the approved development location in relation to the Gateway at Hyatt Creek Apartments. The adjacent development trip distribution percentages can be found in Figure 11 and the project trips applied to the network can be found in Figure 12.

Table 4: Adjacent Development Trip Generation

ITE LUC	Proposed Land Use	Size	Unit	Daily Trips	AM Peak Hour			PM Peak Hour		
					Enter	Exit	Total	Enter	Exit	Total
310	Hotel	65	Rooms	281	14	11	25	10	10	20

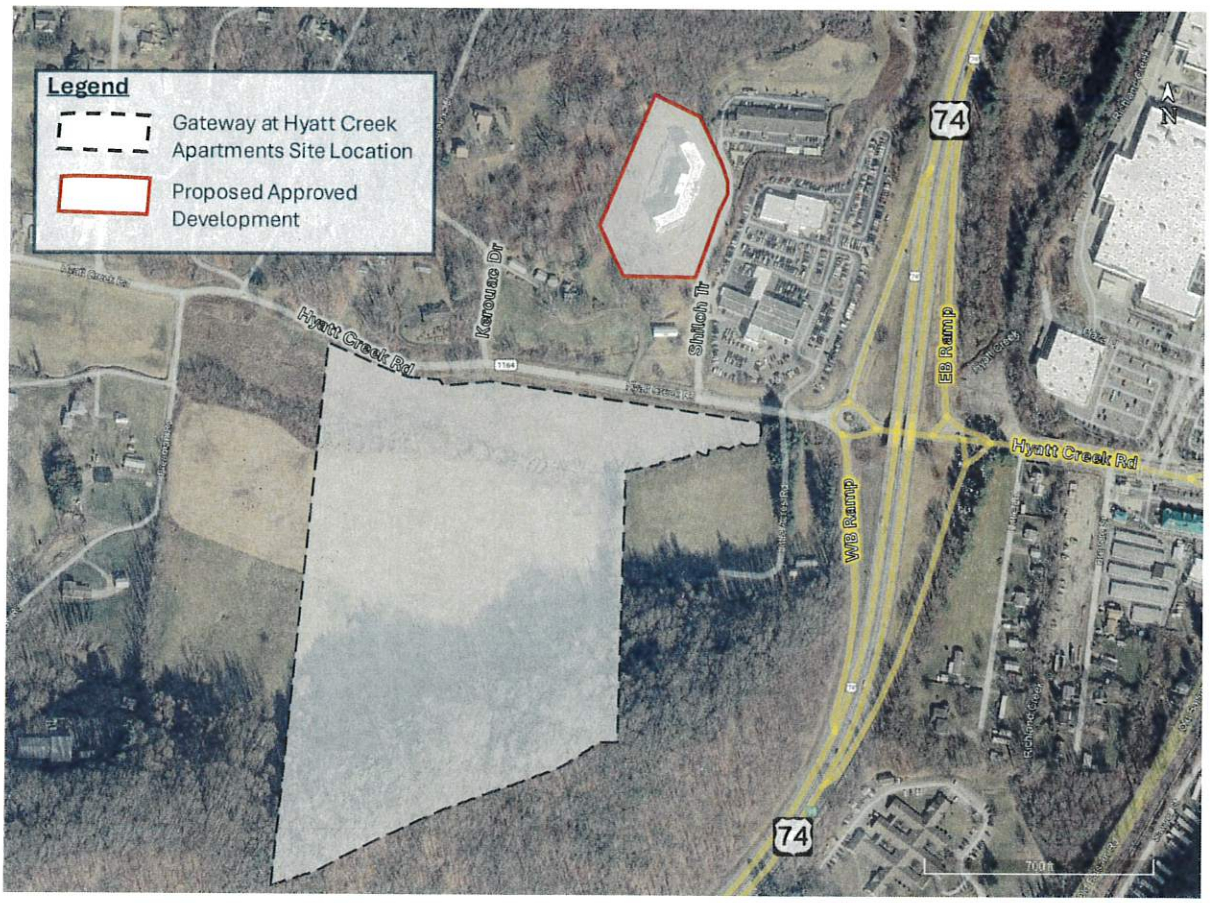


Figure 8: Adjacent Development Proximity to Site

EFFECT OF NCDOT PROJECTS

North Carolina Department of Transportation's Transportation Improvement Program projects along this portion of the Hyatt Creek Road. Figure 9 shows the NCDOT STIP Projects near the Gateway at Hyatt Creek development.

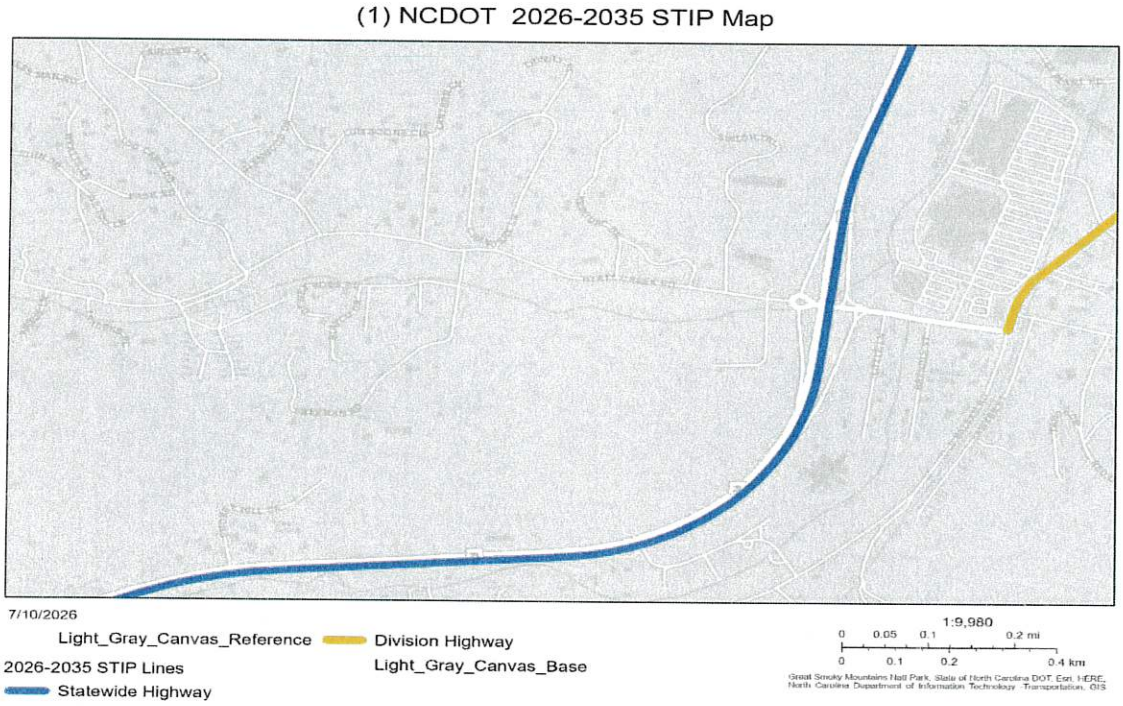


Figure 9: NCDOT STIP Projects (2026-2035) (Source: NCDOT)

The STIP project located on US 74 (HS-2014E) is currently under construction and is improving the pavement condition of the roadway. The project is not planned to change the geometry of the roadway and was not considered as part of the analysis.

Project U-4712 on US 23 Business (South Main Street) plans to widen the roadway to a multilane roadway from Hyatt Creek Road to US 276 (Pigeon Street). The project has been funded for preliminary engineering only and was not considered as part of this analysis.

INTERSECTION 1: SOUTH MAIN STREET & HYATT CREEK ROAD

The total delay increases by 25% or greater ☒ Pass ☐ Fail

Level of Service drops by at least one letter grade ☒ Pass ☐ Fail

Queues for turn moves exceed existing storage ☐ Pass ☒ Fail



Figure 18: South Main St & Hyatt Creek Rd

All approaches operate at the same LOS in build-out as in background conditions with minimal increases in delay.

Queues exceed the available storage under background conditions for both the southbound right turn lane and the northbound left turn lane. Since the queues extend past the available storage in background conditions, mitigations are the responsibility of NCDOT. The changes in queues between background and build-out conditions are minimal.

The storage lengths for both turn lanes were increased in the simulation to determine the needed length for the turn lanes. It is recommended that NCDOT extend the southbound right turn lane to 225 feet of full width storage with a 100-foot bay taper and extend the northbound left turn lane to 175 feet of full width storage with a 100-foot bay taper. However, right of way may not be available for the extension of these turn lanes.

Table 14 and Table 15 on the following page detail the Level of Service, delay, and queuing for the intersection.

Table 14: Intersection 1 – LOS & Percent Change in Delay

Intersection 1: S Main St/Hyatt Creek Rd								
Background vs. Build-Out								
Period	**Approach**	**LOS**			**Delay in Seconds**			**Percent Change**
		Background	Build-Out	Build-out Change	Background	Build-Out	Change	Build-Out
AM	EB	B	B	NONE	18.3	18.5	0.2	1%
	NB	B	B	NONE	16.8	17.3	0.5	3%
	SB	B	B	NONE	10.1	10.2	0.1	1%
PM	EB	B	B	NONE	19.6	19.7	0.1	1%
	NB	C	C	NONE	21.2	21.7	0.5	2%
	SB	B	B	NONE	11.4	11.5	0.1	1%

Table 15: Intersection 1 - 95% Queue

Intersection 1: S Main St/Hyatt Creek Rd						
Period	Approach	Lane	Storage (ft)	Background Queue (ft)	Build-out Queue (ft)	Difference (ft)
AM	EB	Left	200'	178	189	11
		Right	N/A	58	87	29
	NB	Left	75'	104	95	-9
		Thru	N/A	90	84	-6
	SB	Thru	N/A	92	121	29
		Right	125'	168	147	-21
PM	EB	Left	200'	293	300	7
		Right	N/A	94	89	-5
	NB	Left	75'	125	112	-13
		Thru	N/A	101	116	15
	SB	Thru	N/A	127	120	-7
		Right	125'	170	167	-3

INTERSECTION 2: HYATT CREEK ROAD & TOWN CENTER LOOP

The total delay increases by 25% or greater ☒ Pass ☐ Fail

Level of Service drops by at least one letter grade ☒ Pass ☐ Fail

Queues for turn moves exceed existing storage ☒ Pass ☐ Fail



Figure 19: Hyatt Creek Rd & Town Center Loop

All approaches operate at level of service C or better for both peak hour conditions with no changes in LOS and minimal changes in delays.

The Engineer does not recommend any capacity or geometry improvements at this intersection. However, the safety of the intersection as well as the segments of Hyatt Creek Road from US 74 to N Main Street should be studied to address crash history.

Table 16 and Table 17 on the following page detail the Level of Service, delay, and queuing for the intersection.

Table 16: Intersection 2 – LOS & Percent Change in Delay

Intersection 2: Hyatt Creek Rd/Town Center/Mapco								
Background vs. Build-Out								
Period	**Approach**	**LOS**			**Delay in Seconds**			**Percent Change**
		Background	Build-Out	Build-out Change	Background	Build-Out	Change	Build-Out
AM	EB	A	A	NONE	7.5	7.5	0.0	0%
	WB	B	B	NONE	11.9	11.9	0.0	0%
	NB	B	B	NONE	19.7	19.8	0.1	1%
	SB	B	B	NONE	10.5	10.6	0.1	1%
PM	EB	B	B	NONE	13.4	13.5	0.1	1%
	WB	B	B	NONE	15.5	15.5	0.0	0%
	NB	C	C	NONE	26	26.3	0.3	1%
	SB	B	B	NONE	15.8	16.0	0.2	1%

Table 17: Intersection 2 - 95% Queue

Intersection 2: Hyatt Creek Rd/Town Center/Mapco						
Period	Approach	Lane	Storage (ft)	Background Queue (ft)	Build-out Queue (ft)	Difference (ft)
AM	EB	Left	400'	109	120	11
		Thru/Right	N/A	116	122	6
	WB	Left	50'	26	21	-5
		Thru	N/A	158	141	-17
		Thru/Right	N/A	156	155	-1
	NB	Lt/Th/Rt	N/A	73	59	-14
	SB	Left/Thru	N/A	43	34	-9
		Right	N/A	70	62	-8
PM	EB	Left	400'	168	213	45
		Thru/Right	N/A	183	314	131
	WB	Left	50'	30	35	5
		Thru	N/A	171	168	-3
		Thru/Right	N/A	190	181	-9
	NB	Lt/Th/Rt	N/A	94	98	4
	SB	Left/Thru	N/A	82	110	28
		Right	N/A	162	156	-6

INTERSECTION 3: HYATT CREEK ROAD & US 74 EASTBOUND RAMP

The total delay increases by 25% or greater ☐ Pass ☒ Fail

Level of Service drops by at least one letter grade ☒ Pass ☐ Fail

Queues for turn moves exceed existing storage ☒ Pass ☐ Fail



Figure 20: Hyatt Creek Rd & US 74 EB Ramp

The eastbound approach delay increases by over 25% between background and build-out conditions. The time increase in delay is less than a second for both peak hours and does not warrant a mitigation.

All approaches operate at LOS C or better for both peak hours with minimal queueing.

The Engineer recommends no mitigation at this intersection Table 18 and Table 19 on the following page detail the Level of Service, delay, and queuing for the intersection.

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Table 18: Intersection 3 – LOS & Percent Change in Delay

Intersection 3: Hyatt Creek Rd/US 74 NB Ramps								
Background vs. Build-Out								
Period	Approach	LOS			Delay in Seconds			Percent Change
		Background	Build-Out	Build-out Change	Background	Build-Out	Change	Build-Out
AM	EB	A	A	NONE	1.4	1.8	0.4	29%
	WB	A	A	NONE	0.0	0.0	0.0	NA
	NB	B	B	NONE	13.0	13.6	0.6	5%
PM	EB	A	A	NONE	0.9	1.2	0.3	33%
	WB	A	A	NONE	0.0	0.0	0.0	NA
	NB	C	C	NONE	20.7	21.6	0.9	4%

Table 19: Intersection 3 - 95% Queue

Intersection 3: Hyatt Creek Rd/US 74 NB Ramps						
Period	Approach	Lane	Storage (ft)	Background Queue (ft)	Build-out Queue (ft)	Difference (ft)
AM	EB	Left/Thru	N/A	67	81	14
	WB	Thru	N/A	64	67	3
		Right	N/A	121	108	-13
	NB	Left	N/A	34	36	2
		Right	N/A	63	80	17
PM	EB	Left/Thru	N/A	70	108	38
	WB	Thru	N/A	50	68	18
		Right	N/A	101	102	1
	NB	Left	N/A	77	109	32
		Right	N/A	250	253	3

INTERSECTION 4: HYATT CREEK ROAD & US 74 WESTBOUND RAMP

The total delay increases by 25% or greater ☒ Pass ☐ Fail

Level of Service drops by at least one letter grade ☐ Pass ☒ Fail

Queues for turn moves exceed existing storage ☒ Pass ☐ Fail



Figure 21: Hyatt Creek Rd & US 74 WB Ramp

All approaches operate at LOS B or better for both peak hour conditions with minimal queuing.

The eastbound approach drops from LOS A to LOS B between background and build-out conditions. The increase in delay causing this drop in LOS is 1.2 seconds and does not warrant a mitigation.

The Engineer recommends no mitigation at this intersection. Table 20 and Table 21 on the following page detail the Level of Service, delay, and queuing for the intersection.

Table 20: Intersection 4 – LOS & Percent Change in Delay

Intersection 4: Hyatt Creek Rd/US 74 SB Ramps								
Background vs. Build-Out								
Period	Approach	LOS			Delay in Seconds			Percent Change
		Background	Build-Out	Build-out Change	Background	Build-Out	Change	Build-Out
AM	EB	A	A	NONE	7.0	8.2	1.2	17%
	WB	A	A	NONE	4.3	4.4	0.1	2%
	SB	A	A	NONE	8.5	8.8	0.3	4%
PM	EB	A	B	DROP	9.7	10.9	1.2	12%
	WB	A	A	NONE	4.9	5.1	0.2	4%
	SB	B	B	NONE	12.7	14.7	2.0	16%

Table 21: Intersection 4 - 95% Queue

Intersection 4: Hyatt Creek Rd/US 74 SB Ramps						
Period	Approach	Lane	Storage (ft)	Background Queue (ft)	Build-out Queue (ft)	Difference (ft)
AM	EB	Thru/Right	N/A	70	77	7
	WB	Left/Thru	N/A	52	70	18
	SB	Lt/Th/Rt	N/A	130	122	-8
PM	EB	Thru/Right	N/A	82	86	4
	WB	Left/Thru	N/A	64	56	-8
	SB	Lt/Th/Rt	N/A	160	250	90

INTERSECTION 5: HYATT CREEK ROAD & SHILOH TRAIL

The total delay increases by 25% or greater ☒ Pass ☐ Fail

Level of Service drops by at least one letter grade ☐ Pass ☒ Fail

Queues for turn moves exceed existing storage ☒ Pass ☐ Fail

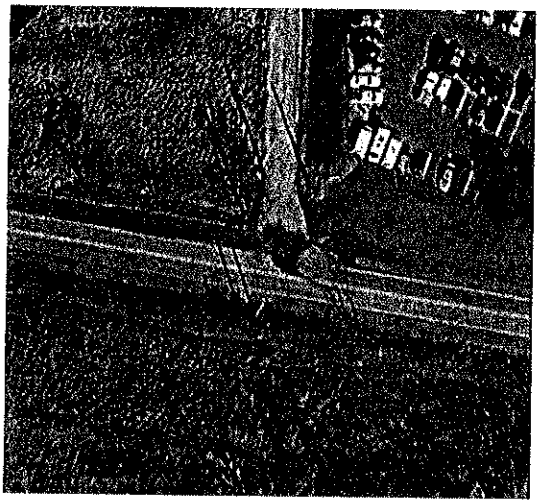


Figure 22: Hyatt Creek Rd & Shiloh Trail

All approaches operate at LOS B or better for both peak hour conditions. The southbound approach drops from LOS A to LOS B between background and build-out conditions. The increase in delay causing this drop in LOS is less than a second and does not warrant a mitigation.

The Engineer recommends no mitigation at this intersection. Table 22 and Table 23 on the following page detail the Level of Service, delay, and queuing for the intersection.

Table 22: Intersection 5 – LOS & Percent Change in Delay

Intersection 5: Hyatt Creek Rd/Shiloh Trl								
Background vs. Build-Out								
Period	Approach	LOS			Delay in Seconds			Percent Change
		Background	Build-Out	Build-out Change	Background	Build-Out	Change	Build-Out
AM	EB	A	A	NONE	0.2	0.2	0.0	0%
	WB	A	A	NONE	0.0	0.0	0.0	N/A
	SB	A	B	DROP	9.7	10.2	0.5	5%
PM	EB	A	A	NONE	0.3	0.2	-0.1	-33%
	WB	A	A	NONE	0.0	0.0	0.0	N/A
	SB	B	B	NONE	10.1	10.8	0.7	7%

Table 23: Intersection 5 - 95% Queue

Intersection 5: Hyatt Creek Rd/Shiloh Trl						
Period	Approach	Lane	Storage (ft)	Background Queue (ft)	Build-out Queue (ft)	Difference (ft)
AM	EB	Left/Thru	N/A	11	16	5
	WB	Thru/Right	N/A	0	0	0
	SB	Left/Right	N/A	52	47	-5
PM	EB	Left/Thru	N/A	6	12	6
	WB	Thru/Right	N/A	0	0	0
	SB	Left/Right	N/A	30	34	4

INTERSECTION 6: HYATT CREEK ROAD & KEROUAC DRIVE

The total delay increases by 25% or greater ☒ Pass ☐ Fail

Level of Service drops by at least one letter grade ☒ Pass ☐ Fail

Queues for turn moves exceed existing storage ☒ Pass ☐ Fail

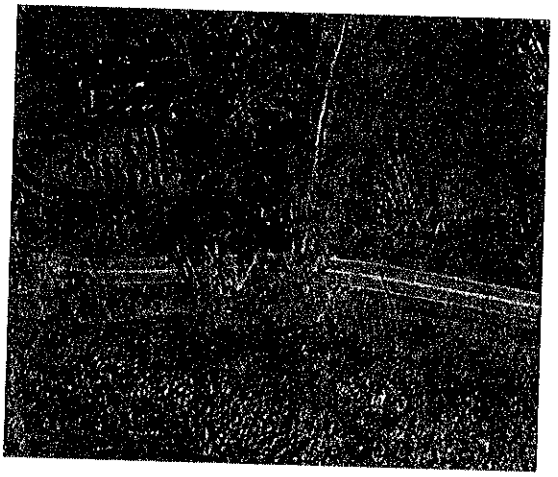


Figure 23: Hyatt Creek Rd & Kerouac Dr

All approaches operate at LOS A for both peak hour conditions with minimal queueing. The Engineer recommends no mitigation at this intersection. Table 24 and Table 25 on the following page detail the Level of Service, delay, and queuing for the intersection.

Table 24: Intersection 6 – LOS & Percent Change in Delay

Intersection 6: Hyatt Creek Rd/Kerouac Dr								
Background vs. Build-Out								
Period	Approach	LOS			Delay in Seconds			Percent Change
		Background	Build-Out	Build-out Change	Background	Build-Out	Change	Build-Out
AM	EB	A	A	NONE	0.2	0.2	0.0	0%
	WB	A	A	NONE	0.0	0	0.0	N/A
	SB	A	A	NONE	9.1	9.1	0.0	0%
PM	EB	A	A	NONE	0.3	0.3	0.0	0%
	WB	A	A	NONE	0	0	0.0	N/A
	SB	A	A	NONE	9.5	9.5	0.0	0%

Table 25: Intersection 6 - 95% Queue

Intersection 6: Hyatt Creek Rd/Kerouac Dr						
Period	Approach	Lane	Storage (ft)	Background Queue (ft)	Build-out Queue (ft)	Difference (ft)
AM	WB	Left/Thru	N/A	6	12	6
	NB	Thru/Right	N/A	0	0	0
	SB	Left/Right	N/A	29	30	1
PM	WB	Left/Thru	N/A	6	11	5
	NB	Thru/Right	N/A	0	0	0
	SB	Left/Right	N/A	29	29	0

INTERSECTION 7: HYATT CREEK ROAD & ACCESS A

The total delay increases by 25% or greater ☒ Pass ☐ Fail

Level of Service drops by at least one letter grade ☒ Pass ☐ Fail

Queues for turn moves exceed existing storage ☒ Pass ☐ Fail

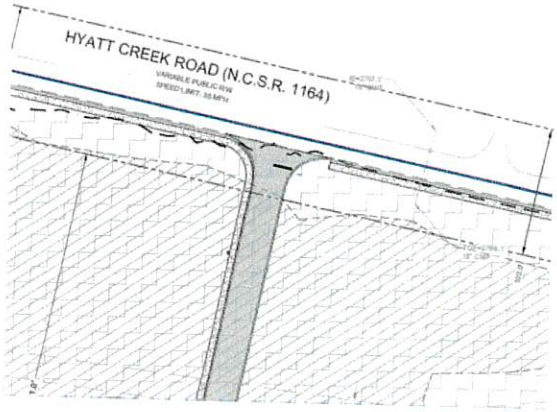


Figure 24: Hyatt Creek Rd & Access A

All approaches operate at LOS A for both peak hour conditions with minimal queueing. Left and right turn lane warrants were completed for the driveway and can be found in Appendix E. The driveway did not meet warrants for a left or a right turn lane. Crash history along Hyatt Creek Road near the site also does not warrant turn lanes.

The Town of Waynesville has requested a westbound left turn lane entering the development, the widening of the ingress lane to 15 feet wide at the intersection, tapering down to 12 feet, and the widening of the egress radius to 50 feet. A 50-foot full-width storage turn lane with a 100' bay taper will be sufficient for the projected queues.

Table 26 and Table 27 on the following page detail the Level of Service, delay, and queuing for the intersection. Analysis was run with the westbound left turn lane as a mitigation and the results are presented in Table 28 and Table 29 on page 63.

Table 26: Intersection 7 – LOS & Percent Change in Delay

Intersection 7: Hyatt Creek Rd/Access A								
Background vs. Build-Out								
Period	Approach	LOS			Delay in Seconds			Percent Change
		Background	Build-Out	Build-out Change	Background	Build-Out	Change	Build-Out
AM	EB		A	NA		0.0	0.0	NA
	WB		A	NA		2.2	2.2	NA
	NB		A	NA		9.4	9.4	NA
PM	EB		A	NA		0.0	0.0	NA
	WB		A	NA		2.5	2.5	NA
	NB		A	NA		9.3	9.3	NA

Table 27: Intersection 7 - 95% Queue

Intersection 7: Hyatt Creek Rd/Access A						
Period	Approach	Lane	Storage (ft)	Background Queue (ft)	Build-out Queue (ft)	Difference (ft)
AM	EB	Thru/Right	N/A		0	
	WB	Left/Thru	N/A		77	
	NB	Left/Right	N/A		62	
PM	EB	Thru/Right	N/A		0	
	WB	Left/Thru	N/A		63	
	NB	Left/Right	N/A		40	

Table 28: Intersection 7 Mitigation – LOS & Percent Change in Delay

Intersection 7: Hyatt Creek Rd/Access A								
Background vs. Build-Out Mitigation								
Period	Approach	LOS			Delay in Seconds			Percent Change
		Background	Build-Out	Build-out Change	Background	Build-Out	Change	Build-Out
AM	EB		A	NA		0.0	0.0	NA
	WB		A	NA		2.2	2.2	NA
	NB		A	NA		9.4	9.4	NA
PM	EB		A	NA		0.0	0.0	NA
	WB		A	NA		2.5	2.5	NA
	NB		A	NA		9.3	9.3	NA

Table 29: Intersection 7 Mitigation - 95% Queue

Intersection 7: Hyatt Creek Rd/Access A Mitigation						
Period	Approach	Lane	Storage (ft)	Background Queue (ft)	Build-out Queue (ft)	Difference (ft)
AM	EB	Thru/Right	N/A		0	
	WB	Left	50'		18	
		Thru	N/A		0	
	NB	Left/Right	N/A		54	
PM	EB	Thru/Right	N/A		0	
	WB	Left	50'		18	
		Thru	N/A		0	
	NB	Left/Right	N/A		31	

CONCLUSION

The proposed Gateway Hyatt Creek apartments are planned to be developed on the southern side of Hyatt Creek Road in Waynesville, North Carolina. The development is planned to be composed of 181 apartments and 11 townhome units and has an expected build out year of 2028. A summary of each of the study intersections and the recommendations can be found below.

INTERSECTION 1: SOUTH MAIN STREET & HYATT CREEK ROAD

- It is recommended that the southbound right turn lane be extended to 225 feet, and the northbound left turn lane be extended to 175 feet. Because the queueing extends past the available storage in background conditions, the extension of the turn lane is the responsibility of NCDOT. However, right of way may not be available for the extension of these turn lanes.
- It is also recommended that this intersection, including the western and northern legs of the intersection, be studied for safety improvements. Reflective backer plates for the signal heads may reduce rear end crashes. However, a more in-depth crash analysis is recommended to provide recommendations for the most prevalent types of crashes in the area.

INTERSECTION 2: HYATT CREEK ROAD & TOWN CENTER LOOP

- It is recommended that this intersection, as well as the segment of Hyatt Creek Road from US 74 to S Main Street, be studied for safety improvements. Reflective backer plates for the signal heads may reduce rear end crashes. However, a more in-depth crash analysis is recommended to provide recommendations for the most prevalent types of crashes in the area.

INTERSECTION 3: HYATT CREEK ROAD & US 74 EASTBOUND RAMP

- There are no mitigations recommended at this intersection.

INTERSECTION 4: HYATT CREEK ROAD & US 74 WESTBOUND RAMP

- There are no mitigations recommended at this intersection.

INTERSECTION 5: HYATT CREEK ROAD & SHILOH TRAIL

- There are no mitigations recommended at this intersection.

INTERSECTION 6: HYATT CREEK ROAD & KEROUAC DRIVE

- There are no mitigations recommended at this intersection.

NTERSECTION 7: HYATT CREEK ROAD & ACCESS A

- The Town of Waynesville has requested the addition of a 50-foot eastbound left turn lane on Hyatt Creek Road, a 15-foot ingress lane on the proposed driveway, and the widening of the egress radius to 50 feet to accommodate for fire apparatus entering and leaving the site.
    - A 50-foot full-width storage left turn lane will be sufficient for the projected queues at the intersection.

EMERGENCY ACCESS

- Install an automatic sprinkler system to meet fire code requirements, to offset the need for a second access point.

The recommended mitigation measures ensure the project meets transportation standards, safety standards, and the Town of Waynesville's requirements. If built as proposed, it is the opinion of the engineer that the development will not adversely affect public health, safety or welfare, nor will it necessitate additional public expenditures.

NCDOT Traffic Impact Analysis Need Screening / Scoping Request

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TIA Need Screening → TIA Scoping → TIA Submittal

A Traffic Impact Analysis (TIA) may be required for developments based on the site trip generation estimates, site context, or at the discretion of the NCDOT District Engineer. The Applicant or the TIA Consultant shall submit this form along with the site plan to the District Engineer to determine the TIA need and, if a TIA is required, initiate the TIA scoping process. Without an approved scope, the TIA is incomplete and will be rejected until the study is revised to conform to NCDOT's TIA requirements.

Project Name: The Gateway At Hyatt Creek Tia **Previous Name:** If Applicable

Location: PINs 8604-37-4803, 8604-37-8735, 8604-47- **County:** Haywood **Municipality:** Waynesville

Project Description: a 200 DU multifamily low rise residential development on Hyatt Creek Rd

Project Contact:	Applicant	TIA Consultant
Company Name	Ceruleum Capital Partners	J.M. Teague Engineering & Planning
Contact Person	Bob Barton	Jeffery H Moore, PE
Phone Number	309-264-8388	828-456-8383
Email	bob@ceruleumcp.com	jeff@jmteagueengineering.com
Mailing Address	5475 Peoria St, Ste 3-106	1155 N. Main Street
	Denver, CO 80239	Waynesville, NC 28786

Site Plan Prepared By: Site Design, Inc. **Site Plan Date:** 04/21/2026

See site plan/vicinity map requirements on page 2.

Parcel Size: 33.6 Acre(s) **Anticipated Build-Out Year:** 2028

Weekday Site Trip Generation - Do NOT adjust for mode split, pass-by, internal capture, or diverted trips.

ITE LUC	Proposed Land Use	Size	Unit	Daily Trips	Peak Hour Type	AM Peak Hour Trips			PM Peak Hour Trips			Data Source
						Enter	Exit	Total	Enter	Exit	Total	
220	Multi family Low	181	DU	1236	Adj. Street	19	60	79	62	36	98	ITE Equation
215	Single Family Att	11	DU	33	Adj. Street	1	4	5	2	1	3	ITE Equation
Total		192	DU	1269		20	64	84	64	37	101	

Refer to the current *NCDOT Congestion Management Capacity Analysis Guidelines* for acceptable trip calculation methods and data sources.

**Explain local or other data sources, if used:

☐ The estimated site trips meet NCDOT's TIA trip threshold of 3,000 daily trips.

☒ The estimated site trips meet the municipal TIA trip threshold of 500 trips per day

☐ This project is located in a known STIP and/ or local CIP project #

☐ This project includes a rezoning request.

☐ The proposed site access is located within 1,000 feet of an interchange.

☐ The Applicant requests for a new or modified control-of-access break.

☐ The Applicant requests for a new or modified median break.

Applicant's Signature | Bob Barton (Print Name) | 7/28/26 (Date)

NCDOT Traffic Impact Analysis Need Screening / Scoping Request

TIA Need Screening → TIA Scoping → TIA Submittal

Site Plan/Vicinity Map Requirement for TIA Need Screening: While the site plan may not be finalized during the TIA scoping stage, the graphic representation of the proposed development shall provide adequate details on the development scope and context. More specifically, the site plan/map shall clearly show the location and type of each access point, spacing to adjacent and opposing driveways or intersections, internal street network, proposed buildings/parcels with their anticipated uses and sizes at full build-out and, if applicable, any nearby interstate, US, NC or Secondary Roads (SR).

Project Name: The Gateway at Hyatt Creek Tia **Project Reference Number:** _____

☒ **A TIA is Required by the Local Government.** In addition, the study area is expected to include NCDOT maintained transportation facilities.

☐ **A TIA is Required by NCDOT,** per the *Policy on Street and Driveway Access to North Carolina Highways*.

If either or both of the boxes above are checked, the Applicant/TIA Consultant is hereby requested to fill out as much as possible of the following TIA scoping checklist, and return it along with the supporting documents to NCDOT prior to the scoping meeting.

☐ **A TIA is NOT required**. This decision is based on the development information presented above. Changes in the development plan will require re-evaluation of the TIA need, and may necessitate a TIA. The Applicant should inform the District Engineer of any significant changes in a timely fashion to avoid delays or rejections of the driveway permit / encroachment agreement applications.

Additional Comments:

ITE Trip Generation 11th Edition is being used. LUC 215 ITE rate was used for AM Peak hour due to the equation yielding a negative number. The Hampton Inn (LUC 310 adjacent development) did not require a TIA in 2018. The hotel trip distribution movements for the hotel will be estimated.

The TIA need decision is made by the NCDOT Division 14 District 2 on _____.

_____ NCDOT District Representative's Signature
Email concurrence may be used in lieu of the signature.

Cody Weddle
Print Name

NCDOT TIA Scoping Checklist

TIA Need Screening → TIA Scoping → TIA Submittal

Project Name: The Gateway At Hyatt Creek Tia **TIA Scoping Date:** _____

☒ **TIA Need Screening Forms are Attached.** Project Reference #: _____ Decision Date: _____

☒ **Site Plan and Access**

☒ Provide a site plan illustrating site access, internal and external roadways, buildings and land uses.
Refer to NCDOT's *Policy on Street and Driveway Access to North Carolina Highways* pages 14 and 15 for site plan requirements.

☒ Identify site access.

New Access	On Road	Access Type		Driveway Spacing		
	Road Name	Permitted Movements	Traffic Control	Distance (ft)	Direction	Nearest Intersection / Access
Access A	Hyatt Creek Rd	Conventional Full-Mvmt	2-Way Stop	300	East	Kerouac Dr
Access B						
Access C						
Access D						
Access E						
Access F						
Access G						
Access H						

Existing Access	Existing Intersection of		Access Modification	Proposed Interconnectivity (If Applicable)		
	Road A	Road B		Connector #	Road Connected	Adjacent Development
Access 1			Please Select	Connector 1		
Access 2				Connector 2		
Access 3				Connector 3		
Access 4				Connector 4		

☐ Additional access clarifications and provisions (e.g., proposed control-of-access or median breaks, modifications of existing access, loading/unloading area access, bike/pedestrian accommodation).

☐ **Proposed K-12 School Site**

☐ NCDOT MSTA School Traffic Calculator for Select School Type shall be used.

☐ Peak Hour Factors (PHFs) shall be adjusted/weighted for new school trips (0.5 PHF by default).

☐ Internal school circulation analysis is required, and should be submitted in advance or concurrent with the TIA submittal.

☐ Clarify traffic operation plans (e.g. traffic circulation pattern, pedestrian access, drop-off/pick-up zone location and configuration, queue storage area and, if applicable, staggered start times).

☒ Trip Generation

The TIA Consultant shall prepare trip generation estimates following the current *NCDOT Congestion Management Capacity Analysis Guidelines*, and submit the calculation sheets and supporting information to the District Engineer for approval prior to capacity analysis.

ITE LUC	Proposed Land Use	Size	Unit	Daily Trips	Peak Hour Type	AM Peak Hour Trips			PM Peak Hour Trips			Data Source
						Enter	Exit	Total	Enter	Exit	Total	
220	Multi family Low	181	DU	1236	Adj. Street	19	60	79	62	36	98	ITE Equation
215	Single Fam Att	11	DU	33	Adj. Street	1	4	5	2	1	3	ITE Equation
Unadjusted Site Trips				1269		20	64	84	64	37	101	
Internal Capture Trips (Attach Calculation Sheets)												Please Select
Internal Capture % of Unadjusted Site Trips				%			%			%		
LUC	Proposed Land Use	Any Internal Trips?		Pass-By % of External Trips								
		Please Select		%			%			%		Please Select
				%			%			%		
				%			%			%		
				%			%			%		
				%			%			%		
Pass-By Trips (Attach Calculation Sheets)												
Adjacent Street Volumes												Please Select
Non-Pass-By Primary Trips												
Diverted Trips, if Applicable and Justifiable												Please Select

**Explain local or other data sources, if used:

LUC 215 ITE Rate was used for AM LUC 215 due to the equation yielding a negative number.

☐ Existing Site Trip Information for Redevelopment Projects (Attach separate sheets as needed)

ITE LUC	Existing Land Use	Size	Unit	Daily Trips	Peak Hour Type	AM Peak Hour Trips			PM Peak Hour Trips			Data Source
						Enter	Exit	Total	Enter	Exit	Total	
					Please Select							Please Select
Total Existing Site Trips												

☒ **Trip Distribution**

☒ Trip distribution diagrams are submitted concurrently with this document (attach separate sheets).

☐ Trip distribution diagrams will be submitted separately, along with supporting information, to the District Engineer for review and approval prior to capacity analysis. The trip distribution shall be based on the current and anticipated traffic patterns, as well as instructions noted below.

If required by the District Engineer, the following additional diagrams shall also be submitted:

☐ Mixed-Use Developments (separate diagrams for residential, commercial, and office trips)

☐ Inter-Development Trips (if 'internal" trips cross public streets)

☐ Pass-By Trips

☐ Diverted Trips

☐ Each Analysis Period

☐ **Mode Split**

☐ Provide Data Source and Justification

Mode / Period	Auto		
AM Peak	%	%	%
PM Peak	%	%	%
Daily	%	%	%
	%	%	%

☐ Identify proper infrastructure and accommodation for other modes of travel.

☒ **Analysis Peak Periods:**

☒ Weekday AM Peak 7 AM - 9 AM

☒ Weekday PM Peak 4 PM - 6 PM

☐ Weekday Midday Peak _____

☐ Weekday PM School Peak _____

☐ Weekend _____ Peak _____

☐ Other _____

NCDOT TIA Scoping Checklist

TIA Need Screening → TIA Scoping → TIA Submittal

☒ Study Area Intersections and Data Collection

The study area shall include the site access intersections (both new and existing) identified under "Site Plan and Access" on page 1, as well as the following external and, if applicable, internal intersections.

External Intersection	Intersection of		Traffic Control	Intersection Turning Movement Counts			Notes
	Road A	Road B		New / Existing	Date of Counts	Growth Adjustment	
#1	S Main St	Hyatt Creek Rd	Signal	Require New Counts	5/12/26		
#2	Hyatt Creek Rd	Town Center Dr	Signal	Require New Counts	5/12/26		
#3	Hyatt Creek Rd	US 74 EB Ramp	2-Way Stop	Require New Counts	5/12/26		
#4	Hyatt Creek Rd	US 74 WB Ramp	Yield	Require New Counts	5/12/26		
#5	Hyatt Creek Rd	Shiloh Trail	2-Way Stop	Require New Counts	5/12/26		
#6	Hyatt Creek Rd	Kerouac Dr	2-Way Stop	Require New Counts	5/12/26		
#7							
#8							
#9							
#10							
#11							
#12							

Internal Intersection	Intersection of		Access Type		Intersection Spacing		
	Road A	Road B	Traffic Control	Permitted Movements	Distance (ft)	Direction	Nearest Intersection
#101			Please Select	Please Select		Please Select	
#102							
#103							
#104							
#105							

The following data will be collected:

☒ New traffic turning movement counts in ☒ 15-min intervals ☐ 5-min intervals (near schools)
Unless otherwise noted above, new traffic counts shall be collected at the existing study intersections during the analysis periods. Weekday counts shall avoid Mondays, Fridays, holidays, school breaks, road closures, and major weather events.

☐ To account for the impact of existing and/or proposed school traffic, PHFs will be adjusted for:

intersections numbered: _____

and access points numbered: _____

☐ Traffic Forecast Data for TIP: _____

☒ Roadway/Intersection Configuration & Traffic Control

☒ Traffic Signal Phasing & Timing Data

☐ Crash Data: _____ Period: _____

☐ Other:

NCDOT TIA Scoping Checklist

TIA Need Screening → TIA Scoping → TIA Submittal

☒ Future Year Conditions

☒ Project Build-Out Year: 2028

☒ Future Analysis Year(s): 2028

☒ Identify below any funded/committed future transportation improvements, as well as any approved but incomplete developments near the site.

Funded STIP / Local CIP Project	Project Description	Year Complete
U-4712	SR 1164 to US 276 widen US 23 Business to multi-lanes	
	^Preliminary only	

Nearby Approved Development	Location	Future Land Use (exclude any completed phases)	Committed Improvements
Hampton Inn	Hyatt Creek Rd @ Shiloh Trl	310	Unknown, TIA not required

☒ Annual Growth Factor: 1 %

Justification/Data Source: _____

☐ Local Comprehensive Transportation Plan Compliance

☐ Identify Applicable Local Transportation Planning Documents

☐ Identify Applicable Roadways inside the Study Area

Road Name	Classification	Speed Limit	Proposed Cross-Section	Proposed Right-of-Way	Compliance Requirements	Affect Study Intersection #

NCDOT TIA Scoping Checklist

TIA Need Screening → TIA Scoping → TIA Submittal

☒ Study Method

The traffic analysis shall follow the current *NCDOT Congestion Management Capacity Analysis Guidelines*, *Policy on Street and Driveway Access to North Carolina Highways*, and use the current approved version of analysis software (e.g. Synchro/SimTraffic, HCS, Sidra Intersection, TransModeler).

The study shall include the following analysis scenarios for each analysis period.

1. Existing Conditions
2. Future No-Build Conditions (existing + background growth + approved developments + committed or funded improvements)
3. Future Build Conditions (future no-build + site trips)
4. Future Build with Improvements Conditions (future build traffic with improvements to mitigate the proposed development's impacts) and, if applicable:

☐ 5. TIP Design Year Analysis _____

☐ 6. Alternative Access Scenario (without proposed control-of-access or median break / modification)

The following additional analysis/outputs should be provided as warranted:

- ☐ Signal Warrant Analysis for accesses/intersections _____
- ☐ Multi-Modal Level of Service Analysis
- ☐ School Loading Zone Traffic Simulation
- ☐ Phasing Analysis (scope separately as needed)
- ☐ Safety/Crash Analysis
- ☐ Control-of-Access Modification Justification
- ☐ Median Break / Modification Justification
- ☐ Other _____

☒ Submittals

In addition to the hardcopies required below, the TIA Consultant shall provide the District Engineer and, if required, the local government an electronic copy of the study documents, including the latest site plan, figures and appendices, in searchable PDF files and the original traffic analysis files (e.g., Synchro, HCS). To expedite review, the NCDOT electronic submittals shall also be delivered concurrently to:

☐ Div. Traffic Engr ☐ Regional Traffic Engr ☐ Congestion Management ☐ Other _____

Submittals	NCDOT		Local Government	
	Electronic	Hardcopy	Electronic	Hardcopy
Trip Generation & Distribution	Required		Required	
Draft TIA Report	Required		Required	
Final Sealed TIA Report	Required		Required	

☐ **Additional Comments** (municipal TIA requirements, approved variations from NCDOT guidelines)

Agreement by All Parties

The undersigned agree to the contents and methodology described above for completing the required traffic impact analysis for the proposed development identified herein. Any changes to the above methodology contemplated by the Applicant or the TIA Consultant must be submitted to the District Engineer in writing. If approved by NCDOT, then such changes may be accepted for the TIA report. Subsequent revisions to the development plan (e.g. land use, density, site access, or schedule) may require additional scoping and analysis, and may modify the TIA requirements.

This agreement shall become effective on the date approved by NCDOT, and shall expire ____ months after the effective date or upon significant changes to the roadway network and/or development assumptions, whichever occurs first. Once expired, renewal or re-scoping will be required for subsequent TIA submittals.

APPLICANT

Signature	Bob Barton Print Name	7/28/26 Date

TIA CONSULTANT

Jeffrey Moore Signature	Jeffrey H. Moore, PE Print Name	7/28/2026 Date

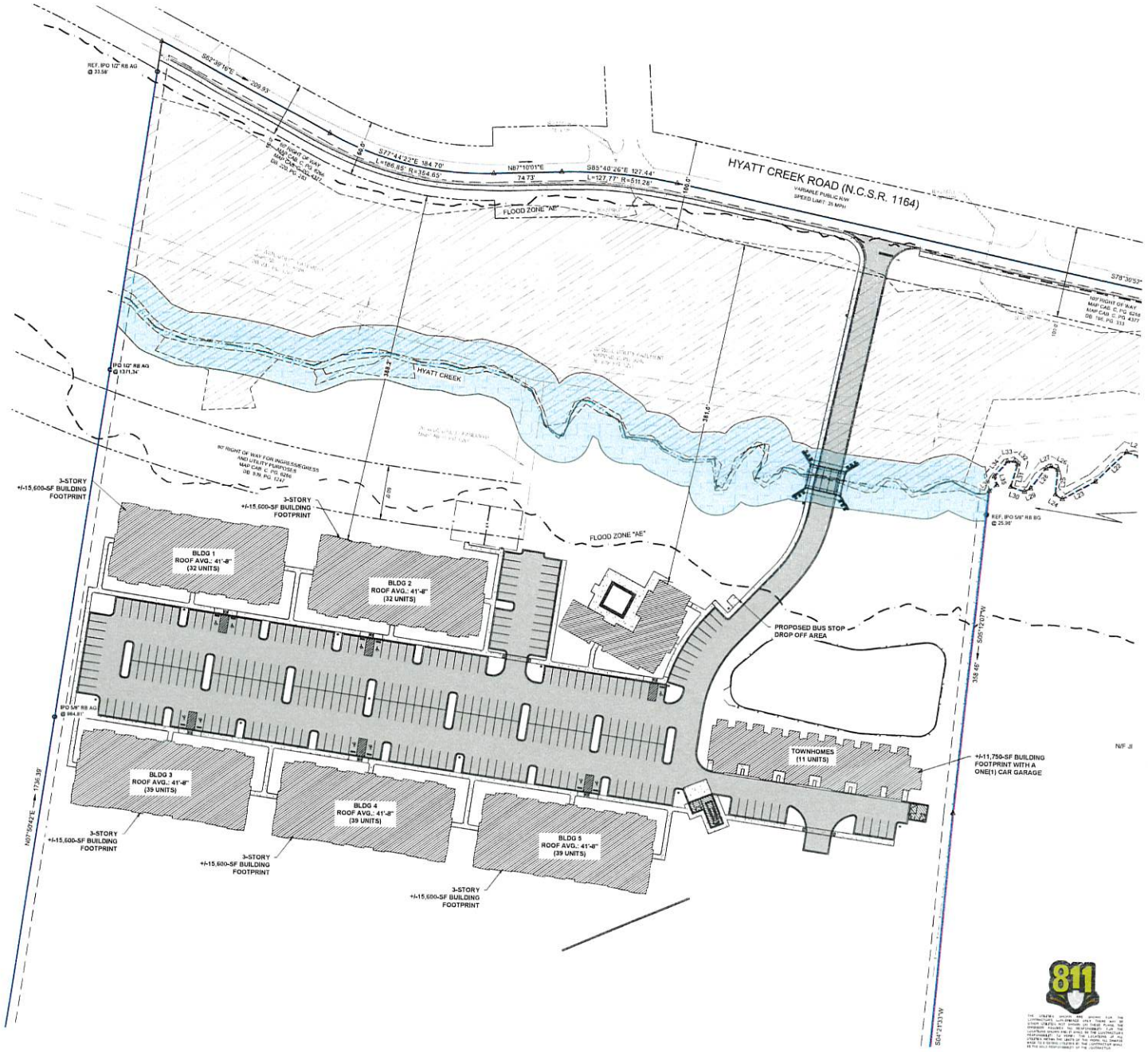
LOCAL GOVERNMENT REPRESENTATIVE (If Applicable)

Signature Email concurrence may be used in lieu of the signature.	Elizabeth Teague Print Name	Date

NCDOT DISTRICT REPRESENTATIVE

Reviewed and approved by the NCDOT Division 14 District 2 on _____.

Signature Email concurrence may be used in lieu of the signature.	Cody Weddle Print Name



SITE DATA

BUILDING SETBACKS	
FRONT	10 FT
SIDES	10 FT
REAR	6 FT
PARKING	
MINIMUM PARKING REQUIRED	300 SPACES
1.5 SPACE PER UNIT	
200 UNITS X 1.5 SPACE/UNIT = 300 SPACES	
TOTAL PARKING PROVIDED	301 SPACES
MINIMUM ADA REQUIRED	7 SPACES
TOTAL ADA PROVIDED	11 SPACES
MIN. STALL DIMENSIONS	9 FT x 20 FT
MIN. AISLE WIDTH	26 FT
ZONING	
JURISDICTION	WAYNESVILLE
ZONING DISTRICT	HC-RC
PROPOSED USE	MULTI-FAMILY
SITE AREA	
PARCEL AREA	33.6 ACRES
IMPERVIOUS AREA	5.5 ACRES
PERVIOUS AREA	28.1 ACRES

SITE PLAN LEGEND

- PROPERTY LINE
- RIGHT OF WAY
- PROPOSED EASEMENT
- SETBACK
- ROAD CENTERLINE
- PROPOSED FENCE
- CONCRETE
- LIGHT DUTY ASPHALT
- HEAVY DUTY ASPHALT
- (X) PARKING SPACE COUNT

BUFFER LEGEND

- WETLANDS
- 100-YR FLOODPLAIN
- HILLSIDE PROTECTION BUFFER
- 30-FT STREAM BUFFER

PROJECT TEAM

DEVELOPER	CIVIL ENGINEER
CERULEUM CAPITAL PARTNERS 5475 PEORIA STREET SUITE 3-106 DENVER, CO 80239 847-946-0614 KEVIN@CERULEUMMCP.COM	SITE DESIGN, INC. 225 ROCKY CREEK RD GREENVILLE, SC 29615 864-271-0496 GWINALL@SITEDESIGN-INC.COM

811

SEE C001 FOR GENERAL SITE PLAN NOTES.
SEE C100 FOR SURVEY LEGEND.

50 0 25 50 100
(IN FEET)
1 INCH = 50 FT

N
W E
S

SITE DESIGN, INC.
LAND ENGINEERS · SURVEYORS · LANDSCAPE ARCHITECTS
225 Rocky Creek Road
Greenville SC 29615
(864) 271-0496
www.SiteDesign-Inc.com
NC LICENSE # C-1517

NO	DATE
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THE GATEWAY

HYATT CREEK ROAD
WAYNESVILLE, NC 28786

TOWN OF WAYNESVILLE
HAYWOOD COUNTY
NC

CERULEUM CAPITAL PARTNERS

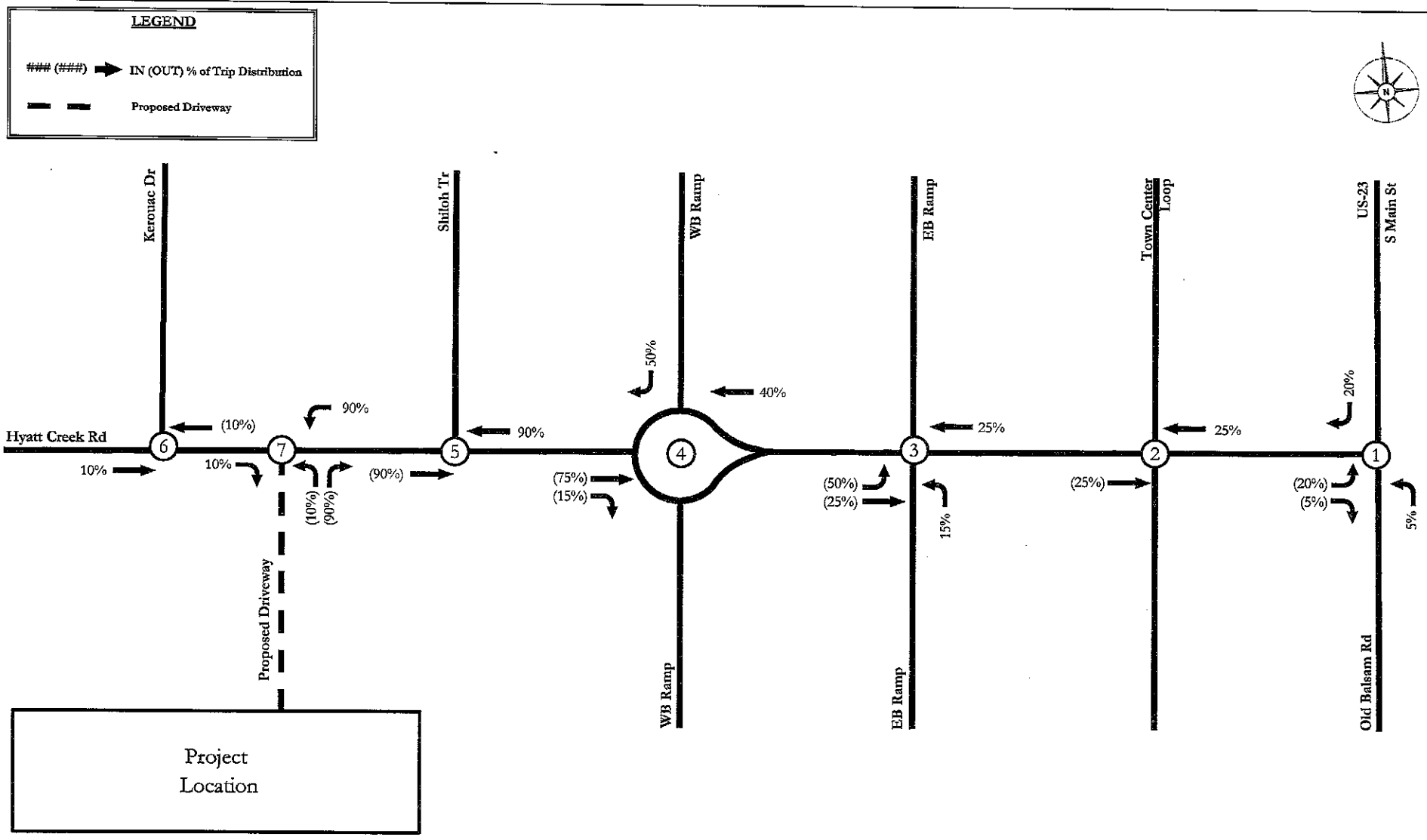
DESIGNED BY:	MJC
DRAWN BY:	MJC
CHECKED BY:	MCJ
DATE:	07/06/2026
S260335_SHEET5	

SITE PLAN

SHEET — OF 7

C200

Trip Distribution



J.M. Teague Engineering & Planning (WAYN 1754)

TOWN OF WAYNESVILLE
Development Services Department
PO Box 100
9 South Main Street
Waynesville, NC 28786
Phone (828) 456-8647 • Fax (828) 452-1492
www.waynesvillenc.gov

Date: 07/08/2026
Project: The Gateway at Hyatt Creek

Comments:

1. Provide location for all fire hydrants in accordance with Section 507.5 of the 2018 NC Fire Code.
2. Provide location for all FDCs and distance to required fire hydrants in accordance with Section 507.5.1.1 of the 2018 NC Fire Code.
3. Provide fire department key box locations for the club house, maintenance building and riser rooms for each apartment building in accordance with Section 506 of the 2018 NC Fire Code.
4. Provide reduced pressure zone valve specs and locations.


Site Posting on 10-6-2026
THE TOWN OF WAYNESVILLE
PLANNING BOARD
WILL HOLD A PUBLIC HEARING
ON OCTOBER 19, 2026, AT 5:30 P.M.
IN THE TOWN HALL BOARD ROOM
AT 9 SOUTH MAIN ST.
TO CONSIDER
A MAJOR SITE PLAN
CONTACT THE DEVELOPMENT SERVICES DEPARTMENT
T: 828-456-8647

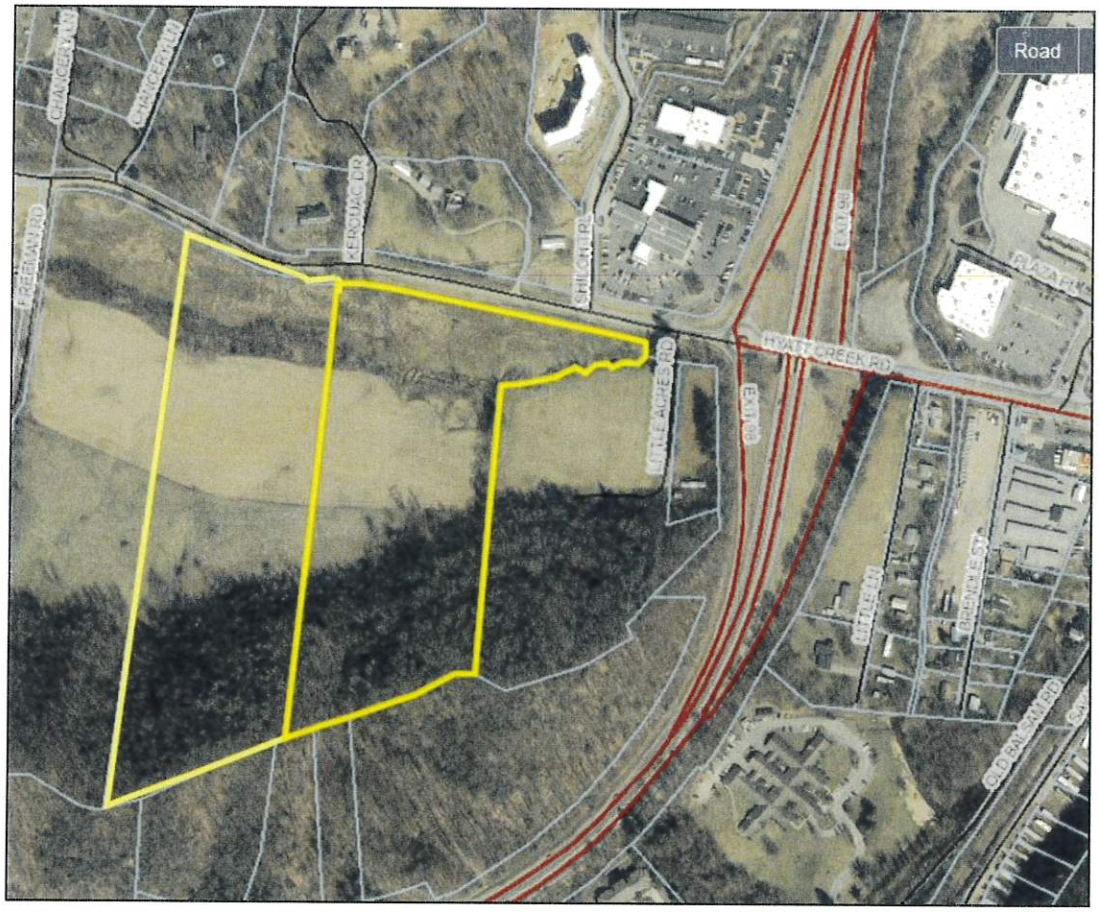
TOWN OF WAYNESVILLE

Development Services Department
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9 South Main Street
Waynesville, NC 28786
Phone (828) 456-8647 • Fax (828) 452-1492
www.waynesvillenc.gov

October 6, 2026

Notice of Public Hearing for a Major Site Plan
Waynesville Planning Board

The Town of Waynesville Planning Board will hold a public hearing on Monday, October 19, 2026, at 5:30 pm, in the Town Hall Board Room, located at 9 South Main Street, Waynesville, NC, to consider a major site plan review for a 200-unit multi-family development located off Hyatt Creek Road in Waynesville, NC, on two unaddressed parcels: 15.67-ac parcel (PIN 8604-47-3885) and a 16.49-acre parcel (PIN 8604-37-8735).



For more information contact the Development Services Department at: (828) 356-1172, email: ogrooman@waynesvillenc.gov, mail: 9 South Main Street, Suite 110, Waynesville, NC 28786.

SHETLEY, MICHAEL S
SHETLEY, PAMELA D
121 SHETLEY RD
WAYNESVILLE, NC 28785-7427

SWIFT, KAYE ARMSTRONG
SWIFT, JOSEPH NEAL
PO BOX 425
ELBERTA, AL 36530-0425

SWIFT, LANE PREVOST
SWIFT, DANIEL KILLIAN/TR
370 HYATT CREEK RD
WAYNESVILLE, NC 28786

MIGLIARINI, JEAN MARIE
MIGLIARINI, PHILLIP JOSEPH
C/O PHILLIP J MIGLIARINI
85 LITTLE LN
WAYNESVILLE, NC 28786-4534

MIGLIARINI, PHILLIP J
160 LITTLE LN
WAYNESVILLE, NC 28786

GLOMB, WILLIAM BRENDLE
SHELTON, PATRICIA NICOLE
650 JACKSON ST SE
DECATUR, AL 35601

SCHOTT, IRIS LORRAINE/TR
QUEEN ILS TRUST
13506 4TH AVE NE
BRADENTON, FL 34212-2735

HADDAD, JAMAL
17444 GREAT SMOKY MOUNTAIN EXPY
WAYNESVILLE, NC 28786-7770

SWIFT, JAMES N JR
SWIFT, DANIEL KILLIAN
1302 FRANCIS FARM RD
WAYNESVILLE, NC 28786

HAGER, RONALD E
HAGER, AUDREY E
88 WHITFIELD WAY
LK JUNALUSKA, NC 28745-8734

DAVIS, ROBERT STEVE
DAVIS, CAROLYN H
PO BOX 840
WAYNESVILLE, NC 28786-0840

WAYNESVILLE AUTOMOTIVE PROPERTY
36 MONTGOMERY ST
ASHEVILLE, NC 28806

SWIFT, LANE P
370 HYATT CREEK RD
WAYNESVILLE, NC 28786

RYAN, JAMES PATRICK
RYAN, HELEN SATER
419 CHANCERY LN
WAYNESVILLE, NC 28786

TOWN OF WAYNESVILLE

Development Services Department
PO Box 100
9 South Main Street
Waynesville, NC 28786
Phone (828) 456-8647 • Fax (828) 452-1492
www.waynesvillenc.gov

FOR PUBLICATION IN THE MOUNTAINEER: September 30th and October 7th Wednesday Editions

Date: September 24, 2026
Contact: Olga Grooman, (828) 356-1172

Notice of Three (3) Public Hearings
Town of Waynesville Planning Board

The Town of Waynesville Planning Board will hold **three (3) public hearings on Monday, October 19, 2026, at 5:30 pm**, in the Town Hall Board Room, located at 9 South Main Street, Waynesville, NC, to consider:

1. A major site plan review for a 200-unit multi-family development located off Hyatt Creek Road in Waynesville, NC, on two unaddressed parcels: 15.67-ac parcel (PIN 8604-47-3885) and a 16.49-acre parcel (PIN 8604-37-8735).

2. A text amendment to the glazing and transparency requirements for commercial uses, Land Development Standards Section 5.10.3- Ground Level Detailing.

3. A text amendment to the findings of fact and consistency statement requirements for major site plans and major subdivisions, Land Development Standards Sections 15.8.2 and 15.9.3.

For more information contact the Development Services Department at: (828) 356-1172, email: ogrooman@waynesvillenc.gov , mail: 9 South Main Street, Suite 110, Waynesville, NC 28786.

Planning Board Staff Report

Topic: SB 445 Glazing Requirements Text Amendment
Hearing Type: Legislative
Applicant: Staff Generated
Presenter: Alex Mumby, Land Use Administrator
Date: October 19th, 2026

Recommended Motions:

To find the proposed amendment consistent / inconsistent with the 2035 Comprehensive Plan

To recommend / not recommend the proposed amendment to the Town Council

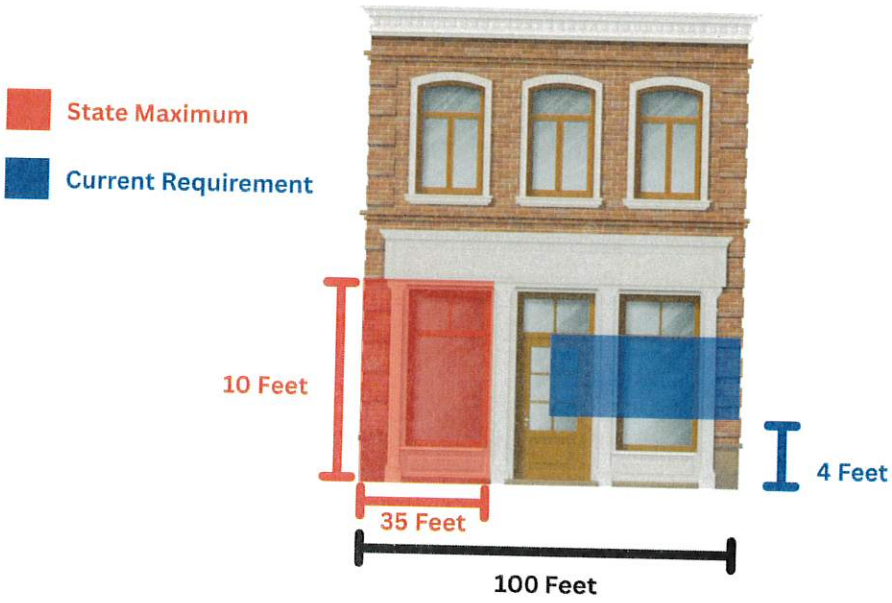
Background

The recently passed SB 445, an omnibus bill titled "AN ACT TO PRIVDE FURTHER REGULATORY RELIEF TO THE CITIZENS OF NORTH CAROLINA." One of the targets of the bill is glazing and transparency requirements for windows put in place by local governments. The bill requires that no local government can require glazing and transparency which exceeds 35% of the ground-floor façade area, except for certain uses for which the requirements may not exceed 20%. Those uses are as follows: religious assembly or sanctuary space, medical or dental examination, treatment, or healthcare services, educational instruction or counseling, civic or nonprofit services, funeral services, lodge or meeting hall use, storage or back-of-house operations, other institutional, assembly, or service uses not primarily operated as walk-in retail, restaurant, bar, entertainment, or commercial storefront uses.

Ground-floor glazing is defined as follows: The exterior wall area of a building measured from grade to 10 feet above grade, excluding loading docks, service bays, mechanical areas, emergency exits, vehicular doors, and other functional areas that are not reasonably treated as storefront facade.

After analyzing the text of the bill and the Town of Waynesville Land Development Standards, staff determined that in most cases the Town's requirements are less than the maximum amount set by the State. The LDS requires that 50% of the façade be transparent, but that the lowest point of the windows must be no higher than 4 feet off the ground and that the top of the windows must go at least to the top of the door. While the 50% may seem more, the State calculates their 35% from the nearest adjacent grade to 10 feet above grade. Staff has provided a diagram below to demonstrate what each requirement looks like.

The minimum height for a door according to building code is 6 feet 8 inches. On a 100-foot-long building with a standard height door, the Town would only require approximately 130 square feet of windows while the maximum the Town could allow according to the State is 350 square feet. In most cases this means that the current Town requirements are consistent with the maximums required by the State. The exception would be if a project had an exceptionally tall door, which staff believes to be a highly unlikely scenario.



Staff Recommendation

Staff recommends that the maximum glazing requirement that the state mandates be included in the Land Development Standards but not replace Waynesville's existing standards. The proposed change will act as a safeguard preventing the Town's requirements from exceeding the State's limit.

Consistency with the 2035 Comprehensive Plan

Staff submits that the proposed amendment is consistent with the 2035 Comprehensive Plan:

- Goal 1: Continue to promote smart growth principles in land use planning and zoning.

Public Notice

This public hearing was duly advertised by publishing a notice in the Mountaineer Newspaper.

Attachments

1. Draft Ordinance
2. SB 445
3. Newspaper Notice
4. Consistency Worksheet

DRAFT ORDINANCE FOR PLANNING BOARD CONSIDERATION

ORDINANCE NO.

AN ORDINANCE AMENDING THE TEXT OF THE TOWN OF WAYNESVILLE LAND DEVELOPMENT STANDARDS

WHEREAS, the Town of Waynesville has the authority, pursuant to Article 7 of Chapter 160D of the North Carolina General Statutes, to adopt land development regulations, clarify such regulations, and may amend said regulations from time to time in the interest of the public health, safety, and welfare; and,

WHEREAS, the Town of Waynesville adopted the 2035 Comprehensive Land Use Plan, which sets goals and provides a Future Land Use map to identify where certain types of growth and density should be allowed, and where growth should be restricted; and,

WHEREAS, the Town of Waynesville Planning Board has reviewed the proposed text amendments to the Land Development Standards (LDS) and recommends that they are consistent with the 2035 Comprehensive Plan and that they are reasonable and in the public interest because they meet the following goals of the 2035 Comprehensive Plan:

Goal 1: Continue to promote smart growth principles in land use planning and zoning

WHEREAS, the Planning Board held a public hearing on October 19th, 2026, and recommends the proposed text amendments for enactment by the Town Council; and

WHEREAS, the Town Council find this Ordinance is consistent with the Town's 2035 Comprehensive Plan and that it is reasonable and in the public interest to "make decisions about resources and land use in accordance with North Carolina General Statutes;" and

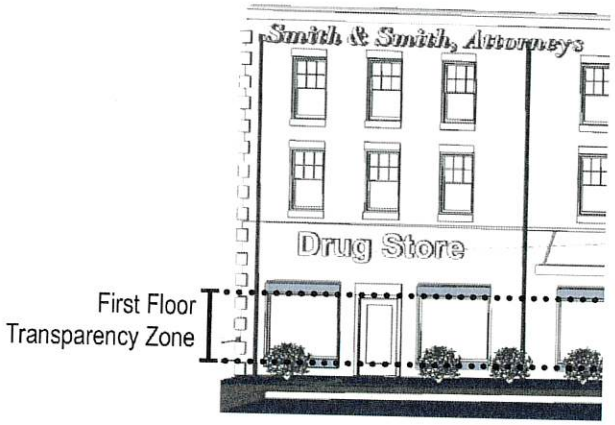
WHEREAS, after notice duly given, a public hearing was held on October 19th, 2026, at a regularly scheduled meeting of the Waynesville Planning Board, and on _____, at the regularly scheduled meeting of the Town Council;

NOW, THEREFORE, BE IT ORDAINED BY THE WAYNESVILLE TOWN COUNCIL, MEETING IN REGULAR SESSION ON_____, AND WITH A MAJORITY OF THE BOARD MEMBERS VOTING IN THE AFFIRMATIVE, THE FOLLOWING:

5.10.3 Ground Level Detailing.

A. Minimize Blank Walls: Expanses of blank walls facing streets (excluding rear access drives or alleys) or public civic spaces may not exceed 20 feet in length. (A "blank wall" is a façade that does not contain transparent windows or doors.)

B. Ground-Level Glazing: Window glazing and doorways shall be the predominant features in the street-level façade. Exterior burglar bars, fixed "riot shutters," or similar security devices shall not be visible from the public right-of-way. All ground level windows shall provide direct views to the building's interior extending a minimum of 6 feet behind the window.



C. **Transparency Zone:** Glazing that is transparent under all lighting conditions shall extend from a base of contrasting material (not exceeding four (4) feet in height above the adjacent grade) to at least the height of the door head. However, spandrel or colored glass may be used above the height of the door head. Glazing shall extend from the corner of the front façade for a depth equal to:

1. Mixed-Use Buildings: At least sixty-five (65) percent of the length of building along the side street building façade.
2. Commercial Buildings: At least fifty (50) percent of the length of building along the side street building façade.
3. Commercial Buildings with Uses Greater than 100,000 sq ft: At least twenty-five (25) percent of the length of building along the side street building façade. (from 154.212.E)

The transparency zone shall not be required to exceed 35% of the ground-floor façade area (as defined in LDS 17.4) on all commercial or mixed-use buildings. The transparency zone of commercial and mixed-use buildings with the following uses shall not be required to exceed 20% of the ground-floor façade area:

- Religious assembly or sanctuary space,
- Medical or dental examination, treatment, or healthcare services,
- Educational instruction or counseling, Civic or nonprofit services,
- Funeral services,
- Lodge or meeting hall use,
- Storage or back-of-house operations,
- Other institutional, assembly, or service uses not primarily operated as walk-in retail, restaurant, bar, entertainment, or commercial storefront uses.

This maximum does not apply in the following cases:

- The North Carolina Building Code, including emergency egress, accessibility, or energy efficiency requirements.
- The North Carolina Fire Code.
- Floodplain or floodproofing requirements.
- Requirements imposed by State or federal law.
- Property located within a local historic district established under G.S. 160D-944 or an individually designated local historic landmark established under Article 9 of this Chapter.
- Property subject to review by a local historic preservation commission for a certificate of appropriateness.
- Property subject to a federal or State historic preservation review requirement, including a requirement related to the use of federal or State historic tax credits, grants, or funding.
- State or federal requirements for airport safety, military installation safety, or other public safety requirements.

D. **Canopies/Awnings:** A building canopy, awning, or similar weather protection may be provided and should project a minimum of 5 feet from the façade.

E. **Ventilation Grates and Emergency Exit Doors:** Ventilation grates or emergency exit doors located at the first floor level in the building façade, which are oriented to any public street, shall be decorative. Unless otherwise required by the building code, such grates and doors shall be located away from pedestrian spaces (sidewalks and pedestrian paths).

17.4 Definitions, General.

Ground-floor façade area. The exterior wall area of a building measured from grade to 10 feet above grade, excluding loading docks, service bays, mechanical areas, emergency exits, vehicular doors, and other functional areas that are not reasonably treated as storefront facade.

ADOPTED this _____Day of _____, 2026.

TOWN OF WAYNESVILLE

_____

J. Gary Caldwell, Mayor

ATTEST:

_____

Candace Poolton, Town Clerk

APPROVED AS TO FORM:

_____

Martha Bradley, Town Attorney

GENERAL ASSEMBLY OF NORTH CAROLINA
SESSION 2025

SESSION LAW 2026-59
SENATE BILL 445

AN ACT TO PROVIDE FURTHER REGULATORY RELIEF TO THE CITIZENS OF NORTH CAROLINA

The General Assembly of North Carolina enacts:

LIMIT LOCAL GLAZING AND TRANSPARENCY REQUIREMENTS

SECTION 9.(a) Article 7 of Chapter 160D of the General Statutes is amended by adding a new section to read:

"**§ 160D-702.1. Glazing and transparency limitations.**

(a) Definitions. – The following definitions apply in this section:

(1) Glazing requirement. – Any zoning regulation, development regulation, design standard, or permitting requirement for windows, doors, storefront glass, glass block, transparent or translucent panels, faux windows, or similar facade treatments intended to satisfy a transparency or facade-opening requirement.

(2) Ground-floor facade area. – The exterior wall area of a building measured from grade to 10 feet above grade, excluding loading docks, service bays, mechanical areas, emergency exits, vehicular doors, and other functional areas that are not reasonably treated as storefront facade.

(b) General Limitation. – No local government may adopt or enforce a glazing requirement that requires glazing, transparency, windows, doors, storefront glass, faux windows, or other transparent or translucent facade materials to exceed thirty-five percent (35%) of the ground-floor facade area of a commercial or mixed-use building.

(c) Limitation for Non-Storefront Uses. – For portions of a commercial or mixed-use building used primarily for non-storefront purposes, no local government may adopt or enforce a glazing requirement that requires glazing or transparency to exceed twenty percent (20%) of the ground-floor facade area. Non-storefront uses include all of the following:

(1) Religious assembly or sanctuary space.

(2) Medical or dental examination, treatment, or healthcare services.

(3) Educational instruction or counseling.

(4) Civic or nonprofit services.

(5) Funeral services.

(6) Lodge or meeting hall use.

(7) Storage or back-of-house operations.

(8) Other institutional, assembly, or service uses not primarily operated as walk-in retail, restaurant, bar, entertainment, or commercial storefront uses.

(d) Voluntary Glazing. – The limitations in subsections (b) and (c) of this section apply only to glazing or transparency required by a local government. Nothing in this section limits glazing voluntarily provided by an owner, developer, architect, or tenant, except that a local government may not condition the approval of a development permit, special use permit, conditional use permit, variance, or other development approval upon the voluntary provision of glazing in excess of the limits in this section.

(e) Exceptions. – This section does not apply to or affect any of the following:

(1) The North Carolina Building Code, including emergency egress, accessibility, or energy efficiency requirements.

(2) The North Carolina Fire Code.

(3) Floodplain or floodproofing requirements.

(4) Requirements imposed by State or federal law.

(5) Property located within a local historic district established under G.S. 160D-944 or an individually designated local historic landmark established under Article 9 of this Chapter.

(6) Property subject to review by a local historic preservation commission for a certificate of appropriateness.

(7) Property subject to a federal or State historic preservation review requirement, including a requirement related to the use of federal or State historic tax credits, grants, or funding.

(8) State or federal requirements for airport safety, military installation safety, or other public safety requirements."

SECTION 9.(b) This section becomes effective October 1, 2026, and any development regulation that is inconsistent with G.S. 160D-702.1, as enacted by this section, on or after that date is void and unenforceable to the extent of the inconsistency. This section does not affect the validity of a development approval issued, or an application for a development approval submitted, before the effective date of this section.

To:	Town of Waynesville Planning Board
From:	Alex Mumby, Land Use Administrator
Date:	October 19, 2026
Subject:	Text Amendment Statement of Consistency
Description:	Text amendments related to transparency and glazing requirements
Ordinance Section:	Land Development Standards (LDS) Sections 5.10.3 and 17.4
Address:	Town of Waynesville Planning Department ("Development Services Department")

The Planning Board hereby adopts and recommends to the Town Council the following statement(s):

☐ The zoning text amendment **is approved and is consistent with the Town's Comprehensive Land Use Plan** because:_____

_____

_____

The zoning text amendment **is reasonable and in the public interest because:**

_____

_____

_____

☐ The zoning text amendment **is rejected because it is inconsistent with the Town's Comprehensive Land Plan** and **is not reasonable and in public interest** because _____

_____

_____

_____

_____

☐ In addition to approving this zoning amendment, this approval is **also deemed an amendment to the Town's Comprehensive Land Use Plan.** The changes in conditions considered in amending the zoning ordinance to meet the development needs of the community and why this action is reasonable and in the public interest, are as follows: _____

_____

_____

Planning Board Member_____, made a motion, seconded by _____

The motion passed _____. *(unanimously or vote results here)*

_____ _____ _____ _____

Ginger Hain, Planning Board Chair Date Esther Coulter, Administrative Assistant Date

Planning Board Staff Report

Subject:	Text amendments related to findings of fact, conditions, and consistency statement requirements for major site plans and preliminary plats for major subdivisions
Ordinance Section:	Land Development Standards (LDS) Sections 15.8.2 and 15.9.3
Applicant:	Staff initiated text amendment, Development Services Department
Meeting Date:	October 19, 2026
Presenter:	Olga Grooman, Interim Development Services Director

Background:

This text amendment was initiated by staff upon the recommendation of the Planning Board Attorney- Ron Sneed. It would eliminate unnecessary procedural requirements for the projects requiring administrative review and that must be approved by right when they comply with all applicable ordinance standards.

Specifically, major site plans and preliminary plats for major subdivisions currently require administrative review by the Planning Board. Land Development Standards (LDS) Section 17.4 defines administrative decisions as follows:

> "**Administrative Decision.** A decision made in the implementation, administration, or enforcement of development regulations that involve the determination of facts and the application of objective standards set forth in Chapter 160D of the G.S. and the Town of Waynesville Code of Ordinances."

The UNC School of Government explains that "Administrative decisions are decisions based on clear, objective standards in the ordinance (standards like "a setback of 10 feet," "¼ acre minimum lot size," and "industrial uses prohibited"). Administrative decisions are routine and nondiscretionary. … Administrative decisions may be made by a staff person, an appointed board, or an elected board" (*Administrative Modifications in Subdivision and Zoning Ordinances,* Adam Lovelady).

The UNC School of Government further explains that "Administrative decisions require staff to apply objective standards set in the ordinance to facts that are supplied in applications. If the application meets the standards it is approved; if not, it is denied. The process is bureaucratic in nature, with minimal discretion or public engagement" (*Choosing the Right Development Review Process: Factors to Consider*, David W. Owens).

The current review standards for major site plans and preliminary plats for major subdivisions include a requirement for a statement of consistency with the Town's adopted plans and authorize the Planning Board to approve these projects with conditions. Both provisions create unnecessary procedural requirements and raise legal concerns regarding their application to administrative (a.k.a. ministerial) approvals.

First, if the proposed development meets the standards of the ordinance and the applicable zoning district, the application must be approved. The Town Council has already established permitted uses, zoning densities, dimensional standards, environmental provisions, as well as other requirements through the adoption of the LDS. Therefore, requiring the Planning Board to decide whether the proposed project is consistent with the Town's adopted plans and policies, such as 2035 Comprehensive Plan, is unnecessary. As the UNC School of Government explains above, if the project is compliant with the ordinances, it must be approved.

Second, because administrative decisions are based on objective standards, the Planning Board cannot impose discretionary conditions beyond those required to comply with the ordinances. Any condition associated with an administrative approval must be intended to ensure compliance with the LDS and other applicable ordinances.

These two provisions, as well as the phrase "Findings of Fact," are remnants of an earlier version of the LDS when major site plans and preliminary plats for major subdivisions were reviewed through a quasi-judicial process. In 2021, the Town updated the LDS and established administrative review procedures for these developments, consistent with the NC GS 160D and legal guidance from the UNC School of Government, the Planning Board Attorney, and the Town Attorney.

The proposed text amendments do not diminish the Planning Board's authority. They are intended to reconcile the existing ordinance language with the administrative review process that the Town has already adopted for certain types of development. The proposed amendments do not introduce any new approval processes either.

Recommended Text Changes:

The amendment proposed three (3) changes to the LDS Sections 15.8.2 and 15.9.3:

- Eliminate the provision requiring the Planning Board to determine whether major site plans and preliminary plats for major subdivisions are consistent/inconsistent with the Town's adopted plans and policies.
- Eliminate the provision allowing the Planning Board to impose discretionary conditions on administrative approvals beyond those needed to comply with the LDS and other applicable ordinances.
- Eliminate the phrase "findings of fact," which is generally associated with quasi-judicial procedures.

The proposed changes to the Land Development Standards are in red to indicate additions and in strike-through to indicate deletions.

Consistency with the 2035 Comprehensive Land Use Plan:

Staff submits that the proposed text amendment to the LDS is consistent with Goal #1 of the 2035 Comprehensive Land Use Plan because the Town will continue to "promote smart growth in land use planning and zoning."

The proposal is also reasonable and in the public interest, as it will allow the Town to maintain adequate legal authority through the most up-to-date ordinances and will eliminate unnecessary procedural requirements for projects subject to administrative review, thereby streamlining the review process.

Attachments:

- Draft Ordinance
- Consistency Statement Worksheet
- Newspaper notice

Recommended Motions:

1. Motion to find the recommended text amendment as attached (or amended) as being consistent with the 2035 Land Use Plan and reasonable and in the public interest.

2. Motion to recommend the text amendment as attached (or as amended) to the Town Council.

DRAFT ORDINANCE FOR BOARD CONSIDERATION

ORDINANCE NO. _____

AN ORDINANCE AMENDING THE TEXT OF THE TOWN OF WAYNESVILLE LAND DEVELOPMENT STANDARDS

WHEREAS, the Town of Waynesville has the authority, pursuant to Article 7 of Chapter 160D of the North Carolina General Statutes, to adopt land development regulations, clarify such regulations, and may amend said regulations from time to time in the interest of the public health, safety, and welfare; and

WHEREAS, Town of Waynesville Land Development Standards (LDS) require administrative review of major site plans and preliminary plats for major subdivisions; and

WHEREAS, major site plans and major subdivisions must demonstrate compliance with all applicable requirements of the LDS and provide adequate infrastructure to support the proposed development; and

WHEREAS, Waynesville LDS define administrative decisions as "a decision made in the implementation, administration, or enforcement of development regulations that involve the determination of facts and the application of objective standards set forth in Chapter 160D of the G.S. and the Town of Waynesville Code of Ordinances;" and

WHEREAS, the Town of Waynesville Planning Board has reviewed the proposed text amendment to the Land Development Standards (LDS) and recommends that it is consistent with the 2035 Comprehensive Plan and that it is reasonable and in the public interest because:

- The Town of Waynesville will continue to "promote smart growth in land use planning and zoning" (Goal #1);
- The amendment would eliminate unnecessary procedural requirements for projects subject to administrative review, thereby streamlining the review process.

WHEREAS, the Planning Board has reviewed and recommends the proposed text amendment for enactment by the Town Council; and

WHEREAS, the Town Council finds this Ordinance to be consistent with the Town's 2035 Comprehensive Plan and that it is reasonable and in the public interest to "make decisions about resources and land use in accordance with North Carolina General Statutes;" and

WHEREAS, after notice duly given, a public hearing was held on **October 19, 2026,** at the regularly scheduled meeting of the Waynesville Planning Board, and on ___ at the regularly scheduled meeting of the Waynesville Town Council;

NOW, THEREFORE, BE IT ORDAINED BY THE WAYNESVILLE TOWN COUNCIL, MEETING IN REGULAR SESSION ON _____ AND WITH A MAJORITY OF THE BOARD MEMBERS VOTING IN THE AFFIRMATIVE, THE FOLLOWING:

That the Land Development Standards be amended as follows:

1. Amend LDS Section 15.8.2- Site Plan/Design Review (Major):

I. Decisions/~~Findings of Fact~~: Following the public hearing the Planning Board may ~~approve, deny or approve with conditions~~ approve or deny the application for a Major Site Plan. No Major Site Plan shall be approved unless the Planning Board finds ~~each of~~ the following facts to be true:

~~1. The plan is consistent with the adopted plans and policies of the Town;~~
~~2.~~ 1. The plan complies with all applicable requirements of this ordinance; and
~~3.~~ 2. The plan has infrastructure as required by the ordinance to support the plan as proposed.

2. Amend LDS Section 15.9.3- Preliminary Plats for Major Subdivisions:

H. Decisions/~~Findings of Fact~~: Following the public hearing the board may ~~approve, deny or approve with conditions~~ approve or deny the application for a Major Subdivision. No Major Subdivision shall be approved unless the ~~commission~~ board finds each of the following ~~facts~~ to be true:

~~4. The plan is consistent with the adopted plans and policies of the Town;~~
~~5.~~ 1. The plan complies with all applicable requirements of this ordinance; and
~~6.~~ 2. The plan has infrastructure as required by the ordinance to support the plan as proposed.

ADOPTED this _____Day of_____, 2026.

TOWN OF WAYNESVILLE

_____
J. Gary Caldwell, Mayor

ATTEST:

_____
Candace Poolton, Town Clerk

APPROVED AS TO FORM:

_____
Martha Bradley, Town Attorney

To:	Town of Waynesville Planning Board
From:	Olga Grooman, Interim Development Services Director
Date:	October 19, 2026
Subject:	Text Amendment Statement of Consistency
Description:	Text amendments related to findings of fact, conditions, and consistency statement requirements for major site plans and preliminary plats for major subdivisions
Ordinance Section:	Land Development Standards (LDS) Sections 15.8.2 and 15.9.3
Address:	Town of Waynesville Development Services Department

The Planning Board hereby adopts and recommends to the Town Council the following statement(s):

☐ The zoning text amendment **is approved and is consistent with the Town's Comprehensive Land Use Plan** because:_____

_____

_____

The zoning text amendment **is reasonable and in the public interest because:**

_____

_____

_____

☐ The zoning text amendment **is rejected because it is inconsistent with the Town's Comprehensive Land Plan** and **is not reasonable and in public interest** because _____

_____

_____

_____

_____

☐ In addition to approving this zoning amendment, this approval is **also deemed an amendment to the Town's Comprehensive Land Use Plan.** The changes in conditions considered in amending the zoning ordinance to meet the development needs of the community and why this action is reasonable and in the public interest, are as follows: _____

_____

_____

Planning Board Member_____, made a motion, seconded by _____

The motion passed _____. *(unanimously or vote results here)*

_____ _____ _____ _____

Ginger Hain, Planning Board Chair Date Esther Coulter, Administrative Assistant Date

Planning Board Staff Report

Topic: Greenway Text Amendment
Hearing Type: Discussion
Presenter: Alex Mumby, Land Use Administrator
Applicant: Staff Generated
Date: 10/19/26

Background:

In September, Staff attended the Great Trails State Conference in Winston-Salem. This conference works to emphasize the importance and development of trails, greenways, and blueways across the state by bringing together advocates, planners, and stakeholders. During some of the panels at the conference, Staff was inspired to recommend changes to the Land Development Standards to help encourage the construction of greenways as new development occurs. The two recommendations Staff has generated are a standard detail for greenways and the ability to require greenways as alternative compliance where the development intersects with adopted plans. The Town Manager also recommended creating a greenway specification so that standards are uniform across all facilities.

The Town of Waynesville has created multiple plans related to greenway development including the 2010 Pedestrian Plan, the Haywood County Greenway Plan, and two greenway feasibility studies. The Town has also recently received an $85,000 grant from NCDOT to update its pedestrian plan. Staff believes that one of the most effective ways to implement these plans is to require construction of greenways where development coincides with these adopted plans. The LDS already requires such construction for sidewalks where future sidewalks are shown in the 2010 Pedestrian Plan. This proposal would expand the requirement to greenways as well.

The proposal includes the ability for greenways to be substituted as alternative compliance for sidewalks as well as working to fulfill the civic space requirement. Often developers will work to achieve the lowest level of compliance for civic space improvement, typically picnic tables and benches in greenspace. The requirement to build greenways where shown in adopted plans would add additional strength to the civic space section.

In support of requiring greenway construction, a standard detail for greenways is also recommended. The detail described is based on the engineered designs that the Town was provided for the construction of the Boyd Ave connector, as well as standard details provided by other municipalities. Due to environmental constraints, applicants may propose alternative designs.

Staff is looking for the Planning Board's input on this proposal and hopes to bring it forward as a public hearing at next months meeting.

Attachments

- Draft Ordinance
- Raleigh and NCDOT Greenway Standards

DRAFT ORDINANCE FOR PLANNING BOARD CONSIDERATION

ORDINANCE NO.

AN ORDINANCE AMENDING THE TEXT OF THE TOWN OF WAYNESVILLE LAND DEVELOPMENT STANDARDS

WHEREAS, the Town of Waynesville has the authority, pursuant to Article 7 of Chapter 160D of the North Carolina General Statutes, to adopt land development regulations, clarify such regulations, and may amend said regulations from time to time in the interest of the public health, safety, and welfare; and,

WHEREAS, the Town of Waynesville adopted the 2035 Comprehensive Land Use Plan, which sets goals and provides a Future Land Use map to identify where certain types of growth and density should be allowed, and where growth should be restricted; and,

WHEREAS, the Town of Waynesville Planning Board has reviewed the proposed text amendments to the Land Development Standards (LDS) and recommends that they are consistent with the 2035 Comprehensive Plan and that they are reasonable and in the public interest because they meet the following goals of the 2035 Comprehensive Plan:

Goal 1: Continue to promote smart growth principles in land use planning and zoning

- Create walkable and attractive neighborhoods and commercial centers

Goal 3: Protect and enhance Waynesville's natural resources

- Encourage park and greenway development to protect watersheds and improve access to open space

Goal 6: Create an attractive and safe multimodal transportation system

- Provide an interconnected transportation network of roadways, greenways, freight mobility, bicycle routes, and sidewalks that improves safety and strategic access for all users.
- Support development of the Richland Creek greenway and regional greenway connections between Waynesville, Asheville, and other Haywood County and Western Carolina destinations.

WHEREAS, the Planning Board held a public hearing on October 19th, 2026, and recommends the proposed text amendments for enactment by the Town Council; and

WHEREAS, the Town Council find this Ordinance is consistent with the Town's 2035 Comprehensive Plan and that it is reasonable and in the public interest to "make decisions about resources and land use in accordance with North Carolina General Statutes;" and

WHEREAS, after notice duly given, a public hearing was held on October 19th, 2026, at a regularly scheduled meeting of the Waynesville Planning Board, and on _____, at the regularly scheduled meeting of the Town Council;

NOW, THEREFORE, BE IT ORDAINED BY THE WAYNESVILLE TOWN COUNCIL, MEETING IN REGULAR SESSION ON_____, AND WITH A MAJORITY OF THE BOARD MEMBERS VOTING IN THE AFFIRMATIVE, THE FOLLOWING:

6.8.2 Trails.

Trails, if provided, shall comply with the following standards:



A. Width: 6—14 ft.
B. Right-of-way/Easement Width: 18—20 ft.
C. Connections: Trail stubs at property lines should be placed in areas that are easily accessible for future connectivity through adjacent parcels.
D. Materials: Compact gravel, concrete, or asphalt or other material approved by the Administrator

6.2.3 Greenways

Waynesville places great importance on the development and expansion of its greenway network. Applicants may provide greenways as a form of alternative compliance for required pedestrian facilities and must do so when development occurs along corridors which have been designated by adopted greenway and pedestrian plans.



Where greenways are built, they must comply with the following criteria:

Width: Greenways must be a minimum of 10 feet wide with a 2% cross slope for water runoff.

Material: Greenways must be paved with concrete or asphalt. Asphalt must be 2 inches deep with an 8-inch compacted gravel subbase and 2 feet of compacted gravel either side of the paved section. Alternative compliance of width and material may be approved by the administrator due to topographic and environmental constraints.

6.8.~~3~~ 4 Pedestrian Crosswalks.

ADOPTED this _____Day of _____, 2026.

TOWN OF WAYNESVILLE

_____

J. Gary Caldwell, Mayor

ATTEST:

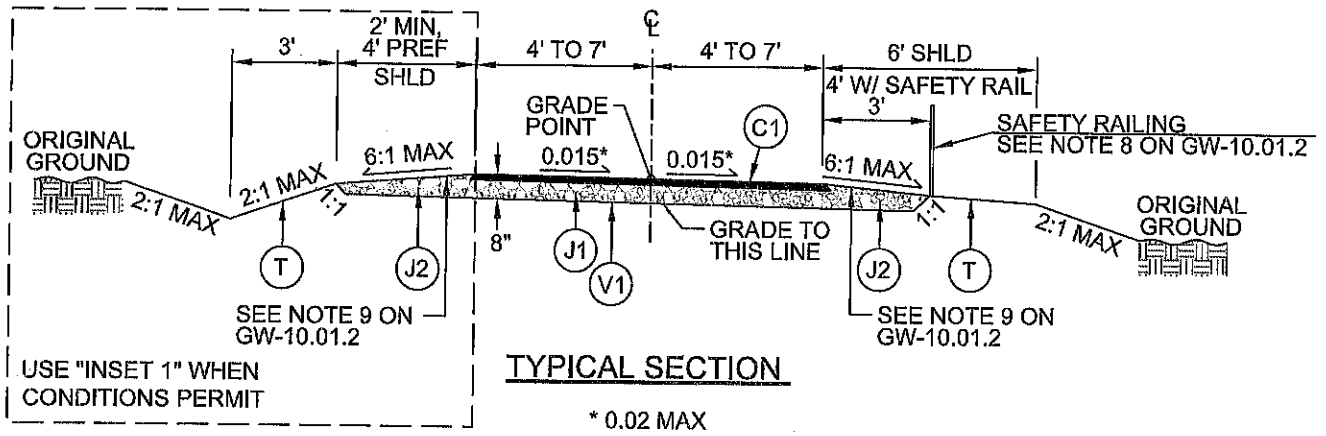
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Candace Poolton, Town Clerk

APPROVED AS TO FORM:

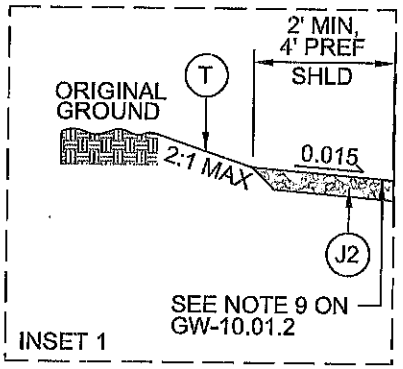
_____

Martha Bradley, Town Attorney



TYPICAL SECTION

* 0.02 MAX



ASPHALT TYPICAL TRAIL SECTION VARIABLE WIDTH (8' MIN, 14' MAX)

PAVEMENT SCHEDULE	
C1	2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 220 LBS. PER SQ. YD. OR 110 LBS. PER SQ. YD. IN EACH OF TWO LAYERS
J1	6" AGGREGATE BASE COURSE
J2	VARIABLE DEPTH AGGREGATE BASE COURSE
T	EARTH MATERIAL
V1	GEOTEXTILE FOR PAVEMENT STABILIZATION

CITY OF RALEIGH
STANDARD DETAIL

REVISIONS	DATE: 12/2022	NOT TO SCALE
	ASPHALT TYPICAL TRAIL SECTION VARIABLE WIDTH (8' MIN, 14' MAX)	
	GW-10.01.1	

ASPHALT TYPICAL TRAIL SECTION VARIABLE WIDTH (8' MIN, 14' MAX) - NOTES:

1. TRAIL WIDTH TO BE DETERMINED BY CITY OF RALEIGH.

2. WHEN CONDITIONS PERMIT, USE 6' SHOULDER IN FILL SECTIONS AND 4' SHOULDER IN CUT SECTIONS. USE MINIMUM 2' SHOULDER IN CUT AND FILL SECTIONS. FOR CUT SECTION CONDITION SHOWN IN "INSET 1," APPLY ENGINEERING JUDGMENT TO DETERMINE IF UPHILL SIDE REQUIRES A SWALE.

3. TRAILS OR TRAIL SEGMENTS OF ANY LENGTH MAY BE CONSTRUCTED WITH RUNNING SLOPES/VERTICAL GRADES UP TO 1:20 (5%). TO ACCOMMODATE STEEP TERRAIN, TRAILS MAY BE DESIGNED WITH STEEPER SECTIONS OF CONSTRAINED LENGTH AS SHOWN IN TABLE 1. RESTING INTERVALS WITH FLATTER GRADES ARE REQUIRED BETWEEN TRAIL SEGMENTS ANY TIME THE RUNNING SLOPE EXCEEDS 1:20 (5%). RESTING INTERVALS SHALL BE LOCATED ON UPHILL SIDE OF TRAIL IF ONLY PROVIDED ON ONE SIDE.

4. TO ENSURE THAT A TRAIL IS NOT DESIGNED AS A SERIES OF STEEP SEGMENTS, NO MORE THAN 30% OF THE TOTAL LENGTH OF TRAIL MAY HAVE A RUNNING SLOPE/VERTICAL GRADE of 7.5% (8.33% OR 1:12 MAX). RESTING INTERVALS MUST BE PROVIDED MORE FREQUENTLY AS THE RUNNING SLOPE INCREASES.

5. RUNNING SLOPE/VERTICAL GRADE RECOMMENDATIONS MAY NOT BE ABLE TO BE ACHIEVED FOR TRAIL REPLACEMENT PROJECTS. FOR THESE TYPES OF PROJECTS, REPLACEMENT OF THE EXISTING CONDITION IN KIND IS SUFFICIENT.

6. 1.5% (2.08% OR 1:48 MAX) CROSS SLOPE. CROSS SLOPE DIRECTION VARIES. SLOPE SHOULDERS FOR POSITIVE DRAINAGE. OFTEN REQUIRES CONTINUING PAVEMENT OR SHOULDER SLOPE UNTIL TIE-IN WITH NATURAL GROUND. SEE PLAN SHEETS AND CROSS SECTIONS.

7. WHEN CONDITIONS PERMIT, SHOULDERS TO MATCH CROSS SLOPE OF TRAIL AND SIDE SLOPES TO BE 3:1 OR FLATTER.

8. PROVIDE A SAFETY RAIL FOR THE FOLLOWING CIRCUMSTANCES WITHIN 6' OF THE EDGE OF PAVEMENT: 1) SLOPE > 3:1 AND DROP OF 6'; 2) SLOPE > 2:1 AND DROP OF 4'; 3) SLOPE > 1:1 AND DROP OF 1'. REFER TO GW-20.01 AND GW-20.02 FOR SAFETY RAIL DETAILS.

9. CONTRACTOR GRADE SEED SHALL BE SEWN INTO AGGREGATE BASE COURSE ON SHOULDERS AT THE SURFACE.

10. CONTRACTOR IS RESPONSIBLE FOR RE-ESTABLISHING ALL SLOPES DISTURBED DURING CONSTRUCTION.

11. PROOF ROLLING SHALL OCCUR IN PRESENCE OF THE OWNER OR THE OWNER'S TESTING AGENCY AT THE FOLLOWING STAGES: 1) PRIOR TO PLACING FILL IN LOW AREAS; 2) AFTER THE PREPARATION OF SUBGRADE PRIOR TO PLACING ABC; 3) AFTER THE PLACEMENT OF ABC PRIOR TO PAVING.

12. PAVEMENT EDGE SLOPES ARE 1:1 UNLESS OTHERWISE NOTED.

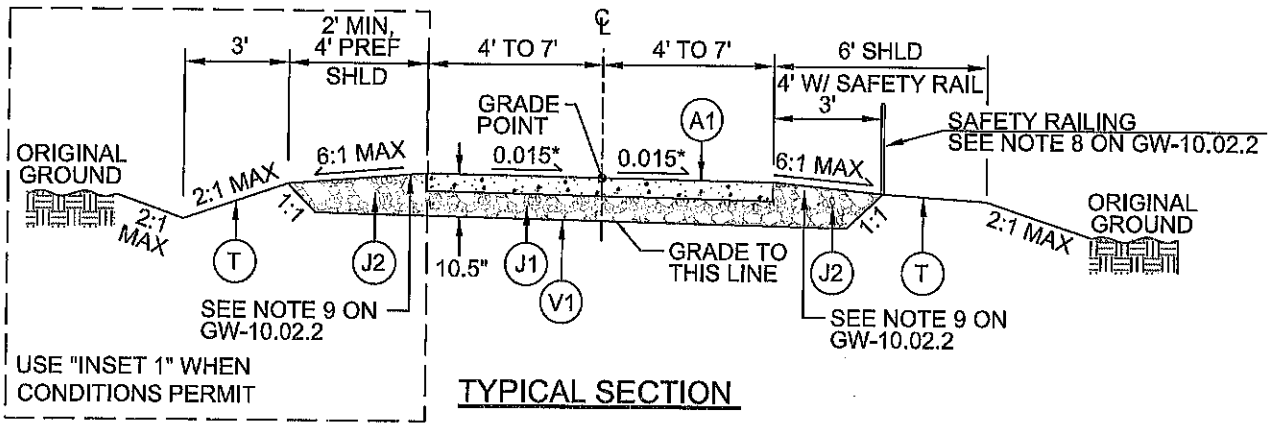
13. NO ABOVE-GROUND UTILITIES OR UTILITY SURFACE COVERS/PLATES/MANHOLES SHALL BE LOCATED WITHIN THE TRAIL AND SHALL BE A MINIMUM OF 2' FROM THE EDGE OF TRAIL. RAISED MANHOLES SHALL BE A MINIMUM OF 4' FROM THE EDGE OF TRAIL.

TABLE 1 - MAXIMUM RUNNING SLOPE AND TRAIL SEGMENT LENGTH

RUNNING SLOPE	MAX LENGTH OF SEGMENT
1:20 (5%)	200 FT
1:12 (8.33%)	30 FT

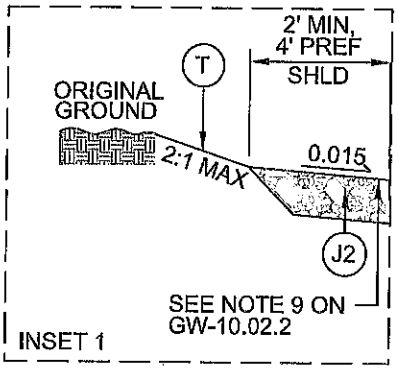
CITY OF RALEIGH
STANDARD DETAIL

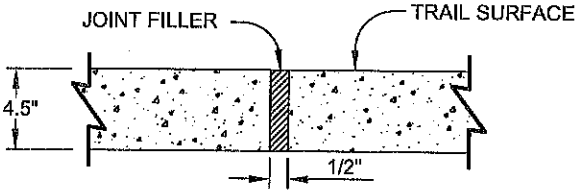
REVISIONS	DATE: 12/2022	NOT TO SCALE
	ASPHALT TYPICAL TRAIL SECTION VARIABLE WIDTH (8' MIN, 14' MAX)	
	GW-10.01.2	



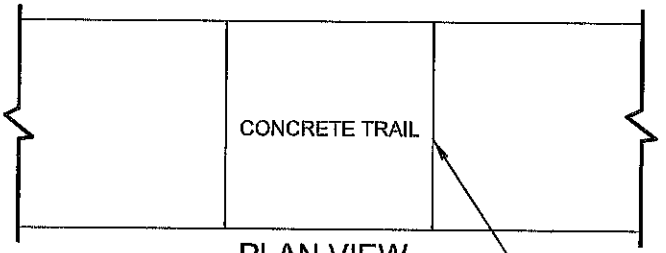
TYPICAL SECTION

* 0.02 MAX





TRANSVERSE EXPANSION JOINT



PLAN VIEW

SAW CUT JOINT SPACING @ 10' O.C. OR SAME AS WIDTH, WHICHEVER IS LESS

CONCRETE TYPICAL TRAIL SECTION
VARIABLE WIDTH (8' MIN, 14' MAX)

PAVEMENT SCHEDULE	
A1	4.5" CONCRETE TRAIL, 3,000 PSI, FINISHED WITH CURING COMPOUND, BRUSHED CONCRETE TEXTURE
J1	6" AGGREGATE BASE COURSE
J2	VARIABLE DEPTH AGGREGATE BASE COURSE
T	EARTH MATERIAL
V1	GEOTEXTILE FOR PAVEMENT STABILIZATION

CITY OF RALEIGH
STANDARD DETAIL

REVISIONS	DATE: 12/2022	NOT TO SCALE
	CONCRETE TYPICAL TRAIL SECTION VARIABLE WIDTH (8' MIN, 14' MAX)	
	GW-10.02.1	

CONCRETE TYPICAL TRAIL SECTION VARIABLE WIDTH (8' MIN, 14' MAX) - NOTES:

1. TRAIL WIDTH TO BE DETERMINED BY CITY OF RALEIGH.

2. WHEN CONDITIONS PERMIT, USE 6' SHOULDER IN FILL SECTIONS AND 4' SHOULDER IN CUT SECTIONS. USE MINIMUM 2' SHOULDER IN CUT AND FILL SECTIONS. FOR CUT SECTION CONDITION SHOWN IN "INSET 1," APPLY ENGINEERING JUDGMENT TO DETERMINE IF UPHILL SIDE REQUIRES A SWALE.

3. TRAILS OR TRAIL SEGMENTS OF ANY LENGTH MAY BE CONSTRUCTED WITH RUNNING SLOPES/VERTICAL GRADES UP TO 1:20 (5%). TO ACCOMMODATE STEEP TERRAIN, TRAILS MAY BE DESIGNED WITH STEEPER SECTIONS OF CONSTRAINED LENGTH AS SHOWN IN TABLE 1. RESTING INTERVALS WITH FLATTER RUNNING SLOPES ARE REQUIRED BETWEEN TRAIL SEGMENTS ANYTIME THE RUNNING SLOPE EXCEEDS 1:20 (5%). RESTING INTERVALS SHALL BE LOCATED ON UPHILL SIDE OF TRAIL IF ONLY PROVIDED ON ONE SIDE.

4. TO ENSURE THAT A TRAIL IS NOT DESIGNED AS A SERIES OF STEEP SEGMENTS, NO MORE THAN 30% OF THE TOTAL LENGTH OF TRAIL MAY HAVE A RUNNING SLOPE/VERTICAL GRADE OF 7.5% (8.33% OR 1:12 MAX). RESTING INTERVALS MUST BE PROVIDED MORE FREQUENTLY AS THE RUNNING SLOPE INCREASES.

5. RUNNING SLOPE/VERTICAL GRADE RECOMMENDATIONS MAY NOT BE ABLE TO BE ACHIEVED FOR TRAIL REPLACEMENT PROJECTS. FOR THESE TYPES OF PROJECTS, REPLACEMENT OF THE EXISTING CONDITION IN KIND IS SUFFICIENT.

6. 1.5% (2.08% OR 1:48 MAX) CROSS SLOPE. CROSS SLOPE DIRECTION VARIES. SLOPE SHOULDERS FOR POSITIVE DRAINAGE. OFTEN REQUIRES CONTINUING PAVEMENT OR SHOULDER SLOPE UNTIL TIE-IN WITH NATURAL GROUND. SEE PLAN SHEETS AND CROSS SECTIONS.

7. WHEN CONDITIONS PERMIT, SHOULDERS TO MATCH CROSS SLOPE OF TRAIL AND SIDE SLOPES TO BE 3:1 OR FLATTER.

8. PROVIDE A SAFETY RAIL FOR THE FOLLOWING CIRCUMSTANCES WITHIN 6' OF THE EDGE OF PAVEMENT: 1) SLOPE > 3:1 AND DROP OF 6'; 2) SLOPE > 2:1 AND DROP OF 4'; 3) SLOPE > 1:1 AND DROP OF 1'. REFER TO GW-20.01 AND GW-20.02 FOR SAFETY RAIL DETAILS.

9. CONTRACTOR GRADE SEED SHALL BE SEWN INTO AGGREGATE BASE COURSE ON SHOULDERS AT THE SURFACE.

10. TRANSVERSE EXPANSION JOINTS TO BE MAXIMUM 50' APART. SAWCUT TRANSVERSE CONTROL JOINTS AT MAXIMUM 10' ON-CENTER OR AS OTHERWISE SHOWN ON PLANS.

11. CONTRACTOR IS RESPONSIBLE FOR RE-ESTABLISHING ALL SLOPES DISTURBED DURING CONSTRUCTION.

12. PROOF ROLLING SHALL OCCUR IN PRESENCE OF THE OWNER OR THE OWNER'S TESTING AGENCY AT THE FOLLOWING STAGES: 1) PRIOR TO PLACING FILL IN LOW AREAS; 2) AFTER THE PREPARATION OF SUBGRADE PRIOR TO PLACING ABC; 3) AFTER THE PLACEMENT OF ABC PRIOR TO POURING CONCRETE.

13. NO ABOVE-GROUND UTILITIES OR UTILITY SURFACE COVERS/PLATES/MANHOLES SHALL BE LOCATED WITHIN THE TRAIL AND SHALL BE A MINIMUM OF 2' FROM THE EDGE OF TRAIL. RAISED MANHOLES SHALL BE A MINIMUM OF 4' FROM THE EDGE OF TRAIL.

TABLE 1 - MAXIMUM RUNNING SLOPE AND TRAIL SEGMENT LENGTH

RUNNING SLOPE	MAX LENGTH OF SEGMENT
1:20 (5%)	200 FT
1:12 (8.33%)	30 FT

CITY OF RALEIGH
STANDARD DETAIL

REVISIONS	DATE: 12/2022 NOT TO SCALE
	CONCRETE TYPICAL TRAIL SECTION VARIABLE WIDTH (8' MIN, 14' MAX)
	GW-10.02.2

MULTI-USE TRAILS / GREENWAYS

Paved Multi-Use Trail: Overview

Multi-use paths are completely separated from motorized vehicular traffic and are constructed in their own corridor, often within an open-space area. Multi-use trails typically have a concrete or paved asphalt surface and are capable of being constructed within flood-prone landscapes as well as upland corridors.

- Concrete is the recommended surface treatment. Paved asphalt or permeable paving can be used as alternatives.
  1. It is recommended that concrete be used for its superior durability and lower maintenance requirements—especially in areas prone to frequent flooding, and for intensive urban applications; Consider using high albedo pavement in place of conventional concrete surfaces (it reflects sunlight, reducing radiated heat).
  2. As an alternative to concrete, paved asphalt trails offer substantial durability for the cost of installation and maintenance. As a flexible pavement, asphalt can also be considered for installing a paved trail on slopes.
  3. Consider the following for permeable paving: a) It can be twice the cost of asphalt, b) A maintenance schedule for vacuuming debris is required to retain permeability, and c) Not suitable in the floodplain, or in areas without proper drainage (sheet flow or pooling of water with sediment clogs pours).
- Proper trail foundation will increase the longevity of the trail; two inches of surfacing material over four inches (min.) of base course gravel over geotextile fabric is recommended. Soil borings may need to be conducted to determine adequate material depths; it should be designed to withstand the loading requirements of occasional maintenance and emergency vehicles.
- Typically 10' wide, 2% cross slope, with two-foot wide graded shoulders; the shoulders help prevent edges from crumbling and provide an alternate walking and jogging surface.
- Centerline stripes should be considered for trails that generate substantial amounts of traffic, and are particularly useful along curving sections of trail.
- Trail landscaping and maintenance should enhance conditions for wildlife by planting only native species in the trail corridor, removing invasive species when possible, and avoiding harmful pesticides and herbicides. The overall shape of protected natural landscapes along trail corridors also influences wildlife: single, large, contiguous natural areas are more beneficial to wildlife than the same acreage split into smaller segments.





