

**Agenda Item:**

Request for Board of Commissioners Action  
September 18, 2012

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To: Honorable Board of Commissioners  
From: Tommy Combs, Interim Manager  
Subject: **Ward Farm Village Preliminary Plat**

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**Overview**

John Freshwater, on behalf of Ward Farm, LLC., is requesting preliminary plat approval for Ward Farm Village subdivision, located on Deer Island Rd. in Swansboro. The subdivision will consist of 43 lots on 13.83 acres.

The property is within the town limits, and will be served by ONWASA water and sewer. The property is currently zoned R-8 SF, and will be developed under the Residential Cluster Development Regulations in Article 13.

**Recommendation**

The Planning Board reviewed the preliminary plat for Ward Farm Village at their August 28, 2012 regular meeting. The board voted unanimously to recommend approval of the plat as designed, however, they acknowledged that the sidewalk placement requirement under Section 20-21 of the Subdivision Ordinance was not met.

**Action Needed**

Motion to approve or deny the preliminary plat for Ward Farm Village.

**Attachments**

Staff Report  
Estimated Traffic Generation  
Phasing Plan  
Environmental Assessment  
Preliminary Plat

### **Article 13. Residential Cluster Development Regulations**

- 1) Section 13-1: Purpose and Intent; Definition. The preliminary plat appears to conform to the description provided in Section 13-1 of a Residential Cluster Development.
- 2) Section 13-2: Area; Permitted Districts, Exemption; Street Access; Open Space(s); Density; Dimensional Standards. The preliminary plat appears to meet the minimum dimensional requirements under Section 13-2.
- 3) Section 13-3: Maximum Density Requirements. The preliminary plat appears to conform to the maximum density requirements under Section 13-3.
- 4) Section 13-4: Minimum Dimensional Standards. The preliminary plat appears to conform to the minimum dimensional standards under Section 13-4. This information has also been provided on the face of the plat.
- 5) Section 13-5: Zero (0) Side and/or Rear Yard Setbacks. N/A
- 6) Section 13-6: Private Streets. Allowed pursuant to the subdivision regulations, see comments below.
- 7) Section 13-7: Compliance with Subdivision Standards. See comments provided below.

### **Article 20. Subdivision Regulations**

- 1) Section 20-3: Conformance with Official Plans. The preliminary plat appears to conform to the principles, goals, and objectives of Comprehensive Plan and other officially adopted plans and policies of the town.
- 2) Section 20-9: Thoroughfare Plan. See comments provided under Section 20-15.
- 3) Section 20-13: Procedures for Plat Approval. The preliminary plat appears to meet the requirements of Section 20-13.
- 4) Section 20-14: Sight Line of Intersection. The preliminary plat appears to conform to the requirements of Section 20-14.
- 5) Section 20-15: General. The preliminary plat appears to conform to the requirements of Section 20-15. Note that when a tract to be subdivided adjoins any part of a thoroughfare as designated by an officially adopted Town Thoroughfare Plan, that part of the proposed public right-of-way shall be dedicated as public right-of-way within the subdivision plat. Deer Island Rd. was identified as a minor thoroughfare in the 1993 Town of Swansboro Thoroughfare Plan which showed a proposed connection to the downtown area (the Deer Island Crosstown Connector). This connection was never established, and Deer Island Rd. exists as a dead-end road, so for the purposes of the subdivision review, it has not been considered a designated thoroughfare.
- 6) Section 20-17: Lots. The requirements of Section 20-17 appear to have been met.
- 7) Section 20-18: Streets. The requirements of Section 20-18 appear to have been met. A street lighting plan will be provided by Progress Energy for the first 10 lots.
- 8) Section 20-19: Blocks. The requirements of Section 20-19 appear to have been met.

- 9) Section 20-20: Utilities and Stormwater Management. The requirements of Section 20-20 appear to have been met. As-built drawings are required within 30 days of the completion or installation of all utility, stormwater, street, park, and recreational improvements.
- 10) Section 20-21: Sidewalks. The requirements of this section appear to have been met except for the requirement that the edge of the sidewalk must be one foot from the property line. This requirement is not met on Lots 7-13 due to a greenway easement proposed adjacent to the right-of-way. Staff feels that the intent of the ordinance has been met, and considers this to be a design consideration that the Board can review as a part of the plat review and approval.
- 11) Section 20-32: Parks and Recreation Space Requirements. A cash payment in lieu of land dedication for parks and recreation space will be required at the time of final plat approval unless a variance is approved by the Board of Commissioners.
- 12) Section 20-33: Number of Review and Filing Copies to be Submitted. Two 18 x 24 prints and one 11 x 17 print are to be submitted for filing of the plat following the approval by the Board of Commissioners.
- 13) Section 20-34: Required Information on Minor, Sketch, and Major Subdivisions. The requirements of Section 20-34 appear to have been met.
- 14) Section 20-35: Documents and Written Information in Addition to Maps and Plans. Certification from ONWASA that the proposed utility systems are or will be adequate to handle the proposed development and that all necessary easements have been provided has not been received, however, staff held a technical review of the plan with representatives from ONWASA present. ONWASA has commented that the water line and LP sewer system which will serve this development was sized to handle future connections.

An estimated traffic generation memo was provided by Brandon Ashton, P.E., showing that the estimated daily trips generated by the subdivision would be 395. Article 19 requires a traffic impact study if estimated trips generated by the development exceed 400 per day.

Information on a time schedule for phasing has been provided. The initial phase will consist of 10 lots. Subsequent phases will be market dependent.

A statement addressing the subdivision's environmental impact has been provided.

- 15) Section 20-36: Certificates and Endorsements. The requirements of Section 20-36 appear to have been met.
- 16) Section 20-39: Wording for Map Certificates and Statements. The requirements of Section 20-39 appear to have been met.

Brandon C. Ashton, P.E.  
201 N. Front Street, Ste 501  
Wilmington, NC 28403

Phone: 910.389.9446  
Email: bcashton@gmail.com

## MEMORANDUM

**TO:** David Newsom, P.E.  
John Freshwater, P.E.  
**FROM:** Brandon Ashton, P.E.  
**DATE:** August 17, 2012  
**PROJECT:** Ward Farm Village - Swansboro, NC  
**SUBJECT:** Estimated Traffic Generation



Estimated traffic generated by the proposed Ward Farm Village development was calculated using the US Environmental Protection Agency's (EPA) Trip Generation Tool for Mixed-Use Developments. The EPA calculation tool accounts for the reduction in motor vehicle traffic typically experienced in mixed land use communities. As stated on the EPA website, "research has consistently shown that neighborhoods that mix land uses, make walking safe and convenient, and are near other development allow residents and workers to drive significantly less if they choose. In fact, research has found that in the most centrally located, well-designed neighborhoods, residents drive as little as half as much as residents of outlying areas<sup>1</sup>." The following aspects of the Ward Farm Village warrant consideration as a mixed use community:

- Development concept is pedestrian oriented and promotes walking to adjacent land uses rather than driving.
- Dwelling placement is near the street with front porch requirements, fronting on sidewalks that connect to parks, greenways, and the community's commercial district.
- Primary parking is in the rear of each dwelling.
- The development will include pedestrian interconnections to adjacent land.
- The development is in close proximity (i.e., walking distance) to the following land uses:
  - Post office
  - Grocery store
  - Drugstore
  - Fitness Center
  - Barber & Beauty salon
  - Restaurants
  - Hotel with internet, conference/banquet rooms available

<sup>1</sup> [http://www.epa.gov/dced/mxd\\_tripgeneration.html](http://www.epa.gov/dced/mxd_tripgeneration.html)

- The community includes dedicated pedestrian, bicycle, golf cart routes, and easements to the downtown historic district.

The EPA tool, freeware developed by EPA in partnership with Fehr & Peers Transportation Consultants, is based on standards established in the Institute of Transportation Engineers (ITE) Trip Generation Manual. The stated purpose of the tool is to assist local government staff, consultants, and developers with estimating trips generated by a new mixed-use community.

The site characteristics shown in the Preliminary Subdivision Plat for Ward Farm Village were used as input values into the EPA trip generation tool. This Preliminary Subdivision Plat, dated August 8, 2012, is included as Appendix A. The estimated trip generations that were computed by the EPA tool are shown in Table 1. Appendix B displays the output from the EPA tool.

**Table 1 – Estimated Traffic Generated by Ward Farm Village**

Results	Estimated Daily Trips Generated	Number of Proposed Lots (Single Family Dwelling Units Only) <sup>1</sup>	Resulting Dwelling Unit Multiplier <sup>2</sup>
Raw (unadjusted)	478	43	11.12
Final (with mixed-use reductions)	<b>395</b>	43	9.18

Note:

1. Single family dwelling units = ITE classification code 210
2. This multiplier was calculated by dividing estimated trips generated by number of proposed lots. The ITE Trip Generation Manual (1988) recommends a multiplier between 6.4 to 12.7 (with an average multiplier of 9.5) for single family dwelling units. The EPA calculation tool identifies the ITE average multiplier for single family dwelling units as 9.57.

As displayed in Table 1, the estimated traffic generated for the Ward Farm Village development is 395 trips per day (including the trip reductions associated with a mixed use community). This traffic generation result equates to a dwelling unit multiplier of 9.18, closely approximating the average multiplier identified in the ITE Trip Generation Manual. This multiplier also falls in the middle of the manual's recommended range of 6.4 to 12.7.

Based on the prevalence of mixed land use surrounding the proposed development, a dwelling unit multiplier less than 9.18 could be justified. A smaller dwelling unit multiplier would further reduce estimated traffic generated by Ward Farm Village (i.e., below the calculated 395 trips per day).

Please contact me by phone at (910) 389-9446 or by email at bcashton@gmail.com if you have any questions or require additional information.

**APPENDIX A**  
**WARD FARM VILLAGE SITE PLAN**  
**(1 SHEET)**

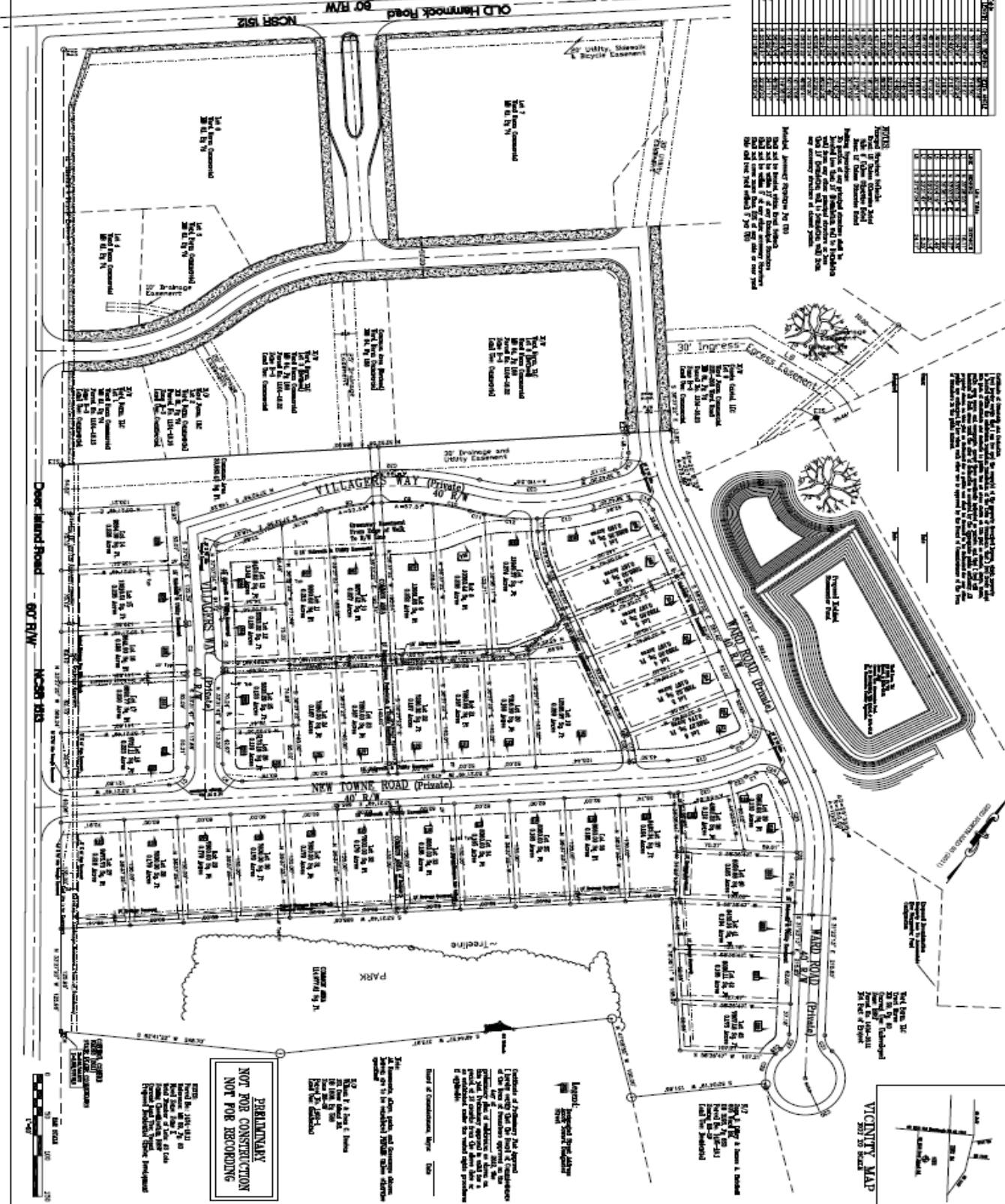


DATE	NO.	NAME	AGE
1901	1	JOHN	10
1902	2	MARY	12
1903	3	JOHN	15
1904	4	MARY	18
1905	5	JOHN	20
1906	6	MARY	22
1907	7	JOHN	25
1908	8	MARY	28
1909	9	JOHN	30
1910	10	MARY	32
1911	11	JOHN	35
1912	12	MARY	38
1913	13	JOHN	40
1914	14	MARY	42
1915	15	JOHN	45
1916	16	MARY	48
1917	17	JOHN	50
1918	18	MARY	52
1919	19	JOHN	55
1920	20	MARY	58
1921	21	JOHN	60
1922	22	MARY	62
1923	23	JOHN	65
1924	24	MARY	68
1925	25	JOHN	70
1926	26	MARY	72
1927	27	JOHN	75
1928	28	MARY	78
1929	29	JOHN	80
1930	30	MARY	82
1931	31	JOHN	85
1932	32	MARY	88
1933	33	JOHN	90
1934	34	MARY	92
1935	35	JOHN	95
1936	36	MARY	98
1937	37	JOHN	100
1938	38	MARY	102
1939	39	JOHN	105
1940	40	MARY	108
1941	41	JOHN	110
1942	42	MARY	112
1943	43	JOHN	115
1944	44	MARY	118
1945	45	JOHN	120
1946	46	MARY	122
1947	47	JOHN	125
1948	48	MARY	128
1949	49	JOHN	130
1950	50	MARY	132
1951	51	JOHN	135
1952	52	MARY	138
1953	53	JOHN	140
1954	54	MARY	142
1955	55	JOHN	145
1956	56	MARY	148
1957	57	JOHN	150
1958	58	MARY	152
1959	59	JOHN	155
1960	60	MARY	158
1961	61	JOHN	160
1962	62	MARY	162
1963	63	JOHN	165
1964	64	MARY	168
1965	65	JOHN	170
1966	66	MARY	172
1967	67	JOHN	175
1968	68	MARY	178
1969	69	JOHN	180
1970	70	MARY	182
1971	71	JOHN	185
1972	72	MARY	188
1973	73	JOHN	190
1974	74	MARY	192
1975	75	JOHN	195
1976	76	MARY	198
1977	77	JOHN	200
1978	78	MARY	202
1979	79	JOHN	205
1980	80	MARY	208
1981	81	JOHN	210
1982	82	MARY	212
1983	83	JOHN	215
1984	84	MARY	218
1985	85	JOHN	220
1986	86	MARY	222
1987	87	JOHN	225
1988	88	MARY	228
1989	89	JOHN	230
1990	90	MARY	232
1991	91	JOHN	235
1992	92	MARY	238
1993	93	JOHN	240
1994	94	MARY	242
1995	95	JOHN	245
1996	96	MARY	248
1997	97	JOHN	250
1998	98	MARY	252
1999	99		

**Effects of training on teachers.** The 10 teachers who received the training were interviewed before and after the training. The teachers were asked to rate their confidence in their ability to identify and respond to students with special needs. The teachers were also asked to rate their confidence in their ability to identify and respond to students with special needs. The teachers were also asked to rate their confidence in their ability to identify and respond to students with special needs.



After Collections:	
Field exp. - 1972/73	(1200 hrs.)
Thermal - 1972/73	(1200 hrs.)
Thermal - 1973/74	(1200 hrs.)
Thermal - 1974/75	(1200 hrs.)
Thermal - 1975/76	(1200 hrs.)
Thermal - 1976/77	(1200 hrs.)
Thermal - 1977/78	(1200 hrs.)
Thermal - 1978/79	(1200 hrs.)
Thermal - 1979/80	(1200 hrs.)
Thermal - 1980/81	(1200 hrs.)
Thermal - 1981/82	(1200 hrs.)
Thermal - 1982/83	(1200 hrs.)
Thermal - 1983/84	(1200 hrs.)
Thermal - 1984/85	(1200 hrs.)
Thermal - 1985/86	(1200 hrs.)
Thermal - 1986/87	(1200 hrs.)
Thermal - 1987/88	(1200 hrs.)
Thermal - 1988/89	(1200 hrs.)
Thermal - 1989/90	(1200 hrs.)
Thermal - 1990/91	(1200 hrs.)
Thermal - 1991/92	(1200 hrs.)
Thermal - 1992/93	(1200 hrs.)
Thermal - 1993/94	(1200 hrs.)
Thermal - 1994/95	(1200 hrs.)
Thermal - 1995/96	(1200 hrs.)
Thermal - 1996/97	(1200 hrs.)
Thermal - 1997/98	(1200 hrs.)
Thermal - 1998/99	(1200 hrs.)
Thermal - 1999/00	(1200 hrs.)
Thermal - 2000/01	(1200 hrs.)
Thermal - 2001/02	(1200 hrs.)
Thermal - 2002/03	(1200 hrs.)
Thermal - 2003/04	(1200 hrs.)
Thermal - 2004/05	(1200 hrs.)
Thermal - 2005/06	(1200 hrs.)
Thermal - 2006/07	(1200 hrs.)
Thermal - 2007/08	(1200 hrs.)
Thermal - 2008/09	(1200 hrs.)
Thermal - 2009/10	(1200 hrs.)
Thermal - 2010/11	(1200 hrs.)
Thermal - 2011/12	(1200 hrs.)
Thermal - 2012/13	(1200 hrs.)
Thermal - 2013/14	(1200 hrs.)
Thermal - 2014/15	(1200 hrs.)
Thermal - 2015/16	(1200 hrs.)
Thermal - 2016/17	(1200 hrs.)
Thermal - 2017/18	(1200 hrs.)
Thermal - 2018/19	(1200 hrs.)
Thermal - 2019/20	(1200 hrs.)
Thermal - 2020/21	(1200 hrs.)
Thermal - 2021/22	(1200 hrs.)
Thermal - 2022/23	(1200 hrs.)
Thermal - 2023/24	(1200 hrs.)
Thermal - 2024/25	(1200 hrs.)
Thermal - 2025/26	(1200 hrs.)
Thermal - 2026/27	(1200 hrs.)
Thermal - 2027/28	(1200 hrs.)
Thermal - 2028/29	(1200 hrs.)
Thermal - 2029/30	(1200 hrs.)
Thermal - 2030/31	(1200 hrs.)
Thermal - 2031/32	(1200 hrs.)
Thermal - 2032/33	(1200 hrs.)
Thermal - 2033/34	(1200 hrs.)
Thermal - 2034/35	(1200 hrs.)
Thermal - 2035/36	(1200 hrs.)
Thermal - 2036/37	(1200 hrs.)
Thermal - 2037/38	(1200 hrs.)
Thermal - 2038/39	(1200 hrs.)
Thermal - 2039/40	(1200 hrs.)
Thermal - 2040/41	(1200 hrs.)
Thermal - 2041/42	(1200 hrs.)
Thermal - 2042/43	(1200 hrs.)
Thermal - 2043/44	(1200 hrs.)
Thermal - 2044/45	(1200 hrs.)
Thermal - 2045/46	(1200 hrs.)
Thermal - 2046/47	(1200 hrs.)
Thermal - 2047/48	(1200 hrs.)
Thermal - 2048/49	(1200 hrs.)
Thermal - 2049/50	(1200 hrs.)
Thermal - 2050/51	(1200 hrs.)
Thermal - 2051/52	(1200 hrs.)
Thermal - 2052/53	(1200 hrs.)
Thermal - 2053/54	(1200 hrs.)
Thermal - 2054/55	(1200 hrs.)
Thermal - 2055/56	(1200 hrs.)
Thermal - 2056/57	(1200 hrs.)
Thermal - 2057/58	(1200 hrs.)
Thermal - 2058/59	(1200 hrs.)
Thermal - 2059/60	(1200 hrs.)
Thermal - 2060/61	(1200 hrs.)
Thermal - 2061/62	(1200 hrs.)
Thermal - 2062/63	(1200 hrs.)
Thermal - 2063/64	(1200 hrs.)
Thermal - 2064/65	(1200 hrs.)
Thermal - 2065/66	(1200 hrs.)
Thermal - 2066/67	(1200 hrs.)
Thermal - 2067/68	(1200 hrs.)
Thermal - 2068/69	(1200 hrs.)
Thermal - 2069/70	(1200 hrs.)
Thermal - 2070/71	(1200 hrs.)
Thermal - 2071/72	(1200 hrs.)
Thermal - 2072/73	(1200 hrs.)
Thermal - 2073/74	(1200 hrs.)
Thermal - 2074/75	(1200 hrs.)
Thermal - 2075/76	(1200 hrs.)
Thermal - 2076/77	(1200 hrs.)
Thermal - 2077/78	(1200 hrs.)
Thermal - 2078/79	(1200 hrs.)
Thermal - 2079/80	(1200 hrs.)
Thermal - 2080/81	(1200 hrs.)
Thermal - 2081/82	(1200 hrs.)
Thermal - 2082/83	(1200 hrs.)
Thermal - 2083/84	(1200 hrs.)</

[illegible]

**PRELIMINARY**  
**NOT FOR CONSTRUCTION**  
**NOT FOR RECORDING**

**APPENDIX B**  
**EPA TRIP GENERATION TOOL:**  
**CALCULATION RESULTS**  
**(2 PAGES)**



MIXED USE TRIP GENERATION MODEL V4 - RESULTS



MODEL APPLICATION - ALL TRIPS

Number of "Raw" ITE Trips Subject to Model Predicted Probabilities:		Daily			AM Peak Hour			PM Peak Hour		
		HBW	HBO	NHB	Total	HBW	HBO	NHB	Total	Total
Internal Capture	Walking External	3.18%	3.18%	7.04%	4.19%	3.18%	3.18%	7.04%	3.40%	7.04%
	Transit External	0.79%	7.78%	10.43%	6.14%	0.79%	7.78%	10.43%	3.49%	10.43%
		30.37%	1.45%	2.34%	11.24%	30.37%	1.45%	2.34%	19.87%	2.34%

Number of Trips:		Daily			AM Peak Hour			PM Peak Hour		
		HBW	HBO	NHB	Total	HBW	HBO	NHB	Total	Total
Internal Capture	Walking External	56	70	98	224	7	3	1	12	6
	Transit External	13	165	135	314	2	8	2	11	1
		514	31	30	575	64	1	0	65	54

Net Number of IXI Vehicle Trips	1165	1928	1132	4225	144	93	16	253	123	98	359
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External Vehicle Trips			
Results	Raw	Net	Reduction %
Daily	5,338	4,225	21%
AM Peak Hour	341	253	26%
PM Peak Hour	462	359	22%

## MODEL APPLICATION - TRIP ENDS ASSOCIATED WITH HOUSES IN THE PROJECT ONLY

Number of "Raw" ITE Trips Subject to Model Predicted Probabilities:									
	Daily			AM Peak Hour			PM Peak Hour		
	HBW	HBO	NHB	Total	HBW	HBO	NHB	Total	Total
Internal Capture	3.18%	3.18%	7.04%	3.58%	3.18%	3.18%	7.04%	3.27%	3.62%
Walking External	0.79%	7.78%	10.43%	6.53%	0.79%	7.78%	10.43%	4.67%	5.99%
Transit External	30.37%	1.45%	2.34%	7.80%	30.37%	1.45%	2.34%	14.62%	10.14%
Number of Trips:									
Internal Capture	3	10	3	17	1	1	0	1	2
Walking External	1	25	5	30	0	2	0	2	3
Transit External	30	5	1	36	5	0	0	6	5
Net Number of IXXI Vehicle Trips generated by Project Residences									
	69	287	40	395	12	18	1	31	40

Results	External Vehicle Trips		
	Raw	Net	Reduction %
Daily	478	395	17%
AM Peak Hour	40	31	22%
PM Peak Hour	49	40	19%

**Holland, Jennifer**

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**From:** John R. Freshwater [johnfh2o@ec.rr.com]  
**Sent:** Sunday, August 19, 2012 3:03 PM  
**To:** Holland, Jennifer  
**Cc:** Ashley Melton; David Newsom  
**Subject:** Ward Farm Village

Jennifer,

We briefly discussed a time schedule for phasing of the staged development of Ward Farm Village. I don't remember if you still need something in writing or not. Just in case and in an effort to provide whatever may be helpful to you, my recollection of the relevant points follows.

Phase 1 = 10 lots (1, 2, 3, 7, 8, 9, 10, 11, 12, 13). We intend to begin the site & utility construction for these first 10 lots as soon as permissible. As we have a potential home buyer, we may bond uncompleted improvements ASAP in order to begin construction of their home concurrent with the remaining infrastructure.

The number of future phases, their timing, et cetera are totally market dependent.

As Ward Shore Builders, Inc is to construct the 43 homes, if the first 10 are completed and sold in a year (from completion of the infrastructure), we would be VERY pleased. If this occurred we would likely proceed with the remaining 33 lots in two phases a year to 18 months apart.

I hope this is useful. Please let me know of any questions or concerns.

Thank you,  
John

John R. Freshwater, P.E.  
Crystal Coast Engineering, PA  
205-3 Ward Road  
Swansboro, NC 28584  
ph 910-325-0006  
fax 910-325-0060

**Ward Shore Builders, Inc.**

Ashley L. Melton  
(910) 539-5600 Fax: 866-316-9981  
ashleymelton@ec.rr.com

**MEMORANDUM**

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To: Jennifer Holland, CFM  
Planner  
Town of Swansboro  
502 Church Street  
Swansboro, NC 28584

From: Ashley Melton  
Re: Ward Farm Village environmental impact

August 19, 2012

The proposed development shall comply with or exceed all local, state and federal environmental requirements. Further, the thoughtful subdivision planning by Allison Ramsey Architects, Inc. (1003 Charles Street, Beaufort, SC 29902, 843-986-0559) embraces the natural environment as an integral prioritized element of the subdivision.

Natural area is to be preserved that typically would not be. Additional green spaces are to be created. In addition, pedestrian connection and other linkages to a future park in the adjoining traditional business district begin to speak to the efforts to enhance the health and quality of life of residents.

Specific to the information requested within the Town UDO, there are no known historically significant or similarly important areas impacted by the proposed development. Adjacent ecologically fragile areas (wetlands) are buffered beyond all regulatory requirements by inclusion in the preserved natural common area.

Also specific to the information requested by the Town UDO, the Ward Farm Village development's impacts on pedestrians (as well as bicyclists) are, by design, positive. By placement and means of access to the homes and garages, front porch requirements, proximity to sidewalks, interrelationships with the adjoining traditional business district and distance to grocery shopping, et cetera, safe, healthful, pedestrian activity is promoted. Future construction of pedestrian, bicycle and golf cart access to Shore Drive (and thereby the historic district) as well as progress on the Town's Bicycle Plan are facilitated by the overall development of Ward Farm and shall well serve the residents of Swansboro as well as Ward Farm Village.

Finally, via the Town UDO, it is requested that traffic impacts be addressed. Please see the memorandum provided by Brandon C. Ashton, P.E. regarding estimated project traffic generation. Note that the minimum threshold triggering a more extensive traffic analysis was not met. Please also note that there will be a greater awareness of viable alternatives for many short trips as a resident walks out their front door in Ward Farm Village.