

Agenda Item:
Request for Board of Commissioners Action
September 18, 2012

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

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.

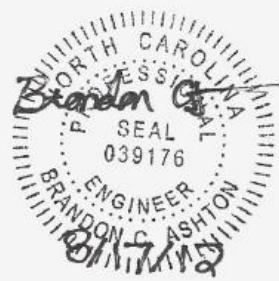
16) Section 20-39: Wording for Map Certificates and Statements. The requirements of Section 20-39 appear to have been met.

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 areas¹." 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

¹ 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) ¹	Resulting Dwelling Unit Multiplier ²
Raw (unadjusted)	478	43	11.12
Final (with mixed-use reductions)	<u>395</u>	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.

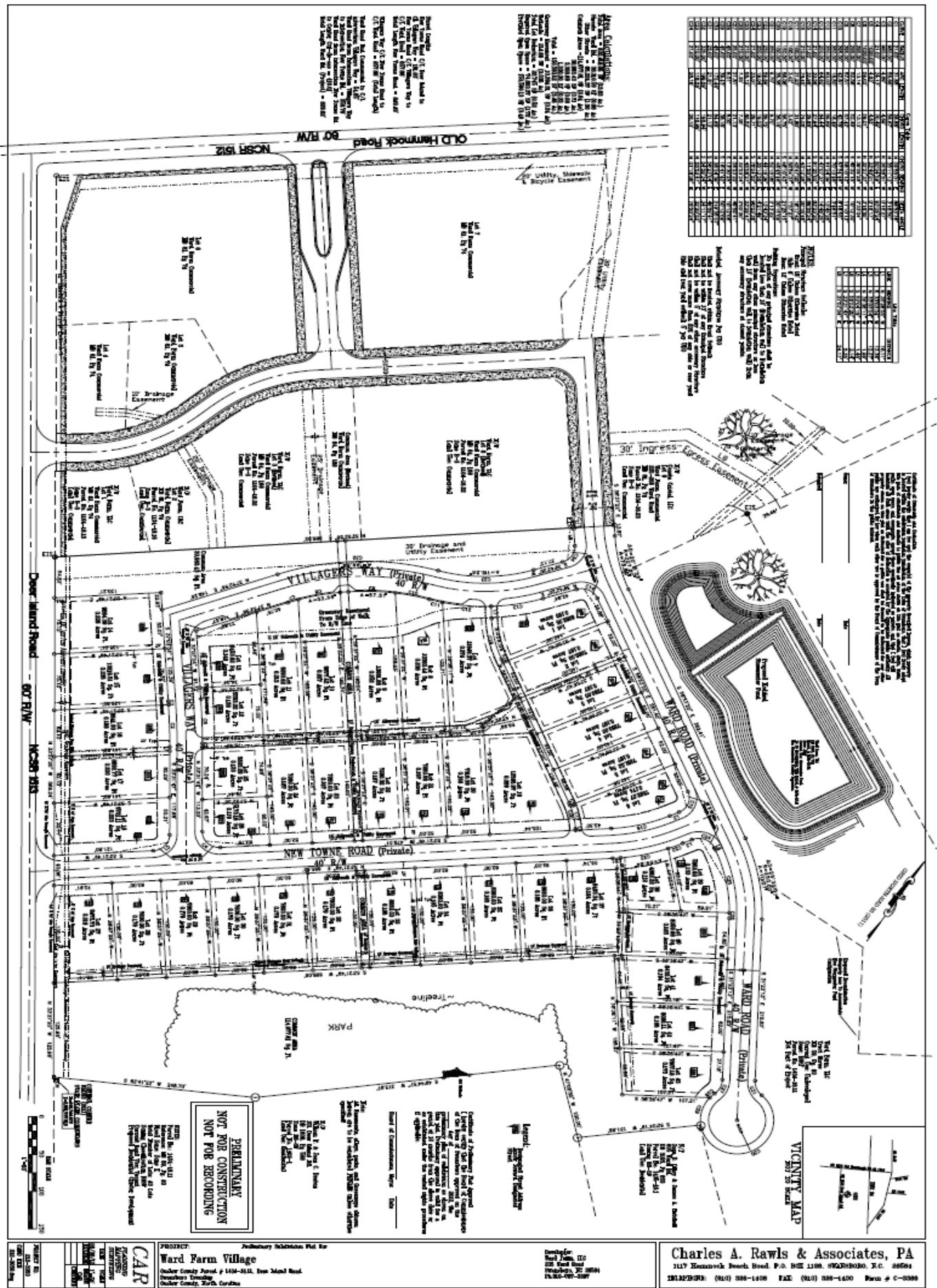
As displayed in Table 1, the estimated traffic generated for the Ward Farm Village development is 395 trips per day (including the trip reductions associated with a mixed use community). This traffic generation result equates to a dwelling unit multiplier of 9.18, closely approximating the average multiplier 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)

Brandon C. Ashton, P.E.



PRELIMINARY
NOT FOR CONSTRUCTION
NOT FOR RECORDING

PROJECT: *Postdoctoral Scholarships Fund for
Herd Farm Village*
Squier County Project # 1404-38-U, Box 35000 Road
Squier County, North Carolina

Donor for:
Mark Jones, DDC
222 Wood Road
Prestonbury, JC 3550
Ph. 316-777-3337

Charles A. Rawls & Associates, PA
1017 Hammock Beach Blvd. P.O. BOX 11000, SWANSHURF, N.C. 28584
TEL/FAX: (910) 388-1406 FAX: (910) 388-1400 Form # C-3388

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

MIXED USE TRIP GENERATION MODEL V4 - RESULTS

FEHR & PEERS

MODEL APPLICATION - ALL TRIPS

Number of "Raw" ITE Trips Subject to Model Predicted Probabilities:										Number of Trips:										Net Number of IXI Vehicle Trips										External Vehicle Trips		
Daily					AM Peak Hour					PM Peak Hour					Daily					AM Peak Hour					PM Peak Hour					Raw		
HBW		HBO		Total	HBW		HBO		Total	HBW		HBO		Total	HBW		HBO		Total	HBW		HBO		Total	Net		Reduction %					
Internal Capture	3.18%	7.04%	4.19%	5338	216	106	19	341	184	156	121	462	1747	2194	1396	5338	216	106	19	341	184	156	121	462								
Walking External	0.79%	7.78%	6.14%		3.18%	7.18%	3.18%		3.40%	3.49%	0.79%	3.18%		3.18%	7.04%	10.43%	3.40%	3.49%	0.79%	3.18%	7.04%	10.43%	3.18%	7.04%	10.43%	4.19%						
Transit External	30.37%	1.45%	2.34%		11.24%	10.43%	6.14%		19.87%	19.87%	30.37%	11.24%		19.87%	19.87%	19.87%	11.24%	10.43%	6.14%	19.87%	19.87%	19.87%	11.24%	10.43%	6.14%	5.64%						
Internal Capture	56	70	98		224	7	3		1	12	6	5		12	6	5		1	11	5	9		19									
Walking External	13	165	135		314	2	8		2	11	1	12		11	1	12		2	65	54	2	12		25								
Transit External	514	31	30		575	64	1		0	65	54	2		65	54	2		0	54	54	2	3		59								
Net Number of IXI Vehicle Trips	1165	1928	1132		4225	144	93		16	253	123	138		253	123	138		16	93	123	138		98			359						
Results	Daily		AM Peak Hour		PM Peak Hour		Daily		AM Peak Hour		PM Peak Hour		Daily		AM Peak Hour		PM Peak Hour		Daily		AM Peak Hour		PM Peak Hour		Raw							
	5.338		4.225		3.40%		3.49%		0.79%		19.87%		19.87%		19.87%		19.87%		19.87%		19.87%		19.87%		21%							
	341		253		3.40%		3.49%		0.79%		19.87%		19.87%		19.87%		19.87%		19.87%		19.87%		19.87%		26%							
	462		359		3.40%		3.49%		0.79%		19.87%		19.87%		19.87%		19.87%		19.87%		19.87%		19.87%		23.34%							

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

Holland, Jennifer

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

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.