

REQUEST FOR BOARD ACTION

HENDERSON COUNTY BOARD OF COMMISSIONERS

MEETING DATE: Monday, May 12, 2014

SUBJECT: Public Hearing for Rezoning Application #R-2014-03-C

PRESENTER: Parker Sloan, Planner

ATTACHMENTS:

1. Staff Report
2. Aerial Photo Map
3. Notice of Public Hearing
4. Certification of Notification of Public Hearing
5. Resolution of Consistency with CCP
6. Power Point Slides
7. Traffic Impact Assessment Summary
8. Site Plan

SUMMARY OF REQUEST:

Rezoning Application #R-2014-03-C, which was submitted on February 1, 2014, requests the County rezone approximately 5.6 acres of land. The applicant requests a rezoning from a Residential Two (R2) zoning district to an Office and Institutional Conditional (O&I - CD) zoning district. The subject area parcel is owned by Virginia Beatty and the applicant is Noelle McKay. (PIN: 9559-71-0445 & 9559-71-4280).

Conditional zoning districts are different from traditional zoning districts because they require a site plan for the proposed use(s) of the property and certain conditions or restrictions are placed on the property based on the proposed or allowable use(s). Conditional zoning district decisions are a legislative process subject to the same procedures as traditional zoning districts.

The Henderson County Planning Board considered rezoning application #R-2014-03-C at its regularly scheduled meeting on March 20, 2014. During that meeting, the Planning Board voted unanimously to send forward a unfavorable recommendation on rezoning application #R-2014-03-C to rezone the Subject Area to a Office and Institutional Conditional (O&I - CD) zoning district.

PUBLIC NOTICE:

Before taking action on the application, the Board of Commissioners must hold a public hearing. In accordance with §200A-314(C) and §200A-337(B) of the Henderson County Land Development Code and State Law, notices of the May 12, 2014, public hearing regarding rezoning application #R-2014-01 were published in the Hendersonville Tribune on May 1, 2014 and May 8, 2014. The Planning Department sent notices of the hearing via first class mail to the owners of properties adjacent to the Subject Area and the subject area property owner on April 28, 2014 and posted signs advertising the hearing on the Subject Area on April 25, 2014.

BOARD ACTION REQUESTED:

After holding the required hearing, the Board of Commissioners may approve, approve with modifications, or deny the application to rezone the Subject Area to an Office and Institutional Conditional (O&I - CD) zoning district. State law requires that the Board adopt a written statement of consistency with the County Comprehensive Plan (CCP). A draft resolution is provided.

Suggested Motion:

I move that the Board adopt the attached resolution regarding the consistency with the CCP.

I move that the Board approve, approve with modifications, or deny the proposed map amendment.

Henderson County Planning Department Staff Report

Rezoning Application #R-2014-03-C (R2 to CC-O & I)

Virginia Beatty, Owner
Noelle McKay, Housing Assistance Corporation, Applicant

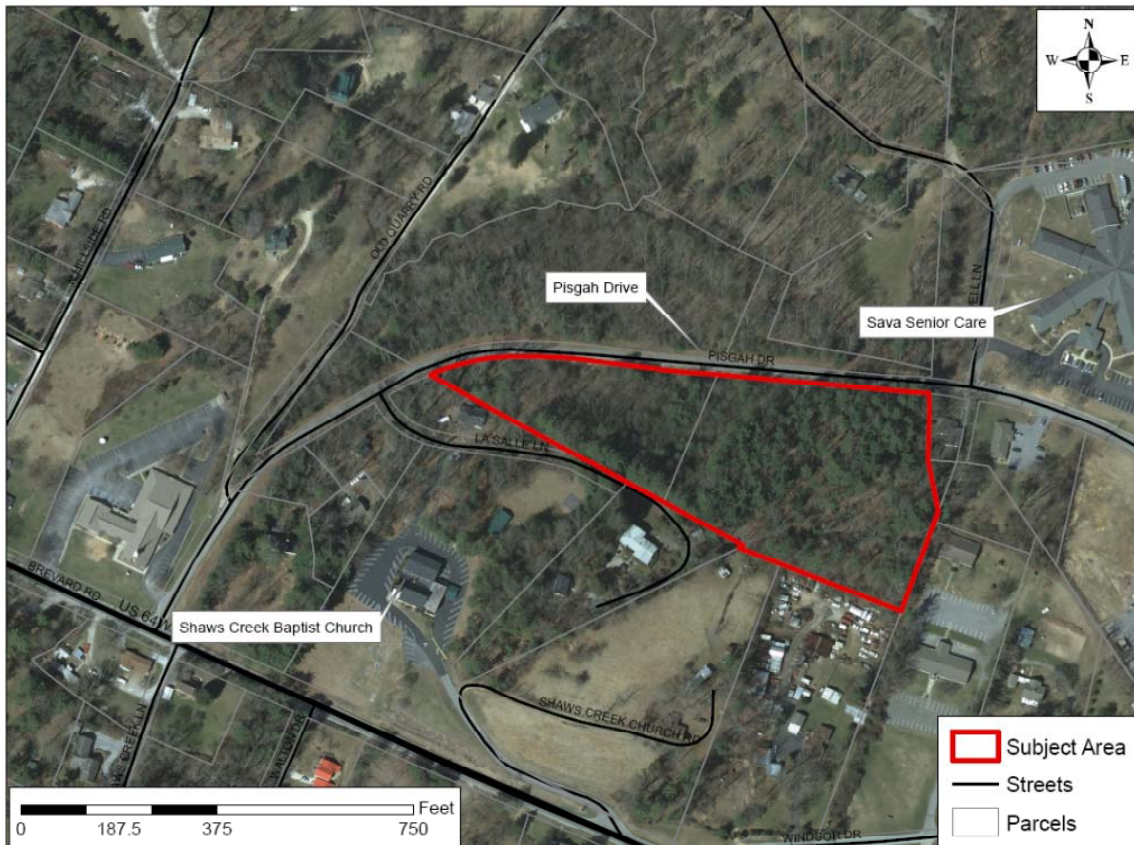
1. Rezoning Request

- 1.1. **Applicant:** Noelle McKay, Housing Assistance Corporation
- 1.2. **Property Owner:** Virginia Beatty
- 1.3. **PIN:** Southern portion of 9559-71-0445 and 9559-71-4280
- 1.4. **Request:** Rezone Subject Area from an R2 (Residential Two) zoning district to a CC-O and I district (Office & Institutional Conditional District).
- 1.5. **Size:** Approximately 5.5 acres of land.
- 1.6. **Location:** The Subject Area is off of Pisgah Drive (S.R. 1302)
- 1.7. **Subject Area** (See Map A)

2. Site Plan Details

- 2.1. **Number of units:** 64 total with 20 1Br, 28 2Br, and 16 3Br units
- 2.2. **Site Density:** 11.6 dwelling units per acre

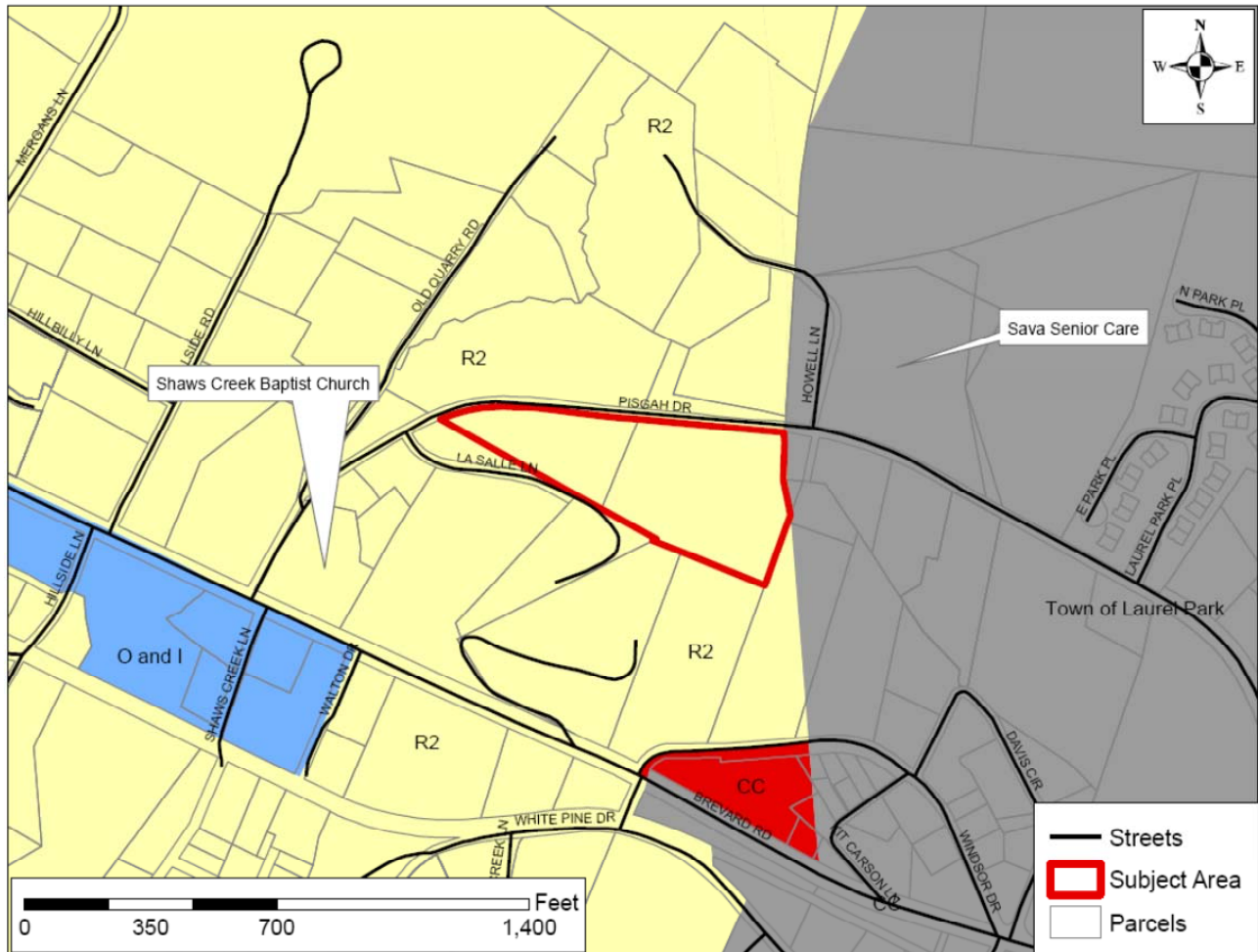
Map A: Map of Subject Area



3. Current Zoning

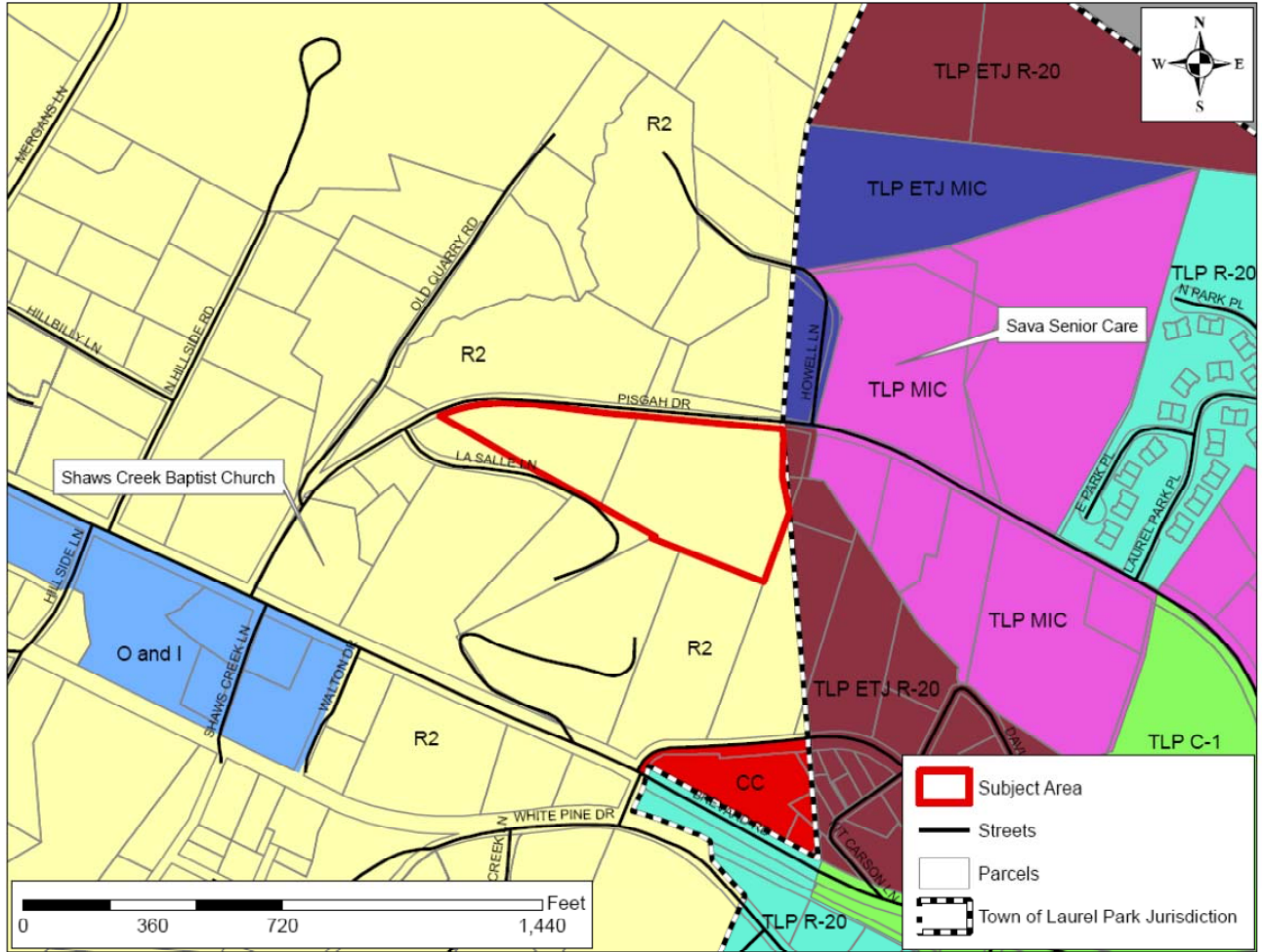
3.1. **Application of Current Zoning:** The Subject Area is currently zoned R2 (Residential), which was applied on September 19, 2007, as a result of the adoption of the Land Development Code (See Map B). The Subject Area was previously (prior to LDC adoption on September 19, 2007) zoned R-20.

Map B: Current Zoning



3.2. **Adjacent Zoning:** 770 feet to the southwest of the Subject Area is existing Office and Institutional zoning; to the south, north, and east is Residential Two (R2) zoning. The subject area is also adjacent to the east of the Town of Laurel Park’s R-20 zoning jurisdiction.

Map C: Town of Laurel Park Zoning Map



3.3. District Comparison:

3.3.1. R2 Residential District Two: *“The purpose of Residential District Two (R2) is to foster orderly growth where the principal use of land is residential. The intent of this district is to allow for low to medium density residential development consistent with the recommendations of the Comprehensive Plan. It is also the intent of this district to allow for flexibility in the continuation of existing nonresidential uses. This general use district is typically meant to be utilized in areas designated as Transitional (RTA) in the Comprehensive Plan.”* (Chapter 200A, Land Development Code §42-28).

R2 requires 10 foot side and rear setbacks, maximum height of 40 feet, and a standard density of one (1) units per acre (maximum density of 2 units per acre).

3.3.2. Office and Institutional (O & I): *“The purpose of the Office Institutional District (OI) is to foster orderly growth where the principal use of land is a mixture of office, institutional, and residential. The intent of this district is to allow for office, institutional and residential development consistent with the recommendations of the Comprehensive Plan. In accordance with the Comprehensive Plan, the district will allow for and provide office, institutional, and residential development that:*

(1) is directed largely to Community Service Centers as defined in the Comprehensive Plan; (2) is compatible with adjacent development and the surrounding community; and (3) will minimize congestion and sprawl.)” (Chapter 200A, Land Development Code §200A-32).

The Office and Institutional District requires 10 foot side and rear setbacks, a maximum building height of 50 feet for principal structures, and maximum impervious surface of 80%. The Standard residential density is four units per acre and the maximum density is 16 units per acre.

4. Current Uses of Subject Area and Adjacent Properties

- 4.1. **Subject Area Use:** The Subject Area is currently vacant land.
- 4.2. **Adjacent Area Uses:** Immediately surrounding area lands contain primarily single-family residences or are vacant. To the east down Pisgah Drive there is an assisted Living facility and Laurel Park Place condominiums.

5. Traffic Impact: Average Daily Traffic Counts for the following years:

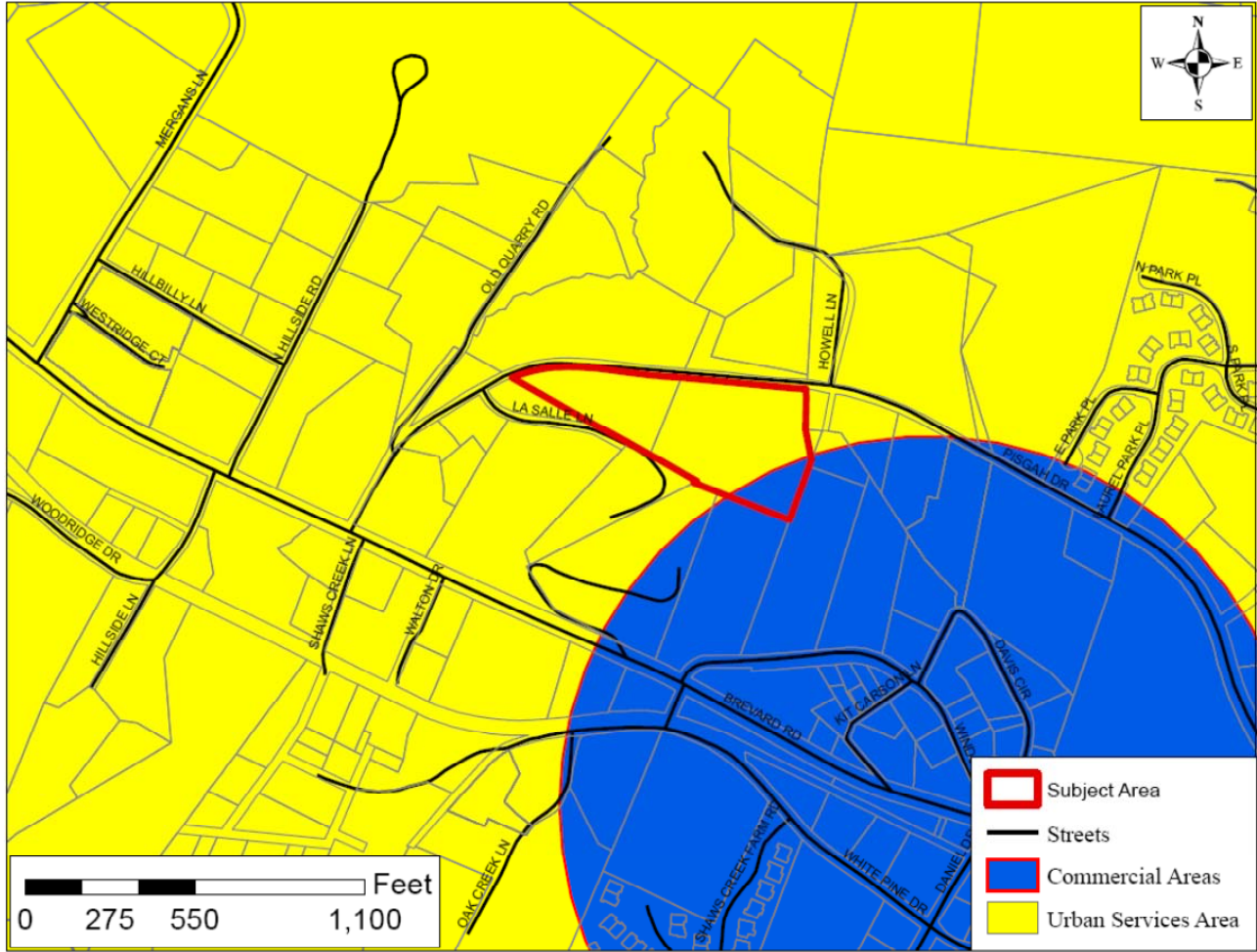
Year	2012	2010	2008
US Highway 64 W (West of Blythe St Intersection)	15,000	NA	15,000
US Highway 64 W (East of Hunters’ Lane Intersection)	13,000	12,000	13,000
Pisgah Drive	NA	NA	NA

The proposed developments overall quantity of lots did not meeting the County requirements to complete a traffic impact study, however, a traffic impact study was provided by the applicant, and produced by Ramey Kemp & Associates Transportation Engineers. The trip generation anticipated looks in that it is less than 10 trips per day. Because the traffic volume is low at the intersections the existing level of service is good and the impacts from a development with this few trips would be minimal. No measurable impacts that necessitate intersection improvements would be required.

6. The Henderson County 2020 Comprehensive Plan (CCP)

- 6.1. **Urban Services Area:** The CCP Future Land Use Map identifies the Subject Area as being located in the Urban Services Area (2020 CCP, Pgs. 128, 129 & Appendix 1, Map 24) (See Map D). The subject area is not within the nearby Community Service Node, however, those community service nodes are not parcel specific and the subject area is within close proximity and can therefore be considered part of the community service center node.

Map D: 2020 County Comprehensive Plan Future Land Use Map



6.1.1. The CCP states “Wide ranges of residential densities will exist. Over the long term, land use regulations and policies should favor higher density development, consistent with natural constraints and the availability of urban services. At the same time, policies and regulations should protect existing less-intensely developed communities.” (2020 CCP, Pg. 129).

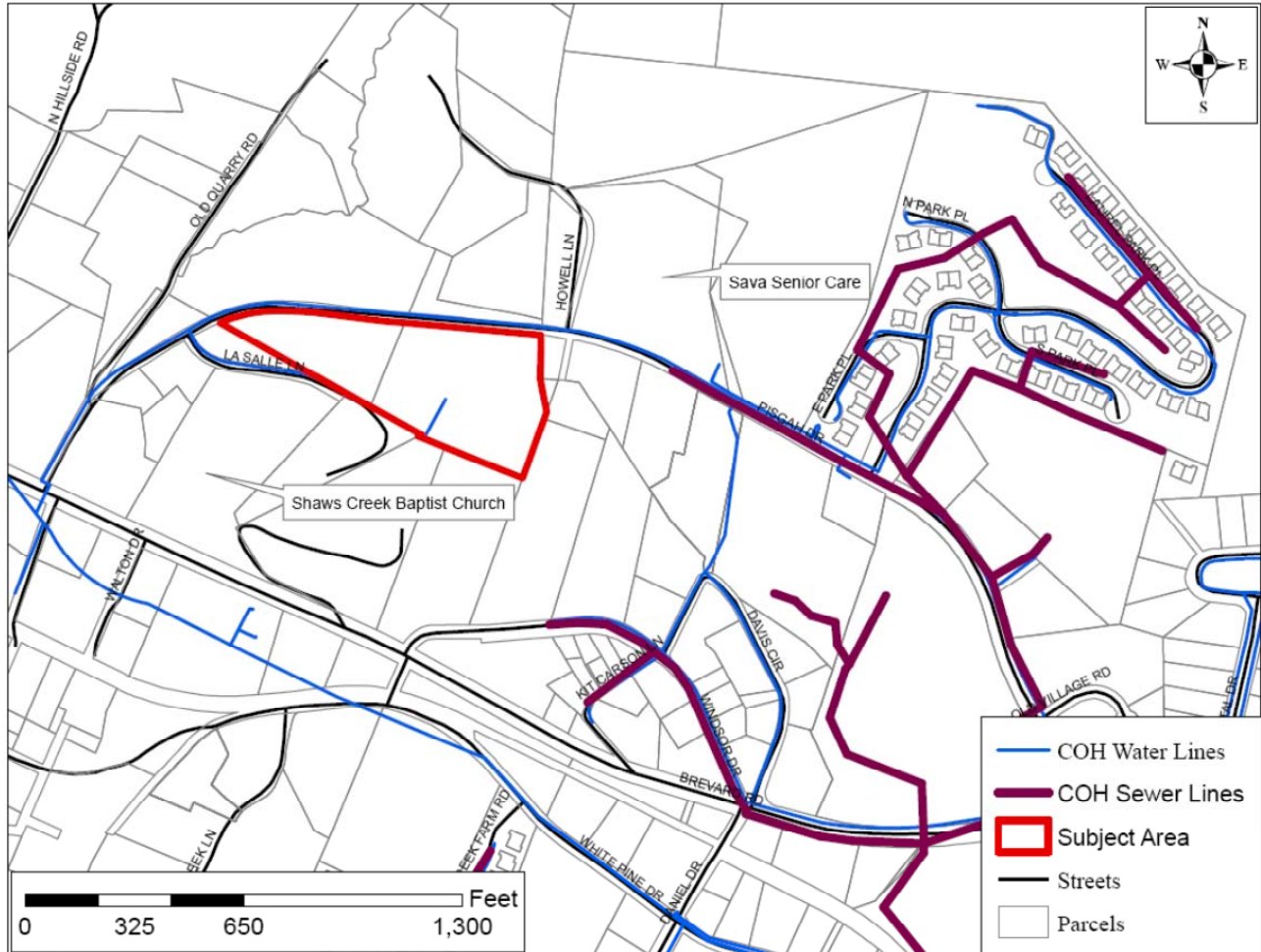
6.1.2. The CCP states that, “the County’s economic development activities should be pursued within USA” (2020 CCP, Pg. 129).

7. Water and Sewer

7.1. **Public Water:** A City of Hendersonville water line runs the length of Pisgah Drive connecting with Brevard Road. (See Map E).

7.2. **Public Sewer:** A City of Hendersonville sewer line runs along Pisgah Drive serving Laurel Park Place condominiums and ending to the east of the subject area near the Senior Care assisted living facility. (See Map E).

Map E: Water and Sewer Map



8. The Etowah-Horse Shoe Community Plan

The Henderson County Board of Commissioners adopted the County Comprehensive Plan (CCP) on July 6, 2004. A principal recommendation of the CCP is the detailed study of individual communities within the County. The Etowah-Horse Shoe (EHS) Community Plan is a community specific comprehensive plan that outlines future goals related to land use and development, community character and design, natural and cultural resources, agriculture, housing, community facilities and public services, transportation and economic development as it relates to the CCP. The Board of Commissioners by resolution took action on the EHS Community Plan on September 16, 2009.

On November 17, 2010, the Board of Commissioners after holding a public hearing adopted the zoning map amendments recommended in the EHS plan with modifications.

8.1. The Etowah-Horse Shoe Community Plan made no recommendations regarding zoning changes within this area of the planning boundary nor did they make recommendations regarding multifamily housing.

9. Conditional Zoning Districts

Staffs position at this time is that it supports a rezoning of the project site to Office and Institutional. However, due to the neighboring uses and the distance from existing Office and Institutional zoning districts, staff thinks a Office and Institutional Conditional Zoning district would be more appropriate. This will limit the use on the project site to only the proposed use, multifamily residential.

The subject area is currently vacant. The applicant, Virginia Beatty, is proposing to use the site for multi-family residential, a use which is not allowed in R2. A rezoning is required for the business to be permissible.

Conditional zoning districts are different from traditional zoning districts because they require a site plan for the proposed use(s) of the property and certain conditions or restrictions are placed on the property based on the proposed or allowable use(s). Conditional zoning district decisions are a legislative process subject to the same procedures as traditional zoning districts.

According to the Land Development Code, conditional zoning districts are created for the purpose of providing an optional rezoning choice where the owner of property proposes to rezone property and, in order to, among other reasons, carry out the purposes of the Comprehensive Plan, proposes to impose special limitations and conditions on the use of the property proposed for rezoning (LDC§42-45 - §42-51).

The following conditions shall apply:

- 9.1. (1) Site Plan. Major *Site Plan* required in accordance with §42-299 (Major Site Plan Review).
- 9.2. (2) Lighting. *Adequate lighting* shall be placed in areas used for vehicular/pedestrian access including, but not limited to: stairs, sidewalks, crosswalks, intersections, or changes in grade. *Lighting mitigation* required.
- 9.3. Water Supply Watershed: The subject property is located within a WS-IV-PA and allows a maximum built upon limit of 70% under the high density option. Engineered storm water controls as prescribed in the County LDC is required.
- 9.4. All required parking spaces must meet the design requirements of the Land Development Code §42-161-165. The proposed parking spaces shall comply with the landscape design standards and off street parking provisions as outlined in the Land Development Code (LDC Article V and VI). It appears the applicant is proposing the required parking spaces and the spaces shown on the site plan meet the requirements of the Land Development Code.
- 9.5. Shall adhere to the road standards required for a major subdivision in accordance with Article III, Subdivision Regulations, and shall be organized: 1. To provide increased internal mobility; To provide safe and convenient access; In intersecting/grid patterns where possible; and Without cul-de-sacs (except where topographical considerations/restrictions are submitted by the applicant)
- 9.6. Any signs used on site must meet current standards of Article VII of the LDC
- 9.7. If the applicant has plans for future expansion of the existing business, all potential modification or expansions should be noted on the site plan.

10. Staff Comments and Recommendations

It is generally incumbent upon the Applicant to demonstrate an overriding justification for approving a given rezoning application. Staff encourages the Applicant to present any information that would inform the County's consideration of the proposed rezoning.

Staff's position at this time, under the guidelines of current plans, policies and studies, is it supports the rezoning of the project site to be zoned to an Office and Institutional Conditional District (O&I-CD). This based on the following:

- 10.1. **The 2020 CCP:** The CCP Future Land Use Map (See Map D) places the Subject Area in the "Urban Services Area" classification. The text and map of the 2020 CCP suggest that the Subject Area would be suitable for high-density residential, commercial or industrial development.
- 10.2. **Adjacent Zoning:** The Subject Area does not abut an existing Office and Institutional (O & I) zoning district, however one is in close proximity to the south west.
- 10.3. **Adjacent Surrounding Uses:** Immediately surrounding area lands contain primarily single-family residences or are vacant. To the east down Pisgah Drive there is an assisted Living facility, Laurel Park Place condominiums, other medical facilities, and the Laurel Park Ingles shopping center. Three different churches and the Valley Hill Fire & Rescue building are to the south of the subject area.
- 10.4. **Conditional Zoning Districts:** Applying conditions or restrictions to the Subject Area reduces and/or eliminates the impact on the surrounding community. There are circumstances in which a general use district designation allowing such a use or all uses by right would not be appropriate for a particular property though the use could, if properly planned, be appropriate for the property consistent with the objectives of the Land Development Codes conditional zoning districts, the adopted Comprehensive Plan, and adopted district.
- 10.5. **Spot Zoning:** Spot zoning occurs when a relatively small tract of land is zoned differently from the surrounding area. In North Carolina, spot zoning must be clearly supported by a reasonable basis and staff finds that there are identifiable justifications for granting the proposed zoning. In the case of the subject area, both current and proposed zoning is consistent with 2020 Comprehensive Plan, which recommends the area for "high density residential development" (See Map D). With adding multi-family as use for the property, the proposed rezoning would greatly increase the maximum potential number of units developable upon the subject area. However, as only a single relatively small parcel is involved in the rezoning, the impact upon public services and the surrounding community would be minimal.

11. Technical Review Committee Recommendations

- 11.1. The Technical Review Committee voted unanimously on March 18, 2014 to send forward a favorable recommendation for Rezoning R-2014-03-C.

12. Planning Board Recommendations

- 12.1. The Planning Board voted unanimously on March 20, 2014 to send forward an unfavorable recommendation for Rezoning R-2014-03-C.

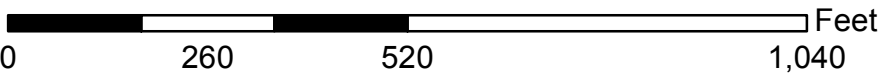





Church of Jesus Christ, L.D.S

Pisgah Drive

Sava Senior Care

Shaws Creek Baptist Church



-  Subject Area
-  Parcels
-  Streets

Rezoning Application
R-2014-03-C
Virginia Beatty, Owner

**NOTICE OF PUBLIC HEARING
ON PROPOSED ZONING MAP AMENDMENT
(Rezoning Requests #R-2014-01 and #R-2014-03-C)**

The Henderson County Board of Commissioners will hold a public hearing for a proposed map amendment to the Official Zoning Map of Henderson County, North Carolina.

Rezoning Application #R-2014-01, which was submitted on January 16, 2014, requests the County rezone a 4.87 acre tract. The applicant requests a rezoning from an Industrial (I) to a Residential One (R1) zoning district. The subject area is owned by Dyer Properties LLC (PIN: 9652-73-0943).

Rezoning Application #R-2014-03-C, which was submitted on February 1, 2014, requests the County rezone approximately 5.6 acres of land. The applicant requests a rezoning from a Residential Two (R2) zoning district to an Office and Institutional Conditional (O&I-CD) zoning district. The subject area parcel is owned by Virginia Beatty and the applicant is Hugh Lipham. (PIN: 9559-71-0445 & 9559-71-4280).

The public hearing will be held on Monday, May 12, 2012, at 5:30 P.M., in the Board of Commissioners Meeting Room located in the Henderson County Historic Courthouse, at 1 Historic Courthouse Square, in Hendersonville, NC. The public is invited to attend and comment on the proposed amendment.

Written comments addressed to the Henderson County Board of Commissioners, 1 Historic Courthouse Square, Suite 1, Hendersonville, NC 28792, will be accepted prior to the hearing. Information about the proposed amendment is available for review in the Henderson County Planning Department, 213 1st Avenue East, Hendersonville, NC, between the hours of 8:00 A.M. and 4:30 P.M., Monday through Friday, or on the Henderson County Website at www.hcplanning.org. For more information, call the Planning Department at (828) 697-4819.

Please note that after considering public hearing comments, the Board of Commissioners may discuss other options or make changes to the proposed amendments before taking final action. The Henderson County 2020 Comprehensive Plan will be updated and amended, as necessary, to reflect the action of the Board of Commissioners.

Terry Wilson
Clerk to the Board
Henderson County Board of Commissioners

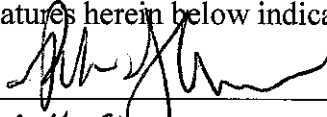
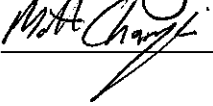
For publication in the Hendersonville Tribune on Thursday, May 1, 2014 and Thursday, May 8, 2014.

Certification of Notice of Public Hearing

In accordance with NCGS 153A-343 the Planning Department certifies notice of the May 12, 2014 hearing regarding Rezoning Application #R-2014-03-C will be:

1. Submitted to the Hendersonville Tribune on April 24, 2014 to be published on May 1, 2014 and May 8, 2014 by Parker Sloan;
2. Sent, via first class mail, to the owners of properties adjacent to the Subject Area(s) on April 28, 2014 by Parker Sloan;
3. Sent, via first class mail, to the property owners on April 28, 2014 by Parker Sloan; and
4. Signs will be posted on the Subject Area(s) on April 25, 2014 by Matt Champion.

The signatures herein below indicate that such notices were made as indicated herein above:

1. 
2. 

STATE OF NC

COUNTY OF Henderson

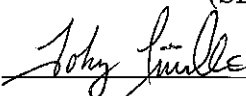
I, Toby Linnville, a Notary Public, in and for the above County and State, do hereby certify that

PARKER SLOAN, and MATT CHAMPION

personally appeared before me this day.

WITNESS my hand and notarial seal, this the 15 day of APRIL, 2014.

My commission expires: 5/25/16

(SEAL)

NOTARY PUBLIC



RESOLUTION OF CONSISTENCY WITH THE COUNTY COMPREHENSIVE PLAN

WHEREAS, pursuant to N.C. General Statute §153, Article 18, the Henderson County Board of Commissioners exercises regulations relating to development within the County's jurisdiction; and

WHEREAS, the Henderson County Board of Commissioners (Board) adopted the Land Development Code (LDC) on September 19, 2007 and has amended the LDC to address new and changing issues;

WHEREAS, the Board desires to update and revise the regulations of the LDC; and

WHEREAS, the Planning Director and Planning Board provided recommendations regarding the proposed zoning map amendment with case #R-2014-03-C; and

WHEREAS, pursuant to N.C. General Statute §153-323, the Planning Director provided the prescribed public notice and the Board held the required public hearing on May 12, 2014; and

WHEREAS, N.C. General Statute §153-341 requires the Board to adopt a statement of consistency with the County Comprehensive Plan (CCP); and

NOW THEREFORE, BE IT RESOLVED by the Henderson County Board of Commissioners as follows:

1. That the Board reviewed the proposed map amendment #R-2014-03-C – Virginia Beatty Rezoning) and finds that it reasonable, in the public interest and it is consistent with the CCP and the Growth Management Strategy located therein; and
2. That the Board determines that the proposed map amendment provides for the sound administration of the LDC while balancing property rights and promoting reasonable growth within the County; and
3. That this Resolution shall be retained in the Office of the Clerk to the Board of Commissioners.

THIS the 12th day of May, 2014.

HENDERSON COUNTY BOARD OF COMMISSIONERS

BY: _____
CHARLIE MESSER, Chairman

ATTEST:

Terry Wilson, Clerk to the Board

[COUNTY SEAL]

Rezoning #R-2014-03-C Virginia Beatty, Owner

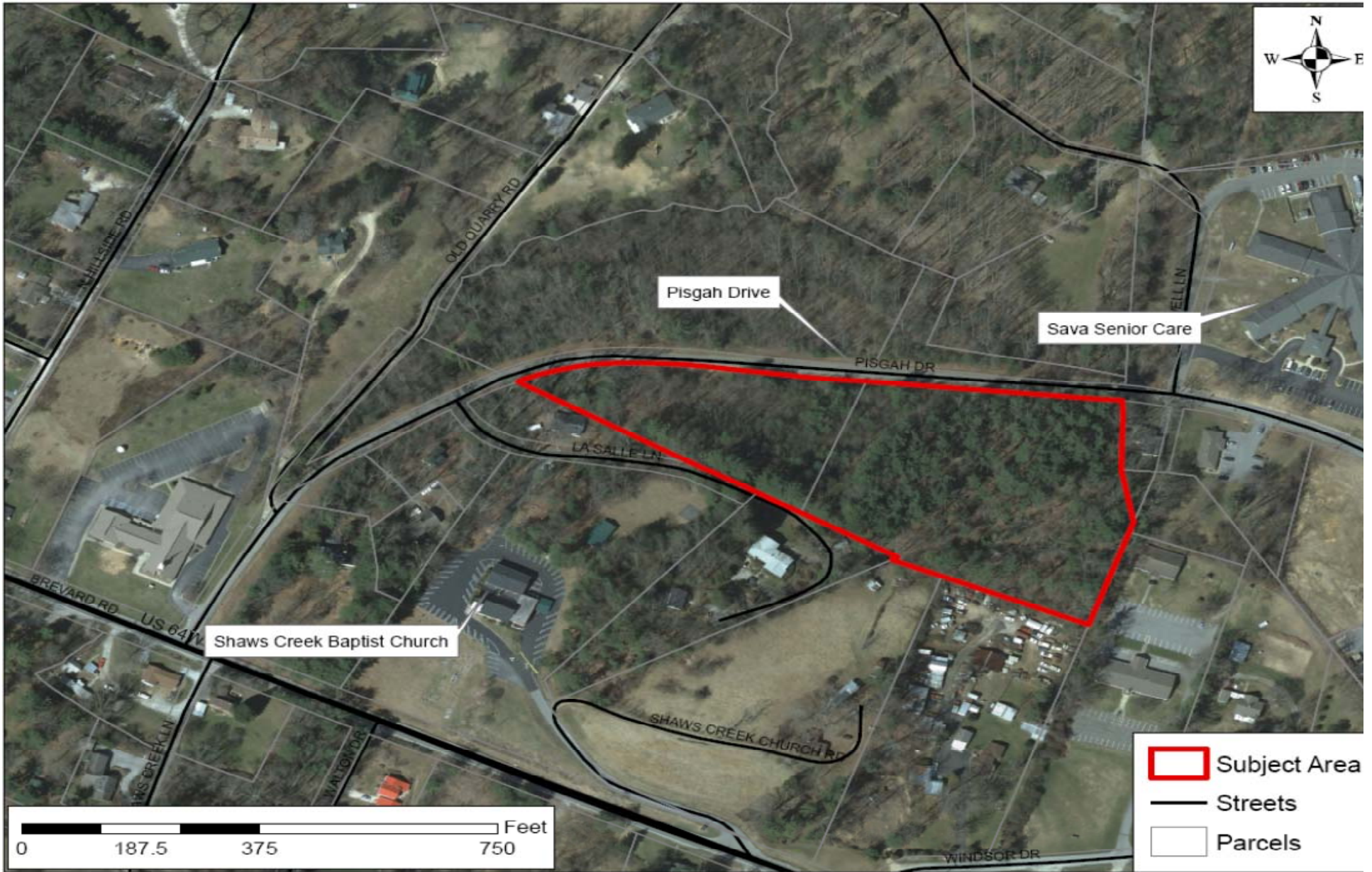


**Henderson County Board of Commissioners Meeting
May 12, 2014**

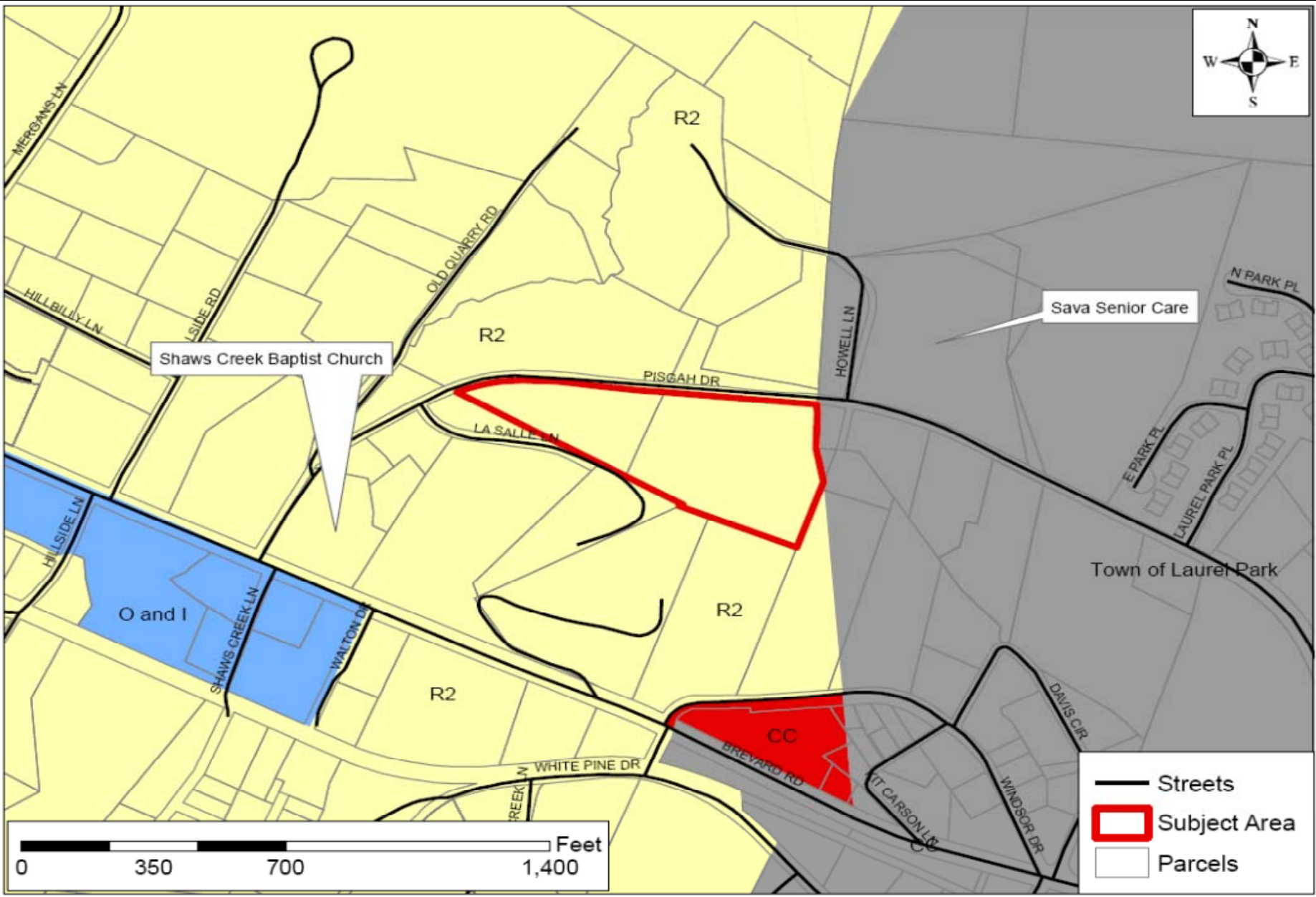
Presented by: Parker Sloan, Planner

Henderson County Planning Department

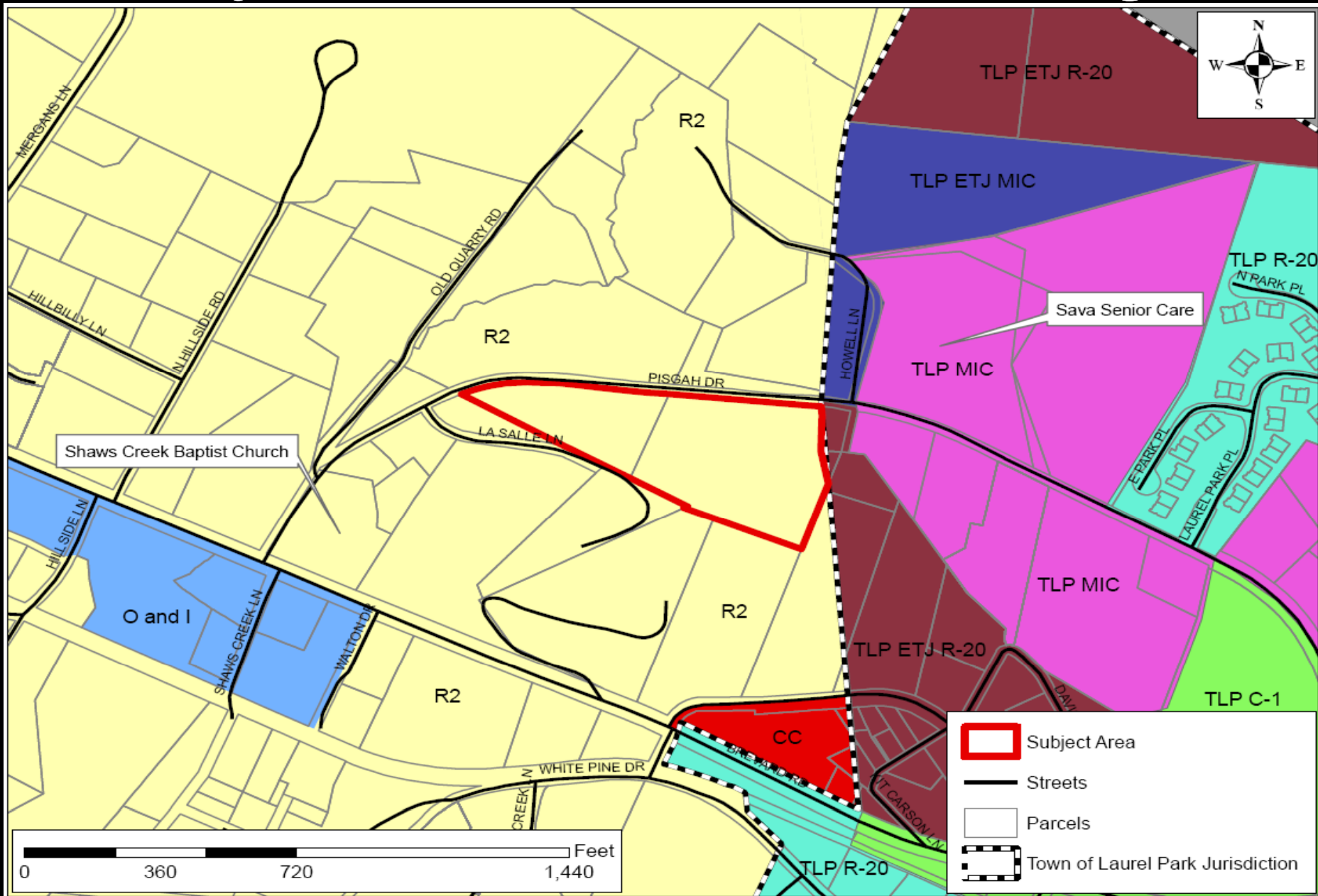
Aerial Photo Map



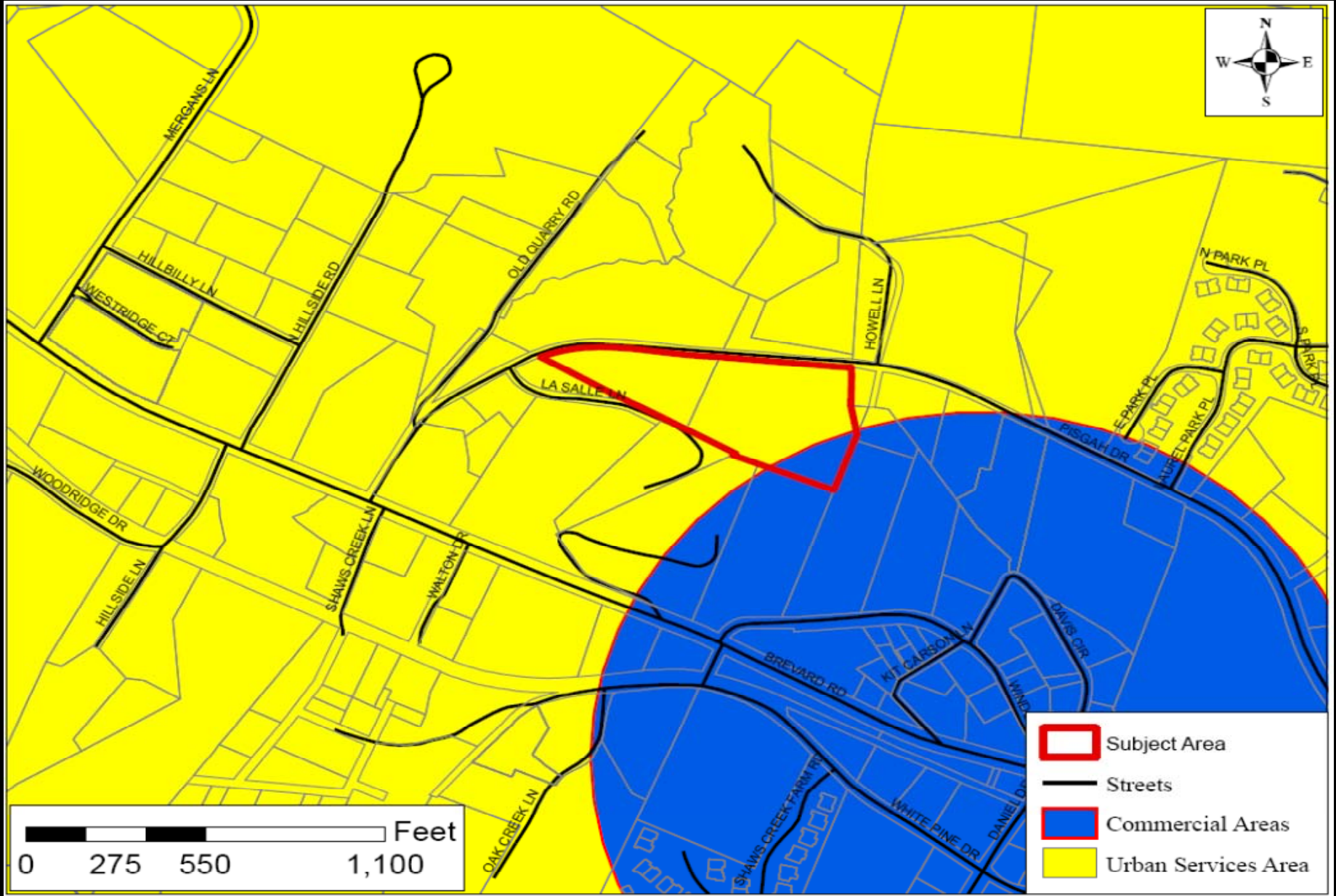
Current Zoning Map



Adjacent Town of Laurel Park Zoning



2020 CCP Future Land Use Map



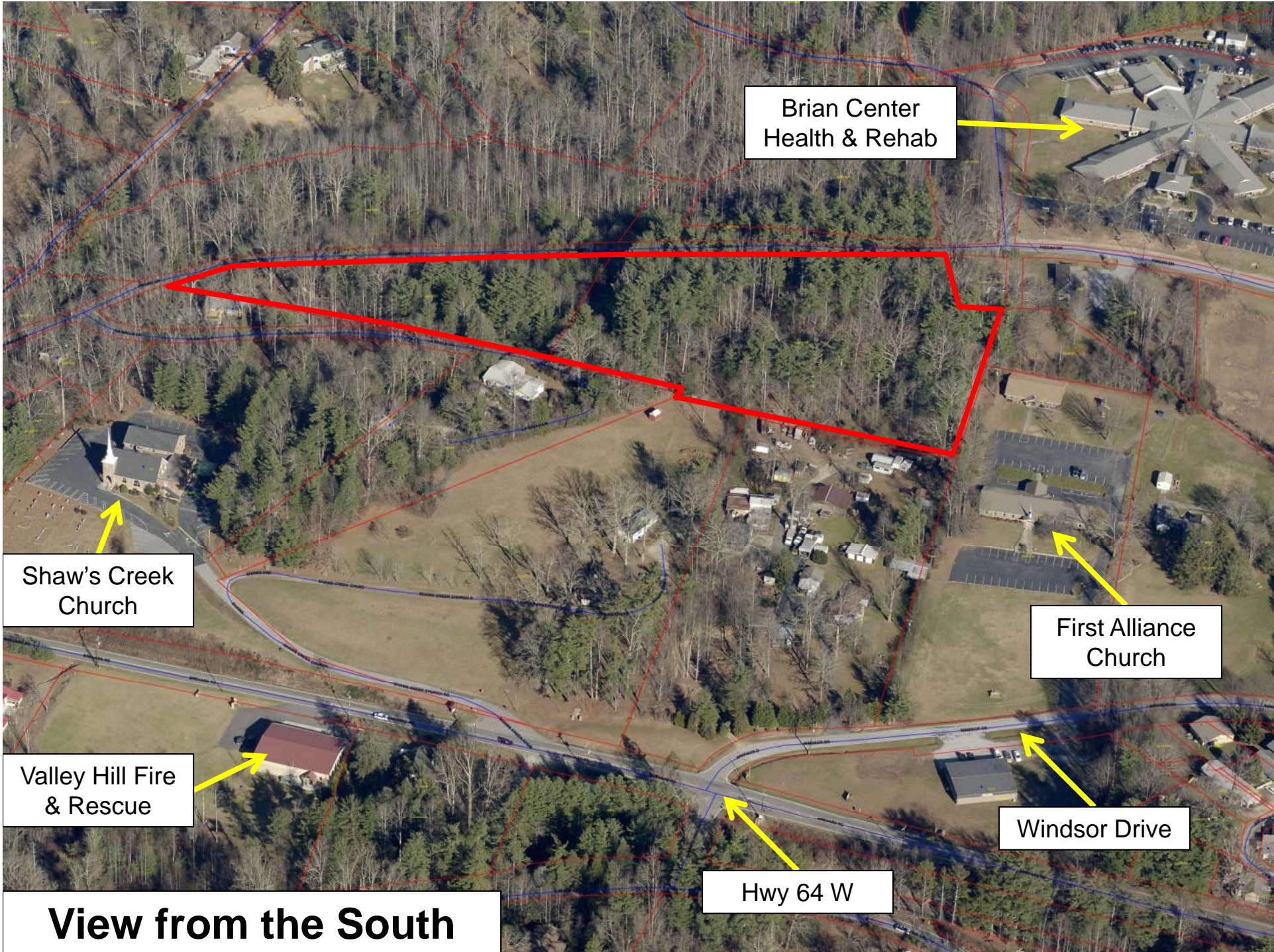
Henderson County Planning Department



View looking west along Pisgah Drive



View of the subject area looking north from LaSalle Lane



Brian Center
Health & Rehab

Shaw's Creek
Church

Valley Hill Fire
& Rescue

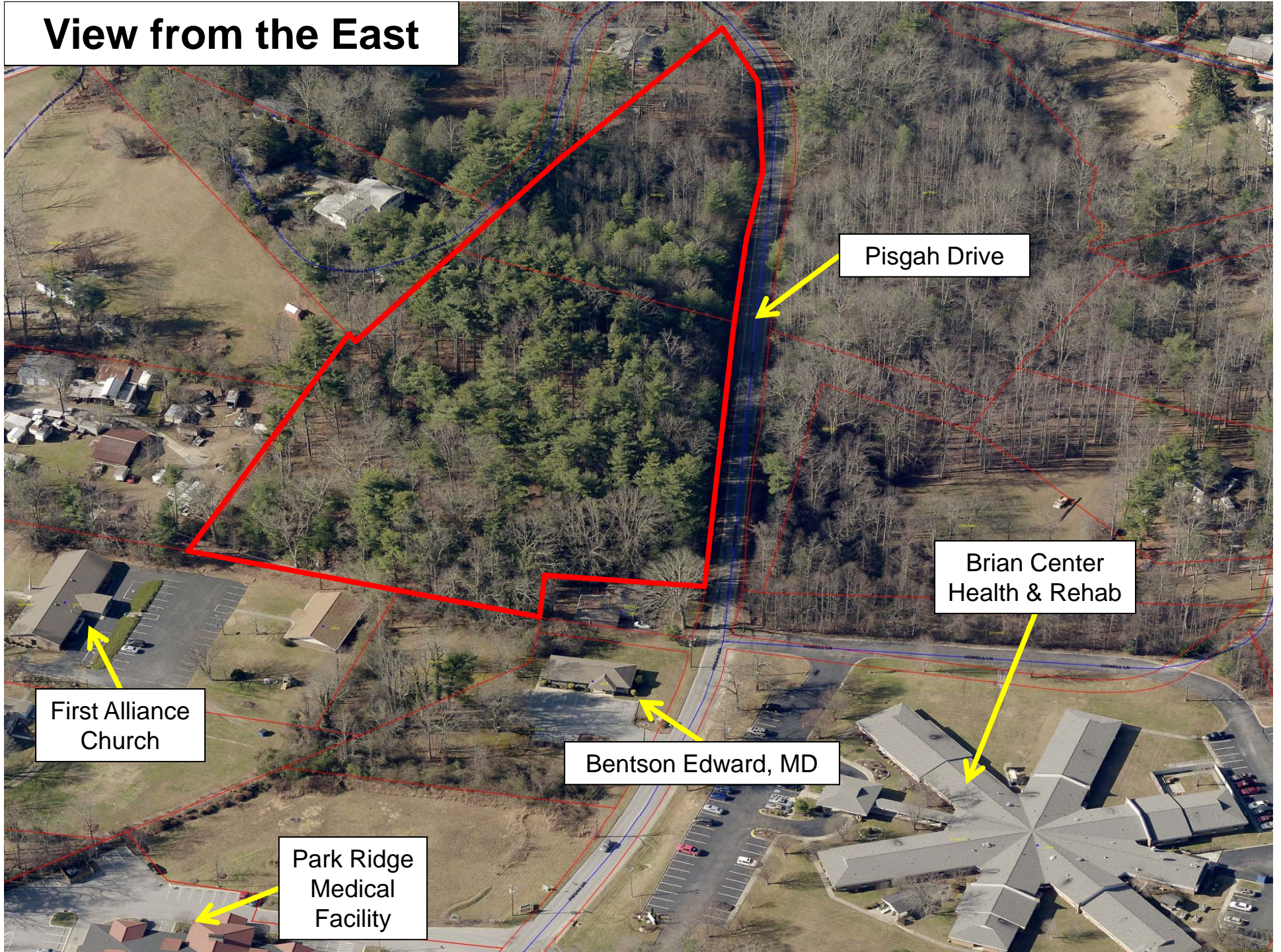
First Alliance
Church

Windsor Drive

Hwy 64 W

View from the South

View from the East



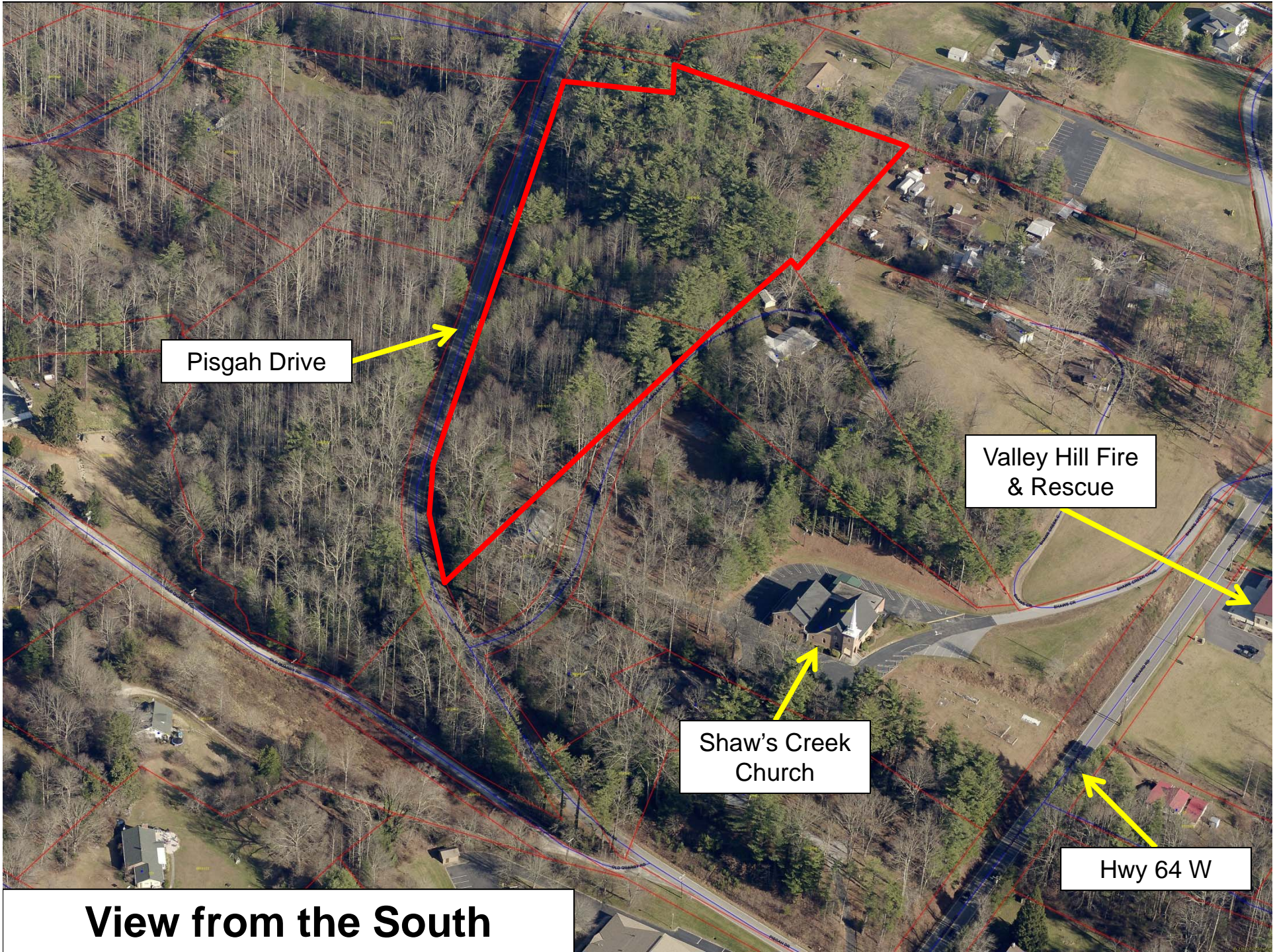
Pisgah Drive

Brian Center
Health & Rehab

First Alliance
Church

Bentson Edward, MD

Park Ridge
Medical
Facility



Pisgah Drive

Valley Hill Fire & Rescue

Shaw's Creek Church

Hwy 64 W

View from the South

Photos from Housing Assistance





Jackson Parkview





Sugarloaf Apartments



Site Plan Details

- **Approximately 5.5 acres of land**
- **8 two story buildings**
- **Number of proposed units: 64**
 - **20 one bed rooms, 28 two bed rooms, and 16 three bed rooms**
- **Proposed residential density: 11.6 units per acre**

Site Plan Prepared by Applicant



Henderson County Planning Department

Public Hearing Comments

Rezoning #R-2014-03-C



Henderson County Planning Department

State Law requires that the Board adopt a written statement of consistency with the County Comprehensive Plan (CCP). A draft resolution is provided

Suggested Motion:

I move that the Board adopt the attached resolution regarding the consistency with the CCP

I move that the Board adopt the proposed map amendment with conditions as discussed.



Rezoning #R-2014-03-C

April 24, 2014

Mr. Hugh Lipham
The Housing Assistance Corporation
602 Kanuga Road
Hendersonville, North Carolina 28739

**Subject: Traffic Impact Assessment for Proposed Rosebay Apartments
Henderson County, North Carolina**

Dear Mr. Lipham:

This letter summarizes the findings of the Traffic Impact Assessment (TIA) that was performed by Ramey Kemp & Associates, Inc. for the Rosebay Apartments that are being proposed on Pisgah Drive in Henderson County, North Carolina. The purpose of this study is to determine the potential impact at the existing unsignalized intersections of Brevard Road (US 64) and Pisgah Drive created by the additional traffic generated by the proposed multi-family development, which is anticipated to be built out by the year 2016. In order to accomplish this objective, this study analyzed existing (2014) traffic conditions and future (2016) 'no build' and 'build' traffic conditions for both weekday AM and PM peak hours.

Background

The site is currently undeveloped, and is located on the south side of Pisgah Drive west of the Howell Lane intersection. Access to the site is to be provided via two (2) new driveway connections on Pisgah Drive.

Brevard Road (US 64) and Pisgah Drive are both two-lane facilities maintained by the North Carolina Department of Transportation (NCDOT). Brevard Road has a posted speed limit of 40 miles per hour (mph) while Pisgah Drive has a posted speed limit of 30 mph. Exclusive left turn lanes are provided on the eastbound approach of Brevard Road and the southbound approach of Pisgah Drive at the eastern intersection. Refer to the attached appendix for the site location map, site plan, and an illustration of the existing lane configurations at the study intersections of Brevard Road (US 64) and Pisgah Drive.

Traffic Analysis Procedure

Traffic analysis was performed using Synchro 7. Synchro 7 is a comprehensive software package developed by Trafficware that allows the user to determine delay and level of service. Synchro 7 is based on the 2000 Highway Capacity Manual (HCM). In addition, Synchro allows unsignalized analyses to be performed utilizing methodologies in the 2000 HCM.

The HCM defines capacity as "the maximum hourly rate at which persons or vehicles can reasonably be expected to traverse a point or uniform section of a lane or roadway during a given

time period under prevailing roadway, traffic, and control conditions”. Level of service (LOS) is a term used to represent different driving conditions, and is defined as a “qualitative measure describing operational conditions within a traffic stream, and their perception by motorists and/or passengers”. Level of service varies from Level “A” representing free flow, to Level “F” where greater vehicle delays are evident. Refer to Table 1 for HCM levels of service and related average control delay per vehicle for unsignalized intersections. Control delay as defined by the HCM includes “initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay”. As shown in Table 1, an average control delay of 30 seconds at an unsignalized intersection results in level of service D operation at the intersection.

TABLE 1
HIGHWAY CAPACITY MANUAL LEVELS OF SERVICE AND DELAY

UNSIGNALIZED INTERSECTION	
Level Of Service	Average Control Delay Per Vehicle (Seconds)
A	0-10
B	10-15
C	15-25
D	25-35
E	35-50
F	>50

Existing Traffic Conditions

Existing traffic volumes were obtained from turning movement counts that were conducted at the study intersections during the weekday AM (7:00 to 9:00) and PM (4:00 to 6:00) peak periods. Refer to the attached appendix for an illustration of the existing (2014) peak hour traffic volumes as well as a copy of the raw traffic count data.

Future ‘No Build’ Traffic Conditions

In order to account for the growth of traffic and subsequent traffic conditions at a future year, background traffic projections are needed. Background traffic is that component of traffic due to growth of the community and surrounding area that is anticipated to occur regardless of whether the proposed site is developed. Based on an evaluation of the NCDOT Annual Average Daily Traffic (AADT) maps, traffic volumes have either remained constant or decreased over the past few years. In order to be conservative with our analysis, a compounded annual growth rate of 1% was applied to the existing traffic volumes to project background traffic volumes for the horizon year 2016. Refer to the attached appendix for an illustration of the background (2016) peak hour traffic volumes

Trip Generation

Based on our discussions and the provided information, it is understood that the Rosebay Apartments will consist of 64 dwelling units. The average weekday daily, as well as the AM and PM peak hour site trips for this assessment were calculated utilizing the 9th Edition of the Institute of

Transportation Engineers (ITE) *Trip Generation* Manual. Refer to Table 2 for a detailed breakdown of the anticipated trip generation results.

TABLE 2
SITE TRIP GENERATION

ITE Land USE (Code)	Independent Variable	Average Daily Traffic (vpd)	AM Peak Hour (vph)		PM Peak Hour (vph)	
			Enter	Exit	Enter	Exit
Apartment (220)	64 Dwelling Units	511	7	28	34	19

It is estimated that the proposed multi-family development will generate 511 total daily trips, with 35 trips (7 entering and 28 exiting) generated during the AM peak hour and 53 trips (34 entering and 19 exiting) during the PM peak hour.

Future ‘Build’ Traffic Conditions

For this study, primary distributions were developed based on existing traffic patterns and engineering judgment. An illustration of the site trip distribution and assignment can be found in the attached appendix. In order to estimate traffic conditions with the Rosebay Apartments fully built out, the site-generated traffic was combined with the background peak hour traffic volumes. Refer to the attached appendix for an illustration of the future (2016) ‘build’ peak hour traffic volumes.

Capacity Analysis

Brevard Road (US 64) and Pisgah Drive (East)

Under existing and future (2016) ‘no-build’ traffic conditions, capacity analysis indicates that the unsignalized left turn movement onto Pisgah Drive from Brevard Road (US 64) experiences minor delays (of less than 9.5 seconds per vehicle) and operates at LOS A during the AM and PM peak hours. The stop-controlled approach of Pisgah Drive experiences moderate overall delays (of 18 seconds per vehicle or less) and operates at LOS C or better during the AM and PM peak hours.

Analysis indicates that the unsignalized left turn movement onto Pisgah Drive from Brevard Road (US 64) and the stop-controlled approach [of Pisgah Drive] are expected to operate at LOS A and LOS C under future (2016) ‘build’ traffic conditions during the AM and PM peak hours, respectively. The unsignalized left turn movement [onto Pisgah Drive] is expected to experience minor delays of 9.5 second per vehicle or less while the stop-controlled approach [of Pisgah Drive] experiences moderate overall delays of less than 18.9 seconds per vehicle.

Refer to Table 3 for analysis results at this intersection, and the attached appendix for copies of the Synchro analysis reports.

TABLE 3
ANALYSIS RESULTS FOR US 64 AND PISGAH DRIVE (EAST INTERSECTION)

INTERSECTION	A P P R O A C H	LANE CONFIGURATION	AM PEAK HOUR LEVEL OF SERVICE (DELAY)		PM PEAK HOUR LEVEL OF SERVICE (DELAY)	
			LOS	Delay	LOS	Delay
EXISTING TRAFFIC CONDITIONS						
US 64 and Pisgah Drive (East)	EB ¹	1 LT, 1 TH	A	8.3	A	9.4
	WB	1 TH-RT	A	-	A	-
	SB ²	1 LT, 1 RT	B	14.4	C	17.6
FUTURE (2016) 'NO-BUILD' TRAFFIC CONDITIONS						
US 64 and Pisgah Drive (East)	EB ¹	1 LT, 1 TH	A	8.3	A	9.4
	WB	1 TH-RT	A	-	A	-
	SB ²	1 LT, 1 RT	B	14.6	C	18.0
FUTURE (2016) 'BUILD' TRAFFIC CONDITIONS						
US 64 and Pisgah Drive (East)	EB ¹	1 LT, 1 TH	A	8.3	A	9.5
	WB	1 TH-RT	A	-	A	-
	SB ²	1 LT, 1 RT	C	15.2	C	18.9

1. Major street left-turn movement for unsignalized intersection.
2. Stop controlled approach for unsignalized intersection.

Brevard Road (US 64) and Pisgah Drive (West)

Under existing and future (2016) 'no-build' traffic conditions, capacity analysis indicates that the unsignalized left turn movement onto Pisgah Drive from Brevard Road (US 64) experiences minor delays (of less than 1 second per vehicle) and operates at LOS A during the AM and PM peak hours. The stop-controlled approach of Pisgah Drive experiences moderate overall delays (of less than 16.5 seconds per vehicle) and operates at LOS C or better during the AM and PM peak hours.

Analysis indicates that the unsignalized left turn movement onto Pisgah Drive from Brevard Road (US 64) and the stop-controlled approach of Pisgah Drive are expected to continue to operate at LOS A and LOS B under future (2016) 'build' traffic conditions during the AM peak hour, and LOS A and LOS C during the PM peak hour. The unsignalized left turn movement [onto Pisgah Drive] is expected to experience minor delays of less than 1 second per vehicle while the stop-controlled approach [of Pisgah Drive] experiences moderate overall delays of less than 16.5 seconds per vehicle.

Refer to Table 4 for analysis results at this intersection, and the attached appendix for copies of the Synchro analysis reports.

TABLE 4
 ANALYSIS RESULTS FOR US 64 AND PISGAH DRIVE (WEST INTERSECTION)

INTERSECTION	A P P R O A C H	LANE CONFIGURATION	AM PEAK HOUR LEVEL OF SERVICE (DELAY)		PM PEAK HOUR LEVEL OF SERVICE (DELAY)	
			LOS	Delay	LOS	Delay
EXISTING TRAFFIC CONDITIONS						
US 64 and Pisgah Drive (West)	EB ¹	1 LT-TH	A	0.3	A	0.3
	WB	1 TH-RT	A	-	A	-
	SB ²	1 LT-RT	B	14.9	C	16.0
FUTURE (2016) 'NO-BUILD' TRAFFIC CONDITIONS						
US 64 and Pisgah Drive (West)	EB ¹	1 LT-TH	A	0.3	A	0.3
	WB	1 TH-RT	A	-	A	-
	SB ²	1 LT-RT	B	15.2	C	16.3
FUTURE (2016) 'BUILD' TRAFFIC CONDITIONS						
US 64 and Pisgah Drive (West)	EB ¹	1 LT-TH	A	0.3	A	0.7
	WB	1 TH-RT	A	-	A	-
	SB ²	1 LT-RT	B	12.3	C	16.4

1. Major street left-turn movement for unsignalized intersection.
2. Stop controlled approach for unsignalized intersection.

Pisgah Drive and Site Drive 1

Capacity analysis indicates that the unsignalized left turn movement into Site Drive 1 from Pisgah Drive is expected to experience minor delays (of less than 2 seconds per vehicle) and operate at LOS A during the AM and PM peak hours. The stop-controlled approach of Site Drive 1 is expected to experience minor overall delays (of less than 9 seconds per vehicle) and operate at LOS A. Refer to Table 5 for analysis results at this intersection, and the attached appendix for copies of the Synchro analysis reports.

TABLE 5
 ANALYSIS RESULTS FOR PISGAH DRIVE AND SITE DRIVE 1

INTERSECTION	A P P R O A C H	LANE CONFIGURATION	AM PEAK HOUR LEVEL OF SERVICE (DELAY)		PM PEAK HOUR LEVEL OF SERVICE (DELAY)	
			LOS	Delay	LOS	Delay
FUTURE (2016) 'BUILD' TRAFFIC CONDITIONS						
Pisgah Drive and Site Drive 1	EB ¹	1 TH-RT	A	-	A	-
	WB ²	1 LT-TH	A	0.7	A	1.7
	NB	1 LT-RT	A	8.6	A	8.6

1. Major street left-turn movement for unsignalized intersection.
2. Stop controlled approach for unsignalized intersection.

Pisgah Drive and Site Drive 2

Capacity analysis indicates that the unsignalized left turn movement into Site Drive 2 from Pisgah Drive is expected to experience minor delays (of less than 3.5 seconds per vehicle) and operate at LOS A during the AM and PM peak hours. The stop-controlled approach of Site Drive 2 is expected to experience minor overall delays (of less than 8.5 seconds per vehicle) and operate at LOS A. Refer to Table 6 for analysis results at this intersection, and the attached appendix for copies of the Synchro analysis reports.

TABLE 6
 ANALYSIS RESULTS FOR PISGAH DRIVE AND SITE DRIVE 2

INTERSECTION	A P P R O A C H	LANE CONFIGURATION	AM PEAK HOUR LEVEL OF SERVICE (DELAY)		PM PEAK HOUR LEVEL OF SERVICE (DELAY)	
			LOS	Delay	LOS	Delay
Pisgah Drive and Site Drive 2	EB ¹	1 TH-RT	A	-	A	-
	WB ²	1 LT-TH	A	2.4	A	3.4
	NB	1 LT-RT	A	8.5	A	8.5

1. Major street left-turn movement for unsignalized intersection.
2. Stop controlled approach for unsignalized intersection.

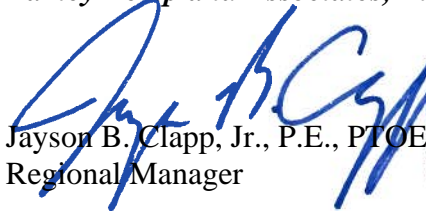
Conclusions

In closing, the additional traffic generated by the Rosebay Apartments is not expected to have a significant impact to the unsignalized intersections of Brevard Road (US 64) and Pisgah Road; therefore, no improvements are recommended. Based on the results of the traffic impact assessment, the stop-controlled approach of the intersections are expected to continue operating at an overall LOS C or better during the weekday AM and PM peak hours. These levels of service are acceptable

Mr. Hugh Lipham
April 24, 2014
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considering the delays increase by less than a second at each approach from 'no-build' to 'build' conditions.

Sincerely,
Ramey Kemp and Associates, Inc.


Jayson B. Clapp, Jr., P.E., PTOE
Regional Manager

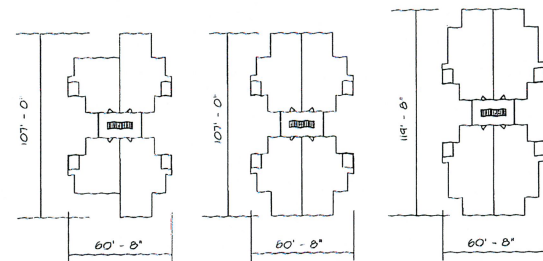


4.24.14

Attachment

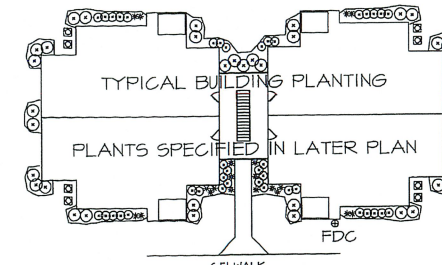


TYPICAL BUILDING ELEVATION

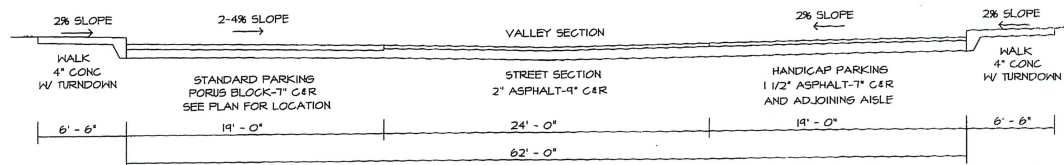


BUILDING "A" BUILDING "B" BUILDING "C"

TYPICAL BUILDING DIMENSIONS



TYPICAL PARKING BAYS



TYPICAL STREET/WALK SECTION



LANDSCAPING:

LANDSCAPING SHOWN IS DIAGRAMATICAL. A SPECIFIC PLAN WILL BE DESIGNED FOR APPROVAL. THE BUFFER IS "B-1" WITH 3 LARGE TREES PER 100'.

COMMON AREA:

10% x 237,150 SF = 23,715 SF REQUIRED
23,800 SF PROVIDED
COMMON AREAS PRESERVED WITH DEED RESTRICTIONS

OPEN SPACE AREA:

20% x 237,150 SF = 47,430 SF REQUIRED
53,200 SF "VIEWSHED" TYPE PROVIDED
100% IN SECONDARY CONSERVATION AREAS
WITH LESS THAN 50% IN PRIMARY CONSERVATION
OPEN AREAS PRESERVED WITH DEED RESTRICTIONS

IMPERVIOUS AREA: (10% MAX. IN O & I ZONING)

10% x 237,150 SF = 166,425 SF MAXIMUM ALLOWED
47,420 SF ACTUAL ON SITE (=41%)

PERVIOUS AREA: (25% MIN. IN MULTIFAMILY PROJECTS)

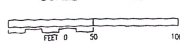
DRIVES = 23,866 SF, PARKING = 23,164 SF & WALKS = 10,858 SF
25% x 58,315 SF = 14,579 SF MINIMUM REQUIRED
14,706 SF PROVIDED (IN 86 PARKING SPACES)

PROJECT STATISTICS:

5.46(+/-) ACRE SITE CURRENTLY ZONED R-2 RESIDENTIAL USE
64 FAMILY APARTMENTS W/ 20-1BR, 28-2BR & 16-3BR UNITS
INCL. 8 FULLY ACCESSIBLE HANDICAP APARTMENTS
150 PARKING SPACES (9'x19') INCL. 4 HC SPACES W/ AISLES
STREET LIGHTS ARE FULL CUTOFF TYPE
8 TWO STORY BUILDINGS PLUS AN OFFICE-COMMUNITY BUILD.
ALL APARTMENT BUILDINGS FIRE SPRINKLED W/ FDCs
MULTI-PURPOSE ROOM W/ KITCHEN, OFFICE, TOILETS & LAUNDRY
ENERGY STAR 2.0 CONSTRUCTION

SITE PLAN

SCALE 1" = 50'



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hendersonville, nc
rosebay apartments,

comm. no.
2696
date
1-14-14
revision
3-3-14

sheet no.
plm1

of :

OWNER INFORMATION:
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HIGH LIPHAM - DIR. RES. DEVELOPMENT
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TEL : 828-642-4144