Town of Boone
Town Council/Planning Commission
Public Hearing
5:00 PM, July 27, 2026
Town Council Chambers
1500 Blowing Rock Road

1. Call to Order of Town Council

2. Closed Session

   A. N.C. Gen. Stat.§ 143-318.11(a)(1), to review, approve, and seal closed session minutes from Council's prior closed session(s).

   B. N.C. Gen. Stat.§ 143-318.11(a)(3), to consult with the Town Attorney in order to preserve the attorney-client privilege between the attorney and the Town Council, and obtain legal advice, consider, and/or give instructions to the attorney concerning one or more potential legal claims.

   C. N.C. Gen. Stat. § 143-318.11(a)(1), (a)(5), and/or (a)(6) to prevent the disclosure of information that is privileged or confidential pursuant to N.C. Gen. Stat. §160A-168; to establish or instruct town staff or negotiating agents concerning the position to be taken by or on behalf of the town in negotiating the price and other material terms of a contract or proposed contract for the acquisition of real property by purchase, option, exchange, or lease; or the amount of compensation and other material terms of an employment contract or proposed employment contract; and/or to consider the qualifications, competence, performance, character, fitness, conditions of appointment, or conditions of initial employment of an individual public officer or employee or prospective public officer or employee.

3. Potential Action Following Closed Session

4. Adjournment of Town Council

5. Call to Order of Town Council and Planning Commission

6. Moment of Silence

7. Approval of Meeting Minutes

   A. May 18, 2026, Public Hearing/Planning Commission Meeting Minutes

8. PUBLIC HEARING

   A. Case A26-0448 Invasive Species - UDO Text Amendment

   B. Case A26-0357 115 Beverly Heights Avenue - Conditional District Zoning Map Amendment

9. **Adjournment of Town Council**

PLANNING COMMISSION MEETING

10. **Discussion and Recommendation on Case(s) Heard at the Public Hearing**

11. **Other Matters**

    A. Chair/Vice-Chair Application

12. **Adjournment**

TOWN COUNCIL AND PLANNING COMMISSION
PUBLIC HEARING AND PLANNING COMMISSION MEETING MINUTES
MONDAY, MAY 18, 2026, 6:00 PM
1500 BLOWING ROCK ROAD AND WEBEX

COUNCIL MEMBERS PRESENT: Mayor Dalton George, Mayor Pro Tem Todd Carter (via WebEx), Anne Pruitt, Virginia Roseman, and Adrian Tait

PLANNING COMMISSION MEMBERS PRESENT: Chair Frank Veno, Garrett Kight, Declan King, David Luther, and Michael Mileski (via WebEx)

PLANNING COMMISSION MEMBERS ABSENT: Frida Paz-Miranda

PLANNING STAFF PRESENT: Jane Shook-Director of Planning & Inspections, Brandon Wise-Deputy Director of Planning & Inspections, Jessica Mitchell-Advanced Planning Specialist (via WebEx), and Brenda Henson-Board Clerk

OTHER TOWN STAFF OR REPRESENTATIVES PRESENT: Todd Moody-Public Works Director, and Allison Meade-Town Attorney

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Call to Order

Mayor George called the Town Council to order at 6:03 p.m. Chair Veno called the Planning Commission to order at the same time. The meeting was held at the Town Council Chambers, located at 1500 Blowing Rock Road, Boone, and via WebEx.

Moment of Silence

A moment of silence was observed.

Approval of Meeting Minutes

Council Member Roseman made a motion, seconded by Council Member Pruitt, to approve the April 27, 2026, Public Hearing/Planning Commission meeting minutes.

VOTE: Aye – 4
Nay – 0

The motion passed.

Commission Member King made a motion to approve the April 27, 2026, Public Hearing/Planning Commission meeting minutes. The motion was seconded by Commission Member Kight.

VOTE: Aye – 5
Nay – 0
Absent – 1 (Paz-Miranda)

The motion passed.

PUBLIC HEARING

Case A24-0077 Transportation Impact Analysis – UDO Text Amendment

A text amendment to UDO Article 4 and Appendix C to modify transportation impact analysis (TIA) provisions. Modifications include changes to process, content, and mitigation.

Jane Shook, Director of Planning & Inspections, introduced Thomas Shirley, a traffic consultant with Kimley-Horn, and Todd Moody, Public Works Director.

Ms. Shook reviewed the staff report as presented in the board packet and noted that this material was revised based on the discussion from the initial presentation of the material in October. Ms. Shook reviewed

the process graphic provided in the staff report that reviewed the new process for a transportation impact analysis (TIA) Ms. Shook stated that all steps would be completed before the proposed development submitted their development application. She noted that a potential trigger for a conditional district would be discussed later in the meeting.

Ms. Shook noted that as requested a table had been added to illustrate the types of development that could trigger a TIA. She then referenced a change on packet page 26, item R. 4. to remove the word "and" and replace it with the word "or" so that the sentence reads, "The Synchro 95th percentile or SimTraffic Maximum queue increases 75 feet or more *or* exceeds storage for a turn lane."

Ms. Shook offered the following new paragraph to be inserted as the second paragraph below item R. 4.: *With respect to mitigation that may be affected through on-site infrastructure, such as a turning lane into a development's driveway, mitigation measures must fully mitigate the impact of the proposed project to the fullest extent that can be accommodated on-site.*

Allison Meade, Town Attorney, noted that the text would help draw a distinction between property under the developer's full control versus property outside the control of the developer. If the developer had the capacity to provide on-site mitigation on their own parcel, it needed to be fully done.

Ms. Shook stated that specific language for the potential CD trigger had not been drafted, but hoped that the Planning Commission could recommend approval of the text amendment tonight, with the stipulation that this language be presented to the Council next week for approval. Ms. Shook explained that if the study recommended mitigation and the developer was unable to adequately host those improvements on their own property or within an existing right-of-way for off-site improvements, a conditional district would be triggered. This would allow for a larger conversation of the impacts on the community and the area as a whole.

Ms. Meade clarified that if mitigation was required off-site, but the developer could obtain the right-of-way or the agreement of whoever was involved to do that mitigation, then a CD would not be required. However, if the off-site mitigation could not be completed, the CD would be triggered.

Ms. Shook noted that she would like to make the TIA regulations effective on January 1, 2027. This would allow the staff time to work out details related to the administration of the new process.

Ms. Meade suggested adding language stating that the contract must be legally binding.

Council Member Tait asked what the cost would be for a pre-application meeting and the TIA. Ms. Shook replied that the cost for TIA's would vary based on the scope, so it would be project-dependent. Mr. Shirley noted that the consultant would run a trip generation to determine whether a TIA was required. A pre-application meeting to discuss the scoping process would then be scheduled. Mr. Shirley estimated that a pre-application meeting would cost $3,000 to $5,000, and a TIA would cost $10,000 to $30,000, depending on the project's size. Mr. Shirley added that the cost would be the same whether a developer contracted the TIA or the town did. Ms. Shook stated that cost recovery would need to be considered to compensate for staff time spent managing this process. These costs would be in addition to the consultant fees.

Mayor Pro Tem Carter asked whether the fee structure would need to be presented to the Town Council before the regulations take effect on January 1, 2027. Ms. Shook replied that a public hearing could be held at a Council meeting to consider revisions to the fee schedule.

Council Member Roseman referred to Section 3.03.04, which stated that within 5 business days of receiving the fully executed scoping document, the transportation consultant shall submit a summary of consultant fees for preparing the analysis. She expressed concern that this timeframe was a quick turnaround. Ms. Shook noted that the timeframes were set up to provide assurance to the developer about the timeliness of the new procedure.

Ms. Shook explained that the proposed process would require developers to have firmer plans before they could submit their formal application, and noted that if a CD was triggered, there would be additional time

added to the process because the CD process required a neighborhood meeting. She suggested revisiting the text several months after adoption to discuss how the process was working.

Council Member Tait complimented the document's depth.

Ms. Shook stated that a mitigation agreement must be signed by the applicant prior to submitting any permit application. If the development did not trigger a CD, the mitigation agreement would be administered at a staff level by Public Works, Planning & Inspections, and NCDOT when applicable.

Commission Member Luther asked whether there would be a cumulative impact if someone did not meet one of the mitigation triggers. Mr. Shirley explained that scoping meetings accounted for adjacent development that was underway or proposed. He stated that a third development in the same area could trigger mitigation, even though the first two did not. Mr. Shirley noted that this was one of the imperfections of the TIA process.

Commission Member Luther asked whether he understood correctly that if one development was 14% and another was 16%, and together they were over 25%, the third development that actually triggered mitigation would be the one responsible for everything. Mr. Shirley replied that any development that exceeded the threshold would be required to implement mitigation measures. He explained that if an intersection had a level of service (LOS) B and 15% was added, the next development might drop the LOS to a C, which would trigger mitigation, so they were accounting for each other. Commission Member Luther asked whether all intersections were treated the same. Mr. Shirley noted that yes in the text all intersections would be treated the same though some jurisdictions provided different ways to handle different intersections based on location.

Chair Veno asked for clarification of how fees for the transportation consultant would be collected. Ms. Shook replied that the initial consultation to determine if a TIA would be triggered would be at no cost. The first fee would be for the scoping meeting. The second fee would be for the transportation impact analysis. Ms. Shook stated that the consultant would bill the town, the town would pay the consultant, then the town would bill the applicant the consulting fee plus any staff administrative costs.

Council Member Tait asked how the town would choose a consultant. Todd Moody, Public Works Director, explained that the town currently has three or four on-call consultants that could handle the scoping meetings and TIA's. Council Member Tait asked how the town would choose among those consultants. Mr. Moody replied that they would use Kimley-Horn for the first TIA and then rotate through the list of consultants based on their availability.

Council Member Roseman questioned a developer's ability to use a TIA completed within the past two years. She expressed concern that other projects could have been developed in the area during those two years. Ms. Shook replied that the allowance to use an older TIA was qualified based on the administrator's finding there had not been access changes resulting in a 10% or more increase in site traffic at any level at an intersection.

Commission Member Luther expressed concern that the mitigation language was not clear enough for him to understand the additive effect, as he read it to mean that an individual development would be responsible for all mitigation. Mr. Shirley replied that an individual development that triggered improvements would be responsible for mitigation. He stated that if growth was occurring in the area of the development, it would be accounted for in the analysis, along with the site's specific impact. Mr. Shirley provided the example of filling a glass with water: each development added more water to the glass, and the development that caused the glass to overflow was the one that must provide mitigation measures.

There was no public comment.

With nothing further, Mayor George closed the public hearing for this case at 6:43 p.m.

Adjournment of Town Council

Mayor George adjourned the Town Council at 6:43 p.m.

Dalton George, Mayor

Brenda Henson, Board Clerk

Frank Veno, Planning Commission Chair

PLANNING COMMISSION MEETING

Chair Veno called a break in the meeting from 6:43 p.m. until 6:47 p.m.

Discussion and Recommendation on Case(s) Heard at the Public Hearing

Case A24-0077 Transportation Impact Analysis – UDO Text Amendment

A text amendment to UDO Article 4 and Appendix C to modify transportation impact analysis (TIA) provisions. Modifications include changes to process, content, and mitigation.

Commission Member King stated he appreciated the depth of the work on this text. Chair Veno agreed, adding that the text would make the process for transportation impact analyses easier to understand.

Commission Member Mileski asked whether a fee-in-lieu could be used as a tool for TIA's. Ms. Shook stated that options for payment in lieu had been reduced and were really only allowed if funded transportation projects overlap with the improvements associated with the development's recommended mitigation. This would ensure that improvements wouldn't be installed and then removed when the funded project was constructed.

Commission Member Kight asked whether the table shown on page 17 of the packet would remain in the text. Ms. Shook replied that it would remain and would be updated periodically. Commission Member Kight asked how often the table would be updated. Mr. Shirley stated that ITE updated its manual every four years. Ms. Shook added that the table served only as a reference. She noted that if the ITE manual changed before the UDO could be updated, the standards in the updated ITE manual would be used. Commission Member Kight pointed out that the ITE acronym was referenced in the text before the Institute of Transportation Engineers was spelled out. Ms. Shook stated that she would make that correction. Commission Member Kight asked if the transportation consultant would attend Planning Commission and Town Council meetings. Mr. Shirley replied that a transportation consultant would attend meetings only if a developer or the town requested it.

Commission Member Luther stated that developers should not be held responsible for what was happening 5 miles down the road regarding the cascading impacts of other projects. He asked whether any thought had been given to how to take that into consideration. Ms. Shook replied that the study area was proposed to be up to 1 mile, which was larger than required previously. Mr. Shirley added that a joint TIA could be conducted if multiple developments along the same corridor were planned in a similar timeframe. Ms. Shook stated that there was no proportionate way to distribute incremental impacts across different developments prior to mitigation being triggered.

Vote 1

Commission Member King made a motion that the proposed amendment to the Town's Unified Development Ordinance is consistent with the Town's current comprehensive plan and any other adopted plan(s) of the Town that are applicable because of the following from Boone Next:

Planning Principle 8: Encourage development and connections that better balance the needs of pedestrians, drivers, cyclists, and transit users.

Goal 1.2: Development True to Boone's Vision: Boone's development and redevelopment will enhance the best of the town's existing built environment and reinforce the vision set forth in this plan.

Goal 2.1: Increase Mobility Through a Safe System Approach: By fostering partnerships and focusing on data-driven solutions, the town will address roadway safety challenges, enhance intersection functionality, and manage traffic effectively.

Commission Member Kight seconded the motion.

VOTE: Aye – 5
Nay – 0
Absent – 1 (Paz-Miranda)

The motion passed.

Vote 2

Chair Veno made a motion, seconded by Commission Member King, that the Planning Commission recommends approval of Ordinance A24-0077 within Exhibit A with the revisions discussed during the Public Hearing, and approval is reasonable and in the public interest because this amendment provides more transparency to the process, it makes mitigation requirements easier to navigate, and the language is clearer and more comprehensive than what we originally had.

VOTE: Aye – 5
Nay – 0
Absent – 1 (Paz-Miranda)

The motion passed.

Other Matters

Planning Commission Vice-Chair

Ms. Shook explained that the annual selection of Chair and Vice-Chair would begin in July, so recommendations would be postponed until the July meeting. She asked that anyone interested in applying for Chair or Vice-Chair of the Planning Commission submit an application to the Board Clerk by July 10, 2026.

Adjournment of Planning Commission

Commission Member Kight made a motion to adjourn the meeting at 7:09 p.m. Commission Member King seconded the motion.

VOTE: Aye – 5
Nay – 0
Absent – 1 (Paz-Miranda)

The motion passed.

_____ _____

Frank Veno, Planning Commission Chair Brenda Henson, Board Clerk

DRAFT

Staff Report
Public Hearing
July 27, 2026
Case A26-0448 – Invasive Species – UDO Text Amendment

Request 1
Conformity to Adopted Plans 1
Boone Next: Our Town, Our Future 1
Planning Board Report/Recommendations 3
Town Council Action Required – July 27, 2026 3
Ordinance #A26-0448 4
Exhibit A – Modified UDO Language 5

Request

Staff requests that Town Council review and consider adoption of a text amendment to UDO Articles 31 and Appendix C to update the Town of Boone Unified Development Ordinance to reflect the Town goals in relation to native plantings and removal of invasive species.

The text changes in Article 31 clearly prevent invasive species from being planted on permitted sites within the Town of Boone, while also allowing for easier removal of existing invasive species that are in required landscape buffers.

The changes in Appendix C are to the Town of Boone's recommended planting list to remove plants that the town would not like to have planted and other plants that should not be planted. The removal of species from this list does not necessarily mean that this species cannot be planted at all, outside of invasive species, only that we do not recommend using them for reasons such as prone to ice fail or weak in high winds.

Conformity to Adopted Plans

Boone Next: Our Town, Our Future

Community Vision	Land Use and Development Vision
We will be a prosperous, livable, people-oriented mountain community modeling resilient growth that promotes and protects our natural resources with diverse housing options and dynamic economic opportunities. We will celebrate and build upon our community's historic foundation to leave a sustainable and equitable town for future generations.	Grounded in its historic character, Boone will be a distinct pedestrian-oriented town that is affordable, livable, human-scale, and connected through a network of walkable, mixed-use corridors and activity centers.

Planning Principle 8
Promote a network of green infrastructure and greenways to protect and connect wildlife habitat and sensitive natural areas and provide recreational and transportation opportunities. Land planning for future development and conservation will contribute to expanding the quantity, quality, access to, and connections between the town's parks, open space, and recreational amenities. Thoughtful planning , development, and conservation efforts will ensure Boone is a green city built within the context of the beautiful surrounding Appalachian Mountains.
Planning Principle 9

Incorporate environmentally sensitive and sustainable practices into future developments.
Development will be designed to reduce potential negative impacts on environmental features such as wetlands, riparian buffers, streams, steep slopes, wooded areas, special flood hazard areas, wildlife habitats, etc.

- The Town will continue efforts to protect and restore watersheds, wetlands, streams, and special flood hazard areas in development or redevelopment.
- New construction will use context-sensitive design to reduce impacts on existing site features.
- New development should use green building practices. Projects should minimize energy consumption, use renewable energy where feasible, minimize the consumption of resources, and use recycled building materials.
- Green stormwater management is important, along with protections to our waterways.
- Infill and redevelopment should maintain or enhance Boone's Urban Forest.

Goal 1.4 A NETWORK OF OPEN SPACE & GREEN CORRIDORS
Boone will build on its reputation as a green and outdoor city, creating and protecting an integrated network of green corridors, parks, and open spaces as well as meaningful rural and agricultural uses.

Policy 1.4.1: Protect Ecologically Valuable Areas and Corridors
Through regulations and development decisions, protect, restore, and connect ecologically valuable areas such as critical watersheds, stream buffers, wetlands, wildlife habitat, and hardwood forests. Prioritize conservation of lands adjacent and connected to existing protected areas.

Policy 1.4.4: Promote Environmental Education
Promote environmental stewardship through educational outreach programs that enhance knowledge and understanding of environmental systems. Outreach may take the forms of classes, signage, or public art, among other methods.

Policy 1.4.5: Protect Valued Mountain Viewsheds
Boone is a beautiful mountain town and must protect those viewsheds deemed most important by the Boone community.

Goal 5.1 A SUSTAINABLE AND RESILIENT WATERSHED
Boone will have a sustainable and resilient watershed that uses natural approaches to address stormwater.

Policy 5.1.5: Promote Environmental Stewardship
Promote environmental stewardship through education outreach programs, classes, signage, public art, or other methods.

Goal 5.3 PLENTIFUL INTERCONNECTED GREEN SPACES
Boone will proudly be a green town with passive and active green spaces throughout the community, connected by green corridors.

Policy 5.3.1: Protect Ecologically-Valuable Areas
Protect floodplains, steep hillsides, wetlands, and other ecologically valuable areas and corridors from development.

Policy 5.3.3: Plan for Wildlife
Plan for and manage the coexistence of nature and wildlife habitat through development standards that integrate habitat and wildlife migration throughout the town.

Planning Board Report/Recommendations

Per NCGS 160D-604(b), subsequent to initial adoption of a zoning regulation, all proposed amendments to the zoning regulation or zoning map shall be submitted to the Planning Commission for review and comment. If no written report is received from the Planning Commission within 30 days of referral of the amendment to that board, the Town Council may act on the amendment without the Planning Commission report. The Town Council is not bound by the recommendations, if any, of the Planning Commission. Per NCGS 160D-604(d), when conducting a review of proposed zoning text or map, the Planning Commission shall advise and comment on whether the proposed action is consistent with any comprehensive plan that has been adopted and any other officially adopted plan that is applicable. The Planning Commission shall provide a written recommendation to the governing board that addresses plan consistency and other matters as deemed appropriate by the Planning Commission, but a comment by the Planning Commission that a proposed amendment is inconsistent with the comprehensive plan shall not preclude consideration or approval of the proposed amendment by the governing board.

Vote 1: The proposed amendment to the Town's zoning ordinance ☐**is** OR ☐**is not** consistent with the Town's current comprehensive plan and any other adopted plan(s) of the Town that are applicable because:

Note 1

_____

_____

_____

***Note 1**: describe elements of controlling land use plans and how the plan is or is not consistent.*

Vote 2: The Planning Commission recommends ☐**approval** OR ☐**denial** of Ordinance #A26-0448 within Exhibit A and ☐**approval** OR ☐**denial** is reasonable and in the public interest because:

Note 2

_____

_____

_____

_____

***Note 2**: briefly explain why, factors may include the benefits and detriments to the landowners, the neighbors, and the surrounding community; why the action taken is in the public interest; and any changed conditions warranting the amendment.*

Town Council Action Required – July 27, 2026

No Council action is anticipated at this meeting. Final consideration would occur at a future Town Council meeting (anticipated to be August 26, 2026) upon receipt of the Planning Commission's recommendations.

Ordinance #A26-0448

ORDINANCE # A26-0448

AN ORDINANCE TO REVISE THE UNIFIED DEVELOPMENT ORDINANCE

WHEREAS, the Boone Town Council desires to modify UDO standards to reflect recent legislative changes, and

WHEREAS, the Boone Town Council held a duly-noticed public hearing on July 27, 2026 with respect to this ordinance; and

WHEREAS, the Boone Town Council has taken into full consideration any information offered at the public hearing; and

WHEREAS, this Town Council has reviewed the written recommendations of the Town of Boone Planning Commission; and

WHEREAS, the Boone Town Council is authorized to enact this Ordinance pursuant to its zoning authority under G.S. Chapter 160D, Article 6;

NOW THEREFORE, BE IT ORDAINED BY THE BOONE TOWN COUNCIL THAT:

SECTION 1. The Town of Boone Unified Development Ordinance ("UDO") is hereby revised as set forth in the attached **Exhibit A** to this Ordinance, which is incorporated by reference, with deletions and additions shown in ~~red~~ and blue respectively:

SECTION 2. All provisions of any Town ordinance in conflict with this ordinance are hereby repealed to the extent of such conflict.

SECTION 3. In the event any section, subsection, subdivision, paragraph, subparagraph, item, sentence, clause, phrase or word of this ordinance is declared or adjudged to be invalid or unconstitutional, such declaration or adjudication shall not affect the remaining provisions of this ordinance, which shall remain in full force and effect as if the portion so declared or adjudged invalid or unconstitutional was not originally a part of this ordinance.

SECTION 4. This Ordinance shall be effective immediately upon its adoption by Town Council.

Adopted this the ___th day of _____, 2026.

The Honorable Dalton George, Mayor

Attest:

Nicole Harmon-Church, Town Clerk

Exhibit A – Modified UDO Language

ARTICLE 34 DEFINITIONS

Invasive Species
Any species that is listed on the NC Invasive Plant Council's List of Invasive Plant Species.

Staff Note: No changes to Article 34. Definition was provided for reference.

ARTICLE 31 LANDSCAPE STANDARDS

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31.02 Flexibility in Administration Required 6
31.03 Preservation of Existing Vegetation 6
31.04 General Standards 9
31.05 Landscape Site Standards 10
31.06 Compliance and Maintenance 18

Purpose and Applicability

31.01.01 The landscape standards set forth herein are intended to encourage the preservation and health of existing vegetation, tree canopies, ~~to~~ replenishment of removed vegetation, removal of invasive species, and improvement of the visual quality of the Town of Boone, and to minimize negative impacts of development such as noise, lighting, and heat.

31.01.02 The ~~provisions~~ information set forth herein concerning ~~the types of~~ required landscaping vegetation ~~required, establishes suggested landscaping requirements that~~, are presumed to satisfy the foregoing goals of subsection 31.01.01. However, these provisions are only intended to establish a presumption and should be flexibly administered in accordance with Section 31.02.

31.01.03 The provisions of this Article and the Landscape Standards in Appendix C, Town of Boone Details and Specifications Manual of this Ordinance shall apply to all ~~commercially developed land~~ commercial developments and all land within the following zoning districts: R3, MH, OI, B1, B2, B3, E1, E2, E3, E4, and M1, except for forestry activities subject to regulations pursuant to N.C. Gen. Stat. §160D-921(b).

31.01.04 When required, an applicant shall submit a landscape plan prepared in accordance with the requirements set forth in UDO Appendix A, Section A3.09 Landscape Plan.

(Ord. A24-0070, 05-22-2024)

Flexibility in Administration Required

31.02.01 The requirements of this Article are established by the Council as standards that presumptively result in a better overall appearance of the built environment and protect the natural resources of the community. The Council recognizes that due to the particular nature of a tract, the nature of a development proposal, or other factors, ~~that~~ the objectives of this Article may be achieved even though the standards are not adhered to with mathematical precision. Therefore, the permit-issuing authority is authorized to permit deviations from these standards when both of the following conditions are met:

A. The objectives underlying these standards can be met without strict adherence to them.

B. ~~Because~~ Peculiarities of the applicant's tract of land or the ~~facilities~~ proposed development would make it unreasonable to require strict adherence to these standards.

31.02.02 Whenever the permit-issuing authority authorizes any deviation from the standards, the official record of action taken on the development application shall contain a statement of the reasons for allowing the deviation.

(Ord. A24-0070, 05-22-2024)

Preservation of Existing Vegetation

31.03.01 Preserving existing vegetation can improve the aesthetic quality of the site and improve property values, provide environmental benefits, mitigate the impacts of development on the community, and help minimize opposition to proposed development. It is recommended that groups of trees be preserved, as well as individual trees. Existing vegetation shall be used to meet all or part of the requirements of this Section wherever possible. ~~if it provides the same level of obscurity as the planted buffer required below.~~

31.03.02 Existing healthy preserved vegetation may be credited towards required landscaping according to the following:

Preservation Credit/Replacement Schedule	
Caliper	**Credit**
2.5"-6"	1 tree
7"-12"	2 trees
13"-18"	3 trees
19"-24"	4 trees
25"+	5 trees

Note: shrubs will be credited at a rate of 1:1.

1. The table above shall also be used to calculate replacement vegetation when vegetation dies or has been improperly removed.

31.03.03 In order to receive credit:

A. Preserved vegetation must be certified in good health and condition by a Certified Horticulturist, Arborist or Forester, Landscape Architect, North Carolina Landscape Contractor, or N. C. Certified Plant Professional.

B. Preserved vegetation must not be an invasive species as defined in Article 34.

C. Trees designated to be preserved must be indicated on the Landscape and Grading Plans. Protective barriers must be shown on the Landscape and Grading Plans in accordance with the requirements of Subsection 31.03.10.

D. The preserved vegetation must meet any spacing requirements and must be located within ten feet (10') of the buffer or street yard where the credit is to be given.

E. If a preserved tree dies after completion of the project, it must be replaced with the total number of trees which were credited to the existing tree. Note: All replacement trees are required to be a minimum two and one-half inch (2 ½") caliper with a height of twelve to fourteen feet (12'- 14').

31.03.04 Every development shall retain all existing healthy Historic trees with drip lines outside the building footprint except new subdivisions. An applicant will be required to modify their design in order to preserve healthy Historic trees, provided the redesign can be accommodated without reducing the intensity of development on the site or increasing the area of land disturbance.

A. Every subdivision shall retain all existing healthy Historic trees with drip lines outside the land disturbing limits associated with proposed streets, drainage, utilities and stormwater management areas.

31.03.05 Every development shall retain all existing healthy significant trees with drip lines outside the building and paving area footprint to the greatest extent possible. An applicant may be required to modify their design in order to preserve healthy Significant trees, provided the redesign can be accommodated without reducing the intensity of development on the site.

A. Every subdivision shall retain all existing healthy Significant trees with drip lines outside the land disturbing limits associated with proposed streets, drainage, utilities and stormwater management areas.

31.03.06 It shall be the responsibility of all applicants that submit site plans for new construction to submit a tree survey of the site proposed for development. The tree survey shall be drawn to engineers scale and accurately designate the species, location and diameter of all trees eight inches (8") in diameter or greater on the site, and all trees proposed for credit as provided in Subsection 31.03.02.

A. Subdivision applicants shall submit a tree survey in areas of land disturbance associated with construction of streets, drainage, utilities, and stormwater management areas.

31.03.07 If a landowner contends a tree is or is not healthy and the Administrator is in disagreement with such claim, the landowner shall submit an evaluation of the tree's health, performed by

an individual who meets the requirements established in Subsection 31.03.03(A). If such evaluation determines the tree is not in good health or will not remain healthy under new conditions proposed for the site, the Administrator shall permit the removal of the tree(s).

31.03.08 The permit-issuing authority may approve reductions in the requirements for the number of parking spaces or loading area requirements in order to facilitate preservation of Historic ~~and~~ or Significant trees.

31.03.09 The standard measurement for existing trees to be preserved shall be the Diameter-at-breast-height (Dbh) measured in inches at a height of four and one-half feet (4 ½') above ground. If a tree splits into multiple trunks below four and one-half feet (4 ½'), then each trunk is measured as a separate tree. A tree which splits into multiple trunks above four and one-half feet (4 ½') is measured as a single tree at four and one-half feet (4 ½').

31.03.10 Protection of Existing Vegetation

A. No grading or other land disturbing activity shall occur on a site with existing trees that are designated to be preserved in order to meet the landscaping requirements until protective barriers are installed by the applicant and approved by the Administrator.

B. For purposes of this Article, the Tree Protection Area is defined as that area within a circle drawn with the tree's trunk as the center and a radius defined by the tree's drip line (which is the perimeter formed by the points farthest away from the trunk of a tree where precipitation falling from the branches of that tree lands on the ground). No storage of materials, dumping of waste materials, fill or parking of equipment shall be allowed within this protected area, either during construction or after completion. No structures shall be permitted within the protected area unless approved by the Administrator.

C. A protection fence constructed of a high visible material resistant to degradation by sun, wind and moisture for the duration of the construction, shall be used.

D. If a violation of Section 31.03 occurs and as a result protected trees or shrubs die after a certificate of occupancy is issued for the development, then the owner of the property and their agents, heirs, or assigns shall be required to replace the tree using the ~~credits~~ calculation set forth in Subsection 31.03.02. Such replacement must take place within thirty (30) days after death (unless agreed otherwise by the Administrator due to the season or other factors) and this condition shall be a continuing condition of the validity of the permit.

E. Where tree-protection areas are damaged during the development of the site and trees or shrubs which are designated to be preserved are killed or removed, the permit recipient shall be penalized as follows:

1. Fines as listed in UDO Article 12 Enforcement, Section 12.07, and
2. Replacement vegetation shall be provided in accordance with Subsection 31.13.02.

(Ord. A24-0070, 05-22-2024)

General Standards

31.04.01 Every development shall provide sufficient landscape material so that:

A. Neighboring properties are shielded from adverse external effects of that development; and

B. The development is shielded from the negative impacts of adjacent uses such as parking lots.

C. Unless otherwise required for a structure, including a vehicle accommodation area or street, buffers shall not be required between uses within a development.

31.04.02 Compliance of planted vegetation or natural vegetation will be judged on the basis of the average mature height and density of foliage of the subject species, or field observation of existing vegetation.

31.04.03 All plants proposed to be planted in required landscape areas must not be listed invasive species as defined in Article 34 and must be hardy to USDA Plant Hardiness Zone 6b.

31.04.04 All required landscaping located within the AE Floodplain, AE Floodway, or Water Supply Watershed shall be a native species as noted in Appendix C1.04.

31.04.05 Landscape Types

A. Buffers: Landscaping along interior property lines.

B. Street Yard: Landscaping along street rights-of-way.

C. Vehicle Surface Area: Landscaping in and around vehicular surface areas.

D. Building Landscaping: Landscaping used to enhance the site.

E. Screening: Landscaping around utility use, outdoor storage, loading areas, etc.

31.04.06 Minimum Planting Size

A. Evergreen tree: Minimum height of eight feet (8') at planting.

B. Large deciduous tree: Minimum caliper of two and one-half inches (2 ½") with a height of twelve to fourteen feet (12' – 14') at planting.

C. Small deciduous tree: Minimum caliper of one inch (1") with a height of eight feet (8') at planting.

D. Shrubs: Minimum height of eighteen inches (18") at planting.

31.04.07 All plants must meet the requirements of the most recent edition of the American Standards for Nursery Stock. Plants must be healthy, well branched, and free of disease and insect infestation.

31.04.08 Required buffers or street yards shall not be disturbed except for approved driveway openings, pedestrian or bicycle paths, designated greenways, utilities, drainage ways, bio-retention areas, walls, or fences, except as provided below:

A. Passive or minor activities compatible with the general separation of land uses may encroach into required landscaped buffers or street yards provided that the total number of required plantings are still met and the purpose or intent of the required buffer or street yard is not compromised.

B. Outdoor dining areas may encroach into required landscaped buffers or street yards provided that the total number of required plantings are still met and the purpose or intent of the required buffer or street yard is not compromised; *provided*, that outdoor dining shall not be allowed in a required Neighborhood Protection buffer or street yard.

C. Required recreation spaces for multi-family uses, other than public greenways, and including any spaces reserved for a "dog park" are not allowed in any Neighborhood Protection buffer.

D. Utility lines should be located cross perpendicular to a buffer, if possible, to minimize the impact. If new utility lines must run within a buffer or street yard, they must be located along the edge of the buffer or street yard.

1. The applicant should minimize the amount of plantings for the buffer or street yard in the utility easement area so they will not have to be removed if the utility line needs maintenance. If an applicant plans to plant in the utility easements, approval must be obtained from the affected utility companies to ensure that plantings will not conflict with the installation, operation, or maintenance of utility lines. Trees and shrubs planted within the utility easement will not count towards the buffer planting requirement unless they are approved by the utility companies. This may necessitate adding more land to the buffer to accommodate the required number of plantings.

(Ord. A24-0070, 05-22-2024; Ord. A25-0606, 10-22-2025)

Landscape Site Standards

31.05.01 Buffer Compliance

A. Listed below are the land use classifications that will determine the required type of landscape buffers required for the proposed development. Land uses are as listed in the Table of Principal Uses and the Table of Accessory Uses contained in Appendix B.

Land-Use Classification Table	
I	1.01 Single-Family Dwelling, 1.02-1.04 Manufactured Homes, 1.05 Manufactured Home Park, 1.06 Duplex, 2.01 Family Care Home, 3.01 Home for Survivors of Domestic Violence
II	1.07 Duplex, 1.08-1.10 Townhouse, 1.11-13 Multi-Family Dwelling, 1.14 -1.16 Multi-Family Dwelling in Mixed-Use, 1.17 Adult Living Community, 2.02 Family Care Institution, 2.03-2.04 Halfway House, 2.05 Residential Care Facility, 2.06

	Fraternity or Sorority Dwelling, 2.07 Boarding House, 3.02-3.03 Shelter for Homeless, 3.04-3.05 Bed and Breakfast, 3.06 Vacation Rental, 4.05 Cemetery, 5.01-5.03 Cultural Facility, 5.04-5.05 Recreation Facility, 5.07 Event Venue, 5.12 Police Substation, 5.13-5.15 Utility Facility, 5.16 Government Facility, 6.01-6.02 Utility Facility, 8.01-8.03 Religious Assembly, 9.0 Education, 12.05 Event Venue, 12.10-12.11 Recreation Facility
III	3.08 Motel, 3.09-3.11 Hotel, 4.03 Funeral Home Establishment, 4.04 Crematorium, 4.06-4.07 Post Office, 5.06 Government Recreation Facility Category 3, 5.08-5.09 Government Event Venue, 7.0 Wireless Communications (excluding 7.01-7.03), 8.04 Club/Lodge, 10.0 Daycare, 11.0 General Sales and Service, 12.01 Indoor Shooting Range, 12.03 Indoor Theater, 12.04 Outdoor Theater, 12.06-12.07 Event Venue, 12.08 Campground and Recreational Vehicle Park, 12.12 Recreation Facility, 13.01-13.02 Garden, 13.03-13.04 Agricultural Operation, 13.07 Custom Slaughterhouse, 14.01 Microbrewery, 14.02 Brewpub, 14.03 Brewery/Distillery, 14.05 Winery Associated with a Vineyard, 14.06 Winery, 14.09 Machine/Welding Shop, 15.0 Parking, 16.01 Self-Storage Facilities, 16.02 Outdoor Storage, 16.03 Warehouse, 17.0 Transportation, 18.01 Recycling Drop-off Station, 19.0 Particular Activities which pose Particular Concerns about Public Health, A-4 Drive-Through, A-6 Outdoor Storage, A-7 Outdoor Dining, A-23 Vehicle Washing Station, A-24 Chemical Storage Facility, A-25 Open Air Market, Accessory
IV	4.01 Airport/Landing Strip, 4.02 Heliport, 4.08 Animal Sanctuary, 5.10 Landfill, 5.11 Solid Waste Processing, 12.09 Coliseum, 14.08 Extraction of Earth Materials, 14.10 Manufacturing Other, 16.04 Fuel Storage Facility, 18.02 Recycling and Salvage, A-19 Helistop

B. Some land uses may create an adverse impact when developed adjacent to other less intensive land uses. Landscape buffers shall be required for proposed developments to provide a transition between uses. The buffer width and number of plantings required will vary depending of the buffer required and shall be the responsibility of the applicant developing or changing the land use. The

1. Type “A” is a ten-foot (10’) buffer composed of intermittent visual obstructions from the ground to a height of at least twenty feet (20’). This buffer is intended to create a separation of land-uses without necessarily eliminating visual contact.

2. Type “B” is a fifteen-foot (15’) buffer intended to partially block the view between uses and to create a strong distinction of separation of uses. At maturity, the portion of intermittent visual obstructions should not contain any completely unobstructed openings more than ten feet (10’) wide.

3. Type “C” is a twenty-five-foot (25’) buffer that is opaque from the ground to a height of at least six feet (6’), with intermittent visual obstructions from the opaque portion to a height of at least twenty feet (20’). An opaque screen is intended to reduce visual contact between uses and to create a strong spatial separation. The opaque portion of the screen must be opaque in all seasons of the year. At maturity, the portion of

intermittent visual obstruction should not contain any completely unobstructed openings more than ten feet (10') wide. When a type "C" buffer is required and the proposed development is adjacent to any residentially zoned property, excluding properties zoned R3, the landscape buffer along that boundary shall be changed to a Neighborhood Protection buffer as outlined in 31.05.01(B)(5) below.

4. Type "D: is a fifty-foot (50') buffer that is opaque from the ground to a height of at least six feet (6'), with intermittent visual obstructions from the opaque portion to a height of at least twenty feet (20'). An opaque screen is intended to limit visual contact between uses and to create a wider spatial separation that in a type C buffer. The screen must be opaque in all seasons of the year. At maturity, the portion of intermittent visual obstruction should not contain any completely unobstructed openings more than ten feet (10') wide.

5. A Neighborhood Protection buffer is a twenty-five-foot (25') buffer that is opaque from the ground to a height of at least six feet (6'), with intermittent visual obstructions from the opaque portion to a height of at least twenty feet (20'). An opaque screen is intended to exclude completely all visual contact between uses and to create a strong spatial separation. The opaque portion of the screen must be opaque in all seasons of the year. A Neighborhood Protection buffer shall provide a six foot (6') opaque fence in the center of the buffer with vegetation planted on either side. This location may be adjusted to provide the greatest protection to an adjacent lower-intensity use. Fences or walls shall be constructed of wood, brick, stone, or other masonry, and be architecturally compatible with the proposed structure. A detailed drawing of the screen must be shown on the landscape plan and approved by the Administrator.

Buffer Width Table	
Screening Type	**Required Width of Buffer**
A	10 ft.
B	15 ft.
C	25 ft.
D	50 ft.
Neighborhood Protection (NP)	25 ft.

C. The Table of Buffer Requirements below shall be used to determine screening requirements between adjacent land uses. The buffer requirement between a combination use and an adjacent use shall be that required for the use necessitating the greatest visual obstruction.

Table of Buffer Requirements						
Proposed Land Use Classification	Adjacent Permitted Land Use Classification				Adjacent Zone with Nonconforming Use	
	I	II	III	IV	Residential	Non-Residential
II	C/NP	A	A	A	B	A
III	C/NP	B	A	A	C	A
IV	D	D	C	A	D	C

D. Buffer Vegetation Requirements

1. **Required Buffer Vegetation:** The required vegetation is designed to create a buffer which will give a satisfactory screen within three (3) to five (5) years of planting, under normal maintenance, while allowing room for the various plants to grow. Planting requirements for buffers include both trees and shrubs as described below.

Required Buffer Vegetation					
Buffer Type	"A"	"B"	"C"	"D"	"NP"
Minimum Buffer Width	10 feet	15 feet	25 feet	50 feet	25 feet
Total Number of Plants per 100 Linear Feet	20	30	40	70	45
Number of Evergreen Trees	3	10	15	25	20
Number of Large Deciduous Trees	1	3	5	8	5
Number of Small Deciduous Trees	2	2	5	7	5
Number of Deciduous Shrubs	4	5	5	10	-
Number of Evergreen Shrubs	10	10	10	20	15

E. Buffer Reductions: Only type "B" or "C" buffers may be reduced with the use of a fence or wall. If an applicant plans to build a fence or wall, a "C" buffer classification reduces to a "B" buffer classification and a "B" buffer classification reduces to an "A" buffer classification. Fences and walls must meet the following standards:

1. Fences or walls shall be constructed of wood, brick, stone, or other masonry, and be architecturally compatible with the proposed structure. A detailed drawing of the screen must be shown on the landscape plan and approved by the Administrator.
2. Walls and fences shall be solid construction and opaque.
3. Walls and fences shall be a minimum height of six feet (6').
4. To the extent practical, the wall or fence shall be located in the center of the buffer with vegetation planted on either side. This location may be adjusted to provide the greatest protection to an adjacent lower-intensity use.

(Ord. A25-0606, 10-22-2025)

31.05.02 Street Yards

A. All developments shall provide a landscaped street yard along any public or private street.

B. The required minimum street yard shall be measured perpendicular from the street right-of-way. Applicants are allowed to have additional landscaped greenspace beyond the required street yard, however, all required street yard materials shall be placed within the required street yard.

C. Neighborhood Protection Street Yard: Development that is directly across a public or private road from a residentially zoned property shall provide a Neighborhood Protection Street Yard the same length as the shared street frontage. The purpose of this buffer is to provide a semi-opaque buffer within three (3) to five (5) years of planting, under normal maintenance, while allowing room for the various plants to grow.

D. Required Street Yard Vegetation: The required vegetation is designed to create a buffer which will give a satisfactory visual buffer within three (3) to five (5) years of planting, under normal maintenance, while allowing room for the various plants to grow. Planting requirements for street yards include both street trees and shrubs as described below. Street trees are species of trees that have been determined to be appropriate along public and private streets (see Appendix C, C1.04 for more details).

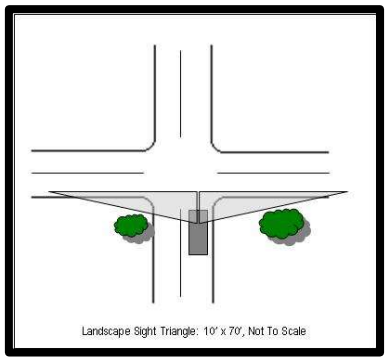
Required Street Yard Vegetation			
Street Yard Type	**Land Use Classifications I, II, III**	**Land Use Classification IV**	**Neighborhood Protection**
Minimum Street Yard Width	10 feet	25 feet	15 feet
Total Number of Plants per 30 Linear Feet	11	22	16
Number of Large Deciduous Street Trees	1	2	2
Number of Evergreen Trees	0	0	4
Number of Evergreen Shrubs	10	20	10

E. Innovative design in street yard arrangement is encouraged. Vegetation planted to satisfy this Section shall not be placed uniformly but in an irregular pattern. However, the minimum spacing between the trees shall be twenty feet (20') and the maximum shall be forty feet (40'). Innovative design is encouraged with the Neighborhood Protection Street Yard to the extent that the design conveys extra protections to the residential use property.

F. At least 250 square feet of contiguous, un-encroached growing area shall be provided for each tree. Planting location shall take into consideration any roadway widening identified on approved thoroughfare plans but not provided by the development.

G. To ensure that landscape materials do not constitute a traffic hazard, a sight triangle ten feet (10') by seventy feet (70') will be observed at all intersections of driveways/streets with adjacent streets (see diagram below).

1. Required street trees shall be planted outside of the sight triangle area.
2. Shrubs planted within sight triangles shall be of a type with a maximum mature height of twenty-four inches (24").



H. Use 15.01 Parking Lot Street Yard Requirements in the B1 Districts.

1. In the B1 districts, when a surface parking lot is a principal land use or a component of a combination use the following provisions shall apply:
2. The minimum street yard shall be ten feet (10') measured perpendicular from the street right-of-way.
3. An average of one (1) large tree, two and one-half inch (2 ½") minimum caliper, per twenty- five feet (25') of street frontage shall be provided.
4. An average of one (1) large evergreen tree, eight feet (8') minimum height, per fifty feet (50') of street frontage shall be provided.
5. Shrubs at the rate of one (1) eighteen inch (18") minimum height per three linear feet (3 lf) of street frontage shall be provided. The shrubs shall be of a species expected to reach a minimum height of thirty inches (30") and a minimum spread of thirty inches (30") within five (5) years of planting. At least seventy-five percent (75%) of shrubbery in this area must be evergreen.
    a. When a proposed parking area will be substantially below grade and shrubbery will not be visible from the street, the Administrator may reduce this requirement.
6. A minimum three foot (3') opaque decorative red brick/native rock wall not to exceed six feet (6') in height with landscape plantings along the street side shall be provided.
7. A parking area that is located above or below the adjacent street level must design the plant material in the street yard in such a way as to maximize screening from the street.

I. Use 15.01 Parking Lot Street Yard Requirements in All Other Districts

1. Except in the B1 districts, when a surface parking lot is a principal land use or a component of a combination use, the following provisions shall apply:
2. The minimum street yard shall be twenty-five feet (25') measured perpendicular from the street right-of-way but the minimum street yard may be reduced by one

foot (1') for every two feet (2') below adjacent street grade when the Administrator concludes the parking area shall have less of a visual impact than at street level.

3. An average of one (1) large deciduous tree, two and one-half inch (2 ½") minimum caliper, per twenty- five feet (25') of street frontage shall be provided.
4. An average of one (1) large evergreen tree, eight feet (8') minimum height, per fifty feet (50') of street frontage shall be provided.
5. Shrubs at the rate of one (1) eighteen inch (18") minimum height per two linear feet (2') of street frontage shall be provided. The shrubs shall be of a species expected to reach a minimum height of thirty inches (30") and a minimum spread of thirty inches (30") within five (5) years of planting. At least seventy-five percent (75%) of shrubbery in this area must be evergreen.
    a. When a proposed parking area will be substantially below grade and shrubbery will not be visible from the street, the Administrator may reduce this requirement.
6. A minimum three foot (3') opaque decorative brick/rock wall not to exceed six feet (6') in height with landscape plantings along the street side or an earthen berm at least three feet (3') in height with landscape plantings incorporated into the design of the berm or a combination of both must be provided along any street frontage.
7. The height of any berm shall be undulating and the base shall be curving in nature.
8. A parking area that is located above or below the adjacent street level must design the plant material in the street yard in such a way as to maximize screening from the street.

31.05.03 Vehicle Accommodation Area

A. The purpose of this Section is to provide visual relief from large expanses of pavement with the introduction of landscape plantings. Trees and shrubs are required in and around parking lots with more than six (6) spaces to provide attractive views from roads and adjacent properties, provide shade to reduce heat generated by impervious surfaces, reduce glare from parking lots, and to help filter exhaust from vehicles.

B. Trees: Plant beds shall be evenly distributed throughout the vehicle accommodation area for maximum shade. No portion of the vehicle accommodation area shall be further than sixty feet (60') from the trunk of a large deciduous tree, except for areas that cannot reasonably be landscaped in the interior as determined by the Administrator, including, but not limited to, truck loading and unloading.

C. Shrubs: Shrubs shall be planted at the rate of one evergreen or deciduous shrub per every 250 square feet of vehicular surface area. Shrubs to meet this requirement must be located within fifteen feet (15') of the paved area.

1. Shrubs shall not be planted within six feet (6') of a trunk of a new tree, nor within the drip line of a protected, existing tree.

D. Uninterrupted areas of parking spaces shall be limited to thirty-six (36) spaces. Parking lots with more than thirty-six (36) spaces shall be divided by landscape features which can include natural features designed to handle stormwater runoff.

E. Plantings which shall be used to meet these requirements shall be located within the vehicle accommodation area or in plant beds directly adjacent to the surface areas. Trees along the adjacent buffer or street yard areas may be used to meet this requirement.

F. Plant beds within the vehicle accommodation area shall be a minimum ten feet (10') in width and shall provide a minimum of 250 square feet of contiguous growing area to allow for adequate root aeration and expansion.

G. Plant beds shall be protected by barriers including but not limited to curbs, bollards, wheel stops, walls or fences.

H. Plantings shall be arranged so as not to interfere with driver vision, vehicle circulation, or pedestrian circulation.

I. Minimum curb radii of three feet (3') are required on the corners of all plant beds to allow for free movement of motor vehicles around planting materials.

31.05.04 Building Landscaping

A. The exterior walls of a structures areas shall be separated from vehicle accommodation areas by landscaped planting areas at least four feet (4') in width. Planting areas may be omitted where necessary to accommodate pedestrian entrance ways. Alternative planting areas meeting the purpose and intent of this Section may be approved by the Administrator.

31.05.05 Screening

A. Loading docks, solid waste and recycling containers, outdoor storage, mechanical and HVAC equipment, rainwater harvesting systems, and similar facilities on the roof, on the ground, or on buildings shall be located and screened so that the visual impacts of these facilities are fully contained and out of view from adjacent properties and public streets.

1. Accessory solar energy systems are exempt from this screening requirement.

B. Solid waste and recycling containers (when required) shall be screened in accordance with the Solid Waste and Recycling Enclosure Detail (Subsection 22.13.03). The design and materials of the enclosure, fence or wall must be presented as part of the site plan or subdivision approval process. The screening material shall be architecturally compatible with the principal building(s) on site. Landscape plantings compatible with the overall landscape plan may be required outside of enclosures where they are in public view from a street and it is necessary to soften the enclosures appearance.

1. **Neighborhood Protection Standard**: Landscape plantings compatible with the overall landscape plan are required outside of enclosures where they are in publicly visible from adjacent residentially zoned properties.

C. Outdoor storage areas shall be located along the side or the rear of the principle structure and screened so that the visual impacts are fully contained and out of view from adjacent properties and public streets. Screening material may include fence, wall or landscaping so long as materials are architecturally compatible with the principle building(s) on site and will provide an opaque screen. All areas utilized for outdoor storage must be located in areas specifically designed for outdoor storage and is prohibited in or on designated exterior walkways, parking areas, driveways, and landscape areas.

(Ord. A24-0070, 05-22-2024)

Compliance and Maintenance

31.06.01 Certificate of Occupancy, Completion, or Zoning Compliance

A. Landscaping must be installed according to the approved site plan and inspected prior to receiving final certification.

B. All plant material shall meet or exceed size and shape relationships specified in the latest edition of the American Standard for Nursery Stock published by the American Association of Nurserymen.

1. All sizes specified refer to size at time of planting. Vegetation shall be planted to ensure the best chance of survival and to reduce the potential expense of replacing damaged plant material.

2. Caliper of the trunk of all new planted trees shall be taken six inches (6”) above ground up to and including four-inch (4”) caliper, and twelve inches (12”) above the ground for larger sizes. Seldom are tree trunks perfectly round. Caliper measurements may be taken with “pincer” type caliper, or diameter tape.

C. Plant material must be installed by a landscape contractor licensed to practice in the State of North Carolina, except that this provision does not apply with respect to:

1. Landscaping work where the price of all contracts for labor, material, and other items for a given job site during any consecutive 12-month period is less than $30,000.00;

2. A federal, State, or local governmental agency performing landscaping on public property;

3. A landowner performing landscape work on their own property;

4. A general contractor licensed under Article 1 of Chapter 87 of the General Statutes who possesses a classification under G.S. 87-10(b) as a building contractor, a residential contractor, or a public utilities contractor;

5. Any other circumstance where the installation qualifies for an exemption under §13 of Chapter 89D of the General Statutes (as such may be amended from time to time).

31.06.02 Request for Extension of Compliance

A. It is recognized that land development occurs continuously and that if the season or weather conditions prohibit planting the materials, the applicant may file a written request for extension of compliance with landscaping requirements with the Administrator, which states the reasons why the request is being made. If the Administrator finds that there are unfavorable conditions for planting, an extension of compliance with landscaping requirements may be allowed. Along with the letter the applicant must provide a performance guarantee in compliance with UDO Section 4.12.

31.06.03 Compliance of Maintenance

A. The owners of the property and their agents, heirs, or assigns shall be responsible for the installation, preservation, and maintenance of all planting and physical features required under this Article. The disturbance of any landscaped area or vegetation installed pursuant to the Article shall constitute a violation of the site plan, subdivision plan, or zoning permit. Any vegetation that is dead, substandard, unhealthy, of poor structural quality, or missing, shall be removed and replaced in conformance with the standards of this Ordinance and to the approved site plan or subdivision plan.

1. Should significant amounts of landscaping or physical elements used to meet requirements be lost due to an unusual weather occurrence or natural catastrophe, the landowner shall submit a plan detailing their intent in replacing lost material. Replacement planting may occur within a phased basis as approved by the Administrator. The owner shall have one (1) year or one (1) growing season, whichever is sooner, to replace or replant.

B. The responsible parties shall not be required to remove existing invasive species. Removal of existing invasive species shall be allowed without permitting, so long as any invasive species that were planted to meet requirements with Article 31 are replaced one for one with an approved species of similar type (e.g. Large Deciduous Tree, Small Deciduous Tree, etc.).

31.06.04 Prohibited Pruning

A. All plant materials required by this Article shall be allowed to reach their mature size and shall be maintained at their mature size. Any trimming or pruning must be conducted in strict accordance with the current edition of "Tree, Shrub, and other Woody Plant Maintenance – Standard Practices" of the American National Standard for Tree Care Operations (ANSI 300). Required plantings shall not be cut or excessively pruned or otherwise damaged so that their natural form is impaired. Improper pruning includes the removal of the central leader, removal of more than twenty-five percent (25%) of the foliage within an annual growing season, removal of twenty-five percent (25%) of the

foliage of a branch or limb when it is cut back to a lateral branch, and cutting a branch back to a lateral not large enough to assume apical dominance.

1. A violation of this Subsection shall subject the violator to a civil penalty as set forth in Section 12.07 for any improperly pruned, damaged, or excessively trimmed tree. In addition to this civil penalty, if more than fifty percent (50%) of the crown of a tree is removed within a continuous five-year period, the owner of the property, where a violation has occurred, shall replace each improperly pruned, damaged, or excessively trimmed tree with the appropriate replacement rate in accordance with Subsection 31.03.02.

Any replacement tree shall be planted in a planting area of at least 250 square feet of contiguous growing area for each and shall have a minimum dimension of seven feet (7'). If the property whereon the violation has occurred fails to contain sufficient land area to replant the required replacement trees and replacement trees cannot be planted on adjoining public street rights-of-way, then in lieu of such replacement trees, a fee equal to $100 per caliper inch of 2 ½" replacement trees shall be paid to the Town. The Town's Administrator may require crown restoration and/or crown reduction in accordance with the current edition of "Tree, Shrub, and other Woody Plant Maintenance – Standard Practices" of the American National Standard for Tree Care Operations (ANSI 300) for any improperly pruned, damaged, or excessively trimmed tree. All such corrective pruning shall be done under the supervision of a Certified Horticulturist, Arborist or Forester, Landscape Architect, North Carolina Landscape Contractor, or North Carolina Certified Plant Professional and approved by the Administrator.

(Ord. A24-0070, 05-22-2024)

Appendix C Details and Specifications Manual

C1.04 Plant List

LARGE DECIDUOUS TREES (40'+) Trees <25' mature height can be planted under power lines Trees 25'-40' mature height can be planted at least 20' from power lines Other species may be allowed with staff approval		SHADE TOLERANT	XERISCAPING COMPATIBLE (DROUGHT TOLERANT)	SALT TOLERANT	STREET TREE	NATIVE	BLOOMING
Scientific Name	**Common Name**						
Acer rubrum	Red Maple	x	x		x	x	
Acer saccharum	Sugar Maple	x	x		x	x	
Aesculus glabra	Ohio Buckeye	x				x	x
Aesculus flava	Yellow Buckeye	x				x	x
Betula alleghaniensis	Yellow Birch	x				x	
Betula lenta	Sweet Birch					x	
Betula papyrifera	Canoe Birch	x				x	
Betula nigra	River Birch	x	x		x	x	
~~Betula pendula~~	~~European White Birch~~				~~x~~		
Betula populifolia	Gray Birch			x		x	
Carya cordiformis	Bitternut Hickory	x				x	
Carya glabra	Pignut Hickory	x				x	
Carya illinoinensis	Pecan	x				x	x
Carya laciniosa	Shellbark Hickory	x				x	
Carya ovata	Shagbark Hickory	x		x		x	
Celtis occidentalis	Common Hackberry		x			x	x
Cladrastis lutea	Yellowwood					x	x
Fagus grandiflora	American Beech	x				x	
Fraxinus americana	White Ash		x	x		x	x
Fraxinus nigra	Black Ash		x			x	x
Fraxinus pennsylvanica	Green Ash		x	x		x	
~~Ginkgo biloba~~	~~Maidenhair Tree~~		~~x~~		~~x~~		
Gleditsia triacanthos	Thornless Honeylocust		x	x	x	x	x
Gymnocladus dioicus	Kentucky Coffee Tree	x	x	x		x	x
Juglans cinerea	Butternut					x	
Juglans nigra	Black Walnut					x	
Liriodendron tulipifera	Tulip Poplar	x	x		x	x	x
Magnolia acuminate	Cucumber Tree					x	x
Magnolia macrophylla	Big Leaf Magnolia					x	x
Nyssa sylvatica	Black Gum					x	x

LARGE DECIDUOUS TREES (40'+) Trees <25' mature height can be planted under power lines Trees 25'-40' mature height can be planted at least 20' from power lines Other species may be allowed with staff approval		SHADE TOLERANT	XERISCAPING COMPATIBLE (DROUGHT TOLERANT)	SALT TOLERANT	STREET TREE	NATIVE	BLOOMING
Scientific Name	**Common Name**						
Platanus occidentalis	Sycamore	x				x	x
Populus angustifolia	Balsam Cottonwood					x	x
Populus deltoids	Eastern Cottonwood					x	
Prunus serotina	Black Cherry					x	
Quercus alba	White Oak		x	x	x	x	
Quercus coccinea	Scarlet Oak					x	
Quercus imbricaeria	Shingle Oak					x	
Quercus falcate	Southern Red Oak		x		x	x	
Quercus muehlenbergii	Chinkapin Oak					x	
Quercus michauxii	Swamp Chestnut					x	
Quercus phellos	Willow Oak		x		x	x	
Quercus palustris	Pin Oak		x		x	x	
Quercus rubra	Red Oak		x	x	x	x	
Quercus stellata	Post Oak		x		x	x	
Quercus velutina	Black Oak					x	
~~Salix babylonica~~	~~Weeping Willow~~	~~x~~					
Taxodium distichum	Bald Cypress		x	x	x	x	
Tilia americana	American Linden	x	x		x	x	
Ulmus americana	American Elm	x	x		x	x	
~~Ulmus parvifola~~	~~Chinese Elm~~	~~x~~	~~x~~		~~x~~		
Zelkova serrata	Japanese Zelkova		x	x	x		

SMALL - MEDIUM DECIDUOUS TREES (up to 25') Trees <25' mature height can be planted under power lines Trees 25'-40' mature height can be planted at least 20' from power lines Other species may be allowed with staff approval		SHADE TOLERANT	XERISCAPING COMPATIBLE (DROUGHT TOLERANT)	SALT TOLERANT	STREET TREE	NATIVE	BLOOMING
Scientific Name	**Common Name**						
Acer buergeranum	Trident Maple	x	x	x	x		
Acer campestre	Hedge Maple	x	x	x			
~~Acer ginnala~~	~~Amur Maple~~	~~x~~	~~x~~	~~x~~	~~x~~		
Acer griseum	Paperbark Maple				x		

SMALL - MEDIUM DECIDUOUS TREES (up to 25') Trees <25' mature height can be planted under power lines Trees 25'-40' mature height can be planted at least 20' from power lines Other species may be allowed with staff approval		SHADE TOLERANT	XERISCAPING COMPATIBLE (DROUGHT TOLERANT)	SALT TOLERANT	STREET TREE	NATIVE	BLOOMING
Scientific Name	**Common Name**						
Acer leucoderme	Chalk Maple				x		
~~Acer palmatum~~	~~Japanese Maple~~	~~x~~			~~x~~		
Acer pensylvanicum	Striped Maple						
Aesculus pavia	Red Buckeye						
Alnus serrulate	Alder						x
Amelanchier spp.	Serviceberry		x	x	x	x	x
Aralia spinosa	Devil's Walking Stick					x	
Asimina triloba	PawPaw					x	
Carpinus caroliniana	Ironwood		x			x	
Celtis tenuifolia	Dwarf Hackberry						x
Cercis canadensis	Redbud	x	x		x	x	x
Chionanthus virginicus	Fringetree	x	x	x	x	x	x
Cornus spp.	Dogwood	x	x		x	x	x
Cotinus obovatus	American Smoke Tree		x	x			x
Crataegus spp.	Hawthorn		x	x	x	x	x
Diospyros virginiana	Persimmon	x	x			x	
Halesia Carolina	Carolina Silverbell				x	x	x
Hamamelis virginiana	Witchhazel						
Ilex decidua	Possumhaw						
Magnolia fraseri	Mountain Magnolia		x			x	x
Malus ~~spp.~~ sylvestris	Crabapple		x		x	x	x
Ostrya virginiana	Ironwood					x	
Oxydendrum arboretum	Sourwood	x			x	x	x
Prunus ~~cerasifera~~ americana	~~Purple leaf~~ American Plum		x	x	x	x	x
Prunus ~~spp.~~ serotina	Black Cherry		x		x	x	x
Rhus copallinum	Winged Sumac						x
Sorbus americana	American Mountain Ash				x	x	
Vaccinium arboretum	Sparkleberry		x			x	x

EVERGREEN TREES Trees <25' mature height can be planted under power lines Trees 25'-40' mature height can be planted at least 20' from power lines Other species may be allowed with staff approval		SHADE TOLERANT	XERISCAPING COMPATIBLE (DROUGHT TOLERANT)	SALT TOLERANT	SCREENING	NATIVE
Scientific Name	**Common Name**					
Abies balsamea	Balsam Fir	x			x	x
Abies concolor	White Fir	x			x	x
Abies fraseri	Frasier Fir	x			x	x
~~Cedrus atlantica~~	~~Atlas Cedar~~		~~x~~			
Ilex opaca	American Holly	x	x		x	x
Juniperus virginiana	Eastern Red Cedar		x	x	x	x
Picea abies	Norway Spruce	x		x	x	
Picea glauca	White Spruce	x	x	x	x	x
Picea orientalis	Oriental Spruce				x	
Picea pungens	Colorado Spruce		x	x	x	x
Pinus strobus	White Pine		x		x	x
Pinus sylvestris	Scotch Pine			x	x	
Pinus virginiana	Virginia Pine	x	x		x	x
Pseudotsuga menziesii	Douglas Fir				x	x
Thuja occidentalis	Arborvitae (White Cedar)				x	x
Thuja plicata	Arborvitae (Giant)	x			x	x
Tsuga canadensis	Eastern Hemlock		x		x	x
Tsuga caroliniana	Carolina Hemlock		x		x	x

DECIDUOUS SHRUBS Other species may be allowed with staff approval		SHADE TOLERANT	XERISCAPING COMPATIBLE (DROUGHT TOLERANT)	SALT TOLERANT	NATIVE	BLOOMING
Scientific Name	**Common Name**					
Azalea hybrid 'Exbury"	Exbury Hybrid Azalea				x	x
Callicarpa americana	American Beautyberry	x	x		x	x
Calycanthus floridus	Sweetshrub	x			x	x
Chaenomeles speciosa	Common Flowering Quince		x			x
Clethra alnifolia	Sweet Pepperbush	x		x	x	x
Euonymus americanus	Hearts-a-burstin				x	
Forsythia x intermedia	Border Forsythia		x	x		x

DECIDUOUS SHRUBS Other species may be allowed with staff approval		SHADE TOLERANT	XERISCAPING COMPATIBLE (DROUGHT TOLERANT)	SALT TOLERANT	NATIVE	BLOOMING
Scientific Name	**Common Name**					
Fothergilla major	Witchalder	x	x		x	x
Gaylussacia dumosa	Dwarf Huckleberry	x			x	x
~~Hibiscus syriacus~~	~~Rose of Sharon~~	~~x~~	~~x~~	~~x~~		~~x~~
Hydrangea arborescens	Wild Hydrangea	x			x	x
Hydrangea quercifolia	Oakleaf Hydrangea	x			x	x
Ilex verticillata	Winterberry			x	x	
Itea virginica	Virginia Sweetspire				x	x
Lindera benzoin	Spicebush	x			x	x
Lonicera fragrantissima	Winter Honeysuckle					
Magnolia stellata	Star Magnolia		x			x
Neviusia alabamensis	Snowwreath					x
Physocarpus opulifolius	Ninebark	x			x	x
Rhododendron arborescens	Sweet Azalea				x	x
Rhododendron austrinum	Yellow Azalea				x	x
Rhododendron calendulaceum	Flame Azalea	x			x	x
Rhododendron canadense	Rhodora	x			x	x
Rhododendron periclymenoides	Pinxter Bloom	x			x	x
Rhododendron viscosum	Swamp Azalea	x			x	x
Rosa palustris	Swamp Rose	x			x	x
Spirea prunifolia	Bridalwreath Spirea	x	x	x	x	x
Spirea x bumalda spp.	Spirea		x	x		x
Spirea x vanhouttei	Vanhoutte Spirea		x	x		x
Syringa vulgaris	Common Lilac		x			x
Styrax americana	American Snowbell	x			x	x
Viburnum spp.	Viburnum	x	x	x	x	x

EVERGREEN SHRUBS Other species may be allowed with staff approval		SHADE TOLERANT	XERISCAPING COMPATIBLE (DROUGHT TOLERANT)	SALT TOLERANT	NATIVE	BLOOMING
Scientific Name	**Common Name**					
Abelia x grandiflora	Glossy Abelia		x	x		x

EVERGREEN SHRUBS Other species may be allowed with staff approval		SHADE TOLERANT	XERISCAPING COMPATIBLE (DROUGHT TOLERANT)	SALT TOLERANT	NATIVE	BLOOMING
Scientific Name	**Common Name**					
Azalea kaempferi	Kaempferi Azalea	x				x
Azalea hybrida	Satsuki Azalea	x				x
Azalea obtusum	Kurume Azalea	x			x	x
Buxus microphylla 'Koreana'	Korean Boxwood	x		x		
Buxus sempervirens 'Suffrutocosa	Dwarf Boxwood	x	x			
Chamaecyparis obtuse 'Nana Gracilis'	Dwarf Hinoki Cypress	x				
Cotoneaster horizontalis	Rockspray Cotoneaster		x	x		
Cotoneaster dammeri	Bearberry Cotoneaster		x	x		
Cotoneaster divaricatus	Spreading Cotoneaster		x	x		
Ilex aquifolium	English Holly	x				
~~Ilex crenata spp.~~	~~Japanese Holly~~		~~x~~			
Ilex glabra	Inkberry	x	x	x	x	
Ilex pernyi	Perny Holly		x			
Juniperus chinensis	Chinese Juniper		x	x		
Juniperus communis	Common Juniper		x	x		
Juniperus conferta	Shore Juniper		x	x		
Juniperus davurica 'Expansa'	Parsons Juniper		x	x		
Juniperus horizontalis	Creeping Juniper		x	x		
Juniperus procumbens	Japanese Garden Juniper		x	x		
Juniperus Sabina 'Tamariscifolia'	Tamarix Juniper		x			
Kalmia latifolia	Mountain Laurel	x	x		x	x
Kalmia polifolia	Bog Laurel	x			x	
Leucothoe axillaries	Doghobble	x	x	x	x	x
Leucothoe populifolia	Florida Leucothoe	x	x		x	x
Magnolia virginiana	Sweetbay	x	x		x	x
Pieris japonica	Pieris	x			x	x
Pinus Mugo 'Compacta'	Mugo Pine			x		
Rhododendron catawbiense	R. Catawba	x			x	x
Rhododendron maximum	Rosebay Rhododendron	x			x	x
Rhododendron minus	Carolina Rhododendron	x			x	x
Rhododendron spp.	Rhododendron spp.	x			x	x
Taxus x media	Intermediate Yew			x		
Thuja orientalis	Oriental Arborvitae					
Viburnum rhytidophyllum	Leatherleaf Viburnum					x

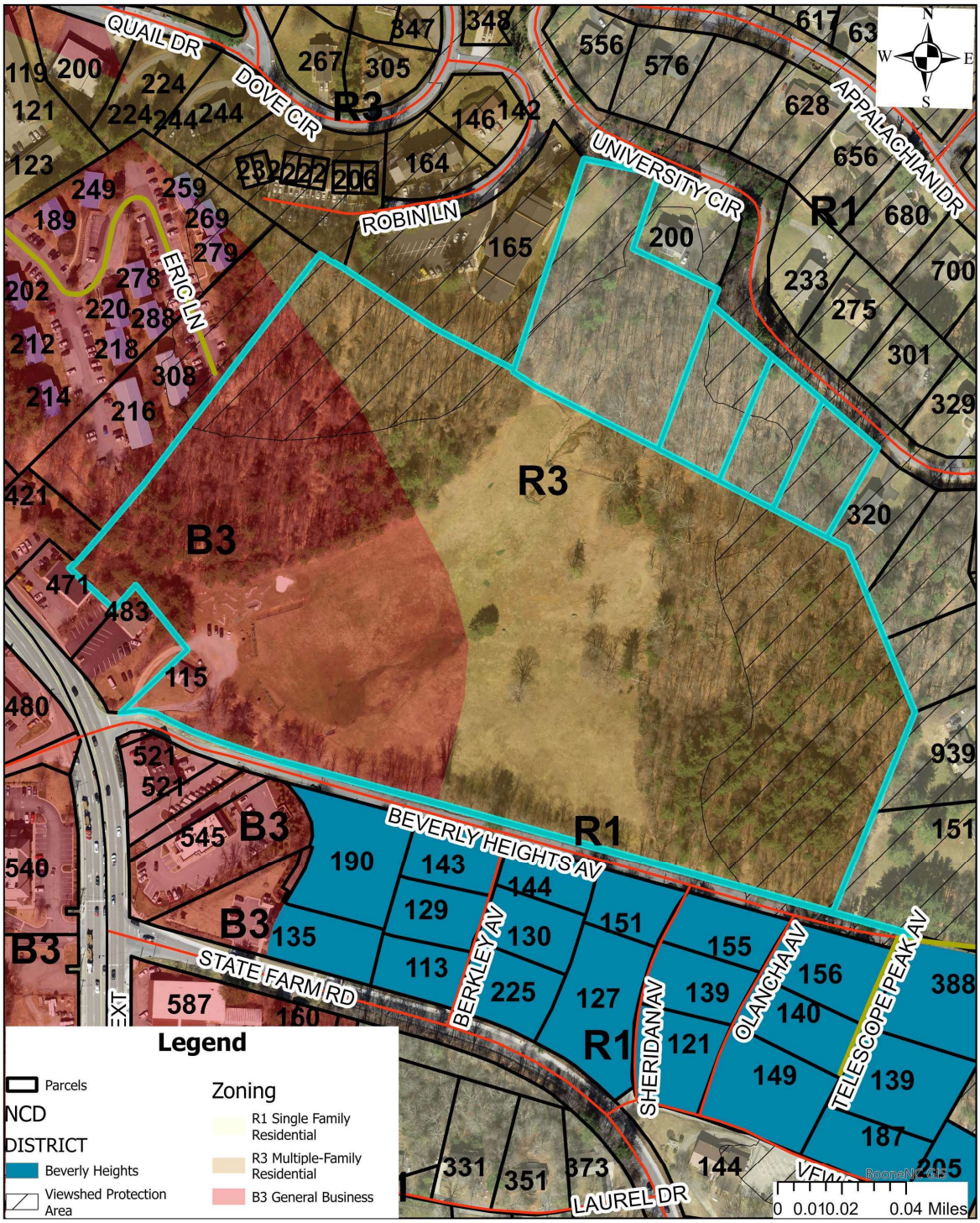
GROUND COVERS	
Other species may be allowed with staff approval	
Scientific Name	**Common Name**
Asarum canadense	Wild Ginger
Antennaria plantaqinifolia	Pussy's Toes
Chrysoqonum virginianum	Green and Gold
Coreopsis auriculata	Mouse-Eared Coreopsis
Fraqaria virginiana	Wild Strawberry
Baultheria procumbens	Wintergreen
Hexastylis arifolia	Little Brown Jugs
Iris cristata	Dwarf Crested Iris
Mitchella repens	Partridge Berry
Pachysandra procumbens	Allegheny Spurge
Phacelia bipinnatifida	Phacelia
Phlox amoena	Chalice Phlox
Phlox divaricata	Wild Blue Phlox
Phlox stolonifera	Creeping Phlox
Pityopis graminifolia	Golden Aster
Polystichum acrostichoides	Christmas Fern
Shortia qalacifolia	Oconee Bells
Sisyrinchium mucronatum	Blue-Eyed Grass
Tiarella cordifolia	Foamflower
Xanthorhiza simplicissima	Yellow-root

GRASSES & SEDGES	
Other species may be allowed with staff approval	
Scientific Name	**Common Name**
Andropogan gerardii	Big Bluestem
Andropogan virginicus	Broomsedge
Carex pennsylvanica	Pennsylvania sedge
Carex plantaqinea	Plantain-leaved sedge
Chasmanthium latifolium	River Oats
Danthonia compressa	Oats Grass
Elymus bystrix	Bottle Brush
Panicum virgatum	Switch Grass
Schizachyrium scoparium	Little Bluestem
Sorghastrum nutans	Indian Grass
Tripsacum dactyloides	Eastern Gamma Grass

Staff Note: Changes to Appendix C are limited to the recommended planting lists. No other changes are included in this ordinance.

Staff Report
Public Hearing
July 27, 2026
Case A26-0357 Walk at Boone – Conditional District Zoning Map Amendment

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QUAIL DR
DOVE CIR
ROBIN LN
ERIC LN
UNIVERSITY CIR
APPALACHIAN DR
BEVERLY HEIGHTS AV
STATE FARM RD
BERKLEY AV
SHERIDAN AV
OLANCHA AV
TELESCOPE PEAK AV
LAUREL DR
R1
R3
B3
Legend
Parcels
NCD
DISTRICT
Beverly Heights
Viewshed Protection Area
Zoning
R1 Single Family Residential
R3 Multiple-Family Residential
B3 General Business
0 0.010.02 0.04 Miles

Request

LCD Acquisitions, LLC has submitted a Conditional District Zoning Map Amendment application to rezone property located on the corner of NC Hwy 105 Ext and Beverly Heights Ave (Watauga County PINs: 2910-36-7347-000, 2910-36-8089-000, 2910-46-0833-000, 2910-46-1791-000, 2910-46-2684-000, and 2910-46-3578-000) from B3 General Business/R3 Multiple-Family Residential/R1 Single Family Residential with Corridor District and Viewshed Protection District Overlays to Conditional District R3 Multiple-Family Residential District with Corridor District and Viewshed Protection District Overlays for Use 1.13 Multi-Family Dwelling (>100 Bedrooms), Use 11.11 Retail Store up to 5,000 ft^2, and Use 15.02 Parking Structure with a site-specific development plan for a 185 unit, 642 bedroom, residential community. The property is outlined in blue on the map above.

Case Exhibits

Applicant Exhibits (1-9) were submitted by the applicant. Staff generated materials are the Staff Report, in pack as Staff Exhibit 1, and includes Staff Report Exhibit A.

Exhibit #	Items
Applicant Exhibit 1	Applicant's Project Narrative – includes deviations, mitigations, and proposed conditions
Applicant Exhibit 2	Site Plans
Applicant Exhibit 3	Building Details
Applicant Exhibit 4	Architectural Rendering
Applicant Exhibit 5	Conservation Easement Plan
Applicant Exhibit 6	Sidewalk Plan
Applicant Exhibit 7	Intersection Plan
Applicant Exhibit 8	Traffic Impact Analysis
Applicant Exhibit 9	Neighborhood Meeting Notice & Mailing Labels, Minutes from Presentation
Applicant Exhibit 10	Affidavit
Staff Report Exhibit A	Ordinance #A26-0357
Staff Report Exhibit B	Minutes from Town Council meeting 10/8/2025
Staff Report Exhibit C	Minutes from Town Council meeting 1/14/2026

History

October 8, 2025 Applicant participated in a Town Council Requested Appearance for an informal discussion of the proposed development. See Staff Report Exhibit B for an excerpt of the Town Council meeting minutes.

January 14, 2026 Applicant participated in a Town Council Requested Appearance for an informal discussion of the proposed development. See Staff Report Exhibit C for an excerpt of the Town Council meeting minutes.

Parcel Information

Parcel Specifics

Property Owner	GH Winkler Family LP
Address	115 Beverly Heights Ave
Watauga County PIN(s)	2910-36-7347-000
Use	12.11 Recreation Facility, Category 2
Use Definition	A facility providing outdoor space in which regularly scheduled recreation activities take place, and which does not utilize outdoor event lighting.
Size	19.601 acres
Access	Beverly Heights Ave
Steep or Very Steep Slope	Yes
Property Owner	GH Winkler Family LP
Address	Not assigned
Watauga County PIN(s)	2910-36-8089-000
Use	Vacant land
Use Definition	Zoned R1
Size	2-foot strip (0.043 acre)
Access	Beverly Heights Ave
Steep or Very Steep Slope	No
Property Owner	GH Winkler Family LP
Address	Not assigned
Watauga County PIN(s)	2910-46-0833-000
Use	Vacant
Use Definition	Zoned R1
Size	2.017 acres
Access	University Cir
Steep or Very Steep Slope	Yes
Property Owner	GH Winkler Family LP

Address	Not assigned
Watauga County PIN(s)	2910-46-1791-000
Use	Vacant
Use Definition	Zoned R1
Size	0.548 acre
Access	University Cir
Steep or Very Steep Slope	Yes, small portion on the northern border
Property Owner	GH Winkler Family LP
Address	Not assigned
Watauga County PIN(s)	2910-46-2684-000
Use	Vacant
Use Definition	Zoned R1
Size	0.494 acre
Access	University Cir
Steep or Very Steep Slope	Yes
Property Owner	GH Winkler Family LP
Address	Not assigned
Watauga County PIN(s)	2910-46-3578-000
Use	Vacant
Use Definition	Zoned R1
Size	0.453 acre
Access	University Cir
Steep or Very Steep Slope	Yes

Existing Zoning/Extraterritorial Jurisdiction (ETJ)History

Watauga County PIN(s)	2910-36-7347-000
Existing Zoning	B3 General Business/R3 Multiple-Family Residential with Corridor District and Viewshed Protection Area Overlays
Watauga County PIN(s)	2910-36-8089-000

Existing Zoning	R1 Single-Family Residential
Watauga County PIN(s)	2910-46-0833-000
Existing Zoning	R1 Single-Family Residential with Viewshed Protection Area Overlay
Watauga County PIN(s)	2910-46-1791-000
Existing Zoning	R1 Single-Family Residential with Viewshed Protection Area Overlay
Watauga County PIN(s)	2910-46-2684-000
Existing Zoning	R1 Single-Family Residential with Viewshed Protection Area Overlay
Watauga County PIN(s)	2910-46-3578-000
Existing Zoning	R1 Single-Family Residential with Viewshed Protection Area Overlay

Requested Zoning

District Descriptions	**Conditional District R3 Multiple-Family Residential District with Corridor District and Viewshed Protection District Overlays** The R3 Multiple-Family Residential District is established to provide a high-density area consisting of three or more dwelling units per lot plus limited-service use. The regulations for this district are intended to secure for the persons who reside there a comfortable, healthy, safe, aesthetically pleasing and pleasant environment in which to live, sheltered from incompatible and disruptive activities that properly belong in nonresidential districts. **Corridor District Overlay** The corridor districts are established overlay district intended to protect the main thoroughfares though Town. **NC Hwy 105 Extension:** Beginning at the intersection with US 321 (Blowing Rock Road) and extending north along the centerline with NC Hwy 105 Extension to the intersection of US Hwy 421. **Viewshed Protection District Overlay** The Viewshed Protection District is established as an overlay district intended to protect the scenic beauty and natural environment of Boone's hillside areas vital to preservation of a high quality of life and continued economic development by minimizing the visual impact of building construction and land disturbing activities.

Existing Site Characteristics

The combined parcels will be an approximate 23-acre site. The site fronts Beverly Heights Ave to the south, NC Hwy 105 Ext to the west, Robin Ln to the north, and University Cir to the east. It contains an area of steep and very steep slope (30-50%, >50%) along the northwest of the property as well as a few spots of steep slope (30-50%) among the currently wooded areas of the property on the east.

The elevation at the current entrance off Beverly Heights Ave is approximately is 3222'. From that point, the site rises roughly 152' in elevation with the highest point being in the northern portion of the property. There is a rise of roughly 116' easterly along the south side of the property up the existing Beverly Heights Ave. Supporting mapping and photos are provided below.

Photo 1



Photo 2



Photo 3



Photo 4




DOVE CIR
ROBIN LN
ERIC LN
UNIVERSITY CIR
BEVERLY HEIGHTS AV
BERKLEY AV
SHERIDAN AV
OLANCHA AV
RM RD
Legend
NCDOT 20 FT Contours
NCDOT 20 FT Contours
Parcels
Slope
Slope 30 - 50%
Slope > 50%
0 0.01 0.01 0.03 Miles

Zoning and Use of Adjacent Properties		
	District	Use
North	R3 Multi-Family Residential and R1 Single Family Residential with Viewshed Protection Area Overlay	Multi-Family apartments and Single-family homes
East	R1 Single Family Residential	Single family homes
South	B3 General Business with Corridor District Overlay, R1 Single Family Residential with Corridor District and Neighborhood Conservation District Overlay	Commercial along NC Hwy 105 Ext and Single-family homes along Beverly Heights Ave
West	B3 General Business with Corridor District Overlay	Commercial

North:



East:



South:



West:



Zoning Analysis

Use Analysis

The applicant has requested for Conditional District R3 Multiple-Family Residential District with Corridor District and Viewshed Protection District Overlays for Use 1.16 Multi-Family Dwelling in Mixed-Use (>100 Bedrooms), Use 11.11 Retail Store up to 5,000 ft^2, and Use 15.02 Parking Structure with a site-specific development plan for a 185 unit, 642 bedroom, residential community. See Applicant Exhibits 1-4.

1. Use 1.13 Multi-Family Dwelling (>100 bedrooms)

   Definition**:** Pursuant to UDO Article 34 Definitions, a Multi-Family Dwelling is a building or combination of buildings on a single lot which includes three or more dwelling units. Multi-Family dwellings are subject to Limited Use Requirements as detailed in UDO 15.03. This use is only permissible in the R3 Multiple-Family Residential District with Conditional District approval.

Ordinance Requirement	Compliance
15.03.03(A): Townhouse style preferred and no one type of dwelling units, as defined by the number of bedrooms, shall comprise more than 50% of the total units.	Deviation Requested, Applicant Exhibit 1 – Applicant is requesting 66.5% to be 4-bedroom units.
15.03.03(B): Parking shall be limited to two (2) spaces per unit; and a minimum of 25% of units shall have a garage or carport.	Deviation Requested, Applicant Exhibit 1 – Applicant requesting 591 spaces. Minimum per UDO 24.01 Table for 1.11 Multi-family use is 449 (642 bedrooms at 0.7 per bedroom). Maximum for parking per UDO 15.03.03(B) is 370 (2 per for 185 units). Applicant is proposing shared or satellite space available for public use, UDO 24.01.05(B) excess parking may be increased when 1) applicant proposes structure parking for public use and 2) applicant provides double the landscape buffer otherwise required.
15.03.04(A): The maximum building height shall be three (3) stories of occupied space, and in no case shall the building exceed fifty feet (50') in total height including the roof or the maximum in the particular zoning district, whichever is less.	Deviation Requested, Applicant Exhibit 1 – Allow 4 stories in Buildings 100, 200, and 500 with a building height of 41'2" above grade, total height 51' 9.875" with half basement.
15.03.05(A): The bedroom to bathroom ratio of each unit within the development shall be limited as follows: 1. Efficiency unit and one (1) bedroom unit: one (1) bathroom. 2. Two (2) bedroom unit: one (1) or two (2) bathrooms, with no less than one bathroom with common access. 3. Three (3)	Deviation requested, Applicant Exhibit 1 – to allow for a bedroom to bathroom parity for the majority of the units, including 3-bedroom and 4-bedroom units. The project will include half-bathrooms in the 3 story 4-bedroom units for a total of 4.5 bathrooms per unit and the 2-bedroom units

bedroom unit: Two (2) bathrooms with no less than one (1) bathroom with common access. 4. Four (4) or more bedroom unit: Three (3) bathrooms with no less than two (2) bathrooms with common access from a hall.	above the flats will contain a half-bathroom for a total of 2.5 bathrooms in 26 units.
15.03.05(B): In every unit with two (2) or more bedrooms, a designated master suite must be included and shall be at least twenty-five percent (25%) larger than every other bedroom and not less than 144 square feet excluding closet space.	Deviation requested, Applicant Exhibit 1 – to allow size of master bedroom in units with two or more bedrooms to be less than 25% larger than every other bedroom and to provide less than 144 square feet of closet space.
15.03.05(C): Dedicated storage space of at least fifty square feet (50 ft2) per unit must be provided for units without garages. Any storage space which is not within or attached to the building containing the units served by the space must be architecturally integrated with the development.	Deviation requested, Applicant Exhibit 1 – to provide less than 50 square feet of storage.

2. Use 11.11 Retail Store up to 5,000 ft^2

Definition**:** Pursuant to UDO Article 34 Definitions, a Retail Store is a commercial establishment that provides goods, products, or materials directly to the consumer. This includes clothing stores, appliance stores, bakeries, food stores, grocers, caterers, pharmacies, bookstores, florists, furniture stores, hardware stores, pet stores, toy stores, and variety stores. It does not include restaurants, personal service establishments, or gas stations. This use is permissible in all Commercial Districts.

3. Use 15.02 A Parking Structure

Definition Pursuant to UDO Article 34 Definitions, a Parking Structure is a structure used for motor vehicle or bicycle parking which is partially or wholly enclosed and includes any above or below-grade decks for temporary, daily or overnight parking. This use is permissible in the Office/Institutional District, The B3 General Business District, and the Wellness District when meeting Limited Use Regulations as listed in UDO 15.40. It is permissible in the B1 Downtown Districts with Conditional District Approval.

Conditional District Site-Specific Vesting Plan Analysis

To streamline staff reports and avoid restating UDO standards, this analysis focuses only on items that require attention by the Planning Commission and Town Council. Below staff have outlined elements including limited use requirements where applicable and any deviations requested by the applicant.

Requested Deviations:

1. UDO Section 14.03.08: Deviation requested to reduce the minimum interior setback between buildings for any walls containing windows from a distance equal to the minimum interior parcel

setback of 13 feet plus one foot for every foot that exceeds 35 feet of building height to a minimum of 12.5 feet.

Staff Note: Based on the submitted building details, Applicant Exhibit 3, the setback requirement per ordinance would be 13 feet + 6.2 feet, equaling 19.2 feet spacing between buildings.

2. UDO Section 15.03.03(A): Deviation Requested to allow a type of dwelling unit, as defined by the number of bedrooms, to exceed 50% of the total units, allowing 66.5% of the units to be 4-bedroom units.
3. UDO Section 15.03.03(B) and 24.01.05: Deviation requested to increase the allowable parking maximum to be greater than 2 spaces per unit and above the maximum of 120% of the minimum, for a total of 591 spaces, 10 spaces of which are in driveways to the cottage-style units.

   Staff Note: Based on the Residential Land use chart, the minimum parking of 0.7 spaces per bedroom, 642 x 0.7=449.4. and, with established need, the maximum of 120% would be 539 spaces. The requested retail space of 1,024 square feet would allow for a maximum parking of 5 spaces per 1000 square feet, or an additional 5 spaces, for a total of 544 spaces. Per 24.01.05(B) the overall total number of spaces may be increased for developments if they are offering parking for public use and/or for shared or satellite parking and provide double the landscape buffer otherwise required.
4. UDO 15.03.04: Deviation requested to allow 4-story buildings in Buildings 100, 200, and 500. The true height of the buildings will remain at 3 stores, with half o the basement level in each building containing occupiable space. Request to increase the above-grade height to a total of 51’9.875” with 41’2” inches above grade.
5. UDO 15.03.05(A): Deviation requested to allow for a bedroom to bathroom parity for the majority of the units, including 3-bedroom and 4-bedroom units. The project will include half-bathrooms in the 3 story 4-bedroom units for a total of 4.5 bathrooms per unit and the 2-bedroom units above the flats will contain a half-bathroom for a total of 2.5 bathrooms in 26 units.
6. UDO 15.03.05(B): Deviation requested to allow size of master bedroom in units with two or more bedrooms to be less than 25% larger than every other bedroom
7. UDO 15.03.05(C): Deviation requested to provide less than 144 square feet of closet space.
8. UDO 14.42.03(A)(2): Deviation requested to increase the maximum allowable land disturbance in the viewshed for a property larger than 2 acres, allowing an increase from the 2.5 allowed to 3 acres within the viewshed.
9. UDO 24.08.01: Deviation requested to omit requirement for loading zone for proposed retail building.

   Staff Note: Per UDO 24.08.02 the permit-issuing authority may require more or less loading and unloading area if reasonably necessary to serve the development.
10. UDO 25.04.02: Deviation requested to allow retaining walls greater than 8 feet, increasing by 25% to 10 feet.

Article 14 Zoning District Regulations

- Should the deviation for Viewshed requirements be granted it is recommended to be granted with the condition that the large retaining walls not be stone or concrete walls. Earthen retaining walls should be recommended where possible to prevent visual impacts in the Viewshed.

Article 15 Limited Use Requirements

- Per UDO 15.03.03(C) a livability space ratio of .50 must be met for development, the site plan indicates the provided area is 1.18 ac, also noting recreation space of 1.15 ac and 7.23 acres of impervious space.

Article 19 Grading and Article 20 Soil Erosion and Sediment Control

- If approved the following will be required:
    - Geotechnical Analysis of areas of steep and very steep slope disturbed by the development.
    - Full engineering on stormwater detention systems.
    - NCG01 (Construction Stormwater Permit) issued by NCDEQ prior to groundbreaking.
    - 401/404 Permitting for the work on the stream and any impacts to the onsite wetlands.
    - A Trout Buffer Waiver from NCDEQ will be required for working in a stream that feeds a trout stream on the property.

Article 21 Stormwater Management

- Discharge from stormwater detention system near buildings 25/24 will need to be re-routed so that it does not discharge off-site (onto Beverly Heights) until the area of the existing discharge (near the creek).

Article 24 Parking

- No bicycle or motorcycle parking listed on site plan, no deviation requested, applicant would be held to ordinance standards.
- Per UDO 24.02.03 spaces set aside for parallel parking must be 23 feet by 9.5 feet, site plan indicates 23’x9’, this would have to be corrected.

Article 25 Community Appearance Standards

- Per UDO 25.07.02 all above-ground parking floors and decks shall be designed using a continuous façade incorporating window-like openings, per architectural rendering the façade is solid and would require modification.

Article 31 Landscape Standards

- Proposed site plan does not meet requirements for vehicular surface area being within 60' of large deciduous tree. That will have to be modified.

- A Neighborhood Protection Street Yard will be required along Beverly Heights and University Circle.
- A Neighborhood Protection Buffer will be required along all lot lines that directly abut single family residences. (Along University Circle and Cave Canem Drive) It is noted that the plan shows enough space to meet this requirement but the required plantings are different and a fence is required as part of the buffer.
- The Town of Boone would recommend a Type 'B' buffer along the property line that abuts the office to the southwest of the property. This larger buffer would better meet the intent of the ordinance.
- If development approved, a tree survey of the site including species, location, and diameter-at-breast-height (DbH) of all trees exceeding 8" in diameter or greater on the site will be required.

Comments from other Town Departments: In addition to the Planning review, the submitted plans were evaluated by other Town departments for compliance with applicable codes. Their comments are provided below.

Fire: The application has been reviewed with the following comments:

- The grade is not provided for the roads. The grade cannot exceed 10% per TOB UDO. Please provide a drawing showing the final grade of the all the roads in the project area.
- Per NC Fire Code section 503.1.1 fire department access roads must be provided to within 150 feet (200 feet when sprinklered) of all portions of the building. You have shown hose pull lengths, however not able to tell where each distance ends.
- Also, for building 200 and 500 you show a retaining wall against the buildings. This makes those buildings inaccessible from that side which negates the hose reach you have shown.
- Is the 4-story parking deck enclosed? If open must meet the definition of an open parking garage as described in section 406.5.2 of the NC Building Code. If the parking garage is considered enclosed then it must have a sprinkler system.
- Aerial access must be provided for all buildings 3 stories or taller. This includes 26 foot road width. Please adjust your plan accordingly.
- Please provide the distances between all buildings (including decks) and retaining walls.
- Can we alternate which side of the road that hydrants are located on?
- Please provide dimensions of the round-about.
- What weight can the ‘stormtech systems’ hold?
- What size is the fire line for each building?

Public Works

Public Works: Services - The application has been reviewed with the following comments:

- Curb and gutter and sidewalks are required for any portion of the development that abuts a public street. There is nothing shown for the portion of the development that abuts University Circle.
- I have concerns that this development will be adding much more traffic to the neighborhood than shown in the build out trip distribution. State Farm is a signalized intersection and will attract much more traffic from students trying to get to campus, as well as trips into Town for general necessities.

Public Works: Utilities - The application has been reviewed with the following comments:

- Plan does not show valving for water main.
- Any building with less than 5 units will need it's on meter for each unit. Building with 5 or more units can have one meter. Each building with one meter will need backflow after meter.

Staff Note: Any items not clearly shown, and any standards not requested for deviations, are expected to meet all applicable requirements. If approved the applicant will be required to submit full plans and specifications demonstrating complete compliance.

Procedural Analysis

This request involves one procedural action for zoning. The process ensures that the actions are considered holistically in light of Boone Next. The process will continue as scheduled unless delayed.

Date	Step	Guidance
July 27, 2026	Zoning Public Hearing	• A public hearing before the Council and the Planning Commission is held on zoning. • The Planning Commission provides a required zoning recommendation.
August 26, 2026	Final Council Decisions	• Council votes on zoning consideration.

Conditional District

Pursuant to UDO Subsection 9.09.01 (A), the CD process is established to provide tailored regulations to address specific circumstances or development goals. This process permits the application of additional conditions to proposed developments to ensure compatibility with neighboring uses and alignment with adopted plans or other development goals of the town, while also allowing deviations from existing standards where such serves the town's development goals. By incorporating tailored standards, the CD process offers a degree of flexibility not always achievable through a general use zoning map amendment. Specific procedural steps are mandated and applications must include more detailed information than might otherwise be required.

Procedural Requirements (UDO Subsection 9.09.02)

Standard	Comments	Compliance
9.09.02(A) Pre-Application Meeting(s)	May 15, 2026	Yes
9.09.02(B) Neighborhood Meeting		
Notice	February 25, 2026: Mailed and posted on Town website, Exhibit 9	Yes
Location	La Quinta Inn, 165 NC-105 Extension	Yes
Presentation Info	Exhibit 9	Yes
Minutes	Exhibit 9	Yes
Time Limitation	The application was submitted within 6 months of the neighborhood meeting.	Yes
9.09.02(C) Application Submittal		
Allowable Uses	Exhibit 1, Project Narrative - includes Deviations, Mitigations, and proposed Conditions	Yes
Deviations		
Mitigation		
Conditions		
Affidavit	Exhibit 10, Affidavit	Yes

Conformity to Adopted Plans

Boone Next: Our Town, Our Future

Community Vision	Land Use and Development Vision
We will be a prosperous, livable, people-oriented mountain community modeling resilient growth that promotes and protects our natural resources with diverse housing options and dynamic economic opportunities. We will celebrate and build upon our community's historic foundation to leave a sustainable and equitable town for future generations.	Grounded in its historic character, Boone will be a distinct pedestrian-oriented town that is affordable, livable, human-scale, and connected through a network of walkable, mixed-use corridors and activity centers.

Planning Principles: The Boone Next Planning Principles are intended, as a collective, to provide a core vision to guide planning, zoning, and development decisions. These principles should be carefully considered with respect to all zoning map amendments, ordinance text amendments, and other development decisions as well as other town planning and policy initiatives.

Planning Principle 1
Prioritize thoughtfully designed development of underutilized land within the town's existing built-upon areas over development of undeveloped land on the town's outer limits.

It is preferable to accommodate growth in locations within the existing town limits that are appropriate for, can support, and would be enhanced by, new development. Infill and redevelopment will occur in a strategic manner that considers community needs like provision of and access to goods, services, transit, and quality public space.

Planning Principle 2

Emphasize quality design to create an attractive, inspiring public and private realm— architecture, streetscape, corridors, gateways, and edges—that is uniquely Boone.

Public areas (streetscapes, sidewalks, parks, plazas, etc.) and private areas (building facades, landscaping, parking facilities, etc.) will be planned, arranged, and designed with quality materials to celebrate a sense of place and character by balancing function, appearance, and affordability, while fostering creativity, innovation, and human-scale design that is true to Boone.

Planning Principle 3

Encourage compact, human-scale development that integrates a vertical mix of uses (residential, commercial, office, institutional, civic, etc.) and connects with existing developed areas.

Places will be created with multiple uses in proximity to each other, perhaps on the same site and/or in the same structure. Close attention will be given to the compatibility of those uses and their surroundings. Uses will be arranged in a manner that maximizes pedestrian activity and create "communities within our community."

Planning Principle 4

Encourage development and connections that better balance the needs of pedestrians, drivers, cyclists, and transit users.

Opportunities will be sought to improve the street pattern and connectivity, thereby increasing travel options, potentially decreasing vehicle miles, reducing congestion, and improving safety.

- A connected street pattern will be the preferred network for future development and redevelopment unless prevented by streams, steep slopes, or other barriers.
- Well-connected streets will be designed with short blocks and alleys and include sidewalks and street trees to facilitate walking.
- Streets and trails will have high connectivity within and between neighborhoods and commercial districts.
- Bicycle and pedestrian trails with supporting amenities will be integrated into new development and areas undergoing redevelopment.
- Enhance connectivity to community amenities; add sidewalks, bike facilities, transit, and other pedestrian safety facilities where feasible.

Planning Principle 5

Employ planning policies to accommodate growth while promoting an equitable town and protecting the most vulnerable residents and small businesses against economic displacement.

Planning and zoning policies and practices seek to limit the negative and undesired effects of gentrification and displacement. Current residents and small businesses that are in Boone today and want to remain here should be able to afford to stay while people who work in Boone should be able to afford to live within the town limits. Robust engagement and communication with residents and small businesses is key to promoting equitable planning in Boone.

Planning Principle 7

Support the town's established neighborhoods and new residential developments through neighborhood-level engagement and planning.

Neighborhoods may include a variety of land uses (residential, commercial, civic, and recreational areas), building types, and housing types. They may have an identifiable center that offers basic services such as cafés, childcare, specialty stores, and grocery options. Neighborhoods will support a variety of travel options and be well-

connected to adjacent neighborhoods and parks. They will seamlessly integrate the members of diverse, multi-generational communities living in proximity to one another.

Planning Principle 8
Promote a network of green infrastructure and greenways to protect and connect wildlife habitat and sensitive natural areas and provide recreational and transportation opportunities. Land planning for future development and conservation will contribute to expanding the quantity, quality, access to, and connections between the town's parks, open space, and recreational amenities. Thoughtful planning, development, and conservation efforts will ensure Boone is a green city built within the context of the beautiful surrounding Appalachian Mountains.
Planning Principle 9
Incorporate environmentally sensitive and sustainable practices into future developments. As the historic and civic heart of Boone, Downtown will be a focus and model for thoughtful design efforts aimed at strengthening community and placemaking. ○ The town will continue efforts to protect and restore watersheds, wetlands, streams, and special flood hazard areas in development or redevelopment. ○ New construction will use context-sensitive design to reduce impacts on existing site features. ○ New development should use green building practices. Projects should minimize energy consumption, use renewable energy where feasible, minimize the consumption of resources, and use recycled building materials. ○ Green stormwater management is important, along with protections to our waterways. ○ Infill and redevelopment should maintain or enhance Boone's Urban Forest.
Planning Principle 10
Encourage appropriate development to meet the town's urgent need for housing or other specific community needs by means of density bonuses or other mechanisms. Encourage construction of affordable housing, public infrastructure, or other identified community needs by means of density bonuses or other incentives in appropriate areas of the town. For example, increased building height or additional units may be allowed in exchange for incorporating affordable housing units in a development.

Growth Management Tiers Map: The Growth Management Tiers Map is a policy tool intended to help Boone manage the growth of its corporate limits. The map identifies areas inside and outside the corporate limits that are likely to face development pressures, and it identifies those areas that are most appropriate for the town to consider serving by means of annexation within the next 10 to 15 years. The Growth Management Tiers Map is supplemented by and should be applied in concert with the Future Land Use Map, where applicable. The overall purposes of the map are to:

- Promote better interjurisdictional and long-range planning between and among the town, Watauga County, and utility providers.
- Encourage long-term fiscally and environmentally sustainable growth by carefully managing the extension of taxpayer-funded town services
- Encourage infill development
- Inform developers, landowners, farmers, and residents with respect to the town's priorities and approach to the growth of its corporate limits

- Provide policy guidance to town decision-makers regarding annexations, town service provision, fees and incentives, and locations for capital improvements

This property is located within the Primary Growth Area area.

Priority Growth Area is land where growth is most encouraged; designated as Downtown, Downtown Edge, and Walkable Mixed Use on the Future Land Use Map.

Primary Growth Area is land where provision of services is preferred and encouraged over the 10- 15 years following adoption of this plan. This area includes existing incorporated areas and unincorporated areas surrounded by incorporated land within the outer boundaries of the town's municipal limits.

Secondary Growth Area is land where provision of services would be part of annexation decisions made by town officials. Additional care should be taken to analyze whether the requested type of proposed land uses are consistent with the town's goals and policies.

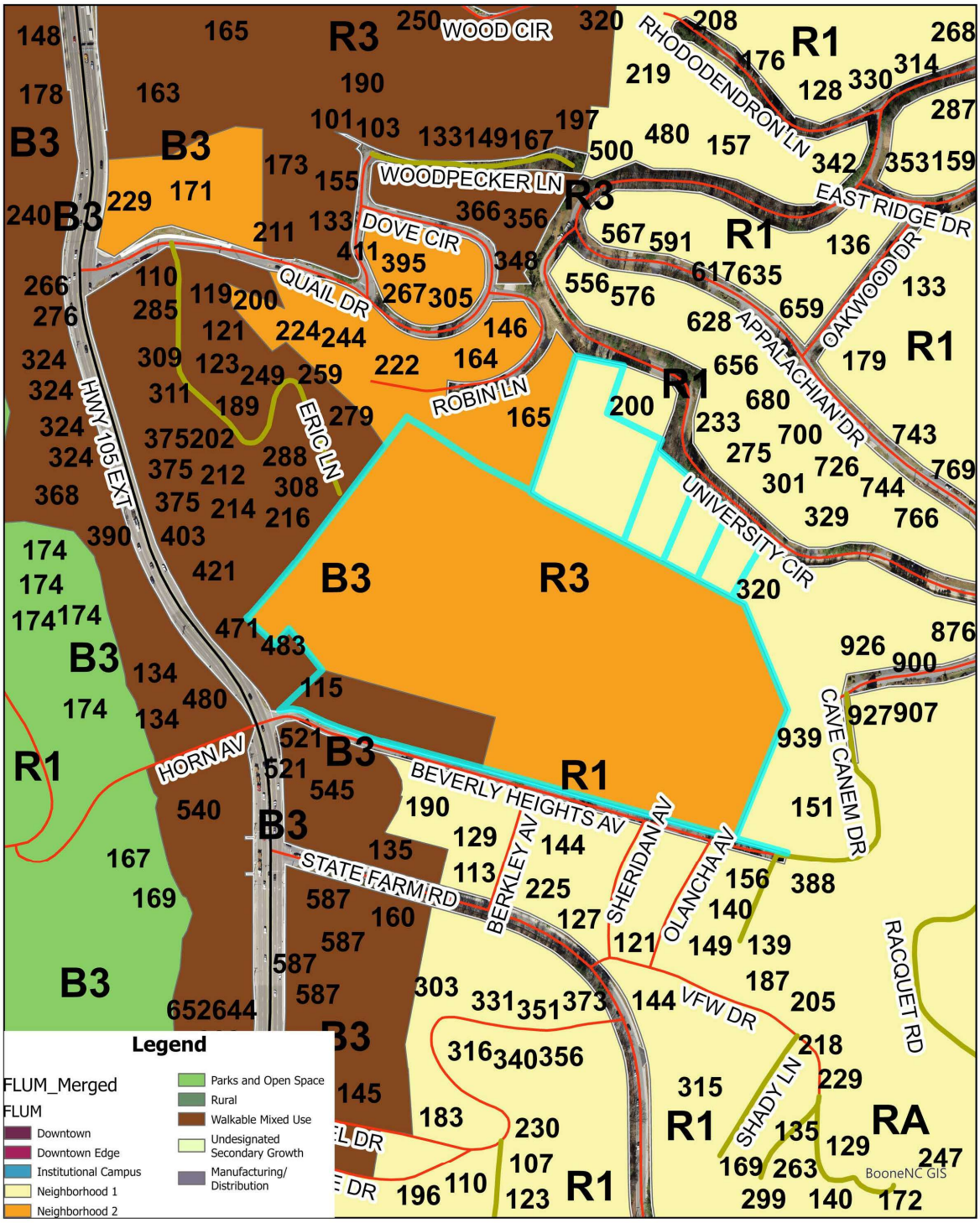
Rural and Green Space is land where provision of services and new development should be limited within 10- 15 years of the adoption of this plan (and potentially well beyond that time horizon).

Future Land Use Map

The Future Land Use Map is a critical tool intended to give shape to and help implement Boone's vision for the next 15-20 years. The map and associated land use types provide a framework for development and other land use-related decisions, including decisions on public infrastructure and transportation.

In legislative decision making cases, Council and the Planning Commission will review Boone Next and the Future Land Use Map to ensure that the request:

- is consistent with the goals and policies set forth in this plan; and
- is consistent with the land use type as shown on the Future Land Use Map;
- and if not ensure that the requested change of zoning will not negatively impact the intent of the mapped land use type; and
- is supported by existing or planned infrastructure.



The property included in the request is mapped in the Walkable Mixed Use, Neighborhood 1, and Neighborhood 2 land use types. Please see below for more details on these land use types.

Description	Objectives	Primary Uses
Walkable Mixed-Use areas are envisioned as places that should evolve from existing auto-oriented patterns into green, walkable, mixed-use corridors and destinations. New street and alley grids may be established, fostering a more urban environment while maintaining a commitment to well-designed, green, and visually-engaging building patterns. Buildings in these areas are oriented toward the street and generally up to four stories in height; in some cases, on appropriately sized and located lots, they may reach up to six stories. Parking and drive aisles in the front are minimized and the majority of parking placed to the sides and rear. Ground floors should feature ample transparent windows and doors. Ground floors should create an inviting atmosphere for pedestrians by, for example, incorporating features like generous transparent windows and inviting entryways. Where appropriate, wider sidewalks and street trees enhance the pedestrian experience and promote a sense of place. The overall vision behind the Walkable Mixed-Use Land Use Type is to foster vibrant, self-	- Eliminate curb cuts on arterials through rear access parking and new alley construction and dedication - Evaluate opportunities for neighborhood scale- businesses that enhance neighborhoods with accessible resources such as cafes, small grocers/bodegas, and childcare facilities - Mixed-use buildings provide a variation in layout and size for ground floor non-residential uses - Encourage and facilitate public spaces like plazas, playgrounds, and other public amenities	- Vertical mixed-use with ground floor commercial and upper story residential and/or appropriate commercial uses; or a mix of single-use commercial and/or residential buildings within a single development - Multi-family - Limited light industrial/manufacturing uses with minimal external impacts

sufficient communities where everything is just a short stroll away – a true realization of the "15-minute city" or "city within a city" concept. Here, residents enjoy access to local businesses, services, and amenities that cater to their daily lives, while commercial spaces thrive on the support of a connected residential environment.		
Neighborhood 1 describes lower-density to moderate-density residential neighborhoods. These neighborhoods are suited for low-rise construction. On appropriately sized and located lots, height may reach up to three stories. Overall building forms (height, setbacks, and density) should be appropriate to each neighborhood's existing character while ensuring that a variety of compatible housing types are provided to meet the town's housing demands. Decisions on density and form are based on location and infrastructure availability.	- Protect existing housing stock from incompatible redevelopment - Protect, maintain, and promote housing that is affordable to persons of low to middle income in a variety of compatible housing types as cafes, small grocers/bodegas, and childcare facilities - Encourage historic preservation - Evaluate opportunities for neighborhood-scale, neighborhood-enhancing businesses such as cafes, small grocers/bodegas, and childcare facilities	- Single family dwellings - Accessory dwelling units, duplexes, triplexes, and similar uses on appropriately sized lots - Quadplexes and small townhouse developments in transitional areas along higher-traffic sub-collector, collector, and arterial streets, or adjacent to higher-density residential/commercial areas and neighborhoods
Neighborhood 2 describes neighborhoods composed primarily of higher density multifamily housing in various forms and includes some buildings with ground floor nonresidential uses. Neighborhood 2 may include a variety of housing types in larger developments which	- Protect, maintain, and promote affordable housing - Enhance connectivity to community amenities; add sidewalks, bike facilities, transit, and other pedestrian safety facilities where feasible - Supportive nonresidential uses where appropriate	- Multi-family - Other lower density residential uses - Vertical mixed-use with limited ground floor commercial and upper story residential uses

could result in a mix of low- to high-density housing. These neighborhoods are suited for low- to mid-rise construction. In some cases, on appropriately sized and located lots, height may reach up to four stories, with an overall building form (height, setbacks, and density) appropriate to each neighborhood's existing character. Decisions on density and form are based on location and infrastructure availability.	- Evaluate opportunities for neighborhood scale- businesses that enhance neighborhoods with accessible resources such as cafes, grocery stores, and childcare facilities	

Goals & Policies

Goal 1.1 A SUSTAINABLE BUILT PATTERN

Boone's interwoven natural and built environments will promote social, environmental, and fiscal sustainability while aiming to reduce auto- dependence and the roots of traffic congestion. The town will be a leader of green building design and climate responsibility.

Policy 1.1.1 Use the Future Land Use Map

Use the Future Land Use Map to guide development, growth, and conservation decisions. Additionally, use the Focus Area Plans for more detailed policy direction within each of those areas.

Policy 1.1.2: Use Best Design Practices in New Development

All new growth should move Boone toward creating a network of "communities within a community" - a polycentric pattern of walkable, human-scale activity centers located within short distances of residents across the town. This pattern is key to supporting sustainability by aiming to reduce vehicle trips and their associated emissions, improving human health by supporting active utilitarian modes of transportation, and guiding growth away from natural areas. Where feasible, new growth should establish short blocks and connected rights-of-way, prominent civic spaces, stream daylighting and protected natural resources, front-facing buildings with transparent and welcoming first floors and public spaces, a diversity of housing types, income-restricted housing units, neighborhood-serving and context-sensitive nonresidential uses, rear parking and alleys, front porches (residential), and safe multimodal transportation infrastructure design.

Goal 1.2 DEVELOPMENT TRUE TO BOONE'S VISION

Boone's development and redevelopment will enhance the best of the town's existing built environment and reinforce the vision set forth in this plan.

Policy 1.2.1 Build the Town for People

To the extent possible, the built environment should be human-scale and pedestrian-oriented rather than large-scale and auto-oriented. There are urban design characteristics that transcend eras, styles, and typologies that help to explain

why Boone's beloved downtown makes human beings comfortable. Human-scale development is not defined by density, but instead by urban design that makes human beings comfortable and happy navigating streets, activity centers, and neighborhoods on foot. Human-scale built environments might consider terminating vistas at the end of streets or the width and frontage of new buildings.

Policy 1.2.3 Coordinate Land Use and Transportation Planning

Ensure transportation infrastructure supports walkable development and multimodal transportation options — including connections to activity centers. Important considerations include the width and design of sidewalks, street trees, physically protected bike lanes, tight curb radii at intersections, traffic calming devices, appropriate lane widths that create safer design speeds, and other features that enhance the safety and comfort of all travelers.

Policy 1.2.5: Use Appropriate Transitions Between Different Scales and Intensities

Use appropriate transitions between different building uses and intensities by stepping down building heights and scale from areas allowing taller buildings to primarily residential neighborhoods.

Goal 1.3 A PRESERVED HERITAGE

Boone's unique architectural and cultural history is celebrated. The town preserves historic buildings and encourages the design of new buildings and places that complement its architectural heritage.

Policy 1.3.4: Encourage Reuse and Rehabilitation

Support and encourage adaptive reuse and rehabilitation of existing homes and buildings. Where appropriate, minimum building code standards should be applied in a manner compatible with historic preservation efforts.

Goal 1.4 A NETWORK OF OPEN SPACE & GREEN CORRIDORS

Boone will build on its reputation as a green and outdoor city, creating and protecting an integrated network of green corridors, parks, and open spaces as well as meaningful rural and agricultural uses.

Policy 1.4.2 Integrate Green Space Throughout the Built Environment

Abundant access to green space is vital to human health. Continue to thread green space throughout the built environment by growing, enhancing, and protecting the urban tree canopy like street trees, and providing natural green public spaces, neighborhood gardens, green walls, and greenways. To the extent possible, encourage native landscaping.

Goal 1.5 INTENTIONAL GROWTH MANAGEMENT

Boone will manage growth thoughtfully and intentionally within its borders and at its edges to enhance the town's livability and meet the needs of a growing community.

Policy 1.5.1: Manage Growth to Balance Protection of Community Character and Natural Areas While Directing Desired Growth to Identified Centers

The town will manage growth in a manner that balances the protection of community character and natural lands while accommodating future population. Change in the community will be carefully managed to protect critical natural lands, provide a variety of housing options for a

diversity of households, support economic development, support fiscal balance, ensure adequate public safety services, and utilize growth patterns that support regional and local transit services. Lands within the town's current corporate limits are priorities for infill and redevelopment. New development areas contiguous with the town and in identified activity centers should be secondary priorities for development and ahead of areas outside centers.

Policy 1.5.3: Guide Growth Using the Growth Management Tiers Map

The Growth Management Tiers Map serves as a guide for development and investment decisions. The map's purpose is to ensure Boone accommodates growth consistent with the Boone Next Planning Principles, intentionally directs growth to desired areas, manages the pace of development, and aims for fiscal balance. This map is intended to be used when considering zoning and development approvals, utility service extensions, annexations, incentives, and capital investments. This map should be used in coordination with the Utility Service and Annexation Criteria. The Growth Management Tiers Map will be updated from time to time to reflect changing planning conditions.

Goal 1.6 AN AFFORDABLE TOWN TO LIVE IN

Boone will facilitate sustainable affordable housing for low- to middle-income residents.

Policy 1.6.1: Support Income-Restricted Housing

Support permanently affordable housing for low- and middle-income residents geographically located throughout the town. Prioritize permanent affordability, particularly for those at or below 60 percent of the area median income, through community land trusts, nonprofit ownership and management, the Housing Authority, town ownership, and restricted deeds and covenants. Consider programs that fund home improvements for low income homeowners in exchange for right of first refusal to purchase homes for affordable housing partners.

Policy 1.6.2: Use Innovative Tools to Expand Affordable Housing

Using incentives like density bonuses, regulations, and other strategies, strive to achieve a minimum of 5-10 percent income-restricted units in new multi-unit residential construction projects.

Policy 1.6.3: Diversify Boone's Housing Options

Promote a variety of housing types as well as housing tenure options around Boone. While the town should continue to build single-family, townhome, and multifamily buildings, explore other types of well-designed and contextually compatible housing, such as quadplexes and small-scale multiplexes. The town can use creative tools, like zoning "opt-in" districts, to ensure additional densities come with public benefits like income-restricted units. Also, support alternative housing tenure options like the community land trust model and cooperative housing. Unless Boone's rugged terrain precludes it, consider the use of pre-approved blueprints to reduce construction costs while ensuring high quality building designs and materials.

Policy 1.6.4: Make Daily Needs More Accessible Across Boone

Consider both the cost of housing and the cost of transportation as the town develops, recognizing that transportation costs rise as distances to daily needs like grocery stores, daycare, work, and school increase. Focus on distribution of uses and services using walkable urban design principles that make daily needs more accessible to all ages and abilities. Measure and track

progress toward increasing the proportion of residents living within a comfortable 5-10 minute walk, bike, or transit ride to daycare facilities; grocery stores; parks, greenways, or playgrounds; and employment destinations.

Policy 1.6.5: Preserve the Town's existing affordable homes

While ensuring housing is safe for tenants through code enforcement, preserve the townwide stock of naturally occurring affordable housing (NOAH) using zoning and other innovative planning tools.

Goal 2.4 INCREASE MOBILITY THROUGH CAPACITY & ACCESS MANAGMENT

Policy 2.4.6: Promote Future Connectivity by Planning Stub Streets, Reducing Access Points on Major Roadways, and Encouraging Cross-Parcel Links During Redevelopment

Design for future connectivity between neighborhoods, such as stub streets for future connections (this somewhat contradicts with the current standards in the UDO and therefore needs careful evaluation).

Identify tools to close access points on properties with multiple access points, particularly on major roadways such as NC 105 or US 321, during redevelopment projects. Identify tools to minimize new access points and encourage cross parcel connectivity during redevelopment and new construction projects.

Goal 4.4 LONG-TERM FISCAL BALANCE

Long-term fiscal balance will be achieved through land use and growth decisions that are informed by long-term fiscal impacts of development.

Policy 4.4.1: Promote Use of Existing Resources

Promote infill, redevelopment, and adaptive use as a way to maximize use of existing services, infrastructure, and utilities.

Policy 4.4.2: Proactively Manage Growth and Development

Anticipate and guide future growth and development using the planning principles, frameworks, and maps in this Comprehensive Plan to ensure that new development can be supported by town infrastructure and services while protecting open space.

Policy 4.4.3: Promote Smart Growth

Ensure new growth and development is fiscally balanced in the long run while directing more growth to areas with existing services and infrastructure. Some types of developments and land uses are necessary to the social needs of the town and do not necessarily directly improve the town's fiscal balance, such as recreation and cultural facilities or affordable housing. Encourage compact development that can be more efficiently served, especially as indicated on the Future Land Use Map.

Policy 4.4.4: Consider Community Priorities and Long-Term Impacts

Consider community priorities and long-term impacts in decision-making, with the understanding that some community priorities may not have positive fiscal impacts and some decisions may not provide short-term benefits.

Goal 5.1 A SUSTAINABLE AND RESILIENT WATERSHED

Policy 5.1.1: Use Low Impact Development Practices

To protect water quality, use low impact development practices, like bioswales, rain gardens, and permeable pavement that use or mimic natural processes. Promote use of local plant species and limit or eliminate the planting of invasive plant species.

Conditions of Approval

1. Where there is a conflict between the original application information and the plans (received on June 10, 2026), the plans shall control. Insignificant deviations may be permitted to comply with the requirements of the UDO. For application elements not depicted on the plans but included in the written materials provided by the applicant and considered at the public hearing held on July 27, 2026, those details shall be considered part of the approved plan except as may be specifically provided otherwise in these conditions or was represented otherwise by the applicant at the public hearing.
2. Any commitments and representations concerning the proposed development made by the applicant at the public hearing shall also become a condition of the permit and a basis for a stop work order and/or permit revocation if violated.
3. The applicant shall submit the necessary applications, plans, details, and specifications meeting the requirements of the Town Code, UDO, Building Code, and any other applicable codes for review and approval necessary to issue Zoning and Building Permits.
4. Any other condition agreed upon…

Planning Board Report/Recommendations

Per NCGS 160D-604(b), subsequent to initial adoption of a zoning regulation, all proposed amendments to the zoning regulation or zoning map shall be submitted to the Planning Commission for review and comment. If no written report is received from the Planning Commission within 30 days of referral of the amendment to that board, the Town Council may act on the amendment without the Planning Commission report. The Town Council is not bound by the recommendations, if any, of the Planning Commission. Per NCGS 160D-604(d), when conducting a review of proposed zoning text or map, the Planning Commission shall advise and comment on whether the proposed action is consistent with any comprehensive plan that has been adopted and any other officially adopted plan that is applicable. The Planning Commission shall provide a written recommendation to the governing board that addresses plan consistency and other matters as deemed appropriate by the Planning Commission, but a comment by the Planning Commission that a proposed amendment is inconsistent with the comprehensive plan shall not preclude consideration or approval of the proposed amendment by the governing board.

Vote 1: The proposed amendment to the Town's zoning map ☐**is** OR ☐**is not** consistent with the Town's current comprehensive plan and any other adopted plan(s) of the Town that are applicable because:

Note 1

_____

_____

_____

***Note 1**: describe elements of controlling land use plans and how the plan is or is not consistent.*

Vote 2: The Planning Commission recommends ☐**approval** OR ☐**denial** of Ordinance #A26-0357 within Staff Report Exhibit A and ☐**approval** OR ☐**denial** is reasonable and in the public interest because:

Note 2

_____

_____

_____

***Note 2**: briefly explain why, factors may include the benefits and detriments to the landowners, the neighbors, and the surrounding community; why the action taken is in the public interest; and any changed conditions warranting the amendment.*

Town Council Action Required – July 27, 2026

No Council action is anticipated at this meeting. Final consideration would occur at a future Town Council meeting (anticipated to be August 26, 2026) upon receipt of the Planning Commission's recommendations.

Staff Report Exhibit A: Ordinance #A26-0357

ORDINANCE # A26-0357

AN ORDINANCE TO REZONE PROPERTY WITHIN THE TOWN OF BOONE

WHEREAS, pursuant to N.C. Gen. Stat. §160D-601, the Town may amend its zoning map after giving proper public notice and holding a public hearing; and

WHEREAS, the Planning Commission and Town Council has received the request to amend the Official Zoning Map of the Town of Boone, North Carolina to zone the property below as presented:

Address: 115 Beverly Heights Dr

Watauga County PINs: 2910-36-7347-000, 2910-36-8089-000, 2910-46-0833-000, 2910-46-1791-000, 2910-46-2684-000, and 2910-46-3578-000

Property Owner: GH Winkler Family Limited Partnership

Zoning: Conditional District R3 Multiple-Family Residential District with Corridor District and Viewshed Protection District Overlays for Use 1.16 Multi-Family Dwelling in Mixed-Use (>100 Bedrooms), Use 11.11 Retail Store up to 5,000 ft^2, and Use 15.02 Parking Structure with a site-specific development plan for a 185 unit, 642 bedroom, residential community

WHEREAS, the Boone Town Council held a duly-noticed public hearing on July 27, 2026 with respect to this rezoning request; and

WHEREAS, the Boone Town Council has taken into full consideration any information offered at the public hearing; and

WHEREAS, this Town Council has reviewed the written recommendations of the Town of Boone Planning Commission; and

NOW, THEREFORE, BE IT RESOLVED as follows:

SECTION 1. The Boone Town Council hereby approves and adopts the modifications to the Town Zoning Map as set forth herein.

SECTION 2. All provisions of any Town ordinance in conflict with this ordinance are hereby repealed to the extent of such conflict.

SECTION 3. This Ordinance shall be effective immediately upon its adoption by Town Council.

Adopted this day August 26, 2026.

The Honorable Dalton George, Mayor

Attest:

Nicole Harmon-Church, Town Clerk

MINUTES – REGULAR MEETING
BOONE TOWN COUNCIL
OCTOBER 8TH, 2025

CALL TO ORDER

A regular meeting of the Boone Town Council was called to order at 9:00 a.m. on Wednesday, October 8, 2025, at the Jones House Community Center located at 604 West King Street in Boone. Mayor Tim Futrelle presided. Town Councilmembers present included Mayor Pro-Tempore Dalton George, Councilmember Todd Carter, Councilmember Virginia Roseman, and Councilmember Eric Plaag. Staff present included Amy Davis, Town Manager, Todd Moody, Director of Public Works, Jane Shook, Director of Planning and Inspections, Brandon Wise, Deputy Director of Planning and Inspections, Amy Snider, Commercial Zoning Administrator (Virtual), Jimmy Isaas, Fire Chief, Daniel Duckworth, Police Chief, George Santucci, Sustainability and Special Projects Manager, Guy Miller, Finance Director, and Laney Wise, Grants Coordinator/Communications. Allison Meade, Town Attorney, was present as well.

MOMENT OF SILENCE

Mayor Futrelle called for a brief moment of silence. After a brief moment of silence, Mayor Pro-Tem George requested that the adoption of the agenda be moved prior to announcements, in which Mayor Futrelle agreed.

TENTATIVE AGENDA ADOPTION

Mayor Pro-Tem George requested that Council Matters Item 3: Discussion of Bolick Property and Council Matters Item 4: Consideration of issue of AI and its impact on “creatives” be moved prior to Work Session. Council provided consensus on this change. Mayor Futrelle then asked for a motion to approve the agenda as presented with the requested modifications.

Mayor Pro-Tem George, which was seconded by Councilmember Plaag, to adopt the modified agenda as presented.

VOTE: Aye: Dalton George, Todd Carter, Eric Plaag, Virginia Roseman
Nay: None
Absent: None

ANNOUNCEMENTS

1. ***ANNOUNCEMENT OF BOARD VACANCIES***
   Mayor Futrelle announced the following vacancies:

POSITIONS OPEN

BOARD OF ADJUSTMENT
Three alternate positions

HUMAN RELATIONS COMMISSION
Two regular positions

SUSTAINABILITY COMMITTEE
One student position

TOURISM DEVELOPMENT AUTHORITY
Two Positions (business that collects occupancy tax)

Councilmember Roseman commented that one of the best ways for community members to serve their community is by serving on a Town of Boone board and encouraged Boone residents to apply for a position. With no further comments, Mayor Futrelle moved to the next item on the agenda.

Councilmember Roseman made a motion, which was seconded by Councilmember Tugman, to approve the agenda as presented.

VOTE: Aye: Dalton George, Todd Carter, Virginia Roseman, Eric Plaag
Nay: None
Absent: None

APPROVAL OF PROCLAMATIONS AND RESOLUTIONS
Councilmember Plaag made a motion, which was seconded by Councilmember Tugman, to approve the Proclamation Recognizing Public Power Week 2025, October 5–11: A Week-Long Celebration of Appalachian State University's New River Light and Power's Year-Round Service to the Town of Boone.

VOTE: Aye: Dalton George, Todd Carter, Virginia Roseman, Eric Plaag
Nay: None
Absent: None

Mayor Futrelle then read the following proclamation:

Recognizing Public Power Week 2025, October 5–11: A Week-Long Celebration of Appalachian State University's New River Light and Power's Year-Round Service to the Town of Boone

WHEREAS, public power is a crucial component in cities and towns across North Carolina, driving the overall health of communities by providing unmatched electric reliability, affordable and sustainable power, excellent local service, and essential jobs in communities; and

WHEREAS, North Carolina's more than 70 public power cities and towns are among more than 2,000 across the country, providing electricity with a reliability rating of 99.98 percent; and

WHEREAS, many of North Carolina's public power cities and towns have been electric providers for more than 100 years, assisting their communities through prosperous times as well as pandemics and economic downturns, maintaining life-saving electricity to homes and businesses; and

WHEREAS, North Carolina public power communities are part of a mutual aid network that spans the state and country, providing invaluable support during times of hurricanes and other natural disasters while maintaining a superior safety record; and

WHEREAS, North Carolina's public power utilities are essential community partners that contribute to the well-being of the community; and

WHEREAS, North Carolina’s public power utilities are dependable institutions that provide excellent service, valuable energy solutions, and a commitment to community;

WHEREAS, the Town of Boone recognizes Public Power Week and commends the public power cities and towns across our state for their outstanding contributions to our communities;

NOW, THEREFORE, the Town of Boone hereby proclaims October 5 -11, 2025, as "PUBLIC POWER WEEK" in the Town of Boone and commends its observation to all citizens.

This is the 8th day of October, 2025.

Mayor Pro-Tem George thanked Appalachian State University’s New River Light and Power for their continued service to the Town of Boone. Mayor Futrelle then asked Mayor Pro-Tem George to read the next resolution, in which Mayor Pro-Tem George asked if Councilmember Carter could read the second half. Mayor Futrelle agreed. The following proclamation was read into the record.

Proclamation Declaring “Tugman Day” October 8th in Boone, North Carolina

WHERAS, the Boone, North Carolina community wishes to send the Tugman family off with the best wishes and honor the family’s many contributions to the Town of Boone and our community; and

WHERAS, Edith “Edie” and Stuart “Sonny” Tugman have long lived in Boone, raising a family, working in many capacities, engaging in volunteerism, and making friends everywhere they went; and

WHERAS, the Tugman family is one of the founding families of the Town of Boone, with Stuart “Sonny” Tugman being a fifth-generation, proud native and multi-generational Boone resident and champion for his Town; and

WHERAS, Edie made the leap into elected life, originally running for Town Council in 2021 and being re-elected in 2023, and has served the Town diligently, being key in numerous projects and successes since then; and

WHERAS, while Edie is choosing to resign to prioritize her family and the health and well-being of those she loves, the Town of Boone wishes to celebrate her, her family, and her many accomplishments as she enters the next phase of her life; and

WHERAS, the Town of Boone knows that losing a family such as the Tugmans during their move will leave an irreplaceable gap in community service and character; and

WHERAS, James Tugman came to these rich lands from England in the 1750s, and for generations, the Tugmans have inhabited the mountains of Western North Carolina, building community, businesses, and fellowship; and

WHERAS, the descendants of James Tugman have faithfully served the Boone community, and William Ralph Tugman and Dorothy Glenn Tugman, parents of Stuart "Sonny" Tugman, exemplified and instilled in the Tugman family public service and dedication to the residents of the Town of Boone;

Now, therefore, be it resolved that we, the members of the Boone Town Council, honor and celebrate Edith "Edie" Tugman and Stuart "Sonny" Tugman, whose contributions to their family and community will forever be remembered, and declare this eighth day of October 2025 to be Tugman Day; and

Be it further resolved that a copy of this resolution be presented to the Tugmans as a testament to their remarkable lives and impact.

Adopted this on the 8th day of October 2025.

Ms. Tugman thanked the Boone Town Council for serving alongside her during her time as Mayor Pro-Tem and Councilmember. A brief discussion was held regarding both Ms. Tugman and Mr. Tugman's service to the Boone community and the lasting impact they have had on the Town of Boone.

PUBLIC COMMENT

Mayor Futrelle asked if anyone in attendance would like to provide public comment. Hearing none, he moved to the next item on the agenda.

REQUESTED APPEARANCES

1. ***INFORMAL DISCUSSION OF PROPOSED MULTIFAMILY DEVELOPMENT AT 115 BEVERLY HEIGHTS AVENUE***

   Mayor Futrelle asked if anyone in attendance would like to speak regarding the project. Attorney Chelsea Garrett of Deal, Mosely, di Santi, Garrett & Martin, LLP, and Mr. Chase Powell, Mr. Hunter Holliday, and Mr. John Law of Landmark Properties were in attendance. The presentation regarding the proposed development can be found on agenda packet pages 11 to 21. Following the presentation, Mayor Futrelle asked whether any Council members had questions.

   Councilmember Plaag began by noting that Attorney Garrett and members of Landmark Properties had met individually with Council members prior to the meeting. He explained that in the original proposal, ten units were to be dedicated as workforce housing and asked whether the

current proposal still included those units. Mr. Powell explained that during neighborhood meetings, surrounding residents had expressed concerns regarding density. To address those concerns, the ten workforce housing units were removed; however, Landmark Properties remained open to feedback.

Councilmember Plaag noted that the proposed development referenced Neighborhood 2 of Boone Next as a guiding principle, and a key component of Neighborhood 2 is a walkable community. He asked whether any commercial spaces, such as bodegas or other small businesses, were included in the plan. Mr. Powell explained that the clubhouse in the proposed plan would feature various amenities, including a gym, a grab-and-go market, and study rooms.

Councilmember Plaag observed that Mr. Powell had frequently mentioned students throughout his presentation and asked if the development was primarily student-focused. Mr. Powell confirmed that it was. Mayor Futrelle asked if the development was similar to The Standard housing development, but without the mixed-use component. Mr. Powell stated that this was a fair assessment.

Councilmember Plaag expressed concern about potential traffic impacts and asked whether discussions had been held with NCDOT regarding pedestrian safety. A brief discussion followed concerning traffic impacts and potential additional signage and traffic signals. Mr. Powell noted that single-family neighborhoods tend to generate more traffic during peak times because they typically have more vehicles and less reliance on public transit. Councilmember Roseman disagreed, stating that single-family households often carpool. She expressed disappointment in the proposed development, citing the lack of diverse housing options and explaining that the rent-by-the-bedroom model does not work for working adults—a key demographic in Boone that faces a shortage of housing.

Councilmember Plaag asked whether the rent-by-the-bedroom model was priced the same as renting an entire unit. Mr. Powell responded that it was not. Councilmember Plaag expressed disappointment, explaining that Council had previously been told by other developers that pricing was the same and that learning it was more expensive to rent by the bedroom was disheartening. He also noted concern over the lack of two-bedroom units and the high number of three- and four-bedroom units in the proposal. Mr. Powell stated that, from an economic standpoint, increasing the overall housing stock helps reduce prices across the market. Councilmember Plaag countered that this logic has not proven true for the Town of Boone.

Mayor Pro-Tem George asked for a point of order, requesting that Council members be recognized by the Mayor prior to speaking. He then expressed appreciation for the discussion and stated that he liked the conservation easement aspect of the proposal. He also acknowledged concerns about unit sizes and asked whether Landmark Properties could consider adding more one- and two-bedroom options.

Mayor Futrelle then recognized Councilmember Carter and invited him to present his questions or concerns. Councilmember Carter expressed similar sentiments to Councilmember Plaag,

noting that many working professionals are not interested in older, student-centered developments, as those units are often poorly maintained or have requirements unsuitable for working adults. He further noted that Landmark Properties' other development, The Standard, reportedly did not accept housing vouchers from potential tenants. Mr. Powell stated that he had not heard of this before, and Attorney Garrett said she would look into the claim.

Councilmember Carter explained that the Town of Boone is in the process of developing an inclusionary zoning policy, which, once adopted, would require future developments of this kind to include affordable housing either through designated units or alternative contributions. Attorney Garrett stated that they would keep this in mind. A brief discussion followed regarding accessibility challenges in older Boone housing units.

Mayor Futrelle thanked Landmark Properties and Attorney Garrett for presenting and noted that while the proposed development did not meet all of Council's needs for Boone, he appreciated that the developers had chosen to present early in the process. Mr. Powell thanked Council for their time and stated that Landmark Properties is open to revisiting the proposal with modifications at a later date.

COUNCIL MATTERS

1. ***DISCUSSION OF BOLICK PROPERTY***

Ms. Davis began by introducing Mr. Mike High of Blue Ridge Energy and explained that Blue Ridge Energy had submitted an amended offer for the Bolick Property in the amount of $4,750,000. After briefly reviewing the history of the Bolick Property, Ms. Davis reminded Council that they had previously expressed interest in exploring additional opportunities, such as energy credits, to help bridge the gap between the offer and the asking price.

Mayor Futrelle asked Ms. Davis what actions Council could take regarding this offer. Ms. Davis explained that if Council chose to accept the offer, an upset bid process would begin; however, Council was not required to accept it.

Councilmember Plaag asked Mr. High about Blue Ridge Energy's current investments in solar energy production. Mr. High explained that Blue Ridge Energy currently manages multiple community solar sites. Councilmember Plaag then asked if Blue Ridge Energy had considered installing solar panels on the Bolick Property and developing another community solar site. Mr. High responded that such an option could be considered for part of the site but noted that no site plan had been developed, as Blue Ridge Energy does not own the property.

Councilmember Carter recalled that during a previous meeting, Councilmember Roseman stated she would not accept an offer below $5,200,000, and he agreed with that position. However, he expressed openness to exploring additional ways to bridge the price gap, noting that the majority of the sale would have to be cash-based.

Councilmember Plaag made a motion to decline the offer as written and to invite Blue Ridge Energy to return to the November 12th Boone Town Council meeting to discuss further options based on the discussion held today.

Mayor Futrelle asked whether a timeline was necessary. Ms. Davis explained that Mr. High would need to consult with Blue Ridge Energy to determine if they wished to consider the feedback provided during this meeting.

Following this, Councilmember Plaag amended his motion to decline the offer as written and to encourage Blue Ridge Energy to continue discussions based on the feedback provided today. Councilmember Roseman seconded the motion.

VOTE: Aye: Dalton George, Todd Carter, Eric Plaag, Virginia Roseman
Nay: None
Absent: None

Mayor Futrelle called for a break at 10:53 a.m..

COUNCIL MATTERS

2. ***CONSIDERATION OF ISSUE OF AI AND ITS IMPACTS ON "CREATIVES"***

Council resumed at 11:05 a.m..

Attorney Meade began by explaining that the memo was prepared in response to a request from Councilmember Plaag and provided a brief overview. Councilmember Plaag thanked Attorney Meade and expressed continued concerns regarding artificial intelligence (AI) and its potential environmental impacts. He stated that, as a town that values sustainability, utilizing AI for Town functions could be perceived as inconsistent with those principles.

Councilmember Plaag requested that staff explore joining GOVAI, a group dedicated to discussing the use of AI in government operations. A discussion was held regarding GOVAI. Councilmember Plaag also noted the importance of developing policies to guide staff use of AI. Mayor Futrelle asked for a motion to approve the Town of Boone joining GOVAI. Councilmember Plaag asked whether directing Town staff to research GOVAI prior to joining would be sufficient, and Mayor Futrelle agreed. Council provided consensus.

Councilmember Plaag further stated that he would like the Sustainability Committee to provide Council with additional information regarding the environmental impacts of AI. Attorney Meade asked whether Council would be willing to amend the agenda to allow for a discussion of additional PFAS-related litigation, and Council agreed.

Upon motion by Councilmember Plaag, seconded by Mayor Pro-Tem George, Council voted unanimously to amend the agenda to include a discussion of PFAS.

VOTE: Aye: Dalton George, Todd Carter, Virginia Roseman, Eric Plaag

Nay: None
Absent: None

COUNCIL MATTERS

3. ***PFAS DISCUSSION***

Attorney Meade stated that the attorneys representing the Town in PFAS multi-district litigation pending in federal court in South Carolina had advised filing a second lawsuit regarding PFAS contamination on Town property, specifically at the Fire Department, in Watauga County. She believed it likely that the new lawsuit would also be removed and joined in the SC multi-district litigation. She requested that Council approve the filing of the second lawsuit.

Councilmember Plaag made a motion, seconded by Mayor Pro-Tem George, to approve the filing of the complaint regarding specific PFAS contamination on Town property.

VOTE: Aye: Dalton George, Todd Carter, Virginia Roseman, Eric Plaag
Nay: None
Absent: None

WORK SESSION

Mayor Futrelle asked if any member of Council had an item to include on the work session agenda. Mayor Pro-Tem George noted that construction on King Street had resulted in the closure of the sidewalk and multiple parking spaces for an extended period of time. He recalled that in past meetings, Council had discussed revising the Town of Boone's ordinance to prohibit private entities from closing public infrastructure for extended periods of time for construction purposes. Mayor Pro-Tem George asked if there was a timeline for this ordinance change. Ms. Davis stated that she would check with Ms. Shook and Mr. Wise and confirm the timeline.

Mayor Pro-Tem George then discussed potential changes to the quorum requirements for the Sustainability Committee, explaining that the Committee had considered changing the quorum to 50% of board seats plus one member. After a brief discussion, Mayor Pro-Tem George, seconded by Councilmember Plaag, made a motion to change the quorum requirements for the Sustainability Committee to 50% of seats filled plus one member.

VOTE: Aye: Dalton George, Todd Carter, Virginia Roseman, Eric Plaag
Nay: None
Absent: None

APPROVAL OF ITEMS ON CONSENT AGENDA

Mayor Futrelle asked for a motion to approve the items on the consent agenda as presented. Councilmember Carter made a motion, seconded by Councilmember Plaag, to approve the items on the consent agenda as presented.

VOTE: Aye: Dalton George, Todd Carter, Virginia Roseman, Eric Plaag
Nay: None

Absent: None

The following items were approved:

- Approval of Budget Amendments
- Approval of Minutes

A brief discussion was held regarding the price of maintenance on vehicles.

COUNCIL MATTERS

1. ***REQUEST FOR DISCUSSION REGARDING PARKING AT RIVERS HOUSE FOR NORTHERN PEAKS STATE TRAIL***

   Mayor Futrelle asked Mr. Jordan Sellers to provide a brief overview of the Northern Peaks State Trail. After the presentation, Mayor Futrelle asked if there were any questions. Councilmember Plaag explained that he and Mayor Pro-Tem George had a brief discussion with Mr. Sellers regarding routing the Northern Peaks State Trail through Downtown Boone. Mr. Sellers explained that developing a feasibility study for the Boone section of the trail would be beneficial; however, there were currently no grant opportunities available. He noted that such a study would cost approximately $60,000 to $80,000.

   A discussion was held regarding the potential to route the Northern Peaks State Trail through East Boone and the benefits this route would offer. Council provided consensus to direct Ms. Wise to work with Mr. Sellers to research potential grant opportunities to help fund a feasibility study that would extend the Northern Peaks State Trail from Rivers House Park to Howards Knob, and to report back in January 2026. Councilmember Plaag then asked Mr. Moody to update Council on the current status of the proposed parking lot at Rivers House Park. Mr. Moody explained that the proposed parking lot would accommodate approximately twelve vehicles, and that plans for the lot should be ready for review by the Planning and Inspections Department within the week.

   Councilmember Plaag asked if the lot would be paved, and Mr. Moody confirmed that it would. Councilmember Plaag noted that Council would need to discuss the best way to prohibit individuals from parking at Rivers House Park who were not using the trail or park. Councilmember Roseman reminded Council of her previous suggestion to implement a hangtag program, with hangtags distributed through the Jones House. Mayor Pro-Tem George noted that while this program would help, it might also prevent individuals from accessing the trail outside of Town of Boone office hours. He also discussed the possibility of installing a camera at the site.

   Councilmember Plaag suggested installing temporary signage at the parking lot stating, “Rivers House Park Parking Only: Towing Enforced,” as an interim measure. Mayor Pro-Tem George agreed, noting that enforcement would be necessary for the signage to be effective. Mr. Sellers thanked Council for their willingness to collaborate with Blue Ridge Conservancy on this project and stated that he would continue researching urban trail systems and their associated parking programs.

Council provided consensus to direct Town staff to create twelve signs for the twelve spaces at Rivers House Park, indicating that the spaces are reserved for park use only.

Mayor Futrelle called for a break at 12:15 p.m..

2. *HURRICANE HELENE UPDATE*

Mayor Futrelle resumed the meeting at 12:25 p.m..

Mayor Futrelle asked Chief Isaacs to provide an update regarding Hurricane Helene recovery.

Chief Isaacs reported the following:

- Damage from Hurricane Helene was estimated at $6,500,000.
- FEMA has reimbursed the Town of Boone $2,100,000, with five projects remaining, totaling $4,400,000.
- Estimated costs for remaining projects include:
    - Hunting Hills Slope Repair: $3,000,000
    - Winkler's Creek Reservoir Walkway: $375,000
    - South Fork Water Intake: $800,000
    - Insurance penalty for South Fork Water Intake: $200,000
    - Armory Lift Station: $235,000
- Funding for the dredging of the Winkler's Creek Raw Water Intake is currently under discussion.
- Operational procedures for the Town and partner agencies are being developed.
- Redundancy measures for internet and phone systems for Town operations are underway.
- The Boone Fire Department converted an existing position to Wildland Fire Coordinator to help mitigate the increased wildfire risk caused by debris from Hurricane Helene.
- A proposal has been selected for the construction of Fire Station #4, and the contract is currently under review by Attorney Meade.

Chief Isaacs concluded by noting that all departments in the Town of Boone have adjusted operations to continue recovery efforts following Hurricane Helene. Councilmember Plaag thanked Chief Isaacs and asked how Council could best be involved in future events similar to Hurricane Helene. Chief Isaacs explained that while Hurricane Helene was a unique event, future briefings for elected officials would be scheduled once the situation is stabilized.

Councilmember Plaag noted that during Hurricane Helene, both he and Mayor Pro-Tem George were frustrated by not knowing how best to assist without interfering with emergency operations. Chief Isaacs emphasized that the best way for Council to support recovery is by continuing to support the day-to-day efforts of Town Staff, enabling them to react quickly to disasters. A brief discussion was held regarding additional resilience strategies. With no further questions, Mayor Futrelle thanked Chief Isaacs and moved to the next item on the agenda.

3. *REQUEST TO SCHEDULE DANIEL BOONE PARK SUMMIT*

Councilmember Plaag briefly reviewed the history of Daniel Boone Park and emphasized the need for a cohesive plan to guide collaboration with park stakeholders. He explained that a summit would be beneficial for Council, Town Staff, and Daniel Boone Park stakeholders to discuss each entity's goals and develop a coordinated plan. Councilmember Plaag also requested that the Cultural Resources Advisory Board be involved in the process.

Mayor Pro-Tem George agreed, but suggested that Council consider scheduling the summit in late January rather than December due to holiday conflicts. A brief discussion was held regarding potential topics for the Daniel Boone Park Summit. Councilmember Carter asked Councilmember Plaag if he would be willing to draft an agenda for Council to review at a later date and noted that a strong facilitator would be needed to ensure all voices are heard equally.

Mayor Futrelle asked if Council would agree to direct Councilmember Plaag and Mayor Pro-Tem George to draft an agenda for the Daniel Boone Park Summit. Council provided consensus on this direction. Councilmember Plaag noted that he would like stakeholders to be informed of the summit prior to finalizing the agenda. Councilmember Roseman agreed and asked if Ms. Davis and Mr. Presnell could reach out to the stakeholders, to which they agreed.

4. ***APPOINTMENT TO SUSTAINABILITY COMMITTEE***
   Mayor Pro-Tem George began by explaining that the applicant did not provide sufficient information in their application to warrant a nomination, and Council agreed. No action was taken.

MAYOR REPORT
Mayor Futrelle had nothing to report.

TOWN MANAGER REPORT
Ms. Davis explained that a Notice to Proceed had been received from the State for the Rivers House Park Trail and invited Council to attend the groundbreaking ceremony scheduled for November 7th at 4:00 p.m. at the Rivers House. She reported that renovations at Council Chambers were nearing completion, and it was expected that Council could return there in November. Ms. Davis also noted that ServPro would be cleaning the Town of Boone WYN Way property. She explained that Mayor Pro-Tem George had been asked about using the property as an emergency shelter; however, potential zoning and building code requirements would need to be addressed before the item could be brought to Council for review.

Councilmember Plaag asked if the Town had received the grant to conduct a feasibility study on the WYN Way property. Ms. Wise stated that the grant had been denied and noted that Council would need a clear plan for the property. Councilmember Plaag said he would continue to advocate for employee housing, and Councilmember Carter agreed that a concrete plan for the property was necessary. Ms. Davis reminded Council of the limitations related to creating housing specifically for Town employees.

Ms. Davis also noted upcoming events and activities:

- Cultural Resources Advisory Board facility tour: October 20th at 10:00 a.m.
- Boone BOO: October 31st

- Residential leaf pick-up: beginning October 13th

Mr. Presnell reported that he was updating the Town of Boone Personnel Policy to ensure compliance. He was also reviewing job descriptions to ensure departmental needs are being met and working with departments to strengthen succession planning. With no further questions, Mayor Futrelle moved to the next item on the agenda.

TOWN ATTORNEY REPORT

Attorney Meade had nothing to report.

BOARD LIAISON REPORT

Mayor Pro-Tem George began by providing an update regarding the ABC Board. He noted that the expansion of the ABC store was progressing well and that the ABC Board would be moving its meetings to Council Chambers once renovations were complete. Mayor Pro-Tem George also provided a brief update on the Sustainability Committee, noting that a student organization was working with local businesses to help them adopt more sustainable practices and that a tree planting event was scheduled for November 15th.

Councilmember Carter updated Council on the AppalCART Board and the Human Relations Commission. He explained that AppalCART had created a new policy allowing the double-decker bus to be used in various advertisements. He also noted that the Human Relations Commission would be hosting the "How Local Government Works" event on October 26th at 1:00 p.m. at the Watauga County Agricultural Center.

Councilmember Roseman updated Council on the completion of the sidewalk at Horn in the West and noted that the Historic Preservation Commission was finalizing information regarding Kraut Creek and nearing completion of the Stoneman's Raid Panel.

Councilmember Plaag apologized for missing most meetings while out of town. He noted, however, that he had met with Mr. Bill Dixon at the Rivers House to review plans for the Rivers House Bathroom and emphasized the importance of contracting with a construction firm knowledgeable about historic preservation.

Hearing no further business, Mayor Futrelle asked for a motion to adjourn.

ADJOURNMENT

Councilmember Plaag made a motion, which was seconded by Councilmember Roseman, to adjourn the October 8th, 2025, Boone Town Council meeting at 1:36 p.m..

VOTE: Aye: Dalton George, Todd Carter, Virginia Roseman, Eric Plaag
Nay: None
Absent: None

MINUTES – REGULAR
MEETING BOONE TOWN COUNCIL
January 14, 2026

CALL TO ORDER

A regular meeting of the Boone Town Council was called to order at 9:00 a.m. on Wednesday, January 14, 2026 in the Town Council Chambers located at 1500 Blowing Rock Road in Boone. Mayor Dalton George presided. Council members present included Mayor Pro-Tem Todd Carter, Councilmember Virginia Roseman, Councilmember Eric Plaag, and Councilmember Adrian Tait. Staff present included Interim Town Manager Dale Presnell, Grants Coordinator Laney Wise, Public Works Director Todd Moody, Planning Director Jane Shook, Deputy Planning Director Brandon Wise, Cultural Resources Director Mark Freed, Finance Director Guy Miller, Police Chief Daniel Duckworth, Police Major Shane Robbins, Fire Chief Jimmy Isaacs, Sustainability and Special Projects Manager George Santucci, Downtown Boone Development Coordinator Lane Moody (Virtual), and HR Assistant Tina Gragg (Virtual). Town Attorney Allison Meade was also in attendance.

MOMENT OF SILENCE

Mayor George asked for a brief moment of silence.

ANNOUNCEMENTS

Mayor George read the following board vacancies:

BOARD OF ADJUSTMENT
Three alternate positions

HUMAN RELATIONS COMMISSION
Two regular positions

PLANNING COMMISSION
One regular position

After asking if any councilmember had any additional announcements, Mayor George moved to the next item on the agenda.

TENTATIVE AGENDA ADOPTION

Mayor George asked for a motion to approve the agenda as presented. Mayor Pro-Tem Carter made the motion, seconded by Councilmember Roseman, to approve the agenda as presented. Councilmember Plaag asked whether the Council would approve removing Item IX.4, Request to Purge Unpaid Parking Citation, from the consent agenda and moving it to Council Matters for discussion. Council unanimously consented to this change.

Mayor Pro Tem Carter made a motion, which was seconded by Councilmember Roseman, to approve the consent agenda as presented.

VOTE:

Aye: Todd Carter, Virginia Roseman, Eric Plaag, Adrian Tait
Nay: None
Absent: None

APPROVAL OF PROCLAMATIONS AND RESOLUTIONS

Mayor George asked Mayor Pro-Tem Carter to read the World Meditation Day Proclamation, and Mayor Pro-Tem Carter agreed. Mayor George then read the National Mentoring Month Proclamation. Both proclamations were read into the record and adopted.

PROCLAMATION DECLARING WORLD MEDITATION DAY IN THE TOWN OF BOONE

WHEREAS, mental health and inner peace are essential foundations for a thriving, resilient, and compassionate community; and

WHEREAS, the United Nations General Assembly has officially designated December 21st as World Meditation Day, recognizing the transformative power of meditation to reduce stress, improve health, and foster global harmony; and

WHEREAS, Gurudev Sri Sri Ravi Shankar, founder of The Art of Living Foundation, a nonprofit, educational, and humanitarian organization, has dedicated his life to the service of humanity, fostering peace, and promoting human values for over 45 years; and

WHEREAS, this initiative invites all residents of Boone, regardless of background or belief, to pause, breathe, and connect, creating harmony between communities, thereby strengthening the bonds of our local community and creating a ripple effect of peace across the globe; and

WHEREAS, Gurudev is universally recognized for his pioneering work in stress management and personal development through powerful breathing-based techniques like SKY Breath Meditation, which have benefitted more than 800 million people across 182 countries; and

WHEREAS, under his guidance, the Art of Living Foundation has advanced humanitarian initiatives in trauma relief, community empowerment, youth development, and prisoner rehabilitation, helping individuals and communities heal and thrive; and

WHEREAS, on World Meditation Day 2025, millions of people across hundreds of cities worldwide united – both online and in person – for a global moment of stillness, symbolizing humanity’s shared aspiration for peace and well-being; and

NOW, THEREFORE, BE IT RESOLVED, that the Town of Boone hereby retroactively proclaims December 21, 2025, as World Meditation Day in Boone, encouraging all residents to take a moment for reflection, peace, and inner stillness.

This is the 14th day of January, 2026.

National Mentoring Month Proclamation 2026

WHEREAS, January 2026 will mark the 24th anniversary of National Mentoring Month, an annual campaign to focus attention on the need for mentors, as well as how each of us can work together to increase the number of mentors to help ensure positive outcomes for our young people.

WHEREAS, Boone, NC honors volunteer mentors who support young people by showing up for them every day and demonstrating their commitment to helping them thrive; and

WHEREAS, mentoring programs like WYN's Mentoring Program make our communities and our state stronger by driving impactful relationships that increase social capital for young people and provide invaluable support networks; and

WHEREAS, mentoring plays a pivotal role in career exploration and supports workplace skills by helping young people set career goals, equipping mentors with the skills needed to support the professional growth of young people, and drives positive outcomes for young people and businesses; and

WHEREAS, quality mentoring promotes healthy relationships and communication, positive self-esteem, emotional well-being, and growth of a young person and their relationships with other adults; and

WHEREAS, students who meet regularly with their mentors are more than 52 percent less likely than their peers to skip a day of school and youth who face an opportunity gap but have a mentor are 55 percent more likely to be enrolled in college than those who did not have a mentor; and

WHEREAS, youth who meet regularly with their mentors are 46 percent less likely than their peers to start using drugs and 27 percent less likely to start drinking; and

WHEREAS, almost half of today's young adults report having a mentor in their youth and those rates appear to have been rising steadily over the past several decades, and

WHEREAS, in 2025, volunteers in Western Youth Network's Mentoring program spent over 2,927 hours with youth in Watauga County totaling more than $101,830.33 worth of donated time to benefit our community; and

WHEREAS, National Mentoring Month is the time of year to celebrate, elevate, and encourage mentoring across our state and recruit caring adult mentors in Boone, NC;

NOW, THEREFORE, I, Dalton George, Mayor of Boone, NC, do hereby proclaim January 2026 as National Mentoring Month and January 21st as Boone Thank Your Mentor Day.

PUBLIC COMMENT

Mayor George provided a brief overview of the guidelines for public comment and then opened the public comment period.

- Councilmember Plaag provided public comment regarding his recent experience with a towing and booting company in the Town of Boone. He stated the following: I am Eric Plaag, and I am here commenting strictly in my role as a Boone citizen. On December 2, 2025, just before 6pm, my wife and I went to our part-time jobs at a local teashop where we run a weekly trivia gig. We parked in a designated loading zone to unload agiant sheet cake and other food. My emergency flashers were on, and my car door was open. We were inside for perhaps 45 seconds tops, just long enough to put down our things; I don't say that with any degree of exaggeration. When we came back out, we found a young man standing next to our car. When Teresa realized what was happening and objected, the young man sneered, "Too late. The boot's already on your car." When I explained that we were using the loading area for what it was intended, he scoffed and told me that the loading area was only for residents, not for anyone else—clearly incorrect from a zoning perspective.

  His ID badge, which Town ordinance requires be clearly visible, was attached to his waistband and obscured by the winter coat he had on. It was dark, and it was snowing lightly. I asked four separate times to see his boot operator ID, which Town ordinance requires him to show me on request. He either refused or ignored me all four times, in one instance saying, "Are you going to pay me or not?" thus implying that I would not be permitted to see his ID until I paid him. He then got in his vehicle and closed the door. I then walked behind his vehicle to photograph his license plate—my only way of documenting who had put a boot on my car. While I was doing this, he started the car and rapidly reversed, striking my body with his vehicle. I called Boone PD. During this time, the boot operator opened his door and told me to get out of the way because he was leaving. I told him I wasn't moving because he had just struck me with his car, and I was calling the police.

  When Boone PD arrived, the officer on scene refused to press any charges against the boot operator, saying that he couldn't because he didn't see it happen. He told me I could go to the Magistrate's Office the next day and try to convince the ADA to bring assault charges. He also seemed indifferent to my being booted while legitimately using a loading zone and the boot operator's refusal to show me ID. I eventually asked the officer how I was going to get my car free, and he told me I'd have to pay the boot fee. I then asked twice more in front of the officer to see the boot operator's ID, and the boot operator again refused. Not sure what else to do and essentially held hostage by the

situation, I agreed to pay. The boot operator took cell phone photos of my driver's license and credit card before processing payment—completely inappropriate from a data security perspective. I then asked for a seventh time to see his ID. This time, after I had paid, the officer insisted that the boot operator show me his ID.

Ultimately, no civil violation was issued. The Town Attorney has also informed me that my only recourse for recovering the $180 I was improperly charged is to file suit, which will surely cost me more than the fee in question. I can't think of a more obvious case in which the issuance of a civil violation was warranted and the facts so well documented. And yet I, as a Town citizen, was denied the protections afforded to me by our municipal code that are designed to shield us from predatory booting practices. In short, the ordinance—and apparently the Boone PD—aren't doing the job that Boone Town Council intended for them to do when this ordinance was passed. For the health, safety, and well-being of our community, it's time for that ordinance to be revisited.

- Mr. Chris Thaxton, resident of Boone and President of the University Village Property Association, spoke in opposition to the Landmark proposal. He requested that Council reject the proposal, stating that it contradicts Council's adopted Neighborhood Conservation District plan. Mr. Thaxton stated that market data included in the application does not support the proposal. He raised concerns regarding traffic impacts and stormwater management, noting that the development could overwhelm existing infrastructure and that on-site stormwater storage must be carefully planned. He referenced Council's prior denial of a smaller proposal due to infrastructure concerns and asked Council to remain consistent with its previous findings and vote against the proposal.
- Mr. Billy Budd, resident of 726 App Drive, stated that the applicant held a presentation for neighbors in April and left documentation, which he reviewed and submitted comments on. He outlined concerns that, in his view, have not been addressed in the current proposal. Mr. Budd referenced Watauga County property records indicating the site consists of approximately 14 acres, while the proposal references 24 acres, noting a significant discrepancy. He stated that only approximately four acres are proposed for merging and expressed concern regarding inappropriate parcel consolidation. He noted the presence of a B-3 overlay but stated that the property lacks frontage on U.S. 105. Mr. Budd further stated that the proposed number of beds increased from approximately 500 to 704 without justification based on zoning or current conditions. He raised design concerns, noting that materials presented do not depict the slope of the property and instead show the site as flat. He stated that renderings appear to be reused from other projects. He also expressed concern regarding parking, stating that no accommodations were shown for non-residents or nearby buildings, and concluded that the applicant's response to concerns has not been professional or reasonable.
- Ms. Diana Halstead, resident of Boone, thanked Council for the opportunity to speak. She stated that the proposal would add approximately 199 units and over 700 bedrooms, in addition to approximately 3,000 student beds already proposed in Boone, which she stated exceeds existing infrastructure capacity. Ms. Halstead noted that while housing demand is frequently cited, student housing occupancy rates are reportedly below 75

percent, indicating that additional student housing may not be necessary. She discussed Boone's tax revenue structure, noting that many students are not permanent taxpayers, while long-term residents bear the ongoing costs and impacts of development. She urged Council to closely scrutinize the data supporting the proposal and stated that Boone's small size is a defining characteristic and identity of the community.

Mayor Dalton invited additional individuals to provide public comment.

- Ms. Paula Ward stated that she grew up in the Beverly Heights neighborhood and expressed concern regarding the proposed 700 bedrooms. She identified traffic as her primary concern, noting that family members and longtime residents, many of whom have lived in the area for 50 to 60 years, are not accustomed to the level of traffic the project may generate. She described the site as one of the last remaining green spaces in town, historically used for activities such as learning to drive and sledding. Ms. Ward encouraged Council to consider impacts to water, sewer, traffic, and overall infrastructure and thanked Council for their time.
- Mr. Jeff Graham, resident above the Beverly Heights neighborhood, spoke in opposition to the project and echoed previous comments. He stated that his parents purchased their home in 1982 and referenced planning efforts in 2016 intended to protect the neighborhood. He expressed concern regarding the irony of the current proposal undermining those protections. Mr. Graham cited frequent traffic accidents in the area and stated that the proposal would adversely impact traffic conditions, particularly between Beverly Heights and the State Farm area. He thanked Council for the opportunity to speak.
- Ms. Jennifer Tyson (via WebEx), a member of Harmony Lanes, thanked Council for the opportunity to speak. She expressed support for collaborative efforts to improve infrastructure and referenced a proposed $250,000 allocation from the developer for sidewalk improvements. She stated that a 10-foot multi-use path would better serve the community's long-term interests than a 5-foot sidewalk. She encouraged the Town to explore land acquisition and easements to support connectivity and recommended the creation of a subcommittee to ensure coordinated and proactive planning consistent with Boone's sustainability goals. She thanked Council for its continued support.

Mayor Dalton reiterated that public comment is permitted on any item on the agenda and noted the sidewalk discussion raised during public comment.

- Ms. Sarah Mathis requested that Council revisit issues related to towing and booting practices. She described unsafe conditions during a recent snowstorm and stated that she parked her vehicle where she felt safe but later discovered it had been towed. She expressed concern that penalizing individuals for avoiding unsafe driving conditions may encourage people to drive during hazardous weather, thereby discouraging safer choices.
- Ms. Hannah Brady, resident behind the VFW, stated that she wished to represent a different demographic within the community. She noted that the neighborhood includes a high number of young families, including her own, with children ages seven and eight.

She stated that her family has lived in Boone for approximately 300 years and chose the neighborhood for its location and suitability for raising children. Ms. Brady emphasized the presence of multiple generations of long-term residents and expressed concern that high-turnover housing within established neighborhoods compromises safety and predictability. She described narrow, one-lane roads where vehicles must pull off to pass, noting similar conditions in Beverly Heights. She referenced a later agenda item regarding cut-through traffic and stated that she found irony in that discussion given the anticipated impacts of the proposed development.

- Mr. Zach Hill provided public comment regarding the predatory towing and booting practices in the Town of Boone. Mr. Hill referenced an article he wrote, published in 2023 in the High Country Press, regarding predatory towing and booting practices. He noted that the predatory practices have been ongoing, and asked for the Boone Town Council to revisit the ordinance for towing and booting companies and advocated for continual enforcement regarding these matters.

Mayor George thanked those who provided public comment, and moved to the next item on the agenda.

REQUESTED APPEARANCES

Informal Discussion of Proposed Multifamily Development at 115 Beverly Heights Avenue

Mayor George invited Mr. Chase Powell of Landmark Properties to present the proposed multifamily development at 115 Beverly Heights Drive. Mr. Powell thanked Council and provided an overview of the updated concept. Following the presentation, Mayor George opened the floor for questions and comments.

Councilmember Roseman stated that she opposed the project when it was initially presented in 2025. While acknowledging the increased number of bedrooms in the revised proposal, she expressed support for locating one- and two-bedroom units along Beverly Heights Avenue. She noted that units with a bathroom in each bedroom resemble student housing and may discourage family occupancy. Councilmember Roseman asked whether affordable housing was included and whether amenities, including the swimming pool, would be accessible to all residents. Mr. Powell responded that renters typically prefer units with attached bathrooms and confirmed that all amenities would be available to all residents.

Councilmember Plaag expressed concern regarding the increased density, noting that the proposal had grown from over 500 bedrooms to more than 700. He questioned why feedback from earlier discussions, particularly related to density, traffic, and walkability, had not been fully incorporated. He referenced another conditional district project that included a significant number of market-rate units and asked why similar information had not been provided for this proposal. Mr. Powell responded that the revised concept diversified unit types and concentrated higher density along the Highway 105 Extension, consistent with prior discussions. He noted the inclusion of a “Grab and Go” market to improve walkability and stated that Landmark Properties was working with traffic engineers, NCDOT, and Town staff to initiate a traffic impact analysis (TIA). Councilmember Plaag clarified that, to his understanding, Council had preferred reduced

density along neighborhood streets and asked about discrepancies in parcel acreage. Mr. Wise stated that the Planning and Inspections Department had not reviewed the acreage because no permit application had been submitted.

Councilmember Tait asked whether Council would have the opportunity to review a TIA. Mr. Powell stated that no TIA had been completed because no permit application had been submitted. Councilmember Tait raised concerns regarding stormwater management and asked whether any stormwater concepts had been reviewed. Mr. Powell stated that Landmark Properties was developing preliminary plans with civil engineers and noted that potential traffic safety concepts included widening Beverly Heights Avenue. He also stated that discussions had occurred with AppalCART regarding the potential for additional transit stops.

Councilmember Roseman expressed concern about traffic safety along Beverly Heights Avenue and asked whether safety measures could be guaranteed. Mr. Powell stated that traffic bollards had been discussed but noted safety concerns raised by the Fire Department and Town staff. Councilmember Roseman also stated that Appalachian State University students should not be characterized as transient residents, as many intend to remain in Boone long term.

Mayor Pro-Tem Carter stated that he would not support the project without a completed TIA and would not support a development in which all units are rented by the bedroom. Councilmember Plaag agreed and stated that similar models have contributed to rising rents in other developments. Councilmember Plaag asked about the occupancy rate of The Standard, a Landmark Properties project. Mr. Powell stated that the occupancy rate was 97 percent, which Councilmember Plaag disputed based on available data. Mr. Powell stated that discussions with AppalCART occurred in 2025 and that additional transit stops would require a fee to mitigate service impacts.

Councilmember Tait thanked Mr. Powell for the presentation and noted that the use of retaining walls addressed the site's slope. He suggested exploring the daylighting of the creek for stormwater management and asked whether a community park along University Circle had been considered. He reiterated the need to evaluate the minimum development necessary for project viability rather than maximizing density. Mayor George encouraged Landmark Properties to review feedback from Council and neighboring residents and revise the concept accordingly.

Attorney Chelsea Garrett, representing Landmark Properties, thanked Council for the opportunity to receive feedback. She summarized that key concerns included traffic safety, limiting rent-by-the-bedroom units, and exploring workforce housing options. Council agreed with this summary. After a brief discussion regarding pedestrian safety and potential trail connections to University Circle, Mayor George thanked the presenters and moved to the next agenda item.

Informal Discussion Regarding New Public Works Facility

Mayor George introduced Mr. Bill Dixon. Mr. Dixon thanked Council for their time and provided a brief history of his involvement with the new Public Works Facility project. He noted that he, Mr. Moody, and other Town staff toured the AppalCART building, the Foscoe Fire Department

building, and the Kernersville Public Works Facility as part of the design process. Mr. Dixon explained that, through collaboration with Town staff, the preferred building design was estimated at approximately $30 million, while the preferred budget range was between $15 million and $20 million. After presenting the proposed design, Mr. Dixon requested Council direction regarding the proposed site plan.

Councilmember Plaag thanked Mr. Dixon for his work on the project and asked whether the proposed building could be equipped with solar panels in the future, noting that Boone Town Council has prioritized carbon-neutral buildings. He also asked whether Mr. Dixon had consulted with Mr. Santucci regarding this possibility. Mr. Dixon responded that a portion of the building would be suitable for rooftop solar panels but stated that he had not yet discussed this option with Mr. Santucci. Councilmember Plaag briefly discussed the pressing need for a new Public Works Facility.

Mayor George agreed with Councilmember Plaag, acknowledged the budget constraints, and asked whether the proposed site plan would meet the Public Works Department's current and future needs. He then asked about the differences between a $30 million facility and a $20 million facility. Mr. Dixon explained that the $30 million option would have a larger footprint and a greater presence. Mayor Pro-Tem Carter asked how the scaled-down plan differed from the $30 million option. Mr. Dixon explained that the original plan included a second floor, whereas the presented plan consisted only of a first floor, resulting in a reduction in overall square footage. He stated that any new facility would be an improvement over the current conditions but expressed concern that the department could outgrow the space within 10 years. Councilmember Roseman asked about the possibility of locating Public Works staff on a second floor with the fleet housed beneath the building. Mr. Moody explained that fleet operations were housed separately due to space requirements and noise impacts.

Mayor George then asked Mr. Presnell, who deferred to Mr. Miller, about the potential for introducing a bond referendum. Mayor George stated that the current climate would likely be favorable for a bond to fund the new facility. Mr. Miller and Mr. Presnell discussed the possibility of utilizing USDA funding, noting that Boone's population is currently below the 20,000-person threshold. Attorney Meade asked whether the Town had the capacity to take on an additional USDA loan, and Mr. Miller responded that it did. Mayor George stated that he wanted to evaluate the implications of a $20 million project versus a $30 million project and asked Mr. Dixon whether such an evaluation would delay the project timeline. Mr. Dixon stated that guidance on a target budget would be helpful at this stage. Mr. Moody noted that incorporating sustainability goals would increase costs, and Mayor George requested to see the cost differential, stating that he was generally supportive of sustainability upgrades.

Councilmember Tait asked about the feasibility of combining Fire Station #4 and the Public Works Facility on the same campus. Chief Isaacs explained that Fire Station #4 was strategically located to improve response times and that the proposed station was fully funded. Councilmember Tait asked whether costs could be reduced by scaling back aesthetic elements. Mr. Dixon responded that the design had already been reduced to minimal aesthetic features. A

discussion followed regarding the potential use of a design-build delivery method. Mayor Pro-Tem Carter asked Mr. Moody whether a $25 million budget would allow for future building expansion. Mr. Moody stated that a $25 million budget would support sustainability upgrades and allow the department to expand within the facility.

Councilmember Plaag asked whether a $25 million budget would meet the department's needs. Mr. Dixon responded that the $20 million figure presented was an estimate and that actual costs could vary. Councilmember Tait asked why a design-build option was not initially pursued. Attorney Meade stated that she would need to consult with Mr. Moody regarding whether a design-build approach was feasible under the Town's current processes. Council discussed potential conflicts of interest. Councilmember Tait clarified that his comments were intended to expedite construction, and Mr. Dixon stated that he was not opposed to a design-build approach if Council determined it to be the best option.

Mayor George directed staff to further explore these options while also evaluating financing mechanisms for a $25 million facility. Councilmember Roseman asked about pedestrian access to the facility and expressed concern regarding the building's location and accessibility. Mayor George responded that the site had been specifically purchased by the Town for the Public Works Facility. Councilmember Plaag asked whether sufficient space would be available on the site for a potential park-and-ride system. Mayor George emphasized that funding the Public Works Facility should be prioritized as a critical need. Councilmember Plaag asked whether the proposed plan could proceed to a neighborhood meeting to satisfy conditional district requirements or whether that step should occur later. Mr. Dixon explained that a more complete design would be required prior to holding a neighborhood meeting. A discussion followed regarding notification and invitations for the neighborhood meeting.

Council Member Plaag made a motion, which was seconded by Mayor Pro Tem Carter, to authorize staff to begin preparations for a neighborhood meeting in February using the proposal as presented, with the understanding that the proposed facility may be modified or expanded within the established $25 million budget, with the intent for the proposed development to be presented at the March Planning Commission/Public Hearing and subsequently to the Boone Town Council at its April meeting.

VOTE:

Aye: Todd Carter, Virginia Roseman, Eric Plaag, Adrian Tait
Nay: None
Absent: None

WORK SESSION

Councilmember Plaag began by stating his belief that some towing and booting companies in Boone are engaging in predatory and extortionate behavior that often leaves those booted or towed feeling held hostage by the companies involved. He noted that on private residential property, individuals must be trespassed before a vehicle can be towed, while businesses are

permitted to tow or boot vehicles without a trespass notice. He further noted that the Town of Boone does not tow or boot vehicles unless they have received repeated unpaid violations.

Councilmember Plaag stated that he was recently booted by a towing and booting company while parked in a loading zone and unloading supplies for his part-time job. He reported that the employee of the towing and booting company did not present valid identification and refused to remove the boot. Councilmember Plaag went on to say that after refusing to show valid identification, the employee entered their vehicle and, when trying to leave the parking lot, stuck his body with the vehicle. When this occurred, Councilmember Plaag contacted the Boone Police Department.

Councilmember Plaag proposed amending the current ordinance to establish the following enforcement structure: a first offense would result in a written warning; a second offense would require a trespassing letter filed with the Boone Police Department; and a third offense would result in trespassing charges filed with the Boone Police Department. He further stated that, based on a conversation with Chief Duckworth, the Boone Police Department does not want to handle civil matters and that enforcement actions against towing companies are not part of an officer's role.

Mayor George invited Chief Duckworth to respond. Chief Duckworth stated that Councilmember Plaag had misrepresented their conversation and clarified that the ordinance language is currently unclear. He explained that the Boone Police Department enforces clear violations and that the statement suggesting officers do not want to handle civil matters was incorrect. Councilmember Plaag stated that if an individual is lawfully utilizing a loading zone and is booted, an officer should have an enforceable violation to address. Councilmember Roseman asked whether a requirement establishing a maximum allowable parking duration in loading zones could be added to the ordinance. Mayor George explained that when the ordinance was revised in 2022, the protections added were the maximum legally permissible at that time. He then asked Attorney Meade whether the legal or political landscape had changed since 2022 to allow for stricter regulations.

Attorney Meade stated that she was unsure but would research the issue further. She suggested that clarifying loading zones and other enforceable activities would be beneficial. Attorney Meade further explained that when officers lack clarity in enforcement situations, they must make a good-faith determination and will default to not taking action when violations are unclear in order to ensure equitable enforcement. Mayor Pro-Tem Carter expressed interest in strengthening the ordinance to better protect individuals from predatory towing and booting practices. Councilmember Plaag stated that after requesting 30 random applications for towing and booting operators from the Town of Boone, none listed valid addresses, indicating an administrative error. Attorney Meade stated that she had not trained police officers on the enforcement of the 2022 ordinance and apologized for the oversight. She added that, following a conversation with Chief Duckworth, she recommended transferring the identification credentialing process to the Boone Police Department.

Mayor George stated that businesses should be made aware that contracting with predatory towing and booting companies may harm their businesses rather than help them. Councilmember Tait asked whether the Boone Police Department should be responsible for verifying proper signage size and required language for towing and booting notices. Attorney Meade explained that designated officers already handle signage verification. Councilmember Plaag asked whether there was a mechanism to fine property owners and document impacts to individuals who are booted in order to demonstrate the effects of towing and booting practices on businesses. Councilmember Tait agreed with Councilmember Plaag. Mayor Pro-Tem Carter stated his support for transferring the identification process to the Boone Police Department.

Councilmember Plaag apologized to Chief Duckworth for misinterpreting their prior conversation. Chief Duckworth stated that the Boone Police Department shares concerns regarding towing and booting practices in Boone and that the discussion was productive. He added that transferring the identification process to the Boone Police Department would be a straightforward improvement.

Mayor Pro Tem Carter made a motion, which was seconded by Councilmember Tait, to authorize Town Staff and Attorney Meade to move forward with presenting updated language to Chapter 73, specifically updating loading zone regulations and the new ID process. Mayor George asked if the motion could be amended to instruct Attorney Meade to review language from the State as well.

Mayor Pro-Tem Carter agreed to the amendment.

VOTE:
Aye: Todd Carter, Virginia Roseman, Eric Plaag, Adrian Tait
Nay: None
Absent: None

CONSENT AGENDA

Mayor George reminded Council that Item IX.4, Request to Purge Unpaid Parking Citation, had been moved to Council Matters for discussion. Mayor George then asked for a motion to approve the consent agenda as presented.

Councilmember Plaag made a motion, which was seconded by Mayor Pro-Tem Carter, to approve the consent agenda as presented .

VOTE:
Aye: Todd Carter, Virginia Roseman, Eric Plaag, Adrian Tait
Nay: None
Absent: None

The following items were approved:

1. Consideration of Approval - Municipal Agreement

2. Approval of Budget Amendments
3. Approval of Minutes
    a. December 10, 2025 Special Town Council Meeting
    b. December 10, 2025 Regular Town Council Meeting
4. Temporary Construction Easement and Footer Easement Agreement Between the Town of Boone and the Thalers

PLANNING MATTERS

Consideration of January 5, 2026, Public Hearing Cases

Mr. Wise introduced the packet page prompts for the January 5, 2026 public hearing cases. Attorney Meade reviewed the changes to the conditions being agreed upon between the applicant and Council. Councilmember Plaag asked whether the phrase attainable units could be modified to workforce units, to which Attorney Meade agreed. Councilmember Tait asked whether the community could provide input regarding the location of the proposed sidewalk and whether the donation could be used as grant matching funds rather than for direct construction costs. Attorney Meade explained that the $250,000 contribution was originally intended as a donation to the Town of Boone; however, RK Investments felt that, rather than potentially waiting multiple years for construction, the funds would be better utilized to construct a section of sidewalk more quickly. A brief discussion followed regarding sidewalks in Boone.

Mayor George thanked RK Investments and Town staff for their work on the project and stated that he believed the benefits achieved for Boone residents through this process were positive. Councilmember Plaag asked whether brownfield mitigation was required for the project, and Attorney Meade explained that, under state law, the property owners were required to remediate the site in order to develop the property. Councilmember Tait stated that he felt RK Investments Investors had been very amenable throughout the process and that he was proud of the work completed by the Planning Commission and the Boone Town Council on the project.

Councilmember Plaag then moved that the proposed amendment to the Town's zoning map is consistent with the Town's Comprehensive Plan and any other applicable adopted plans, citing Boone Next Planning Principles 1, 4, 7, and 10, as well as Goals 1.2.5, 1.6.1, 1.6.3, 2.3.3, and 5.3.1. Councilmember Carter seconded the motion.

Councilmember Plaag expressed agreement with Councilmember Tait's comments. Mayor Pro-Tem Carter thanked RK&K Investors for their work on the project and for accepting the conditions set forth and stated that he was excited to see improvements made to the corridor. Councilmember Roseman thanked RK&K Investors for their responsiveness throughout the process.

The motion presented by Councilmember Plaag and seconded by Mayor Pro-Tem Carter passed unanimously.

VOTE:

Aye: Todd Carter, Virginia Roseman, Eric Plaag, Adrian Tait

Nay: None
Absent: None

Councilmember Roseman moved that the Town Council approve Ordinance A25-0790, as shown in Exhibit A, finding that the approval is reasonable and in the public interest because the development revitalizes a brownfield site and brings positive change to the community. Mayor Pro-Tem Carter seconded the motion, and it passed unanimously.

VOTE:
Aye: Todd Carter, Virginia Roseman, Eric Plaag, Adrian Tait
Nay: None
Absent: None

Councilmember Roseman made a motion, which was seconded by Mayor Pro-Tem Carter, that the Boone Town Council approve the attached ordinance and map in Exhibit B to extend the corporate limits of the Town of Boone.

VOTE:
Aye: Todd Carter, Virginia Roseman, Eric Plaag, Adrian Tait
Nay: None
Absent: None

Consideration of Petition for Annexation - Greer Watauga, LLC

Mr. Wise provided a brief overview of the petition for annexation. Once Mr. Wise concluded the overview for the petition of annexation, discussion ensued regarding the potential use of the property. Mayor George noted that the zoning request for this property is Conditional District B3, and asked Mr. Wise if the property owner was informed about the requirements for a conditional district. Mr. Wise confirmed that the property owner was informed of the requirements. Mayor George asked if Council had any additional questions. Hearing none, Mayor George asked for a motion of approval.

Councilmember Tait made a motion, which was seconded by Mayor Pro-Tem Carter, to approve the Certificate of Sufficiency and the Resolution Fixing Date for Public Hearing, and to approve the proposed annexation and zoning going forward with the requested Conditional District B3.

VOTE:
Aye: Todd Carter, Virginia Roseman, Eric Plaag, Adrian Tait
Nay: None
Absent: None

Consideration of Memorandum of Agreement Between the NC Sedimentation Control Commission & Town of Boone

Mr. Wise provided a brief overview of the memorandum of agreement between the North Carolina Sedimentation Control Commission and the Town of Boone. Attorney Meade confirmed that she had reviewed and approved the language.

Councilmember Roseman made a motion, which was seconded by Councilmember Plaag, to approve the memorandum of agreement and authorize Mr. Dale Presnell to sign the memorandum on behalf of the Town of Boone.

VOTE:
Aye: Todd Carter, Virginia Roseman, Eric Plaag, Adrian Tait
Nay: None
Absent: None

Mayor George called for a break at 1:02 p.m., and Council resumed the January 14, 2026 Boone Town Council meeting at 1:40 p.m..

COUNCIL MATTERS

Request to Purge Unpaid Parking Citations

Councilmember Plaag began by asking whether Council recalled a prior discussion in which councilmembers would assist in writing letters to individuals who had not paid their parking citations, explaining how citation fees would be used to improve parking in Boone. Councilmember Tait asked how individuals were notified of delinquent charges and whether any debt collection efforts had taken place. Councilmember Plaag explained that debt collection was not feasible for these fines, to which Attorney Meade responded that she was unsure whether that was the case. She asked whether staff had explored how other municipalities collect overdue parking fines.

Mayor George noted that he believed there was an opportunity to expand messaging on this issue and stated that he was supportive of purging the fines and discussing policy changes at a later date. Mayor Pro-Tem Carter agreed that additional messaging would be beneficial in the future and asked that such messaging include information on how fines are used to improve parking. Councilmember Plaag noted that statutory regulations govern on-street parking violations and require that funds collected from those fines be used for on-street parking improvements; however, fines collected from off-street parking could be used for other projects. Mayor George recommended that staff utilize guidance from the UNC School of Government for both notifications and debt collection. Attorney Meade agreed with Mayor George's comments. Councilmember Roseman also expressed agreement and supported purging the fines, stating that she did not believe it was possible to collect the funds at this time.

Mayor Pro-Tem Carter made a motion, which was seconded by Councilmember Roseman, to approve the purging of outstanding 2022 citations totaling $50,672, and direct staff to return to Council with stronger enforcement recommendations based on tactics used by other municipalities, as well as guidance on how to effectively message any changes.

VOTE:

Aye: Todd Carter, Virginia Roseman, Eric Plaag, Adrian Tait
Nay: None
Absent: None

Disaster Preparedness Presentation

Chief Isaacs provided a brief update regarding recovery efforts following Hurricane Helene and noted that the Town of Boone was able to recover quickly due to preparedness measures implemented prior to the storm. He explained that, before Hurricane Helene, the Town had established water interconnects with the Town of Blowing Rock and Appalachian State University, installed generators at most critical Town facilities, created an Emergency Management Coordinator position, and established redundancies across departments to ensure uninterrupted critical communications.

He added that the Town had purchased equipment over the years that supported these redundancies and enabled assistance to other municipalities when needed. Chief Isaacs concluded by noting that he is currently exploring the purchase of additional generators for Town facilities and stated that, while repairs from Hurricane Helene are still ongoing, the Town is recovering well.

Councilmember Tait asked whether there were any preparedness blind spots that Council should be aware of. Chief Isaacs responded that workloads for Police, Fire, and Public Works have increased over the years, highlighting the need for ongoing support for staff. Mayor Pro-Tem Carter commended Chief Isaacs' approach of sending staff to assist other municipalities nationwide during disasters to gain additional experience in emergency response prior to disasters impacting Boone. Chief Isaacs thanked Council for their time.

Request for Discussion Regarding Council Chambers Audio/Video System

Councilmember Plaag began by explaining that the technology in Council Chambers was not functioning well and suggested that the issues were due both to technological failures and inadequate training. He recommended that the Town of Boone consider hiring a full-time IT position to allow Chief Isaacs to focus solely on his responsibilities as Fire Chief. Councilmember Roseman emphasized the importance of continuing to offer a hybrid option for Town Council meetings and asked whether a portable microphone system had been considered. Mayor Pro-Tem Carter expressed support for conducting an audio-visual audit of Council Chambers and making future decisions based on the audit. He also noted his interest in livestreaming meetings via YouTube, as other municipalities do.

Chief Isaacs clarified that he handles IT behind the scenes and has minimal involvement with the audio-visual system in Council Chambers. He explained that, due to decisions made in the past, the system had been piecemealed together, which contributed to its current performance issues. Councilmember Roseman asked if IT responsibilities were burdensome for Chief Isaacs, to which he responded that they were not.

Councilmember Tait stated that he would like to better understand options for streaming Town Council meetings to increase accessibility. Mayor George explained that the current system does not support the level of interaction needed for hybrid meetings. He added that he would like to see updates including: a public comment monitoring system, a timer for public comment, functioning microphones, screens throughout Council Chambers, an updated streaming system, and a system that staff could easily manage. A brief discussion followed regarding the Town's use of WebEx rather than Zoom for online participation.

Mayor George asked whether Council supported conducting an audio-visual audit, with Mr. Presnell tasked with identifying resources for the audit. Mayor Pro-Tem Carter noted that he had suggestions to share with Mr. Presnell. Councilmember Plaag asked whether the audit should focus solely on Council Chambers or address town-wide IT. Mayor George recommended beginning with an audit of the audio-visual technology in Council Chambers as a starting point. Attorney Meade requested that any consultant chosen for the audit speak with Council Chambers users to fully understand the system's shortcomings. Council provided consensus to approve an audio-visual audit for Council Chambers.

Follow-up Discussion Regarding Tenant's Bill of Rights

Councilmember Plaag began by explaining that the proposed resolution for the Tenant's Bill of Rights was tasked to both him and Mayor George to draft. Attorney Meade noted that she had reviewed the proposed resolution and had no issue with the content. Councilmember Plaag explained that the proposed resolution was meant to be informative, and Mayor George went on to say that the intent behind the Tenant's Bill of Rights was to empower renters within the Boone community. Attorney Meade asked how the document was intended to be disseminated and suggested that if the document was posted on the town's website or social media, language should be added that states that the information provided is not legal advice. Mayor Pro-Tem Carter noted that the Human Relations Commission was in the process of developing a strategic plan, and is planning to host a fair housing event in April where this information could be readily available.

Councilmember Plaag made a motion, which was seconded by Mayor Pro-Tem Carter, to approve the Tenant's Bill of Rights proclamation.

VOTE:

Aye: Todd Carter, Virginia Roseman, Eric Plaag, Adrian Tait
Nay: None
Absent: None

Follow-up Discussion Regarding Cut-through Traffic in Neighborhoods

Councilmember Plaag began by noting concerns regarding cut-through traffic through neighborhoods along Highway 105. A brief discussion followed regarding access on Homespun Hills. Mr. Moody explained that altering the traffic pattern on Dogwood Road and Highland Avenue would require encroachment agreements, which could take between one and two months to procure.

Councilmember Plaag noted that he was surprised that no members of the public were present to provide public comment regarding the potential conversion of Dogwood Road and Highland Avenue into right-in/right-out streets at Highway 105. Attorney Meade suggested that it may be beneficial to solicit public comment on the issue at a public hearing. Mayor George asked whether Council wished to set a date for a public hearing during this meeting or at a later time. Mayor Pro-Tem Carter recommended scheduling the public hearing at a future meeting. Council reached consensus to set the public hearing date at a later meeting.

Consideration of Town Council Liaison Appointments

Mayor George moved to the item entitled *Consideration of Council Liaison Appointments*, as Councilmember Plaag had stepped out of the meeting briefly. Mayor George read the following liaison appointments:

Mayor George:
- High Country Council of Governments Executive Board
- RPO Rural Transportation Advisory Committee
- Town of Boone Sustainability Committee
- Town of Boone ABC Board
- Downtown Boone Development Association

Councilmember Tait:
- Downtown Boone Development Association
- Watauga County Economic Development Commission
- High Country Council of Governments Rural Transportation Coordinating Committee
- Boone Chamber of Commerce Stakeholders Meeting

Mayor Pro-Tem Carter:
- AppalCART Board
- Town of Boone Human Relations Commission
- Boone Tourism Development Authority

Councilmember Roseman:
- Town of Boone Historic Preservation Commission
- Town of Boone Human Relations Commission
- Watauga County Parks and Recreation Commission
- Town of Boone Cultural Resources Advisory Board (CRAB)

Councilmember Plaag:
- Town of Boone Cultural Resources Advisory Board (CRAB)
- Town of Boone Sustainability Committee

Mayor George noted that an additional Town Council member would be appointed soon, at which time committee assignments could be adjusted based on schedules. Councilmember Plaag returned to the meeting.

Councilmember Roseman noted that she would need to attend meetings with set times due to her work schedule and was initially unsure if she could actively participate on CRAB. Mr. Freed

explained that the CRAB meetings had been changed from an ad-hoc schedule to a quarterly schedule. Councilmember Roseman thanked Mr. Freed for the update and stated that she could attend all assigned committee meetings as currently scheduled.

VOTE:

Aye: Todd Carter, Virginia Roseman, Eric Plaag, Adrian Tait
Nay: None
Absent: None

Request to Advertise for Town Council Vacancy

Mayor George explained that applications for appointment to an open Boone Town Council seat currently follow the same format as applications for Town of Boone board positions. He stated that he believed applications for a Town Council seat should be more in-depth, including questions regarding Boone Next, a cover letter and resume/CV, as well as questions asking why the applicant would like to serve on the Town Council and what their top three issues would be while serving. Attorney Meade suggested that the application clearly state that applicants must be at least 21 years of age and have lived within the Town of Boone corporate limits for at least 30 days. Mayor George noted that he would like applications to be reviewed during the first meeting in February and requested that Ms. Wise draft an application for review. Mayor Pro-Tem Carter asked whether the application would need to be reviewed by Council prior to publication, to which Attorney Meade replied that it would not.

Council provided consensus directing Ms. Wise, under Mayor George's guidance, to draft a Boone Town Council application so that applications could be received and reviewed at the first Town Council meeting in February.

Request for Discussion Regarding Regular Town Council Meeting Times

Mayor George asked for Council's input on starting the second Boone Town Council meeting at 5:00 p.m. instead of 6:00 p.m. The intent would be for the Council Work Session to run from 5:00 p.m. to 6:00 p.m., with official business beginning at 6:00 p.m., and Town staff not required to attend until 6:00 p.m. Councilmember Roseman noted that, due to her schedule, it may be difficult to arrive at 5:00 p.m. for the first meetings if this change is implemented. Attorney Meade asked whether this change would eliminate work sessions from the first Council meeting of the month, and Mayor George confirmed that it would.

Councilmember Tait made a motion, which was seconded by Mayor Pro-Tem Carter, to approve the updated Boone Town Council meeting schedule.

VOTE:

Aye: Todd Carter, Virginia Roseman, Eric Plaag, Adrian Tait
Nay: None
Absent: None

Request to Allocate $15,000 Sponsorship to Boonerang

Mayor George introduced the item by explaining that there is a potential lapse in funding for the 2026 Boonerang Music & Arts Festival. He stated that he would like the Town of Boone to sponsor a stage for Boonerang and noted that members of the public often do not associate Boonerang with the Town, even though it is a Town-sponsored festival.

Mayor Pro-Tem Carter made a motion, which was seconded by Councilmember Roseman, to approve sponsoring a stage for the 2026 Boonerang Music & Arts Festival for $15,000.

VOTE:
Aye: Todd Carter, Virginia Roseman, Eric Plaag, Adrian Tait
Nay: None
Absent: None

Request to Schedule Daniel Boone Park Summit

Councilmember Plaag introduced the item by explaining that, during a Boone Town Council meeting last year, he proposed hosting a Daniel Boone Park Summit where all stakeholders could meet to discuss their needs and the needs of the Town. He noted that he had been tasked with developing a draft agenda for the meeting, which was being presented for Council's review. Councilmember Plaag added that, for the summit to be productive, time limits for stakeholder comments would need to be adhered to.

Mayor George asked Mr. Freed whether the proposed agenda would be appropriate for the invited stakeholders, and Mr. Freed confirmed that he felt it was. Mayor George then asked if March 20, 2026, at 9:00 a.m. in Council Chambers would work for Council. Councilmember Tait asked whether public comment would be included on the agenda. Councilmember Plaag explained that the purpose of the meeting was to provide stakeholders a space to discuss their needs. Mr. Freed requested that it be clarified that this meeting would not fulfill the annual report requirements. Councilmember Plaag asked Mr. Presnell to ensure that the appropriate Town staff could attend. Ms. Shook inquired how invited committees could best prepare, and Councilmember Plaag suggested that committees discuss how Daniel Boone Park contributes to Boone and what improvements stakeholders could help implement.

Council provided consensus to schedule the Daniel Boone Park Summit for March 20, 2026, at 9:00 a.m. in the Town of Boone Council Chambers.

Request to Schedule Annual Budget Retreat

Council provided consensus to schedule the Annual Budget Retreat for March 4th at 9:00 a.m. at the Town of Boone Council Chambers.

MAYOR REPORT

Mayor George began by explaining that he would like to open the Mayor's Office to all councilmembers. He stated that he plans to work in the office every Thursday and that Mayor Pro-Tem Carter would be in the office on the first and third Tuesday of each month. While

participation is not required, Mayor George highly encouraged councilmembers to take advantage of this opportunity if possible.

TOWN MANAGER REPORT

Mr. Presnell provided the following updates:

- Chief Duckworth had implemented a co-response unit within the Boone Police Department.
- Construction for the Deck Hill Water Tank Project was set to begin soon, with completion anticipated in July.
- Phase 2 of the Horn in the West project was underway.
- Ms. Moody hosted a meeting with the North Carolina Department of Commerce and was in the process of applying for an ARC grant to assist with building internal capacity for the DBDA.
- New carpet was being installed on the walls of the Jones House art gallery.
- JAM Spring Session music lessons were open for applicants.
- Recruitment for the third annual Boone's Got Talent event was underway, with shows scheduled for March 22 and April 13.

TOWN ATTORNEY REPORT

Attorney Meade had nothing to report.

BOARD LIAISON REPORT

The following councilmembers provided reports:

- Councilmember Plaag: Nothing to report.
- Mayor Pro-Tem Carter:
    - No AppalCART Board meeting was held in January.
    - The Human Relations Commission had begun a strategic planning process. Mayor Pro-Tem Carter requested Council approval to hold elections for the positions of Chair and Vice Chair of the Human Relations Commission.

Councilmember Plaag made a motion, seconded by Councilmember Tait, to begin the process of recommending a Chair and Vice Chair for Council approval. The motion passed unanimously.

VOTE:

Aye: Todd Carter, Virginia Roseman, Eric Plaag, Adrian Tait
Nay: None
Absent: None

- Councilmember Roseman:
    - Councilmember Roseman noted that Keron Poteat, Director of Parks and Recreation, would be retiring, with a retirement party scheduled for January 29.
    - Members of the Historic Preservation Commission were taking classes to learn more about quasi-judicial meetings. She also noted that the Stoneman's Raid panel would be presented to Council at the next meeting.

Mayor George noted that he was working with Transition Blue Ridge to remove invasive species from public properties. Councilmember Plaag asked if Mr. Presnell needed direction on implementing a Fourth Amendment–compliant workplace, and Mr. Presnell stated that he would continue following Council guidance. Attorney Meade clarified that Council did not need to approve the positions of Chair, Vice Chair, and Secretary for the Human Relations Commission.

Councilmember Plaag made a motion, seconded by Councilmember Roseman, to rescind his previous motion.

VOTE:
Aye: Todd Carter, Virginia Roseman, Eric Plaag, Adrian Tait
Nay: None
Absent: None

Councilmember Plaag made a subsequent motion, seconded by Mayor Pro-Tem Carter, to allow the Human Relations Commission to appoint its own Chair, Vice Chair, and Secretary.

VOTE:
Aye: Todd Carter, Virginia Roseman, Eric Plaag, Adrian Tait
Nay: None
Absent: None

CLOSED SESSION

Mayor Pro Tem Carter made a motion, which was seconded by Councilmember Roseman, to enter into closed session, pursuant to N.C. Gen. Stat.§ 143-318.11(a)(1) and N.C. Gen. Stat.§ 143-318.11(a)(3).

VOTE:
Aye: Todd Carter, Virginia Roseman, Eric Plaag, Adrian Tait
Nay: None
Absent: None

POTENTIAL ACTION FOLLOWING CLOSED SESSION

ADJOURNMENT

The January 14th, 2026 Boone Town Council meeting adjourned at 3:30 p.m..

PROJECT NARRATIVE – LCD ACQUISITIONS, LLC

LCD Acquisitions, LLC is requesting a Conditional District Zoning Map Amendment for five Town of Boone parcels currently zoned as provided below. Total combined project site is 23.3 acres. While site does not have direct access to NC-105, the largest parcel lies in the Corridor District Overlay. Applicant is proposing a multi-family development with a variety of residential units and building types, a parking deck, and a 1,024 SF "Grab & Go" retail space which will be open to the general public.

Current uses of the parcels are a golf driving range and vacant lots. Applicant is proposing conditions which restrict areas denoted on the site plan to green space, through a conservation easement, to provide additional buffer between the proposed development and existing single-family homes in University Village.

Project site is in a Viewshed Protection District with significant topography. Proposed site is designed to use topography and existing Viewshed Protected areas to shield larger buildings, including the parking deck, from neighboring properties.

Due to prior development, an existing stream on the project site was partially piped. Applicant proposes to restore stream and provide applicable stream buffers to create a natural focal point for project.

Site Information

ADDRESS	PIN	ACREAGE	CURRENT ZONING	OVERLAY DISTRICT	PROPOSED ZONING
115 Beverly Heights Ave	2910-36-7347	19.742 ac	B3, R3	CORRIDOR	CD-B3
	2910-46-0833	2.017 ac	R1		CD-B3
Lot 71 University Village	2910-46-1791	0.548 ac	R1		CD-B3
Lot 70 University Village	2910-46-2684	0.494 ac	R1		CD-B3
Lot 69 University Village	2910-46-3578	0.453 ac	R1		CD-B3
Beverly Heights Ave 2' strip	2415-36-8089	0.043 ac	R1	CORRIDOR	CD-B3

Proposed Allowable Uses

1.16 Multi-Family Dwelling in Mixed Use (> 100 bedrooms)

11.11 Retail Store up to 5,000 SF

Requested Deviations from Ordinance Standards

Minimum Building Separation (UDO 14.03.08): *Minimum Building Spacing A. The minimum spacing between any two (2) buildings located on a single lot, which contain residential uses, shall be the sum of the spacing distances required for the walls of each building or portion thereof as follows: 1. The required spacing between buildings for any wall containing windows shall be the horizontal distance equal to the minimum interior setback applicable to the lot or district in which it is located, plus one (1) additional foot for each foot the height of the building exceeds thirty-five feet (35'). 2. The required spacing distance for a windowless wall shall be in accordance with the applicable building codes.*

A deviation is requested to reduce the minimum interior setback between buildings for any walls containing windows from a distance equal to the minimum interior parcel setback (17 feet) plus one foot for every foot that exceeds 35 feet of building height to a minimum of 12.5 feet.

Multi-Family in Mixed Use (UDO 15.04)

15.03.03 (A): *Each new multi-family development shall meet the following standards:*
A. A townhouse style design and a mixture of unit configuration and sizes per development shall be encouraged. No one type of dwelling units, as defined by the number of bedrooms, shall comprise more than 50% of the total units

A deviation is requested to allow a type of dwelling unit, as defined by number of bedrooms to exceed 50% of the total units. Applicant is requesting 66.5% 4-bedroom units.

15.03.03 (B): *Parking shall be limited to a maximum of two (2) spaces per unit and a clearly designated parking area for visitors. 1. The square footage of the parking designated for visitors may not exceed ten percent (10%) of the total parking area. A minimum of twenty-five percent (25%) of units shall have a garage or carport. 2. If freestanding, garages and carports shall be architecturally integrated with the development. To the greatest extent practicable, parking shall be located behind or underneath proposed building(s).*

A deviation is requested to increase the allowable parking maximum to greater two (2) spaces per unit. It should be noted that our parking maximum is calculated based on Article 24.01.05.

15.03.04: *Each residential building shall meet the following standards: A. The maximum building height shall be three (3) stories of occupied space, and in no case shall the building exceed fifty feet (50') in total height including the roof or the maximum in the particular zoning district, whichever is less.*

A deviation is requested to allow for 4-story buildings in Buildings 100, 200, and 500. The true height of the buildings will remain at 3 stories, with half of the basement level in each building containing occupiable space. Applicant is asking for an increase in the number of stories, with the Building Height above grade being 41'2" and the additional half basement level being 10' 7- 7/8" for a total building height of 51' 9 - 7/8".

15.04.01 (D): *A minimum of 60% of the street facing street level building facade shall be comprised of transparent, non-reflective windows*.

A deviation is requested for less than 60% of street level building facades to be comprised of transparent, non-reflective windows.

15.04.01 (F): *No one type of dwelling units, as defined by the number of bedrooms, shall comprise more than 50% of the total units*.

As stated above, a deviation is requested to allow a type of dwelling unit to exceed 50% of the total units. Applicant is requesting 66.5% 4-bedroom units.

15.04.01 (G): 2. Two-bedroom unit: one or two bathrooms, with no less than one bathroom with common access *3. Three-bedroom unit: two bathrooms with no less than one bathroom with common access. 4. Four or more-bedroom unit: three bathrooms with no less than two bathrooms with common access from a hall*.

A deviation is requested for relief of requirements to limit bedroom to bathroom ratio within each unit. Applicant is requesting bedroom-bathroom parity for the majority of units, including 3-bedroom and 4-bedroom units. The project will include half-bathrooms in the 3 story 4-bedroom (row apartments – 12 total units) for a total of 4.5 bathrooms per unit. The 2- bedroom units above the flats will contain half bathroom, for a total of 2.5 bathrooms, in 26 units.

15.04.01 (H): *In every unit with two or more bedrooms, a designated master suite must be included and shall be at least 25% larger than every other bedroom and not less than 144 square feet excluding closet space*

A deviation is requested to allow size of master bedroom in units with two or more bedrooms to be less than 25% larger than every other bedroom and to provide less than 144 square feet of closet space.

15.04.04 (A) (2) (b) (i): *A mixed-use project shall meet the following criteria: i. Each project shall fully consist of street level commercial uses (i.e. retail, office, and restaurant) of 100% of the street level gross floor area on every building which fronts a corridor protected by the Corridor District. In*

addition, at least 50% of the total gross floor area of all buildings located within the Corridor District shall fully consist of commercial uses. This requirement may be satisfied if the commercial floor area is distributed among buildings or within one building.

A deviation is requested for relief from requirement that at least 50% of the total gross floor area of all buildings located within the Corridor District fully consist of commercial uses.

Viewshed Protection District Maximum Land Disturbance (UDO 14.42.03 (A) (2)): *The maximum allowable land disturbance for property in the viewshed which is larger than two (2) acres shall be limited to three-quarters (3/4) of an acre for the first two (2) acres, plus thirty percent (30%) of the additional property. For example, a tract of land of four (4) acres can be developed with three-quarters (3/4) acre, or 32,670 square feet, of land disturbed based upon the first two acres, and an additional thirty percent (30%), or 26,136 square feet of land disturbed, based on the additional two (2) acres. Therefore, a total of 58,806 square feet can be disturbed in the development of the four (4) acres, and this total amount of land disturbance may be consolidated in one area of the property. In this example, the land in one (1) acre can be 100% disturbed, in a second acre, partly disturbed, and in the remaining two (2) acres, undisturbed*.

A deviation is requested to increase maximum allowable land disturbance in the viewshed for a property larger than 2 acres. Allowable viewshed disturbance is 2.5 acres of the 7 acres of project site located in the viewshed. Applicant is requesting an additional 0.5 acres for a total disturbance of 3 acres in the viewshed.

Maximum Parking (UDO 24.01.05): *An applicant may be allowed additional parking in excess of the maximum established per subsection (A) above in the following instances: 1. The applicant is proposing to develop structured parking and is proposing extra spaces that will be available for public use and/or for shared or satellite parking as defined in this Article. Town of Boone Unified Development Ordinance Article 24 Parking 24-5 2. In the R3 and B3 districts, an applicant may be allowed additional parking spaces in surface parking lots in excess of the maximum established per subsection (A) above in the following instances: i. The additional parking spaces are to be used for shared parking or satellite parking, as defined in this Article, or for public use, and ii. ii. The applicant provides double the landscape buffer otherwise required under this Ordinance.*

A deviation is requested to exceed maximum number of parking spaces which is calculated as 120% of minimum number of parking spaces. The minimum number of parking spaces required is 459 (for 642 beds and 1,024 SF of retail). The maximum number of parking spaces allowed (for 642 beds and 1,024 SF of retail) is 550 spaces. Applicant is requesting increase to 591 spaces. These spaces will be provided with a parking deck (304 spaces), surface parking (277 spaces), and driveways for 1-bedroom cottage-style units (10 spaces).

Loading and Unloading Areas (UDO 24.08.01): *Subject to Subsection 24.08.06, whenever the normal operation of any development requires that goods, merchandise, or equipment be routinely delivered to or shipped from that development, a sufficient off-street loading and unloading area, located at the rear, side or end of the business, must be provided initially and continually in accordance with this Subsection to accommodate the delivery or shipment operations in a safe and convenient manner.*

A deviation is requested to omit requirement for loading zone as delivery of proposed retail goods may utilize proposed parking spaces at "Grab and Go" market.

Retaining Wall Height (UDO 25.04.02): *No retaining wall may be more than eight feet (8') in height. This height does not include decorative caps that are less than eight inches (8") in height. Screen walls shall not be taller than necessary to conceal the item screened (such as a dumpster, HVAC equipment, etc.)*

A deviation is requested to allow retaining walls greater than 8 feet. Applicant is requesting 25% increase in allowed height from 8 feet to 10 feet.

Mitigation of Impacts

Noise:

The site will be designed with a substantial landscape buffer and conservation easement, most of which will preserve existing vegetation, around the entirety of the site to mitigate potential noise impacts to surrounding residential uses. Along Beverly Heights Avenue, we are proposing a 3-foot high and 20-foot-wide landscape berm which will be planted with trees which are double the minimum caliper width as stipulated in Article 31.04.04 of the UDO.

Additionally, LCD Acquisition's in-house property management team maintains and enforces a resident code of conduct designed to minimize excessive noise and disruptive activities. Residents are prohibited from creating unreasonable noise disturbances or hosting disruptive gatherings. Violations of these standards may result in lease enforcement actions, up to and including lease termination and payment of the outstanding balance of rent, in accordance with the terms of the lease agreement. Applicant is proposing to enter into a voluntary Conservation Easement to preserve the greenspace buffer between the project and the University Village neighborhood.

Lighting:

The proposed development will be designed to minimize lighting impacts on adjacent properties. Existing vegetation around the perimeter of the site and the proposed landscape berm along Beverly Heights Avenue will provide additional screening of light sources from neighboring residential properties.

As part of the final site lighting design plan, the Applicant will provide a photometric study which will evaluate lighting levels throughout the project and at its perimeter. The study will help ensure that site lighting is appropriately designed and placed to support resident safety and visibility while limiting light pollution onto neighboring properties.

Traffic:

To mitigate traffic impacts, the applicant has committed to several transportation improvements, including upgrading Beverly Heights Avenue to Town standards and working with the Town of Boone and NCDOT to improve safety and operations at the intersection of NC-105 and Beverly Heights Avenue. AppalCart has committed to adding a bus stop on site to encourage residents to use public transit. Additionally, the applicant will work with Town staff to provide pedestrian connectivity between the project site and Appalachian State University via Horn Avenue, encouraging walking as an alternative to vehicle trips. Applicant is proposing to commit $300,000 for the construction of sidewalks on Horn Avenue to allow for better pedestrian connectivity.

As part of the traffic mitigation comments received by the neighbors, Landmark and our Traffic engineer met with Town staff to explore a.) providing gated access along Beverly Heights and b.) closing access to Berkley Ave, Sheridan Ave, and Olanche Ave. At this time staff recommended that neither option would be supported by the Town. Applicant proposes installing bollards, if approved by Town Staff, on Roads B and C to discourage additional through traffic on Beverly Heights.

Environmental Concerns:

A partially piped stream currently bisects the site. Applicant will work with NCDEQ, our environmental consultant, and the Town of Boone to preserve this stream as a natural amenity for the site, by eliminating the piped portions of the streams and daylighting the entirety of the stream on the proposed property.

Voluntary Conditions

Attainable Units:

The applicant will set aside 10 one-bedroom units, representing 5.5% of the project's total units, as workforce housing or “Attainable Units” in the same manner as the previously approved “Greenway Project” according to the following terms:

A covenant, in a form approved by the Town, shall be filed and recorded in the property’s chain of title by the property owner in the Watauga County Register of Deeds prior to the completion of the construction of the multifamily apartment community on the land that is the subject to rezoning (the “Project”). The covenant shall provide the following terms:

a. The owner shall set aside fifteen (15) of the multifamily apartment units (“Attainable Units”) at the Project to be available for lease only by Preferred Employer Tenants at the Preferred Employer

Rate.

b. “Preferred Employer” includes Town of Boone, Watauga County, Watauga County Schools, a 501(c)(3) organization headquartered in and serving Watauga County, or any similar organization agreed upon by the property owner and the Town Manager.

c. A “Preferred Employer Tenant” is a person who, at the time the person applies to lease an Attainable Unit, is employed by a Preferred Employer with an annual household income that does not exceed 120% of the area median family income for Watauga County, as published annually by the United States Department of Housing and Urban Development (“HUD”).

d. The “Preferred Employer Rate” for a one-year lease is $1,500 per month for a one-bedroom unit, which rate shall increase annually by 3%.

e. The Attainable Units will be contained exclusively within the buildings identified as Building Nos. 1,2,9,10, 11,12,13, 14, 24, 25 in the Project site plan and will be comparable in square footage and external appearance to the other units in the Project. The specific units to be leased by Preferred Employer Tenants at Preferred Employer Rates.

f. Nothing herein or the covenant shall require the owner to lease any unit to any person who does not meet the tenant applicant requirements adopted by the owner for the Project (except any income-based standard), including the satisfactory completion of a criminal background check and credit check.

g. In the event the owner uses good faith effort to lease an Attainable Unit for a period of ninety (90) consecutive days and the Attainable Unit remains vacant at the conclusion of that 90-day period, then the owner may then lease such Attainable Unit to anyone at the market rate.

h. Upon request by the Town Manager, the owner annually shall provide the Town rental records that are sufficient to demonstrate its compliance with the restrictions imposed by the covenant.

i. The covenant shall automatically expire, terminate, and be of no further force or effect after ten (10) years from the date on which it is recorded. The 10-year time commitment for the 15 attainable units within the assigned buildings for preferred employer tenants will start when the last certificate of occupancy for the development is issued.

Upgrade Beverly Heights Avenue:
Applicant will bring street up to Town of Boone standards per UDO Article 23 and Town of Boone Roadway & Sidewalk Program Handbook. Applicant will work with staff for appropriate street classification, pavement width, and drainage requirements.

Intersection Improvements:

Applicant will work with Town of Boone and NCDOT to increase safety at intersection of NC-105 and Beverly Heights Ave by removing westbound through and left (south) turns from Beverly Heights Avenue.

Off-site Pedestrian Improvements:

Applicant will work with Town of Boone staff to complete sidewalk from project site to Appalachian State University via Horn Avenue. Applicant will fund $300,000 towards the design, right-of-way acquisition, and construction of the pedestrian connections along Horn Avenue.

Stream Restoration:

Applicant will work with NCDEQ and environmental consultant to restore piped stream to a daylighted condition. Town of Boone stream buffers will be provided.

Conservation Easement:

Applicant is proposing to enter into a conservation easement of approximately 6.4 acres as outlined in the site plan documents. The Conservation Easement will offer an expansive buffer to the University Village neighborhood, as well as surrounding properties. The Conservation Easement will be entered and agreed upon in accordance with terms acceptable to the Applicant and Town of Boone, and will be finalized prior to the issuance of a Certificate of Occupancy.

Exhibit 2

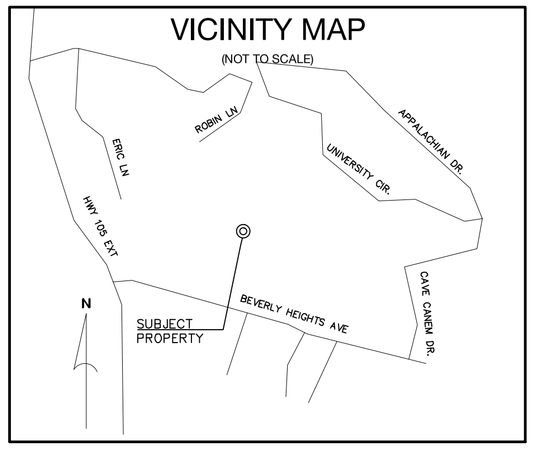
WALK AT BOONE

TOWN OF BOONE, NORTH CAROLINA

PREPARED FOR:

LCD ACQUISITIONS, LLC
315 OCONEE STREET
ATHENS, GA 30601
CHASE POWELL
(706) 543-1910

INDEX OF SHEETS	
SHEET NO	TITLE
C000	COVER
C001	SURVEY
C100	EXISTING CONDITIONS MASTER PLAN
C200	MASTER SITE PLAN
C400	MASTER STORM DRAINAGE PLAN
C600	MASTER SEWER PLAN
C700	MASTER WATER PLAN



Know what's **below.**
Call before you dig.

GRAPHIC SCALE

40 0 20 40 80 120

(IN FEET)
1 inch = 40 ft.

DEVELOPMENT DATA

OWNER/DEVELOPER:	LCD ACQUISITIONS, LLC 315 OCONEE STREET ATHENS, GA 30601
CONTACT:	CHASE POWELL (706) 543-1910
CIVIL ENGINEER:	CIVIL DESIGN CONCEPTS, P.A. 84 COXE AVENUE – SUITE 260 ASHEVILLE, NC 28801
CONTACT:	GREGORY R. HOFFMAN, P.E. (828) 252-5388

84 COXE AVENUE - SUITE 260
ASHEVILLE, NC 28801
PHONE (828) 252-5388

110 WEST 1ST AVENUE - SUITE A
EASLEY, SC 29640
PHONE (864) 242-5972

52 WALNUT STREET - SUITE 9
WAYNESVILLE, NC 28786
PHONE (828) 452-4410

CDC Civil Design Concepts, PA
www.cdcpc.com

NCBELS #: C-2184 SCLLR #: 4736

NO.	DATE	DESCRIPTION	BY

PROGRESS DRAWING, DO NOT USE FOR CONSTRUCTION
GREGORY R. HOFFMAN, P.E.

COVER FOR:
WALK AT BOONE
LCD ACQUISITIONS, LLC – TOWN OF BOONE, NORTH CAROLINA

DRAWN BY: MP
CDC PROJECT NO.: 26036
XXX PERMIT NO. XXXX

SHEET
C000

LEGEND

- PROPERTY LINE
- ADJOINER'S BOUNDARY PER DEED
- ADJOINER'S SURVEYED LINE
- R/W — RIGHT-OF-WAY
- EASEMENT (AS NOTED)
- SETBACK LINE AS NOTED
- BUILDING
- PAVEMENT
- CONCRETE
- EDGE OF GRAVEL
- FENCE (AS NOTED)
- SANITARY SEWER LINE
- STM — STORMWATER PIPE (AS NOTED)
- OE — OVERHEAD UTILITY LINE (AS NOTED)
- CENTERLINE OF CREEK
- BE — BURIED ELECTRIC
- BTC — BURIED TELEPHONE
- SEWER LINE
- GAS LINE
- MONUMENT FOUND
- REBAR FOUND
- REBAR SET
- IRON PIPE FOUND
- IRON PIPE SET
- NAIL FOUND
- NAIL SET
- CALCULATED POINT
- WM — WATER METER
- HYD — FIRE HYDRANT
- WV — WATER VALVE
- S — SEWER MANHOLE
- C.O. — SEWER CLEANOUT
- TRAFFIC SIGN (AS NOTED)
- UTILITY PEDESTAL AS NOTED
- ELECTRICAL TRANSFORMER
- PP — POWER POLE
- GUY WIRE

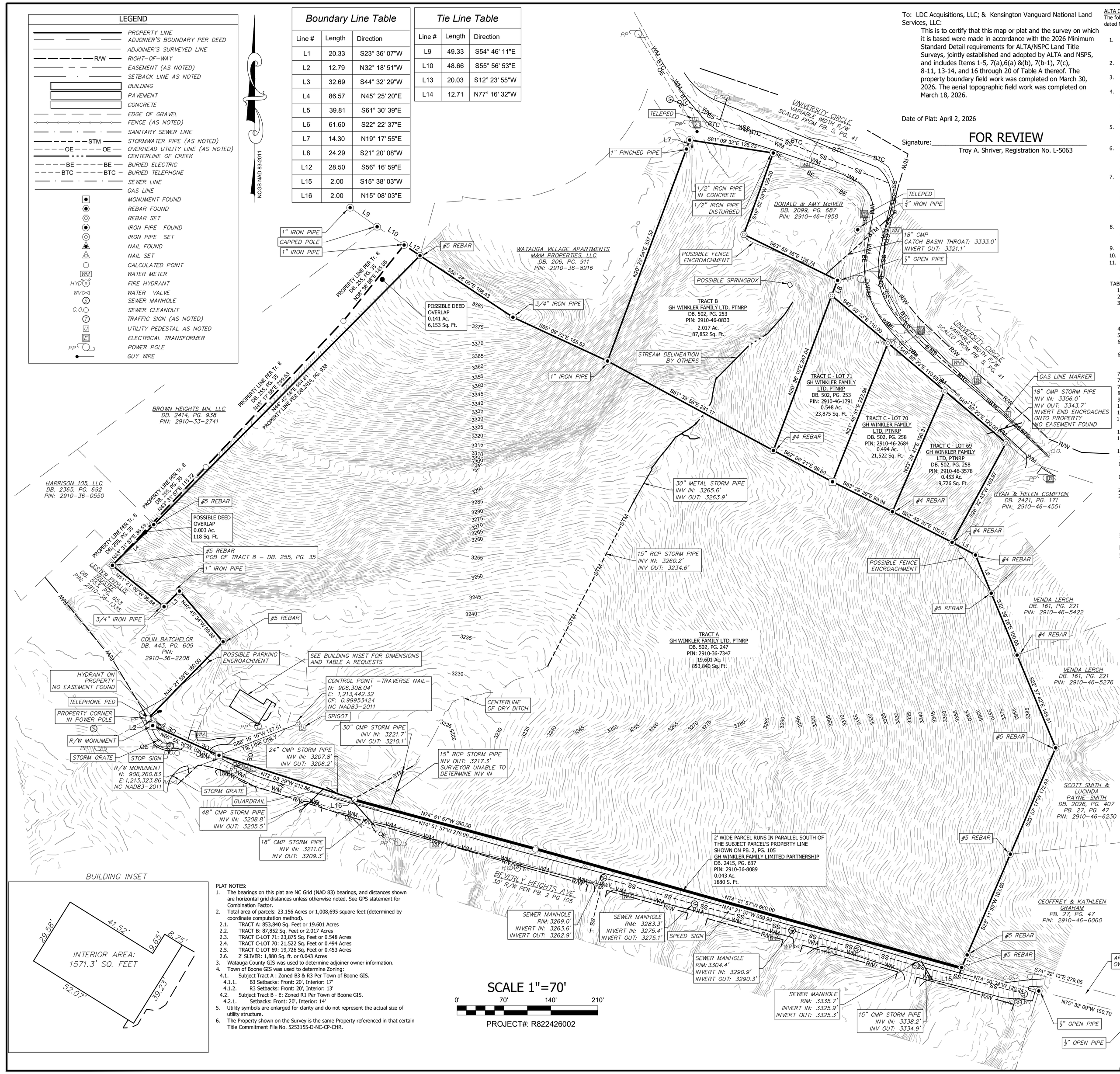
NCGS NAD 83-2011

Boundary Line Table

Line #	Length	Direction
L1	20.33	S23° 36' 07"W
L2	12.79	N32° 18' 51"W
L3	32.69	S44° 32' 29"W
L4	86.57	N45° 25' 20"E
L5	39.81	S61° 30' 39"E
L6	61.60	S22° 22' 37"E
L7	14.30	N19° 17' 55"E
L8	24.29	S21° 20' 08"W
L12	28.50	S56° 16' 59"E
L15	2.00	S15° 38' 03"W
L16	2.00	N15° 08' 03"E

Tie Line Table

Line #	Length	Direction
L9	49.33	S54° 46' 11"E
L10	48.66	S55° 56' 53"E
L13	20.03	S12° 23' 55"W
L14	12.71	N77° 16' 32"W



BUILDING INSET

PLAT NOTES:

1. The bearings on this plat are NC Grid (NAD 83) bearings, and distances shown are horizontal grid distances unless otherwise noted. See GPS statement for Combination Factor.
2. Total area of parcels: 23.156 Acres or 1,008,695 square feet (determined by coordinate computation method).
   - 2.1. TRACT A: 853,840 Sq. Feet or 19.601 Acres
   - 2.2. TRACT B: 87,852 Sq. Feet or 2.017 Acres
   - 2.3. TRACT C-LOT 71: 23,875 Sq. Feet or 0.548 Acres
   - 2.4. TRACT C-LOT 70: 21,522 Sq. Feet or 0.494 Acres
   - 2.5. TRACT C-LOT 69: 19,726 Sq. Feet or 0.453 Acres
   - 2.6. 2' SLIVER: 1,880 Sq. ft. or 0.043 Acres
3. Watauga County GIS was used to determine adjoiner owner information.
4. Town of Boone GIS was used to determine Zoning:
   - 4.1. Subject Tract A : Zoned B3 & R3 Per Town of Boone GIS.
     - 4.1.1. B3 Setbacks: Front: 20', Interior: 17'
     - 4.1.2. R3 Setbacks: Front: 20', Interior: 13'
   - 4.2. Subject Tract B - E: Zoned R1 Per Town of Boone GIS.
     - 4.2.1. Setbacks: Front: 20', Interior: 14'
5. Utility symbols are enlarged for clarity and do not represent the actual size of utility structure.
6. The Property shown on the Survey is the same Property referenced in that certain Title Commitment File No. 5253155-D-NC-CP-CHR.

To: LDC Acquisitions, LLC; & Kensington Vanguard National Land Services, LLC:

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2026 Minimum Standard Detail requirements for ALTA/NSPC Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1-5, 7(a),6(a) &(b), 7(b-1), 7(c), 8-11, 13-14, and 16 through 20 of Table A thereof. The property boundary field work was completed on March 30, 2026. The aerial topographic field work was completed on March 18, 2026.

Date of Plat: April 2, 2026

Signature: FOR REVIEW

Troy A. Shriver, Registration No. L-5063

ALTA COMMITMENT - SCHEDULE B - PART II - Exceptions

The following matters set forth on Kensington Vanguard National Land Services, LLC File No. 5220526-F-NC-CP-CHR dated March 10, 2026. Surveyor's comments are in BOLD after each exception.

1. Any defect, lien, encumbrance, adverse claim, or other matter that appears for the first time in the Public Records or is created, attaches, or is disclosed between the Commitment Date and the date on which all of the Schedule B, Part I-Requirements are met.
2. All taxes for the year 2026, liens not yet due and payable, and any additional taxes which result from a rebilling or reassessment of the subject premises. NOT A SURVEY MATTER
3. Easements, or claims of easements, now shown by the public records. NOT ADDITIONAL EASEMENTS WHERE RECOVERED BY THEY SURVEYOR OTHER THAN THOSE LIST WITHIN TITLE COMMITMENT.
4. Drainage Easement recorded in Book 322, Page 239 , Watauga County Registry. IT IS THE SURVEYOR'S OPINION THAT THIS EASEMENT DOES NOT EFFECT THE SUBJECT PARCEL AS DESCRIBED. EASEMENT DESCRIBED AS BEING ON THE WESTERN RIGHT OF WAY OF NC HWY 105/221. EASEMENT IS LOCATED ON PROPERTY CURRENTLY OWNED BY FIRST-CITIZENS BANK & TRUST COMPANY AND IS SHOWN ON PLAT BOOK 15, PAGE 51. REFER TO SAID PLAT FOR GRAPHIC REPRESENTATION.
5. Temporary Deed of Easement recorded in Book 333, Page 576 , Watauga County Registry. IT IS THE SURVEYOR'S OPINION THAT THIS EASEMENT DOES NOT EFFECT THE SUBJECT PARCEL AS DESCRIBED, AND IS ASSOCIATED WITH COMMITMENT #4 ABOVE.
6. Easements, setback lines and any other matters shown on plat recorded in Plat Book 5, Page 41 ; Plat Book 4, Page 203 ; and Plat Book 4, Page 204, Watauga County Registry. NO EASEMENT LINES OR SETBACK SHOWN ON REFERENCED PLATS. PROPERTY LINES AS SHOWN FOR TRACT C REFERENCED FROM SAID PLATS. RIGHT OF WAY OF UNIVERSITY CIRCLE AS SCALED FROM SAID PLATS.
7. Covenants, conditions, restrictions and easements contained in instrument recorded in Book 110, Page 195, Watauga County Registry, and any amendments thereto, if any, but omitting any covenant or restriction based on race, color, religion, sex, sexual orientation, familial status, marital status, disability, handicap, national origin, ancestry, or source of income, as set forth in applicable state or federal laws, except to the extent that said covenant or restriction is permitted by applicable law. COVENANTS ONLY APPLY TO TRACT C. SETBACKS LISTED IN ITEM #5 OF REFERENCED DEEDS. ALL OTHER COVENANTS ARE NOT SURVEY MATTERS.
8. Any lien, or right to a lien, for services, labor or material hereto or hereafter furnished, imposed by law and not shown by the public records. (Can Be Deleted Upon Satisfaction of Item 9 of Schedule B-Part I) NOT A SURVEY MATTER.
9. Rights or claims of parties in possession not shown by the public records. NONE KNOWN TO SURVEYOR.
10. Rights of tenants in possession and/or under unrecorded lease agreements. NOT A SURVEY MATTER.
11. Encroachments, overlaps, overhangs, unrecorded easements, violated restrictive covenants, deficiency in quantity of ground, lack of access, violated plat building lines, or any matters not of record which would be disclosed by an accurate survey and inspection of the Land. AS SHOWN ON PLAT.

TABLE "A" NOTES:

1: Monuments as shown.
2: Address: 115 Beverly Heights Avenue, Boone, NC, 28607
3: Said described property is located within an area having a Zone Designation "X" by the Secretary of Housing and Urban Development, on Flood Insurance Rate Map No. 37102910003 with a date of identification of 12/3/2009, in Watauga County, State of North Carolina, which is the current Flood Insurance Rate Map for the community in which said property is situated.
4: Gross Land Area: 1,006,815 Sq ft. or 23.113 Acres
5: Vertical relief as shown. See Surveyor Certifications for details.
6(a): No zoning report was provided to the surveyor. See plat notes in the bottom left side of the plat. All zoning notes and setbacks are per Watauga County GIS.
6(b): No zoning report was provided to the surveyor. See plat notes in the bottom left side of the plat for setback information. All setback information provided is based off Watauga County GIS and City of Boone Ordinances.
7(a): See Plat (Building Inset) for dimensions of existing structure.
7(b)(1): See Plat (Building Inset) for square footage of exterior footprint.
7(c): See Plat (Building Inset) for height of existing structures.
8: Features as shown.
9: Gravel parking lot is not delineated with parking stripes.
10: Existing structures do not utilize party walls.
11(a): No Under ground Utility plans were provided to the surveyor.
11(b): NC 811 was utilized under following ticket numbers 2606403182, 2606403182, 2606403159, 1606403109, 2606403093 and 2606403093.
13. Adjoiners as shown and based on Watauga County GIS Database information.
14. Property has direct vehicular and pedestrian access to Beverly Heights Avenue, a public right of way as shown.
16. There is no evidence of earthwork onsite.
17. The surveyor does not know of any proposed changes to any street right of way lines.
18. No plattable offsite easements given in commitment. It is assumed all utility access via Public R/Ws.
19. Three Notch Group, Inc has Professional Liability Insurance to the minimum of $1,000,000.
20. See above note 11(b) for specifics concerning private underground utility locations.
21. See aboe note 11(b) for specifics concerning private underground utility locations.

ALTA COMMITMENT - LEGAL DESCRIPTION

The following Legal Descriptions are set forth as Schedule "C" - Legal Description on Kensington Vanguard National Land Services, LLC File No. 5220526-F-NC-CP-CHR.

The Land is described as follows:

TRACT A

Being 14 acres more or less and being all of the property North and East of Highway 105 Extension; and being bounded by University Village, Quail Meadows, James Graham and Beverly Heights Drive, and being a portion of the property designated as Tract Eight in that certain deed recorded in Deed Book 255, Page 35.

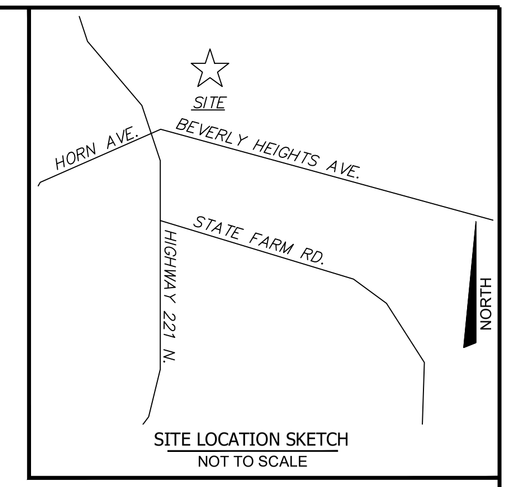
SAVE AND EXCEPT any portion thereof described in Deed Book 322, Page 236 Being a portion of that certain land conveyed to GH Winkler Family Limited Partnership, a North Carolina limited partnership, by virtue of General Warranty Deed from Iva Dean Winkler, sole Trustee, or her successors in trust, under the IVA Dean Winkler Living Trust, dated September 3, 1998, and any amendments thereto, dated January 25, 1999 and recorded in Book 502 Page 247, Watauga County Registry, North Carolina.

TRACT B

A 2.003 acre tract being located on the South side of University Circle (a 60' street) approximately 300 feet East of the Intersection of Appalachian Drive with said street being bounded by said street, a 0.485 acre tract, Lot 71 of University Village, Inc., and a 4.500 acre tract and being more particularly described as : Beginning on an iron set in the Southern margin of University Circle; said iron being the north west corner of the 0.485 acre tract and being located North 70° 03' West 129.54 feet from an iron set, said iron being the Northeast corner of said tract; thence from the beginning and with the lines of the 0.485 acre tract, South 19° 19' West 129.10 feet, South 64° 14' East 117.59 feet and South 64° 14' East 38.14 feet to a calculated point; thence with a new line through the University Village property South 21° 38' West 23.59 feet to a point, the Northwest corner of Lot 71; thence with the West line of Lot 71, South 20° 53' West 247.04 feet to an iron found in the Gordon Winkler line; thence with the Winkler line North 63° 24' West 270.00 feet to an iron set, the Southeast corner of the 9.500 acre tract; thence with the line of said tract, North 18° 45' East 345.63 feet to an iron set; thence North 18° 45' East 20.00 feet to a calculated point in the Southern margin on University Circle; thence with the Southern margin of said street South 81° 07' East 126.41 feet to the beginning, containing 2.003 acres and being Survey No. 73496, prepared July 29, 1973 under the supervision of David K. Stem, RLS No. L-1301.

TRACT C

Being all of Lots Nos. Sixty-Nine (69), Seventy (70) and Seventy-One (71) in Section Two (2) of University Village as shown on a plat recorded in Plat Book 5 at Page 41, Watauga County Registry, to which recorded map reference is hereby made for a more complete description of said lots.



SITE LOCATION SKETCH
NOT TO SCALE

GLOBAL POSITIONING SYSTEM CERTIFICATION (NC VRS-RTK)

I, Troy A. Shriver, certify that this map was drawn under my supervision from an actual GPS survey made under my supervision and the following information was used to perform the survey:

1. Class of Survey: Class A Survey
2. Positional Accuracy (95% Confidence): 0.03' Horizontal, 0.06' Vertical
3. Type of GPS Field Procedure: NC VRS-RTK Network Solutions Using Trimble R12I Systems
4. Date of Observations: 3/2/2026
5. Datum/Epoch: NAD83/Epoch 2011
6. Published/fixed control: None within 2000'
7. Geoid Model: Geoid18 (Conus)
8. Combined grid factor: 0.99953424
9. Units: US Surveyor Feet

I, Troy A. Shriver , Professional Land Surveyor certify to one or more of the following as indicated (G.S. 47-30(f)(11)):

C. Any one of the following:

1. That the survey is of an existing parcel or parcels of land or one or more existing easements and does not create a new street or change an existing street.

I, Troy A. Shriver, certify that this plat was drawn by me from an actual survey made under my supervision (deed description recorded in Deed Book 502, Page 247; Deed Book 502, Page 253; Deed Book 502, Page 258); that the boundaries not surveyed are clearly indicated as drawn from information found in Book N/A, Page N/A; that the ratio of precision as calculated is 1:10000; that this plat was prepared in accordance with G.S. 47-30 as amended.

Witness my hand and seal this date of _____.

Signature FOR REVIEW

Professional Land Surveyor
Certificate Number L-5063

THREE NOTCH GROUP, INC. NORTH CAROLINA CERT # C-497.5

NORTH CAROLINA PROFESSIONAL NO L-5063 LAND SURVEYOR TROY A. SHRIVER

ALTA/NSPS Survey for:
LCD Acquisitions, LLC;
Lender; &
Kensington Vanguard National Land Services, LLC

GH Winkler Family LTD, PTNRP (Owner of Record)
Deed Book 502, Page 247; Deed Book 502, Page 253; Deed Book 502, Page 258; & Deed Book 2415, Page 637
Plat Book 5, Page 41
Tax PINs: 2910-36-7347, 2910-46-0833, 2910-46-1791, 2910-46-2684, 2910-46-3578, & 2910-36-8089
Boone Township, Watauga County, NC
March 20, 2026 Scale: 1" = 70'

Rev No.	Description	Date
1	Initial submittal for review	3-20-26

THREE NOTCH GROUP

THREE NOTCH GROUP, INC.
122 LYMAN STREET
ASHEVILLE, N.C. 28801
Phone: (828) 232-4700
Website: www.3notch.com

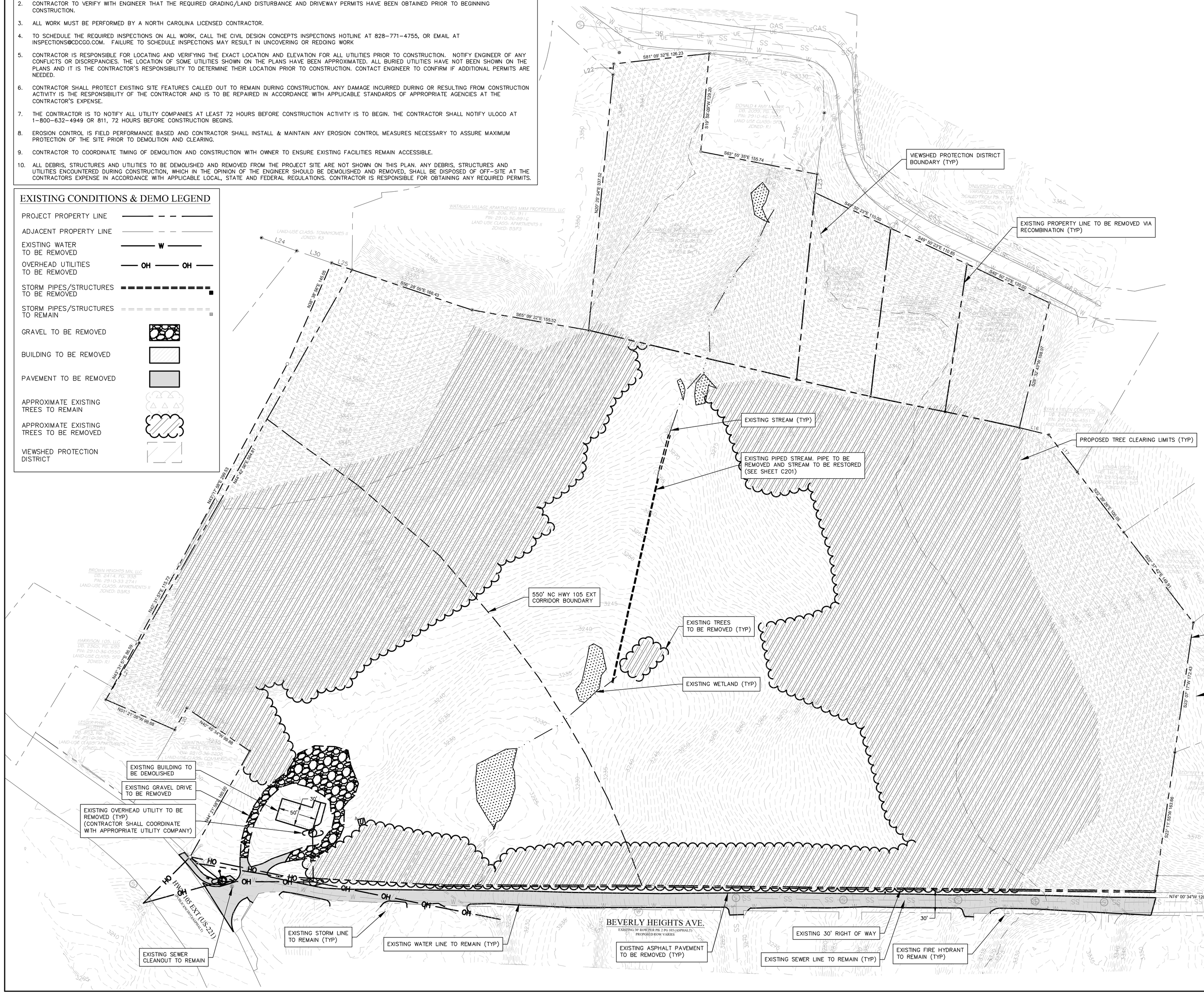
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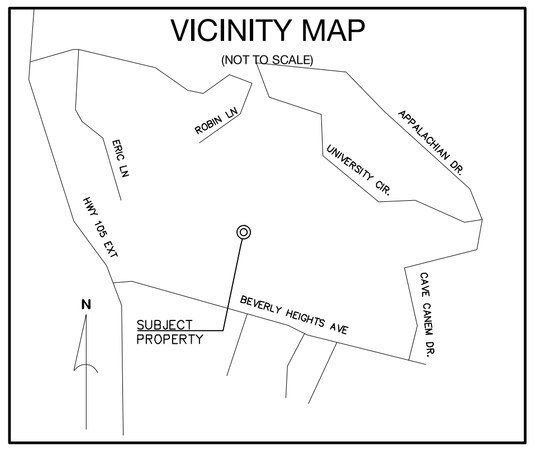
DEMO NOTES

1. ALL SITEWORK SHALL BE IN ACCORDANCE WITH ALL LOCAL, STATE, AND NATIONAL REGULATORY STANDARDS AND ALL REQUIREMENTS IN THE PROJECT TECHNICAL SPECIFICATIONS.
2. CONTRACTOR TO VERIFY WITH ENGINEER THAT THE REQUIRED GRADING/LAND DISTURBANCE AND DRIVEWAY PERMITS HAVE BEEN OBTAINED PRIOR TO BEGINNING CONSTRUCTION.
3. ALL WORK MUST BE PERFORMED BY A NORTH CAROLINA LICENSED CONTRACTOR.
4. TO SCHEDULE THE REQUIRED INSPECTIONS ON ALL WORK, CALL THE CIVIL DESIGN CONCEPTS INSPECTIONS HOTLINE AT 828-771-4755, OR EMAIL AT INSPECTIONS@CDCGO.COM. FAILURE TO SCHEDULE INSPECTIONS MAY RESULT IN UNCOVERING OR REDOING WORK
5. CONTRACTOR IS RESPONSIBLE FOR LOCATING AND VERIFYING THE EXACT LOCATION AND ELEVATION FOR ALL UTILITIES PRIOR TO CONSTRUCTION. NOTIFY ENGINEER OF ANY CONFLICTS OR DISCREPANCIES. THE LOCATION OF SOME UTILITIES SHOWN ON THE PLANS HAVE BEEN APPROXIMATED. ALL BURIED UTILITIES HAVE NOT BEEN SHOWN ON THE PLANS AND IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THEIR LOCATION PRIOR TO CONSTRUCTION. CONTACT ENGINEER TO CONFIRM IF ADDITIONAL PERMITS ARE NEEDED.
6. CONTRACTOR SHALL PROTECT EXISTING SITE FEATURES CALLED OUT TO REMAIN DURING CONSTRUCTION. ANY DAMAGE INCURRED DURING OR RESULTING FROM CONSTRUCTION ACTIVITY IS THE RESPONSIBILITY OF THE CONTRACTOR AND IS TO BE REPAIRED IN ACCORDANCE WITH APPLICABLE STANDARDS OF APPROPRIATE AGENCIES AT THE CONTRACTOR'S EXPENSE.
7. THE CONTRACTOR IS TO NOTIFY ALL UTILITY COMPANIES AT LEAST 72 HOURS BEFORE CONSTRUCTION ACTIVITY IS TO BEGIN. THE CONTRACTOR SHALL NOTIFY ULOCO AT 1-800-632-4949 OR 811, 72 HOURS BEFORE CONSTRUCTION BEGINS.
8. EROSION CONTROL IS FIELD PERFORMANCE BASED AND CONTRACTOR SHALL INSTALL & MAINTAIN ANY EROSION CONTROL MEASURES NECESSARY TO ASSURE MAXIMUM PROTECTION OF THE SITE PRIOR TO DEMOLITION AND CLEARING.
9. CONTRACTOR TO COORDINATE TIMING OF DEMOLITION AND CONSTRUCTION WITH OWNER TO ENSURE EXISTING FACILITIES REMAIN ACCESSIBLE.
10. ALL DEBRIS, STRUCTURES AND UTILITIES TO BE DEMOLISHED AND REMOVED FROM THE PROJECT SITE ARE NOT SHOWN ON THIS PLAN. ANY DEBRIS, STRUCTURES AND UTILITIES ENCOUNTERED DURING CONSTRUCTION, WHICH IN THE OPINION OF THE ENGINEER SHOULD BE DEMOLISHED AND REMOVED, SHALL BE DISPOSED OF OFF-SITE AT THE CONTRACTORS EXPENSE IN ACCORDANCE WITH APPLICABLE LOCAL, STATE AND FEDERAL REGULATIONS. CONTRACTOR IS RESPONSIBLE FOR OBTAINING ANY REQUIRED PERMITS.

EXISTING CONDITIONS & DEMO LEGEND

- PROJECT PROPERTY LINE
- ADJACENT PROPERTY LINE
- EXISTING WATER TO BE REMOVED — W —
- OVERHEAD UTILITIES TO BE REMOVED — OH — OH —
- STORM PIPES/STRUCTURES TO BE REMOVED
- STORM PIPES/STRUCTURES TO REMAIN
- GRAVEL TO BE REMOVED
- BUILDING TO BE REMOVED
- PAVEMENT TO BE REMOVED
- APPROXIMATE EXISTING TREES TO REMAIN
- APPROXIMATE EXISTING TREES TO BE REMOVED
- VIEWSHED PROTECTION DISTRICT





DEVELOPMENT DATA

OWNER/DEVELOPER:	LCD ACQUISITIONS, LLC 315 OCONEE STREET ATHENS, GA 30601
CONTACT:	CHASE POWELL (706) 543-1910
CIVIL ENGINEER:	CIVIL DESIGN CONCEPTS, P.A. 84 COXE AVENUE – SUITE 260 ASHEVILLE, NC 28801
CONTACT:	GREGORY R. HOFFMAN, P.E. (828) 252-5388
SURVEYOR:	THREE NOTCH GROUP 122 LYMAN STREET ASHEVILLE, NC 28801
CONTACT:	TREY A. SHRIVER (828) 232-4700
ARCHITECT:	NILES BOLTON ASSOCIATES 3060 PEACHTREE RD NW, SUITE 600 ATLANTA, GA 30305
CONTACT:	CHRISTOPHER R. FORTNER (404) 365-7600

PROJECT DATA

PIN:	2910-36-7347; 2910-46-0833; 2910-46-1791; 2910-46-26; 2910-46-3578
ADDRESS:	115 BEVERLY HEIGHTS AVE
DEED BOOK/PAGE:	502/247; 502/253; 502/538
PROJECT ACREAGE:	23.11± ACRES
CURRENT ZONING:	R3/R3
PROPOSED ZONING:	B-3 CZD
SETBACKS:	
ROAD:	20'
INTERIOR:	17'
DISTURBED AREA:	17.4 AC
LIVABILITY AREA REQUIRED:	1.13 AC
LIVABILITY AREA PROVIDED:	1.18 AC
MAX BUILDING HEIGHT:	45'
PROPOSED UNIT COUNT:	185 UNITS
RECREATION SPACE:	REQUIRED = 1.15 AC (5%) PROVIDED = 5% OF SITE MIN.
	PRE / POST
IMPERVIOUS AREA:	0.24 ACRES (1%) / 7.23 ACRES (31%)
PERVIOUS AREA:	22.87 ACRES (99%) / 15.88 ACRES (69%)
SOLID WASTE:	DUMPSTER/COMPACTOR
PCCO:	PER ORDINANCE

CDC INSPECTIONS HOTLINE:
828-771-4755 OR INSPECTIONS@CDCGO.COM

811 Know what's below. Call before you dig.

NORTH

EXISTING CONDITIONS MASTER PLAN

GRAPHIC SCALE

60 0 30 60 120 180

(IN FEET)
1 inch = 60 ft.

84 COXE AVENUE - SUITE 260
ASHEVILLE, NC 28801
PHONE (828) 252-5388

110 WEST 1ST AVENUE - SUITE A
EASLEY, SC 29640
PHONE (864) 242-0072

52 WALNUT STREET - SUITE 9
WAKE FOREST, NC 27587
PHONE (828) 402-4410

Civil Design Concepts, PA
www.cdcgo.com
NCBELS #: C-2184 SCLLR #: 4736

NO.	DESCRIPTION	DATE	BY

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 036407 GREGORY R. HOFFMAN

PRELIMINARY PLAT NOT FOR CONSTRUCTION
DRAWING IN PROGRESS
DO NOT USE FOR CONSTRUCTION

EXISTING CONDITIONS MASTER PLAN FOR:

WALK AT BOONE

LCD ACQUISITIONS, LLC – TOWN OF BOONE, NORTH CAROLINA

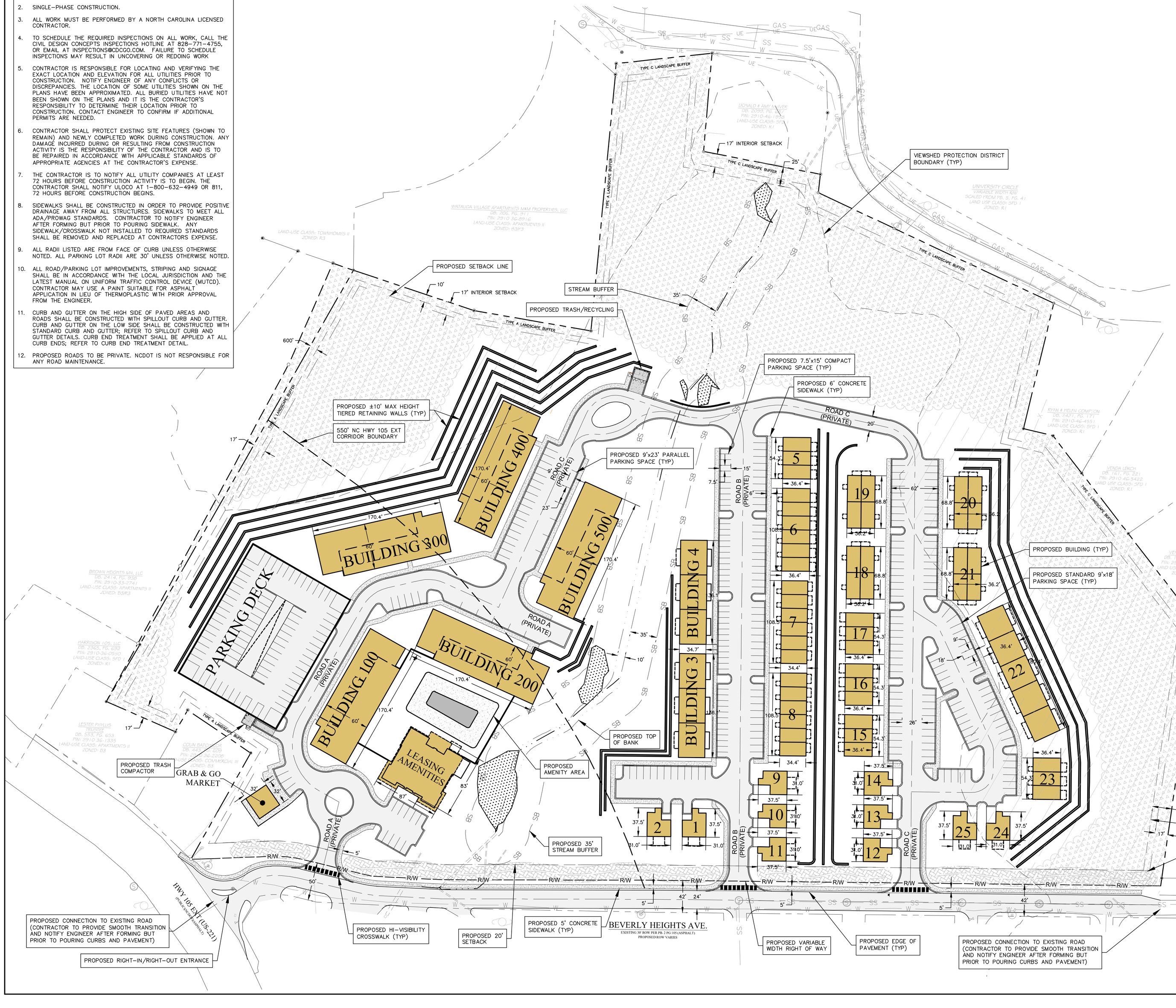
DRAWN BY: MP
CDC PROJECT NO.: 26036
XXX PERMIT NO. XXXX

SHEET

C100

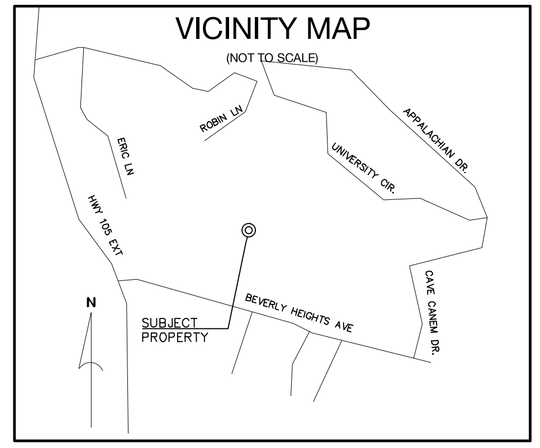
SITE NOTES

1. ALL SITEWORK SHALL BE IN ACCORDANCE WITH ALL LOCAL, STATE, AND NATIONAL REGULATORY STANDARDS AND ALL REQUIREMENTS IN THE PROJECT TECHNICAL SPECIFICATIONS.
2. SINGLE-PHASE CONSTRUCTION.
3. ALL WORK MUST BE PERFORMED BY A NORTH CAROLINA LICENSED CONTRACTOR.
4. TO SCHEDULE THE REQUIRED INSPECTIONS ON ALL WORK, CALL THE CIVIL DESIGN CONCEPTS INSPECTIONS HOTLINE AT 828-771-4755, OR EMAIL AT INSPECTIONS@CDCGO.COM. FAILURE TO SCHEDULE INSPECTIONS MAY RESULT IN UNCOVERING OR REDOING WORK
5. CONTRACTOR IS RESPONSIBLE FOR LOCATING AND VERIFYING THE EXACT LOCATION AND ELEVATION FOR ALL UTILITIES PRIOR TO CONSTRUCTION. NOTIFY ENGINEER OF ANY CONFLICTS OR DISCREPANCIES. THE LOCATION OF SOME UTILITIES SHOWN ON THE PLANS HAVE BEEN APPROXIMATED. ALL BURIED UTILITIES HAVE NOT BEEN SHOWN ON THE PLANS AND IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THEIR LOCATION PRIOR TO CONSTRUCTION. CONTACT ENGINEER TO CONFIRM IF ADDITIONAL PERMITS ARE NEEDED.
6. CONTRACTOR SHALL PROTECT EXISTING SITE FEATURES (SHOWN TO REMAIN) AND NEWLY COMPLETED WORK DURING CONSTRUCTION. ANY DAMAGE INCURRED DURING OR RESULTING FROM CONSTRUCTION ACTIVITY IS THE RESPONSIBILITY OF THE CONTRACTOR AND IS TO BE REPAIRED IN ACCORDANCE WITH APPLICABLE STANDARDS OF APPROPRIATE AGENCIES AT THE CONTRACTOR'S EXPENSE.
7. THE CONTRACTOR IS TO NOTIFY ALL UTILITY COMPANIES AT LEAST 72 HOURS BEFORE CONSTRUCTION ACTIVITY IS TO BEGIN. THE CONTRACTOR SHALL NOTIFY ULOCO AT 1-800-632-4949 OR 811, 72 HOURS BEFORE CONSTRUCTION BEGINS.
8. SIDEWALKS SHALL BE CONSTRUCTED IN ORDER TO PROVIDE POSITIVE DRAINAGE AWAY FROM ALL STRUCTURES. SIDEWALKS TO MEET ALL ADA/PROWAG STANDARDS. CONTRACTOR TO NOTIFY ENGINEER AFTER FORMING BUT PRIOR TO POURING SIDEWALK. ANY SIDEWALK/CROSSWALK NOT INSTALLED TO REQUIRED STANDARDS SHALL BE REMOVED AND REPLACED AT CONTRACTORS EXPENSE.
9. ALL RADII LISTED ARE FROM FACE OF CURB UNLESS OTHERWISE NOTED. ALL PARKING LOT RADII ARE 30' UNLESS OTHERWISE NOTED.
10. ALL ROAD/PARKING LOT IMPROVEMENTS, STRIPING AND SIGNAGE SHALL BE IN ACCORDANCE WITH THE LOCAL JURISDICTION AND THE LATEST MANUAL ON UNIFORM TRAFFIC CONTROL DEVICE (MUTCD). CONTRACTOR MAY USE A PAINT SUITABLE FOR ASPHALT APPLICATION IN LIEU OF THERMOPLASTIC WITH PRIOR APPROVAL FROM THE ENGINEER.
11. CURB AND GUTTER ON THE HIGH SIDE OF PAVED AREAS AND ROADS SHALL BE CONSTRUCTED WITH SPILLOUT CURB AND GUTTER. CURB AND GUTTER ON THE LOW SIDE SHALL BE CONSTRUCTED WITH STANDARD CURB AND GUTTER; REFER TO SPILLOUT CURB AND GUTTER DETAILS. CURB END TREATMENT SHALL BE APPLIED AT ALL CURB ENDS; REFER TO CURB END TREATMENT DETAIL.
12. PROPOSED ROADS TO BE PRIVATE. NCDOT IS NOT RESPONSIBLE FOR ANY ROAD MAINTENANCE.



VICINITY MAP

(NOT TO SCALE)



DEVELOPMENT DATA

OWNER/DEVELOPER:	LCD ACQUISITIONS, LLC 315 OCONEE STREET ATHENS, GA 30601
CONTACT:	CHASE POWELL (706) 543-1910
CIVIL ENGINEER:	CIVIL DESIGN CONCEPTS, P.A. 84 COXE AVENUE - SUITE 260 ASHEVILLE, NC 28801
CONTACT:	GREGORY R. HOFFMAN, P.E. (828) 252-5388
SURVEYOR:	THREE NOTCH GROUP 122 LYMAN STREET ASHEVILLE, NC 28801
CONTACT:	TREY A. SHRIVER (828) 232-4700
ARCHITECT:	NILES BOLTON ASSOCIATES 3060 PEACHTREE RD NW, SUITE 600 ATLANTA, GA 30305
CONTACT:	CHRISTOPHER R. FORTNER (404) 365-7600

PROJECT DATA

PIN:	2910-36-7347; 2910-46-0833; 2910-46-1791; 2910-46-26; 2910-46-3578
ADDRESS:	115 BEVERLY HEIGHTS AVE
DEED BOOK/PAGE:	502/247; 502/253; 502/538
PROJECT ACREAGE:	23.11± ACRES
CURRENT ZONING:	B3/R3
PROPOSED ZONING:	B-3 CZD
SETBACKS:	
ROAD:	20'
INTERIOR:	17'
DISTURBED AREA:	17.4 AC
LIVABILITY AREA REQUIRED:	1.13 AC
LIVABILITY AREA PROVIDED:	1.18 AC
MAX BUILDING HEIGHT:	45'
PROPOSED UNIT COUNT:	185 UNITS
RECREATION SPACE:	REQUIRED = 1.15 AC (5%) PROVIDED = 5% OF SITE MIN.
	PRE / POST
IMPERVIOUS AREA:	0.24 ACRES (1%) / 7.23 ACRES (31%)
PERVIOUS AREA:	22.87 ACRES (99%) / 15.88 ACRES (69%)
SOLID WASTE:	DUMPSTER/COMPACTOR
PCCO:	PER ORDINANCE

SITE LEGEND

- SETBACK LINE
- ROAD CENTER LINE
- LANDSCAPE BUFFER
- PROPOSED LIGHT DUTY PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- PROPOSED CONCRETE SIDEWALK
- PROPOSED EARTHEN BERM

CDC INSPECTIONS HOTLINE:
828-771-4755 OR INSPECTIONS@CDCGO.COM

811 Know what's below. Call before you dig.

NORTH

MASTER SITE PLAN

GRAPHIC SCALE

60 0 30 60 120 180

(IN FEET)
1 inch = 60 ft.

84 COXE AVENUE - SUITE 260
ASHEVILLE, NC 28801
PHONE (828) 252-5388

110 WEST 1ST AVENUE - SUITE A
EASLEY, SC 29640
PHONE (864) 242-5972

52 WALNUT STREET - SUITE 9
WATAUGA, NC 28607
PHONE (828) 452-4410

Civil Design Concepts, PA
www.cdcgo.com
NCBELS #: C-2184 SCLLR #: 4736

NO.	DESCRIPTION	DATE	BY

I, CAROLINE R. HOFFMAN, NC REG. NO. 047195, R.
PRELIMINARY PLAT
PROGRESS DRAWING, DO NOT USE FOR CONSTRUCTION

MASTER SITE PLAN FOR:

WALK AT BOONE

LCD ACQUISITIONS, LLC - TOWN OF BOONE, NORTH CAROLINA

DRAWN BY: MP
CDC PROJECT NO.: 26036
XXX PERMIT NO. XXXX

SHEET
C200

GR-EC-SW NOTES

1. SEE GRADING, EROSION CONTROL, AND STORM DRAINAGE DETAIL SHEETS FOR ALL GENERAL NOTES. CONTRACTOR RESPONSIBLE FOR INCLUSION OF DETAILS SHEETS WITH ALL PLANS.
2. NO PORTION OF THIS PROJECT LIES WITHIN THE 100-YR FEMA FLOODPLAIN.
3. SOIL TYPE: SnC, CkE, EdD
   SOIL GROUP: B
4. STREAM INFORMATION:

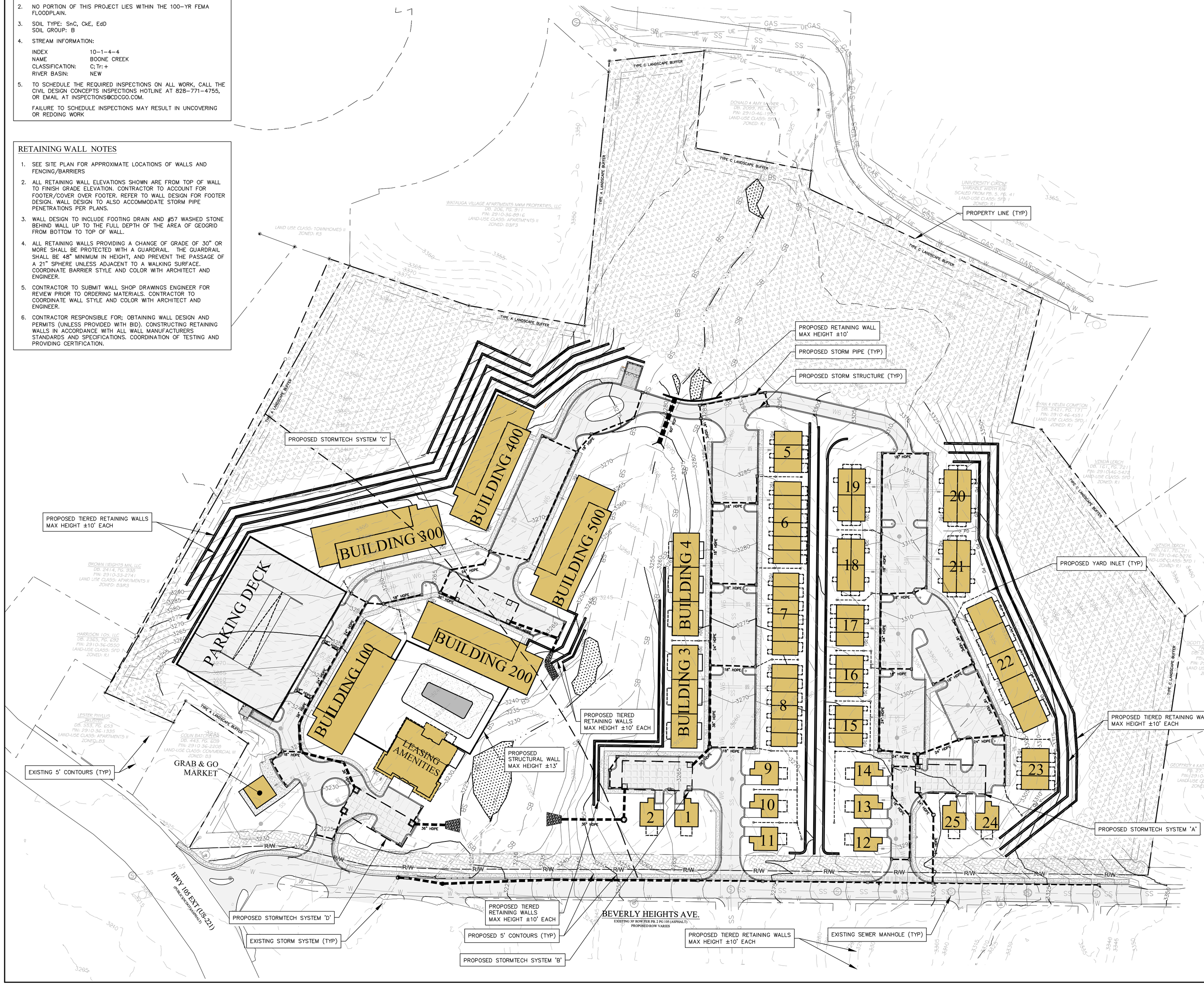
INDEX	10-1-4-4
NAME	BOONE CREEK
CLASSIFICATION:	C; Tr; +
RIVER BASIN:	NEW

5. TO SCHEDULE THE REQUIRED INSPECTIONS ON ALL WORK, CALL THE CIVIL DESIGN CONCEPTS INSPECTIONS HOTLINE AT 828-771-4755, OR EMAIL AT INSPECTIONS@CDCGO.COM.

   FAILURE TO SCHEDULE INSPECTIONS MAY RESULT IN UNCOVERING OR REDOING WORK

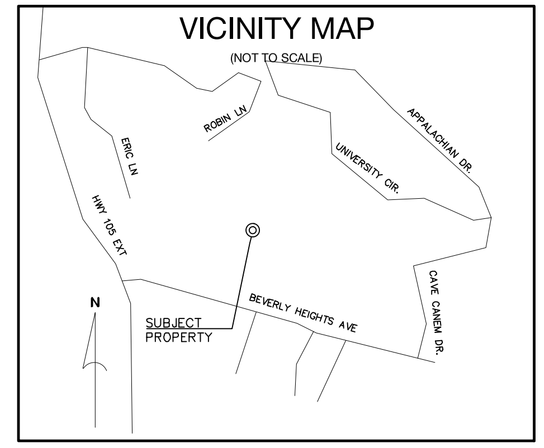
RETAINING WALL NOTES

1. SEE SITE PLAN FOR APPROXIMATE LOCATIONS OF WALLS AND FENCING/BARRIERS
2. ALL RETAINING WALL ELEVATIONS SHOWN ARE FROM TOP OF WALL TO FINISH GRADE ELEVATION. CONTRACTOR TO ACCOUNT FOR FOOTER/COVER OVER FOOTER. REFER TO WALL DESIGN FOR FOOTER DESIGN. WALL DESIGN TO ALSO ACCOMMODATE STORM PIPE PENETRATIONS PER PLANS.
3. WALL DESIGN TO INCLUDE FOOTING DRAIN AND #57 WASHED STONE BEHIND WALL UP TO THE FULL DEPTH OF THE AREA OF GEOGRID FROM BOTTOM TO TOP OF WALL.
4. ALL RETAINING WALLS PROVIDING A CHANGE OF GRADE OF 30" OR MORE SHALL BE PROTECTED WITH A GUARDRAIL. THE GUARDRAIL SHALL BE 48" MINIMUM IN HEIGHT, AND PREVENT THE PASSAGE OF A 21" SPHERE UNLESS ADJACENT TO A WALKING SURFACE. COORDINATE BARRIER STYLE AND COLOR WITH ARCHITECT AND ENGINEER.
5. CONTRACTOR TO SUBMIT WALL SHOP DRAWINGS ENGINEER FOR REVIEW PRIOR TO ORDERING MATERIALS. CONTRACTOR TO COORDINATE WALL STYLE AND COLOR WITH ARCHITECT AND ENGINEER.
6. CONTRACTOR RESPONSIBLE FOR; OBTAINING WALL DESIGN AND PERMITS (UNLESS PROVIDED WITH BID). CONSTRUCTING RETAINING WALLS IN ACCORDANCE WITH ALL WALL MANUFACTURERS STANDARDS AND SPECIFICATIONS. COORDINATION OF TESTING AND PROVIDING CERTIFICATION.



VICINITY MAP

(NOT TO SCALE)



DEVELOPMENT DATA

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CIVIL ENGINEER:	CIVIL DESIGN CONCEPTS, P.A. 84 COXE AVENUE - SUITE 260 ASHEVILLE, NC 28801
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ARCHITECT:	NILES BOLTON ASSOCIATES 3060 PEACHTREE RD NW, SUITE 600 ATLANTA, GA 30305
CONTACT:	CHRISTOPHER R. FORTNER (404) 365-7600

PROJECT DATA

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CURRENT ZONING:	B3/R3
PROPOSED ZONING:	B-3 CZD
SETBACKS:	
ROAD:	20'
INTERIOR:	17'
DISTURBED AREA:	17.4 AC
LIVABILITY AREA REQUIRED:	1.13 AC
LIVABILITY AREA PROVIDED:	1.18 AC
MAX BUILDING HEIGHT:	45'
PROPOSED UNIT COUNT:	185 UNITS
RECREATION SPACE:	REQUIRED = 1.15 AC (5%) PROVIDED = 5% OF SITE MIN.

IMPERVIOUS AREA: / PERVIOUS AREA:	PRE	POST
	0.24 ACRES (1%)	7.23 ACRES (31%)
	22.87 ACRES (99%)	15.88 ACRES (69%)

SOLID WASTE:	DUMPSTER/COMPACTOR
PCCO:	PER ORDINANCE

STORM LEGEND

- PROPOSED STORM PIPE
- PROPOSED ROOF LEADER COLLECTOR
- PROPOSED HEADWALL
- PROPOSED GRATE INLET STRUCTURE
- PROPOSED CURB INLET STRUCTURE
- PROPOSED JUNCTION BOX/ OPEN THROAT STRUCTURE
- PROPOSED FLARED END SECTION
- PROPOSED RIP-RAP APPRON

CDC INSPECTIONS HOTLINE:
828-771-4755 OR INSPECTIONS@CDCGO.COM

811 Know what's below. Call before you dig.

NORTH

MASTER STORM DRAINAGE PLAN

GRAPHIC SCALE

60 0 30 60 120 180

(IN FEET)
1 inch = 60 ft.

84 COXE AVENUE - SUITE 260
ASHEVILLE, NC 28801
PHONE (828) 252-5388

110 WEST 1ST AVENUE - SUITE A
EASLEY, SC 29640
PHONE (864) 242-5972

52 WALNUT STREET - SUITE 9
WAKE FOREST, NC 27587
PHONE (828) 402-4410

Civil Design Concepts, PA
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NCBELS #: C-2184 SCLLR #: 4736

NO.	DESCRIPTION	DATE	BY

I. CAROLINA
PROGRESS
DRAWING
DO NOT USE FOR
CONSTRUCTION
R.

MASTER STORM DRAINAGE PLAN FOR:

WALK AT BOONE

LCD ACQUISITIONS, LLC - TOWN OF BOONE, NORTH CAROLINA

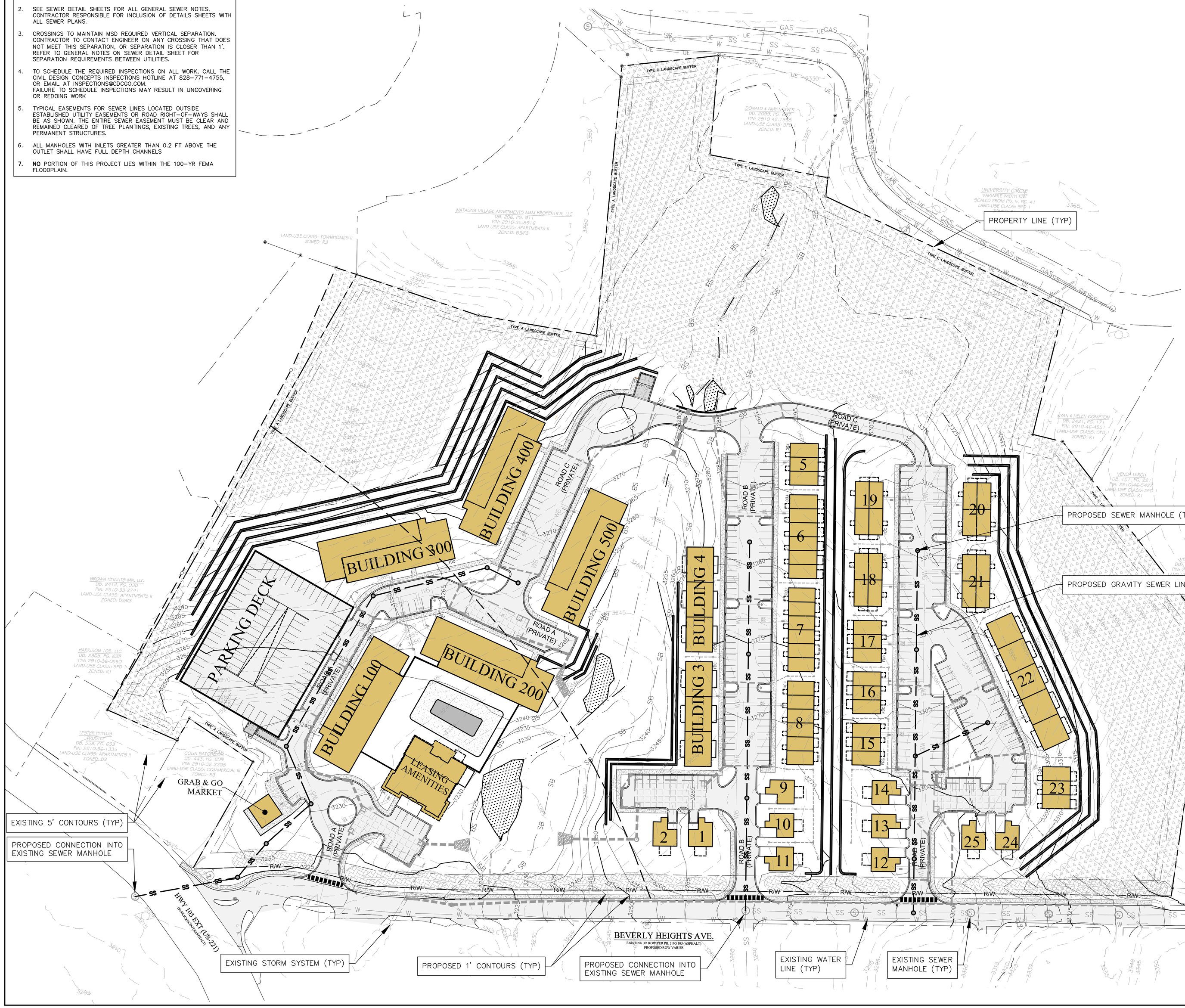
DRAWN BY: MP
CDC PROJECT NO.: 26036
XXX PERMIT NO. XXXX

SHEET

C400

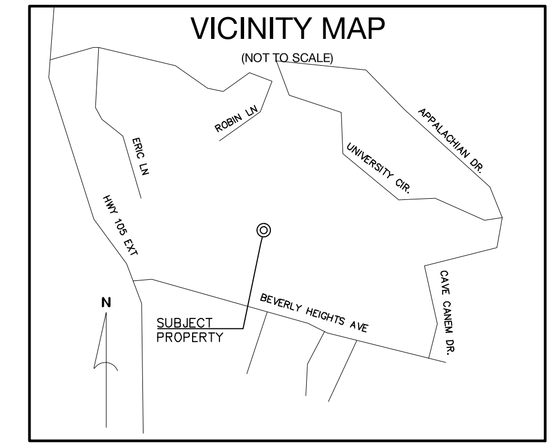
SEWER NOTES

1. ALL PUBLIC SANITARY SEWER WORK ASSOCIATED WITH THIS PROJECT TO BE PERFORMED BY A NC LICENSED UTILITY CONTRACTOR.
2. SEE SEWER DETAIL SHEETS FOR ALL GENERAL SEWER NOTES. CONTRACTOR RESPONSIBLE FOR INCLUSION OF DETAILS SHEETS WITH ALL SEWER PLANS.
3. CROSSINGS TO MAINTAIN MSD REQUIRED VERTICAL SEPARATION. CONTRACTOR TO CONTACT ENGINEER ON ANY CROSSING THAT DOES NOT MEET THIS SEPARATION, OR SEPARATION IS CLOSER THAN 1'. REFER TO GENERAL NOTES ON SEWER DETAIL SHEET FOR SEPARATION REQUIREMENTS BETWEEN UTILITIES.
4. TO SCHEDULE THE REQUIRED INSPECTIONS ON ALL WORK, CALL THE CIVIL DESIGN CONCEPTS INSPECTIONS HOTLINE AT 828-771-4755, OR EMAIL AT INSPECTIONS@CDCGO.COM. FAILURE TO SCHEDULE INSPECTIONS MAY RESULT IN UNCOVERING OR REDOING WORK
5. TYPICAL EASEMENTS FOR SEWER LINES LOCATED OUTSIDE ESTABLISHED UTILITY EASEMENTS OR ROAD RIGHT-OF-WAYS SHALL BE AS SHOWN. THE ENTIRE SEWER EASEMENT MUST BE CLEAR AND REMAINED CLEARED OF TREE PLANTINGS, EXISTING TREES, AND ANY PERMANENT STRUCTURES.
6. ALL MANHOLES WITH INLETS GREATER THAN 0.2 FT ABOVE THE OUTLET SHALL HAVE FULL DEPTH CHANNELS
7. **NO** PORTION OF THIS PROJECT LIES WITHIN THE 100-YR FEMA FLOODPLAIN.



VICINITY MAP

(NOT TO SCALE)



DEVELOPMENT DATA

OWNER/DEVELOPER:	LCD ACQUISITIONS, LLC 315 OCONEE STREET ATHENS, GA 30601
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DISTURBED AREA:	17.4 AC
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LIVABILITY AREA PROVIDED:	1.18 AC
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	PRE. POST.
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SOLID WASTE:	DUMPSTER/COMPACTOR
PCCO:	PER ORDINANCE

SEWER LEGEND

PROPOSED SEWER LINE	SS
PROPOSED SEWER SERVICE	SS SS SS
PROPOSED FLOW ARROW	
PROPOSED SEWER MANHOLE	

CDC INSPECTIONS HOTLINE:
828-771-4755 OR INSPECTIONS@CDCGO.COM

811 Know what's **below.** **Call** before you dig.

NORTH

MASTER SEWER PLAN

GRAPHIC SCALE

60 0 30 60 120 180

(IN FEET)
1 inch = 60 ft.

84 COXE AVENUE - SUITE 260
ASHEVILLE, NC 28801
PHONE (828) 252-5388

110 WEST 1ST AVENUE - SUITE A
EASLEY, SC 29640
PHONE (864) 242-5972

52 WALNUT STREET - SUITE 9
WATAUGA, NC 28726
PHONE (828) 406-4410

Civil Design Concepts, PA
www.cdcgo.com
NCBELS #: C-2184 SCLLR #: 4736

NO.	DATE	DESCRIPTION	BY

PROGRESS DRAWING, DO NOT USE FOR CONSTRUCTION

MASTER SEWER PLAN FOR:

WALK AT BOONE

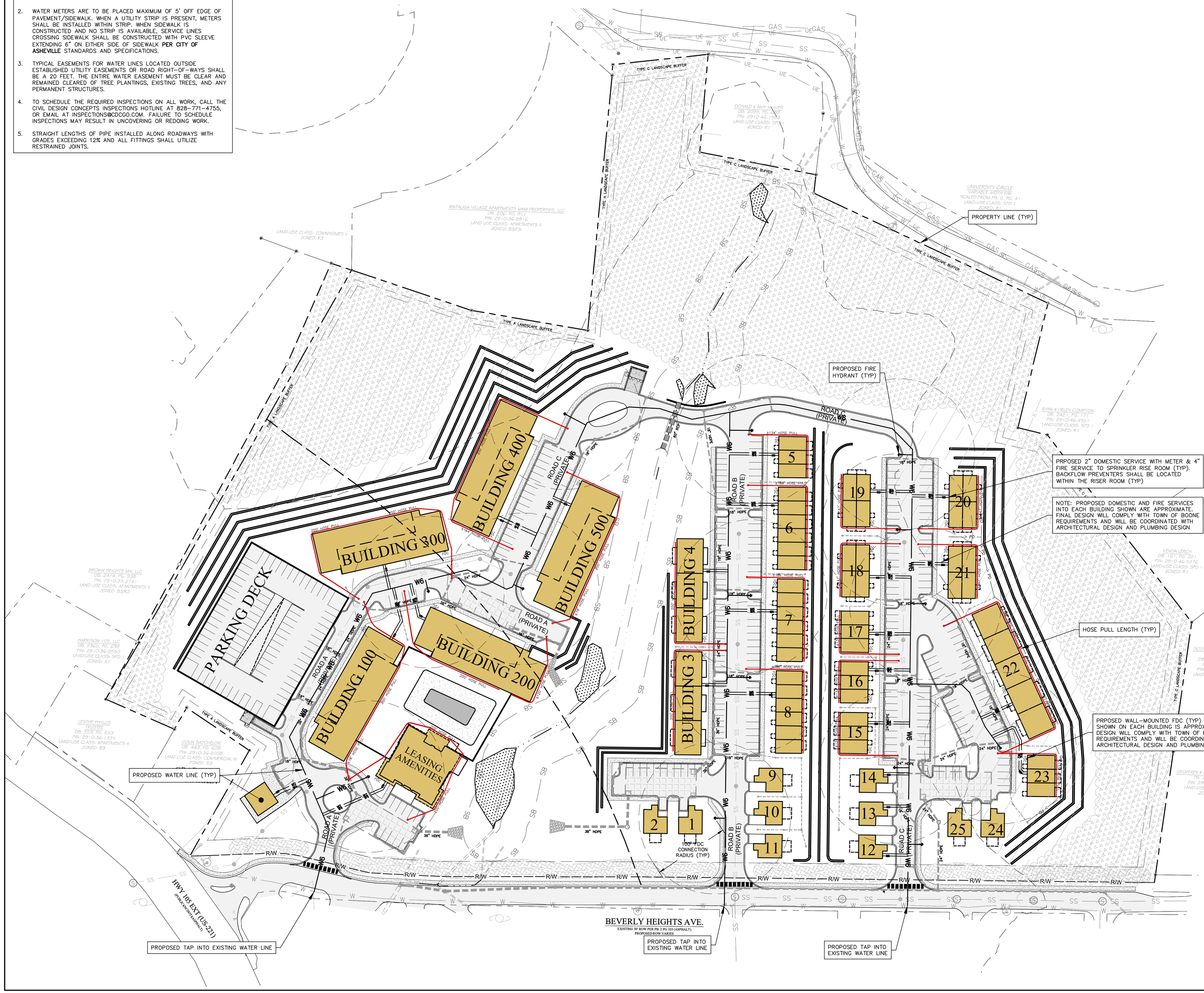
LCD ACQUISITIONS, LLC – TOWN OF BOONE, NORTH CAROLINA

DRAWN BY: MP
CDC PROJECT NO.: 26036
XXX PERMIT NO. XXXX

SHEET
C600

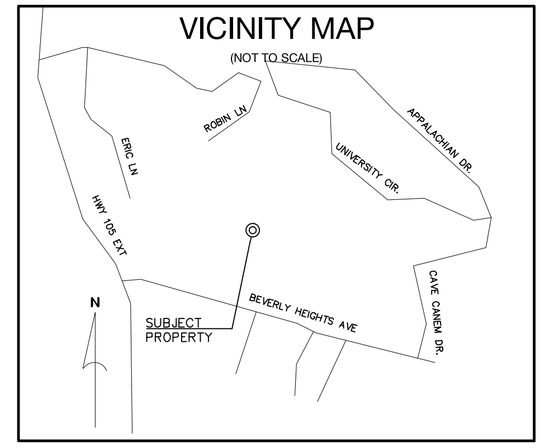
WATER NOTES

1. SEE WATER DETAIL SHEETS FOR ALL GENERAL WATER NOTES. CONTRACTOR RESPONSIBLE FOR INCLUSION OF DETAILS SHEETS WITH ALL WATER PLANS.
2. WATER METERS ARE TO BE PLACED MAXIMUM OF 5' OFF EDGE OF PAVEMENT/SIDEWALK. WHEN A UTILITY STRIP IS PRESENT, METERS SHALL BE INSTALLED WITHIN STRIP. WHEN SIDEWALK IS CONSTRUCTED AND NO STRIP IS AVAILABLE, SERVICE LINES CROSSING SIDEWALK SHALL BE CONSTRUCTED WITH PVC SLEEVE EXTENDING 6" ON EITHER SIDE OF SIDEWALK **PER CITY OF ASHEVILLE** STANDARDS AND SPECIFICATIONS.
3. TYPICAL EASEMENTS FOR WATER LINES LOCATED OUTSIDE ESTABLISHED UTILITY EASEMENTS OR ROAD RIGHT-OF-WAYS SHALL BE A 20 FEET. THE ENTIRE WATER EASEMENT MUST BE CLEAR AND REMAINED CLEARED OF TREE PLANTINGS, EXISTING TREES, AND ANY PERMANENT STRUCTURES.
4. TO SCHEDULE THE REQUIRED INSPECTIONS ON ALL WORK, CALL THE CIVIL DESIGN CONCEPTS INSPECTIONS HOTLINE AT 828-771-4755, OR EMAIL AT INSPECTIONS@CDCGO.COM. FAILURE TO SCHEDULE INSPECTIONS MAY RESULT IN UNCOVERING OR REDOING WORK.
5. STRAIGHT LENGTHS OF PIPE INSTALLED ALONG ROADWAYS WITH GRADES EXCEEDING 12% AND ALL FITTINGS SHALL UTILIZE RESTRAINED JOINTS.



VICINITY MAP

(NOT TO SCALE)



DEVELOPMENT DATA

OWNER/DEVELOPER:	LCD ACQUISITIONS, LLC 315 OCONEE STREET ATHENS, GA 30601
CONTACT:	CHASE POWELL (706) 543-1910
CIVIL ENGINEER:	CIVIL DESIGN CONCEPTS, P.A. 84 COXE AVENUE – SUITE 260 ASHEVILLE, NC 28801
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CURRENT ZONING:	B3/R3
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ROAD:	20'
INTERIOR:	17'
DISTURBED AREA:	17.4 AC
LIVABILITY AREA REQUIRED:	1.13 AC
LIVABILITY AREA PROVIDED:	1.18 AC
MAX BUILDING HEIGHT:	45'
PROPOSED UNIT COUNT:	185 UNITS
RECREATION SPACE:	REQUIRED = 1.15 AC (5%) PROVIDED = 5% OF SITE MIN.

	PRE	POST
IMPERVIOUS AREA:	0.24 ACRES (1%)	7.23 ACRES (31%)
PERVIOUS AREA:	22.87 ACRES (99%)	15.88 ACRES (69%)

SOLID WASTE:	DUMPSTER/COMPACTOR
PCCO:	PER ORDINANCE

WATER LEGEND

PROPOSED WATER LINE	W
PROPOSED WATER SERVICE	W2 W4 W6 W8
PROPOSED FIRE HYDRANT	
PROPOSED GATE VALVE	
PROPOSED AIR RELEASE VALVE	
PROPOSED WATER METER	

CDC INSPECTIONS HOTLINE:
828-771-4755 OR INSPECTIONS@CDCGO.COM

811 Know what's below. Call before you dig.

NORTH

MASTER WATER PLAN

GRAPHIC SCALE

60 0 30 60 120 180

(IN FEET)
1 inch = 60 ft.

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NCBELS #: C-2184 SCLLR #: 4736

NO.	DATE	DESCRIPTION	BY

PRELIMINARY NOT FOR CONSTRUCTION
PROGRESS DRAWING
DO NOT USE FOR CONSTRUCTION

MASTER WATER PLAN FOR:
LCD ACQUISITIONS, LLC – TOWN OF BOONE, NORTH CAROLINA

WALK AT BOONE

DRAWN BY: MP
CDC PROJECT NO.: 26036
XXX PERMIT NO. XXXX

SHEET
C700

WALK AT BOONE

BUILDING NUMBER/NAME	FOOTPRINT (SF)	TOTAL BUILDING AREA - ALL FLOORS (SF)	NUMBER OF STORIES	BUILDING HEIGHT (FT)
100, 200, 500	9,800	34,950	4	41.2
300, 400	9,800	25,150	3	41.2
1, 2 ,9, 10, 11, 12 ,13, 14 ,24, 25	1,200	1,200	1	17.5
3, 4	4,700	14,100	3	40.8
5, 15, 16, 17, 23	2,000	4,000	2	28.3
6, 7	3,700	11,100	3	38
8	3,900	7,800	2	28.3
18, 19, 20, 21	2,500	5,000	2	28.7
22	6,500	19,500	3	38.3
Leasing/Amenity	7,221	12,000	2	41
Retail (Grab and Go)	1,024	1,024	1	25.3
Parking Deck	29,000	116,000	4	44
Totals	**81,345**	**251,824**		

Exhibit 4

The Walk at Boone

Conceptual Rendering View Looking East

BEVERLY HEIGHTS AVE

NILES BOLTON ASSOCIATES

The Walk at Boone

Conceptual Rendering View Looking North



The Walk at Boone

Conceptual Rendering View Looking West

BEVERLY HEIGHTS AVE

NILES BOLTON ASSOCIATES

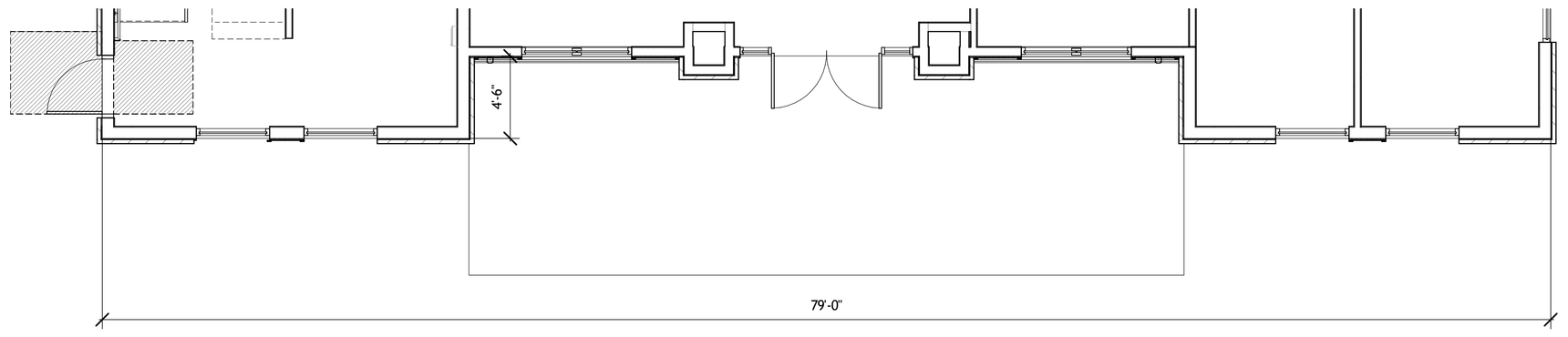
Clubhouse

Beverly Heights - Boone, NC

FEATURE TYPE	NO. PER
4'-0" OFFSET WALL	2
WINDOWS	18
CHANGE OF MATERIALS	2
COVERED ENTRY	1
WOODEN BRACKETS	1
TOTAL FEATURES	24

MASONRY CALCULATIONS	
WALL AREA:	2,384 SF
MASONRY AREA:	716 SF
PERCENTAGE:	30%
WINDOW AREA:	796 SF



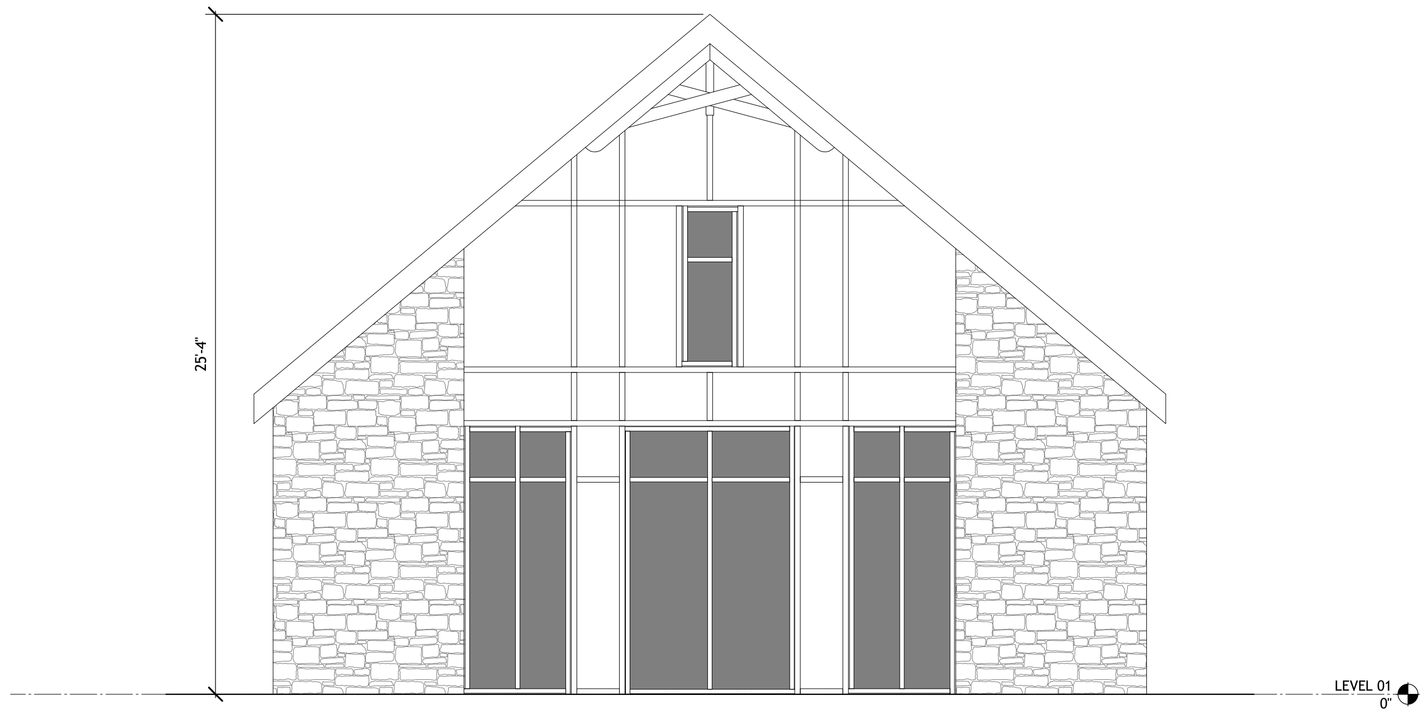


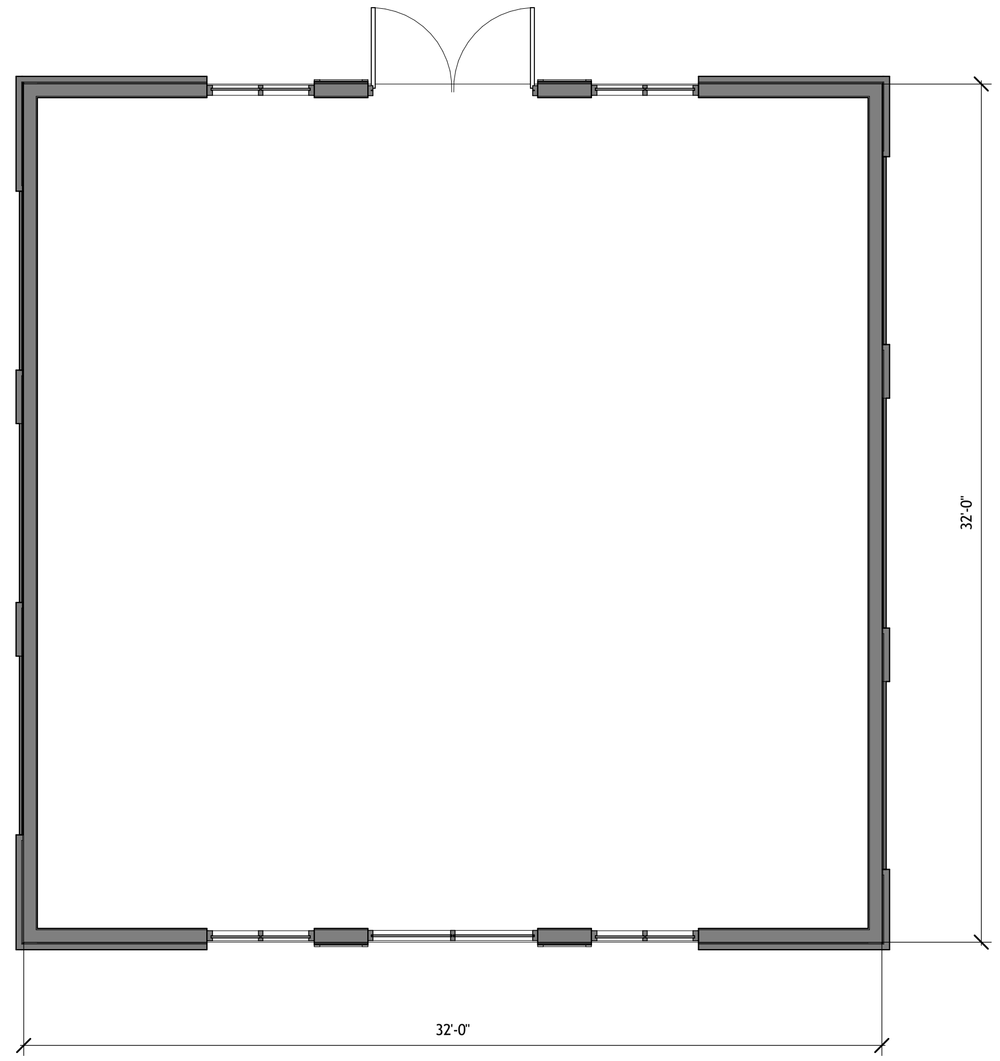
Grab & Go Market

Beverly Heights - Boone, NC

FEATURE TYPE	NO. PER
WINDOWS	4
CHANGE OF MATERIALS	2
WOODEN GABLE TRUSS	1
TOTAL FEATURES	7

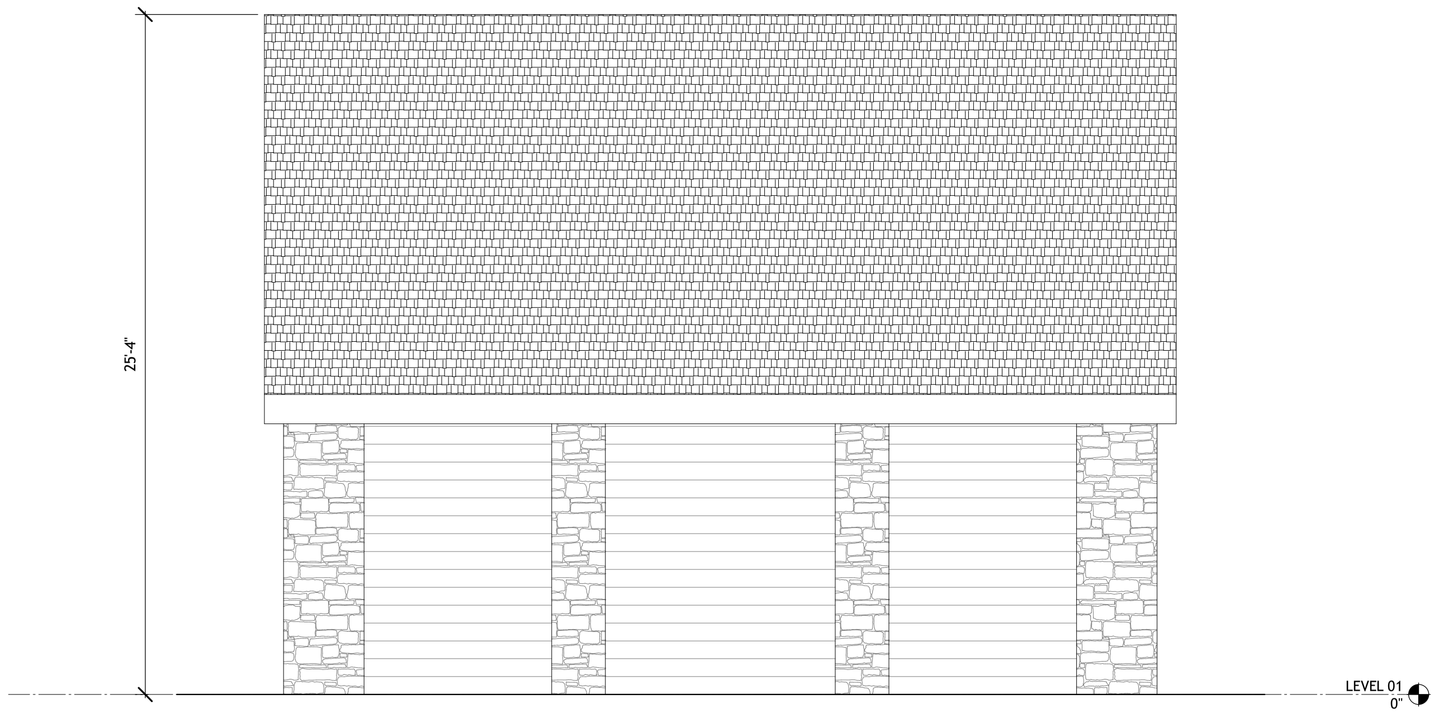
MASONRY CALCULATIONS	
WALL AREA:	570 SF
MASONRY AREA:	195 SF
PERCENTAGE:	34%
WINDOW AREA:	155 SF





FEATURE TYPE	NO. PER
CHANGE OF MATERIALS	2
PILASTERS	4
TOTAL FEATURES	6

MASONRY CALCULATIONS	
WALL AREA:	328 SF
MASONRY AREA:	100 SF
PERCENTAGE:	30%
WINDOW AREA:	N/A



BASEMENT CONDITION ONLY EXISTS IN BUILDINGS 100, 200, 500

21BA-14

Beverly Heights - Boone, NC

BUILDING NUMBERS: 100, 200, 300, 400, 500

FEATURE TYPE	NO. PER
3'-6" OFFSET WALL	2
WINDOWS	42
CHANGE OF MATERIALS	2
COVERED ENTRY	1
AWNING	6
WOODEN BRACKETS	3
CORNICE BEAMS	2
WOODEN GABLE TRUSS	2
TOTAL FEATURES	60

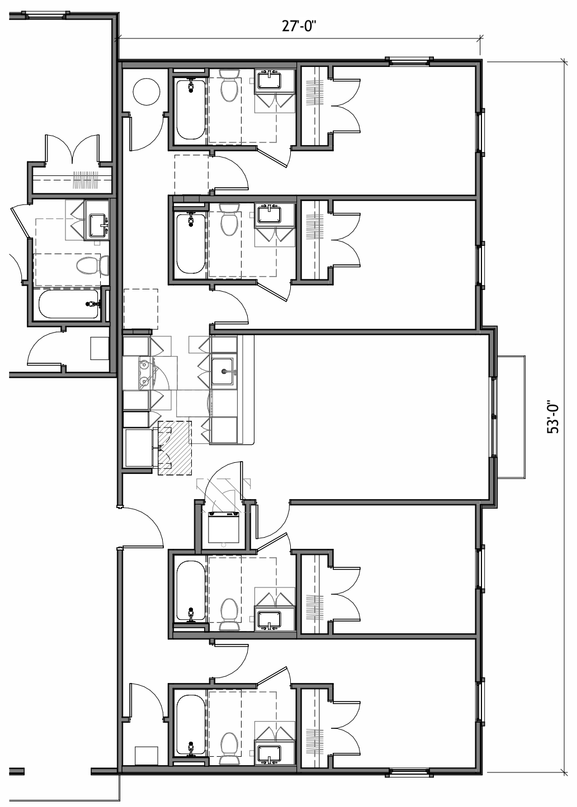
MASONRY CALCULATIONS	
WALL AREA:	5,595 SF
MASONRY AREA:	2,141 SF
PERCENTAGE:	38%
WINDOW AREA:	645 SF



FEATURE TYPE	NO. PER
4'-0" OFFSET WALL	2
WINDOWS	24
CHANGE OF MATERIALS	2
AWNING	2
WOODEN BRACKETS	1
WOODEN GABLE TRUSS	1
TOTAL FEATURES	32

MASONRY CALCULATIONS	
WALL AREA:	2,225 SF
MASONRY AREA:	716 SF
PERCENTAGE:	32%
WINDOW AREA:	360 SF





3P-1424

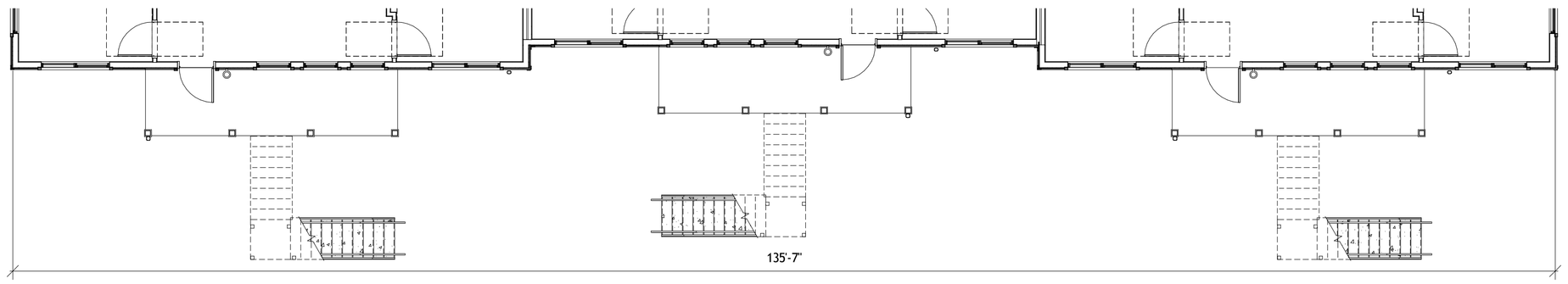
Beverly Heights - Boone, NC

BUILDING NUMBERS: 3, 4

FEATURE TYPE	NO. PER
2'-0" OFFSET WALL	2
WINDOWS	51
CHANGE OF MATERIALS	2
COVERED ENTRY	3
CORNICE BEAMS	2
WOODEN GABLE TRUSS	2
TOTAL FEATURES	62

MASONRY CALCULATIONS	
WALL AREA:	4,355 SF
MASONRY AREA:	1,134 SF
PERCENTAGE:	26%
WINDOW AREA:	765 SF





3R-23

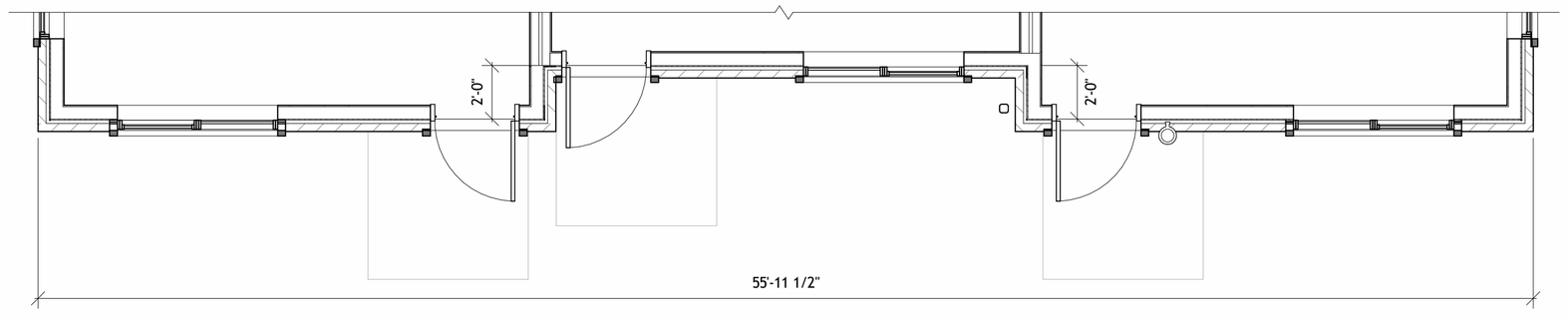
Beverly Heights - Boone, NC

BUILDING NUMBERS: 5, 15, 16, 17, 23

FEATURE TYPE	# PER
2'-0" OFFSET WALL	2
WINDOWS	12
AWNING	3
CHANGE OF MATERIALS	3
WOODEN GABLE TRUSS	2
TOTAL FEATURES	22

MASONRY CALCULATIONS	
WALL AREA:	1140 SF
MASONRY AREA:	344 SF
PERCENTAGE:	30%
WINDOW AREA:	180 SF





153_MISSOURI_ROW APARTMENTS_central_LoranKVJZV.rvt
16:25 AM

6R-34

Beverly Heights - Boone, NC

BUILDING NUMBERS: 6, 7

FEATURE TYPE	# PER
2'-0" OFFSET WALL	4
WINDOWS	36
AWNING	6
CHANGE OF MATERIALS	3
WOODEN GABLE TRUSS	3
ROOF LINE WOOD BLOCKS	3
WOOD BRACKETS	6
TOTAL FEATURES	61

MASONRY CALCULATIONS	
WALL AREA:	3174 SF
MASONRY AREA:	1078 SF
PERCENTAGE:	34%
WINDOW AREA:	540 SF



153_MISSOURI_ROW APARTMENTS_central_loranKVJZV.rvt
10:36 AM

6R-23

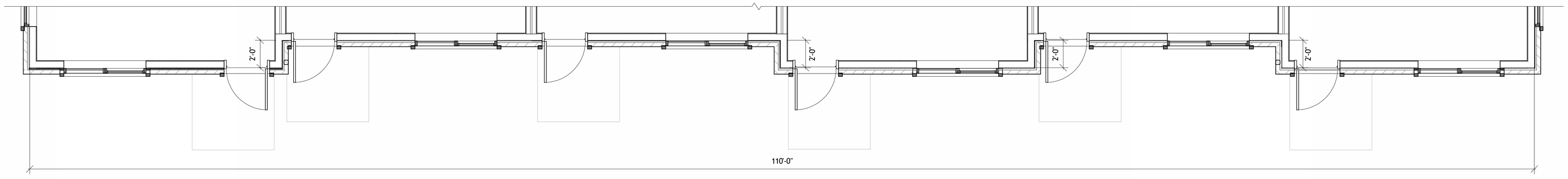
Beverly Heights - Boone, NC

BUILDING NUMBERS: 8

FEATURE TYPE	# PER
2'-0" OFFSET WALL	4
WINDOWS	24
AWNING	6
CHANGE OF MATERIALS	3
WOODEN GABLE TRUSS	3
TOTAL FEATURES	40

MASONRY CALCULATIONS	
WALL AREA:	2223 SF
MASONRY AREA:	710 SF
PERCENTAGE:	32%
WINDOW AREA:	360 SF





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26:28 AM

Q-22

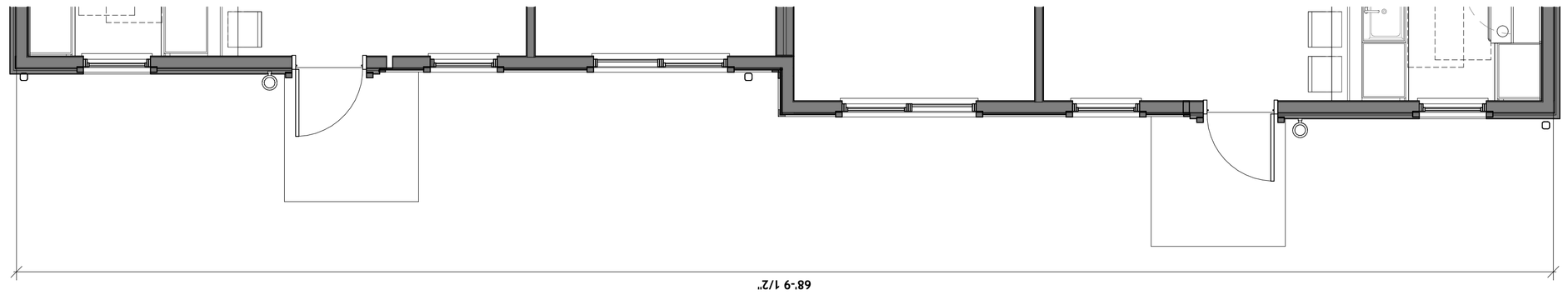
Beverly Heights - Boone, NC

BUILDING NUMBERS: 18, 19, 20, 21

FEATURE TYPE	NO. PER
2'-0" OFFSET WALL	1
WINDOWS	12
CHANGE OF MATERIALS	2
COVERED ENTRY	2
WOODEN GABLE TRUSS	1
TOTAL FEATURES	18

MASONRY CALCULATIONS	
WALL AREA:	1,107 SF
MASONRY AREA:	348 SF
PERCENTAGE:	31%
WINDOW AREA:	180 SF





5P-1323

Beverly Heights - Boone, NC

BUILDING NUMBERS: 22

FEATURE TYPE	NO. PER
2'-0" OFFSET WALL	4
WINDOWS	60
CHANGE OF MATERIALS	2
COVERED ENTRY	5
WOODEN GABLE TRUSS	5
TOTAL FEATURES	76

MASONRY CALCULATIONS	
WALL AREA:	5,680 SF
MASONRY AREA:	1,568 SF
PERCENTAGE:	28%
WINDOW AREA:	900 SF



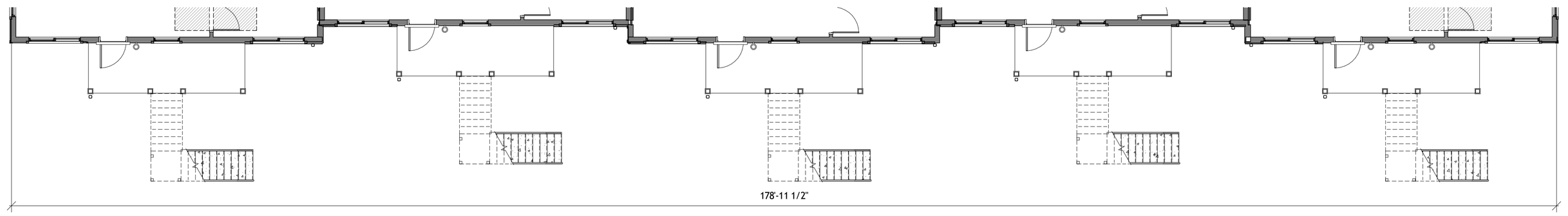


Exhibit 5

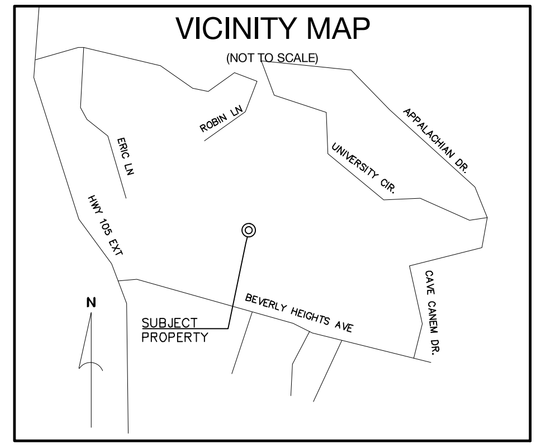
SITE NOTES

1. ALL SITEWORK SHALL BE IN ACCORDANCE WITH ALL LOCAL, STATE, AND NATIONAL REGULATORY STANDARDS AND ALL REQUIREMENTS IN THE PROJECT TECHNICAL SPECIFICATIONS.
2. SINGLE-PHASE CONSTRUCTION.
3. ALL WORK MUST BE PERFORMED BY A NORTH CAROLINA LICENSED CONTRACTOR.
4. TO SCHEDULE THE REQUIRED INSPECTIONS ON ALL WORK, CALL THE CIVIL DESIGN CONCEPTS INSPECTIONS HOTLINE AT 828-771-4755, OR EMAIL AT INSPECTIONS@CDCGO.COM. FAILURE TO SCHEDULE INSPECTIONS MAY RESULT IN UNCOVERING OR REDOING WORK
5. CONTRACTOR IS RESPONSIBLE FOR LOCATING AND VERIFYING THE EXACT LOCATION AND ELEVATION FOR ALL UTILITIES PRIOR TO CONSTRUCTION. NOTIFY ENGINEER OF ANY CONFLICTS OR DISCREPANCIES. THE LOCATION OF SOME UTILITIES SHOWN ON THE PLANS HAVE BEEN APPROXIMATED. ALL BURIED UTILITIES HAVE NOT BEEN SHOWN ON THE PLANS AND IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THEIR LOCATION PRIOR TO CONSTRUCTION. CONTACT ENGINEER TO CONFIRM IF ADDITIONAL PERMITS ARE NEEDED.
6. CONTRACTOR SHALL PROTECT EXISTING SITE FEATURES (SHOWN TO REMAIN) AND NEWLY COMPLETED WORK DURING CONSTRUCTION. ANY DAMAGE INCURRED DURING OR RESULTING FROM CONSTRUCTION ACTIVITY IS THE RESPONSIBILITY OF THE CONTRACTOR AND IS TO BE REPAIRED IN ACCORDANCE WITH APPLICABLE STANDARDS OF APPROPRIATE AGENCIES AT THE CONTRACTOR'S EXPENSE.
7. THE CONTRACTOR IS TO NOTIFY ALL UTILITY COMPANIES AT LEAST 72 HOURS BEFORE CONSTRUCTION ACTIVITY IS TO BEGIN. THE CONTRACTOR SHALL NOTIFY ULOCO AT 1-800-632-4949 OR 811, 72 HOURS BEFORE CONSTRUCTION BEGINS.
8. SIDEWALKS SHALL BE CONSTRUCTED IN ORDER TO PROVIDE POSITIVE DRAINAGE AWAY FROM ALL STRUCTURES. SIDEWALKS TO MEET ALL ADA/PROWAG STANDARDS. CONTRACTOR TO NOTIFY ENGINEER AFTER FORMING BUT PRIOR TO POURING SIDEWALK. ANY SIDEWALK/CROSSWALK NOT INSTALLED TO REQUIRED STANDARDS SHALL BE REMOVED AND REPLACED AT CONTRACTORS EXPENSE.
9. ALL RADII LISTED ARE FROM FACE OF CURB UNLESS OTHERWISE NOTED. ALL PARKING LOT RADII ARE 30' UNLESS OTHERWISE NOTED.
10. ALL ROAD/PARKING LOT IMPROVEMENTS, STRIPING AND SIGNAGE SHALL BE IN ACCORDANCE WITH THE LOCAL JURISDICTION AND THE LATEST MANUAL ON UNIFORM TRAFFIC CONTROL DEVICE (MUTCD). CONTRACTOR MAY USE A PAINT SUITABLE FOR ASPHALT APPLICATION IN LIEU OF THERMOPLASTIC WITH PRIOR APPROVAL FROM THE ENGINEER.
11. CURB AND GUTTER ON THE HIGH SIDE OF PAVED AREAS AND ROADS SHALL BE CONSTRUCTED WITH SPILLOUT CURB AND GUTTER. CURB AND GUTTER ON THE LOW SIDE SHALL BE CONSTRUCTED WITH STANDARD CURB AND GUTTER; REFER TO SPILLOUT CURB AND GUTTER DETAILS. CURB END TREATMENT SHALL BE APPLIED AT ALL CURB ENDS; REFER TO CURB END TREATMENT DETAIL.
12. PROPOSED ROADS TO BE PRIVATE. NCDOT IS NOT RESPONSIBLE FOR ANY ROAD MAINTENANCE.



VICINITY MAP

(NOT TO SCALE)



DEVELOPMENT DATA

OWNER/DEVELOPER:	LCD ACQUISITIONS, LLC 315 OCONEE STREET ATHENS, GA 30601
CONTACT:	CHASE POWELL (706) 543-1910
CIVIL ENGINEER:	CIVIL DESIGN CONCEPTS, P.A. 84 COXE AVENUE - SUITE 260 ASHEVILLE, NC 28801
CONTACT:	GREGORY R. HOFFMAN, P.E. (828) 252-5388
SURVEYOR:	THREE NOTCH GROUP 122 LYMAN STREET ASHEVILLE, NC 28801
CONTACT:	TREY A. SHRIVER (828) 232-4700
ARCHITECT:	NILES BOLTON ASSOCIATES 3060 PEACHTREE RD NW, SUITE 600 ATLANTA, GA 30305
CONTACT:	CHRISTOPHER R. FORTNER (404) 365-7600

PROJECT DATA

PIN:	2910-36-7347; 2910-46-0833; 2910-46-1791; 2910-46-26; 2910-46-3578
ADDRESS:	115 BEVERLY HEIGHTS AVE
DEED BOOK/PAGE:	502/247; 502/253; 502/538
PROJECT ACREAGE:	23.11± ACRES
CURRENT ZONING:	B3/R3
PROPOSED ZONING:	B-3 CZD
SETBACKS:	
ROAD:	20'
INTERIOR:	17'
DISTURBED AREA:	17.4 AC
LIVABILITY AREA REQUIRED:	1.13 AC
LIVABILITY AREA PROVIDED:	1.18 AC
MAX BUILDING HEIGHT:	45'
PROPOSED UNIT COUNT:	185 UNITS
RECREATION SPACE:	REQUIRED = 1.15 AC (5%) PROVIDED = 5% OF SITE MIN.
	PRE / POST
IMPERVIOUS AREA:	0.24 ACRES (1%) / 7.23 ACRES (31%)
PERVIOUS AREA:	22.87 ACRES (99%) / 15.88 ACRES (69%)
SOLID WASTE:	DUMPSTER/COMPACTOR
PCCO:	PER ORDINANCE

SITE LEGEND

- SETBACK LINE
- ROAD CENTER LINE
- LANDSCAPE BUFFER
- PROPOSED LIGHT DUTY PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- PROPOSED CONCRETE SIDEWALK
- PROPOSED EARTHEN BERM

CDC INSPECTIONS HOTLINE:
828-771-4755 OR INSPECTIONS@CDCGO.COM

811 Know what's below. Call before you dig.

NORTH

MASTER SITE PLAN

GRAPHIC SCALE

60 0 30 60 120 180

(IN FEET)
1 inch = 60 ft.

84 COXE AVENUE - SUITE 260
ASHEVILLE, NC 28801
PHONE (828) 252-5388

110 WEST 1ST AVENUE - SUITE A
EASLEY, SC 29640
PHONE (864) 242-0072

52 WALNUT STREET - SUITE 9
WAKE FOREST, NC 27587
PHONE (828) 452-4410

CDC Civil Design Concepts, PA
www.cdcgo.com
NCBELS #: C-2184 SCLLR #: 4736

NO.	DESCRIPTION	DATE	BY

I, CAROLINE R. HOFFMAN, PE, NC PE #049191, AM AUTHORIZED TO ADMINISTER THE PROVISIONS OF CHAPTER 93E OF THE NORTH CAROLINA GENERAL STATUTES FOR THE PURPOSES OF REVIEW AND APPROVAL OF THIS PLAN AND INITIAL AS EVIDENCE OF SUCH APPROVAL.

PROGRESS DRAWING. DO NOT USE FOR CONSTRUCTION

MASTER SITE PLAN FOR:

WALK AT BOONE

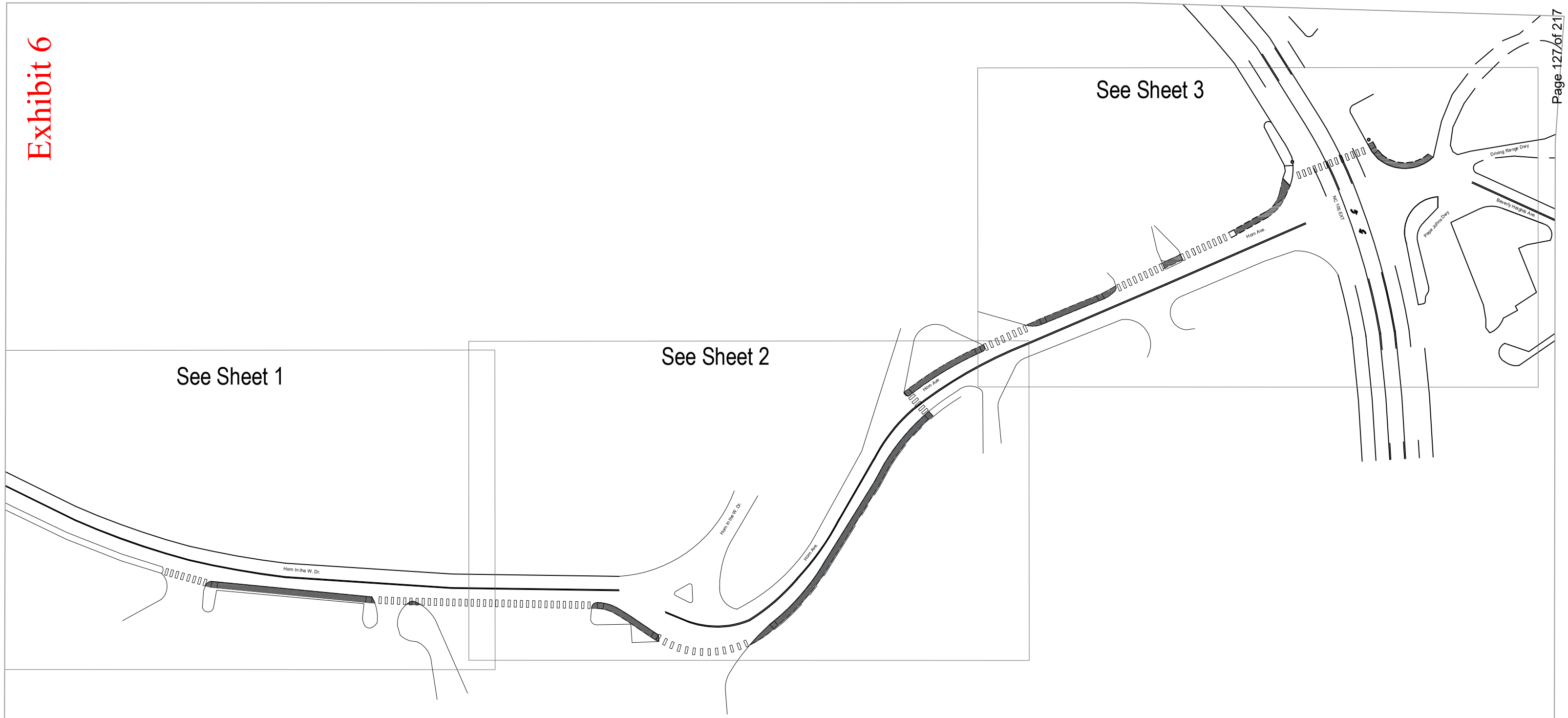
LCD ACQUISITIONS, LLC – TOWN OF BOONE, NORTH CAROLINA

DRAWN BY: MP
CDC PROJECT NO.: 26036
XXX PERMIT NO. XXXX

SHEET
C200

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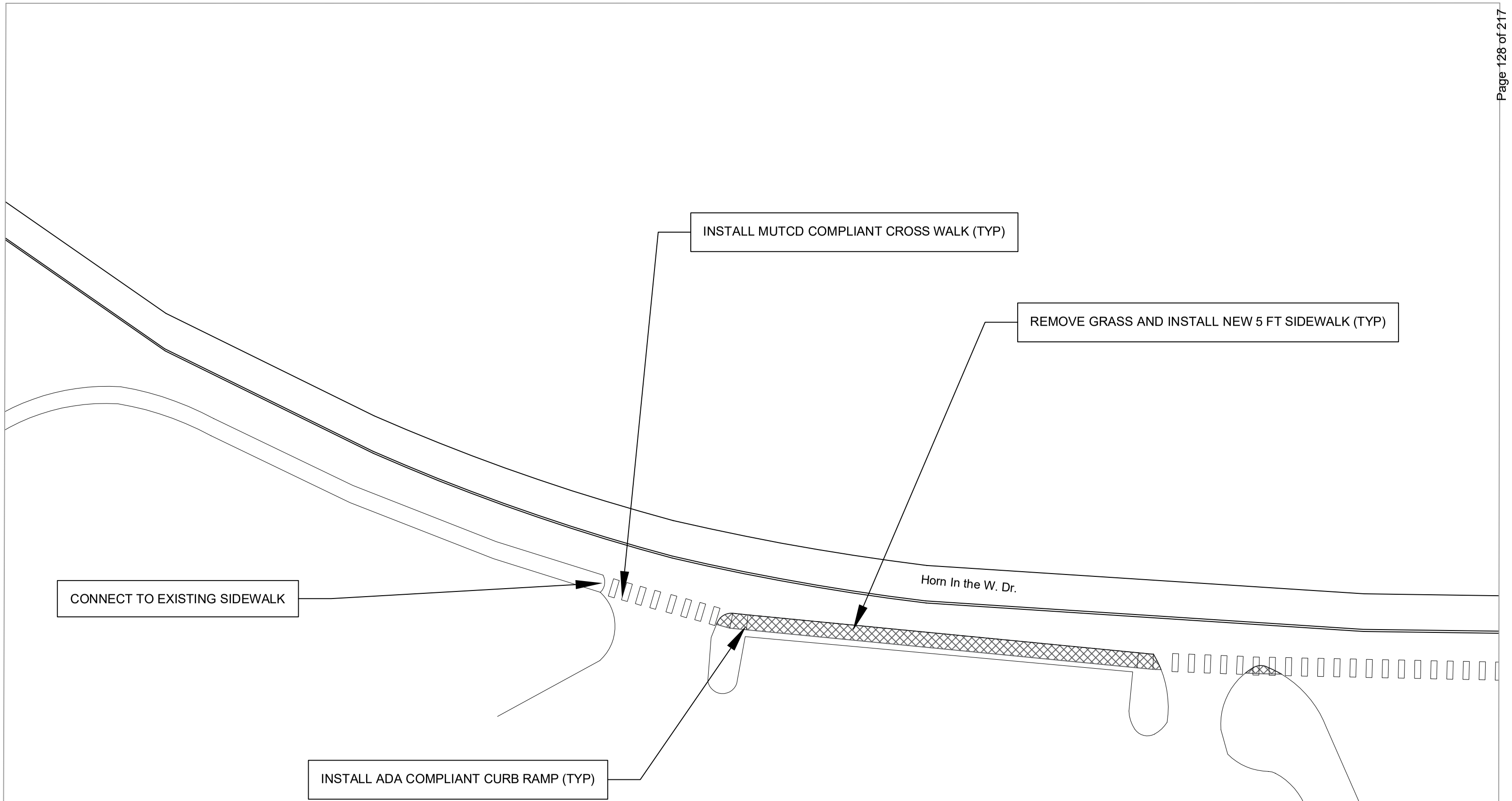
Exhibit 6



Conceptual (Not For Construction)

SHEET NUMBER	5/4/26	PROJECT:	SHEET TITLE	NORTH ARROW	J.M. TEAGUE Engineering & Planning — Est. 2010 — 1155 N. MAIN ST. WAYNESVILLE NC 28786
	SCALE: NTS	Walk at Boone	Sidewalk Plan	N	
	DRAWN: P. BOWMAN				
	CHECKED: D. HYDER				
	PROJECT No.: WAYN 1582	Boone, NC 28607			

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SHEET NUMBER	1
	5/4/26
SCALE:	NTS
DRAWN:	P. BOWMAN
CHECKED:	D. HYDER
PROJECT No.:	WAYN 1582

PROJECT:

Walk at Boone

Boone, NC 28607

SHEET TITLE

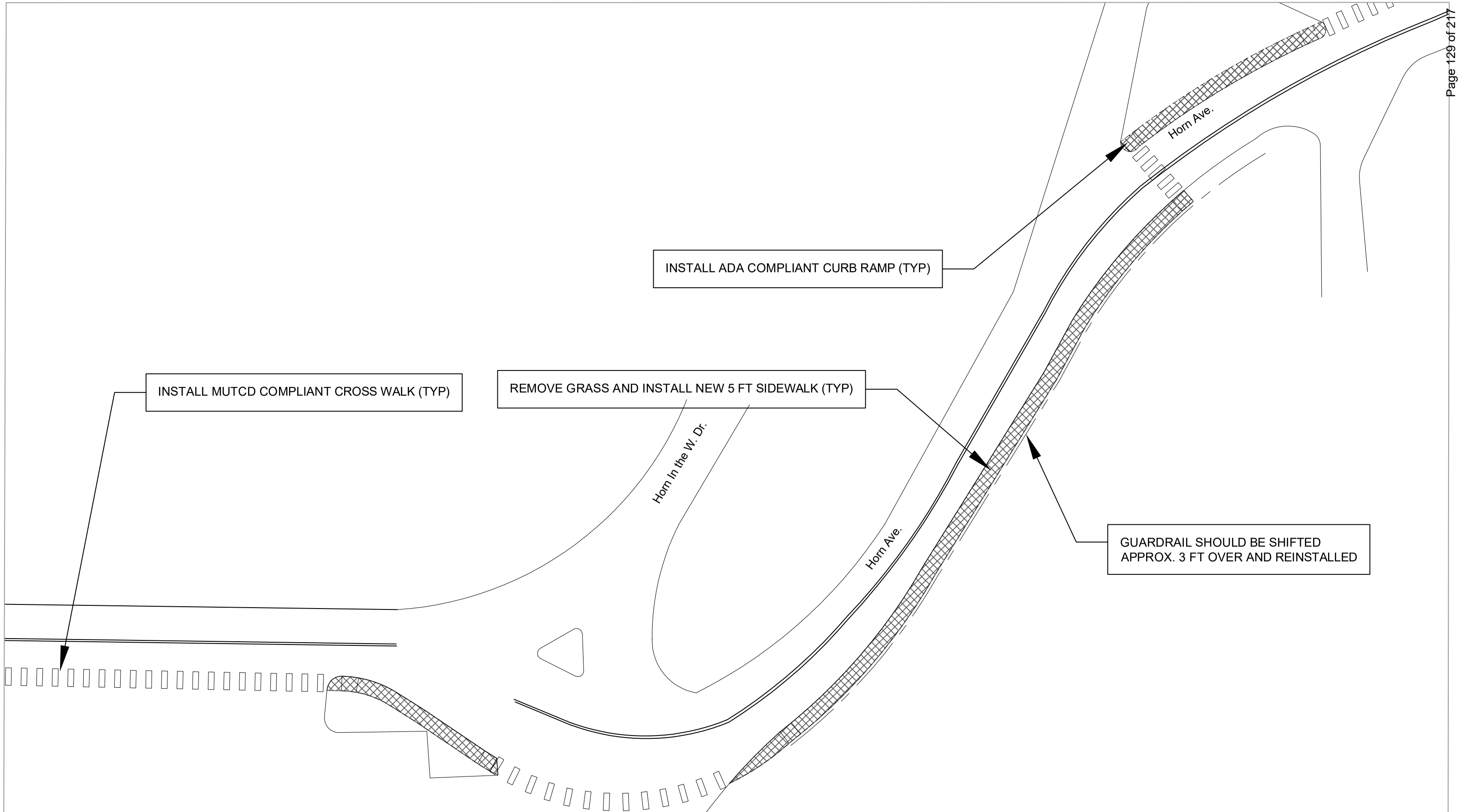
Sidewalk Plan

NORTH ARROW

N

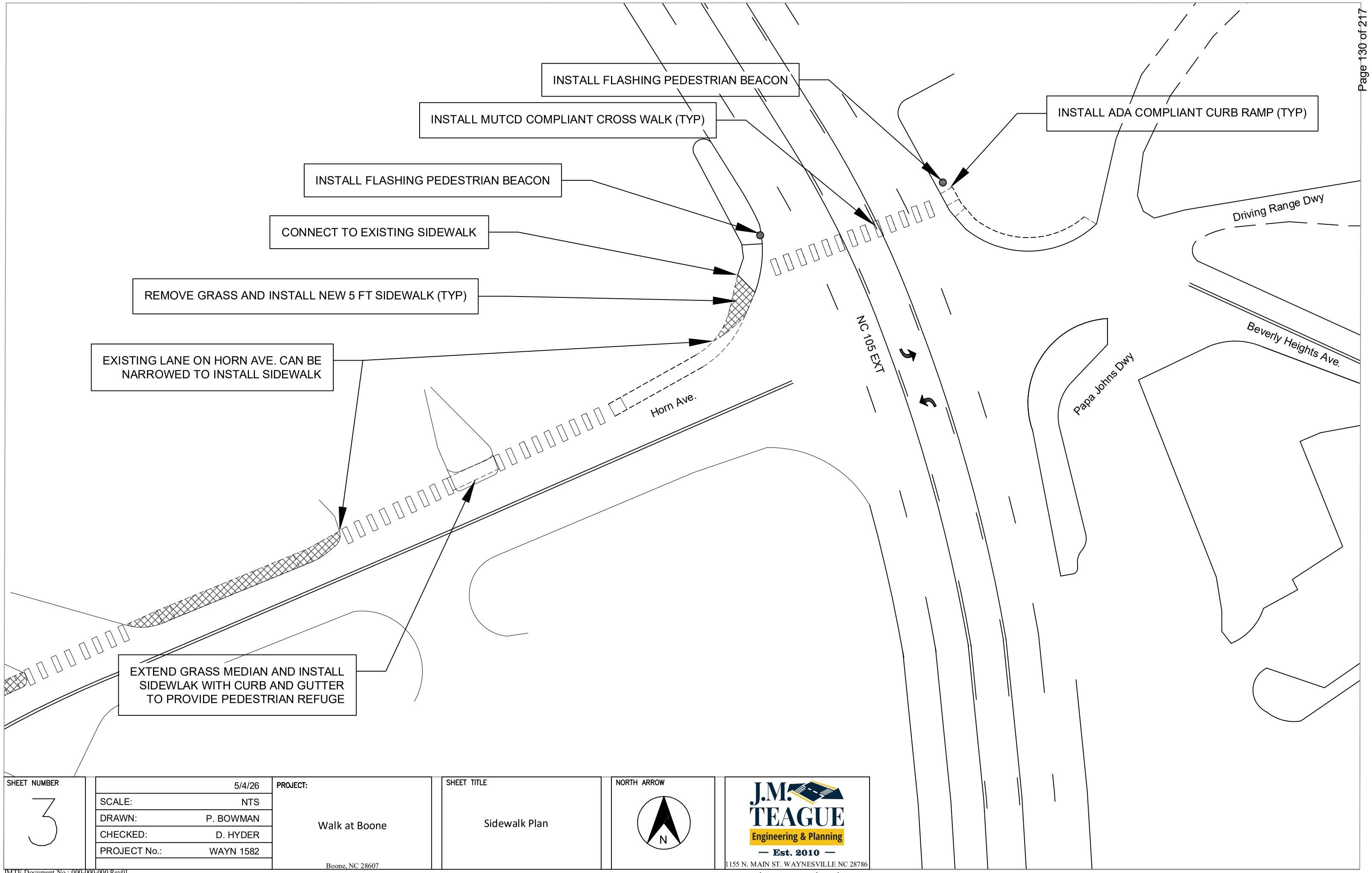
J.M. TEAGUE
Engineering & Planning
— Est. 2010 —
1155 N. MAIN ST. WAYNESVILLE NC 28786
www.jmteagueengineering.com

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SHEET NUMBER: 2	5/4/26 SCALE: NTS DRAWN: P. BOWMAN CHECKED: D. HYDER PROJECT No.: WAYN 1582	PROJECT: Walk at Boone, Boone, NC 28607	SHEET TITLE: Sidewalk Plan	NORTH ARROW: N	J.M. TEAGUE Engineering & Planning — Est. 2010 — 1155 N. MAIN ST. WAYNESVILLE NC 28786

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SHEET NUMBER	5/4/26	PROJECT:	SHEET TITLE	NORTH ARROW	J.M. TEAGUE Engineering & Planning — Est. 2010 —
3	SCALE: NTS	Walk at Boone	Sidewalk Plan	N	1155 N. MAIN ST. WAYNESVILLE NC 28786
	DRAWN: P. BOWMAN				
	CHECKED: D. HYDER				
	PROJECT No.: WAYN 1582	Boone, NC 28607			

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Exhibit 7

LEGEND
——— - Existing Lane
——— - Proposed Lane
— — - Existing Lane To Be Removed

Raised Monolithic Island (RIRO)

Insert "Right Turn Only" sign (MUTCD #R3-5R)

Driving Range Dwy

Beverly Heights Ave.

NC 105 EXT

Papa Johns Dwy

Horn Ave.

Conceptual (Not For Construction)

SHEET NUMBER	5/13/26 SCALE: NTS DRAWN: P. BOWMAN CHECKED: D. HYDER PROJECT No.: WAYN 1582	PROJECT: Walk at Boone Boone, NC 28607	SHEET TITLE Mitigation Drawing	NORTH ARROW N	[redacted] 1155 N. MAIN ST. WAYNESVILLE NC 28786

Exhibit 8

J.M. TEAGUE Engineering & Planning — Est. 2010 —

1155 N. Main Street
Waynesville, NC 28786
(P) 828.456.8383
(F) 828.456.8797
www.jmteagueengineering.com

Driving Range Apartments
Traffic Impact Analysis

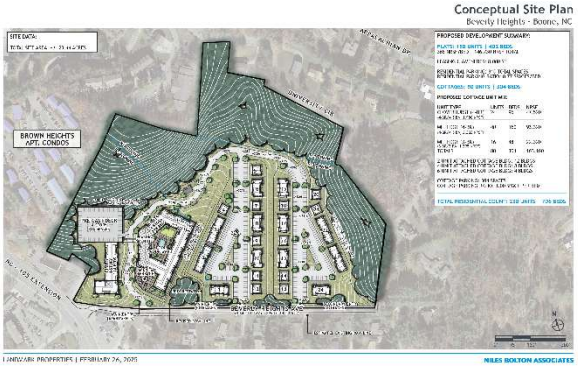
Located in

Boone, North Carolina

DRAFT

Prepared For:

Landmark Construction, LLC
Bridgette Ganter
Bridgette.Ganter@LandmarkProperties.com
315 Oconee Street
Athens, GA 30601



Prepared By:

David Hyder, P.E., Engineering Director
J.M. Teague Engineering & Planning
david@jmteagueengineering.com
828.456.8383

5/13/2026

JMTE #: WAYN 1582

DRAFT

Boone Driving Range Apartments

Traffic Impact Analysis

Boone, North Carolina

Prepared by:

1155 North Main Street
Waynesville, NC 28786
828-456-8383

DRAFT

David W. Hyder, P.E.

5/13/2026

DRAFT

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LIST OF ABBREVIATIONS

AADT	Annual average daily traffic
ADT	Average Daily Traffic
AM	Morning peak period
ARMs	*Access and Roadside Management Standards* (South Carolina)
CBD	Central Business District
CIP	Capital Improvement Program
DOT	Department of Transportation
Driveway Manual	*Policy on Street and Drive Access to North Carolina Highways*
FAI	Functional Area of the Intersection:
FC	Functional Classification
ft. or ‘	Foot
HCM	Highway Capacity Manual
in. or ”	Inch
KSF	Thousand Square Feet
LOS	Level of Service
LUC	Land Use Code
MUTCD	Manual On Uniform Traffic Control Devices
NCDOT	The North Carolina Department of Transportation
PHF	Peak Hour Factor (a measure of traffic variability)
PM	Afternoon peak period
q	Flow rate (vehicle/hour)
Q	Queue Length in feet
Q95	95th Percentile Queue in feet
RIRO	Right-in/Right-out
Sec.	Second
SimTraffic	A traffic simulation extension of the Synchro Package that randomly simulates intersection operations
STIP	State Transportation Improvement Program
Subdivision Roads	Subdivision Roads Minimum Construction Standards (NCDOT)
SYNCHRO	A dedicated analysis package that implements the HCM
T	Trips
TMP	Traffic Management Plan
TWLTL	Two-way Left Turn Lane
v/c	V over C or the volume-to-capacity ratio

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INTRODUCTION

Landmark Construction, LLC plans to develop an apartment complex including 185 apartment units (642 beds) at the existing driving range at 115 Beverly Heights Avenue in Boone, North Carolina. Figure 1 shows the project location. The build-out year for this single-phase project is 2027.

The Traffic Impact Analysis (TIA) assesses the development's impact on transportation infrastructure, addressing traffic flow, safety, and compliance with relevant codes.

If built as proposed, the recommended mitigation measures ensure the project meets transportation and safety standards. It is the opinion of the Engineer that the development will not adversely affect public health, safety, or welfare, nor will it necessitate additional public expenditures. Agency coordination ensured the analysis adhered to local and state guidelines.

AGENCY COORDINATION AND SCOPING

J.M. Teague Engineering & Planning developed the TIA in coordination with the North Carolina Department of Transportation (NCDOT) Division 11, District 2, and the Town of Boone. A 1.0% annual growth rate was agreed upon for forecasting background traffic, and analysis focused on 10 existing intersections and 2 new access points in the project area.

1. NC 105 Ext. and King Street
2. NC 105 Ext. and Horn Ave./ Beverly Heights Ave.
3. NC 105 Ext. and State Farm Road
4. US 221 and US 321
5. US 221 and Shadowline Drive
6. Shadowline Drive and State Farm Road
7. State Farm Road and VFW Drive
8. State Farm Road and Berkeley Ave.
9. Beverly Heights Ave. and Sheridan Ave.
10. Beverly Heights Ave. and Berkeley Ave.

EXISTING CONDITIONS

Land Use: NC 105 Extension (US 221) is a commercial corridor backing up to residential land uses, with Appalachian State University approximately 1 mile to the west.

Roadway Network: The NCDOT classifies US 221 as an other principal arterial with an AADT of 41,000 and a speed limit of 35 MPH. NC 105 is an other principal arterial with an AADT of 30,500 and a speed limit of 35 MPH. US 321 is a minor arterial with an annual average daily traffic (AADT) of 25,500 and a speed limit of 35 mph. State Farm Road is a major collector with an AADT of 11,500 and a speed limit of 35 MPH. Beverly Heights Ave., VFW Drive, Horn Ave, Berkeley Ave., and Sheridan Ave. are all local streets with speed limits of 20 MPH.

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Safety: The NCDOT database recorded that there have been 138 crashes reported at the intersection of US 321 and US 221, 46 crashes reported at the intersection of NC 105 and State Farm Road, and 54 crashes at the intersection of US 221 and Shadowline Drive between 2020 and 2024. Out of these crashes, no fatal crashes and only two crashes with serious injuries were reported. Sight distance at the site access points will exceed the required 200 feet for the posted speed limit once some trees are removed.

KEY FINDINGS

1. **Traffic Flow and Capacity**:
    - The project generates an estimated 2,549 daily trips, with 108 trips during the morning peak hour and 199 during the evening peak hour.
    - Intersection 2 operates at a level of service F in the background and build out case. All other intersections operate at acceptable levels.
2. Sight Distance and Protected Stem:

The access points will meet the required sight distance and will include a 100-foot protected stem to ensure safe operations.

3. Fire Code and Emergency Access:

The North Carolina Fire Code requires either two separate access points or a fire sprinkler system for developments with more than 100 homes. The site plan (see Figure 2) provides three access points meeting the fire code requirements.

RECOMMENDED MITIGATIONS

Intersection 2: The Engineer recommends converting this intersection to a right-in in right-out intersection.

The Engineer recommends that Landmark Construction modernize Beverly Heights Drive, along the width of its frontage, to a modern two-lane two-way cross section. Any construction should meet the stricter of NCDOT standards or Town of Boone Standards.

Sight distance at the site access points will exceed the required 200 feet for the posted speed limit once some trees are removed. It is Landmark Constructions' responsibility to ensure adequate sight distance for the duration of construction.

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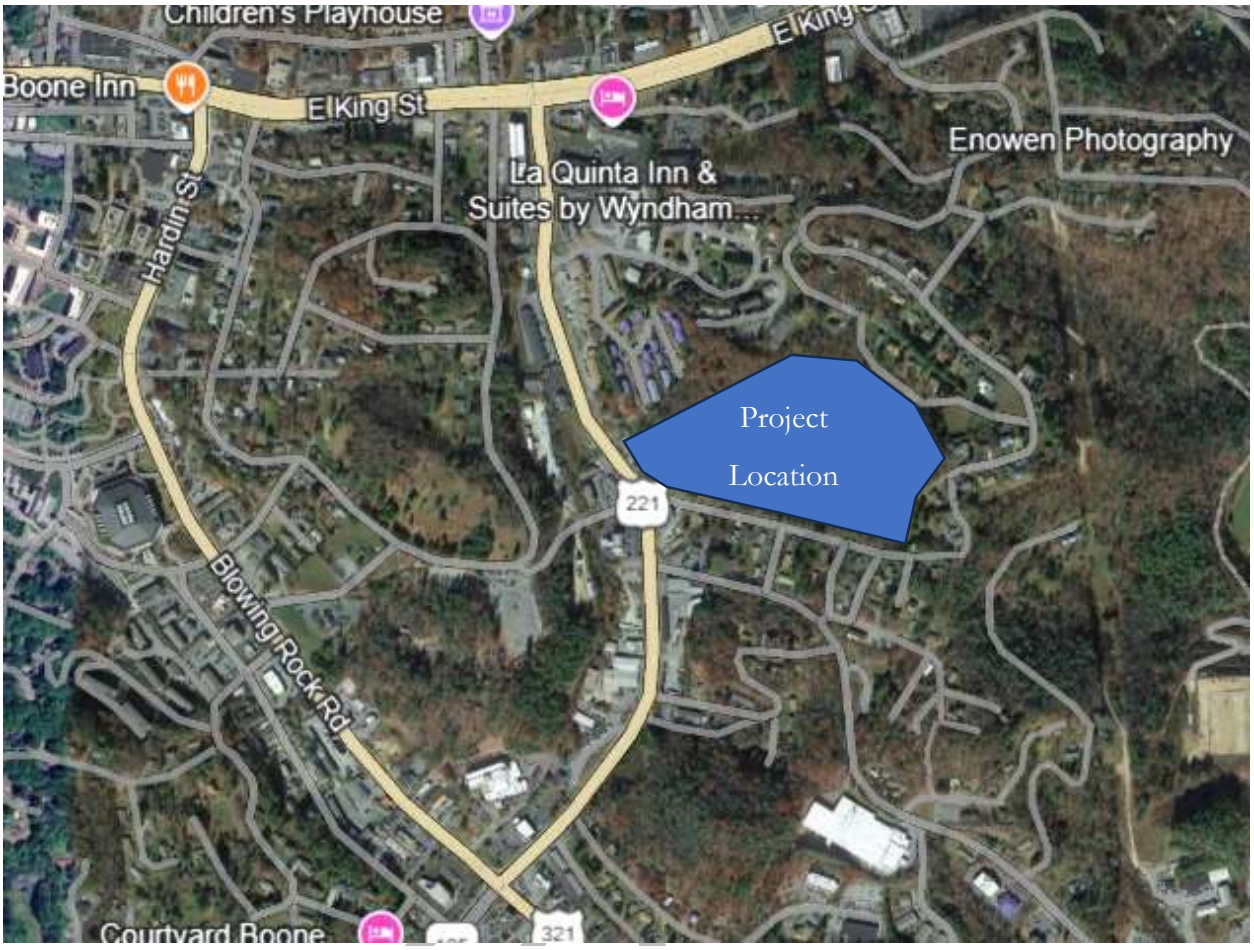


Figure 1: Proposed Boone Driving Range Apartments Site

PROJECT DESCRIPTION

Landmark Construction LLC proposes to develop 185 apartment units on approximately 23.44 acres of land in Boone, North Carolina. Figure 2 shows the site plan for the proposed project.

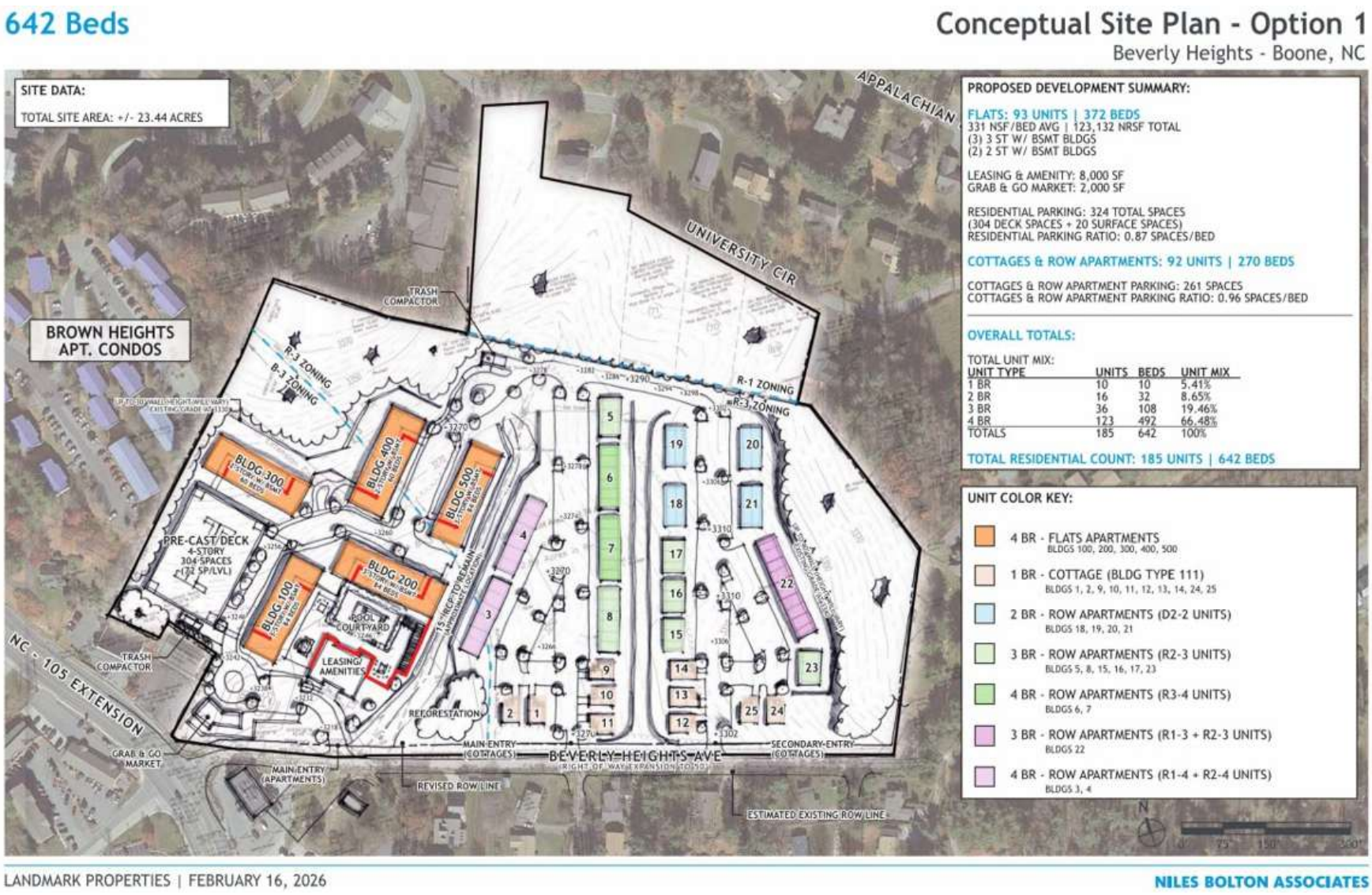


Figure 2: Site Plan – Boone Driving Range (Source: Niles Bolton Associates)

PROJECT SCHEDULE AND STAGES

Landmark Construction, LLC, anticipates completing construction in 2027. There is only one project phase. No follow-up construction is expected.

AGENCY COORDINATION

The Engineer coordinated with Division 11, District 2, and the Town of Boone.

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION REQUIREMENTS

The NCDOT requires a traffic impact analysis under the following conditions:

- ☐ Estimated daily trips exceed 3,000 trips per day,
- ☒ Estimated daily trips exceed the City's TIA trip threshold (see below),
- ☐ The project is located in a known STIP or local CIP project #
- ☒ The project includes a rezoning request,
- ☐ The proposed site access is within 1,000 feet of an interchange,
- ☐ The Applicant requests a new or modified control of access break, or
- ☐ The Applicant requests a new or modified median break.

The Driving Range Apartments meet the second and fourth criteria of the NCDOT checklist.

LOCAL ORDINANCE REQUIREMENTS

Under Section 4.04.02(c), developments accessing public roads less than 18 feet wide are required to have a TIA. Also, developments accessing public roads operating at a Level of Service D and expected to generate more than 1,500 trips per day are required to have a TIA. The Driving Range Apartments meet both requirements.

DEVIATIONS FROM THE APPROVED SCOPE

There are no deviations from the approved scope.

ANALYSIS REQUIREMENTS

The analysis requirements have been agreed upon between the Development Team and the North Carolina Department of Transportation. Table 1 summarizes the key parameters of the analysis. The paragraphs following Table 1 provide additional explanations as needed.

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Table 1: Summary of Analysis Parameters

Parameter	Selected Value	Notes
Annual Growth Rate (%/yr.)	1%	Per the NCDOT Division 11, District 2.
Calculated Growth Factor	1.02 for the 2025 traffic counts and 1.01 for the 2026 traffic counts.	Per the Compund Interest formula.
Base Year	2025	Per the Client.
Project Phases	1	Per the Client.
Horizon Year(s)	2027	Per the Client.
Peak Hour Factor	0.90	Per NCDOT Capacity Analysis Guidance.
Minimum Synchro Volume	4	Per the NCDOT Division 11, District 2.

Figure 3 shows the historic traffic growth trends at four of NCDOT's traffic count stations in the Driving Range Apartment area. The trend line at each station is shown with a unique line type and color.

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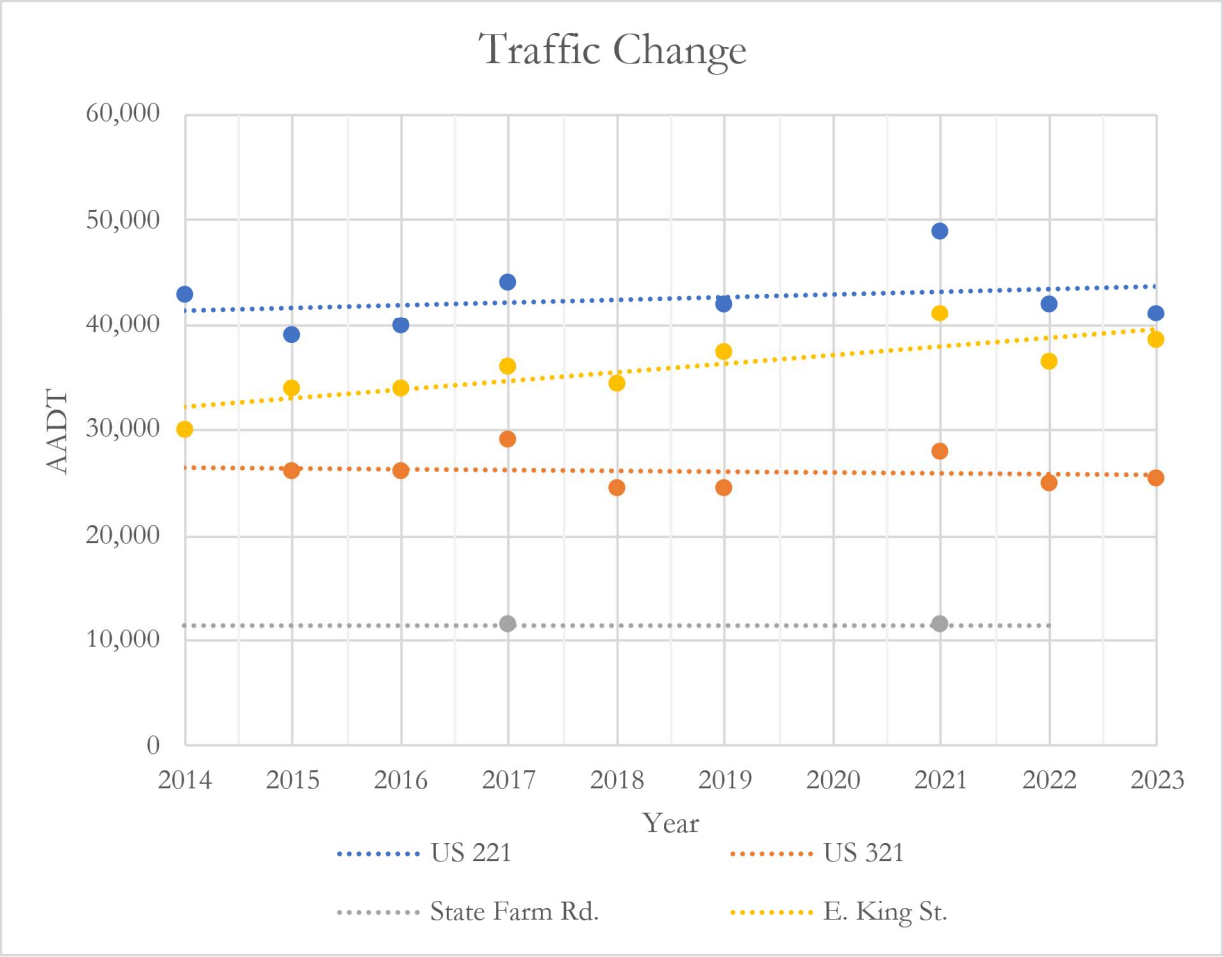


Figure 3: Change in Traffic

Traffic is assumed to grow according to the compound interest formula. Each base year traffic count is multiplied by a growth factor calculated using the formula shown below, where G_f is the growth factor, i is the annual growth rate, and n is the number of years between the base year and the build-out year.

$$G_f = (1 + i)^n$$

DESIGN YEARS(S)

The development team anticipates that the Driving Range Apartments will be complete by 2027 and that there will be no additional phases for this development.

EXISTING CONDITIONS

This section of the report discusses existing land use near the project and existing street conditions near the project. The structure and function of the street network are discussed, as are the potential

for alternative travel modes (transit, bicycle, and pedestrian) and the crash history of the US 221 Corridor.

NEARBY LAND-USES

US 221 (NC 105 Extension) is a commercial corridor backing up to residential land uses, with Appalachian State University approximately 1 mile to the west.

EXISTING ROADWAY NETWORK

The functional classification of roadways delineates their intended purpose. Higher-classified roads prioritize efficient travel and speed, while lower-classified roads are primarily designed to facilitate property access. The hierarchical order of functional classifications comprises Interstate, Freeway, Arterial, Collectors, and Locals.

Table 2 provides a summary of the neighboring street network, organized by street or road name. It details the functional classification, recent Average Annual Daily Traffic (AADT), and the Posted Speed Limit for each road. In instances where no formal speed limit is posted (indicated by NA), the statutory speed limit defaults to 55 miles per hour as outlined in North Carolina General Statutes Chapter 20-141.

Table 2: Existing Roadway Network

Roadway	Functional Classification	AADT (2022)	Posted Speed Limit
US 221	Other Principal Arterial	41,000	35 MPH
NC 105	Other Principal Arterial	30,500	35 MPH
US 321	Minor Arterial	25,500	35 MPH
State Farm Rd	Major Collector	11,500	35 MPH
Beverly Heights Ave.	Local	N/A	20 MPH
VFW Drive	Local	N/A	20 MPH
Horn Ave.	Local	N/A	20 MPH
Berkely Ave	Local	N/A	20 MPH

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TRAFFIC CONTROL DEVICES

Table 3 summarizes the existing traffic control devices in the study area.

Table 3: Traffic Control Devices

Synchro Intersection Number	Major Street	Minor Street	Traffic Control	Signal Phases	Phasing Diagram	Notes
1	NC 105 Ext.	King Street	Signal	5 Phase	1+5, 1+6, 2+5, 2+6, 8	Actuated, coordinated (11-0021)
2	NC 105 Ext.	Horn Ave./ Beverly Heights Ave.	Stop			
3	NC 105 Ext.	State Farm Rd.	Signal	3 Phase	1+6, 2+6, 4+8	Actuated, Isolated (11-0974)
4	US 221	US 321	Signal	8 Phase	1+5, 1+6, 2+5, 2+6, 3+7, 3+8, 4+7, 4+8	Actuated, coordinated (11-0883)
5	US 221	Shadowline Dr.	Signal	3 Phase	2+5, 2+6, 4+8	Actuated, coordinated (11-1113)
6	Shadowline Dr.	State Farm Rd.	Signal	2 Phase	2+6, 4+8	Actuated, Isolated (Town-owned)
7	State Farm Rd.	VFW Dr.	Stop			
8	State Farm Rd.	Berkley Ave.	Stop			
9	Beverly Heights Ave.	Sheridan Ave.	Stop			
10	Beverly Heights Ave.	Berkley Ave.	Stop			

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INTERSECTION GEOMETRY

Roadway intersection geometry refers to the layout and design of the intersection, including the alignment and arrangement of the intersecting roads, lanes, turns, and traffic control devices. It includes the number and angles of approach, the presence of medians or islands, the types of turning movements allowed, and the overall configuration of the intersection.

Figure 4 on the following page shows the available turn lanes at each studied intersection. Thru lanes are assumed to be continuous between intersections and are not dimensioned. Turn lanes are measured from the stop bar to the approximate beginning of the taper. Dimensions are given to the nearest vehicle length (25 feet).

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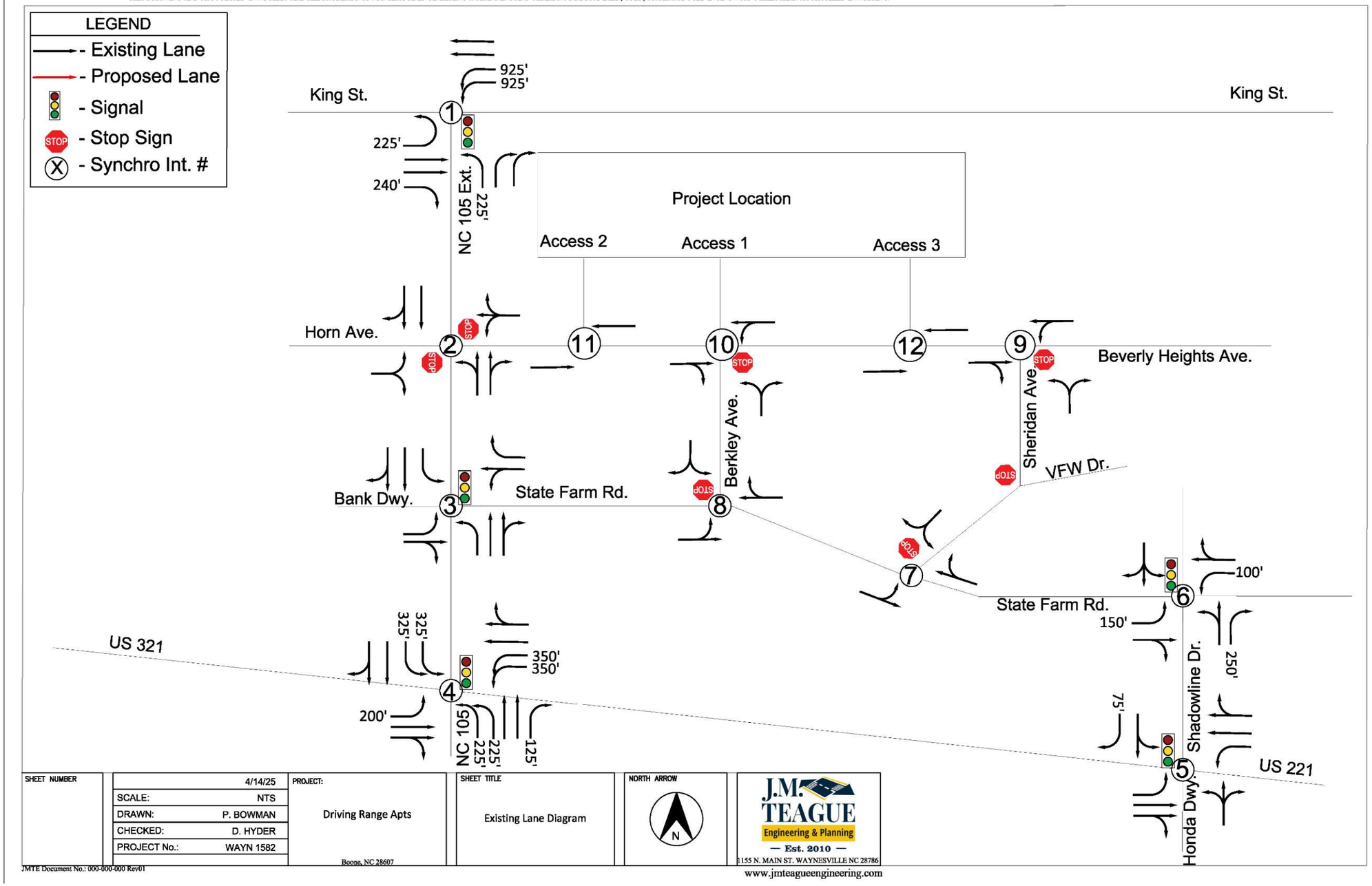


Figure 4: Existing (2025) Lane Diagram

SAFETY

For this review, safety is composed of roadway and street safety and emergency response.

CRASH REVIEW

The NCDOT's Crash Frequency by Intersection Maps for the years 2020-2024 are included in Appendix D. The maps show there have been 138 crashes reported at the intersection of US 321 and US 221, 46 crashes reported at the intersection of NC 105, and State Farm Road, and 54 crashes at the intersection of US 221 and Shadowline Drive. Out of these crashes, 2 involved serious injuries, and none of the reported crashes were fatal.

SIGHT DISTANCE

Page 29 of *Policy on Street and Driveway Access to North Carolina Highways (2003)* requires a sight distance of one hundred (100) feet per 10 miles per hour in each direction for a passenger vehicle to safely cross a two-lane street. A street with a 20-mile-per-hour posted speed limit needs two hundred (200) feet of sight distance in either direction.

As observed on a site visit and shown in Figure 5, the sight distance for Access 1 exceeds the 200 feet of required sight distance.



Looking Left toward Sheridan Ave.



Looking Right toward NC 105

Figure 5: Access 1 Sight Distance (Source: JMTE)

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As observed on a site visit and shown in Figure 6 the sight distance for Access 2 exceeds the 200 feet of required sight distance.



Looking Left toward Sheridan Ave.



Looking Right toward NC 105

Figure 6: Access 2 Sight Distance. (Source: JMTE)

As observed on a site visit and shown in Figure 7, the sight distance for Access 3 will exceed the 200 feet of required sight distance once the vegetation is removed.



Looking Left toward Sheridan Ave.



Looking Right toward NC 105

Figure 7: Access 3 Sight Distance (Source: JMTE)

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FIRE & EMERGENCY VEHICLE ACCESS

The site plan (Figure 2) meets the requirements of the Uniform Fire Code for:

- ☒ Width of driveways, and
- ☒ Number and spacing of driveways, or
- ☐ The site plan does not provide sufficient detail to evaluate compliance with the requirements of the Uniform Fire Code.

ALTERNATIVE MODES OF TRAVEL

Incorporating alternative modes of transportation in our Traffic Impact Analysis (TIA) is essential to ensure a comprehensive understanding of the diverse transportation needs within a community. By examining and accommodating alternative modes such as walking, cycling, and public transit, we promote sustainable, accessible, and efficient transportation options. The available alternative modes in the project area are described below.

BICYCLE AND PEDESTRIAN

There are sidewalks on the west side of NC 105 Ext. in the project area. However, there are no bicycle facilities near the project.

TRANSIT

Appal Cart Transits Gray Route has a stop across NC 105 Ext. from the project location on Horn Ave., and the Red Route has a stop at the intersection of Beverly Heights Ave. and NC 105 Ext. The Driving Range Apartments are not expected to negatively impact the transit routes.

Given the proximity of the Appal Cart Transit stop. It is anticipated that vehicle trips will be reduced. However, the trip generation for analysis purposes was not adjusted.

TRAVEL DEMAND

The goal of a traffic impact analysis is to assess how future conditions would differ without the project compared to the conditions with the project in place.

EXISTING TRAFFIC

Existing traffic is the travel demand on the street system today. Existing traffic is estimated from traffic counts taken at the site. The existing traffic is used to estimate the peak travel periods of the area, the variability of the traffic within the peak period, and the through movements and turning movements at each intersection. A TIA intends to estimate conditions on a "typical day" in a project's horizon year. To accomplish this intent, the traffic counts are taken at midweek with school in session. Figure 9 shows the results of the traffic counts taken on a typical day.

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Traffic may be discussed as daily traffic (ADT) or peak period traffic. In the TIA process and the street design process, it is more useful to focus on peak-period traffic. This is the time at which the demand on the street is the heaviest. Often, the peak hour of travel accounts for ten percent of daily traffic on a street. In addition, there are two peak periods during each day. In the morning peak period, people are leaving home and driving to work. The morning peak has historically been a sharp peak that rises and falls quickly. During the afternoon, people are not only returning home from work but also often perform other errands after work. Figure 8 shows the AM and PM Peak Periods for the existing study intersections.

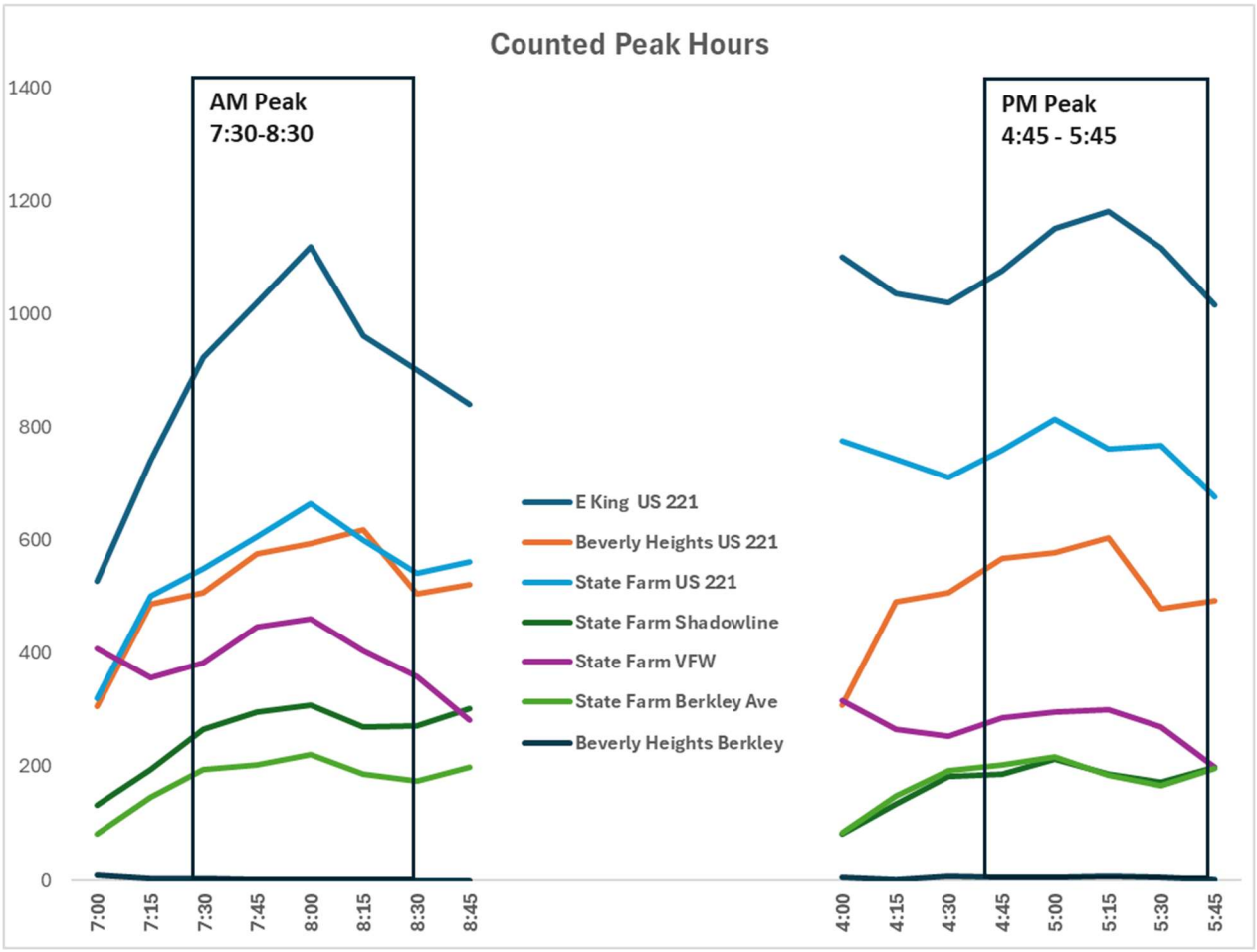


Figure 8: Peak Hours at Study Intersections

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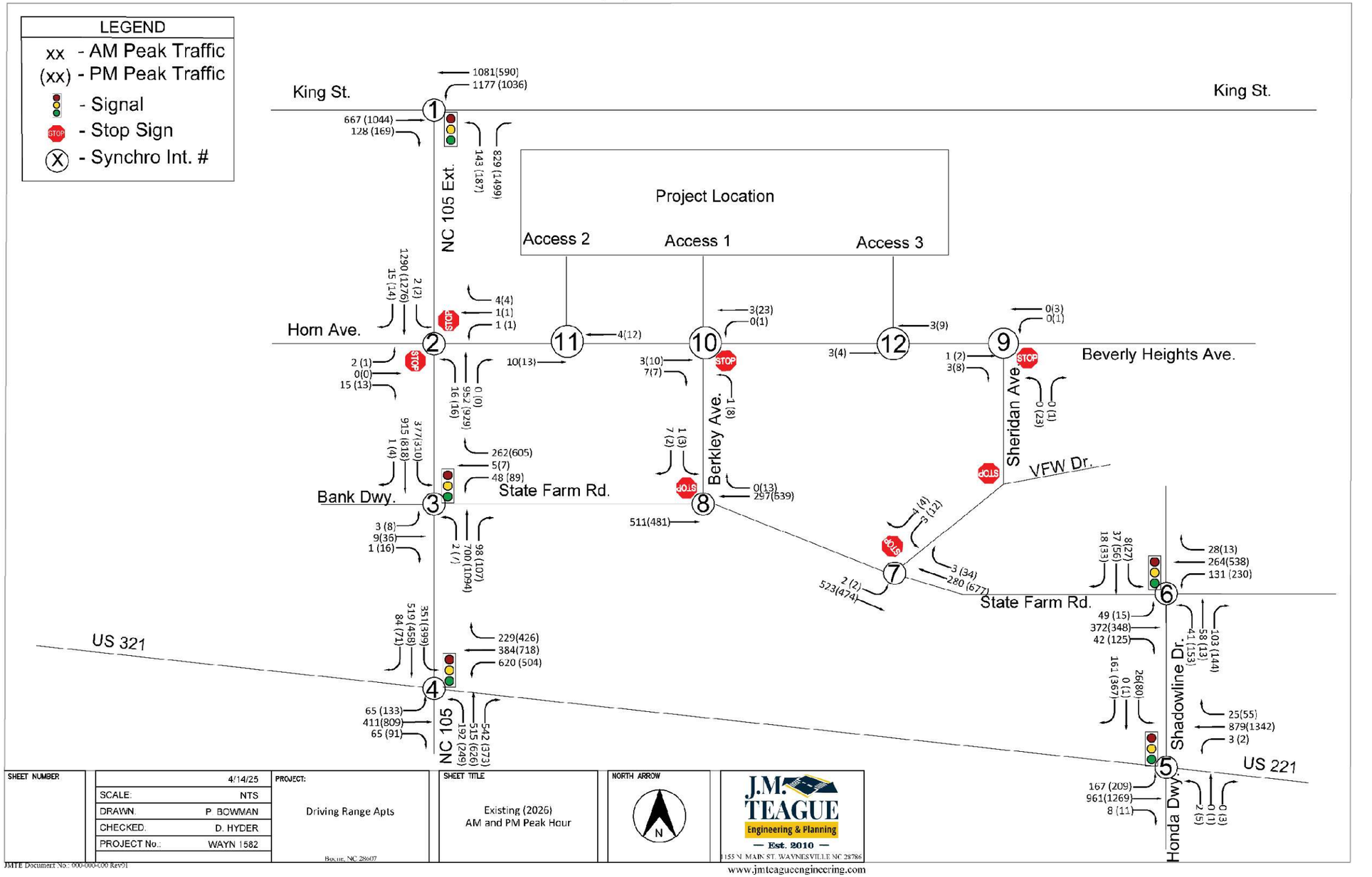


Figure 9: Base (2026) AM and Peak Hour Traffic Volume

BACKGROUND TRAFFIC

Figure 11 illustrates the background traffic within the study area, encompassing traffic resulting from both natural growth and contributions from other developments in the project area that can be reasonably anticipated.

NATURAL GROWTH

Natural Growth is traffic that will be present on the surrounding roadway network in the build-out year of the project, caused by population growth in the region. The project build-out year is 2027. Using historical data in the area, it was determined that a growth rate of one (1.0) percent per year was reasonable. Each traffic count for 2025 was multiplied by 1.02 and then balanced to estimate the typical 2027 traffic volume. Each traffic count from 2026 was multiplied by 1.01 and then balanced to estimate the typical 2027 traffic volume.

REASONABLY FORESEEABLE DEVELOPMENTS

A reasonable foreseeable project is a project already approved by the local government that is expected to be completed before the analysis project is complete. The scoping process discovered no reasonably foreseeable projects in the Driving Range area of effect.

EFFECT OF NCDOT PROJECTS

The North Carolina Department of Transportation does not anticipate any Transportation Improvement Program projects along this portion of the US 221/NC 105, US 321, or the US 421 corridors. Figure 10 shows the NCDOT STIP Projects near the Driving Range Apartments development.

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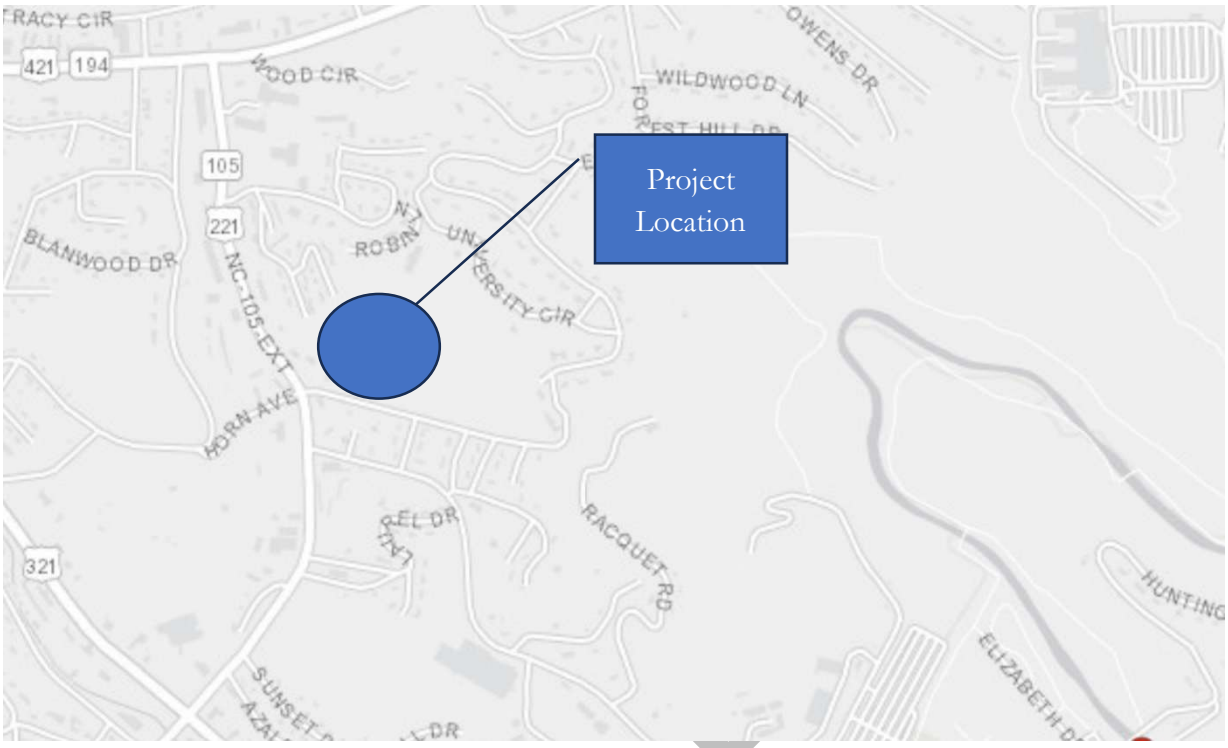


Figure 10: NCDOT STIP Projects (2024-2033) (Source: NCDOT)

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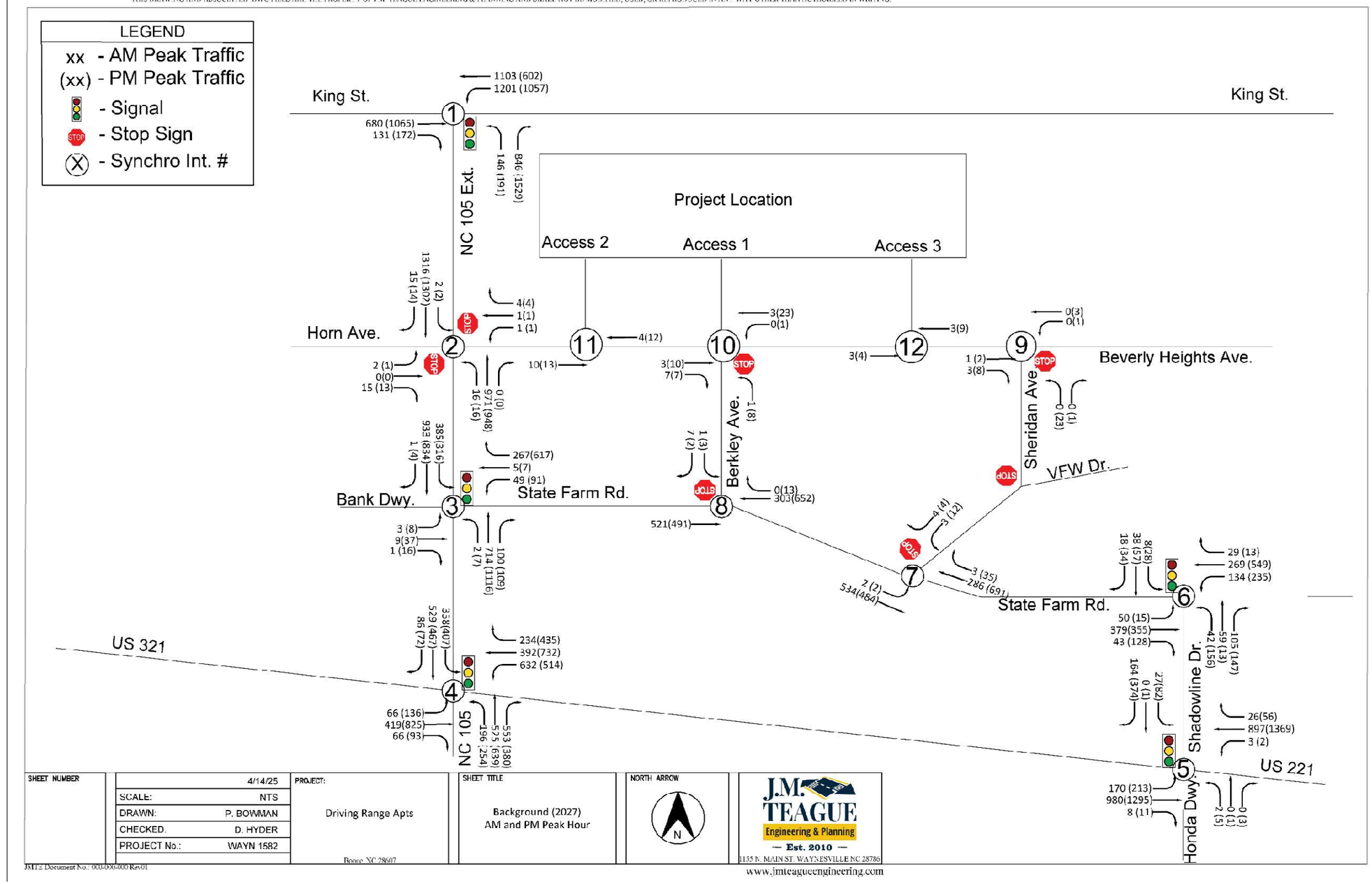


Figure 11: Background (2027) AM & PM Peak Hour Traffic

BUILD-OUT TRAFFIC

Build-out traffic is all traffic that will be present on the surrounding roadway network when the project is complete and fully occupied (2027)

Build-out traffic is the sum of background traffic and the proposed site trips. The anticipated Build-out AM and PM peak-hour traffic is shown in Figure 14.

TRIP DISTRIBUTION

Trip distribution is the assignment of project traffic throughout the road network as it enters and exits the site. The pathway is assigned to show the traffic as it travels through the study area intersections. The trip distribution for this development was estimated from the existing traffic volume patterns within the surrounding roadway network, the surrounding population densities, the location of the proposed development, and engineering judgment. The estimated trip distribution is based on the following assumptions:

- The trip distribution for the project will match the existing trip distribution in the project area,
- The percentage of trips at the study area boundary roughly approximates the percentage of trips to and from the site,
- On a typical day, inbound site trips balance outbound site trips, and
- A reasonable origin-to-destination matrix can be estimated using these assumptions.

Using these assumptions, the trip distribution was estimated using the following steps:

1. The percentage of site trips (origins) using each access point (driveway) is assumed,
2. The percentage of site trips exiting the project area at each network boundary is estimated based on historic traffic counts,
3. Estimate the trip interchange between the site and the boundary by multiplying the row target percentage by the column target percentage.

Table 4 shows the results of that work.

The pathway is assigned to show the traffic as it travels through the study area intersections. The trip distribution for this development was estimated from the existing traffic volume patterns within the surrounding roadway network, the surrounding population densities, the location of the proposed development, and engineering judgment.

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Table 4: Estimated Trip Distribution

Location		King St West	King St. East	US 221 East	NC 105 South	Us 321 West	Horn Ave. West
Peak Hour Traffic		17,000	38500	23500	31,000	25500	0
Access #	% of Traffic	13%	28%	17%	23%	19%	0%
Access 1	20%	3%	6%	3%	5%	4%	0%
Access 2	70%	9%	20%	12%	16%	13%	0%
Access 3	10%	1%	3%	2%	2%	2%	0%
Adjusted % Entering/Exiting		20%	20%	15%	5%	35%	5%

Once the balanced trip matrix is complete, the trips from Trip Generation can be assigned to the network. Figure 12 shows the trip distribution percentages as applied to the street network.

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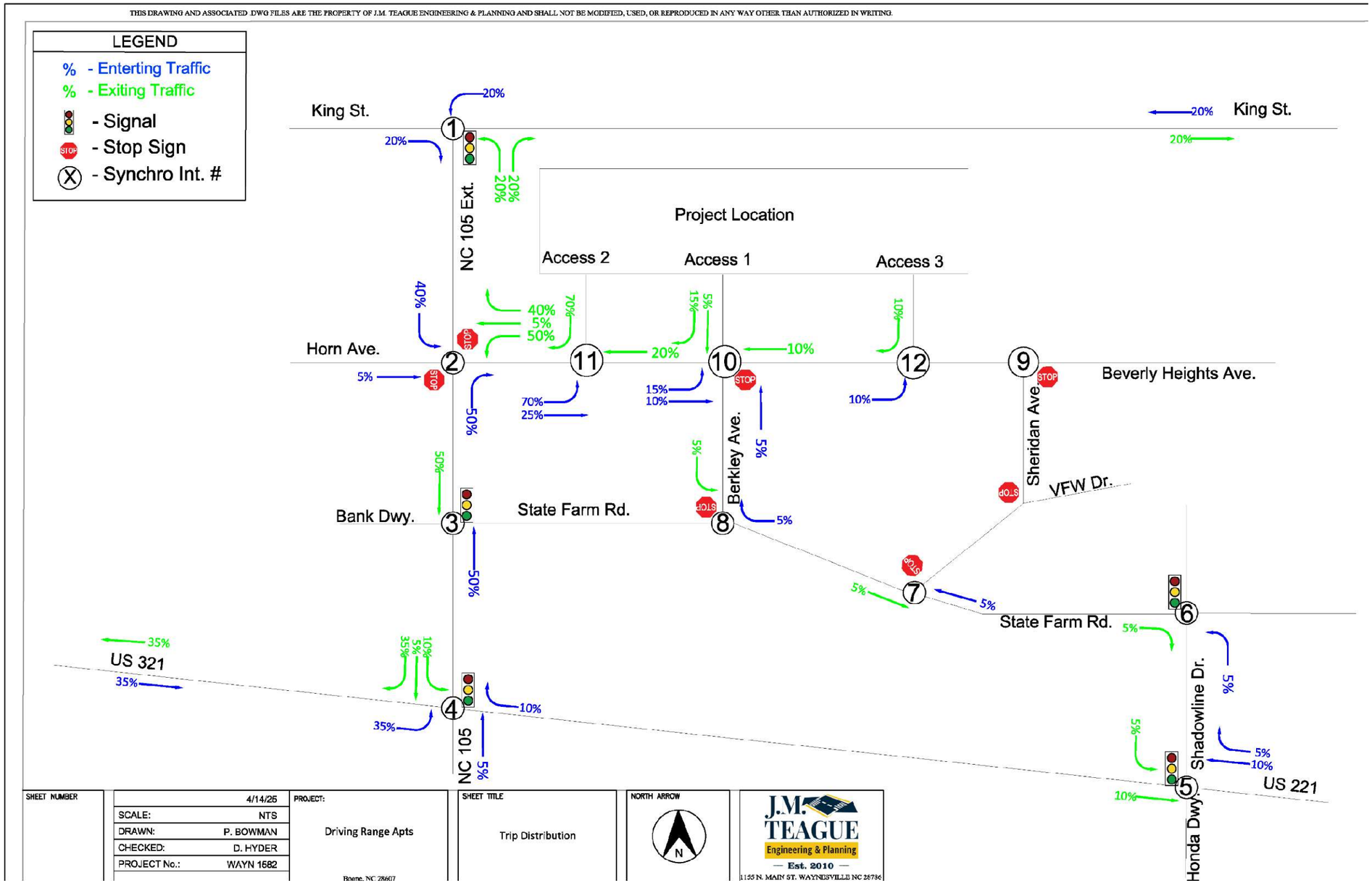


Figure 12: Driving Range Apartments Trip Distribution

Trip Generation

In the trip generation step, the number of vehicle trips connected to the proposed development is estimated using the current version of ITE's *Trip Generation Manual*. The number of trips is determined by the type of land use (commercial, industrial, residential, or service) and the intensity of the land use. The number of trips may be modified to account for area type (dense urban or suburban/rural), the people passing by that stop, or any existing development on the site. Typically, the engineer estimates the number of daily, morning, and evening trips. Most state departments of transportation and local governments compare the estimated trips to a threshold trip number to determine if a traffic analysis is required. Table 5 shows the Trip Generation for the Driving Range Apartments Development.

Table 5: Trip Generation

ITE LUC	Proposed Land Use	Units	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
					Entering	Exiting	Total	Entering	Exiting	Total
225	Student Housing Low-Rise	642	Beds	2,549	29	79	108	104	95	199
			Total	2,549	29	79	108	104	95	199

Daily Trips

Daily trips from Student Housing Low Rise were estimated using the equation below. The number of trips is based on the number of beds:

$$T = 3.97(Beds)$$

Morning Trips (AM)

AM Trips from Student Housing Low Rise were estimated using the equation below:

$$T = 0.16(Beds)$$

Evening Trips (PM)

PM from Student Housing Low Rise was estimated using the equation below.

$$T = 0.31(Beds).$$

The number of trips is rounded to the nearest vehicle.

Trip Assignment

In the Trip Assignment, the trips from the trip generation step are assigned to the network using the percentages in Figure 12. Figure 13 shows the results of the daily trip assignment.

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TOTAL TRAFFIC

Tables 6 through 17 show how the trips are developed at each of the study intersections.

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Table 6: Intersection 1 Trip Development

Intersection 1: NC 105 Ext. & E. King St.									
Period	Minor Road Name	Approach Dir (N/S/E/W)	L/T/R/U	Base Vol.	Natural Growth	Adjacent Development	Background Vol.	Trip Gen.	Future Vol.
AM	E King St	Northbound	U-Turn	0	0	0	0	0	0
AM	E King St	Northbound	Left	143	146	0	146	16	162
AM	E King St	Northbound	Through	0	0	0	0	0	0
AM	E King St	Northbound	Right	829	846	0	846	16	862
AM	E King St	Eastbound	U-Turn	0	0	0	0	0	0
AM	E King St	Eastbound	Left	0	0	0	0	0	0
AM	E King St	Eastbound	Through	667	680	0	680	0	680
AM	E King St	Eastbound	Right	128	131	0	131	6	137
AM	E King St	Southbound	U-Turn	0	0	0	0	0	0
AM	E King St	Southbound	Left	0	0	0	0	0	0
AM	E King St	Southbound	Through	0	0	0	0	0	0
AM	E King St	Southbound	Right	0	0	0	0	0	0
AM	E King St	Westbound	U-Turn	0	0	0	0	0	0
AM	E King St	Westbound	Left	1177	1201	0	1201	6	1207
AM	E King St	Westbound	Through	1081	1103	0	1103	0	1103
AM	E King St	Westbound	Right	0	0	0	0	0	0
PM	E King St	Northbound	U-Turn	0	0	0	0	0	0
PM	E King St	Northbound	Left	187	191	0	191	19	210
PM	E King St	Northbound	Through	0	0	0	0	0	0
PM	E King St	Northbound	Right	1499	1529	0	1529	19	1548
PM	E King St	Eastbound	U-Turn	0	0	0	0	0	0
PM	E King St	Eastbound	Left	0	0	0	0	0	0
PM	E King St	Eastbound	Through	1044	1065	0	1065	0	1065
PM	E King St	Eastbound	Right	169	172	0	172	21	193
PM	E King St	Southbound	U-Turn	0	0	0	0	0	0
PM	E King St	Southbound	Left	0	0	0	0	0	0
PM	E King St	Southbound	Through	0	0	0	0	0	0
PM	E King St	Southbound	Right	0	0	0	0	0	0
PM	E King St	Westbound	U-Turn	0	0	0	0	0	0
PM	E King St	Westbound	Left	1036	1057	0	1057	21	1078
PM	E King St	Westbound	Through	590	602	0	602	0	602
PM	E King St	Westbound	Right	0	0	0	0	0	0

Table 7: Intersection 2 Trip Development

Intersection 2: NC 105 Ext. & Beverly Heights/Horn Ave.									
Period	Minor Road Name	Approach Dir (N/S/E/W)	L/T/R/U	Base Vol.	Natural Growth	Adjacent Development	Background Vol.	Trip Gen.	Future Vol.
AM	Beverly Hts Ave/Horn Ave	Northbound	U-Turn	0	0	0	0	0	0
AM	Beverly Hts Ave/Horn Ave	Northbound	Left	16	16	0	16	0	16
AM	Beverly Hts Ave/Horn Ave	Northbound	Through	952	971	0	971	0	971
AM	Beverly Hts Ave/Horn Ave	Northbound	Right	0	0	0	0	15	15
AM	Beverly Hts Ave/Horn Ave	Eastbound	U-Turn	0	0	0	0	0	0
AM	Beverly Hts Ave/Horn Ave	Eastbound	Left	2	2	0	2	0	2
AM	Beverly Hts Ave/Horn Ave	Eastbound	Through	0	0	0	0	1	1
AM	Beverly Hts Ave/Horn Ave	Eastbound	Right	15	15	0	15	0	15
AM	Beverly Hts Ave/Horn Ave	Southbound	U-Turn	0	0	0	0	0	0
AM	Beverly Hts Ave/Horn Ave	Southbound	Left	2	2	0	2	12	14
AM	Beverly Hts Ave/Horn Ave	Southbound	Through	1290	1316	0	1316	0	1316
AM	Beverly Hts Ave/Horn Ave	Southbound	Right	15	15	0	15	0	15
AM	Beverly Hts Ave/Horn Ave	Westbound	U-Turn	0	0	0	0	0	0
AM	Beverly Hts Ave/Horn Ave	Westbound	Left	1	1	0	1	40	41
AM	Beverly Hts Ave/Horn Ave	Westbound	Through	1	1	0	1	4	5
AM	Beverly Hts Ave/Horn Ave	Westbound	Right	4	4	0	4	32	36
PM	Beverly Hts Ave/Horn Ave	Northbound	U-Turn	0	0	0	0	0	0
PM	Beverly Hts Ave/Horn Ave	Northbound	Left	16	16	0	16	0	16
PM	Beverly Hts Ave/Horn Ave	Northbound	Through	929	948	0	948	0	948
PM	Beverly Hts Ave/Horn Ave	Northbound	Right	0	0	0	0	52	52
PM	Beverly Hts Ave/Horn Ave	Eastbound	U-Turn	0	0	0	0	0	0
PM	Beverly Hts Ave/Horn Ave	Eastbound	Left	1	1	0	1	0	1
PM	Beverly Hts Ave/Horn Ave	Eastbound	Through	0	0	0	0	5	5
PM	Beverly Hts Ave/Horn Ave	Eastbound	Right	13	13	0	13	0	13
PM	Beverly Hts Ave/Horn Ave	Southbound	U-Turn	0	0	0	0	0	0
PM	Beverly Hts Ave/Horn Ave	Southbound	Left	2	2	0	2	42	44
PM	Beverly Hts Ave/Horn Ave	Southbound	Through	1276	1302	0	1302	0	1302
PM	Beverly Hts Ave/Horn Ave	Southbound	Right	14	14	0	14	0	14
PM	Beverly Hts Ave/Horn Ave	Westbound	U-Turn	0	0	0	0	0	0
PM	Beverly Hts Ave/Horn Ave	Westbound	Left	1	1	0	1	48	49
PM	Beverly Hts Ave/Horn Ave	Westbound	Through	1	1	0	1	5	6
PM	Beverly Hts Ave/Horn Ave	Westbound	Right	4	4	0	4	38	42

Table 8: Intersection 3 Trip Development

Intersection 3: NC 105 Ext. & State Farm Rd.									
Period	Minor Road Name	Approach Dir (N/S/E/W)	L/T/R/U	Base Vol.	Natural Growth	Adjacent Development	Background Vol.	Trip Gen.	Future Vol.
AM	State Farm Rd	Northbound	U-Turn	0	0	0	0	0	0
AM	State Farm Rd	Northbound	Left	2	2	0	2	0	2
AM	State Farm Rd	Northbound	Through	700	714	0	714	15	729
AM	State Farm Rd	Northbound	Right	98	100	0	100	0	100
AM	State Farm Rd	Eastbound	U-Turn	0	0	0	0	0	0
AM	State Farm Rd	Eastbound	Left	3	3	0	3	0	3
AM	State Farm Rd	Eastbound	Through	9	9	0	9	0	9
AM	State Farm Rd	Eastbound	Right	1	1	0	1	0	1
AM	State Farm Rd	Southbound	U-Turn	0	0	0	0	0	0
AM	State Farm Rd	Southbound	Left	377	385	0	385	0	385
AM	State Farm Rd	Southbound	Through	915	933	0	933	40	973
AM	State Farm Rd	Southbound	Right	1	1	0	1	0	1
AM	State Farm Rd	Westbound	U-Turn	0	0	0	0	0	0
AM	State Farm Rd	Westbound	Left	48	49	0	49	0	49
AM	State Farm Rd	Westbound	Through	5	5	0	5	0	5
AM	State Farm Rd	Westbound	Right	262	267	0	267	0	267
PM	State Farm Rd	Northbound	U-Turn	0	0	0	0	0	0
PM	State Farm Rd	Northbound	Left	7	7	0	7	0	7
PM	State Farm Rd	Northbound	Through	1094	1116	0	1116	52	1168
PM	State Farm Rd	Northbound	Right	107	109	0	109	0	109
PM	State Farm Rd	Eastbound	U-Turn	0	0	0	0	0	0
PM	State Farm Rd	Eastbound	Left	8	8	0	8	0	8
PM	State Farm Rd	Eastbound	Through	36	37	0	37	0	37
PM	State Farm Rd	Eastbound	Right	16	16	0	16	0	16
PM	State Farm Rd	Southbound	U-Turn	0	0	0	0	0	0
PM	State Farm Rd	Southbound	Left	310	316	0	316	0	316
PM	State Farm Rd	Southbound	Through	818	834	0	834	48	882
PM	State Farm Rd	Southbound	Right	4	4	0	4	0	4
PM	State Farm Rd	Westbound	U-Turn	0	0	0	0	0	0
PM	State Farm Rd	Westbound	Left	89	91	0	91	0	91
PM	State Farm Rd	Westbound	Through	7	7	0	7	0	7
PM	State Farm Rd	Westbound	Right	605	617	0	617	0	617

Table 9: Intersection 4 Trip Development

Intersection 4: US 321 & US 221/NC 105									
Period	Minor Road Name	Approach Dir (N/S/E/W)	L/T/R/U	Base Vol.	Natural Growth	Adjacent Development	Background Vol.	Trip Gen.	Future Vol.
AM	US 221/NC105	Northbound	U-Turn	0	0	0	0	0	0
AM	US 221/NC105	Northbound	Left	192	196	0	196	0	196
AM	US 221/NC105	Northbound	Through	515	525	0	525	1	526
AM	US 221/NC105	Northbound	Right	542	553	0	553	0	553
AM	US 221/NC105	Eastbound	U-Turn	0	0	0	0	0	0
AM	US 221/NC105	Eastbound	Left	65	66	0	66	10	76
AM	US 221/NC105	Eastbound	Through	411	419	0	419	0	419
AM	US 221/NC105	Eastbound	Right	65	66	0	66	0	66
AM	US 221/NC105	Southbound	U-Turn	0	0	0	0	0	0
AM	US 221/NC105	Southbound	Left	351	358	0	358	8	366
AM	US 221/NC105	Southbound	Through	519	529	0	529	4	533
AM	US 221/NC105	Southbound	Right	84	86	0	86	28	114
AM	US 221/NC105	Westbound	U-Turn	0	0	0	0	0	0
AM	US 221/NC105	Westbound	Left	620	632	0	632	0	632
AM	US 221/NC105	Westbound	Through	384	392	0	392	0	392
AM	US 221/NC105	Westbound	Right	229	234	0	234	3	237
PM	US 221/NC105	Northbound	U-Turn	0	0	0	0	0	0
PM	US 221/NC105	Northbound	Left	249	254	0	254	0	254
PM	US 221/NC105	Northbound	Through	626	639	0	639	5	644
PM	US 221/NC105	Northbound	Right	373	380	0	380	0	380
PM	US 221/NC105	Eastbound	U-Turn	0	0	0	0	0	0
PM	US 221/NC105	Eastbound	Left	133	136	0	136	36	172
PM	US 221/NC105	Eastbound	Through	809	825	0	825	0	825
PM	US 221/NC105	Eastbound	Right	91	93	0	93	0	93
PM	US 221/NC105	Southbound	U-Turn	0	0	0	0	0	0
PM	US 221/NC105	Southbound	Left	399	407	0	407	10	417
PM	US 221/NC105	Southbound	Through	458	467	0	467	5	472
PM	US 221/NC105	Southbound	Right	71	72	0	72	33	105
PM	US 221/NC105	Westbound	U-Turn	0	0	0	0	0	0
PM	US 221/NC105	Westbound	Left	504	514	0	514	0	514
PM	US 221/NC105	Westbound	Through	718	732	0	732	0	732
PM	US 221/NC105	Westbound	Right	426	435	0	435	10	445

Table 10: Intersection 5 Trip Development

Intersection 5: US 221 & Shadowline Dr.									
Period	Minor Road Name	Approach Dir (N/S/E/W)	L/T/R/U	Base Vol.	Natural Growth	Adjacent Development	Background Vol.	Trip Gen.	Future Vol.
AM	Shadowline Rd	Northbound	U-Turn	0	0	0	0	0	0
AM	Shadowline Rd	Northbound	Left	2	2	0	2	0	2
AM	Shadowline Rd	Northbound	Through	0	0	0	0	0	0
AM	Shadowline Rd	Northbound	Right	0	0	0	0	0	0
AM	Shadowline Rd	Eastbound	U-Turn	0	0	0	0	0	0
AM	Shadowline Rd	Eastbound	Left	167	170	0	170	0	170
AM	Shadowline Rd	Eastbound	Through	961	980	0	980	8	988
AM	Shadowline Rd	Eastbound	Right	8	8	0	8	0	8
AM	Shadowline Rd	Southbound	U-Turn	0	0	0	0	0	0
AM	Shadowline Rd	Southbound	Left	26	27	0	27	4	31
AM	Shadowline Rd	Southbound	Through	0	0	0	0	0	0
AM	Shadowline Rd	Southbound	Right	161	164	0	164	0	164
AM	Shadowline Rd	Westbound	U-Turn	0	0	0	0	0	0
AM	Shadowline Rd	Westbound	Left	3	3	0	3	0	3
AM	Shadowline Rd	Westbound	Through	879	897	0	897	3	900
AM	Shadowline Rd	Westbound	Right	25	26	0	26	1	27
PM	Shadowline Rd	Northbound	U-Turn	0	0	0	0	0	0
PM	Shadowline Rd	Northbound	Left	5	5	0	5	0	5
PM	Shadowline Rd	Northbound	Through	1	1	0	1	0	1
PM	Shadowline Rd	Northbound	Right	3	3	0	3	0	3
PM	Shadowline Rd	Eastbound	U-Turn	0	0	0	0	0	0
PM	Shadowline Rd	Eastbound	Left	209	213	0	213	0	213
PM	Shadowline Rd	Eastbound	Through	1269	1295	0	1295	10	1305
PM	Shadowline Rd	Eastbound	Right	11	11	0	11	0	11
PM	Shadowline Rd	Southbound	U-Turn	0	0	0	0	0	0
PM	Shadowline Rd	Southbound	Left	80	82	0	82	5	87
PM	Shadowline Rd	Southbound	Through	1	1	0	1	0	1
PM	Shadowline Rd	Southbound	Right	367	374	0	374	0	374
PM	Shadowline Rd	Westbound	U-Turn	0	0	0	0	0	0
PM	Shadowline Rd	Westbound	Left	2	2	0	2	0	2
PM	Shadowline Rd	Westbound	Through	1342	1369	0	1369	10	1379
PM	Shadowline Rd	Westbound	Right	55	56	0	56	5	61

Table 11: Intersection 6 Trip Development

Intersection 6: Shadowline Dr. & State Farm Rd.									
Period	Minor Road Name	Approach Dir (N/S/E/W)	L/T/R/U	Base Vol.	Natural Growth	Adjacent Development	Background Vol.	Trip Gen.	Future Vol.
AM	State Farm Rd	Northbound	U-Turn	0	0	0	0	0	0
AM	State Farm Rd	Northbound	Left	41	42	0	42	1	43
AM	State Farm Rd	Northbound	Through	58	59	0	59	0	59
AM	State Farm Rd	Northbound	Right	103	105	0	105	0	105
AM	State Farm Rd	Eastbound	U-Turn	0	0	0	0	0	0
AM	State Farm Rd	Eastbound	Left	49	50	0	50	0	50
AM	State Farm Rd	Eastbound	Through	372	379	0	379	0	379
AM	State Farm Rd	Eastbound	Right	42	43	0	43	4	47
AM	State Farm Rd	Southbound	U-Turn	0	0	0	0	0	0
AM	State Farm Rd	Southbound	Left	8	8	0	8	0	8
AM	State Farm Rd	Southbound	Through	37	38	0	38	0	38
AM	State Farm Rd	Southbound	Right	18	18	0	18	0	18
AM	State Farm Rd	Westbound	U-Turn	0	0	0	0	0	0
AM	State Farm Rd	Westbound	Left	131	134	0	134	0	134
AM	State Farm Rd	Westbound	Through	264	269	0	269	0	269
AM	State Farm Rd	Westbound	Right	28	29	0	29	0	29
PM	State Farm Rd	Northbound	U-Turn	0	0	0	0	0	0
PM	State Farm Rd	Northbound	Left	153	156	0	156	5	161
PM	State Farm Rd	Northbound	Through	13	13	0	13	0	13
PM	State Farm Rd	Northbound	Right	144	147	0	147	0	147
PM	State Farm Rd	Eastbound	U-Turn	0	0	0	0	0	0
PM	State Farm Rd	Eastbound	Left	15	15	0	15	0	15
PM	State Farm Rd	Eastbound	Through	348	355	0	355	0	355
PM	State Farm Rd	Eastbound	Right	125	128	0	128	5	133
PM	State Farm Rd	Southbound	U-Turn	0	0	0	0	0	0
PM	State Farm Rd	Southbound	Left	27	28	0	28	0	28
PM	State Farm Rd	Southbound	Through	56	57	0	57	0	57
PM	State Farm Rd	Southbound	Right	33	34	0	34	0	34
PM	State Farm Rd	Westbound	U-Turn	0	0	0	0	0	0
PM	State Farm Rd	Westbound	Left	230	235	0	235	0	235
PM	State Farm Rd	Westbound	Through	538	549	0	549	0	549
PM	State Farm Rd	Westbound	Right	13	13	0	13	0	13

Table 12: Intersection 7 Trip Development

Intersection 7: State Farm Rd. & VFW Dr.									
Period	Minor Road Name	Approach Dir (N/S/E/W)	L/T/R/U	Base Vol.	Natural Growth	Adjacent Development	Background Vol.	Trip Gen.	Future Vol.
AM	VFW Dr	Northbound	U-Turn	0	0	0	0	0	0
AM	VFW Dr	Northbound	Left	0	0	0	0	0	0
AM	VFW Dr	Northbound	Through	280	286	0	286	1	287
AM	VFW Dr	Northbound	Right	3	3	0	3	0	3
AM	VFW Dr	Eastbound	U-Turn	0	0	0	0	0	0
AM	VFW Dr	Eastbound	Left	0	0	0	0	0	0
AM	VFW Dr	Eastbound	Through	0	0	0	0	0	0
AM	VFW Dr	Eastbound	Right	0	0	0	0	0	0
AM	VFW Dr	Southbound	U-Turn	0	0	0	0	0	0
AM	VFW Dr	Southbound	Left	2	2	0	2	0	2
AM	VFW Dr	Southbound	Through	523	534	0	534	4	538
AM	VFW Dr	Southbound	Right	0	0	0	0	0	0
AM	VFW Dr	Westbound	U-Turn	0	0	0	0	0	0
AM	VFW Dr	Westbound	Left	3	3	0	3	0	3
AM	VFW Dr	Westbound	Through	0	0	0	0	0	0
AM	VFW Dr	Westbound	Right	4	4	0	4	0	4
PM	VFW Dr	Northbound	U-Turn	0	0	0	0	0	0
PM	VFW Dr	Northbound	Left	0	0	0	0	0	0
PM	VFW Dr	Northbound	Through	677	691	0	691	5	696
PM	VFW Dr	Northbound	Right	34	35	0	35	0	35
PM	VFW Dr	Eastbound	U-Turn	0	0	0	0	0	0
PM	VFW Dr	Eastbound	Left	0	0	0	0	0	0
PM	VFW Dr	Eastbound	Through	0	0	0	0	0	0
PM	VFW Dr	Eastbound	Right	0	0	0	0	0	0
PM	VFW Dr	Southbound	U-Turn	0	0	0	0	0	0
PM	VFW Dr	Southbound	Left	2	2	0	2	0	2
PM	VFW Dr	Southbound	Through	474	484	0	484	5	489
PM	VFW Dr	Southbound	Right	0	0	0	0	0	0
PM	VFW Dr	Westbound	U-Turn	0	0	0	0	0	0
PM	VFW Dr	Westbound	Left	12	12	0	12	0	12
PM	VFW Dr	Westbound	Through	0	0	0	0	0	0
PM	VFW Dr	Westbound	Right	4	4	0	4	0	4

Table 13: Intersection 8 Trip Development

Intersection 8: State Farm Rd. & Berkeley Ave.									
Period	Minor Road Name	Approach Dir (N/S/E/W)	L/T/R/U	Base Vol.	Natural Growth	Adjacent Development	Background Vol.	Trip Gen.	Future Vol.
AM	Berkley Ave	Northbound	U-Turn	0	0	0	0	0	0
AM	Berkley Ave	Northbound	Left	0	0	0	0	0	0
AM	Berkley Ave	Northbound	Through	0	0	0	0	0	0
AM	Berkley Ave	Northbound	Right	0	0	0	0	0	0
AM	Berkley Ave	Eastbound	U-Turn	0	0	0	0	0	0
AM	Berkley Ave	Eastbound	Left	0	0	0	0	0	0
AM	Berkley Ave	Eastbound	Through	511	521	0	521	0	521
AM	Berkley Ave	Eastbound	Right	0	0	0	0	0	0
AM	Berkley Ave	Southbound	U-Turn	0	0	0	0	0	0
AM	Berkley Ave	Southbound	Left	1	1	0	1	4	5
AM	Berkley Ave	Southbound	Through	0	0	0	0	0	0
AM	Berkley Ave	Southbound	Right	7	7	0	7	0	7
AM	Berkley Ave	Westbound	U-Turn	0	0	0	0	0	0
AM	Berkley Ave	Westbound	Left	0	0	0	0	0	0
AM	Berkley Ave	Westbound	Through	297	303	0	303	0	303
AM	Berkley Ave	Westbound	Right	0	0	0	0	1	1
PM	Berkley Ave	Northbound	U-Turn	0	0	0	0	0	0
PM	Berkley Ave	Northbound	Left	0	0	0	0	0	0
PM	Berkley Ave	Northbound	Through	0	0	0	0	0	0
PM	Berkley Ave	Northbound	Right	0	0	0	0	0	0
PM	Berkley Ave	Eastbound	U-Turn	0	0	0	0	0	0
PM	Berkley Ave	Eastbound	Left	0	0	0	0	0	0
PM	Berkley Ave	Eastbound	Through	481	491	0	491	0	491
PM	Berkley Ave	Eastbound	Right	0	0	0	0	0	0
PM	Berkley Ave	Southbound	U-Turn	0	0	0	0	0	0
PM	Berkley Ave	Southbound	Left	3	3	0	3	5	8
PM	Berkley Ave	Southbound	Through	0	0	0	0	0	0
PM	Berkley Ave	Southbound	Right	2	2	0	2	0	2
PM	Berkley Ave	Westbound	U-Turn	0	0	0	0	0	0
PM	Berkley Ave	Westbound	Left	0	0	0	0	0	0
PM	Berkley Ave	Westbound	Through	639	652	0	652	0	652
PM	Berkley Ave	Westbound	Right	13	13	0	13	5	18

Table 14: Intersection 9 Trip Development

Intersection 9: Bever;u Heights Ave. & Sheridan Ave.									
Period	Minor Road Name	Approach Dir (N/S/E/W)	L/T/R/U	Base Vol.	Natural Growth	Adjacent Development	Background Vol.	Trip Gen.	Future Vol.
AM	Sheridan Ave	Northbound	U-Turn	0	0	0	0	0	0
AM	Sheridan Ave	Northbound	Left	0	0	0	0	0	0
AM	Sheridan Ave	Northbound	Through	0	0	0	0	0	0
AM	Sheridan Ave	Northbound	Right	0	0	0	0	0	0
AM	Sheridan Ave	Eastbound	U-Turn	0	0	0	0	0	0
AM	Sheridan Ave	Eastbound	Left	0	0	0	0	0	0
AM	Sheridan Ave	Eastbound	Through	1	1	0	1	0	1
AM	Sheridan Ave	Eastbound	Right	3	3	0	3	0	3
AM	Sheridan Ave	Southbound	U-Turn	0	0	0	0	0	0
AM	Sheridan Ave	Southbound	Left	0	0	0	0	0	0
AM	Sheridan Ave	Southbound	Through	0	0	0	0	0	0
AM	Sheridan Ave	Southbound	Right	0	0	0	0	0	0
AM	Sheridan Ave	Westbound	U-Turn	0	0	0	0	0	0
AM	Sheridan Ave	Westbound	Left	0	0	0	0	0	0
AM	Sheridan Ave	Westbound	Through	0	0	0	0	0	0
AM	Sheridan Ave	Westbound	Right	0	0	0	0	0	0
PM	Sheridan Ave	Northbound	U-Turn	0	0	0	0	0	0
PM	Sheridan Ave	Northbound	Left	23	23	0	23	0	23
PM	Sheridan Ave	Northbound	Through	0	0	0	0	0	0
PM	Sheridan Ave	Northbound	Right	1	1	0	1	0	1
PM	Sheridan Ave	Eastbound	U-Turn	0	0	0	0	0	0
PM	Sheridan Ave	Eastbound	Left	0	0	0	0	0	0
PM	Sheridan Ave	Eastbound	Through	2	2	0	2	0	2
PM	Sheridan Ave	Eastbound	Right	8	8	0	8	0	8
PM	Sheridan Ave	Southbound	U-Turn	0	0	0	0	0	0
PM	Sheridan Ave	Southbound	Left	0	0	0	0	0	0
PM	Sheridan Ave	Southbound	Through	0	0	0	0	0	0
PM	Sheridan Ave	Southbound	Right	0	0	0	0	0	0
PM	Sheridan Ave	Westbound	U-Turn	0	0	0	0	0	0
PM	Sheridan Ave	Westbound	Left	1	1	0	1	0	1
PM	Sheridan Ave	Westbound	Through	3	3	0	3	0	3
PM	Sheridan Ave	Westbound	Right	0	0	0	0	0	0

Table 15: Intersection 10 Trip Development

Intersection 10: Beverly Heights Ave. & Berkley Ave.									
Period	Minor Road Name	Approach Dir (N/S/E/W)	L/T/R/U	Base Vol.	Natural Growth	Adjacent Development	Background Vol.	Trip Gen.	Future Vol.
AM	Berkley Ave/Access 1	Northbound	U-Turn	0	0	0	0	0	0
AM	Berkley Ave/Access 1	Northbound	Left	1	1	0	1	0	1
AM	Berkley Ave/Access 1	Northbound	Through	0	0	0	0	1	1
AM	Berkley Ave/Access 1	Northbound	Right	0	0	0	0	0	0
AM	Berkley Ave/Access 1	Eastbound	U-Turn	0	0	0	0	0	0
AM	Berkley Ave/Access 1	Eastbound	Left	0	0	0	0	4	4
AM	Berkley Ave/Access 1	Eastbound	Through	3	3	0	3	3	6
AM	Berkley Ave/Access 1	Eastbound	Right	7	7	0	7	0	7
AM	Berkley Ave/Access 1	Southbound	U-Turn	0	0	0	0	0	0
AM	Berkley Ave/Access 1	Southbound	Left	0	0	0	0	0	0
AM	Berkley Ave/Access 1	Southbound	Through	0	0	0	0	4	4
AM	Berkley Ave/Access 1	Southbound	Right	0	0	0	0	12	12
AM	Berkley Ave/Access 1	Westbound	U-Turn	0	0	0	0	0	0
AM	Berkley Ave/Access 1	Westbound	Left	0	0	0	0	0	0
AM	Berkley Ave/Access 1	Westbound	Through	3	3	0	3	8	11
AM	Berkley Ave/Access 1	Westbound	Right	0	0	0	0	0	0
PM	Berkley Ave/Access 1	Northbound	U-Turn	0	0	0	0	0	0
PM	Berkley Ave/Access 1	Northbound	Left	8	8	0	8	0	8
PM	Berkley Ave/Access 1	Northbound	Through	0	0	0	0	5	5
PM	Berkley Ave/Access 1	Northbound	Right	0	0	0	0	0	0
PM	Berkley Ave/Access 1	Eastbound	U-Turn	0	0	0	0	0	0
PM	Berkley Ave/Access 1	Eastbound	Left	0	0	0	0	16	16
PM	Berkley Ave/Access 1	Eastbound	Through	10	10	0	10	10	20
PM	Berkley Ave/Access 1	Eastbound	Right	7	7	0	7	0	7
PM	Berkley Ave/Access 1	Southbound	U-Turn	0	0	0	0	0	0
PM	Berkley Ave/Access 1	Southbound	Left	0	0	0	0	0	0
PM	Berkley Ave/Access 1	Southbound	Through	0	0	0	0	5	5
PM	Berkley Ave/Access 1	Southbound	Right	0	0	0	0	14	14
PM	Berkley Ave/Access 1	Westbound	U-Turn	0	0	0	0	0	0
PM	Berkley Ave/Access 1	Westbound	Left	1	1	0	1	0	1
PM	Berkley Ave/Access 1	Westbound	Through	23	23	0	23	10	33
PM	Berkley Ave/Access 1	Westbound	Right	0	0	0	0	0	0

Table 16: Intersection 11 Trip Development

Intersection 11: Beverly Heights Ave. & Access 2									
Period	Minor Road Name	Approach Dir (N/S/E/W)	L/T/R/U	Base Vol.	Natural Growth	Adjacent Development	Background Vol.	Trip Gen.	Future Vol.
AM	Berkley Ave/Access 1	Northbound	U-Turn	0	0	0	0	0	0
AM	Berkley Ave/Access 1	Northbound	Left	1	1	0	1	0	1
AM	Berkley Ave/Access 1	Northbound	Through	0	0	0	0	1	1
AM	Berkley Ave/Access 1	Northbound	Right	0	0	0	0	0	0
AM	Berkley Ave/Access 1	Eastbound	U-Turn	0	0	0	0	0	0
AM	Berkley Ave/Access 1	Eastbound	Left	0	0	0	0	4	4
AM	Berkley Ave/Access 1	Eastbound	Through	3	3	0	3	3	6
AM	Berkley Ave/Access 1	Eastbound	Right	7	7	0	7	0	7
AM	Berkley Ave/Access 1	Southbound	U-Turn	0	0	0	0	0	0
AM	Berkley Ave/Access 1	Southbound	Left	0	0	0	0	0	0
AM	Berkley Ave/Access 1	Southbound	Through	0	0	0	0	4	4
AM	Berkley Ave/Access 1	Southbound	Right	0	0	0	0	12	12
AM	Berkley Ave/Access 1	Westbound	U-Turn	0	0	0	0	0	0
AM	Berkley Ave/Access 1	Westbound	Left	0	0	0	0	0	0
AM	Berkley Ave/Access 1	Westbound	Through	3	3	0	3	8	11
AM	Berkley Ave/Access 1	Westbound	Right	0	0	0	0	0	0
PM	Berkley Ave/Access 1	Northbound	U-Turn	0	0	0	0	0	0
PM	Berkley Ave/Access 1	Northbound	Left	8	8	0	8	0	8
PM	Berkley Ave/Access 1	Northbound	Through	0	0	0	0	5	5
PM	Berkley Ave/Access 1	Northbound	Right	0	0	0	0	0	0
PM	Berkley Ave/Access 1	Eastbound	U-Turn	0	0	0	0	0	0
PM	Berkley Ave/Access 1	Eastbound	Left	0	0	0	0	16	16
PM	Berkley Ave/Access 1	Eastbound	Through	10	10	0	10	10	20
PM	Berkley Ave/Access 1	Eastbound	Right	7	7	0	7	0	7
PM	Berkley Ave/Access 1	Southbound	U-Turn	0	0	0	0	0	0
PM	Berkley Ave/Access 1	Southbound	Left	0	0	0	0	0	0
PM	Berkley Ave/Access 1	Southbound	Through	0	0	0	0	5	5
PM	Berkley Ave/Access 1	Southbound	Right	0	0	0	0	14	14
PM	Berkley Ave/Access 1	Westbound	U-Turn	0	0	0	0	0	0
PM	Berkley Ave/Access 1	Westbound	Left	1	1	0	1	0	1
PM	Berkley Ave/Access 1	Westbound	Through	23	23	0	23	10	33
PM	Berkley Ave/Access 1	Westbound	Right	0	0	0	0	0	0

Table 17: Intersection 12 Trip Development

Intersection 12: Beverly Heights Ave. & Access 3									
Period	Minor Road Name	Approach Dir (N/S/E/W)	L/T/R/U	Base Vol.	Natural Growth	Adjacent Development	Background Vol.	Trip Gen.	Future Vol.
AM	Berkley Ave/Access 1	Northbound	U-Turn	0	0	0	0	0	0
AM	Berkley Ave/Access 1	Northbound	Left	1	1	0	1	0	1
AM	Berkley Ave/Access 1	Northbound	Through	0	0	0	0	1	1
AM	Berkley Ave/Access 1	Northbound	Right	0	0	0	0	0	0
AM	Berkley Ave/Access 1	Eastbound	U-Turn	0	0	0	0	0	0
AM	Berkley Ave/Access 1	Eastbound	Left	0	0	0	0	4	4
AM	Berkley Ave/Access 1	Eastbound	Through	3	3	0	3	3	6
AM	Berkley Ave/Access 1	Eastbound	Right	7	7	0	7	0	7
AM	Berkley Ave/Access 1	Southbound	U-Turn	0	0	0	0	0	0
AM	Berkley Ave/Access 1	Southbound	Left	0	0	0	0	0	0
AM	Berkley Ave/Access 1	Southbound	Through	0	0	0	0	4	4
AM	Berkley Ave/Access 1	Southbound	Right	0	0	0	0	12	12
AM	Berkley Ave/Access 1	Westbound	U-Turn	0	0	0	0	0	0
AM	Berkley Ave/Access 1	Westbound	Left	0	0	0	0	0	0
AM	Berkley Ave/Access 1	Westbound	Through	3	3	0	3	8	11
AM	Berkley Ave/Access 1	Westbound	Right	0	0	0	0	0	0
PM	Berkley Ave/Access 1	Northbound	U-Turn	0	0	0	0	0	0
PM	Berkley Ave/Access 1	Northbound	Left	8	8	0	8	0	8
PM	Berkley Ave/Access 1	Northbound	Through	0	0	0	0	5	5
PM	Berkley Ave/Access 1	Northbound	Right	0	0	0	0	0	0
PM	Berkley Ave/Access 1	Eastbound	U-Turn	0	0	0	0	0	0
PM	Berkley Ave/Access 1	Eastbound	Left	0	0	0	0	16	16
PM	Berkley Ave/Access 1	Eastbound	Through	10	10	0	10	10	20
PM	Berkley Ave/Access 1	Eastbound	Right	7	7	0	7	0	7
PM	Berkley Ave/Access 1	Southbound	U-Turn	0	0	0	0	0	0
PM	Berkley Ave/Access 1	Southbound	Left	0	0	0	0	0	0
PM	Berkley Ave/Access 1	Southbound	Through	0	0	0	0	5	5
PM	Berkley Ave/Access 1	Southbound	Right	0	0	0	0	14	14
PM	Berkley Ave/Access 1	Westbound	U-Turn	0	0	0	0	0	0
PM	Berkley Ave/Access 1	Westbound	Left	1	1	0	1	0	1
PM	Berkley Ave/Access 1	Westbound	Through	23	23	0	23	10	33
PM	Berkley Ave/Access 1	Westbound	Right	0	0	0	0	0	0

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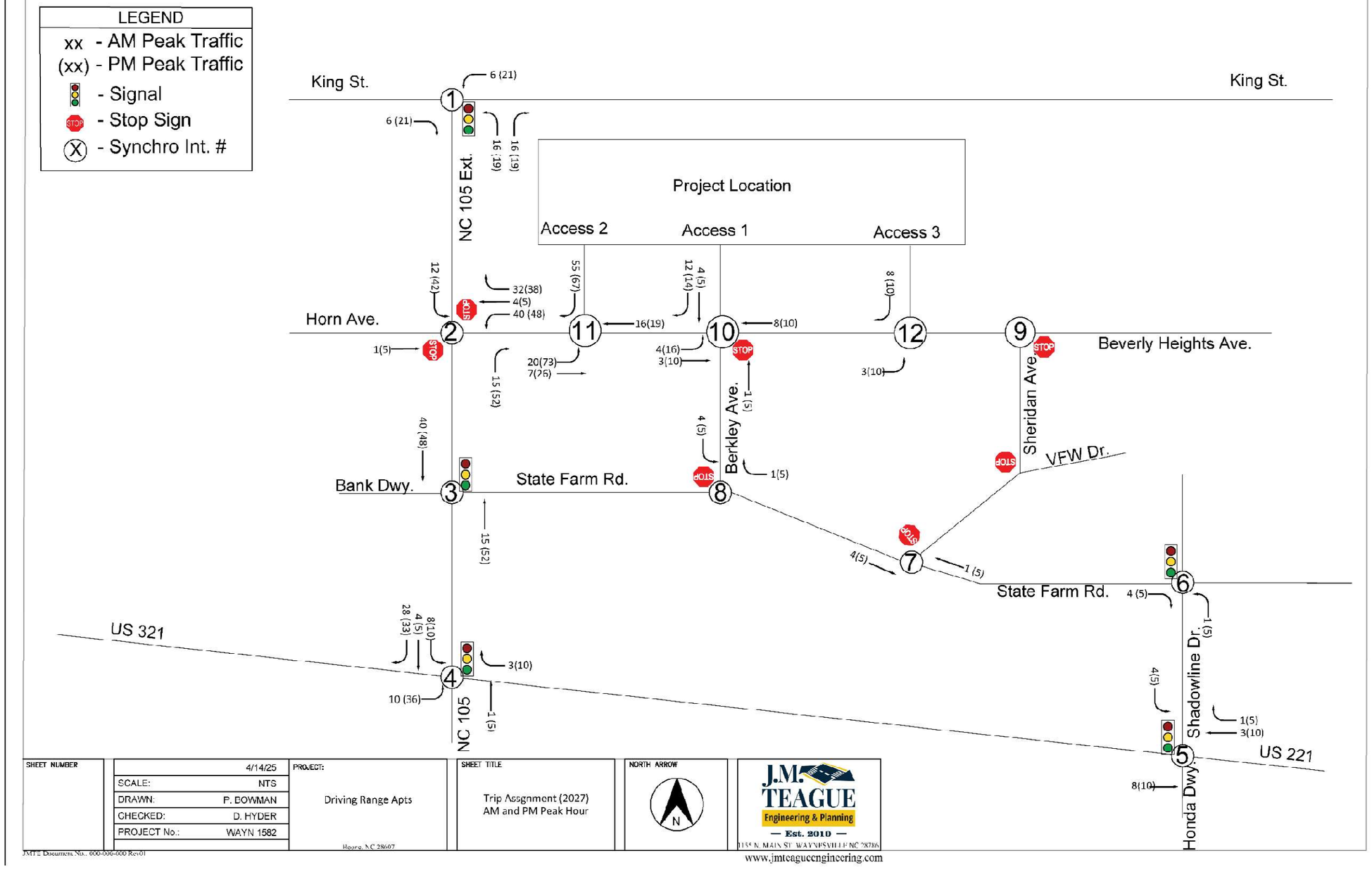


Figure 13: Driving Range Apartments Trip Assignment AM & PM Peak Hour

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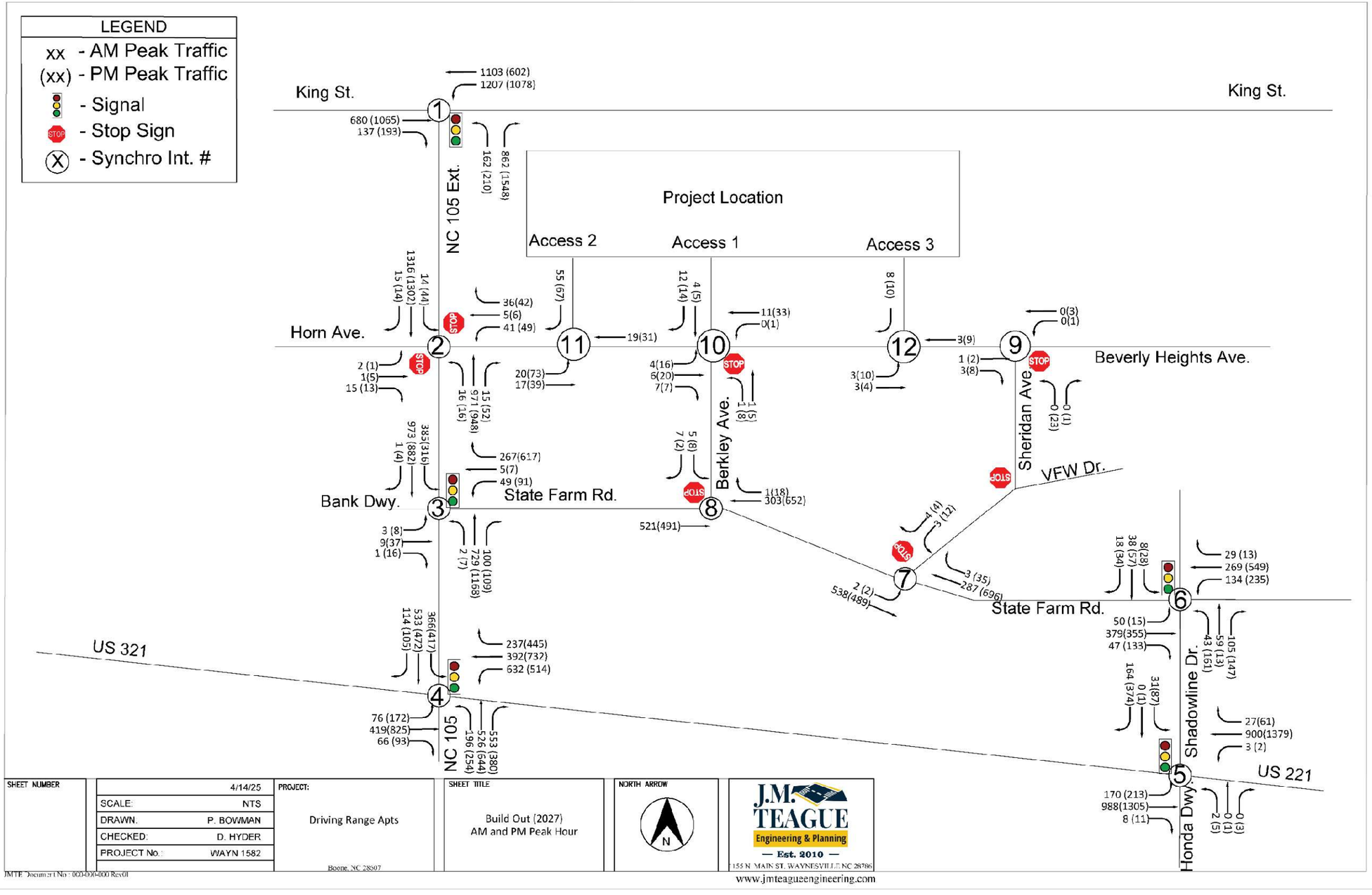


Figure 14: Future (Build-Out) Traffic (2027) AM and PM Peak Hour Traffic

OPERATIONAL AND CAPACITY ANALYSIS

The analysis for background conditions is based on methodologies presented in NCDOT's Congestion Management Capacity Analysis Guidelines. To estimate the background LOS, delay, v/c ratio, and queue at the study intersections, the background traffic was analyzed using existing lane configurations and traffic control conditions.

PEAK HOUR FACTOR

The Peak Hour Factor (PHF) is a metric for evaluating fluctuations in traffic demand during the peak hour. Calculated as the ratio of the peak hour volume to four times the peak fifteen-minute volume, the PHF offers insights into how traffic volume varies within this critical timeframe. In essence, the PHF compares the traffic volume during the busiest 15 minutes of the peak hour with the total volume throughout the entire hour.

A PHF of 0.90 was used for all background conditions per NCDOT guidelines. Based on HCM and NCDOT guidance, the free-flow movements/approaches were not analyzed for background conditions. The 0.90 PHF is used by traffic engineering companies and NCDOT to simulate worst-case scenarios for LOS calculations. The worst-case PHF assumption can sometimes create fluctuations in LOS and delay readings without any change in the traffic volumes.

TRAFFIC CAPACITY DISCUSSION

The Highway Capacity Manual (HCM) defines capacity as the highest rate at which people or vehicles can reasonably be expected to move through a point under existing road, traffic, and control conditions in an hour. Level of Service (LOS) categorizes driving conditions based on traffic congestion. LOS "A" represents smooth traffic flow, while LOS "F" indicates severe congestion. LOS is determined by the total "Control Delay" experienced by drivers, encompassing delays from traffic control devices such as deceleration, queuing, stopping, and acceleration. Figure 15 shows typical delays associated with each Level of Service for intersections.

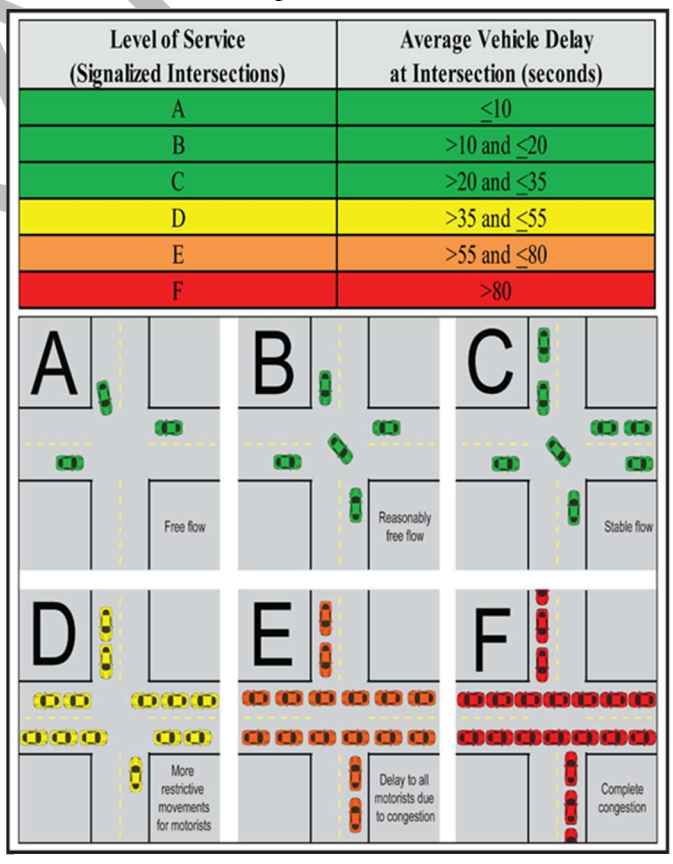


Figure 15: HCM LOS

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The Highway Capacity Manual analysis for unsignalized intersections can project very high delays on the minor side street, thus, it is recommended to use LOS measurements as a comparative tool rather than a design tool. The 95th percentile queue is the vehicle queue (backup) that has a 5% probability of being exceeded during the analysis period. At unsignalized intersections, p_0 (queue-free percent) is the probability of there being no backup.

SUMMARY OF SIMULATION MODELING PARAMETERS

The Q_{95} is the greater of the queue reported from SYNCHRO or SIMTRAFFIC. The existing traffic volumes from the AM & PM peak hours were analyzed using existing lane configurations and traffic control conditions. Since the existing turning movement count data was collected, the existing peak hour factor (PHF) was used for analyzing existing conditions.

The capacity analysis (Synchro) reports for the existing conditions are in Appendix B.

It should be noted that, following NCDOT Congestion Management Guidelines, right turn on red indication movements are prohibited for signalized intersections. Additionally, all left turn lanes from dedicated left turn lanes are treated as protected-only regardless of the actual or recommended traffic signal programming in the field. This gives both an "apples to apples" and a "worst-case" scenario for each intersection and makes the analyses more "future-proof". Minimum cycle lengths are also used for simulated traffic signal programming, as well as minimum clearance times. Additionally, due to the logic utilized by Synchro, a minimum of 4 vehicles are entered for each movement in an approach that is allowed in an intersection.

THRESHOLDS FOR IDENTIFYING MITIGATIONS

The NCDOT's Driveway Manual provides the following guidelines for assessing intersection performance and needed mitigations.

> "The applicant shall be required to identify mitigation improvements to the roadway network if at least one of the following conditions exists when comparing base network conditions to project conditions:
>
> - The total average delay at an intersection or individual approach increases by 25% or greater while maintaining the same level of service, Policy On Street And Driveway Access to North Carolina Highways Page 22 July 2003
> - The Level of Service degrades by at least one level, or
> - The Level of Service is "F," for turning lanes, mitigation improvements shall be identified when the analysis indicates that the 95th percentile queue exceeds the storage capacity of the existing lane alone. The District Engineer will be responsible for the final determination of mitigation improvements required to be constructed by the applicant."

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MEASURES OF EFFECTIVENESS

For ease of use, the operational and capacity analysis for each intersection is treated separately. Each intersection includes a table showing the morning and evening level of service, delay, and queuing for the background, build-out, and mitigation at that location.

LEVEL OF SERVICE

The Traffic Levels of Service (LOS) are reported using letters A, B, C, D, E, or F for each movement. LOS is a set of qualitative and quantitative measures used to evaluate the efficiency and effectiveness of traffic flow on roadways. They are commonly graded on a scale from "A" to "F," similar to a report card, with "A" representing free-flowing traffic and minimal delays, and "F" indicating heavily congested conditions with significant delays.

DELAY

The Delay (in seconds) was calculated for the studied intersections by approach and lane movement for each of the existing, background, and build-out cases. The traffic volumes from the AM & PM peak hours were analyzed using existing lane configurations and traffic control conditions. The difference between the background and build cases is shown in the Difference column. Percent Change is included in the right-hand column and calculated as:

$$\%Change = \left(\frac{Difference}{Background\ Delay}\right) \times 100$$

Movements with a percent change in delay above twenty-five percent are shown highlighted in red.

QUEUEING

Queuing analyses were performed to determine the effect of the build-out traffic on intersection traffic queues. Turning movements at which the queues exceed the available storage are noted in the queuing graph for each intersection. The numbers shown on the queuing graph show the available storage for each lane at each intersection.

ANALYSIS RESULTS

The next section of this report presents the analysis of each intersection and driveway. The intersection numbers are consistent with the numbers used in the Synchro analysis.

NOTE: In some cases, the level of service may improve from the background case to the full build-out. This is because the Synchro modeling system that is used randomizes the trip distribution to create real-world scenarios. Some intersections where no build-out traffic is added may improve the delay, therefore improving the level of service.

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Another reason that delays may decrease is that the intersection may be artificially constrained to use a longer cycle length than its natural cycle length. As traffic volumes increase, the signal's natural cycle length gets closer to the minimum cycle length.

It should be noted that in a coordinated traffic signal system, individual approach delays may decrease due to changes in the optimum splits. The delay for an intersection as a whole may decrease due to the natural cycle length becoming closer to the coordinated cycle length.

Some queues predicted at an intersection are expected to decrease from the background to build-out scenarios due to the natural cycle length and split optimization.

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Intersection 1: NC 105 Ext. & King St.

The total delay increases by 25% or greater ☒ Pass ☐ Fail

The Level of Service drops by at least one letter grade ☐ Pass ☒ Fail

Queues for turn moves exceed existing storage ☐ Pass ☒ Fail



Figure 16: Intersection 1 NC 105 Ext. & King St.

The storage for the northbound left turn and the eastbound right turn exceeds the available storage lengths in the AM and PM approaches. However, since the delay and the level of service do not warrant mitigations, the Engineer does not believe it is feasible to extend the turn lanes at this intersection.

The mitigation for Intersection 2 (converting to a RIRO) affects this intersection by adding more traffic to the northbound approach. Even with this mitigation, the level of service remains the same as in the background case, and the delay does not increase by 25%. Therefore, the Engineer recommends no mitigation at this intersection.

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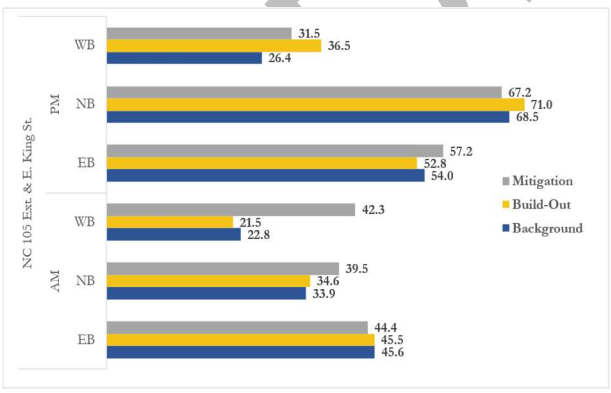


Figure 17: Intersection 1 Delay (seconds/vehicle)



Figure 18: Intersection 1 Level of Service

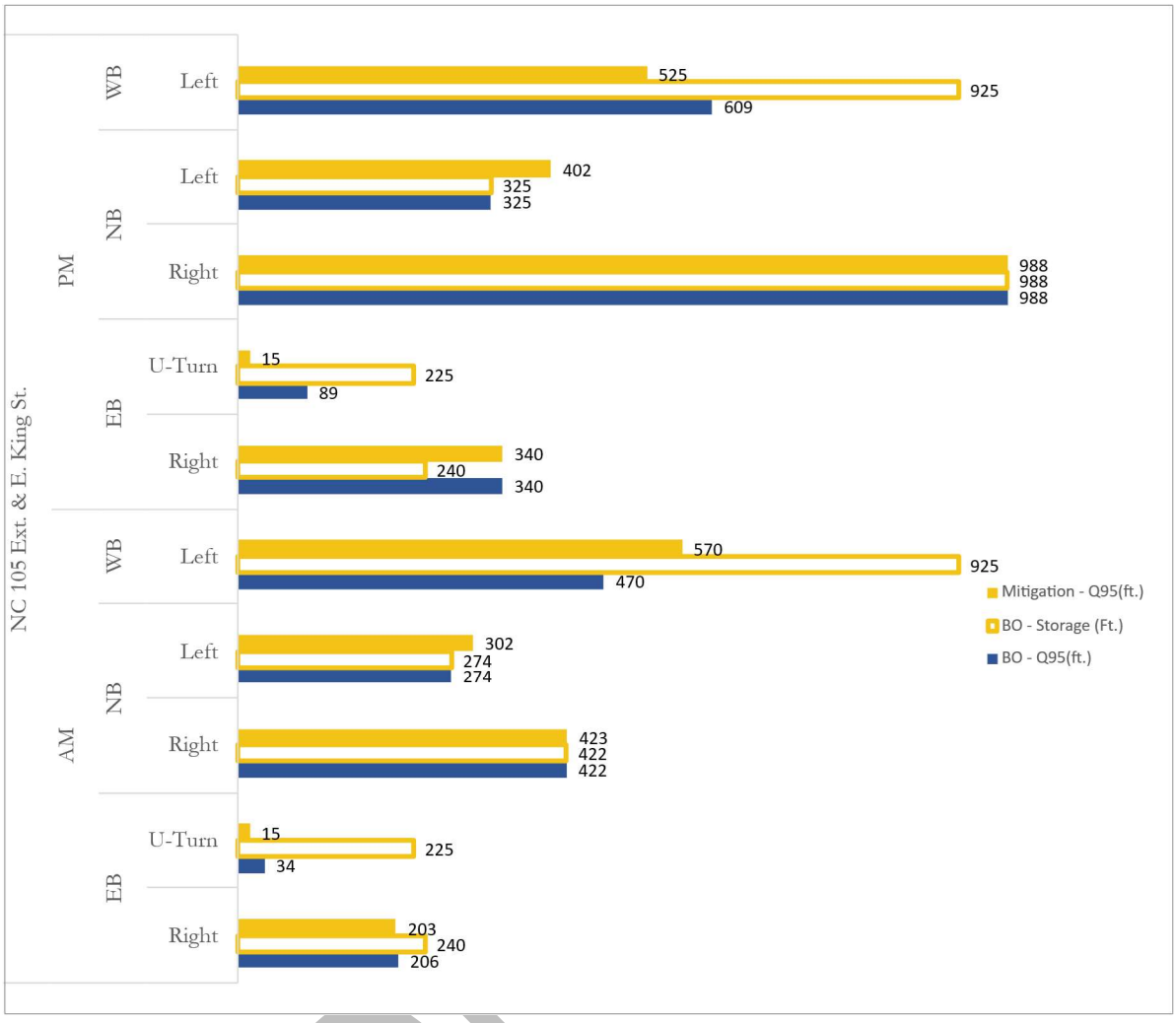


Figure 19: Intersection 1 Queues in Feet.

Intersection 2: NC 105 Ext. & Horn Ave./Beverly Heights Ave.

The total delay increases by 25% or greater ☐ Pass ☒ Fail

The Level of Service drops by at least one letter grade ☒ Pass ☐ Fail

Queues for turn moves exceed existing storage ☒ Pass ☐ Fail

This intersection operates at a level of service F in the background and build out cases. The delay for the westbound approach increases by more than 25% in the build-out case. The engineer recommends converting the westbound approach of this intersection to a right-in in right-out with a left over movement. When doing this, the level of service and delay decrease beyond what is in the background case.



Figure 20: Intersection 2 NC 105 Ext. & Horn Ave./Beverly Heights Ave.

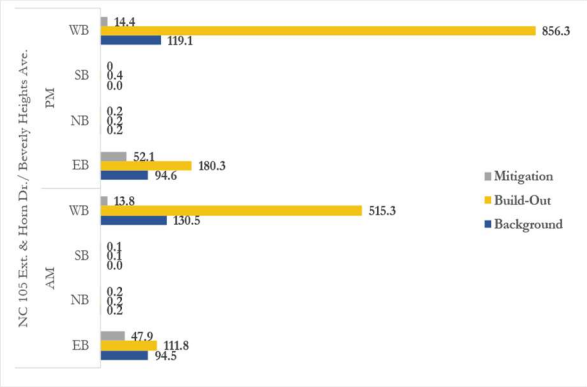


Figure 21: Intersection 2 Delay (seconds/vehicle)



Figure 22: Intersection 2 Level of Service

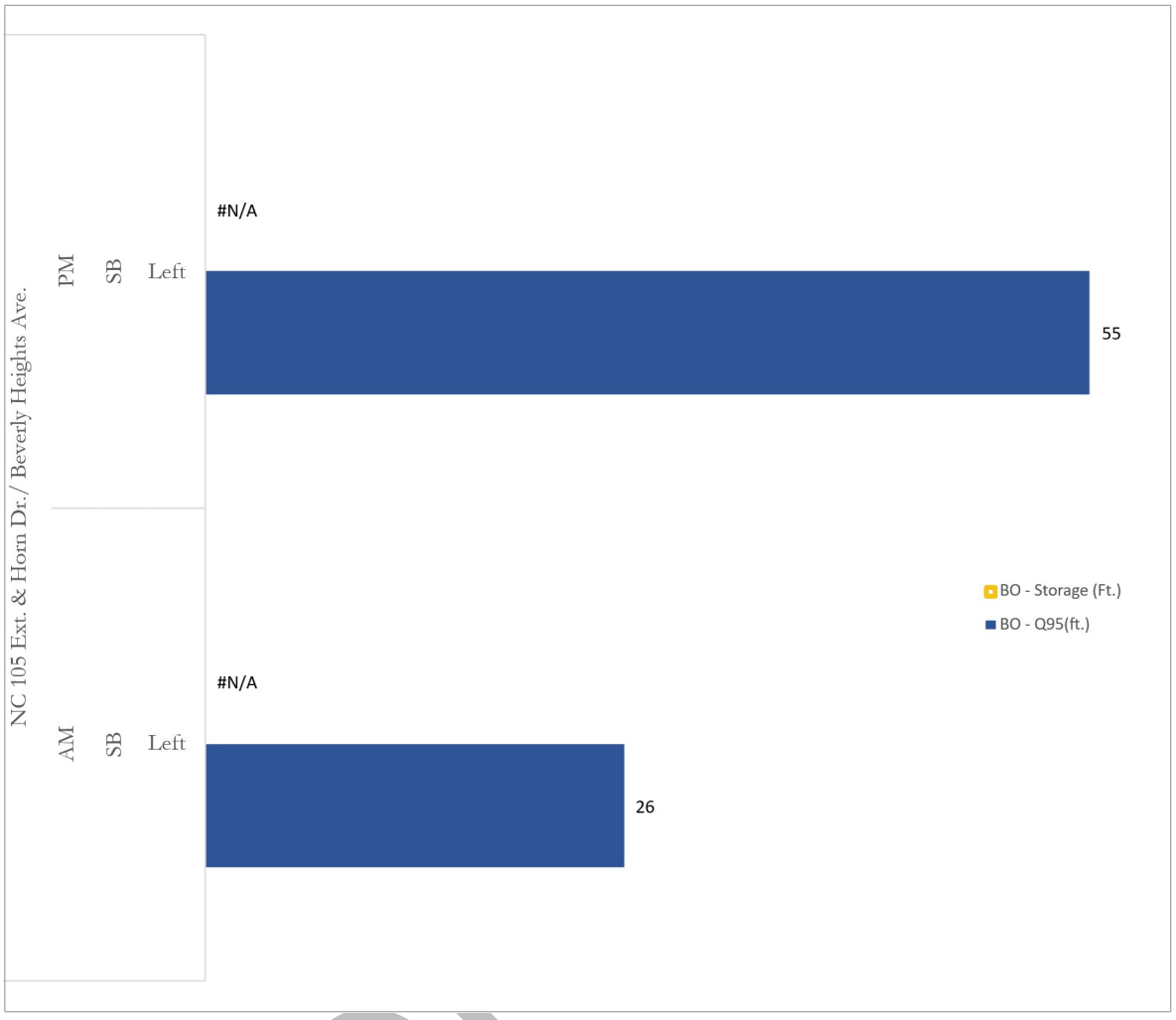


Figure 23: Intersection 2 Queues in Feet.

Intersection 3: NC 105 Ext. & State Farm Rd.

The total delay increases by 25% or greater ☒ Pass ☐ Fail

The Level of Service drops by at least one letter grade ☐ Pass ☒ Fail

Queues for turn moves exceed existing storage ☐ Pass ☒ Fail

The northbound PM approach at this intersection drops to a level of service D. Even though this level of service drops, the Engineer believes that a level of service D in the PM peak hour for NC 105 Ext. is a reasonable level of service.

The mitigation at intersection 2 (converting to a RIRO) affects this intersection and adds more traffic to the westbound movement. However, the level of service remains a D in the northbound approach, and the delay does not increase by more than 25%. Therefore, the Engineer recommends no mitigation at this intersection.



Figure 24: Intersection 3 NC 105 Ext. & State Farm Rd.

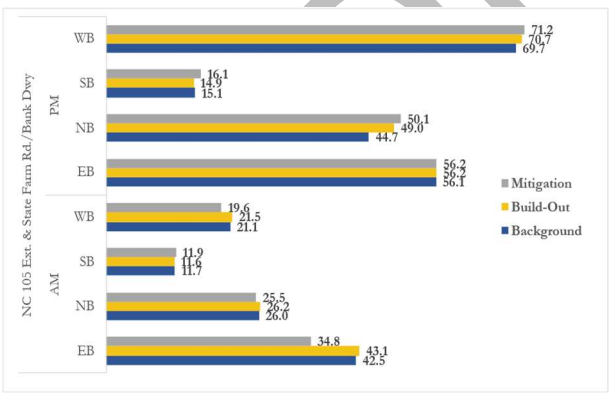


Figure 25: Intersection 3 Delay (seconds/vehicle)

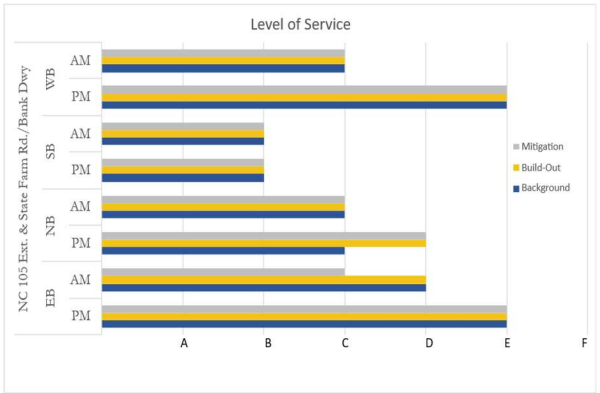


Figure 26: Intersection 3 Level of Service

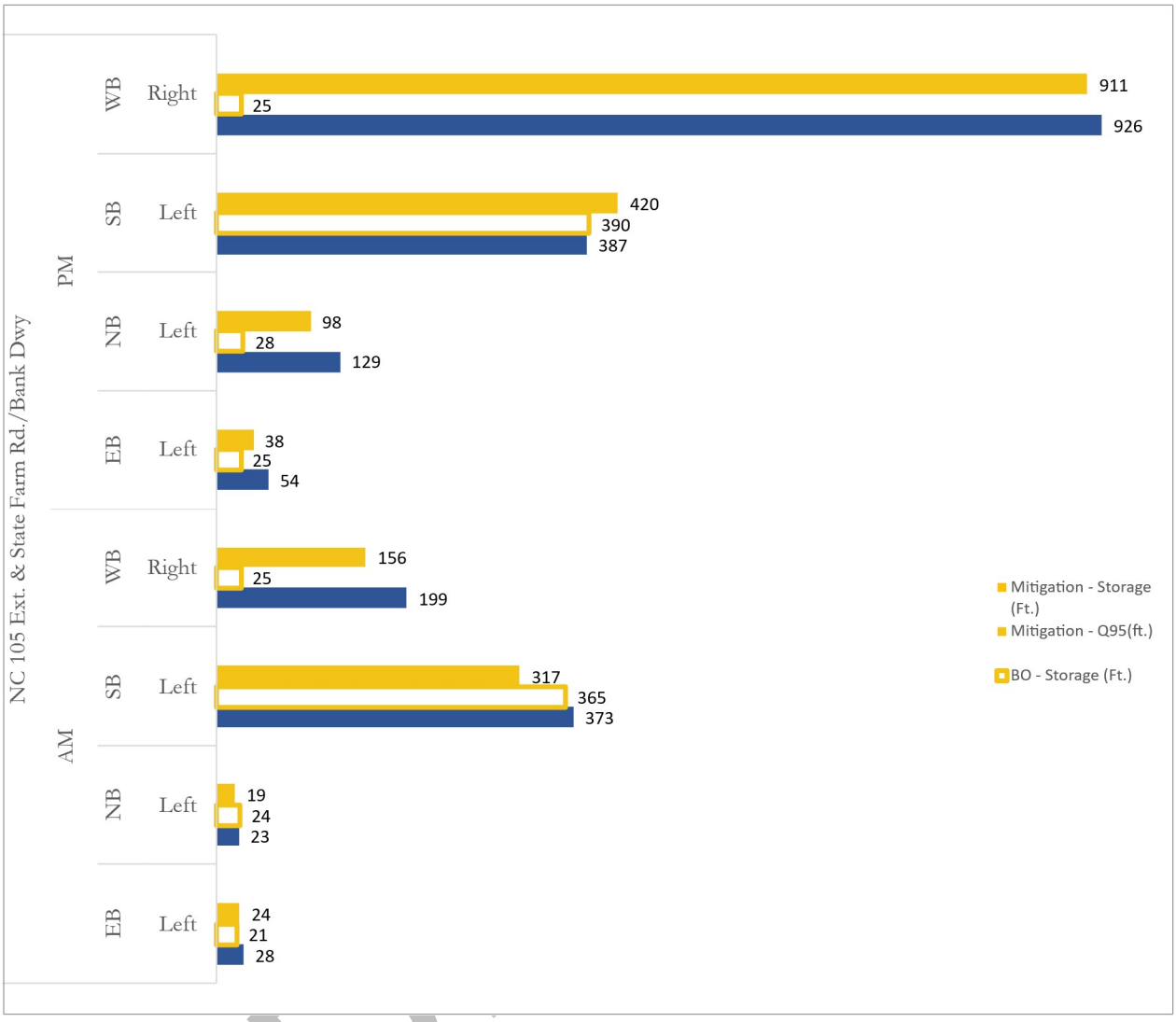


Figure 27: Intersection 3 Queues in Feet.

Intersection 4: US 221 & US 321

The total delay increases by 25% or greater ☒ Pass ☐ Fail

The Level of Service drops by at least one letter grade ☒ Pass ☐ Fail

Queues for turn moves exceed existing storage ☐ Pass ☒ Fail

The queue at this intersection increases beyond the available storage for the westbound and northbound approaches. However, this happens in the background case as well. The levels of service do not increase, and the delays do not increase by more than 25% in the build-out case.

The mitigation for Intersection 2 (converting to a RIRO) affects this intersection. However, even when adding this traffic, the level of service and delay remain reasonable. Therefore, the Engineer recommends no mitigation at this intersection.



Figure 28: Intersection 4 US 221 & US 321

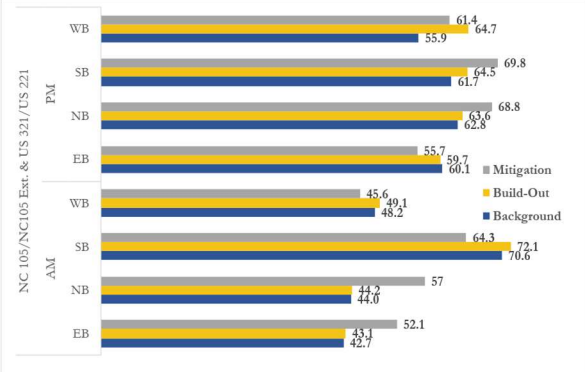


Figure 29: Intersection 4 Delay (seconds/vehicle)

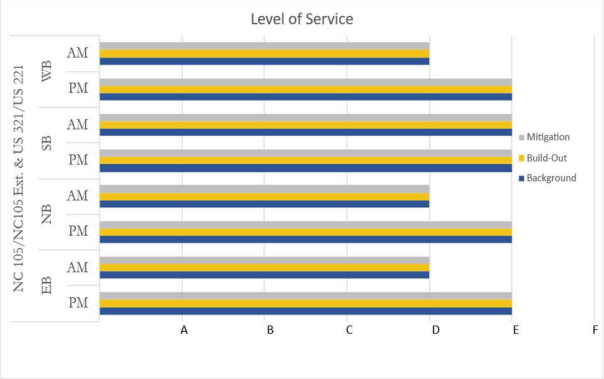


Figure 30: Intersection 4 Level of Service

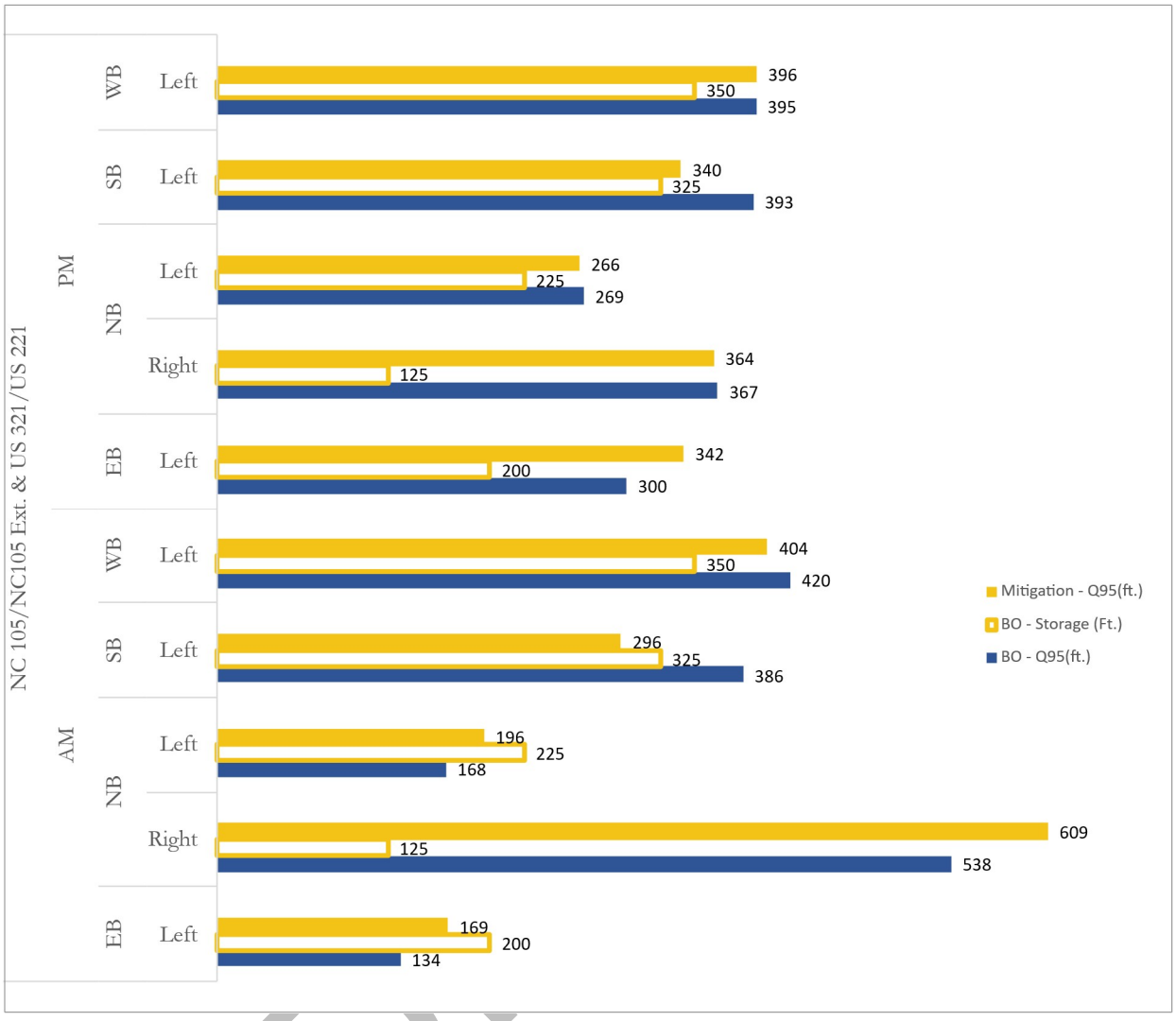


Figure 31: Intersection 4 Queues in Feet.

Intersection 5: US 221 & Shadowline Drive

The total delay increases by 25% or greater ☒ Pass ☐ Fail

The Level of Service drops by at least one letter grade ☒ Pass ☐ Fail

Queues for turn moves exceed existing storage ☒ Pass ☐ Fail

The Engineer recommends no mitigation at this intersection.

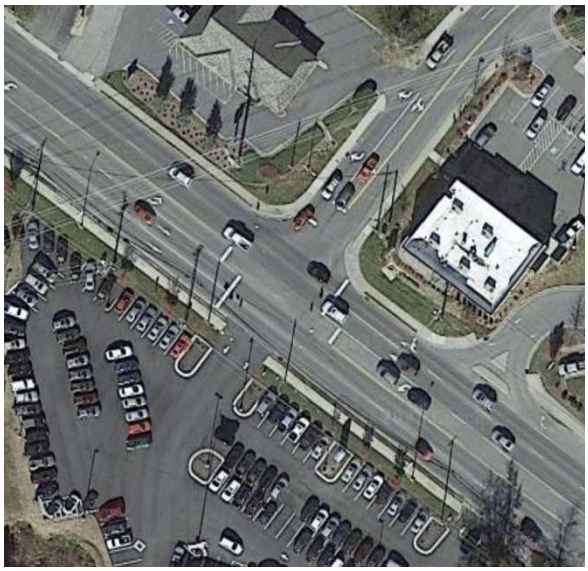


Figure 32: Intersection 5 US 221 & Shadowline Dr.

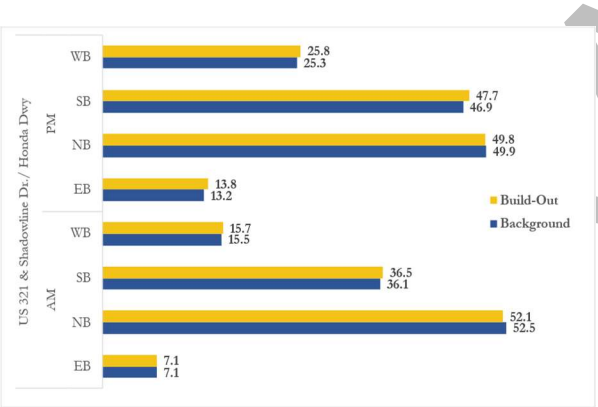


Figure 33: Intersection 5 Delay (seconds/vehicle)



Figure 34: Intersection 5 Level of Service

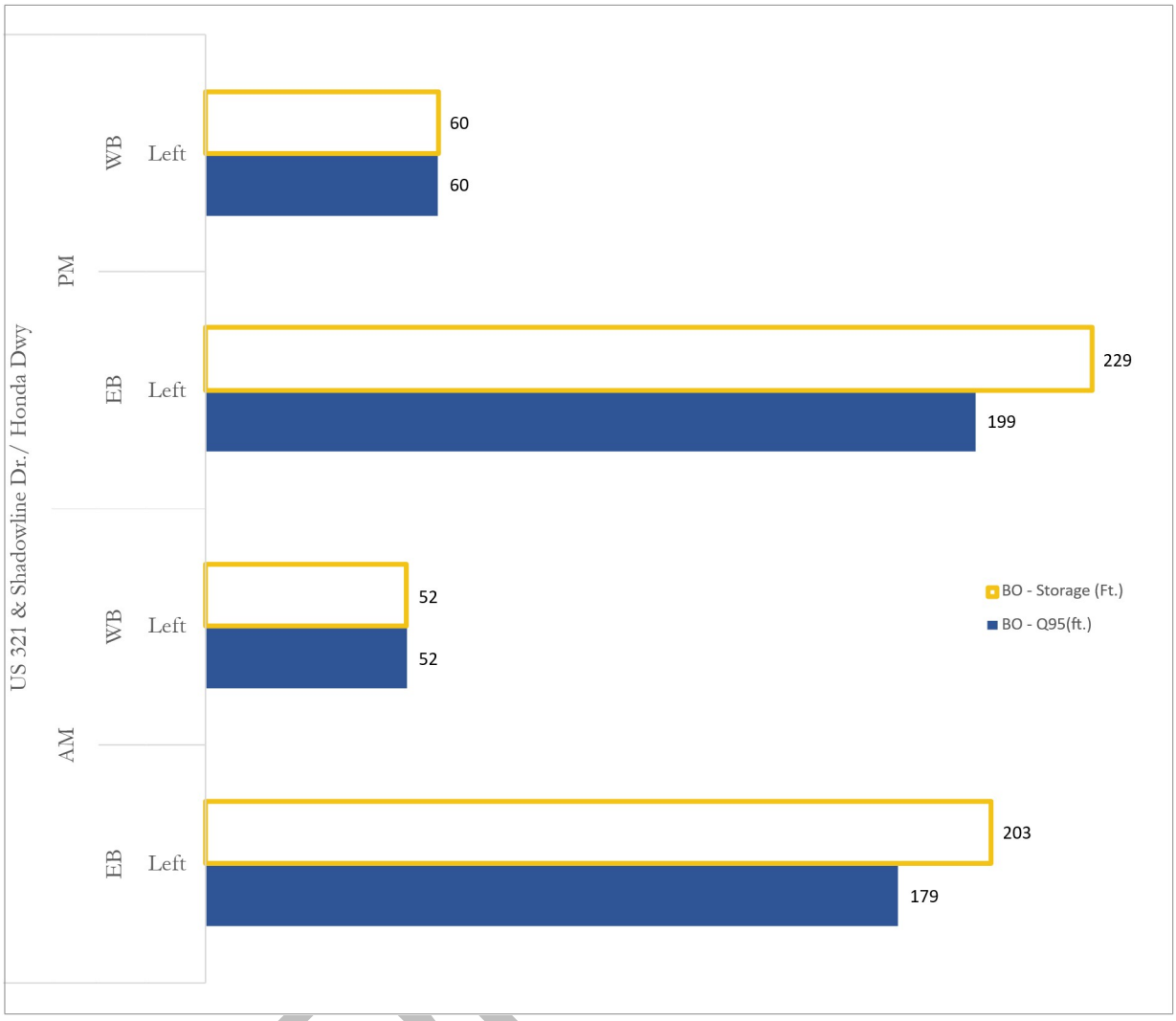


Figure 35: Intersection 5 Queues in Feet

Intersection 6: Shadowline Dr. & State Farm Rd.

The total delay increases by 25% or greater ☒ Pass ☐ Fail

The Level of Service drops by at least one letter grade ☒ Pass ☐ Fail

Queues for turn moves exceed existing storage ☒ Pass ☐ Fail

The Engineer recommends no mitigation at this intersection.



Figure 36: Intersection 6 Shadowline Dr. & State Farm Rd.

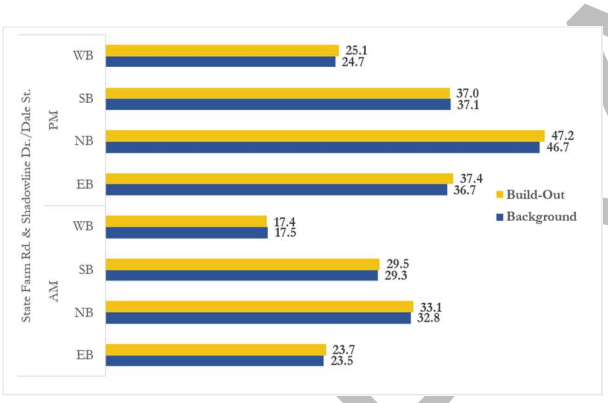


Figure 37: Intersection 6 Delay (seconds/vehicle)



Figure 38: Intersection 6 Level of Service

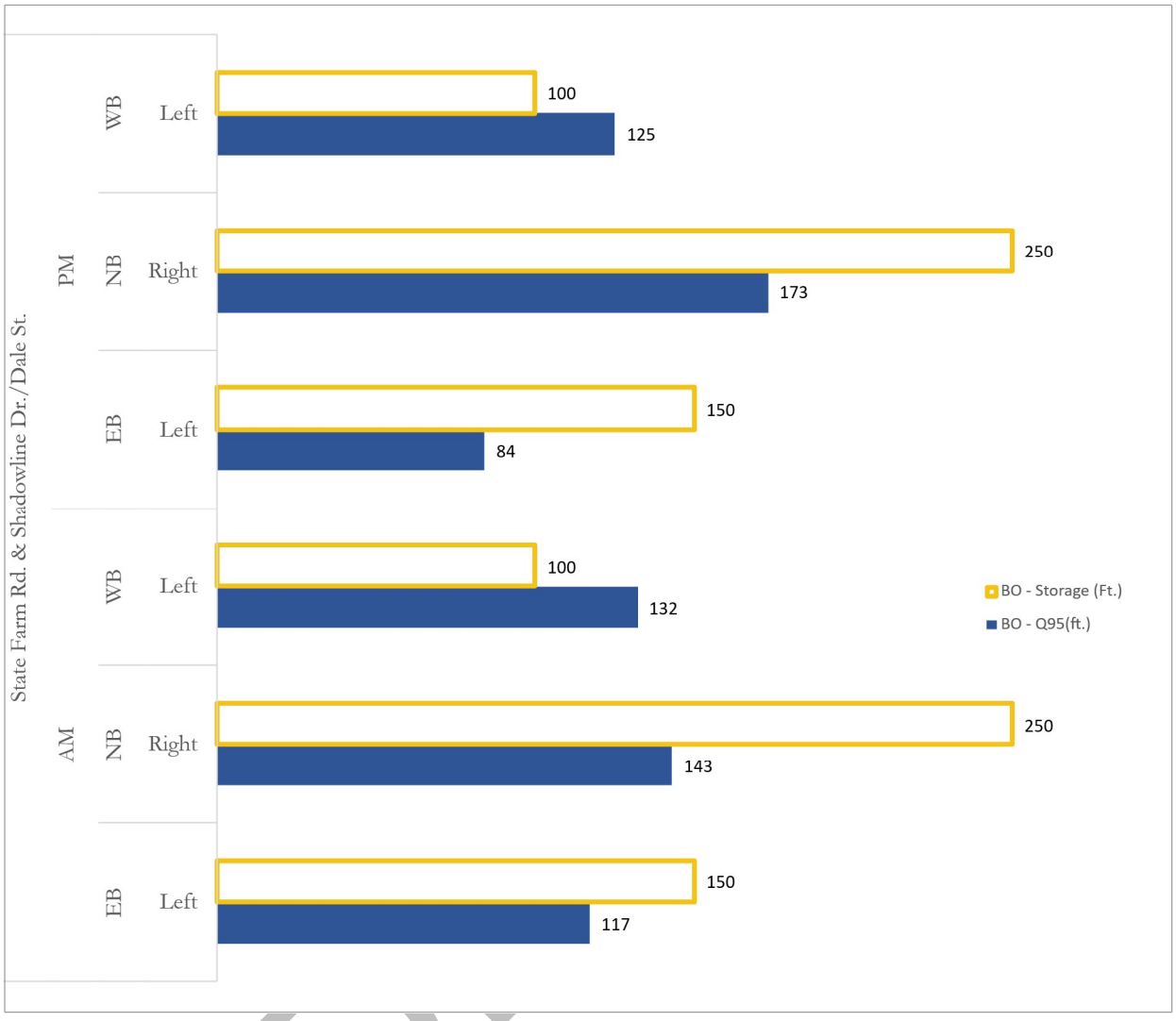


Figure 39: Intersection 6 Queues in Feet.

Intersection 7: State Farm Rd. & VFW Dr.

The total delay increases by 25% or greater ☒ Pass ☐ Fail

The Level of Service drops by at least one letter grade ☒ Pass ☐ Fail

Queues for turn moves exceed existing storage ☒ Pass ☐ Fail

The Engineer recommends no mitigation at this intersection.



Figure 40: Intersection 7 State Farm Rd. & VFW Dr.

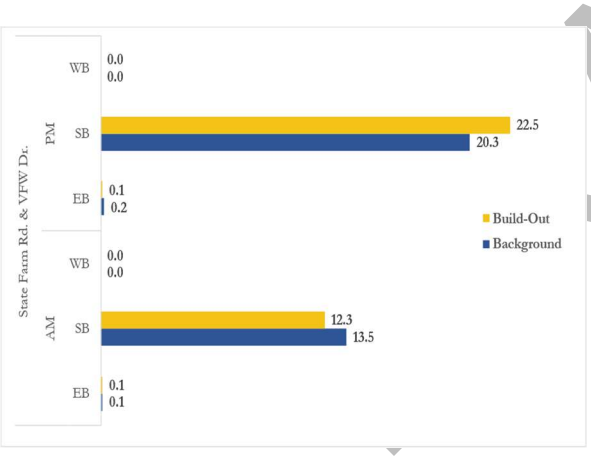


Figure 41: Intersection 7 Delay (seconds/vehicle)



Figure 42: Intersection 7 Level of Service

This intersection does not have dedicated turn lanes.

Intersection 8: State Farm Rd. & Berkeley Ave.

The total delay increases by 25% or greater ☒ Pass ☐ Fail

The Level of Service drops by at least one letter grade ☒ Pass ☐ Fail

Queues for turn moves exceed existing storage ☒ Pass ☐ Fail

The mitigations from Intersection 2 (converting it to a RIRO) affect this intersection. However, the intersection still operates at an acceptable level of service. Therefore, the Engineer recommends no mitigation at this intersection.



Figure 43: Intersection 8 State Farm Rd & Berkley Ave.

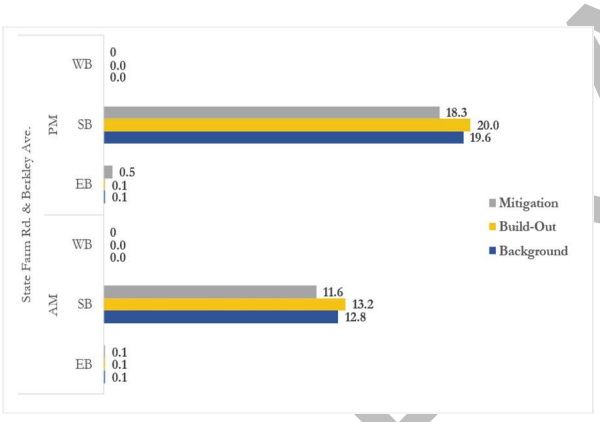


Figure 44: Intersection 8 Delay (seconds/vehicle)



Figure 45: Intersection 8 Level of Service

This intersection does not have dedicated turn lanes.

Intersection 9: Beverly Heights Ave. & Sheridan Ave.

The total delay increases by 25% or greater ☒ Pass ☐ Fail

The Level of Service drops by at least one letter grade ☒ Pass ☐ Fail

Queues for turn moves exceed existing storage ☒ Pass ☐ Fail

The Engineer recommends no mitigation at this intersection.



Figure 46: Intersection 9 Beverly Heights Ave. & Sheridan Ave.



Figure 47: Intersection 9 Delay (seconds/vehicle)



Figure 48: Intersection 9 Level of Service

This intersection does not have dedicated turn lanes.

Intersection 10: Beverly Heights Ave. & Berkeley Ave.

The total delay increases by 25% or greater ☒ Pass ☐ Fail

The Level of Service drops by at least one letter grade ☒ Pass ☐ Fail

Queues for turn moves exceed existing storage ☒ Pass ☐ Fail

The mitigations from Intersection 2 (converting it to a RIRO) affect this intersection. However, the intersection still operates at an acceptable level of service. Therefore, the Engineer recommends no mitigation at this intersection.



Figure 49: Intersection 10 Beverly Heights Ave. & Berkeley Ave.

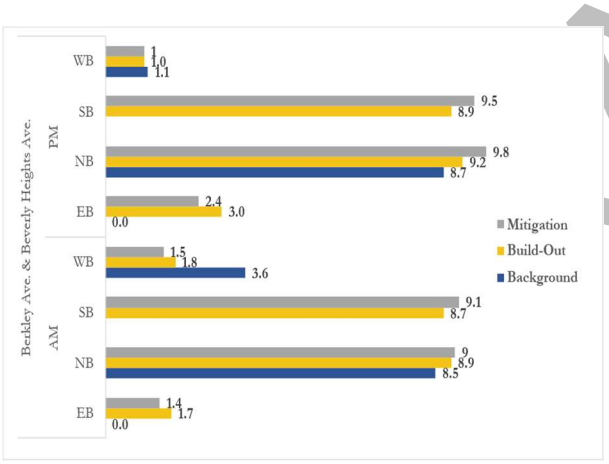


Figure 50: Intersection 10 Delay (seconds/vehicle)



Figure 51: Intersection 10 Level of Service

This intersection does not have dedicated turn lanes.

Intersection 11: Beverly Heights Ave. & Access 2

The total delay increases by 25% or greater ☒ Pass ☐ Fail

The Level of Service drops by at least one letter grade ☒ Pass ☐ Fail

Queues for turn moves exceed existing storage ☒ Pass ☐ Fail

The mitigations from Intersection 2 (converting it to a RIRO) affect this intersection. However, the intersection still operates at an acceptable level of service. Therefore, the Engineer recommends no mitigation at this intersection.



Figure 52: Intersection 11 Beverly Heights Ave. & Access 2

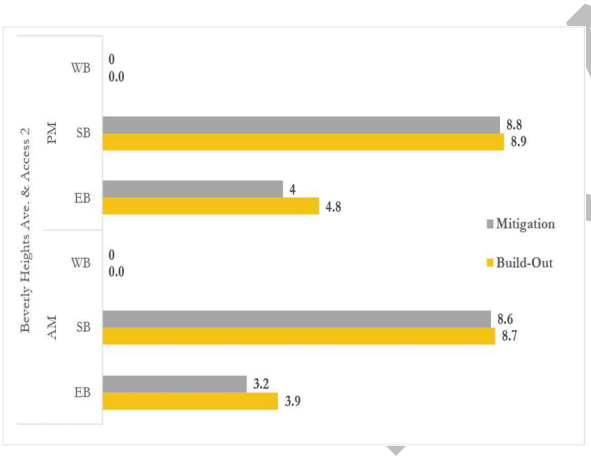


Figure 53: Intersection 11 Delay (seconds/vehicle)



Figure 54: Intersection 11 Level of Service

This intersection does not have dedicated turn lanes.

Intersection 12: Beverly Heights Ave. & Access 3

The total delay increases by 25% or greater ☒ Pass ☐ Fail

The Level of Service drops by at least one letter grade ☒ Pass ☐ Fail

Queues for turn moves exceed existing storage ☒ Pass ☐ Fail

The mitigations from Intersection 2 (converting it to a RIRO) affect this intersection. However, the intersection still operates at an acceptable level of service. Therefore, the Engineer recommends no mitigation at this intersection.



Figure 55: Intersection 12 Beverly Heights Ave. & Access 3

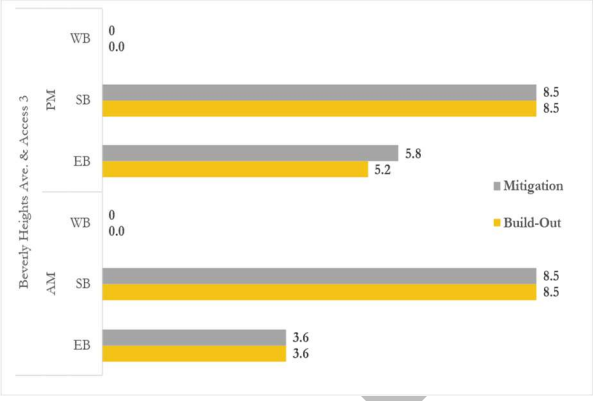


Figure 56: Intersection 12 Delay (seconds/vehicle)



Figure 57: Intersection 12 Level of Service

This intersection does not have dedicated turn lanes.

MITIGATION

This section discusses the proposed mitigations at each intersection and access point. If no mitigations are proposed, that too is noted.

Intersection 2 (US 221 and Horn Avenue/Beverly Heights Ave.) drops in level of service and increases in delay during the peak hours. It is recommended to convert this intersection to a Right In Right Out. When converted, the trip distribution changes. Figure 58 shows the adjusted trip distribution. Furthermore, the adjusted trip distribution changed the traffic at intersections 1, 2, 3, 4, 8, 10, 11, and 12.

DRAFT

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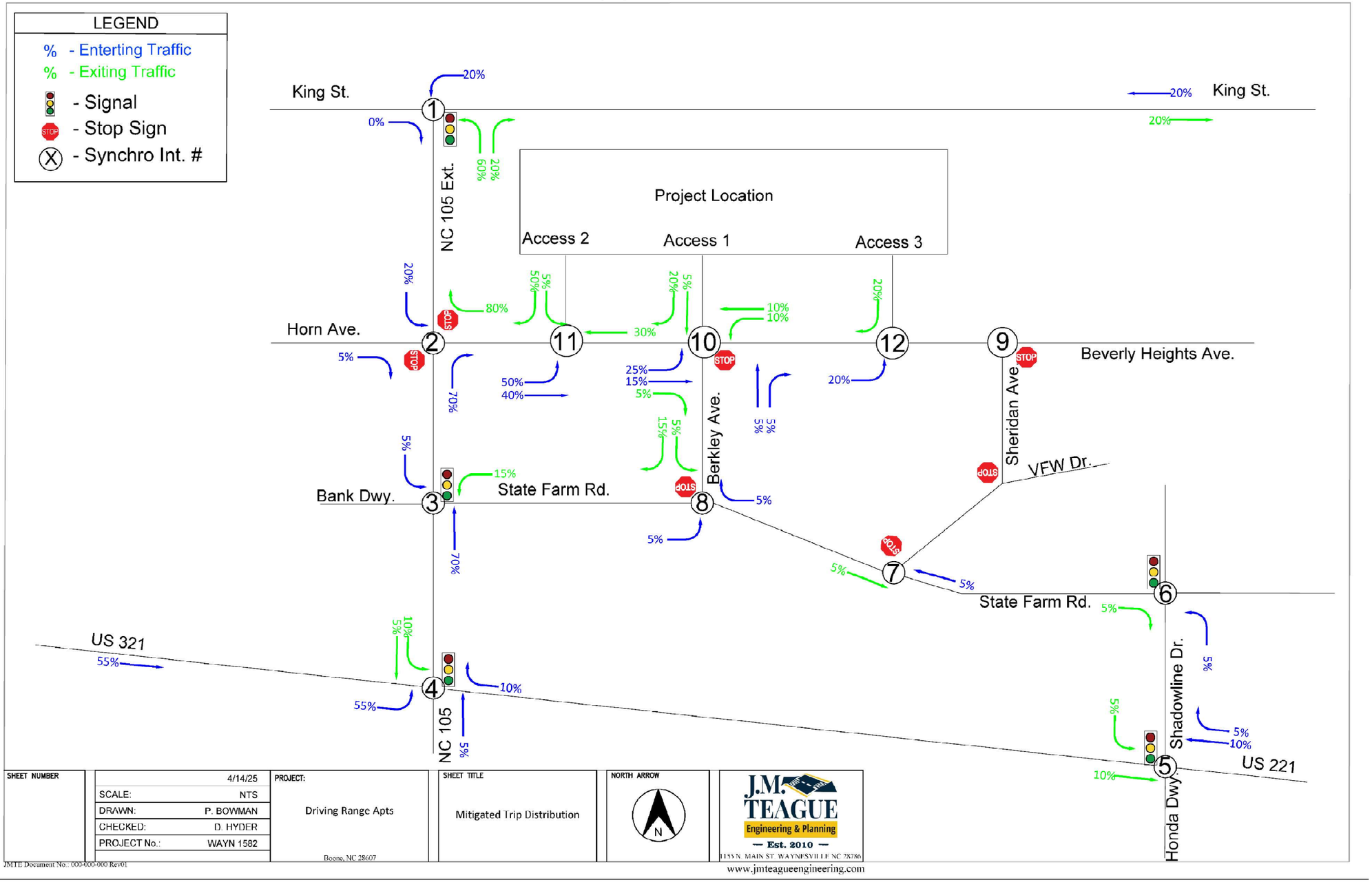


Figure 58: Mitigated Trip Distribution

Intersection 1: NC 105 Ext. and King Street

The Engineer recommends no mitigation at this intersection.

Intersection 2: NC 105 Ext. and Horn Ave./Beverly Heights Ave.

The Engineer recommends converting this intersection to a right-in/right-out.

Intersection 3: NC 105 Ext. and State Farm Road

The Engineer recommends no mitigation at this intersection.

Intersection 4: US 221 and US 321

The Engineer recommends no mitigation at this intersection.

Intersection 5: US 221 and Shadowline Drive

The Engineer recommends no mitigation at this intersection.

Intersection 6: Shadowline Drive and State Farm Road

The Engineer recommends no mitigation at this intersection.

Intersection 7: State Farm Road and VFW Drive

The Engineer recommends no mitigation at this intersection.

Intersection 8: State Farm Road and Berkeley Avenue

The Engineer recommends no mitigation at this intersection.

Intersection 9: Beverly Heights Avenue and Sheridan Avenue

The Engineer recommends no mitigation at this intersection.

Intersection 10: Beverly Heights Avenue and Berkeley Avenue/Access 1

The Engineer recommends no mitigation at this intersection.

DRAFT

Intersection 11: Beverly Heights Avenue and Access 2

The Engineer recommends no mitigation at this intersection.

Intersection 12: Beverly Heights Avenue and Access 3

The Engineer recommends no mitigation at this intersection.

The Engineer recommends that Landmark Construction modernize Beverly Heights Drive, along the width of its frontage, to a modern two-lane two-way cross section. Any construction should meet the stricter of NCDOT standards or Town of Boone standards.

As discussed above, it is Landmark Constructions' responsibility to ensure adequate sight distance for the duration of construction.

EFFECT OF THE PROJECT ON ALTERNATE MODES

The project will not affect alternative modes in the area.

DRAFT

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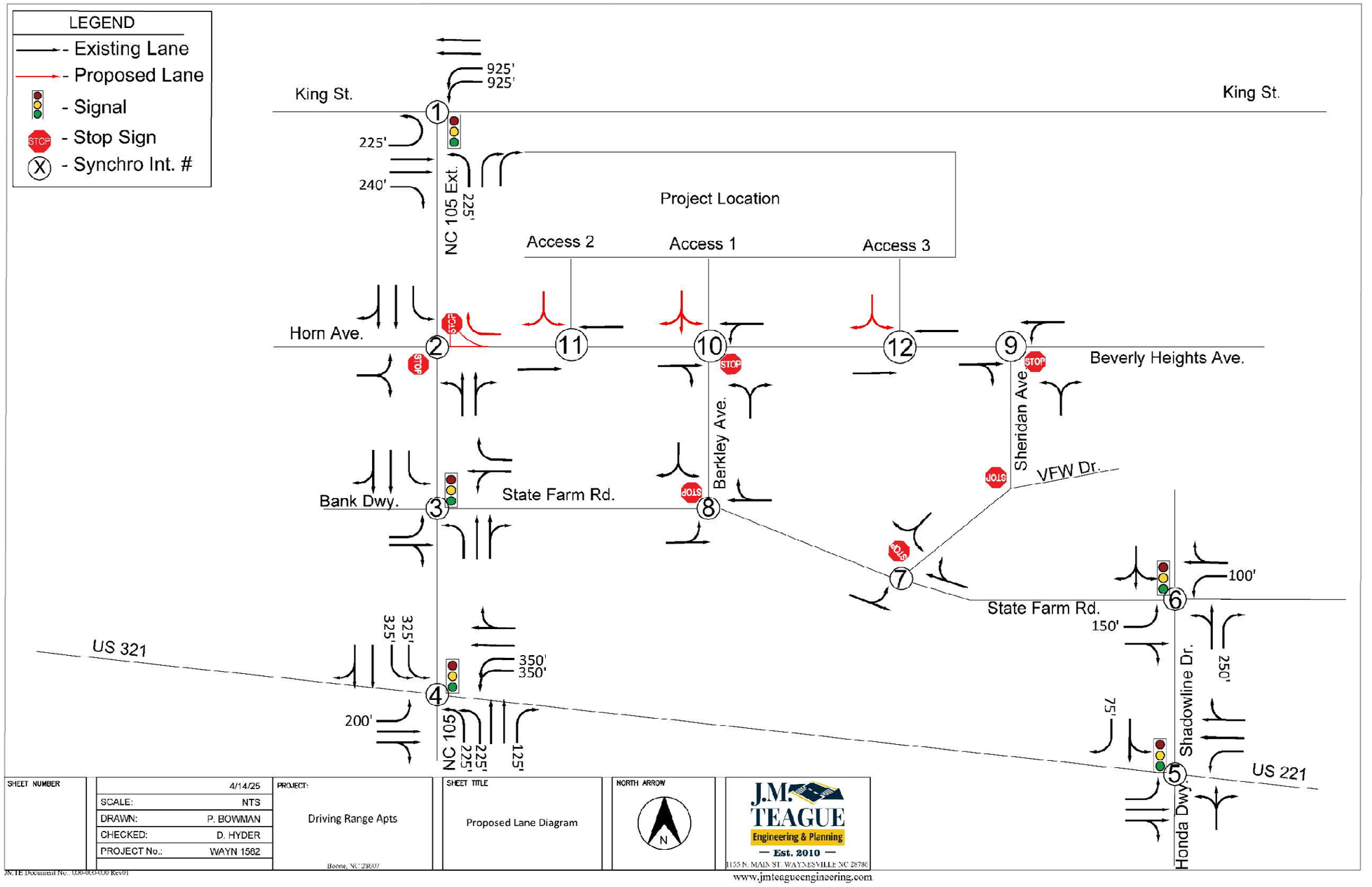


Figure 59 Recommended Lane Diagram

CONCLUSION

The Traffic Impact Analysis for the proposed Driving Range Apartments development at 115 Beverly Heights Avenue concludes that the project, consisting of 185 apartment units (642 beds) will generate additional traffic but will not significantly degrade traffic operations or safety in the surrounding area. The analysis, conducted in coordination with NCDOT and the Town of Boone, evaluated 10 intersections along with 2 new access points and identified acceptable levels of service for most, with minor impacts observed at a few locations. Only one mitigation measure (converting Intersection 2 to a right-in/right-out configuration) is recommended to maintain safe and efficient traffic flow. All access points meet required sight distance and emergency access standards, and no further mitigation is deemed necessary. Therefore, with the recommended mitigation, the project is expected to comply with applicable transportation and safety standards without requiring additional public investment or compromising public health, welfare, or safety.

DRAFT

COMMUNITY MEETING REPORT

Applicant: LCD Acquisitions, LLC

This Community Meeting Report is being filed with the Town of Boone Planning & Inspections Department pursuant to the provisions of the Town of Boone Unified Development Ordinance.

PERSONS AND ORGANIZATIONS CONTACTED WITH DATE AND EXPLANATION OF HOW CONTACTED:

A representative of the Applicant mailed a written notice of the date, time, and location of the Community Meeting to the individuals and organizations set out on Exhibit A attached hereto by depositing such notice in the U.S. mail on February 25th, 2026. A copy of the written notice is attached hereto as Exhibit B.

DATE, TIME AND LOCATION OF MEETING:

The Community Meeting was held on Tuesday, March 24, 2026 at 6:00PM at the La Quinta Inn & Suites, located at 165 NC-105 Extension, in Boone, NC.

PERSONS IN ATTENDANCE AT MEETING (see attached copy of sign-in sheet):

The Community Meeting was attended by those individuals identified on the sign-in sheet attached hereto as Exhibit C. The Applicant was represented at the Community Meeting by:

- Chase Powell (Applicant)
- Chelsea Garrett (Representative), Deal Moseley di Santi Garrett & Martin, LLP

BACKGROUND/MEETING SUMMARY:

March 24, 2026, represented the third Community Meeting the Applicant hosted regarding the proposed rezoning of this site. The first two meetings were conducted on February 26, 2025 and March 11, 2025, respectively.

The Applicant began the March 24, 2026 meeting by presenting the updated site plan and noting areas in which feedback from previous Community Meetings were incorporated. Following a short presentation, the Applicant opened the meeting to questions and comments from neighbors which are summarized below.

Questions & comments from neighbors included:

- Beverly Heights Ave neighbors expressed concerns with people cutting through the neighborhood to get to and from State Farm Rd. Would residents of the potential property be blocked from driving through the neighborhood?
    - *Response: Applicant noted that they would discuss restricting access with the Town.*
- Are there plans to improve or widen the side roads between Beverly Heights and State Farm?
    - *Response: No, the Applicant does not have control over these roads.*
- Was the traffic study performed during normal traffic days/hours?
    - *Response: Yes, it was done on days both App State and public schools were in session.*
- Concerns were expressed that most residents will drive rather than walk or take the bus.
- Question was raised regarding the effectiveness of pork-chop islands which require traffic to turn right as proposed in the site plan.
- Neighbor noted that there is an underground spring on the golf range and asked how it will be handled.

    - *Response: Applicant indicated they are aware of this pipe on the property which will need to be repaired and noted it will be addressed in the site plan.*
- Neighbors requested buffer along Beverly Heights Ave for more protection of the neighborhood.
    - *Response: Applicant is willing to install berms along Beverly Heights to help create better screening.*
- Would Landmark be willing to put a conservation easement on the buffer area between the Univ. Village and property since the Applicant doesn't plan to develop it anyway?
    - *Response: Yes, Applicant indicated it is willing to do this if there is no impact on the site plan.*
- Why is a pool included as part of the plans considering Boone's climate?
    - *Response: Applicant indicated the pool is planned to be heated and a large spa is expected to be included to accommodate the climate.*
- Is there a proposed cost for the 10-single bedroom style buildings?
    - *Response: Applicant is willing to allocate these units as workforce housing.*
- How affordable will the workforce housing units be? What is the pricing Applicant is considering?
    - *Response: Workforce housing units will be priced using formulaic rates by HUD.*

The meeting adjourned at approximately 7:00PM.

Exhibit A

2910-46-6605-000
ALBINSSON, PIA ANNETTE,SHOWS, GEORGE DAVID
329 UNIVERSITY CIR
BOONE, NC, 28607

2910-37-7199-000
BLACK WALNUT LLC
PO BOX 3075
BOONE, NC, 28607

2910-46-6862-000
BUDD, WILLIAM I,HUNTER, JANET M
726 APPALACHIAN DR
BOONE, NC, 28607

2910-45-1743-000
COLE CORNETT, KATHRYN,CORNETT, KATHRYN COLE
139 OLANCHA AVE
BOONE, NC, 28607-4725

2910-35-3919-000; 2910-36-3013-000
DUNNIGAN, BARBARA WINKLER
C/O ZAXBY'S-SSR SAVANNAH HOLDINGS, LLC
PO BOX 1864
ATHENS, GA, 30603

2910-36-0074-000
FIRST CITIZENS BANK AND TRUST
P O BOX 27131
RALEIGH, NC, 27611

2910-36-8089-000
GH WINKLER FAMILY LIMITED PARTNERSHIP
156 ARROWHEAD CT
BOONE, NC, 28607

2910-46-6060-000
GRAHAM, GEOFFREY L,GRAHAM, KATHLEEN Q
151 CAVE CANEM DR
BOONE, NC, 28607

2910-46-7753-000; 2910-47-2201-000
HARRY M DAVIS REVOCABLE TRUST
744 APPALACHIAN DR
BOONE, NC, 28607

2910-37-4176-000; et al
HIGHLAND WOODS III, LLC
C/O THE SCHIRM FIRM, LLC
1622 WILLOW ROAD STE 203
NORTHFIELD, IL, 60093-3450

2910-36-2208-000
BATCHELOR, COLIN BRADLEY
483 HWY 105 EXT
BOONE, NC, 28607

2910-36-2741-000; 2910-36-0888-000
BROWN HEIGHTS MN, LLC
285 HWY 105 EXT
BOONE, NC, 28607

2910-46-5961-000
BURKE, ALYSE A,BURKE, PATRICK L
700 APPALACHIAN DR
BOONE, NC, 28607

2910-46-4551-000
COMPTON, RYAN,COMPTON, HELEN MELISSA
320 UNIVERSITY CIR
BOONE, NC, 28607

2910-46-3911-000
ELLER, JILL SUZANNE, & ELLER, CHRISTOPHER HENRY
233 UNIVERSITY CIR
BOONE, NC, 28607

2910-46-8635-000
FOGLEMAN, LAURA S,HOLDER, MARGARET F
766 APPALACHIAN DR
BOONE, NC, 28607

2910-26-8408-000; et al
GH WINKLER FAMILY LTD PTNRP
PO BOX 3528
BOONE, NC, 28607

2910-26-9569-000; 2910-36-0550-000
HARRISON 105, LLC
285 NC HIGHWAY 10 EXTENSION
BOONE, NC, 28607

2910-45-1602-000
HENDERSON, LOWELL IREDELL
121 OLANCHA AVENUE
BOONE, NC, 28607

2910-26-8195-000; 2910-26-8289-000;
2910-36-0212-000; 2910-26-8195-002
HORN INVESTMENTS LLC
PO BOX 3075
BOONE, NC, 28607

Exhibit A

2910-46-3891-000
HUBBARD, GLENDA T., TRUSTEE OF
GLENDA T HUBBARD LIVING TRUST
100 HICKORY ST APT A 101
GREENVILLE, NC, 27858

2910-45-2566-000
KADYK, MOLLY ANNEIDA
149 VFW DR
BOONE, NC, 28607

2910-36-1335-000
LESTER, PHYLLIS C, TRUSTEE OF
PHYLLIS C LESTER REVOCABLE TRUST
PO BOX 1769
BLOWING ROCK, NC, 28605

2910-46-4773-000
MCCREARY, RONALD A,MCCREARY, KATHLEEN
P.O. BOX 586
BOONE, NC, 28607-0586

2910-46-1958-000
MCIVER, DONALD WILLIAM, JR,MCIVER, AMY
200 UNIVERSITY CIR
BOONE, NC, 28607

2910-45-0827-000
NUNNERY, DANIELLE L,PLATT, JOSHUA R
151 SHERIDAN AVE
BOONE, NC, 28607

2910-36-2096-000; 2910-36-2116-000;
2910-36-2151-000
PHILLIPS GROUP PROPERTIES LTD PTNRP
PO BOX 3528
BOONE, NC, 28607-0828

2910-46-8146-000
SHAW A BROWN REVOCABLE TRUST
907 APPALACHIAN DR
BOONE, NC, 28607

2910-37-5207-000
SHOCKLEY, BREANNA BROWN
375 HWY 105 EXT
BOONE, NC, 28607

2910-46-6230-000
SMITH, SCOTT H.,PAYNE-SMITH, LUCINDA O.
939 APPALCHIAN DR
BOONE, NC, 28607

2910-47-3106-000
JOHNSTON, JARROD G,JOHNSTON, KRISTIN Z
628 APPALACHIAN DR
BOONE, NC, 28607

2910-46-5276-000; 2910-46-5422-000;
2910-46-6499-000; 2910-46-7314-000
LERCH, VENDA G
926 APPALACHIAN DRIVE
BOONE, NC, 28607-4373

2910-45-3768-000
MALISZEWSKI, SHEA B.,MALISZEWSKI, ANGELA K.
117 STEEP BANK DR
CARY, NC, 27518

2910-37-3189-000
MCGUIRE, MARCUS G.,MCGUIRE, ANNA D.
897 STATE VIEW RD
BOONE, NC, 28607-9457

2910-35-7864-000; 2910-35-7957-000;
2910-36-5051-000; 2910-36-6043-000
MILLER, BENJAMIN W,MILLER, JUDITH B
190 BEVERLY HEIGHTS AVE
BOONE, NC, 28607

2910-45-5755-000
PARKER, DAVID J.,PARKER, BARBARA R.
388 BEVERLY HEIGHTS AVE
BOONE, NC, 28607

2910-45-1883-000
PULLIAM, JAMES DARRELL,HARRIS, STACEY
155 OLANCHA AVE
BOONE, NC, 28607

2910-37-6234-000
SHOCKLEY INVESTMENTS LLC
1663 SUNSET DR
BLOWING ROCK, NC, 28605

2910-45-3607-000
SHOEMAKE, BOBBY E,SHOEMAKE, BETTY E
140 OLANCHA AVE
BOONE, NC, 28607

2910-45-4567-000
SORRELL, JOHN F,SORRELL, JUDITH M
951 SCOTLAND DR
MOUNT PLEASANT, SC, 29464

Exhibit A

2910-35-8864-000
TEMPLETON, JEN JEN CHEN
130 BERKLEY AVE
BOONE, NC, 28607

2910-35-9781-000
THOMAS, KATHRYN A,THOMAS, JANET LEA
127 SHERIDAN AVE
BOONE, NC, 28607

2910-35-8714-000
VLT INVESTMENTS, LLC
P O BOX 193
BOONE, NC, 28607

2910-36-8916-000
WATAUGA VILLAGE APARTMENTS
C/O M AND M PROPERTIES, INC
PO BOX 58
JOHNSON CITY, TN, 37605-0058

2910-47-4110-000
WELLS, CACEY,WELLS, LAUREN JEANETTE
656 APPALACHIAN DR
BOONE, NC, 28607

2910-35-8972-000
YOUNCE, REBECCA E
144 BERKLEY AVE
BOONE, NC, 28607-4718

2910-37-7010-004
SHANK, LISA M
302 HARVARD DR
ALBEMARLE, NC, 28001

2910-37-7010-002
GOSSETT, FREDDIE & GOSSETT, CATHY GREESON
1810 ROCK CREEK DAIRY RD
WHITSETT, NC, 27377

2910-26-8289-001
HORN INVESTMENTS LLC
PO BOX 3075
BOONE, NC, 28607

2910-47-0284-000
TESTER, WILLIAM H,TESTER, KATHRYN
576 APPALACHIAN DR
BOONE, NC, 28607

2910-35-7819-000
VINES, VELMA J.
129 BERKLEY AVE
BOONE, NC, 28607-4717

2910-35-5923-000
WATAUGA COUNTY FARM BUREAU
P O BOX 3200
BOONE, NC, 28607-3200

2910-37-7010-000
WELLINGTON PLACE
164 ROBIN LANE
BOONE, NC, 28607

2910-47-4090-000
WILLIAMS, C EDWARD AND REBECCA
680 APPALACHIAN DR
BOONE, NC, 28607-4348

2910-46-7122-000
YOUNGER, KENNETH & YOUNGER, KATHLEEN H
927 APPALACHIAN DR
BOONE, NC, 28607

2910-37-7010-001
GODWIN, JAMES H,GODWIN, TERESA W
151 DEER VALLEY DRIVE, #211
BOONE, NC, 28607

2910-37-7010-003
CASE, RANDY, TRUSTEE,CASE, JOANN, TRUSTEE
108 STRATFORD DR
CHAPEL HILL, NC, 27516

2910-37-7010-005; 2910-37-7010-006
HUGHES, DAVID BOWEN
164 ROBIN LN UNIT 5
BOONE, NC, 28607

Exhibit B

DEAL, MOSELEY, DI SANTI, GARRETT & MARTIN, LLP

ATTORNEYS AND COUNSELLORS AT LAW
870 West King Street, Suite B
PO Box 311
Boone, North Carolina 28607
Telephone (828) 264-4734
Fax (828) 264-2712

James M. Deal, Jr.
Allen C. Moseley
Claude D. Smith, Jr.*
Anthony S. di Santi (ret.)

Bryan P. Martin
Chelsea Bell Garrett
J. Tucker Deal
George J. Wigington

* Also Licensed in Georgia

February 25, 2026

Dear Property Owner:

This is a notice for a follow-up neighborhood meeting regarding the property located at **115 Beverly Heights Avenue** (currently a golf range) near the intersection of Beverly Heights Avenue and US Highway 221/ 105 North (a/k/a "105 Extension"). Landmark, the developer, is proposing a 185-unit, 642-bed residential community that includes low density units closer to the eastern part of the property transitioning to higher-density closer to 105 Extension. The plan integrates housing options that serve both students and the broader "missing-middle" market in an effort to promote a more balanced and inclusive neighborhood. The lower density units include one-story detached, one-bedroom homes with integrated garages along Beverly Heights. Closer to the northern side of the neighborhood, there will be two- and three-bedroom attached units which are strategically located to provide family-oriented and shared-living options while maintaining a natural buffer with the R-1 adjacent neighborhood(s). In addition, the proposed plan includes a substantial landscape buffer along portions of the property near existing homes. In lieu of the originally planned 4-story building closer to the 105 Extension corridor, the proposal includes 3-story buildings with garden-style units in keeping with the "Neighborhood 2" designation in the Boone Next plan.

The neighborhood meeting will be held on:

TUESDAY, MARCH 24, 2026

AT 6:00PM

LOCATION: LA QUINTA INN & SUITES
165 NC-105 EXTENSION, BOONE, NC 28607

For questions please contact Hunter Holliday at 706-543-1910 or, by email, to hunter.holliday@landmarkproperties.com.

Very truly yours,

DEAL, MOSELEY, DI SANTI, GARRETT & MARTIN, LLP

Chelsea Bell Garrett

Chelsea Bell Garrett, Esq.

CBG/ln
Encl.: List Provided by Town of Boone

Exhibit C

Neighborhood Meeting - La Quinta Inn - March 24, 2026 6:00 PM
Attendance List

Name	Physical Street Address	Email/ Phone
Paula Ward		WARDPY64@GMAIL.COM
Becky Younce	144 Berkley Ave Boone NC	Younce Rebecca1@gmail.com
Jeff Younce		younce@watauga.k12.nc.us
Emily Younce		
Marc Kadyk	643 State Farm Rd	marckadyk@bellsouth.net
Ben Miller	190 Beverly Heights Ave,	bjtarheels@charter.net
Judy Miller	190 Beverly Heights	bjtarheels@charter.net
Joyce Vines	129 Berkley Ave	joycepvines@gmail.
Loretta Clawson	218 VFW Drive	lorettaclawson@msn.com
Kathryn A. Thomas	127 Sheridan Ave.	Katvt58@gmail.com
Cacey Wells	656 Appalachian Dr.	caceywells@gmail.com
T. Chris Brady	129 Suncrest Way	chris.brady@ashe.k12.nc.us
Gene Howell	521 State Farm Rd	bghowell@att.net
Beulah Howell	" " " "	" " "
Bill + Kathy Tester	576 Appalachian Dr	Wiltese@yahoo.com
Chris Thaxton	353 Appalachian Dr	csthaxton@gmail.com
Jo Anne Cannon	178 East Ridge Rd	joannewcannon@gmail.com
Rachel Skinner	591 Appalachian Dr	skinnarina@gmail.com
Michelle Eggers + Kyleigh Eggers	567 Appalachian Dr.	MLH9702@gmail.com
Austin Eggers	567 Appalachian Dr.	Eggersaf@gmail.com

AFFIDAVIT OF LCD ACQUISITIONS, LLC

I, W. Christopher Hart, Authorized Signatory of LCD Acquisitions, LLC (the "Applicant") after being duly sworn, depose and say the following:

1. I am the Authorized Signatory of LCD Acquisitions, LLC, which is the Applicant in the attached Application of Conditional District Zoning Map Amendment and have authority to make this Affidavit.

2. Applicant affirms the following are true and correct:

   a. All zoning conditions set forth in the Application are voluntarily proposed based solely on the Applicant's independent judgment; and
   b. The Applicant is not relying on any verbal statements from Town staff, Council, or Planning Commission members regarding zoning conditions; and
   c. Other interested parties in the rezoning process may rely on the validity of the development proposal including any conditions agreed upon by Applicant; and
   d. If approved, all future property owners will be bound by the development approval/ decision, including any agreed upon conditions and any commitments or representations made by the Applicant.

This the _____ day of May, 2026.

Authorized Signatory (Title)

SWORN TO and subscribed before me this 22nd day of May, 2026.

Reagan Walters
Notary Public

My commission expires: 4-12-2030

REAGAN WALTERS NOTARY PUBLIC CLARKE COUNTY, GEORGIA

Planning Commission Chair/Vice-Chair Application

Town of Boone Planning & Inspections Department
680 W. King Street, Suite C ◆ Boone, North Carolina 28607
Phone (828) 268-6960 ◆ Email: planning@boonenc.gov ◆ www.boonenc.gov

Board Member Information (Please see Board Secretary if needed for term information)

Name (Print):

Date Appointed: Date Term Expires:

Number of Terms Served: Position Sought: ☐ Chair ☐ Vice-Chair

Questions

1. **Orientation & Training**
   - A. Have you completed the Planning Commission orientation?
     ☐ **Yes** ☐ **NO**
   - B. If no, are you willing to attend orientation (2-3 hour commitment) prior to participating as Chair or Vice-Chair?
     ☐ **Yes** ☐ **NO**
2. **Comprehensive Plan & Other Adopted Plans**
   - A. Are you familiar with the Town's current Comprehensive Plan and other adopted Plans as listed on the Planning and Inspections website under the "Ordinances, Plans & Studies" heading?
     ☐ **Yes** ☐ **NO**
   - B. If no, are you willing to take the time to review these documents in order to familiarize yourself with the intent and content of these plans prior to participating as Chair or Vice-Chair?
     ☐ **Yes** ☐ **NO**
3. **Unified Development Ordinance**
   - A. Are you familiar with the Town of Boone's Unified Development Ordinance, specifically Articles 1 General Provisions, Article 2 Administrative Mechanisms, Article 4 Permits, and Article 9 Amendments?
     ☐ **Yes** ☐ **NO**
   - B. If no, are you willing to take the time to review these Articles in order to familiarize yourself with the intent and content of these Articles prior to participating as Chair or Vice-Chair?
     ☐ **Yes** ☐ **NO**
4. **Robert's Rules of Order**
   - A. Are you familiar with Robert's Rules of Order?
     ☐ **Yes** ☐ **NO**
   - B. If no, are you willing to take the time to review this Guide in order to familiarize yourself with the intent and content prior to participating as Chair or Vice-Chair?
     ☐ **Yes** ☐ **NO**
5. **Please explain why you wish to obtain this appointment:**