

CITY OF HIGH POINT

AGENDA ITEM



Title: Zoning Amendment Case 15-16
(Keystone Group, Inc.)

From: Lee Burnette, Planning & Development
Director

Meeting Date: November 16, 2015

Public Hearing: Yes

Advertising Date: November 4 & 11, 2015

Advertised By: Planning & Development

Attachments: A. Planning and Zoning Commission Recommendation
B. Staff Report
C. Zoning Ordinance

PURPOSE:

A request by Keystone Group, Inc. to rezone approximately 114.18 acres from an Agricultural (AG) District, within Guilford County's zoning jurisdiction, to the Planned Unit Development – Residential (PDR) District. The site is lying along the south side of Boylston Road, approximately 1,300 feet west of Adkins Road (8809, 8813 & 8819-R1 Boylston Road). Approval of this rezoning request is contingent upon City Council approval of a voluntary annexation request.

BACKGROUND:

Staff report and the Planning & Zoning Commission's recommendation is enclosed.

BUDGET IMPACT:

There is no budget impact.

RECOMMENDATION / ACTION REQUESTED:

- A. On October 27, 2015, a public hearing was held before the Planning and Zoning Commission regarding Zoning Amendment Case 15-16. Staff recommended *approval* of this request, with amendments, as outlined in the attached staff report.
- B. The Planning & Zoning Commission recommended denial of Zoning Amendment Case 15-16 by a vote of 7-1.
- C. **Because this request is being forwarded to City Council with an unfavorable recommendation from the Planning & Zoning Commission, the Development Ordinance requires a 2/3 favorable vote by the City Council (6 members) for this request to be approved.**

PLANNING AND ZONING COMMISSION RECOMMENDATION

Keystone Group, Inc.

Zoning Amendment Case 15-16

At its October 27, 2015 public hearing, the Planning and Zoning Commission reviewed this requests. All members of the Commission were present. Mr. Herbert Shannon, Senior Planner, presented the zoning request. Staff recommended approval, with amendments as outlined in the staff report.

Speaking in favor of the request:

Speaking in favor of Zoning Case 15-16 was the applicant, Mr. Scott Wallace of Keystone Group, Inc., 3708 Alliance Dr., Greensboro, N.C. Mr. Wallace noted that he and his partner, Mark Michael, pride themselves in developing attractive and sustainable developments. He said they held a neighborhood meeting on October 21, 2015 to provide information about the proposed development to those living around the zoning site. He said four people attended the meeting, which was held in one of Keystone's other developments, The Trellises (off Barrow Road). Mr. Wallace also provided a brief slideshow presentation depicting the types of homes Keystone has built in other areas.

Speaking in opposition of the request:

James S. Hedgecock, 8857 Boylston Road; Edwin Beazlie, 800 Westbourne Grove Court; Todd Smith, 8839 Boylston Road; Sandy Woodard, 906 Quail Meadow Lane; Dave Thomas, 911 Quail Meadow Lane; Ed Adams, 801 Westbourne Grove Court; and Ray Gorrell, 919 Quail Meadow Lane. Those in opposition of the request had the following concerns:

1. Traffic:
 - a) Inconvenience of more traffic resulting from the new development;
 - b) Impact of traffic on roads that were not designed for the amount of traffic that will result from the proposed development; and
 - c) Deterioration of roads from heavy construction vehicles; specifically on Sweet Meadow Road and Quail Meadow Lane.
2. Density of development:
 - a) Proposed density is too high and inconsistent with the character of the properties in the surrounding area where lot sizes are much larger; and
 - b) Requested the applicant be restricted to fewer homes.
3. Impact on area residents' quality of life: Loss of rural character of the area that attracted people to purchase properties in the region near the zoning site.
4. Environmental Impact: Negative impact on the stream (West Fork of the Deep River) and the associated watershed area.
5. Insufficient notification of public hearing: Two weeks advance notice of the public hearing is not enough and mailed notice should have been provided to more property owners, not just those within 300 feet of the zoning site.
6. Location of stub street: Residents dissatisfied with leaving the location of the western stub street undetermined.
7. Airport Noise: Residents felt there should not be any additional homes built in Zone 4 of the Airport Overlay due to the noise of flight traffic

Once the public hearing was closed, the Commissioners discussed the requested and noted the following concerns:

1. Density of the development: Several commissioners expressed concern that the density of the proposed development is too high.
2. Impact of construction traffic on the roads: Commissioners felt construction traffic should be restricted to using the Boylston Road access point to the site.
3. Location of the western stub street is uncertain: Commissioners discussed the two options for the western stub street—which option would be easier and most cost-effective for the developer, and what impact each would have on nearby property owners.
4. PUD Master Plan: The flexibility of the PUD Master Plan leaves uncertainty as to how the zoning site (individual tracts) would be developed

After discussion, the commissioners decided that there were too many unknown factors to recommend approval of the zoning request. The Planning & Zoning Commission recommended *denial* of Zoning Amendment Case 15-16 by a vote of 7-1.

**CITY OF HIGH POINT
PLANNING AND DEVELOPMENT DEPARTMENT**

**STAFF REPORT
ZONING CASE 15-16
November 6, 2015
(Revised)**

Request	
Applicant: Keystone Group, Inc.	Owner(s): Maxine Wallace Heirs, and Bessie Idol Heirs
Zoning Proposal: To annex and apply initial City zoning to an approximate 114.18 acres	From: AG Agricultural District (<i>Guilford County</i>)
	To: PDR Planned Unit Development – Residential District

Site Information	
Location:	Lying along the south side of Boylston Road, approximately 1,300 feet west of Adkins Road (8809, 8813 & 8819-R1 <i>Boylston Road</i>).
Tax Parcel Numbers:	Guilford County Tax parcels 0169014, 0169013 and 0168988
Site Acreage:	Approximately 114.18 acres
Current Land Use:	There is a single family dwelling on the 4-acre parcel fronting along Boylston Road, the remaining portion of the site is undeveloped.
Physical Characteristics:	The site has a moderate to severely sloping terrain. A perennial stream, the W. Fork Deep River, bisects the western third of the site and a FEMA classified floodway, 100-year flood plain and 500-year flood plain are lying along both sides of the stream. Additionally, a 50-foot wide Piedmont Natural Gas Right-of-Way transects the northeastern corner of the site near Sweetmeadow Road.
Water and Sewer Proximity:	A 16-inch City water line lies adjacent to the site along Boylston Road and an 18-inch City sewer line runs through the site along the east side of the stream.
General Drainage and Watershed:	The eastern two-thirds of the site drains in a general southwesterly direction toward the stream and the western third of the site drains in an easterly directly towards the stream. Development is subject to the Oak Hollow Lake GWA requirements. Engineered storm water treatment measures are required for multi-family development with a total impervious surface area greater than 24% of the site, and for single family developments with a gross density of 2 units per acre or more.
Overlay District(s):	Oak Hollow Lake General Watershed (GWA) Airport Overlay – Zone 3

Adjacent Property Zoning and Current Land Use			
North:	AG	Agricultural District (<i>Guilford County</i>)	Single family dwellings
South:	AG	Agricultural District (<i>Guilford County</i>)	Single family dwellings and undeveloped parcels
East:	RS-40	Residential Single Family-40 District (<i>Guilford County</i>)	Single family dwellings
West:	AG	Agricultural District (<i>Guilford County</i>)	Undeveloped

Relevant Land Use Policies and Related Zoning History	
Land Use Plan Map Classification:	<p>The site currently has three land use designations:</p> <ul style="list-style-type: none"> • Low Density Residential: These areas include primarily single family detached dwellings on individual lots. Development densities in these areas shall not exceed five dwelling units per gross acre. • Recreation/Open Space: Lands for recreation or open space are included in this classification, offering either active use or passive enjoyment and environmental protection. • Future Growth Area: This classification includes environmentally sensitive lands, rural subdivisions and agricultural or undeveloped areas lacking public water and sewer and other municipal facilities, infrastructure and services. These lands are not intended for development within the five-year timeframe of this adopted Land Use Plan, but shall await reevaluation during the next scheduled Major Five-year Review process or a Plan Amendment before they can be reclassified to an appropriate land use category supportive of urban development. So long as any land remains classified as a Future Growth Area, such land shall not be approved for development by the City nor considered for annexation, the extension of water or sewerage or the provision of other municipal facilities, infrastructure or services.
Land Use Plan Goals, Objectives & Policies:	<p>The following goals and objectives of the Land Use Plan are relevant to this request:</p> <p>Goal #1: Ensure that development respects the natural environment.</p> <p>Goal #3: Provide a wide range of housing opportunities for families of all income levels.</p> <p>Goal #4: Ensure that all required public services and facilities are sequenced to meet demands of development.</p> <p>Goal #5: Promote an urban growth pattern that occurs in an orderly fashion and conserves the land resources of the city and its planning area.</p> <p>Obj. #2. Protect and preserve environmentally sensitive locations including designated open space and watershed critical areas from inappropriate development.</p> <p>Obj.#5. Maintain an appropriate balance between the size, location and density of new development and the availability and demands upon the public services and facilities required to serve that development.</p>

Relevant Area Plan:	<p><u>Northwest Area Plan:</u> This plan, adopted in 2011, recommends that the ultimate land use designation for the developable portions of the site be Low Density Residential. The following goals and objectives from the plan are also relevant to this request:</p> <p><u>Goal 1:</u> Protect the natural environment and its many features.</p> <ul style="list-style-type: none"> Obj. 1a: Preserve streams, wetlands and steep slopes through the siting of development in appropriate locations. <p><u>Goal 2:</u> Achieve high quality development in the built environment.</p> <ul style="list-style-type: none"> Obj. 2d: Provide for residential development at a variety of densities and affordability levels. <p><u>Goal 3:</u> Create a fully integrated transportation system that recognizes and accommodates a wide variety of transportation needs and users.</p> <ul style="list-style-type: none"> Obj. 3b: Provide intra-and inter-development transportation connectivity via streets, sidewalks, greenways and less formal trails. <p>The use of conditional zoning, in association with voluntary annexation, is encouraged in order to implement the provisions within the plan.</p>
Community Growth Vision Statement:	<p>The following goals and objectives of the Community Growth Vision Statement are relevant to this request:</p> <p><u>Obj. 1B:</u> Preserve and link environmentally sensitive lands such as floodplains, wetlands and steep slopes.</p> <p><u>Obj. 5E:</u> Require that street systems connect with one another whenever possible to move all modes of traffic efficiently, to avoid congestion along key corridors, to improve traffic and pedestrian safety, and to enhance emergency management access.</p>
Zoning History:	<p><u>Zoning Case 12-11 (350 South):</u> This zoning case was approved in May 2012 to allow a corporate park/industrial development. The site extends from Sandy Ridge Road to Adkins Road and abuts the northern terminus of Quail Meadow Lane, just to the northeast of the site. Parcels associated with Z12-11 are lying approximately 900 feet north and approximately 1,360 feet east of this current zoning request.</p> <p><u>Zoning Case 07-23:</u> This zoning case was approved in October 2007 to allow a single family subdivision. The site is lying along the south side of Bame Road, approximately 1,350 feet southeast of this zoning site.</p>

Transportation Information			
Adjacent Streets:	Name	Classification	Approx. Frontage
	Boylston Road	Minor Thoroughfare	382 ft
	Sweetmeadow Road	Local Street	60 ft (stub street)
	Quailmeadow Road	Local Street	84 ft (stub street)
Vehicular Access:	Boylston Road (public street), Sweetmeadow Road (public street), and Quail Meadow Road (public street)		
Traffic Counts: <i>(Average Daily Trips)</i>	Boylston Road	1,850 ADT ("Applicants Traffic Impact Analysis 2015 TIA peak hour count")	
Estimated Trip Generation:	Using the data provided by the applicant, the total ADT is estimated at 3,692 trips per day at maximum build-out of 450 dwelling units.		

Traffic Impact Analysis:	Required		Comment
	<u>Yes</u>	<u>No</u>	
	X		<u>Improvements Recommended</u> Boylston Road, at sites access, provide westbound left turn lane with 100 feet of storage and appropriate taper (<i>see attached TIA Executive Summary</i>).
Pedestrian Access:	Development of the site is subject to the sidewalk requirements of the Development Ordinance.		

School District Comment					
Guilford County School System					
Local Schools:	Enrollment:		Maximum Design Capacity:	Mobile Classrooms:	Projected Additional Students:
	Fall 2014	Fall 2015			
Southwest Elementary	716	797	954	6	126
Southwest Middle	1,135	1,018	1,254	10	64
Southwest High School	1,530	1,527	1,595	11	85
School District Remarks: None					

Planned Unit Development (PUD) Overview

Planned Unit Development (PUD) Districts are termed “floating districts” by the Development Ordinance, meaning that they may be applied anywhere within the City, but only pursuant to a specific zoning map amendment request. The purpose of the PUD zoning district is to encourage the most economical and efficient development (or redevelopment) of land under unified ownership. The PUD district emphasizes the placement of residences, employment centers, recreational facilities and retail/service businesses in close proximity to each other, allowing the more efficient provision of public services, a reduction in infrastructure construction and maintenance costs, and the preservation of useable open space and unique site characteristics.

The PUD is an optional form of land development designed to permit multiple housing types or land uses that are planned for and controlled by a master plan called a PUD Master Plan. The main advantage of a PUD is the design flexibility afforded it through the Development Ordinance. Specific Development Ordinance standards pertaining to density; size, location and arrangement of buildings and structures; lot dimensions; and landscaping are set aside and replaced by those specifically approved with the PUD zoning. However, the scale and setbacks of buildings and structures within 150 feet of the perimeter of the PDR district shall be in harmony with development on adjacent lands. In their place, the Development Ordinance regulations for PUDs, site-specific development standards approved in the Conditional Zoning Ordinance and the PUD Master Plan govern the land uses permitted on the site and the manner in which they may develop. All PUD districts are reviewed and approved through the conditional zoning process.

The applicant has requested a Planned Unit Development – Residential (PDR) District, which is intended to accommodate a variety of housing types developed on large tracts in accordance with a PUD Master Plan. The PDR District is required to contain at least 20 contiguous acres of land under unified ownership or control.

Details of Proposal

The applicant is requesting to annex this site and established initial city zoning in order to develop a 450-unit mixed-use residential development consisting of single family detached dwellings and twinhome/townhome dwellings. This equates to a gross density of 3.9 units per acre. Primary access will be from Boylston Road via the construction of a public street that will extend through the site with individual development tracts lying along both sides of this primary street. Due to the number of units proposed, the Development Ordinance requires additional or secondary access points, these will be provided via the extension of Sweetmeadow Road and Quail Meadow Lane, both of which abut the eastern boundary of the site. Additionally, the primary access road will stub to the western boundary of the site for future extension. To allow this mixture of units the applicant has requested a PDR District zoning and submitted a PUD Master Plan that divides the site up into the following six tracts:

Tracts	Acreage	Uses	Units
Tract A	12.2±	Single family dwellings, subject to RS-9 District standards; OR Clubhouse and amenity area	40 dwelling units
Tract B	24± ac	Single family dwellings, subject to RS-7 District standards.	120 dwelling units
Tract C	11.9± ac	Single family dwellings, subject to RS-7 District standards; OR Twinhome/townhome dwellings, subject to RM-8 District standards.	80 dwelling units
Tract D	13.8± ac	Single family dwellings, subject to RS-7 District standards; OR Twinhome/townhome dwellings, subject to RM-8 District standards.	110 dwelling units
Tract E-1 & E-2	24.5± ac	Single family dwellings, subject to RS-7 District standards; OR Twinhome/townhome dwellings, subject to RM-8 District standards.	160 dwelling units
Tract F	11.9± ac	Clubhouse and amenity area; OR Single family dwellings, subject to RS-9 District standards; OR Twin home/townhome, subject to Residential Multifamily 8 District standards.	30 dwelling units
Approximately 90.3 acres are within the individual development Tracts. The remaining 24.4 acres consist of road right-of way and environmentally sensitive areas that will be in a Common Area tract. Although the sum of all units listed above exceeds 450 units, the overall development shall not exceed a maximum 450 dwelling units.			

The proposal includes a Conditional Zoning Ordinance, PUD Master Plan and a Traffic Impact Analysis (TIA). The PUD Master Plan depicts vehicular circulation, access points to tracts, configuration of tracts, density and intensity of the tracts and how the entire PUD will develop. The Conditional Zoning Ordinance outlines higher standards and restrictions to ensure development is in harmony with surrounding uses.

Staff Analysis

Section 9-3-13 of the Development Ordinance states that the Planning & Zoning Commission and the City Council shall be guided by the purposes and intent of the Development Ordinance, and shall give consideration to certain review factors in the evaluation of any Conditional Zoning application. Based on the applicant's submittal and proposed conditions, as they existed on the

date of this report, the Planning and Development Department offers the following comments relative to these ordinance considerations.

Consistency with Adopted Plans:

The proposed Conditional Zoning District is appropriate for its proposed location and is consistent with the purposes, goals, objectives and policies of relevant comprehensive land use or area plans.

Staff Comments:

The proposal is consistent with the Low Density Residential Land Use Plan designation placed on the majority of the site, which limits the overall density of the entire site to a maximum of five dwelling units per acre. While the westernmost portion of the site is part of the Future Growth Area, the Northwest Area Plan recommends that the ultimate land use designation for this area be Low Density Residential. The Recreation/Open Space designation on the site is intended to generally identify areas suitable for environmental protection, in this case due to the flood plain. The proposal is also consistent with the goals, objectives and policies found in a variety of planning documents regarding protection of environmentally sensitive areas, interconnectivity of the street network, both internally and with adjacent roads, and the provision of adequate public infrastructure and services in the area.

Review Factors:

The applicant's proposed Conditional Zoning District, including the proposed use(s), written conditions and Conditional Zoning Plan, satisfactorily meets or addresses the following:

<u>Factor #1</u>	Produces a development that is compatible with surrounding development character and land uses;
	<p><u>Staff Comments:</u></p> <p>As outlined below in PUD Finding #2 & #4, higher intensity tracts (twinhomes/townhomes) are being developed toward the interior of the site or next to large perimeter lots to ensure compatibility with surrounding land uses. However, the PUD District notes that the scale and setbacks of buildings in a PDR District, within 150 feet of the perimeter of the PUD, shall be in harmony with development on adjacent lands. To ensure this is being met, higher perimeter building setback standards should be required for twinhome/townhome dwellings in Tract F.</p>
<u>Factor #2</u>	Minimizes or effectively mitigates any identified adverse impact on adjacent and nearby property, such as that caused by traffic, parking, noise, lighting, trash, loading areas, etc.;
	<p><u>Staff Comments:</u></p> <p>The applicant has commissioned for a Traffic Impact Analysis, as required by the Development Ordinance, to assess the impact of a 450-unit mixed residential development. Based on that study the applicant has offered a condition to install a westbound left turn lane with 100 feet of storage and appropriate taper at the Boylston Road entrance to the site to mitigate impact from the proposed development.</p> <p>There is a difference in opinion as to the placement of the stub street on the western portion of the site. The Planning & Development Department recommends this stub be provided to the western property line in order to open up the adjacent land locked parcels to the west with street access, and water and sewer connections. However, the Transportation Department recommends the western stub be located to the</p>

	northwestern portion of the property, for future extension back to Boylston Road. Due to an additional stream crossing, the Transportation Department is of the opinion that the northern extension has the best possibility of occurring. The applicants Conditional Zoning Ordinance and their PUD Master Plan notes this stub street being placed at the western property line of the site.
<u>Factor #3</u>	Minimizes or effectively mitigates any identified adverse environmental impact on water and air resources, minimizes land disturbance, preserves trees and protects habitat; <u>Staff Comments:</u> <ul style="list-style-type: none"> ❖ A perennial stream and flood plain bisect the site, and environmental regulations of the Development Ordinance limit disturbance near this stream corridor by establishing a 100-foot wide stream buffer along both sides of the stream. ❖ The flood zone area associated with this stream is approximately 350 to 500 feet wide, and the PUD Master Plan depicts this flood zone area within a common area/open space recreation area.
<u>Factor #4</u>	Minimizes or effectively mitigates any identified adverse impact on municipal facilities and services, such as streets, potable water and wastewater facilities, parks, police and fire; and; <u>Staff Comments:</u> <p>The site is within an area generally served by City of High Point utilities and services. Except for police service, no new impacts to municipal services have been identified. The Police Department has noted in order to provide a reasonable police response time and to patrol this area would require the addition of an officer per shift, per patrol team and the creation of a new beat. That would mean six new officers would have to be hired, trained and equipped.</p>
<u>Factor #5</u>	Minimizes or effectively mitigates any identified adverse effect on the use, enjoyment or value of adjacent properties. <u>Staff Comments:</u> <p>This review factor is addressed below in the PUD Findings.</p>

Changes in the Area:

There have been changes in the type or nature of development in the area of the proposed Conditional Zoning District that support the application.

Staff Comments:

Primary changes in this portion of the City's Planning Area have been the extension of City utilities lines (water and sewer lines), which were installed in the late 2000's. The availability of these utilities has opened up this northwestern portion of the City Planning Area to development.

Development Patterns:

The proposed Conditional Zoning District would result in development that promotes a logical, preferred and orderly development pattern.

Staff Comments:

- ❖ The adopted Land Use Plan and Heart of the Triad Plan both support residential development at a density up to five units per acre for this area.
- ❖ Tract F abuts Boylston Road. Requiring a greater building setback and limiting townhomes to a maximum of four units per structure in this tract will ensure the bulk of structures is more

compatible with surrounding structures, and that the development pattern along the Boylston Road frontage of the site is in harmony with adjacent land uses.

PUD FINDINGS

As an additional framework for review of planned unit development proposals, the City has established specific findings, in addition to those normally required for a conditional zoning district, that must be made for approval of a PUD. These findings help ensure that the proposed development will be constructed as a cohesive, unified project; that it will utilize an efficient, attractive, and environmentally sensitive design; and that it will generally be of a higher quality than otherwise required by the application of conventional the Development Ordinance zoning district regulations.

Applications for Planned Unit Development Districts shall be approved only if all of the following findings are made:	
<u>Finding#1</u>	<p>That application of planned unit development requirements to the property will produce a development of equal or higher quality than otherwise required by the strict application of conventional regulations of districts designated by the adopted Land Use Plan;</p> <p><i>Staff Comments:</i></p> <ul style="list-style-type: none">❖ The applicant has offered to provide an active recreation facility in Tract A or F of the development and to install a pedestrian access system that will provide safe and convenient access to open space/common areas.❖ The Development Ordinance requires a 450-unit PUD to have a minimum of 11.25 acres of active open space and recreational area. Environmentally sensitive areas may account for 50% of this area. The applicant has offered a condition that not more the 200 units shall be permitted until this full 11.25 acres of active open space and recreational area is provided.❖ Marginal higher standards have been offered, as the above open space/common areas standards are primarily imposed by the Development Ordinance.
<u>Finding#2</u>	<p>That application of planned unit development requirements to the property will encourage innovative arrangement of buildings and open spaces to provide efficient, attractive, flexible, and environmentally sensitive design;</p> <p><i>Staff Comments:</i></p> <ul style="list-style-type: none">❖ Rather than having this area develop in a scattered non-related manner, the proposal to assemble this large land area for a PUD will facilitate the creation of a long-range plan for this area to develop in a cohesive and unified manner. Vehicular & pedestrian traffic can be planned and integrated throughout the site; and a single development plan can coordinate an overall unified and attractive residential development.❖ As single family detached development typically requires more grading to create buildable lots, the single family tracts are being situated on the level or moderately sloping portions of the site. Whereas the steeper terrain areas, especially near the stream corridor, are where the twinhome/townhome tracts are proposed, as they can be developed to work with the terrain with less site grading.

<u>Finding#3</u>	That application of planned unit development requirements to the property will produce a development functioning as a cohesive, unified project and; <i>Staff Comments:</i> This 114-acre area could be developed individually and not in a unified fashion. Bringing this entire area in as one planned development assists in providing for a unified and cohesive development. The applicant should include standards in their Conditional Zoning Ordinance that guarantee a cohesive unified project that future owners or builders are required to adhere too.
<u>Finding#4</u>	That application of planned unit development requirements to the property will not substantially injure or damage the use, value, and enjoyment of surrounding property nor hinder or prevent the development of surrounding property in accordance with the adopted plans and policies of the City. <i>Staff Comments:</i> <ul style="list-style-type: none">❖ The City's adopted Land Use Plan designates this portion of the City's Planning Area for low density residential uses, which generally support residential uses at a density of five units per acre or less. The applicant is proposing a mixed residential development at a density of 3.9 units per acre. As conditioned, the mixed residential development will not substantially injure or damage the use, value or enjoyment of surrounding property.❖ The PUD Master Plan depicts single-family tracts toward the eastern half of the site next to smaller single family lots (1 to 1½-acre lots) and the more intensive twinhome/townhome tracts being placed toward the interior of the site or next to larger lots (5-acre or larger lot). Having the more intensive uses towards the interior of the site or next to larger perimeter parcels assist in ensuring development will be in harmony with adjacent uses.❖ Adjacent parcels along the Boylston Road frontage of the site, abutting Tract F, are currently developed with single family dwellings on 1 – 1½ acre parcels. The placement of twinhomes/townhomes on this tract should face the internal street of the PUD, include higher setback and buffering standard from Boylston Road and be limited to a maximum of four units per structure.

Reasonableness/Public Interest:

An approval of the proposed Conditional Zoning District is considered reasonable and in the public interest.

Staff Comments:

In this case, staff suggests that the approval of the applicant's request is reasonable and in the public interest because: 1) The request is consistent with the City's Land Use Plan and with City Councils adopted policies for the NW Area Plan. Additionally, the request promotes the policy of Goal #3 of the Land Use Plan to provide a wide range of housing opportunities; 2) Subject to the applicant addressing issues outlined in the analysis pertaining to twinhomes/townhomes in Tract F (structures to face the internal streets of the PUD, higher perimeter setback & buffering standards and limiting townhomes to four units per structure); the configuration of the Tracts, as depicted on the PUD Master Plan, ensures development will be compatible with surrounding uses; 3) To minimize impact of grading the PUD Master Plan places the twinhome/townhome tract near the site's steeper terrains, and places the stream and flood zone areas in a common area tract. This addresses objective #2 of the Land Use Plan to protect and preserve environmentally sensitive areas from inappropriate development; 4) Subject to the applicant addresses issues outlined in the

analysis, bringing this entire area in as one planned development assists in ensuring there will be a unified cohesive development with a planned traffic circulation pattern that not only serves this development, but provides alternate means of access to an adjacent subdivision ; and 5) The assemblage of this large land area will assist in meeting policies of the area plan, will assist in generating employment opportunities and provides the opportunity to expand the tax base for the City.

Recommendation

Staff Recommends Approval With Revisions:

As addressed in the Staff Analysis section of this report, conditions offered by the applicant address objectives of the Land Use Plan. However to ensure development of the zoning site will be compatible with adjacent uses and meet PUD findings, the Planning & Development Department recommends the Conditional Zoning Ordinance being amended to:

1. Require twinhomes and townhomes in Tract F to face the internal street of the PUD;
2. Provide a higher perimeter setback & buffering standards for twinhomes and townhomes in Tract F; and
3. Limit townhomes in Tract F to a maximum of four units per structure.

Finally, the applicants Conditional Zoning Ordinance and PUD Master Plan require the primary internal street to extend from Boylston Road and stub to the western property line of the site. The Planning & Development Department support this condition. However, the Transportation Department recommends the western stub be located to the northwestern portion of the property (northern property line of Tract E). Unless amended, via recommended from the Commission and approval by the Council, this condition offered by the applicant for street stub to the western property line will stand as submitted.

Required Action

Planning and Zoning Commission:

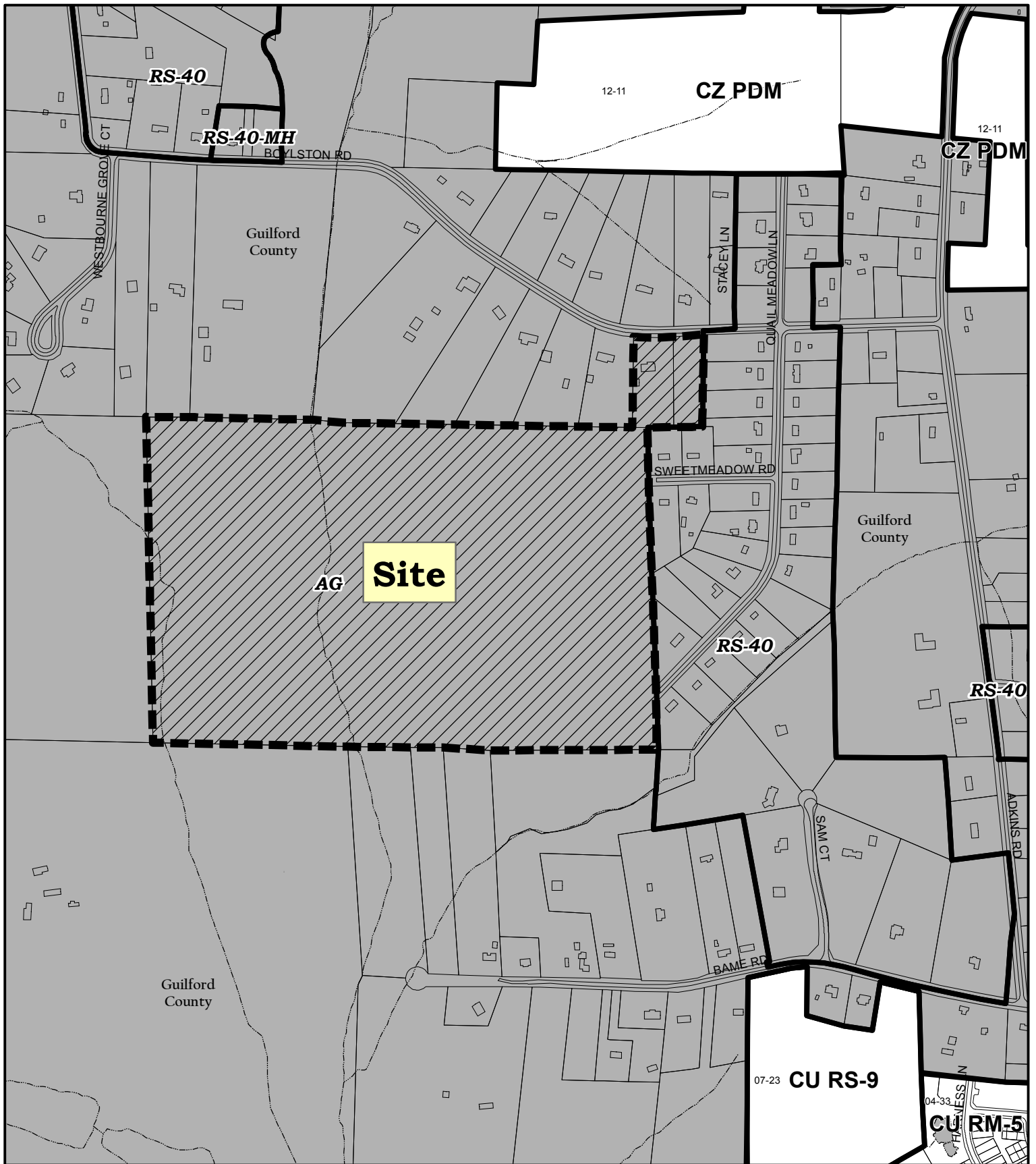
The NC General Statutes require that the Planning and Zoning Commission place in the official record a statement of consistency with the City's adopted plans when making its recommendation. This may be accomplished by adopting the statements in the Staff Analysis section of this report or by adopting its own statement.

City Council:

The NC General Statutes require that the City Council also place in the official record a statement of consistency with the City's adopted plans, and explain why the action taken is considered to be reasonable and in the public interest when rendering its decision in this case. This may be accomplished by adopting the statements in the Staff Analysis section of this report or by adopting its own statement.

Report Preparation

This report was prepared by Planning and Development Department staff member Herbert Shannon Jr. AICP, Senior Planner, and reviewed by Robert Robbins AICP, Development Services Administrator and Lee Burnette AICP, Director.



ZONING AMENDMENT ZA15-16

From: Agricultural (Guilford County)
To: Planned Unit Development-Residential

Existing Zoning Boundary —————
Subject Property Boundary - - - - -

Planning & Development
Department

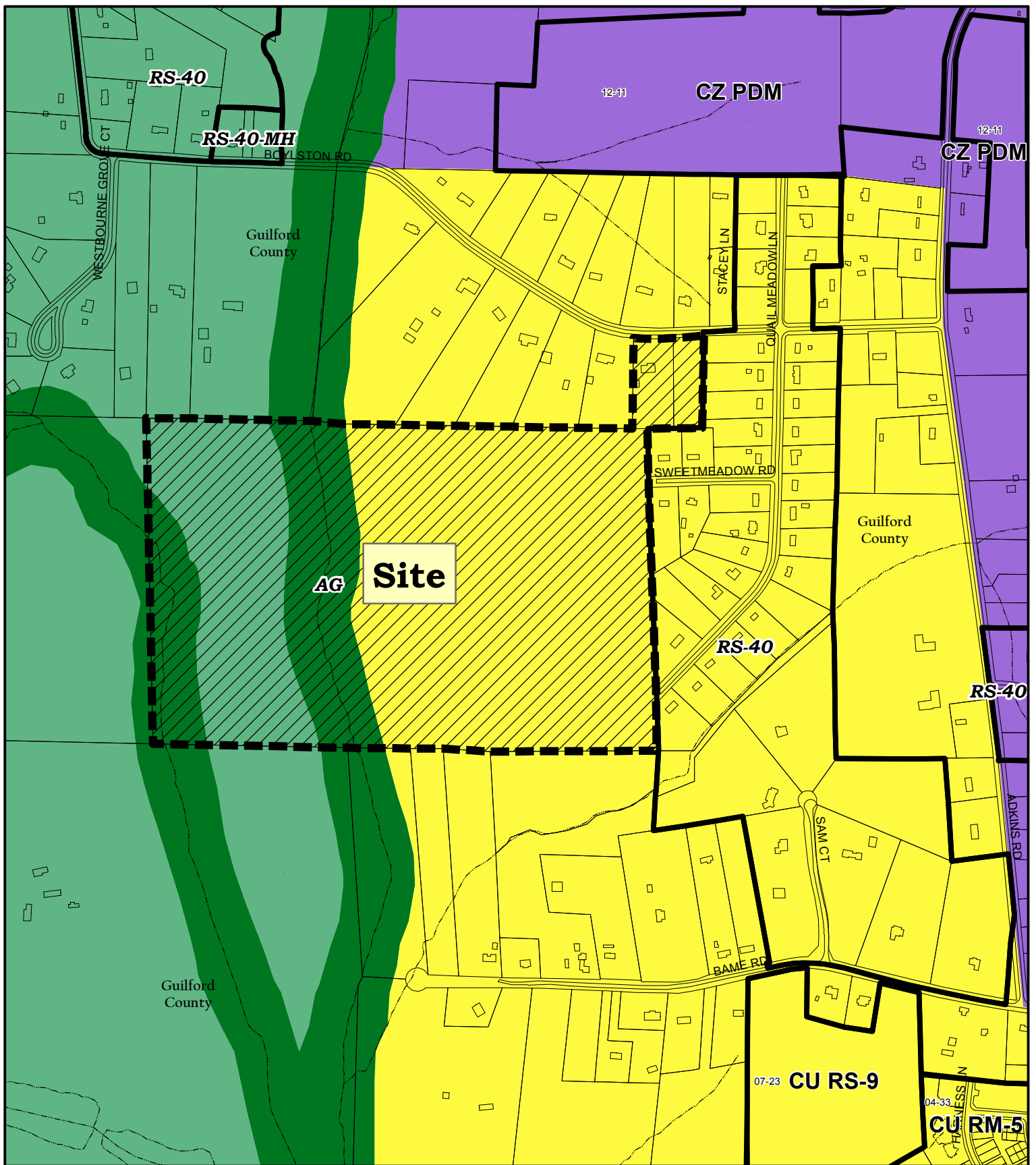
City of High Point

Date: October 27, 2015



Scale: 1"=700'

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ZONING AMENDMENT ZA15-16

Land Use Plan

- | | |
|--|---|
|  Low-Density Residential |  Recreation/Open Space |
|  Restricted Industrial |  Future Growth Area |

**Planning & Development
Department**

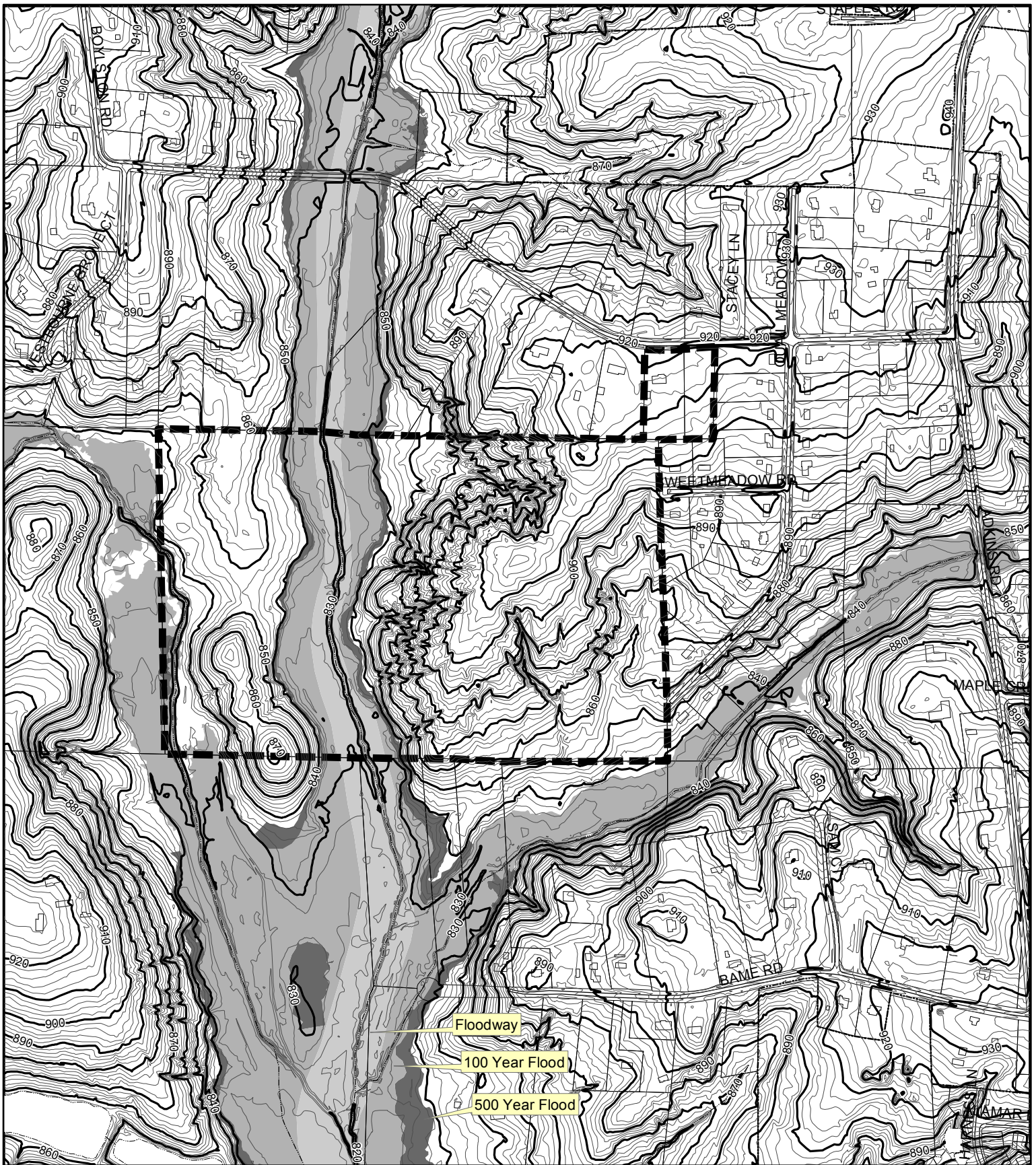
City of High Point

Date: October 27, 2015



Scale: 1"=700'

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2015/pz/za15-16clu.mxd



ZONING AMENDMENT ZA15-16

Topography

Subject Property Boundary - - - - -

Planning & Development
Department

City of High Point

Date: October 27, 2015



Scale: 1"=700'

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2015\pz\za15-16\topo.mxd

ZONING AMENDMENT ZA15-16





September 24, 2015 **CORRECTED 11/9/2015**

To: Lee Burnette, Director of Planning and Development
From: Mark McDonald, P.E., Transportation Director *MMcDonald*
Subject: **Zoning Case #15-16**, Keystone Group. Property located on the south side of Boylston Road, approximately 1,450 feet west of Adkins Road.

My staff and I have reviewed the rezoning request and have the following comments:

A traffic impact analysis was required for this development. To require a traffic study the proposed development must be expected to produce at least one hundred and fifty (150) trips in the AM or PM peak hour. This development will generate approximately ~~seven hundred and twenty seven (727) trips in the AM peak hour, seven hundred and sixty one (761) trips in the PM peak hour and a total of 8,759 trips/day.~~ **two hundred and eighty-two trips (282) in the AM peak hour, three hundred and fifty-four (354) in the PM peak hour and a total of 3,692 trips.**

Access

Three (3) points of access are required.

- One point of access shall be allowed to Boylston Road.
- One point of access shall be allowed to Quail Meadow Lane.
- One point of access shall be allowed to Sweetmeadow Drive.
- One stub street shall be provided to the north of Tract E.
- Two points of access shall be provided from Tract D and two points of access from Tract E to proposed main internal roadway.

Roadway and Intersection Improvements

Boylston Road @ Site Access Point: The Developer shall install a westbound left turn lane with 100 feet of storage and appropriate bay taper.

All roadway and intersection improvements must be completed prior to the issuance of Certificate of Occupancy.

The North Carolina Department of Transportation and the City of High Point Transportation Director shall approve all improvements and construction thereof.

If you have any questions or would like to further discuss this case, please advise.

AN ORDINANCE AMENDING “THE CITY OF HIGH POINT, NORTH CAROLINA DEVELOPMENT ORDINANCE,” PURSUANT TO SECTION 9-3-12, ZONING MAP AMENDMENTS, OF THE DEVELOPMENT ORDINANCE.

WHEREAS, the City Council of The City of High Point adopted “The City of High Point Development Ordinance” on January 7, 1992 with an effective date of March 1, 1992, and subsequently amended;

WHEREAS, public hearings were held before the Planning and Zoning Commission of the City of High Point on October 27, 2015 and before the City Council of the City of High Point on November 16, 2015 regarding **Zoning Case 15-16** a proposed amendment to the Official Zoning Map of the “City of High Point Development Ordinance”;

WHEREAS, notice of the public hearings were published in the High Point Enterprise on October 18, 2015, for the Planning and Zoning Commission public hearing and on November 4, 2015 and November 11, 2015, for the City Council public hearing pursuant to Chapter 160A-364 of the General Statutes of North Carolina; and

WHEREAS, the proposed amendment was adopted by the City Council of the City of High Point on _____.

THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF HIGH POINT:

SECTION 1

That the Official Zoning Map of the City of High Point be amended to establish the following described area as: A **Planned Unit Development – Residential (PDR) District**. The property is approximately 114.79 acres lying along the south side of Boylston Road, approximately 1,300 feet west of Adkins Road (8809, 8813 & 8819-R1 Boylston Road). The property is also known as Guilford County Tax Parcel 0169014, 0169013 and 0168988.

SECTION 2

That the property herein described shall be perpetually bound by the following use(s) authorized and condition(s) imposed, unless subsequently changed or amended as provided for by the Development Ordinance.

Part I. USES:

A. Tract A:

1. Only single family detached dwelling units as allowed in the Residential Single Family–9 (RS-9) District and their customary accessory uses shall be permitted, subject to the development and dimensional requirements of the Development Ordinance, and the specific conditions listed in this Ordinance.
2. Clubhouse and recreational amenities customary to residential uses.

B. Tract B: Only single family detached dwelling units as allowed in the Residential Single Family-7 (RS-7) District and their customary accessory uses shall be permitted, subject to the development and dimensional requirements of the Development Ordinance, and the specific conditions listed in this Ordinance.

C. Tract C:

1. Only single family detached dwelling units as allowed in the Residential Single Family-7 (RS-7) District and their customary accessory uses shall be permitted, subject to the development and dimensional requirements of the Development Ordinance, and the specific conditions listed in this Ordinance.

OR

2. Only twin homes and townhomes as allowed in the Residential Multifamily-8 (RM-8) District and their customary accessory uses shall be permitted, subject to the development and dimensional requirements of the Development Ordinance, and the specific conditions listed in this Ordinance.

3. The tract shall be developed in its entirety as either a single family subdivision (with single family detached dwellings); or as a townhome/twin home subdivision. There shall be no mixture of dwelling types.

D. Tract D: Only twin homes and townhomes as allowed in the Residential Multifamily-8 (RM-8) District and their customary accessory uses shall be permitted, subject to the development and dimensional requirements of the Development Ordinance, and the specific conditions listed in this Ordinance.

E. Tract E-1:

1. Only single family detached dwelling units as allowed in the Residential Single Family-7 (RS-7) District and their customary accessory uses shall be permitted, subject to the development and dimensional requirements of the Development Ordinance, and the specific conditions listed in this Ordinance.

OR

2. Only twin homes and townhomes as allowed in the Residential Multifamily-8 (RM-8) District and their customary accessory uses shall be permitted, subject to the development and dimensional requirements of the Development Ordinance, and the specific conditions listed in this Ordinance.

3. The tract shall be developed in its entirety as either a single family subdivision (with single family detached dwellings); or as a townhome/twin home subdivision. There shall be no mixture of dwelling types.

F. Tract E-2:

1. Only single family detached dwelling units as allowed in the Residential Single Family-7 (RS-7) District and their customary accessory uses shall be permitted, subject to the development and dimensional requirements of the Development Ordinance, and the specific conditions listed in this Ordinance.

OR

2. Only twin homes and townhomes as allowed in the Residential Multifamily-8 (RM-8) District and their customary accessory uses shall be permitted, subject to the development and dimensional requirements of the Development Ordinance, and the specific conditions listed in this Ordinance.
3. The tract shall be developed in its entirety as either a single family subdivision (with single family detached dwellings); or as a townhome/twin home subdivision. There shall be no mixture of dwelling types.

G. Tract F:

1. Clubhouse and recreational amenities customary to residential uses.
2. Only single family detached dwelling units as allowed in the Residential Single Family-9 (RS-9) District and their customary accessory uses shall be permitted, subject to the development and dimensional requirements of the Development Ordinance, and the specific conditions listed in this Ordinance.

OR

3. Only twin homes and townhomes as allowed in the Residential Multifamily-8 (RM-8) District and their customary accessory uses shall be permitted, subject to the development and dimensional requirements of the Development Ordinance, and the specific conditions listed in this Ordinance.
4. The tract shall be developed in its entirety as either a single family subdivision (with single family detached dwellings); or as a townhome/twin home subdivision. There shall be no mixture of dwelling types

Part II. CONDITIONS:

A. Development, Dimensional & Density Standards:

- 1 A maximum of 450 dwelling units shall be permitted. Development intensity within each tract shall be as follows:
 - a. Tract A:
 - 1) A maximum of forty (40) residential dwelling units shall be permitted.
 - 2) Amenity area may be included in this tract.
 - b. Tract B: A maximum of one hundred and twenty (120) residential dwelling units shall be permitted.
 - c. Tract C:
 - 1) A maximum of eighty (80) residential dwelling units shall be permitted.
 - 2) Townhome uses shall be limited to a maximum of eight (8) dwelling units per structure.
 - d. Tract D:
 - 1) A maximum of one hundred and ten (110) residential dwelling units shall be permitted.

2) Townhome uses shall be limited to a maximum of eight (8) dwelling units per structure.

e. Tracts E-1 and E-2:

1) A combined maximum of one hundred and sixty (160) residential dwelling units shall be permitted.

2) Townhome uses shall be limited to a maximum of eight (8) dwelling units per structure.

f. Tract F: A maximum of thirty (30) residential dwelling units shall be permitted.

B. Open Space and Common Recreation Facilities:

1. The overall development shall have a clubhouse/recreation area in Tract A or F. This shall not preclude the development of additional recreational amenities within other tracts.

2. A minimum 20-foot access easement shall be provided to all common areas.

3. Final plat approval for no more than 200 lots (single family, twin homes and townhomes lots) shall be allowed until such time as open space and common recreational facilities, as required by Section 9-4-3(a)(3)j(6) of the Development Ordinance, are installed. Acreage of open space and common recreational facilities shall be based on number of dwelling units noted in Section II.A of this ordinance.

C. Landscaping, Setback and Buffers

1. A minimum twenty (20) foot wide Type C Planting yard shall be provided along the Boylston Road frontage of the zoning site. This planting yard shall be within or part of a common area separate from individual residential lots and exclusive of any utility easements, except for perpendicular crossings by utilities and roadways.

D. Fencing & Screening: If fencing is erected along the common areas abutting the Boylston Road right-of-way, then a common fencing plan shall be provided. A common fencing plan shall be provided prior Preliminary Plat approval on the rezoning site.

E. Lot Combination. All parcels within the rezoning site shall be combined into one (1) lot prior to any development.

F. Exterior Lighting: All exterior common area lighting shall be directed away from adjacent properties to avoid spillover lighting.

G. Transportation

1. Vehicular Access:

- a. One point of vehicular access shall be provided to Boylston Road. This access shall extend through the zoning site providing access to the various tracts as generally depicted on the PUD Master Plan.
- b. One point of vehicular access shall be provided to Quail Meadow Lane consisting of an extension of this public street as generally depicted on the PUD Master Plan. This access shall be installed with the development of Tract B.
- c. One point of vehicular access shall be provided to Sweetmeadow Drive consisting of an extension of this public street as generally depicted on the PUD Master Plan. This access shall be installed with the development of Tract B.
- d. Once public street stub shall be provided to the western property line of Tract
- e. Individual tract with more than 50 dwelling units shall provide at least two point of access to said tract.

2. Pedestrian Access:

- a. A pedestrian access system shall be provided so as to provide safe and convenient pedestrian access to open space/common for all dwelling units.
- b. A pedestrian access plan shall be submitted as part of the Preliminary Plat approval for each tract. The location of all sidewalks shall be indicated on plans submitted for approval.
- c. The property owner shall dedicate to the City of High Point a greenway easement for the development of a public greenway trail. Said easement shall be a minimum of fifty (50) feet in width, be a minimum of thirty (30) feet from the top of bank of the streams running through the site. The dedicated area shall also be depicted on the approved development plats for the site.
- d. Internal pedestrian access shall be provided to the Greenway.

3. Roadway and Intersection Improvements

- a. Boylston Road at Site Access Point: The developer or property owners shall install a westbound left turn lane with a minimum of one hundred (100) feet of storage and appropriate bay taper.
- b. All roadway and intersection improvements shall be completed and approved by the City of High Point prior to issuance of Certificate of Occupancy

4. The City of High Point Director of Transportation and the North Carolina Department of Transportation (NCDOT) shall approve all construction and improvements.

H) Signage: The location of signage on the rezoning site shall conform to the approved Common Signage Plan. An overall Common Signage Plan shall be submitted and approved prior to approval of the first preliminary plat approval for this development.

I) Environmental Sensitive Areas:

1. Any portion of the rezoning site that is within a floodway, floodway fringe, steep slope, wetlands or any other environmentally sensitive areas shall be left in its natural state and undisturbed, except to provide access to the common area, greenways, approved utility extensions, erosion control and stormwater control devices.
2. Any portion of the site within the 100-year flood plain area, and required stream buffers shall remain as undisturbed areas. However, required water quality devices may be permitted within that portion of the 100-year flood plain area lying outside any stream buffers, subject to the watershed regulations.

J) Owners Association: An owners' association shall be established, in accordance with Section 9-6-10 of the Development Ordinance, prior to the recording of any final plat(s) and shall be responsible for the common areas of the development.

K) Relationship of Permit to Development Ordinance: The use and development of this site shall be subject to the uses and conditions within this Conditional Zoning Ordinance. The City of High Point Development Ordinance shall govern issues not addressed within this Conditional Zoning Ordinance.

SECTION 3

That plans for any development on the property described herein shall be pursued in accordance with this conditional zoning district and shall be submitted to the City of High Point and other approval authorities for review in the same manner as other such plans that are required to be approved by the City of High Point.

SECTION 4

Should any section or provision of this ordinance be declared invalid, such decision shall not affect the validity of the remaining portions of this ordinance.

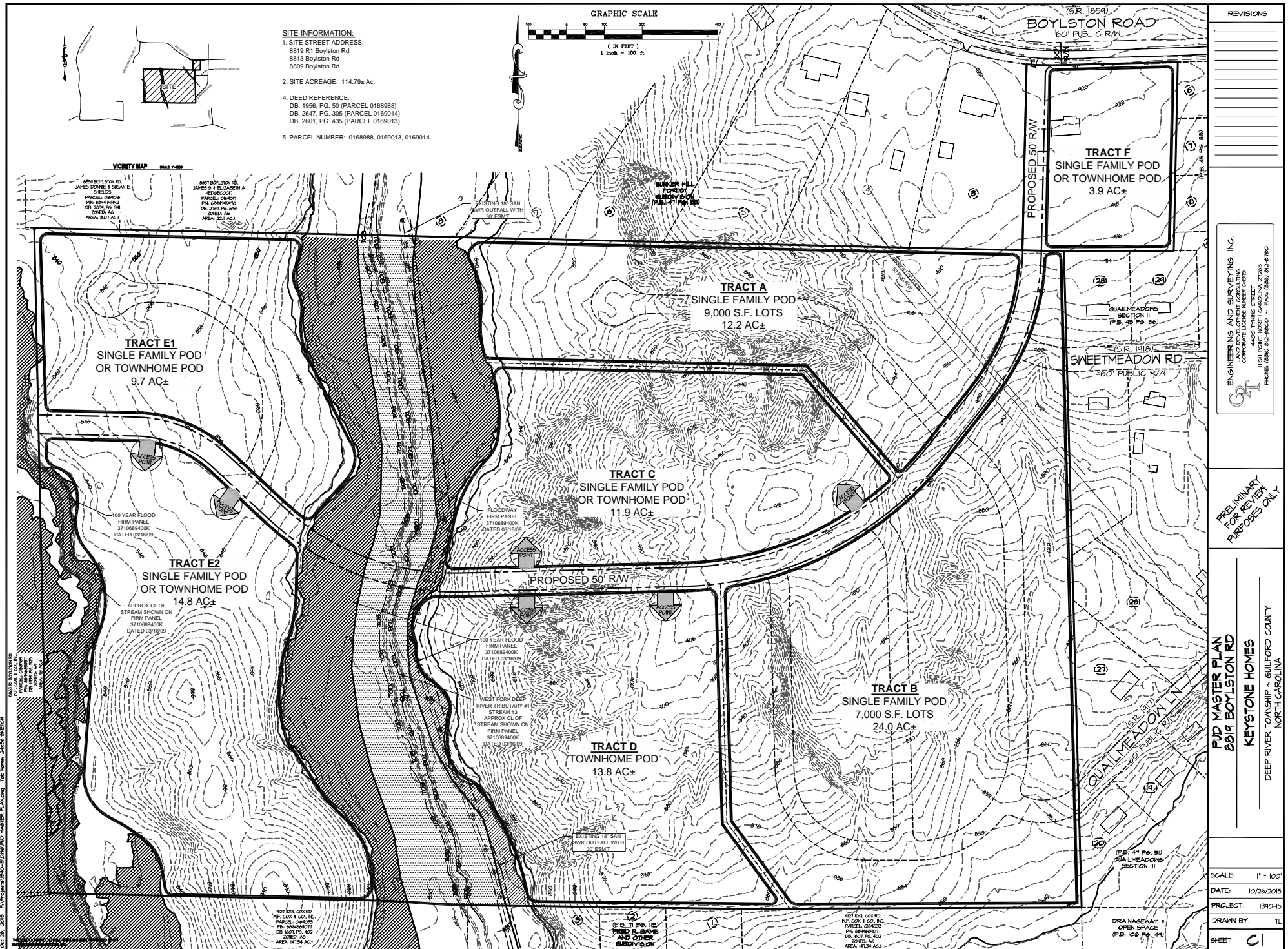
SECTION 5

That all ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION 6.

This ordinance shall become effective upon the date of adoption.
____th day of XXXXXXXXXX xx, 20XX.

Lisa B. Vierling, City Clerk



REVISIONS

GR
ENGINEERING AND SURVEYING, INC.
LAND DEVELOPMENT CONSULTING
CORPORATE LICENSE NUMBER C-1575
4400 TYNING STREET
HIGH POINT, NORTH CAROLINA 27265
PHONE: (336) 812-8800 ~ FAX: (336) 812-8780

PRELIMINARY
FOR REVIEW
PURPOSES ONLY

PUD MASTER PLAN
8819 BOYLSTON RD
KEYSTONE HOMES
DEEP RIVER TOWNSHIP ~ GUILFORD CO
NORTH CAROLINA

SCALE:	1" = 100'
DATE:	10/26/2015
PROJECT:	1340-15
DRAWN BY:	TL
SHEET	C1

TRANSPORTATION IMPACT ANALYSIS

Prepared for Keystone Homes

Project Number: 15-055
8/21/15

Boylston Road Development High Point, NC



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Transportation Impact Analysis

Boylston Road Development High Point, NC

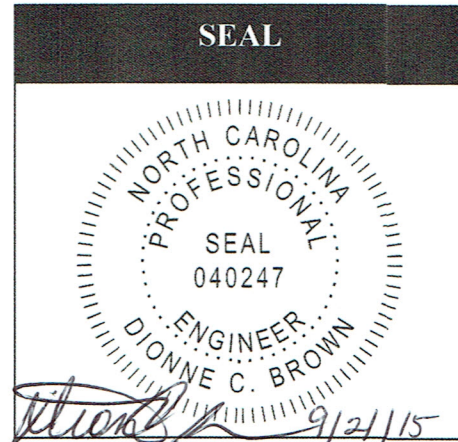
Prepared for Keystone Homes
August 21, 2015

Analysis by: Dionne C. Brown, P.E.

Drafting/Graphics by: Dionne C. Brown, P.E.

Reviewed by: Frank Amenya, P.E., PTOE
F. Royal Hinshaw, P.E.

Sealed by: Dionne C. Brown, P.E.



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Boylston Road Development – Transportation Impact Analysis
Prepared for Keystone Homes
August 21, 2015

Executive Summary

The proposed Boylston Road Development is located along the southern side of Boylston Road between the intersections of Quailmeadow Lane and Bunker Hill Road in High Point, North Carolina. As currently planned, this development will consist of 270 single family detached homes and 180 townhomes. Figure 1, in the report, presents the sketch plan. Access to the site will be available from Boylston Road, Quailmeadow Lane and Sweetmeadow Road.

DAVENPORT was retained to determine the potential traffic impacts of this development and to identify transportation improvements that may be required to accommodate the impacts of both background traffic and new development traffic. The following intersections were included in the study:

- Sandy Ridge Road at Norcross Road
- Sandy Ridge Road at Endicott Road
- Sandy Ridge Road at Bame Road
- Boylston Road at Adkins Road
- Boylston Road at Quailmeadow Lane
- Boylston Road at Bunker Hill Road
- Quailmeadow Lane at Sweetmeadow Road
- Boylston Road at Site Access

The above-mentioned intersections were analyzed for the following scenarios:

- 2015 Existing Conditions
- 2020 Future No Build Conditions
- 2020 Future Build-Out Conditions
- 2020 Future Build-Out with Improvements (as necessary)

The build-out analysis year for this project was assumed to be 2020. The AM (7-9 am) and PM (4-6 pm) peaks were studied.

The City of High Point and the North Carolina Department of Transportation (NCDOT) were contacted to obtain background information and to ascertain the elements to be covered in this Transportation Impact Analysis (TIA). Information regarding the property was provided by Keystone Homes.

Level of Service Results

The results of the study are discussed by intersection below:

Sandy Ridge Road at Norcross Road

This unsignalized intersection currently operates at LOS C in the AM and PM peaks. In 2020 future no build conditions, the analysis indicates LOS E in the AM peak and LOS D in the PM peak. With the addition of site traffic, this intersection is projected to operate at LOS F in the AM and PM peaks. This is typical for a minor street to experience LOS E/F during peak hours due to the lack of gaps to allow turning movements onto the major roadway. This intersection's geometry will be modified during the construction of TIP U-4758 which will make this a right-in/ right-out. The TIP I-5712 could also modify this intersection; therefore, no improvements are recommended for this intersection.

Sandy Ridge Road at Endicott Road

This unsignalized intersection currently operates at LOS C in the AM and PM peaks. In 2020 future no build conditions, the analysis indicates LOS D in the AM peak and LOS C in the PM peak. With the addition of site traffic, this intersection is projected to operate at LOS F in the AM peak and LOS D in the PM peak. This is typical for a minor street to experience LOS E/F during peak hours due to the lack of gaps to allow turning movements onto the major roadway. This intersection's geometry will be modified during the construction of TIP U-4758 which will realign with Piedmont Triad Farmers Market's access. Therefore, no improvements are recommended for this intersection.

Sandy Ridge Road at Bame Road

This unsignalized intersection currently operates at LOS B in the AM peak and LOS C in the PM peak. In 2020 future no build conditions, the analysis indicates LOS C in the AM and PM peaks. With the addition of site traffic, this intersection is projected to operate at LOS C in the AM peak and LOS D in the PM peak. No improvements are recommended for this intersection.

Boylston Road at Adkins Road

This unsignalized intersection currently operates at LOS A in the AM and PM peaks. In 2020 future no build conditions, the analysis indicates LOS A in the AM and PM peaks. With the addition of site traffic, this intersection is projected to operate at LOS B in the AM and PM peaks. No improvements are recommended for this intersection.

Boylston Road at Quailmeadow Lane

This unsignalized intersection currently operates at LOS A in the AM and PM peaks. In 2020 future no build conditions, the analysis indicates LOS A in the AM peak and LOS B in the PM peak. With the addition of site traffic, this intersection is projected to operate



at LOS B in the AM peak and LOS C in the PM peak. No improvements are recommended for this intersection.

Boylston Road at Bunker Hill Road

This unsignalized intersection currently operates at LOS A in the AM and PM peaks. In 2020 future no build conditions, the analysis indicates LOS A in the AM and PM peaks. With the addition of site traffic, this intersection is projected to operate at LOS A in the AM peak and LOS B in the PM peak. No improvements are recommended for this intersection.

Quailmeadow Lane at Sweetmeadow Road

This unsignalized intersection currently operates at LOS A in the AM and PM peaks. In 2020 future no build conditions, the analysis indicates LOS A in the AM and PM peaks. With the addition of site traffic, this intersection is projected to operate at LOS A in the AM and PM peaks. No improvements are recommended for this intersection.

Boylston Road at Site Access 1

This unsignalized intersection is expected to operate at LOS A in the AM and PM peaks in future 2020 build conditions. Based on the NCDOT “Policy on Street and Driveway Access” guidelines, the westbound left turn volumes warrant a turn lane; therefore, it is recommended to provide a 100 foot storage lane with appropriate taper.

The recommended improvements at the study intersections are illustrated in Figure 9 in the report.

Level of Service Summary

Table A presents the summary of the level of service analysis.

Table A - Level of Service Summary				
AM Peak	2015 Existing	2020 Future No Build	2020 Build	2020 Build with Improvements
Sandy Ridge Road at Norcross Road	C (21.2) EB Approach	E (35.7) EB Approach	F (76.1) EB Approach	
Sandy Ridge Road at Endicott Road	C (19.2) EB Approach	D (30.3) EB Approach	F (53.2) EB Approach	
Sandy Ridge Road at Bame Road	B (14.1) EB Approach	C (18.4) EB Approach	C (17.8) EB Approach	
Boylston Road at Adkins Road	A (9.0) EB Approach	A (9.0) EB Approach	B (11.1) EB Approach	
Boylston Road at Quailmeadow Lane	A (9.2) SB Approach	A (9.3) SB Approach	B (12.6) SB Approach	
Boylston Road at Bunker Hill Road	A (9.4) WB Approach	A (9.5) WB Approach	A (9.6) WB Approach	
Quailmeadow Lane at Sweetmeadow Road	A (8.6) EB Approach	A (8.6) EB Approach	A (9.2) EB Approach	
Boylston Road at Site Access			A (9.6) NB Approach	A (9.6) NB Approach
PM Peak	2015 Existing	2020 Future No Build	2020 Build	2020 Build with Improvements
Sandy Ridge Road at Norcross Road	C (19.4) EB Approach	D (32.7) EB Approach	F (52.3) EB Approach	
Sandy Ridge Road at Endicott Road	C (17.5) EB Approach	C (24.1) EB Approach	D (33.3) EB Approach	
Sandy Ridge Road at Bame Road	C (15.2) EB Approach	C (20.8) EB Approach	D (26.2) EB Approach	
Boylston Road at Adkins Road	A (9.3) EB Approach	A (9.4) EB Approach	B (13.2) EB Approach	
Boylston Road at Quailmeadow Lane	A (9.9) SB Approach	B (10.1) SB Approach	C (16.6) SB Approach	
Boylston Road at Bunker Hill Road	A (9.8) WB Approach	A (9.9) WB Approach	B (10.2) WB Approach	
Quailmeadow Lane at Sweetmeadow Road	A (8.6) EB Approach	A (8.6) EB Approach	A (9.2) EB Approach	
Boylston Road at Site Access			A (9.7) NB Approach	A (9.7) NB Approach
LOS (delay in seconds) Note for unsignalized conditions, LOS and delay indicates only minor street approach with longest delay				

Summary and Conclusion

The proposed Boylston Road Development is located along the southern side of Boylston Road between the intersections of Quailmeadow Lane and Bunker Hill Road in High Point, North Carolina. As currently planned, this development will consist of 270 single family detached homes and 180 townhomes. Access to the site will be available from Boylston Road, Quailmeadow Lane and Sweetmeadow Road.

The trip generation indicates that based on the current site plan the proposed project is projected to generate a net total of 3,692 trips per day, 282 AM peak hour trips and 354 PM peak hour trips.

Table B summarizes the recommended improvements for the 2020 future build scenario. Improvements are shown in Figure 9 in the report.

In conclusion, this analysis has been conducted based on NCDOT and City of High Point guidelines and has determined the potential traffic impacts of this development. With the build-out of the site, the analysis indicates there will be adequate capacity to accommodate future traffic. Note that the site accesses should be designed according to NCDOT standards as appropriate.

Table B - Recommended Improvement Summary	
Boylston Road at Site Access	<ul style="list-style-type: none">• Provide westbound left turn lane with 100 feet of storage and appropriate taper
All other intersections	No improvements recommended

Citizens Information Meeting Report

Zoning Amendment Case 15-16

Submitted by: Scott Wallace on behalf of
Keystone Group, Inc.



October 10, 2015

Re: 8809, 8813, and 8819-R1 Boylston Road, Colfax NC 27235

We are writing because you own property that is nearby or adjacent to 8809, 8813, and/or 8819-R1 Boylston Road, Colfax NC 27235 ("Property").

We are seeking to rezone the Property, consisting of approximately 114 acres, to City of High Point's Conditional Use Planned Unit Development-Residential (CU-PDR) district in order to allow for the construction of a first-class Residential Planned Unit Development consisting of single family homes and townhomes.

In a short time, from the City of High Point, you will likely receive (or have already received) a rezoning notice outlining these above mentioned plans.

In order to share our plans and answer any questions that you may have, we cordially invite you to an information meeting on Wednesday, October 21, 2015 at 6:00pm at 747 Piedmont Crossing Drive, High Point, NC 27265. This is the address of our current furnished model home within our Trellises Community of which is generally located at the intersection of Barrow Road and Willard Dairy Road.

If you are unable to attend this information meeting and have questions, please do not hesitate to contact me at 336-362-1997, or if you prefer, you can email me at swallace@gokeystone.com. I will be happy to personally meet and share information with you regarding this Property.

Sincerely,

W. Scott Wallace
President

October 21, 2015

Keystone

[illegible]



ACOSTA, REFUGIO LANDIN ; VARGAS, EVELYN
BERMUDEZ
4723 CRICKLEWOOD DR
GREENSBORO NC 27407

ADAMS, GEORGE EDWIN ; ADAMS, SHERRI L B
ADAMS
801 WESTBOURNE GROVE CT
COLFAX NC 27235

BAER, RONALD J ; PIERCE, JAYE M
712 STACEY LN
COLFAX NC 27235

BAL, EMILY J ; BAL, FORTINO N ; CRUZ,
ELIZABETH T
8706 SWEETMEADOW RD
COLFAX NC 27235

BAME, CURTIS C ; BAME, BETTY W
8610 ADKINS RD
COLFAX NC 27235

BAME, FRED R
8744 BAME RD
COLFAX NC 27235

BRACKETT, STEVEN C ; BRACKETT, PEGGY Y
8831 BOYLSTON ROAD
COLFAX NC 27235

BROWN, ALISON D ; BROWN, MICAH A
8704 SWEETMEADOW RD
COLFAX NC 27235

CARTER, GRAYLIN W ; CARTER, GINGER BYRD
8705 SWEERMEADOW RD
COLFAX NC 27235

CHELLEW, JOHN ALAN ; CHELLEW, ELIZABETH E
910 QUAILMEADOW LN
COLFAX NC 27235

COX W F & CO INC
907 S BROAD ST
WINSTON SALEM NC 27101

COX, DANNY LLOYD
1478 CURRY RD
KERNERSVILLE NC 27284

EDWARDS, DAVID K
904 QUAILMEADOW LANE
COLFAX NC 27235

GANSMAN, JOHN R ; GANSMAN, WHITNEY
8861 BOYLSTON RD
COLFAX NC 27235

GORRELL, LESTER R
919 QUAILMEADOW LANE
COLFAX NC 27235

~~GUILFORD COUNTY
PO BOX 3427
GREENSBORO NC 27402~~

HARDING, JEFFREY ALLAN ; HARDING, LUEALICE
P
912 QUAILMEADOW LANE
COLFAX NC 27235

HARTZFELD, EARL G ; HARTZFELD, MILDRED M
8827 BOYLSTON RD
COLFAX NC 27235

HEDGECOCK, JAMES S ; HEDGECOCK,
ELIZABETH A
8857 BOYLSTON RD
COLFAX NC 27235

HILL, EUGENE R ; HILL, LINDA K
8818 BOYLSTON RD
COLFAX NC 27235

HUTCHENS, GILBERT R ; HUTCHENS, ANNIE B
8760 BAME RD
COLFAX NC 27235

IDOL, BESSIE S HEIRS
4798 ELLISBORO RD
STOKESDALE NC 27357

JACKSON, THOMAS C ; JACKSON, BRENDA L
8814 BOYLSTON RD
COLFAX NC 27235

JOHNSON, JONATHAN D ; JOHNSON, TERESA M
2815 289TH ST S
ROY WA 98580

KIVETT, VIRGINIA E HEIRS
8810 BOYLSTON RD
COLFAX NC 27235

LITTLE, DOUGLAS HAMPTON JR ; LITTLE, DEBRA
W
915 QUAILMEADOW LN
COLFAX NC 27235

MANN, CASANDRA C
800 QUAILMEADOW LN
COLFAX NC 27235

MAZZA, KIRSTEN
8707 SWEETMEADOW RD
COLFAX NC 27235

MENIUS, JAMES L
926 SAM CT
COLFAX NC 27235

NEWSOME, LINUS WILSON ; NEWSOME, VICKI S
8817 BOYLSTON RD
COLFAX NC 27235



NORMAN, HULDA A
902 QUAILMEADOW LN
COLFAX NC 27235

POTOCKI, JOHN J
808 QUAILMEADOW LN
COLFAX NC 27235

PUTNAM, GREGORY L ; PUTNAM, MAURÉEN O
917 QUAILMEADOW LANE
COLFAX NC 27284

SHIELDS, ELIZABETH B ; SHIELDS, RICHARD
SHIELDS
9016 STACK RD
COLFAX NC 27235

SHIELDS, JAMES DONNIE ; SHIELDS, SUSAN E
8859 BOYLSTON RD
COLFAX NC 27235

STOUT, ROBERT M ; STOUT, CAROLE B
804 QUAILMEADOW LN
COLFAX NC 27235

TREXLER, RICHARD C JR ; TREXLER, WANDA J
8823 BOYLSTON RD
COLFAX NC 27235

WALLACE, MAXINE W
PO BOX 177
~~COLFAX NC 27235~~

WILBORNE, JAMES R ; WILBORNE, PATRICIA M
802 QUAILMEADOW LN
COLFAX NC 27235

WOODARD, LARRY M ; WOODARD, SANDRA S
906 QUAILMEADOW LN
COLFAX NC 27235

YARBOROUGH, STEVE LYNN ; YARBOROUGH,
DONNA G
908 QUAILMEADOW LN
COLFAX NC 27235