



CLAYTON DOWNTOWN PLAN

*Adopted September 16, 2024
Clayton, North Carolina*

ACKNOWLEDGMENTS

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Special Thanks to North Carolina Railroad



ACKNOWLEDGMENTS

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01

INTRODUCTION

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PROJECT INITIATION + PURPOSE

PLAN PROCESS

PREVIOUS PLANS

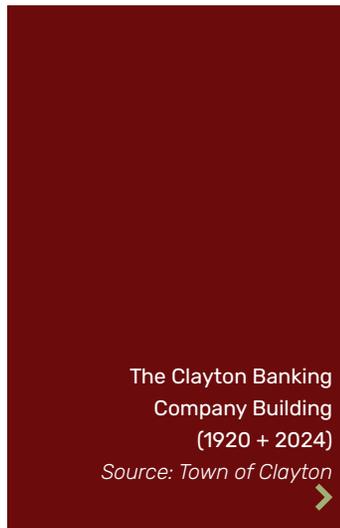


PROJECT INITIATION + PURPOSE

This plan represents a comprehensive and collaborative effort between the Town of Clayton residents, business owners, stakeholders, Town staff, and elected officials. The purpose and intention of this Comprehensive Master Plan is to direct the growth and design of the Downtown Clayton commercial district in a way that fosters future redevelopment, preserves critical historic and cultural resources, emphasizes activity and amenity, and works to improve the quality of life for residents and visitors alike. The proposed Plan is in compliance with the Town’s

newly established Unified Development Code (“UDO”) and the previously adopted Clayton 2045 Comprehensive Growth Plan, making recommendations that work to accomplish the positive aims of this plan. The Downtown Master Plan identifies public projects that will enhance the Downtown area as it is developed to meet future predicted growth and considers and takes advantage of several trends that create more favorable urban living areas, resulting in a more vibrant Downtown core. The Plan identifies existing conditions, cultural resources, market analysis, current and future policy measures, opportunities, and constraints. Paired with a comprehensive

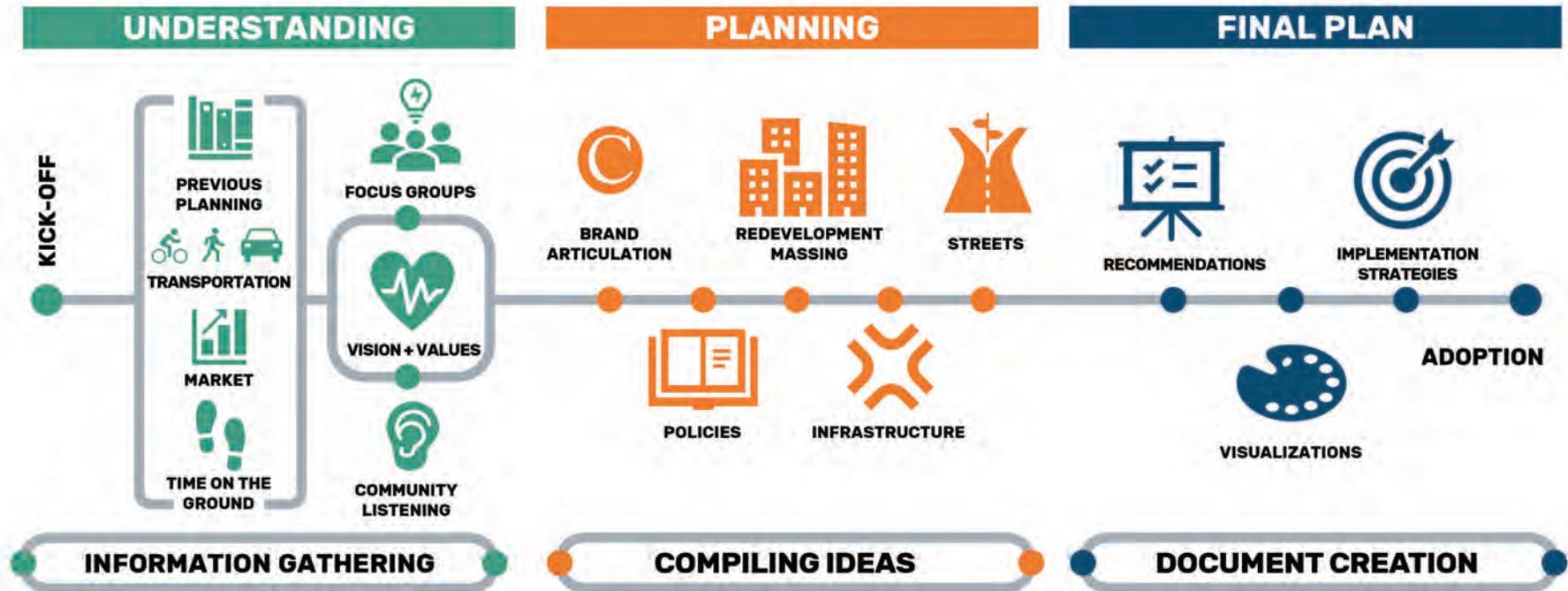
public engagement focus, the priorities of Clayton’s residents and Downtown stakeholders have emerged and are the basis informing the direction of this Master Plan and the action items that will bring the vision herein to fruition. The public engagement efforts taken led to many great conversations and revelations that reinforce that each measure in the Master Plan reflects the values and visions of the Town and its residents. This Downtown Master Plan reflects continued positive leveraging of the innovation and momentum for positive change that Clayton has been cultivating in recent years. This plan helps guide the Town of Clayton in managing change well and in positioning Downtown for continued success.





PROJECT PROCESS

This plan reflects a collection of efforts and the recommendations and implementation strategies that were derived as a result. The process that was followed to get to the creation of this document is graphically outlined below:



PREVIOUS PLANS

Over the years, the Town of Clayton’s Planning Department has been responsible for numerous guiding documents that help to manage land use, zoning, and infrastructure as Clayton grew in population and complexity. The department has been responsible for developing zoning ordinances, comprehensive plans, master plans and small area plans, transportation + parking plans, and historic preservation plans amongst others.

For this Downtown Master Plan process, the project team began by conducting a review of the most recent of these plans including the following reports which considered the downtown, economic development and land use:

- › Downtown Master Plan (2010)
- › Johnston County Transportation Plan (2011)
- › Parks + Recreation Comprehensive Plan (2013)
- › Clayton Economic Development Strategic Plan (2020)
- › Think Clayton – 2045 Comprehensive Growth Plan (2021)
- › Clayton Pedestrian Plan (2022)
- › Downtown Strategic Vision (2023)
- › Clayton On the Move: Comprehensive Transportation Plan (2024)



PROGRESS

Critical information from each of these plans has informed the Downtown Master Plan update and can be found throughout this document in the areas where they relate to the context of the Downtown Master Plan. Here are a few highlights of understanding gleaned from the review of these prior plans:

- › Downtown Clayton has worked diligently to incorporate design guideline criteria in new developments and to foster adaptive reuse of historic properties.
- › Several policy and economic development goals of the prior Downtown Master Plan have been achieved and implemented over the last 13 years.
- › Efforts at Public/Private Partnerships have been fruitful but renewed connections are advisable.
- › Progress with the Railroad has been difficult and has slowed due to recent changes in staff and leadership at both organizations. Efforts by Town representatives at cooperative outreach continue.
- › Parks + Recreation has made significant investment into downtown active open space and greenway connections.
- › Transportation recommendations including improved parking lots, improvements along the railroad corridor on Front Street, structured parking, and pedestrian cross access improvements such as pedestrian alleyways and improved crossings using different materials such as pavers, have all been slow in implementation, but progress has been made in changing traffic patterns.
- › The proposed realignment at Central Street remains unacted upon.
- › Design for streetscape improvements has been acquired but remains unacted upon
- › New sidewalk construction has been limited to areas where damage or underground excavation required replacement.
- › Gateway signage has been installed at the east end of Main Street but not in other Downtown approach locations.
- › Economic investments have been strong and commercial vacancy is down significantly.



2010 DOWNTOWN MASTER PLAN

The 2010 Downtown Master Plan was an aggressive plan in many ways, recommending the demolition and redevelopment of significant number of existing building and empty lots as the adaptive reuse of several other existing buildings, however, key elements of the 2010 Clayton Downtown Master Plan's recommendations have come to fruition including:

- Reached Goals of Downtown Vacancy Reduction
- Establishment of Improved Ordinance Text - Newly Adopted Unified Development Ordinance (UDO)
- Establishment of a Downtown Overlay District
- Incorporation of Public Art Programs
- Expanded Festival and Event Programming
- Branding and Marketing Campaigns (Think Clayton)
- Redevelopment Partnerships to Get New Businesses Off the Ground and Established.

While many of the suggested redevelopment options, parking consolidation, gateway features, and other recommended physical elements of the 2010 plan were not implemented, the establishment of design guidelines, restrictive code language, and the efforts of the Downtown Development Advisory



➤ 2010 Downtown Master Plan Map / Town of Clayton and OBS



02

DOWNTOWN PLAN

IN THIS CHAPTER

VISION STATEMENT

COMMUNITY VALUES

THE DOWNTOWN PLAN

DOWNTOWN PLAN HIGHLIGHTS

RECOMMENDATIONS



VISION STATEMENT

DOWNTOWN CLAYTON IS OUR PLACE

It's where we make memories, share our cultures, and dare to be creative. It's where we celebrate our history and where we find opportunity to grow **TOGETHER.**

COMMUNITY VALUES

Recent trends in the direction of Downtown Clayton paired with the sentiments of stakeholders and the public led to the development of a series of guiding values for this Downtown Plan.

ENRICH QUALITY OF LIFE + CREATE MEMORABLE EXPERIENCES

CELEBRATE CULTURE + CREATIVITY

PRESERVE + CELEBRATE HISTORIC RESOURCES

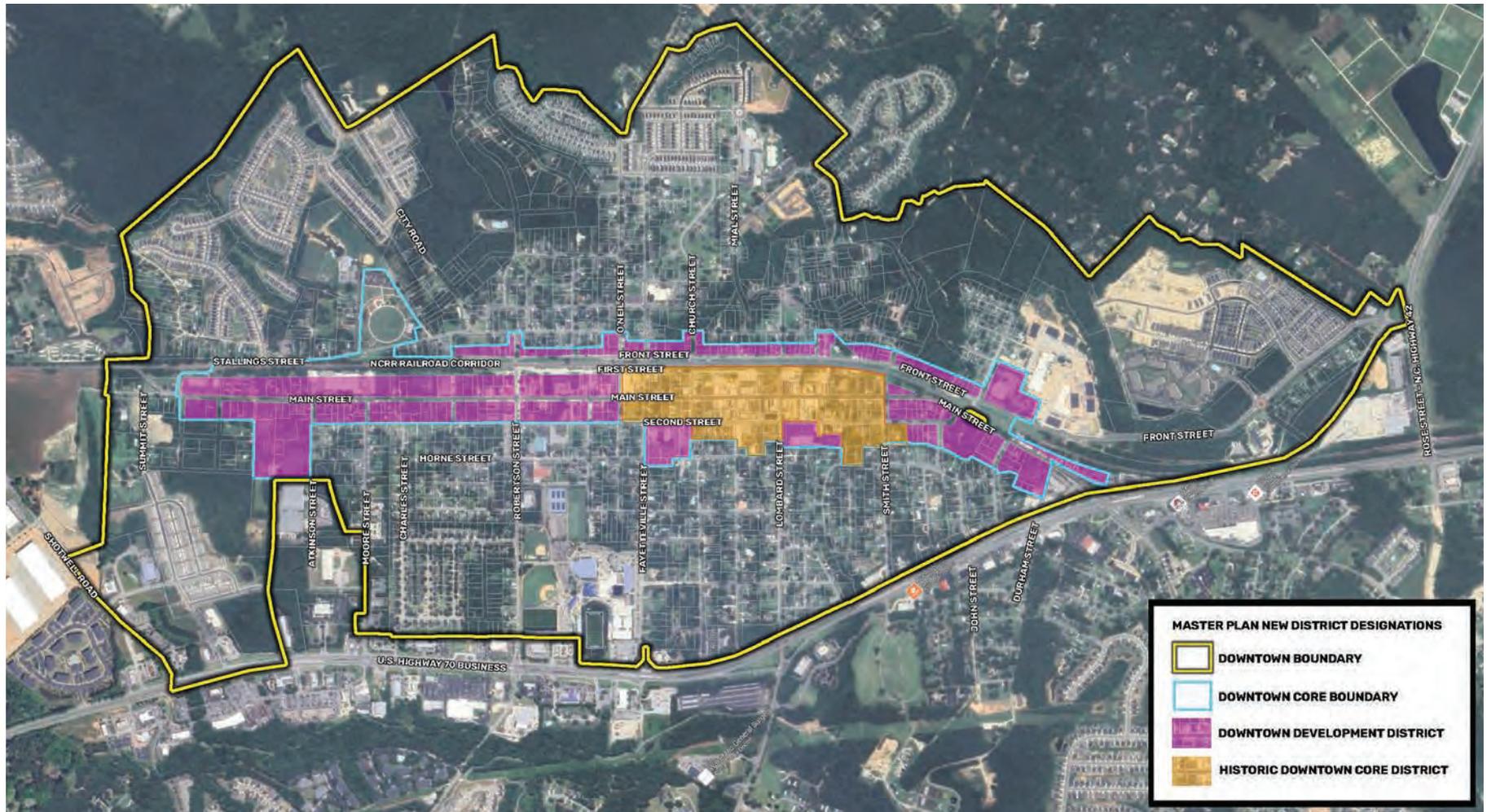
ENHANCE THE LOCAL ECONOMY

Each of the conclusions and recommendations of this Downtown plan have one or more of these values at their core. Implementation strategies, action items, future policies and standards will be more successful if they maintain these values as their driving principles..



THE DOWNTOWN PLAN

After developing a thorough understanding of existing conditions, hearing and processing the public’s input, expressed values, and vision for Downtown Clayton, a Plan for the Downtown Core has taken shape. In this section, we delve in to what that Downtown Plan entails, from Future Land Use and Zoning, to the understanding of Opportunity Sites for development or redevelopment, to a review of the ordinance language recently adopted as a part of the Town’s Unified Development Ordinance (UDO). The result is an ability to put form into the summary, recommendations, and proposed implementation strategies to bring these plan elements into fruition.





DOWNTOWN PLAN HIGHLIGHTS - A summary of the primary elements of the Downtown Plan that will be highlighted in the recommendations to follow.

REVISED FUTURE LAND USE MAP

RECOMMENDED REVISIONS TO THE 2045 LAND USE GROWTH PLAN

TRAFFIC, TRANSPORTATION + PARKING

RECOMMENDATIONS FOR REVISED TRAFFIC PATTERNS, ROAD DIETS + MULTI-MODAL TRANSPORTATION + PARKING

BICYCLE + PEDESTRIAN IMPROVEMENTS

ACTIVE TRANSPORTATION + STREETScape ENHANCEMENTS FOR MAIN, FIRST AND SECOND STREETS + CONNECTING ROADS

DOWNTOWN EVENTS + PROGRAMMING

RECOMMENDED EXPANSIONS TO THE SLATE OF DOWNTOWN EVENTS + PROGRAMMING OF PUBLIC SPACES

INFRASTRUCTURE IMPROVEMENTS

RECOMMENDED IMPROVEMENTS TO DOWNTOWN SERVICES + INFRASTRUCTURE

RECOMMENDED UNIFIED DEVELOPMENT ORDINANCE TEXT

RECOMMENDED POLICY REVISIONS FOR INCLUSION IN THE PROPOSED UNIFIED DEVELOPMENT ORDINANCE TEXT

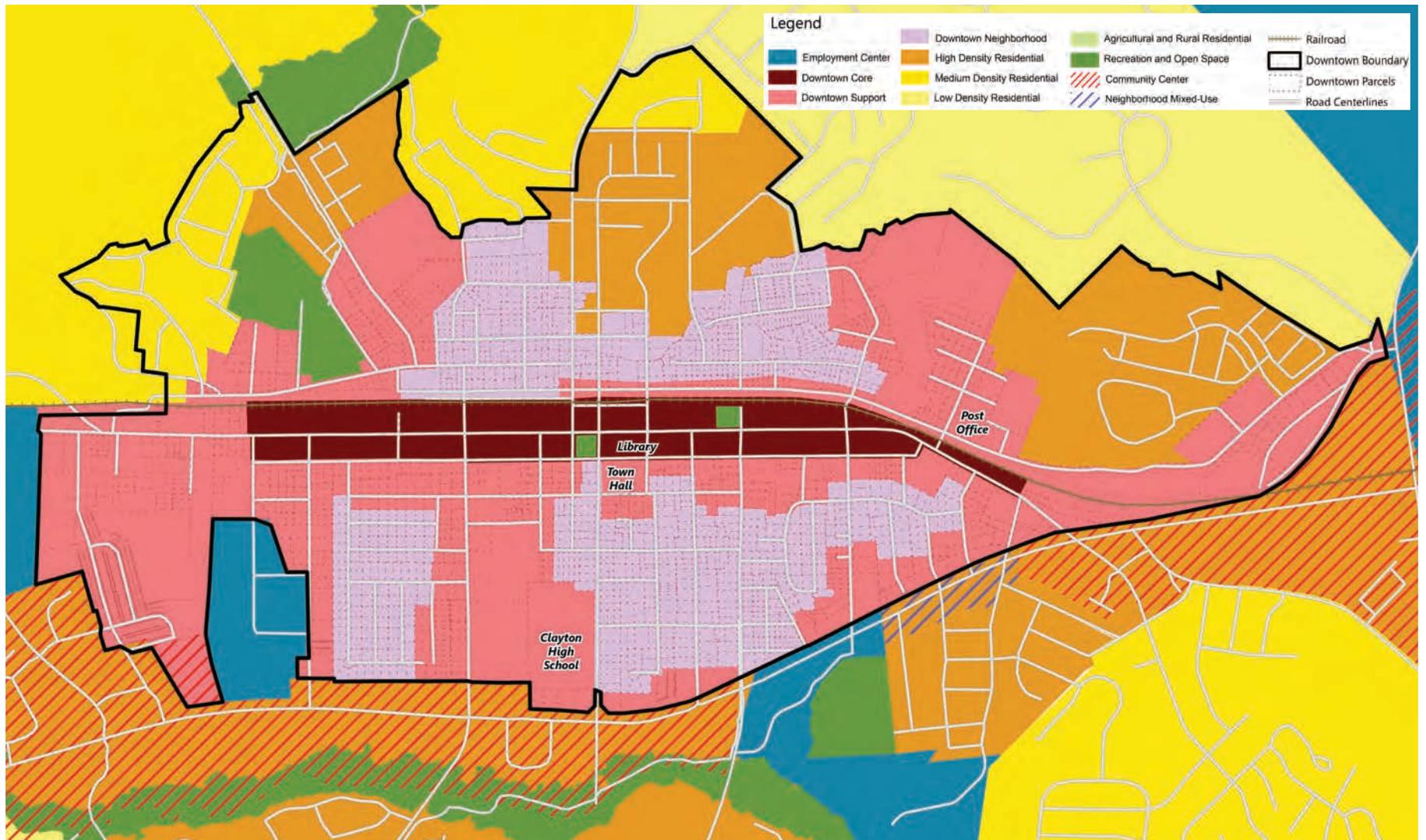
DOWNTOWN MANAGEMENT + FUNDING

RECOMMENDATIONS FOR CONTINUED DOWNTOWN MANAGEMENT + POSSIBLE ADDITIONAL FUNDING SOURCES



2045 FUTURE LAND USE MAP (AS ADOPTED)

Represented below is the 2045 Future Land Use Map from the Think Clayton - 2045 Comprehensive Growth Plan adopted in November of 2021. A simplification of zoning classifications and a revised downtown boundary were both incorporated as a part of the recently completed and adopted Unified Development Ordinance (UDO).





FUTURE LAND USE + ZONING

INTRODUCTION

As the Downtown Plan was being prepared, the Town was in the process of preparing an overhaul to its Unified Development Ordinance (UDO) called Codify Clayton. The Codify Clayton initiative was undertaken to modernize and simplify the Town's current development code. The UDO was adopted by the Town in April of 2024 and is the basic set of laws used by the Town to protect public health and safety, property values, and sensitive environmental resources. In addition, the UDO addressed recommendations from the 2045 Comprehensive Growth Plan. The 2045 Future Land Use Map and Codify Clayton code updates were evaluated as part of the Downtown Plan process.

2045 Future Land Use Map

The 2045 Future Land Use Map (FLUM) identifies five different future land use categories within the downtown study area. The categories include the following: Downtown Core, Downtown Support, Downtown Neighborhood, Employment Center, and Recreation/Open Space. Also, the downtown study area is surrounded by land designated as High Density Residential, Medium Density Residential, Low Density Residential, and Community Center future land uses. The summary of each category is outlined below.

Downtown Core (DC)

The Downtown Core applies to the area where the highest-density commercial, employment, residential and other uses are located. It fosters an urban environment characterized by a sensitive blending of carefully preserved older

structures, high quality and context-sensitive new construction, and public spaces all working together and integrated with surrounding neighborhoods. The Downtown Core includes a variety of uses including commercial services (restaurants, retail, professional services, and entertainment), office, high-density residential, upper-story apartments, and older homes renovated to accommodate commercial uses. This area provides a connected grid-style street network with alley access, future transit opportunities and pedestrian friendly sidewalks, safe crossings and streets with on-street parking and slow speeds

Downtown Support (DS)

The Downtown Support area provides for housing options and non-residential uses located in close proximity to the Downtown Core, often providing a transition to the



Downtown Neighborhood or other lower intensity character areas. The Downtown Support category is designed to allow a variety of medium to higher-density housing types in tandem with smaller-scale retail and office uses that support and foster growth of the Downtown Core. Higher-density development should be directly bordering the Downtown Core, along 2nd Street, or along US 70. The Downtown area should have a connected street network with short block lengths, a grid-style street system, access via alleys between public streets, and wide sidewalks.

Downtown Neighborhood (DN)

The Downtown Neighborhood area is comprised of primarily single-family residential uses with some house-scale multifamily and townhomes permitted. The Downtown Neighborhood category is designed to retain established

downtown neighborhoods and maintain their historic character while allowing some flexibility of housing types. Downtown Neighborhood districts are found adjacent to Downtown Support areas. In the Downtown Neighborhood, streets are connected and have pedestrian facilities.

Employment Center (EC)

Clayton's Employment Center Areas are designated on the Future Land Use Map to provide locations for primary employment and economic development opportunities. The Employment Centers are located along a major transportation corridor, and have adequate levels of infrastructure along with access to rail and parcels large enough to accommodate future employment growth. Uses encouraged in Employment Centers include but are not limited to, industrial, warehouse, office, research and

development, tech-flex, hospital, renewable energy, recycling, fabrication, assembly, and technology. Employment Center land uses may also include a limited amount of supporting commercial uses, such as restaurants and convenience retailers to serve employees. However, these uses should only be situated where not in conflict with existing employment land uses and should not be built in such a way as to jeopardize the use of those lands most suitable for office or industrial development.



Recreation and Open Space (ROS)

The Recreation and Open Space designation applies to parks, public recreational areas, conservation areas and floodplains. Uses include active and passive recreation (including trails and greenways), wildlife management, environmental restoration/mitigation/preservation, and educational uses. Structures that support or are associated with the intended uses shall be permitted. The primary use of land shown under this designation should be recreation, open space, or conservation.

High Density Residential (HDR)

The High Density Residential area provides for housing near major transportation corridors, existing commercial areas, and Downtown. These areas have a connected street network, adequate pedestrian and bicycle facilities, and

are served by public water and sewer. High Density Residential includes all housing types while providing higher-density development than the other residential categories. In some places, HDR serves as a transition between commercial uses and lower-density residential uses. In other instances, it accompanies neighborhood commercial uses such as a grocery store or services in established or growing areas of Town.

Medium Density Residential (MDR)

The Medium Density Residential area is comprised predominantly of neighborhoods with housing units that are more urban in character and in closer proximity to commercial services and centers. This area provides a transition from the more suburban areas of the Town to more developed areas. The density of development in this area will vary based

on the presence of utilities, topography and environmental features. This designation is applied to land which is developed, or is to be developed, at a density that is generally between three and five units per acre.

Low Density Residential (LDR)

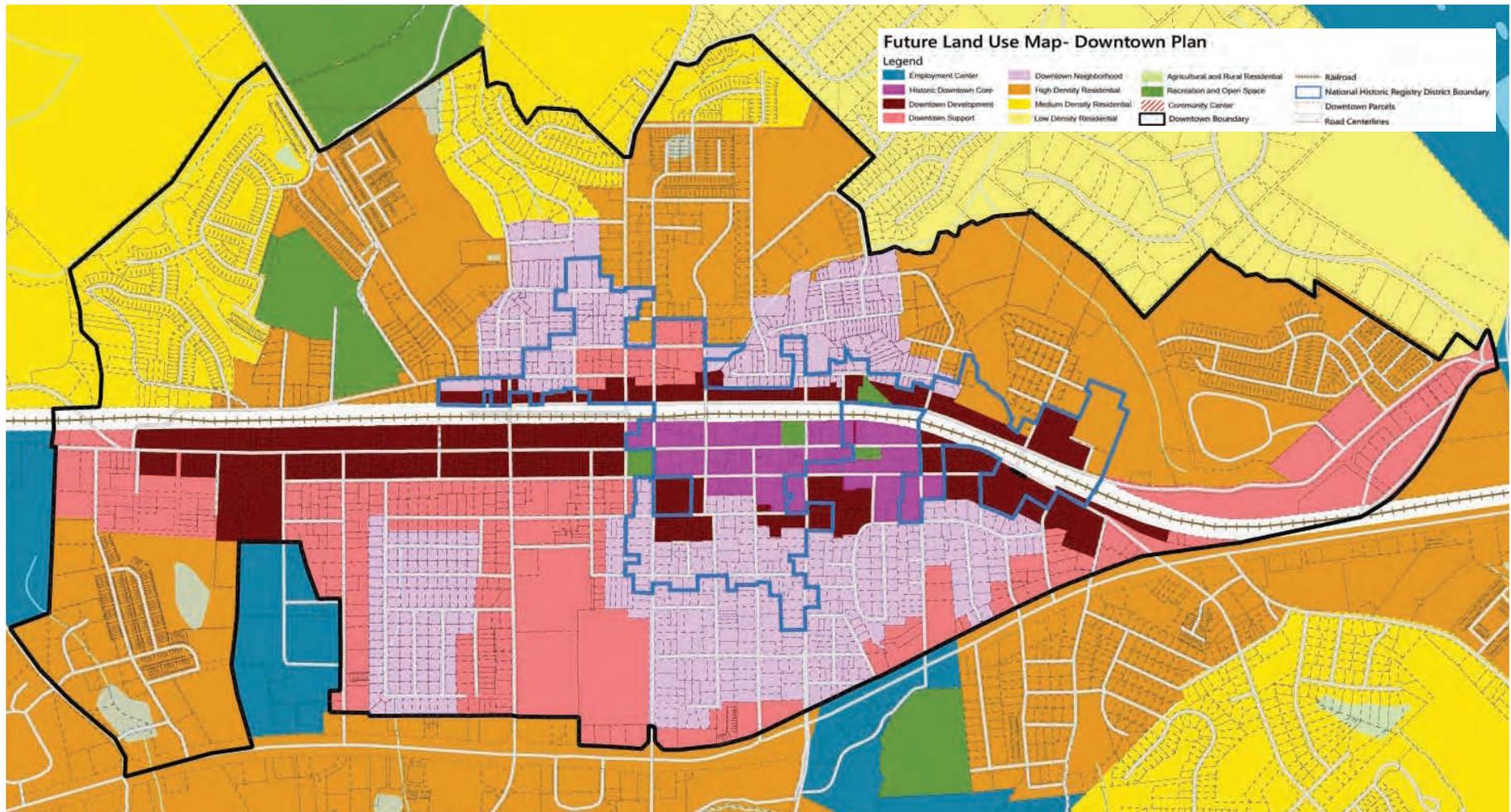
Areas designated as Low-Density Residential are intended to remain predominantly suburban in character and provide for low-density, single-family residential development on smaller lots than those in Rural Residential areas. However, a mix of residential housing types may occur under a conditional zoning district to support conservation of open space, as long as a gross density of 3 units per acre is not exceeded.



FUTURE LAND USE MAP RECOMMENDATIONS

Based on the market research and input received during the planning process, a number of changes are recommended for the 2045 Future Land Use Map. The changes are intended to provide more focus on expanding the Downtown Core while protecting the treasured character of the current heart of downtown. The recommendations include:

- **FLUM - 01.** Revisit and refine areas designated as Downtown Support
- **FLUM - 02.** Expand Downtown Core area
- **FLUM - 03.** Replace the Downtown Core designation with a new pair of designations; the Historic Downtown Core and Downtown Development





ZONING MAP RECOMMENDATIONS

As noted in the background research, the core of downtown was mostly zoned B-1 (Central Business). However, there are a number of other districts in the study area that include: O-1 (Office-Institutional), B-2 (Neighborhood Business) B-3 (Highway Business), Single Family Residential (various), and Planned Development – Residential. In addition to these base zoning districts, a downtown overlay zoning district was in place that covered a significant portion of the study area.

The Codify Clayton effort identified three new zoning districts and applied them to portions of the downtown study area. The new zoning districts include the Downtown Core (DTNC), Downtown Transitional (DTNT), and Downtown Neighborhood (DTNN). The Downtown Core district (DTNC) was implemented as part of the code updating and adoption process. The DTNC replaced the B-1 district, while the Downtown Overlay was eliminated.

Downtown Plan recommendations for zoning changes include:

- › **ZONM - 01.** Expand the area considered to be the Downtown Core
- › **ZONM - 02.** Replace the Downtown Core (DTNC) zoning district, dividing it into the Downtown Development District (DTDD) and the Historic Downtown Core District (HDCD) per the Downtown Plan

The new zoning districts shall be applied in a way to align with the recommended changes to the 2045 FLUM future land use category for the Downtown Core. This will ensure that future development in this area will conform with the vision of strengthening the core of downtown Clayton. Definitions for these new districts can be found below:



Historic Downtown Core

The western boundary of the Downtown Core is recommended to be extended as shown in the Downtown Plan graphic at the start of this section, converting portions of the Downtown Support and Downtown Neighborhood future land use categories all the way to the eastern boundary at Stallings Street/Irondale Drive. This western expansion would change the 2045 FLUM designation from Downtown Support and Downtown Neighborhood to a new classification of Downtown Development district (See description in this section). A number of properties in this western area of Downtown are continuing to change ownership and are being used for commercial, office, multifamily, and some remaining single family uses. The areas are well connected and are becoming more aligned with the central downtown core and offer opportunity for densifying Downtown over time without compromising the character of the Historic Downtown Core district.

The Historic Downtown Core district is the central focus and the heart of Clayton as we know it today. The intention of this district is to preserve the historic small town character of Downtown Clayton through the addition of protective language to the UDO for existing properties of historic significance and the establishment of architectural guidelines for new development and redevelopment within the district. It is recommended this district is

to be applied to areas bounded by O'Neil Street to the west, First Street to the north, Smith Street to the east, and the northern half of lots fronting Second Street from O'Neil Street to Smith Street and the southern half of lots fronting Second Street between Church Street and Lombard Street, and from Smith Street to the grocery lot (Compare Foods) halfway between Lombard Street and Hardee Street. The intent of establishment of this district is to preserve the character of the area to the extent possible through incentivizing adaptive re-use of existing historic buildings, restrictions on new construction or redevelopment to a maximum height of three stories with a preference for two-story or three-story vertical mixed-use with the traditional mix of residential or office over commercial retail, restaurant, bar or entertainment uses at street level. Architectural standards are recommended along with code language amendments to the UDO to establish an architectural review process specific to the Historic Downtown Core district with the intent of new development fitting the vernacular and character of the existing architecture in the district. It is also recommended that a program of branding, distinct signage, and marketing of the Historic Downtown Core district become a priority for economic development functions within the Town.

Downtown Development

The Downtown Development district is the remainder of the expanded Downtown Core outside of the Historic Downtown Core district. The intention of this district is to concentrate density in new development within Downtown to minimize the gentrification impact on surrounding neighborhoods. Also, just as with the Historic Downtown Core, establishment of architectural guidelines helps to keep the character of Downtown Clayton intact while adapting to future growth pressures. It is recommended to be applied to areas from Irondale Drive and West Stallings Street to the west, along West Stallings Street and Front Street to the north including Municipal Park and parcels fronting Front Street from its north-south running segment to the west to Mill Street at its eastern end including the U.S. Postal building at the intersection of Central Street and East Front Street complete with its associated parking lots. It is also recommended to include parcels south of the railroad corridor along East Main Street up to and including the current Robinson Animal Hospital parcel on the north side of East Main and including parcels from Durham Street to Smith Street along the south frontage of East Main Street including parcels fronting Second Street between Smith Street and Main Street. It is recommended to also encompass the grocery parcel at the intersection of Second Street and Lombard Street as well as the Town Hall complex at



Second Street between Fayetteville Street and Church Street. It is recommended that the eastern stretch include parcels fronting Main Street on both sides from O'Neil Street to Stallings Street/Irondale Drive as well as parcels fronting Second Street on its north side for that same length.

The Downtown Development district is recommended to allow significantly more density and maximum building heights than the Historic Downtown Core or adjacent High-Density Residential, Downtown Support and Downtown Neighborhood designations. It is recommended to allow maximum building heights that can reach six stories and to write language in the code to incentivize three-story to six story vertical mixed-use and/or residential development. The intent is to accommodate the anticipated growth in population looking for a more urbanized setting while being closer to the character of Clayton that makes it so unique and desirable. By allowing this "concave" development pattern of higher-density urban mixed-use surrounding a lower-density Historic Downtown Core essentially protects that character while allowing for the volume of new residents that will help Downtown to continue to thrive into the future.

Downtown Support

As described above, areas of Downtown Support are recommended for conversion to higher-density Downtown Development district. In addition to those converted areas, the Downtown Support category is recommended to be reduced and replaced with High Density Residential in three areas within the downtown study boundary. One area is located south of West Main Street encompassing Cameron Crossing and adjacent area. The area, while it provides support to downtown, is not likely to include very many non-residential uses and is more closely aligned with the High Density Residential (HDR) future land use classification. Although there is an area adjoining the Cameron Crossing that is more aligned with Highway 70. This area should be converted to Community Center on the 2045 FLUM.

High Density Residential is also recommended for two areas that are located northeast of the railroad. One of the areas is north of Stallings Street adjoining the Municipal Park. This area will most likely remain residential. The other area across the railroad includes the residential areas surrounding the post office and the post office itself. The area is best suited for residential growth, and while the post office serves the community and supports downtown, designating that parcel as downtown support may not be the most suitable long-term designation.

Another area of Downtown Support future land use extends along East Front Street. This stretch of Downtown Support is recommended to be converted to the Downtown Neighborhood category except for parcels immediately fronting Front Street which are recommended to become a part of the Downtown Development district. It is also recommended that sections of the Downtown Support category to the west and east of the Downtown Core Character District be converted to Downtown Development designation to encompass areas that are expected to continue supporting downtown through more intensive uses, and are already considered by many to be in downtown. These areas include businesses such as the Deep River Brewing Company to the west and Vinson's Pub and Eatery to the east. It is important that strong pedestrian connections, visual connections, and other linkages be made to these areas as they are vital to supporting the Downtown Core. As described in subsequent recommendations, these areas are a significant part of downtown's overall identity.

The final area northeast of the railroad that is recommended for Downtown Support expansion is the area adjacent to Front Street, which includes its intersections with O'Neil Street and Fayetteville Street. The area extends northeast to Whitaker Street and



the northeastern edge of the High Density Residential area along Hinton Street. The area is also bounded by Kildee Street and Church Street. Northeast of the railroad, this area has the greatest opportunity to influence downtown in the long-term with its stronger connectivity and physical characteristics. Areas along the eastern road frontage and southeast of Central Street on East Main Street are also recommended for conversion from Downtown Core to Downtown Support on the 2045 FLUM. While this area is a part of the overall downtown, it is not envisioned as part of the Downtown Core future land use category.



TRAFFIC TRANSPORTATION + PARKING

INTRODUCTION

Ease of travel through a community can make residents and visitors feel more connected. If it is simple to travel from point A to point B within a community, people are more likely to visit an area, which leads to more success for local businesses and events. A successful transportation network should provide multiple modes of transportation, like biking and walking, to make shorter trips more convenient without the need to get into a car. Additionally, travelers should feel safe during their trip, whether in a vehicle or on foot. The recommendations below strive to create a successful and safe transportation network in downtown Clayton. Any significant parking losses created by recommendations in this plan will be offset by added parking included within other plan recommendations.

VEHICULAR TRAFFIC

Based on the traffic counts collected in January 2023, some intersections have enough turning volumes to warrant the construction of turn lanes. Due to the existing development and on-street parking, in most of these instances there is not enough room along Main Street to construct turn lanes without sacrificing on-street parking or displacing businesses. Some turn lanes can be provided, recommendations for which are indicated below:

- › **TTPK - 01.** Add a 75-foot eastbound left-turn lane on Main Street at Robertson Street
- › **TTPK - 02.** Add a 100-foot westbound left-turn lane on Main Street at Robertson Street
- › **TTPK - 03.** Add a 125-foot eastbound left-turn lane on Main Street at O'Neil Street
- › **TTPK - 04.** Add a 125-foot westbound right-turn lane on Main Street at O'Neil Street
- › **TTPK - 05.** Add a 50-foot westbound left-turn lane on Main Street at Smith Street

These turn lane storage lengths are based exclusively on traffic volumes and do not take queuing into consideration. It is recommended the Town staff analyze the queuing at intersections downtown to confirm the recommended storage lengths will accommodate the queuing seen during peak hours.

The existing two-lane cross section on the roads downtown will help to foster the close-knit community feel residents want to maintain for downtown Clayton. Additionally, the two-lane cross section allows for shorter crosswalk distances, which means pedestrians will have shorter distances to travel when crossing the roads in downtown Clayton. For these reasons, the following is recommended:

- › **TTPK - 06.** Do **NOT** widen the roads in downtown Clayton in the future.

The Downtown Core would see indirect vehicular transportation improvements by turning Main Street into a more complete street. Also, the posted speed limit on Main Street is currently 25 miles per hour (mph) from Robertson Street to US 70 Business. With the recent development of West End and with added residences in the vicinity, the following is recommended:



- › **TTPK - 07.** Reduce the speed on Main Street to 25 mph from Stallings Street to Robertson Street, especially once sidewalk is constructed. The reduced speed limit will help with creating a sense of arriving in Downtown Clayton and slower vehicle speeds will give drivers more reaction time to stop for pedestrians who are crossing the road.
- › **TTPK - 08.** Incorporate a four-way stop to the intersection of Main Street and Moore Street following speed limit reduction and addition of sidewalks to the intersection.
- › **TTPK - 09.** Develop Main Street into more of a 'Complete Street'

The Downtown Core is bisected by the North Carolina Railroad (NCRR), an active rail corridor for both freight and passenger rail service. There are currently six (6) at-grade vehicular crossings of the rail and one grade-separated underpass crossing. Conversations with NCRR have indicated that they would be willing to enter into agreement for certain Town improvements along and within their right-of-way in exchange for a reduced number of at-grade rail crossings. Of the six (6) at-grade crossings (Stallings Street, Robertson Street, O'Neil Street, Fayetteville Street, Church Street and Central Street), three happen within 725 feet of each other (O'Neil Street, Fayetteville Street, and Church Street) and of those three streets, only one continues farther north than a third of a mile before terminating. That street is O'Neil Street. For those reasons, the following is recommended:

- › **TTPK - 10.** Realign the western end of Stallings Street keeping the entirety of the downtown stretch north of the railroad corridor. Close the North Carolina Railroad crossing at Stallings Street as a part of the Stallings realignment.
- › **TTPK - 11.** Close the North Carolina Railroad crossing at Church Street.

TRANSIT

GoTriangle has studied the feasibility of providing commuter rail on existing railroads from Durham to Garner. An extension of the commuter rail corridor east of Garner to Clayton and Selma was considered. However, the commuter rail will receive funding as part of a tax approved in Durham and Wake Counties, so the extension to Selma was analyzed, but is not funded since this portion is in Johnston County. The Town staff and residents have expressed support for an extension of commuter rail service to Clayton. If commuter rail comes through Clayton, a study should be contracted to determine the best location for that commuter rail station whether that be downtown or just outside of downtown. The following is recommended in preparation for that possibility:

- › **TTPK - 12.** Hire commuter rail planning consultants to study best possible location(s) for a commuter rail station in or near downtown Clayton.

As part of the Wake Bus Rapid Transit (BRT) improvements, the Southern Corridor is proposed to travel from NC 42 at US 70 Business into downtown Raleigh. BRT operates with similar travel times and reliability as light rail but can travel with the flexibility of a bus, since the BRT is not confined to a rail track. The BRT Southern Corridor would provide a transit option from Clayton, traveling through Garner, to downtown Raleigh. To facilitate the widest variety of options and possibilities for multi-modal transportation in Downtown, the following is recommended:

- › **TTPK - 13.** Continue to pursue BRT opportunities on US 70 BUS as well as bike/ped connectivity to downtown.



Within the Clayton on the Move 2024 Transportation Plan, a specific study of possible dedicated microtransit routes, above and beyond the existing JCATS route were studied. The following recommendation was made as a result:

- › **TTPK - 14.** Establish a three route network of microtransit including the Green Route (Barber Mill + North O'Neil), Gold Route (US 70, and Pink Route (NC 42).

PARKING

For the purpose of this plan, options for possible parking solutions have been studied. While the recommendations in this section primarily focus on Town driven solutions, it has also been discussed that future private development within the downtown can make arrangements to build structured parking as a part of their development or redevelopment, and can then lease spaces and/or periods of use back to the Town. Also, there is a possibility to create language within the Unified Development Ordinance under the new Downtown Development land use category where incentives can be offered to a developer in exchange for dedicated public spaces within their privately constructed parking.

The location and design of parking areas should create a safe and convenient network for vehicle circulation and parking. On-street parking can negatively impact pedestrian and driver safety by blocking the view of pedestrians who may be crossing the road and by introducing drivers who may stop suddenly or pull out into traffic from a parking space. Removing the on-street parking from one side of Main Street would likely improve pedestrian and driver safety on Main Street, however, that direct business access parking is perceived as critical to local business owners because of its high convenience. Any streetscape design that showed improved sidewalk widths would by necessity also include recommendations for certain segments of Main Street parking to be removed. **Whatever solution the future presents, any parking lost to streetscape improvements shall be replaced within a reasonable walking distance from the original locations.** With all of these factors in play and with the sensitivity to the issue of business access parking on Main Street, it is recommended to:

- › **TTPK - 15.** Perform a formal Downtown Parking Study using projections derived from the land use and development patterns recommended in this Downtown Plan.

If a portion of the on-street parking is removed from Main Street, it needs to be replaced elsewhere. A potential location to place off-street parking is along First Street and secondarily along Front Street, which are both within the railroad right of way. The Town is seeking to create an agreement with the North Carolina Railroad (NCRR) and Norfolk Southern (NS) to pave First Street to utilize for parking and to allow a more temporary parking solution on portions of Front Street. It is recommended to:

- › **TTPK - 16.** Establish agreement with NCRR to allow First Street and Front Street parking and pedestrian improvements.
- › **TTPK - 17.** Design + construct First Street and Front Street parking and pedestrian improvements.



While parking improvements along First Street and Front Street offer a temporary solution for parking near Main Street and the downtown core, any improvements within the railroad right-of-way are subject to a command to vacate by the railroad at any point in the future. Maintaining the parking in this corridor is by no means a guarantee. With that in mind, there are two more permanent solutions to accommodate the needed parking to serve downtown. One would be to develop publically accessible surface parking in several locations along the length of Main Street through downtown no more than two or three blocks from Main in either direction to minimize walk times to reach downtown destinations. The second is to develop parking structures at strategic locations to facilitate the same or greater volume of parking with walk times to downtown destinations carefully considered and kept within a determined maximum distance and/or walk time. Both options need to be studied to determine the timing for implementing and the required volume of spaces to make each feasible. Given those parameters, it is recommended to:

- **TTPK - 18.** Contract a need and feasibility study for surface and structure parking to identify possible sites, triggers for development of each and cost factors for implementing each.
- **TTPK - 19.** Add funding line item to budget and Capital Improvements Plan to begin accruing necessary funds to implement either solution.
- **TTPK - 20.** Acquire property for implementation of recommended solution based on need and feasibility study.
- **TTPK - 21.** Design + construct preferred parking solution (Surface or Structure).

BICYCLE + PEDESTRIAN IMPROVEMENTS

INTRODUCTION

The 2022 Town of Clayton Pedestrian Plan identified numerous opportunities and challenges in the Downtown bicycle + pedestrian environment. Those same concepts were bolstered through the Downtown Plan process and its findings. Based on the public engagement, there is a strong desire to improve facilities for pedestrians and cyclists in downtown Clayton. Currently, the roads in downtown Clayton are more focused on vehicular traffic and can be improved to better balance vehicle, pedestrian, and bicycle traffic.

BICYCLE + PEDSTRIAN IMPROVEMENTS RECOMMENDATIONS

Pedestrian facilities, like sidewalks and crosswalks, should connect all modes of transportation since the start and end of most trips are completed on foot. If possible, sidewalks should be provided on both sides of roads to make walking convenient and safe. There should be no gaps in sidewalk and pedestrian facilities. These facilities should provide continuous access to the full extent of downtown Clayton. The existing sidewalk gaps in downtown Clayton should be filled to provide dedicated pedestrian facilities on Main Street from Stallings Street to US 70 Business. Other roads providing access to Main Street should also provide continuous sidewalk access. Sidewalks are missing from 2nd Street, Ellington Street (which is blocked by parking spaces), Robertson Street, and Stallings Street.

Intersection designs can be pedestrian oriented by providing pedestrian corners at street crossings (see example pictures below). Pedestrian refuges can also be provided at crosswalks if parallel parking is limited to one side; with the current pavement allotment there is not enough room for parking on both sides plus a center refuge.



To improve pedestrian safety further at signalized intersections, pedestrian signal heads should be installed at all signalized intersections. Additionally, the Town should request all traffic signals allow for a Leading Pedestrian Interval (LPI). This will allow push activated pedestrian signal heads to give a walk indication for four seconds before vehicles have a green signal, which will give pedestrians a head start to cross the road before potential vehicle conflicts are introduced. A formal request to add an LPI at signalized intersections would need to be sent to NCDOT.

Recommendations in the pedestrian plan that apply to downtown Clayton include, but are not limited to:

- **BKPD - 01.** Parking Lane/Enhancement Zone: curb extensions, parklets, bicycle corrals, etc. can be constructed in the pavement width typically used for on-street parallel parking.
- **BKPD - 02.** Pedestrians at Signalized Intersections: install pedestrian signal heads, provide adequate pedestrian crossing time.
- **BKPD - 03.** Priority Project #2: Main Street Pedestrian Improvements from Moore Street to Central Street.
- **BKPD - 04.** Priority Project #7: East Coast Greenway Complete Downtown Clayton Feasibility Study



➤ South Bend, IN Traffic Calming Bump Outs
Image Courtesy of Kara M. Young Boyles



➤ Salisbury Main Street Master Plan - Intersection Bump Out/ McAdams

Pedestrian connections from major parking areas to Main Street should be provided. Below is a list of connections to consider, as opportunities arise:

- **BKPD - 05.** Connecting First Street to Main Street, between Fayetteville Street and Church Street
- **BKPD - 06.** Connecting First Street to Main Street, between Church Street and Horne Square
- **BKPD - 07.** Improve signage identifying parking at the Clayton Center and the route to Main Street
- **BKPD - 08.** Connecting Second Street to Main Street, between Lombard Street and Smith Street



Additional recommendations to improve the Downtown pedestrian and bicycle environment include:

- › **BKPD - 09.** Pedestrian railroad crossings should also be improved, particularly at Robertson Street, O’Neil Street and Central Street. Based on the September 24, 2020 traffic counts at the railroad crossings in conjunction with the recommendation to close the Church Street crossing, these intersections are the most used by pedestrians.
- › **BKPD - 10.** Ahead of constructing a greenway tunnel under the railroad, pedestrian facilities should be constructed to connect the tunnel to the existing sidewalk on Main Street at Robertson Street.
- › **BKPD - 11.** A grade separated pedestrian rail crossing, which has been analyzed in the past by the Town, should also be considered at Lombard Street adjacent to Horne Square. There is potential and desire to construct a greenway tunnel to connect Main Street to the East Coast Greenway, which would create a designated rail crossing for greenway traffic.

Municipal Park has been a wonderful addition to the public space of Downtown Clayton but currently lacks ease of pedestrian access from areas south of the rail corridor. The following is recommended to improve access to Municipal Park:

- › **BKPD - 12.** Plan, prioritize, design + construct consistent greenway scale walkway access along the length of the rail corridor through Downtown Clayton making connections to all pedestrian crossings of the rail corridor and improving access to Municipal Park from all parts of the Downtown Core.

The Capital Area Metropolitan Planning Organization (CAMPO) has a Locally Administrered Projects Program (LAPP) which includes projects to be funded with federal funds directly allocated to the CAMPO. Clayton has been fortunate in having projects included in the program. Here are the two that need to be addressed for completion:

- › **BKPD - 13.** Design + Construct East Main Street Sidewalk Connector from Central Street to US 70 Business.
- › **BKPD - 14.** Design + Construct the Mountain to Sea (MTS) Greenway Trail, also known as the Cross-Clayton Connector. This is included in the Move Clayton Transportation Plan as Priority Project #1: Robertson Street Sidewalk Gaps and Crossing Improvements from Clayton High School to Main Street.

✓ Clayton on the Move: 2024 Clayton Comprehensive Transportation Plan
Town of Clayton





When providing bicycle and pedestrian facilities, access to major destinations should be considered. Some of the main walking attractions in Clayton are:

- › Downtown Clayton (Main Street)
- › Clayton High School
- › Town Hall and The Clayton Center
- › Hocutt-Ellington Library
- › US Post Office on Front Street
- › Municipal Park
- › Town Square
- › Horne Square
- › Donald "Clyde" Sinclair Park



➤ Horne Square: Harvest Festival - Town of Clayton



➤ Clayton Municipal Park - Town of Clayton

It is recommended that:

- › **BKPD - 15.** Consistent sidewalk access should be provided to each of these destinations above, as well as other main attractions in Clayton that are within walking distance of the public parking provided downtown.
- › **BKPD - 16.** Opportunities to close sidewalk gaps should be explored as funding becomes available. For example, the sidewalk gap on Stallings Street from Crawford Parkway to McCullers Street is approximately 900 feet long, and if funding becomes available for sidewalk construction, closing this gap would provide a more direct connection to the residents on Crawford Parkway to Municipal Park.

The following pedestrian environment recommendations are recommended to be advanced within the Downtown Main Street streetscape specifically:



MAIN STREET STREETScape:

NEAR TERM

- › **MSNT - 01.** Implement Pedestrian Intersection Guidance at Signalized Intersections
- › **MSNT - 02.** Implement Pedestrian Traffic Signal Enhancements
- › **MSNT - 03.** Study Main Street Corridor for Potential to Incorporate Mid Block Crossings under the NCDOT Action Plan

LONG TERM:

- › **MSLT - 01.** Implement Parking Lane / Enhancement Zone Concept Throughout Downtown Core Area

OTHER DOWNTOWN PEDESTRIAN / STREETScape IMPROVEMENTS:

NEAR TERM

- › **ODNT - 01.** Incorporate Funding for Sidewalk Gap Closures + Crossing Improvements
- › **ODNT - 02.** Establish Priority List of Sidewalk Gap Closures + Crossing Improvements
- › **ODNT - 03.** Seek Alternative Funding Sources for On-Street Connections such as bike lanes or shared lane markings to Area Greenways + East Coast Greenway Completion through Downtown Greenway Completion
- › **ODNT - 04.** Form Active Transportation Advisory Committee (ATAC) + Include Downtown Representation
- › **ODNT - 05.** Become Designated as a Walk Friendly Community
- › **ODNT - 06.** Contract Planning + Design Services for an Integrated Branding, Signage + Wayfinding System
- › **ODNT - 07.** Erect Decorative / Protective Fencing Along Rail Corridor Along First Street + Front Street for Full Length of Downtown Corridor from Atkinson Street to Central Street Restricting Crossings
- › **ODNT - 08.** Improve Pedestrian Facilities at Railroad Crossings Including Controlled Access Control Measures

LONG TERM:

- › **ODLT - 01.** Implement + Construct Integrated Branding, Signage + Wayfinding System



DOWNTOWN EVENTS + PROGRAMMING

INTRODUCTION

The Downtown Plan process repeatedly unearthed, from differing sources, the indisputable fact that Clayton's residents and visitors alike LOVE the variety of festivals, events, and Downtown programming available. It is an area where Clayton has excelled. There is one issue at hand in this category and that is, given the success of existing programs, of course, the people want more! Here are some areas where Downtown events + programming can be enhanced to draw more people even more often.

DOWNTOWN IMPROVEMENTS (GENERAL)

Clayton's programming is currently limited by areas that can be assigned to various events and some of the missing facilities to improve the quality and likelihood of events being hosted Downtown. Recommendations for Downtown that improve possibility for, quantity + quality of Downtown events and programming are as follows:

NEAR TERM

- › **DENT - 01.** Identify Preferred Location for Construction of a Permanent Public Restroom Building for Year-Round Event and Public Use
- › **DENT - 02.** Add Funding Line Item to Annual Budget to Reserve Funds for Construction, Maintenance, and Security Patrol of Permanent Public Restroom Building and Related Infrastructure

LONG TERM

- › **DELT - 01.** Contract, Plan, Design + Construct Permanent Public Restroom Building + Related Infrastructure

FARMERS' MARKET

Clayton's Farmers' Market has seen success with the one complaint being its susceptibility to weather and its restricted access to power and light which could expand its offerings and hours. Recommendations for improvement of the Farmers' Market are below:

NEAR TERM

- › **DENT - 03.** Identify Preferred Location for Permanent Pavilion Structure(s) for Year-Round Market Use
- › **DENT - 04.** Add Funding Line Item to Annual Budget to Reserve Funds for Construction of Permanent Pavilion Structure(s) and Infrastructure
- › **DENT - 05.** Study Vendors from Current + Prior Farmers' Markets and Identify Gaps in Offerings to Customers

LONG TERM

- › **DELT - 02.** Actively Seek a Variety of Vendors, Craftsmen, Artisans + Artists to Contract Spaces at the Farmers' Market
- › **DELT - 03.** Contract, Plan, Design + Construct Farmers' Market Pavilion Structure(s) + Infrastructure

CLAYTON CONCERT SERIES + FAMILY MOVIE NIGHT



The Clayton Concert series has become a regular draw for visitors and currently has a slate of four shows running from May 17th through the summer with the last show scheduled for September 6th. The concerts are slated between other events on a calendar showing 18 events in total on 17 separate weeks. That means that 34 weeks of the year have no event scheduled. This allows for a greatly expanded schedule of concerts to be planned. Recommendations for expansion of the Clayton Concert Series and setting the environment in which artists would like to participate and make a stop in Clayton a part of their touring can be found below:

NEAR TERM

- › **DENT - 06.** Identify Preferred Location for Construction of Permanent Stage/Bandshell Structure for Year-Round Performance Event Use
- › **DENT - 07.** Add Funding Line Item to Annual Budget to Begin Reserving Funds for Construction of Permanent Stage/Bandshell Structure and Related Infrastructure
- › **DENT - 08.** Identify Available Location for Expanded Concert Series Including Different Venues at Different Scales
- › **DENT - 09.** Work with Other Series Such As Family Movie Night to Fill Empty Slots in Schedule with Regular Functions
- › **DENT - 10.** Work with Cultural Arts Department and The Clayton Center to Book Complimentary Performance Events

LONG TERM:

- › **DELT - 04.** Actively Seek Larger and More Frequent Events through Targeted Marketing Campaigns
- › **DELT - 05.** Create a new position or empower an existing position to coordinate downtown events and their planning.



INFRASTRUCTURE IMPROVEMENTS

INTRODUCTION

The review of Downtown Clayton's infrastructure took a good look at what current capacities and levels of service are available as well as any short term anticipated improvements to existing infrastructure. Fortunately, the Town has done a good job of inventorying their existing infrastructure and, therefore, have the information necessary for a series of studies that should be undertaken in cooperation with the recommendations of this plan. Anticipating growth rates as shown in the market research, and in keeping with the possible maximum buildout of the downtown core area, here are the recommendations for the Town to undertake where utilities and infrastructure are concerned:

NEAR TERM

- **INFR - 01.** Utilizing the Downtown Stormwater Analysis Study (anticipated completion in late 2024), identify capacity needed and trigger points at which expansion of the needed capacity would occur at anticipated plan growth rates.
- **INFR - 02.** Contract a Water and Wastewater Analysis Study to identify capacity needed and identify need for new treatment facilities and locations for them as well as trigger points at which expansion of the needed capacity would occur at anticipated plan growth rates.
- **INFR - 03.** Contract an Electrical Service Capacity Analysis Study to identify capacity needed and identify need for new supply and transmission facilities and locations for them as well as trigger points at which expansion of the needed capacity would occur at anticipated plan growth rates.

LONG TERM:

- **INFR - 04.** Establish plan and funding for integrated utility network information to be created, populated, and updated in a format that works well with design firms working within the Town (such as a BIM system) as well as unification and consolidation of GIS data.
- **INFR - 05.** Pursue utility conversion from overhead to underground to alleviate visual clutter and to reduce conflicts.



RECOMMENDED UNIFIED DEVELOPMENT ORDINANCE (UDO) TEXT

INTRODUCTION

The recently adopted Codify Clayton: Unified Development Ordinance (UDO) was developed concurrently to this Downtown Plan but made it to the finish line sooner, being adopted in November of 2023 and being implemented January 2, 2024. As a result, the recommendations of this Downtown Plan have not been fully incorporated into the UDO regulatory and guidance text. A series of amendments will have to be crafted, reviewed, and voted upon for adoption to codify the proposed regulatory, policy, and guidance changes recommended in the Downtown Plan. The following sections of UDO text will require revising to meet the recommendations in this plan:

1.8 REVIEW AUTHORITIES

To establish authority for enforcement of architectural guidelines in the Historic Downtown Core District (HDTC), a review board and its review authority and process needs to be established within section 1.8.

1.11 VESTED RIGHTS

For properties entitled to lesser densities, particularly in the newly established Downtown Development

2.2 APPLICATION SUMMARY TABLES

Include new district classifications in all application process language including any variation specific to the new districts and their criteria

2.3 APPLICATION TYPES

Include new application type for Historic Downtown Core Architectural Review including procedures, policies, forms and fees

2.4 REVIEW PROCEDURES

Include review procedure(s) for Historic Downtown Core Architectural Review

3.2 CONVENTIONAL ZONING DISTRICTS

Add language for two new zoning districts, Downtown Development District (DTDD) and Historic Downtown Core District (HTDC), and revisit language for Downtown Core (DTNC) with it being parsed into two new districts.

3.4 GENERAL DIMENSIONAL STANDARDS

Add language for two new zoning districts, Downtown Development District (DTDD) and Historic Downtown Core District (HTDC), and revisit language for Downtown Core (DTNC) with it being parsed into two new districts.

3.8 ZONING MAP

Revise Zoning Map to reflect Future Land Use Map recommendations from the Downtown Plan including two new classifications.



RECOMMENDED UNIFIED DEVELOPMENT ORDINANCE (UDO) TEXT
[CONTINUED]

CHAPTER 5 NONCONFORMITIES

Revise each section within this chapter to reflect the restrictive requirements of the new Historic Downtown Core District (HDTC) such that it incentivizes the redevelopment of properties that do not match the intended preserved and enhanced character of the district.

6.2 DESIGN STANDARDS + GUIDELINES

Add a new subsection establishing the architectural and design standards and guidelines for the new Historic Downtown Core District (HDTC) and Downtown Development District (DTDD)

6.3 THROUGH 6.18

Revise each section’s language to establish the design standards and guidelines for these elements in the new Historic Downtown Core District (HDTC) and Downtown Development District (DTDD)

CHAPTER 7 VIOLATIONS

Revise the sections in this chapter to add significant disincentives to nonconformance within the Downtown as well as to establish preferred paths of transition to new zoning through enforcement of declared violations.

ARCHITECTURAL GUIDELINES [ADD FOR HISTORIC DOWNTOWN CORE DISTRICT + DOWNTOWN DEVELOPMENT DISTRICT]

Add to the Unified Development Ordinance a set of enforceable architectural design standards for new construction, redevelopment, and adaptive re-use to establish design styles and architectural elements as well as to establish maximum heights of architectural elements, structures, placement and treatments for utilities and peripheral items, and to define a process for review, public input, approval or denial, and for appeal of decisions.

Examples of what the buildings at different heights might look like have been incorporated in the page that follows as a starting point for what the result of those guidelines might look like.



EXAMPLE BUILDING ARCHITECTURAL STYLES AT PROPOSED ALLOWED HEIGHTS (BY STORY)

HISTORIC DOWNTOWN CORE DISTRICT

The Historic Downtown Core District is intended to maintain the core character of Clayton’s historic downtown and as such will only allow buildings of mixed-use or residential use to be two (2) to three (3) stories high and in an architectural style that speaks to the current vernacular and architectural fabric of the district. Examples of what new buildings within the district might look like are available below:



DOWNTOWN DEVELOPMENT DISTRICT

The Downtown Development District is intended to allow higher density of residential and commercial development than the Historic Downtown Core but without compromising the character of Clayton’s historic downtown and as such will allow buildings of mixed-use or residential use to be four (4) to six (6) stories high and in an architectural style that speaks to the current vernacular and architectural fabric of downtown Clayton. Examples of what new buildings within the district might look like are available below:





03

IMPLEMENTATION

IN THIS CHAPTER
IMPLEMENTATION STRATEGIES
IMPLEMENTATION MATRIX - ACTION ITEMS



IMPLEMENTATION

This plan's vision and recommendations result directly from an extensive information gathering process involving community input, staff input, analysis of existing conditions. An implementation plan with prioritized action items is the final step in bringing the master plan vision to reality. Implementation is not a linear process but an ongoing iterative process that will rely on funding investments. Feasibility studies, master plans, phasing plans, and business plans are some of the intermediate steps the Town will have to assume to understand the full order of magnitude costs. In addition, effective implementation strategies are based on highly collaborative processes that span across the various Town Departments, community leaders, strategic partners, and elected officials.

Action items are prioritized as short-term, mid-term, long-term or ongoing. Action items receiving higher priority are those supported by significant community input or are items that have been delayed or postponed in the past but have significant bearing on accomplishing the recommendations of this plan. Each action item indicates a responsible party to foster accountability within the Department. Furthermore, priority projects may change or evolve into new possibilities over the ten-year planning horizon based on community needs or other related opportunities. For this reason, additional prioritization criteria has been established and is described in the appendix, which the staff can use to evaluate for implementation.





IMPLEMENTATION MATRIX - ACTION ITEMS

Each of the reviewed implementation strategies for Downtown Clayton was evaluated for how it fits into the focuses of Branding + Marketing, Policy + Investment, and Development Focus + Opportunities. It is important to consider all of the Plan’s recommendations moving forward; however, over the next five years, the following priorities should be the focus. The Implementation Matrix that follows further defines the recommended strategies.

	Project / Task	Page	Level of Funding Required	Operating or Capital Expenditure	Private or Non-City Expenditure	On-Going	Year 1-5	Year 6-10	Year 11-15	Year 16-20	Year 20+	Code / Policy	Program / Study
Future Land Use Map													
FLUM-01	Revisit and refine areas designated as Downtown Support	18	\$	0	Public		X					X	
FLUM-02	Expand Downtown Core Area	18	\$	0	Public		X					X	
FLUM-03	Replace the Downtown Core with a pair of new designations; Historic Downtown Core (HDCD) + Downtown Development District (DTDD)	18	\$	0	Public		X					X	
Zoning													
ZONM-01	Expand the area considered to be the Downtown Core	19	\$	0	Public		X					X	
ZONM-02	Replace the Downtown Core zoning district with a pair of new designations; Historic Downtown Core (HDCD) + Downtown Development District (DTDD)	19	\$	0	Public		X					X	



	Project / Task	Page	Level of Funding Required	Operating or Capital Expenditure	Private or Non-City Expenditure	On-Going	Year 1-5	Year 6-10	Year 11-15	Year 16-20	Year 20+	Code / Policy	Program / Study
Traffic, Transportation + Parking													
TTPK-01	Add a 75-foot eastbound left-turn lane on Main Street at Robertson Street	23	\$\$\$	O + C	Public			X					
TTPK-02	Add a 100-foot westbound left-turn lane on Main Street at Robertson Street	23	\$\$\$	O + C	Public			X					
TTPK-03	Add a 125-foot eastbound left-turn lane on Main Street at O'Neil Street	23	\$\$\$	O + C	Public		X						
TTPK-04	Add a 125-foot westbound right-turn lane on Main Street at O'Neil Street	23	\$\$\$	O + C	Public		X						
TTPK-05	Add a 50-foot westbound left-turn lane on Main Street at Smith Street	23	\$\$\$	O + C	Public			X					
TTPK-06	To better maintain pedestrian focus, do NOT widen streets within Downtown Clayton	23	\$	O	Public	X	X					X	
TTPK-07	Reduce the Speed Limit to 25 mph on Main Street from Stallings Street to Robertson Street	24	\$	O + C	Public		X						
TTPK-08	Incorporate a four-way stop at the intersection of Main Street + Moore Street	24	\$	O + C	Public		X						
TTPK-09	Develop Main Street into more of a 'Complete Street'	24	\$\$\$\$	O + C	Public				X				



	Project / Task	Page	Level of Funding Required	Operating or Capital Expenditure	Private or Non-City Expenditure	On-Going	Year 1-5	Year 6-10	Year 11-15	Year 16-20	Year 20+	Code / Policy	Program / Study
Traffic, Transportation + Parking													
TTPK-10	Realign Stallings Street to North of Railroad Corridor, Closing the railroad crossing at Stallings Street	24	\$\$\$\$	O + C	Public		X	X					
TTPK-11	Close the North Carolina Railroad crossing at Church Street	24	\$\$	O + C	Public		X						
TTPK-12	Hire commuter rail planning consultants to study best possible location(s) for a commuter rail station in or near downtown Clayton	24	\$\$	O + C	Public		X						X
TTPK-13	Continue to pursue BRT opportunities on US 70 BUS as well as bike/ped connectivity to downtown	24	\$\$	O + C	Public	X	X						X
TTPK-14	Establish a three route network of microtransit including the Green Route (Barber Mill + North O'Neil), Gold Route (US 70, and Pink Route (NC 42)	25	\$\$\$	O + C	Public		X	X					
From 2024 Clayton on the Move Transportation Plan													
TTPK-15	Perform a formal Downtown Parking Study using projections derived from the land use and development patterns recommended in this Downtown Plan	25	\$\$	O + C	Public		X						X



	Project / Task	Page	Level of Funding Required	Operating or Capital Expenditure	Private or Non-City Expenditure	On-Going	Year 1-5	Year 6-10	Year 11-15	Year 16-20	Year 20+	Code / Policy	Program / Study
Traffic, Transportation + Parking													
TTPK-16	Establish agreement with NCRR to allow First Street and Front Street parking and pedestrian improvements	25	\$	0	Public		X						
TTPK-17	Design + construct First Street and Front Street parking and pedestrian improvements	25	\$\$\$\$	0 + C	Public		X						
TTPK-18	Contract a need and feasibility study for surface and structure parking to identify possible sites, triggers for development of each and cost factors for implementing each	26	\$\$	0 + C	Public		X						X
TTPK-19	Add funding line item to budget and Capital Improvements Plan to begin accruing necessary funds to implement either parking solution	26	\$	0	Public	X	X					X	
TTPK-20	Acquire property for implementation of recommended solution based on need and feasibility study	26	\$\$\$\$\$	0 + C	Public			X	X				
TTPK-21	Design + construct preferred parking solution (Surface or Structure)	26	\$\$\$\$\$\$	0 + C	Public				X	X			X



	Project / Task	Page	Level of Funding Required	Operating or Capital Expenditure	Private or Non-City Expenditure	On-Going	Year 1-5	Year 6-10	Year 11-15	Year 16-20	Year 20+	Code / Policy	Program / Study
Bicycle + Pedestrian Improvements													
BKPD-01	Construct Parking Lane/ Enhancement Zone improvements including curb extensions, parklets, bicycle corrals, etc. in the pavement width typically used for on-street parallel parking.	27	\$\$\$\$\$	O + C	Public			X		X			
From 2022 Clayton Pedestrian Plan													
BKPD-02	Pedestrians at Signalized Intersections: install pedestrian signal heads, provide adequate pedestrian crossing time	27	\$\$\$	O + C	Public		X						
From 2022 Clayton Pedestrian Plan													
BKPD-03	Design + Construct Priority Project #2: Main Street Pedestrian Improvements from Moore Street to Central Street	27	\$\$\$\$\$	O + C	Public		X						
From 2022 Clayton Pedestrian Plan													
BKPD-04	Design + Construct Priority Project #7: East Coast Greenway Completion: Downtown Clayton Feasibility Study	27	\$\$	O + C	Public		X						X
From 2022 Clayton Pedestrian Plan													



	Project / Task	Page	Level of Funding Required	Operating or Capital Expenditure	Private or Non-City Expenditure	On-Going	Year 1-5	Year 6-10	Year 11-15	Year 16-20	Year 20+	Code / Policy	Program / Study
Bicycle + Pedestrian Improvements													
BKPD-05	Design + Construct Sidewalks Connecting First Street to Main Street, between Fayetteville Street and Church Street	27	\$\$\$\$\$	O + C	Public			X					
From 2022 Clayton Pedestrian Plan													
BKPD-06	Design + Construct Sidewalks Connecting First Street to Main Street, between Church Street and Horne Square	27	\$\$\$	O + C	Public			X					
From 2022 Clayton Pedestrian Plan													
BKPD-07	Improve signage identifying parking at the Clayton Center and the route to Main Street	27	\$\$\$	O + C	Public		X						
From 2022 Clayton Pedestrian Plan													
BKPD-08	Design + Construct Sidewalks Connecting Second Street to Main Street, between Lombard Street and Smith Street	27	\$\$\$\$	O + C	Public				X				
From 2022 Clayton Pedestrian Plan													



	Project / Task	Page	Level of Funding Required	Operating or Capital Expenditure	Private or Non-City Expenditure	On-Going	Year 1-5	Year 6-10	Year 11-15	Year 16-20	Year 20+	Code / Policy	Program / Study
Bicycle + Pedestrian Improvements													
BKPD-09	Improve Pedestrian railroad crossings at Robertson Street, O'Neil Street, and Central Street. Based on the September 24, 2020 traffic counts at the railroad crossings, these intersections are the most used by pedestrians.	28	\$\$\$\$	O + C	Public			X					
BKPD-10	Study, Design + Construct pedestrian facility connections from Main Street at Robertson Street to the proposed greenway tunnel under the railroad, connecting the tunnel to the existing sidewalk on Main Street at Robertson Street	28	\$\$\$\$	O + C	Public			X					X
BKPD-11	Study, Design + Construct a grade separated pedestrian rail crossing including a greenway tunnel at Lombard Street to connect Main Street to the East Coast Greenway, creating a designated rail crossing for greenway traffic	28	\$\$\$\$	O + C	Public		X						X



	Project / Task	Page	Level of Funding Required	Operating or Capital Expenditure	Private or Non-City Expenditure	On-Going	Year 1-5	Year 6-10	Year 11-15	Year 16-20	Year 20+	Code / Policy	Program / Study
Bicycle + Pedestrian Improvements													
BKPD-12	Plan, prioritize, design + construct consistent greenway scale walkway access along the length of the rail corridor through Downtown Clayton making connections to all pedestrian crossings of the rail corridor and improving access to Municipal Park from all parts of the Downtown Core	28	\$\$\$\$	O + C	Public		X						
BKPD-13	Design + Construct East Main Street Sidewalk Connector from Central Street to US 70 Business.	28	\$\$\$\$	O + C	Public		X						
From 2023 CAMPO LAPP													
BKPD-14	Design + Construct the Mountain to Sea (MTS) Greenway Trail, also known as the Cross-Clayton Connector. This is included in the Move Clayton Transportation Plan as Priority Project #1: Robertson Street Sidewalk Gaps and Crossing Improvements from Clayton High School to Main Street	28	\$\$\$\$	O + C	Public		X						
From 2023 CAMPO LAPP													



	Project / Task	Page	Level of Funding Required	Operating or Capital Expenditure	Private or Non-City Expenditure	On-Going	Year 1-5	Year 6-10	Year 11-15	Year 16-20	Year 20+	Code / Policy	Program / Study	
Bicycle + Pedestrian Improvements														
BKPD-15	Plan, Prioritize, Design + Construct Consistent sidewalk access to primary destinations + main attractions in Clayton that are within walking distance of the public parking provided downtown including Downtown Clayton (Main Street), Clayton High School, Town Hall and The Clayton Center, Hocutt-Ellington Library, and the US Post Office on Front Street.	29	\$\$\$\$	O + C	Public				X					
BKPD-16	Close approximately 900 foot long sidewalk gap on Stallings Street from Crawford Parkway to McCullers Street to provide a more direct connection to the residents on Crawford Parkway to Municipal Park	29	\$\$\$	O + C	Public		X							
From 2022 Clayton Pedestrian Plan														



	Project / Task	Page	Level of Funding Required	Operating or Capital Expenditure	Private or Non-City Expenditure	On-Going	Year 1-5	Year 6-10	Year 11-15	Year 16-20	Year 20+	Code / Policy	Program / Study
Bicycle + Pedestrian Improvements [Main Street]													
MSNT-01	Implement Pedestrian Intersection Guidance at Signalized Intersections	29	\$\$\$	O + C	Public		X						
From 2022 Clayton Pedestrian Plan													
MSNT-02	Implement Pedestrian Traffic Signal Enhancements	29	\$\$\$	O + C	Public		X						
From 2022 Clayton Pedestrian Plan													
MSNT-03	Study Main Street Corridor for Potential to Incorporate Mid-Block Crossings under the NCDOT Action Plan	29	\$\$	O + C	Public		X						X
MSLT-01	Implement Parking Lane / Enhancement Zone Concept throughout Downtown Core Area	29	\$\$\$\$\$	O + C	Public				X				
Bicycle + Pedestrian Improvements [Other Downtown]													
ODNT-01	Incorporate Funding for Sidewalk Gap Closures + Crossing Improvements	30	\$\$	O + C	Public	X	X						
ODNT-02	Establish Priority List of Sidewalk Gap Closures + Crossing Improvements	30	\$	O + C	Public		X						
ODNT-03	Seek Alternative Funding Sources for On-Street Connections such as bike lanes or shared lane markings to Area Greenways + East Coast Greenway Completion through Downtown Greenway Completion	30	\$	O	Public		X						



	Project / Task	Page	Level of Funding Required	Operating or Capital Expenditure	Private or Non-City Expenditure	On-Going	Year 1-5	Year 6-10	Year 11-15	Year 16-20	Year 20+	Code / Policy	Program / Study
Bicycle + Pedestrian Improvements [Other Downtown]													
ODNT-04	Form Active Transportation Advisory Committee (ATAC) + Include Downtown Representation	30	\$	0	Public		X					X	
From 2022 Clayton Pedestrian Plan													
ODNT-05	Become Designated as a Walk Friendly Community	30	\$	0	Public		X						X
From 2022 Clayton Pedestrian Plan													
ODNT-06	Contract Planning + Design Services for an Integrated Branding, Signage + Wayfinding System	30	\$\$	0 + C	Public		X						
From 2022 Clayton Pedestrian Plan													
ODNT-07	Erect Decorative / Protective Fencing Along Rail Corridor Along First Street + Front Street for Full Length of Downtown Corridor from Atkinson Steet to Central Street Restricting Crossings	30	\$\$\$	0 + C	Public		X						
ODNT-08	Improve Pedestrian Facilities at Railroad Crossings Including Controlled Access Control Measures	30	\$\$	0 + C	Public		X						
ODLT-01	Implement + Construct Integrated Branding, Signage + Wayfinding System	30	\$\$\$	0	Public		X						



	Project / Task	Page	Level of Funding Required	Operating or Capital Expenditure	Private or Non-City Expenditure	On-Going	Year 1-5	Year 6-10	Year 11-15	Year 16-20	Year 20+	Code / Policy	Program / Study
Downtown Events + Programming													
DENT-01	Identify Preferred Location for Construction of a Permanent Public Restroom Building for Year-Round Event and Public Use	31	\$\$	O + C	Public		X						X
DENT-02	Add Funding Line Item to Annual Budget to Reserve Funds for Construction, Maintenance, and Security Patrol of Permanent Public Restroom Building and Related Infrastructure	31	\$\$\$\$\$	O + C	Public	X	X						
DENT-03	Identify Preferred Location for Permanent Pavilion Structure(s) for Year-Round Market Use	31	\$\$	O + C	Public		X	X					X
DENT-04	Add Funding Line Item to Annual Budget to Reserve Funds for Construction of Permanent Pavilion Structure(s) and Infrastructure	31	\$\$\$\$\$	O + C	Public	X	X						
DENT-05	Study Vendors from Current + Prior Farmers' Markets and Identify Gaps in Offerings to Customers	31	\$\$	0	Private		X						X



	Project / Task	Page	Level of Funding Required	Operating or Capital Expenditure	Private or Non-City Expenditure	On-Going	Year 1-5	Year 6-10	Year 11-15	Year 16-20	Year 20+	Code / Policy	Program / Study
Downtown Events + Programming													
DENT-06	Study if Downtown events involving performances can be moved to Municipal Park or if a new stage should be constructed elsewhere.	32	\$\$	0	Public		X						X
DENT-07	Identify Available Location for Expanded Concert Series Including Different Venues at Different Scales	32	\$	0	Public		X						X
DENT-08	Work with Other Series Such As Family Movie Night to Fill Empty Slots in Schedule with Regular Functions	32	\$	0	Public		X						X
DENT-09	Work with Cultural Arts Department and The Clayton Center to Book Complimentary Performance Events	32	\$	0	Public		X						X
DELT-01	Contract, Plan, Design + Construct Permanent Public Restroom Building + Related Infrastructure	31	\$\$\$\$\$\$	0 + C	Public				X				
DELT-02	Actively Seek a Variety of Vendors, Craftsmen, Artisans + Artists to Contract Spaces at the Farmers' Market	31	\$\$	0	Private		X						X
DELT-03	Contract, Plan, Design + Construct Farmers' Market Pavilion Structure(s) + Infrastructure	31	\$\$\$\$\$	0	Public			X					



	Project / Task	Page	Level of Funding Required	Operating or Capital Expenditure	Private or Non-City Expenditure	On-Going	Year 1-5	Year 6-10	Year 11-15	Year 16-20	Year 20+	Code / Policy	Program / Study
Downtown Events + Programming													
DELT-04	Actively Seek Larger and More Frequent Events through Targeted Marketing Campaigns	32	\$\$	O + C	Public / Private			X					X
DELT-05	Create a new position or empower an existing position to coordinate downtown events and their planning	32	\$	O + C	Public		X					X	
Infrastructure Improvements													
INFR-01	Utilizing the Downtown Stormwater Analysis Study (anticipated completion in late 2024), identify capacity needed and trigger points at which expansion of the needed capacity would occur at anticipated plan growth rates.	33	\$\$\$	O + C	Public		X						X
INFR-02	Contract a Water and Wastewater Analysis Study to identify capacity needed and identify need for new treatment facilities and locations for them as well as trigger points at which expansion of the needed capacity would occur at anticipated plan growth rates	33	\$\$\$	O + C	Public		X						X



	Project / Task	Page	Level of Funding Required	Operating or Capital Expenditure	Private or Non-City Expenditure	On-Going	Year 1-5	Year 6-10	Year 11-15	Year 16-20	Year 20+	Code / Policy	Program / Study
Infrastructure Improvements													
INFR-03	Contract an Electrical Service Capacity Analysis Study to identify capacity needed and identify need for new supply and transmission facilities and locations for them as well as trigger points at which expansion of the needed capacity would occur at anticipated plan growth rates	33	\$\$\$	O + C	Public		X						X
INFR-04	Establish plan and funding for integrated utility network information to be created, populated, and updated in a format that works well with design firms working within the Town (such as a BIM system) as well as unification and consolidation of GIS data.	33	\$\$\$\$\$	O + C	Public	X	X						X
INFR-05	Pursue utility conversion from overhead to underground to alleviate visual clutter and to reduce conflicts.	33	\$\$\$\$\$	O + C	Public	X							X



	Project / Task	Page	Level of Funding Required	Operating or Capital Expenditure	Private or Non-City Expenditure	On-Going	Year 1-5	Year 6-10	Year 11-15	Year 16-20	Year 20+	Code / Policy	Program / Study
Recommended Unified Development Ordinance (UDO) Text Revisions													
Section 1.8	REVIEW AUTHORITIES To establish authority for enforcement of architectural guidelines in the Historic Downtown Core District (HDTC), a review board and its review authority and process needs to be established within section 1.8	34	\$	0	Public		X					X	
Section 1.11	VESTED RIGHTS For properties entitled to lesser densities, particularly in the newly established Downtown Development	34	\$	0	Public		X					X	
Section 2.2	APPLICATION SUMMARY TABLES Include new district classifications in all application process language including any variation specific to the new districts and their criteria	34	\$	0	Public		X					X	
Section 2.3	APPLICATION TYPES Include new application type for Historic Downtown Core Architectural Review including procedures, policies, forms and fees	34	\$	0	Public		X					X	



	Project / Task	Page	Level of Funding Required	Operating or Capital Expenditure	Private or Non-City Expenditure	On-Going	Year 1-5	Year 6-10	Year 11-15	Year 16-20	Year 20+	Code / Policy	Program / Study
Recommended Unified Development Ordinance (UDO) Text Revisions													
Section 2.3	APPLICATION TYPES Include new application type for Historic Downtown Core Architectural Review including procedures, policies, forms and fees	34	\$	0	Public		X					X	
Section 2.4	REVIEW PROCEDURES Include review procedure(s) for Historic Downtown Core Architectural Review	34	\$	0	Public		X					X	
Section 3.2	CONVENTIONAL ZONING DISTRICTS Add language for two new zoning districts, Downtown Development District (DTDD) and Historic Downtown Core District (HTDC), and revisit language for Downtown Core (DTNC) with it being parsed into two new districts	34	\$	0	Public		X					X	
Section 3.4	GENERAL DIMENSIONAL STANDARDS Add language for two new zoning districts, Downtown Development District (DTDD) and Historic Downtown Core District (HTDC), and revisit language for Downtown Core (DTNC) with it being parsed into two new districts	34	\$	0	Public		X					X	



	Project / Task	Page	Level of Funding Required	Operating or Capital Expenditure	Private or Non-City Expenditure	On-Going	Year 1-5	Year 6-10	Year 11-15	Year 16-20	Year 20+	Code / Policy	Program / Study
Recommended Unified Development Ordinance (UDO) Text Revisions													
Section 3.8	ZONING MAP Revise Zoning Map to reflect Future Land Use Map recommendations from the Downtown Plan including two new classifications	34	\$	0	Public		X					X	
Chapter 5	NONCONFORMITIES Revise each section within this chapter to reflect the restrictive requirements of the new Historic Downtown Core District (HDTDC) such that it incentivizes the redevelopment of properties that do not match the intended preserved and enhanced character of the district	35	\$	0	Public		X					X	
Section 6.2	DESIGN STANDARDS + GUIDELINES Contract development of architectural and design standards and guidelines for the new Historic Downtown Core District (HDTDC) and Downtown Development District (DTDD)	35	\$\$	0 + C	Public		X						X



	Project / Task	Page	Level of Funding Required	Operating or Capital Expenditure	Private or Non-City Expenditure	On-Going	Year 1-5	Year 6-10	Year 11-15	Year 16-20	Year 20+	Code / Policy	Program / Study
Recommended Unified Development Ordinance (UDO) Text Revisions													
Section 6.2	DESIGN STANDARDS + GUIDELINES Add a new subsection establishing the architectural and design standards and guidelines for the new Historic Downtown Core District (HDTC) and Downtown Development District (DTDD)	35	\$	0	Public		X					X	
Sections 6.3 - 6.18	DESIGN STANDARDS + GUIDELINES Revise each section's language to establish the design standards and guidelines for these elements in the new Historic Downtown Core District (HDTC) and Downtown Development District (DTDD)	35	\$	0	Public		X					X	
Chapter 7	VIOLATIONS Revise the sections in this chapter to add significant disincentives to nonconformance within the Downtown as well as to establish preferred paths of transition to new zoning through enforcement of declared violations	35	\$	0	Public		X					X	



04 APPENDIX

IN THIS CHAPTER

TOWN HISTORY

INVENTORY + ANALYSIS

TRANSPORTATION + TRAFFIC - TURNING MOVEMENT VOLUMES

COMMUNITY ENGAGEMENT - STAFF + STAKEHOLDER MEETING NOTES

MARKET + REAL ESTATE STUDY

HISTORIC RESOURCES STUDY



04-A

TOWN HISTORY

IN THIS SECTION
TOWN HISTORY



HISTORY

Clayton, North Carolina, is a culturally significant town with a rich history that dates to the early 18th century. Its story is marked by growth, change, and a deep sense of community.

The area that is now Clayton was originally inhabited by indigenous peoples, including the Tuscarora and Saponi tribes. In the early 1700s, European settlers began to establish themselves in the region. The Town was established based on the roads cut by North Carolina royal Governor William Tryon's troops around 1770 as they marched from New Bern to Hillsborough against the Regulator Movement. The Regulators were a group of North Carolina colonists who were frustrated with issues like corrupt local officials, high taxes, and a lack of representation in colonial government. In 1770, tensions came to a head at the Battle of Alamance, where Tryon's forces clashed with the Regulators. Tryon emerged victorious, and many Regulator leaders were arrested or executed. This event marked a significant moment in pre-Revolutionary American history and highlighted the growing discontent with British colonial rule in the lead-up to the American Revolution. Prior to its incorporation, the area was known as "Stallings' Station" due to the creation of a railroad depot in 1853 along the North Carolina Railroad. The depot was located within the home of local resident Mrs. Sarah Stallings and, thus, "Stallings' Station." At



▲ Main Street (1916) / *Town of Clayton*

the time, Stallings' Station consisted of several small stores which served the area.

The Town of Clayton was incorporated in 1869. The town is believed to have been named after a prominent local family, that of John Clayton, who was an active and respected North Carolina politician in the late 18th century.

Clayton's early economy was primarily agricultural, with tobacco and cotton farming being significant industries. The arrival of the railroad in the late 1800s played a pivotal role in the town's growth, connecting it to larger markets and facilitating trade. This transportation link led to the establishment of a bustling depot, which became a focal point for commerce and social activities. Businesses that flourished in the Town included: lumber mills, a brick kiln, a cotton gin, a gristmill, a sawmill, tobacco

warehouse, cotton mills and a turpentine distillery. In the early 1900's, Clayton became a major market for cotton, watermelon, and tobacco. Notably, Clayton was cited as the best cotton market in North Carolina.

Throughout the 20th century, Clayton continued to grow and evolve. It was officially incorporated as a town in 1869, and by the mid-20th century, it had become a thriving community with a diverse range of businesses and services. The town's proximity to Raleigh, the state capital, also contributed to its growth as people sought a quieter lifestyle while still being accessible to urban amenities.

However, financial losses were felt in the Town of Clayton as well as the rest of the United States when the Great Depression occurred, and this greatly impacted the Town's economy. As this was happening, Clayton was in the middle of and experiencing a 40-year decline in population, i.e., from approximately 1910 to 1950. Three of Clayton's cotton mills eventually closed in the early 1960s as the need for cotton's was reduced. In the mid-1970's, farming in the area was also starting to be phased out as an economic force in Clayton due to the area's shift from agriculture to industrial work and towards a more service and trades-oriented economy. In that same era, Clayton saw significant expansion in residential and commercial development. The construction of major



highways, such as Interstate 40 and US Route 70, had made the town even more accessible and attractive to newcomers. The population steadily increased, and Clayton transformed into a suburban community while retaining its small-town charm.

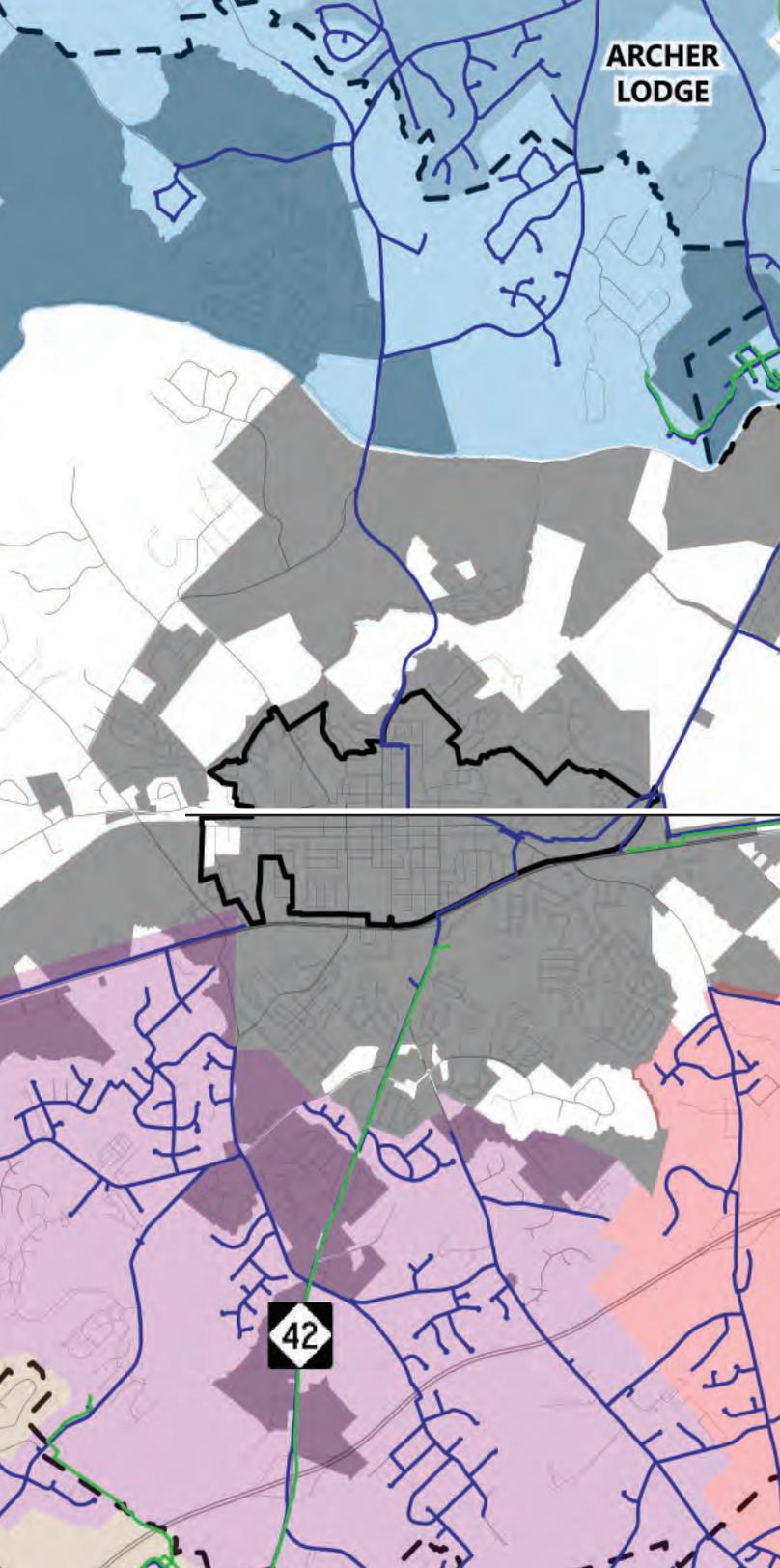
Today, Clayton is known for its vibrant community spirit, excellent schools, and a thriving arts scene. The town hosts numerous events and festivals throughout the year, fostering a strong sense of belonging among its residents. Clayton's historic downtown district has been revitalized, preserving its architectural heritage while offering modern amenities and a welcoming atmosphere for visitors and residents alike. Many of the historic buildings and neighborhoods within the Clayton Historic district are on the National Register of Historic Places, and include the:

- › Clayton Banking Company Building
- › Clayton Graded School and Clayton Grammar School-Municipal Auditorium
- › Clayton Historic District
- › Cleveland School
- › Ellington-Ellis Farm
- › Walter R. and Eliza Smith Moore House
- › Sanders-Hairr House
- › Stallings-Carpenter House

Clayton has a history that reflects the broader trends of growth and change in the American South. From its agricultural roots and railroad-driven development to its modern identity as a

thriving suburban community, Clayton's history is a testament to its resilience and adaptability. As it continues to grow and evolve, Clayton remains a place where the past and the present coexist harmoniously, creating a unique and vibrant town for generations to come.





04-B

INVENTORY + ANALYSIS

IN THIS CHAPTER

EXISTING PLANS + DEVELOPMENT ORDINANCE

EXISTING LAND USE

EXISTING BUILDING INVENTORY

ZONING

REAL ESTATE AND MARKET

TRAFFIC, TRANSPORTATION + PARKING

PUBLIC SPACES + STREETSCAPES

ENVIRONMENTAL CONSTRAINTS

COMMUNITY SERVICES

ENGAGEMENT

KEY TRENDS



PREVIOUS PLANS

Over the years, the Town of Clayton’s Planning Department has been responsible for numerous guiding documents that help to manage land use, zoning, and infrastructure as Clayton grew in population and complexity. The department has been responsible for developing zoning ordinances, comprehensive plans, master plans and small area plans, transportation + parking plans, and historic preservation plans amongst others.



For this Downtown Master Plan process, the project team began by conducting a review of the most recent of these prior plans including

the following reports which considered the downtown, economic development and land use:

- › Downtown Master Plan (2010)
- › Johnston County Transportation Plan (2011)
- › Parks + Recreation Comprehensive Plan (2013)
- › Clayton Economic Development Strategic Plan (2020)
- › Think Clayton – 2045 Comprehensive Growth Plan (2021)
- › Clayton Pedestrian Plan (2022)
- › Downtown Strategic Vision (2023)

Critical information from each of these plans has informed the Downtown Master Plan update and can be found throughout this document in the areas where they relate to the context of the Downtown Master Plan. Here are a few highlights of understanding gleaned from the review of these prior plans:

- › Downtown Clayton has worked diligently to incorporate design guideline criteria in new developments and to foster adaptive reuse of historic properties.
- › Many goals of the prior Downtown Master Plan have been achieved and implemented over the last 12 years.
- › Efforts at Public/Private Partnerships have been fruitful but renewed connections are advisable.
- › Progress with the Railroad has been difficult but recent changes in their leadership

- › different materials such as pavers, have all been slow in implementation, but progress has been made in changing traffic patterns.
- › The proposed realignment at Central Street remains unacted upon.
- › Design for streetscape improvements has been acquired but remains unacted upon
- › New sidewalk construction has been limited to areas where damage or underground excavation required replacement.
- › Gateway signage has been installed at the east end of Main Street but not in other Downtown approach locations.
- › Economic investments have been strong and commercial vacancy is down significantly.



2010 DOWNTOWN MASTER PLAN MAP

Elements of the 2010 Clayton Downtown Master Plan have come to fruition including goals of downtown vacancy reduction, establishment of improved ordinance text, establishment of a Downtown Overlay District, incorporation of public art programs and expanded festival and event programming, branding and marketing campaigns, and a couple of redevelopment partnerships to get new businesses off the ground and established.

While many of the suggested redevelopment options, parking consolidation, gateway features, and other recommended physical elements of the 2010 plan were not implemented, the establishment of design guidelines, restrictive code language, and the efforts of the Downtown Development Advisory Board have created an environment that has a strong economic impact and has been able to maintain a familiar character for Downtown that aids in establishing Downtown Clayton as a desirable place to live, work, recreate, and to do business.

✓ 2010 Downtown Master Plan Map / Town of Clayton and OBS





- and efforts by Town representatives at cooperative outreach may help.
 - Parks + Recreation has made significant investment into downtown active open space and greenway connections.
 - Transportation recommendations including improved parking lots, improvements along the railroad corridor on Front Street, structured parking, and pedestrian cross access improvements such as pedestrian alleyways and improved crossings using
- ✓ 2010 Downtown Master Plan (Partial) / Town of Clayton





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INVENTORY + ANALYSIS

This chapter provides an overview of the existing physical conditions in and around Downtown Clayton. By analyzing existing land uses, transportation conditions, environmental constraints, and community services, we can better understand how each of these factors has shaped, and will continue to shape downtown Clayton over the next 20 years. While the majority of this chapter focuses on Downtown Clayton, several elements have been highlighted outside the downtown boundary or further focused in on the downtown core.

✓ Clayton Downtown Main Street / Town of Clayton





LAND USE

This section of the assessment is focused around the use of land within the downtown study area. Land uses include parking, specific land use typologies (commercial, residential, etc.), and current zoning.

EXISTING LAND USE

The map illustrates the existing land use of parcels downtown in their current state. This assessment showed that 38% of the land in Downtown can be classified as unoccupied/vacant. This includes parcels dedicated to parking but do not contain any structure. 30% of the area in Downtown is occupied by Single Family Detached Homes. Only 6.6%

of the land area in Downtown Clayton is occupied by Civic, Community, or Institutional Uses. The commercial, industrial, and office uses in Downtown are mostly concentrated along Main Street, with another commercial concentration along Business 70. Residential and vacant properties consume the edges of Downtown. The breakout of the individual land use typologies are illustrated on the following pages.

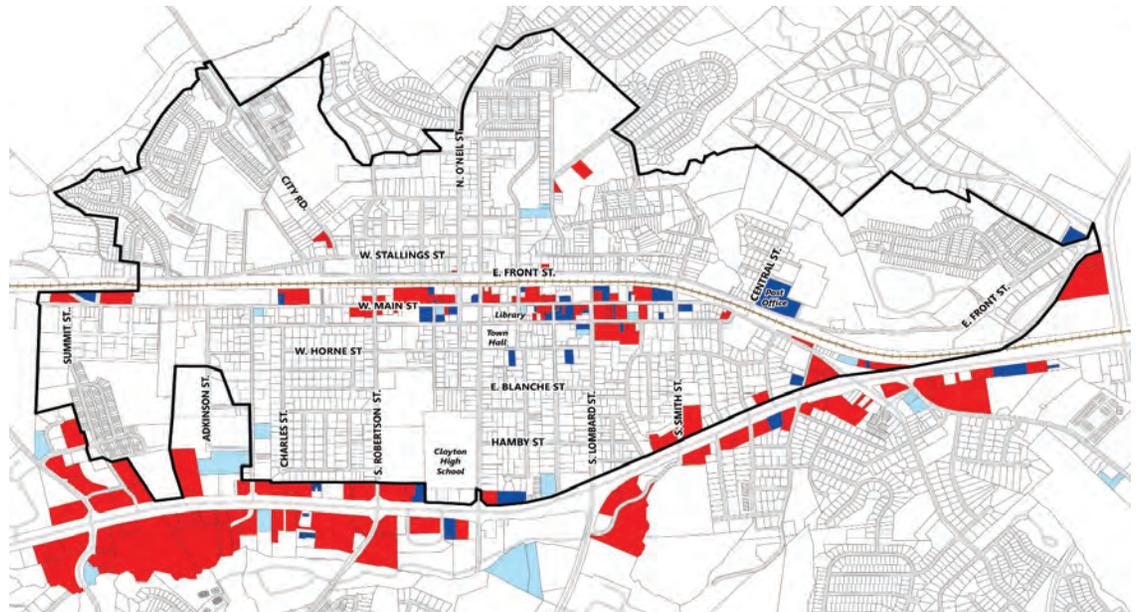
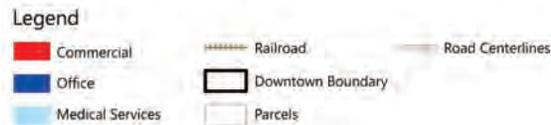
Existing Land Use





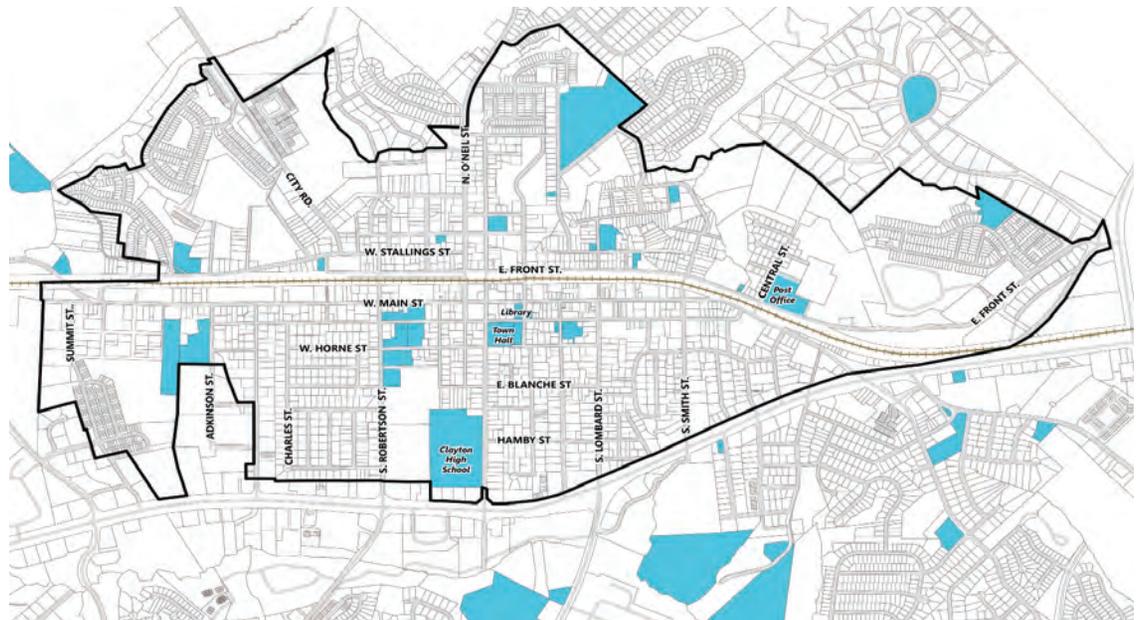
COMMERCIAL ORIENTED USES

Commercial oriented uses includes buildings that are not public, civic, or residential. This includes retail stores, restaurants, offices, service industries, and medical offices. Commercial business are shown in red, office uses in blue, and medical services in light blue.



CIVIC AND INSTITUTIONAL LAND USES

Civic and Institutional land uses are buildings and parcels that have a public or organizational uses. These uses include government buildings, churches, community centers, clubs/organizations, and schools (public and private). Within Downtown Clayton there are several civic/institutional land uses spread out. Large concentrations of these uses include the blocks containing the fire department, emergency medical services building, and the high school as well as the blocks with the Town Hall and Library properties.

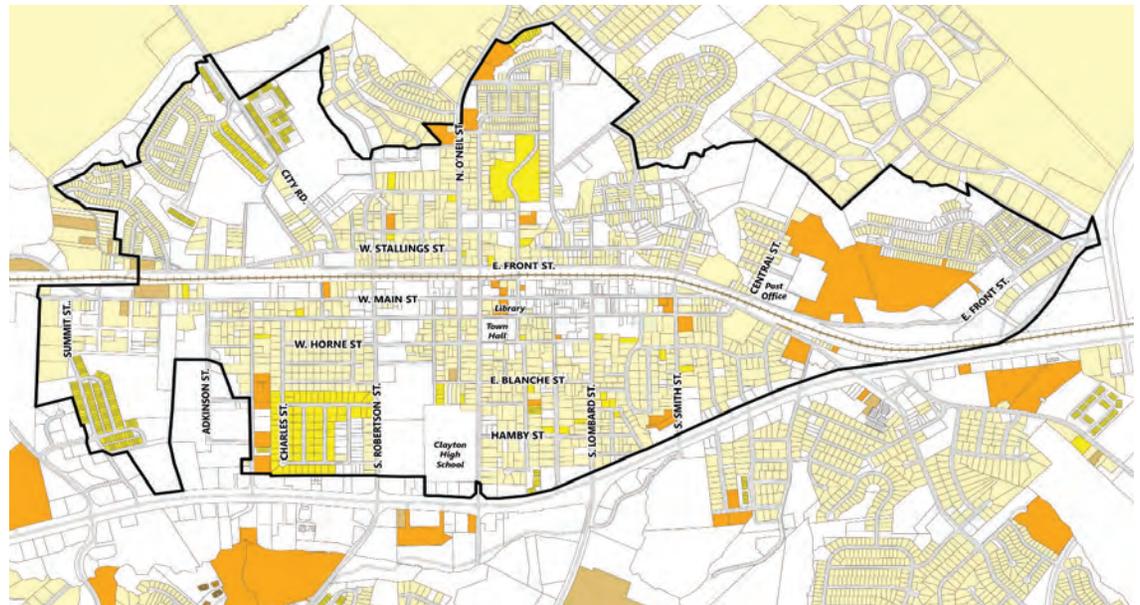




RESIDENTIAL LAND USES

As mentioned above, residential is the primary land use in Downtown Clayton outside of vacant parcels. While residential properties in downtown are smaller and have higher density levels, single family detached is still the majority housing typology in Downtown. Other residential land uses listed in order of their frequency in downtown include single family attached (duplex, town-home), multi-family residential (condos and apartments) and mobile homes.

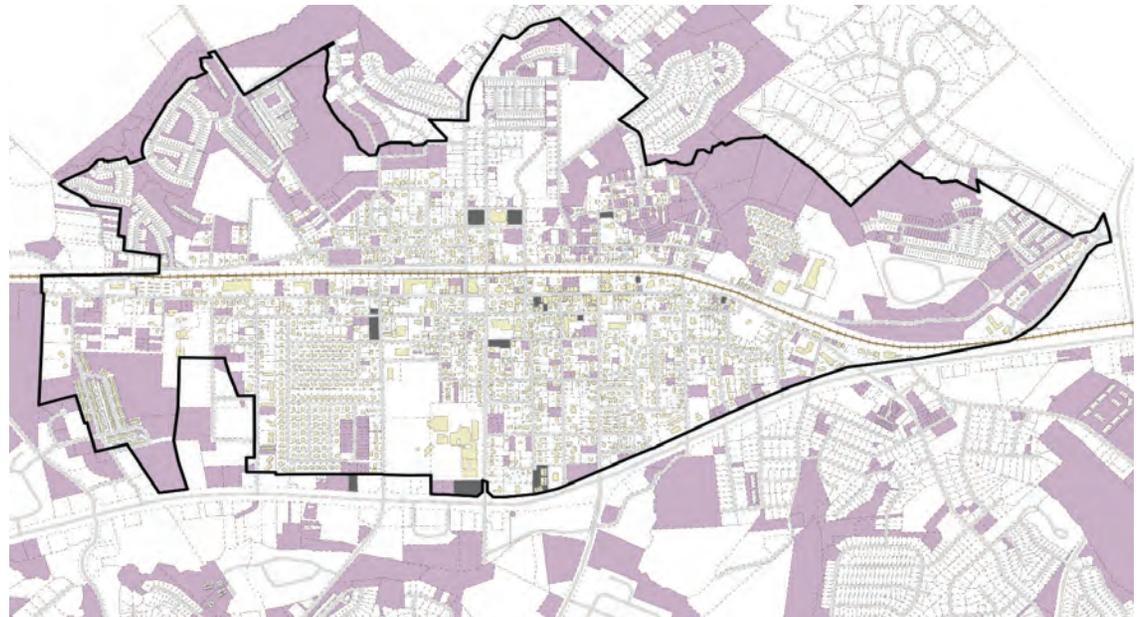
Legend



VACANT AND PARKING LAND USES

The parcels highlighted as vacant or parking do not contain any buildings. The darker gray parcels on the map denote parcels that are occupied by impervious parking lots. The lighter gray parcels are either undeveloped, vacant, or contain a gravel or dirt parking lot. There are many additional parking lots within Downtown that are not included in this map as they are on parcels that also contain a building or other structure and therefore parking is not the primary land use.

Legend





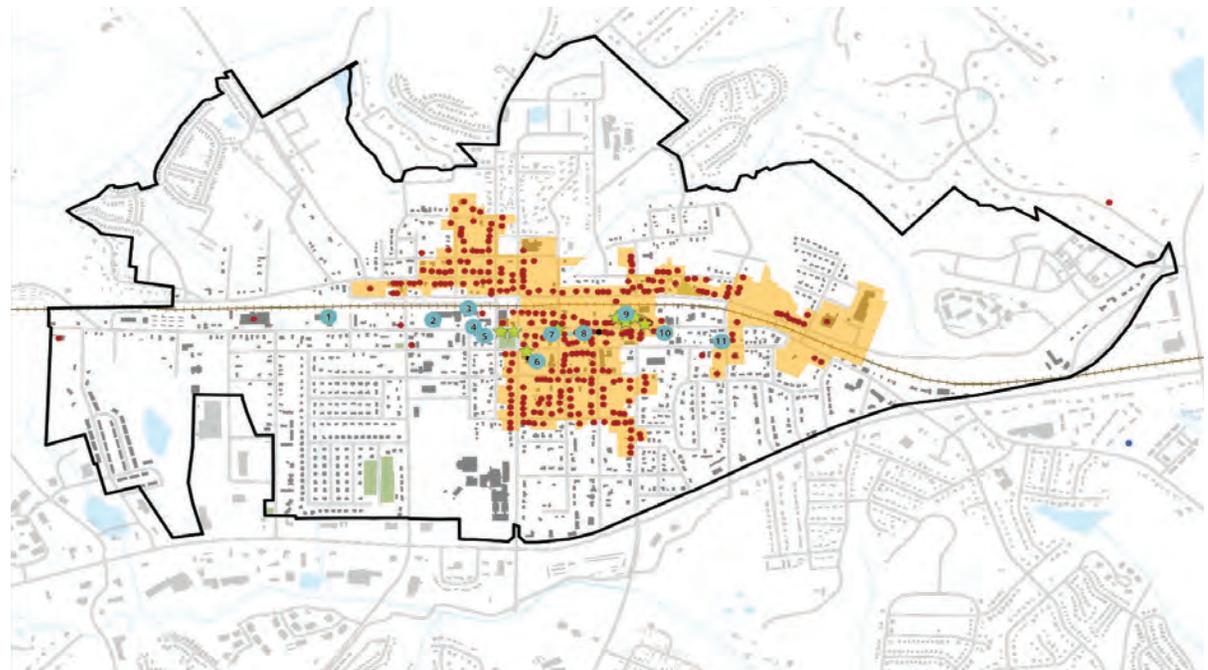
EXISTING BUILDING INVENTORY + ANALYSIS

HISTORIC AND CULTURAL SITES

The central portion of Downtown Clayton is within a historic district. The Historic district includes portions of the downtown commercial core as well as some of the residential neighborhoods to the north and south of the railroad. The historic district serves to help preserve the history and architecture of buildings while promoting their continued use. The Clayton Historic District is listed as part of the National Register of Historic Places as of 2010.

The map to the right illustrates historic structures based on their status on the National Register of Historic Places. There are more than 300 buildings and sites within Downtown Clayton which are considered historic.

The map also highlights cultural and arts facilities within Downtown Clayton which help sustain the history, culture, and vibrancy of downtown.



Historic and Cultural Sites

Legend

Historic Resources Status

- National Register Building
- Surveyed Building
- Determined Eligible
- Historic District

Arts and Entertainment

- 1 Clayton School of Dance
- 2 Monster Batting Cages
- 3 Ragland Productions
- 4 Right Angles Framing and Art

5 Epic Axe

- 6 The Clayton Center
- 7 Hocutt-Ellington Memorial Library
- 8 Brick and Mortar Events
- 9 Clayton Farm and Community Garden

10 Clayton School of Creative Arts

- 11 Heart 2 Hands Art Gallery



ZONING

There are various zoning classifications in and around Downtown Clayton which reflects the diverse land uses within the same area. The mix of allowable uses has helped to shape the growth of Downtown. Main Street is largely zoned B-1 : Central-Business which comprises the core of downtown. This district is intended to create a central business district and town center by allowing a range of commercial, retail, service, office, institutional, public, cultural, and entertainment uses. Downtown Clayton also has zone B-2: Neighborhood Business which partially surrounds the B-1 district and emphasizes more small scale commercial and service. B-3: Highway Business is largely concentrated around Business 70 and a few parcels along the edges of the B-1 district.

As represented in the existing land use analysis, the majority of land in Downtown outside of the central business district is single family residential. There are three residential districts within the downtown area, R-8 which is the primary designation at 31% of the land in Downtown, consists of 8,000 sq ft lots. 20% of land is zoned R-6 with slightly smaller lot sizes at 6,00sqft. And 17% of the total downtown land is zoned R-10, which also covers the north western side of Downtown. As you move away from

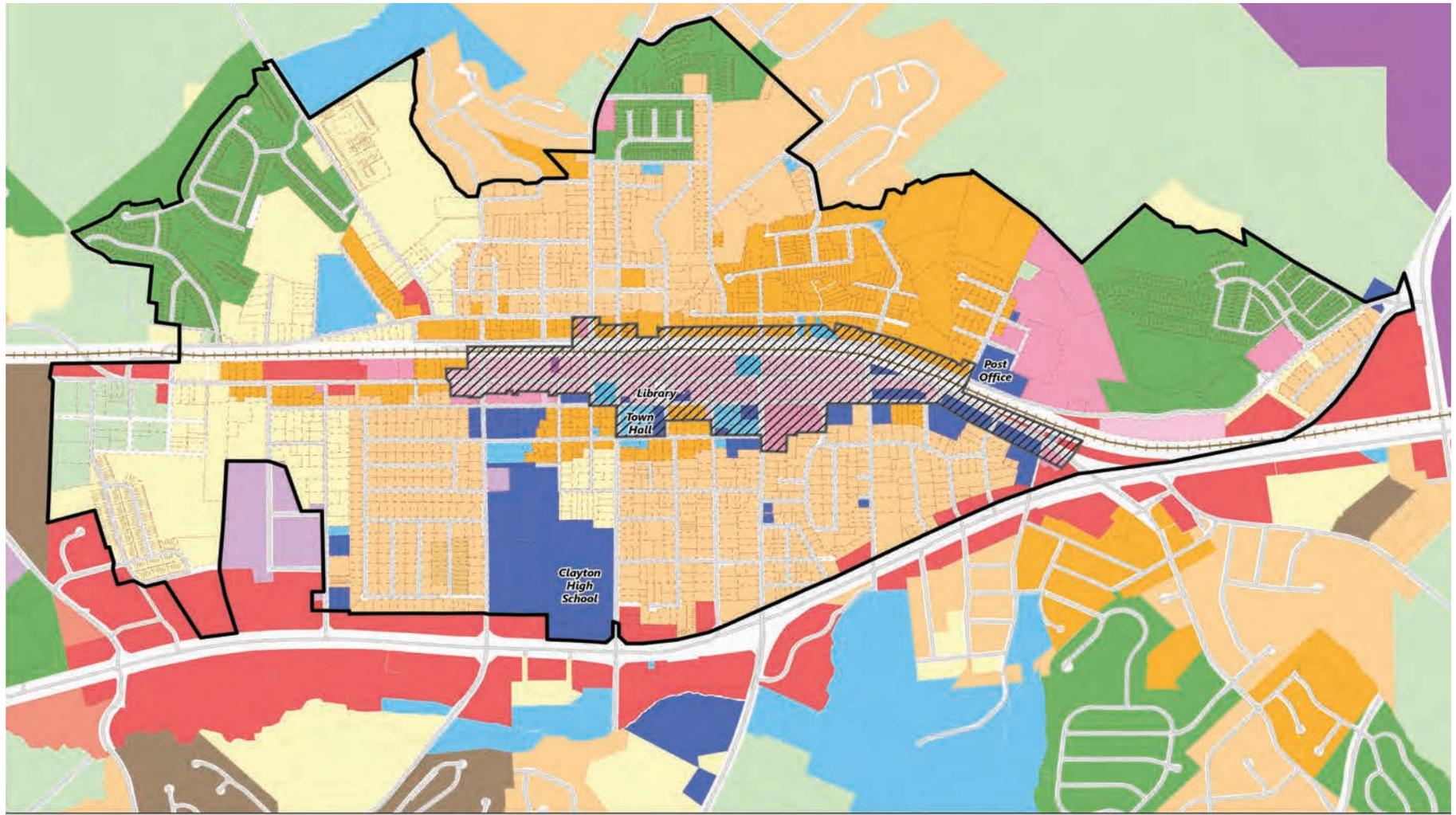
Downtown there are more R-E zoned parcels which define the lowest density residential developments which are intended to provide for a more rural character with more open space.

Office and Institutional zoning is the next highest zoning category covering 10% of land in Downtown. The majority of the land within this category is part of Clayton High school property. The O-I zone is intended to be located along major roadways and serve as a buffer between commercial and residential uses.

There are only a couple industrially zoned parcels in Downtown Clayton: I-1: Industrial Light and I-2: Industrial Heavy. I-1 uses include warehouses and wholesaling industries that do not provide a nuisance to nearby residents and businesses. While I-2 does include a broader range of industrial uses, the only parcel zone for this is adjacent to the railroad.

The PF: Public Facilities zone applies to the publicly owned and operated land such as government administration, public parks, public libraries, and recreation areas. These uses are generally concentrated around the central business district or within residential areas. The Town of Clayton has used to have Planned Development Districts as well (PD-C, PD-MU, PD-R). However, these have since been transferred to Conditional Zoning Districts

with the previous use begin considered grandfathered. None of these districts are within the Downtown Clayton Boundary.



Zoning Map

Legend

CC	LID	RHD	Railroad	Downtown District
PUB	LID	RMD	Downtown Boundary	Downtown Parcels
DTN	HID	RLD	Road Centerlines	
NCM	OFI	RLL		
	PD-C	PD-R		
	PD-MU			





DEVELOPMENT OPPORTUNITIES

There are several factors that contribute to the development and redevelopment potential of a site: land value as a total percentage of the parcel, property ownership, tax exemptions, and current projects. These base analysis can provide insight to the Town and developers to quickly identify which properties or assemblage of properties will meet the project goals.

LAND VALUE AS A PERCENTAGE OF THE TOTAL VALUE

This analysis, sometimes called a resistance to change analysis, identifies properties where the land is significantly more valuable than any building or improvement on the site. Parcels marked in dark green have a land value that is 100% of the total value which typically indicates vacant land or a parking lot. These properties often provide the greatest opportunity for new development.



▲ Land Value Percentage

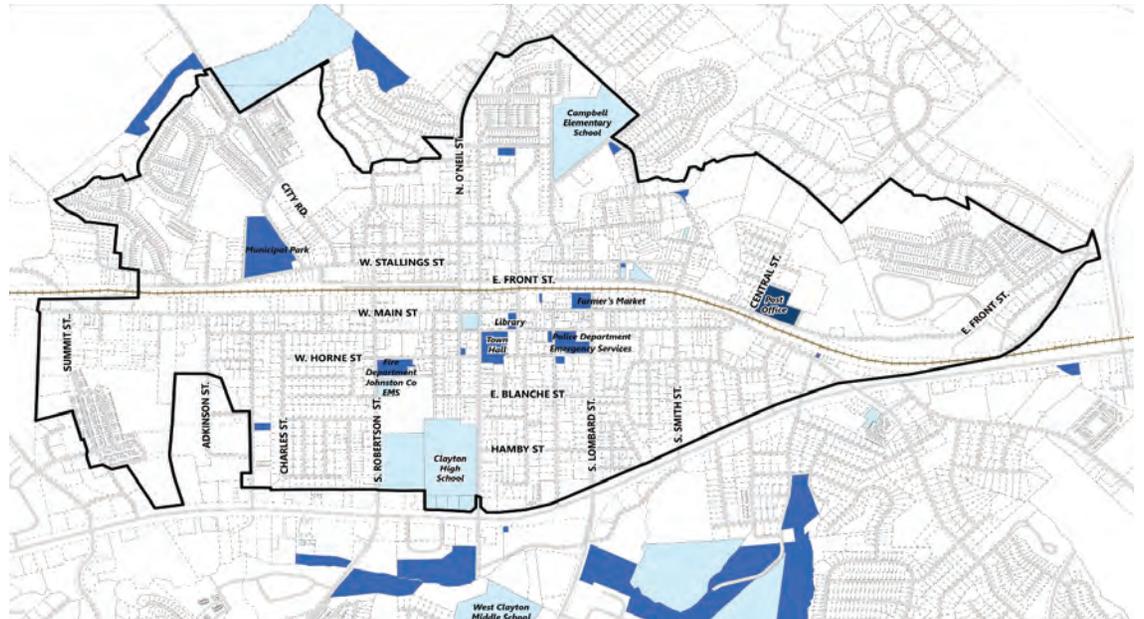
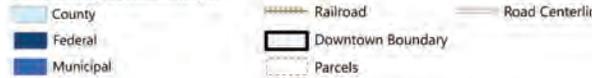


GOVERNMENT OWNERSHIP

There are several parcels within downtown Clayton which are owned by a government entity. The land uses that are associated with these properties include: public schools, public hospitals, town hall and government offices, emergency services (EMS, Fire, Police), and municipal and county owned parks. The government owned properties are fairly concentrated in the south-central of downtown.

Legend

Ownership by Government Type

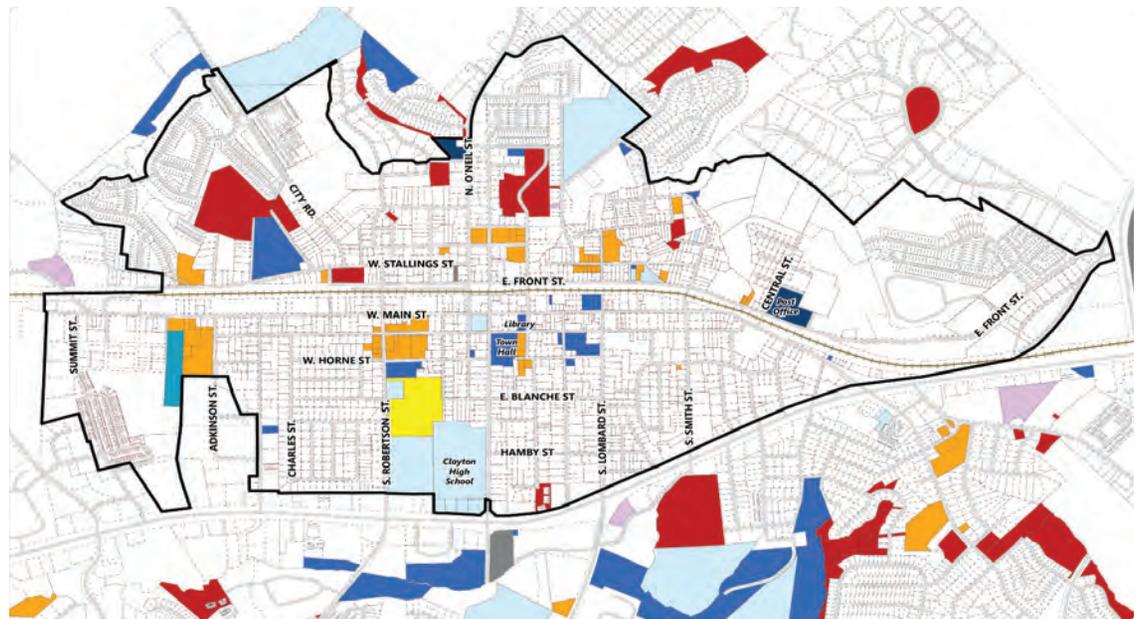


TAX EXEMPTIONS

The parcels highlighted in this map have some form of the following tax exemption: government, religious, charitable, educational, utility, or other. Religious tax exemptions are the most prevalent within downtown Clayton followed by governmental exemptions. Tax exemptions can be an important tool for incentivizing development in downtown, but they also impact the tax base available for public improvements.

Legend

Tax Exemption Classification





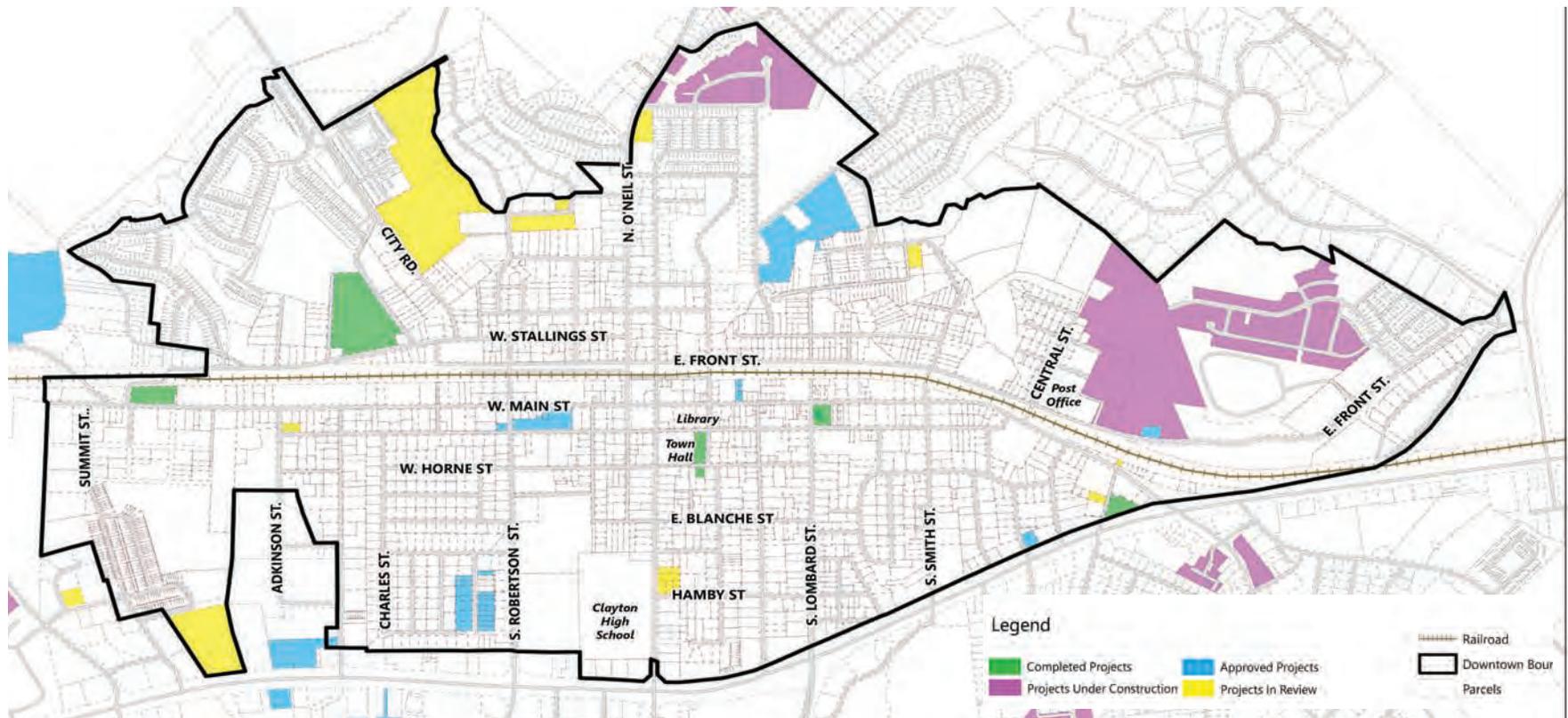
CURRENT PROJECTS

There are several ongoing development project in and around Downtown Clayton. The colors used on the map correspond to the stage of development that each project is within: In Review, Approved, Under Construction, and Completed. The most recently completed projects include the Clayton municipal park, West End mixed use development, Horne Memorial UMC Expansion and playground, remodel of 401 E. Main Street, and renovation of Smithfield's Chick and BBQ.

Most of the larger development projects are occurring on the outer edges of downtown. These projects are largely multi-family housing development projects such as the Spinning Mill Apartments to the east and Academy Pointe to the north of Downtown.

Within downtown there are also several multi-family town-home development projects approved and in the review phase. Some of these projects are Candlewood Town-homes (30 duplexes), Ridgecrest Townes (128 units), and Camel Street Town-homes (62 units). These projects will bring additional density into downtown and foster further development pressure.

✓ Current Projects

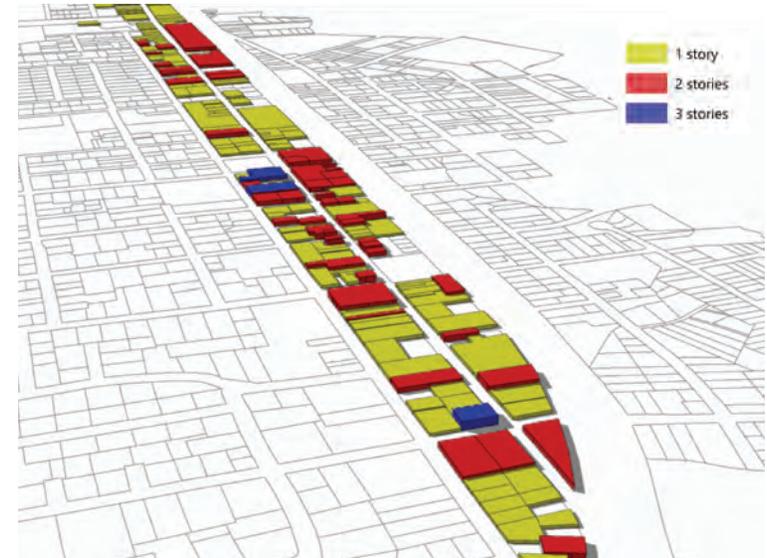




BUILDING HEIGHTS

When analyzing development and land use downtown, another factor to consider is density. Density can be looked at from both a building footprint to lot ratio as well as building height. The graphic on the right illustrates building heights along the Main Street corridor. Yellow parcels indicate where buildings are only 1 story tall, red parcels represent 2 story structures and blue represents 3 stories. Although the tallest buildings along Main are 3 stores, the majority of structures are only 1 story tall. One way in which density along the core of downtown could be increased is through encouraging more development and redevelopment to be 3 stories. This would maintain the small town feel of downtown while providing more opportunities for growth.

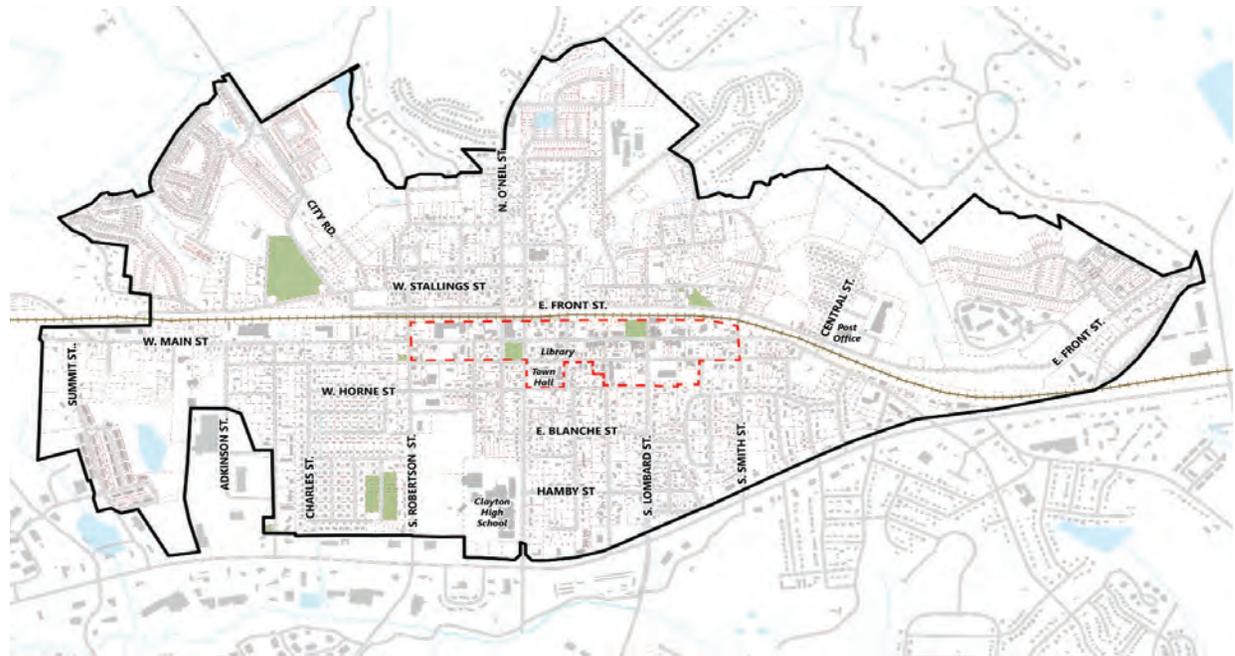
Building Height



Primary Fire District

PRIMARY FIRE DISTRICT

The town of Clayton currently has a primary fire district within the downtown core, stretching from South Robertson St to S. Smith St and from the railroad to Horne Street. Within this district there are additional development regulations which prohibit wood frame structures from being built, altered, or repaired without an additional permit. This limits new wood frame projects to areas outside of the primary fire district boundary.





TRANSPORTATION

While the Town of Clayton has appropriate ordinances related to transportation that support growth and maintain the character of Downtown, the ordinance listed below could be revised to better prepare for the future growth of Downtown Clayton.

§155.401.B.8

“In the downtown overlay district, there shall be no off-street parking requirements for non-residential development as specified in this section.”

Although there seems to be plenty of parking available now, based on the type of development the Town is looking to attract to Downtown Clayton, this ordinance could lead to a parking shortage. It may be advantageous to consider adding a fee in lieu requirement, based on the land uses parking demand. The fee collected could help the Town fund the construction and maintenance of new designated parking and way-finding, such as new parking lots along Front Street and signage to point out parking areas.

REAL ESTATE AND MARKET ANALYSIS

Rose Associates partnered with the McAdams team to provide real estate and economic development analysis to support land use in completing the Clayton Downtown Master Plan. The Plan is intended to provide a comprehensive vision for long-term success and provide strategies that will form a resilient foundation through short-term disruptions and market cycles.

The plan includes strategies that are not intended to be rigid and inflexible. Markets evolve and change over time and faster than ever. Our analyses and forecasting of market data includes demographic, economic, employment, tourism, and real estate. It is both art and science. It is crafted by an experienced team of experts with a long track record of successful projects. Our work is designed to accommodate a range of market driven opportunities for housing and commercial uses in the downtown over the next 10+ years.

Simultaneously to the Master Plan effort, a Downtown Strategic Vision report was compiled by Downtown Strategies to provide short-term revitalization strategies over the next five years.

Downtown
Strategic Vision
1-5 years

Downtown
Master Plan
5-15 years

APPROACH

The approach includes evaluating the current realities of the downtown environment in the context of local and regional market dynamics and identifying future real estate and economic development opportunities. Finally, metrics are included to track progress, to determine if both short-term and long-term strategies are successfully moving in the right direction.

The community is informed on the underlying cause and effect of location decisions on real estate markets and economic development. A combination of methodologies is utilized in developing an understanding of the current market dynamics utilizing a variety of public and proprietary resources in our analysis. These include:

Economic Base Analysis is used to understand the regional economy and determine real estate demand. The underlying theme suggests that for every (basic) job that is created, a multiplier effect increases overall employment (both basic and non-basic), thus increasing both population and income within an area benefiting from such job growth. The corresponding growth (or decline) in jobs, population and income drive demand for commercial and residential uses of real estate.



Central Place Theory (CPT) is utilized to evaluate land use feasibility and identify trade areas. The underlying theme of CPT is that the location decision of commercial establishments is driven by maximizing forces. CPT suggests that certain locations are more desirable than others, primarily due to the location of existing establishments that are already attracting business activity. This means that there are central places with varying degrees of magnitude that attract customers. It can also be used for certain types of non-traditional housing, such as senior or student housing, whose locations are dependent upon central places, such as a university or hospital. The fundamental theme of CPT is that commercial locations are spatially interdependent.

Highest & Best Use is used to determine the most appropriate use of land, given the underlying economic base. It is site specific for targeted new development opportunities. Highest & Best Use, as defined in The Dictionary of Real Estate Appraisal, is:

The reasonably probable and legal use of vacant land or an improved property, which is physically possible, appropriately supported, financially feasible, and that results in the highest value. The four criteria Highest & Best

Use must meet are legal permissibility, physical possibility, financial feasibility, and maximum profitability.

Measuring Success. Understanding market dynamics begins with current reality, leading to strategies for success. The goal of any plan should be action and implementation, measured to determine when and where to allocate funding for future Capital Improvement Projects (CIP). Key Performance Indicators (KPI) and Return On Investment (ROI) are measurement tools to gauge how successful the Plan has been in achieving specific goals and objectives.

KPIs are a forward-looking predictor of end performance, whereas ROI is used as a backward-looking informer of future budget allocation decisions. ROI is a long-term game. While KPIs are incredibly important to help gauge short-term performance and optimization decisions, they shouldn't be confused with ROI. Consider KPI metrics vs. ROI measurement in terms of reading a book. KPIs tell you what happens after each chapter, whereas ROI tells you what happened after the conclusion of the entire story.

Data Sources:

- › US Census Bureau
- › US Bureau of Economic Analysis
- › US Housing + Urban Development (HUD)
- › CCIM Site To Do Business
- › ESRI
- › CoStar
- › Triangle Realtors Association
- › Redfin
- › Rent Café
- › VisitNC

PREVIOUS PLANS

We began by conducting a review of the prior plans including the following reports which considered the downtown, economic development and land use:

- › Downtown Master Plan (2010)
- › Clayton Economic Development Strategic Plan (2020)
- › Think Clayton – 2045 Comprehensive Growth Plan (2021)

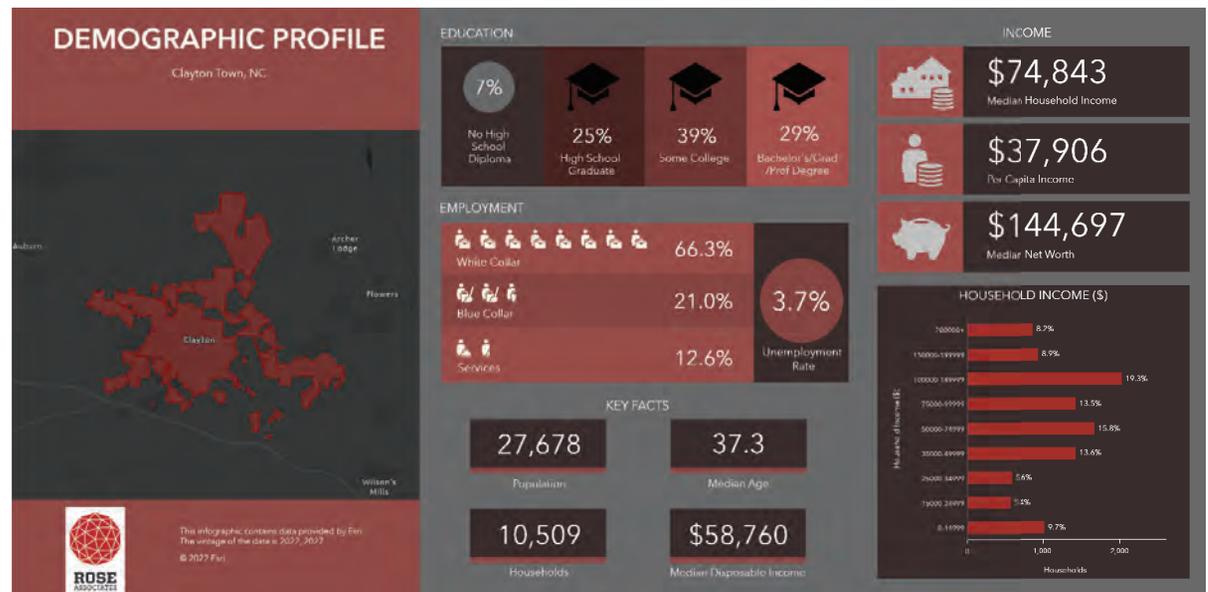
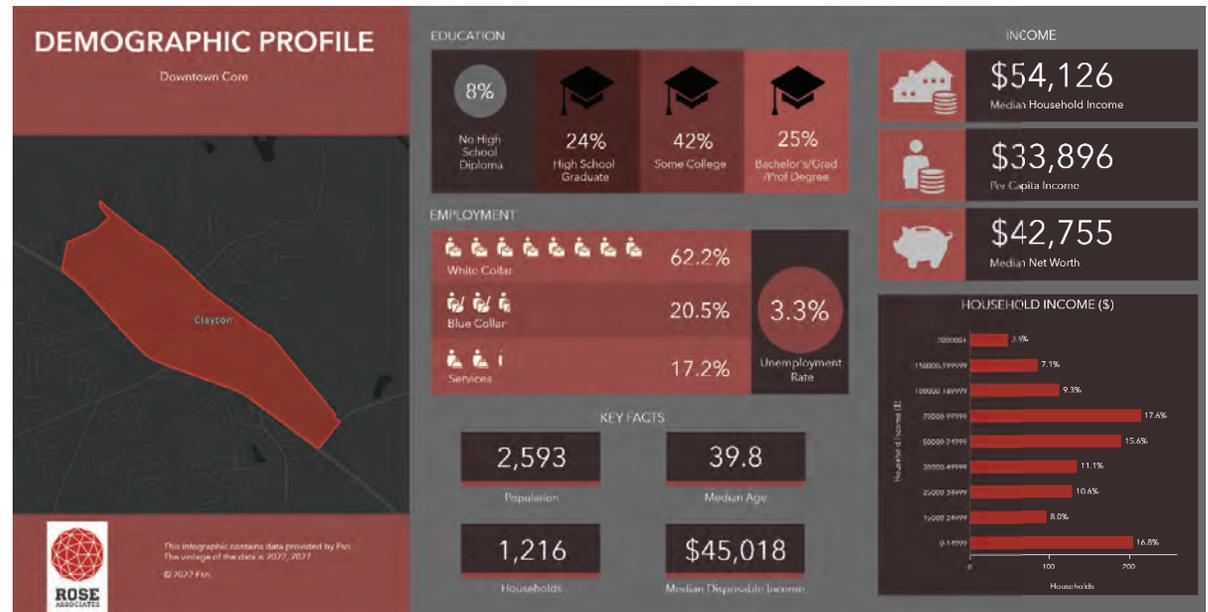




DEMOGRAPHIC + ECONOMIC DATA

According to the 2020 US Census, Johnston County is the fastest growing county in NC over the last decade. It ranked 12th in population among 100 NC Counties. It grew by 27.9% from 2010 to 2020 (215,999). Since then, the population has grown by another 13,475, or 6.24%. Johnston County and Clayton is part of the fast-growing Raleigh metropolitan area, the second largest metropolitan area in North Carolina, according to the state's office of management and budget.

The profile of the Town of Clayton indicates a balanced mix of socioeconomic factors that make up its population. And when comparing this data with the downtown, some differences began to emerge. We discover that Clayton is a fast growing and strong market playing a key supporting role in the Raleigh metro story. Downtown is older, more diverse, less affluent, and slower growing than the overall Town and surrounding areas. This is largely due to the neighborhoods of older and/or historic homes in and around the downtown, and the limited new development that has occurred in the downtown compared to the surrounding areas.





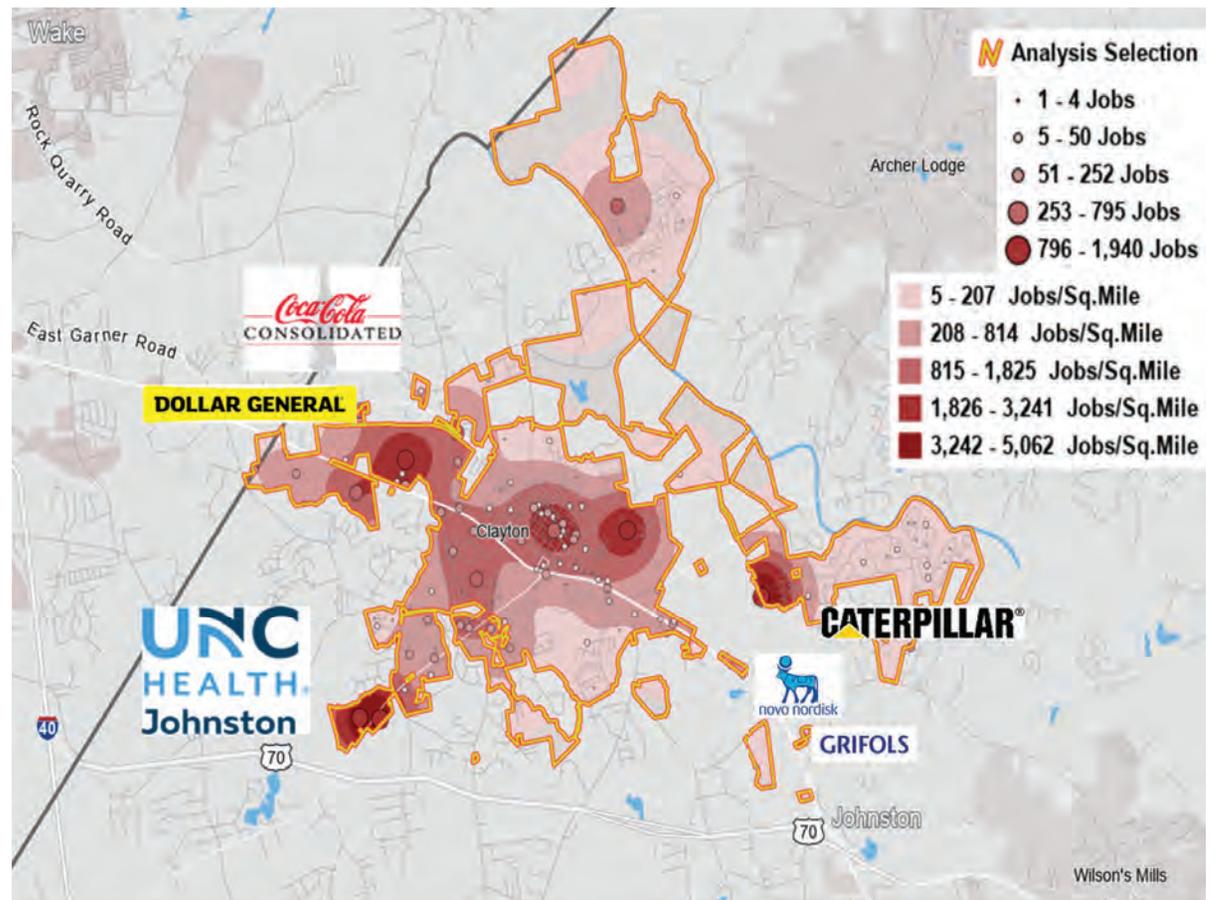
Geography	2010 Population	2022 Population	% Growth
Johnston County	168,874	229,474	36%
Town of Clayton	17,385	27,678	117%
Downtown Clayton	1,711	2,593	52%

Population Growth / Source: US Census; ESRI

Since 2010, downtown Clayton has made great strides in creating a place that includes The Clayton Center entertainment and event venue, and a sculpture trail making Clayton a cultural center within Johnston County. Clayton is also now a manufacturing and healthcare hub. The concentration of employment in and around the downtown and along the Highway 70 corridor, include the UNC Health hospital and major employers such as Coca-Cola, Caterpillar and biomedical company Novo-Nordisk.

This job growth together with other employment in the Raleigh region has resulted in the evolution of Clayton from a bedroom community of commuters to a center of commerce, with primary central activity centers. Therefore, Clayton is evolving in a new way and must create its own identity within the county and compete with other fast-growing communities around the Raleigh metro region.

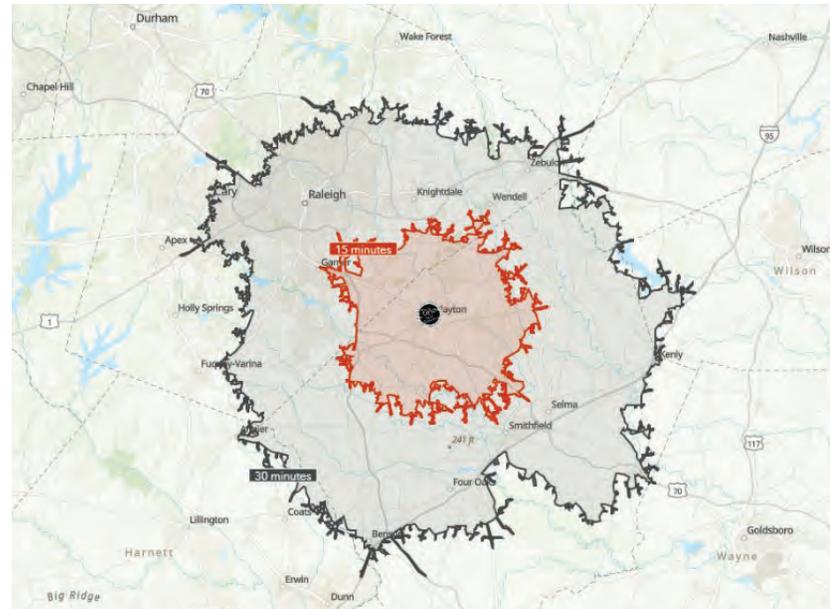
Job Concentration



Source: Bureau of Labor Statistics; Rose Associates



The centers of influence in Clayton and the Raleigh metro assist in determining the primary and secondary trade areas for downtown. Rather than a radius around a point or a cell phone cluster around a popular shopping destination – the decision for most activities of daily life center around mobility and the time it takes to travel there. In rethinking mobility options, one must consider car, train or air travel, in addition to walking, biking or some other form of micro wheeled mobility. For most local trips this includes up to a 15-minute drive, while longer trips are the focus for commuting to work, shopping for larger consumer goods or attending regional sports/entertainment venues.



▲ Population by Commute Distance

Whether for local trips or commuting to work, Clayton’s reach includes a large and affluent population. Aside from housing and shelter, the top annual consumer spending categories per household in Clayton include:

- Healthcare
- Food at Home
- Food away from Home
- Entertainment/Recreation

Each of these top-ranking categories were close to, or on par with, national averages.

2022 DATA	15-MINUTE DRIVE	30-MINUTE DRIVE*
Population	127,685	788,624
Daytime Population	127,685	788,624
Median Age	36.8	35.7
Median HH Income	\$82,204	\$72,674
Average HH Income	\$105,266	\$99,145
Average spent Healthcare	\$7,150	\$6,656
Average spent Food @ Home	\$6,079	\$5,868
Average spent Food away from Home	\$4,334	\$4,175
Average spent Entertainment/Recreation	\$3,669	\$3,449

*Average Commute Time



REAL ESTATE ASSESSMENT

Review of real estate inventory highlights the current conditions within the market, which are reflective of both past trends and present market cycles.

COMMERCIAL SUPPLY

Data from Costar includes office, retail and multifamily housing (4+ units). As of September 2022, the data indicates a robust multifamily apartment market throughout the region, with smaller inventories of vacant available office and retail space in Johnston County and Clayton. When compared to Johnston County and two other adjacent submarkets in the Raleigh Region, Clayton's competitive position becomes apparent as an affordable option for an apartment or commercial space.

Since the time of this September 2022 study, office demand has dropped sharply to roughly 40% of pre-COVID demand. Hybrid or fully-remote work situations have become commonplace indicating that this trend will become a long-term factor if not a permanent one. It is recommended that 40% reduction in demand be taken into consideration when determining mix of uses in vertical mixed-use recommendations.

✓ Real Estate Inventory

METRICS	JOHNSTON COUNTY SUBMARKET	SOUTHEAST/ SOUTH SUBMARKET	NORTHEAST/EAST SUBMARKET	CLAYTON SUBMARKET	COSTAR RALEIGH MARKET
Multifamily Inventory	3,400 units	5,438 units	5,865 units	2,934 units (+4.5%)	112,463 units
Multifamily Vacancy	6.7% (+2.3%)	4%{+1.1%)	8.4% (+6.5%)	4.6% (+0.2%)	6.5% (+1.5%)
Multifamily Market Rent	\$1,426 (+6.9%)	\$1,467 (+8.0%)	\$1,571 (+13.1%)	\$1,351 (+6.5%)	\$1,574/unit (+9.2%)
Office Inventory	2,470,000 SF	2,048,000 SF	1,239,000 SF	971,000 SF (1.3+)	77,210,000 SF (+1.1%)
Office Vacancy	2.2% (-2.1%)	2.2% (+0.1%)	2.7% (+0.2%)	1.0% (-5.3%)	8.5% (+0.1%)
Office Market Rent	\$20.74 (+1.9%)	\$23.76 (+2.8%)	\$23.66 (+2.7%)	\$22.81 (+2.7%)	\$28.16 (+3.0%)
Retail Inventory	8,833,000 SF	5,594,000 SF	6,300,000 SF	2,300,000 SF (+7.3%)	77,159,000 SF (+1.0%)
Retail Vacancy	2% (-0.4%)	1.0% (-3.7%)	4.1% (+0.7%)	1.2% (-0.7%)	2.6% (-0.9%)
Retail Market Rent	19.19 (+8.6%)	\$23.06 (+9.0%)	\$19 (+9.3%)	\$19.93 (+7.9%)	\$24.35 (+9.7%)



HOUSING SUPPLY

As of July 2022, US Census estimates that 56,753 new privately owned housing units had been approved in North Carolina at an estimated value of \$13.4 million, second behind only Florida for the entire Southeast region. Johnston county is one of 31 Counties in North Carolina to enjoy strong housing growth, influenced by the strong Raleigh triangle region. However, during last quarter of 2022, home sales and prices began to decline due to rising interest rates and a looming threat of recession.

JOHNSTON COUNTY

According to the U.S. Department of Housing and Urban Development (HUD), there were 2,080 new single-family permits issued in Johnston County from January through August 2022. Sales of existing single-family homes totaled 3,698 for the same period.

According to the Triangle Realtor Association MLS (multiple listing service), the median home sales price for Johnston County in August was \$370,950, up 27.2% year over year. By December, prices declined to \$364,900.

Change in Median Sales Price from Prior Year (6-Month Average)[†]



[†] Each dot represents the change in median sales price from the prior year using a 6-month weighted average. This means that each of the 6 months used in a dot are proportioned according to their share of sales during that period.



CLAYTON HOUSING MARKET TRENDS

According to Redfin, in December 2022, Clayton home prices were up 8.0% compared to last year, selling for a median price of \$343K. On average, homes in Clayton sell after 46 days on the market compared to 39 days last year. There were 60 homes sold in December this year, down from 117 last year.

And after their peak in 2000, apartment construction fell flat in 2008, just prior to the recession. There were no multifamily projects permitted in Johnston County in 2022 according to HUD.

According to Rent Café, the average rent for an apartment in Clayton is \$1,563, with an average size of 1,057 square feet. This compares to an average rate in Raleigh of \$1,630. The cost of rent varies depending on several factors, including location, size, and quality.

While there was little permitting activity in the multi-family sector, since the last data point on this associated study data (2021), multi-family construction starts have sharply risen in the vicinity of the downtown core. Demand for apartments in the region is at an all-time high indicating that a larger demand for multi-family residential should be a consideration for recommendations from the Downtown Master Plan.



Multifamily apartment permits



Clayton Apartment Rents ~ Rent Café 2022



FUTURE MARKET DEMAND

Based on estimated growth, Clayton’s current market share and a recommended downtown capture rate within the county, product demand over a 10-year period is estimated:

POPULATION GROWTH + EMPLOYMENT GROWTH X MARKET SHARE + CAPTURE = DEMAND

Geography	2010 Population	2022 Population	% Growth
Johnston County	168,874	229,474	36%
Town of Clayton	17,385	37,678	117%
Downtown Clayton	1,711	2,593	52%

Type of Development Demand	Estimated Market Capacity	Targeted Capture (Johnston County)
Residential	50-100 units/year	10%
Retail/F & B	160,769 s.f.	25%
Office/Medical	77,260 s.f.	25%
Lodging	50 rooms	20%
<i>Note: assumes impacts on parking, road improvements and parks/open space</i>		



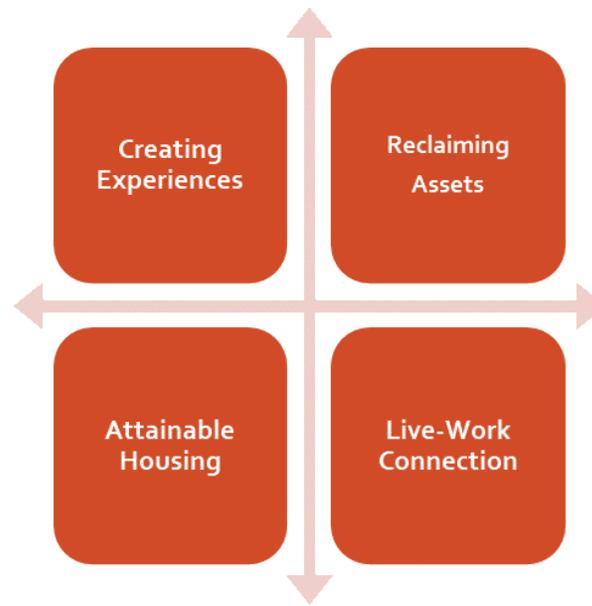
CREATING EXPERIENCES

CURRENT SITUATION

Experiencing downtown involves both getting there and being there. Adding to the experience are the design elements noted in providing attractive gateways, streetscapes and building façade and signage detail. Not only should it be a visually appealing and an inviting trip from a design perspective, downtown also must have places to visit and events to attend. Getting people to downtown is a marketing and tourism proposition.

The tourism industry is comprised of various sectors that house, feed, transport, and entertain visitors. There are five primary sectors within the tourism industry: 1) lodging; 2) transportation; 3) entertainment, recreation and activities; 4) food & beverage; and 5) retail. Each sector covers a broad range of fields, providing a distinct variety of goods and services. While separate from one another, they can often overlap and work in conjunction to create one complete and comprehensive hospitality experience.

According to the 2021 annual report by VisitNC, Johnston County ranked 28th in total spending among the 100 North Carolina Counties. Spending in the county grew 40.5% year over year, led by food & beverage (\$90.98m) followed by transportation (\$55.87m), lodging (\$51.96m),



recreation (\$33.39m) and retail (\$23.26m) for total spending of \$255.47 million dollars. There are fifteen outdoor and recreational attractions in the county and Clayton leads several of the top tourism attraction categories.

The success of the lodging market is dependent on demand drivers, which include attractions, events, and large employers, including hospitals and universities. One area of note are the cultural and historic features of the downtown. The Clayton Center provides events and cultural experiences for all ages. The Sculpture Trail highlights works of art along a guided walk. The county has partnered with OutdoorNC as 2023 is marked as “The Year of Trails” and

promotes several theme-based trail packages. Often these activities result in multi-day/ weekend stays which increases the visitor dollars spent per guest. In addition, downtown’s historic features of both commercial and residential structures have broad historical appeal. The local brewery, Deep River Brewing attracts hundreds of visitors each week. And there are farms and several wedding venues in and around Clayton that provide additional economic benefit to the downtown. Collectively, Clayton attracts over 100,000 visitors annually.

There are five area hotels that include “Clayton” in their marketing to attract these visitors, however, only one limited-service hotel is physically located in the town of Clayton, along with a Bed & Breakfast in the downtown.

OPPORTUNITIES

- Create a Marketing Plan (Every 5 years). A collective effort to market Clayton’s attractions, events, shops and restaurants in downtown would help elevate the number and length of visits leading to demand for additional lodging facilities. This may include traditional hotels, Bed & Breakfast inns and local homes via short term rentals such as VRBO and AirBnB. This will also help with the long-term stability of local shops and restaurants, by attracting a fluctuating stream of visitors.
- Create a Visitor Guide (Annually). Through



the marketing plan, create a budget to fund projects such as a digital and print visitor guide that can be distributed through the Chamber of Commerce, City Hall and local hotels and businesses.

- › Complete Legislation to collect Local Room Tax (Annually). Johnston County collects a 3% rooms tax and many of the local municipalities collect a 2% room tax, which are redistributed at the local level to fund tourism, marketing and some limited projects. Clayton does not receive the benefit of a local room tax, as approval by the local elected officials. The next step in the collection of the local 2% room tax has yet to be introduced into legislation. Given the level of economic impact that these visitors create, the additional revenue from this source is currently forfeited.
- › Consider a Lodging Market Study.

Whether contracted with the town, or in collaboration with local developers, a lodging market study would provide insights into the current and future opportunities for adding additional lodging in downtown Clayton.

- › Create a Geocaching Trail. What is geocaching? Geocaching is a modern outdoor treasure hunting adventure, where participants use a set of coordinates and GPS or mobile device to locate containers known colloquially as “caches” hidden all over the world. Each cache contains, at a minimum, a logbook for players to sign, but more exciting are the swag and tradable materials concealed within. Objects of equal or greater value can be traded, trackable items tagged, and/or collectibles awarded in special circumstances (i.e., first to find, completing a GeoTour, etc.). For

more information and where to download the app, visit [Geocaching 101](#).

LOCAL IMPACTS

Tourism is an important economic development pillar that supports employment in the five sectors above, increases the wealth of an area through spending, and leads to investments in the community through shopping, dining and recreation. The result is additional jobs and tax revenue for the community.

Job Creation. Tourism provides an economic stimulus by allowing for diversification and expansion of employment in all five tourism sectors and improves local income potential.

Property Tax Revenue. Supporting the addition of retail and restaurant space, creates additional property tax revenue for renovation, redevelopment and new development projects.



Local Room Tax Revenue. If legislation is passed to collect a local room tax, a hotel demand study would provide insight into how much of this revenue may be captured for Clayton. It could provide a source of funding for downtown staff and/or projects.

Sales Tax Revenue. The addition of visitors increases sales for local merchants and restaurants, thus raising the local sales tax revenue generated.

Land Uses/Real Estate Product Types include Retail + Restaurants, Lodging (Hotels, Inns + Short Term Rentals), and Entertainment / Recreation.

RECLAIMING ASSETS

CURRENT SITUATION

Downtown includes some buildings and places that are neglected, obsolete or demand attention. These include buildings whose future highest and best use may no longer include the current use. These assets (land + buildings) are reflected in the opportunity sites identified within the downtown Master Plan. Johnston County’s focus on economic development is primarily dedicated to manufacturing and other large-scale employment. Clayton enjoys strong educational attainment and income to attract investment.

Short-term revitalization and long-term asset management requires both intellectual and financial capital brought by local and regional entrepreneurs. Entrepreneurism can be cultivated in several forms.

There are currently 388 business and approximately 3,003 employees working in the downtown, compared to a population of 2,593 who live there. Downtown retail and restaurant businesses are dependent upon a minimum threshold of both residents and the daytime population of visitors and employees to be successful.

According to a 2022 study by [Regus](#), it highlights “five things that the stats can’t ignore

EMPLOYMENT TO RESIDENT HOUSING SUMMARY	JOHNSTON COUNTY	DOWNTOWN CORE
Total Businesses	5,957	388
Total Employees	52,285	3,003
Total Resident Population	229,474	2,593
Employee/Resident Population Ratio	0.23	1.16
Annual Estimated Average Employment Growth	2,044	117
Average Annual Estimated Housing Demand	1,635	94

ESTIMATED POPULATION GROWTH TO RESIDENT HOUSING	JOHNSTON COUNTY	DOWNTOWN CORE
2022 Total Population	229,474	2,593
2027 Estimated Total Population	250,964	3,142
Projected Added Population	21,490	549
2022-2027 Average HH Size	2.71	2.13
Estimated Housing Unit Demand (2022-2027)	7,930	258
Average Annual Estimated Housing Demand	1,586	52



coming out of the pandemic”:

- › 88% of employees want to embrace hybrid working
- › Over 50% of digital nomads are in need of reliable Wi-Fi
- › 80% of our workforce is in danger of burning out
- › Automation can free managers up to focus on what matters, reducing workloads by 69%
- › Over 75% say cutting commuting is the key to sustainability

The majority of these workers are white collar jobs that work in office or retail environments – or work from home. Clayton residents are predominantly employed in white collar jobs, and as noted many of these employees commute to jobs in other areas of the region.

The dynamics of “work from home” (WFH) as a result of the pandemic have changed the face of the office market. However, a vibrant entrepreneurial ecosystem results in demand for workspaces that support new business ventures. These are supported by small office and retail space.

OPPORTUNITIES

- › Add Office Product (1-10 years). Based on the growth and supply projections from 2022, a 10-year estimate of office space demand totals approximately 77,000 square

feet of new office space, suggested as a target to capture county demand. Given previously mentioned COVID era factors on office demand, a more realistic number is a 40% reduction from that total coming to a more measured 46,200 square feet of office space taken over in that 10-year time frame. Offering alternative shared/flexible space and live-work environments, along with reliable broadband access will be important considerations to bring new residents and employees to downtown. Together they would support restaurants and business to create an environment from “coffee to cocktails” supporting an “18-hour” place.

- › Renovation vs. New Construction (1-10 years). The space offerings in and around the downtown area are currently limited. The cost to construct and finish new space will result in lease rates that may be significantly higher than current market lease rates within the downtown. The most competitive strategy would be to create policies and incentives that support renovations of existing buildings to keep costs consistent with market rents and build rental rates over time to subsequently support additional new construction. Older and unique buildings provide the differentiating space that entrepreneurs are looking for.
- › Continue to invest in making Wi-Fi available in your Downtown to all citizens. Downtown

Clayton has access to multiple providers of high-speed internet including 1 Gbps options. Downtown also has complete 5G Ultra Capacity coverage for mobile internet services. Making access to these services affordable for all citizens is of critical importance for long-term growth and stability.

LOCAL IMPACTS

Small business and entrepreneurship is an important economic development pillar that supports employment, increases the wealth of an area, leads to improvements and investment in the community. The result is additional jobs, per capita income, and tax revenue for the community.

Job Creation. Small business provides an economic stimulus by allowing for diversification and expansion of employment in the technology and professional services sectors and improves local income potential.

Property Tax Revenue. Supporting the addition of office space creates additional property tax revenue.

Local Room Tax Revenue. A growing entrepreneur ecosystem provides growth of small business that often leads to visitors attending meetings, seminars and capital funding events.



Sales Tax Revenue. The addition of employees and their visitors increases sales for local merchants and restaurants, thus raising the local sales tax revenue generated.

Land Uses/Real Estate Product Types include Office / Flex Space, Restaurants, and Lodging (Hotels, Inns + Short Term Rentals).

ATTAINABLE HOUSING

CURRENT SITUATION

The town of Clayton has approximately 11,246 housing units, according to 2022 US Census estimates. Of the housing units, 66.4% are owner occupied and 27% are renter occupied, leaving approximately 6.6% vacant/seasonal. The average household size in 2022 in Clayton was 2.62 persons.

According to the American Community Survey (ACS) data 2016-2020, the downtown core has 1,076 housing units. 58.1% of homes are single family detached homes, with only 5.9% detached townhomes. Other housing types include duplexes (11.3%) and small multifamily complexes (23.3%) of up to 50 units. The housing stock is aging with 77% of the homes built prior to 2000, including historic homes, and 23% built since 2000.

With the estimated increasing growth in local employment and population, additional

demand for housing has resulted in several new subdivisions in Clayton. Many of these subdivisions have filled the void for middle income or “missing middle” households. Housing is the first and most expensive annual household consumer spending category, followed by food. The long-term challenge, as housing costs continue to rise in the region, is providing attainable housing for the majority of residents in lower income brackets in service related employment (retail, restaurants, lodging) who are priced out of the home buying or rental market due to fluctuating/rising interest rates, and economic or employment cycles.

OPPORTUNITIES

- › Add New Housing Product (1-10 years). Housing demand is driven by two dynamics: employment growth and population growth – which will continue to increase with more migration to the Carolinas. Annual demand ranges between 52-94 housing units per year. Providing incentives for adding supply for downtown housing above retail and historic renovations in surrounding neighborhoods will assist in maintaining affordability. Incorporating mandated percentages of affordable housing as a part of new residential and mixed-use development through language in the UDO is a means to guarantee some level of affordable, workforce housing is a part of

future growth within the Downtown.

- › Target Markets for all Generations (1-10 years). Encourage opportunities to provide housing that attracts all generations, including young professionals, families, empty nesters and seniors who seek a walkable downtown environment, or who wish to live close to their business. They often seek similar product types apart from growing families who desire larger homes and lots, and seniors who may need a care setting from independent living to skilled nursing care. recent projects in the area (The Walk and Carolina Overlook) have provided some of this type of housing but more will be needed as a percentage of the overall new residential development in the region to maintain availability options for all generations.
- › Diversification of Housing Product/Price (1-10 years). A competitive advantage of the downtown is its existing inventory of historic homes in the surrounding neighborhoods. Housing supply could be expanded to include product types to meet today’s consumer demands for walkable neighborhoods close to downtowns, smaller homes, limited maintenance and access to public open space. In addition to single family homes, also include incentives and policies for townhomes, patio homes, accessory dwelling units (ADUs) and lofts/ apartments to provide a wider range of



sizes, styles and needs to accommodate a variety of target markets.

LOCAL IMPACTS

Housing is the result of economic development efforts which create demand for new product to support new employees, many of whom are first introduced to Clayton as a visitor. Added housing increases the wealth of an area, through additional per capita income for spending locally and added property tax revenue.

Job Creation. Housing provides both construction employment and service employment such as retail and professional services to service new households.

Property Tax Revenue. Supporting the addition of new housing, creates additional property tax revenue.

Local Room Tax Revenue. As families move into the area, they are often visited by traveling family members and friends, who enjoy introducing them in their new town.

Sales Tax Revenue. The addition of these new residents and their visitors increases sales for local merchants and restaurants, thus raising

the local sales tax revenue generated.

Land Uses/Real Estate Product Types include Housing, Retail, and Office.

LIVE-WORK CONNECTION

CURRENT SITUATION

As noted above, the result of the pandemic has changed commuting patterns as employees demand flexible work schedules to include both home and office options. Educational resources for job training and workforce development are critical for those changing career paths. And as a result, many are focused on opportunities to provide a work-life balance.

Quality of Life is a subjective term, depending on each perspective. For major employers, it includes an educated workforce that can find the desired housing and lifestyle within a reasonable commuting distance. For existing or relocating residents, this includes childcare and education, access to parks and recreation facilities, accessible shopping and dining, and a vibrant arts, culture and entertainment scene. Altogether these make up the culture of a community and such experience that a place creates, all of which promotes health and well-being. Many of these qualities should be integrated into a seamless experience for those living, working and visiting the downtown. Connecting people and places are what create

a resilient environment.

- › Economic Prosperity
- › Health + Well Being
- › Education + Opportunity
- › Arts + Culture

The desire for additional shopping, dining and entertainment experiences was overwhelmingly communicated by participants in the public engagement process. A retail gap analysis completed within the *2023 Downtown Strategic Vision* identified categories of retail, including food and dining opportunities.

Aside from housing and healthcare, the top three consumer spending categories for 2022 in Clayton were:

- › Food at Home - \$62,021,640
- › Food away from Home - \$43,737,597
- › Entertainment & Recreation- \$37,227,487

OPPORTUNITIES

Add Additional Retail and Restaurant Space (1-10 years). Based upon estimated job and employment growth, adding to consumer spending, estimated demand for an additional 160,769 s.f. of retail/dining space could be added in the downtown over the next ten years. While grocery stores were identified, there are few opportunities to provide the typical prototype with parking in the downtown core. However, specialty food tenants such as a butcher shop, baker and small provisions



company could fill the niche for this category, in a unique downtown setting.

Add Additional Parking. This is more specifically addressed by the transportation experts on the Master Plan team. However, adequate and accessible parking for both employees and customers is a common complaint and a critical component to a successful downtown. Creative management and shared parking between uses with different peak hours reduces the need for vast parking lots and monolithic garages, however, a parking study should be undertaken to determine the future date range in which consolidation of parking into one or more structured options should be considered and for which the Town can begin to plan for in budget and land acquisition.

Make connections to parks and greenways. We learned from the pandemic the importance of the outdoors and open space. This is true for both residents and employees who wish to have access to fresh air, sunshine and the benefits of exercise. In keeping with the 2022 Pedestrian Plan, sidewalks, trails, and greenways should all be improved and the network expanded to provide the best and most options for residents and visitors to utilize multi-modal options including bike and ped.

LOCAL IMPACTS

Quality of Life and the Live-Work connection





is a qualifying factor for housing and job growth. This is the boast that makes efforts in real estate and economic development a differentiating position. Added economic activity from each of these key market trend efforts increases the wealth of an area, through additional household income for families, talent attraction for employers and added revenue to the town's fiscal budget.

Land Uses/Real Estate Product Types include Housing, Retail, Office, Entertainment, Civic Uses, and Public Open Space.





TRANSPORTATION ANALYSIS

Transportation analysis is essential to understanding how people, goods, and services move in and around the Town of Clayton. Within this section we analyzed traffic volumes, vehicular safety, roadway ownership and maintenance, trucking routes, and pedestrian and bicycle connectivity.

Citywide Traffic



Roadway Facilities

Main Street is the main roadway through downtown Clayton. Main Street is approximately two miles long and extends from west of Old US 70 to US 70 Business. There are many roadway choices to enter downtown Clayton from the greater regional area, including US 70 Business, Robertson Street, O'Neil Street, Fayetteville Street, Lombard Street, and Old US 70. These are the roadways that are expected to have higher traffic volumes

because they provide connections to the surrounding areas and neighborhoods. Many of the roads in the study area allow for on-street parking, with one lane of travel per direction. Most of the intersections in the study area do not provide exclusive turn lanes.

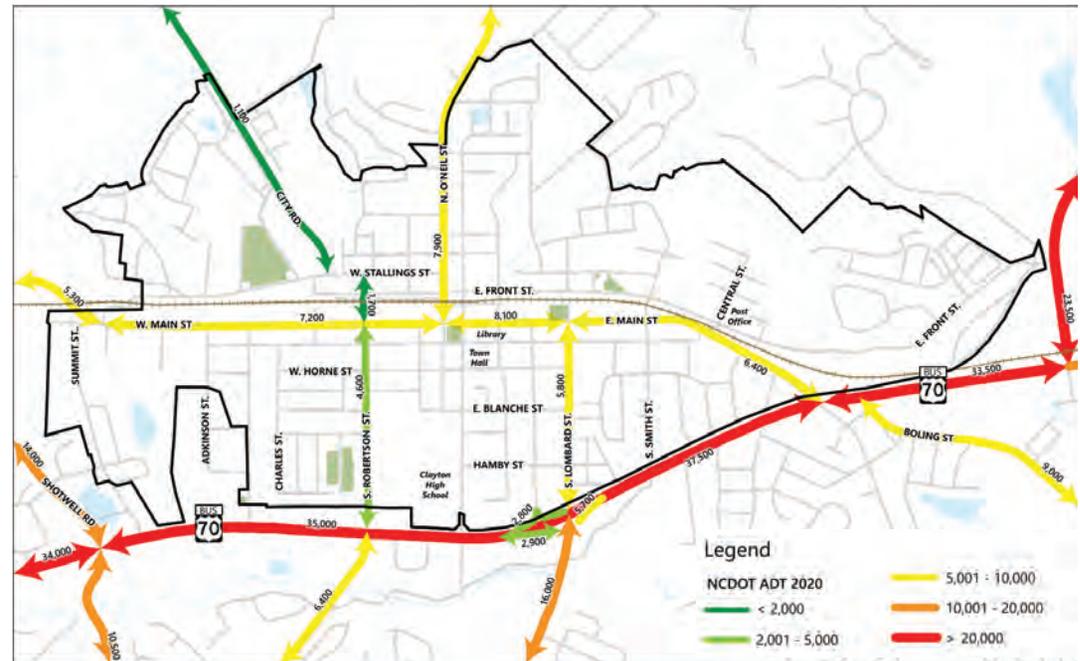
The North Carolina Railroad (NCR) bisects the north and south portions of Clayton's Downtown. There are six at-grade crossings within the study area, a large number in a short distance. A study of the traffic utilizing each of these crossings was not undertaken as a part of the Downtown Master Plan update process but it is highly recommended to undertake one in the near future in the aim of identifying the least used at-grade rail crossings for consideration of closing one or more of these crossings.



EXISTING TRAFFIC VOLUMES

DAILY TRAFFIC

Interstate 40, US 70, US 70 Business, and NC 42 are the primary highways providing regional access to the Town of Clayton. The North Carolina Department of Transportation (NCDOT) reported Interstate 40 carried between 60,000 and 92,000 vehicles a day between Wake County and Johnston County in 2021. US 70 and US 70 Business carry between 20,000 and 42,000 vehicles a day east of Interstate 40, near Clayton. NC 42 carried approximately 26,000 vehicles per day, and provides access from Clayton to the eastern portions of Johnston County and Wilson. While Interstate 40 and US 70 do not provide direct access to Downtown Clayton, they are both within a ten-minute drive of downtown and provide regional access to Clayton for residents and businesses.



▲ Average Daily Traffic for Downtown Clayton

Daily traffic volumes in Downtown Clayton were examined, based on NCDOT 2021 data. This data shows Main Street carries up to 9,900 vehicles per day. Other roads in downtown have lower reported volumes, with North O'Neil Street carrying approximately 8,700 vehicles per day, South Lombard Street carrying approximately 6,400 vehicles per day, and South Robertson Street carrying approximately 5,000 vehicles per day. Based on this information, the existing two-lane cross section on the roads in Downtown Clayton is adequate to handle average daily traffic.

PEAK HOUR TRAFFIC DATA

Turning movement data was collected at seven intersections on Main Street in downtown Clayton on January 10, 2023. Below is the list of the study intersections that had traffic counted from 6:00 AM – 7:00 PM:

- Main Street and Robertson Street
- Main Street and O'Neil Street
- Main Street and Fayetteville Street
- Main Street and Church Street
- Main Street and Barbour Street
- Main Street and Lombard Street
- Main Street and Smith Street

The traffic data was collected for 13 hours to capture both peak hours. This included counting all vehicles, trucks, bicycles, and pedestrians that passed through the intersections during the data collection. The morning peak hour was observed to be from 7:00 – 8:00 AM and the afternoon peak hour to be from 4:45 – 5:45 PM. A figure of the turning movement volumes is included in the Appendix.

The most heavily traveled intersection according to the data collected is the



intersection of Main Street and O’Neil Street. This is likely because O’Neil Street is one of the main roadways leading to communities northeast of Clayton such as Archer Lodge.

TRANSIT

Previously, Clayton had a Clayton-Raleigh Express (CLX) bus route operated by GoTriangle. The CLX route was provided to mitigate traffic congestion during Phase II of the “Fortify” I-40-440 widening project. Since completion of the widening project, no further funding has been provided for the CLX bus route, so the route was eliminated. Although a fixed transit route is not available in Clayton, Johnston County Area Transit (JCATS) offers on demand transit for a minimal cost.

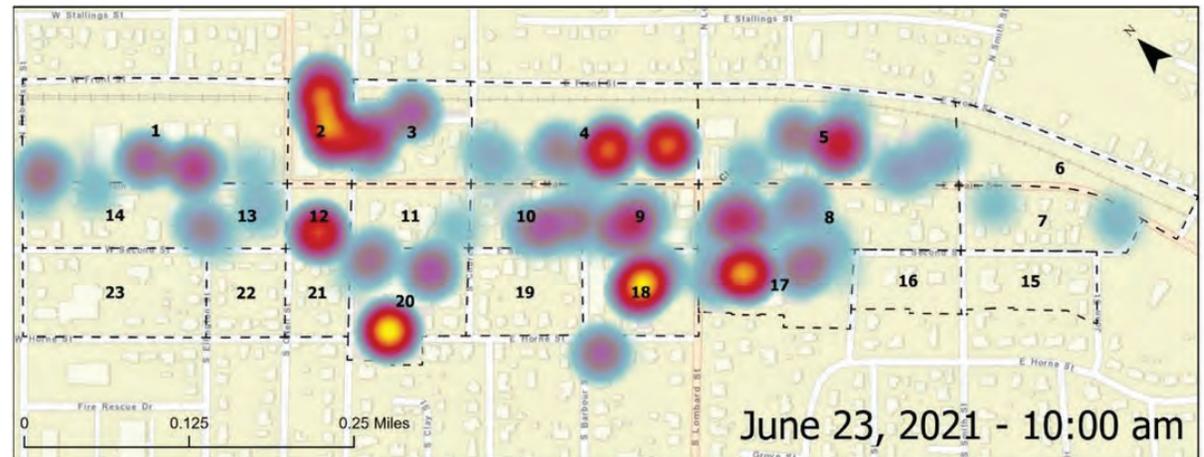


A Bus Rapid Transit (BRT) system from Garner to Clayton is currently being studied for feasibility as is a commuter rail that would include a stop at a new platform or station in Downtown Clayton. Rail transit is already a part of the landscape in Clayton as an Amtrak service passenger train passes through on the NCRR rails multiple times each day. The jump to a commuter rail option for Clayton is not a far one.

PARKING

In downtown Clayton, there are a few options for residents and visitors to park their vehicles. Free on-street parking is permitted along most of Main Street from Robertson Street to Second Street and along most other roads in

the study area. According to a parking inventory completed by the Town in 2021, there are approximately 300 off-street public parking spaces available within downtown Clayton. In addition to the public parking, multiple businesses provide private parking lots that can be used by their customers. Based on the 2021 parking inventory, the most popular parking areas are between O’Neil Street and Fayetteville Street and between Church Street and Lombard Street. The main driver of the popularity of these locations is the gravel parking lots along First Street, as well as the paved parking lot at Horne Square. Recent agreements with private property owners have resulted in a strong shared-use parking lease environment.



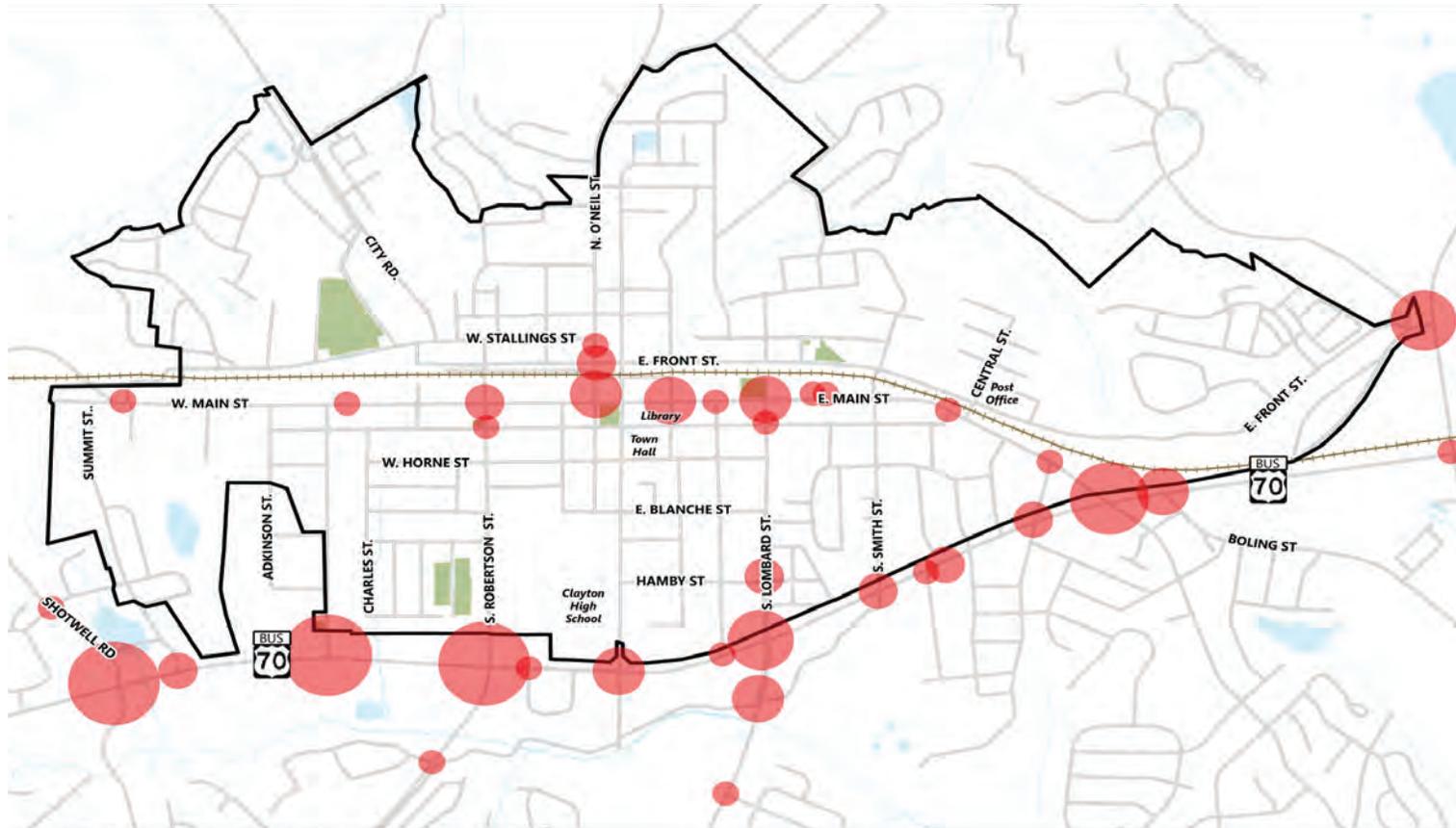
Total Cars in Parking Lots: 532

▲ Parking Utilization Heat Map/ Source: Town of Clayton



VEHICULAR CRASHES

From January 1, 2017 through December 31, 2021, a total of 61 crashes were reported at the intersection of US 70 Business and Main Street. None of these crashes were fatal, and approximately 77% of the total crashes were property damage only. This is the intersection in the study area with the most reported crashes. The intersection with the next most reported crashes is Main Street and O’Neil Street, with 37 reported crashes, none of which were fatal and approximately 81% involved property damage only. No fatal accidents have been reported within or near the study area in the past ten years.



Vehicular Crashes by Intersection

Legend

- Hydrology
- Road Centerlines
- Railroad
- Parks
- Downtown Boundary

Total Crashes 2015-2019

- 5 to 9
- 10 to 19
- 20 to 29
- 30 to 39
- 40 to 49
- 50 and above





BICYCLE + PEDESTRIAN FACILITIES

Although downtown Clayton draws a lot of foot traffic, the existing sidewalks are not continuous on Main Street from Robertson Street to US 70 Business. If pedestrians travel off Main Street, there are not always sidewalks provided on both sides of the road. For example, some blocks of Second Street do not offer sidewalk on both sides of the road. Other blocks, like Robertson Street between Second Street and Main Street, offer no sidewalks, even though pedestrian counts indicate the intersection of Robertson Street and Main Street is highly traveled by pedestrians. There are also limited options for pedestrians to cross the railroad tracks that parallel Main Street through downtown Clayton. There are sidewalks crossing the railroad on O’Neil Street, Fayetteville Street, Church Street, and Central Street, although some of these pedestrian rail crossings are in need of improvement and do not meet Americans with Disabilities Act (ADA) design standards. The Town currently has an NCDOT sponsored Complete Streets project underway that will upgrade multiple sidewalk ramps within the Town limits.

There are no dedicated on-street bicycle facilities through downtown Clayton. Nearby, there is a greenway that offers bicycle and pedestrian access as well as a connector trail that brings greenway riders into Downtown, the Cross Clayton Connector. Sam’s Branch Greenway can be accessed from City Road

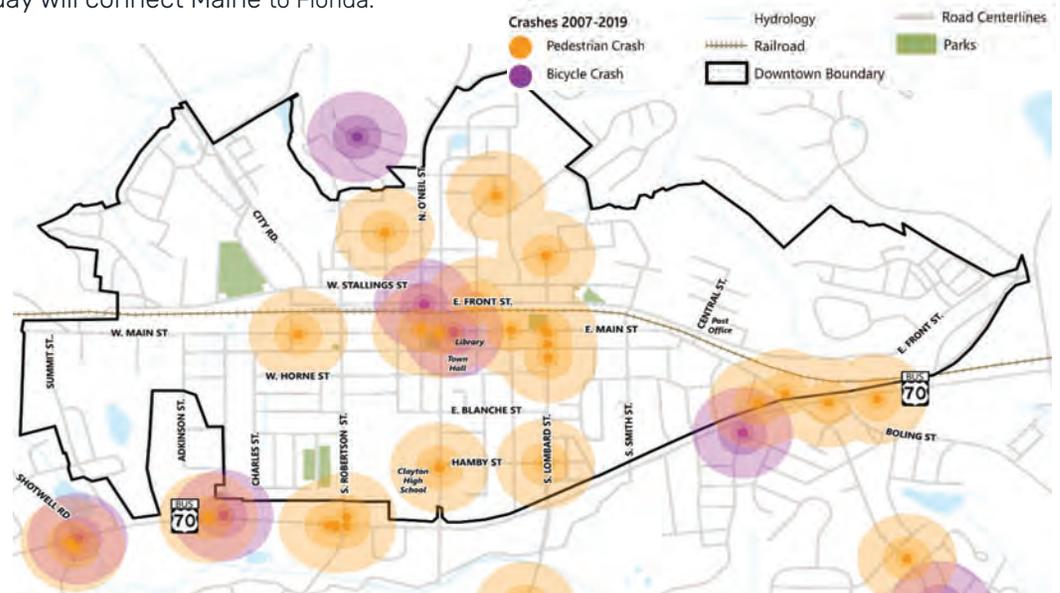
or N. O’Neil Street and provides access to over 30 miles of trail from Clayton to Falls Lake Dam in Raleigh, including the Clayton River Walk on the Neuse River. Main Street is also currently part of the East Coast Greenway, which connects Main to Florida. The recently completed Pedestrian Plan shows an alternative routing for the East Coast Greenway on Front Street, rather than utilizing Main Street.

Sam’s Branch Greenway connects downtown to the Clayton River Walk on the Neuse River. This trail is part of the North Carolina Mountain to Sea Trail which connects Clayton to Raleigh. Clayton’s section of trail is also part of the 2,500 mile East Coast Greenway which one day will connect Maine to Florida.



BIKE AND PEDESTRIAN CRASHES

From January 1, 2017 through December 31, 2021, a total of three pedestrian crashes were reported within the project study area. One of the pedestrian crashes occurred at the intersection of Main Street and Lombard Street where the motorist turned left, hitting a pedestrian crossing the other street. The other crashes involved a pedestrian who darted out into the road and one unknown cause.





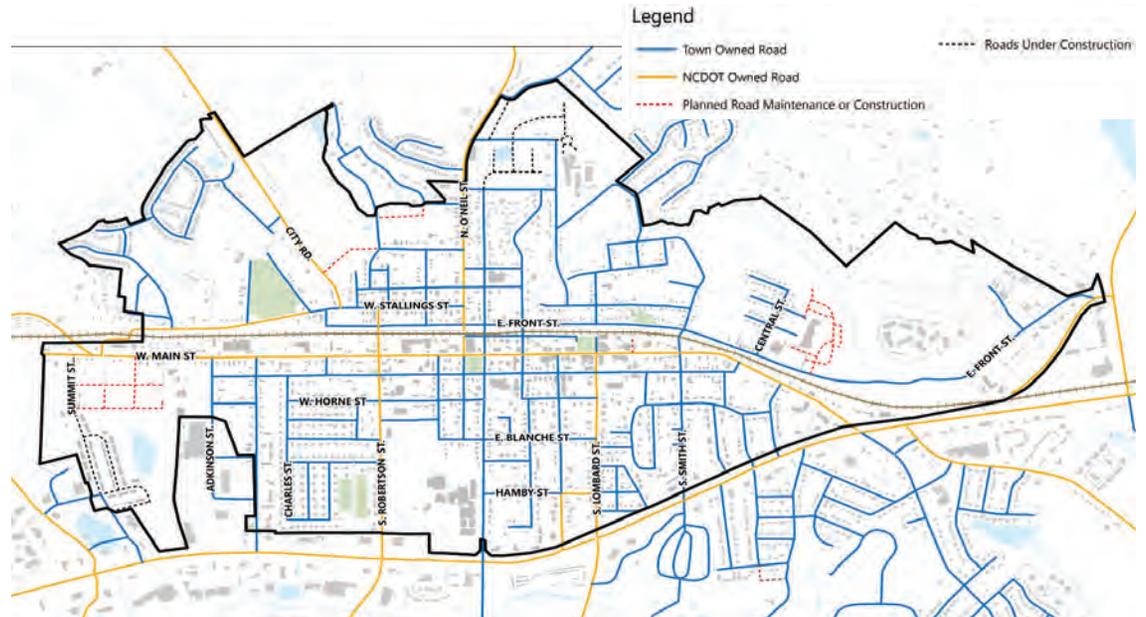
STREET OWNERSHIP

Street Ownership is important to consider as it impacts which entity is responsible for maintaining, improving, funding, and regulating roads within Downtown. Roads highlighted in blue on the map are owned by the Town of Clayton. It is easiest to make streetscape improvements along these roads as they are not required to meet NCDOT standards, such as for signage. However, roads that are maintained by NCDOT (in orange) may have additional funding sources.

There are several roads shown on the map that are currently under construction or have planned maintenance. These include the Cameron Crossing subdivision, extension of West 2nd Street and West Horne Street to Summit Street, a new connection between City Road and West Barnes Street, and between Starmount Road and Gordon Street, Academy Pointe roads, and a new road behind the Clayton Spinning Mill.

TRUCK ROUTES

The map to the right illustrates major trucking routes in relation to Downtown Clayton. Within Downtown, trucking is listed as prohibited on major roadways. However, proximity to US 70 and Interstate 40 are attractive to businesses that require trucking.





MULTI-MODAL TRANSPORTATION ROUTES

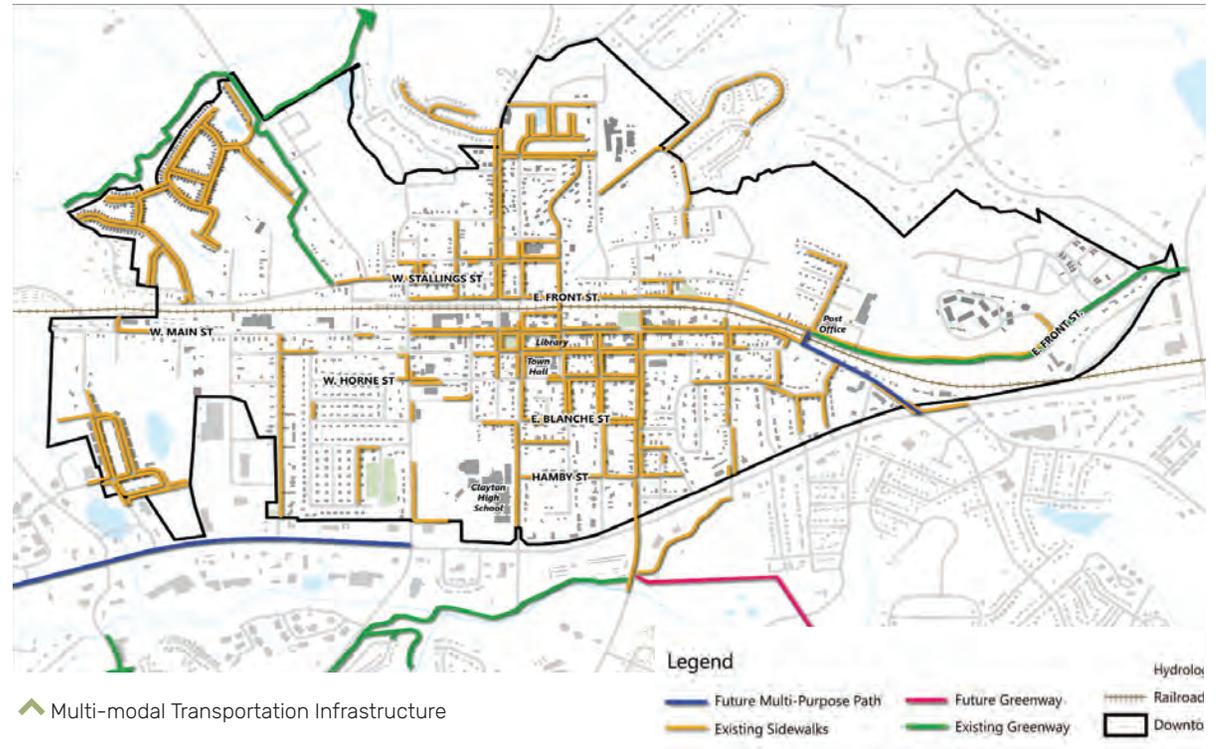
In keeping with the 2022 Clayton Pedestrian Plan, there are several improvements that could be made in regards to pedestrian and bicycle infrastructure in order to improve connectivity and safety. Sam's Branch Greenway runs north from City Rd with connections down into the Municipal park and another greenway runs south along Little Creek. The Cross Clayton Connector connects the two greenways to downtown.

Downtown Clayton has a fairly expansive sidewalk network with a higher concentration around the central core and eastern side of downtown. Especially along Main Street which serves as the commercial core of downtown, gaps in the sidewalk network should be filled.

There are no designated bike lanes or paths within downtown outside of the greenways. Bicycle infrastructure should be considered along the heaviest trafficked routes or on key connectivity routes to ensure that it is a safe mode of travel.

STREETSCAPE ANALYSIS

The primary streets that serve Downtown Clayton are Main Street, First Street, and Second Street, where Town Hall, the Library, and several other civic and neighborhood commercial uses can be found. These streets travel primarily along a northwest to southeast



axis. Opposite the railroad from the core of downtown, Front Street serves as the primary route of travel and access to railroad crossing streets. A 2019 study looked at the Main Street streetscape in downtown for possible improvements to enhance the pedestrian environment and to reduce pedestrian and vehicular conflicts. It included recommendations such as chicaning of the road and widening of sidewalks to allow outdoor dining.





PUBLIC SPACES + STREETSCAPES

PARKS + RECREATION

There are several parks and recreational facilities located in Downtown Clayton. The properties identified on the map include both private and public recreational facilities which are called out by the color of the parcel. Private facilities include gyms and commercial recreational facilities such as the Clayton Spinning Mill. Public facilities include community parks such as the recently opened Clayton Municipal Park and recently renovated Donald "Clyde" Sinclair Park, cemeteries, and greenways. Although they are not designed for recreation, cemeteries have been noted on this map as they occupy preserved open space within and around the Downtown. When analyzing parks and recreational facilities is it important to identify not only what areas exist but also what gaps are present. As illustrated on the map, the greenway sits on both the northern and southern ends of town and connects to Downtown via the Cross Clayton Connector. Greenways can provide safe access routes between neighborhoods and local parks as well as serve to connect the community.

**Clayton Parks and Recreation
Department offers opportunities for
youth and adult sports leagues, special
events, and year round programming for
all age groups.**





Legend

- Public Access Parks and Rec
- Private Access Recreation
- Greenway

- | | | |
|---|---|---|
| 1 Legend Park | 6 Indoor Batting Cages | 11 Main Street Community Garden |
| 2 Clayton Swim Club | 7 Axe Throwing | 12 Clayton Fitness |
| 3 Municipal Park | 8 Town Square | 13 Clayton High School Fields |
| 4 Horne Cemetery | 9 Horne Square | 14 Maplewood Cemetery |
| 5 Stallings Street Cemetery | 10 Donald "Clyde" Sinclair Park | |

roadway to create significant pockets of widened sidewalk space, relocation, and concentration of portions of the on-street parking, and enhanced connections and improvements to both First and Second Streets that would work in conjunction with the changes on Main Street. The recommendations were a result of observations of existing conditions on Main Street in the categories of Pedestrian Safety, Pedestrian Comfort, Downtown Business Needs, and Town Needs. The majority of the issues present in the 2019 plan still exist today and still need to be addressed.

◀ Parks + Recreation / Source: Town of Clayton

STREETSCAPE ANALYSIS

The primary streets that serve Downtown Clayton are Main Street, First Street, and Second Street, where Town Hall, the Library, and several other civic and neighborhood commercial uses can be found. These streets travel primarily along a northwest to southeast axis. Opposite the railroad from the core of downtown, Front Street serves as the primary route of travel and access to railroad crossing streets.

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✔ Existing Main Street Streetscap



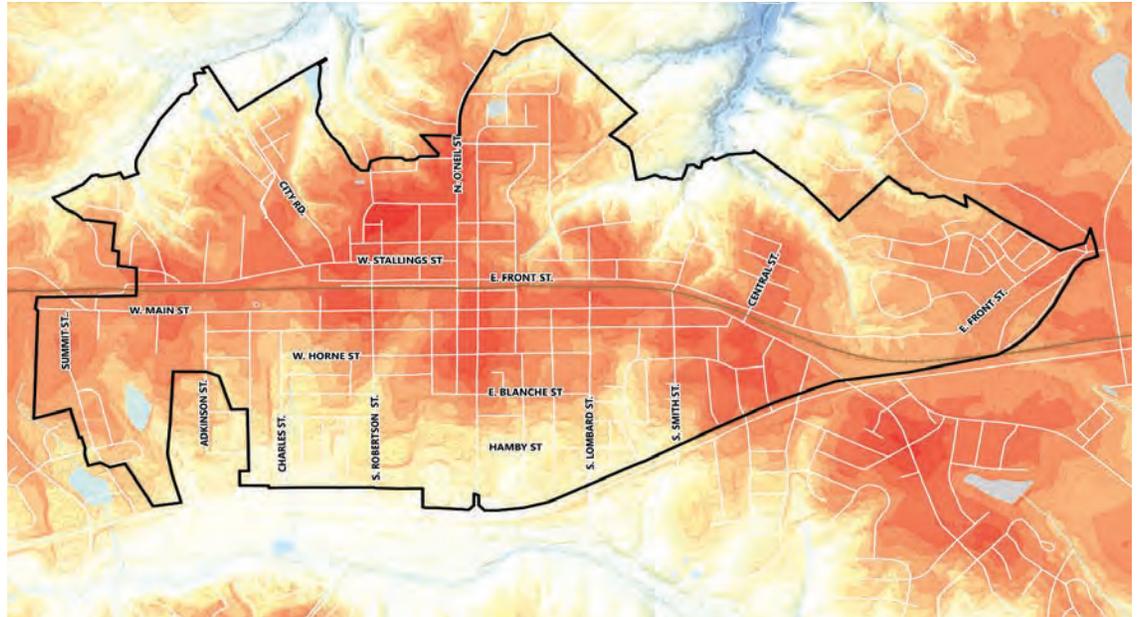
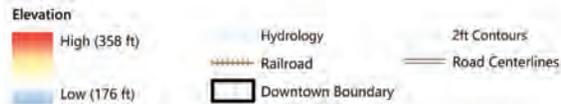


ENVIRONMENTAL CONSTRAINTS

TOPOGRAPHY

Downtown Clayton is fairly flat topographically with only around 180ft elevation change throughout the area. Main Street sits along a ridge, with the highest points near the Horne Cemetery and Town Hall. The topography leads water to drain to the North into the Neuse River tributaries and South of Downtown into Little Creek.

Legend

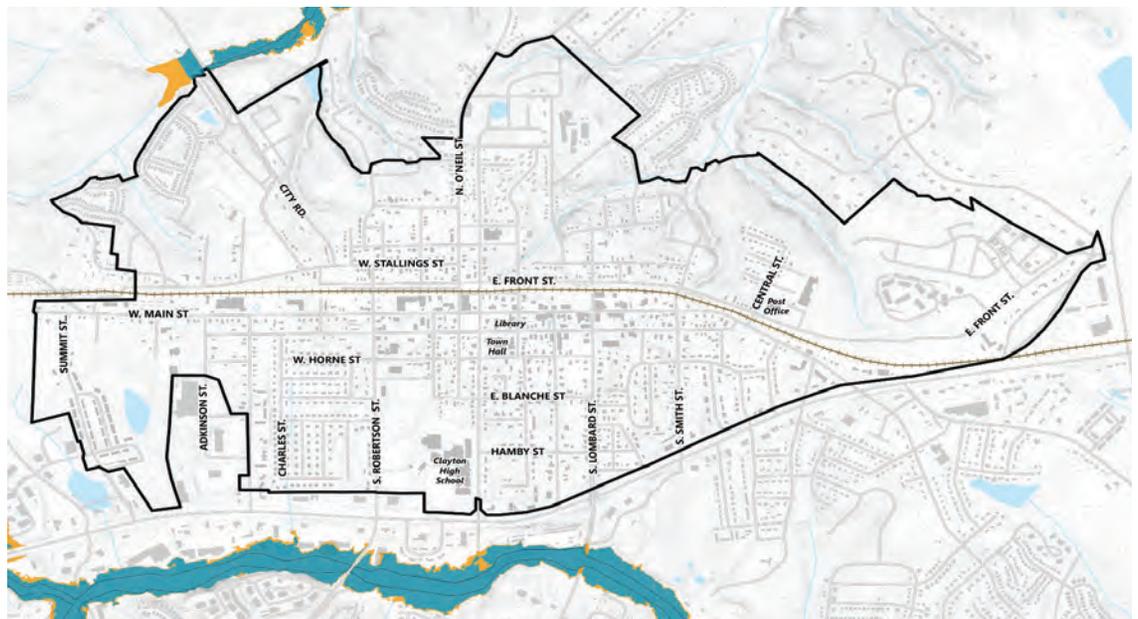
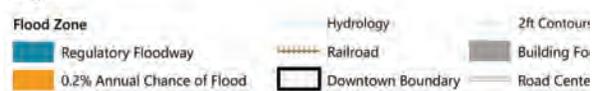


FLOOD ZONES

There are no active flood zones within Downtown Clayton due to the higher topography. However, storm water management best practices should be implemented in Downtown to improve water quality and minimize flood risks in the rest of Town.

Regional stormwater solutions should be pursued today to more easily allow potential future development to proceed without issue.

Legend



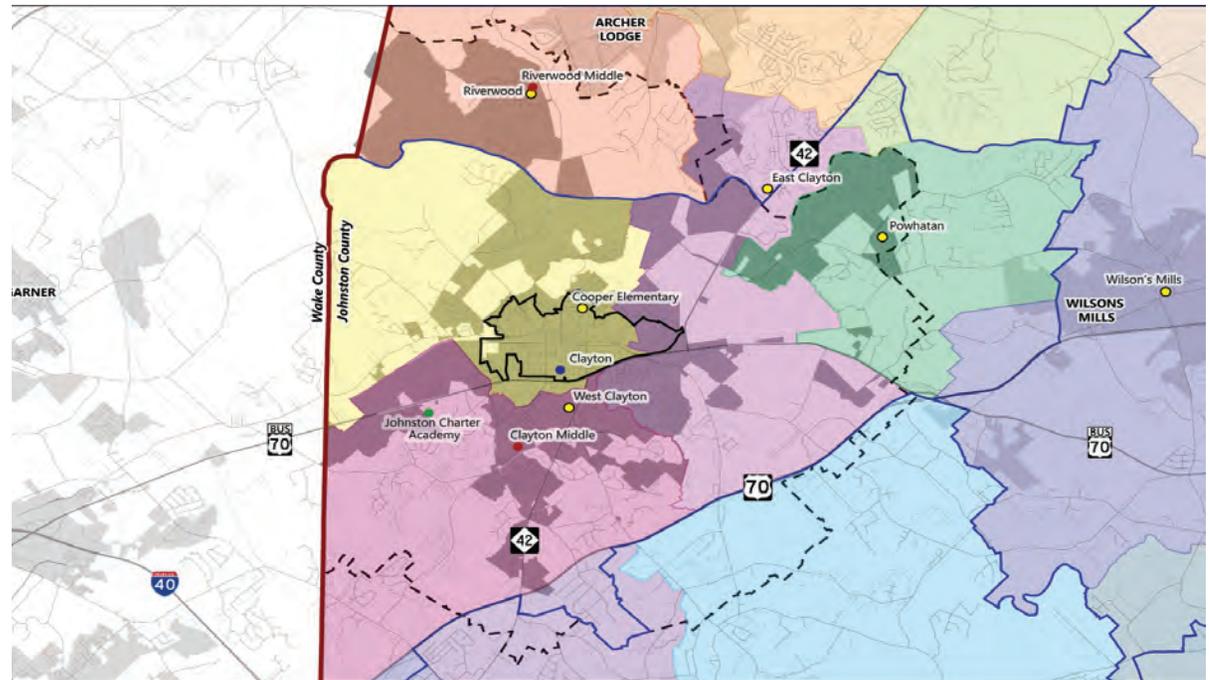


COMMUNITY SERVICES

Schools, Emergency Services, and Utilities all play a vital role in the success of a downtown. This analysis looked into the current services provided in the downtown area in order to better understand their influences on future growth and development.

SCHOOLS

The map to the right shows the Johnson County school districts and the location of schools within and around Clayton. The majority of Downtown Clayton residents are within the Cooper Elementary service area. However, the south eastern part of downtown, past the intersection of Main and Business 70 is within the East Clayton Elementary service area. Downtown Clayton is also within the Riverwood Middle School District and the Clayton High School District. Clayton High School is the only school located within the downtown area.



▲ School Districts + School Locations



Clayton High School enrolled 2,050 students for the 2021-2022 school year with a 90% graduation rate

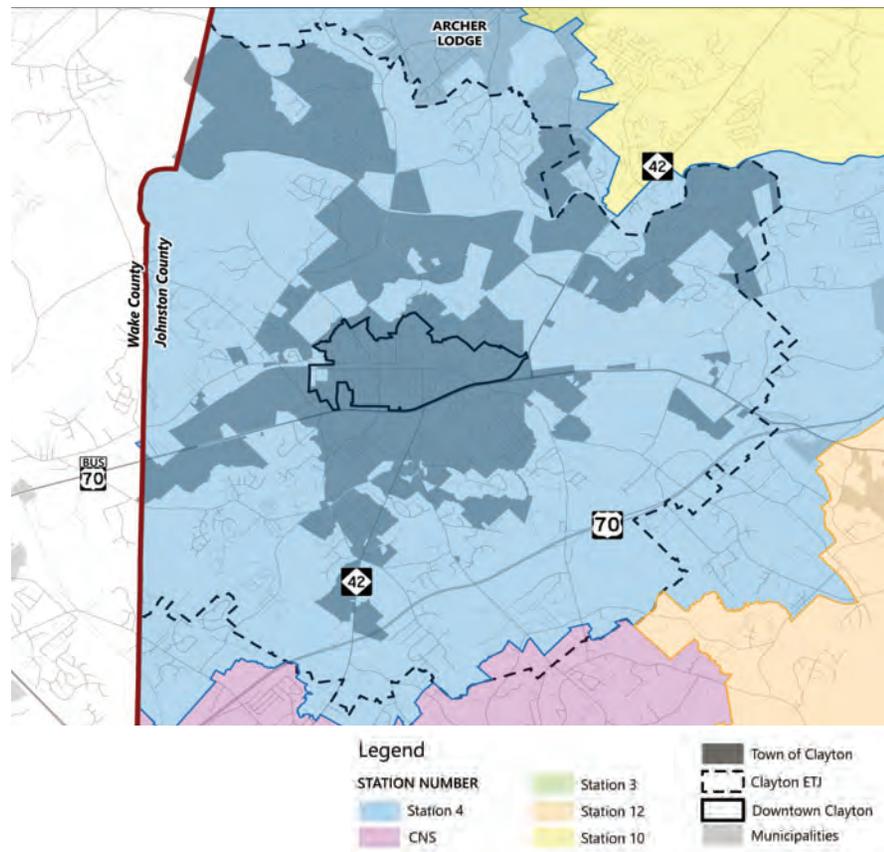




PUBLIC SAFETY

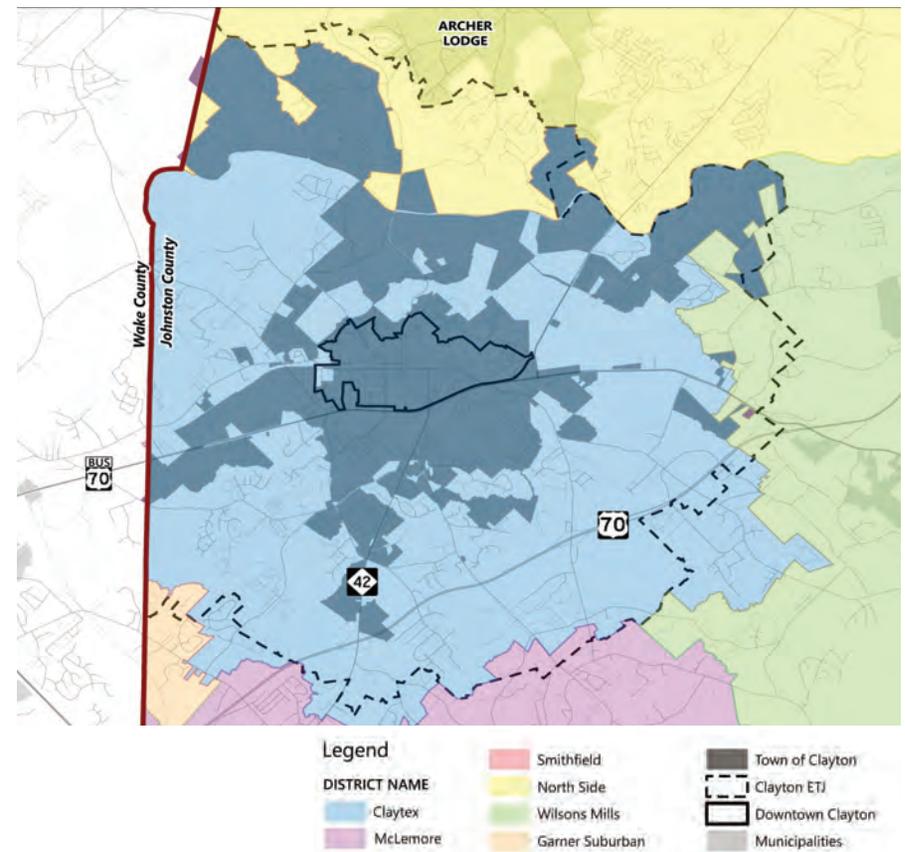
EMS Service

The Emergency Management Division of Johnson County is divided into service areas by station. The County operates out of 15 stations and has a fleet of 23 ambulances and other response vehicles. All of the Town of Clayton and its ETJ are within the Station 4 District.



Fire Service

Fire Service in the Town of Clayton is provided by the Clayton Fire Department. Clayton Fire Department serves both the Clayton District (Town limits of Clayton) and the Claytex District (suburban/rural unincorporated areas around the Town). The service area is shown in Blue on the below map. The Clayton Fire Department responds to more than 2,500 incidents annually and operates out of two stations: one in Downtown Clayton and the other located at 800 NC Hwy 42 East.





PUBLIC UTILITIES

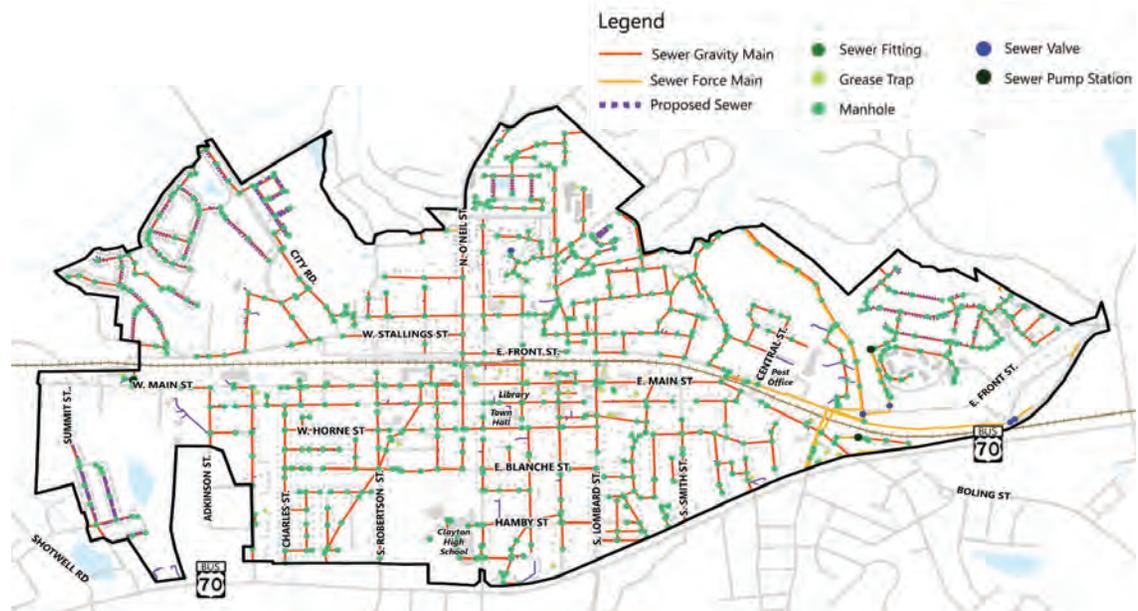
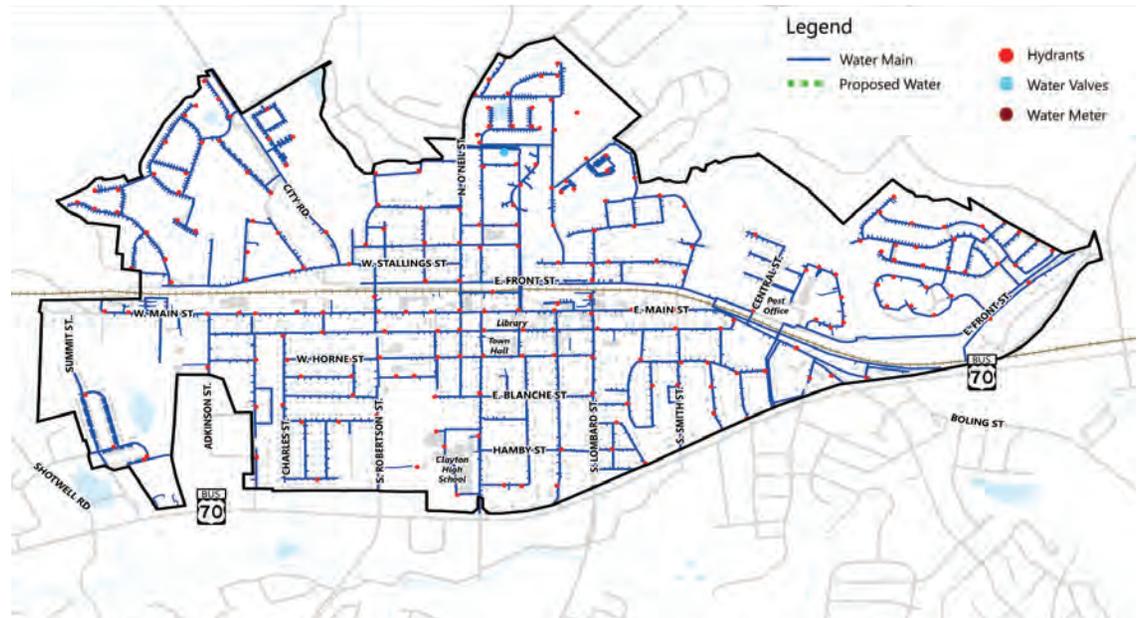
The Town of Clayton Water Resources Department provides public water and sewer service throughout Town. The department maintains more than 146 miles of water lines and 173 miles of sewer lines to residents and business owners in the Town. The maps include both existing infrastructure and proposed new lines. Thorough water and sewer system studies should be a part of planning efforts for the 10-year time frame to come. Any system deficiencies found should be included in CIP planning over the next 5 years to facilitate future development in the 10-year time frame and beyond.

Water Service

As shown on the map to the right, water is readily available in all of Downtown Clayton through an extensive system of water lines, valves, and hydrants. The Town of Clayton purchases its water from Johnson County Public Utilities whose treatment plant is outside of the Town of Wilson Mills. Water in the county is mainly sourced by the Neuse River.

Sewer Service

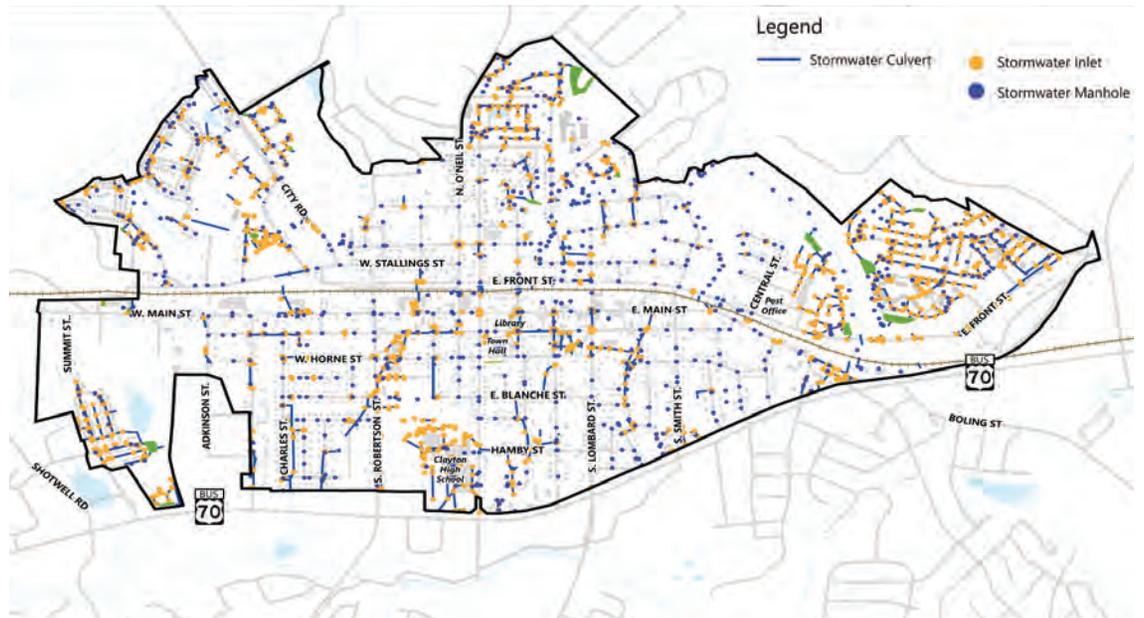
Sewer service is also available throughout the Downtown area. Sewer lines throughout Town are buried under the ground in the public right of way and under easements. Treatment of Wastewater in the City takes place at the Sam's Branch Water Reclamation Facility (SBWRF) which treated 590,356,692 gallons from July 2021-June 2022. The Town of Clayton also sends wastewater to Raleigh and Johnson County when the capacity at SBWRF is reached.





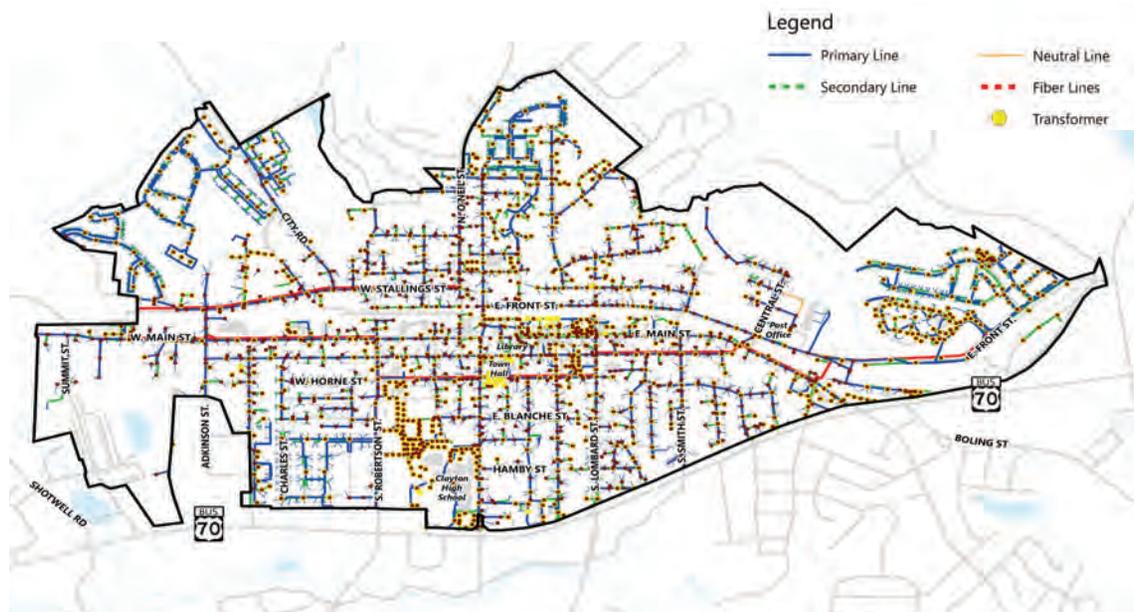
Stromwater Infrastructure

The map to the right illustrates the current stormwater infrastructure in Downtown Clayton. The engineering department is responsible for designing and monitoring storm water infrastructure in the town. Stormwater management is important to the town as drainage into storm drains and inlets can pollute the Town’s water source. As density in downtown increases and impervious surfaces expand, there is a higher amount of storm water run-off going into the system. Through implementing storm water management infrastructure, the town can better support growth and prevent pollution.



Electric Service

Clayton Public Power provides public electricity service within the Town via its own electric system. The town’s electric distribution service in Downtown Clayton is illustrated on the map. Power is supplied through the Sheraon Harris Nuclear Power Plant which the Town of Clayton owns a percentage of. The Town first began providing service to residents and commercial businesses in 1913 and has continued to provide electricity since in order to ensure residents have a reliable source of energy.





04-C

COMMUNITY ENGAGEMENT

IN THIS CHAPTER
COMMUNITY ENGAGEMENT
KEY TRENDS



COMMUNITY ENGAGEMENT

Introduction

During the development of the Plan, community input was gathered in a variety of ways to help guide the recommendations of the Downtown Master Plan. The community engagement methods included small group listening sessions, outreach at the Harvest Fest, an online survey, and public meetings held at Town Hall. Each of these provided opportunities for the community to provide their thoughts and ideas about the future of downtown. A summary of the input received during the process is provided below.

Staff + Stakeholders Meetings September 12-13, 2022

On September 12 – 13, small groups of subject matter experts and downtown stakeholders were interviewed to gain a better understanding of the key issues and challenges concerning downtown and future opportunities. The meetings were held at Town



Hall and included property owners, business owners, developers, department heads, elected officials, volunteer board members, arts community, public library, tourism staff, economic development experts, and others. The consulting team also participated in a downtown tour to observe existing conditions and see firsthand some of the identified issues and opportunities. In addition, the consulting team held additional meetings with the North Carolina Railroad Company and other property owners outside of the first two meeting dates. The key issues identified during the listening sessions focused on public facilities, transportation, parking, housing, infrastructure, and downtown management. Raw notes from those workshop sessions can be found in the Appendix.

Public Facility Ideas

Town Hall and Library

As the Town of Clayton continues to experience growth, the Town's needs for additional staffing and resources are growing and expanding. As a result of the growth, the Town is outgrowing its facilities at Town Hall and the Library. The need to expand and grow public facilities presents an opportunity for the Town to leverage public investments in such a way as to encourage private investment in downtown. The development of new facilities can help drive the redevelopment of properties and public spaces, creating amenities to attract more people downtown, which in turn will help

create demand in the private sector for new businesses.

Public Space Design

While Town Square and Horne Square provide places for public gathering and enjoyment, they are also underutilized. Interviewees often commented that a redesign of each square could help activate the spaces on a more regular basis. New designs for the squares can include more creating places for people to gather and socialize, helping to make downtown more vibrant and fun.

Farmers' Market

During the meetings, participants reported the need for a covered building/structure to support the growing farmer's market. The market has continued to increase in popularity and is outgrowing its current location and facilities.

Permanent Festival Infrastructure

The desire for more festivals continues to be a growing challenge. There is a need for more infrastructure to support more regular festivals and events. Several of the meeting participants mentioned the need for a stage(s), bathrooms, storage, strategically located support infrastructure for electricity, water, and similar utility needs.



Transportation Input

Almost everyone that was interviewed was concerned about pedestrian safety in downtown. The ability to safely cross Main Street was the most commonly mentioned issue within that topic. Meeting participants discussed short-term opportunities to improve crosswalk areas and long-term solutions that included a new streetscape design for Main Street. As part of the safe pedestrian crossing topic, interviewees often mentioned heavy trucks utilizing Main Street. The heavy trucks create a safety issue where the corners are tighter in downtown, and they also create noise and vibration impacts for people that are walking, sitting, or dining close to the street.

Many people also mentioned the barriers to connect to downtown from adjacent neighborhoods. Some of the streets have adequate sidewalks, and like in the core of downtown, some streets present challenges, especially at the railroad crossing on the north side of downtown.

In general, some interviewees mentioned the need to improve gateways and entrances into downtown, including some enhancements to the existing wayfinding system.

Another transportation related topic included the potential for a commuter rail station location in downtown. While, such a project

is down the road, participants pointed out the need to develop a plan now to begin preparing for the potential of a developing a commuter rail station in downtown. Below are the major transportation needs and concerns that were repeated throughout the public engagement process:

- › Divert through trips from downtown Clayton.
- › Provide more transportation options:
 - Improved sidewalk connectivity
 - Safe routes for bicycle traffic
 - Transit for local trips (like a trolley)
 - Transit for trips to the greater RTP area (like a commuter rail)
- › Improve traffic patterns.
- › Widen roads.
- › Provide easier access to downtown, whether via vehicle or active transportation.
- › Increase parking.
- › Provide more crosswalk locations.
- › Provide more accessibility for wheelchair users for parking, on sidewalks, and getting into stores.
- › Provide a parking garage or more off-street parking.

Parking Concerns

One of the main issues in almost every downtown is parking. During the meetings, it was often pointed out that many of the spaces on Main Street were occupied by employees or business owners all day. Several of the meeting

participants inquired about conducting a short term one-to-two-week parking inventory to identify the frequency and location of where vehicles were parked for extended periods of time. This brief analysis would help clarify the extent and location of issue. In addition to on-street parking opportunities in downtown, interviewees inquired about potential off-street parking improvements and increase supply of those spaces. Several people mentioned the potential to utilize areas adjacent to the railroad. Many of the people interviewed suggested that separate areas for employee parking be identified so that prime customer parking areas would remain open for visitors.

Housing Opportunities

As housing needs and access is growing in the region, opportunities should be developed in downtown. Several mentioned a need for apartments in downtown and more single-family options close to downtown. Stakeholders also mentioned the need for live





work options with housing above retail shops.

Infrastructure Summary

Although there is a desire to see more development in the downtown, there are some infrastructure constraints, especially related to stormwater compliance. Many recent projects in downtown that were proposed for undeveloped sites with no preexisting paved or impervious surfaces were unable to make it through the stormwater permitting requirements. There are significant requirements for the handling of stormwater on “green” sites that make it difficult to meet on a smaller downtown parcel that may be much easier to construct in a suburban setting with more land to handle stormwater. This will be a challenge for any new construction on those undeveloped sites. However, any properties that already have a structure or impervious surface can be redeveloped without meeting many of those requirements. In addition to the stormwater infrastructure constraint, the water and wastewater collection systems are aging and will need to be upgraded in the future.

Downtown Management

Currently, it is not the responsibility of one organization or person to be in charge of the management of downtown. In the past, there has been a staff person in charge to manage work of the non-profit downtown group and projects and initiatives in downtown.

Today, several Town staff split time to keep things moving forward. While those efforts are working, ideally, one individual would be responsible for the downtown. Some mentioned that the work of the downtown organization could be supported by a **downtown municipal service district [under discussion]** to help fund projects, programs, and services within the downtown.

Related to the management of downtown is the regulatory environment that influences what gets developed where, what it looks like, and how it functions. During the interviews, signage regulations, outdoor cafes, parking, and zoning were mentioned as sometimes being unclear or perceived to be in the way of redevelopment. There was also some discussion about the downtown fire district and its impact on potential upper story residential uses.

Key Themes from the Listening Sessions

Seven key themes emerged as the initial listening sessions were concluded. The identified issues and challenges were captured as follows.

Prepare for Rapid Growth

The Town is growing and population projections are not showing any signs of slowing down any time soon.

Update Public Facilities

As a result of the growth, there is a need for an expanded library and town hall. There is also a need for a farmer’s market venue with a more formalized space and structure.

Improve the Public Realm

The redesign of the two squares and a new Main Street streetscape will help activate and continue the growth and development of downtown. This should include support infrastructure including public restrooms.

More Residents Living Downtown

There are a number of planned apartments and housing options around the downtown. Additional opportunities should be explored for creating housing in downtown.

Commuter Rail

Where is the best location for a commuter rail station in Clayton? Where is the best opportunity for a return on investment?

Direction of Future Growth

Opportunities are emerging on Second, First, and Front Streets with the east and west ends of Main Street needing improved pedestrian connections to expand downtown.

Regulatory Reform

It is important to make it straightforward to develop, open a business, or plan an event in downtown.



Harvest Festival
October 29, 2022

At the Town’s annual Harvest Fest, a display was setup at the Town of Clayton booth to receive community input on the Downtown Master Plan. Over 60 people were engaged during the event, helping to raise awareness about the downtown planning process and to receive input on ideas, likes, and dislikes related to downtown. People that stopped by also had the opportunity to ask questions about the process and discuss potential solutions.

The primary purpose for this early stage of public engagement is to raise awareness of the plan’s development, and to “take the temperature” of local residents as to what their core community values are as well as to better understand the elements of downtown that are most important to them and their interaction with their downtown. Results of that exercise are as follows:



Community Values

The following tallies from a dot exercise held at the Harvest Festival resulted in an enhanced understanding of the community values most important to Clayton’s residents:

Entertainment + Recreation	56 Votes
Culture + Arts	52 Votes
Historic Preservation	52 Votes
Economic Vitality	40 Votes
Equity + Inclusion	31 Votes
Health + Wellness	30 Votes
Universal Design + Access	20 Votes
People + Community	11 Votes

The results show that Clayton is about enjoyable experience, celebrating heritage, and

staying economically strong going forward.

Streets + Connectivity

Visitors were asked to do the same exercise to identify what elements are street level are of most concern for them:

Parking + Access	47 Votes
Buses, Bikes + Rail	47 Votes
Streetscape Improvements	45 Votes
Roads + Traffic	37 Votes
Lighting + Safety	19 Votes
Branding + Wayfinding	11 Votes

The results show parking, multi-modal transit, improved pedestrian environment, and traffic to be of primary importance to residents.



Future Downtown Clayton

The final of the three dot exercises held at the Harvest Festival looked at those downtown elements that they'd most like to see more of through implementing this plan:

Bars + Restaurants	83 Votes
Parks, Plazas + Greenways	56 Votes
Fun + Entertainment	50 Votes
Public Art + Culture	39 Votes
Education Opportunities	21 Votes
Homes + Apartments	6 Votes
Technology	6 Votes

In keeping with the Community Values results, the folks in Clayton are about experiences and outdoor activity. Programmable spaces and urban open spaces might be welcome additions to the future downtown plan.



Public Input Workshop

December 14, 2022

A public input workshop was planned and held at Town Hall on the evening of December 14th. Unfortunately, turnout was incredibly low due to concurrently scheduled local events. As a result, the workshop was rescheduled with a significant advertisement and outreach effort to ensure better turnout.

Public Input Workshop

February 28, 2023

The rescheduled public input workshop was held at Town Hall on the evening of February 28th. Attendance was much better the second

time. Meeting participants heard presentations about the public survey results, the downtown market analysis, and the key planning themes that emerged during the listening sessions. An opportunity was also provided for meeting attendees to talk about their ideas for opportunities in downtown. At each meeting, experts in transportation, economic development, urban design, architecture, and planning were in attendance to answer questions and discuss concepts. A total of 50 people participated in the public meeting.





Online Community Survey November, 2022

As part of the Town of Clayton Downtown Master Plan process, a community survey was conducted throughout the month of November (2022). During that time, more than 1,000 people (1,089 total) participated in the community survey. The following paragraphs provide details on the responses received from residents, business owners, and others affiliated with Downtown Clayton.

Affiliation with Clayton

Just over half of those who took the community survey live within the Town of Clayton, and almost half live outside of the Town in Johnston County. About 12% work within the Town, while about 5% own a property downtown and 2% own a business downtown. Those who selected “none of the above” were asked to provide additional information and many of these shared that they live just outside of the Town / have a Town address / go to Town schools / utilize all of Town’s commercial and personal amenities. The vast majority either lived in Clayton for years, live close-by, or work in or near Clayton.

Age of Respondents

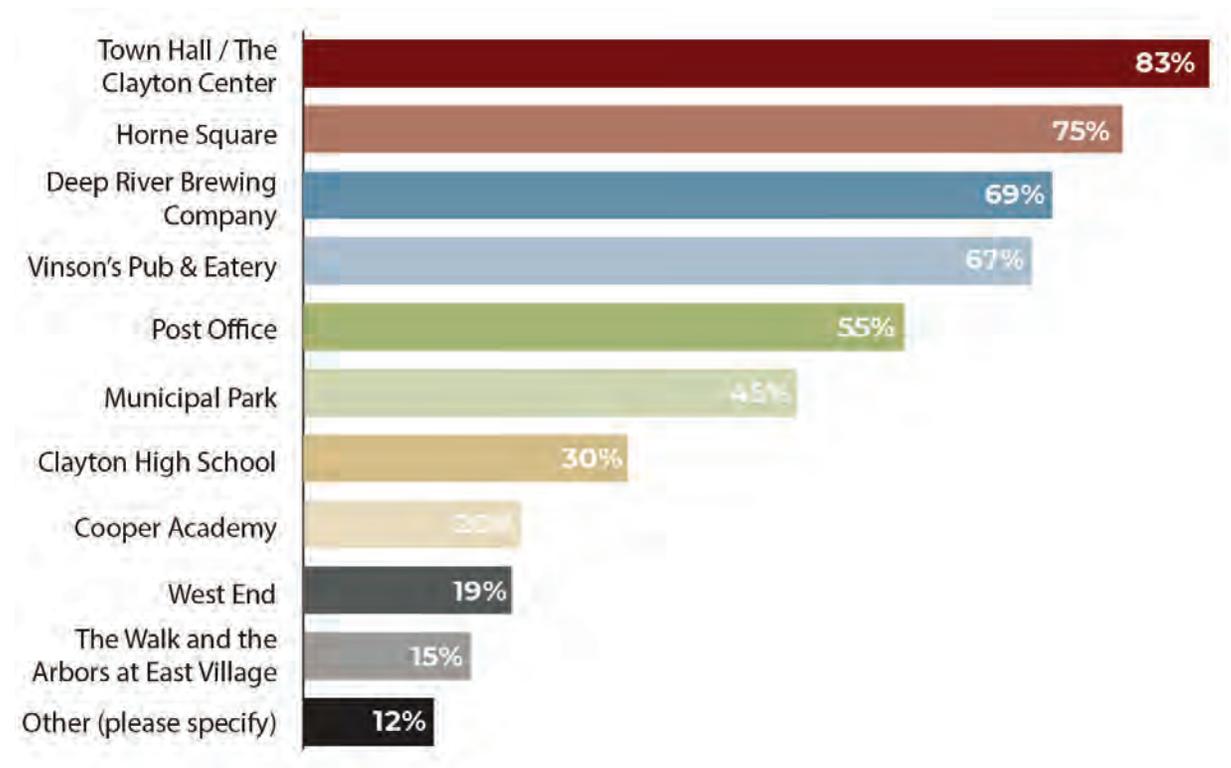
Almost half of the survey respondents (44%) are between the ages of 36 and 50. Just over one-quarter are between the ages of 25 and 35, and approximately 21% are between the

ages of 51 and 65. Only about 30 respondents are between the ages of 18 and 24 and just 3 people under the age of 18 took the survey. About 7% of participants are over the age of 65 years old. Interestingly, this survey had a larger participation rate from 20 to 40 year olds than an average community survey.

Which of these places do you consider to be part of Downtown Clayton?

Most people who took the community survey consider Town Hall, Horne Square, Deep River

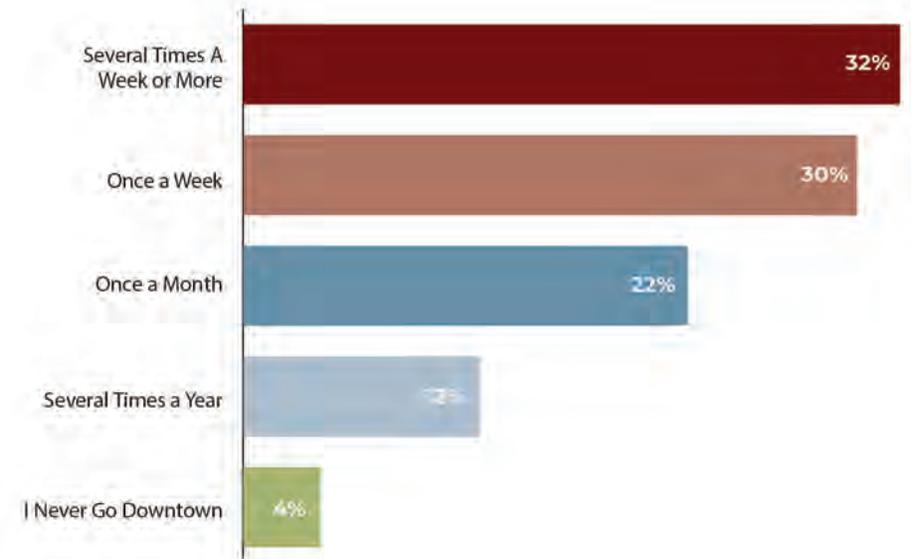
Brewing Company, and Vinson’s Pub and Eatery to be within Downtown Clayton. There is less assurance about other listed spaces. Survey respondents had the opportunity to write in responses to this question as well and there were a range of places and boundaries described as Downtown Clayton. The top responses were Manning’s Restaurant, Boulevard West Coffee Shop, Main Street, Clayton Steak House, Crawford Cookshop, and Lee’s Produce.





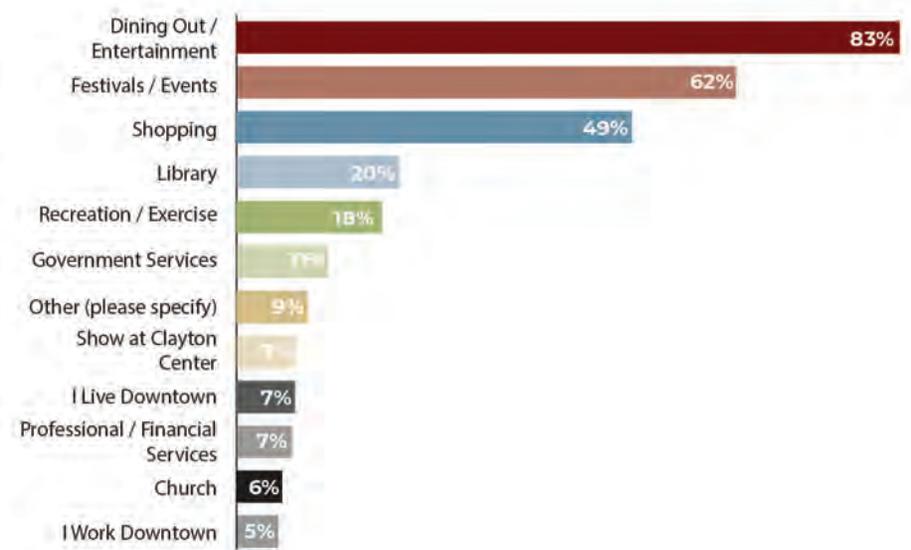
How often do you visit Downtown Clayton?

The majority (62%) of survey respondents visit Downtown Clayton at least once per week. About 22% visit once per month and 12% visit several times a year. About 4% of survey respondents never go downtown. When asked why they do not go downtown, many respondents shared that there is not enough safe parking, there is not much to do, there is a need for better restaurants, and it is too crowded/ there's too much traffic.



What are your primary reasons for visiting Downtown?

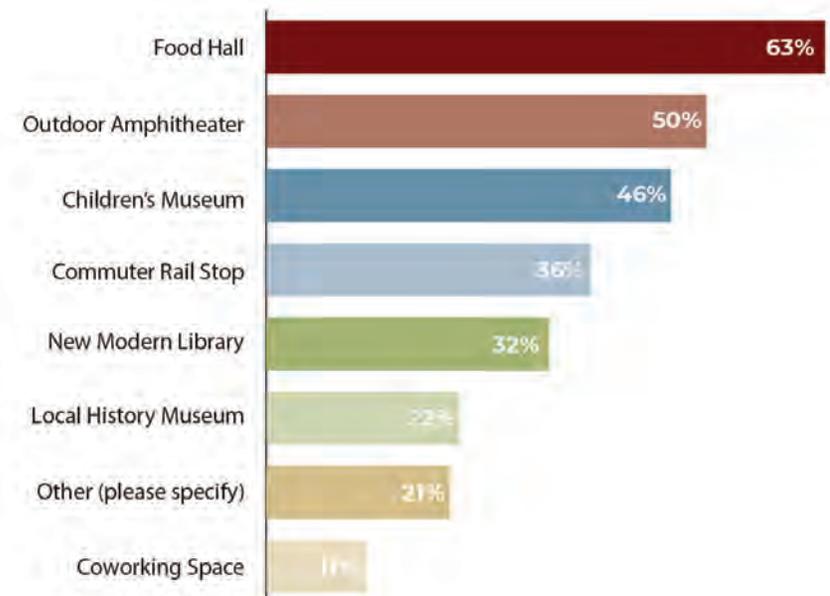
Most people who took the community survey visit Downtown Clayton to dine out / seek entertainment, or to attend festivals and events. About half of survey respondents also visit downtown to go shopping. About 95 respondents selected "other" and the most repeated reasons included for personal services and errands, school / day care / or musical lessons, and the farmer's market. Additional repeated responses include to walk around, visit coffee shops, drive through, visit the post office, visit friends, and get drinks.





Are there any locations that you would like to see located Downtown?

When asked about things survey respondents would like to see downtown, almost two-third of respondents selected “food hall.” Approximately half of those who took the survey would also like to see an outdoor amphitheater / performance area with stage or a children’s museum / active play area. About one-third of respondents are interested in a commuter rail stop and a new modern library. A couple hundred people also selected “other” and the top requests spelled out here include more restaurants, additional local stores, activities / entertainment, a park or recreational area, more bars, better parking, and family-friendly places to explore.



What would make you want to visit downtown more often?

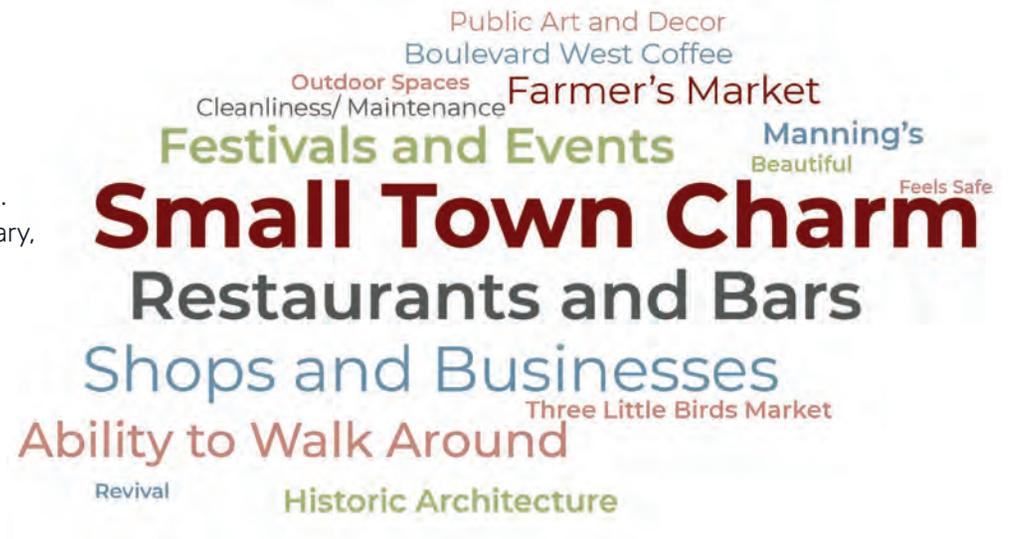
The table below lists all of the things that ten or more survey respondents said would make them visit downtown more frequently. The number one request was for a larger variety of restaurants. This was followed by a greater variety of shopping and entertainment, as well as improved parking facilities and things for kids to do. Generally speaking, requests centered around adding more attractors and improving existing facilities and appearances.

# OF RESPONSES	WHAT WOULD MAKE THEM VISIT
402	More Restaurant Options
228	A Larger Variety of Shops / Businesses
215	More Entertainment
127	A Parking Deck / More Parking
91	Things for Kids to Do
48	Bar / Drinking Establishments
41	Parks / Recreation
28	Another Coffee Shop
27	Aesthetic Improvements
27	Improve Traffic Flow or Widen Roads
25	Improve Pedestrian and Blke Connections
24	Better Business Hours
23	A Bakery / Dessert / Bagel Shop
16	A Bigger Library (more programming, better hours)
14	Less Development / Construction
14	A Gathering Space



What is your favorite thing about downtown?

The most common “favorite thing” about Downtown Clayton is its small-town feel / charm / atmosphere. This is followed by its restaurants and bars, shops and businesses, festivals and events, and walkability. All responses which were stated by more than 15 respondents are shown in the word cloud (in a summarized manner). Additional top favorites not shown in the word cloud include the library, entertainment, Deep River Brewery, the ease of parking, and Main Street Jewelry.



Tell us your least favorite thing about downtown.

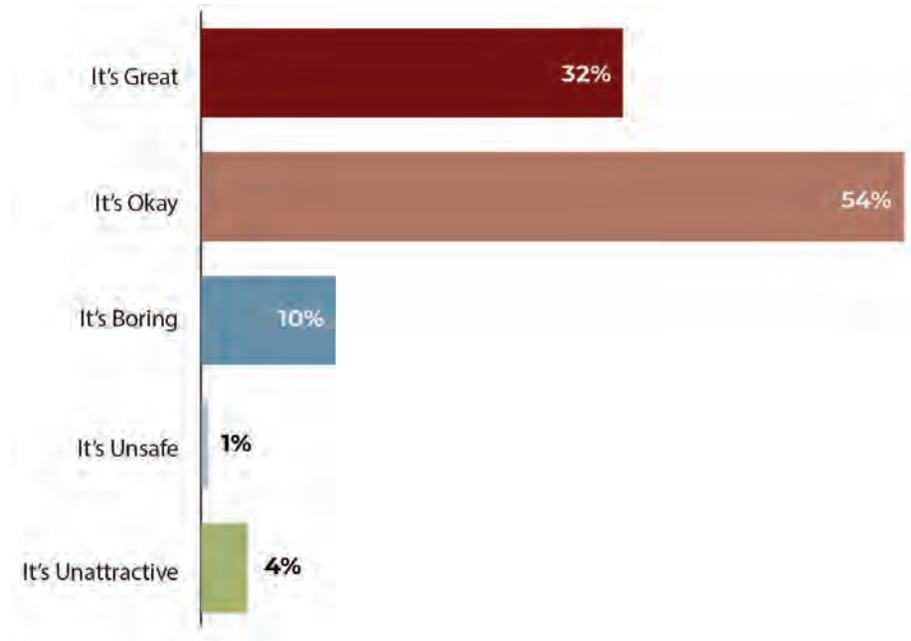
The word cloud below lists the least favorite things that were described by ten or more survey respondents. By far, the parking situation was listed as the least favorite element of downtown. Additional things that people do not like are the lack of variety of things to do, the amount of traffic in and around downtown, the overall appearance, and the pedestrian environment.





What is your overall perception of downtown?

Just over half of those who took the community survey feel that downtown is okay. About one-third of respondents think that it's great and about 10% think it's boring. Very few people find Downtown Clayton to be unsafe or unattractive. Almost 100 people provided comments on this question and many stated that downtown has a lot of potential but it could be improved; that it is moving in the right direction; there are a range of aesthetic improvements which could be made (building face lifts, greenery, etc.); and that there is not a lot to do downtown.



If you had an opportunity to live downtown, would you?

Just over half of those who took the community survey would not consider living in Downtown Clayton. About 27% might consider living downtown, and about 22% would consider living downtown. Respondents were able to provide comments on this question and almost 500 did so. The most common comments included people preferring larger lots and bigger homes than are available downtown (140 responses); some would enjoy being able to walk to everything (57 responses); some feel downtown is too crowded or too trafficked (40 responses); some already have a home elsewhere (38 responses); some feel utilities are too expensive (34 responses); that there isn't enough to do downtown yet (27 responses); that it wouldn't work for their family or current life stage (23 responses); and that they already live downtown (21 people) or close-by (19 people).

How easy or difficult is it for you to park downtown?

Almost half of survey respondents think it is easy to park in Downtown Clayton. Almost 36% of respondents find parking difficult, while between 7% and 10% find it either very easy or very difficult to park downtown. Almost 150 respondents also submitted comments related to this question and the most often-repeated comments were that it depends on the day and time of day, and that it is only difficult when there are festivals or events going on. About ten people stated that more parking is needed, while some specified that they typically walk over or that it depends on where you are going. Some also commented that the streets are too narrow or traffic is too heavy for parallel parking and that there is a need for handicap spaces. A number of comments also centered around it depending on the location you are trying to park in.



What do you think about paving sections of First Street and adding parking areas along the railroad corridor behind Main Street businesses?

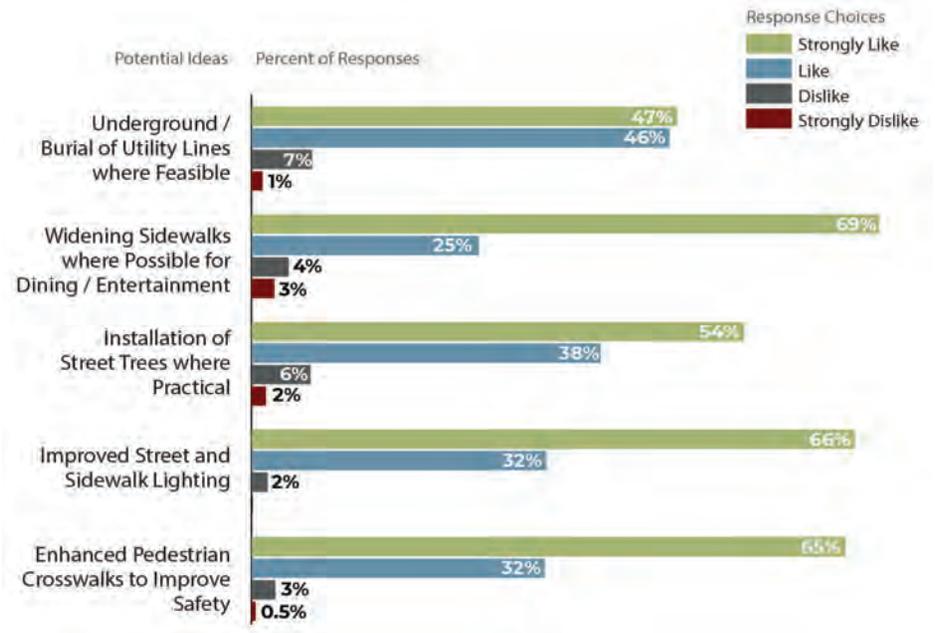
The vast majority of respondents (91%) feel that it is a good idea to pave sections of First Street and add parking areas along the railroad corridor behind Main Street businesses. Less than 100 people selected that this is “not needed.” About 90 respondents submitted comments related to this question and these generally reiterated their response to this idea. The most frequent comment was that there isn’t a need for this parking now, but it could exist if there is greater business and restaurant growth in the future. Other common refrains include that it is already used for parking and doesn’t need to be paved, that it should maintain some greenery / trees, that it would be good if it gets parking off Main Street, and that they are not sure about this idea. Some general

The Master Plan will consider the design, appearance, safety, and function of Main Street. Please tell us your preference.

Almost everyone who took the community survey either likes or strongly likes the idea of burying utility lines where feasible (93%), widening sidewalks for outdoor dining and entertainment areas (94%), installing street trees where practical (92%), improving street and sidewalk lighting (98%), and enhancing pedestrian crosswalks (97%). The graphic above displays exactly how favorable each option is on a scale from “strongly like” to “strongly dislike.” Many respondents added comments to this question but they generally explained their reasoning for selecting their answers and there were not a lot of repeated comments.

What is your experience as a pedestrian in downtown?

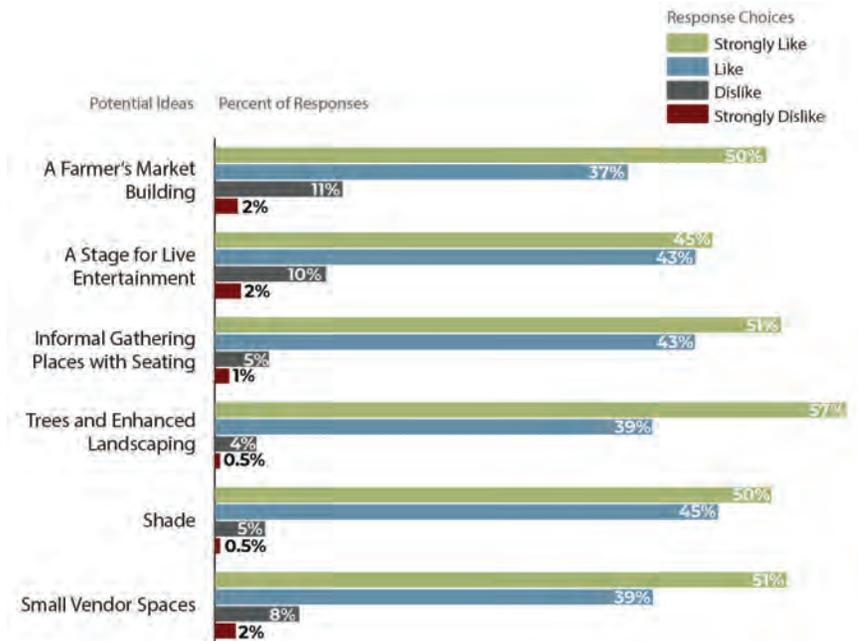
A little over half of those who participated in the community survey said that they enjoy walking in downtown. A little over a third of respondents are cautious when crossing intersections, and about 6% feel unsafe as a pedestrian in downtown. Only 4% of respondents have never walked in downtown. More than 100 respondents submitted comments related to this question and more than half of them focused on the difficulty crossing the street, or seeing pedestrians crossing the street. Many stated a need for more, well-marked pedestrian crossings, slowing down traffic, reducing traffic, improving sidewalk connectivity, and enhancing aesthetic elements to enrich the pedestrian experience.





The Master Plan will consider the design, appearance, and function of public spaces. Please tell us your preference for improvements to these spaces.

Most of those who participated in the community survey either like or strongly like the ideas of a farmer’s market (87%), a stage for live entertainment (88%), informal gathering places with seating (94%), trees and enhanced landscaping (96%), shade (95%), and small vendor spaces (90%). The graphic above displays exactly how favorable each option is on a scale from “strongly like” to “strongly dislike.” Approximately 40 people submitted comments related to this question but they generally reiterated or expanded on their responses; very few comments were repeated.



Would you support the creation of a Social District in the Downtown Clayton business district?

The majority of survey respondents (80%) would support the creation of a Social District within the Downtown Clayton business district. About 200 people selected would not support the creation of a Social District. About 90 respondents submitted comments related to this question and these generally expanded on their responses. The most common comments included concerns about this ruining the family atmosphere or posing public safety concerns; and that it would depend on the details and location. Many people were in support of the idea but others were worried about the logistics of it.

Do you think the downtown commercial area should be expanded outside of its current boundary?

About two-thirds of those who participated in the community survey feel that Downtown Should be expanded outside of its current boundary. Approximately one-third of respondents do not feel that way. 90 people submitted comments on this question. More than one-third of these were people who were not certain, mostly because they weren't sure of the current boundary. Additional common comments include that West End and Deep River should be included; that as long as it stays small and remains largely historic, small businesses; and that the focus should be on filling existing empty buildings and needs within the current boundary first. Additional less-frequently repeated comments focused on explaining people's responses.

