VILLAGE COUNCIL
AGENDA FOR REGULAR MEETING OF JUNE 8, 2021
ASSEMBLY HALL
395 MAGONOLIA ROAD
PINEHURST, NORTH CAROLINA
4:30 PM

1. Call to Order.

2. Reports:

   Manager

   Council

3. Motion to Approve Consent Agenda.

   All items listed below are considered routine or have been discussed at length in previous meetings and will be enacted by one motion. No separate discussion will be held unless requested by a member of the Village Council.

   A. Approval of Village Council Meeting Minutes

      May 19, 2021 Council Budget Work Session
      May 19, 2021 Closed Session
      May 25, 2021 Regular Meeting
      May 25, 2021 Work Session

   B. Public Safety Reports

      April, 2021 Fire Report
      April, 2021 Police Report

   End of Consent Agenda.

4. Present Joel Shriberg with Resolution 21-04, Honoring Him for His Service with the Village of Pinehurst Planning & Zoning Board and Board of Adjustment

5. Presentation of Volunteer Champion Club Nominees and Winner.

6. Discuss and Consider Ordinance #21-07 for a Proposed Amendment to the Official Zoning Map for a portion of Moore County PID # 00025800

   The rezoning request is to allow for construction of a hotel with associated meeting and locker room facilities, a bar, and related facility amenities. The site is currently used for privately owned recreation facilities (golf courses and related club amenities and facilities). The applicant is requesting various conditions to allow for modifications to the building height, rear setback, signage and parking requirements.

7. Discuss and Consider Resolutions 21-10 & 21-11 to Commit Fund Balance.

8. Discuss and Consider Ordinance 21-09 Adopting the FY 2022 Budget for the Village of Pinehurst.

9. Discuss and Consider Solid Waste Contract for Lofton Garbage Services for FY22

10. Consider extension of Waste Management Services for Pinewild
11. Other Business.
12. Comments from Attendees.
13. Motion to Adjourn.

Vision: The Village of Pinehurst is a charming, vibrant community which reflects our rich history and traditions.
Mission: Promote, enhance, and sustain the quality of life for residents, businesses, and visitors.
Values: Service, Initiative,Teamwork, and Improvement.

COUNCIL
ADDITIONAL AGENDA DETAILS:

ATTACHMENTS:

	Description
🗋	2021 Key Partner List

Council Member to Report	Partners & Collaborators
John Strickland	Moore County Transportation Committee
	Neighborhood Advisory Committee
	Pinehurst Resort
Judy Davis	Tri-Cities Work Group (Pinehurst, So. Pines, Aberdeen)
	FirstHealth
	Moore County
Lydia Boesch	Convention and Visitors Bureau
	Bicycle and Pedestrian Advisory Committee
Kevin Drum	Triangle J. COG
	Partners in Progress
	NCDOT/TARPO
Jane Hogeman	Beautification Committee
	Moore County Schools
	Pinehurst Business Partners

APPROVAL OF VILLAGE COUNCIL MEETING MINUTES

ADDITIONAL AGENDA DETAILS:

May 19, 2021 Council Budget Work Session
May 19, 2021 Closed Session
May 25, 2021 Regular Meeting
May 25, 2021 Work Session

FROM:

Kelly Chance

CC:

Jeff Sanborn

DATE OF MEMO:

6/1/2021

MEMO DETAILS:

Attached are the draft minutes from the May 19 Council Budget Work Session, May19 Closed Session, May 25 Council Regular meeting, and May 25 Work session.

ATTACHMENTS:

	Description
🗋	May 19 Council Budget Work Session
🗋	May 25 Regular Council Meeting
🗋	May 25, 2021 Council Work Session

VILLAGE COUNCIL
MINUTES FOR BUDGET WORK SESSION
OF MAY 19, 2021

9:00 AM

The Pinehurst Village Council held a special meeting for a budget work session at 9:00 a.m., Tuesday, May 19, 2021 in the Assembly Hall of Pinehurst Village Hall, 395 Magnolia Road, Pinehurst, North Carolina.

The following were in attendance:

Mr. John C. Strickland, Mayor
Ms. Judy Davis, Mayor Pro Tem
Ms. Lydia Boesch, Treasurer
Ms. Jane Hogeman, Councilmember
Mr. Jeffrey Sanborn, Village Manager
Mr. Mike Newman, Village Attorney
Ms. Kelly Chance, Village Clerk

And approximately 12 attendees, including 9 staff and 1 press.

1. Call to Order.
Mayor John Strickland called the meeting to order.

2. Overview and Discussion of the Recommended 2022 Strategic Operating Plan.
Jeffrey Sanborn, Village Manager, reviewed the Strategic Challenges and Opportunities, identified by Council, which frame the new initiatives and projects in the Strategic Operating Plan. He noted we do have two work sessions scheduled, with the second one occurring on Friday from 9:00 a.m. to 12:00 p.m., in the event we need the additional time.

Lauren Craig, Performance Director, provided a general overview of the Strategic Operating Plan process, which began approximately in November and December. She noted we would be going through the budget and preparing it for final approval in June and implementation beginning July 1. Ms. Craig noted many key inputs went into the plan, with three key areas of focus: manage development to protect Village character; Support the business community; and provide a safe and effective multi-modal transportation system. She noted Council approved the Balanced Scorecard in January.

Ms. Craig noted there are six Initiative Action Plans (IAPs) of which, five will start this fiscal year. She noted in addition to these, we have a list of 57 projects and 27 evaluations that staff plans to accomplish over the next five years. Ms. Craig noted that we do evaluations before moving on to any projects. She noted these evaluations are divided into Birdies or Aces.

Brooke Hunter, Financial Services Director, provided an overview of the general fund summary for FY 2022. She stated the proposed General Fund budget for FY 2022 is $23,987,230, an increase of approximately 6% from the previous year's amended budget. Ms. Hunter explained all of the revenues and expenditures proposed will result in a fund balance of 10.1 million at the end of FY 2022, which equates to 42.2% of budgeted expenditures, which is above our minimum 30% requirement.

Ms. Hunter reviewed revenue assumptions for FY 2022. She stated the largest revenue source is property taxes, which is $12.2 million for FY 2022, which is comparable with previous years. Ms. Hunter stated the next largest is Unrestricted Intergovernmental Revenue and then Restricted Intergovernmental revenue, which includes Powell Bill funding. She stated the remaining revenue is comprised of permits & fees, sales & services, assessments, and other revenues. Ms. Hunter stated the largest expenditure function is Public Safety at 33%, followed by Transportation at 19%. Environmental Protection, Economic & Physical development, Cultural & Recreation, and Debt Service follow these up.

Ms. Hunter noted the expenditures are also summarized by type and department to facilitate further analysis of expenditure trends. These include Salaries & Benefits, Operating expenses, Capital expenses, Debt Service, and Other financing uses. She noted this year we have zero debt service, but do have $550,000 listed under other financing uses which will be funds transferred to the two

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capital projects we have planned for this year.

Mayor Strickland inquired about the Investment Income level decreasing to 1,400 compared to FY 2020, which stood at $159,539. Ms. Hunter explained we were investing in the NC capital management Trust Portfolio during a time when interest rates were higher. She explained when COVID hit interest rates plummeted and the Capital Management trust followed suit, which means we are drawing less. Ms. Hunter also noted we are still waiting to see what the American Recovery Programs grant funds can be used for. She stated we would use a special separate revenue fund, which has a separate audit process for this. This would not be part of the general fund.

Ms. Hunter stated the fund balance is estimated to be $10,122,275 at the end of FY 2022, which is a decrease of $871,000 after considering the budget to actual variance we have. She stated the main reason for that is the use of the $550,000 for capital fund establishment.

Ms. Hunter gave an overview of the general fund revenue, first looking at Ad Valorem Taxes. She stated the tax rate for the Village of Pinehurst would increase from $0.30 to $0.315 per $100 valuation for the fiscal year ending June 30, 2022. She noted this increase includes one cent for assuming operations of the Given Memorial Library and Tufts Archives and one-half cent for operating expenditure pressures related to state mandated retirement contribution rates and increasing recycling and tipping fees. Ms. Hunter stated the combined growth factor used to estimate the real property valuation for FY 2021 is 1.54%. She stated the Village is expecting to permit 150 homes in FY 2022 and an increase of 1.0% for motor vehicle valuation. Ms. Hunter acknowledged the collection rates used to estimate actual ad valorem tax revenue are 99.9% for real and personal property, and 100.0% for motor vehicles.

Ms. Hunter provided an overview of the Unrestricted Intergovernmental Revenues, noting that local Option sales tax accounts for 64% of the unrestricted Intergovernmental revenue. She stated the telecommunications tax and video programming tax continues to decline as less people are using landlines. Ms. Hunter stated this year; the NCLM is projecting sales tax growth in FY 2021 of 13.5% and 2.5% in FY 2022. She stated based on the strong forecast, the FY 2022 local option sales tax revenue budget would increase by approximately 16.3% over the FY 2021 budgeted amount.

Ms. Hunter provided an overview of the Restricted Intergovernmental revenues and stated this revenue is down 36.7% from last year, primarily because of the $252,000 we received for Coronavirus Relief Fund grant revenue in FY 2021, which we will not receive in FY 2022. She stated that in this category we also have the Powell Bill revenue of which we received a smaller distribution this year. Jeff Sanders, Village Manager said they are receiving less gross fuel tax revenue as efficiency continues to approve and because until recently fuel prices were very low. Councilmember Boesch asked what determines the Powell Bill revenues, and whether that is a statutory rate. Ms. Hunter stated the rate changes each year and Mr. Sanborn said it is a statutory rate and this leads to the largest municipalities taking the hardest hit. Lauren Craig, states the statute is 136.140.1 – State gives to the DOT and then the DOT configures the division based on certain formulas.

Ms. Hunter stated that permits and fees revenues increased by 42.7% over the original budget for FY 2021. She stated the Village forecasts the construction of 150 homes, which is the number in FY 2021. Stated we also have Fire District revenue in this category, which comes from fire protection, rescue services, and medical first response, as well as from a contract to provide fire services to Taylortown and other areas.

Ms. Hunter stated we have no dollars budgeted for assessments in FY 2022. She stated in FY 2020 the final installment of the Cotswold community stormwater project assessment was received, and in FY 2021, the final installment of Municipal Service District for improvements made to the dams was collected.

Ms. Hunter provided an overview of sales and services revenue, which has a decrease of 4.9%, primarily due to reduced Harness track, stall rental, and Fair Barn revenue decreases. She stated recreation fees are expected to decrease as well due to lingering Covid related gathering restrictions. Ms. Hunter noted this category also assumes $79,050 Library Revenue this year; this is related to book sales, events, and photo sales. She stated this includes revenue estimates that are prorated for three-quarters of the year. This assumption may adjust dependent upon the opening date of the library.

Ms. Hunter stated that other revenues are up 46.4% primarily due to projected library donations, based on historical data figures. She noted that investment income is projected to be 1,400, a reduction of 94.5% as investment rates have decreased and are expected to remain low throughout FY 2022. She stated this is due to historically low interest rates following the outbreak of the COVID-19 pandemic. The NCCMT closed the term account in FY 2021, as it was no longer beneficial to investors.

Mayor Strickland asked why with COVID restrictions decreased we would not figure in more money in fair barn rental revenue. Ms. Hunter and Mark Wagner, Parks & Recs Director, stated they were being conservative due to not knowing when the restrictions would be lifted on indoor dances etc., which are a large part of the Fair Barn Rentals, including weddings and large-scale events. Mr. Wagner stated that since we now have more information, we could adjust this figure as time goes on. Ms. Hunter noted that the amount designated of $205,500 is not a drastic drop from the previous year of $215,500. Mr. Wagner stated the Fair Barn is already booked for FY 2022. It was noted that if the figures do change, a budget amendment would occur.

Councilmember Drum discussed the fact that Harness racing is on the decline and so a discussion on whether this should be a category we keep in Pinehurst may be called for in the near future. He suggested that a future work session be used to re-evaluate this. Mr. Wagner agreed there are many constraints that put as at a disadvantage. He stated that until we see contracts coming in, he remains cautiously optimistic that we will receive 50 new horses next year leading to the number rising.

Ms. Hunter discussed the usage of the fund balance appropriations as a tool to balance the fiscal year budget. She stated the Village has appropriated $2,530,950 as a revenue source and noted that historically, operating revenues come in at 101% of budget while operating expenditures typically fall 7% below budget. Ms. Hunter stated if historical trends continue for FY 2022, we will reduce fund balance by approximately $871,000, which will result in a projected ending fund balance of 42.2% of General Fund expenditures. Mr. Sanborn noted that the $871,000 includes $550,000 of funds designated for the two capital projects funds.

Ms. Hunter provided an overview of expenditures by type, starting with salaries & benefits and operating expenditures. She noted this is approximately $24 million with staffing accounting for $12.9 million of that figure. Ms. Hunter stated included in this is staffing of 156.6 Full-Time Employees (FTEs) and the addition of 10 FTEs in the plan. She noted included in this is merit raises recommended at an average of 2% plus a 1.2% Cost of Living expense, as well as a 10% increase estimated for group insurance cost. Councilmember Hogeman asked if there was an opportunity to add an additional Planning & Zoning staff person would that require a budget amendment. Ms. Hunter stated yes, a budget amendment would be required.

Mayor Strickland asked what the procedure is for awarding merit pay increases and what the evaluation process is. Mr. Sanborn stated we do not do this every year, but when we do, we try to compare our salaries with other comparable areas and municipalities. He stated this process is hard as well due to the extreme variance of methods used. Angela Kantor, Human Resources Director stated the NCML does an annual survey that we use this data in the assessment. Mr. Sanborn said there are several sources we pull data from. Councilmember Boesch asked if there is a policy for this. Mr. Sanborn stated where we are now is close to the 3% which is normal.

Ms. Hunter stated operations expenditures are 7.7 million dollars and some of the key items in this is the 1.2 million to resurface 4.5 miles of street included in the Powell Bill, and $200,000 for resurfacing & patching streets, funds for stormwater repairs funds, operations for the library, the PDO Update, and the Parks & Recs. Master plan. Mr. Sanborn noted we do a lot more than most communities in spending funding above the Powell Bill allotment. Mr. Sanborn noted we normally do a minimum of 4 miles yearly.

Ms. Hunter noted Capital expenditures comprise approximately 2.8 million dollars, which is 12% of our total expenditures. She stated we storm drainage projects, pedestrian facilities funding, and construction of a storage building behind the fire station, Village Hall office expansion, and library improvements for accessibility, vehicle fleet replacements, and information technology updates. Ms. Hunter stated there will be a $150,000 transfer to a separate fund for the Downtown Parking Facility Design Capital project and $400,000 will go into a fund for the Library Expansion. Mayor Pro Tem Davis asked where the remainder of the agreed upon $1 million for the library. Ms. Hunter said we would bring forth a resolution to Council to commit $1 million to commit fund balance in this upcoming financial report. This will reduce the amount we can commit to future capital projects. There will be a remainder of monies in the fund balance for later use of capital projects decided upon.

Council discussed the proposed tax rate increase of half a cent. Councilmember Hogeman voiced her concerns with raising the tax rate in this difficult time when so many are unemployed. She feels like the $187,000, the increase would produce, could be absorbed this year. Mayor Pro Tem Davis stated maybe we need to run a couple more what if analysis to see different scenarios for property and sales tax revenues. Staff will run the numbers on different scenarios and worse case sales tax revenues and bring those back at the budget work session on May 21st.

Councilmember Drum addressed the Bike-Pedestrian plan as a big topic for work along with the multi-modal plan. Mayor Pro-Tem Davis would like to eliminate the $400,000 included for sidewalks. She stated a Transportation Planner is needed to help pull all these sub-projects together. Councilmember Hogeman agreed she does want to see transportation that does fit in other areas, highlight it in certain ways, and make sure we are working on it. Ms. Craig points out that we do have a plan and that staffing is an issue as to why we are working gradually at this issue. Councilmember Drum said he sees safety issues over the last three years – he understands that we don't have the manpower now, but he wants to move this up Councilmember Hogeman said let us ask the bike ped committee to look at it and see what can be move up. Ms. Craig said we need to balance out the community input – we are already pulling a lot for the small area plans and this is still staff intensive. Mr. Burich said both the bike ped plan and the multi modal plan have priority objects so we should review those. Mayor Pro Tem Davis wants an all-encompassing sidewalk plan. Councilmember Hogeman said the bike ped committee does have a plan; community center to the new Pinehurst elementary school / linden to west Pinehurst Park and the marina. west side of highway 5 north of linden to walk to Rassie wicker and another on 211 down highway 5 coming south and this would lead to Linden and there would be a connection on Mackenzie to bring people to the park. Mayor Pro Tem stated she is against sidewalks on burning tree and Diamondhead and she wants us to reevaluate what these will look like. Mr. Sanborn stated that the projects that have been initiated have been done so because they follow an overall plan.

Councilmember Drum stated he disagreed about the elimination of the sidewalk funding, but he would like to see the multi-modal

plan moved up. Councilmember Hogeman stated all these issues come under the heading of transportation, but they are not all the same. She stated the sidewalks would be based neighborhood by neighborhood upon their needs and desires. Councilmember Hogeman states we do not have a crisis all the sudden, but we are indeed limping along. She stated she would like to see us take transportation and highlight in a comprehensive way. She stated this is a transcending issue that we need to pay attention to.

Mr. Burich said we should look at the existing plans and evaluate its relevance. Mark Wagner stated the Bike Pedestrian plan was based on public input and considered many angles. Mayor Pro Tem Davis wants to see a visual on what these sidewalks will look like as they relate to the character of their neighborhood. Councilmember Boesch stated maybe the answer is not putting in sidewalks, but maybe there is a different way to address safety. Councilmember Hogeman said the Bike Ped Committee does have a well thought out plan and have highlighted these beginning points as crucial to connecting parts of the Village that are currently needed. Councilmember Drum said he thinks there should be a holistic plan that includes all aspects of transportation, including the sidewalks, parking facilities, and a total multi-modal approach.

Ms. Craig stated the questions staff needs answered today is if the $400,000 stays in the budget earmarked for pedestrian facilities and does the initiative action plan stay in FY 2023. Mr. Sanborn stated we might need to reconsider the Hwy 5 project that DOT is also looking at, as this may cause us to spend money unwisely. Mayor Strickland stated he understands we need to keep the $400,000 in, but consider further where this funding will be used. Mr. Sanborn stated we already have a multi-modal plan and it just needs to include non-traditional things like golf carts and some updates made. Mayor Strickland stated $400,000 will stay in and we will consider later how to use the funds.

Ms. Hunter stated that during the break they did verify there is not a drastic difference between what is projected for Fair Barn rentals compared to what was brought in last year. She stated since the amount is less than $30,000 difference, she would not change the budgeted amount. Ms. Hunter than moved on to Capital Project Funds and noted there is a plan to adopt the plans in July. The first project will be the downtown parking facility design, which would ensure ample downtown parking and help provide additional spaces for the library project. The total project is estimated to be $3.5 million dollars, which will be financed. Ms. Hunter stated the other plan is the Library Expansion Plan, which is $5 million; $3 million will be financed, $1 million will be a capital campaign, and the remainder will come from the general project fund balance. She stated operations costs have been increased in FY 2026 to account for needed Library staff and other needs.

Ms. Hunter overviewed the five-year financial forecast and explained to the departmental and staff process used to pull together this forecast. She stated we project our revenues on an account-by-account basis. Ms. Hunter stated the property tax rate would increase from $0.30 to $0.315 cents per $100 valuation for FY 2022. This includes one-half cent in FY 2022, one-half cent increase in FY 2023 and FY 2024 and then will remain flat in FY2025. She stated that in FY 2026, there would be an increase by one cent with additional staffing and operating expenditures associated with the planned library expansion. Ms. Hunter stated real property taxes are estimated to grow at 1% over the planning period due to the construction of new homes and commercial properties.

Ms. Hunter stated local option sales taxes are planned to increase at 3% per year for all years in the plan except FY 2024. In this year, she stated there would be an increase by 5% in FY2024 due to the U.S. Open Championship. Ms. Hunter stated other revenues in FY 2024 include an estimated $1 million in donations toward the library and archives expansion during a planned capital fundraising campaign.

Ms. Hunter stated there are two key financial management concepts that guide management in producing the five-year financial forecast. First, she stated the Village strives to maintain a healthy operating margin. The operating margin ratio measures how much of available operating revenues are required to support operating expenditures. She stated the Village strives to maintain an operating margin ration between 0.89 and 0.91. She noted that monitoring this key ratio ensures that operating expenditures are kept in check and that funds will be available for capital improvements.

Ms. Hunter stated the second measure management uses to guide the development of the forecast is the fund balance ration. She stated the Village has adopted a Fund Balance Policy that requires management to develop budgets that maintain total fund balance of at least 30% of budgeted expenditures. She stated we have remained in the minimum range when developing the five-year forecast.

Ms. Hunter stated the Village of Pinehurst's five-year Capital Improvement Plan (CIP) represents a $21.7 million General Fund investment in capital for fleet, information technology, and other capital additions including some notable items: Design and construction of a downtown parking facility in FY 2022-2023, design and expand library and archives building in FY 2022 & FY 2025, expansion of Village Hall offices in FY 2022, Construction of a storage building behind Fire Station 91 in FY 2022, streetscape improvements in FY 2022-2023, Addition of Wicker Park soccer field lights and replacement of field 2 lights in FY 2022 & FY 2025, replacement of six solid waste vehicles in all years, a stormwater projects in all years, pedestrian facilities in all years, land and design for public services complex relocation in FY 2023-2024, West Pinehurst Prk development in FY 2023 & FY 2025, and the purchase of a Fire Dept. ladder/quint truck in FY 2024.

Ms. Hunter stated there is an Engage Pinehurst topic on the Village website with information for the public. She stated the next step in the approval process of the Strategic Operating Plan for FY 2022 would be the Budget Public Hearing on May 25th and then

the potential adoption of the Strategic Plan and Budget Ordinance on June 8th. There were no follow up questions from Council.

Mayor Strickland provided some thoughts on the three areas of focus for this year. He stated he looked at the Initiative Action Plans and noticed that much of what is happening within our Village shows we are still struggling to have a study on the traffic issue. He noted some of those are parking issues, Highway 5 issues, the impact of Small Area Plans on our traffic, the multi-modal overall issues, the new school opening this fall, the library addition, and the GPS issues surrounding us. Mayor Strickland asked what Council and staff could do to begin addressing these issues. Councilmember Drum and Mayor Pro Tem Davis noted that some of the issues are DOT controlled and we have no control or influence over these. Mr. Burich stated he will talk to our Consultants about some of these issues and report back on what has been considered.

Mr. Sanborn acknowledged that there are some issues that are within our control, such as zoning and the resulting development problems. He suggested that it is the residential rooftop that is adding the additional traffic, versus the commercial businesses. He stated we need to look for a better development pattern that could fix this; perhaps lessening the amount of driving required by replacing the walkability of the Village. He stated that as well this could include placing more needed and desired amenities in areas that would lead to less travel to the core Village. Ms. Craig stated the best approach would be to create a task force to evaluate this specific topic, as it is so multi-faceted. She suggested we add this as an evaluation this fiscal year that can work toward creating an appropriate plan. This would eliminate the responsibility placed on just one person, such as the Transportation Planner. This process, she noted, would include Council, staff, specialist, and a small group who are continually focused on the issue. Council all agreed this is a great idea. Mayor Strickland noted this could actually lead to some of the pieces being resolved within the evaluation process.

Councilmember Boesch asked why we were removing a potential police officer or adding police officers. Mr. Sanborn stated we are evaluating the data this year to determine what the need is for staffing. Councilmember Boesch asked if the money coming from the American Rescue Plan could be used to help with the Harness Barn, which has suffered. Mayor Strickland stated we still do not know what the specific uses can be and so will have to continue to await final wording on this.

Council recessed for lunch until 1:00 p.m., then came back, and entered into a closed session meeting.

3. Motion to Recess the Work Session and Enter a Closed Session
Upon a motion by Councilmember Boesch, seconded by Councilmember Drum, Council unanimously approved to recess the work session and enter into a closed session pursuant to NCGS §143-318.11(a)(5)(i) to establish, or to instruct the public body's staff or negotiating agents concerning the position to be taken by or on behalf of the public body in negotiating (i) the price and other material terms of a contract or proposed contract for the acquisition of real property by purchase, option, exchange, or lease, by a vote of 5-0.

4. Closed Session
Council held a closed session to discuss the material terms of a contract or proposed contract for the acquisition of real property by purchase, option, exchange or lease

5. Motion to Adjourn the Closed Session and Re-Enter the Work Session
Upon a motion by Mayor Pro Tem Davis, seconded by Councilmember Drum, Council unanimously to adjourn the closed session and re-enter the work session, by a vote of 5-0.

6. Motion to Adjourn.
Upon a motion by Councilmember Hogeman, seconded by Councilmember Boesch, Council unanimously approved to adjourn the work session, by a vote 5-0, at 2:30 p.m.

Respectfully Submitted,

Kelly Chance,
Village Clerk

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VILLAGE COUNCIL
MINUTES FOR REGULAR MEETING OF MAY 25, 2021
ASSEMBLY HALL
395 MAGNOLIA ROAD
PINEHURST, NORTH CAROLINA
4:30 PM

The Pinehurst Village Council held a Regular Meeting at 4:30 p.m., Tuesday, May 25, 2021 in the Assembly Hall of Pinehurst Village Hall, 395 Magnolia Road, Pinehurst, North Carolina. The following were in attendance:

Mr. John C. Strickland, Mayor
Ms. Judy Davis, Mayor Pro Tem
Ms. Lydia Boesch, Councilmember
Mr. Kevin Drum, Councilmember
Ms. Jane Hogeman, Councilmember
Mr. Jeffrey M. Sanborn, Village Manager
Ms. Beth Dunn, Village Clerk

And approximately 17 attendees, including 5 staff and 1 press.

1. Call to Order.
Mayor Strickland, called the Village Council meeting to order.

2. Invocation and Pledge of Allegiance.
Invocation by Pastor Rod Stone, Community Presbyterian Church.

3. Reports:
Village Manager

- Mr. Jeff Sanborn said planning efforts are underway on two Small Area Plans: Village Place/Rattlesnake Trail and Hwy 5/Pinehurst South. We have had one Public Engagement hearing and staff is working with the Consultants on improvements and suggestions. We will hold the second Public Engagement hearing on June 2 at 5:30. Residents may sign up on our main website or go to Engage Pinehurst to register and learn more about the Plans.
- Mr. Sanborn stated West Pinehurst Park Planning Effort is also underway. We have had one opportunity to engage the public, and staff provided a survey to residents of which we have received approximately 800 responses. Staff is now reviewing the survey and will report out on the findings soon.

Village Council

- Mayor Strickland reported he attended a rail ride, along with other private citizens, on the Aberdeen railway. He noted the Management team has an interest in private passenger cars. He said The Village, the Resort and others up and down the rail line have shared interest on using the rail more. Mayor Strickland reported the NAC met for the first time since November 2020 and received updates on the Small Area plans and the Given memorial Library Acquisition. He reported they would meet again in June.
- Councilmember Drum reported he went to the opening of the Boys and Girls Club, which will serve a large area of Moore County.
- Councilmember Hogeman stated the Sandhill's Chapter of Military Officers is going to hold a Memorial Day service on

Monday at the Village Chapel at 3:00 and the Golf Capital Chorus will perform with a reception to follow. She stated Councilmember Boesch is assisting with this event. Councilmember Hogeman stated the Pinehurst business partners want to see their customers come back and are arranging some plans to stay open later and a special event for September.

- Mayor Pro Tem Davis stated she attended the Tri Cities meeting with Jeff and Kevin where the discussion centered around how we can collaborate more and about the potential usages of American Rescue Plan funding.
- Councilmember Drum stated this was the first meeting back in person with Southern Pines, Pinehurst and Aberdeen. He stated they looked at how the area Parks and Recreation departments can work more in partnerships on projects.
- Councilmember Boesch stated she does hope Council members can attend Monday's Memorial Day service.

4. First Health Management Team

Mayor Strickland said we have an excellent health coverage area here and he welcomed Mr. Mickey Foster, CEO of First Health of the Carolinas to speak. Mr. Foster stated public acknowledgements are very important and thus they wished to thank the Village of Pinehurst for the usage of the Fair Barn for their COVID-19 Vaccine Program. He stated that in December COVID was hitting all-time highs. During one of the early meetings of his team, they looked at potential locations where there would be a large enough space to accommodate their program. He stated it was then that the Village stepped up to offer the Fair Barn and we are thankful for this partnership.

Roxanne Elliot, First Health of the Carolinas Project Director stated they held the first clinic from January 5-12 and we are hosting the last clinic on June 16th. During the clinics, Ms. Elliot said the staff had administered 33,765 shots at the Fair Barn and anticipated hitting 34,000 on June 16th. She stated the first day they did 500 shots and now are capable of doing well over 2000 a day. Ms. Elliot said the Fair Barn was featured in the News & Observer from Raleigh so hopefully those people would host their weddings etc. She stated she wished to thank Holly from Parks and Rec and the Moore County Emergency Squad for all their assistance.

Mr. Foster presented a check to the Village for wear and tear on the Fair Barn that he said may have occurred during their usage and the Mayor offered a thank you from Council and staff for their generosity. Mr. Foster stated vaccinations would now be administered by the Moore Health Department and the Convenient Care Center. He stated to make appointments residents could call 947-SHOT.

5. Motion to Approve Consent Agenda.

All items listed below are considered routine or have been discussed at length in previous meetings and will be enacted by one motion. No separate discussion will be held unless requested by a member of the Village Council.

- Approval of Village Council Meeting Minutes.
  - May 11, 2021 Regular Meeting
  - May 11, 2021 Work Session

End of Consent Agenda.

Upon a motion by Councilmember Hogeman, seconded by Councilmember Drum, Council unanimously approved the Consent agenda by a vote of 5-0.

6. Motion to Recess Regular Meeting and Enter Public Hearing.

Upon a motion by Mayor Pro Tem Davis, seconded by Councilmember Boesch, Council unanimously approved to recess the regular meeting and enter into a public hearing by a vote of 5-0.

7. Public Hearing No. 1 – Fiscal Year 2022 Budget.

Village Manager Sanborn stated this project began back at the December Retreat where Staff collected input and worked tirelessly to prepare the proposed Fiscal Year 2022 Budget. He stated 6 weeks ago, the Draft proposal was presented to Council and then the Final draft budget was presented at the last meeting. Mr. Sanborn stated Council then attended a public work session on May 19th and so tonight, we are here to allow the public to engage in the process. This agenda item is for the statutorily required Annual Budget Public Hearing. During this hearing, any person wishing to speak about the recommended FY2022 Budget may do so. The budget in its entirety is located online at www.vopnc.org/sop. In addition, public feedback on the FY2022 Budget and Strategic

Operating Plan may be provided and viewed online at http://engage.vopnc.org/fy22.

The FY 2022 Strategic Operating Plan (SOP) was developed to achieve the Council's vision, mission, goals, & objectives, to address strategic challenges & opportunities facing the community, and to comply with the Distinguished Budget Presentation Award requirements. The Village Council held one Budget Work Session on May 19th to review the SOP in detail. Within the plan, there are three areas of focus: Manage development to protect Village character; Support the business community; and provide a safe and effective multi-modal transportation system.

The FY 2022 General Fund Budget Overview provides for a $24.0 million budget, which is 6% above the FY 2021 amended General Fund budget as of December 31, 2020. Of note is that 5% of the 6% increase is the result of acquiring the library and archives. The property tax rate of $0.315 is an increase of $0.015. The plan includes $2.5 million of appropriated fund balance and has an expected ending fund balance of 42.2% of expenditures. The plan calls for the hiring of 10 new full-time equivalents (FTEs): a Financial Services Supervisor; two firefighters; a Planning & Zoning Specialist; a part-time Code Technician; a Solid Waste Equipment Operator; and four full-time and one part-time Library/Archives staff.

The Strategic Operating Plan includes five (5) Initiative Action Plans (IAPs): Updating the Pinehurst Development Ordinance at a projected cost of $200,000; development of two small area plans for Village Place/Rattlesnake Trail Corridor and Pinehurst South/Hwy 5 Commercial Area at a cost of $0 (paid from FY2021); Expansion of Downtown Parking Facilities at a cost of $150,000; Development of a comprehensive stormwater master plan at a cost of $125,000; and the expansion/enhancement of Library Services at a projected cost of $988,875. This is a projected net cost of $1,463,875.

FY 2022 Budgeted Revenues is broken down to represent 30% of revenue coming from Intergovernmental Resources (local option sales tax); 51% Property Taxes; 10% Fund Balance Appropriations; 5% Other Revenues; and 4% from Permits & fees. FY 2022 Budgeted Expenditures is broken down to represent 54% of expenditures devoted to Salaries & Benefits; 32% to Operating Costs; 12% to Capital expenditures; 2% to Debt Service; and 0% to Other Financing Uses (Debt Service). Amount of Tax dollars budgeted for FY 200 by function (General Fund) are by category: Cultural & Recreation $0.20 (hire due to the library investment); General Government $0.14; Public Safety (Police, Fire and Inspections) $0.32; Economic Development $0.06; Transportation $0.19; and Environmental Protection $0.09.

Mayor Strickland opened the meeting to Public Comments. Debbie Lalor of Azalea Road asked if staff could speak about the Magnolia Streetscape project and more specifically as to whether there would be parallel parking lines drawn onto Magnolia Street. Mr. Jeff Batton, Assistant Village Manager of Operations stated the project is about to launch and there are finalizing the draining package. Draining is expected to start next week and the brick sidewalks – primarily on the Brewery side of the road - will start on June 10th. He stated the parking bays across from century link would be installed the next fiscal year along with the brick curbing and road striping. He further stated the draining would be going underground. Mr. Batton stated the stormwater that is currently there is an asphalt swell. He noted they will demolish the asphalt curbing in order to create the parking bays – they do not extend up to the first residential home – they extend down to an area across from brewery – up to the current vacant lot. Mr. Batton stated this is a continuation of an effort to connect this area to the downtown area – initially we went down Community Road – then went to McIntire Area and Pinehurst Pizza area – with enhancement done also at public Services across the street. He stated this would be a continuation of this project.

In addition, Mr. Batton said it does dovetail in with the Small Area Plans enhancements that are being designed. Ms. Lalor stated that when the consultant made his presentation he was uncertain that the lane width would accommodate the sidewalk. She asked how this would be addressed. Mr. Batton stated the current design shows sidewalks being relocated, but we have went back to the consultant to have them look to see if the sidewalks will need to be lowered to meet the elevations. He stated if we do not move the sidewalk, we would have a green space between the pavement and sidewalk.

Mr. Batton said the width of the road currently has lessened as the Resort has added some parking as well as the pandemic has lowered downtown numbers. The width should be able to stay the same as it is now as we have arranged the parking bays. We have gained an easement from Century Link to help with this. This easement will allow us to gain some width.

Steve Saye of 40 McCaskill road – Received a phone call from Jeff Batton and plans to meet with him on Thursday. He states he has the lot on the corner and is interested in this from the parking aspect. He stated he hopes we are working with all the stakeholders to be sure we are communicating with each other and working toward a bigger plan. He would like to know more about the traffic issues we are going to encounter as our town continues to grow. He asked if the three lots adjacent to his lots have access to these 22 spots. He said he would like to see our lines of communication stay open. Mr. Batton stated the entrance would have driveway permits that will give them access.

8. Motion to Adjourn Public Hearing and Re-Enter Regular Meeting.

Upon a motion by Mayor Pro Tem Davis, seconded by Councilmember Davis, Council unanimously approved to adjourn the public hearing and re-enter the regular meeting by a vote of 5-0.

9. Q3 Update on the Status of the FY2021 Strategic Operating Plan Implementation.

Lauren Craig, Village Staff, presented a report on the Village of Pinehurst Strategic operating Plan Update for FY 2021-Q3, January 1, 2021 – March 31, 2021. She stated each year that the Pinehurst Village Council adopt a Strategic Operating Plan, which indicates the Village's plans to achieve our vision and mission. The Strategic Operating Plan covers the fiscal year that begins on July 1 and includes a five-year financial plan. Ms. Craig stated the vision is what the village intends to be and the mission is what the Village must do to achieve that vision. The Village's core values are the gilding principles and behaviors that embody how Village employees and volunteers are expected to operate as they provide services.

Ms. Craig stated the Village uses a Balanced Scorecard (BSC) to integrate strategic planning and resource allocation. The BSC contains goals, objectives, and key performance indicators in four perspectives to ensure a balanced approach to evaluating the achievement of organizational strategy: Customer, Internal, Workforce, and Financial. She reports the Balanced Scorecard contains nine strategic goals in the four perspectives: Safeguard the Community; Provide High Quality Development & Appearance; Promote a Thriving Business Community; Promote Transportation Mobility & Connectivity; Protect the Environment; and Promote Active Living & Cultural Opportunities.

Ms. Craig stated each balanced scorecard goal has one or more strategic objectives. Strategic objectives indicate how we will achieve the Village goals. She stated in FY 2021, the Village Council identified three strategic objectives as Areas of Focus: Manage development and enforce codes and ordinances; provide a safe and effective multi-modal transportation system; and Manage stormwater systems. Ms. Craig explained we define strategic opportunities as prospects for new or changed services or processes. The Village Council prioritizes the list of strategic opportunities identified in the annual Strategic Planning Retreat. She stated there are 10 OFIs beginning in FY 2021 addressing these strategic opportunities included in the five-year financial forecast (FY 2021-2025). There are five future year OFIs that will begin in the years FY 22 – FY26+.

Councilmember Boesch stated that we need to assure the public that what has been completed as it pertains to the multi-modal transportation system is not all that we plan to do. Ms. Craig said this portion was to create the position of Transportation Planner, which was completed.

Ms. Craig updated Council on the status of FY 2021 Initiative Action Plans at March 31, 2021 conclusion. She stated the FY 2021 Strategic operating Plan includes seven Initiative Action Plans (IAPs). As of March 31, 2021, of the 7 IAPs scheduled to begin, all seven were in progress and on schedule. She stated the Village achieved projected performance for the seven IAPs of 100% effectiveness rating. The seven IAPs consist of: Update the Pinehurst Development Ordinance (FY21-25); Small Area Plan for the Village Place/Rattlesnake Trail Corridor and Pinehurst South/Hwy 5 Commercial Area (FY21); Develop a comprehensive storm water master plan (FY21-23); Planning & Inspection Process Improvements (FY21; Build Baldrige Framework Systems & Culture (FY21; Expand GIS Capabilities (FY21); and Workforce Learning and Development (FY21). Ms. Craig stated staff would continue to monitor these through the last quarter and roll on into FY 2022.

10. Discuss and Consider Ordinance #21-07 for a proposed Amendment to the Official Zoning Map for a portion of Moore County PID # 00025800.

Mayor said at the last meeting on May 11th we had a very comprehensive review and looked at the plan in a detailed manner. We have invited representatives of the Resort to provide their updates tonight and changes.

Dick Higginbotham, CFO of Pinehurst Country Club said that 100 years ago this year, Leonard Tufts envisioned a much grander vision of the Country Club that would have included a facility with guest rooms. In 1922, the Club House was under renovations and again 50 years later. Both of these projects share in that they had to make some changes that affected some historical aspects. We know that change is essential and we are here today to discuss the request again. He stated we are now asking for approval from the Village Council within the next 30 days. Coming out of Planning and Zoning, there were eight conditions approved by both the applicant and the board, which have been discussed at past meetings.

Mr. Higginbotham discussed these conditions, which were:

1. Maximum building height of 55 feet;
2. Front yard setback of 40' minimum; side yard setback of 20' minimum; and side street setback of 30' minimum;
3. Increase in allowed signage size and amount by 50% for the north and east sides of the building only;
4. Provide 85 standard size parking spaces on the subject property;
5. PRCC will provide parking required for the Lodge facility on the subject property;
6. PRCC, as stated above, will consider construction of a parking structure on the subject property and/or additional surface parking areas, bringing plans forward to the Village at the specified date.
7. PRCC and Village of Pinehurst enter into a development agreement for PRCC to provide the required parking spaces per conditions 4, 5, and 6.
8. Efforts will be made to preserve 2 specimen trees on either side of the proposed emergency fire access along the west property line.

Mr. Higginbotham noted that due to required calculations the highest point of the lodge, which from elevation is 45' high, becomes higher than the allowed current height allowance, due to the sloping property. He also noted signage, condition three, would still have to be approved.

Mr. Higginbotham stated they would remove the Dining room facility – which means we can extend the locker room – USGA – Player Designer Space was the least needed. The Board Room will remain but the number of square footage will be less. He discussed their understanding of the parking requirements based on the PDO standards for the lodge as being 74 spaces. He stated the applicant will agree to go to 125 standard size parking spaces and as required in condition no. 6, any changes that occur will result in these spaces being reevaluated. He stated that they would also turn in the parking plan three months before the U.S. Open to allow for ample time for the Village to view and consider.

Mr. Higginbotham stated, as it pertains to the parking at the Carolina, applicant would add 86 new spaces, with the rear employment parking lot layout changing. This he states will lead to an additional gain of 28 spaces for employees. Mr. Higginbotham stated in the Rear Pool Lot, 20 additional spaces would be gained for employees. As well, 35 additional spaces will be added in the Front East Wing Parking lot – used for guests overflow. Mr. Higginbotham stated 3 additional spaces would be added on the Front West Wing parking lot; bring a total of additional spaces to 126.

Mr. Higginbotham stated that an additional alternate parking site could be off Barrett Road. A further alternative site could also be a Greenhouse Parking Lot Alternative. He stated these two alternative locations could provide an additional 246 spaces. He further stated that the applicant is comfortable they have met the parking conditions expectations.

Mr. Higginbotham stated as it pertains to questions about the architecture of the building: he showed the revised floor plans as concept drawings. He noted changes might change before the final submittal of the plans to the construction plans. The Lodge on Level 1 – Locker Room did not change in size but will be taller. The USGA dining space was eliminated. There will be regular guest rooms, larger suites, and two offices located in the building. There will also be laundry and normal maintenance rooms.

Mr. Higginbotham stated the Carolina Hotel Barrett Road Alternative Site Proof of Concept shows a potential 40 additional surface parking spaces. Bob Kuntz stated he provided the initial recommended conditions by the P&Z Board on 4/21/21 and the changes that the applicant has made based on these conditions. Changes are to provide 125 standard size parking spaces on the PRCC main campus, to include shuttle parking, storage, and driver parking will be relocated off the PRCC main campus. Also changed to that the PRCC will provide parking required for the lodge facility on the subject property three months prior to the 2024 US Open

Golf Tournament to allow review, approval, and construction to begin prior to Year-end 2024, provided plans are approve by the Village in a timely manner.

Councilmember Drum asked why if the Village would approve the three suggested alternative areas, then why could this not become part of the conditions. He said he would have no problem with that as long as the Village approves those.

Mayor Strickland asked who would be shuttled. Mr. Higginbotham said the caddies most likely. Mayor Strickland asked how that would be managed. Mr. Higginbotham stated Caddies are third parties and are not our employees and currently they park where they are assigned. Caddies are on shift, morning, afternoon and a later crew during the summer so they come at various times. He said we already shuttle employees at certain times and manage that well. We anticipate seeing some shifts as the pandemic ends and we are currently seeing member play increasing as well as from outside tourist...

Mayor Strickland said he would like to discuss more about the core Village area parking. We would like to be able to divert parking but it appears the shuttling of people may cause problems. He would support the Greenhouse parking area. He said we are still looking at other alternatives, such as carts etc. We will have to just see how this all plays out as well during construction time. Councilmember Drum said he hopes these additional parking spaces at the Carolinas would help, but he would like to see it for not just employees. Councilmember Boesch stated she appreciates that they have really been listening to what the Public and Council has said. She said some of the things they say they could do however; need to continue to become true solutions.

Councilmember Hogeman said she appreciates the amount of work they have done on the parking and she appreciates the additional employee parking around the Carolina. She also appreciates the dining area. She said the PDO measures building height from common grade, which is normal. She said the point made at May 11th meeting, the lodge building appears to be out of scale from the clubhouse. She thought she would see some reduction in mass during the conception plan phrase. For example, she said there are many service areas that were around the dining area and maybe the building could be rearranged to shorten the building from east to west. She also stated the turret bar being so close to the clubhouse it accentuates the height disparity.

Mr. Higginbotham said they are working with the Architects and he understands that the exterior of the building is all that is questioned. We are still looking at changes, including colors, room usage and size, and exterior design. We really need to have the actual final design to staff by September in order to give time to review it. Councilmember Hogeman asked about signage – she said the percentage size should not need to be change. Bob Kuntz said they are asking for 20sq foot 50% increase – meaning he would take a 20 sq. feet sign and that would become 30 sq. feet. Councilmember Hogeman said she would like to see sizes that are more specific.

Councilmember Hogeman asked if the plats are going to be merged. Mr. Koontz said no they had not planned on that. She asked that in the NW principal part where there is parking for employees, overflow and van parking, how many spaces are there now? He said 81 now. She stated she counted 15 vans and buses etc. today in that area. She wants to see a more definitive number on the actual spaces that are there. She said you anticipate needing 62 extra spaces for the lodge – She stated she showed that only 84 are needed but he is willing to put in 120 spaces, is that correct. She asked if the Carolina parking extra 125 would be for only the Carolina or also for the clubhouse. Mr. Higginbotham said employees as needed would use them.

Councilmember Hogeman asked about the 120 additional parking spaces at the greenhouses and how many vans etc. would this account for. She asked how that compares to the northwest corner. She stated she wants a specific breakdown on number of spaces lost compared to those are assumed created. Councilmember Hogeman said she wants to see a term sheet now and if it changes later, that is fine, but we need to see a plan now. Mayor Pro Tem stated they are not to that point she believes and that they have said they have agreed to have a plan together three months before the Open.

Mayor Strickland said they talked about the parking deck with the appearance of a Carriage House and one of the things deck parking does is double the amount of parking in a space. He said whatever we could do to get some low profile decking. Mr. Higginbotham said, vision is sometimes hard to imagine but he said surface space parking does not have to look ugly. He said he understands that Village wants to see this type of deck parking but it may not be the best way. It also has to fit in with what the Club House wants as well. Councilmember Drum said he would like to see some more detailed drawings. Mr. Higginbotham said the

artist would be working on these with the hope of being available in two weeks. These will be digital watercolor drawings to help see how the lodge looks beside the clubhouse. Councilmember Drum said he also wants to see number of spaces and who will be using them.

Mayor thanked them for their information and Council took a quick break, returning at 7:20 p.m.

11. Presentation of Financial Statements for the Quarter Ended March 31, 2021.

Brooke Hunter, Finance Director, presented Council with the Financial Statements for the Quarter ended March 31, 2021. She stated as we enter the final quarter of the fiscal year, the Village's financial condition remains strong, despite the economic impacts of the COVID-19 pandemic. Our revenue forecast for the first three quarters is on target. In addition, operating expenditures are running below expected levels and our capital outlays are within budget. These results should position us well to carry out the objectives outlined in the FY 2021 Strategic Operating Plan. We will also continue to closely monitor the impacts of the pandemic on our more economically sensitive revenues as the year progresses.

Ms. Hunter stated the Village's General Fund is showing $3.9 million in income for the first nine months of the year. This is considerably lower than the $6.5 million in income the prior year, but is comparable with other historical results at this point in the fiscal year. Last year's income at March 31 was unusually high, primarily due to the return of $1 million previously contributed to the Given Memorial Library capital expansion campaign. Fund balance in the General Fund is currently 66% of budgeted expenditures, which is the same level seen the previous year at March 31.

Ms. Hunter stated the Village's total cash and investment balances increased by $456,000, or 3%, compared with the previous year. This small increase is due to operating expenditures that are lower than expected at this point in the fiscal year. Of the $14.4 million in cash and investments at March 31, 2021, $13.7 million was invested in the North Carolina Capital Management Trust Government portfolio. She noted this year, the Village made an early debt payoff for its final installment financing debt obligation. As of March 31, 2021, the Village has no installment financing debt.

Ms. Hunter stated General fund revenues were $453,000, or 2.6%, above the year-to-date budget projections. Most of this variance is due to property tax revenues, which were $227,000, or 2.1%, above the quarterly revenue estimate. The real and personal property tax collection rate of 99.87% is similar to this time last year. The real and personal base grew by 1.3%, compared to the same period last year, which is in line with our projection. The motor vehicle tax base grew by 13.0%, compared to the prior year.

Ms. Hunter stated for local option sales taxes, the actual collections for the first seven months of the year received are running 14.6% ahead of the previous year's collections. At the time the local option sales tax budget for FY 2021 was adopted, the impact of COVID-19 on sales tax collections was unknown. We budgeted this revenue source conservatively after reviewing information distributed by local economists and the North Carolina League of Municipalities. Fortunately, actual results were better than we expected, thus the budget for local option sales tax revenue was increased by $314,000 in the mid-year budget amendment.

Ms. Hunter stated General fund operating expenditures were $1,921,000, or 13.3%, below the quarterly budget. This variance is significantly larger than the expected year-end expenditure variance of 7%. A portion of the operating expenditure variance is due to lapsed salaries and benefits. Employee turnover has increased this year, with some positions remaining vacant for longer than expected. Although the largest variance this year has been in the Planning Department, other departments have also been affected. In addition to salaries and benefits, departments as originally planned have not expended other operating items. Examples include the Small Area Plan contract and departmental supplies that were encumbered but not expended by March 31.

Ms. Hunter stated for capital outlay, approximately 58% of the capital outlay budgeted in the first three quarters has been expended. One large component of the variance includes $180,000 budgeted for the purchase of land for a future fire station, of which $169,000 was expended in April. Another factor includes the timing of the Magnolia Streetscape project, large stormwater infrastructure projects, and sidewalk construction that are all underway. Staff expects a majority of these projects to be completed by year-end.

Ms. Hunter reported the Village issued 106 single-family residential building permits valued at $33,624,000 during the first three

quarters compared to 147 the previous year. At this point, we project approximately 150 homes will be constructed in FY 2021, which is a decrease from the 189 permits issued in FY 2020. She stated based on our current estimates, we anticipate the Village's fund balance will decrease by approximately $236,000 by the end of FY 2021. Ending fund balance for the General Fund is projected to be approximately $10,994,000, 48%, of expenditures, which is above our current policy minimum of 30%. Please note this forecast could vary significantly if departmental projects are delayed or not completed by year-end.

Ms. Hunter stated during the first three quarters, the Fair Barn covered 13% of operating expenditures with operating revenues due to the extensive state-mandated facility closures for most of the fiscal year. This is lower than the 71% achieved at this point the previous year and is below the revised balanced scorecard target of 55%. Fortunately, Governor Cooper's most recent executive order on May 14, 2021 eliminated capacity limitations and allows dancing at event venues, which has been a deterrent for many people interested in renting the Fair Barn for weddings over the past several months.

Ms. Hunter reported the Harness Track covered 49% of its operating expenditures compared to 62% the previous year. Revenues were lower than last year primarily due to five trainers who did not return and a couple of trainers who brought fewer horses. As we discussed last quarter, travel restrictions resulting from the pandemic contributed to lower revenue this season. Fortunately, soccer and lacrosse practices occurring at the track has brought in some additional revenue. The Harness Track's balanced scorecard target is to cover 45% of operating expenditures with operating revenues for FY 2021.

Ms. Hunter stated at this point in the fiscal year, I am pleased with the Village's financial condition and position. We will continue to monitor the impacts of the pandemic on our revenues and expenditures for the last quarter of the year. However, we have found that the effects were less severe than originally anticipated. The Village Council and Village managers are to be commended for meeting or exceeding most of the Village's financial targets. This also positions the Village well for the upcoming adoption of our five-year Strategic Operating Plan.

12. Discuss and Consider a Contract for Legal Services for FY 2022.

Brooke Hunter, Finance Director presented to Council the proposed contract for legal services with Van Camp, Meacham, & Newman, PLLC for FY 2022. She stated the functional terms of the contract are unchanged from the previous year with a 2% cost increase. Ms. Hunter noted the contract agreement states the Attorney will provide general legal representation to the Village in the following areas of law as they pertain to municipalities, with said list not being all-inclusive: Land Use Regulation; General Police (Ordinance making) powers; Employer-Employee relations, labor law; Environmental Law; Police and Public Safety law; and financial law.

Upon a motion by Councilmember Boesch, seconded by Councilmember Drum, Council unanimously approved to authorize the Mayor or his designee to execute a contract with Van Camp Meacham & Newman, PLLC for legal services for Fiscal Year 2022 by a vote of 5-0.

13. Discuss and Consider Ordinance #21-08 for a budget amendment to close the Community Center Capital Project Fund.

Brooke Hunter presented Council for discussion and consideration, Ordinance 21-08 for a Budget Amendment to close the Community Center Capital Project Fund. She stated the Community Center Capital Project Fund was created to account for the design and construction of the Community Center at Cannon Park. Ms. Hunter reported the project is complete and all invoices have been paid. She stated that after recording all closing entries, the total project was $4,695,894. She reported that by adoption of the budget ordinance amendment presented, the remaining $244,999 in the Community Center Capital Project Fund would be transferred to the General Fund.

Upon a motion by Mayor Pro Tem Davis, seconded by Councilmember Hogeman, Council unanimously approved, Ordinance 21-08 closing the Community Center Capital Project Fund and transferring all remaining funds to the General Fund.

14. Consider two-year extension for Waste Management Services

Jeff Batton, Assistant Village Manager of Operations stated the Waste Management solid waste services contract for Pinewild would expire on June 30, 2021. This agenda item is to consider a two-year extension with pricing holding steady in year one and adjusted based on CPI in year two. The annual value of the contract is estimated at $254,600. If Council concurs with this two-year extension, we will need authorization to enter into the contract.

Mayor Strickland asked about PPOA's satisfaction with the Waste Management since they have had complaints of hydraulic leaks on the streets. Councilmember Boesch said she received a long email from the PPOA voices their dissatisfaction with Waste Management and the new PPOA board wants it to go on the board agenda on June 21st to discuss it. She stated they want to report to Jeff Batton via Amy Damone, Property Manager on the 21st. Mr. Batton said there is no way we can bid this out at this stage. He stated at the time of discussions with Pinewild PPOA there were no concerns and it was approved to continue with the service contract. He suggested we do it just for a one-year contract and then reevaluate. Mayor Strickland suggested we defer this to the June 8th meeting. Jeff said he would communicate with Amy and find out what other concerns they have.

15. Other Business

Councilmember Drum states he will be out of town on June 8th and he will call in via his zoom account.

16. Comments from Attendees.

- No Comments

17. Motion to Adjourn.

Upon a motion by Mayor Pro Tem Davis, seconded by Councilmember Drum, Council unanimously approved to adjourn the regular meeting by a vote of 5-0 at 7:50 p.m.

Respectfully Submitted,

Kelly Chance,
Village Clerk

A videotape of this meeting is located on the Village website: www.vopnc.org

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Mission: Promote, enhance, and sustain the quality of life for residents, businesses, and visitors.
Values: Service, Initiative, Teamwork, and Improvement

DRAFT

VILLAGE COUNCIL
MINUTES FOR WORK SESSION OF MAY 25, 2021
ASSEMBLY HALL
395 MAGNOLIA ROAD
PINEHURST, NORTH CAROLINA

IMMEDIATELY FOLLOWING THE REGULAR MEETING

The Pinehurst Village Council held a work session at 7:51 p.m., Tuesday, May 25, 2021, in the Assembly Hall of Pinehurst Village Hall, 395 Magnolia Road, Pinehurst, North Carolina. The meeting was streamed in real time on the Village's website.

The following were in attendance in Assembly Hall:

Mr. John C. Strickland, Mayor
Ms. Judy Davis, Mayor Pro Tem
Mr. Kevin Drum, Councilmember
Ms. Lydia Boesch, Councilmember
Ms. Jane Hogeman, Councilmember
Mr. Jeffrey Sanborn, Village Manager
Ms. Kelly Chance, Village Clerk

And approximately 2 attendees, including 2 staff and 0 press.

1. Call to Order.
   Mayor John Strickland called the Council work session to order.

2. Discuss 2022 Anniversary Events.
   Mayor Strickland stated we would be celebrating three special events next year. Councilmember Boesch stated the Donald Ross celebration is slated for November 23. Councilmembers discussed various avenues of showing Village support of the Honorees. Suggestions ranged from planting a series of trees in an Anniversary Grove, interpretive exhibits at library, Banners, and collaborating with other area partners. What about banners with some depiction of the three celebrations – who would design this?

3. Discuss 2022 Pedestrian Walkway Plan.

   Mayor Strickland stated we are discussing the $400,000 that was set aside for walkways. Mayor Pro Tem Davis would like to have an itemization on how we plan to spend the 400,000. Councilmember Drum said he trusts staff and there are things we can do that are not controversial. Mayor Strickland said maybe what type of sidewalk is appropriate is based on the location.

   Mayor Strickland asked Jeff Batton about the connectivity of the new elementary school to the community center. Mr. Batton said it is proposed to be brick around Cannon Park and would transition to sand clay. Mayor Pro Tem Davis said she loves the screening for the elementary school. Mayor Strickland said the points is that we are using different materials based on what the neighborhood needs and preferences are.

   Mr. Batton said we have some sand clay, brick, and some screenings in the Historic District and this has developed over time. He said it is hard to find the breaking point as to where you go from one to another. He said we get many requests for sand clay paths but we also get requests from those that do have it, they would like to have something different.

   Mr. Batton said sand-clay is hard to maintain and is staff and labor intensive. Jeff Sanborn said at one time we had this money designated to sidewalks and then later we found it was more appropriate to look at plans for path walks – and it has even been

suggested we make wider berms people could walk on. Councilmember Drum said it is a safety issue here about walking in the rides especially as dark as it is in Pinehurst. Mayor Strickland said we can make some safe walking spaces in places but some places we will not be able to arrange it.

Councilmember Boesch said she has some questions about pathways – Why did BPAC not meet for 18 months, topography, what the neighbor's want, DOT rideaways… listen to this. What about connectivity with other municipalities. Mayor pointed out we have alternatives because we have varying topographies.

Mayor Strickland stated we are going to refer the question of sidewalk appropriateness back to BPAC and Council agreed they want to see a flushed out and precise plan.

4. Discuss Upcoming Agenda Items.
   - Golf Cart quantity and size and driven by unlicensed individuals and all hours of the night.
     Broadway Musical – Saturday night they were pulling their golf carts up on the green –
   - Renewing on-street dining – parking issues and how we can carry that forward – Jeff Batton said he has had inquiries about stopping the on-street dining and if so do we establish new guidelines on how it can occur. Jeff said something less temporary looking and something more looks good with our aesthetics. Maybe they can only set up starting at 4:30 or 5:00. Should have to sign contract and commit to it with the understanding it can be pulled away. He stated there is a Bill going through the senate now "Social Districts" – would allow for off-premises alcohol consumption within a designated spot. Councilmember Hogeman said we need to make sure we are protected by liability. Jeff Sanborn said in the areas we have now, we cannot put adequate barriers. Jeff Batton said we would need an ordinance maybe – Jeff Sanborn said we could not enforce it! Mayor Strickland said if we want to have retail business than we need to do something for them. Mr. Sanborn said it might not even be legal to label signs. Mayor Strickland said we need to encourage our community retailers, shop owners etc. that we need to try to adhere to the retail marked spots.
   - Renewable terms coming up – chairs need to talk to those who are serving if they want to reserve and start looking at the applications that came in
   - Live after 5 worked well and think about what kinds of events we are having and being asked to have. – policy on what events we should have and a number – how many is too many – do they affect downtown businesses. – bring the list back to next work session – we want to build our character of Pinehurst. What are things that match our appeal.

5. Other Work Session Business.
   Mayor Strickland stated

6. Motion to Adjourn.
   Upon a motion by Mayor Pro Tem Davis, seconded by Councilmember Hogeman, Council unanimously approved to adjourn the work session, by a vote 5-0, at 9:12 p.m.

Respectfully Submitted,

Kelly Chance,
Village Clerk

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DRAFT

PUBLIC SAFETY REPORTS
ADDITIONAL AGENDA DETAILS:

April, 2021 Fire Report
April, 2021 Police Report

FROM:
Kelly Chance

CC:
Jeff Sanborn

DATE OF MEMO:
5/19/2021

MEMO DETAILS:
Attached are the April, 2021 Public Safety Reports.

ATTACHMENTS:

	Description
🗋	April 2021 Fire Report
🗋	April 2021 Police Report

PINEHURST FIRE DEPARTMENT

By The Numbers - April 2021

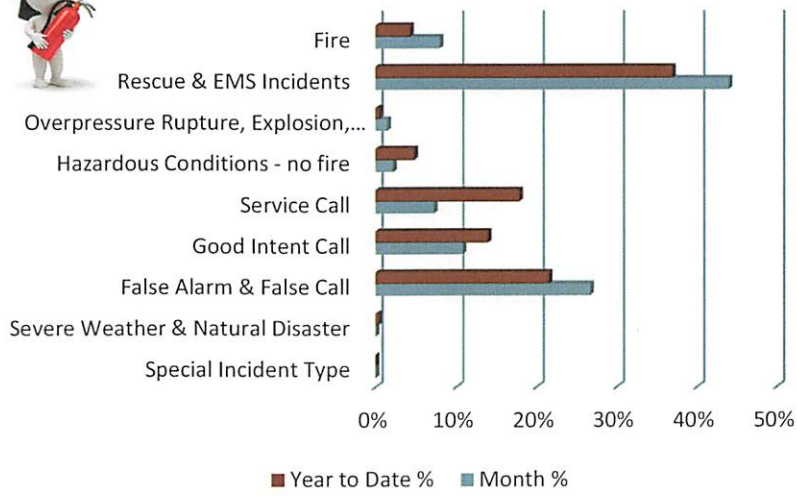
Month

Calls for Service	139
% Overlapping Incidents	16.55%
Busiest Day of Week	THURS
Busiest Hour of Day	6PM
# of Times Staff Recalled	4

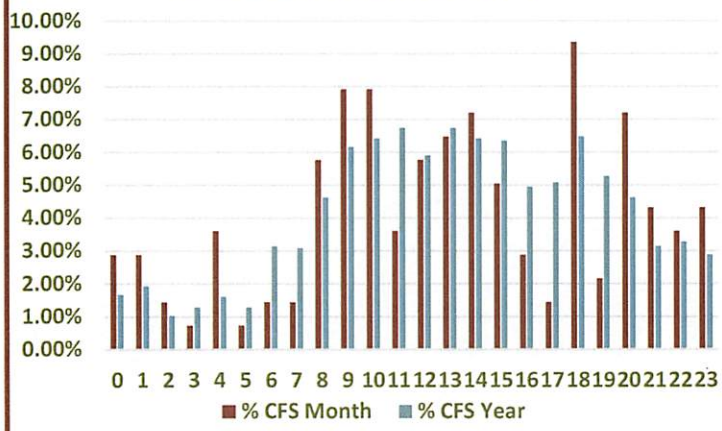
Year

Calls for Service	1571
% Overalpping Incidents	16.55%
Busiest day of Week	WED
Busiest Hour of Day	11AM/1PM
# of Times Staff Recalled	15

% of Calls for Service (CFS)



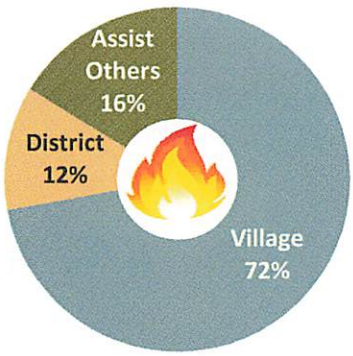
% CFS BY HOUR OF DAY



5 Year Comparison Through this Month of Year

LOCATION OF CFS

FOR FY20



Inspections Completed this

MONTH	93
YEAR	961

Code Violations Found this

MONTH	39
YEAR	457

Percentage of Violations

Corrected YTD	98%

Days Since Last Lost Time Accident in FD 442

YTD Training Hours

IN HOUSE	5308
OUTSIDE	2467

Public Awareness Contacts

MONTH	45,979
YTD	147,399

1895
VILLAGE OF
PINEHURST

HISTORY, CHARM, AND SOUTHERN HOSPITALITY

SUMMARY FOR THE MONTH OF APRIL 2021

SUMMARY OF INCIDENT CALLS

TYPE OF INCIDENT	*NUMBER THIS MONTH*	*NUMBER FYTD*	*NUMBER THIS MONTH LAST YEAR*	*NUMBER FYTD LAST YEAR*	*PERCENTAGE YTD*
Fire	11	67	4	42	60%
Overpressure Rupture, Explosion, Overheat - no fire	2	8	0	5	60%
Rescue & EMS Incidents	61	579	15	440	32%
Hazardous Conditions - no fire	3	75	7	126	-40%
Service Call	10	280	29	288	-3%
Good Intent Call	15	219	23	251	-13%
False Alarm & False Call	37	337	30	288	17%
Severe Weather & Natural Disaster	0	6	32	39	-85%
Special Incident Type	0	0	0	1	-100%
TOTAL INCIDENTS	**139**	**1571**	**140**	**1480**	**6%**

SUMMARY OF INSPECTION

TYPE OF INSPECTIONS	*NUMBER THIS MONTH*	*NUMBER FYTD*	*NUMBER THIS MONTH LAST YEAR*	*NUMBER FYTD LAST YEAR*	*PERCENTAGE YTD*
Residential	8	137	7	110	25%
Residential New Systems	0	0	0	0	0%
Residential Fire Sprinkler	4	41	0	3	1267%
Commercial	35	371	10	114	225%
Plan Review/Site Inspections	20	176	8	28	529%
Reinspection	26	208	1	110	89%
Occupancy Certificates	0	28	0	9	211%
TOTAL INSPECTIONS	**93**	**961**	**26**	**374**	**157%**
Violations Found:	39	457	7	138	231%
YTD Violations to be Corrected:		417		131	
YTD Violations Corrected:		410		84	
Correction Percentage:		98%		64%	

May 11, 2021

J. Carlton Cole, Fire Chief

FIRE DEPARTMENT
395 Magnolia Road • Pinehurst, NC 28374 • Telephone (910) 295-5575 • Fax (910) 295-4861 • www.vopnc.org

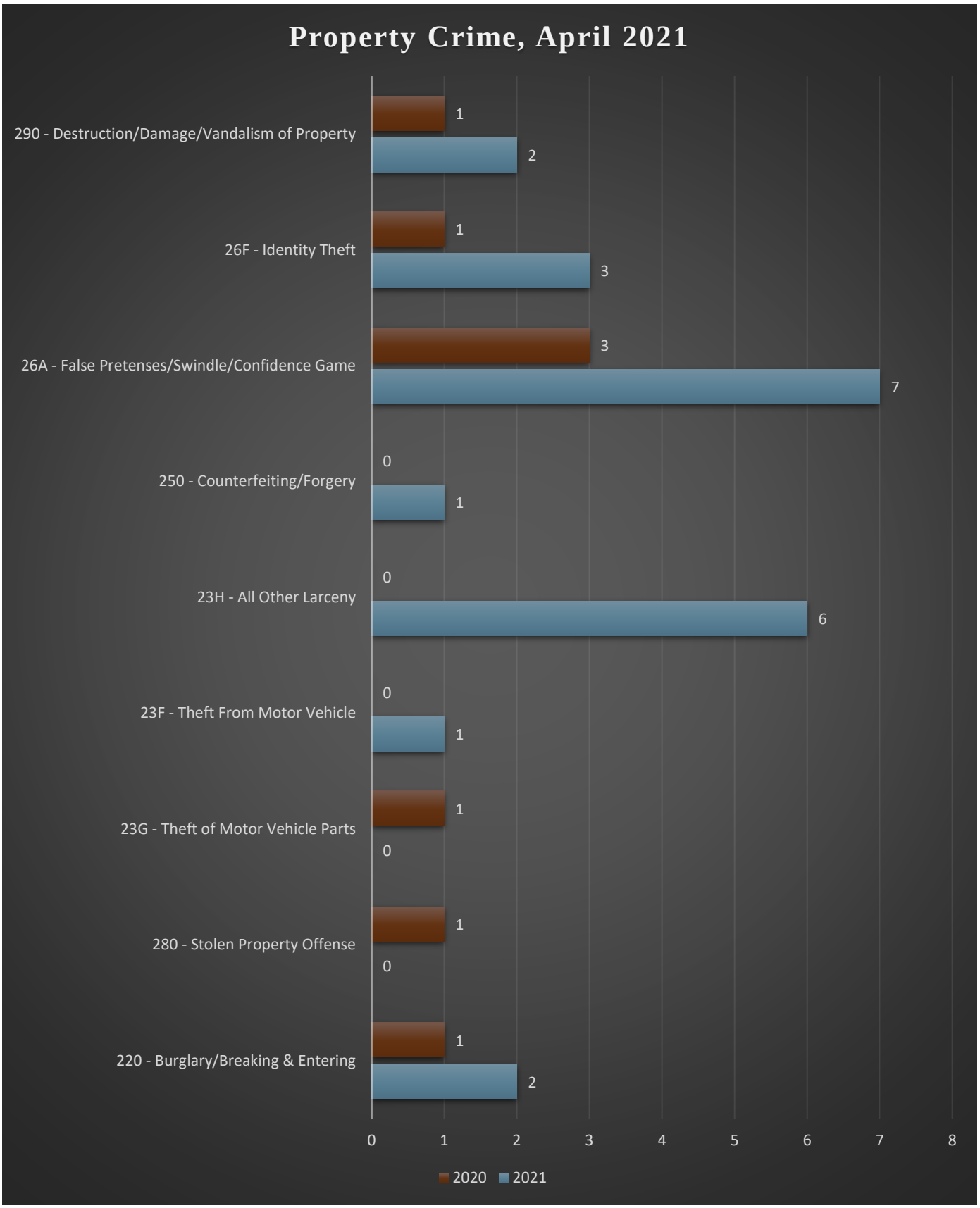
Police Department Monthly Report to Council
April 2021

Prepared by

Chief Glen Webb

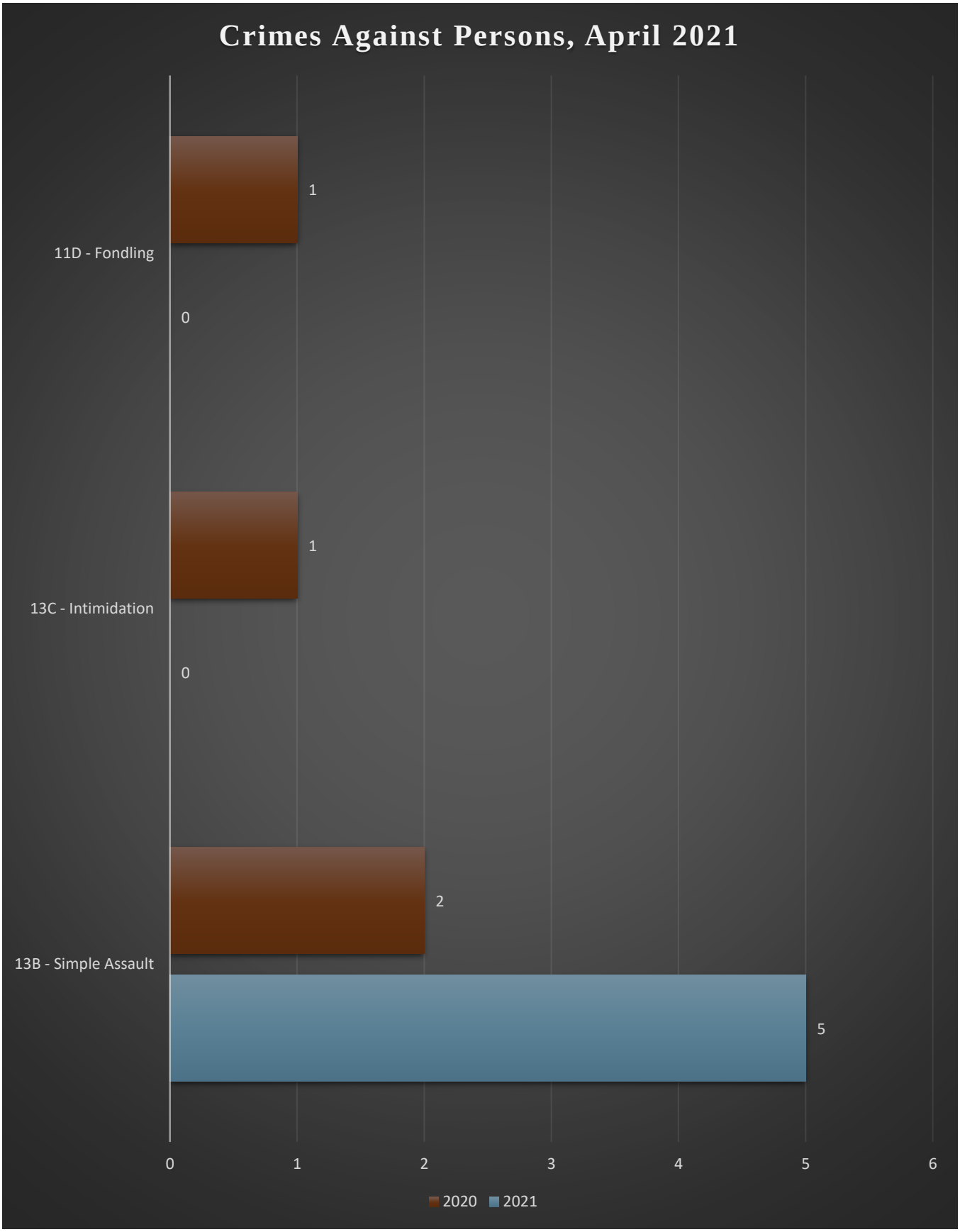
5.7.2021

Monthly Report April 2021 (With Previous Year / Same Month Range)



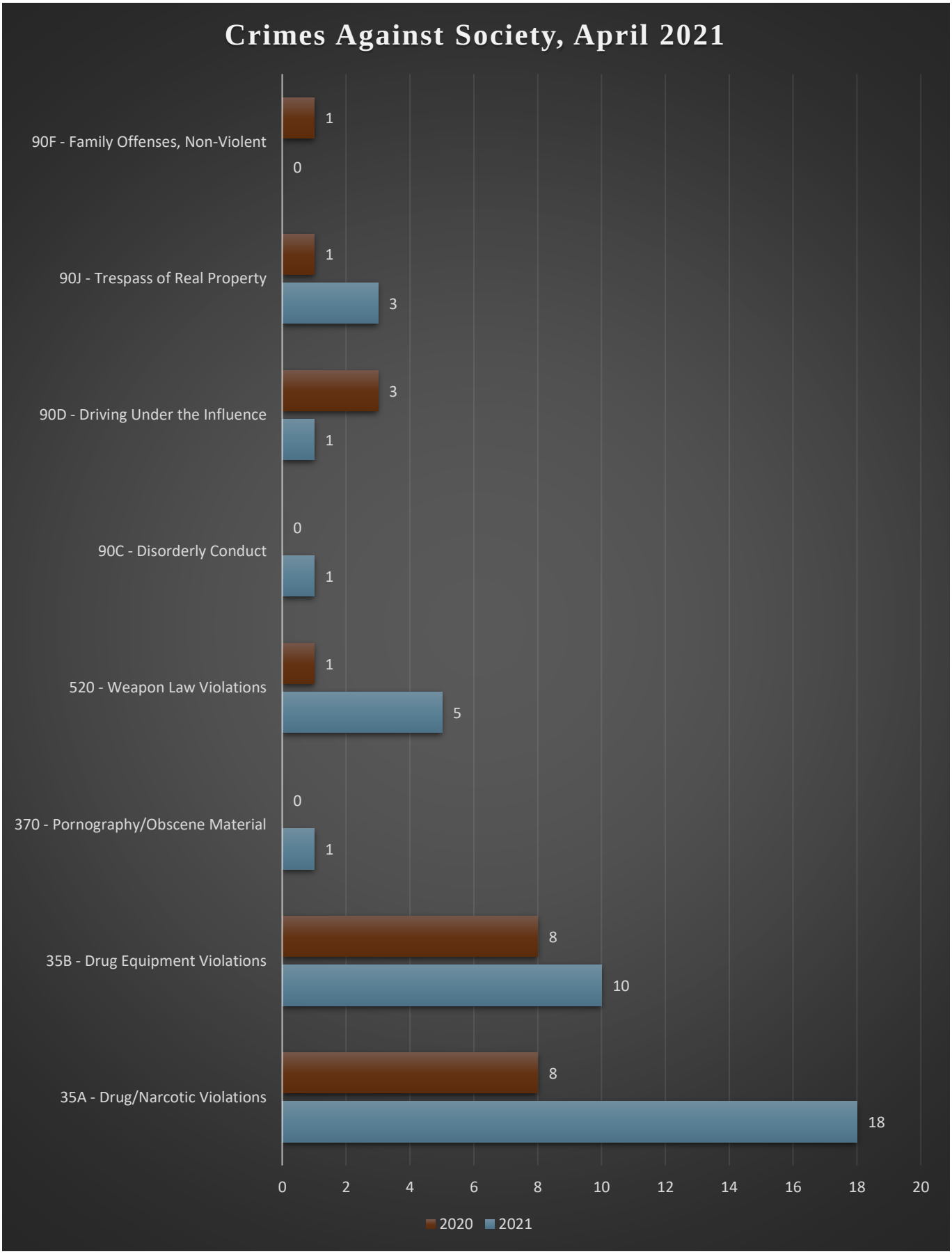
April 2020 Total Property Crime: 8

April 2021 Total Property Crime: 22



April 2020 Total Crimes Against Persons: 4

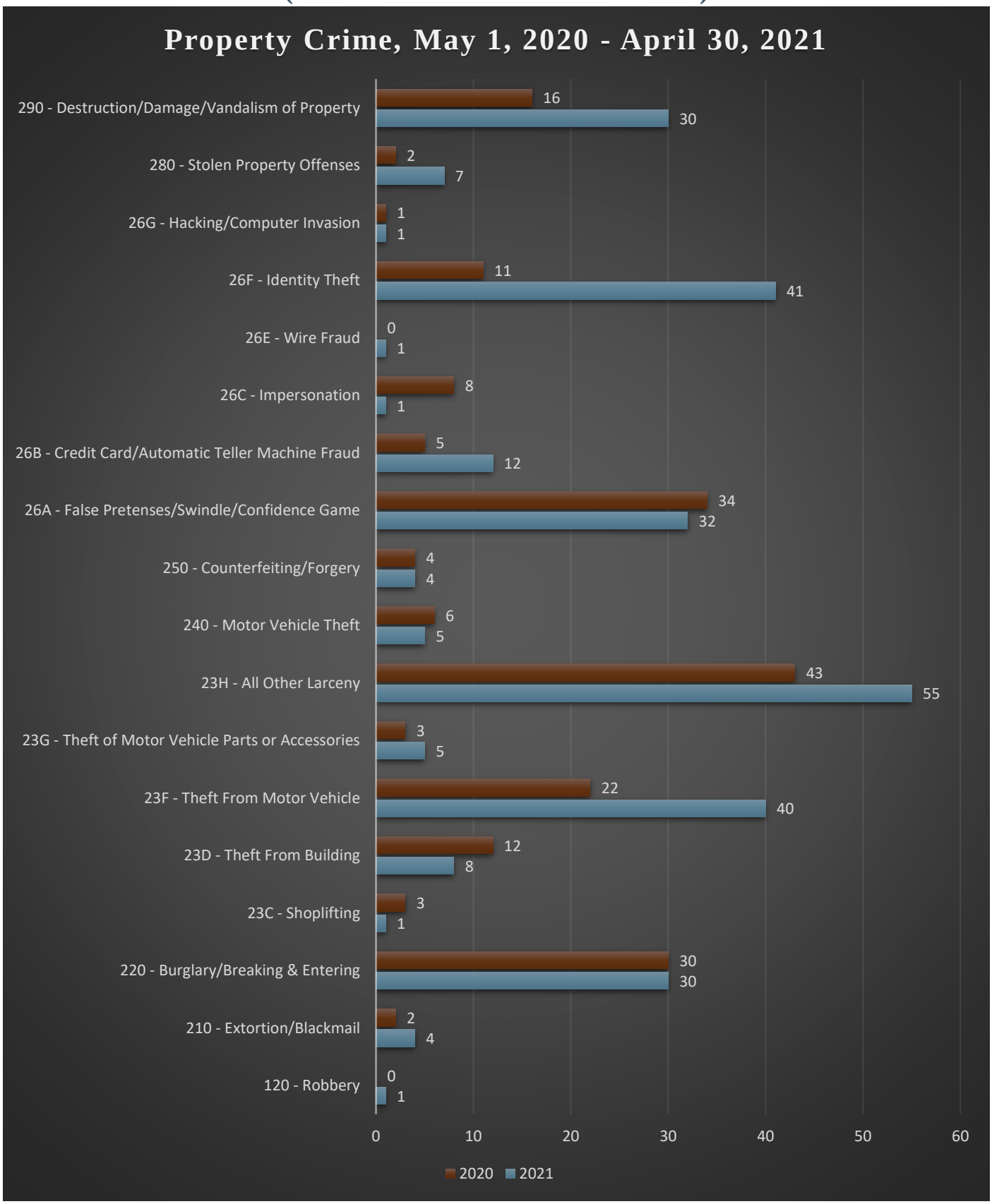
April 2021 Total Crimes Against Persons: 5



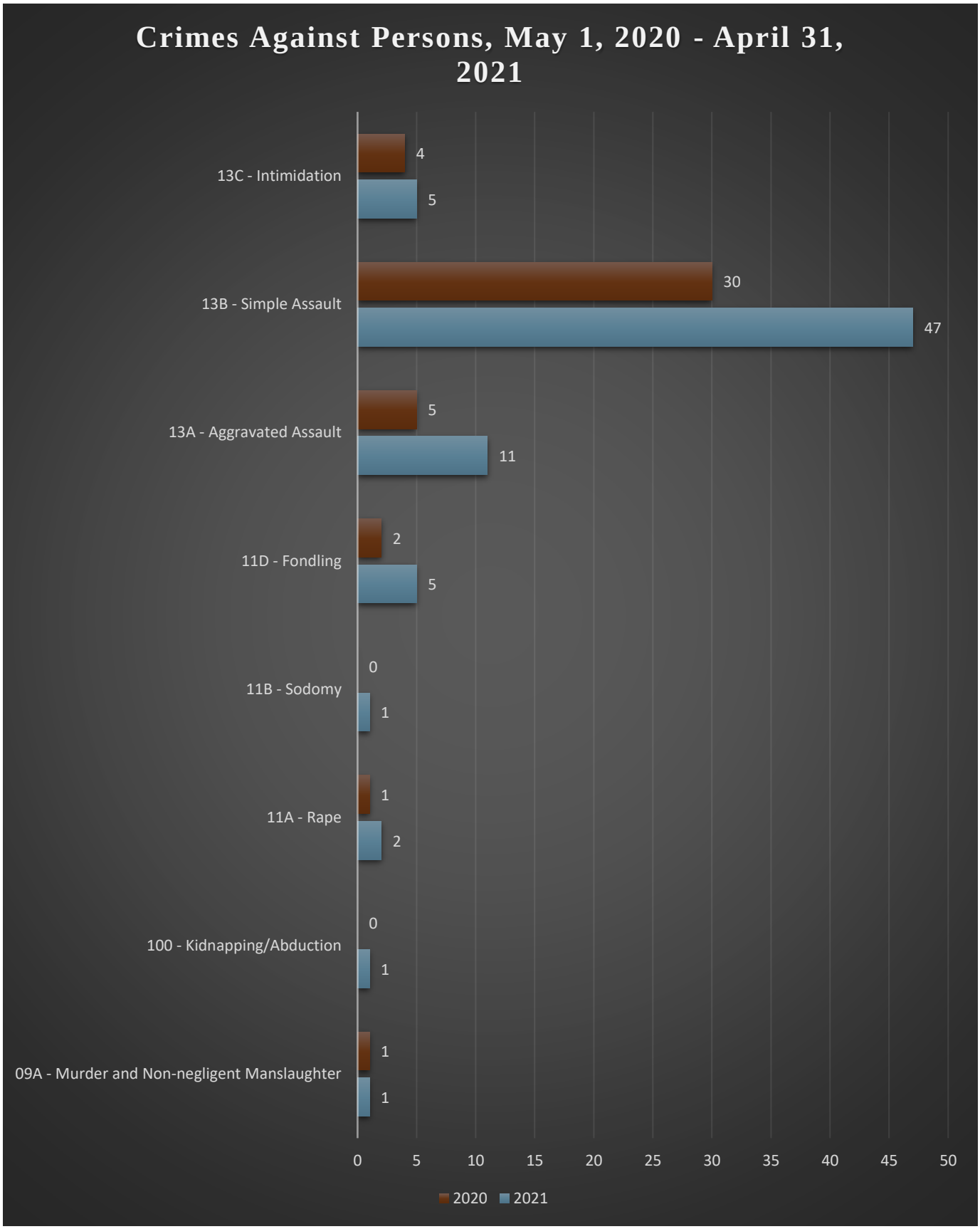
April 2020 Total Crimes Against Society: 22

April 2021 Total Crimes Against Society: 39

Rolling 12 Month Crimes Reported, May 1, 2020- April 30, 2021
(With Previous Year 12 Month Total)

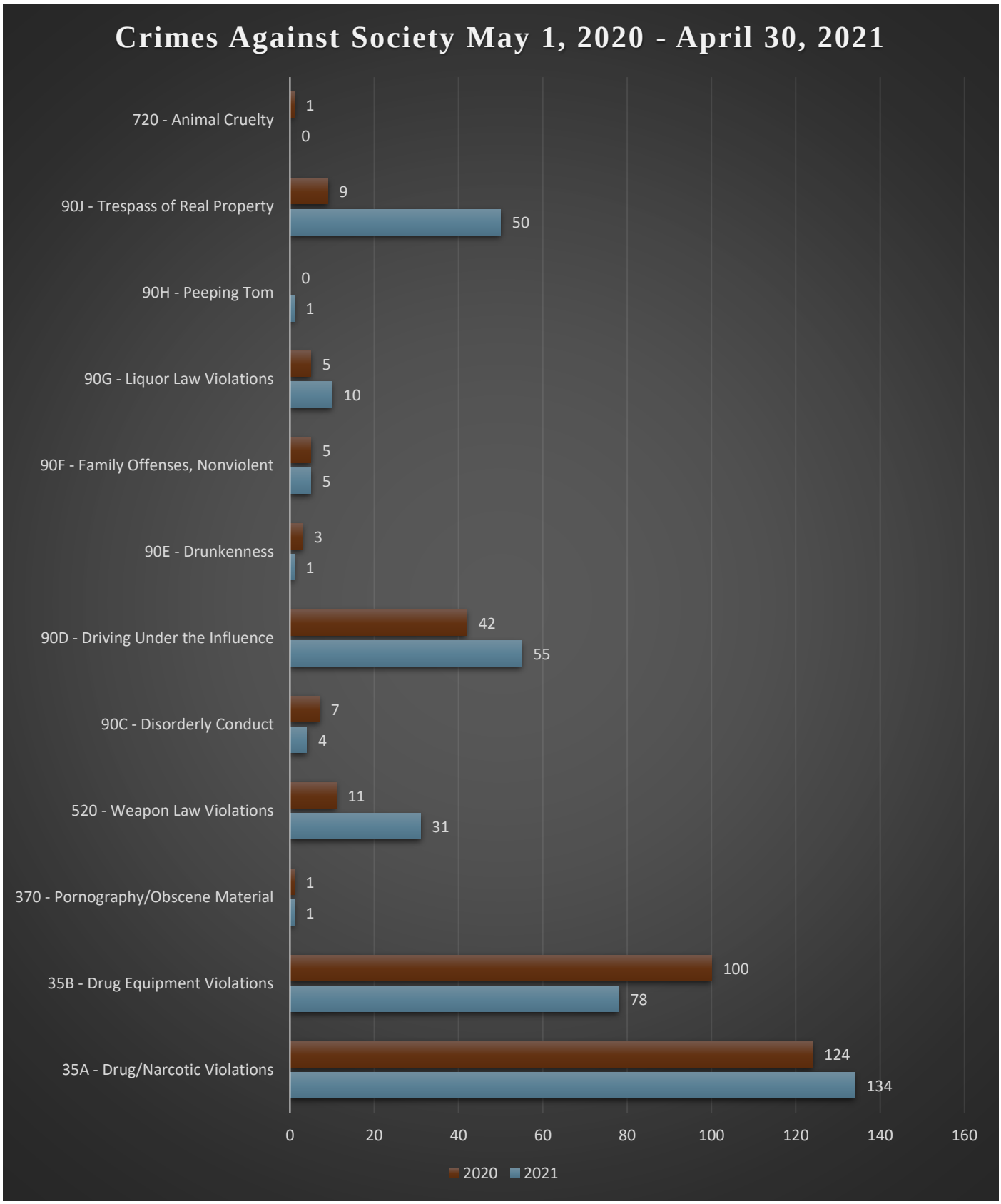


Rolling 12 Month Total Crimes Against Property 2020: 202
Rolling 12 Month Total Crimes Against Property 2021: 278



Rolling 12 Month 2020 Total Crimes Against Persons: 43

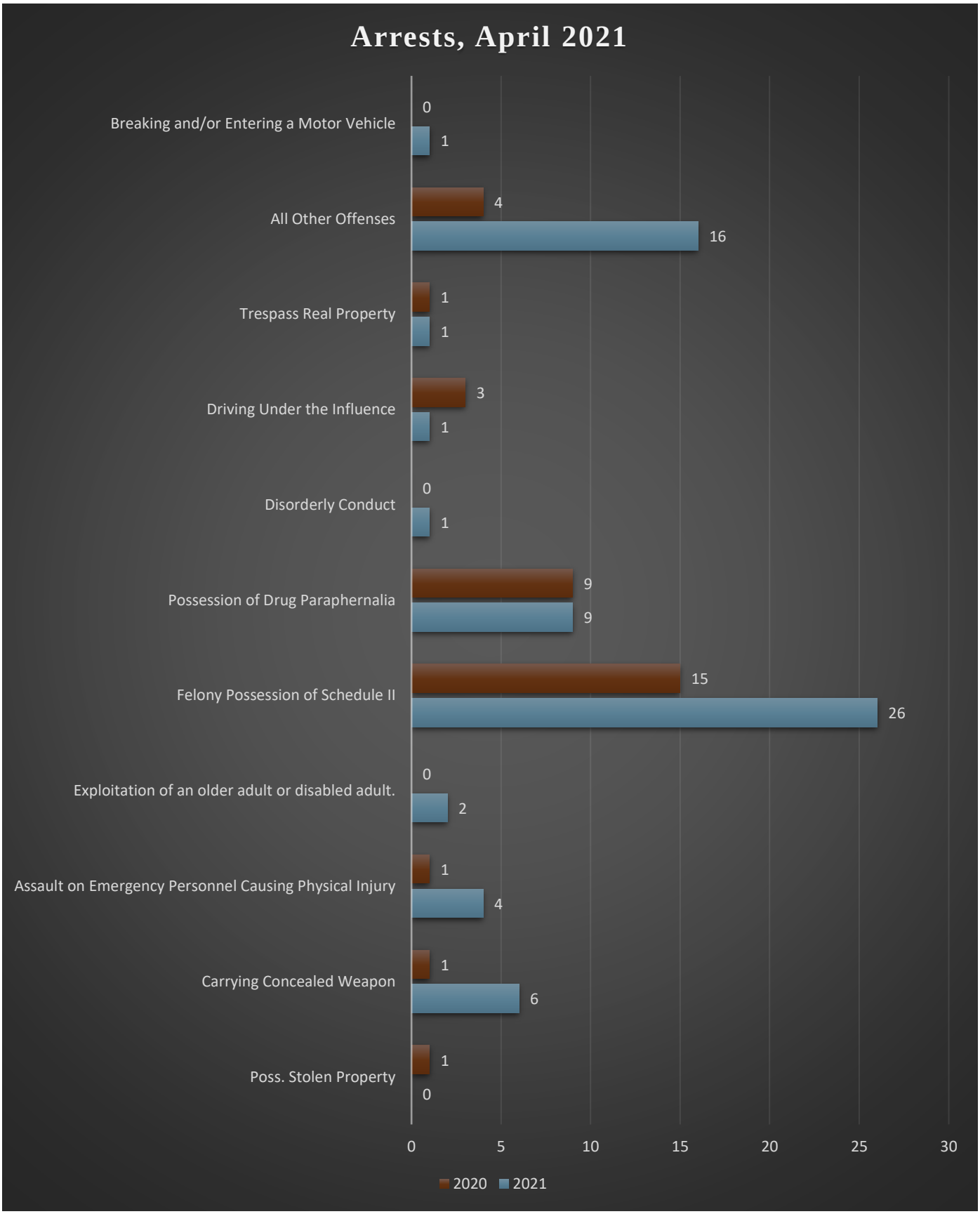
Rolling 12 Month 2021 Total Crimes Against Persons: 73



Rolling 12 Month Total Crimes Against Society 2020: 308

Rolling 12 Month Total Crimes Against Society 2021: 370

Arrest Totals April 2021 (With Previous Year / Same Month Range)

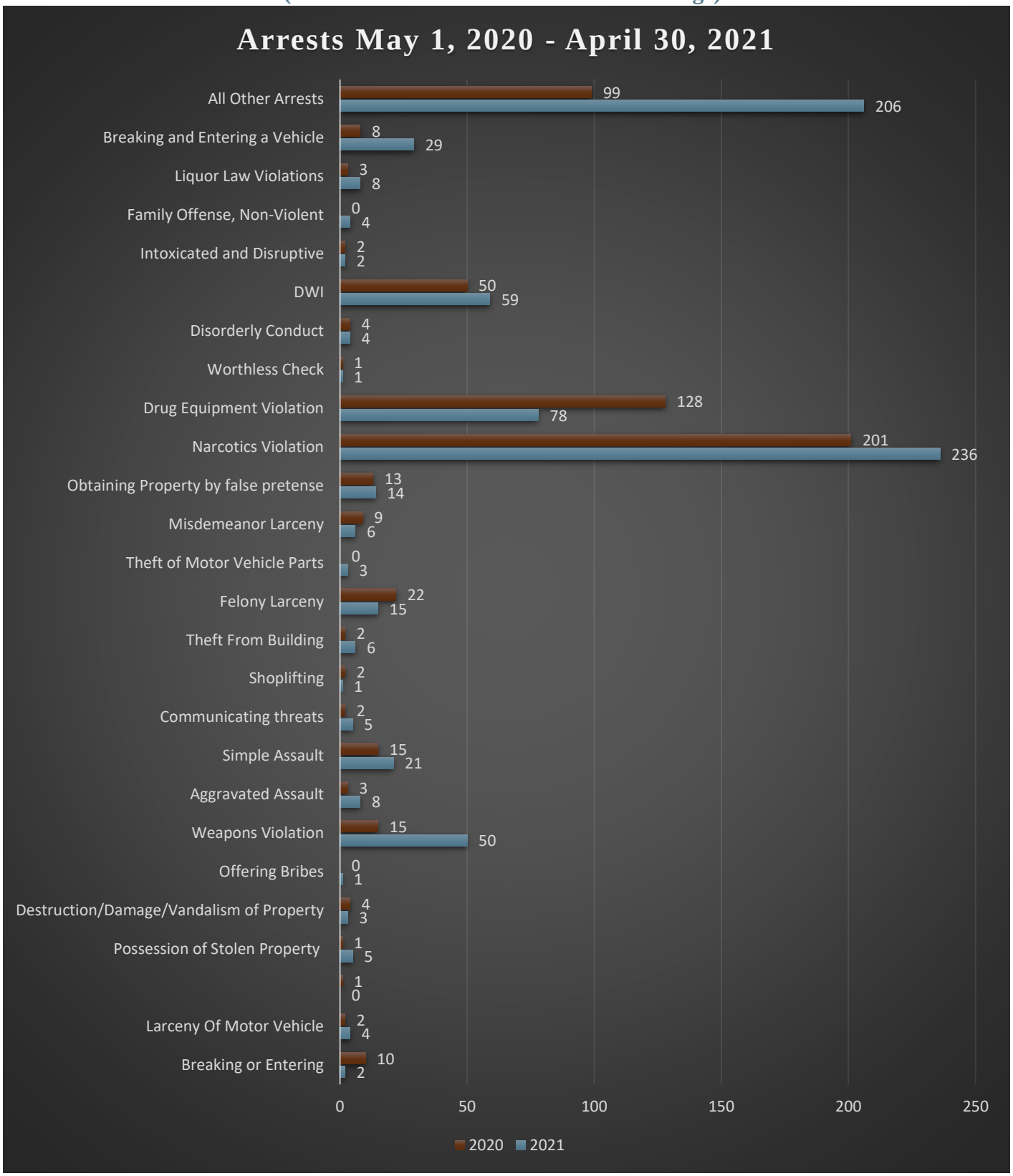


April 2020 Total Arrests: 34

April 2021 Total Arrests: 67

Rolling 12 Month Arrest Totals: May 1, 2020-April 30, 2021

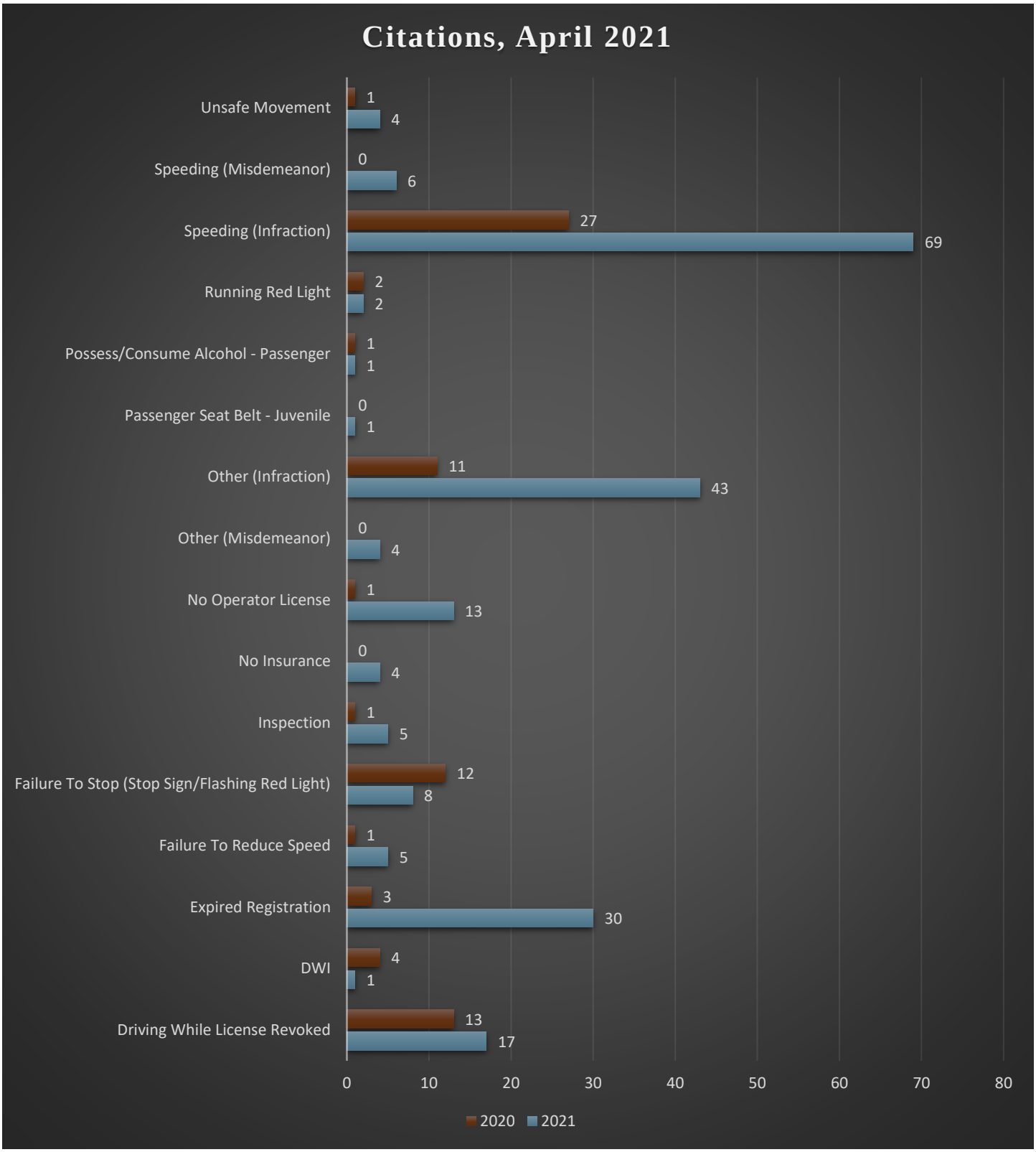
(With Previous Year Same 12 Month Range):



Rolling 12 Month Arrest Totals 2020: 597

Rolling 12 Month Arrest Totals 2021: 771

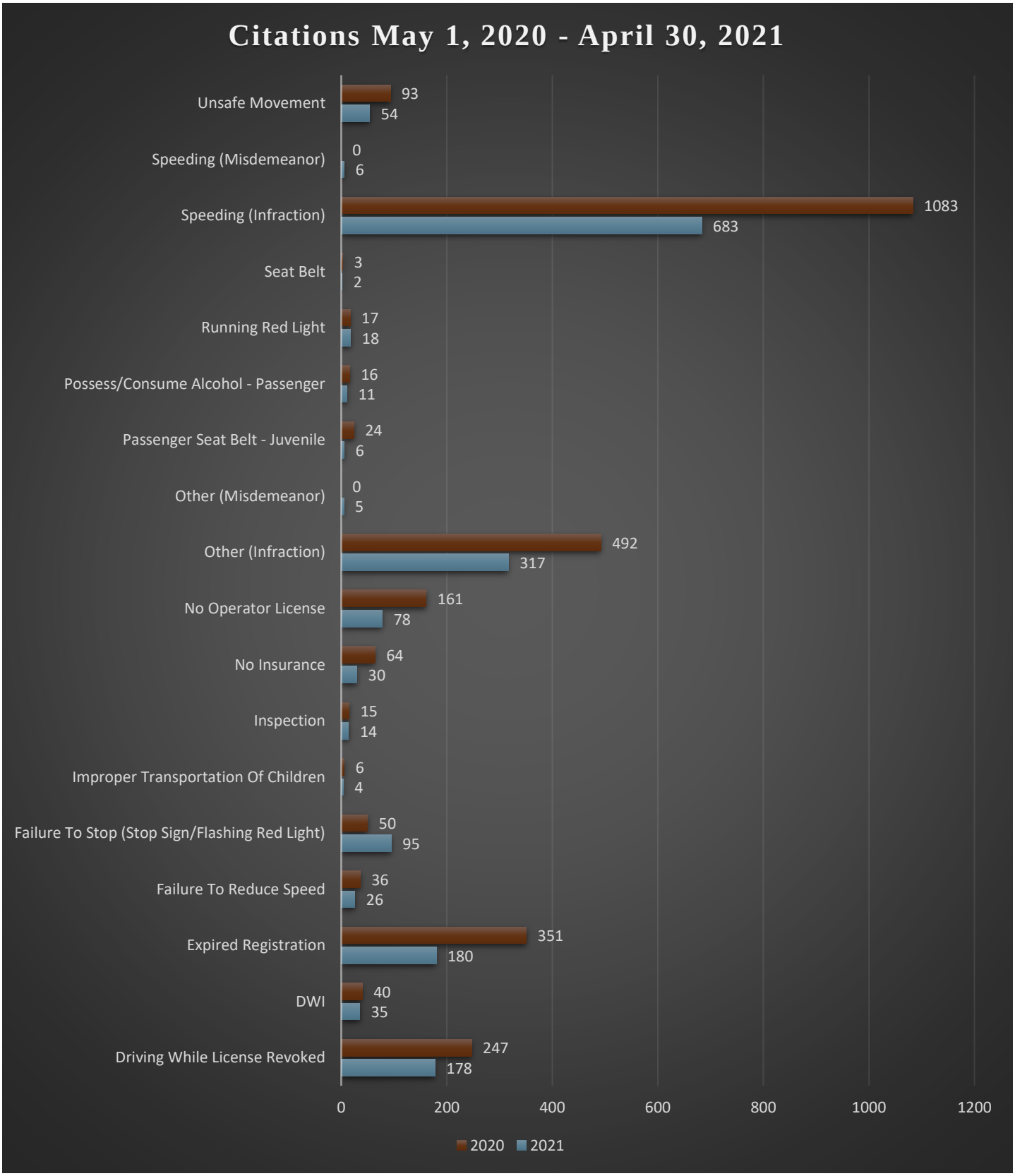
Citation Totals April 2021 (With Previous Year / Same Month Range)



April 2020 Total Citations: 77

April 2021 Total Citations: 213

Rolling 12 Month Citation Totals: May 1, 2020- April 30, 2021
(With Previous Year Same 12 Month Range):



Rolling 12 Month 2020 Total Citations: 2698
Rolling 12 Month 2021 Total Citations: 1742

Notes

Property Crimes: Over the past 12 months there is a slight increase in property crime. These have been sporadic with no patterns developing which makes them tougher to catch/prevent. Officers are balancing their neighborhood patrols with other concerns and trainings throughout their shifts.

Crimes Against Persons: These are trending upward. We are monitoring this closely. It should be noted that any victims are advised of services if the assault is domestic violence related and that in cases of domestic violence, officers are proactive with arrest and protection of victims. Because the trend is encapsulated in timeframe that included the lockdown, we are it is possible that people being cooped up together with reduced outlets led to more issues. At this point, we need more data to determine if this is a true trend or an increase due to covid related variables.

Crimes Against Society: Officers are being proactive to ensure the safety of our citizens, most of these crimes are drug related and closed by citation or arrest.

Arrests: Arrests are now starting to show an upward trend. Drug arrests are the most prevalent, followed by various other violations of law. This trend reflects that as our officers become more experienced they get better at identifying crime and taking action against offenders. This should not be taken as an indicator our community is becoming less safe as most of the arrests are traffic stop related or for non-violent crime. Pinehurst remains an extremely safe community and being proactive is how our officers preserve that tranquility for our residents, businesses, and visitors.

Citations: Officers remain proactive in their traffic enforcement and addressing traffic concerns within the Village. The drop in tickets issued reflects the strategic change from participating in out of county checkpoints to deploying resources within the village. Officers in the last 12 months have written over 1700 citations within the village, the value being, addressing traffic concerns locally to help make our roads safe. Though not quantified here, our officers also issue numerous warnings (verbal and written) and do not use enforcement as the only means of traffic calming.

PRESENT JOEL SHRIBERG WITH RESOLUTION 21-04, HONORING HIM FOR HIS SERVICE WITH THE VILLAGE OF PINEHURST PLANNING & ZONING BOARD AND BOARD OF ADJUSTMENT

ADDITIONAL AGENDA DETAILS:

FROM:
Kelly Chance

CC:
Jeff Sanborn

DATE OF MEMO:
6/1/2020

MEMO DETAILS:
Village Council will present Resolution 21-04 to Joel Shriberg honoring his service to the Village of Pinehurst Planning & Zoning Board and Board of Adjustment.

ATTACHMENTS:

	Description
🗋	Presentation Honoring Joel Shriberg

RESOLUTION #21-04:

RESOLUTION HONORING THE SERVICE OF MR. JOEL SHRIBERG TO THE VILLAGE OF PINEHURST PLANNING AND ZONING BOARD AND BOARD OF ADJUSTMENT

WHEREAS, the Village Council of Pinehurst, North Carolina, wishes to acknowledge and express its appreciation to Mr. Joel Shriberg for his dedicated service to the citizens of Pinehurst as a member of the Board of Adjustment and the Planning and Zoning Board; and

WHEREAS, Mr. Shriberg was first appointed to the Planning and Zoning Board on January 25, 2011 and as a member of the Board of Adjustment on March 13, 2012 and served until January 30, 2017; and

WHEREAS, Mr. Shriberg was re-appointed to the Board of Adjustment and Planning and Zoning Board on February 1, 2018 and served until January 31, 2021; and

WHEREAS, Mr. Shriberg was instrumental in the efficient operation of the Board of Adjustment and the Planning and Zoning Board always conducting the Village's business in a courteous, professional manner; and

WHEREAS, Mr. Shriberg has been a significant contributor to a number of subcommittees and study groups, always utilizing his analytical skills and his past experiences to create better outcomes for the community and gaining a broad consensus; and

WHEREAS, Mr. Shriberg was involved in numerous reviews of significant development projects in Pinehurst and its extraterritorial jurisdiction in which he always ensured that the Planning and Zoning Board fully examined all of the aspects of the proposed development or land use request before providing its recommendation to the Village Council; and

WHEREAS, Mr. Shriberg's presence always added a sense of dignity to the board's proceedings.

NOW, THEREFORE, BE IT RESOLVED by the Village Council of Pinehurst, North Carolina, in a regular meeting assembled this this 23rd day of February, 2021 as follows:

Section 1. That the Village Council hereby expresses on behalf of the citizens of Pinehurst, deep appreciation and gratitude for the gifts of time, ability, and determination given as a member of the Board of Adjustment and the Planning and Zoning Board.

Section 2. That the Village Manager is hereby directed to have a copy of this Resolution presented to Mr. Shriberg as a token of our gratitude.

This Resolution passed and adopted this 23rd day of February, 2021.

(Municipal Seal)

VILLAGE OF PINEHURST
VILLAGE COUNCIL

By: _____
John C. Strickland, Mayor

Attest:

_____
Beth Dunn, Village Clerk

Approved as to Form:

_____
Michael J. Newman, Village Attorney

DISCUSS AND CONSIDER ORDINANCE #21-07 FOR A PROPOSED AMENDMENT TO THE OFFICIAL ZONING MAP FOR A PORTION OF MOORE COUNTY PID # 00025800

ADDITIONAL AGENDA DETAILS:

The rezoning request is to allow for construction of a hotel with associated meeting and locker room facilities, a bar, and related facility amenities. The site is currently used for privately owned recreation facilities (golf courses and related club amenities and facilities). The applicant is requesting various conditions to allow for modifications to the building height, rear setback, signage and parking requirements.

FROM:
Darryn Burich

CC:
Jeff Sanborn

DATE OF MEMO:
5/20/2021

MEMO DETAILS:
The applicant has requested an Official Zoning Map Amendment for approximately 2.68 acres and a portion of Moore County PIDs# 00025800, 87000262, and 00024972 . The proposal would zone the property H-CD (Hotel – Conditional District) from RD (Recreation Development District) and OP (Office Professional Development District). The applicant is Bob Koontz with Koontz Jones Design and the property owner is the Resorts of Pinehurst Inc.

Please see attached Staff Report and Memos for more information and staff analysis as well as other documents attached to this agenda item related to this public hearing. A draft ordinance, with proposed conditions, has been included.

ATTACHMENTS:

Description

- Staff Cover Memo for 6/8/21
- Draft Ordinance 21-07
- Exhibit A Proposed Map
- Exhibit B General Concept Plan
- Exhibit C Legal Description
- TIA USGA-Resort Lodge
- Staff Report with Attachments
- Staff Cover Memo May 11
- P&Z Recommended Conditions 4/21/21
- Application
- P&Z Draft Minutes from 4/21/21
- P&Z Statement of Consistency with Comp Plan
- Combined Lodge and USGA Site Plan
- Project Narrative

- General Concept Plans
- Building Elevations and Renderings
- Lodge Site Rendering
- Trip Generation
- Parking Analysis-Kimley Horn
- COA-2021-00012 for New Commercial Structure

PLANNING AND INSPECTIONS DEPARTMENT STAFF MEMO

To: Mayor Strickland and Village Council
From: Darryn Burich, Planning & Inspections Director
Date: June 3, 2021
Subject: Staff Memo for the Proposed Conditional District Rezoning for a portion of Parcel IDs# 00025800, 87000262, and 00024972 address TBD Carolina Vista.

This staff memo supplements my May 6 and May 25, 2021 Staff Memso and the Department's staff report and analysis by Senior Planner Alex Cameron dated April 15, 2021. Please see that staff report (included in Novus) for a more detailed description of the proposed zone change and General Concept Plan.

Applicant:	Bob Koontz, PLA Principal**,** Koontz Jones Design
Owner:	The Resorts of Pinehurst, Inc.(PCC)
Current Zoning	RD (Recreation Development District) is established as a district in which the primary use of the land is predominantly reserved for privately owned recreation, clubhouses and support structures, natural or man-made bodies of water, resort complexes and other similar uses. This district is intended to preserve and protect environmentally sensitive lands (e.g. floodways, wetlands) and/or properties otherwise restricted for private recreational use.
Proposed Zoning:	H-CD (Hotel – Conditional District) is established as a district in which the principal use of land is for hotels and their associated villas or cottages. This district is intended to provide lodging facilities for visitors while minimizing any adverse impact on neighboring residential areas.
Current Land Use:	Privately owned recreation facilities (golfing, tennis, pool complex, etc.) and clubhouse with meeting space, restaurant and pro shop.
Proposed Land Use:	Addition of a 34 room lodge with additional associated spaces including lobby, meeting space, office space, locker room and bar.

Request

Council is being asked to approve an official zoning map amendment for a conditional district zoning of a portion of 3 parcels of land currently zoned RD (Recreation Development District) and OP (Office Professional) to H-CD (Hotel – Conditional District). The proposed use of the area (per the applicant's submission) would include the addition of a +/- 64,000 square foot structure including a 34 room lodge, meeting space, lobby space, physio lab, locker room and bar. A General Concept Plan (GCP) is required as part of a Conditional District rezoning application and if approved, the GCP then becomes a site-specific zoning plan and a condition of the rezoning. Subsequent development will be reviewed through the TRC and site plan review process as required by the PDO.

The main goal for this proposal as indicated on the provided narrative is to provide a new facility as part of an agreement between the owner (Pinehurst Resort) and the United States Golf Association (USGA) to bring additional USGA championships to the area, allow the USGA to establish a second headquarters and provide a stimulus to the local economy. The proposed lodge would serve as hospitality, service, fitness facilities and locker rooms for the players and their families during these events.

The proposed conditional district map amendment would still accommodate all of the existing uses on the property but apply the proposed zoning classification to this specific area to allow for the lodge facility and use as indicated on the submitted material.

Updated Information since 5/11/21 Public Hearing at Council

During the public hearing several concerns were raised regarding the current and proposed parking situation for the Lodge and for the PCC campus in general. The main concern for the Lodge proposal is whether the appropriate amount of parking is provided (as requested by the applicant) versus what the PDO currently requires with some questions as to whether the PDO requires enough parking as a minimum standard.

Based on the information provided by the applicant, staff originally determined that 94 parking spaces were required, which was to account for the sleeping rooms and meeting space. However, since that time the applicant has elected to eliminate the USGA Flex/Dining Space and has provided capacities for the Boardroom and Rooftop bar which requires 28 parking spaces. It is unclear at this point if the main lobby bar will have seats so a parking calculation will be done at building permit review and that may add additional spaces. The applicant has also stated that any offices in the building will only be used by lodge staff, which do not require additional parking spaces. Based on the updated information provided by the applicant, the required number of parking spaces for the lodge is 62.

Based on the information presented and discussed at the public hearing staff has reviewed the proposed floor plans and has contacted the applicant to request further information to determine exact space usage based on proposed uses and areas (which is typically beyond general concept plan level review). Once this information is provided, staff can re-analyze to determine if there are any additionally required parking spaces per the PDO. If the applicant was not requesting to reduce the amount of parking, the exact amount of parking required would have been reviewed (and required to be added) during site and building plan review prior to issuance of a Development Permit. Thus, if the review would show certain areas as offices, then a parking space ratio would be calculated and added. This all could then be reconciled against the applicants parking condition based on the Kimley Horn analysis if parking is to be reduced.

For hotel uses, the PDO requires the following parking space calculation: 1 per sleeping room plus 1 per 4 seats in meeting or assembly rooms (based on design capacity) plus additional spaces (in accordance with other sections of this table) for restaurants or other facilities.

The PDO does not actually define what design capacity is or what constitutes "other facilities" to be included in the calculation. Presumably any other facility would include other uses that could be expected to generate parking demand outside of the actual hotel use. Uses such as a restaurant or spa can draw beyond just hotel guests (i.e. Carolina, Holly). A hotel bar is most usually frequented by guests but does have some public draw ability. A workout facility, is generally made available to guests and typically "keyed" for guest use. Meeting space is 1 to 4 seats based on design capacity.

To determine occupant load (capacity) the North Carolina Building Code uses different calcs based on concentrated (chairs only not fixed), standing space, or unconcentrated (tables and chairs). Designers often blend the ratios and this is typically firmed up as the actual architectural drawings are submitted for building permit issuance. This why it is difficult to calculate a parking ratio at the concept plan level.

Based on the concerns raised, unless Council chooses to reduce the parking space requirement as supported by the applicant's Kimley Horn analysis, staff is recommending that the parking space calculation for the Lodge be based on actual PDO identified ratios. However, it must be determined what uses will be included as "other facilities" and that can be done in the form of a condition or exhibit table. Additionally, if Council elects to reduce or eliminate parking for specified uses then that should be done in the form of a condition.

The table below breaks down uses by floor level and can be used to determine what spaces to base the parking calculations to provide parking.

Use	Level 1 Locker Room/Physio	Level 2 Main Lobby	Level 3 Upper Guestroom	Level 4 Bar Level	Total Spaces
Sleeping Rooms	12	8	14		34
Office Space	X Lodge Staff	X Lodge Staff			
Physio Lab*	X				
Locker Room	X				
Prefunction	X	X			
USGA Flex/Dining		Being Eliminated			
Boardroom		30 seats			8
Main Lobby Bar		Seats require parking.			?
Turret Undesignated Space			Part of Luxury Suite		
Rooftop Bar				60 Seats	20

X Staff does not recommend parking spaces

? Requires further discussion and can be calculated at permit issuance

Office Space, the concept floor plans show areas on Level 1 and Level 2 that appear could be used for office space. If the office space is used by hotel employees, that parking space requirement is included in the overall calculation. If those spaces are for other users not related to the hotel, then a parking ratio of 1 space per 300 square feet would be applied to that space. The applicant has stated that office space will only be used by lodge staff.

USGA Flex/Dining and Boardroom, the applicant has stated that the flex and dining space is being eliminated. The boardroom is remaining with 30 seats which will require 8 parking spaces at 1 space per 4 seats.

Main Lobby and Rooftop Bar, the applicant has stated that the rooftop bar will have 60 seats. At 1 parking space per 3 seats generates a 20 parking space requirement. Applicant is stating that the lobby bar is a function of a lobby. If seats are provided, parking spaces will be required and will be calculated at development and building permit review.

Turret Undesignated Space, the applicant has stated that this space is part of a luxury suite and is included in that parking space calculation.

Other Concerns

Dislocated Parking – Main Parking Lot

The main parking lot will need to be reconfigured on the south end to accommodate the Lodge project. The applicant has stated this will result in the net loss of 12 parking spaces and has agreed to add the spaces as part of the spaces created for the project. If more parking spaces would be eliminated those spaces would be added as new parking elsewhere on the campus.

Dislocated Parking – "Caddy" and "Shuttles"

The USGA project will relocate these two parking areas with the caddy's being moved off-site and shuttled in. The applicant has stated that the shuttles will be moved to their property adjacent to the Harness Track. There have been no plans submitted to show how this can be done so Council could require that such plans be submitted showing this parking. This could be included as a term with proposed development agreement.

Proposed Additional Campus Parking

The applicant has stated that the required Lodge parking will be provided in the area near the east tennis courts. In order to better visualize how that will be accommodated, the applicant could develop a conceptual plan to show how that could look, which could also include the parking structure as an option.

Overflow and Event Parking

Concerns have been raised that the new facilities will result in an increased amount of tournament and special event activity that could strain existing parking facilities. Staff does feel that PCC does a good job

managing event parking but this may not be as well understood by the general public in absence of any type of type of developed plan. PCC appears to have ample room within its campus boundaries for overflow parking. Council could require the development of an overflow parking plan so it is better understood how such events could be accommodated on site. This could be included as a term in the development agreement.

Staff Recommendation
Staff understands there are outstanding concerns regarding several aspects of the project but maintains its recommendation to support the proposed rezoning request for PID # 00025800, 87000262, and 00024972 to H-CD (Hotel – Conditional District) with the conditions (as modified per staff recommendation) listed below and recommends the Council adopt the consistency statement below.

Additionally, the applicant has requested to modify Condition # 7 requiring approval of a development agreement prior to issuance of a building permit to be substituted by issuance of a certificate of occupancy for the Lodge. The applicant is concerned regarding the amount of time that it may take to develop and approve a development agreement. Staff would suggest an alternative condition requiring that a "development term sheet" be approved by Council prior to issuance of a building permit with a specific term that the full development agreement be approved prior to issuance of a certificate of occupancy. This could include certain milestones related to when certain actions are to be performed by the applicant after issuance of a building permit. It should not be difficult to develop a set of general terms based mutually agreed conditions resulting from deliberations regarding this conditional rezoning request.

Comprehensive Plan Consistency Statement
The proposed rezoning is consistent with the Conservation and Growth Map on page 62 of the 2019 Comprehensive Plan which identifies the area as "Private Open Space". Even though the base zoning would change and allow for a use not permitted within the existing zoning, the overall use and designation of the property as depicted on the Conservation and Growth Map in the 2019 Comprehensive Plan would remain as a privately owned recreation area supporting the golf and tourism industry. Additionally, the proposed rezoning is consistent with Guiding Principle #5: Taking Care of Business by supporting golf and tourism which help to make up the backbone of the economy and are two of the most important industries in Pinehurst in terms of employment, land use and reputation and essential to maintain Pinehurst's identity as a premiere golf and hospitality destination.

Therefore, this amendment is consistent with the goals of the 2019 Comprehensive Plan and achieving goals in accordance with the Comprehensive Plan and other planning documents of the Village is considered reasonable and in the best interest of the public.

P&Z recommended conditions from 4/21/21 meeting. Changes from applicant's proposed conditions are highlighted.

	Type	Requested Condition	PDO Requirement	PDO Section No.
1	Building Height	Maximum Building Height: 55'	Maximum Building Height: 50'	9.2a
2	Setbacks	Front Yard: 40' min. Side Yard: 20' min. Side Street Yard: 30' min. Rear Yard: 0' min.	Hotel (H) Front Yard: 40' min. Side yard: 20' min. Side Street yard: 20' min. Rear Yard: 30'	9.2 a
3	Signage	Increase in Allowed Signage Size and Amount by 50% for the North and East side of the building only.	Sign size and type standards for the area are included	6.2.4(B) allows for an increase in signage up to 50%, 9.7.1 and 9.7.1.4(C)
4	Parking	Provide 85 standard size parking spaces	94 Spaces	Table 9.4(a)
5	Parking	PRCC will provide parking required for the Lodge facility on the subject property. This parking may be accommodated with surface parking, parking deck(s), or other means on the property, to be determined. This parking will be designed, and plans submitted to the Village of Pinehurst within three months after the 2024 US Open Golf Tournament to be held at PRCC course #2 from June 13-16, 2024. Once plans are approved by all Village boards and administration, PRCC will begin implementation of the new parking area(s).		9.4
6	Parking	PRCC, as stated above, will consider construction of a parking structure on the subject property and/or additional surface parking areas, bringing plans forward to the Village at the specified date. If existing facilities, requiring parking by the PDO, within the subject property are removed/relocated from the subject property excluding the tennis courts west of Carolina Vista, the required lodge parking, quantified above in conjunction with staff, will be reduced by no more than the amount defined in the PDO for the removed/relocated facilities. The new parking area to accommodate the lodge will be reduced from 85 spaces by the amount no longer required.		9.4
7	PRCC and Village of Pinehurst enter into a development agreement for PRCC to provide the required parking spaces per conditions 4, 5, and 6. Development agreement to be approved by the Village prior to issuance of a building permit for the new structure.			
8	Efforts will be made to preserve the two "specimen" trees on either side of the proposed emergency fire access along the west property line.			

ORDINANCE #21-07:

AN ORDINANCE AMENDING THE OFFICIAL PINEHURST ZONING MAP AS IT PERTAINS TO THE REZONING OF ONE PARCEL OF LAND CONSISTING OF APPROXIMATLEY 2.68 ACRES FURTHER IDENTIFIED AS PARTS OF MOORE COUNTY PIDS # 00025800; # 87000262; AND # 00024972

THAT WHEREAS, the Village Council of the Village of Pinehurst adopted a new Pinehurst Development Ordinance and Map on the 8th day of October, 2014, for the purpose of regulating planning and development in the Village of Pinehurst and the extraterritorial area over which it has jurisdiction; and

WHEREAS, said Ordinance and Map may be amended from time to time as circumstances and the best interests of the community have required; and

WHEREAS, a public hearing was held at 4:30 p.m. on May 11, 2021 in the Assembly Hall of the Pinehurst Village Hall, Pinehurst, North Carolina after due notice in the Pilot, a newspaper in Southern Pines, North Carolina, with general circulation in the Village of Pinehurst, and its extraterritorial jurisdiction, for the purpose of considering rezoning of approximately 2.68 acres and further identified as Moore County PIDS # 00025800; # 87000262; and # 00024972 from RD (Recreation Development District) and OP (Office Professional Development District) to H-CD (Hotel – Conditional District) at which time all interested citizens, residents and property owners in the Village of Pinehurst and its extraterritorial jurisdiction were given an opportunity to be heard as to whether they favored or opposed the proposed rezoning; and

WHEREAS, the proposed use of the property is a development of a 34-room lodge with meeting space and associated site features.

WHEREAS, the Planning and Zoning Board has recommended the zoning map be amended and the general concept plan be approved; and

WHEREAS, the applicant has agreed upon the following condition(s):

1. **Maximum building height of 55 (fifty-five) feet; and**
2. **Setbacks of 30 (thirty) foot minimum for side yard and 0 (zero) foot rear yard setback; and**
3. **Increase in allowed signage and size and amount by 50% of the north and east side of the building only; and**
4. **Provide 85 standard size parking spaces; and**
5. **PRCC will provide parking required for the Lodge facility on the subject property. This parking may be accommodated with surface parking, parking deck(s), or other means on the property, to be determined. This parking will be designed, and plans submitted to the Village of Pinehurst within three months after the 2024 US Open Golf Tournament to be held at PRCC Course #2 from June 13-16, 2024. Once plans are approved by**

all Village boards and administration, PRCC will begin implementation of the new parking area(s); and

6. **PRCC, as stated above, will consider construction of a parking structure on the subject property and/or additional surface parking areas, bringing plans forward to the Village at the specified date. If existing facilities, requiring parking by the PDO, within the subject property are removed/relocated from the subject property excluding the tennis courts west of Carolina Vista, the required Lodge parking, quantified above in conjunction with staff, will be reduced by no more than the amount defined in the PDO for the removed/relocated facilities. The new parking area to accommodate the lodge will be reduced from 85 spaces by the amount no longer required; and**
7. **PRCC and Village of Pinehurst enter into a development agreement for PRCC to provide the required parking spaces per conditions 4, 5, and 6. Development agreement to be approved by the Village prior to issuance of a building permit for the new structure.**
8. **Efforts will be made to preserve the two "specimen" trees on either side of the proposed emergency fire access along the west property line.**

WHEREAS, the Village Council, after considering all of the facts and circumstances surrounding the proposed rezoning, have determined that it is in the best interests of the Village of Pinehurst and the extraterritorial jurisdiction that the Development Ordinance and Zoning Map be amended.

NOW, THEREFORE, BE IT ORDAINED AND ESTABLISHED by the Village Council of the Village of Pinehurst, North Carolina in a regular meeting assembled on this 8th day of June 2021, as follows:

SECTION 1. The proposed conditional rezoning is consistent with Guiding Principle # 5 of the 2019 Comprehensive Plan stating, "golf and tourism are two of the most important industry in Pinehurst in terms of employment, land use and reputation. It is important to support the Resort and other businesses that cater to these industries in order to maintain Pinehurst's identity as a premiere golf and hospitality destination (page 176, 2019 VOP LRCP).

SECTION 2. That the Pinehurst Zoning Map of the Village of Pinehurst and its extraterritorial zoning jurisdiction hereby is amended by rezoning of approximately 2.68 acres and further identified as Moore County PIDS # 00025800; # 87000262; and # 00024972, from RD (Recreation Development District) and OP (Office Professional Development District) to H-CD (Hotel – Conditional District) by the Village of Pinehurst effective June 8, 2021.

SECTION 3. The rezoning map as attached hereto as Exhibit A, and made part of hereof, the same as if included verbatim.

SECTION 4. The Concept Plan as attached hereto as Exhibit B, and made part of hereof, the same as if included verbatim.

SECTION 5. The legal description as attached hereto as Exhibit C, and made part of hereof the same as if included verbatim.

SECTION 6. This Ordinance shall be and remain in full force and effect from and after June 8, 2021.

Adopted this 8th day of June 2021.

VILLAGE OF PINEHURST
VILLAGE COUNCIL

(Municipal Seal)

By: _____
John C. Strickland, Mayor

Attest:

_____
Kelly Chance, Village Clerk

Approved as to Form:

_____
Michael J. Newman, Village Attorney

DRAFT

Exhibit A

Ordinance # 21-07

N

W E

S

Resort Lodge Conditional Rezoning Request

0 225 450 900 1,350 1,800

Feet

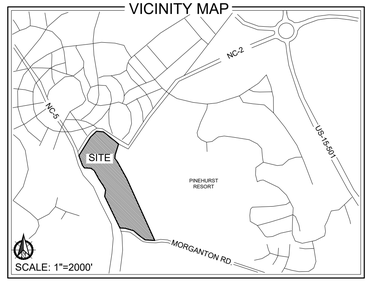
05/2021

Coordinate System: WGS 1984 Web Mercator Auxiliary Sphere

1895 Village of Pinehurst

Exhibit B Ordinance # 21-07

VICINITY MAP



ZONING INFORMATION

EXISTING ZONING CLASSIFICATION:
RD - RECREATION DEVELOPMENT
H - HOTEL
OP - OFFICE & PROFESSIONAL

PROPERTY INFORMATION

PROPERTY OWNER / APPLICANT:
RESORTS OF PINEHURST INC.
P.O. BOX 4000
PINEHURST, NC 28374

TOTAL ACREAGE: 67.31 AC

PARCEL ID/PIN:
PARCEL 1: 00025800; 856213032663
DB: 1418 PG: 402
PARCEL 2: 87000262; 855216937756
DB: 4102 PG: 285
PARCEL 3: 00024972; 855216944167
DB: 573 PG: 200

WESLEY M. SMITH
PARCEL ID: 00022043
PIN: 855212956743
DB: 4819 PG: 190

ORION VENTURE BOA, LLC
PARCEL ID: 00025426
PIN: 855212958627
DB: 4755 PG: 322

AZALEA RD

VILLAGE CHAPEL, INC.
PARCEL ID: 00029674
PIN: 856209053600
DB: 494 PG: 126

CAROLINA VISTA DR.

PALMETTO RD. (HWY 2)

EXISTING PARKING AREA

PARCEL BOUNDARY

VILLAGE OF PINEHURST
PARCEL ID: 00029679
PIN: 855212952593
DB: 498 PG: 609

EXISTING TENNIS COMPLEX

EXISTING TENNIS COURTS

SANDHILLS WOMAN'S EXCHANGE
PARCEL ID: 00026417
PIN: 856209051226
DB: 494 PG: 99

GILBERT PRITCHARD JR.
PARCEL ID: 00023540
PIN: 855212950261
DB: 3185 PG: 68

VILLAGE GREEN RD

CHEROKEE RD.

DION J. ARTHUR
PARCEL ID: 00024527
PIN: 856209054123
DB: 1560 PG: 387

CRAIG ALLEN ELLIS TRUSTEE
PARCEL ID: 00015557
PIN: 855212857072
DB: 4550 PG: 277

EXISTING PARKING AREA

CHRODITOAN, LLC
PARCEL ID: 00026332
PIN: 856213043958
DB: 4471 PG: 479

EXISTING POOL COMPLEX

JEFFREY FLATTERY
PARCEL ID: 00021965
PIN: 855216847839
DB: 4820 PG: 315

GREGORY R. GRIMSHAW
PARCEL ID: 00022283
PIN: 856213042853
DB: 4311 PG: 366

EXISTING PARKING AREA

PARCEL 1
00025800; 8556213032663
DG: 1418 PG: 402

RESORTS OF PINEHURST INC.
PARCEL ID: 00025803
PIN: 855200727702
DB: 529 PG: 409

PARCEL 1
00025800; 8556213032663
DB: 1418 PG: 402

EXISTING CLUBHOUSE

PINEHURST, INC.
PARCEL ID: 00025799
PIN: 856200147379
DB: 2000 PG: 457

RESORTS OF PINEHURST INC.
PARCEL ID: 00025800
PIN: 856213032663
DB: 1418 PG: 402

PARCEL 3
00024972; 855216944167
DB: 573 PG: 200

PRACTICE RANGE

EXISTING GRAVEL DRIVE/PARKING

PINEHURST RESORTS COMPANY
PARCEL ID: 00024972
PIN: 855216944167
DB: 573 PG: 200

EXISTING PARKING AREA

SEE ENLARGEMENT SHEET L-1.1 & L-2.0

PINEHURST NO. 2 & NO. 4 GOLF COURSES

EXISTING CROQUET LAWNS

PARCEL 2
87000262; 855216937756
DB: 4102 PG: 285

THE CRADLE GOLF COURSE

PARCEL BOUNDARY

EXISTING RAILWAY

BEULAH HILL RD S. - HWY 5

GOLF TERRACE PROPERTY OWNERS ASSOCIATION
PARCEL ID: 00018929
PIN: 855216931371
DB: 361 PG: 42

PINEHURST NO. 3 & NO. 5 GOLF COURSES

PINEHURST, INC.
PARCEL ID: 00025802
PIN: 856200332275
DB: 2000 PG: 457

RESORTS OF PINEHURST INC.
PARCEL ID: 00025803
PIN: 855200727702
DB: 529 PG: 409

EXISTING PARKING AREA

PINEHURST NO. 1 GOLF COURSE

RESORTS OF PINEHURST INC.
PARCEL ID: 00025804
PIN: 855200706712
DB: 2000 PG: 457

MORGANTON RD.

RESORTS OF PINEHURST INC.
PARCEL ID: 00025807
PIN: 856217025353
DB: 529 PG: 409

PRINCE MANOR PROPERTY OWNER'S ASSOCIATION
PARCEL ID: 00025474
PIN: 856217011831
DB: 1703 PG: 69

VILLAGE OF PINEHURST
PARCEL ID: 00029515
PIN: 856100099792
DB: 810 PG: 454

RESORTS OF PINEHURST INC.
PARCEL ID: 00025805
PIN: 856217024102
DB: 529 PG: 409

FLOODPLAIN DATA

THIS PROPERTY IS LOCATED IN FLOOD ZONE 'X'
(AREAS OF MINIMAL FLOODING)

THE LOCATION OF THE 100-YEAR FLOODPLAIN PER NFIP FIRM COMMUNITY
PANEL(S) NO: 8542, 8562
MAP(S): 3710854200J
DATE: OCTOBER 17, 2006

WATERSHED INFORMATION

BASIN: LUMBER
STREAM: DROWNING CREEK
TYPE: WSIIP

THIS PROPERTY IS IN A WATER SUPPLY WATERSHED

LEGEND

= PROPERTY BOUNDARY
= EXISTING RIGHT-OF-WAY
= EXISTING SANITARY SEWER LINE
= EXISTING MANHOLE
= EXISTING OVERHEAD POWER LINE
= EXISTING UTILITY POLE
= EXISTING WATER LINE
= EXISTING FIRE HYDRANT
= EXISTING STORM DRAIN PIPE
= EXISTING STORM DRAIN
= EXISTING RAILWAY
= EXISTING LIGHT POLE
= EXISTING PINE TREE
= EXISTING HARDWOOD TREE

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

SURVEY PROVIDED BY:

LKC ENGINEERING, PLLC
140 AQUA SHED CT
ABERDEEN, NC 28315
P: (910) 420-1437

SURVEY FOR:

RESORTS OF PINEHURST, INC.

MINERAL SPRINGS TOWNSHIP, MOORE COUNTY
PINEHURST, NORTH CAROLINA
FEBRUARY 2021

CAUTION

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100' 0' 100' 200' 400'
SCALE: 1" = 200'-0"

KOONTZJONESDesign
LAND PLANNING | LANDSCAPE ARCHITECTURE
150 S PAGE STREET
SOUTHERN PINES, NC 28387
P: (910) 884-8487
W: www.koontzjonesdesign.com

REVISIONS:

LODGE AT PINEHURST
PINEHURST, NORTH CAROLINA

EXISTING CONDITIONS

DATE: 04-14-2021
DESIGNED BY: REK
DRAWN BY: PJS
CHECKED BY: REK
Q.C. BY: REK
GRAPHIC SCALE: 1" = 200'-0"
PROJECT #: KOO21004

SHEET NUMBER#:
L-1.0

Exhibit B Ordinance # 21-07

VICINITY MAP

ZONING INFORMATION

PROPOSED ZONING CLASSIFICATION:
RD - RECREATION DEVELOPMENT
H - HOTEL
OP - OFFICE & PROFESSIONAL
H-CD - HOTEL CONDITIONAL DISTRICT

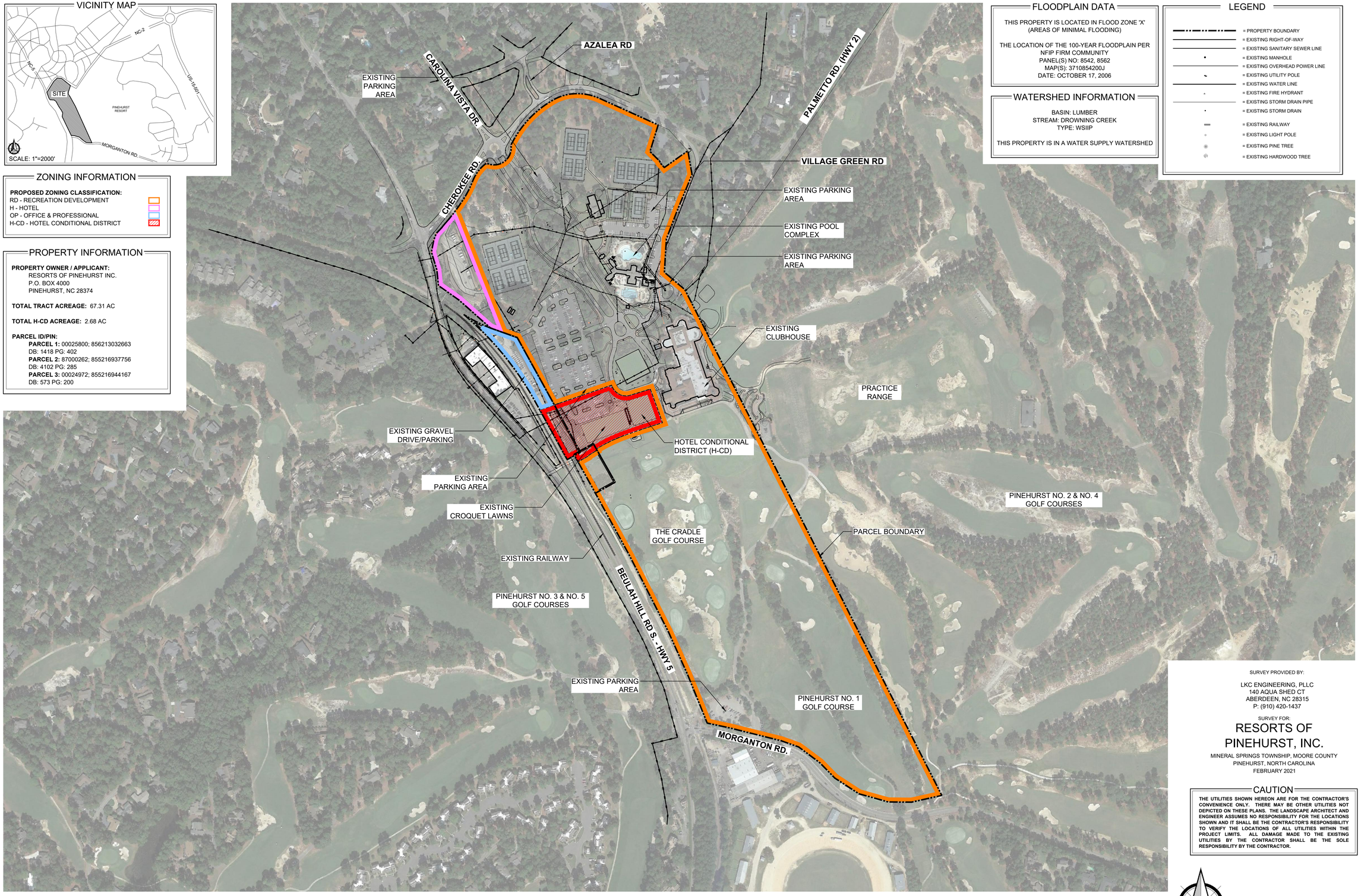
PROPERTY INFORMATION

PROPERTY OWNER / APPLICANT:
RESORTS OF PINEHURST INC.
P.O. BOX 4000
PINEHURST, NC 28374

TOTAL TRACT ACREAGE: 67.31 AC

TOTAL H-CD ACREAGE: 2.68 AC

PARCEL ID/PIN:
PARCEL 1: 00025800; 856213032663
DB: 1418 PG: 402
PARCEL 2: 87000262; 855216937756
DB: 4102 PG: 285
PARCEL 3: 00024972; 855216944167
DB: 573 PG: 200



FLOODPLAIN DATA

THIS PROPERTY IS LOCATED IN FLOOD ZONE 'X'
(AREAS OF MINIMAL FLOODING)

THE LOCATION OF THE 100-YEAR FLOODPLAIN PER NFIP FIRM COMMUNITY
PANEL(S) NO: 8542, 8562
MAP(S): 3710854200J
DATE: OCTOBER 17, 2006

WATERSHED INFORMATION

BASIN: LUMBER
STREAM: DROWNING CREEK
TYPE: WSIIP

THIS PROPERTY IS IN A WATER SUPPLY WATERSHED

LEGEND

= PROPERTY BOUNDARY
= EXISTING RIGHT-OF-WAY
= EXISTING SANITARY SEWER LINE
= EXISTING MANHOLE
= EXISTING OVERHEAD POWER LINE
= EXISTING UTILITY POLE
= EXISTING WATER LINE
= EXISTING FIRE HYDRANT
= EXISTING STORM DRAIN PIPE
= EXISTING STORM DRAIN
= EXISTING RAILWAY
= EXISTING LIGHT POLE
= EXISTING PINE TREE
= EXISTING HARDWOOD TREE

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LAND PLANNING | LANDSCAPE ARCHITECTURE
150 S PAGE STREET
SOUTHERN PINES, NC 28387
P: (910) 884-8487
W: www.koontzjonesdesign.com

REVISIONS:

SURVEY PROVIDED BY:

LKC ENGINEERING, PLLC
140 AQUA SHED CT
ABERDEEN, NC 28315
P: (910) 420-1437

SURVEY FOR:

RESORTS OF PINEHURST, INC.

MINERAL SPRINGS TOWNSHIP, MOORE COUNTY
PINEHURST, NORTH CAROLINA
FEBRUARY 2021

CAUTION

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N

100' 0' 100' 200' 400'
SCALE: 1" = 200'-0"

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

LODGE AT PINEHURST
PINEHURST, NORTH CAROLINA

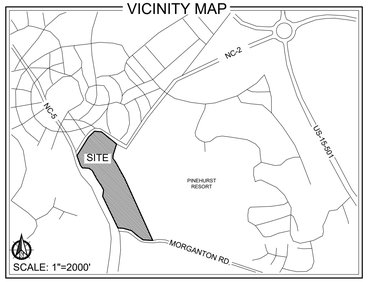
PROPOSED ZONING

DATE: 04-14-2021
DESIGNED BY: REK
DRAWN BY: PJS
CHECKED BY: REK
Q.C. BY: REK
SCALE: 1" = 200'-0"
PROJECT #: KOD21004

SHEET NUMBER#:
L-1.1

Exhibit B Ordinance # 21-07

VICINITY MAP



SCALE: 1"=2000'

PROPERTY INFORMATION

PROPERTY OWNER / APPLICANT:
RESORTS OF PINEHURST INC.
P.O. BOX 4000
PINEHURST, NC 28374

TOTAL TRACT ACREAGE: 67.31 AC

TOTAL H-CD ACREAGE: 2.68 AC

PARCEL ID/PIN:
PARCEL 1: 00025800; 856213032663
DB: 1418 PG: 402
PARCEL 2: 87000262; 855216937756
DB: 4102 PG: 285
PARCEL 3: 00024972; 855216944167
DB: 573 PG: 200

FLOODPLAIN DATA

THIS PROPERTY IS LOCATED IN FLOOD ZONE 'X'
(AREAS OF MINIMAL FLOODING)

THE LOCATION OF THE 100-YEAR FLOODPLAIN PER
NFIP FIRM COMMUNITY
PANEL(S) NO: 8542, 8562
MAP(S): 3710854200J
DATE: OCTOBER 17, 2006

WATERSHED INFORMATION

BASIN: LUMBER
STREAM: DROWNING CREEK
TYPE: WSIIP

THIS PROPERTY IS IN A WATER SUPPLY WATERSHED

LEGEND

- = PROPERTY BOUNDARY
- = H-CD BOUNDARY
- = EXISTING MAJOR CONTOUR
- = EXISTING MINOR CONTOUR
- = EXISTING RIGHT-OF-WAY
- = EXISTING SANITARY SEWER LINE
- = EXISTING MANHOLE
- = EXISTING OVERHEAD POWER LINE
- = EXISTING UTILITY POLE
- = EXISTING WATER LINE
- = EXISTING FIRE HYDRANT
- = EXISTING STORM DRAIN PIPE
- = EXISTING STORM DRAIN
- = EXISTING RAILWAY
- = EXISTING LIGHT POLE
- = EXISTING PINE TREE
- = EXISTING HARDWOOD TREE
- = EXISTING SHRUB

EXISTING PARKING
EXISTING ASPHALT DRIVE
EXISTING BRICK SIDEWALK
EXISTING SPORT LAWN
EXISTING PARKING
CAROLINA VISTA DR. (PRIVATE)
PROPOSED HOTEL ZONING BOUNDARY
EXISTING PARKING
EXISTING BRICK SIDEWALK
PINEHURST CLUBHOUSE
CLUBHOUSE ENTRANCE
EXISTING BRICK PATH
EXISTING CROQUET LAWN
EXISTING CROQUET STRUCTURE
EXISTING PARKING
EXISTING GRAVEL PATH/PARKING
EXISTING RAILWAY
EXISTING RAILWAY
EXISTING CART PATH
EXISTING CROQUET LAWN
EXISTING PUTTING GREEN
PROPOSED HOTEL CONDITIONAL DISTRICT (H-CD) ZONING BOUNDARY
EXISTING GRAVEL PATH/PARKING
EXISTING CART PATH
EXISTING GOLF TEE
EXISTING GOLF STARTER STRUCTURE
EXISTING GOLF TEE
EXISTING DIRT PATH
EXISTING GOLF COURSE
BEULAH HILL RD S.
EXISTING 60' R/W (PUBLIC)

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

SURVEY PROVIDED BY:

LKC ENGINEERING, PLLC
140 AQUA SHED CT
ABERDEEN, NC 28315
P: (910) 420-1437

SURVEY FOR:

RESORTS OF PINEHURST, INC.

MINERAL SPRINGS TOWNSHIP, MOORE COUNTY
PINEHURST, NORTH CAROLINA
FEBRUARY 2021

CAUTION

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15' 0' 15' 30' 60'
SCALE: 1" = 30'-0"

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150 S PAGE STREET
SOUTHERN PINES, NC 28387
P: (910) 884-8487
W: www.koontzjonesdesign.com

REVISIONS:

LODGE AT PINEHURST
PINEHURST, NORTH CAROLINA

EXISTING CONDITIONS (ENLARGEMENT)

DATE: 04-14-2021
DESIGN BY: REK
DRAWN BY: PJS
CHECKED BY: REK
Q.C. BY: REK
SCALE: 1" = 30'-0"
PROJECT #: KOD21004

SHEET NUMBER#:
L-1.2

Exhibit B Ordinance # 21-07

VICINITY MAP

ZONING INFORMATION

EXISTING ZONING CLASSIFICATION:
RD - RECREATION DEVELOPMENT
H - HOTEL
OP - OFFICE & PROFESSIONAL

PROPOSED ZONING CLASSIFICATION:
H-CD - HOTEL - CONDITIONAL DISTRICT

SETBACKS (H-CD):
FRONT: 40'
INTERIOR SIDE: 20'
STREET YARD SIDE: 30'
REAR: 0'
MAX BUILDING HEIGHT: 50'

PROPERTY INFORMATION

PROPERTY OWNER / APPLICANT:
RESORTS OF PINEHURST INC.
P.O. BOX 4000
PINEHURST, NC 28374

TOTAL TRACT ACREAGE: 67.31 AC

TOTAL H-CD ACREAGE: 2.68 AC
PROPOSED BUILDING SF: ±64,000 SF

PARCEL ID/PIN:
PARCEL 1: 00025800; 856213032663
DB: 1418 PG: 402
PARCEL 2: 87000262; 855216937756
DB: 4102 PG: 285
PARCEL 3: 00024972; 855216944167
DB: 573 PG: 200

IMPERVIOUS SURFACE: ±675,140 SF
(25.4% ON OVERALL PARCEL
- EXISTING AND PROPOSED)

FLOODPLAIN DATA

THIS PROPERTY IS LOCATED IN FLOOD ZONE 'X'
(AREAS OF MINIMAL FLOODING)

THE LOCATION OF THE 100-YEAR FLOODPLAIN PER
NFIP FIRM COMMUNITY
PANEL(S) NO: 8542, 8562
MAP(S): 3710854200J
DATE: OCTOBER 17, 2006

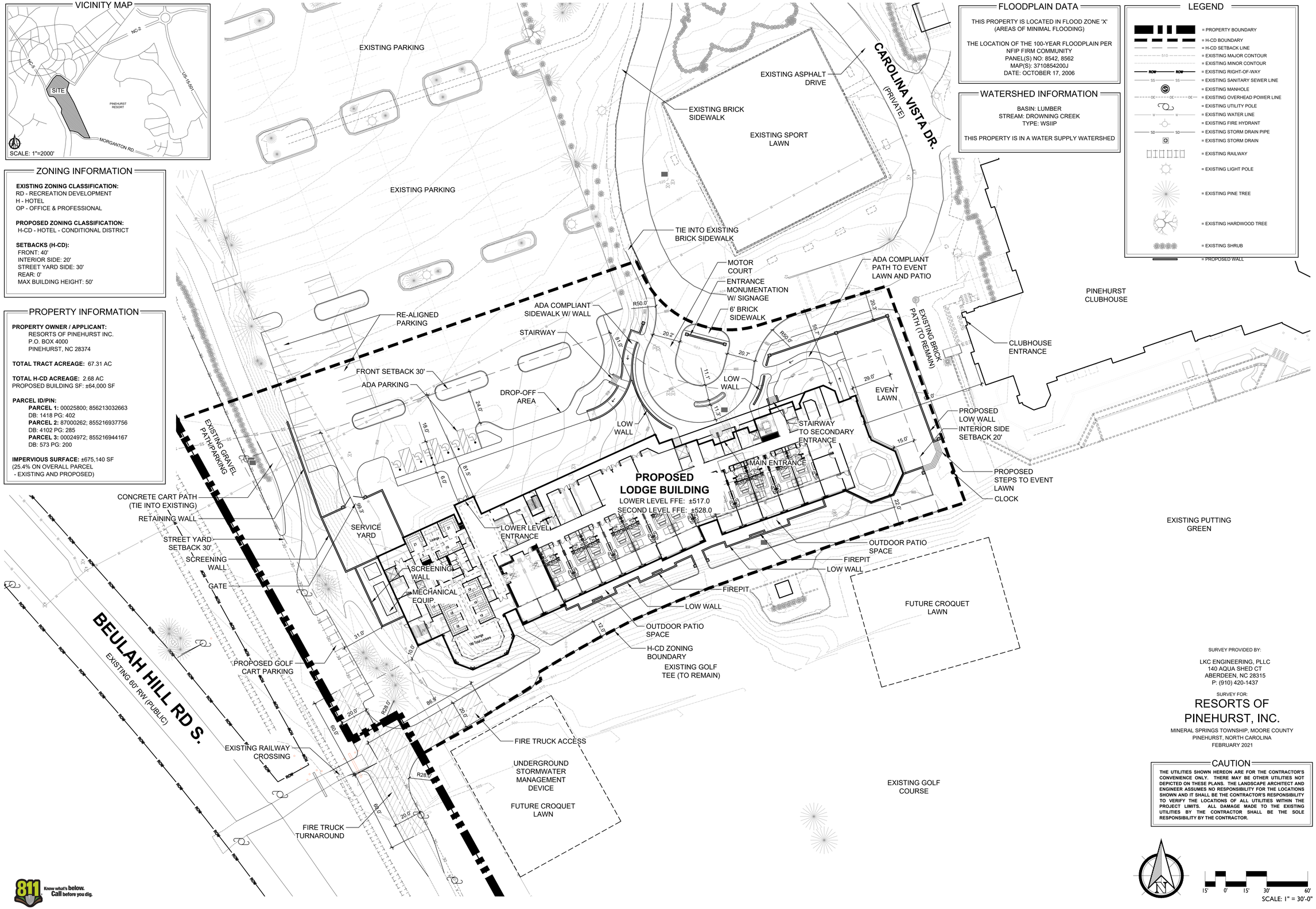
WATERSHED INFORMATION

BASIN: LUMBER
STREAM: DROWNING CREEK
TYPE: WSIIP

THIS PROPERTY IS IN A WATER SUPPLY WATERSHED

LEGEND

- = PROPERTY BOUNDARY
- = H-CD BOUNDARY
- = H-CD SETBACK LINE
- = EXISTING MAJOR CONTOUR
- = EXISTING MINOR CONTOUR
- = EXISTING RIGHT-OF-WAY
- = EXISTING SANITARY SEWER LINE
- = EXISTING MANHOLE
- = EXISTING OVERHEAD POWER LINE
- = EXISTING UTILITY POLE
- = EXISTING WATER LINE
- = EXISTING FIRE HYDRANT
- = EXISTING STORM DRAIN PIPE
- = EXISTING STORM DRAIN
- = EXISTING RAILWAY
- = EXISTING LIGHT POLE
- = EXISTING PINE TREE
- = EXISTING HARDWOOD TREE
- = EXISTING SHRUB
- = PROPOSED WALL



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ABERDEEN, NC 28315
P: (910) 420-1437

SURVEY FOR:

RESORTS OF PINEHURST, INC.

MINERAL SPRINGS TOWNSHIP, MOORE COUNTY
PINEHURST, NORTH CAROLINA
FEBRUARY 2021

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15' 0' 15' 30' 60'
SCALE: 1" = 30'-0"

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SOUTHERN PINES, NC 28387
P: (910) 884-8487
W: www.koontzjonesdesign.com

REVISIONS:

LODGE AT PINEHURST
PINEHURST, NORTH CAROLINA

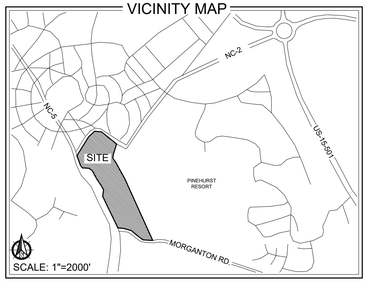
GENERAL CONCEPT PLAN

DATE: 04-14-2021
DESIGNED BY: REK
DRAWN BY: PJS
CHECKED BY: REK
Q.C. BY: REK
SCALE: 1" = 30'-0"
PROJECT #: KJD21004

SHEET NUMBER#:
L-2.0

Exhibit B Ordinance # 21-07

VICINITY MAP



ZONING INFORMATION

EXISTING ZONING CLASSIFICATION:
RD - RECREATION DEVELOPMENT
H - HOTEL
OP - OFFICE & PROFESSIONAL

PROPOSED ZONING CLASSIFICATION:
H-CD - HOTEL - CONDITIONAL DISTRICT

SETBACKS (H-CD):
FRONT: 40'
INTERIOR SIDE: 20'
STREET YARD SIDE: 30'
REAR: 0'
MAX BUILDING HEIGHT: 50'

PROPERTY INFORMATION

PROPERTY OWNER / APPLICANT:
RESORTS OF PINEHURST INC.
P.O. BOX 4000
PINEHURST, NC 28374

TOTAL TRACT ACREAGE: 67.31 AC

TOTAL H-CD ACREAGE: 2.68 AC
PROPOSED BUILDING SF: ±64,000 SF

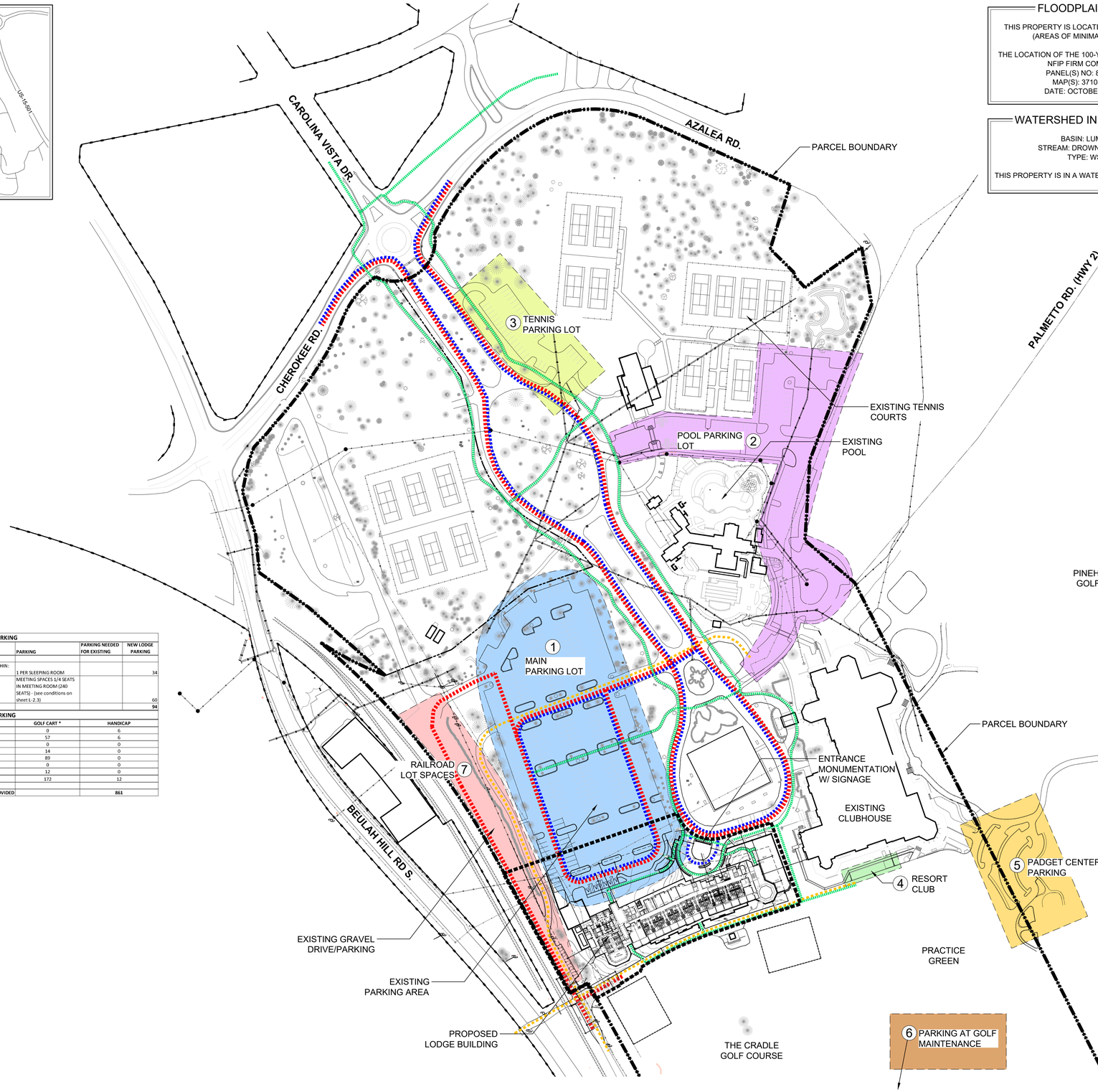
PARCEL ID/PIN:
PARCEL 1: 00025800; 856213032663
DB: 1418 PG: 402
PARCEL 2: 87000262; 855216937756
DB: 4102 PG: 285
PARCEL 3: 00024972; 855216944167
DB: 573 PG: 200

IMPERVIOUS SURFACE: ±675,140 SF
(25.4% ON OVERALL PARCEL
- EXISTING AND PROPOSED)

PARKING TABULATIONS

REQUIRED PARKING				
USE	NOTES	PARKING	PARKING NEEDED FOR EXISTING	NEW LODGE PARKING
NEW USE				
HOTEL (NEW LODGE)	ACCESSORY USES ALLOWED WITHIN: MEETING ROOM, BAR, ETC...	1 PER SLEEPING ROOM		34
		MEETING SPACES 1/4 SEATS IN MEETING ROOM (240 SEATS) - (see conditions on sheet L-2.3)		60
TOTAL				94

EXISTING PARKING				
	LOCATION	TOTAL	GOLF CART *	HANDICAP
1.	MAIN PARKING LOT	364	0	6
2.	POOL PARKING LOT	136	57	6
3.	TENNIS PARKING LOT	38	0	0
4.	RESORT CLUB	0	14	0
5.	PADGET CENTER	0	89	0
6.	GOLF MAINTENANCE	94	0	0
7.	RAILROAD LOT SPACES	45	12	0
	SUBTOTALS	677	172	12
	EXISTING TOTAL PROVIDED			861



FLOODPLAIN DATA

THIS PROPERTY IS LOCATED IN FLOOD ZONE 'X'
(AREAS OF MINIMAL FLOODING)

THE LOCATION OF THE 100-YEAR FLOODPLAIN PER
NFIP FIRM COMMUNITY
PANEL(S) NO: 8542, 8562
MAP(S): 3710854200J
DATE: OCTOBER 17, 2006

WATERSHED INFORMATION

BASIN: LUMBER
STREAM: DROWNING CREEK
TYPE: WSIIP

THIS PROPERTY IS IN A WATER SUPPLY WATERSHED

LEGEND

- = PROPERTY BOUNDARY
- = H-CD BOUNDARY
- = EXISTING RIGHT-OF-WAY
- = EXISTING SANITARY SEWER LINE
- = EXISTING MANHOLE
- = EXISTING OVERHEAD POWER LINE
- = EXISTING UTILITY POLE
- = EXISTING WATER LINE
- = EXISTING FIRE HYDRANT
- = EXISTING STORM DRAIN PIPE
- = EXISTING STORM DRAIN
- = EXISTING RAILWAY
- = EXISTING LIGHT POLE
- = EXISTING PINE TREE
- = EXISTING HARDWOOD TREE

CIRCULATION LEGEND

- = VEHICULAR CIRCULATION
- = EMERGENCY ACCESS
- = GOLF CART CIRCULATION
- = PEDESTRIAN CIRCULATION

SURVEY PROVIDED BY:

LKC ENGINEERING, PLLC
140 AQUA SHED CT
ABERDEEN, NC 28315
P: (910) 420-1437

SURVEY FOR:

RESORTS OF PINEHURST, INC.

MINERAL SPRINGS TOWNSHIP, MOORE COUNTY
PINEHURST, NORTH CAROLINA
FEBRUARY 2021

CAUTION

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50' 0' 50' 100' 200'
SCALE: 1" = 100'-0"

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REVISIONS:

LODGE AT PINEHURST
PINEHURST, NORTH CAROLINA

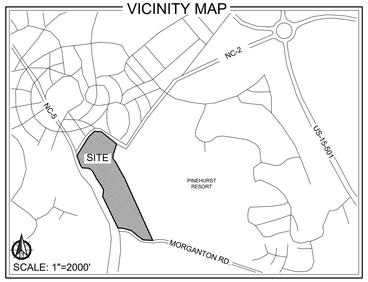
CIRCULATION & PARKING PLAN

DATE: 04-14-2021
DESIGNED BY: REK
DRAWN BY: PJS
CHECKED BY: REK
O.C. BY: REK
SCALE: 1" = 100'-0"
PROJECT #: KJD21004

SHEET NUMBER#:
L-2.1

Exhibit B Ordinance # 21-07

VICINITY MAP



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SETBACKS (VMU-CD):
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MAX BUILDING HEIGHT: 50'

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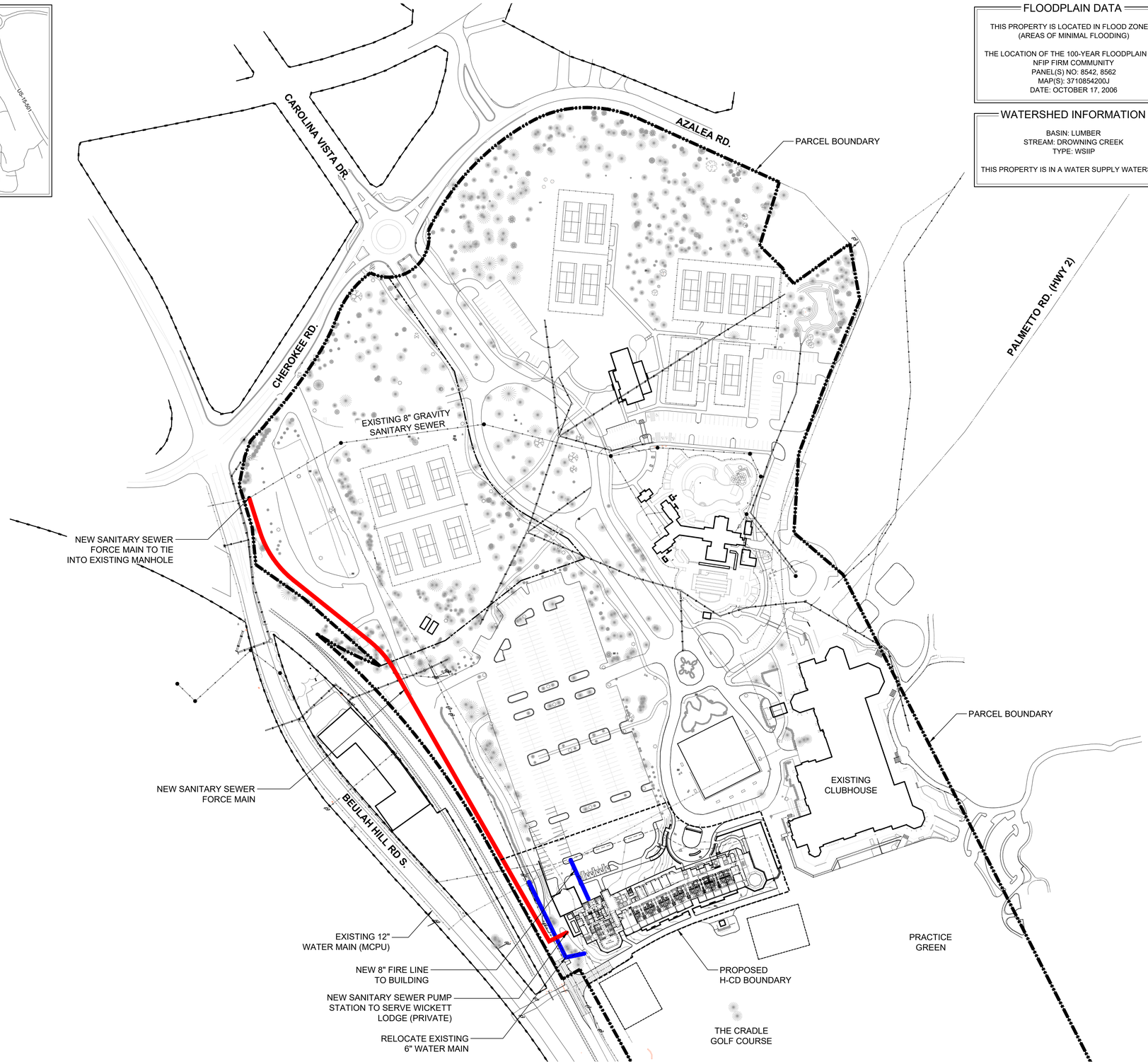

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= EXISTING LIGHT POLE
= EXISTING PINE TREE
= EXISTING HARDWOOD TREE

UTILITIES LEGEND

= PROPOSED SEWER FORCE MAIN
= PROPOSED WATER LINE

SURVEY PROVIDED BY:

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140 AQUA SHED CT
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P: (910) 420-1437

SURVEY FOR:

RESORTS OF
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PINEHURST, NORTH CAROLINA
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REVISIONS:

LODGE AT PINEHURST
PINEHURST, NORTH CAROLINA

CONCEPTUAL UTILITIES PLAN

DATE: 04-14-2021
DESIGNED BY: REK
DRAWN BY: PJS
CHECKED BY: REK
Q.C. BY: REK
SCALE: 1" = 100'-0"
PROJECT #: KJD21004

SHEET NUMBER#:
L-2.2

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DATE: OCTOBER 17, 2006

WATERSHED INFORMATION

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STREAM: DROWNING CREEK
TYPE: WSIIP

THIS PROPERTY IS IN A WATER SUPPLY WATERSHED

EXISTING CONDITIONS

CURRENT PRRCC PARKING, AMENITIES AND BUILDINGS ARE LOCATED ON THE PROPERTY. THESE BUILDINGS INCLUDE THE EXISTING GOLF CLUBHOUSE, THE MEMBER'S CLUB, TENNIS CLUBHOUSE AND COURTS, AND THE SWIMMING POOL COMPLEX. PARKING TO SERVE THESE FACILITIES IS ALSO PROVIDED THROUGHOUT THE PROPERTY. RAILROAD TRACKS AND HIGHWAY 5 BORDER THE WESTERN EDGE OF THE PROPERTY. THE NORTH SIDE OF THE PROPERTY IS BORDERED BY CHEROKEE ROAD AND CONNECTS TO THE VILLAGE RESIDENTIAL PROPERTIES AND THE AREA OF MARSHALL PARK. GOLF COURSES AND A DRIVING RANGE BORDER THE EASTERN PORTION OF THE PROPERTY. TO THE SOUTH THE PROPERTY ADJOINS MORGANTON ROAD AT THE PRCC GROUNDS MAINTENANCE FACILITIES AND VILLAGE HORSE BARNS.

SURROUNDING PROPERTIES INCLUDE PROPERTIES ZONED IN SINGLE-FAMILY RESIDENTIAL DISTRICTS (R-10 AND R-20), RESIDENTIAL MULTI-FAMILY (RMF), OFFICE/PROFESSIONAL (OP), RECREATIONAL DEVELOPMENT (RD), AND PUBLIC CONSERVATION (PC).

TOPOGRAPHY ON THE SITE IS GENERALLY ROLLING TO FLAT WITH EXISTING FACILITIES AND GOLF AREAS LOCATED THROUGHOUT. LONGLEAF PINE TREES ARE SCATTERED THROUGHOUT THE PROPERTY. RED COCKADED WOODPECKER HABITAT HAS BEEN IDENTIFIED ON THE PROPERTY AND A WOODPECKER REPORT HAS BEEN INCLUDED WITH THIS APPLICATION.

EXISTING CONDITIONS MAPS SHOWING THE SITES EXISTING FEATURES HAVE BEEN INCLUDED ON SHEETS L-1.0 AN L-1.1.

CONDITIONS MATRIX

	TYPE	REQUESTED CONDITION	PDO REQUIREMENT	PDO SECTION NO.
1	Building Height	Maximum Building Height: 55'	Maximum Building Height: 50'	9.2
2	Setbacks	Front Yard: 40' min. Side Yard: 20' min. Side Street Yard: 20' min. Rear Yard: 0' min.	Hotel (H) Front Yard: 40' min. Side yard: 20' min. Side Street yard: 20' min. Rear Yard: 30'	9.2
3	Signage	Increase in Allowed Signage Size and Amount by 50%	Sign size and type standards for the area are included	6.2.4(B) allows for an increase in signage up to 50%, 9.7.1 and 9.7.1.4(C)
4	Parking	Provide additional parking as calculated in parking tabulation on sheet L-2.1 for the Lodge building. See Proposed Parking Conditions below. Defer timing of parking completion due to construction timing and sequencing. See item B. below.	See PDO Section 9.4(a).	9.4.1.1 and Table 9.4(a)

A. REQUIRED SNIA TO ALLOW IMPERVIOUS SURFACE EXCEEDING 24% IS REQUESTED. IMPERVIOUS SURFACE FOR ENTIRE PARCEL WILL EXCEED 24% WITH CONSTRUCTION OF THE LODGE AND ASSOCIATED PARKING.

B. PROPOSED PARKING CONDITIONS FOR THE LODGE AT PINEHURST

1. PARKING AREAS

a) EXISTING PARKING IS PROVIDED FOR THE CURRENT RESORT CLUB FACILITIES. PARKING ON THE PROPERTY IS SHARED THROUGHOUT THE ENTIRE CAMPUS.

b) PARKING TABULATIONS PER THE PDO FOR THE PROPOSED LODGE HAVE BEEN INCLUDED ON THE GENERAL CONCEPT PLAN ON SHEET L-2.1 RELATED TO REQUIRED, EXISTING, AND PROPOSED PARKING.

c) SECTION 9.4.1.1 OF THE PDO DEFINES THE REQUIRED PARKING FOR INDIVIDUAL FACILITIES. THE NEW LODGE BUILDING REQUIRED PARKING COUNT ASSUMES MEETING SPACE WITHIN THE BUILDING WILL BE PARKED AT THE FULL LEVEL OF REQUIRED PARKING, PER THE PDO, AS IT IS A SINGLE ROOM/USE WITHIN THE LODGE. THE LODGE BAR IS NOT BEING COUNTED AS IT IS AN ACCESSORY USE TO THE LODGE AND WILL ACCOMMODATE GUEST OF THE LODGE ONLY. PARKING DEMAND IS BEING CALCULATED AT THE RATE PRESCRIBED IN THE PARKING ANALYSIS PREPARED BY KIMLEY HORN DATED APRIL 8, 2021, WHICH IS ATTACHED TO THIS APPLICATION. SEVENTY-THREE (73) PARKING SPACES WILL BE PROVIDED AS DEFINED FOR THE NEW LODGE FACILITY.

d) PRCC OPERATES SHUTTLES TO VARIOUS HOTELS AND ACCOMMODATIONS THROUGHOUT THE VILLAGE. SHUTTLES OPERATE THROUGHOUT THE DAY AND EVENING AND REDUCE THE REQUIRED PARKING DEMAND BY SHUTTLING GUESTS BACK AND FORTH TO VARIOUS LOCATIONS. THESE SHUTTLES ARE ALSO UTILIZED TO TRANSPORT EMPLOYEES OF THE RESORT BETWEEN FACILITIES WHICH REDUCES EMPLOYEE PARKING DEMAND. MANY OF THE EMPLOYEES WORKING IN THE LODGE WILL WORK AT OTHER FACILITIES WITHIN THE RESORT AND ARE SHUTTLED BETWEEN LOCATIONS.

e) PRCC WILL PROVIDE FOR THE ADDITIONAL PARKING REQUIRED FOR THE LODGE FACILITY ON THE CAMPUS. THIS PARKING MAY BE ACCOMMODATED WITH SURFACE PARKING, PARKING DECK(S), OR OTHER MEANS ON THE PROPERTY, TO BE DETERMINED. THIS PARKING WILL BE DESIGNED, AND PLANS SUBMITTED TO THE VILLAGE OF PINEHURST WITHIN THREE (3) MONTHS AFTER THE 2024 US OPEN GOLF TOURNAMENT TO BE HELD AT PRCC COURSE #2 FROM JUNE 13-16, 2024. ONCE PLANS ARE APPROVED BY ALL VILLAGE BOARDS AND ADMINISTRATION, PRCC WILL BEGIN IMPLEMENTATION OF THE NEW PARKING AREA(S).

f) PRCC, AS STATED ABOVE, WILL CONSIDER CONSTRUCTION OF A PARKING STRUCTURE ON THE PROPERTY AND/OR ADDITIONAL SURFACE PARKING AREAS, BRINGING PLANS FORWARD TO THE VILLAGE AT THE SPECIFIED DATE. IF EXISTING FACILITIES, REQUIRING PARKING BY THE PDO, WITHIN THE EXISTING CAMPUS ARE REMOVED/RELOCATED FROM THE CAMPUS, THE REQUIRED LODGE PARKING, QUANTIFIED ABOVE, WILL BE REDUCED BY THE AMOUNT DEFINED IN THE PDO FOR THE REMOVED/RELOCATED FACILITIES. THE NEW PARKING AREA TO ACCOMMODATE THE LODGE WILL BE REDUCED FROM NINETY-FOUR (94) SPACES BY THE AMOUNT NO LONGER REQUIRED.

g) PRCC IS COMMITTED TO WORKING IN GOOD FAITH WITH THE VILLAGE TO PROVIDE ADEQUATE PARKING FOR ALL ITS FACILITIES THROUGHOUT THE VILLAGE AND HAS UNDERTAKEN MEASURES IN OTHER LOCATIONS. THIS COMMITMENT IS BEING DEMONSTRATED WITH THE CURRENT EFFORT TO IMPROVE PARKING AT THE CAROLINA HOTEL, WHICH IS UNDER REVIEW BY VILLAGE STAFF.

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REVISIONS:

LODGE AT PINEHURST
PINEHURST, NORTH CAROLINA

PROJECT DESIGN AND CONDITIONS

DATE: 04-14-2021
DESIGNED BY: REK
DRAWN BY: PJS
CHECKED BY: REK
Q.C. BY: REK
SCALE: N/A
PROJECT #: KJD21004

SHEET NUMBER#:
L-2.3

Exhibit C

ORDINANCE #21-07
LEGAL DESCRIPTION

BEING A PORTION OF THE RESORTS OF PINEHURST, INC., LOCATED IN MINERAL SPRINGS TOWNSHIP, PINEHURST, MOORE COUNTY, NORTH CAROLINA, DESCRIBED IN DEED BOOK 1418 PAGE 402 IN THE MOORE COUNTY REGISTRY AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING CALCULATED POINT IN THE NORFOLK SOUTHERN EASTERN RIGHT-OF-WAY HAVING THE NORTH CAROLINA GRID COORDINATES: NORTHING 524,038.2650' EASTING 1,859,521.5848'; THENCE THE FOLLOWING NEW CALLS: N 70°55'49" E A DISTANCE OF 358.43' TO A CALCULATED POINT HAVING TH ENORTH CAROLINA GRID COORDINATES: NORTHING 524,155.3706' EASTING 1,859,860.3419'; THENCE S 24°55'40" E A DISTANCE OF 10.64' TO A CALCULATED POINT; THENCE A CURVE TO THE LEFT HAVING A RADIUS OF 70.00' A CHORD BEARING OF S 65°57'36" E A CHORD DISTANCE OF 100.18' TO A CALCULATED POINT; THENCE N 73°00'27" E A DISTANCE OF 99.06' TO A CALCULATED POINT; THENCE S 19°53'16" E A DISTANCE OF 168.14' TO A CALCULATED POINT; THENCE S 72°13'05" W A DISTANCE OF 61.21' TO A CALCULATED POINT; THENCE S 72°08'26" W A DISTANCE OF 44.07' TO A CALCULATED POINT; THENCE S 70°47'08" W A DISTANCE OF 92.11' TO A CALCULATED POINT ; THENCE S 67°44'48" W A DISTANCE OF 29.70' TO A CALCULATED POINT; THENCE S 66°47'43" W A DISTANCE OF 30.06' TO A CALCULATED POINT; THENCE S 62°31'47" W A DISTANCE OF 29.11' TO A CALCULATED POINT; THENCE S 60°34'24" W A DISTANCE OF 29.65' TO A CALCULATED POINT; THENCE S 59°21'48" W A DISTANCE OF 20.42' TO A CALCULATED POINT; THENCE S 15°04'04" E A DISTANCE OF 6.19' TO A CALCULATED POINT ; THENCE S 57°42'38" W A DISTANCE OF 22.91' TO A CALCULATED POINT; THENCE S 58°06'13" W A DISTANCE OF 25.74' TO A CALCULATED POINT; THENCE S 06°56'13" W A DISTANCE OF 2.62' TO A CALCULATED POINT; THENCE S 60°59'51" W A DISTANCE OF 54.56' TO A CALCULATED POINT ; THENCE N 29°00'09" W A DISTANCE OF 34.22' TO A CALCULATED POINT; THENCE S 61°02'52" W A DISTANCE OF 39.35' TO A CALCULATED POINT IN THE NORFOLK SOUTHERN EASTERN RIGHT-OF-WAY; THENCE WITH THE "RR" EASTERN RIGHT-OF-WAY N 28°55'54" W A DISTANCE OF 266.40' TO THE POINT OF BEGINNING, HAVING AN AREA OF 2.865 ACRES.

Traffic Impact Analysis

USGA Facility and Pinehurst Resort Lodges

Pinehurst, NC

Prepared for:

LKC Engineering, LLC

Kimley»Horn

© Kimley-Horn and Associates, Inc. 2021

Traffic Impact Analysis for

USGA Facility and Pinehurst Resort Lodges

Pinehurst, North Carolina

Prepared for:

LKC Engineering, LLC

Aberdeen, NC

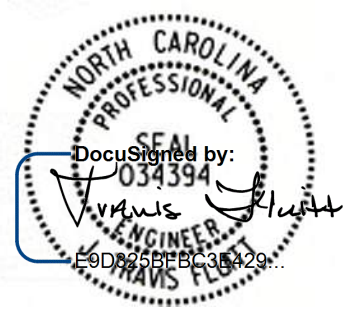
Prepared by:

Kimley-Horn and Associates, Inc.

NC License #F-0102
421 Fayetteville Street, Suite 600
Raleigh, NC 27601
(919) 677-2000

May 2021

018923016



5/25/2021

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

Executive Summary

Kimley-Horn and Associates, Inc. has performed a combined Traffic Impact Analysis for the proposed USGA Facility and the proposed Pinehurst Resort Lodges, which will both be located on the Pinehurst Country Club campus southeast of Cherokee Road (NC 2) between Beulah Hill Road (NC 5) and Carolina Vista Drive in Pinehurst, North Carolina. As currently envisioned, the USGA Facility will include administration/office space, a golf testing facility, and a museum/welcome center with a total of up to 60 employees at the facility. The Pinehurst Resort Lodges will include up to 40 guest rooms. A build-out year of 2024 was assumed for both projects.

No new external site driveways are proposed as part of either project. The USGA Facility is proposed to be accessed via the existing site driveway on Cherokee Road between Beulah Hill Road and Carolina Vista Drive, which is proposed to be converted to a right-in/right-out driveway, and by a connection to Carolina Vista Drive. The Pinehurst Resort Lodges will be accessed via Carolina Vista Drive.

This report presents trip generation, distribution, traffic analyses, and recommendations for transportation improvements required to meet anticipated traffic demands in conjunction with the development. The traffic conditions studied include the existing (2021) traffic condition and the projected (2024) background and build-out traffic conditions. While the USGA Facility and Pinehurst Resort Lodges are proposed as separate projects, the build-out analyses include traffic for both projects to provide a comprehensive evaluation of the development impacts.

Trip generation calculations for the UGSA Facility were performed based on the number of employees rather than building size since the same employees are anticipated to work in both the administrative space and testing facility. The analyzed total of 60 employees also includes staff in both the welcome center and museum space. While the ITE Trip Generation Manual indicates that a standalone museum would generate only 1-2 peak hour trips, visitors were assumed to already be on campus at either the country club or lodges and were, therefore, not generated as new site trips. As shown in Table ES-1, the proposed USGA Facility has the potential to generate 44 new trips during the AM peak hour and 40 new trips during the PM peak hour on a typical weekday.

Table ES-1
ITE Traffic Generation (Vehicles) – USGA Facility

Land Use Code	Land Use	Intensity		Daily	AM Peak Hour		PM Peak Hour	
					In	Out	In	Out
710	General Office Building	60	employees	326	37	7	8	32

For this analysis, daily trip generation for the Pinehurst Resort Lodges project was estimated to be 10 times the PM peak hour trips as the ITE Trip Generation Manual does not provide daily trip generation for the resort hotel land use (code 330). As shown in Table ES-2, the proposed

Pinehurst Resort Lodges has the potential to generate 13 new trips during the AM peak hour and 16 new trips during the PM peak hour on a typical weekday.

Table ES-2
ITE Traffic Generation (Vehicles) – Pinehurst Resort Lodges

Land Use Code	Land Use	Intensity		Daily	AM Peak Hour		PM Peak Hour	
					In	Out	In	Out
330	Resort Hotel	40	rooms	160	9	4	7	9

Combined the two developments have the potential to generate 57 new AM peak hour trips and 56 new PM peak hour trips.

Capacity analyses were performed using Synchro Version 10 software except for the roundabout intersection of Cherokee Road (NC 2) at Carolina Vista Drive, which was analyzed using SIDRA software. Table ES-3 summarizes the operation of the study intersections for the AM and PM peak hours.

Table ES-3
Level-of-Service Summary

Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Beulah Hill Road (NC 5) at McKenzie Road W/Cherokee Road (NC 2) (Signalized)		
Existing (2021) Traffic	C (26.3)	C (34.2)
Background (2024) Traffic	C (29.1)	D (41.1)
Build-out (2024) Traffic	C (29.3)	D (42.4)
Cherokee Road (NC 2) at Site Driveway (Unsignalized)		
Existing (2021) Traffic – *Full-Movement*	NB – B (14.7) WBL – A (9.1)	NB – B (12.5) WBL – A (8.0)
Background (2024) Traffic – *Full-Movement*	NB – C (15.7) WBL – A (9.3)	NB – B (13.0) WBL – A (8.1)
Build-out (2024) Traffic – *Right-in/Right-out*	NB – B (14.0)	NB – B (10.7)
Cherokee Road (NC 2) at Carolina Vista Drive (Roundabout)		
Existing (2021) Traffic	Overall LOS – A (8.8) *V/C Ratio = 0.61*	Overall LOS – A (6.5) *V/C Ratio = 0.42*
Background (2024) Traffic	Overall LOS – B (10.1) *V/C Ratio = 0.67*	Overall LOS – A (6.9) *V/C Ratio = 0.46*
Build-out (2024) Traffic	Overall LOS – B (10.9) *V/C Ratio = 0.70*	Overall LOS – A (7.3) *V/C Ratio = 0.49*

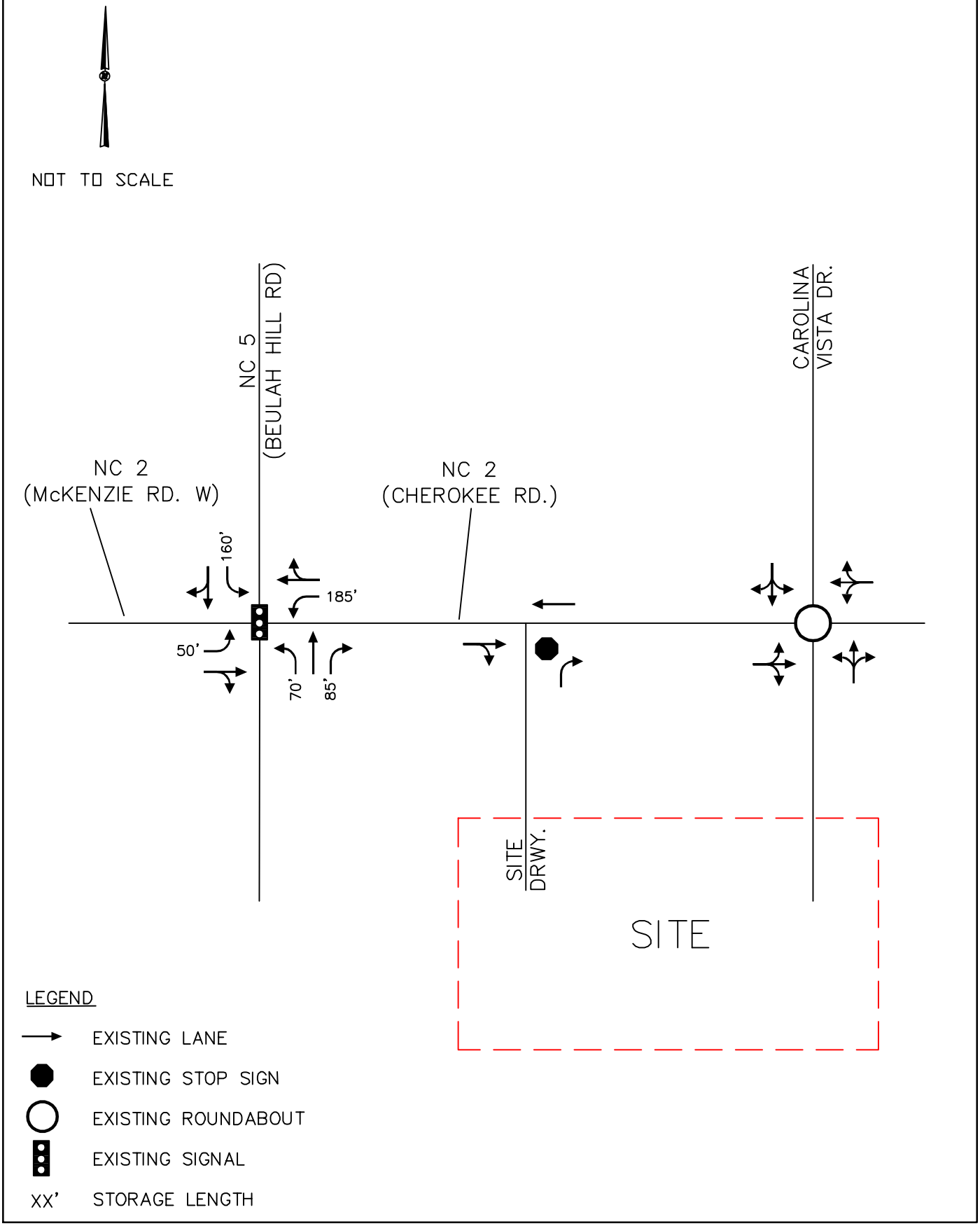
The following improvement is recommended at the study intersections:

<u>Cherokee Road (NC 2) at Site Driveway:</u>

- Reconfigure the Site Driveway to a right-in/right-out access

Analyses indicate that all of the study intersections are expected to operate at an acceptable LOS at build-out, and the addition of site traffic associated with these projects is anticipated to have minor impacts on overall intersection delays. While some long queues on Beulah Hill Road and Cherokee Road observed in the existing and background conditions are expected to continue at project build-out, site trips are expected to represent a relatively small portion of total build-out volumes (particularly at the this intersection). SimTraffic simulations show that queues for the westbound left-turn movement on Cherokee Road at Beulah Hill Road are not expected to extend back to the roundabout at Carolina Vista Drive. Therefore, no additional roadway improvements are recommended to be performed as part of either project.

The recommended roadway laneage is shown on **Figure ES-1**.



Kimley»Horn	USGA FACILITY & PINEHURST RESORT LODGES PINEHURST, NC TRAFFIC IMPACT ANALYSIS	FUTURE ROADWAY LANEAGE	FIGURE ES-1

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1.0 Introduction

Kimley-Horn and Associates, Inc. has performed a combined Traffic Impact Analysis for the proposed USGA Facility and the proposed Pinehurst Resort Lodges, which will both be located on the Pinehurst Country Club campus southeast of Cherokee Road (NC 2) between Beulah Hill Road (NC 5) and Carolina Vista Drive in Pinehurst, North Carolina. As currently envisioned, the USGA Facility will include administration/office space, a golf testing facility, and a museum/welcome center with a total of up to 60 employees at the facility. The Pinehurst Resort Lodges will include up to 40 guest rooms. A build-out year of 2024 was assumed for both projects.

No new external site driveways are proposed as part of either project. The USGA Facility is proposed to be accessed via the existing site driveway on Cherokee Road between Beulah Hill Road and Carolina Vista Drive, which is proposed to be converted to a right-in/right-out driveway, and by a connection to Carolina Vista Drive. The Pinehurst Resort Lodges will be accessed via Carolina Vista Drive.

This report presents trip generation, distribution, traffic analyses, and recommendations for transportation improvements required to meet anticipated traffic demands in conjunction with the development. The traffic conditions studied include the existing (2021) traffic condition and the projected (2024) background and build-out traffic conditions. While the USGA Facility and Pinehurst Resort Lodges are proposed as separate projects, the build-out analyses include traffic for both projects to provide a comprehensive evaluation of the development impacts.

North Carolina Department of Transportation (NCDOT) and Village of Pinehurst staff were consulted regarding the elements to be covered in this analysis. The approved assumptions memorandum is included in the Appendix of this report.

2.0 Inventory

2.1 *Study Area*

The study area is assumed to include the following intersections:

- Beulah Hill Road (NC 5) at McKenzie Road W/Cherokee Road (NC 2)
- Cherokee Road (NC 2) at Site Driveway
- Cherokee Road (NC 2) at Carolina Vista Drive *(roundabout)*

Figure 2.1 shows the site locations. **Figure 2.2** shows the conceptual site plan for the USGA Facility, and **Figure 2.3** shows the site plan for the Pinehurst Resort Lodges.

2.2 *Existing Conditions*

The proposed developments are located southeast of Cherokee Road (NC 2) between Beulah Hill Road (NC 5) and Carolina Vista Drive on the Pinehurst Country Club campus in Pinehurst, North Carolina. Major roadways in the study area include Beulah Hill Road (NC 5), Cherokee Road (NC 2), and Carolina Vista Drive. **Figure 2.4** shows the existing roadway laneage.

Beulah Hill Road (NC 5) is a two-lane undivided roadway with a posted speed limit of 35 mph in the vicinity of Cherokee Road. The reported 2018 average daily traffic (ADT) volume was 14,500 vehicles per day (vpd) north of Cherokee Road and 20,000 vpd south of Cherokee Road.

Cherokee Road (NC 2) is a two-lane undivided roadway with a posted speed limit of 35 mph east of Beulah Hill Road and 25 mph west of Beulah Hill Road. The reported 2019 ADT volume was 9,100 vpd east of Beulah Hill Road. Cherokee Road becomes McKenzie Road W west of Beulah Hill Road.

Carolina Vista Drive is a two-lane roadway with a posted speed limit of 25 mph in the vicinity of Cherokee Road (NC 2). The estimated 2021 ADT on Carolina Vista Drive is approximately 2,000 vpd north of Cherokee Road and 1,400 vpd south of Cherokee Road.

Kimley»Horn	USGA FACILITY & PINEHURST RESORT LODGES PINEHURST, NC TRAFFIC IMPACT ANALYSIS	SITE LOCATION	FIGURE 2.1

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Kimley»Horn

USGA FACILITY & PINEHURST RESORT LODGES PINEHURST, NC TRAFFIC IMPACT ANALYSIS

CONCEPTUAL SITE PLAN – USGA FACILITY

FIGURE 2.2

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VICINITY MAP

SCALE: 1"=2000'

ZONING INFORMATION

EXISTING ZONING CLASSIFICATION
RD - RECREATION DEVELOPMENT
H - HOTEL
OP - OFFICE & PROFESSIONAL

PROPOSED ZONING CLASSIFICATION:
H-CD - HOTEL - CONDITIONAL DISTRICT

PROPOSED SETBACKS (H-CD):
FRONT: 40'
INTERIOR SIDE: 20'
STREET YARD SIDE: 20'
REAR: 0'

PROPERTY INFORMATION

PROPERTY OWNER / APPLICANT:
RESORTS OF PINEHURST INC
P.O. BOX 4000
PINEHURST, NC 28374

TOTAL TRACT ACREAGE: 67.31 AC

TOTAL H-CD ACREAGE: 2.68 AC
PROPOSED BUILDING SF: ±64,000 SF

PARCEL ID/PIN:
PARCEL 1: 00025800, 856213030955
DB: 1419 PG: 402
PARCEL 2: 87000262, 856216837756
DB: 4102 PG: 265
PARCEL 3: 00024972, 856216844157
DB: 573 PG: 200

IMPERVIOUS SURFACE: ±575,140 SF
(25.4% ON OVERALL PARCEL)

FLOODPLAIN DATA

THIS PROPERTY IS LOCATED IN FLOOD ZONE 'X'
(AREAS OF MINIMAL FLOODING)

THE LOCATION OF THE 100-YEAR FLOODPLAIN PER NFIP FIRM COMMUNITY
PANEL(S) NO: 8542, 8562
MAP(S): 3710854200J
DATE: OCTOBER 17, 2006

WATERSHED INFORMATION

BASIN: LUMBER
STREAM: DROWNING CREEK
TYPE: WSIIP

THIS PROPERTY IS IN A WATER SUPPLY WATERSHED

LEGEND

- PROPERTY BOUNDARY
- H-CD BOUNDARY
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- EXISTING RIGHT-OF-WAY
- EXISTING SANITARY SEWER LINE
- EXISTING MANHOLE
- EXISTING OVERHEAD MTR/ELEC LINE
- EXISTING UTILITY POLE
- EXISTING WATER LINE
- EXISTING FIRE HYDRANT
- EXISTING STORM DRAIN PIPE
- EXISTING STORM DRAIN
- EXISTING RAILWAY
- EXISTING LIGHT POLE
- EXISTING PINE TREE
- EXISTING HARDWOOD TREE
- EXISTING SHRUB

EXISTING PARKING
EXISTING ASPHALT DRIVE
EXISTING BRICK SIDEWALK
EXISTING SPORT LAWN
CAROLINA VISTA DR. (PRIVATE)
TIE INTO EXISTING BRICK SIDEWALK
MOTOR COURT
ENTRANCE MONUMENTATION W/ SIGNAGE
6' BRICK SIDEWALK
ADA COMPLIANT PATH TO EVENT LAWN AND PATIO
EXISTING BRICK PATH TO REMAIN
PINEHURST CLUBHOUSE
CLUBHOUSE ENTRANCE
RE-ALIGNED PARKING
ADA COMPLIANT SIDEWALK W/ WALL
STAIRWAY
FRONT SETBACK 30'
ADA PARKING
DROP-OFF AREA
LOW WALL
EVENT LAWN
PROPOSED LOW WALL INTERIOR SIDE SETBACK 20'
STAIRWAY TO SECONDARY ENTRANCE
MAIN ENTRANCE
PROPOSED LODGE BUILDING
LOWER LEVEL FFE: ±517.0
SECOND LEVEL FFE: ±528.0
PROPOSED STEPS TO EVENT LAWN
CLOCK
EXISTING GRAVEL PATH/PARKING
CONCRETE CART PATH (TIE INTO EXISTING)
RETAINING WALL
STREET YARD SETBACK 30'
SCREENING WALL
GATE
SERVICE YARD
LOWER LEVEL ENTRANCE
SCREENING WALL FOR MECHANICAL EQUIP
OUTDOOR PATIO SPACE
FIREPIT
LOW WALL
EXISTING PUTTING GREEN
FUTURE CROQUET LAWN
PROPOSED GOLF CART PARKING
H-CD ZONING BOUNDARY
EXISTING GOLF TEE (TO REMAIN)
BEULAH HILL RD S.
EXISTING 60' R/W (PUBLIC)
EXISTING RAILWAY CROSSING
FIRE TRUCK ACCESS
UNDERGROUND STORMWATER MANAGEMENT DEVICE
FUTURE CROQUET LAWN
EXISTING GOLF COURSE
FIRE TRUCK TURNAROUND

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

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LKC ENGINEERING, PLLC
110 AQUA SHED CT
ABERDEEN, NC 28315
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RESORTS OF PINEHURST, INC.
MINERAL SPRINGS TOWNSHIP, MOORE COUNTY
PINEHURST, NORTH CAROLINA
FEBRUARY 2021

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SCALE: 1" = 30'-0"

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W: www.koontzjonesdesign.com

REVISIONS:

LODGE AT PINEHURST
PINEHURST, NORTH CAROLINA

GENERAL CONCEPT PLAN

DATE: 04.15.2021
DESIGNED BY: REK
DRAWN BY: PPS
CHECKED BY: KER
QC BY: KER
SCALE: 1" = 200'-0"
PROJECT #: KCD21004

SHEET NUMBER:
L-2.0

FIGURE 2.3

CONCEPTUAL SITE PLAN – PINEHURST RESORT LODGES

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USGA FACILITY & PINEHURST RESORT LODGES
PINEHURST, NC
TRAFFIC IMPACT ANALYSIS

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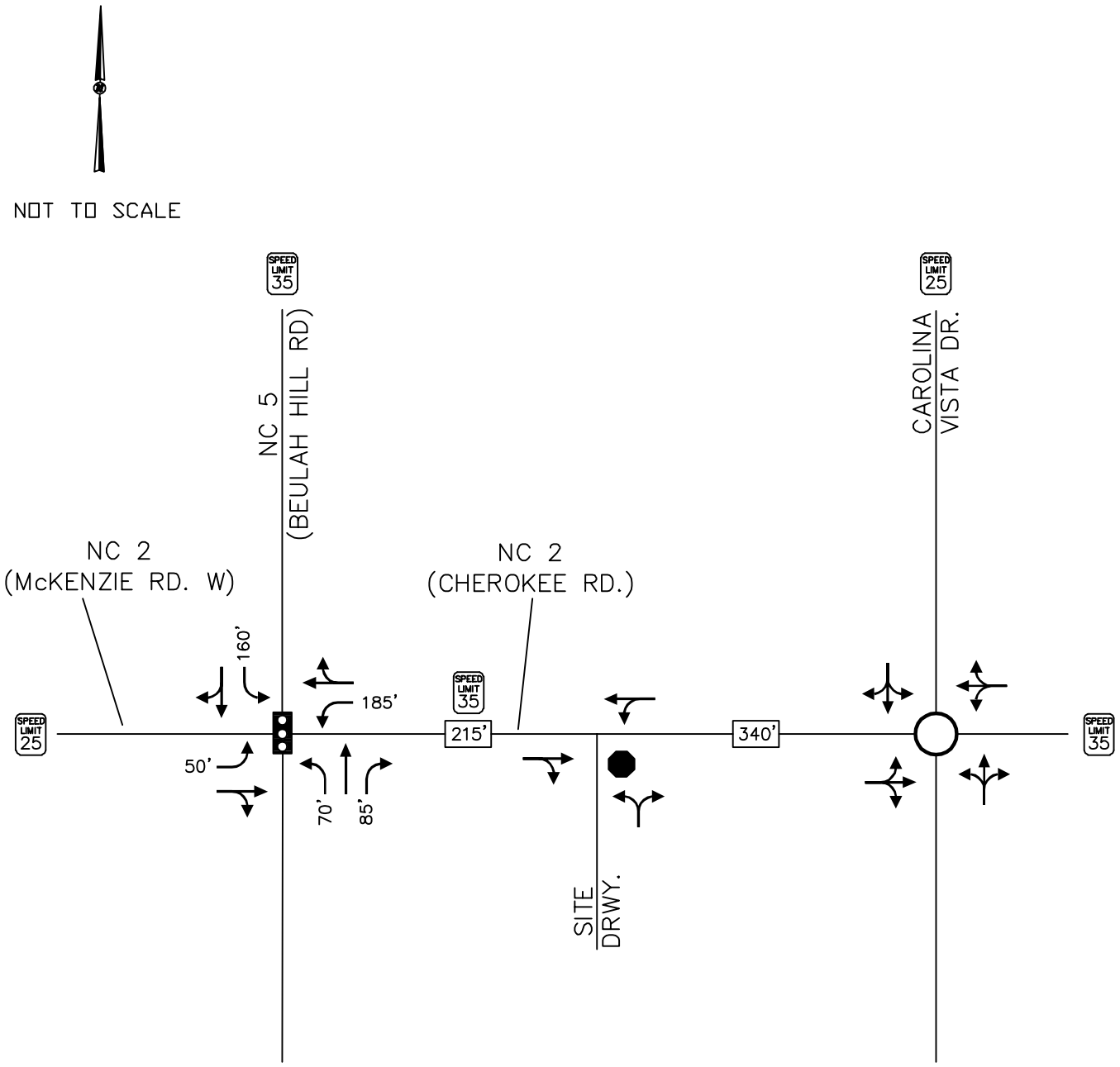

LEGEND

- EXISTING LANE
- EXISTING STOP SIGN
- EXISTING ROUNDABOUT
- EXISTING SIGNAL
- SPEED LIMIT XX — POSTED SPEED LIMIT
- XXX' — APPROXIMATE DISTANCE BETWEEN INTERSECTIONS
- XX' — STORAGE LENGTH

Kimley»Horn

USGA FACILITY & PINEHURST RESORT LODGES
PINEHURST, NC
TRAFFIC IMPACT ANALYSIS

EXISTING ROADWAY LANEAGE

FIGURE 2.4

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3.0 Traffic Generation

The traffic generation potential for both proposed projects were determined using the traffic generation rates and equations published in *Trip Generation* (Institute of Transportation Engineers, 10th Edition, 2017). Detailed trip generation calculations are included in the Appendix of this report.

As currently envisioned, the USGA Facility will include administration/office space, a golf testing facility, and a museum/welcome center with a total of up to 60 employees at the facility. Trip generation calculations for the UGSA Facility were performed based on the number of employees rather than building size since the same employees are anticipated to work in both the administrative space and testing facility. The analyzed total of 60 employees also includes staff in both the welcome center and museum space. While the ITE Trip Generation Manual indicates that a standalone museum would generate only 1-2 peak hour trips, museum visitors were assumed to already be on campus at either the country club or lodges and were, therefore, not generated as new site trips. Table 3.1 summarizes the trip generation potential of the USGA Facility.

Table 3.1
ITE Traffic Generation (Vehicles) – USGA Facility

Land Use Code	Land Use	Intensity		Daily	AM Peak Hour		PM Peak Hour	
					In	Out	In	Out
710	General Office Building	60	employees	326	37	7	8	32

As shown in Table 3.1, the proposed USGA Facility has the potential to generate 326 new daily trips, 44 new trips during the AM peak hour, and 40 new trips during the PM peak hour on a typical weekday.

As currently envisioned, the Pinehurst Resort Lodges will include up to 40 guest rooms. For this analysis, daily trip generation for the lodges was estimated to be 10 times the PM peak hour trips as the ITE Trip Generation Manual does not provide daily trip generation guidelines for the resort hotel land use (code 330). Table 3.2 summarizes the trip generation potential of the Pinehurst Resort Lodges.

Table 3.2
ITE Traffic Generation (Vehicles) – Pinehurst Resort Lodges

Land Use Code	Land Use	Intensity		Daily	AM Peak Hour		PM Peak Hour	
					In	Out	In	Out
330	Resort Hotel	40	rooms	160	9	4	7	9

As shown in Table 3.2, the proposed Pinehurst Resort Lodges has the potential to generate 160 new daily trips, 13 new trips during the AM peak hour, and 16 new trips during the PM peak hour on a typical weekday.

Combined the two developments have the potential to generate 486 new daily trips, 57 new AM peak hour trips, and 56 new PM peak hour trips.

Detailed trip generation calculations are included in the Appendix.

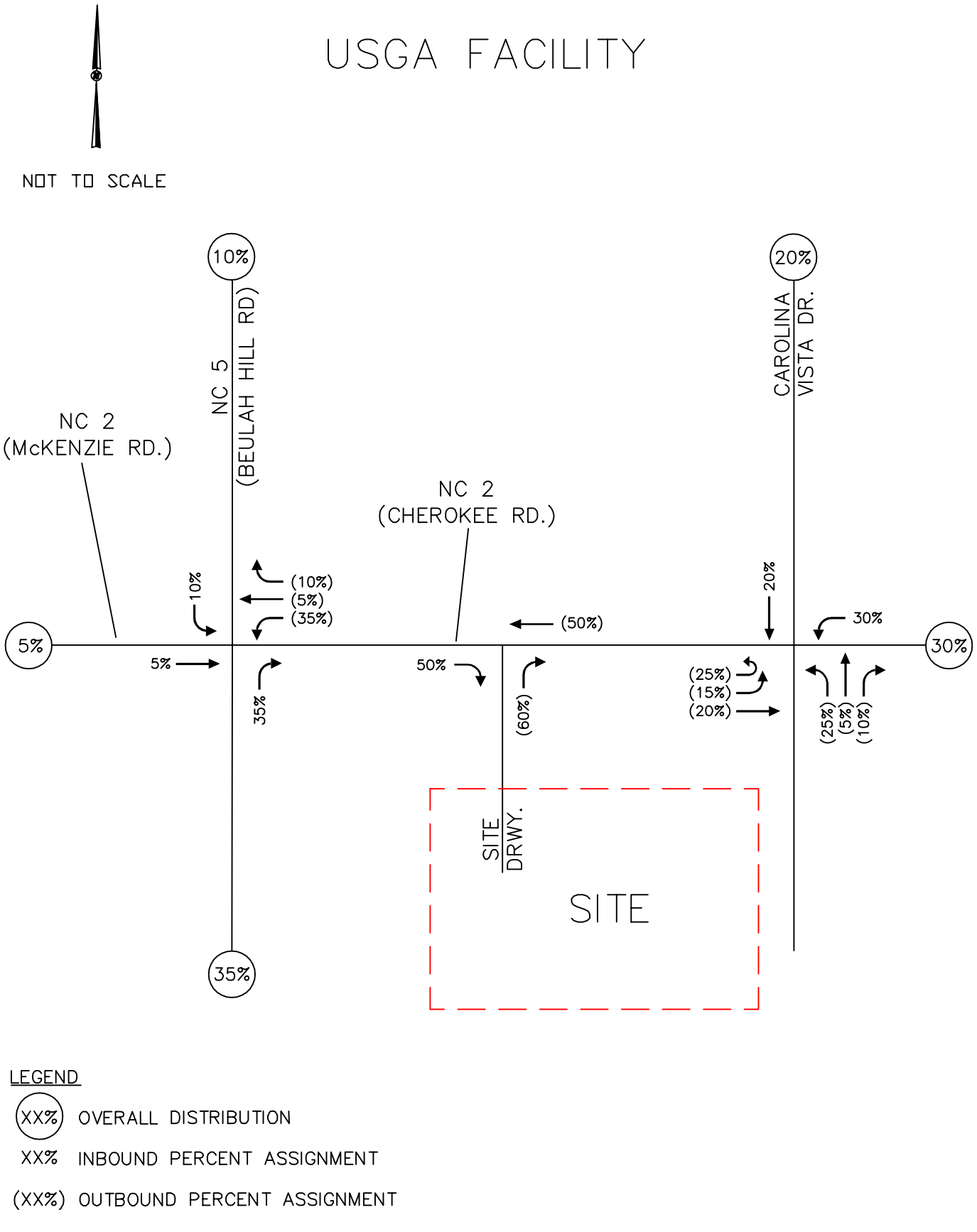
4.0 Site Traffic Distribution

The proposed generated trips for each development were assigned to the surrounding roadway network. The directional distribution and assignment were based on land uses in the area, existing travel patterns, and a review of area origins and destinations. The following overall distribution was used for site trips from both proposed projects:

- 35% to/from the south on Beulah Hill Road (NC 5)
- 30% to/from the east on Cherokee Road (NC 2)
- 20% to/from the north on Carolina Vista Road
- 10% to/from the north on Beulah Hill Road (NC 5)
- 5% to/from the west on McKenzie Road W.

Separate site traffic assignments for the USGA Facility and the Pinehurst Resort Lodges projects were developed based on the access provided for those sites. **Figure 4.1** shows the site traffic distribution and percent assignment for the USGA Facility, and **Figure 4.2** shows the site traffic distribution and percent assignment for the Pinehurst Resort Lodges.

USGA FACILITY



LEGEND

(XX%) OVERALL DISTRIBUTION

XX% INBOUND PERCENT ASSIGNMENT

(XX%) OUTBOUND PERCENT ASSIGNMENT

Kimley»Horn	USGA FACILITY & PINEHURST RESORT LODGES PINEHURST, NC TRAFFIC IMPACT ANALYSIS	SITE TRAFFIC DISTRIBUTION AND PERCENT ASSIGNMENT – USGA FACILITY	FIGURE 4.1

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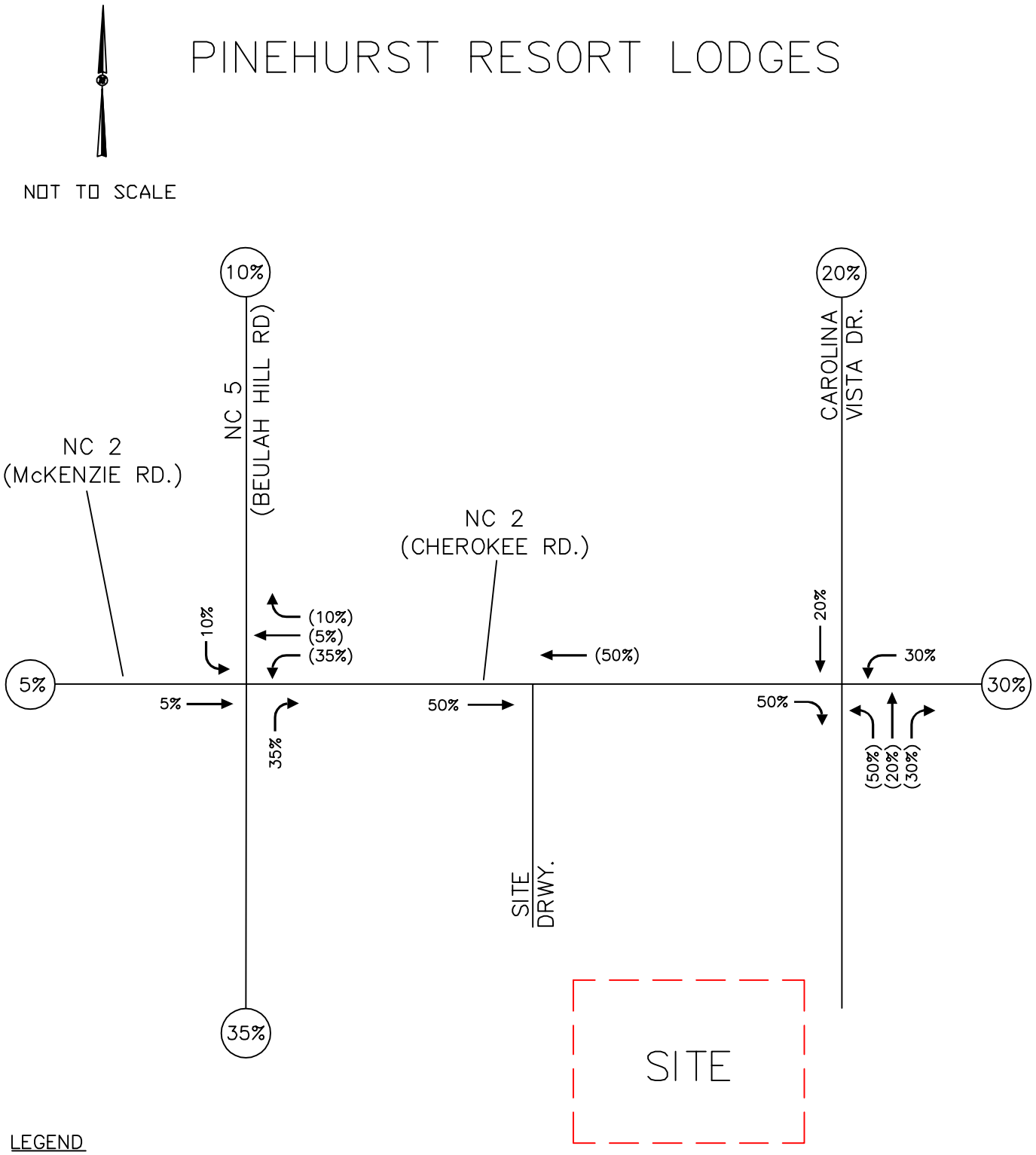
PINEHURST RESORT LODGES



LEGEND

(XX%) OVERALL DISTRIBUTION

XX% INBOUND PERCENT ASSIGNMENT

(XX%) OUTBOUND PERCENT ASSIGNMENT

Kimley»Horn	USGA FACILITY & PINEHURST RESORT LODGES PINEHURST, NC TRAFFIC IMPACT ANALYSIS	SITE TRAFFIC DISTRIBUTION AND PERCENT ASSIGNMENT – PINEHURST RESORT LODGES	FIGURE 4.2

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5.0 Projected Traffic Volumes

5.1 *Existing Traffic*

Traffic volumes at the intersection of Beulah Hill Rd. (NC 5) at McKenzie Rd. W/Cherokee Road (NC 2) from October 2018 were obtained from the Village of Pinehurst. While a count performed in November 2020 was also available, due to the impacts of business and school closures associated with COVID-19 on traffic volumes when that count was performed, the 2018 count volumes were grown at a 3% annual growth rate up to the year 2021 to estimate existing non-COVID traffic conditions.

Weekday AM (7-9 AM) and PM (4-6 PM) peak hour turning movement were collected at the following study intersections:

- Cherokee Road (NC 2) at Site Driveway — January 21, 2021
- Cherokee Road (NC 2) at Carolina Vista Drive — January 12, 2021

To account for the impacts of business and school closures associated with COVID-19 on traffic volumes, a 24-hour pneumatic tube count was collected on Cherokee Road (NC 2) east of Carolina Vista Drive and was compared to historic daily traffic data from NCDOT. Based on this comparison and to balance with the traffic volumes at Beulah Hill Road, the following adjustments were made to the new count volumes to estimate non-COVID existing year traffic:

<u>Cherokee Road (NC 2) at Site Driveway</u>

- Volumes turning into/out of the Site Driveway were increased by 50%
- Through volumes on Cherokee Road were balanced with the intersection of Beulah Hill Road at Cherokee Road.

<u>Cherokee Road (NC 2) at Carolina Vista Drive</u>

- AM Peak Hour: all volumes were increased by 50%
- PM Peak Hour: volumes turning on/off of the southern leg of Carolina Vista Drive were increased by 50% and all other volumes were increased by 15%

Figures 5.1 and **5.2** show the adjusted existing AM and PM peak hour traffic volumes, respectively.

5.2 *Historic Growth Traffic*

Historic growth traffic is the increase in traffic due to non-specific growth throughout the area. Consistent with other studies in the area, an annual growth rate of 3% was applied to the adjusted existing traffic volumes through the 2024 build-out year, though no growth rate was applied to volumes into/out of the Pinehurst Country Club driveways. Background growth calculations are detailed on intersection spreadsheets in the Appendix.

5.3 *Background Traffic*

Projected (2024) background traffic volumes, which include existing and historic growth traffic are shown on **Figures 5.1** and **5.2** for the AM and PM peak hours, respectively.

5.4 *Site Traffic*

The projected site traffic for the proposed developments was generated and assigned to the adjacent roadway network according to the distribution discussed previously in *Section 4.0*. **Figures 5.3** and **5.4** show the projected combined site traffic volumes for both projects the AM and PM peak hours, respectively. Detailed site traffic volumes for each development are included on intersections spreadsheets in the Appendix.

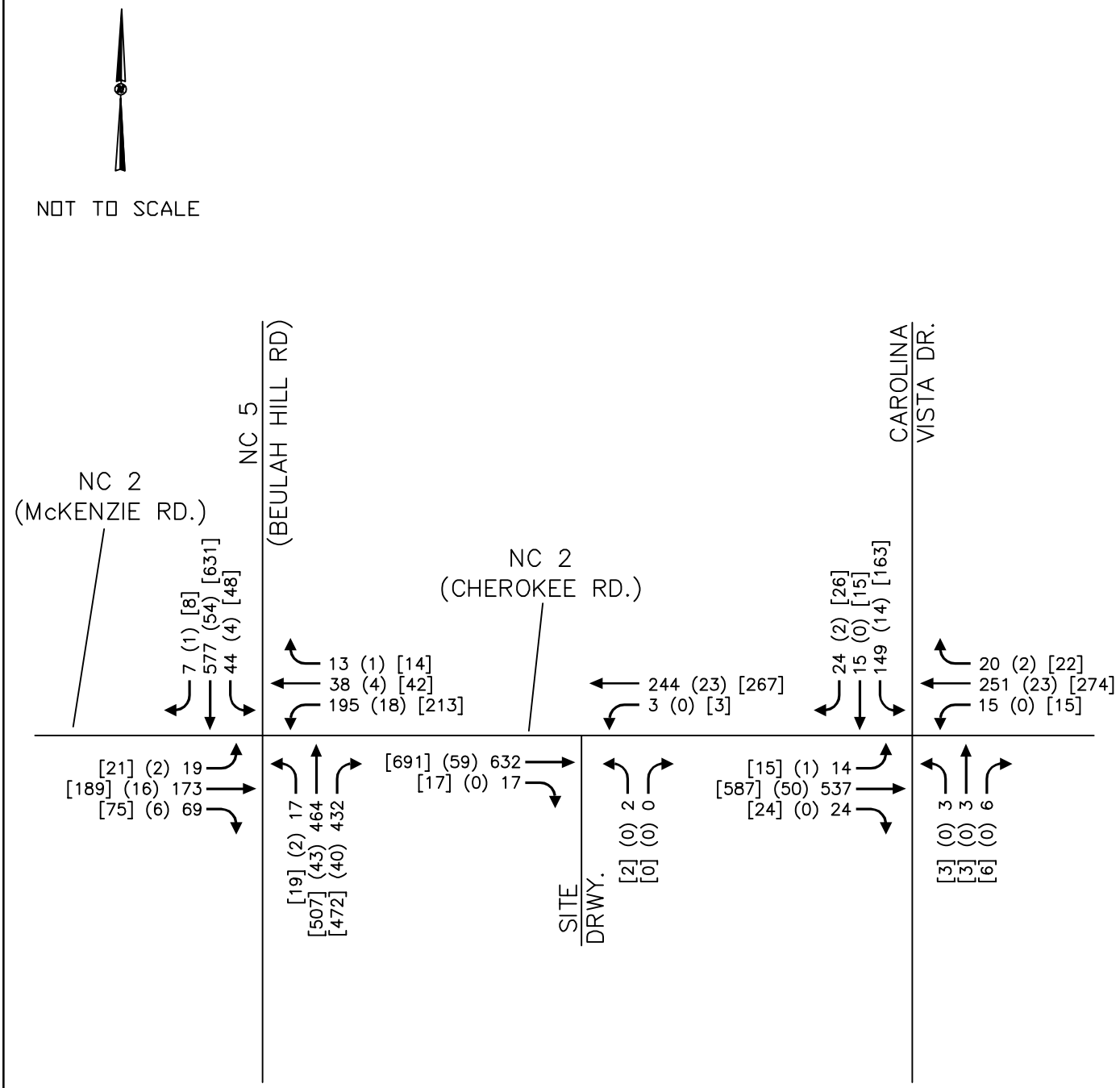
5.5 *Existing Volume Diversion*

No new external site driveways are proposed as part of either project. The USGA Facility is proposed to be accessed via the existing site driveway on Cherokee Road between Beulah Hill Road and Carolina Vista Drive and by a connection to Carolina Vista Drive. However, as that intersection is proposed to be converted to a right-in/right-out configuration, existing left-turn traffic into/out of that driveway was diverted to Carolina Vista Drive as part of this analysis. The anticipated volume diversions are shown on **Figures 5.3** and **5.4** for the AM and PM peak hours, respectively.

5.6 *Build-Out Traffic*

To obtain the projected (2024) build-out traffic volumes, the projected site traffic was added to the projected (2024) background traffic. Projected (2024) AM and PM peak hour build-out traffic volumes are included in **Figures 5.3** and **5.4**, respectively.

Traffic volume calculations are detailed in intersection spreadsheets in the Appendix.



LEGEND

XX EXISTING TRAFFIC

(XX) BACKGROUND GROWTH

[XX] TOTAL BACKGROUND TRAFFIC

Kimley»Horn	USGA FACILITY & PINEHURST RESORT LODGES PINEHURST, NC TRAFFIC IMPACT ANALYSIS	EXISTING AND PROJECTED (2024) BACKGROUND AM PEAK HOUR TRAFFIC VOLUMES	FIGURE 5.1

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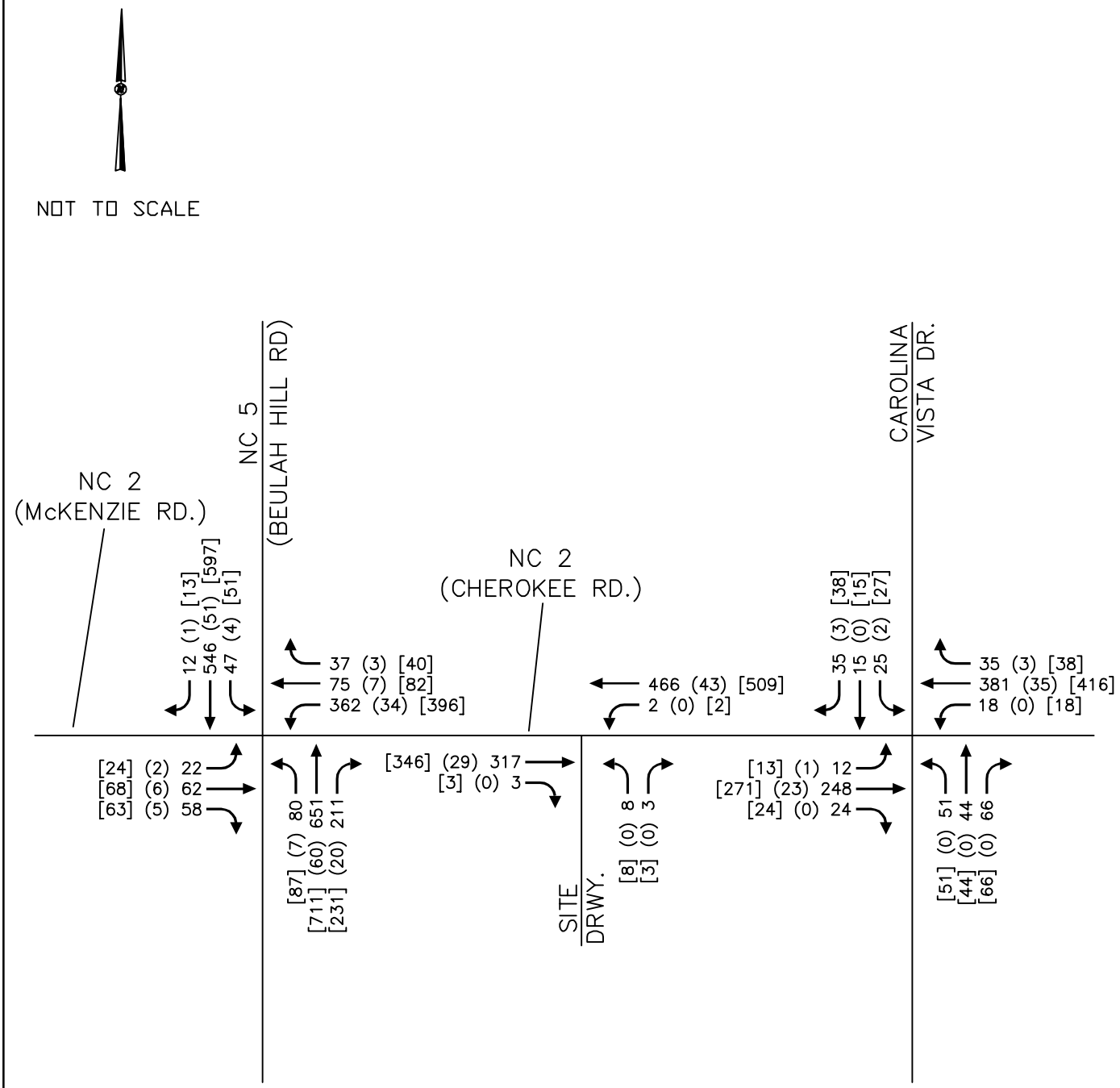

LEGEND

XX EXISTING TRAFFIC

(XX) BACKGROUND GROWTH

[XX] TOTAL BACKGROUND TRAFFIC

Kimley»Horn	USGA FACILITY & PINEHURST RESORT LODGES PINEHURST, NC TRAFFIC IMPACT ANALYSIS	EXISTING AND PROJECTED (2024) BACKGROUND PM PEAK HOUR TRAFFIC VOLUMES	FIGURE 5.2

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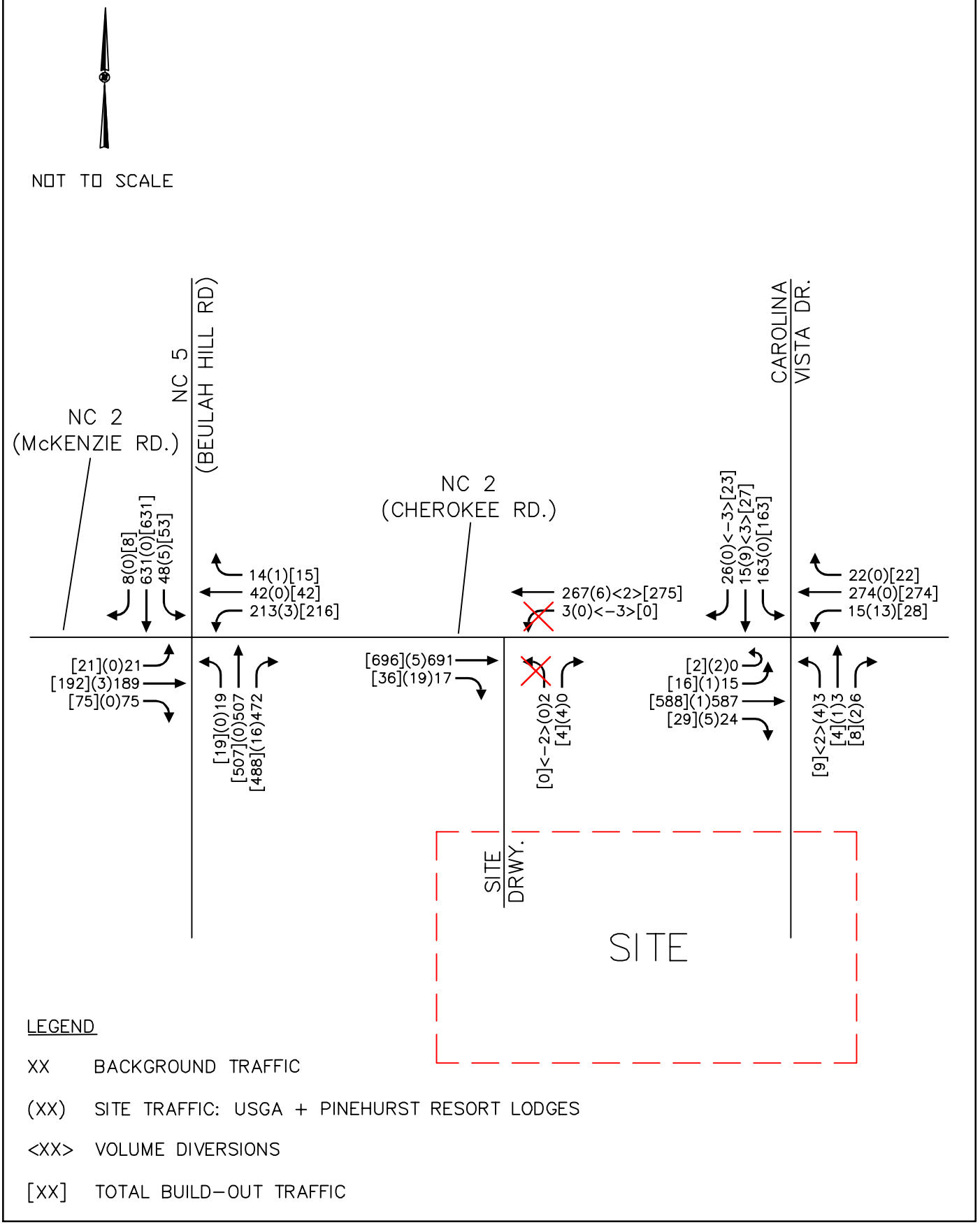

Kimley»Horn	USGA FACILITY & PINEHURST RESORT LODGES PINEHURST, NC TRAFFIC IMPACT ANALYSIS	PROJECTED (2024) BUILD-OUT AM PEAK HOUR TRAFFIC VOLUMES	FIGURE 5.3

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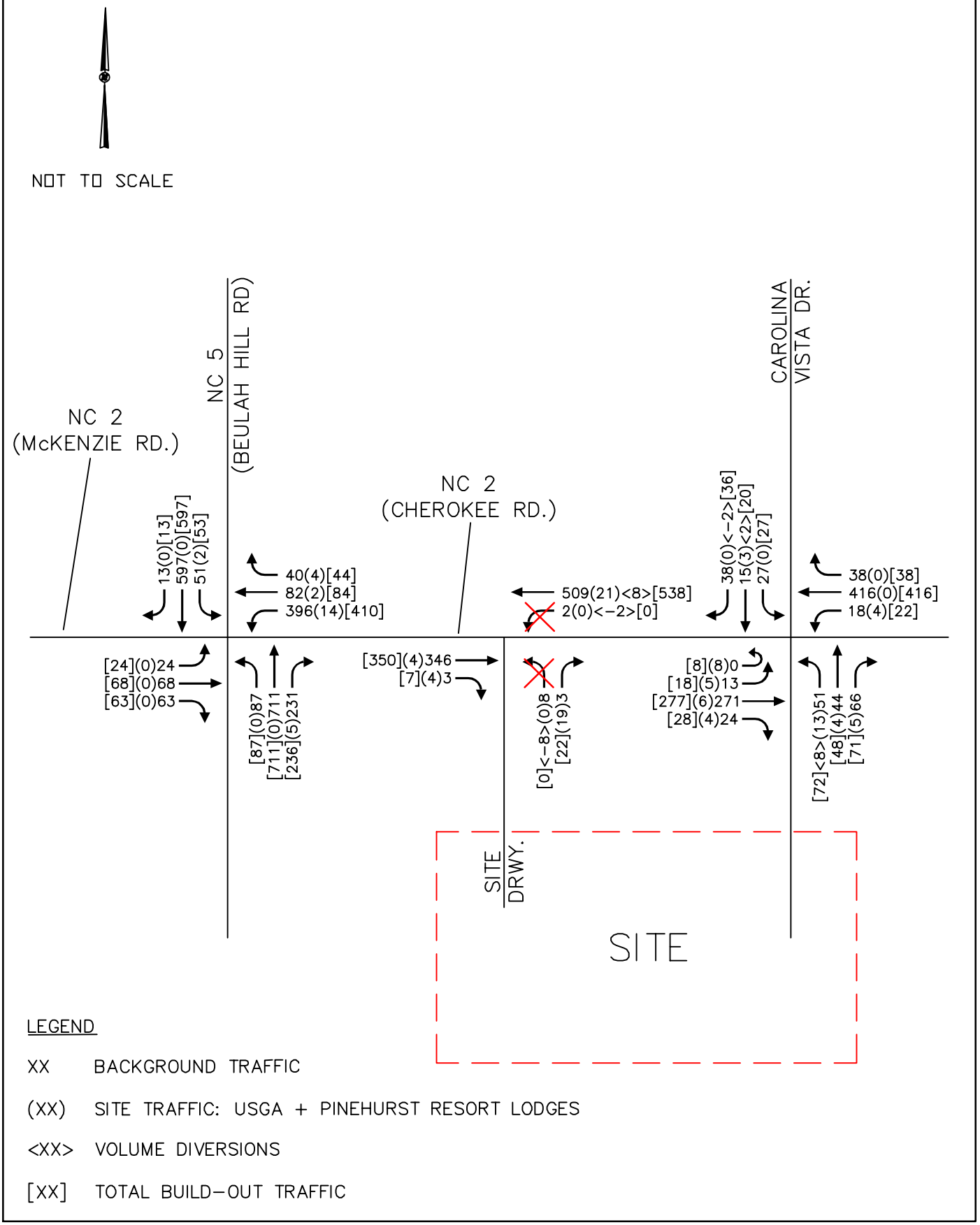

Kimley»Horn	USGA FACILITY & PINEHURST RESORT LODGES PINEHURST, NC TRAFFIC IMPACT ANALYSIS	PROJECTED (2024) BUILD-OUT PM PEAK HOUR TRAFFIC VOLUMES	FIGURE 5.4

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6.0 Capacity Analysis

Capacity analyses (see Appendix) were performed for the AM and PM peak hours for the existing (2021) and projected (2024) background and build-out traffic conditions at the study intersections using Synchro Version 10 software to determine the operating characteristics of the adjacent road network and the impacts of the proposed project. Analysis of the roundabout at the intersection of Cherokee Road at Carolina Vista Drive was performed using SIDRA software.

Capacity is defined as the maximum number of vehicles that can pass over a road segment or through a particular intersection within a set time duration. Capacity is combined with Level-of-Service (LOS) to describe the operating characteristics of a road segment or intersection. LOS is a qualitative measure that describes operational conditions and motorist perceptions within a traffic stream. The *Highway Capacity Manual* defines six levels of service, LOS A through LOS F, with A representing the shortest average delays and F representing the longest average delays. LOS D is the typically accepted standard for signalized intersections in urbanized areas. For signalized intersections, LOS is defined for the overall intersection operation.

For unsignalized intersections, only the movements that must yield right-of-way experience control delay. Therefore, LOS criteria for the overall intersection is not reported by Synchro Version 10 or computable using methodology published in the *Highway Capacity Manual.* It is typical for stop sign controlled side streets and driveways intersecting major streets to experience long delays during peak hours, while the majority of the traffic moving through the intersection on the major street experiences little or no delay. Table 6.0-A lists the LOS control delay thresholds published in the *Highway Capacity Manual* for signalized and unsignalized intersections.

Table 6.0
Level-of-Service Control Delay Thresholds

Level-of-Service	Signalized Intersections – Control Delay Per Vehicle [sec/veh]	Unsignalized Intersections – Average Control Delay [sec/veh] & Qualitative Operational Description	
A	≤ 10	≤ 10	Short Delays
B	> 10 – 20	> 10 – 15	
C	> 20 – 35	> 15 – 25	
D	> 35 – 55	> 25 – 35	Moderate Delays
E	> 55 – 80	> 35 – 50	
F	> 80	> 50	Long Delays

Actual peak hour factors (PHF) were used where those values exceeded 0.90 in each of the study conditions. Signal timings at the intersection of Beulah Hill Road (NC 5) at McKenzie Road W/Cherokee Road (NC 2) were provided by NCDOT and were not adjusted for this analysis. As right turns on red are currently allowed at this intersection, they were permitted in all analysis scenarios.

6.1 *Beulah Hill Road (NC 5) at McKenzie Road W/Cherokee Road (NC 2)*

Analyses indicate that the signalized intersection of Beulah Hill Road (NC 5) at McKenzie Road W/Cherokee Road (NC 2) currently operates at LOS C in both the AM and PM peak hours. The intersection is expected to operate at LOS C in the AM peak hour and LOS D in the PM peak hour in the study year 2024 with or without the proposed developments in place. While some long queues on Beulah Hill Road and Cherokee Road observed in the existing and background conditions are expected to continue at project build-out, combined project site trips are expected to represent less than 2% of total build-out traffic volumes at this intersection. Only minor increases in overall intersection delay are expected with the addition of the combined site traffic, and SimTraffic simulations show that queues for the westbound left-turn movement on Cherokee Road at Beulah Hill Road are not expected to extend back to the roundabout at Carolina Vista Drive. Therefore, no roadway improvements are recommended at this intersection as part of either project to accommodate anticipated traffic demands.

Table 6.1 summarizes the operation of the intersection of Beulah Hill Road (NC 5) at McKenzie Road W/Cherokee Road (NC 2) for the existing (2021) and projected (2024) background and build-out traffic conditions.

Table 6.1
Level-of-Service
Beulah Hill Road (NC 5) at McKenzie Road W/Cherokee Road (NC 2) (Signalized)

Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Existing (2021) Traffic	C (26.3)	C (34.2)
Background (2024) Traffic	C (29.1)	D (41.1)
Build-out (2024) Traffic	C (29.3)	D (42.4)

6.2 *Cherokee Road (NC 2) at Site Driveway*

Analyses indicate that the unsignalized intersection of Cherokee Road (NC 2) at the Site Driveway currently operates with short delays on the minor street approach (Site Driveway) in both peak hours, and short delays are expected to continue in the projected (2024) background traffic condition.

This intersection is proposed to be converted to a right-in/right-out access. With this reconfiguration in place, this intersection is expected to continue to operate with short delays in the projected (2024) build-out traffic condition. Synchro indicates that no queueing issues are expected on the minor street approach, and no additional roadway improvements are recommended at this intersection as part of either project to accommodate anticipated traffic demands.

Table 6.2 summarizes the operation of the intersection of Cherokee Road (NC 2) at the Site Driveway for the existing (2021) and projected (2024) background and build-out traffic conditions.

Table 6.2
Level-of-Service
Cherokee Road (NC 2) at Site Driveway (Unsignalized)

Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Existing (2021) Traffic – *Full-Movement*	NB – B (14.7) WBL – A (9.1)	NB – B (12.5) WBL – A (8.0)
Background (2024) Traffic – *Full-Movement*	NB – C (15.7) WBL – A (9.3)	NB – B (13.0) WBL – A (8.1)
Build-out (2024) Traffic – *Right-in/Right-out*	NB – B (14.0)	NB – B (10.7)

6.3 *Cherokee Road (NC 2) at Carolina Vista Drive*

Analyses indicate that the roundabout at the intersection of Cherokee Road (NC 2) at Carolina Vista Drive currently operates at an acceptable overall LOS and volume to capacity (v/c) ratio. The roundabout is expected to continue to operate acceptably in the future traffic conditions with or without the proposed projects in place, and no significant impacts to intersection delay or v/c ratio are expected with the addition of project traffic. No queuing issues are expected at this intersection, and no roadway improvements are recommended at this intersection as part of either project to accommodate anticipated traffic demands.

Table 6.3 summarizes the operation of the intersection of Cherokee Road (NC 2) at Carolina Vista Drive for the existing (2021) and projected (2024) background and build-out traffic conditions.

Table 6.3
Level-of-Service
NC 2 at Carolina Vista Drive (Roundabout)

Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Existing (2021) Traffic	Overall LOS – A (8.8) *V/C Ratio = 0.61*	Overall LOS – A (6.5) *V/C Ratio = 0.42*
Background (2024) Traffic	Overall LOS – B (10.1) *V/C Ratio = 0.67*	Overall LOS – A (6.9) *V/C Ratio = 0.46*
Build-out (2024) Traffic	Overall LOS – B (10.9) *V/C Ratio = 0.70*	Overall LOS – A (7.3) *V/C Ratio = 0.49*

7.0 Recommendations

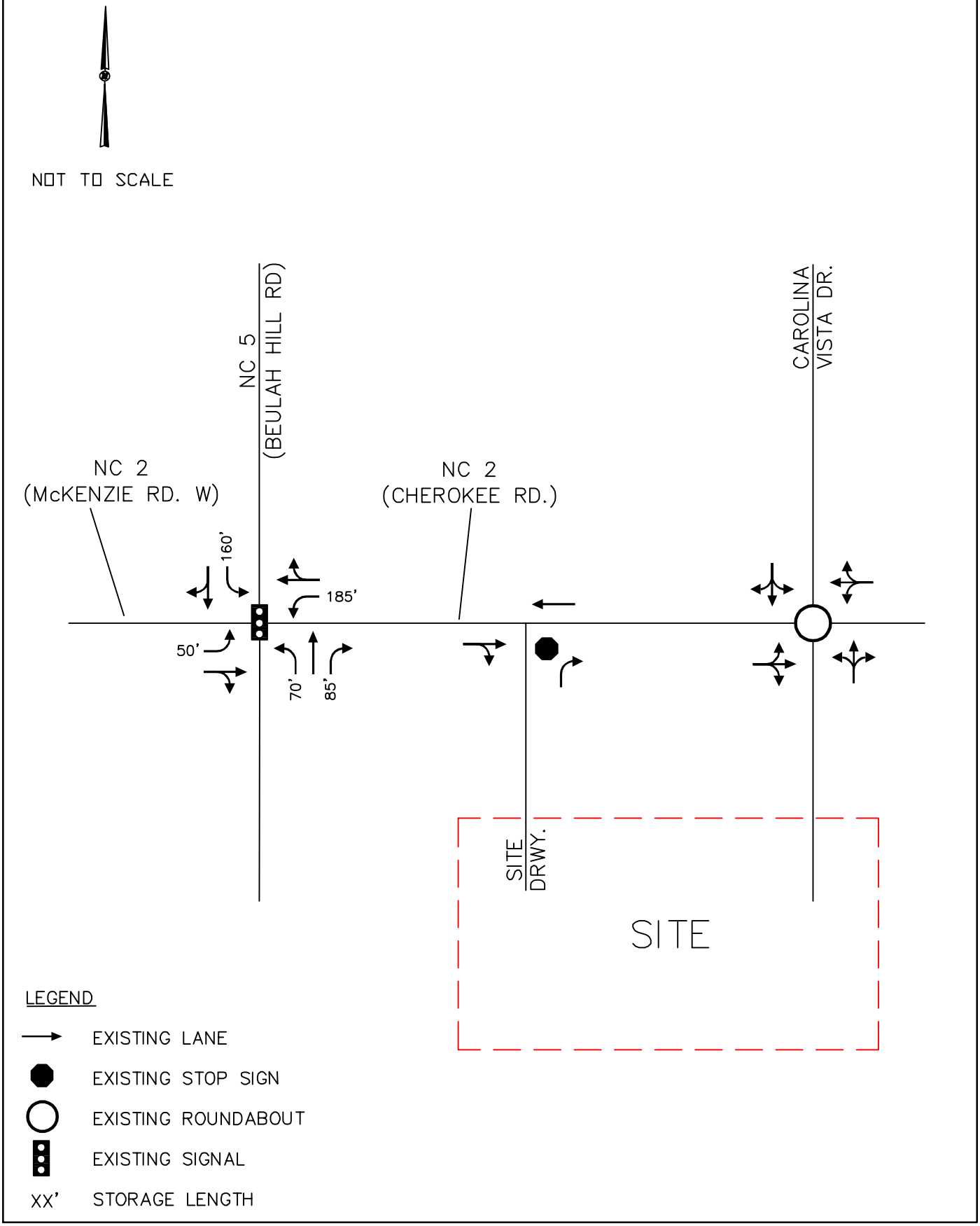
The following improvement is recommended at the study intersections:

Cherokee Road (NC 2) at Site Driveway:

- Reconfigure the Site Driveway to a right-in/right-out access

Analyses indicate that all of the study intersections are expected to operate at an acceptable LOS at build-out, and the addition of site traffic associated with these projects is anticipated to have minor impacts on overall intersection delays. While some long queues on Beulah Hill Road and Cherokee Road observed in the existing and background conditions are expected to continue at project build-out, site trips are expected to represent a relatively small portion of total build-out volumes (particularly at the this intersection). SimTraffic simulations show that queues for the westbound left-turn movement on Cherokee Road at Beulah Hill Road are not expected to extend back to the roundabout at Carolina Vista Drive. Therefore, no additional roadway improvements are recommended to be performed as part of either project.

The recommended roadway laneage is shown on **Figure 7.1**.



Kimley»Horn	USGA FACILITY & PINEHURST RESORT LODGES PINEHURST, NC TRAFFIC IMPACT ANALYSIS	FUTURE ROADWAY LANEAGE	FIGURE 7.1

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Appendix

Appendix A:
Assumptions Memorandum

Revised Preliminary Assumptions
USGA Facility and Wicket Lodges at Pinehurst Resort Club - Traffic Impact Analysis
Pinehurst, North Carolina

KHA will perform traffic capacity analyses for the proposed USGA Facility and the Wicket Lodges at Pinehurst Resort Club located southeast of NC 2 (Cherokee Road) between NC 5 (Beulah Hill Road) and Carolina Vista Drive in Pinehurst, North Carolina. As currently envisioned, the USGA Facility will include 17,000 square feet (SF) of office/administration space, a 10,000 SF golf testing facility, and a 15,000 SF museum welcome center with a total of up to 60 employees at the facility. The Wicket Lodges hotel will include up to 40 guest rooms. The following assumptions will be used in the analysis of the site:

Study Intersections:
The study area will consist of the following intersections:

- NC 5 (Beulah Hill Road) at NC 2 (Cherokee Road/McKenzie Road W)
- NC 2 (Cherokee Road) at Existing Site Driveway
- NC 2 (Cherokee Road) at Carolina Vista Drive *(roundabout)*

Study Scenarios:
The study scenarios will consist of:

- Existing (2021)
- Future Year (2024) Background
- Future Year (2024) Build

Existing Volume Development:
Weekday AM (7-9 AM) and PM (4-6 PM) peak hour turning movement counts will be collected at the following study intersections:

- NC 2 (Cherokee Road) at Existing Site Driveway
- NC 2 (Cherokee Road) at Carolina Vista Drive *(roundabout)*

Turning movement volume data will be obtained from the Village of Pinehurst at the following intersection:

- NC 5 (Beulah Hill Road) at NC 2 (Cherokee Road/McKenzie Road W)

Traffic volumes from this count will be grown at a 3% annual growth rate up to the year 2021 to estimate existing traffic volumes.

To account for the impacts of school and business closures associated with COVID-19 on traffic volumes, a 24-hour pneumatic tube count was collected on NC 2 (Cherokee Road) east of Carolina Vista Drive and compared to historic daily traffic volume data from NCDOT. Based on this comparison, the following adjustments will be made to the collected counts to account for the estimated COVID-19 impacts:

NC 2 (Cherokee Road) at Carolina Vista Drive

- AM Peak Hour: all volumes increased by 50%
- PM Peak Hour: volumes turning into/out of the site increased by 50%, all other volumes increased by 15%

NC 2 (Cherokee Road) at Existing Site Driveway

- Volumes turning into/out of the site increased by 50%
- Through volumes on NC 2 balanced with the intersection of NC 5 at NC 2

Background Growth and Approved Development Traffic:

A 3% annual growth rate will be applied to the existing turning movement volumes to estimate future year (2024) background volumes, though no growth will be applied to volumes into/out of the Pinehurst Driveways. No approved developments have been identified for inclusion in this analysis as background traffic.

Trip Generation

Trip generation calculations will be performed using the 10th Edition of the ITE Trip Generation Manual and are attached for reference.

Based on discussions with the applicant, trip generation for the USGA facility will be based on the number of employees rather than building size because the same employees work in both the administrative space and the testing facility. Including the employees in the welcome center and museum space, a total of 60 employees will be assumed for this analysis. It should be noted that while ITE indicates that a standalone museum would generate only 1-2 peak hour trips, those visitors are assumed to already be on-site at the resort and are not expected to be new trips. Therefore, those trips will not be generated separately.

Also, because the ITE Trip Generation Manual does not provide daily trip generation data for resort hotels (land use code 300), the daily trip generation for this use was estimated to be 10 times the PM peak hour trips.

Trip Distribution

The following directional distribution will be used for the site based on a review of surrounding land uses and the traffic forecasts:

- 35% to/from the south on NC 5 (Beulah Hill Road)
- 30% to/from the east on NC 2 (Cherokee Road)
- 20% to/from the north on Carolina Vista Road
- 10% to/from the north on NC 5 (Beulah Hill Road)
- 5% to/from the west on NC 2 (McKenzie Road W.)

Separate site traffic percent assignment for the USGA project and the Resort project, based on access provided for those uses, will be developed for this analysis and are shown on the attached figures to provide additional detail on the anticipated assignment.

Site Access

No new site driveways are proposed as part of the new development. The USGA Facility is proposed to be access by the existing site driveway on Cherokee Road between NC 5 and Carolina Vista Road and by a connection to Carolina Vista Road. As currently envisioned the Pinehurst Resort will no longer have direct access to the existing driveway on Cherokee Road, so existing traffic into/out of that driveway will be diverted to Carolina Vista Drive in the analysis.

The Wicket Lodges will be accessed via Carolina Vista Drive.

Other Study Assumptions

A minimum peak hour factor (PHF) of 0.90 will be used for all future traffic volumes. Otherwise, existing PHFs will be used in the analysis.

USGA Test Facility & Wicket Lodges at PRC

Table 1 - Trip Generation for USGA Facility

Land Use	Intensity	Daily	AM Peak Hour			PM Peak Hour		
		Total	Total	In	Out	Total	In	Out
710 General Office Building[1]	60 employees	326	44	37	7	40	8	32

[1] *Includes employees in office/admin space, golf testing facility, and museum welcome center.*

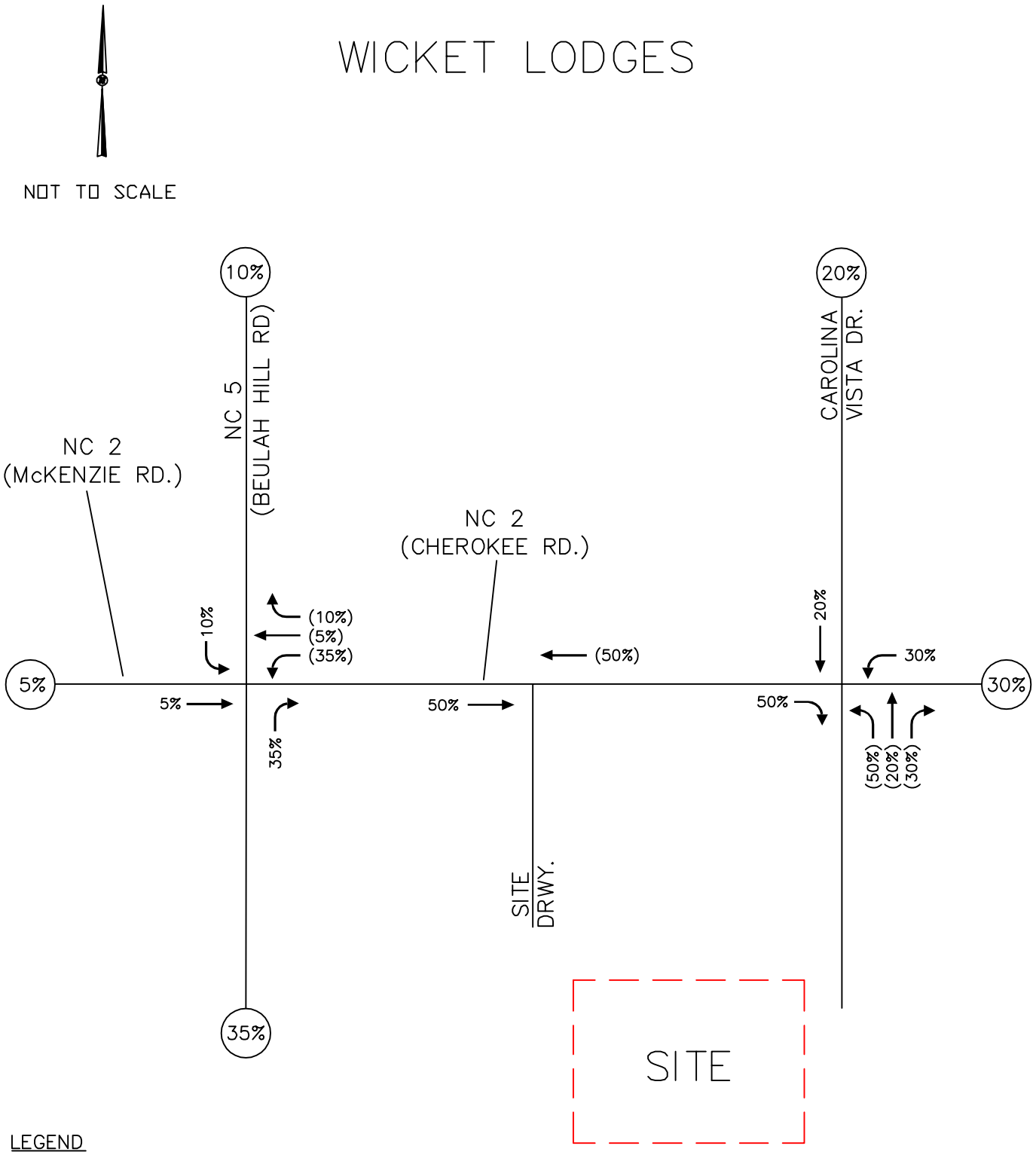
USGA Test Facility & Wicket Lodges at PRC

Table 2 - Trip Generation for Wicket Lodges at PRC

Land Use	Intensity	Daily	AM Peak Hour			PM Peak Hour		
		Total	Total	In	Out	Total	In	Out
330 Resort Hotel[1]	40 rooms	160	13	9	4	16	7	9

[1] *For the Resort Hotel land use, daily trip generation was not provided in the ITE Trip Generation Manual. Therefore, it was estimated to be 10 times the PM peak hour trips.*

WICKET LODGES



LEGEND

(XX%) OVERALL DISTRIBUTION

XX% INBOUND PERCENT ASSIGNMENT

(XX%) OUTBOUND PERCENT ASSIGNMENT

Kimley»Horn	USGA FACILITY & PINEHURST RESORT LODGES PINEHURST, NC TRAFFIC IMPACT ANALYSIS	SITE TRAFFIC DISTRIBUTION AND PERCENT ASSIGNMENT – WICKET LODGES	FIGURE A1

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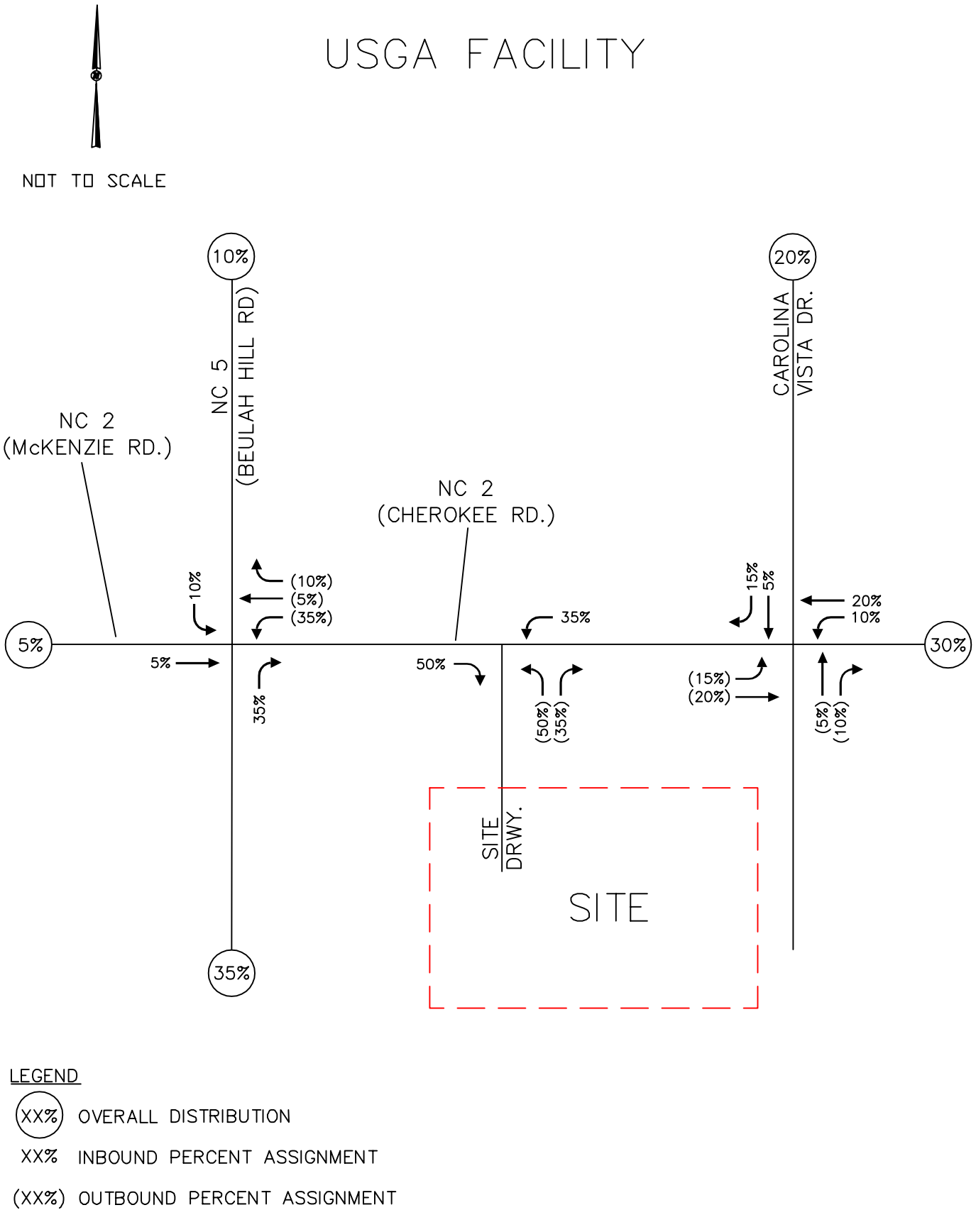
USGA FACILITY



LEGEND

(XX%) OVERALL DISTRIBUTION

XX% INBOUND PERCENT ASSIGNMENT

(XX%) OUTBOUND PERCENT ASSIGNMENT

Kimley»Horn	USGA FACILITY & PINEHURST RESORT LODGES PINEHURST, NC TRAFFIC IMPACT ANALYSIS	SITE TRAFFIC DISTRIBUTION AND PERCENT ASSIGNMENT – USGA FACILITY	FIGURE A2

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Appendix B:
Traffic Count Data

TRUE DIRECTION

TRAFFIC SERVICES,LLC

Michael A. Johnson

236-1 Grandview Dr, Sneads

919-749-3979 truedirectiontraffic@gmail.com

Count Number: 126

County: MOORE

City: PINEHURST

Division: 8

Location: NC 2 AND NC 5

Location Type: 4-LEG

Count Type: TURNING MOVEMENT
NO CLASSIFICATION

Count Start Date: 10/15/18

Time: 6:00 AM – 7:00 PM

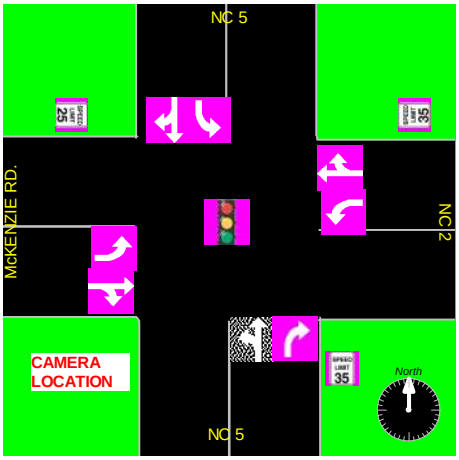
Video Time Used: 6:00AM-3:00PM
(10-16) 3:00PM-7:00PM (10-15)

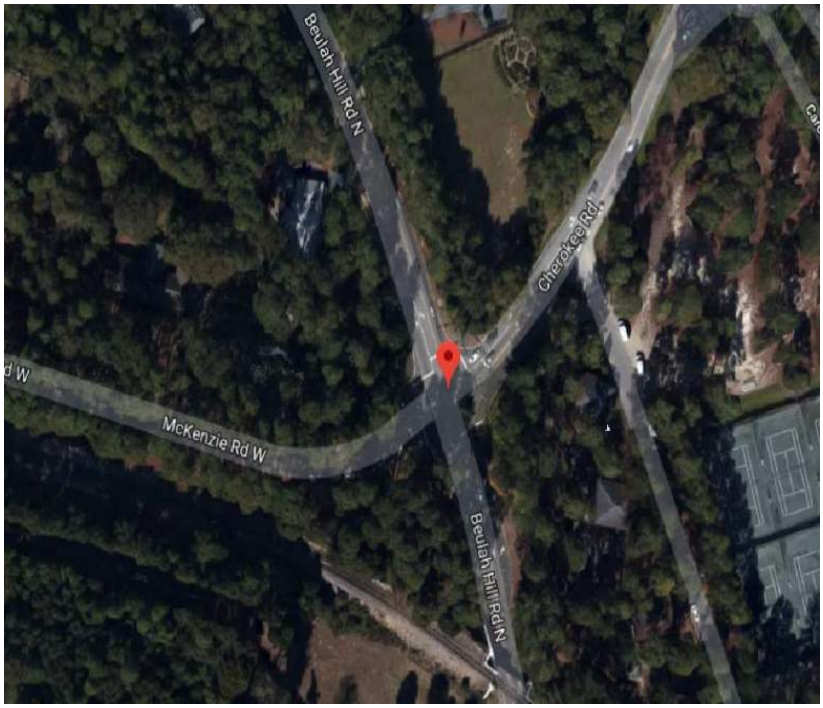
Total Volume: 21,247

Weather: HIGH 78 LOW 59

0.01 PRCIP SKY COVER MM

1. School in Session: Yes
2. Pedestrians Counted: No
3. Disabled Pedestrians Present: No
4. Counted By: JENNIFER LEIKEN
5. Data Processor: MICHAEL JOHNSON
6. Signal Inventory : 08-0234
7. Intersection Controlled By: TRAFFIC SIGNAL
8. Data Collection Method: Jamar DB-400 Electronic Count Board
9. Equipment Operating Properly: Yes
10. Area Lighting: Yes
11. Construction Present: No
12. Traffic Problems Observed: No
    If Yes Describe:





LOCATION OF COUNT 126

Southbound Approach

Looking Back Southbound

Southbound Approach:

Stop Sign Within 300':No

Traffic Signal Within 300' No

Railroad within 300': No
If Yes Distance:

Westbound Approach

Looking Back Westbound

Westbound Approach:

Stop Sign Within 300':No

Traffic Signal Within 300' No

Railroad within 300': No
If Yes Distance:

Northbound Approach

Looking Back Northbound

Northbound Approach:

Stop Sign Within 300':No

Traffic Signal Within 300' No

Railroad within 300': No
If Yes Distance:

Eastbound Approach

Looking Back Eastbound

Eastbound Approach:

Stop Sign Within 300':No

Traffic Signal Within 300' No

Railroad within 300': No
If Yes Distance:

SIGNAL CABINET

TRUE DIRECTION TRAFFIC SERVICES, LLC

236-1 GRANDVIEW DR.
SNEADS FERRY NC 28460
TRUEDIRECTIONTRAFFIC@GMAIL.COM
MICHAEL A. JOHNSON

NC 5 AND NC 2
PINEHURST MOORE CO.
Weather: SUNNY
Counted By: JENNIFER LEIKEN

File Name : 126
Site Code : 126
Start Date : 10/15/2018
Page No : 1

Groups Printed- ALL VEHICLES

	NC 5 SOUTHBOUND					NC 2 WESTBOUND					NC 5 NORTHBOUND					McKENZIE RD. EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	2	39	1	0	42	17	1	1	0	19	2	28	9	0	39	1	8	8	0	17	117
06:15 AM	2	49	1	0	52	16	0	0	0	16	0	48	32	0	80	1	8	10	0	19	167
06:30 AM	5	70	0	0	75	17	0	0	0	17	2	47	40	0	89	2	14	8	0	24	205
06:45 AM	8	69	0	0	77	29	4	0	0	33	0	64	53	0	117	5	16	6	0	27	254
Total	17	227	2	0	246	79	5	1	0	85	4	187	134	0	325	9	46	32	0	87	743
07:00 AM	6	77	0	0	83	31	3	1	0	35	2	84	73	0	159	11	9	12	0	32	309
07:15 AM	11	136	3	0	150	45	4	1	0	50	2	105	79	0	186	5	33	16	0	54	440
07:30 AM	17	167	0	0	184	50	15	5	0	70	1	112	83	0	196	4	42	16	0	62	512
07:45 AM	9	136	2	0	147	49	10	4	0	63	6	97	118	0	221	4	37	15	0	56	487
Total	43	516	5	0	564	175	32	11	0	218	11	398	353	0	762	24	121	59	0	204	1748
08:00 AM	3	89	1	0	93	34	6	2	0	42	7	111	115	0	233	4	46	16	0	66	434
08:15 AM	2	94	0	0	96	37	8	0	0	45	11	98	79	0	188	5	25	20	0	50	379
08:30 AM	10	100	1	0	111	41	13	7	0	61	6	107	79	0	192	4	34	21	0	59	423
08:45 AM	11	112	1	0	124	48	11	7	0	66	5	109	78	0	192	5	35	21	0	61	443
Total	26	395	3	0	424	160	38	16	0	214	29	425	351	0	805	18	140	78	0	236	1679
09:00 AM	5	100	0	0	105	38	15	8	0	61	7	88	56	0	151	2	18	27	0	47	364
09:15 AM	6	107	1	0	114	47	10	5	0	62	8	80	74	0	162	4	31	23	0	58	396
09:30 AM	11	88	3	0	102	46	6	6	0	58	9	85	63	0	157	3	16	6	0	25	342
09:45 AM	10	104	2	0	116	57	15	6	0	78	14	73	59	0	146	8	34	17	0	59	399
Total	32	399	6	0	437	188	46	25	0	259	38	326	252	0	616	17	99	73	0	189	1501
10:00 AM	12	103	1	0	116	61	9	5	0	75	14	87	66	0	167	4	30	16	0	50	408
10:15 AM	7	110	2	0	119	63	7	8	0	78	14	75	66	0	155	2	27	17	0	46	398
10:30 AM	9	95	4	0	108	47	11	8	0	66	7	85	64	0	156	4	17	19	0	40	370
10:45 AM	7	74	3	0	84	68	12	3	0	83	8	108	88	0	204	7	20	12	0	39	410
Total	35	382	10	0	427	239	39	24	0	302	43	355	284	0	682	17	94	64	0	175	1586
11:00 AM	10	103	1	0	114	54	7	7	0	68	7	89	44	0	140	2	29	18	0	49	371
11:15 AM	13	97	1	0	111	70	14	9	0	93	16	87	56	0	159	6	19	24	0	49	412
11:30 AM	7	121	3	0	131	61	12	9	0	82	11	116	59	0	186	3	19	22	0	44	443
11:45 AM	12	104	0	0	116	60	19	9	0	88	22	105	71	0	198	3	28	22	0	53	455
Total	42	425	5	0	472	245	52	34	0	331	56	397	230	0	683	14	95	86	0	195	1681
12:00 PM	8	111	1	0	120	88	25	13	0	126	11	127	64	0	202	4	30	16	0	50	498
12:15 PM	10	120	5	0	135	66	17	11	0	94	12	150	62	0	224	11	19	20	0	50	503
12:30 PM	10	122	3	0	135	46	17	16	0	79	11	91	54	0	156	3	23	15	0	41	411
12:45 PM	9	83	2	0	94	45	20	5	0	70	13	110	76	0	199	1	22	22	0	45	408
Total	37	436	11	0	484	245	79	45	0	369	47	478	256	0	781	19	94	73	0	186	1820

TRUE DIRECTION TRAFFIC SERVICES, LLC

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TRUEDIRECTIONTRAFFIC@GMAIL.COM
MICHAEL A. JOHNSON

NC 5 AND NC 2
PINEHURST MOORE CO.
Weather: SUNNY
Counted By: JENNIFER LEIKEN

File Name : 126
Site Code : 126
Start Date : 10/15/2018
Page No : 2

Groups Printed- ALL VEHICLES

	NC 5 SOUTHBOUND					NC 2 WESTBOUND					NC 5 NORTHBOUND					McKENZIE RD. EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
01:00 PM	9	106	1	0	116	56	16	12	0	84	11	109	61	0	181	8	20	22	0	50	431
01:15 PM	9	95	2	0	106	56	12	7	0	75	24	114	54	0	192	0	12	22	0	34	407
01:30 PM	7	115	1	0	123	53	8	14	0	75	13	128	73	0	214	5	30	10	0	45	457
01:45 PM	13	109	2	0	124	58	23	6	0	87	16	121	61	0	198	4	15	13	0	32	441
Total	38	425	6	0	469	223	59	39	0	321	64	472	249	0	785	17	77	67	0	161	1736
02:00 PM	5	81	2	0	88	58	13	7	0	78	18	121	72	0	211	7	15	19	0	41	418
02:15 PM	19	105	4	0	128	82	16	8	0	106	11	124	72	0	207	9	22	14	0	45	486
02:30 PM	7	108	3	0	118	79	16	6	0	101	7	126	71	0	204	9	18	17	0	44	467
02:45 PM	12	117	4	0	133	74	17	3	0	94	18	131	59	0	208	5	18	13	0	36	471
Total	43	411	13	0	467	293	62	24	0	379	54	502	274	0	830	30	73	63	0	166	1842
03:00 PM	7	90	0	0	97	87	16	5	0	108	17	141	73	0	231	2	20	10	0	32	468
03:15 PM	7	135	0	0	142	86	19	5	0	110	14	132	55	0	201	3	12	10	0	25	478
03:30 PM	7	127	1	0	135	83	15	8	0	106	18	119	50	0	187	2	18	19	0	39	467
03:45 PM	7	106	0	0	113	79	22	15	0	116	16	142	44	0	202	5	10	17	0	32	463
Total	28	458	1	0	487	335	72	33	0	440	65	534	222	0	821	12	60	56	0	128	1876
04:00 PM	9	107	2	0	118	94	26	8	0	128	18	158	61	0	237	4	12	10	0	26	509
04:15 PM	13	116	1	0	130	77	22	16	0	115	21	125	30	0	176	5	14	15	0	34	455
04:30 PM	7	122	3	0	132	89	16	13	0	118	21	119	46	0	186	2	13	14	0	29	465
04:45 PM	17	109	2	0	128	65	20	7	0	92	15	149	50	0	214	7	17	14	0	38	472
Total	46	454	8	0	508	325	84	44	0	453	75	551	187	0	813	18	56	53	0	127	1901
05:00 PM	6	150	4	0	160	91	10	7	0	108	22	169	45	0	236	5	13	10	0	28	532
05:15 PM	13	119	2	0	134	86	23	7	0	116	15	159	52	0	226	6	14	15	0	35	511
05:30 PM	5	132	3	0	140	49	12	5	0	66	10	136	52	0	198	7	15	15	0	37	441
05:45 PM	3	99	1	0	103	48	15	9	0	72	25	146	44	0	215	4	9	17	0	30	420
Total	27	500	10	0	537	274	60	28	0	362	72	610	193	0	875	22	51	57	0	130	1904
06:00 PM	3	108	5	0	116	42	19	13	0	74	14	105	22	0	141	0	14	11	0	25	356
06:15 PM	5	89	1	0	95	32	13	5	0	50	20	127	44	0	191	2	16	11	0	29	365
06:30 PM	2	80	1	0	83	45	10	3	0	58	10	79	27	0	116	2	11	10	0	23	280
06:45 PM	2	48	1	0	51	36	8	10	0	54	12	74	20	0	106	2	8	8	0	18	229
Total	12	325	8	0	345	155	50	31	0	236	56	385	113	0	554	6	49	40	0	95	1230
Grand Total	426	5353	88	0	5867	2936	678	355	0	3969	614	5620	3098	0	9332	223	1055	801	0	2079	21247
Apprch %	7.3	91.2	1.5	0		74	17.1	8.9	0		6.6	60.2	33.2	0		10.7	50.7	38.5	0		
Total %	2	25.2	0.4	0	27.6	13.8	3.2	1.7	0	18.7	2.9	26.5	14.6	0	43.9	1	5	3.8	0	9.8	

TRUE DIRECTION TRAFFIC SERVICES, LLC

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NC 5 AND NC 2
PINEHURST MOORE CO.
Weather: SUNNY
Counted By: JENNIFER LEIKEN

File Name : 126
Site Code : 126
Start Date : 10/15/2018
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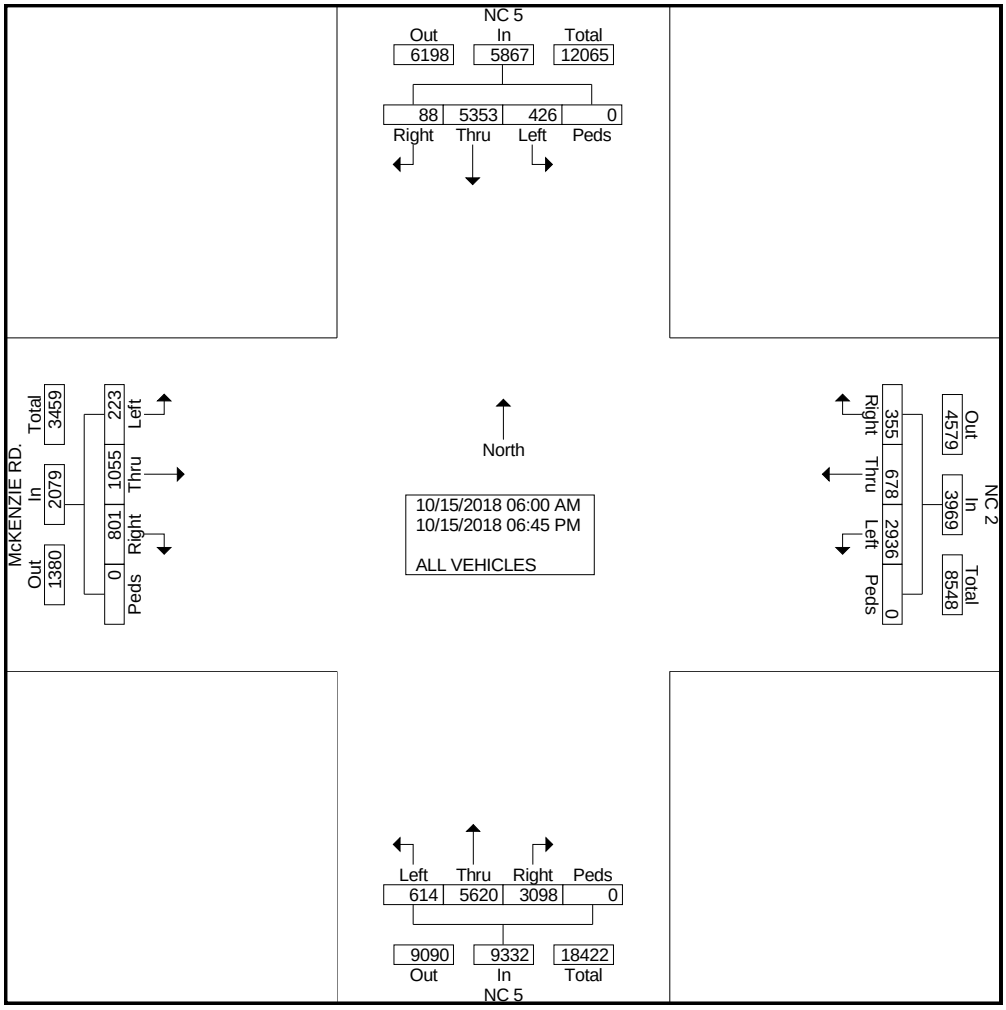

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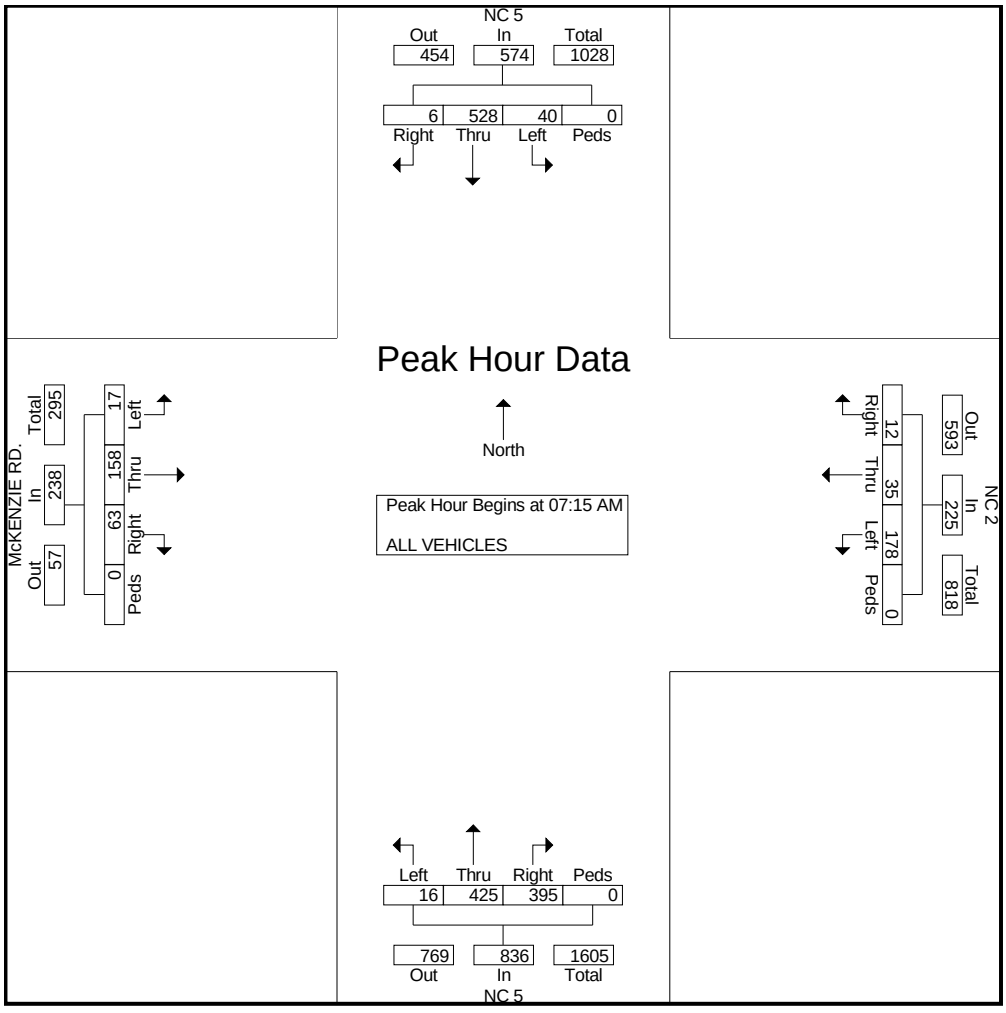
File Name : 126
Site Code : 126
Start Date : 10/15/2018
Page No : 4

	NC 5 SOUTHBOUND					NC 2 WESTBOUND					NC 5 NORTHBOUND					McKENZIE RD. EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 12:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	11	136	**3**	0	150	45	4	1	0	50	2	105	79	0	186	**5**	33	**16**	0	54	440
07:30 AM	**17**	**167**	0	0	**184**	**50**	**15**	**5**	0	**70**	1	**112**	83	0	196	4	42	16	0	62	**512**
07:45 AM	9	136	2	0	147	49	10	4	0	63	6	97	**118**	0	221	4	37	15	0	56	487
08:00 AM	3	89	1	0	93	34	6	2	0	42	**7**	111	115	0	**233**	4	**46**	16	0	**66**	434
Total Volume	40	528	6	0	574	178	35	12	0	225	16	425	395	0	836	17	158	63	0	238	1873
% App. Total	7	92	1	0		79.1	15.6	5.3	0		1.9	50.8	47.2	0		7.1	66.4	26.5	0		
PHF	.588	.790	.500	.000	.780	.890	.583	.600	.000	.804	.571	.949	.837	.000	.897	.850	.859	.984	.000	.902	.915



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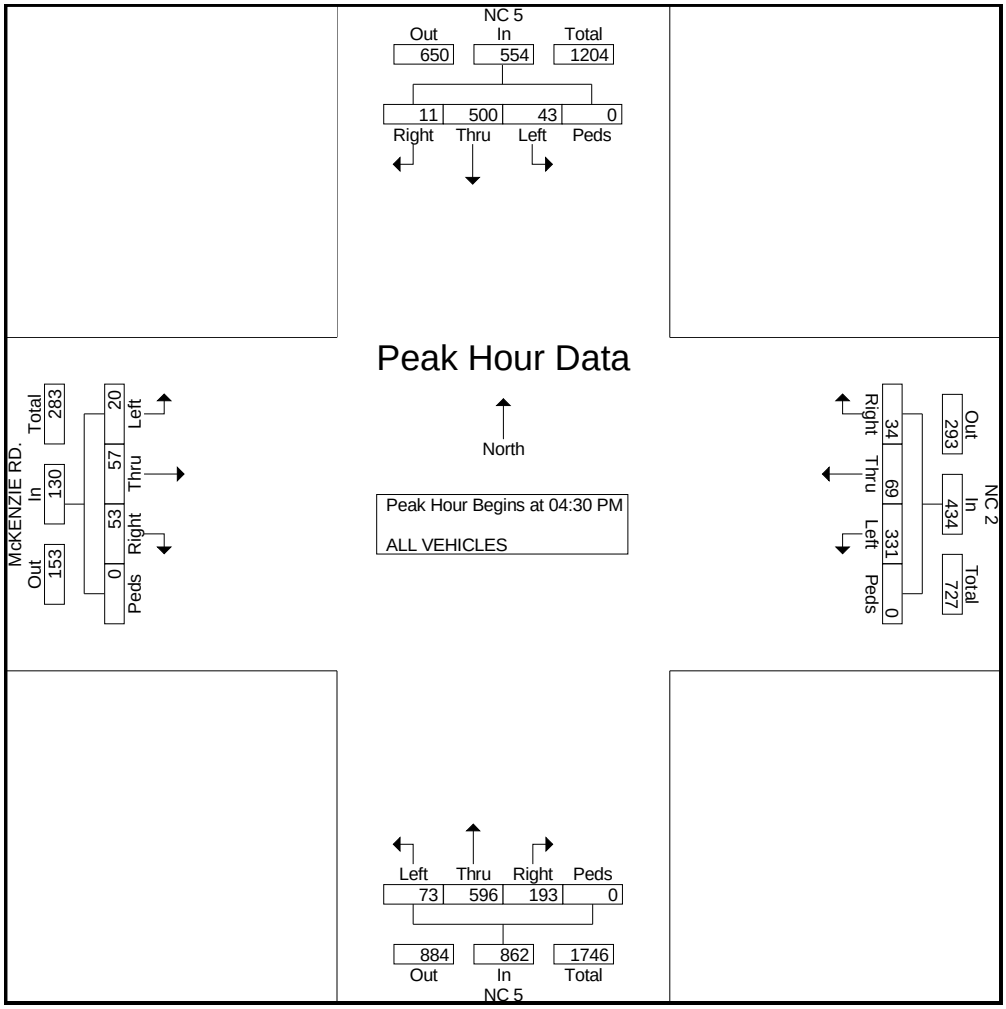
NC 5 AND NC 2
PINEHURST MOORE CO.
Weather: SUNNY
Counted By: JENNIFER LEIKEN

File Name : 126
Site Code : 126
Start Date : 10/15/2018
Page No : 5

	NC 5 SOUTHBOUND					NC 2 WESTBOUND					NC 5 NORTHBOUND					McKENZIE RD. EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	7	122	3	0	132	89	16	**13**	0	**118**	21	119	46	0	186	2	13	14	0	29	465
04:45 PM	**17**	109	2	0	128	65	20	7	0	92	15	149	50	0	214	**7**	**17**	14	0	**38**	472
05:00 PM	6	**150**	**4**	0	**160**	**91**	10	7	0	108	**22**	**169**	45	0	**236**	5	13	10	0	28	**532**
05:15 PM	13	119	2	0	134	86	**23**	7	0	116	15	159	**52**	0	226	6	14	**15**	0	35	511
Total Volume	43	500	11	0	554	331	69	34	0	434	73	596	193	0	862	20	57	53	0	130	1980
% App. Total	7.8	90.3	2	0		76.3	15.9	7.8	0		8.5	69.1	22.4	0		15.4	43.8	40.8	0		
PHF	.632	.833	.688	.000	.866	.909	.750	.654	.000	.919	.830	.882	.928	.000	.913	.714	.838	.883	.000	.855	.930



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MICHAEL A. JOHNSON

NC 5 AND NC 2
PINEHURST MOORE CO.
Weather: SUNNY
Counted By: JENNIFER LEIKEN

File Name : 126
Site Code : 126
Start Date : 10/15/2018
Page No : 6

Southbound NC 5

TRUE DIRECTION TRAFFIC SERVICES, LLC

236-1 GRANDVIEW DR.
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MICHAEL A. JOHNSON

NC 5 AND NC 2
PINEHURST MOORE CO.
Weather: SUNNY
Counted By: JENNIFER LEIKEN

File Name : 126
Site Code : 126
Start Date : 10/15/2018
Page No : 7

Westbound NC2

TRUE DIRECTION TRAFFIC SERVICES, LLC

236-1 GRANDVIEW DR.
SNEADS FERRY NC 28460
TRUEDIRECTIONTRAFFIC@GMAIL.COM
MICHAEL A. JOHNSON

NC 5 AND NC 2
PINEHURST MOORE CO.
Weather: SUNNY
Counted By: JENNIFER LEIKEN

File Name : 126
Site Code : 126
Start Date : 10/15/2018
Page No : 8

Northbound NC 5

TRUE DIRECTION TRAFFIC SERVICES, LLC

236-1 GRANDVIEW DR.
SNEADS FERRY NC 28460
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MICHAEL A. JOHNSON

NC 5 AND NC 2
PINEHURST MOORE CO.
Weather: SUNNY
Counted By: JENNIFER LEIKEN

File Name : 126
Site Code : 126
Start Date : 10/15/2018
Page No : 9

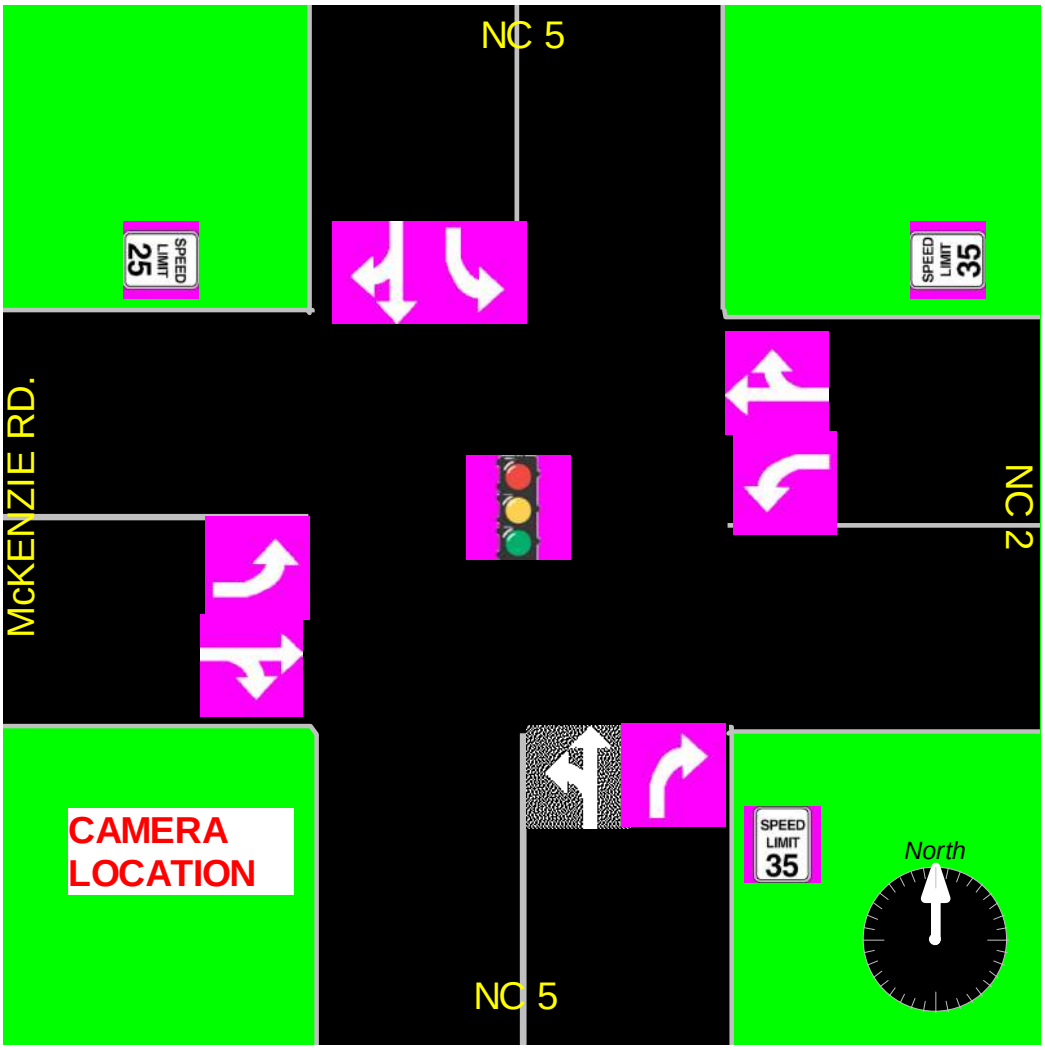
Eastbound McKENZIE RD

TRUE DIRECTION TRAFFIC SERVICES, LLC

236-1 GRANDVIEW DR.
SNEADS FERRY NC 28460
TRUEDIRECTIONTRAFFIC@GMAIL.COM
MICHAEL A. JOHNSON

NC 5 AND NC 2
PINEHURST MOORE CO.
Weather: SUNNY
Counted By: JENNIFER LEIKEN

File Name : 126
Site Code : 126
Start Date : 10/15/2018
Page No : 10



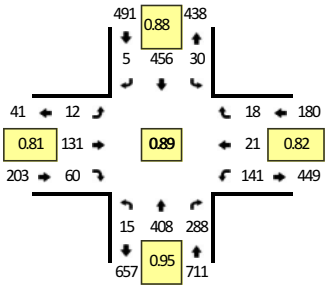
Type of peak hour being reported: Intersection Peak

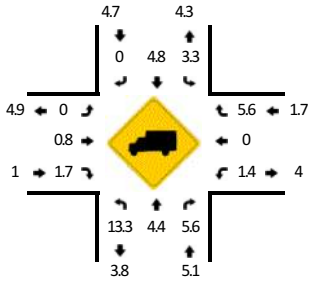
Method for determining peak hour: Total Entering Volume

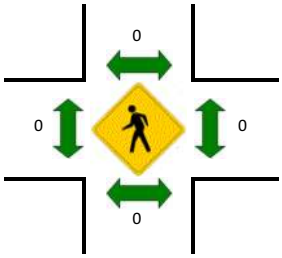
LOCATION: 4. NC 5 -- NC 2
CITY/STATE: Pinehurst, NC

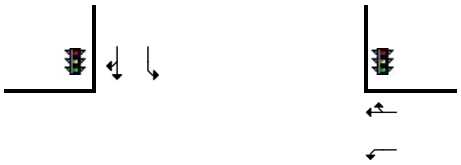
QC JOB #: 15215823
DATE: Thu, Oct 8 2020

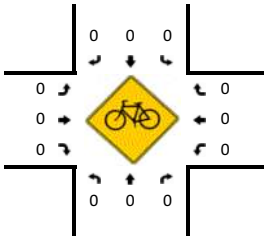
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

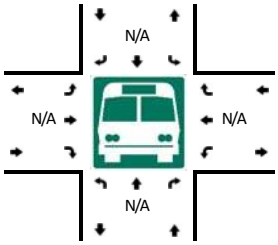


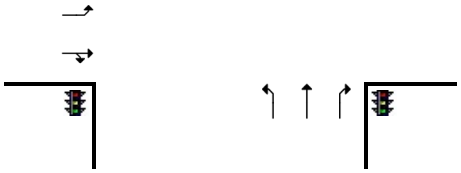


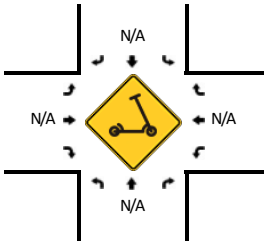












15-Min Count Period Beginning At	4. NC 5 (Northbound)				4. NC 5 (Southbound)				NC 2 (Eastbound)				NC 2 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	3	73	46	0	1	76	2	0	4	16	10	0	27	0	2	0	260	
7:15 AM	2	82	53	0	3	107	2	0	4	26	8	0	34	3	2	0	326	
7:30 AM	4	91	84	0	6	134	0	0	3	26	19	0	34	3	2	0	406	
7:45 AM	2	108	77	0	7	129	2	0	5	44	14	0	43	7	5	0	443	1435
8:00 AM	6	102	65	0	10	98	2	0	1	28	12	0	30	6	6	0	366	1541
8:15 AM	3	107	62	0	7	95	1	0	3	33	15	0	34	5	5	0	370	1585
8:30 AM	4	90	55	0	10	90	2	0	10	40	22	0	32	16	3	0	374	1553
8:45 AM	7	109	63	0	3	116	1	0	9	28	10	0	39	9	4	0	398	1508

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	432	308	0	28	516	8	0	20	176	56	0	172	28	20	0	1772
Heavy Trucks	0	24	16		0	32	0		0	0	0		0	0	0		72
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

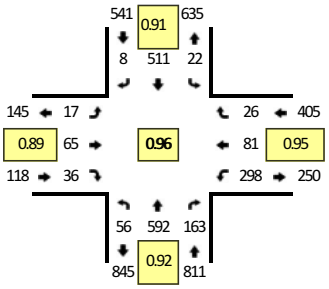
Report generated on 10/16/2020 9:50 AM

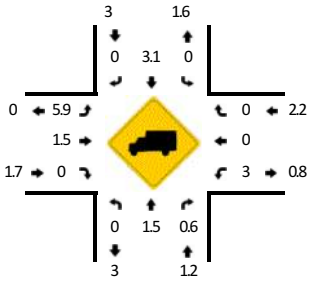
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

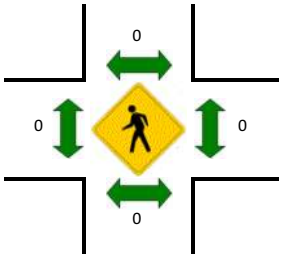
LOCATION: 4. NC 5 -- NC 2 | **QC JOB #:** 15215824
CITY/STATE: Pinehurst, NC | **DATE:** Thu, Oct 8 2020

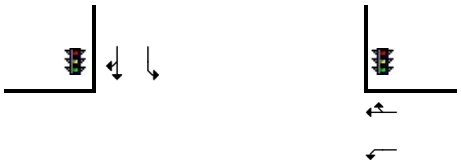
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

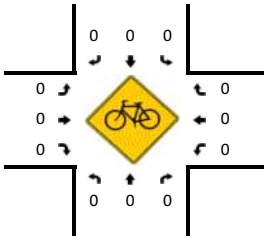


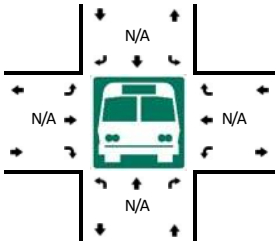


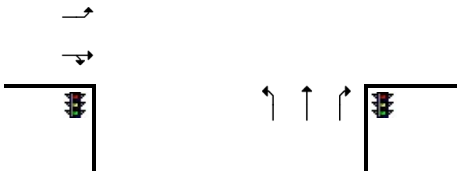
Quality Counts
DATA THAT DRIVES COMMUNITIES

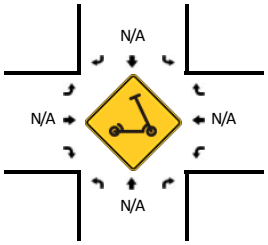












15-Min Count Period Beginning At	4. NC 5 (Northbound)				4. NC 5 (Southbound)				NC 2 (Eastbound)				NC 2 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	13	124	38	0	7	135	3	0	1	16	16	0	53	28	7	0	441	
4:15 PM	10	128	28	0	8	115	1	0	5	13	14	0	60	21	13	0	416	
4:30 PM	15	139	33	0	2	141	2	0	3	14	11	0	76	15	4	0	455	
4:45 PM	9	140	38	0	6	140	3	0	6	14	5	0	71	20	8	0	460	1772
5:00 PM	18	156	47	0	8	119	2	0	3	20	10	0	73	24	7	0	487	1818
5:15 PM	14	157	45	0	6	111	1	0	5	17	10	0	78	22	7	0	473	1875
5:30 PM	11	145	35	0	8	96	0	0	5	21	18	0	55	16	16	0	426	1846
5:45 PM	14	120	32	0	7	76	5	0	3	13	13	0	39	9	6	0	337	1723

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	72	624	188	0	32	476	8	0	12	80	40	0	292	96	28	0	1948
Heavy Trucks	0	12	0		0	28	0		0	4	0		0	0	0		44
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 10/16/2020 9:50 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Project ID: 21-160004-001
Location: Cherokee Rd/SR 2 & Dwy 200' E/O Beulah Hill Rd
City: Pinehurst

Day: Thursday
Date: 1/21/2021

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Site Driveway Northbound						- Southbound						Cherokee Rd/SR 2 Eastbound						Cherokee Rd/SR 2 Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	51	0	0	0	51	0	35	0	0	0	35	86
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	69	1	0	0	70	0	32	0	0	0	32	102
7:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	100	2	0	0	102	1	37	0	0	0	38	141
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	105	4	0	0	109	0	41	0	0	0	41	150
Total	1	0	0	0	0	1	0	0	0	0	0	0	0	325	7	0	0	332	1	145	0	0	0	146	479
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	78	2	0	0	80	0	65	0	0	0	65	145
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	78	3	0	0	81	1	45	0	0	0	46	127
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	71	3	0	0	74	1	48	0	0	0	49	123
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	60	4	0	0	64	0	58	0	0	0	58	122
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	287	12	0	0	299	2	216	0	0	0	218	517
BREAK																									
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	56	3	0	0	59	0	78	0	0	0	78	137
4:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	56	0	0	0	56	0	77	0	0	0	77	134
4:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	58	2	0	0	60	0	95	0	0	0	95	156
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	64	0	0	0	64	1	96	0	0	0	97	161
Total	2	0	0	0	0	2	0	0	0	0	0	0	0	234	5	0	0	239	1	346	0	0	0	347	588
5:00 PM	3	0	2	0	0	5	0	0	0	0	0	0	0	67	0	0	0	67	0	115	0	0	0	115	187
5:15 PM	2	0	1	0	0	3	0	0	0	0	0	0	0	50	1	0	0	51	0	71	0	0	0	71	125
5:30 PM	2	0	2	0	0	4	0	0	0	0	0	0	0	48	2	0	0	50	0	63	0	0	0	63	117
5:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	51	0	0	0	51	0	58	0	0	0	58	110
Total	7	0	6	0	0	13	0	0	0	0	0	0	0	216	3	0	0	219	0	307	0	0	0	307	539
Grand Total	10	0	6	0	0	16	0	0	0	0	0	0	0	1062	27	0	0	1089	4	1014	0	0	0	1018	2123
Apprch %	62.5	0.0	37.5	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	97.5	2.5	0.0	0.0		0.4	99.6	0.0	0.0	0.0		
Total %	0.5	0.0	0.3	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	1.3	0.0	0.0	51.3	0.2	47.8	0.0	0.0	0.0	48.0	
Cars, PU, Vans	10	0	6	0		16	0	0	0	0		0	0	1040	26	0		1066	4	987	0	0		991	2073
% Cars, PU, Vans	100.0	0.0	100.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	0.0	97.9	96.3	0.0		97.9	100.0	97.3	0.0	0.0		97.3	97.6
Heavy trucks	0	0	0	0		0	0	0	0	0		0	0	22	1	0		23	0	27	0	0		27	50
%Heavy trucks	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	2.1	3.7	0.0		2.1	0.0	2.7	0.0	0.0		2.7	2.4

Project ID: 21-160004-001
Location: Cherokee Rd/SR 2 & Dwy 200' E/O Beulah Hill Rd
City: Pinehurst

PEAK HOURS

Day: Thursday
Date: 1/21/2021

AM

	Site Driveway Northbound					- Southbound					Cherokee Rd/SR 2 Eastbound					Cherokee Rd/SR 2 Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
7:30 AM	1	0	0	0	1	0	0	0	0	0	0	100	2	0	102	1	37	0	0	38	141
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	105	4	0	109	0	41	0	0	41	150
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	78	2	0	80	0	65	0	0	65	145
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	78	3	0	81	1	45	0	0	46	127
Total Volume	1	0	0	0	1	0	0	0	0	0	0	361	11	0	372	2	188	0	0	190	563
% App. Total	100.0	0.0	0.0	0.0	100	0.0	0.0	0.0	0.0	0	0.0	97.0	3.0	0.0	100	1.1	98.9	0.0	0.0	100	
PHF					0.250										0.853					0.731	0.938
Cars, PU, Vans	1	0	0	0	1	0	0	0	0	0	0	351	11	0	362	2	181	0	0	183	546
% Cars, PU, Vans	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	97.2	100.0	0.0	97.3	100.0	96.3	0.0	0.0	96.3	97.0
Heavy trucks	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	7	0	0	7	17
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0	2.7	0.0	3.7	0.0	0.0	3.7	3.0

PM

	Site Driveway Northbound					- Southbound					Cherokee Rd/SR 2 Eastbound					Cherokee Rd/SR 2 Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
4:15 PM	1	0	0	0	1	0	0	0	0	0	0	56	0	0	56	0	77	0	0	77	134
4:30 PM	1	0	0	0	1	0	0	0	0	0	0	58	2	0	60	0	95	0	0	95	156
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	64	0	0	64	1	96	0	0	97	161
5:00 PM	3	0	2	0	5	0	0	0	0	0	0	67	0	0	67	0	115	0	0	115	187
Total Volume	5	0	2	0	7	0	0	0	0	0	0	245	2	0	247	1	383	0	0	384	638
% App. Total	71.4	0.0	28.6	0.0	100	0.0	0.0	0.0	0.0	0	0.0	99.2	0.8	0.0	100	0.3	99.7	0.0	0.0	100	
PHF					0.350										0.922					0.835	0.853
Cars, PU, Vans	5	0	2	0	7	0	0	0	0	0	0	243	2	0	245	1	376	0	0	377	629
% Cars, PU, Vans	100.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	99.2	100.0	0.0	99.2	100.0	98.2	0.0	0.0	98.2	98.6
Heavy trucks	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	7	0	0	7	9
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.8	0.0	1.8	0.0	0.0	1.8	1.4

Project ID: 21-160004-002
Location: Carolina Vista Dr & Cherokee Rd/SR 2
City: Pinehurst

Day: Tuesday
Date: 1/12/2021

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Carolina Vista Dr Northbound						Carolina Vista Dr Southbound						Cherokee Rd/SR 2 Eastbound						Cherokee Rd/SR 2 Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	0	1	0	0	0	1	9	2	4	0	0	15	1	42	1	0	0	44	0	24	0	0	0	24	84
7:15 AM	0	1	0	0	0	1	19	3	2	0	0	24	1	62	1	0	0	64	0	30	2	0	0	32	121
7:30 AM	0	1	2	0	0	3	33	5	3	0	0	41	0	94	3	0	0	97	1	34	3	0	0	38	179
7:45 AM	0	0	0	0	0	0	22	3	6	1	0	32	2	109	6	0	0	117	4	41	3	1	0	49	198
Total	0	3	2	0	0	5	83	13	15	1	0	112	4	307	11	0	0	322	5	129	8	1	0	143	582
8:00 AM	1	1	2	0	0	4	26	1	2	0	0	29	3	80	3	0	0	86	2	46	6	0	0	54	173
8:15 AM	1	0	0	0	0	1	17	1	5	0	0	23	4	75	4	0	0	83	2	46	1	0	0	49	156
8:30 AM	3	5	1	0	0	9	8	3	3	0	0	14	2	77	5	0	0	84	3	38	4	0	0	45	152
8:45 AM	1	2	0	0	0	3	8	9	4	0	0	21	1	62	7	1	0	71	1	42	6	0	0	49	144
Total	6	8	3	0	0	17	59	14	14	0	0	87	10	294	19	1	0	324	8	172	17	0	0	197	625
BREAK																									
4:00 PM	14	6	9	0	0	29	13	1	1	0	0	15	5	44	1	1	0	51	1	86	7	0	3	94	189
4:15 PM	8	8	10	0	0	26	6	4	8	0	0	18	2	56	3	1	1	62	3	62	8	0	0	73	179
4:30 PM	9	7	13	0	0	29	2	3	10	0	0	15	3	57	4	0	0	64	1	64	6	0	3	71	179
4:45 PM	8	7	9	0	0	24	6	4	4	0	0	14	3	44	3	0	0	50	6	87	9	0	1	102	190
Total	39	28	41	0	0	108	27	12	23	0	0	62	13	201	11	2	1	227	11	299	30	0	7	340	737
5:00 PM	11	10	11	0	0	32	8	1	7	0	0	16	1	60	5	0	0	66	2	90	8	1	2	101	215
5:15 PM	6	5	11	0	0	22	6	2	9	0	0	17	3	55	4	0	0	62	2	90	7	0	1	99	200
5:30 PM	10	6	8	1	0	25	6	2	3	0	1	11	4	55	8	0	1	67	1	67	3	0	1	71	174
5:45 PM	12	5	4	0	0	21	6	2	4	0	0	12	1	34	5	1	0	41	0	33	7	0	0	40	114
Total	39	26	34	1	0	100	26	7	23	0	1	56	9	204	22	1	1	236	5	280	25	1	4	311	703
Grand Total	84	65	80	1	0	230	195	46	75	1	1	317	36	1006	63	4	2	1109	29	880	80	2	11	991	2647
Apprch %	36.5	28.3	34.8	0.4	0.0		61.5	14.5	23.7	0.3	0.3		3.2	90.7	5.7	0.4	0.2		2.9	88.8	8.1	0.2	1.1		
Total %	3.2	2.5	3.0	0.0	0.0	8.7	7.4	1.7	2.8	0.0	0.0	12.0	1.4	38.0	2.4	0.2	0.1	41.9	1.1	33.2	3.0	0.1	0.4	37.4	
Cars, PU, Vans	84	58	78	1		221	195	39	69	1		304	32	985	63	3		1083	28	856	80	2		966	2574
% Cars, PU, Vans	100.0	89.2	97.5	100.0		96.1	100.0	84.8	92.0	100.0		95.9	88.9	97.9	100.0	75.0		97.7	96.6	97.3	100.0	100.0		97.5	97.2
Heavy trucks	0	7	2	0		9	0	7	6	0		13	4	21	0	1		26	1	24	0	0		25	73
%Heavy trucks	0.0	10.8	2.5	0.0		3.9	0.0	15.2	8.0	0.0		4.1	11.1	2.1	0.0	25.0		2.3	3.4	2.7	0.0	0.0		2.5	2.8

Project ID: 21-160004-002
Location: Carolina Vista Dr & Cherokee Rd/SR 2
City: Pinehurst

PEAK HOURS

Day: Tuesday
Date: 1/12/2021

AM

	Carolina Vista Dr Northbound					Carolina Vista Dr Southbound					Cherokee Rd/SR 2 Eastbound					Cherokee Rd/SR 2 Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
7:30 AM	0	1	2	0	3	33	5	3	0	41	0	94	3	0	97	1	34	3	0	38	179
7:45 AM	0	0	0	0	0	22	3	6	1	32	2	109	6	0	117	4	41	3	1	49	198
8:00 AM	1	1	2	0	4	26	1	2	0	29	3	80	3	0	86	2	46	6	0	54	173
8:15 AM	1	0	0	0	1	17	1	5	0	23	4	75	4	0	83	2	46	1	0	49	156
Total Volume	2	2	4	0	8	98	10	16	1	125	9	358	16	0	383	9	167	13	1	190	706
% App. Total	25.0	25.0	50.0	0.0	100	78.4	8.0	12.8	0.8	100	2.3	93.5	4.2	0.0	100	4.7	87.9	6.8	0.5	100	
PHF					0.500					0.762					0.818					0.880	0.891
Cars, PU, Vans	2	2	3	0	7	98	10	13	1	122	8	352	16	0	376	8	163	13	1	185	690
% Cars, PU, Vans	100.0	100.0	75.0	0.0	87.5	100.0	100.0	81.3	100.0	97.6	88.9	98.3	100.0	0.0	98.2	88.9	97.6	100.0	100.0	97.4	97.7
Heavy trucks	0	0	1	0	1	0	0	3	0	3	1	6	0	0	7	1	4	0	0	5	16
%Heavy trucks	0.0	0.0	25.0	0.0	12.5	0.0	0.0	18.8	0.0	2.4	11.1	1.7	0.0	0.0	1.8	11.1	2.4	0.0	0.0	2.6	2.3

PM

	Carolina Vista Dr Northbound					Carolina Vista Dr Southbound					Cherokee Rd/SR 2 Eastbound					Cherokee Rd/SR 2 Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
4:30 PM	9	7	13	0	29	2	3	10	0	15	3	57	4	0	64	1	64	6	0	71	179
4:45 PM	8	7	9	0	24	6	4	4	0	14	3	44	3	0	50	6	87	9	0	102	190
5:00 PM	11	10	11	0	32	8	1	7	0	16	1	60	5	0	66	2	90	8	1	101	215
5:15 PM	6	5	11	0	22	6	2	9	0	17	3	55	4	0	62	2	90	7	0	99	200
Total Volume	34	29	44	0	107	22	10	30	0	62	10	216	16	0	242	11	331	30	1	373	784
% App. Total	31.8	27.1	41.1	0.0	100	35.5	16.1	48.4	0.0	100	4.1	89.3	6.6	0.0	100	2.9	88.7	8.0	0.3	100	
PHF					0.836					0.912					0.917					0.914	0.912
Cars, PU, Vans	34	27	43	0	104	22	8	30	0	60	10	212	16	0	238	11	320	30	1	362	764
% Cars, PU, Vans	100.0	93.1	97.7	0.0	97.2	100.0	80.0	100.0	0.0	96.8	100.0	98.1	100.0	0.0	98.3	100.0	96.7	100.0	100.0	97.1	97.4
Heavy trucks	0	2	1	0	3	0	2	0	0	2	0	4	0	0	4	0	11	0	0	11	20
%Heavy trucks	0.0	6.9	2.3	0.0	2.8	0.0	20.0	0.0	0.0	3.2	0.0	1.9	0.0	0.0	1.7	0.0	3.3	0.0	0.0	2.9	2.6

Kimley-Horn
2/5/2021

USGA Facility and Wicket Lodges at Pinehurst Resort
Traffic Count Comparison

NC 5 (Beulah Hill Road) at NC 2 (McKenzie Road W/Cherokee Road)

Scenario	Year	NC 2 (McKenzie Road W)			NC 2 (Cherokee Road)			NC 5 (Beulah Hill Road)			NC 5 (Beulah Hill Road)			NC 2 East of NC 5 (2-Way)	Total Intersection
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
AM Peak Hour	October 2018	17	158	63	178	35	12	16	425	395	40	528	6	818	1873
	2018 + 3% Growth	18	168	67	189	37	13	17	451	419	42	560	6	868	1987
	October 2020	12	131	60	141	21	18	15	408	288	30	456	5	629	1585
Count Difference (Grown 2018/Nov 2020 Count)		**150%**	**128%**	**112%**	**134%**	**176%**	**72%**	**113%**	**111%**	**145%**	**140%**	**123%**	**120%**	**138%**	**125%**
		125%			**133%**			**125%**			**124%**				
PM Peak Hour	October 2018	20	57	53	331	69	34	73	596	193	43	500	11	727	1980
	2018 + 3% Growth	21	60	56	351	73	36	77	632	205	46	530	12	771	2099
	October 2020	17	65	36	298	81	26	56	592	163	22	511	8	655	1875
Count Difference (Grown 2018/Nov 2020 Count)		**124%**	**92%**	**156%**	**118%**	**90%**	**138%**	**138%**	**107%**	**126%**	**209%**	**104%**	**150%**	**118%**	**112%**
		116%			**114%**			**113%**			**109%**				

Appendix C:
Trip Generation

USGA Test Facility & Pinehurst Resort Lodges

Table 1 - Trip Generation for USGA Facility

Land Use	Intensity	Daily	AM Peak Hour			PM Peak Hour		
		Total	Total	In	Out	Total	In	Out
710 General Office Building[1]	60 employees	326	44	37	7	40	8	32

[1] *Includes employees in office/admin space, golf testing facility, and museum welcome center.*

USGA Test Facility & Pinehurst Resort Lodges

Table 2 - Trip Generation for Pinehurst Resort Lodges

Land Use	Intensity	Daily	AM Peak Hour			PM Peak Hour		
		Total	Total	In	Out	Total	In	Out
330 Resort Hotel[1]	40 rooms	160	13	9	4	16	7	9

[1] *For the Resort Hotel land use, daily trip generation was not provided in the ITE Trip Generation Manual. Therefore, it was estimated to be 10 times the PM peak hour trips.*

Appendix D:
Intersection Spreadsheets

INTERSECTION ANALYSIS SHEET

Project:	**USGA Test Facility & Wicket Lodges at PRC**
Location:	**Pinehurst, NC**
Ct. Date	**October 15, 2018**
Ct. Peaks	**AM: 7:15-8:15; PM: 4:30-5:30**
N/S Street:	**NC 5 (Beulah Hill Road)**
E/W Street:	**NC 2 (Cherokee Road/McKenzie Road W)**

	AM In	AM Out	PM In	PM Out
USGA Facility New External Trips:	37	7	8	32
Pinehurst Resort Lodges New External Trips:	9	4	7	9

Annual Growth Rate:	3.0%	**Existing Year:**	2021
Growth Factor:	0.092727	**Buildout Year:**	2024

AM PEAK HOUR
AM PHF = 0.92

Description	NC 2 (McKenzie Road W) Eastbound Left	Through	Right	NC 2 (Cherokee Road) Westbound Left	Through	Right	NC 5 (Beulah Hill Road) Northbound Left	Through	Right	NC 5 (Beulah Hill Road) Southbound Left	Through	Right
2018 Traffic Count	17	158	63	178	35	12	16	425	395	40	528	6
3% Growth up to 2021	2	15	6	17	3	1	1	39	37	4	49	1
2021 Existing Traffic	19	173	69	195	38	13	17	464	432	44	577	7
Growth Factor (0.03 per year)	0.093	0.093	0.093	0.093	0.093	0.093	0.093	0.093	0.093	0.093	0.093	0.093
2024 Background Growth	2	16	6	18	4	1	2	43	40	4	54	1
2024 Background Traffic	21	189	75	213	42	14	19	507	472	48	631	8
USGA Facility - Project Traffic												
Percent Assignment Inbound	0%	5%	0%	0%	0%	0%	0%	0%	35%	10%	0%	0%
Inbound Project Traffic	0	2	0	0	0	0	0	0	13	4	0	0
Percent Assignment Outbound	0%	0%	0%	35%	5%	10%	0%	0%	0%	0%	0%	0%
Outbound Project Traffic	0	0	0	2	0	1	0	0	0	0	0	0
USGA Facility - External Site Traffic	0	2	0	2	0	1	0	0	13	4	0	0
Pinehurst Lodges - Project Traffic												
Percent Assignment Inbound	0%	5%	0%	0%	0%	0%	0%	0%	35%	10%	0%	0%
Inbound Project Traffic	0	1	0	0	0	0	0	0	3	1	0	0
Percent Assignment Outbound	0%	0%	0%	35%	5%	10%	0%	0%	0%	0%	0%	0%
Outbound Project Traffic	0	0	0	1	0	0	0	0	0	0	0	0
Pinehurst Lodges - External Site Traffic	0	1	0	1	0	0	0	0	3	1	0	0
USGA Project + Lodges Project Traffic	0	3	0	3	0	1	0	0	16	5	0	0
2024 Buildout Total	21	192	75	216	42	15	19	507	488	53	631	8
Percent Impact (Approach)		1.0%			1.5%			1.6%			0.7%	

Overall Percent Impact 1.2%

PM PEAK HOUR
PM PHF = 0.93

Description	NC 2 (McKenzie Road W) Eastbound Left	Through	Right	NC 2 (Cherokee Road) Westbound Left	Through	Right	NC 5 (Beulah Hill Road) Northbound Left	Through	Right	NC 5 (Beulah Hill Road) Southbound Left	Through	Right
2018 Traffic Count	20	57	53	331	69	34	73	596	193	43	500	11
3% Growth up to 2021	2	5	5	31	6	3	7	55	18	4	46	1
2021 Existing Traffic	22	62	58	362	75	37	80	651	211	47	546	12
Growth Factor (0.03 per year)	0.093	0.093	0.093	0.093	0.093	0.093	0.093	0.093	0.093	0.093	0.093	0.093
2024 Background Growth	2	6	5	34	7	3	7	60	20	4	51	1
2024 Background Traffic	24	68	63	396	82	40	87	711	231	51	597	13
USGA Facility - Project Traffic												
Percent Assignment Inbound	0%	5%	0%	0%	0%	0%	0%	0%	35%	10%	0%	0%
Inbound Project Traffic	0	0	0	0	0	0	0	0	3	1	0	0
Percent Assignment Outbound	0%	0%	0%	35%	5%	10%	0%	0%	0%	0%	0%	0%
Outbound Project Traffic	0	0	0	11	2	3	0	0	0	0	0	0
USGA Facility - External Site Traffic	0	0	0	11	2	3	0	0	3	1	0	0
Pinehurst Lodges - Project Traffic												
Percent Assignment Inbound	0%	5%	0%	0%	0%	0%	0%	0%	35%	10%	0%	0%
Inbound Project Traffic	0	0	0	0	0	0	0	0	2	1	0	0
Percent Assignment Outbound	0%	0%	0%	35%	5%	10%	0%	0%	0%	0%	0%	0%
Outbound Project Traffic	0	0	0	3	0	1	0	0	0	0	0	0
Pinehurst Lodges - External Site Traffic	0	0	0	3	0	1	0	0	2	1	0	0
USGA Project + Lodges Project Traffic	0	0	0	14	2	4	0	0	5	2	0	0
2024 Buildout Total	24	68	63	410	84	44	87	711	236	53	597	13
Percent Impact (Approach)		0.0%			3.7%			0.5%			0.3%	

Overall Percent Impact 1.1%

INTERSECTION ANALYSIS SHEET

Project:	**USGA Test Facility & Pinehurst Resort Lodges**
Location:	**Pinehurst, NC**
Ct. Date	**January 21, 2021**
Ct. Peaks	**AM: 7:30-8:30; PM: 4:15-5:15**
N/S Street:	**Existing Site Driveway**
E/W Street:	**NC 2 (Cherokee Road)**

	AM In	AM Out	PM In	PM Out
USGA Facility New External Trips:	37	7	8	32
Pinehurst Resort Lodges New External Trips:	9	4	7	9

Annual Growth Rate:	3.0%	**Existing Year:**	2021
Growth Factor:	0.092727	**Buildout Year:**	2024

AM PEAK HOUR
AM PHF = 0.94

Description	NC 2 (Cherokee Road) Eastbound Left	Through	Right	NC 2 (Cherokee Road) Westbound Left	Through	Right	Existing Site Driveway Northbound Left	Through	Right	Southbound Left	Through	Right
2021 Traffic Count	0	361	11	2	188	0	1	0	0	0	0	0
Balancing/COVID Adjustment	0	271	6	1	56	0	1	0	0	0	0	0
2021 Existing Traffic	0	632	17	3	244	0	2	0	0	0	0	0
Growth Factor (0.03 per year)	0.093	0.093	0.000	0.000	0.093	0.093	0.000	0.000	0.000	0.093	0.093	0.093
2024 Background Growth	0	59	0	0	23	0	0	0	0	0	0	0
2024 Background Traffic	0	691	17	3	267	0	2	0	0	0	0	0
USGA Facility - Project Traffic												
Percent Assignment Inbound	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Inbound Project Traffic	0	0	19	0	0	0	0	0	0	0	0	0
Percent Assignment Outbound	0%	0%	0%	0%	50%	0%	0%	0%	60%	0%	0%	0%
Outbound Project Traffic	0	0	0	0	4	0	0	0	4	0	0	0
USGA Facility - External Site Traffic	0	0	19	0	4	0	0	0	4	0	0	0
Pinehurst Lodges - Project Traffic												
Percent Assignment Inbound	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Inbound Project Traffic	0	5	0	0	0	0	0	0	0	0	0	0
Percent Assignment Outbound	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%
Outbound Project Traffic	0	0	0	0	2	0	0	0	0	0	0	0
Pinehurst Lodges - External Site Traffic	0	5	0	0	2	0	0	0	0	0	0	0
USGA Project + Lodges Project Traffic	0	5	19	0	6	0	0	0	4	0	0	0
Existing Traffic Diversion	0	0	0	-3	2	0	-2	0	0	0	0	0
2024 Buildout Total	0	696	36	0	275	0	0	0	4	0	0	0
Percent Impact (Approach)		3.3%			2.2%			100.0%			-	

Overall Percent Impact 3.4%

PM PEAK HOUR
PM PHF = 0.85

Description	NC 2 (Cherokee Road) Eastbound Left	Through	Right	NC 2 (Cherokee Road) Westbound Left	Through	Right	Existing Site Driveway Northbound Left	Through	Right	Southbound Left	Through	Right
2021 Traffic Count	0	245	2	1	383	0	5	0	2	0	0	0
Balancing/COVID Adjustment	0	72	1	1	83	0	3	0	1	0	0	0
2021 Existing Traffic	0	317	3	2	466	0	8	0	3	0	0	0
Growth Factor (0.03 per year)	0.093	0.093	0.000	0.000	0.093	0.093	0.000	0.000	0.000	0.093	0.093	0.093
2024 Background Growth	0	29	0	0	43	0	0	0	0	0	0	0
2024 Background Traffic	0	346	3	2	509	0	8	0	3	0	0	0
USGA Facility - Project Traffic												
Percent Assignment Inbound	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Inbound Project Traffic	0	0	4	0	0	0	0	0	0	0	0	0
Percent Assignment Outbound	0%	0%	0%	0%	50%	0%	0%	0%	60%	0%	0%	0%
Outbound Project Traffic	0	0	0	0	16	0	0	0	19	0	0	0
USGA Facility - External Site Traffic	0	0	4	0	16	0	0	0	19	0	0	0
Pinehurst Lodges - Project Traffic												
Percent Assignment Inbound	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Inbound Project Traffic	0	4	0	0	0	0	0	0	0	0	0	0
Percent Assignment Outbound	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%
Outbound Project Traffic	0	0	0	0	5	0	0	0	0	0	0	0
Pinehurst Lodges - External Site Traffic	0	4	0	0	5	0	0	0	0	0	0	0
USGA Project + Lodges Project Traffic	0	4	4	0	21	0	0	0	19	0	0	0
Existing Traffic Diversion	0	0	0	-2	8	0	-8	0	0	0	0	0
2024 Buildout Total	0	350	7	0	538	0	0	0	22	0	0	0
Percent Impact (Approach)		2.2%			3.9%			86.4%			-	

Overall Percent Impact 5.2%

INTERSECTION ANALYSIS SHEET

Project:	**USGA Test Facility & Pinehurst Resort Lodges**
Location:	**Pinehurst, NC**
Ct. Date	**January 12, 2021**
Ct. Peaks	**AM: 7:30-8:30; PM: 4:30-5:30**
N/S Street:	**Carolina Vista Drive**
E/W Street:	**NC 2 (Cherokee Road)**

	AM In	AM Out	PM In	PM Out
USGA Facility New External Trips:	37	7	8	32
Pinehurst Resort Lodges New External Trips:	9	4	7	9

Annual Growth Rate:	3.0%	**Existing Year:**	2021
Growth Factor:	0.092727	**Buildout Year:**	2024

AM PEAK HOUR
AM PHF = 0.89

Description	NC 2 (Cherokee Road) Eastbound U-Turn	Left	Through	Right	NC 2 (Cherokee Road) Westbound Left	Through	Right	Carolina Vista Drive Northbound Left	Through	Right	Carolina Vista Drive Southbound Left	Through	Right
2021 Traffic Count	0	9	358	16	10	167	13	2	2	4	99	10	16
COVID Adjustment	0	5	179	8	5	84	7	1	1	2	50	5	8
2021 Existing Traffic	0	14	537	24	15	251	20	3	3	6	149	15	24
Growth Factor (0.03 per year)	0.093	0.093	0.093	0.000	0.000	0.093	0.093	0.000	0.000	0.000	0.093	0.000	0.093
2024 Background Growth	0	1	50	0	0	23	2	0	0	0	14	0	2
2024 Background Traffic	0	15	587	24	15	274	22	3	3	6	163	15	26
USGA Facility - Project Traffic													
Percent Assignment Inbound	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	0%	20%	0%
Inbound Project Traffic	0	0	0	0	11	0	0	0	0	0	0	7	0
Percent Assignment Outbound	25%	15%	20%	0%	0%	0%	0%	25%	5%	10%	0%	0%	0%
Outbound Project Traffic	2	1	1	0	0	0	0	2	0	1	0	0	0
USGA Facility - External Site Traffic	2	1	1	0	11	0	0	2	0	1	0	7	0
Pinehurst Lodges - Project Traffic													
Percent Assignment Inbound	0%	0%	0%	50%	30%	0%	0%	0%	0%	0%	0%	20%	0%
Inbound Project Traffic	0	0	0	5	2	0	0	0	0	0	0	2	0
Percent Assignment Outbound	0%	0%	0%	0%	0%	0%	0%	50%	20%	30%	0%	0%	0%
Outbound Project Traffic	0	0	0	0	0	0	0	2	1	1	0	0	0
Pinehurst Lodges - External Site Traffic	0	0	0	5	2	0	0	2	1	1	0	2	0
USGA Project + Lodges Project Traffic	2	1	1	5	13	0	0	4	1	2	0	9	0
Existing Traffic Diversion	0	0	0	0	0	0	0	2	0	0	0	3	-3
2024 Buildout Total	2	16	588	29	28	274	22	9	4	8	163	27	23
Percent Impact (Approach)		1.4%				4.0%			33.3%			4.2%	

Overall Percent Impact 3.2%

PM PEAK HOUR
PM PHF = 0.91

Description	NC 2 (Cherokee Road) Eastbound U-Turn	Left	Through	Right	NC 2 (Cherokee Road) Westbound Left	Through	Right	Carolina Vista Drive Northbound Left	Through	Right	Carolina Vista Drive Southbound Left	Through	Right
2021 Traffic Count	0	10	216	16	12	331	30	34	29	44	22	10	30
COVID Adjustment	0	2	32	8	6	50	5	17	15	22	3	5	5
2021 Existing Traffic	0	12	248	24	18	381	35	51	44	66	25	15	35
Growth Factor (0.03 per year)	0.093	0.093	0.093	0.000	0.000	0.093	0.093	0.000	0.000	0.000	0.093	0.000	0.093
2024 Background Growth	0	1	23	0	0	35	3	0	0	0	2	0	3
2024 Background Traffic	0	13	271	24	18	416	38	51	44	66	27	15	38
USGA Facility - Project Traffic													
Percent Assignment Inbound	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	0%	20%	0%
Inbound Project Traffic	0	0	0	0	2	0	0	0	0	0	0	2	0
Percent Assignment Outbound	25%	15%	20%	0%	0%	0%	0%	25%	5%	10%	0%	0%	0%
Outbound Project Traffic	8	5	6	0	0	0	0	8	2	3	0	0	0
USGA Facility - External Site Traffic	8	5	6	0	2	0	0	8	2	3	0	2	0
Pinehurst Lodges - Project Traffic													
Percent Assignment Inbound	0%	0%	0%	50%	30%	0%	0%	0%	0%	0%	0%	20%	0%
Inbound Project Traffic	0	0	0	4	2	0	0	0	0	0	0	1	0
Percent Assignment Outbound	0%	0%	0%	0%	0%	0%	0%	50%	20%	30%	0%	0%	0%
Outbound Project Traffic	0	0	0	0	0	0	0	5	2	2	0	0	0
Pinehurst Lodges - External Site Traffic	0	0	0	4	2	0	0	5	2	2	0	1	0
USGA Project + Lodges Project Traffic	8	5	6	4	4	0	0	13	4	5	0	3	0
Existing Traffic Diversion	0	0	0	0	0	0	0	8	0	0	0	2	-2
2024 Buildout Total	8	18	277	28	22	416	38	72	48	71	27	20	36
Percent Impact (Approach)		6.9%				0.8%			11.5%			3.6%	

Overall Percent Impact 4.8%

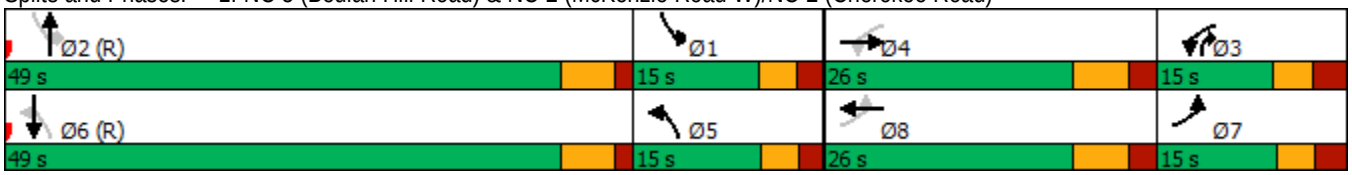
Appendix E:
Synchro & SIDRA Output:
Existing (2021)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	173	69	195	38	13	17	464	432	44	577	7
Future Volume (vph)	19	173	69	195	38	13	17	464	432	44	577	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-5%			-6%			6%			-4%	
Storage Length (ft)	50		0	0		0	70		85	160		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	85			100			45			90		
Satd. Flow (prot)	1814	1827	0	1823	1846	0	1667	1755	1492	1753	1842	0
Flt Permitted	0.721			0.305			0.203			0.277		
Satd. Flow (perm)	1377	1827	0	585	1846	0	356	1755	1492	511	1842	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			14				321		1	
Link Speed (mph)		25			35			35			35	
Link Distance (ft)		598			204			577			997	
Travel Time (s)		16.3			4.0			11.2			19.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	21	263	0	212	55	0	18	504	470	48	635	0
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA	pm+ov	D.P+P	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases	8			4			6		2	2		
Detector Phase	7	4		3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	7.0	10.0		7.0	7.0		7.0	10.0	7.0	7.0	10.0	
Minimum Split (s)	14.0	16.5		14.0	15.0		13.0	17.0	14.0	14.0	17.0	
Total Split (s)	15.0	26.0		15.0	26.0		15.0	49.0	15.0	15.0	49.0	
Total Split (%)	14.3%	24.8%		14.3%	24.8%		14.3%	46.7%	14.3%	14.3%	46.7%	
Yellow Time (s)	3.1	4.3		3.1	4.3		3.0	4.1	3.1	3.0	4.1	
All-Red Time (s)	2.6	2.2		2.8	2.2		1.9	1.4	2.8	2.1	1.4	
Lost Time Adjust (s)	-0.7	-1.5		-0.9	-1.5		0.1	-0.5	-0.9	-0.1	-0.5	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lead		Lag	Lead		Lag	Lead	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max	None	None	C-Max	
Act Effct Green (s)	32.5	20.1		29.5	23.5		59.9	50.8	65.2	57.9	55.7	
Actuated g/C Ratio	0.31	0.19		0.28	0.22		0.57	0.48	0.62	0.55	0.53	
v/c Ratio	0.04	0.72		0.77	0.13		0.06	0.59	0.45	0.13	0.65	
Control Delay	22.3	48.5		55.5	31.1		12.8	25.5	5.3	13.5	24.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	22.3	48.5		55.5	31.1		12.8	25.5	5.3	13.5	24.6	
LOS	C	D		E	C		B	C	A	B	C	
Approach Delay		46.6			50.5			15.7			23.8	
Approach LOS		D			D			B			C	
Queue Length 50th (ft)	9	155		104	18		5	259	43	14	272	
Queue Length 95th (ft)	25	236		#169	63		16	393	114	33	#567	
Internal Link Dist (ft)		518			124			497			917	
Turn Bay Length (ft)	50						70		85	160		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	488	398		288	491		337	849	1034	414	976	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.04	0.66		0.74	0.11		0.05	0.59	0.45	0.12	0.65	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 26.3		Intersection LOS: C	
Intersection Capacity Utilization 73.2%		ICU Level of Service D	
Analysis Period (min) 15			
Description: Signal No. 08-0234			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: NC 5 (Beulah Hill Road) & NC 2 (McKenzie Road W)/NC 2 (Cherokee Road)



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	632	17	4	244	4	4
Future Volume (vph)	632	17	4	244	4	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	25		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			125		25	
Satd. Flow (prot)	1837	0	0	3468	1694	0
Flt Permitted				0.999	0.976	
Satd. Flow (perm)	1837	0	0	3468	1694	0
Link Speed (mph)	35			35	25	
Link Distance (ft)	204			350	392	
Travel Time (s)	4.0			6.8	10.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	3%	4%	4%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	690	0	0	264	8	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	632	17	4	244	4	4
Future Vol, veh/h	632	17	4	244	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	3	4	4	2	2
Mvmt Flow	672	18	4	260	4	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	690	0	819	681
Stage 1	-	-	-	-	681	-
Stage 2	-	-	-	-	138	-
Critical Hdwy	-	-	4.16	-	6.63	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.83	-
Follow-up Hdwy	-	-	2.238	-	3.519	3.319
Pot Cap-1 Maneuver	-	-	891	-	329	449
Stage 1	-	-	-	-	502	-
Stage 2	-	-	-	-	875	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	891	-	327	449
Mov Cap-2 Maneuver	-	-	-	-	327	-
Stage 1	-	-	-	-	502	-
Stage 2	-	-	-	-	871	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	14.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	378	-	-	891	-
HCM Lane V/C Ratio	0.023	-	-	0.005	-
HCM Control Delay (s)	14.7	-	-	9.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	537	24	15	251	20	4	4	6	149	15	24
Future Volume (vph)	14	537	24	15	251	20	4	4	6	149	15	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1850	0	0	1823	0	0	1555	0	0	1761	0
Flt Permitted		0.999			0.997			0.987			0.962	
Satd. Flow (perm)	0	1850	0	0	1823	0	0	1555	0	0	1761	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		350			480			1325			482	
Travel Time (s)		6.8			9.4			36.1			13.1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	13%	13%	13%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	640	0	0	318	0	0	15	0	0	210	0
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary			
Area Type:	Other		
Control Type: Roundabout			
Intersection Capacity Utilization 58.0%		ICU Level of Service B	
Analysis Period (min) 15			

MOVEMENT SUMMARY

Site: 3 [Existing AM (Site Folder: General)]

NC 2 (Cherokee Road) at Carolina Vista Drive
Site Category: Existing AM
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Carolina Vista Drive														
3	L2	4	13.0	4	13.0	0.031	7.5	LOS A	0.2	4.8	0.75	0.59	0.75	23.3
8	T1	4	13.0	4	13.0	0.031	7.5	LOS A	0.2	4.8	0.75	0.59	0.75	23.1
18	R2	6	13.0	7	13.0	0.031	7.5	LOS A	0.2	4.8	0.75	0.59	0.75	22.6
Approach		14	13.0	16	13.0	0.031	7.5	LOS A	0.2	4.8	0.75	0.59	0.75	23.0
East: NC 2 (Cherokee Road)														
1	L2	15	3.0	17	3.0	0.256	5.2	LOS A	1.6	41.9	0.16	0.05	0.16	31.2
6	T1	251	3.0	279	3.0	0.256	5.2	LOS A	1.6	41.9	0.16	0.05	0.16	31.2
16	R2	20	3.0	22	3.0	0.256	5.2	LOS A	1.6	41.9	0.16	0.05	0.16	30.5
Approach		286	3.0	318	3.0	0.256	5.2	LOS A	1.6	41.9	0.16	0.05	0.16	31.1
North: Carolina Vista Drive														
7	L2	149	2.0	166	2.0	0.214	5.8	LOS A	1.2	29.9	0.50	0.37	0.50	23.3
4	T1	15	2.0	17	2.0	0.214	5.8	LOS A	1.2	29.9	0.50	0.37	0.50	23.1
14	R2	24	2.0	27	2.0	0.214	5.8	LOS A	1.2	29.9	0.50	0.37	0.50	22.6
Approach		188	2.0	209	2.0	0.214	5.8	LOS A	1.2	29.9	0.50	0.37	0.50	23.2
West: NC 2 (Cherokee Road)														
5	L2	14	2.0	16	2.0	0.609	11.7	LOS B	5.4	137.8	0.66	0.47	0.66	28.7
2	T1	537	2.0	597	2.0	0.609	11.7	LOS B	5.4	137.8	0.66	0.47	0.66	28.7
12	R2	24	2.0	27	2.0	0.609	11.7	LOS B	5.4	137.8	0.66	0.47	0.66	28.1
Approach		575	2.0	639	2.0	0.609	11.7	LOS B	5.4	137.8	0.66	0.47	0.66	28.7
All Vehicles		1063	2.4	1181	2.4	0.609	8.8	LOS A	5.4	137.8	0.50	0.34	0.50	28.0

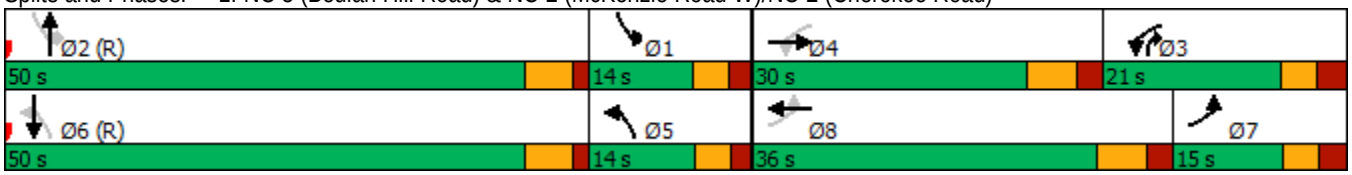
Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	62	58	362	75	37	80	651	211	47	546	12
Future Volume (vph)	22	62	58	362	75	37	80	651	211	47	546	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-5%			-6%			6%			-4%	
Storage Length (ft)	50		0	0		0	70		85	160		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	85			100			45			90		
Satd. Flow (prot)	1814	1772	0	1823	1823	0	1717	1807	1536	1787	1876	0
Flt Permitted	0.645			0.531			0.215			0.132		
Satd. Flow (perm)	1232	1772	0	1019	1823	0	388	1807	1536	248	1876	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		37			21				105		1	
Link Speed (mph)		25			35			35			35	
Link Distance (ft)		598			204			577			997	
Travel Time (s)		16.3			4.0			11.2			19.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	24	129	0	389	121	0	86	700	227	51	600	0
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA	pm+ov	D.P+P	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases	8			4			6		2	2		
Detector Phase	7	4		3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	7.0	10.0		7.0	7.0		7.0	10.0	7.0	7.0	10.0	
Minimum Split (s)	14.0	16.5		14.0	15.0		13.0	17.0	14.0	14.0	17.0	
Total Split (s)	15.0	30.0		21.0	36.0		14.0	50.0	21.0	14.0	50.0	
Total Split (%)	13.0%	26.1%		18.3%	31.3%		12.2%	43.5%	18.3%	12.2%	43.5%	
Yellow Time (s)	3.1	4.3		3.1	4.3		3.0	4.1	3.1	3.0	4.1	
All-Red Time (s)	2.6	2.2		2.8	2.2		1.9	1.4	2.8	2.1	1.4	
Lost Time Adjust (s)	-0.7	-1.5		-0.9	-1.5		0.1	-0.5	-0.9	-0.1	-0.5	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lead		Lag	Lead		Lag	Lead	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max	None	None	C-Max	
Act Effct Green (s)	36.5	13.8		33.5	27.1		63.9	56.8	81.5	63.9	56.8	
Actuated g/C Ratio	0.32	0.12		0.29	0.24		0.56	0.49	0.71	0.56	0.49	
v/c Ratio	0.05	0.53		0.90	0.27		0.29	0.78	0.20	0.22	0.65	
Control Delay	23.2	41.1		63.2	33.9		19.8	34.5	4.1	20.7	28.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	23.2	41.1		63.2	33.9		19.8	34.5	4.1	20.7	28.5	
LOS	C	D		E	C		B	C	A	C	C	
Approach Delay		38.3			56.2			26.4			27.9	
Approach LOS		D			E			C			C	
Queue Length 50th (ft)	12	65		242	52		27	434	27	16	334	
Queue Length 95th (ft)	27	123		304	126		61	#766	63	40	#558	
Internal Link Dist (ft)		518			124			497			917	
Turn Bay Length (ft)	50						70		85	160		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	468	414		446	542		326	893	1116	262	927	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.05	0.31		0.87	0.22		0.26	0.78	0.20	0.19	0.65	

Intersection Summary			
Area Type:	Other		
Cycle Length: 115			
Actuated Cycle Length: 115			
Offset: 63 (55%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 34.2		Intersection LOS: C	
Intersection Capacity Utilization 79.3%		ICU Level of Service D	
Analysis Period (min) 15			
Description: Signal No. 08-0234			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: NC 5 (Beulah Hill Road) & NC 2 (McKenzie Road W)/NC 2 (Cherokee Road)



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	317	4	4	466	8	4
Future Volume (vph)	317	4	4	466	8	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	25		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			125		25	
Satd. Flow (prot)	1859	0	0	3539	1726	0
Flt Permitted					0.967	
Satd. Flow (perm)	1859	0	0	3539	1726	0
Link Speed (mph)	35			35	25	
Link Distance (ft)	204			350	392	
Travel Time (s)	4.0			6.8	10.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	356	0	0	522	13	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	317	4	4	466	8	4
Future Vol, veh/h	317	4	4	466	8	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	352	4	4	518	9	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	356	0	621	354
Stage 1	-	-	-	-	354	-
Stage 2	-	-	-	-	267	-
Critical Hdwy	-	-	4.13	-	6.63	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.83	-
Follow-up Hdwy	-	-	2.219	-	3.519	3.319
Pot Cap-1 Maneuver	-	-	1201	-	435	689
Stage 1	-	-	-	-	710	-
Stage 2	-	-	-	-	754	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1201	-	433	689
Mov Cap-2 Maneuver	-	-	-	-	433	-
Stage 1	-	-	-	-	710	-
Stage 2	-	-	-	-	750	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	12.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	494	-	-	1201	-
HCM Lane V/C Ratio	0.027	-	-	0.004	-
HCM Control Delay (s)	12.5	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	248	24	18	381	35	51	44	66	25	15	35
Future Volume (vph)	12	248	24	18	381	35	51	44	66	25	15	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1839	0	0	1821	0	0	1713	0	0	1701	0
Flt Permitted		0.998			0.998			0.984			0.984	
Satd. Flow (perm)	0	1839	0	0	1821	0	0	1713	0	0	1701	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		350			480			1325			482	
Travel Time (s)		6.8			9.4			36.1			13.1	
Confl. Peds. (#/hr)									7	7		
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	312	0	0	477	0	0	177	0	0	81	0
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary			
Area Type:	Other		
Control Type: Roundabout			
Intersection Capacity Utilization 47.9%		ICU Level of Service A	
Analysis Period (min) 15			

MOVEMENT SUMMARY

Site: 3 [Existing PM (Site Folder: General)]

NC 2 (Cherokee Road) at Carolina Vista Drive
Site Category: Existing PM
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Carolina Vista Drive														
3	L2	51	3.0	56	3.0	0.186	5.6	LOS A	1.0	26.0	0.51	0.37	0.51	23.8
8	T1	44	3.0	48	3.0	0.186	5.6	LOS A	1.0	26.0	0.51	0.37	0.51	23.6
18	R2	66	3.0	73	3.0	0.186	5.6	LOS A	1.0	26.0	0.51	0.37	0.51	23.1
Approach		161	3.0	177	3.0	0.186	5.6	LOS A	1.0	26.0	0.51	0.37	0.51	23.4
East: NC 2 (Cherokee Road)														
1	L2	18	3.0	20	3.0	0.424	7.7	LOS A	3.2	81.0	0.43	0.25	0.43	30.2
6	T1	381	3.0	419	3.0	0.424	7.7	LOS A	3.2	81.0	0.43	0.25	0.43	30.2
16	R2	35	3.0	38	3.0	0.424	7.7	LOS A	3.2	81.0	0.43	0.25	0.43	29.5
Approach		434	3.0	477	3.0	0.424	7.7	LOS A	3.2	81.0	0.43	0.25	0.43	30.1
North: Carolina Vista Drive														
7	L2	25	3.0	27	3.0	0.103	5.6	LOS A	0.6	14.5	0.61	0.47	0.61	23.8
4	T1	15	3.0	16	3.0	0.103	5.6	LOS A	0.6	14.5	0.61	0.47	0.61	23.5
14	R2	35	3.0	38	3.0	0.103	5.6	LOS A	0.6	14.5	0.61	0.47	0.61	23.1
Approach		75	3.0	82	3.0	0.103	5.6	LOS A	0.6	14.5	0.61	0.47	0.61	23.4
West: NC 2 (Cherokee Road)														
5	L2	12	2.0	13	2.0	0.260	5.3	LOS A	1.6	41.7	0.26	0.12	0.26	31.2
2	T1	248	2.0	273	2.0	0.260	5.3	LOS A	1.6	41.7	0.26	0.12	0.26	31.2
12	R2	24	2.0	26	2.0	0.260	5.3	LOS A	1.6	41.7	0.26	0.12	0.26	30.4
Approach		284	2.0	312	2.0	0.260	5.3	LOS A	1.6	41.7	0.26	0.12	0.26	31.1
All Vehicles		954	2.7	1048	2.7	0.424	6.5	LOS A	3.2	81.0	0.41	0.25	0.41	28.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

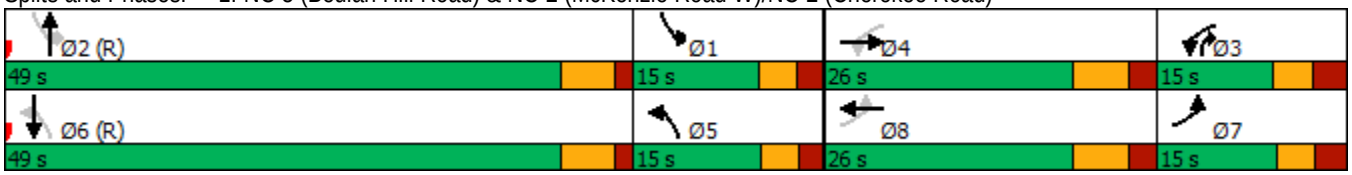
Appendix F:
Synchro & SIDRA Output:
Background (2024)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	189	75	213	42	14	19	507	472	48	631	8
Future Volume (vph)	21	189	75	213	42	14	19	507	472	48	631	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-5%			-6%			6%			-4%	
Storage Length (ft)	50		0	0		0	70		85	160		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	85			100			45			90		
Satd. Flow (prot)	1814	1827	0	1823	1848	0	1667	1755	1492	1753	1842	0
Flt Permitted	0.717			0.275			0.137			0.217		
Satd. Flow (perm)	1369	1827	0	528	1848	0	240	1755	1492	401	1842	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			14				321		1	
Link Speed (mph)		25			35			35			35	
Link Distance (ft)		598			204			577			997	
Travel Time (s)		16.3			4.0			11.2			19.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	23	287	0	232	61	0	21	551	513	52	695	0
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA	pm+ov	D.P+P	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases	8			4			6		2	2		
Detector Phase	7	4		3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	7.0	10.0		7.0	7.0		7.0	10.0	7.0	7.0	10.0	
Minimum Split (s)	14.0	16.5		14.0	15.0		13.0	17.0	14.0	14.0	17.0	
Total Split (s)	15.0	26.0		15.0	26.0		15.0	49.0	15.0	15.0	49.0	
Total Split (%)	14.3%	24.8%		14.3%	24.8%		14.3%	46.7%	14.3%	14.3%	46.7%	
Yellow Time (s)	3.1	4.3		3.1	4.3		3.0	4.1	3.1	3.0	4.1	
All-Red Time (s)	2.6	2.2		2.8	2.2		1.9	1.4	2.8	2.1	1.4	
Lost Time Adjust (s)	-0.7	-1.5		-0.9	-1.5		0.1	-0.5	-0.9	-0.1	-0.5	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lead		Lag	Lead		Lag	Lead	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max	None	None	C-Max	
Act Effct Green (s)	34.1	21.2		31.1	25.3		58.2	49.2	64.2	56.3	54.0	
Actuated g/C Ratio	0.32	0.20		0.30	0.24		0.55	0.47	0.61	0.54	0.51	
v/c Ratio	0.05	0.75		0.83	0.13		0.09	0.67	0.50	0.17	0.73	
Control Delay	21.9	49.8		62.0	30.8		14.5	28.7	6.4	15.3	28.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	21.9	49.8		62.0	30.8		14.5	28.7	6.4	15.3	28.3	
LOS	C	D		E	C		B	C	A	B	C	
Approach Delay		47.7			55.5			17.9			27.4	
Approach LOS		D			E			B			C	
Queue Length 50th (ft)	10	169		111	20		6	307	59	16	332	
Queue Length 95th (ft)	27	259		#214	69		18	444	144	35	#658	
Internal Link Dist (ft)		518			124			497			917	
Turn Bay Length (ft)	50						70		85	160		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	507	404		286	520		275	822	1029	354	948	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.05	0.71		0.81	0.12		0.08	0.67	0.50	0.15	0.73	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 29.1		Intersection LOS: C	
Intersection Capacity Utilization 78.7%		ICU Level of Service D	
Analysis Period (min) 15			
Description: Signal No. 08-0234			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: NC 5 (Beulah Hill Road) & NC 2 (McKenzie Road W)/NC 2 (Cherokee Road)



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	691	17	4	267	4	4
Future Volume (vph)	691	17	4	267	4	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	25		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			125		25	
Satd. Flow (prot)	1839	0	0	3468	1694	0
Flt Permitted				0.999	0.976	
Satd. Flow (perm)	1839	0	0	3468	1694	0
Link Speed (mph)	35			35	25	
Link Distance (ft)	204			350	392	
Travel Time (s)	4.0			6.8	10.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	3%	4%	4%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	753	0	0	288	8	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	691	17	4	267	4	4
Future Vol, veh/h	691	17	4	267	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	3	4	4	2	2
Mvmt Flow	735	18	4	284	4	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	753	0	894	744
Stage 1	-	-	-	-	744	-
Stage 2	-	-	-	-	150	-
Critical Hdwy	-	-	4.16	-	6.63	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.83	-
Follow-up Hdwy	-	-	2.238	-	3.519	3.319
Pot Cap-1 Maneuver	-	-	844	-	296	414
Stage 1	-	-	-	-	469	-
Stage 2	-	-	-	-	863	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	844	-	294	414
Mov Cap-2 Maneuver	-	-	-	-	294	-
Stage 1	-	-	-	-	469	-
Stage 2	-	-	-	-	858	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	15.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	344	-	-	844	-
HCM Lane V/C Ratio	0.025	-	-	0.005	-
HCM Control Delay (s)	15.7	-	-	9.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	587	24	15	274	22	4	4	6	163	15	26
Future Volume (vph)	15	587	24	15	274	22	4	4	6	163	15	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1852	0	0	1824	0	0	1555	0	0	1761	0
Flt Permitted		0.999			0.998			0.987			0.962	
Satd. Flow (perm)	0	1852	0	0	1824	0	0	1555	0	0	1761	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		350			480			1325			482	
Travel Time (s)		6.8			9.4			36.1			13.1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	13%	13%	13%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	696	0	0	345	0	0	15	0	0	227	0
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary			
Area Type:	Other		
Control Type: Roundabout			
Intersection Capacity Utilization 62.1%		ICU Level of Service B	
Analysis Period (min) 15			

MOVEMENT SUMMARY

Site: 3 [Background AM (Site Folder: General)]

NC 2 (Cherokee Road) at Carolina Vista Drive
Site Category: Background AM
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Carolina Vista Drive														
3	L2	4	13.0	4	13.0	0.034	8.5	LOS A	0.2	5.5	0.80	0.64	0.80	23.1
8	T1	4	13.0	4	13.0	0.034	8.5	LOS A	0.2	5.5	0.80	0.64	0.80	22.9
18	R2	6	13.0	7	13.0	0.034	8.5	LOS A	0.2	5.5	0.80	0.64	0.80	22.4
Approach		14	13.0	16	13.0	0.034	8.5	LOS A	0.2	5.5	0.80	0.64	0.80	22.7
East: NC 2 (Cherokee Road)														
1	L2	15	3.0	17	3.0	0.279	5.4	LOS A	1.9	47.6	0.17	0.05	0.17	31.1
6	T1	274	3.0	304	3.0	0.279	5.4	LOS A	1.9	47.6	0.17	0.05	0.17	31.1
16	R2	22	3.0	24	3.0	0.279	5.4	LOS A	1.9	47.6	0.17	0.05	0.17	30.4
Approach		311	3.0	346	3.0	0.279	5.4	LOS A	1.9	47.6	0.17	0.05	0.17	31.0
North: Carolina Vista Drive														
7	L2	163	2.0	181	2.0	0.237	6.1	LOS A	1.3	33.8	0.53	0.40	0.53	23.2
4	T1	15	2.0	17	2.0	0.237	6.1	LOS A	1.3	33.8	0.53	0.40	0.53	23.0
14	R2	26	2.0	29	2.0	0.237	6.1	LOS A	1.3	33.8	0.53	0.40	0.53	22.5
Approach		204	2.0	227	2.0	0.237	6.1	LOS A	1.3	33.8	0.53	0.40	0.53	23.1
West: NC 2 (Cherokee Road)														
5	L2	15	2.0	17	2.0	0.674	13.7	LOS B	9.0	229.1	0.74	0.64	0.90	28.0
2	T1	587	2.0	652	2.0	0.674	13.7	LOS B	9.0	229.1	0.74	0.64	0.90	27.9
12	R2	24	2.0	27	2.0	0.674	13.7	LOS B	9.0	229.1	0.74	0.64	0.90	27.4
Approach		626	2.0	696	2.0	0.674	13.7	LOS B	9.0	229.1	0.74	0.64	0.90	27.9
All Vehicles		1155	2.4	1283	2.4	0.674	10.1	LOS B	9.0	229.1	0.55	0.44	0.64	27.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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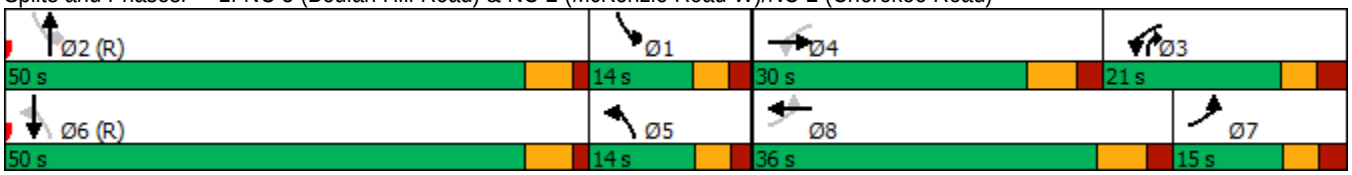
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	68	63	396	82	40	87	711	231	51	597	13
Future Volume (vph)	24	68	63	396	82	40	87	711	231	51	597	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-5%			-6%			6%			-4%	
Storage Length (ft)	50		0	0		0	70		85	160		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	85			100			45			90		
Satd. Flow (prot)	1814	1772	0	1823	1825	0	1717	1807	1536	1787	1876	0
Flt Permitted	0.633			0.495			0.111			0.082		
Satd. Flow (perm)	1209	1772	0	950	1825	0	201	1807	1536	154	1876	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		37			21				105		1	
Link Speed (mph)		25			35			35			35	
Link Distance (ft)		598			204			577			997	
Travel Time (s)		16.3			4.0			11.2			19.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	26	141	0	426	131	0	94	765	248	55	656	0
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA	pm+ov	D.P+P	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases	8			4			6		2	2		
Detector Phase	7	4		3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	7.0	10.0		7.0	7.0		7.0	10.0	7.0	7.0	10.0	
Minimum Split (s)	14.0	16.5		14.0	15.0		13.0	17.0	14.0	14.0	17.0	
Total Split (s)	15.0	30.0		21.0	36.0		14.0	50.0	21.0	14.0	50.0	
Total Split (%)	13.0%	26.1%		18.3%	31.3%		12.2%	43.5%	18.3%	12.2%	43.5%	
Yellow Time (s)	3.1	4.3		3.1	4.3		3.0	4.1	3.1	3.0	4.1	
All-Red Time (s)	2.6	2.2		2.8	2.2		1.9	1.4	2.8	2.1	1.4	
Lost Time Adjust (s)	-0.7	-1.5		-0.9	-1.5		0.1	-0.5	-0.9	-0.1	-0.5	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lead		Lag	Lead		Lag	Lead	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max	None	None	C-Max	
Act Effct Green (s)	39.0	14.4		36.0	29.6		59.0	53.9	80.5	60.0	51.5	
Actuated g/C Ratio	0.34	0.13		0.31	0.26		0.51	0.47	0.70	0.52	0.45	
v/c Ratio	0.05	0.56		0.92	0.27		0.47	0.90	0.22	0.30	0.78	
Control Delay	22.6	42.7		65.8	33.2		35.9	46.2	4.8	30.4	36.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	22.6	42.7		65.8	33.2		35.9	46.2	4.8	30.4	36.3	
LOS	C	D		E	C		D	D	A	C	D	
Approach Delay		39.6			58.2			36.0			35.9	
Approach LOS		D			E			D			D	
Queue Length 50th (ft)	12	73		258	54		32	538	33	18	408	
Queue Length 95th (ft)	30	132		#400	134		63	#871	78	41	#673	
Internal Link Dist (ft)		518			124			497			917	
Turn Bay Length (ft)	50						70		85	160		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	491	414		462	569		224	846	1107	210	840	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.05	0.34		0.92	0.23		0.42	0.90	0.22	0.26	0.78	

Intersection Summary			
Area Type:	Other		
Cycle Length: 115			
Actuated Cycle Length: 115			
Offset: 63 (55%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 41.1		Intersection LOS: D	
Intersection Capacity Utilization 90.2%		ICU Level of Service E	
Analysis Period (min) 15			
Description: Signal No. 08-0234			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: NC 5 (Beulah Hill Road) & NC 2 (McKenzie Road W)/NC 2 (Cherokee Road)



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	346	4	4	509	8	4
Future Volume (vph)	346	4	4	509	8	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	25		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			125		25	
Satd. Flow (prot)	1861	0	0	3539	1726	0
Flt Permitted					0.967	
Satd. Flow (perm)	1861	0	0	3539	1726	0
Link Speed (mph)	35			35	25	
Link Distance (ft)	204			350	392	
Travel Time (s)	4.0			6.8	10.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	388	0	0	570	13	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	346	4	4	509	8	4
Future Vol, veh/h	346	4	4	509	8	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	384	4	4	566	9	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	388	0	677	386
Stage 1	-	-	-	-	386	-
Stage 2	-	-	-	-	291	-
Critical Hdwy	-	-	4.13	-	6.63	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.83	-
Follow-up Hdwy	-	-	2.219	-	3.519	3.319
Pot Cap-1 Maneuver	-	-	1169	-	402	661
Stage 1	-	-	-	-	686	-
Stage 2	-	-	-	-	734	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1169	-	400	661
Mov Cap-2 Maneuver	-	-	-	-	400	-
Stage 1	-	-	-	-	686	-
Stage 2	-	-	-	-	730	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	13
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	461	-	-	1169	-
HCM Lane V/C Ratio	0.029	-	-	0.004	-
HCM Control Delay (s)	13	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	271	24	18	416	38	51	44	66	27	15	38
Future Volume (vph)	13	271	24	18	416	38	51	44	66	27	15	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1840	0	0	1821	0	0	1713	0	0	1697	0
Flt Permitted		0.998			0.998			0.984			0.983	
Satd. Flow (perm)	0	1840	0	0	1821	0	0	1713	0	0	1697	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		350			480			1325			482	
Travel Time (s)		6.8			9.4			36.1			13.1	
Confl. Peds. (#/hr)									7	7		
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	338	0	0	519	0	0	177	0	0	88	0
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary			
Area Type:	Other		
Control Type: Roundabout			
Intersection Capacity Utilization 49.9%		ICU Level of Service A	
Analysis Period (min) 15			

MOVEMENT SUMMARY

Site: 3 [Background PM (Site Folder: General)]

NC 2 (Cherokee Road) at Carolina Vista Drive
Site Category: Background PM
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Carolina Vista Drive														
3	L2	51	3.0	56	3.0	0.190	5.7	LOS A	1.0	26.9	0.53	0.40	0.53	23.8
8	T1	44	3.0	48	3.0	0.190	5.7	LOS A	1.0	26.9	0.53	0.40	0.53	23.5
18	R2	66	3.0	73	3.0	0.190	5.7	LOS A	1.0	26.9	0.53	0.40	0.53	23.0
Approach		161	3.0	177	3.0	0.190	5.7	LOS A	1.0	26.9	0.53	0.40	0.53	23.4
East: NC 2 (Cherokee Road)														
1	L2	18	3.0	20	3.0	0.462	8.3	LOS A	3.6	92.7	0.45	0.27	0.45	30.0
6	T1	416	3.0	457	3.0	0.462	8.3	LOS A	3.6	92.7	0.45	0.27	0.45	29.9
16	R2	38	3.0	42	3.0	0.462	8.3	LOS A	3.6	92.7	0.45	0.27	0.45	29.3
Approach		472	3.0	519	3.0	0.462	8.3	LOS A	3.6	92.7	0.45	0.27	0.45	29.9
North: Carolina Vista Drive														
7	L2	27	3.0	30	3.0	0.114	5.9	LOS A	0.6	16.4	0.64	0.51	0.64	23.7
4	T1	15	3.0	16	3.0	0.114	5.9	LOS A	0.6	16.4	0.64	0.51	0.64	23.4
14	R2	38	3.0	42	3.0	0.114	5.9	LOS A	0.6	16.4	0.64	0.51	0.64	23.0
Approach		80	3.0	88	3.0	0.114	5.9	LOS A	0.6	16.4	0.64	0.51	0.64	23.3
West: NC 2 (Cherokee Road)														
5	L2	13	2.0	14	2.0	0.282	5.6	LOS A	1.8	46.7	0.28	0.12	0.28	31.1
2	T1	271	2.0	298	2.0	0.282	5.6	LOS A	1.8	46.7	0.28	0.12	0.28	31.0
12	R2	24	2.0	26	2.0	0.282	5.6	LOS A	1.8	46.7	0.28	0.12	0.28	30.3
Approach		308	2.0	338	2.0	0.282	5.6	LOS A	1.8	46.7	0.28	0.12	0.28	31.0
All Vehicles		1021	2.7	1122	2.7	0.462	6.9	LOS A	3.6	92.7	0.43	0.26	0.43	28.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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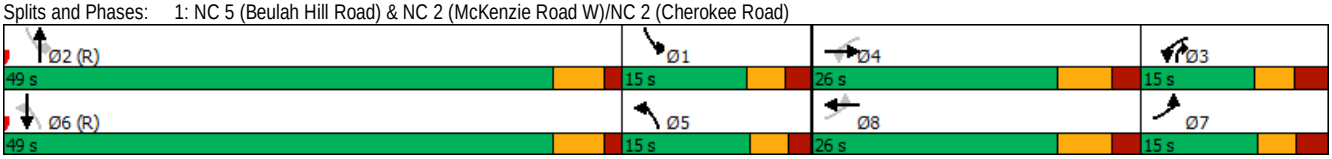
Appendix G:
Synchro & SIDRA Output:
Build-out (2024)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	192	75	216	42	15	19	507	488	53	631	8
Future Volume (vph)	21	192	75	216	42	15	19	507	488	53	631	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-5%			-6%			6%			-4%	
Storage Length (ft)	50		0	0		0	70		85	160		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	85			100			45			90		
Satd. Flow (prot)	1814	1829	0	1823	1844	0	1667	1755	1492	1753	1842	0
Flt Permitted	0.717			0.269			0.133			0.214		
Satd. Flow (perm)	1369	1829	0	516	1844	0	233	1755	1492	395	1842	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			15				331		1	
Link Speed (mph)		25			35			35			35	
Link Distance (ft)		598			204			577			997	
Travel Time (s)		16.3			4.0			11.2			19.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	23	291	0	235	62	0	21	551	530	58	695	0
Number of Detectors	1	1		1	1		1	1	0	1	1	
Detector Template												
Leading Detector (ft)	40	40		40	40		40	76	0	40	76	
Trailing Detector (ft)	0	0		0	0		0	70	0	0	70	
Detector 1 Position(ft)	0	0		0	0		0	70	0	0	70	
Detector 1 Size(ft)	40	40		40	40		40	6	20	40	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	5.0	10.0		5.0	10.0		15.0	0.0	0.0	15.0	0.0	
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA	pm+ov	D.P+P	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases	8			4			6		2	2		
Detector Phase	7	4		3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	7.0	10.0		7.0	7.0		7.0	10.0	7.0	7.0	10.0	
Minimum Split (s)	14.0	16.5		14.0	15.0		13.0	17.0	14.0	14.0	17.0	
Total Split (s)	15.0	26.0		15.0	26.0		15.0	49.0	15.0	15.0	49.0	
Total Split (%)	14.3%	24.8%		14.3%	24.8%		14.3%	46.7%	14.3%	14.3%	46.7%	
Yellow Time (s)	3.1	4.3		3.1	4.3		3.0	4.1	3.1	3.0	4.1	
All-Red Time (s)	2.6	2.2		2.8	2.2		1.9	1.4	2.8	2.1	1.4	
Lost Time Adjust (s)	-0.7	-1.5		-0.9	-1.5		0.1	-0.5	-0.9	-0.1	-0.5	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lead		Lag	Lead		Lag	Lead	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max	None	None	C-Max	
Act Effct Green (s)	34.4	21.3		31.4	25.6		58.0	48.9	64.0	56.0	53.7	
Actuated g/C Ratio	0.33	0.20		0.30	0.24		0.55	0.47	0.61	0.53	0.51	
v/c Ratio	0.05	0.76		0.84	0.13		0.09	0.67	0.51	0.19	0.74	
Control Delay	21.9	49.9		63.2	30.2		14.7	28.9	6.6	15.9	28.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	21.9	49.9		63.2	30.2		14.7	28.9	6.6	15.9	28.6	
LOS	C	D		E	C		B	C	A	B	C	
Approach Delay		47.9			56.3			17.9			27.6	
Approach LOS		D			E			B			C	
Queue Length 50th (ft)	10	171		113	20		6	307	63	18	332	
Queue Length 95th (ft)	27	263		#222	69		18	444	151	38	#658	
Internal Link Dist (ft)		518			124			497			917	
Turn Bay Length (ft)	50						70		85	160		
Base Capacity (vph)	511	406		286	524		271	817	1031	350	943	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.05	0.72		0.82	0.12		0.08	0.67	0.51	0.17	0.74	

Intersection Summary		
Area Type:	Other	
Cycle Length: 105		
Actuated Cycle Length: 105		
Offset: 0 (0%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green		
Natural Cycle: 90		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.84		
Intersection Signal Delay: 29.3	Intersection LOS: C	
Intersection Capacity Utilization 82.8%	ICU Level of Service E	
Analysis Period (min) 15		
Description: Signal No. 08-0234		

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NC 5 (Beulah Hill Road) & NC 2 (McKenzie Road W)/NC 2 (Cherokee Road)



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	696	36	0	275	0	4
Future Volume (vph)	696	36	0	275	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	25		0	0
Storage Lanes		0	1		0	1
Taper Length (ft)			125		25	
Satd. Flow (prot)	1832	0	0	3471	0	1611
Flt Permitted						
Satd. Flow (perm)	1832	0	0	3471	0	1611
Link Speed (mph)	35			35	25	
Link Distance (ft)	204			350	392	
Travel Time (s)	4.0			6.8	10.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	3%	4%	4%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	778	0	0	293	0	4
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	48.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	696	36	0	275	0	4
Future Vol, veh/h	696	36	0	275	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	3	4	4	2	2
Mvmt Flow	740	38	0	293	0	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	759
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	-	-	0	-	0	405
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	405
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	405	-	-	-
HCM Lane V/C Ratio	0.011	-	-	-
HCM Control Delay (s)	14	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Volume (vph)	4	16	588	29	28	274	22	9	4	8	163	27	23
Future Volume (vph)	4	16	588	29	28	274	22	9	4	8	163	27	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	1848	0	0	1821	0	0	1559	0	0	1767	0
Flt Permitted			0.998			0.996			0.979			0.963	
Satd. Flow (perm)	0	0	1848	0	0	1821	0	0	1559	0	0	1767	0
Link Speed (mph)			35			35			25			25	
Link Distance (ft)			350			480			1325			482	
Travel Time (s)			6.8			9.4			36.1			13.1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	2%	3%	3%	3%	13%	13%	13%	2%	2%	2%
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	0	707	0	0	359	0	0	23	0	0	237	0
Sign Control			Yield			Yield			Yield			Yield	

Intersection Summary			
Area Type:	Other		
Control Type: Roundabout			
Intersection Capacity Utilization	62.5%	ICU Level of Service	B
Analysis Period (min)	15		

MOVEMENT SUMMARY

Site: 3 [Build AM (Site Folder: General)]

NC 2 (Cherokee Road) at Carolina Vista Drive
Site Category: Build AM
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Carolina Vista Drive														
3	L2	9	13.0	10	13.0	0.053	9.0	LOS A	0.3	8.7	0.81	0.68	0.81	22.9
8	T1	4	13.0	4	13.0	0.053	9.0	LOS A	0.3	8.7	0.81	0.68	0.81	22.6
18	R2	8	13.0	9	13.0	0.053	9.0	LOS A	0.3	8.7	0.81	0.68	0.81	22.2
Approach		21	13.0	23	13.0	0.053	9.0	LOS A	0.3	8.7	0.81	0.68	0.81	22.6
East: NC 2 (Cherokee Road)														
1	L2	28	3.0	31	3.0	0.295	5.6	LOS A	2.0	50.7	0.21	0.08	0.21	31.0
6	T1	274	3.0	304	3.0	0.295	5.6	LOS A	2.0	50.7	0.21	0.08	0.21	30.9
16	R2	22	3.0	24	3.0	0.295	5.6	LOS A	2.0	50.7	0.21	0.08	0.21	30.2
Approach		324	3.0	360	3.0	0.295	5.6	LOS A	2.0	50.7	0.21	0.08	0.21	30.9
North: Carolina Vista Drive														
7	L2	163	2.0	181	2.0	0.254	6.4	LOS A	1.4	36.8	0.56	0.43	0.56	23.2
4	T1	27	2.0	30	2.0	0.254	6.4	LOS A	1.4	36.8	0.56	0.43	0.56	22.9
14	R2	23	2.0	26	2.0	0.254	6.4	LOS A	1.4	36.8	0.56	0.43	0.56	22.5
Approach		213	2.0	237	2.0	0.254	6.4	LOS A	1.4	36.8	0.56	0.43	0.56	23.1
West: NC 2 (Cherokee Road)														
5u	U	4	2.0	4	2.0	0.703	15.1	LOS B	11.3	287.6	0.80	0.78	1.10	28.9
5	L2	16	2.0	18	2.0	0.703	15.1	LOS B	11.3	287.6	0.80	0.78	1.10	27.5
2	T1	588	2.0	653	2.0	0.703	15.1	LOS B	11.3	287.6	0.80	0.78	1.10	27.5
12	R2	29	2.0	32	2.0	0.703	15.1	LOS B	11.3	287.6	0.80	0.78	1.10	26.9
Approach		637	2.0	708	2.0	0.703	15.1	LOS B	11.3	287.6	0.80	0.78	1.10	27.5
All Vehicles		1195	2.5	1328	2.5	0.703	10.9	LOS B	11.3	287.6	0.59	0.53	0.75	27.2

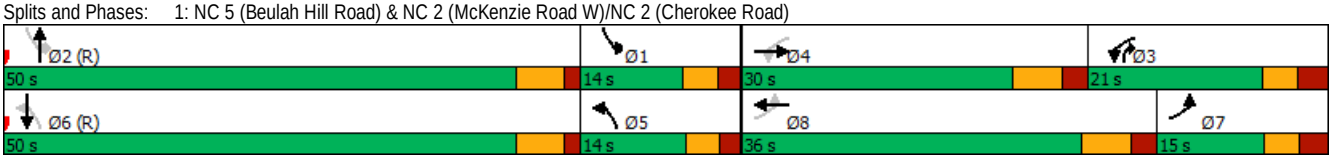
Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	68	63	410	84	44	87	711	236	53	597	13
Future Volume (vph)	24	68	63	410	84	44	87	711	236	53	597	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-5%			-6%			6%			-4%	
Storage Length (ft)	50		0	0		0	70		85	160		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	85			100			45			90		
Satd. Flow (prot)	1814	1772	0	1823	1821	0	1717	1807	1536	1787	1876	0
Flt Permitted	0.626			0.495			0.098			0.084		
Satd. Flow (perm)	1195	1772	0	950	1821	0	177	1807	1536	158	1876	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		37			22				107		1	
Link Speed (mph)		25			35			35			35	
Link Distance (ft)		598			204			577			997	
Travel Time (s)		16.3			4.0			11.2			19.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	26	141	0	441	137	0	94	765	254	57	656	0
Number of Detectors	1	1		1	1		1	1	0	1	1	
Detector Template												
Leading Detector (ft)	40	40		40	40		40	76	0	40	76	
Trailing Detector (ft)	0	0		0	0		0	70	0	0	70	
Detector 1 Position(ft)	0	0		0	0		0	70	0	0	70	
Detector 1 Size(ft)	40	40		40	40		40	6	20	40	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	5.0	10.0		5.0	10.0		15.0	0.0	0.0	15.0	0.0	
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA	pm+ov	D.P+P	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases	8			4			6		2	2		
Detector Phase	7	4		3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	7.0	10.0		7.0	7.0		7.0	10.0	7.0	7.0	10.0	
Minimum Split (s)	14.0	16.5		14.0	15.0		13.0	17.0	14.0	14.0	17.0	
Total Split (s)	15.0	30.0		21.0	36.0		14.0	50.0	21.0	14.0	50.0	
Total Split (%)	13.0%	26.1%		18.3%	31.3%		12.2%	43.5%	18.3%	12.2%	43.5%	
Yellow Time (s)	3.1	4.3		3.1	4.3		3.0	4.1	3.1	3.0	4.1	
All-Red Time (s)	2.6	2.2		2.8	2.2		1.9	1.4	2.8	2.1	1.4	
Lost Time Adjust (s)	-0.7	-1.5		-0.9	-1.5		0.1	-0.5	-0.9	-0.1	-0.5	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lead		Lag	Lead		Lag	Lead	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max	None	None	C-Max	
Act Effct Green (s)	40.2	14.4		37.2	30.6		57.8	52.7	80.5	58.8	50.3	
Actuated g/C Ratio	0.35	0.13		0.32	0.27		0.50	0.46	0.70	0.51	0.44	
v/c Ratio	0.05	0.56		0.92	0.27		0.50	0.92	0.23	0.31	0.80	
Control Delay	22.0	42.7		63.8	32.7		40.2	49.7	4.8	31.2	38.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	22.0	42.7		63.8	32.7		40.2	49.7	4.8	31.2	38.1	
LOS	C	D		E	C		D	D	A	C	D	
Approach Delay		39.5			56.5			38.7			37.6	
Approach LOS		D			E			D			D	
Queue Length 50th (ft)	12	73		264	56		33	552	34	19	418	
Queue Length 95th (ft)	30	132		#435	140		63	#871	80	42	#673	
Internal Link Dist (ft)		518			124			497			917	
Turn Bay Length (ft)	50						70		85	160		
Base Capacity (vph)	501	414		480	582		211	828	1107	210	821	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.05	0.34		0.92	0.24		0.45	0.92	0.23	0.27	0.80	

Intersection Summary		
Area Type:	Other	
Cycle Length: 115		
Actuated Cycle Length: 115		
Offset: 63 (55%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green		
Natural Cycle: 100		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.92		
Intersection Signal Delay: 42.4	Intersection LOS: D	
Intersection Capacity Utilization 91.0%	ICU Level of Service E	
Analysis Period (min) 15		
Description: Signal No. 08-0234		

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NC 5 (Beulah Hill Road) & NC 2 (McKenzie Road W)/NC 2 (Cherokee Road)



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	350	7	0	538	0	22
Future Volume (vph)	350	7	0	538	0	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	25		0	0
Storage Lanes		0	1		0	1
Taper Length (ft)			125		25	
Satd. Flow (prot)	1857	0	0	3539	0	1611
Flt Permitted						
Satd. Flow (perm)	1857	0	0	3539	0	1611
Link Speed (mph)	35			35	25	
Link Distance (ft)	204			350	392	
Travel Time (s)	4.0			6.8	10.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	397	0	0	598	0	24
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	350	7	0	538	0	22
Future Vol, veh/h	350	7	0	538	0	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	389	8	0	598	0	24

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	393
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	-	-	0	-	0	655
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	655
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	655	-	-	-
HCM Lane V/C Ratio	0.037	-	-	-
HCM Control Delay (s)	10.7	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Volume (vph)	8	18	277	28	22	416	38	72	48	71	27	20	36
Future Volume (vph)	8	18	277	28	22	416	38	72	48	71	27	20	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	1835	0	0	1821	0	0	1721	0	0	1708	0
Flt Permitted			0.996			0.998			0.982			0.984	
Satd. Flow (perm)	0	0	1835	0	0	1821	0	0	1721	0	0	1708	0
Link Speed (mph)			35			35			25			25	
Link Distance (ft)			350			480			1325			482	
Travel Time (s)			6.8			9.4			36.1			13.1	
Confl. Peds. (#/hr)										7	7		
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	2%	2%	2%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	0	364	0	0	523	0	0	210	0	0	92	0
Sign Control			Yield			Yield			Yield			Yield	

Intersection Summary			
Area Type:	Other		
Control Type: Roundabout			
Intersection Capacity Utilization	51.9%	ICU Level of Service	A
Analysis Period (min)	15		

MOVEMENT SUMMARY

Site: 3 [Build PM (Site Folder: General)]

NC 2 (Cherokee Road) at Carolina Vista Drive
Site Category: Build PM
Roundabout

Vehicle Movement Performance

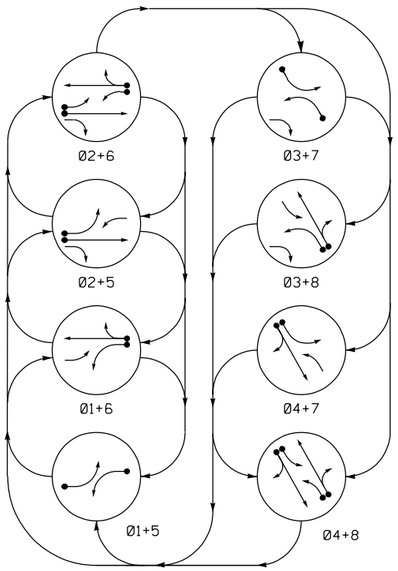
Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Carolina Vista Drive														
3	L2	72	3.0	79	3.0	0.231	6.3	LOS A	1.3	33.7	0.56	0.44	0.56	23.6
8	T1	48	3.0	53	3.0	0.231	6.3	LOS A	1.3	33.7	0.56	0.44	0.56	23.3
18	R2	71	3.0	78	3.0	0.231	6.3	LOS A	1.3	33.7	0.56	0.44	0.56	22.9
Approach		191	3.0	210	3.0	0.231	6.3	LOS A	1.3	33.7	0.56	0.44	0.56	23.2
East: NC 2 (Cherokee Road)														
1	L2	22	3.0	24	3.0	0.486	8.9	LOS A	3.8	97.4	0.53	0.35	0.53	29.7
6	T1	416	3.0	457	3.0	0.486	8.9	LOS A	3.8	97.4	0.53	0.35	0.53	29.7
16	R2	38	3.0	42	3.0	0.486	8.9	LOS A	3.8	97.4	0.53	0.35	0.53	29.0
Approach		476	3.0	523	3.0	0.486	8.9	LOS A	3.8	97.4	0.53	0.35	0.53	29.6
North: Carolina Vista Drive														
7	L2	27	3.0	30	3.0	0.124	6.2	LOS A	0.7	18.1	0.67	0.55	0.67	23.6
4	T1	20	3.0	22	3.0	0.124	6.2	LOS A	0.7	18.1	0.67	0.55	0.67	23.4
14	R2	36	3.0	40	3.0	0.124	6.2	LOS A	0.7	18.1	0.67	0.55	0.67	22.9
Approach		83	3.0	91	3.0	0.124	6.2	LOS A	0.7	18.1	0.67	0.55	0.67	23.3
West: NC 2 (Cherokee Road)														
5u	U	8	2.0	9	2.0	0.307	5.9	LOS A	2.0	52.0	0.30	0.15	0.30	32.6
5	L2	18	2.0	20	2.0	0.307	5.9	LOS A	2.0	52.0	0.30	0.15	0.30	30.9
2	T1	277	2.0	304	2.0	0.307	5.9	LOS A	2.0	52.0	0.30	0.15	0.30	30.9
12	R2	28	2.0	31	2.0	0.307	5.9	LOS A	2.0	52.0	0.30	0.15	0.30	30.2
Approach		331	2.0	364	2.0	0.307	5.9	LOS A	2.0	52.0	0.30	0.15	0.30	30.8
All Vehicles		1081	2.7	1188	2.7	0.486	7.3	LOS A	3.8	97.4	0.48	0.32	0.48	28.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Appendix H:
Signal Plan and Timing Data

PROJECT REFERENCE NO.	SHEET NO.
36249.3638	Sig. 1

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

EV PREEMPT PHASES

(Medium Priority)

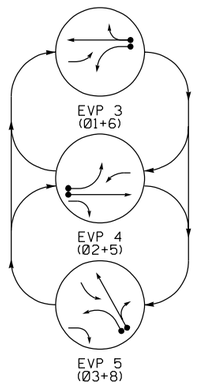


TABLE OF OPERATION

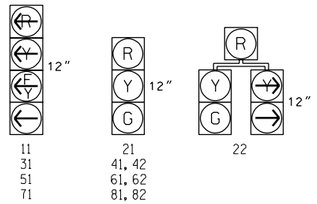
SIGNAL FACE	PHASE												
	Ø1+5	Ø1+6	Ø2+5	Ø2+6	Ø3+7	Ø3+8	Ø4+7	Ø4+8	EVP3	EVP4	EVP5	FLASH
11	←●	←—	F Y	F Y	~~R~~	~~R~~	~~R~~	~~R~~	←●	F Y	~~R~~	~~Y~~
21	R	R	G	G	R	R	R	R	R	G	R	Y
22	R	R	G	G	R/→	R/→	R	R	R	G	R/→	Y
31	~~R~~	~~R~~	~~R~~	~~R~~	←●	←—	F Y	F Y	~~R~~	~~R~~	←●	~~R~~
41, 42	R	R	R	R	R	R	G	G	R	R	R	R
51	←●	F Y	←●	F Y	~~R~~	~~R~~	~~R~~	~~R~~	F Y	←●	~~R~~	~~Y~~
61, 62	R	G	R	G	R	R	R	R	G	R	R	Y
71	~~R~~	~~R~~	~~R~~	~~R~~	←●	←—	F Y	F Y	~~R~~	~~R~~	F Y	~~R~~
81, 82	R	R	R	R	R	G	R	G	R	R	G	R

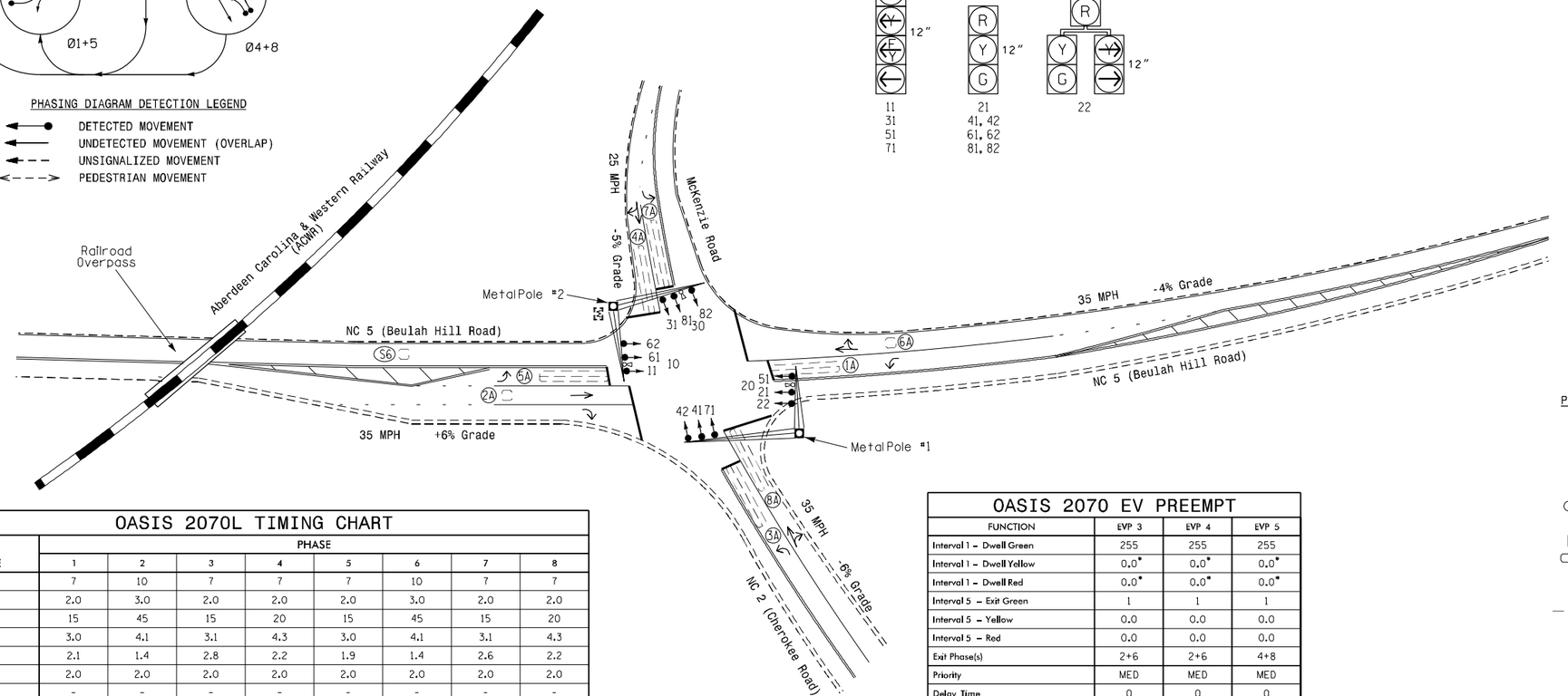
OASIS 2070L LOOP & DETECTOR INSTALLATION CHART

INDUCTIVE LOOPS					DETECTOR PROGRAMMING						
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
1A	6X40	0	2-4-2	-	1	Y	Y	-	-	15	-	-
					6	Y	Y	-	-	-	-	-
2A	6X6	70	EXIST	-	2	Y	Y	-	-	-	-	-
3A	6X40	0	2-4-2	-	3	Y	Y	-	-	5	-	-
					8	Y	Y	-	-	3	-	-
4A	6X40	0	2-4-2	-	4	Y	Y	-	-	10	-	-
5A	6X40	0	2-4-2	-	5	Y	Y	-	-	15	-	-
					2	Y	Y	-	-	-	-	-
6A	6X6	70	EXIST	-	6	Y	Y	-	-	-	-	-
7A	6X40	0	2-4-2	-	7	Y	Y	-	-	5	-	-
					4	Y	Y	-	-	3	-	-
8A	6X40	0	2-4-2	-	8	Y	Y	-	-	10	-	-
S6	6X6	+200	EXIST	-	-	-	-	-	-	-	Y	-

SIGNAL FACE I.D.

All Heads L.E.D.





OASIS 2070L TIMING CHART

FEATURE	PHASE							
	1	2	3	4	5	6	7	8
Min Green 1 *	7	10	7	7	7	10	7	7
Extension 1 *	2.0	3.0	2.0	2.0	2.0	3.0	2.0	2.0
Max Green 1 *	15	45	15	20	15	45	15	20
Yellow Clearance	3.0	4.1	3.1	4.3	3.0	4.1	3.1	4.3
Red Clearance	2.1	1.4	2.8	2.2	1.9	1.4	2.6	2.2
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-	-	-	-	-
Don't Walk 1	-	-	-	-	-	-	-	-
Seconds Per Actuation *	-	-	-	-	-	-	-	-
Max Variable Initial *	-	-	-	-	-	-	-	-
Time Before Reduction *	-	-	-	-	-	-	-	-
Time To Reduce *	-	-	-	-	-	-	-	-
Minimum Gap	-	-	-	-	-	-	-	-
Recall Mode	-	MIN RECALL	-	-	-	MIN RECALL	-	-
Vehicle Call Memory	-	YELLOW	-	-	-	YELLOW	-	-
Dual Entry	-	-	-	ON	-	-	-	ON
Simultaneous Gap	ON	ON	ON	ON	ON	ON	ON	ON

* These values may be field adjusted. Do not adjust Min Green and Extension times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

OASIS 2070 EV PREEMPT

FUNCTION	EVP 3	EVP 4	EVP 5
Interval 1 – Dwell Green	255	255	255
Interval 1 – Dwell Yellow	0.0*	0.0*	0.0*
Interval 1 – Dwell Red	0.0*	0.0*	0.0*
Interval 5 – Exit Green	1	1	1
Interval 5 – Yellow	0.0	0.0	0.0
Interval 5 – Red	0.0	0.0	0.0
Exit Phase(s)	2+6	2+6	4+8
Priority	MED	MED	MED
Delay Time	0	0	0
Min Green Before Pre	1	1	1
Ped Clear Before Pre	0	0	0
Yellow Clear Before Pre	0.0*	0.0*	0.0*
Red Clear Before Pre	0.0*	0.0*	0.0*
Dwell Min Time	10	10	7
Enable Backup Protection	N	N	N
Ped Clear Through Yellow	N	N	N
Omit Overlaps	-	-	-
Preempt Extend**	2	2	2

* Time defaults to time used for phase during normal operation
** Program Timing on Optical Detection Unit

8 Phase
Fully Actuated
w/EV Preemption
NC 5 (Beulah Hill Rd)/NC 2 CLS

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 and/or phase 5 may be lagged.
4. Phase 3 and/or phase 7 may be lagged.
5. Set all detector units to presence mode.
6. In the event of loop replacement, refer to the current ITS and Signals Design Manual and submit a Plan of Record to the Signal Design Section.
7. Pavement markings are existing.
8. This intersection features an optical preemption system. Shown locations of optical detectors are conceptual only.
9. Opticom sensor 10 calls EVP 3.
   Opticom sensor 20 calls EVP 4.
   Opticom sensor 30 calls EVP 5.
10. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
11. Closed loop system data:
    Master Asset #: 10804.
    Controller Asset #: 0234.

LEGEND

PROPOSED		EXISTING
○→	Traffic Signal Head	●→
◐→	Modified Signal Head	N/A
⊣	Sign	⊣
▭↓	Pedestrian Signal Head With Push Button & Sign	■
○	Signal Pole with Guy	●
○ ◡	Signal Pole with Sidewalk Guy	●
▭	Metal Pole with Mastarm	▭
▬	Inductive Loop Detector	▭
M	Master Controller & Cabinet	M
□	Junction Box	■
- - - - -	2-in Underground Conduit	- - - - -
N/A	Right of Way	- - - - -
→	Directional Arrow	→
N/A	Railroad Tracks	▬
⊂	Optical Detector	◀

Signal Upgrade

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Prepared in the Offices of:
Transportation Mobility and Safety Division
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Signal Design Section
750 N.Greenfield Pkwy.Garner,NC 27529

NC 5 (Beulah Hill Road)
at
NC 2 (Cherokee Road) and
McKenzie Road

Division 8 Moore County Pinehurst

PLAN DATE: August 2016 REVIEWED BY:
PREPARED BY: M.E. Giles REVIEWED BY:

REVISIONS	INIT.	DATE

SCALE 0 40 1"=40'

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 026486 ENGINEER ROBERT J. ZIEMBA

Digitally Signed by
SIGNATURE 9/1/2016 DATE

SIG. INVENTORY NO. 08-0234

01-SEP-2016 10:12
S:\Traffic\Signals\Signal Design Section\Central Region\Div 8\08-0234\080234_sig_dsn_20160901.dgn
rziemba

800234 - N.C. 5 @ N.C. 2
2-1 Phase Control Functions Page 1
12/9/2020 12:02 PM

	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
Time Min 2	
Time Extension 2	
Time Max 2	
Soft Recall	
Minimum Recall	2 6
Maximum Recall 1	
Maximum Recall 2	
Call Non-Act 1	
Call Non-Act 2	
Omit Phase	
Dual Entry	4 8
No Skip	
Added Extension	
Simultaneous Gap	1 2 3 4 5 6 7 8
Guaranteed Passage	
Green Interval Flash	
Fast Green Flash	
Red Rest	
Backup Protection	
Inhibit Reservice	
Inhibit Max (Coord)	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
Inhibit Coordination	
Dynamic Max/Max3	
Variable Initial	
Gap Reduction	
Omit Pedestrian	
Time Walk 2	
Time FDWalk 2	

	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
Ped Soft Recall	
Ped Recall	
Rest In Walk	
Modified Rest In Walk	
Ped Reservice	
Flashing Walk	
Advanced Walk	
Delayed Walk	
Ped Yellow Clear	
Ped Red Clear	
Startup In Green	2 6
Startup In Yellow	
Startup Red Clear	
First Phases	
Startup Calls	
Startup Ped Calls	
Flash Entry	2 6
Yellow Flash	2 6
Wag Phases	1 3 6 8
Wag Overlaps	1 2
Manual Control	1 2 3 4 5 6 7 8
Manual Control Omit Ped	
Red Detector Lock	
Yellow Detector Lock	2 6
Active Logic 1 - 16	1 2 3 4 5 6 7 8 9 10 11 12
Active Logic 17 - 32	
Dynamic/Backup	

800234 - N.C. 5 @ N.C. 2
2-1 Phase Control Functions Page 4
12/9/2020 11:53 AM

	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
Time Min 2	
Time Extension 2	
Time Max 2	
Soft Recall	
Minimum Recall	2 6
Maximum Recall 1	
Maximum Recall 2	
Call Non-Act 1	
Call Non-Act 2	
Omit Phase	
Dual Entry	
No Skip	
Added Extension	
Simultaneous Gap	1 2 3 4 5 6 7 8
Guaranteed Passage	
Green Interval Flash	
Fast Green Flash	
Red Rest	
Backup Protection	
Inhibit Reservice	
Inhibit Max (Coord)	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
Inhibit Coordination	
Dynamic Max/Max3	
Variable Initial	
Gap Reduction	
Omit Pedestrian	
Time Walk 2	
Time FDWalk 2	

	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
Ped Soft Recall	
Ped Recall	
Rest In Walk	
Modified Rest In Walk	
Ped Reservice	
Flashing Walk	
Advanced Walk	
Delayed Walk	
Ped Yellow Clear	
Ped Red Clear	
Startup In Green	2 6
Startup In Yellow	
Startup Red Clear	
First Phases	
Startup Calls	
Startup Ped Calls	
Flash Entry	2 6
Yellow Flash	
Wag Phases	1 3 6 8
Wag Overlaps	
Manual Control	1 2 3 4 5 6 7 8
Manual Control Omit Ped	
Red Detector Lock	
Yellow Detector Lock	2 6
Active Logic 1 - 16	
Active Logic 17 - 32	
Dynamic/Backup	

800234 - N.C. 5 @ N.C. 2
3 - Phase Timing 1
12/9/2020 11:53 AM

Phase Timing Elements	Phase															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green 1	7	10	7	10	7	10	7	7	0	0	0	0	0	0	0	0
Minimum Green 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Re-service Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extension 1 (Gap 1)	1.0	3.0	1.0	3.0	1.0	3.0	1.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Extension 2 (Gap 2)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Maximum Green 1	15	45	15	30	15	45	15	30	0	0	0	0	0	0	0	0
Maximum Green 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Clearance	3.0	4.1	3.1	4.3	3.0	4.1	3.1	4.3	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clearance	2.1	1.4	2.8	2.2	1.9	1.4	2.6	2.2	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Walk 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dont Walk 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dont Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Advance Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk Delay Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alternate Dont Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alternate Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max / Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Adjust	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Seconds / Actuation	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Variable Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minimum Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Flash Frequency (0-25.5 Hz)	1.0															

800234 - N.C. 5 @ N.C. 2
3 - Phase Timing 4
12/9/2020 11:53 AM

Phase Timing Elements	Phase															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green 1	7	12	7	7	7	12	7	7	0	0	0	0	0	0	0	0
Minimum Green 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Re-service Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extension 1 (Gap 1)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Extension 2 (Gap 2)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Maximum Green 1	30	30	30	30	30	30	30	30	0	0	0	0	0	0	0	0
Maximum Green 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Clearance	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Walk 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dont Walk 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dont Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Advance Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk Delay Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alternate Dont Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alternate Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max / Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Adjust	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Seconds / Actuation	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Variable Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minimum Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Flash Frequency (0-25.5 Hz)	1.0															

800234 - N.C. 5 @ N.C. 2
4 - Phase Sequence Page 1
12/9/2020 11:53 AM

Rings	Barrier 1				Barrier 2				Barrier 3				Barrier 4			
1	1	2	0	0	3	4	0	0	0	0	0	0	0	0	0	0
2	5	6	0	0	7	8	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Rings	Barrier 5				Barrier 6				Barrier 7				Barrier 8			
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Rings	Barrier 1				Barrier 2				Barrier 3				Barrier 4			
1	0	2	0	1	0	4	0	3	0	0	0	0	0	0	0	0
2	0	6	0	5	0	8	0	7	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Rings	Barrier 5				Barrier 6				Barrier 7				Barrier 8			
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

800234 - N.C. 5 @ N.C. 2
9 - Coordination Plan 3
12/9/2020 11:53 AM

Coordination Plan # 3

Cycle length (0-999 sec)	95
Min Transition Cycle (0-999 sec)	60
Max Transition Cycle (0-999 sec)	120

Offset # or Ring:	1	2	3	4
Offsets (0-999 sec)	35	0	0	0
Act Coord Phase Min Green (0-255)	0	0	0	0

Splits (0-255 sec)

Phase	1	2	3	4	5	6	7	8
Split	15	45	15	20	15	45	15	20
Phase	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0

Verify Plan Data

Phase/Function Settings:

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phase		2				6										
Float Force Offs																
Hold to Force Off																
Hi Priority Ped																
Dynamic/Backup																

Options:	**(Y/N)**	
Split/Timing in percent?	N	
*Permissive Mode (0-4)	0	*0 = Auto
Enable Transition Permissive Mode?	N	1 = Open
Adjust Non-Coordinated Splits?	Y	2 = Manual
Cycle Once per Cycle Length?	Y	3 = Window
		4 = Walk

Active Pages:

Phase Sequence Page (1-12)	12
Phase Timing Page (1-4)	1
Phase Control Page (1-4)	1
OverLap Control Page (1-4)	1
Input Page (1-4)	1
Output Page (1-4)	1

Global Manual Permissive windows:

*Applies when "Window" permissive is selected

Manual Perm 1 End Point (0-255 sec)	0
Manual Perm 2 Start Point (0-255 sec)	0
Manual Perm 2 End Point (0-255 sec)	0

Manual Permissives by Phase:

*Applies when "Manual" permissive is selected

	Vehicle		Pedestrian	
(0-255 sec)	Start	Stop	Start	Stop
Phase 1	0	0	0	0
Phase 2	0	0	0	0
Phase 3	0	0	0	0
Phase 4	0	0	0	0
Phase 5	0	0	0	0
Phase 6	0	0	0	0
Phase 7	0	0	0	0
Phase 8	0	0	0	0
Phase 9	0	0	0	0
Phase 10	0	0	0	0
Phase 11	0	0	0	0
Phase 12	0	0	0	0
Phase 13	0	0	0	0
Phase 14	0	0	0	0
Phase 15	0	0	0	0
Phase 16	0	0	0	0

800234 - N.C. 5 @ N.C. 2
9 - Coordination Plan 4
12/9/2020 11:53 AM

Coordination Plan # 4

Cycle length (0-999 sec)	105
Min Transition Cycle (0-999 sec)	60
Max Transition Cycle (0-999 sec)	130

Offset # or Ring:	1	2	3	4
Offsets (0-999 sec)	0	0	0	0
Act Coord Phase Min Green (0-255)	0	0	0	0

Splits (0-255 sec)

Phase	1	2	3	4	5	6	7	8
Split	15	48	15	26	15	48	15	26
Phase	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0

Verify Plan Data

Phase/Function Settings:

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phase		2				6										
Float Force Offs																
Hold to Force Off																
Hi Priority Ped																
Dynamic/Backup																

Options:	**(Y/N)**	
Split/Timing in percent?	N	
*Permissive Mode (0-4)	0	*0 = Auto
Enable Transition Permissive Mode?	N	1 = Open
Adjust Non-Coordinated Splits?	Y	2 = Manual
Cycle Once per Cycle Length?	Y	3 = Window
		4 = Walk

Active Pages:

Phase Sequence Page (1-12)	12
Phase Timing Page (1-4)	1
Phase Control Page (1-4)	1
OverLap Control Page (1-4)	1
Input Page (1-4)	1
Output Page (1-4)	1

Global Manual Permissive windows:

*Applies when "Window" permissive is selected

Manual Perm 1 End Point (0-255 sec)	0
Manual Perm 2 Start Point (0-255 sec)	0
Manual Perm 2 End Point (0-255 sec)	0

Manual Permissives by Phase:

*Applies when "Manual" permissive is selected

	Vehicle		Pedestrian	
(0-255 sec)	Start	Stop	Start	Stop
Phase 1	0	0	0	0
Phase 2	0	0	0	0
Phase 3	0	0	0	0
Phase 4	0	0	0	0
Phase 5	0	0	0	0
Phase 6	0	0	0	0
Phase 7	0	0	0	0
Phase 8	0	0	0	0
Phase 9	0	0	0	0
Phase 10	0	0	0	0
Phase 11	0	0	0	0
Phase 12	0	0	0	0
Phase 13	0	0	0	0
Phase 14	0	0	0	0
Phase 15	0	0	0	0
Phase 16	0	0	0	0

800234 - N.C. 5 @ N.C. 2
9 - Coordination Plan 5
12/9/2020 11:53 AM

Coordination Plan # 5

Cycle length (0-999 sec)	115
Min Transition Cycle (0-999 sec)	60
Max Transition Cycle (0-999 sec)	130

Offset # or Ring:	1	2	3	4
Offsets (0-999 sec)	63	0	0	0
Act Coord Phase Min Green (0-255)	0	0	0	0

Splits (0-255 sec)

Phase	1	2	3	4	5	6	7	8
Split	14	50	21	30	14	50	15	30
Phase	9	10	11	12	13	14	15	16
Split	0	0	0	0	0	0	0	0

Verify Plan Data

Phase/Function Settings:

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phase		2				6										
Float Force Offs																
Hold to Force Off																
Hi Priority Ped																
Dynamic/Backup																

Options:

	(Y/N)	
Split/Timing in percent?	N	
*Permissive Mode (0-4)	0	*0 = Auto
Enable Transition Permissive Mode?	N	1 = Open
Adjust Non-Coordinated Splits?	Y	2 = Manual
Cycle Once per Cycle Length?	Y	3 = Window
		4 = Walk

Active Pages:

Phase Sequence Page (1-12)	12
Phase Timing Page (1-4)	1
Phase Control Page (1-4)	1
OverLap Control Page (1-4)	1
Input Page (1-4)	1
Output Page (1-4)	1

Global Manual Permissive windows:

*Applies when "Window" permissive is selected

Manual Perm 1 End Point (0-255 sec)	0
Manual Perm 2 Start Point (0-255 sec)	0
Manual Perm 2 End Point (0-255 sec)	0

Manual Permissives by Phase:

*Applies when "Manual" permissive is selected

	Vehicle		Pedestrian	
(0-255 sec)	Start	Stop	Start	Stop
Phase 1	0	0	0	0
Phase 2	0	0	0	0
Phase 3	0	0	0	0
Phase 4	0	0	0	0
Phase 5	0	0	0	0
Phase 6	0	0	0	0
Phase 7	0	0	0	0
Phase 8	0	0	0	0
Phase 9	0	0	0	0
Phase 10	0	0	0	0
Phase 11	0	0	0	0
Phase 12	0	0	0	0
Phase 13	0	0	0	0
Phase 14	0	0	0	0
Phase 15	0	0	0	0
Phase 16	0	0	0	0

800234 - N.C. 5 @ N.C. 2
A-1 - Standard Preemptions Page 3
12/9/2020 11:53 AM

Interval Settings	Interval Timings			Clearance / Dwell Phases
	Green	Yellow	Red	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
Interval #1	255	0.0	0.0	1 6
Interval #2	0	0.0	0.0	
Interval #3	0	0.0	0.0	
Interval #4	0	0.0	0.0	
Interval #5	1	0.0	0.0	2 6
Exit Calls				

Options	Value
Priority (0=Off, 1 = Low, 2 = Med, 3 = High)	2
Delay Timer (0-255 sec)	0
Min Green Before Preempt (0=Default, 1-255)	1
Ped Clear Before Preempt (0=Default, 1-255)	0
Yellow Clear Before Preempt (0=Default, 0-25.5)	0.0
Red Clear Before Preempt (0=Default, 0-25.5)	0.0
Dwell Min Timer (0-255 sec)	10
Dwell Max Timer (0=Off, 0-255 min)	0
Dwell Hold-Over Timer (0-255 sec)	0
(Y/N) Options:	**Y/N**
Latch Call?	N
Link To Next Preempt?	N
Enable Backup Protection?	N
Hold Clear 1 Phases During Delay?	N
Fast Green Flash Dwell Phases?	N
Allow Ped Clearance Through Yellow?	N
Inhibit Overlap Green Extension?	N
Service During Software Flash?	N
Rest in Red During Dwell Interval?	N
Flash Dwell Interval?	N
Allow Peds in Dwell Interval?	N
Re-Time Dwell Interval?	N

	Overlap Options
	A B C D E F G H I J K L M N O P
Flash Yellow	
Omit OverLaps	

800234 - N.C. 5 @ N.C. 2
A-1 - Standard Preemptions Page 4
12/9/2020 11:53 AM

Interval Settings	Interval Timings			Clearance / Dwell Phases
	Green	Yellow	Red	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
Interval #1	255	0.0	0.0	2 5
Interval #2	0	0.0	0.0	
Interval #3	0	0.0	0.0	
Interval #4	0	0.0	0.0	
Interval #5	1	0.0	0.0	
Exit Calls				2 6

Options	Value
Priority (0=Off, 1 = Low, 2 = Med, 3 = High)	2
Delay Timer (0-255 sec)	0
Min Green Before Preempt (0=Default, 1-255)	1
Ped Clear Before Preempt (0=Default, 1-255)	0
Yellow Clear Before Preempt (0=Default, 0-25.5)	0.0
Red Clear Before Preempt (0=Default, 0-25.5)	0.0
Dwell Min Timer (0-255 sec)	10
Dwell Max Timer (0=Off, 0-255 min)	0
Dwell Hold-Over Timer (0-255 sec)	0
(Y/N) Options:	**Y/N**
Latch Call?	N
Link To Next Preempt?	N
Enable Backup Protection?	N
Hold Clear 1 Phases During Delay?	N
Fast Green Flash Dwell Phases?	N
Allow Ped Clearance Through Yellow?	N
Inhibit Overlap Green Extension?	N
Service During Software Flash?	N
Rest in Red During Dwell Interval?	N
Flash Dwell Interval?	N
Allow Peds in Dwell Interval?	N
Re-Time Dwell Interval?	N

	Overlap Options
	A B C D E F G H I J K L M N O P
Flash Yellow	
Omit OverLaps	

800234 - N.C. 5 @ N.C. 2
A-1 - Standard Preemptions Page 5
12/9/2020 11:53 AM

Interval Settings	Interval Timings			Clearance / Dwell Phases
	Green	Yellow	Red	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
Interval #1	255	0.0	0.0	3 8
Interval #2	0	0.0	0.0	
Interval #3	0	0.0	0.0	
Interval #4	0	0.0	0.0	
Interval #5	1	0.0	0.0	4 8
Exit Calls				

Options	Value
Priority (0=Off, 1 = Low, 2 = Med, 3 = High)	2
Delay Timer (0-255 sec)	0
Min Green Before Preempt (0=Default, 1-255)	1
Ped Clear Before Preempt (0=Default, 1-255)	0
Yellow Clear Before Preempt (0=Default, 0-25.5)	0.0
Red Clear Before Preempt (0=Default, 0-25.5)	0.0
Dwell Min Timer (0-255 sec)	7
Dwell Max Timer (0=Off, 0-255 min)	0
Dwell Hold-Over Timer (0-255 sec)	0
(Y/N) Options:	**Y/N**
Latch Call?	N
Link To Next Preempt?	N
Enable Backup Protection?	N
Hold Clear 1 Phases During Delay?	N
Fast Green Flash Dwell Phases?	N
Allow Ped Clearance Through Yellow?	N
Inhibit Overlap Green Extension?	N
Service During Software Flash?	N
Rest in Red During Dwell Interval?	N
Flash Dwell Interval?	N
Allow Peds in Dwell Interval?	N
Re-Time Dwell Interval?	N

	Overlap Options
	A B C D E F G H I J K L M N O P
Flash Yellow	
Omit OverLaps	

800234 - N.C. 5 @ N.C. 2
A-1 - Standard Preemptions Page 6
12/9/2020 11:53 AM

	Interval Timings			Clearance / Dwell Phases
Interval Settings	**Green**	**Yellow**	**Red**	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
Interval #1	255	0.0	0.0	4 7
Interval #2	0	0.0	0.0	
Interval #3	0	0.0	0.0	
Interval #4	0	0.0	0.0	
Interval #5	1	0.0	0.0	4 8
Exit Calls				

Options	**Value**
Priority (0=Off, 1 = Low, 2 = Med, 3 = High)	2
Delay Timer (0-255 sec)	0
Min Green Before Preempt (0=Default, 1-255)	1
Ped Clear Before Preempt (0=Default, 1-255)	0
Yellow Clear Before Preempt (0=Default, 0-25.5)	0.0
Red Clear Before Preempt (0=Default, 0-25.5)	0.0
Dwell Min Timer (0-255 sec)	7
Dwell Max Timer (0=Off, 0-255 min)	0
Dwell Hold-Over Timer (0-255 sec)	0
(Y/N) Options:	**Y/N**
Latch Call?	N
Link To Next Preempt?	N
Enable Backup Protection?	N
Hold Clear 1 Phases During Delay?	N
Fast Green Flash Dwell Phases?	N
Allow Ped Clearance Through Yellow?	N
Inhibit Overlap Green Extension?	N
Service During Software Flash?	N
Rest in Red During Dwell Interval?	N
Flash Dwell Interval?	N
Allow Peds in Dwell Interval?	N
Re-Time Dwell Interval?	N

	Overlap Options
	A B C D E F G H I J K L M N O P
Flash Yellow	
Omit OverLaps	

800234 - N.C. 5 @ N.C. 2
B - Scheduling Events 1-100
12/9/2020 11:53 AM

Event #	Event Type	Event Details	Pri LMH	Start Date MM	Start Date DD	Stop Date MM	Stop Date DD	Start Time HH	Start Time MM	Stop Time HH	Stop Time MM	DOW Enabled 1 2 3 4 5 6 7	Del When Done	Cont	Event Groups Assigned 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
1	None			0	0	0	0	0	0	0	0		N	N	
2	Coordination Plan (1-66)	3-1	L	1	1	12	31	9	0	17	0	1	N	N	
3	Coordination Plan (1-66)	4-1	L	1	1	12	31	6	45	10	0	2 3 4 5 6	N	N	
4	Coordination Plan (1-66)	5-1	L	1	1	12	31	10	0	18	0	2 3 4 5 6	N	N	
5	Coordination Plan (1-66)	3-1	L	1	1	12	31	18	0	20	0	2 3 4 5 6	N	N	
6	Coordination Plan (1-66)	3-1	L	1	1	12	31	9	0	20	0	7	N	N	
7	Coordination Plan (1-66)	0-1	L	0	0	0	0	0	0	0	0		N	N	
8	None			0	0	0	0	0	0	0	0		N	N	
9	None			0	0	0	0	0	0	0	0		N	N	
10	None			0	0	0	0	0	0	0	0		N	N	
11	None			0	0	0	0	0	0	0	0		N	N	
12	None			0	0	0	0	0	0	0	0		N	N	
13	None			0	0	0	0	0	0	0	0		N	N	
14	None			0	0	0	0	0	0	0	0		N	N	
15	None			0	0	0	0	0	0	0	0		N	N	
16	None			0	0	0	0	0	0	0	0		N	N	
17	None			0	0	0	0	0	0	0	0		N	N	
18	None			0	0	0	0	0	0	0	0		N	N	
19	None			0	0	0	0	0	0	0	0		N	N	
20	None			0	0	0	0	0	0	0	0		N	N	
21	None			0	0	0	0	0	0	0	0		N	N	
22	None			0	0	0	0	0	0	0	0		N	N	
23	None			0	0	0	0	0	0	0	0		N	N	
24	None			0	0	0	0	0	0	0	0		N	N	
25	None			0	0	0	0	0	0	0	0		N	N	
26	None			0	0	0	0	0	0	0	0		N	N	
27	None			0	0	0	0	0	0	0	0		N	N	
28	None			0	0	0	0	0	0	0	0		N	N	
29	None			0	0	0	0	0	0	0	0		N	N	
30	None			0	0	0	0	0	0	0	0		N	N	
31	None			0	0	0	0	0	0	0	0		N	N	
32	None			0	0	0	0	0	0	0	0		N	N	
33	None			0	0	0	0	0	0	0	0		N	N	
34	None			0	0	0	0	0	0	0	0		N	N	
35	None			0	0	0	0	0	0	0	0		N	N	
36	None			0	0	0	0	0	0	0	0		N	N	
37	None			0	0	0	0	0	0	0	0		N	N	
38	None			0	0	0	0	0	0	0	0		N	N	
39	None			0	0	0	0	0	0	0	0		N	N	
40	None			0	0	0	0	0	0	0	0		N	N	
41	None			0	0	0	0	0	0	0	0		N	N	
42	None			0	0	0	0	0	0	0	0		N	N	
43	None			0	0	0	0	0	0	0	0		N	N	
44	None			0	0	0	0	0	0	0	0		N	N	
45	None			0	0	0	0	0	0	0	0		N	N	
46	None			0	0	0	0	0	0	0	0		N	N	
47	None			0	0	0	0	0	0	0	0		N	N	
48	None			0	0	0	0	0	0	0	0		N	N	
49	None			0	0	0	0	0	0	0	0		N	N	
50	None			0	0	0	0	0	0	0	0		N	N	

PLANNING AND INSPECTIONS DEPARTMENT STAFF REPORT

To: Planning and Zoning Board
From: Alex Cameron, Principal Planner
Darryn Burich, Planning & Inspections Director
Date: April 15, 2021
Subject: Staff Report for the Proposed Conditional District Rezoning for a portion of Parcel ID# 00025800 address TBD Carolina Vista.

Applicant:	Bob Koontz, PLA Principal**,** Koontz Jones Design
Owner:	The Resorts of Pinehurst, Inc.
Current Zoning	RD (Recreation Development District) is established as a district in which the primary use of the land is predominantly reserved for privately owned recreation, clubhouses and support structures, natural or man-made bodies of water, resort complexes and other similar uses. This district is intended to preserve and protect environmentally sensitive lands (e.g. floodways, wetlands) and/or properties otherwise restricted for private recreational use.
Proposed Zoning:	H-CD (Hotel – Conditional District) is established as a district in which the principal use of land is for hotels and their associated villas or cottages. This district is intended to provide lodging facilities for visitors while minimizing any adverse impact on neighboring residential areas.
Current Land Use:	Privately owned recreation facilities (golfing, tennis, pool complex, etc.) and clubhouse with meeting space, restaurant and pro shop.
Proposed Land Use:	Addition of a 34 room lodge with additional associated spaces including lobby, meeting space, flex space, locker room and bar.

Request:

The applicant requests an official zoning map amendment for a conditional district zoning of a portion of a parcel of land currently zoned RD (Recreation Development District) to H-CD (Hotel – Conditional District). The proposed use of the area would include the addition of a +/- 64,000 square foot structure including a 34 room lodge, lobby space, physio lab, locker room and bar. The proposed rezoning would only change the existing zoning of the property to a Conditional Zoning District. A General Concept Plan is required as part of a Conditional District rezoning application and if approved, the plan then becomes a site-specific zoning plan and a condition of the rezoning. Any substantial changes to an approved General Concept Plan as stated in Section 6.2.3 (B) of the Pinehurst Development Ordinance (PDO) shall be reviewed by the Planning and Zoning Board and approved or denied by the Village Council. All other changes to an approved General Concept Plan that are not substantial and do not alter the basic development concept may be approved by the Village Planner.

The main goal for this proposal as indicated on the provided narrative, is to provide a new facility as part of an agreement between the owner (Pinehurst Resort) and the United States Golf Association (USGA) to bring additional USGA championships to the area, allow for the USGA to establish a second headquarter and provide a stimulus to the local economy. The proposed lodge would serve as hospitality, service, fitness facilities and locker rooms for the players and their families during these events.

The proposed conditional district map amendment would still allow accommodation of all the existing uses on the property but apply the proposed zoning classification to this specific area to allow for the lodge facility and use as indicated on the submitted material.

Included with this conditional district rezoning request are an application, project narrative, General Concept Plan, circulation plan, existing conditions map, architectural character elevations, renderings, neighborhood meeting summary, trip generation, parking assessment and a biological assessment for red-cockaded woodpecker impacts from the United States Fish and Wildlife Service.

The applicant is asking for the following conditions:

Applicant Conditions Table				
	Type	**Requested Condition**	**PDO Requirement**	**PDO Section No.**
1	Building Height	Maximum Building Height: 55’	Maximum Building Height: 50’	9.2a
2	Setbacks	Front Yard: 40’ min. Side Yard: 20’ min. Side Street Yard: 30’ min. Rear Yard: 0’ min.	Hotel (H) Front Yard: 40’ min. Side yard: 20’ min. Side Street yard: 20’ min. Rear Yard: 30’	9.2 a
3	Signage	Increase in Allowed Signage Size and Amount by 50%	Sign size and type standards for the area are included	6.2.4(B) allows for an increase in signage up to 50%, 9.7.1 and 9.7.1.4(C)
4	Parking	Provide 73 parking spaces per the Kimley Horn Parking Analysis 4/8/21	94 Spaces	Table 9.4(a)
5	Parking	PRCC will provide parking required for the Lodge facility on the campus. This parking may be accommodated with surface parking, parking deck(s), or other means on the property, to be determined. This parking will be designed, and plans submitted to the Village of Pinehurst within three months after the 2024 US Open Golf Tournament to be held at PRCC course #2 from June 13-16, 2024. Once plans are approved by all Village boards and administration, PRCC will begin implementation of the new parking area(s).		9.4
6	Parking	PRCC, as stated above, will consider construction of a parking structure on the property and/or additional surface parking areas, bringing plans forward to the Village at the specified date. If existing facilities, requiring parking by the PDO, within the existing campus are removed/relocated from the campus, the required lodge parking, quantified above, will be reduced by the amount defined in the PDO for the removed/relocated facilities. The new parking area to accommodate the lodge will be reduced from 73 spaces by the amount no longer required.		9.4

Analysis:

Background/Location
The subject property is located within the Village's corporate limits and defined as being Moore County Parcel ID# 00025800 and contains many buildings, structures and features including club house, pro shop, restaurant, pool complex, tennis, lawn bowling, croquet and golf courses. The property totals approximately 67 acres in size and has three current zoning designations, Recreational Development (RD), Office Professional Development District (OP) and Hotel District (H). The property is also located within the Local Historic Preservation Overlay District (LHD) and the National Historic Landmark District. This proposal would rezone approximately 2.68 acres of the property to Hotel – Conditional District (H – CD).

The original clubhouse was built in 1922 has had many large additions through the years including the octagonal pro shop and the Members' Club wing. The clubhouse is a one and two-story structure with sweeping views of the golf courses.

Surrounding properties contain multiple zoning designations and land uses. See the table below and attached "Area Zoning Map". The northern portion of the property borders Cherokee Road with single family residential areas and near the Village Green and Marshall Park. The western portion of the property borders the railroad right-of-way that runs along NC Hwy 5. Areas to the east of the subject property all include additional golf courses and a driving range. The area to the south adjoins Morganton Road and the site of Pinehurst Resort's maintenance facilities.

Adjacent Land Uses and Zoning			
Area	**Existing Uses**	**Zoning**	**Overlay Zoning**
North	Single Family Residential, Village Owned Recreation, Sandhills Women's Exchange Office & Professional (Bank)	R-10, R-20, RD & OP	Local Historic Preservation Overlay
South	Pinehurst Resort (golf course)	RD	Local Historic Preservation Overlay
East	Pinehurst Resort (golf course)	RD	Local Historic Preservation Overlay
West	Pinehurst Resort (golf course & maintenance facility), Railroad right-of-way & multi-family residential	OP, RD & RMF	Local Historic Preservation Overlay
Comprehensive Plan Land Use Designation			
Parcel ID # 00025800	Private Open Space		

A neighborhood meeting was required of the applicant prior to submitting the conditional rezoning request. The applicant notified all adjacent property owners. According to the submitted sign in sheet, a total of nine residents attended the neighborhood meeting. Topics or items of concern included stormwater, replacement of croquet lawns, traffic, parking and architecture. Please find the results of that meeting as reported by the applicant including the invitation, sign in sheet and summary.

Building Elevations
The applicant has provided elevations and renderings of the proposed structures. The proposed building is 4 stories tall (rear elevation) and a condition is being requested to allow for a modification of the maximum building height in the Hotel District of 50 feet to allow for up to a 55 foot maximum building height. The applicant states that the design of height of the building is to align it with the elevation of the adjacent, existing clubhouse. Aligning the overall elevation height of the proposed lodge with the clubhouse along with the change in the existing grade contribute to the proposed building exceeding the 50 foot maximum building height. The applicant has provided a detail of the architectural characteristics of the lodge with the submission material.

Due to the proposed project site being located within the LHD, all new construction requires a Certificate of Appropriateness (COA) to be reviewed and issued by the Historic Preservation Commission (HPC). On February 25th, 2021 the Village of Pinehurst HPC, held a public hearing to consider the proposed construction of the Lodge. After hearing testimony and deliberation, the HPC issued a COA for the proposed Lodge.

Setbacks
The proposed setbacks will follow those of the Hotel District with two exceptions. The applicant requests a condition to allow for a reduction of the rear setback to 0 feet and to increase the side street setback to 50 feet. Due to the placement of the proposed building in relation to the property lines, there are no potential issues with these proposed setbacks.

Environmental
This site contains no floodplains, wetlands or active partition cluster or impacts for red-cockaded woodpeckers (RCW) as stated in the submitted letter from the United States Fish and Wildlife Service (USFW). The site is located within the WS-II Watershed Protection District which limits non-residential development to 12% built-upon area unless a Special Intensity Allocation (SIA) is granted by Village Council. Existing development prior to June 21, 1993 is not required to be calculated for overall density or built-upon area. This proposal would increase the impervious area of the +/- 67 acre parcel thus requiring a Special Intensity Allocation (SIA). In accordance with Section 6.2.4 (C) of the PDO, a SIA will be granted if the conditional district rezoning request is approved. Currently there is a balance of +/- 756 acres to allocate in the WS-II Watershed Protection District.

Access
The proposed access to the site will remain as-is with the ingress and egress remaining via the traffic circle at Cherokee Road and Carolina Vista Drive. The access is in keeping with the major thoroughfares providing access to the site and land uses surrounding it. The applicant has submitted a trip generation based on the Institute of Transportation Engineers (ITE) standards. According to the submitted document, the proposed use (using 40 rooms as a conservative estimate) would generate a daily number of 160 trips. Please see the trip generation memo for further information including the peak AM and PM trips. The applicant has also agreed to provide a full Traffic Impact Analysis (TIA) which is in progress.

A motor court area with a drop-off is proposed as depicted on the submitted plans. Pedestrian connectivity is provided by extending the existing brick sidewalk along Carolina Vista connecting to Cherokee Road. The sidewalks provide ADA access to the proposed building and tie into the existing pedestrian system on the property. These sidewalks will be private and be maintained by the property owner.

Parking
Existing parking is provided for the current resort club facilities. Parking on the property is shared throughout the entire campus. No new parking spaces are being proposed to be added at this time but will be provided as part of the overall campus which currently provides approximately 861 overall spaces in 7 different locations as shown on sheet L-2.1 of the applicant's submission set.

PRCC operates shuttles to various hotels and accommodations throughout the Village. Shuttles operate throughout the day and evening and reduce the required parking demand by shuttling guests back and forth to various locations. These shuttles are also utilized to transport employees of the resort between facilities which reduces employee parking demand. Many of the employees working in the lodge will work at other facilities within the resort and are shuttled between locations.

The total number of parking spaces required with this proposal per the PDO is 94 spaces. This is based on the 34 guest rooms, space in the meeting rooms which also includes portions of the locker rooms that can be reconfigured for meeting space. Parking tabulations per the PDO for the proposed lodge have been included on the General Concept Plan on sheet L-2.1 related to required, existing, and proposed parking.

Section 9.4.1.1 of the PDO defines the required parking for individual facilities. The new lodge building required parking count assumes meeting space within the building will be parked at the full level of required parking, per the PDO, as it is a single room/use within the lodge. The lodge bar is not being counted as it is an accessory use to the lodge and will accommodate guest of the lodge only. Parking demand is being calculated at the rate prescribed in the parking analysis prepared by Kimley Horn dated April 8, 2021, which is attached to this application. Seventy-three (73) parking spaces will be provided as defined for the new lodge facility per the demand analysis.

The hotel is proposing to temporarily utilize existing parking spaces in the overall campus until such time as new facilities (structure or surface) are provided after the 2024 US Open as described in the proposed Applicant Conditions Table. Immediate parking support can be provided via the Main Parking Lot which contains 360 spaces or via valet that will be offered for other parking locations within the campus.

Staff believes that with the commitment of PRCC to construct the parking facilities shortly thereafter the 2024 US Open Golf Tournament, the parking demands for the hotel use will be satisfied. It should be noted that use of the shared parking facilities should be a relatively short time period given that there will be a short interval between building occupancy and the 2024 US Open.

Signage

A condition is being requested to grant signage to exceed the permitted amount by up to 50% as allowed in Section 6.2.4 (B) of the PDO. Any signage would need to be reviewed with the Historic District Guidelines and a COA be issued. See Section 9.7.1.4 of the PDO and the table below for the sign standards of the Hotel District.

Hotel District Sign Standards					
Type	Maximum Area	With Condition Of 50% Increase	Maximum Height	With Condition Of 50% Increase	Maximum Number
Wall Sign	24 square feet	36 square feet	Shall not extend above roofline of building	N/A	1 per street frontage
Window / Door Signs	20% of gross glass area	30 % of gross glass area	N/A	N/A	1 per street frontage
Awning / Canopy Signs	50% of awning area	75 % of awning area	N/A	N/A	1 per awning
Projecting Suspended Signs	4 square feet per side	6 square feet per side	Shall not extend above roofline	N/A	1 per tenant
Address / Tenant Identification Signs	1 square feet per tenant, owner, location or business in Historic Overlay District	1.5 square feet	10 feet	15 feet	1 per tenant
Wall Directory Signs	2 square feet	3 square feet	N/A	N/A	1 per building entrance
Ground Signs	12 square feet	18 square feet	4 feet	6 feet	1 per street frontage but no more than 2 per lot
Post & Arm Signs	4 square feet per side	6 square feet per side	4 feet	6 feet	1 per tenant
Ground Directory Signs	15 square feet	22.5 square feet	4 feet	6 feet	1 per building entrance

Landscaping
The applicant indicates that all applicable landscaping requirements will be met. The applicant indicates that internal landscaping will be designed to provide separation and views throughout the property. Evergreen screening is also proposed to be provided on the western side of the site next to NC Hwy 5. The utility and service areas are required to be screened and the applicant indicates this will be met by providing evergreen plantings and fences or walls. Any new improvements or modifications to the parking area will also meet the requirements of the PDO. The applicant indicates that the plantings will follow the recommended plantings from Manning's list and those included in the Village's Planting Guide.

Lighting
The applicant indicates that all exterior lighting will meet the standards of Section 9.8 of the PDO. A lighting plan will be required during the construction drawing review to ensure compliance.

Stormwater Management
The applicant is proposing underground stormwater management devices to manage the post-development stormwater runoff. The proposed approximate location of these areas are indicated on the General Concept Plan near the southwestern portion of the site. Due to a SIA being required, Best Management Practices (BMP's) will be needed to treat the stormwater. Per the Village's Engineering Standards and Specifications Manual (ESSM), the proposed drywells shall be designed such that the post-development runoff does not exceed the pre-development runoff rate for a 10-year storm event. If the rezoning and General Concept Plan are ultimately approved, calculations and supplemental documentation demonstrating this requirement will be required during construction drawing review and prior to final approval.

Sewer and Water
Public water and sewer are available and will be provided by Moore County Public Utilities (MCPU). MCPU have reviewed the General Concept Plan and deemed it be satisfactory at the conceptual stage of review and approval with more details to be worked out during the construction document phase. The conceptual layout of utilities is provided with this submittal.

TRC Review

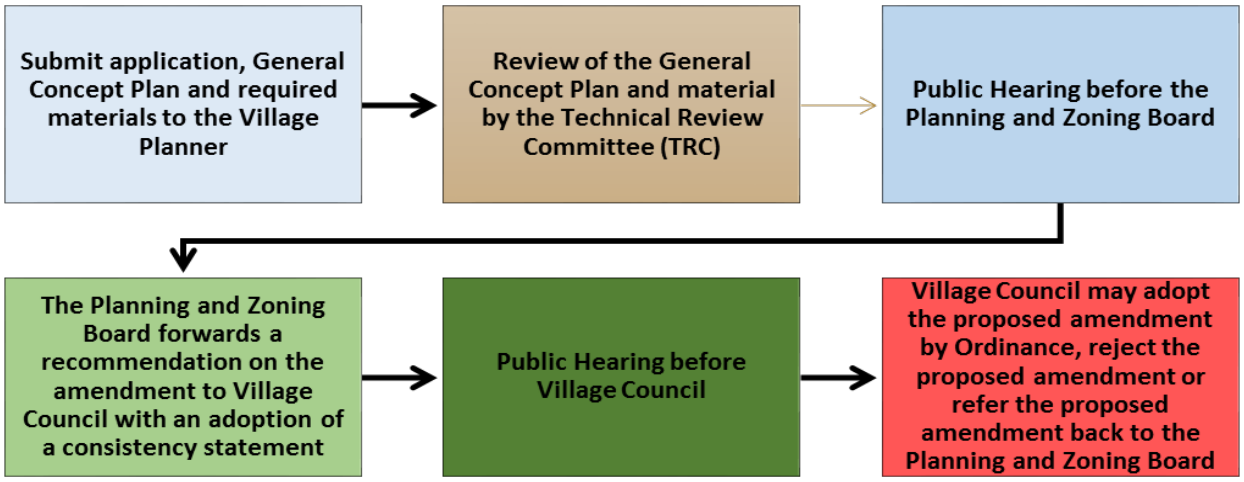
The Technical Review Committee (TRC) has reviewed the application and General Concept Plan and have issued comments to the applicant. These few items will need to be addressed during review of and prior to approval of construction documents. The TRC is comfortable with the General Concept Plan moving forward to review and consideration of the Planning and Zoning Board.

Planning and Zoning Board Action and Conditional District Rezoning Process:

After holding a public hearing on the proposed zoning map amendment, the Planning and Zoning Board must adopt a consistency statement describing how the proposed amendment is or is not consistent with the Comprehensive Plan and may recommend approval or denial of the proposed map amendment to Village Council. If the board recommends approval of the proposed amendment but adopts a statement of inconsistency with the Long Range Comprehensive Plan, then the plan is deemed to be amended.

The Planning and Zoning Board can ask to impose more restrictive conditions that are not included with proposal but the applicant must consider and agree to any additional or different conditions. However, no changes can be made to the proposed conditions that are less restrictive than those stipulated in the proposal.

If there are more questions or concerns that need to be addressed, the Planning and Zoning Board can continue the public hearing to a specific date, place and time but a recommendation to Village Council must be made within 30 days of the first scheduled public hearing of this board or Village Council can decide to take the request up for their consideration.



Comprehensive Plan Consistency:

Guiding Principle #5: Taking Care of Business in the 2019 Comprehensive Plan states that that the Village should support the golf, tourism and healthcare industries that make up the economic backbone of the community by encouraging entrepreneurship, supporting diverse and innovative businesses, and developing a thriving arts, culture, and entertainment market. It also states that the Village should encourage a variety of shopping, dining, and cultural opportunities for residents and visitors alike.

Page 176 of the 2019 Comprehensive Plan states that golf and tourism are two of the most important industries in Pinehurst in terms of employment, land use and reputation. It is important to support the Resort and other businesses that cater to these industries in order to maintain Pinehurst's identity as a premiere golf and hospitality destination. Further, there are opportunities to diversify the types of attractions, businesses and amenities available to golf enthusiasts and in or order to stay attractive to the industry, Pinehurst will need to adapt to meet the needs and desires of players and fans of golf.

The proposed zoning district is consistent with the recommended land use for the subject area as identified on the Conservation and Growth Map on page 62 of the 2019 Comprehensive Plan which identifies the area as "Private Open Space". Even though the base zoning would change and allow for a use not permitted within the existing zoning, the overall use and designation of the property as depicted on the Conservation and Growth Map in the 2019 Comprehensive Plan would remain as a privately owned recreation area supporting the golf and tourism industry.

The proposal is part of a commitment of Pinehurst Resort to the United States Golf Association (USGA) to bring future USGA championship events to Pinehurst. This request would allow Pinehurst Resort to adapt to meet the changing desires of players and fans of golf and support the industry to help maintain Pinehurst's identity as a premiere golf and hospitality destination.

Staff Recommendation:

Planning staff recommends approval of the rezoning request for PID # 00025800 to H-CD (Hotel – Conditional District) with the conditions listed below and recommends the Board adopt the consistency statement below.

Applicant's Conditions				
	Type	**Requested Condition**	**PDO Requirement**	**PDO Section No.**
1	Building Height	Maximum Building Height: 55'	Maximum Building Height: 50'	9.2a
2	Setbacks	Front Yard: 40' min. Side Yard: 20' min. Side Street Yard: 30' min. Rear Yard: 0' min.	Hotel (H) Front Yard: 40' min. Side yard: 20' min. Side Street yard: 20' min. Rear Yard: 30'	9.2 a
3	Signage	Increase in Allowed Signage Size and Amount by 50%	Sign size and type standards for the area are included	6.2.4(B) allows for an increase in signage up to 50%, 9.7.1 and 9.7.1.4(C)
4	Parking	Provide 73 parking spaces per the Kimley Horn Parking Analysis 4/8/21	94 Spaces	Table 9.4(a)
5	Parking	PRCC will provide parking required for the Lodge facility on the campus. This parking may be accommodated with surface parking, parking deck(s), or other means on the property, to be determined. This parking will be designed, and plans submitted to the Village of Pinehurst within three months after the 2024 US Open Golf Tournament to be held at PRCC course #2 from June 13-16, 2024. Once plans are approved by all Village boards and administration, PRCC will begin implementation of the new parking area(s).		9.4
6	Parking	PRCC, as stated above, will consider construction of a parking structure on the property and/or additional surface parking areas, bringing plans forward to the Village at the specified date. If existing facilities, requiring parking by the PDO, within the existing campus are removed/relocated from the campus, the required lodge parking, quantified above, will be reduced by the amount defined in the PDO for the removed/relocated facilities. The new parking area to accommodate the lodge will be reduced from 73 spaces by the amount no longer required.		9.4
Staff Proposed Condition				
7	PRCC and Village of Pinehurst enter into a development agreement for PRCC to provide the required parking spaces per conditions 4, 5, and 6. Development agreement to be approved by the Village prior to issuance of a building permit for the new structure.			

Comprehensive Plan Consistency Statement:

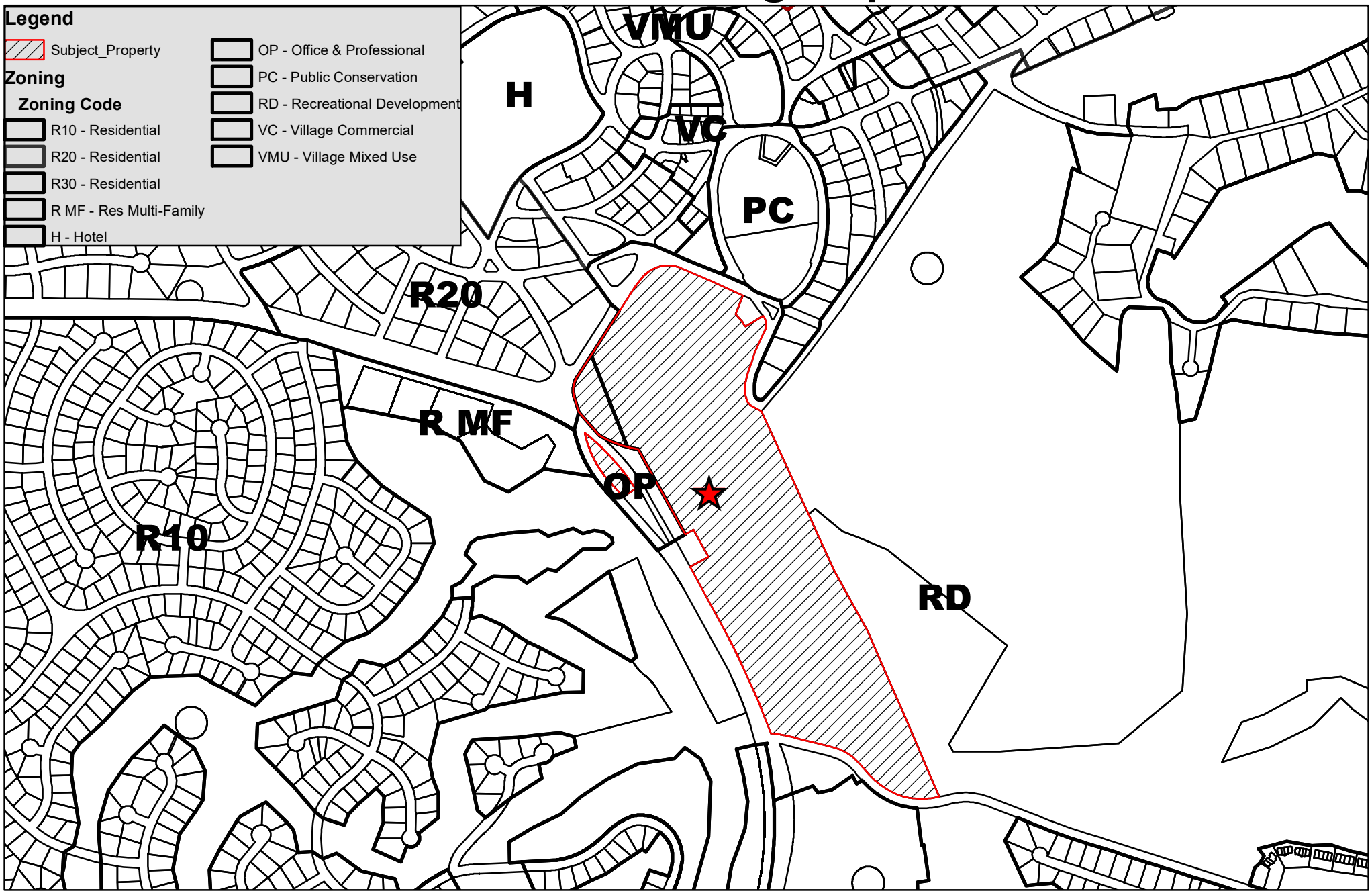
The proposed rezoning is consistent with the Conservation and Growth Map on page 62 of the 2019 Comprehensive Plan which identifies the area as "Private Open Space". Even though the base zoning would change and allow for a use not permitted within the existing zoning, the overall use and designation of the property as depicted on the Conservation and Growth Map in the 2019 Comprehensive Plan would remain as a privately owned recreation area supporting the golf and tourism industry. Additionally, the proposed rezoning is consistent with Guiding Principle #5: Taking Care of Business by supporting golf and tourism which help to make up the backbone of the economy and are two of the most important industries in Pinehurst in terms of employment, land use and reputation and essential to maintain Pinehurst's identity as a premiere golf and hospitality destination.

Therefore, this amendment is consistent with the goals of the 2019 Comprehensive Plan and achieving goals in accordance with the Comprehensive Plan and other planning documents of the Village is considered reasonable and in the best interest of the public.

Attachments:

- Area Zoning Map
- Aerial Map
- Adjacent Property Owner Notification
- Labels of Adjacent Property Owners Notified
- Map of Adjacent Property Owners Notified
- Draft Comprehensive Plan Consistency Statement

Area Zoning Map



0 250 500 1,000 1,500 2,000 Feet

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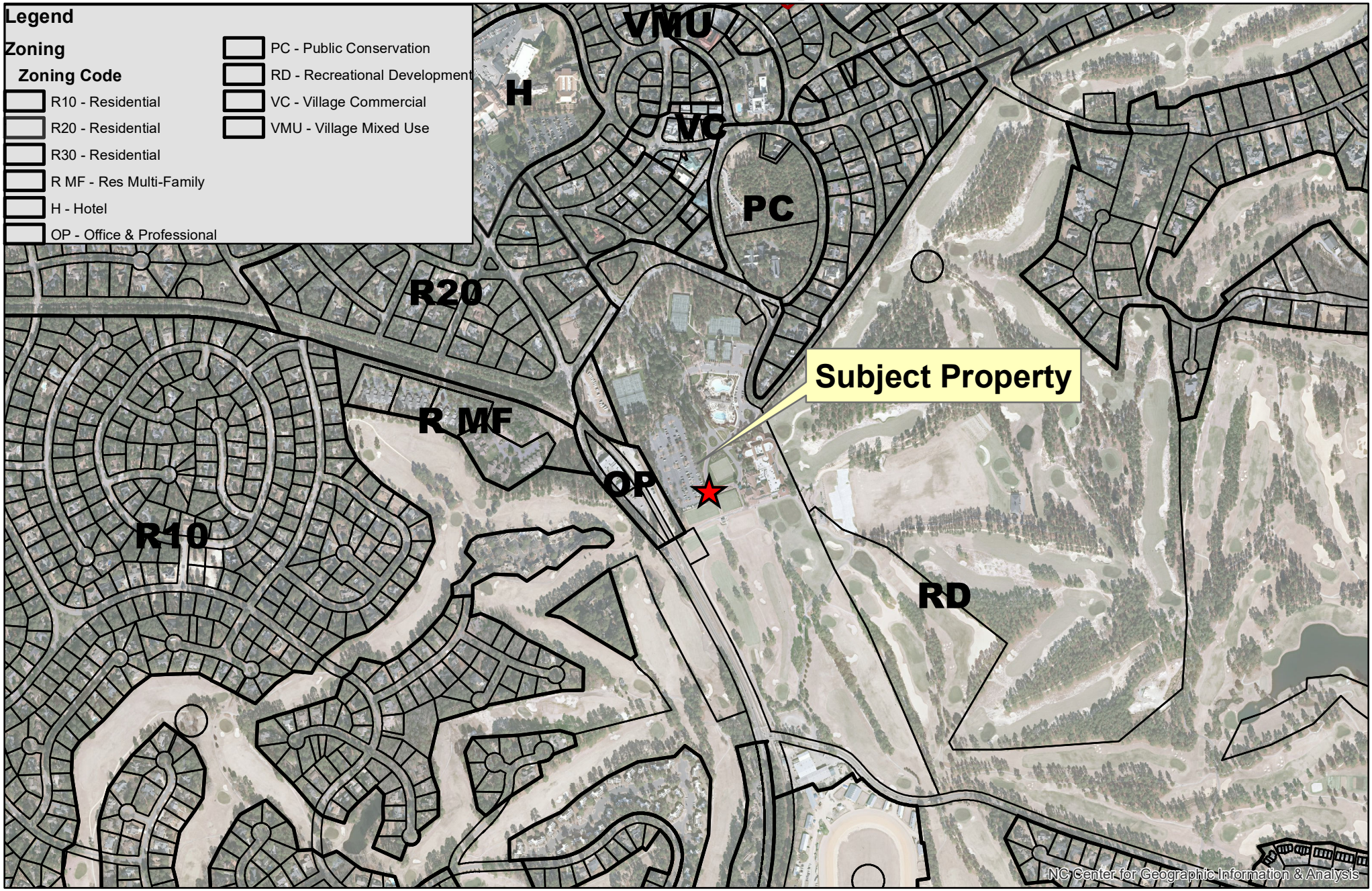
P:\Advisory Boards\Board of Adjustment\BOA Meetings\2021\03-04-2021\Property Owner Notification Map.mxd
4/14/2021

Planning and Zoning Board
April 21, 2021 Public Hearing
Resort Lodge Conditional Rezoning Request

1895 Village of Pinehurst

N W E S

Aerial Map



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4/14/2021

Planning and Zoning Board
April 21, 2021 Public Hearing
Resort Lodge Conditional Rezoning Request

1895 Village of Pinehurst

N W E S

NOTICE OF PUBLIC HEARING
VILLAGE OF PINEHURST

Dear Property Owner:

The Village of Pinehurst Planning and Zoning Board will be holding a Public Hearing on Wednesday, April 21, 2021 at 4:00 pm. Members of the Planning and Zoning Board and staff will be participating at Village Hall 395 Magnolia Rd. Pinehurst, North Carolina. The meeting will be streamed in real-time on the Village's website, at www.vopnc.org/live, for public viewing/listening and video-recorded for future reference.

The purpose of the public hearing is too consider an Official Zoning Map Amendment for approximately 2.68 acres and a portion of Moore County PID# 00025800. The proposal would zone the property H-CD (Hotel – Conditional District) from RD (Recreation Development District) and OP (Office Professional Development District). The proposed rezoning and associated General Concept Plan would allow for development of a 34 room lodge with meeting space and associated site features. The applicant is Bob Koontz with Koontz Jones Design and the property owner is the Resorts of Pinehurst Inc.

Additional information on the above item is available for public review at the Planning and Inspections Department, Village Hall, 395 Magnolia Road, Pinehurst, North Carolina, Monday through Friday from 8:30 AM to 5:00 PM. Information on this request will also be made available the week of the meeting on the Village of Pinehurst's Novus Agenda website at https://pinehurst.novusagenda.com/agendapublic/.

All persons wishing to be heard or comment on this proposal can attend this meeting during the public hearing at Village Hall.

ELLIS, CRAIG ALLEN TRUSTEE ELLIS, MARGARET ANN TRUSTEE
15 BEULAH HILL ROAD NORTH
PINEHURST, NC 28374

FLATTERY, JEFFREY FLATTERY, PATRICIA
2874 CHESTNUT GROVE CHURCH ROAD
SPARTA, NC 28675

SMITH, WESLEY M SMITH, ANNA F
60 E CHEROKEE ROAD
PINEHURST, NC 28374

GRIMSHAW, GREGORY R GRIMSHAW, AMANDA K
30 VILLAGE GREEN ROAD
PINEHURST, NC 28374

PRITCHARD, GILBERT JR & PRITCHARD, CHRISTINE TRUSTEES
PO BOX 931
PINEHURST, NC 28370-0931

ARTHUR, DION J
15 HERON ST
WRIGHTSVILLE BEACH, NC 28480

PINEHURST RESORTS CO CLUBCORP-RICHARD HIGGINBOTHAM
PO BOX 4000
PINEHURST, NC 28374

ORION VENTURE BOA, LLC C/O BANK OF AMERICA
NC1-001-03-81
CHARLOTTE, NC 28255

PRINCE MANOR PROPERTY OWNERS ASSOCIATION
C/O CAS PINEHURST HOA
PINEHURST, NC 28374

MYSTICO ENTERPRISES, LLC
1845 LAKE ROAD
SILVER CREEK, NY 14136

WILSON, LARRY THOMAS
10920 BRIDLE LN
RALEIGH, NC 27614

WEGNER, PATRICIA VICERE TRSTEE
3622 REDFIELD DR
GREENSBORO, NC 27410-2830

EGAN, ROBERT J EGAN, AMBER M
5307 SHANNAMARA DR
MATTHEWS, NC 28104

LANDMARK CAPITAL INVESTMENTS LLC
PO BOX 116
ETHER, NC 27247

THOMAS, BRANDON
55 BRADLEY STREET SW
ATLANTA, GA 30312

MURRAY, CHARLOTTE
425 BRIGHTWOOD DR
FAYETTEVILLE, NC 28303-5107

LIVENSPIRE, BRIAN LIVENSPIRE, JANET
425 COLLIER RD
MERCER, PA 16137

BEACON MANAGEMENT CORP
408 BATTLEGROUND AVE
GREENSBORO, NC 27401

MCELLIGOTT, JOSEPH M
PO BOX 3592
PINEHURST, NC 28374

ALPENFELS, ERIC ALPENFELS, ANITA
170 QUAIL RUN
PINEHURST, NC 28374

MCCABE, ANDREW MCCABE, TIMOTHY
6427 VICKERY BLVD
DALLAS, TX 75214

STEVENS, MARK DAVID & SUSAN M
25176 LUMBERTON DR
MILLSBORO, DE 19966

SUGG, JAMES SUGG, DAWN
PO BOX 395
CARTHAGE, NC 28327

REX OIL CO
1000 LEXINGTON AVE
THOMASVILLE, NC 27360-3541

SCHORN, KAREN
95 HEARTHSTONE ROAD
PINEHURST, NC 28374

CATERINO, NICHOLAS
46 KNOLL ROAD
SOUTHERN PINES, NC 28387

PARKER AND PARKER PARTNERSHIP C/O W P PARKER
1046 BURNING TREE DR
CHAPEL HILL, NC 27517

BLEWITT, WILLIAM A BLEWITT, JANE S
980 NOKOMIS DRIVE
AKRON, OH 44313

DESMOND, CORNELIUS J
25 RIVIERA DRIVE
PINEHURST, NC 28374

SHERMAR PROPERTIES, LTD
5055 PEBBLEVALLEY DR
CINCINNATI, OH 45252

TYMANN, WILLIAM P & KAYE L
816 ORCHID ST
LADY LAKE, FL 32159

BROWN, GEORGE T JR & KATHLEEN O'GRADY
33 HEATHER HILL RD
CRESSKILL, NJ 07626

GAVIN, NORMA I & GAVIN, MICHAEL J
1311 PULITZER LN
DURHAM, NC 27703-8393

WILSON, LARRY THOMAS & JUDITH
WILLARD, CHRISTOPHER & GAIL G
10920 BRIDLE LANE
RALEIGH, NC 27614

EASTERN REHAB PRODUCTS, LLC
679 BLOOMFIELD AVE
BLOOMFIELD, CT 06002

GOMMER, HINDRIK VAN DEVENTERLAAN 32
2271 TX VOORBURG

HAYNES, JEREMY NICHOLS, ELISABETH
27 HARDWOOD RD
PALMYRA, VA 22963

WILSON, MARK WILSON, DONNA
3916 AMARILLO DR
CONCORD, NC 28027

CATALDO, THOMAS J III CO/TRUSTEE
ROJEK, KAROLINE A CO/TRUSTEE
20 GOLFSIDE DR
SAINT CLAIR, MI 48079

MANLEY, SHELLY DEMPSEY, CHRISTIAN
4239 SWEET LEAF LANE
EDGEWATER, MD 21037

WALIZER, JOHN & KAREN
1017 GREENBRIER DR
STATE COLLEGE, PA 16801

MARKS, JAIME
46 JUNIPER CREEK BLVD
PINEHURST, NC 28374

MCCABE, ANDREW SEID, MICHAEL
5 PINE TREE ROAD, UNIT 211B
PINEHURST, NC 28374

MCCABE, ANDREW D & SEID, MICHAEL L
7074 MARSH WREN ST
CARLSBAD, CA 92011-3971

KINGSTON, RICHARD T & MARY L
2414 SCHOENERSVILLE RD
BETHLEHEM, PA 18017

ESSICK, MATTHEW C
P O BOX 3111
PINEHURST, NC 28374-3111

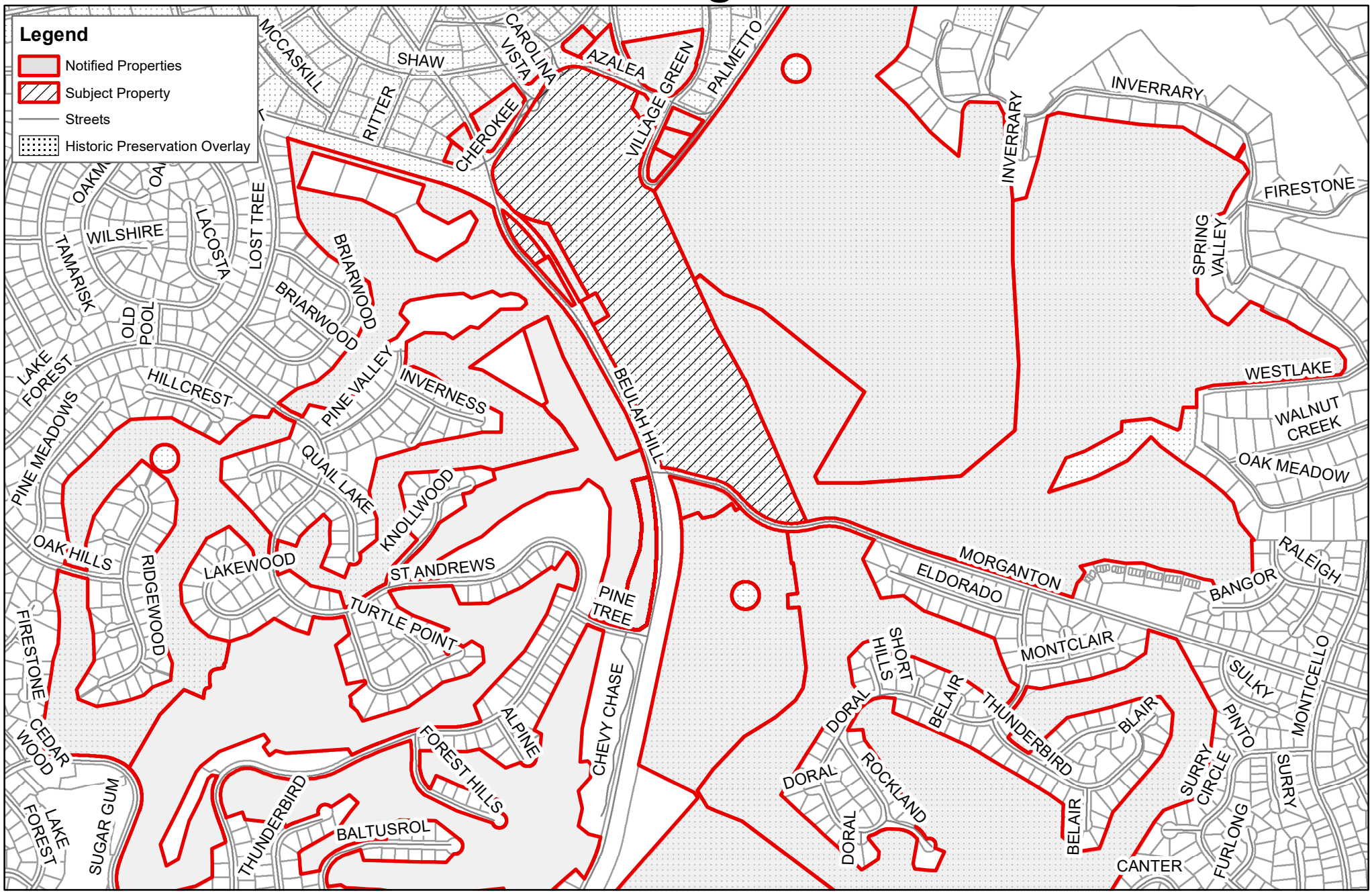
RUSSELL, BARBARA T
PO BOX 3255
PINEHURST, NC 28374

MARSH, ALLISON
PO BOX 4011
PINEHURST, NC 28374

HECKMAN, FREDERICK WILLIAM III
HECKMAN, LYNN ALYSON
596 MELARK DR
CARMEL, IN 46032-2373

BIRON, EVE-LYNE
660 RABASTALIERE E

Public Hearing Notification



0 290 580 1,160 1,740 2,320 Feet

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4/7/2021

April 21, 2021
Planning and Zoning Board
Special Meeting/Public Hearing
3 Carolina Vista (Resort Lodge)

1895 Village of Pinehurst

N W E S

PLANNING AND ZONING BOARD STATEMENT OF CONSISTENCY
WITH THE 2019 COMPREHENSIVE PLAN
APRIL 21, 2021 SPECIAL MEETING

Conditional District Rezoning Request
RD (Recreation Development District) to
H-CD (Hotel – Conditional District)

Property Location: **3 Carolina Vista**
Parcel ID#'s: **00025800**

The Village of Pinehurst Planning and Zoning Board finds that:

The proposed conditional rezoning **IS** consistent with the 2019 Comprehensive Plan:

The proposed zoning district is consistent with the recommended land use for the subject area as identified on the Conservation and Growth Map on page 62 of the 2019 Comprehensive Plan which identifies the area as "Private Open Space". Even though the base zoning would change and allow for a use not permitted within the existing zoning, the overall use and designation of the property as depicted on the Conservation and Growth Map in the 2019 Comprehensive Plan would remain as a privately owned recreation area supporting the golf and tourism industry.

Page 176 of the 2019 Comprehensive Plan under Guiding Principle #5 states that golf and tourism are two of the most important industries in Pinehurst in terms of employment, land use and reputation. It is important to support the Resort and other businesses that cater to these industries in order to maintain Pinehurst's identity as a premiere golf and hospitality destination.

Therefore, the Village of Pinehurst Planning and Zoning Board recommends **APPROVAL** of the conditional rezoning from RD (Recreation Development District) to H-CD (Hotel – Conditional District) with conditions.

DRAFT

Applicant's Conditions				
	Type	**Requested Condition**	**PDO Requirement**	**PDO Section No.**
1	Building Height	Maximum Building Height: 55'	Maximum Building Height: 50'	9.2a
2	Setbacks	Front Yard: 40' min. Side Yard: 20' min. Side Street Yard: 30' min. Rear Yard: 0' min.	Hotel (H) Front Yard: 40' min. Side yard: 20' min. Side Street yard: 20' min. Rear Yard: 30'	9.2 a
3	Signage	Increase in Allowed Signage Size and Amount by 50%	Sign size and type standards for the area are included	6.2.4(B) allows for an increase in signage up to 50%, 9.7.1 and 9.7.1.4(C)
4	Parking	Provide 73 parking spaces per the Kimley Horn Parking Analysis 4/8/21	94 Spaces	Table 9.4(a)
5	Parking	PRCC will provide parking required for the Lodge facility on the campus. This parking may be accommodated with surface parking, parking deck(s), or other means on the property, to be determined. This parking will be designed, and plans submitted to the Village of Pinehurst within three months after the 2024 US Open Golf Tournament to be held at PRCC course #2 from June 13-16, 2024. Once plans are approved by all Village boards and administration, PRCC will begin implementation of the new parking area(s).		9.4
6	Parking	PRCC, as stated above, will consider construction of a parking structure on the property and/or additional surface parking areas, bringing plans forward to the Village at the specified date. If existing facilities, requiring parking by the PDO, within the existing campus are removed/relocated from the campus, the required lodge parking, quantified above, will be reduced by the amount defined in the PDO for the removed/relocated facilities. The new parking area to accommodate the lodge will be reduced from 73 spaces by the amount no longer required.		9.4
Staff Proposed Condition				
7	PRCC and Village of Pinehurst enter into a development agreement for PRCC to provide the required parking spaces per conditions 4, 5, and 6. Development agreement to be approved by the Village prior to issuance of a building permit for the new structure.			

DRAFT

This is the _____ day of _____ , 20____

_____

Chair of the Planning and Zoning Board

Ruling filed with the Village of Pinehurst:

_____
DATE

_____
Jill Lazusky
Interim Clerk to the Planning and Zoning Board

Cc: Darryn Burich
Alex Cameron
Jill Lazusky

DRAFT

1895
VILLAGE OF
PINEHURST

PLANNING AND INSPECTIONS DEPARTMENT STAFF MEMO

To: Mayor Strickland and Village Council
From: Darryn Burich, Planning & Inspections Director
Date: May 6, 2021
Subject: Staff Report for the Proposed Conditional District Rezoning for a portion of Parcel ID# 00025800 address TBD Carolina Vista.

This staff memo supplements the Department's staff report and analysis by Senior Planner Alex Cameron dated April 15, 2021. Please see that staff report (included in Novus) for a more detailed description of the proposed zone change and General Concept Plan.

Applicant:	Bob Koontz, PLA Principal**,** Koontz Jones Design
Owner:	The Resorts of Pinehurst, Inc.(PCC)
Current Zoning	RD (Recreation Development District) is established as a district in which the primary use of the land is predominantly reserved for privately owned recreation, clubhouses and support structures, natural or man-made bodies of water, resort complexes and other similar uses. This district is intended to preserve and protect environmentally sensitive lands (e.g. floodways, wetlands) and/or properties otherwise restricted for private recreational use.
Proposed Zoning:	H-CD (Hotel – Conditional District) is established as a district in which the principal use of land is for hotels and their associated villas or cottages. This district is intended to provide lodging facilities for visitors while minimizing any adverse impact on neighboring residential areas.
Current Land Use:	Privately owned recreation facilities (golfing, tennis, pool complex, etc.) and clubhouse with meeting space, restaurant and pro shop.
Proposed Land Use:	Addition of a 34 room lodge with additional associated spaces including lobby, meeting space, flex space, locker room and bar.

Request

Council is being asked to approve an official zoning map amendment for a conditional district zoning of a portion of a parcel of land currently zoned RD (Recreation Development District) to H-CD (Hotel – Conditional District). The proposed use of the area would include the addition of a +/- 64,000 square foot structure including a 34 room lodge, lobby space, physio lab, locker room and bar. A General Concept Plan (GCP) is required as part of a Conditional District rezoning application and if approved, the GCP then becomes a site-specific zoning plan and a condition of the rezoning. Subsequent development will be reviewed through the TRC and site plan review process as required by the PDO.

The main goal for this proposal as indicated on the provided narrative is to provide a new facility as part of an agreement between the owner (Pinehurst Resort) and the United States Golf Association (USGA) to bring additional USGA championships to the area, allow the USGA to establish a second headquarters and provide a stimulus to the local economy. The proposed lodge would serve as hospitality, service, fitness facilities and locker rooms for the players and their families during these events.

The proposed conditional district map amendment would still accommodate all of the existing uses on the property but apply the proposed zoning classification to this specific area to allow for the lodge facility and use as indicated on the submitted material.

Background

TRC Review

The applicant initially made submission to the Village for the requested zone change on 2/23/21. The application was distributed to the Technical Review Committee on 3/16/21 and subsequently went through three levels of revisions before being released by the TRC and scheduled for public hearing at the Planning and Zoning Board on 4/21/21. If approved the future site plan and construction drawing will be reviewed again for compliance with development regulations through an administrative review process.

Historic Preservation Review

The applicant applied for a Major COA on 2/1/21. The applicant was granted a Major Certificate of Approval for construction of the commercial structure by the Pinehurst Historic Preservation Commission (HPC) on 2/25/21. The HPC found the proposed structure to be congruous with the Historic District and Historic District Guidelines. Included in Novus is the COA-2021-00012 signed order along with minutes of the meeting where the COA was approved.

Planning and Zoning Board Review

The Planning and Zoning Board held the required public hearing on 4/21/21 and unanimously recommended approval of the zone change with modified conditions resulting from deliberations of the Board at the meeting. The P&Z also found the request to be consistent with the 2019 Village of Pinehurst Comprehensive Long Range Plan (CLRP). Included with this Novus Agenda item are the draft P&Z minutes from 4/21/21 along with a separate document titled "P&Z Recommended Conditions 4/21/21" and the "P&Z Statement of Consistency with the Comp Plan". The conditions document identifies the condition changes highlighted in yellow that were recommended by the P&Z. The major change from the applicant's conditions was to provide 85 parking spaces for the proposed Lodge from the applicant's original request of 73 spaces to account for the loss of parking spaces due to the main parking lot reconfiguration. The applicant's requested provision of 73 spaces for the Lodge is based on a parking analysis provided by the applicant's consultant

Kimley Horn, which analysis and Trip Generation is included in Novus. The Village's PDO requires 94 spaces be provided for the proposed use.

The P&Z added a condition (#8) to require the applicant attempt to preserve the two specimen Long Leaf Pines located on either side of the golf cart/fire access lane located between the Lodge's proposed south elevation and Cradle golf course. Staff will work with the applicant during construction review to implement this condition.

Relative to parking, the Resort is planning on accommodating the additional parking load resulting from the proposed lodge development but is requesting that the PDO required number of spaces be reduced from 94 to 85 parking spaces based on the analysis by Kimley Horn. The original requested condition was to provide 73 spaces but an additional 12 spaces were added at the P&Z meeting on 4/21/21 to account for the loss of spaces in the main parking lot due to the parking lot's reconfiguration for lodge development. Additionally, PCC is requesting to delay construction of the additional parking until after the 2024 US Open (see Condition # 5 below). With the anticipated opening of the Lodge shortly before the Open, there will not be a significant amount of time between opening of the Lodge and provision of the required parking. In the interim, PCC can effectively manage on their campus parking needs by shifting employee parking, shuttling employees to the site, or adding capacity for valet parking by "stacking" parking.

It is not anticipated, nor has there been information provided, that parking concerns on the PCC campus regularly negatively impact the adjacent street system or neighborhoods. Construction of the Lodge as proposed does not trigger a need to provide parking for the PCC campus beyond that which is required for the Lodge itself. It should also be noted that the vast majority of uses (and subsequent parking requirements) were established prior to the adoption of Village zoning in 1995 but as PCC has added uses (e.g. pool development) the required parking has been provided.

Staff Recommendation
Staff understands there are outstanding concerns regarding several aspects of the project but maintains its recommendation to support the proposed rezoning request for PID # 00025800 to H-CD (Hotel – Conditional District) with the conditions listed below and recommends the Council adopt the consistency statement below. Should Council feel additional information yet needs to be provided, staff will work with the applicant to provide the requested information or clarify any of the submitted information included as part of this application to allow Council to render a decision on the subject rezoning.

Comprehensive Plan Consistency Statement
The proposed rezoning is consistent with the Conservation and Growth Map on page 62 of the 2019 Comprehensive Plan which identifies the area as "Private Open Space". Even though the base zoning would change and allow for a use not permitted within the existing zoning, the overall use and designation of the property as depicted on the Conservation and Growth Map in the 2019 Comprehensive Plan would remain as a privately owned recreation area supporting the golf and tourism industry. Additionally, the proposed rezoning is consistent with Guiding Principle #5: Taking Care of Business by supporting golf and tourism which help to make up the backbone of the economy and are two of the most important industries in Pinehurst in terms of employment, land use and reputation and essential to maintain Pinehurst's identity as a premiere golf and hospitality destination.

Therefore, this amendment is consistent with the goals of the 2019 Comprehensive Plan and achieving goals in accordance with the Comprehensive Plan and other planning documents of the Village is considered reasonable and in the best interest of the public.

P&Z recommended conditions from 4/21/21 meeting. Changes from applicant's proposed conditions are highlighted.

	Type	Requested Condition	PDO Requirement	PDO Section No.
1	Building Height	Maximum Building Height: 55'	Maximum Building Height: 50'	9.2a
2	Setbacks	Front Yard: 40' min. Side Yard: 20' min. Side Street Yard: 30' min. Rear Yard: 0' min.	Hotel (H) Front Yard: 40' min. Side yard: 20' min. Side Street yard: 20' min. Rear Yard: 30'	9.2 a
3	Signage	Increase in Allowed Signage Size and Amount by 50% for the North and East side of the building only.	Sign size and type standards for the area are included	6.2.4(B) allows for an increase in signage up to 50%, 9.7.1 and 9.7.1.4(C)
4	Parking	Provide 85 standard size parking spaces	94 Spaces	Table 9.4(a)
5	Parking	PRCC will provide parking required for the Lodge facility on the subject property. This parking may be accommodated with surface parking, parking deck(s), or other means on the property, to be determined. This parking will be designed, and plans submitted to the Village of Pinehurst within three months after the 2024 US Open Golf Tournament to be held at PRCC course #2 from June 13-16, 2024. Once plans are approved by all Village boards and administration, PRCC will begin implementation of the new parking area(s).		9.4
6	Parking	PRCC, as stated above, will consider construction of a parking structure on the subject property and/or additional surface parking areas, bringing plans forward to the Village at the specified date. If existing facilities, requiring parking by the PDO, within the subject property are removed/relocated from the subject property excluding the tennis courts west of Carolina Vista, the required lodge parking, quantified above in conjunction with staff, will be reduced by no more than the amount defined in the PDO for the removed/relocated facilities. The new parking area to accommodate the lodge will be reduced from 85 spaces by the amount no longer required.		9.4
7	PRCC and Village of Pinehurst enter into a development agreement for PRCC to provide the required parking spaces per conditions 4, 5, and 6. Development agreement to be approved by the Village prior to issuance of a building permit for the new structure.			
8	Efforts will be made to preserve the two "specimen" trees on either side of the proposed emergency fire access along the west property line.			

P&Z recommended conditions from 4/21/21 meeting. Changes from applicant's proposed conditions are highlighted.

	Type	Requested Condition	PDO Requirement	PDO Section No.
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8	Efforts will be made to preserve the two "specimen" trees on either side of the proposed emergency fire access along the west property line.			

Rezoning/Rezoning – Conditional

Fee: $1300 - Rezoning
Fee: $5000 – Conditional Rezoning
(Revised 09/2019)

Permit Information

Section 6.1 of the Pinehurst Development Ordinance (PDO) describes the process and requirements to amend the Official Zoning Map, or re-zone property. Applications for rezoning to a conditional district may only be initiated by the owner(s) of the property (or their representatives) and includes proposed conditions and/or use limitations that are more restrictive than would otherwise be allowed in the corresponding general use district.

This application must be completed in full and submitted with the associated fee listed in the Village's Fees and Charges Schedule, which can be accessed at www.vopnc.org/Home/ShowDocument?id=10100.

Intake Information

Property Address	
Street Address	TBD Carolina Vista
City, State, Zip Code	Village of Pinehurst, NC 28374
Parcel ID #	00025800, 87000262, and 00024972

Owner Information	
Name	Pinehurst Resort & Country Club
Street Address	80 Carolina Vista
City, State, Zip Code	Village of Pinehurst, NC 28374
Mobile Phone #	
Business Phone #	910-235-8409
Other Phone #	
Email	dick.higginbotham@pinehurst.com

Applicant	
Name	Robert Koontz
Street Address	150 S Page Street
City, State, Zip Code	Southern Pines, NC 28387
Mobile Phone #	
Other Phone #	910-684-8487
Email	bkoontz@koontzjones.com

Rezoning/Rezoning – Conditional
Fee: $1300 - Rezoning
Fee: $5000 – Conditional Rezoning
(Revised 09/2019)

General Information

☐ Rezoning ☒ Conditional District Rezoning			
Project Description	Conditional rezoning of the Pinehurst Resort and Country Club area to a Hotel - Conditional District to allow for a new Guestroom Hotel on the property.		
Current Zoning District			
Proposed Zoning District	H-CD		
Reason for Rezoning Request	Modify current zoning classifications to allow for the hotel use.		
Legal Basis for Application	☒ Property Owner in Village Planning Jurisdiction (Required for Conditional Rezoning) ☐ Agent, Lessee, or Contract Purchaser Authorized by Property Owner(s) ☐ Owner of a Legal Equitable Interest in Property in Village Planning Jurisdiction		
Number of Parcels to be Rezoned	3	Number of Acres to be Rezoned	+/- 67.31

Existing Use	Proposed Use
☐ Vacant	☐ Vacant
☐ Single Family Low Density	☐ Single Family Low Density
☐ Single Family Medium Density	☐ Single Family Medium Density
☐ Single Family High Density	☐ Single Family High Density
☐ Multi-Family Development	☐ Multi-Family Development
☐ Office	☐ Office
☐ Retail	☐ Retail
☐ Lodging	☒ Lodging
☒ Recreational	☒ Recreational
☐ Institutional	☐ Institutional
☐ Medical	☐ Medical
☐ Industrial	☐ Industrial
☐ Services	☐ Services

Conditions of Rezoning - Requested (If Any)	See attached narrative.		
Rezoning Results in an Increase in Density or Intensity of Uses	☒ Yes ☐ No	Date of Adjacent Property Owner Meeting (If Increased Density/Intensity of Uses)	
Other Information			

Rezoning/Rezoning – Conditional
Fee: $1300 - Rezoning
Fee: $5000 – Conditional Rezoning
(Revised 09/2019)

Location Information

Overlay District	☒ Historic Preservation Overlay District ☐ N/A ☐ Pinehurst South Overlay District
Roads	☐ Public ☒ Private
Water Provider	Moore County Public Utilities
Sewer Provider	Moore County Public Utilities

Required Documents

☐ Summary Report of Meeting with Adjacent Property Owners (If Increased Density/Intensity of Uses)
☒ General Concept Plan Application, with Required Documents (If a Conditional District Rezoning)
☒ Written authorization of property owner (If submitted by an owner's representative)

Certification

I hereby certify that the information contained in this application is accurate and complete. I also confirm that I have read and understand the requirements that must be met in order to obtain approval for a rezoning.

Applicant Signature: _____ Date: 2/5/2021

PLANNING AND ZONING BOARD
SPECIAL MEETING
WEDNESDAY, APRIL 21, 2021
ASSEMBLY HALL
395 MAGNOLIA ROAD
PINEHURST, NORTH CAROLINA
4:00 PM

Board Members Present:	**Board Members Absent:**	**Staff Present:**
Cyndie Burnett, Chair	Paul Roberts	Darryn Burich, Planning Director
Jeramy Hooper, 1st Vice		Alex Cameron, Principal Planner
Julia Latham, 2nd Vice		Jill Lazusky, Acting Clerk of the Board
Matt Jones		
Phillip Shumaker		
Jack Farrell		
David Alzamora		
Sonja Rothstein		

Approximately 29 people were in attendance plus 6 staff

I. Call to Order

Ms. Burnett outlined the order of meeting. 1st staff would present their report; 2nd the Resort would give their presentation; 3rd there would be a public comment period (limited to 3 minutes each); and finally we will hear from board members (questions, clarity, etc). Then we will close the public hearing and the board will begin deliberations.

II. New Business

A. Public Hearing No. 1

The purpose of the public hearing is to consider an Official Zoning Map Amendment for approximately 2.68 acres and a portion of Moore County PID# 00025800. The proposal would zone the property H-CD (Hotel-Conditional District) from RD (Recreation Development District) and OP (Office Professional Development District). The proposed rezoning and associated General Concept Plan would allow for development of a 34 room lodge with meeting space and associated site features. The applicant is Bob Koontz, with Koontz Jones Design and the property owner is the Resorts of Pinehurst Inc.

Mr. Alzamora made a motion move to go into the Public Hearing
Mr. Hooper seconded the motion
All board members were in favor and the Board moved into the Public Hearing.

Mr. Cameron provided background on the property from the staff report. He entered the following evidence into the record: staff report, presentation, application, applicant's materials, photos/site plans, and findings of fact.

Applicant Presentation was done by Bob Koontz of Koontz Design and Tom Pashley, President of Pinehurst Resort & Country Club. Mr. Pashley indicated that they have received a COA from HPC. People wonder why the Resort is considering building a lodge when we have three already. Though the Resort continually maintains and renovates them many people pass over our resort for ones with more lavish rooms. PH Resort will be the US Open anchor site and the lodge will be a hotel with golf views and offer a locker room for USGA players with direct access to facilities.

Mr. Koontz gave the site presentation. Lodge will be located where the two croquet lawns are currently. There is already a piece of the Resort Property that is zoned Hotel and they are asking to move the Hotel zoned space to the suggested location where they want to build the lodge. The hotel will have a bar, event lawn, a circle drop off in front. Mr. Koontz indicated possible future locations for the croquet lawns. All guest rooms will face out toward The Cradle. There would be outdoor seating and fire pits in rear. Locker rooms, fitness rooms, and meeting rooms are primarily designed with the USGA in mind. Mr. Koontz pointed out the wider path in the rear is to provide appropriate fire access. He briefly discussed utilities that would be served by Moore County Public Utilities. The Lodge will be approximately 64,000 feet in size. They are asking for rear setback to be reduced to zero and increase the building height from 50 to 55 feet.

Manny Dominguez of Cooper Carry discussed design and the need for height requirement increase request. They wanted to follow the idea of the roof line at the clubhouse and to break up the roof lines thus needing more height. Has more to do with how it sits on the site because of the topography. They are trying to correlate with the height of the Clubhouse as seen side by side. The arches and columns were inspired by the Carolina and the Clubhouse and other buildings in Pinehurst.

Mr. Koontz discussed parking scenario. Pedestrian circulation would remain as is today as well as golf cart access. Parking spaces were pointed out. He described some of the challenges. The Resort has valet parking which can be much more efficient. Additionally, the Resort has golf shuttles which helps alleviate some of the potential parking needs. The PDO doesn't take that into account. The most challenging time for parking will be during construction. The Resort will need remote parking for employees and resort guests. Long term lodge parking options include new on-site surface parking, off-site parking, additional shuttles, etc. The PDO requires 94 spaces, and the applicant is asking for a reduction to 73.

Mr. Hooper asked if there were any plans to improve other parking, such as the railroad area. Mr. Koontz said yes, there will be some focus on that. He was asked about off-site parking for construction workers; where would remote parking be? Mr Koontz said that it would be outside Village Center.

Ms. Latham asked for more info about the signage request. The applicant has asked for 50% more which they may or may not need. Request is for an increase in size not the number of signs.

Mr. Farrell indicated there is no hotel where it is currently zoned HD. He asked for clarification on the yards. Asked about seeing a large sign on the hotel. Mr. Koontz said no there would not be a large sign on hotel and P&Z could make it a condition. Mr. Farrell asked about use of the facility. Will this facility be open to outside people, not just hotel guests and USGA? Mr. Dick Higginbotham (PH Resort) indicated that it would be only for use of guests of the lodge and there would not be outside events such as weddings. Ms. Latham wanted clarification that the intent is for the space (meeting space, bar, etc) to be for lodge operations and guests only. Mr. Farrell wanted to know if bar would be open to public? As currently planned, the bar would only be for use of guests of resort, but not members necessarily. Ms. Burnett asked if a wedding party was staying at Resort could they use facilities? Mr. Higginbotham said that the intent is that you need to be using the lodge to use the meeting facilities and other space. Space is not meant to be for outside catering or events. Ms. Burnett was thinking about the impact of parking.

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Mr. Farrell wanted to know if it would be limited to 34 guest rooms. Concerned because different submissions showed higher numbers. Some of the rooms are double-wide (meaning they are suites). So no it can't be made into two different rooms and increase the total number. Questioned the emergency access to the back of the building. The Fire Department has said it is okay. Mr. Farrell asked about building up the property for the parking. Mr. Koontz indicated that they would be building retaining walls. Asked if there would be propane tanks on the property and the answer was no. Mr. Farrell asked about screening the hotel from the road. Mr. Koontz indicated that there are existing trees. Applicant showed a short video with a 360 rendition of the property which showed a view from Highway 5. They superimposed the model next to the clubhouse. There will be additional enhancements to try to screen the building. Mr. Farrell asked about storm water and clarified that it is all going to be handled on site. He is concerned about the large swale at end of parking lot. Storm water will flow toward Cradle Golf Course for this facility so there will be no storm water heading north. Ms. Latham mentioned that under the railroad trestle floods out during heavy rains. This will be addressed. Mr. Farrell asked if there would be solar panels. No.

Mr. Farrell asked if there would be any electric car charging in the parking area. That hasn't been discussed yet but something that will be considered. How are they going to address the construction traffic and increased traffic overall? The contractor working on the Lodge and USGA projects spoke and they are looking to have all contractors on an offsite location with shuttles. Also, planning to have scheduled deliveries be facilitated so they will be staged offsite and brought in on a schedule. No location has been determined yet but they are in the process of looking.

Ms. Burnett suggested going to public comments before deliberating further.

Public Comments

Craig Annis, USGA – Speaking on behalf of project they have a lot of respect for the P&Z Board. They feel the Lodge facility will lend to successful events in the future. Feels the player space and hospitality would be unrivaled in other major championships and feel it is a vital part of the USGA's future here.

Collette Kolinski, Queens Court – Read a statement about the contributions of the Resort to the community. Feels in recent years, the resort hasn't shown respect for future of PH. It is hoped that the resort will take into consideration desires of residents.

Leo Santowasso – Handed out a sketch to the P&Z Board member and Mr. Koontz addressing tree preservation in the SW corner of the property which involves the fire lane. There are two tree which are specimen trees and they have diameters of approximately 21 & 23 inches. Based on the PDO specifications, these are specimen trees and should be preserved. Proposed development must be designed to preserve specimen trees and Leo recommends relocating the fire lane to do this.

John Hoffmann, Lake Forest Drive - He is a member of Pinehurst and wants to express his support of this project.

John Webster, West McKenzie Road - Regarding aligning the height, the building does have an extra level from the south side. He doesn't see any analysis of the combined impact of the Lodge and the USGA building. How do we know that the sewer can handle the storm water from this project and the USGA? He is concerned about the parking and feels it should be worked out before going forward. His request is that this hotel and conference center be reduced in size and that a more complete analysis of traffic and parking is done first to see how it will impact the people who live here.

End of Public Comments

Ms. Burnett offered each board member an opportunity to ask questions. Ms. Rothstein said it is advertised as lodging for the famous golfers. Why do we need this? The resort just re-did the Manor. There are no parking answers. Shuttle sounds good in theory but they speed through village. Wants to know more about the USGA facility. How are both facilities going to impact the members? What else is going to be taken away from members? The building is 64,000 sf and the USGA will be 135,000 sf.

Mr. Shumaker is concerned about parking as there is not enough as it is. Mr. Koontz said The Carolina is looking to add some more parking and there is overflow parking available. To Mr. Cameron and Mr. Burich, does the PDO allow "shared" parking areas? Yes, if applicant can meet the criteria.

Mr. Jones is trying to get handle on the parking for the mixed use. Mr. Koontz tried to look at overall parking area and add just for the lodge instead of having to add to existing space. 12 spaces will be lost in the construction and were not added back into the proposed spaces. In order to not lose spaces, we may need to add that as a condition. Alex responded that in the staff report, that parking condition was addressed. Mr. Jones asked if there is any impact on the RR right-of-way. Mr. Koontz indicated that the building is set back 51 feet. Asked about any additional TRC comments which according to staff will be addressed when the more detailed design and plans are submitted. Are there any other Hotel Conditional districts? Alex verified that the change would be solely for this project. Facilities that are to be relocated was mentioned in application and Mr. Jones wanted more information about that. Mr, Koontz said they were referring to the parking which may be moved in the future if other facilities changed, but nothing specific at this time.

Ms. Latham asked if the parking facilities are sufficient for the club and other facilities? The parking analysis has not been completed. Mr. Farrell went through the facilities and indicated how overwhelming the whole idea is of having sufficient parking.

Mr. Jones asked if there were other existing trees that are proposed to be moved. Mr. Koontz said that most of the trees that are due to be removed are in the parking lot. But they will be adding more.

Mr. Hooper asked about specimen trees and if the resort is willing to make changes to save as many trees as possible. Mr. Koontz indicated that they will try to save both trees and would agree to it being a condition to approval. Will the sewer line down route 5 handle all of this? Alex responded and has heard from County Engineer who would like a more complete analysis to ensure it can be accommodated. LKC Engineering addressed some of the issues and have not gotten any indication from MC Public Utilities that there is a capacity issue. Would there be a willingness to establish a construction route through our Village? The contractor responded that they will have a route set up and penalties imposed if they don't follow it. This will be communicated to Planning Group when time comes. What is the timeline for addressing the issues of the Lodge and the USGA. Mr. Koontz indicated they are two separate issues and they have no commitments to what signage will look like at this time. But signs will have to go through HPC.

Mr. Alzamora'c concerns have mostly been addressed. How is it going to impact traffic? Is a little short sighted to think that only one project is going to affect traffic but all development in Pinehurst as a whole will. He supports the resort and believes they have improved the quality of life in Pinehurst.

Mr. Farrell brought up the USGA building which goes before HPC tomorrow. He is concerned about the interrelated projects not being considered together, particularly with regard to parking. He asked about continuing the approval to wait to see what the USGA is doing. Ms. Burnett indicated that we have to look at the proposal in front of us and asked staff. Staff responded indicating that a singular request was presented today and that is what is to be considered. Mr. Farrell is concerned about parking being lost when the tennis courts go away because of the USGA. Mr. Koontz said they will be considered when the USGA

is. Mr. Farrell is concerned about where the shuttles and employees will park and also concerned about the downstream implications of both being built.

Ms. Burnett polled the board as to whether this should be continued.

- Mr. Alzamora views it as two separate projects and feels we can go forward. Board is not supposed to view them together.
- Ms. Rothstein is not going to make a comment but said we don't have answers to all the questions.
- Mr. Farrell feels we should postpone until we see whole picture, meaning both project.
- Ms. Latham feels that the decision they make today will impact how to review and approve the USGA project. So okay at looking at this tonight.
- Mr. Hooper feels that we should consider both of them separately and as whole. He feels it's not about the zoning but on the conditions.

  Mr. Koontz interjected that the reason to put projects separately is because of all the other major projects going on in VOP was overwhelming and it would be easier time wise to deal with them separately and address the needs.
- Mr. Jones asked if there will be conditional rezoning requests for USGA. Per staff, yes but conditions can be placed. Mr. Jones is willing to go forward with the Lodge tonight.
- Mr. Shumaker is comfortable with what we have to go forward tonight.

Result: Three people want to wait and 5 are willing to go forward.

Mr. Cameron said that after the deliberation, conditions can be defined.

Mr. Shumaker made a motion to close Public Hearing and Mr. Jones Seconded. Public Hearing is closed.

Deliberations will begin after a 5 minute break.

Ms. Burnett indicated we were back in the regular part of the Special Meeting. In looking at the conditions:

Building height – Ms. Latham is concerned about the height and would be a massive wall of white. It gives her pause and is concerned about screening. Mr. Jones indicated that if weren't to allow it, it wouldn't change the view from Hwy 5.

Setbacks - no major concerns from any of the board members

Signage – Ms. Burnett says PDO allows for the increase in signage. Mr. Farrell and Mr. Jones asked why this is necessary. Since we are not obtaining evidence, the board can still ask questions. Ms. Latham asked for some clarification. Alex responded that board can consider certain types and sizes. Mr. Farrell wants to know why it is necessary in the first place to have a 50% increase in size. Mr. Koontz indicated The Manor Inn just went through this. For the Lodge, they would like to do it now, and not do it after the fact. Ms, Latham said that for the Manor and the Brewery, they saw specific mockups, etc so now it feels like if they approve this, it will be carte blanche. Mr. Koontz indicated it's mostly internal on the property inside the club. This is only specific to the 2.6 acres that is under consideration. Adding a condition about locations of the signs would be agreeable. Mr. Hooper wondered if they know what they want or not. Mr. Koontz said no. They don't even know what the final name of the Lodge will be. Mr. Burich and Mr. Cameron responded that they could do this at a future date but it would be more complex and it would be better to do it tonight. Alex indicates that the staff report outlines the conditions that will be allowed. Ms. Latham would like to have the condition to have no increase in signage to face the Cradle and possibly over the awnings facing the cradle. Ms. Burnett says that PDO allows that permission may be granted for up to

50%. Applicant asked to increase the signage. Mr. Farrell said maybe we should condition it based on the side of the building. Mr. Cameron said his interpretation of PDO allows size of signs to be increased by 50%. Alex said only one street front sign would face Hwy 5 but Darryn's interpretation is that the street side would be Carolina Vista. Mr. Farrell asked why the number of signs is an issue and Mr. Koontz responded that size is the issue, not the number of signs. Mr. Cameron said it is allowed for them to have one facing each street front. Mr. Farrell says that he believes Resort will do the right thing. Mr. Farrell wants to add the condition that the sign 50% increase condition will only apply to north and east facing elevation. Ms Rothstein asked about the length of the building and how big the sign would be. That would be the largest sign that was allowed. Mr. Koontz agreed to add a condition that the 50% increase only applies to East and North sides of building.

Parking Condition 4: Mr. Farrell doesn't feel 73 spaces is adequate at all. Compared to a convention held at hotel where everyone is parking all over the place. Mr. Shumaker says that there can be a cross pollination of parking for all the Resort facilities. But Mr. Farrell feels there is still way too few spaces. Ms. Latham also has concern over parking. From a members perspective, is concerned that it is unrealistic to expect members not to want to use the facility and there won't be enough parking. Mr. Koontz indicated that the additional promise for parking after the US Open would actually be on the campus of the Lodge and not part of the general Country Club parking.

Mr. Koontz said there are options for surface parking or maybe a parking garage. Mr. Burich said there is room around campus to find spaces. The intent of the agreement is that they agree to make sure the spaces are created. Mr. Hooper asked about the improvements to the gravel parking near railroad tracks. Based on the fire code some improvements will need to be made.

Traffic consultant from Kimley Horn, provided some information based on data collected nationwide. Parking takes into account rooms, services in the hotel, restaurants, meeting rooms. Generally you need about 9 spaces per 1000sf. This was treated as a stand-alone analysis and didn't take into consideration other parking on Resort property. Koontz agreed that they could add a condition to add another 12 spaces back.

Poll to identify yes or no for 73 or 85 or 94 parking spaces for this space.

Alzamora – 73 or higher
Rothstein – 85
Farrell – 85 (would prefer 94)
Latham - 85
Burnett -85
Hooper - 85
Jones - 85
Shumaker – 85

Unanimous to change condition to 85 parking spaces for standard size vehicles, not golf carts.

Parking Condition 5: Mr. Jones had minor concern of wording to change it to condition parking on subject property (the parcel). Mr. Hooper asked for an overall parking analysis for entire resort/campus or add a stipulation about requiring a full campus analysis to be reviewed in future. Staff feel that is addressed in Condition 7. Mr. Farrell says parking places are all over the place and we should have a comprehensive study done. Mr. Hooper feels strongly about getting this study done for future. Mr. Koontz said the additional spaces would just be for lodge. Can the conditional zoning be changed in the future? Only if it is requested by property owner. Mr. Higginbotham said that they are working with the Village to look at parking issues but are not willing to commit to a study that may require them to spend more money on

creating parking. It is not in the Resort's best interest. Mr. Alzamora feels resort is addressing the issues appropriately. Mr. Hooper wants a PDO study of the PRCC campus. Changing wording from "campus" to "subject property".

Poll of Board:

Alzamora – yes
Rothstein – yes
Farrell – yes
Latham - yes
Burnett - yes
Hooper - yes
Jones - yes
Shumaker – yes

Parking 6. Change "73" to "85", Jack Farrell wants tennis court parking (west of Carolina Vista) removed from parking (18) amount. Ms. Burnett's concern is that they want to use the PDO which dictates how many spaces you don't need, but not for the ones you do need. Ms. Latham suggested to add a condition that says the number to be reduced determined in the future and approved at a number no greater than the amount required by the PDO and excluding parking removed from tennis course West of Carolina Vista.

Alzamora – yes
Rothstein – yes
Farrell – yes
Latham - yes
Burnett - yes
Hooper - yes
Jones - yes
Shumaker – yes

Discussion to create a condition. Ms. Burnett and Mr. Farrell want to create a condition to protect the two specimen trees at the SW corner in the Fire Lane. However, Mr. Koontz said that the problem is that the Fire Marshall's decision about the needs for the fire lane based on requirements, the Resort may not be able to provide that guarantee. The other option is to provide a caveat about replacement if we were to lose trees. Resort willing to commit to best effort and staff can oversee when they review final plans. Everyone agreed.

Staff proposed condition: Changed word structure to lodge. Mr. Jones asked if we have had development agreements before. No, but it is legal and feel it is important. Everyone agreed to that condition.

Mr. Farrell said the only condition that they could impose to control construction traffic is to have some security presence there. Ms. Rothstein suggested getting deliveries to site at night. Mr. Koontz said the importance is to minimize traffic. It is to their benefit, the resort, as well as the Village.

Consistency Statement – Ms. Latham made a motion to that the Planning and Zoning Board adopt the Statement of Consistency and authorize its Chair to execute the document as the proposed zoning map amendment is consistent with the Village of Pinehurst 2019 Comprehensive Long Range Plan, as described in the staff report prepared by Alex Cameron dated April 15, 2021. Achieving goals in accordance with the Comprehensive Plan is considered reasonable and in the best interest of the public. It was seconded by Mr. Hooper. All board members were in favor. None opposed.

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Ms. Latham made a motion that the Planning and Zoning Board recommend approval to the Pinehurst Village Council of the conditional rezoning of 2.68 acres of Parcel ID# 00025800 from the RD (Recreation Development District) to H-CD (Hotel-Conditional District) with the following added conditions:

1. Maximum building height of 55 feet;
2. Front yard setback of 40' minimum; side yard setback of 20' minimum; side street setback of 30' minimum; rear yard setback of 0' minimum;
3. Increase in allowed signage size and amount by 50% for the north and east sides of the building only;
4. Provide 85 standard size parking spaces on the subject property;
5. PRCC will provide parking required for the Lodge facility on the subject property. This parking may be accommodated with surface parking, parking deck(s), or other means on the subject property, to be determined. This parking will be designed, and plans submitted to the Village of Pinehurst within three months after the 2024 US Open Golf Tournament to be held at PRCC course #2 from June 13-16, 2024. Once plans are approved by all Village boards and administration, PRCC will begin implementation of the new parking area(s);
6. PRCC, as stated above, will consider construction of a parking structure on the subject property and/or additional surface parking areas, bringing plans forward to the Village at the specified date. If existing facilities, requiring parking by the PDO, within the subject property are removed/relocated from the subject property excluding the tennis courts west of Carolina Vista, the required lodge parking, quantified above in conjunction with staff, will be reduced by no more than the amount defined in the PDO for the removed/relocated facilities. The new parking area to accommodate the lodge will be reduced from 85 spaces by the amount no longer required.
7. PRCC and Village of Pinehurst enter into a development agreement for PRCC to provide the required parking spaces per conditions 4, 5, and 6. Development agreement to be approved by the Village prior to issuance of a building permit for the new structure.
8. Efforts will be made to preserve 2 specimen trees on either side of the proposed emergency fire access along the west property line.

Mr. Hooper seconded the motion.

Alzamora – Yes
Rothstein – Yes
Farrell – Yes
Latham - Yes
Burnett - Yes
Hooper - Yes
Jones - Yes
Shumaker – Yes

It was a unanimous decision by the Planning and Zoning Board to approve with conditions.

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III. Next Meeting Date: 05/06/2021 Regular Meeting

IV. Motion to Adjourn

Mr. Farrell moved to adjourn. Mr. Jones seconded.

Respectfully Submitted,

Jill Lazusky
Acting Clerk to the Board
Village of Pinehurst

A videotape of this meeting is located on the Village website: www.vopnc.org.

The Village of Pinehurst is a charming, vibrant community which reflects our rich history and traditions. Mission: Promote, enhance, and sustain the quality of life for residents, businesses, and visitors. Values: Service, Initiative, Teamwork, and Improvement.

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PLANNING AND ZONING BOARD STATEMENT OF CONSISTENCY
WITH THE 2019 COMPREHENSIVE PLAN
APRIL 21, 2021 SPECIAL MEETING

Conditional District Rezoning Request
RD (Recreation Development District) to
H-CD (Hotel – Conditional District)

Property Location: **Address TBD Carolina Vista**
Parcel ID#'s: **00025800**

The Village of Pinehurst Planning and Zoning Board finds that:

The proposed conditional rezoning **IS** consistent with the 2019 Comprehensive Plan:

The proposed zoning district is consistent with the recommended land use for the subject area as identified on the Conservation and Growth Map on page 62 of the 2019 Comprehensive Plan which identifies the area as "Private Open Space". Even though the base zoning would change and allow for a use not permitted within the existing zoning, the overall use and designation of the property as depicted on the Conservation and Growth Map in the 2019 Comprehensive Plan would remain as a privately owned recreation area supporting the golf and tourism industry.

Page 176 of the 2019 Comprehensive Plan under Guiding Principle #5 states that golf and tourism are two of the most important industries in Pinehurst in terms of employment, land use and reputation. It is important to support the Resort and other businesses that cater to these industries in order to maintain Pinehurst's identity as a premiere golf and hospitality destination.

Therefore, the Village of Pinehurst Planning and Zoning Board recommends **APPROVAL** of the conditional rezoning from RD (Recreation Development District) to H-CD (Hotel – Conditional District) with the following conditions.

	Type	Requested Condition	PDO Requirement	PDO Section No.
1	Building Height	Maximum Building Height: 55'	Maximum Building Height: 50'	9.2a
2	Setbacks	Front Yard: 40' min. Side Yard: 20' min. Side Street Yard: 30' min. Rear Yard: 0' min.	Hotel (H) Front Yard: 40' min. Side yard: 20' min. Side Street yard: 20' min. Rear Yard: 30'	9.2 a
3	Signage	Increase in Allowed Signage Size and Amount by 50% for the North and East side of the building only.	Sign size and type standards for the area are included	6.2.4(B) allows for an increase in signage up to 50%, 9.7.1 and 9.7.1.4(C)
4	Parking	Provide 85 standard size parking spaces	94 Spaces	Table 9.4(a)
5	Parking	PRCC will provide parking required for the Lodge facility on the subject property. This parking may be accommodated with surface parking, parking deck(s), or other means on the property, to be determined. This parking will be designed, and plans submitted to the Village of Pinehurst within three months after the 2024 US Open Golf Tournament to be held at PRCC course #2 from June 13-16, 2024. Once plans are approved by all Village boards and administration, PRCC will begin implementation of the new parking area(s).		9.4
6	Parking	PRCC, as stated above, will consider construction of a parking structure on the subject property and/or additional surface parking areas, bringing plans forward to the Village at the specified date. If existing facilities, requiring parking by the PDO, within the subject property are removed/relocated from the subject property excluding the tennis courts west of Carolina Vista, the required lodge parking, quantified above in conjunction with staff, will be reduced by no more than the amount defined in the PDO for the removed/relocated facilities. The new parking area to accommodate the lodge will be reduced from 85 spaces by the amount no longer required.		9.4
7	PRCC and Village of Pinehurst enter into a development agreement for PRCC to provide the required parking spaces per conditions 4, 5, and 6. Development agreement to be approved by the Village prior to issuance of a building permit for the new structure.			
8	Efforts will be made to preserve the two "specimen" trees on either side of the proposed emergency fire access along the west property line.			

1895
VILLAGE OF
PINEHURST

HISTORY, CHARM, AND SOUTHERN HOSPITALITY

This is the 29th day of April, 2021

Cynthia Burnett

Chair of the Planning and Zoning Board

Ruling filed with the Village of Pinehurst:

4/29/2021
DATE

Jill Lazusky
Interim Clerk to the Planning and Zoning Board

Cc: Darryn Burich
Alex Cameron
Jill Lazusky

VICINITY MAP

FLOODPLAIN DATA

THIS PROPERTY IS LOCATED IN FLOOD ZONE 'X'
(AREAS OF MINIMAL FLOODING)

THE LOCATION OF THE 100-YEAR FLOODPLAIN PER
NFIP FIRM COMMUNITY
PANEL(S) NO: 8542, 8562
MAP(S): 3710854200J
DATE: OCTOBER 17, 2006

WATERSHED INFORMATION

BASIN: LUMBER
STREAM: DROWNING CREEK
TYPE: WSIIP

THIS PROPERTY IS IN A WATER SUPPLY WATERSHED

LEGEND

- = PROPERTY BOUNDARY
- = VMU-CD BOUNDARY
- = EXISTING MAJOR CONTOUR
- = EXISTING MINOR CONTOUR
- = EXISTING RIGHT-OF-WAY
- = EXISTING SANITARY SEWER LINE
- = EXISTING MANHOLE
- = EXISTING FENCE LINE
- = EXISTING LIGHT POLE
- = EXISTING WATER LINE
- = EXISTING FIRE HYDRANT
- = EXISTING STORM DRAIN PIPE
- = EXISTING ELECTRICAL VAULT
- = EXISTING RAILWAY
- = EXISTING IRRIGATION VALVE
- = EXISTING PINE TREE
- = EXISTING HARDWOOD TREE
- = EXISTING SHRUB

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

SURVEY PROVIDED BY:

LKC ENGINEERING, PLLC
140 AQUA SHED CT
ABERDEEN, NC 28315
P: (910) 420-1437

SURVEY FOR:

RESORTS OF PINEHURST, INC.

MINERAL SPRINGS TOWNSHIP, MOORE COUNTY
PINEHURST, NORTH CAROLINA
FEBRUARY 2021

CAUTION

THE UTILITIES SHOWN HEREON ARE FOR THE CONTRACTOR'S CONVENIENCE ONLY. THERE MAY BE OTHER UTILITIES NOT DEPICTED ON THESE PLANS. THE LANDSCAPE ARCHITECT AND ENGINEER ASSUMES NO RESPONSIBILITY FOR THE LOCATIONS SHOWN AND IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATIONS OF ALL UTILITIES WITHIN THE PROJECT LIMITS. ALL DAMAGE MADE TO THE EXISTING UTILITIES BY THE CONTRACTOR SHALL BE THE SOLE RESPONSIBILITY BY THE CONTRACTOR.

N

50' 0' 50' 100' 200'
SCALE: 1" = 100'-0"

KOONTZJONESDesign
LAND PLANNING | LANDSCAPE ARCHITECTURE
150 S PAGE STREET
SOUTHERN PINES, NC 28387
P: (910) 684-8487
W: www.koontzjonesdesign.com

REVISIONS:

USGA HEADQUARTERS
PINEHURST, NORTH CAROLINA

USGA HEADQUARTERS / PINEHURST LODGE
COMBINED SITE PLAN

DATE: 04-28-2021
DESIGNED BY: REK
DRAWN BY: TWH
CHECKED BY: REK
Q.C. BY: REK
SCALE: 1" = 100'-0"
PROJECT #: KJD2071

SHEET NUMBER#:

PINEHURST RESORT AND COUNTRY CLUB
CONDITIONAL DISTRICT NARRATIVE AND CONDITIONS

The Pinehurst Resort and Country Club (PRCC) is an especially important piece of the Village of Pinehurst. PRCC is seeking to expand their resort guestroom offerings, to meet demand, though the construction of a new 34 room lodge building located near the existing clubhouse with views overlooking The Cradle golf course. This new facility is also being constructed as part of PRCC's commitment to the United States Golf Association (USGA) to bring the 2024 United States Open Golf Championship and future USGA championship events to the Village of Pinehurst. USGA championships stimulate local economic activity and provide the Village with opportunities to showcase the community to the world. During these championship events, the Lodge will serve as hospitality, service, fitness facilities, and locker rooms for the players and their families.

The Lodge will also provide the resort and Village with an iconic building that reflects the rich history and tradition of the community. Current zoning on the property is comprised of three (3) zoning classifications. Recreational Development (RD), Office & Professional (OP), and Hotel (H) uses exist on the site but are confined to specific areas of the property. The proposed Hotel Conditional District (H-CD) will relocate the existing hotel use to a new location on the approximate 2.68-acre site. The H-CD zoned area will comprise approximately 2.68 acres and permit the construction of the proposed lodge. Development of the Lodge at Pinehurst will occur in a single-phase of construction. Development will follow the Hotel (H) District Design Standards as described in Chapter 9 of the Pinehurst Development Ordinance (PDO) with a few minor deviations to the setback requirements which will be described in this document and associated plan materials. The following materials are included with this request and provide all information regarding the proposed development as required by the PDO:

- Application for Rezoning
- Conditional District Narrative
- General Concept Plan
- Proposed architectural character elevations
- Circulation Plan
- Existing conditions map and aerial
- Property survey
- Environmental Site Assessment
- Traffic Generation Analysis
- Neighborhood Meeting Report

This Conditional District request is intended to accommodate the existing uses on the property and apply the zoning classification to the specific area of the property designated for the Lodge facility as indicated on the submission drawings. The Lodge will share parking and amenity facilities with the rest of the parcel. This request is consistent with the existing zoning and meets many of the goals of the Comprehensive Long-Range Village Plan (CLRP). Development of the lodge will preserve and enhance the general character of resort and this area of the Village, while fitting in with the surrounding properties and greater community.

150 SOUTH PAGE STREET
SOUTHERN PINES, NC 28387
P: 910.684.8487
www.koontzjones.com

The following narrative describes the many aspects of the property and the intended development.

EXISTING CONDITIONS

Current PRRCC parking, amenities and buildings are located on the property. These buildings include the existing golf clubhouse, the Member's Club, tennis clubhouse and courts, and the swimming pool complex. Parking to serve these facilities is also provided throughout the property. Railroad tracks and Highway 5 border the western edge of the property. The north side of the property is bordered by Cherokee Road and connects to the Village residential properties and the area of Marshall Park. Golf courses and a driving range border the eastern portion of the property. To the south the property adjoins Morganton Road at the PRCC Grounds Maintenance facilities and Village horse barns.

Surrounding properties include properties zoned in single-family residential districts (R-10 and R-20), Residential Multi-family (RMF), Office/Professional (OP), Recreational Development (RD), and Public Conservation (PC).

Topography on the site is generally rolling to flat with existing facilities and golf areas located throughout. Longleaf pine trees are scattered throughout the property. Red Cockaded Woodpecker habitat has been identified on the property and a project impact letter from the United States Fish and Wildlife Service regarding the project has been included with this application.

Existing Conditions maps showing the sites existing features have been included on sheets L-1.0 an L-1.1.

PROJECT DESIGN AND CONDITIONS

A. **Pedestrian Connectivity**
   1) Pedestrian connectivity is provided throughout the resort property. Brick sidewalks leading to all entrances of the Lodge at Pinehurst will connect to the greater resort pedestrian circulation system and implement the same or similar materials as the existing sidewalk areas.
   2) Sidewalks connections along Carolina Vista connecting to Cherokee Road will remain to connect to the wider Village of Pinehurst and The Carolina Hotel.
   3) Pedestrian circulation routes are included in the Circulation Plan on sheet L-2.1.
   4) All sidewalks within the property will remain private and be maintained by the PRCC.

B. Parking Areas
   1) Existing parking is provided for the current resort club facilities. Parking on the property is shared throughout the entire campus.
   2) Parking tabulations per the PDO for the proposed lodge have been included on the General Concept Plan on sheet L-2.1 related to required, existing, and proposed parking.
   3) Section 9.4.1.1 of the PDO defines the required parking for individual facilities. The new lodge building required parking count assumes meeting space within the building will be parked at the full level of required parking, per the PDO, as it is a single room/use within the lodge. The lodge bar is not being counted as it is an accessory use to the lodge and will accommodate guest of the lodge only. Parking demand is being calculated at the rate prescribed in the parking analysis prepared by Kimley Horn dated April 8, 2021, which is

attached to this application. Seventy-three (73) parking spaces will be provided as defined for the new lodge facility.

4) PRCC operates shuttles to various hotels and accommodations throughout the Village. Shuttles operate throughout the day and evening and reduce the required parking demand by shuttling guests back and forth to various locations. These shuttles are also utilized to transport employees of the resort between facilities which reduces employee parking demand. Many of the employees working in the lodge will work at other facilities within the resort and are shuttled between locations.
5) PRCC will provide for the additional parking required for the Lodge facility on the campus. This parking may be accommodated with surface parking, parking deck(s), or other means on the property, to be determined. This parking will be designed, and plans submitted to the Village of Pinehurst within three (3) months after the 2024 US Open Golf Tournament to be held at PRCC course #2 from June 13-16, 2024. Once plans are approved by all Village boards and administration, PRCC will begin implementation of the new parking area(s).
6) PRCC, as stated above, will consider construction of a parking structure on the property and/or additional surface parking areas, bringing plans forward to the Village at the specified date. If existing facilities, requiring parking by the PDO, within the existing campus are removed/relocated from the campus, the required lodge parking, quantified above, will be reduced by the amount defined in the PDO for the removed/relocated facilities. The new parking area to accommodate the lodge will be reduced from seventy-three (73) spaces by the amount no longer required.
7) PRCC is committed to working in good faith with the Village to provide adequate parking for all its facilities throughout the Village and has undertaken measures in other locations. This commitment is being demonstrated with the current effort to improve parking at the Carolina Hotel, which is under review by Village Staff.

C. **Streets and Access**

1) Access to the site will be provided from the existing site drive from the roundabout on Cherokee Road. Access is also provided from Village Green Road near the pool and tennis facilities on the northeastern corner of the property.
2) For the most part, the existing roadways and parking areas on the property will utilized for access to the lodge building. A vehicular small drop off will be provided at the main entrance to the lodge long Carolina Vista.
3) Access throughout the site will be provided through connected parking areas and shared driveways throughout the development.
4) A Trip Generation Study, as required by the PDO, has been provided by Kimley- Horn Associates and is submitted with this application. A full Traffic Impact Analysis, not required by the PDO, is underway and will be provided as additional study f traffic in the area near the proposed conditional district.
5) Vehicular circulation routes are included in the Circulation Plan on sheet L-2.1 and includes emergency vehicle circulation routes.

D. Landscaping

1) Landscaping will meet the requirements of Section 9.5.1 of the PDO.
2) Planting buffers and screening will be provided on adjacent property boundaries where necessary and required by the Town's PDO. However, internal screening between uses will be designed as necessary to provide separation and views throughout the property.

Properties owned by PRCC that are adjacent to the proposed Lodge will not require landscape buffers.

3) Evergreen screening will be provided on the western side of the Lodge building toward Highway 5. Service areas will be screened with evergreen plantings and fences or walls to adequately screen the facilities.
4) New improvements and modifications to the existing parking lot will be planted per the requirements of Section 9.5.1.4 of the PDO to provide adequate shade for parking fields.
5) It is intended that plantings will follow the recommended plantings from Manning's original list of plants as described in Section 9.5.1.2(d)(1) of the PDO and included in the Village Planting Guide to the extent possible.
6) No state champion trees are located on the site.

E. Buffers/Setbacks

1) Based on the unique location of the proposed Lodge, setbacks on the property will be modified from the Hotel (H) District dimensional standards prescribed in Section 9.2 of the PDO. Due to the location of the Lodge building on the PRCC property, it is appropriate to modify the existing requirements. As a condition of the Conditional District the rear yard setback adjoining the Cradle golf course would be reduced to 0'. Setbacks for the Hotel District and the proposed setbacks are as follows:

Hotel District Setbacks	Conditional District Setbacks
Front Yard = 40' min.	Front Yard = 40' min.
Side Yard = 20' min.	Side Yard = 20' min.
Side Street Yard = 20' min.	Side Street Yard = 20' min.
Rear Yard = 30'	Rear Yard = 0'

2) Setbacks are shown on the General Concept Plan on sheet L-2.0 of the submittal package.

F. Stormwater

1) Stormwater management best practices will be applied as necessary and required to control and treat stormwater runoff for the project. Stormwater will be controlled and treated for the total new impervious surface created by the Lodge building and site improvements.
2) It is proposed that stormwater runoff be controlled on-site utilizing underground stormwater control devices located on the southwestern side of the property. See General Concept Plan Sheet L-2.0 for proposed location.
3) PRCC will obtain permits required by all state and local agencies for stormwater management on the site.
4) The property falls within a WS-II, balance of watershed, which permits only 24% impervious surface on the site. Development of this site will require the Village Council to permit additional impervious surface through a Special Non-residential Intensity Allocation (SNIA). This permit will allow for the site to develop up to 70% impervious surface on the entirety of the parcel. The current projected impervious surface totals 25.4%. By approving the Conditional Zoning District included in this application, the applicant requests that the SNIA be granted.
5) More compact development with higher impervious surface totals in this area is consistent with the goals of the CLRP.

G. Utility Service

1) As this is an infill location, water and sewer service can be provided by the Moore County Public Utilities to service this development. Utilities are currently within close proximity of the new building and is an 8" water main owned by MCPU this water main crosses the PRCC site on the north side of the new building crossing the railroad track and NC HWY 5 connecting to an existing 12-inch diameter water main along the west side of Hwy 5. The water utilities on the PRCC campus are owned and operated by MCPU. A new domestic service line will be connected to the existing 8-inch main on the north side of building. Additionally, the fire main into the building will also connect to the existing 8-inch main and connect to the fire riser into the building mechanical room. From MCPU information provided there is an existing 6-inch water main that will be relocated west subject to MCPU's need to keep this main in service.
2) Sewer for the project will include the construction of a "private" sewer pump station on the western side of the building and pumped through a new force main north along the western property line to an existing manhole that discharges into a MCPU sewer main on the west side of NC Hwy 5. The new pump station and force main are intended to be a private service line.
3) Power is readily available for the property.
4) See sheet L-2.2 for a conceptual plan of the utilities.

H. Architectural Character

1) A copy of the approved Historic Preservation Commission (HPC) package is included with this application.
2) The opportunity to design a new building adjacent to the historic Pinehurst Clubhouse and on the southern axis from the Carolina Hotel requires a thoughtful placement of forms and details that enhance the story of Pinehurst and reflects its rich heritage through the details that create an authentic experience.
3) The concept for the Lodge is formed with the notion of many great buildings at Pinehurst where over time were expanded and transformed into a composition of tasteful forms with proper scale and balance. The vision for the Lodge was that of a Main house that perhaps over time transformed itself into a larger home and then a lodge for the golf patron of Pinehurst. This Main house serves as the social lobby for the lodge with panoramic vistas over the Cradle. The transformation or organic growth gives us the ability to see the story unfold into a golf lodge and into the world class destination for major golf events.
4) The proposed design is inspired by the architectural style and massing of the wonderful resort hotels and buildings found throughout the nearby Pinehurst Village Center. The evolution of the design would require organic placements of building masses that might have evolved over time, with each one telling its own part of the overall story. With a composition of massing, "hyphens" and varying roof lines, the design creates a thoughtful interaction of forms and shadows that engage the eye and create a proper scale of walls, roof and details. Undulating hip roofs and ridge lines will also soften the manner in which the forms meet the sky and blend into the landscape.
5) The Main house's initial form creates a major scale and presence along the arrival drive with a curated arrival driveway and intimate porte-cochere.
6) In the design's evolution the building begins its expansion to the west with the lobby and arrival addition. From there a guestroom wing expands and is connected with a small

"hypen" that separates the two forms and rooflines. Each form is carefully placed and steps gently with the site's terraced greens. The final massing of the composition reflects the addition of the conference wing and lockers rooms.

7) Detailing for the lodge is inspired by a lineage of the grand buildings at Pinehurst.
   - The Carolina Hotel for its classical parti, terraces and its grand presence.
   - The Holly Inn for its roof lines, human scale, chimneys, and organic evolution.
   - The Pinehurst Clubhouse for its presence on the landscape, use of arcades and its pedestal-like brick base.
8) <u>Characteristics of the Lodge at Pinehurst</u>
   - Octagonal roof and massing forms are incorporated along the southern facades. These forms are inspired by the clubhouse's octagonal forms and help balance the overall massing in the landscape. These forms create visual rotation point along the landscape.
   - Gallery terraces are inspired by the Carolina inn's front porches and awnings.
   - 10-foot-tall architectural Tuscan columns are incorporated along the terraces. These columns match those found at the Carolina Inn.
   - Roofing material will be an architectural dimensional shingle in a gray slate color. The goal for the roof tone is to create a balanced roof color with the Padgett Learning Center that bookends the Historical Pinehurst Clubhouse as the centerpiece of the golf course.
   - The primary façade material is a cementitious lap siding with accent of cementitious cedar shake at selected areas. The variation of siding provides differentiation of forms and textures in keeping with many examples found at Pinehurst.
   - Brick veneer is the secondary material and is used to establish a plinth or datum that connects it visually to the clubhouse. The brick base, when seen from the front façade establishes a foundational material that unifies all the massing elements into a cohesive composition. Along the south or rear façade, the brick base creates an elegant plinth with soft three-centered arches (also known as basket arches). The brick color will match colors and tones seen at the Clubhouse and other similar building at Pinehurst.
   - Windows and doors for the Lodge will follow examples seen at the Carolina Inn and upper tier resort hotel. The traditional windows will mimic the double hung 2x3 lite windows seen at the Carolina Inn. Exterior doors will be primarily divided lite doors with sidelites wherever possible. The main doorway is envisioned as a custom arched opening with two large-arched doors. Balcony openings will be classically proportioned sliding glass doors to promote the panoramic views of the golf course.
   - Exterior Soffits and ceiling will be primarily plank siding or bead board materials.
   - The Lodge will incorporate two exterior railing patterns. The main gallery railings will be a Chippendale pattern of white metal with a bronze-colored top rail. The secondary railing will a standard Picket pattens of white metal with the same bronze colored top rail.
9) The Hotel (H) district permits a maximum height of buildings to be 50' measured from average grade. The calculation of building height, described in the PDO, is derived from the average height at the front of the building. The Carolina Vista Drive building façade

would be considered the primary façade. The following are the proposed building heights:

- Average grade is elevation 521.00 ft taken across the front of the site
- Front (North, entrance) façade is elevation 573.00' to the top of the roof ridge or a 52' building height to the highest point**.**
- South (Rear) façade, the primary roof height is 573.00' to the top of roof ridge.

10) As permitted in the Conditional District, a request is made, based on the above information, to permit a maximum building height measured from the average grade of 55'.

I. Signage

1) PRCC request that per Section 6.2.4(B) Standards for Conditional Districts that signage be permitted to exceed the permitted amount and size by up to 50%.
2) All signage will be designed to meet the requirements of Section 9.7 of the PDO with the exception of the previous statement.

J. Lighting

1) All street lighting and parking lot lighting will meet the standards of Section 9.8 of the PDO.
2) Lighting may be provided along pathways and outdoor spaces for safety and visibility. This lighting will be designed to regulate spillover of light and glare on roadways, pedestrian areas, and adjacent uses.
3) Any signs located on the property will be lit through external lighting and may include up lighting, backlighting, or other methods lighting.
4) Landscape lighting and building façade lighting may be provided to add visual interest to the site and architectural features.

K. Soil Erosion and Sediment Control

1) Soil erosion and sediment control during construction will be provided per Section 9.12 of the PDO and all state standards.
2) The developer will obtain an erosion control permit from NCDWQ for the project as required.

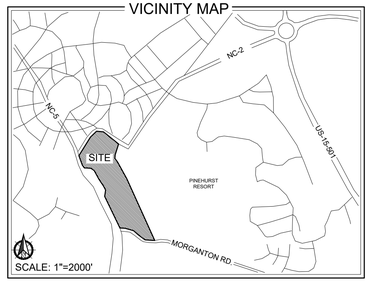
L. Fences, Walls and Columns

1) All fences, walls and columns will meet the requirements of Section 9.13 of the PDO.

The descriptions and conditions described above will apply to the entire project as indicated in the Conditional District General Concept Plan document.

Should the PDO be modified at a later date, all standards referenced above as meeting PDO standards will be based on the PDO standards in effect at the date of approval of this application.

VICINITY MAP



ZONING INFORMATION

EXISTING ZONING CLASSIFICATION:
RD - RECREATION DEVELOPMENT
H - HOTEL
OP - OFFICE & PROFESSIONAL

PROPERTY INFORMATION

PROPERTY OWNER / APPLICANT:
RESORTS OF PINEHURST INC.
P.O. BOX 4000
PINEHURST, NC 28374

TOTAL ACREAGE: 67.31 AC

PARCEL ID/PIN:
PARCEL 1: 00025800; 856213032663
DB: 1418 PG: 402
PARCEL 2: 87000262; 855216937756
DB: 4102 PG: 285
PARCEL 3: 00024972; 855216944167
DB: 573 PG: 200

WESLEY M. SMITH
PARCEL ID: 00022043
PIN: 855212956743
DB: 4819 PG: 190

ORION VENTURE BOA, LLC
PARCEL ID: 00025426
PIN: 855212958627
DB: 4755 PG: 322

AZALEA RD

VILLAGE CHAPEL, INC.
PARCEL ID: 00029674
PIN: 856209053600
DB: 494 PG: 126

CAROLINA VISTA DR.

PALMETTO RD. (HWY 2)

EXISTING PARKING AREA

PARCEL BOUNDARY

VILLAGE OF PINEHURST
PARCEL ID: 00029679
PIN: 855212952593
DB: 498 PG: 609

EXISTING TENNIS COMPLEX

EXISTING TENNIS COURTS

SANDHILLS WOMAN'S EXCHANGE
PARCEL ID: 00026417
PIN: 856209051226
DB: 494 PG: 99

GILBERT PRITCHARD JR.
PARCEL ID: 00023540
PIN: 855212950261
DB: 3185 PG: 68

VILLAGE GREEN RD

CHEROKEE RD.

DION J. ARTHUR
PARCEL ID: 00024527
PIN: 856209054123
DB: 1560 PG: 387

CRAIG ALLEN ELLIS TRUSTEE
PARCEL ID: 00015557
PIN: 855212857072
DB: 4550 PG: 277

EXISTING PARKING AREA

CHRODITOAN, LLC
PARCEL ID: 00026332
PIN: 856213043958
DB: 4471 PG: 479

EXISTING POOL COMPLEX

JEFFREY FLATTERY
PARCEL ID: 00021965
PIN: 855216847839
DB: 4820 PG: 315

GREGORY R. GRIMSHAW
PARCEL ID: 00022283
PIN: 856213042853
DB: 4311 PG: 366

EXISTING PARKING AREA

PARCEL 1
00025800; 8556213032663
DG: 1418 PG: 402

RESORTS OF PINEHURST INC.
PARCEL ID: 00025803
PIN: 855200727702
DB: 529 PG: 409

PARCEL 1
00025800; 8556213032663
DB: 1418 PG: 402

EXISTING CLUBHOUSE

PINEHURST, INC.
PARCEL ID: 00025799
PIN: 856200147379
DB: 2000 PG: 457

RESORTS OF PINEHURST INC.
PARCEL ID: 00025800
PIN: 856213032663
DB: 1418 PG: 402

PARCEL 3
00024972; 855216944167
DB: 573 PG: 200

PRACTICE RANGE

EXISTING GRAVEL DRIVE/PARKING

PINEHURST RESORTS COMPANY
PARCEL ID: 00024972
PIN: 855216944167
DB: 573 PG: 200

SEE ENLARGEMENT SHEET L-1.1 & L-2.0

EXISTING PARKING AREA

PINEHURST NO. 2 & NO. 4 GOLF COURSES

EXISTING CROQUET LAWNS

PARCEL 2
87000262; 855216937756
DB: 4102 PG: 285

THE CRADLE GOLF COURSE

PARCEL BOUNDARY

EXISTING RAILWAY

BEULAH HILL RD S. - HWY 5

GOLF TERRACE PROPERTY OWNERS ASSOCIATION
PARCEL ID: 00018929
PIN: 855216931371
DB: 361 PG: 42

PINEHURST NO. 3 & NO. 5 GOLF COURSES

PINEHURST, INC.
PARCEL ID: 00025802
PIN: 856200332275
DB: 2000 PG: 457

RESORTS OF PINEHURST INC.
PARCEL ID: 00025803
PIN: 855200727702
DB: 529 PG: 409

EXISTING PARKING AREA

RESORTS OF PINEHURST INC.
PARCEL ID: 00025804
PIN: 855200706712
DB: 2000 PG: 457

PINEHURST NO. 1 GOLF COURSE

MORGANTON RD.

RESORTS OF PINEHURST INC.
PARCEL ID: 00025807
PIN: 856217025353
DB: 529 PG: 409

PRINCE MANOR PROPERTY OWNER'S ASSOCIATION
PARCEL ID: 00025474
PIN: 856217011831
DB: 1703 PG: 69

VILLAGE OF PINEHURST
PARCEL ID: 00029515
PIN: 856100099792
DB: 810 PG: 454

RESORTS OF PINEHURST INC.
PARCEL ID: 00025805
PIN: 856217204102
DB: 529 PG: 409

FLOODPLAIN DATA

THIS PROPERTY IS LOCATED IN FLOOD ZONE 'X'
(AREAS OF MINIMAL FLOODING)

THE LOCATION OF THE 100-YEAR FLOODPLAIN PER NFIP FIRM COMMUNITY
PANEL(S) NO: 8542, 8562
MAP(S): 3710854200J
DATE: OCTOBER 17, 2006

WATERSHED INFORMATION

BASIN: LUMBER
STREAM: DROWNING CREEK
TYPE: WSIIP

THIS PROPERTY IS IN A WATER SUPPLY WATERSHED

LEGEND

= PROPERTY BOUNDARY
= EXISTING RIGHT-OF-WAY
= EXISTING SANITARY SEWER LINE
= EXISTING MANHOLE
= EXISTING OVERHEAD POWER LINE
= EXISTING UTILITY POLE
= EXISTING WATER LINE
= EXISTING FIRE HYDRANT
= EXISTING STORM DRAIN PIPE
= EXISTING STORM DRAIN
= EXISTING RAILWAY
= EXISTING LIGHT POLE
= EXISTING PINE TREE
= EXISTING HARDWOOD TREE

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

SURVEY PROVIDED BY:

LKC ENGINEERING, PLLC
140 AQUA SHED CT
ABERDEEN, NC 28315
P: (910) 420-1437

SURVEY FOR:

RESORTS OF PINEHURST, INC.

MINERAL SPRINGS TOWNSHIP, MOORE COUNTY
PINEHURST, NORTH CAROLINA
FEBRUARY 2021

CAUTION

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100' 0' 100' 200' 400'
SCALE: 1" = 200'-0"

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W: www.koontzjonesdesign.com

REVISIONS:

LODGE AT PINEHURST
PINEHURST, NORTH CAROLINA

EXISTING CONDITIONS

DATE: 04-15-2021
DESIGNED BY: REK
DRAWN BY: PJS
CHECKED BY: REK
Q.C. BY: REK
SCALE: 1" = 200'-0"
PROJECT #: 10021004

SHEET NUMBER#:
L-1.0

VICINITY MAP

ZONING INFORMATION

PROPOSED ZONING CLASSIFICATION:

RD - RECREATION DEVELOPMENT
H - HOTEL
OP - OFFICE & PROFESSIONAL
H-CD - HOTEL CONDITIONAL DISTRICT

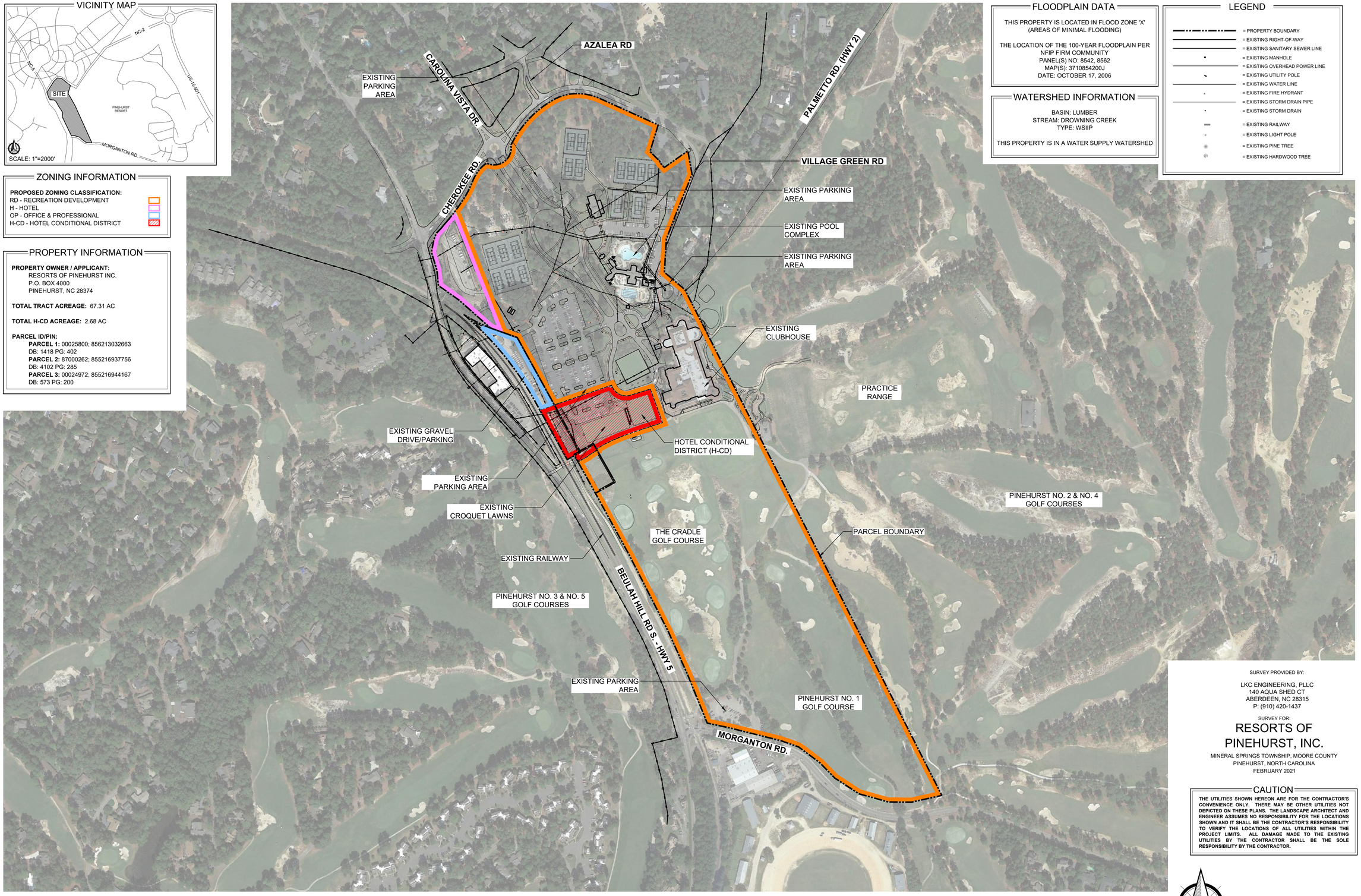
PROPERTY INFORMATION

PROPERTY OWNER / APPLICANT:
RESORTS OF PINEHURST INC.
P.O. BOX 4000
PINEHURST, NC 28374

TOTAL TRACT ACREAGE: 67.31 AC

TOTAL H-CD ACREAGE: 2.68 AC

PARCEL ID/PIN:
PARCEL 1: 00025800; 856213032663
DB: 1418 PG: 402
PARCEL 2: 87000262; 855216937756
DB: 4102 PG: 285
PARCEL 3: 00024972; 855216944167
DB: 573 PG: 200



FLOODPLAIN DATA

THIS PROPERTY IS LOCATED IN FLOOD ZONE 'X'
(AREAS OF MINIMAL FLOODING)

THE LOCATION OF THE 100-YEAR FLOODPLAIN PER
NFIP FIRM COMMUNITY
PANEL(S) NO: 8542, 8562
MAP(S): 3710854200J
DATE: OCTOBER 17, 2006

WATERSHED INFORMATION

BASIN: LUMBER
STREAM: DROWNING CREEK
TYPE: WSIIP

THIS PROPERTY IS IN A WATER SUPPLY WATERSHED

LEGEND

= PROPERTY BOUNDARY
= EXISTING RIGHT-OF-WAY
= EXISTING SANITARY SEWER LINE
= EXISTING MANHOLE
= EXISTING OVERHEAD POWER LINE
= EXISTING UTILITY POLE
= EXISTING WATER LINE
= EXISTING FIRE HYDRANT
= EXISTING STORM DRAIN PIPE
= EXISTING STORM DRAIN
= EXISTING RAILWAY
= EXISTING LIGHT POLE
= EXISTING PINE TREE
= EXISTING HARDWOOD TREE

SURVEY PROVIDED BY:

LKC ENGINEERING, PLLC
140 AQUA SHED CT
ABERDEEN, NC 28315
P: (910) 420-1437

SURVEY FOR:

RESORTS OF
PINEHURST, INC.

MINERAL SPRINGS TOWNSHIP, MOORE COUNTY
PINEHURST, NORTH CAROLINA
FEBRUARY 2021

CAUTION

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

100' 0' 100' 200' 400'
SCALE: 1" = 200'-0"

KOONTZJONESDesign
LAND PLANNING | LANDSCAPE ARCHITECTURE
150 S PAGE STREET
SOUTHERN PINES, NC 28387
P: (910) 884-8487
W: www.koontzjonesdesign.com

REVISIONS:

LODGE AT PINEHURST
PINEHURST, NORTH CAROLINA

PROPOSED ZONING

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DESIGNED BY: REK
DRAWN BY: PJS
CHECKED BY: REK
Q.C. BY: REK
SCALE: 1" = 200'-0"
PROJECT #: KOD21004

SHEET NUMBER#:
L-1.1

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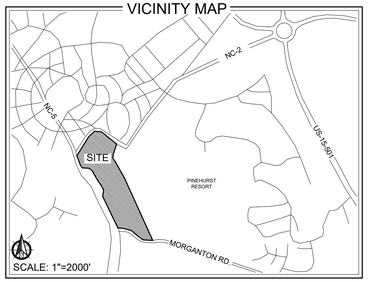

SCALE: 1"=2000'

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MAP(S): 3710854200J
DATE: OCTOBER 17, 2006

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STREAM: DROWNING CREEK
TYPE: WSIIP

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- = H-CD BOUNDARY
- = EXISTING MAJOR CONTOUR
- = EXISTING MINOR CONTOUR
- = EXISTING RIGHT-OF-WAY
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- = EXISTING PINE TREE
- = EXISTING HARDWOOD TREE
- = EXISTING SHRUB

EXISTING PARKING
EXISTING ASPHALT DRIVE
EXISTING BRICK SIDEWALK
EXISTING SPORT LAWN
EXISTING PARKING
CAROLINA VISTA DR.
(PRIVATE)
PROPOSED HOTEL ZONING BOUNDARY
EXISTING PARKING
EXISTING BRICK SIDEWALK
PINEHURST CLUBHOUSE
CLUBHOUSE ENTRANCE
EXISTING BRICK PATH
EXISTING CROQUET LAWN
EXISTING CROQUET STRUCTURE
EXISTING PARKING
EXISTING GRAVEL PATH/PARKING
EXISTING RAILWAY
EXISTING RAILWAY
EXISTING CROQUET LAWN
EXISTING CART PATH
EXISTING PUTTING GREEN
PROPOSED HOTEL CONDITIONAL DISTRICT (H-CD) ZONING BOUNDARY
EXISTING GOLF TEE
EXISTING CART PATH
EXISTING GOLF STARTER STRUCTURE
EXISTING GRAVEL PATH/PARKING
EXISTING GOLF TEE
EXISTING DIRT PATH
EXISTING GOLF COURSE
BEULAH HILL RD S.
EXISTING 60' R/W (PUBLIC)

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SURVEY PROVIDED BY:

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140 AQUA SHED CT
ABERDEEN, NC 28315
P: (910) 420-1437

SURVEY FOR:

RESORTS OF PINEHURST, INC.

MINERAL SPRINGS TOWNSHIP, MOORE COUNTY
PINEHURST, NORTH CAROLINA
FEBRUARY 2021

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15' 0' 15' 30' 60'

SCALE: 1" = 30'-0"

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W: www.koontzjonesdesign.com

REVISIONS:

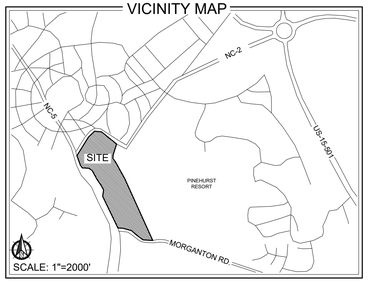
LODGE AT PINEHURST
PINEHURST, NORTH CAROLINA

EXISTING CONDITIONS (ENLARGEMENT)

DATE: 04-15-2021
ISSUED BY: REK
DRAWN BY: PJS
CHECKED BY: REK
Q.C. BY: REK
SCALE: 1" = 30'-0"
PROJECT #: KOD21004

SHEET NUMBER#:
L-1.2

VICINITY MAP



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OP - OFFICE & PROFESSIONAL

PROPOSED ZONING CLASSIFICATION:
H-CD - HOTEL - CONDITIONAL DISTRICT

PROPOSED SETBACKS (H-CD):
FRONT: 40'
INTERIOR SIDE: 20'
STREET YARD SIDE: 20'
REAR: 0'

PROPERTY INFORMATION

PROPERTY OWNER / APPLICANT:
RESORTS OF PINEHURST INC.
P.O. BOX 4000
PINEHURST, NC 28374

TOTAL TRACT ACREAGE: 67.31 AC

TOTAL H-CD ACREAGE: 2.68 AC
PROPOSED BUILDING SF: ±64,000 SF

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DB: 4102 PG: 285
PARCEL 3: 00024972; 855216944167
DB: 573 PG: 200

IMPERVIOUS SURFACE: ±675,140 SF
(25.4% ON OVERALL PARCEL)

FLOODPLAIN DATA

THIS PROPERTY IS LOCATED IN FLOOD ZONE 'X'
(AREAS OF MINIMAL FLOODING)

THE LOCATION OF THE 100-YEAR FLOODPLAIN PER NFIP FIRM COMMUNITY
PANEL(S) NO: 8542, 8562
MAP(S): 3710854200J
DATE: OCTOBER 17, 2006

WATERSHED INFORMATION

BASIN: LUMBER
STREAM: DROWNING CREEK
TYPE: WSIIP

THIS PROPERTY IS IN A WATER SUPPLY WATERSHED

LEGEND

- = PROPERTY BOUNDARY
- = H-CD BOUNDARY
- = H-CD SETBACK LINE
- = EXISTING MAJOR CONTOUR
- = EXISTING MINOR CONTOUR
- = EXISTING RIGHT-OF-WAY
- = EXISTING SANITARY SEWER LINE
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- = EXISTING HARDWOOD TREE
- = EXISTING SHRUB
- = PROPOSED WALL

EXISTING PARKING
EXISTING PARKING
EXISTING ASPHALT DRIVE
EXISTING BRICK SIDEWALK
EXISTING SPORT LAWN
CAROLINA VISTA DR. (PRIVATE)
TIE INTO EXISTING BRICK SIDEWALK
MOTOR COURT
ENTRANCE MONUMENTATION W/ SIGNAGE
ADA COMPLIANT PATH TO EVENT LAWN AND PATIO
PINEHURST CLUBHOUSE
ADA COMPLIANT SIDEWALK W/ WALL
6' BRICK SIDEWALK
EXISTING BRICK PATH (TO REMAIN)
RE-ALIGNED PARKING
STAIRWAY
CLUBHOUSE ENTRANCE
FRONT SETBACK 30'
ADA PARKING
DROP-OFF AREA
LOW WALL
EVENT LAWN
EXISTING GRAVEL PATH/PARKING
STAIRWAY TO SECONDARY ENTRANCE
PROPOSED LOW WALL
INTERIOR SIDE SETBACK 20'
MAIN ENTRANCE
PROPOSED LODGE BUILDING
LOWER LEVEL FFE: ±517.0
SECOND LEVEL FFE: ±528.0
PROPOSED STEPS TO EVENT LAWN
CLOCK
CONCRETE CART PATH (TIE INTO EXISTING)
RETAINING WALL
STREET YARD SETBACK 30'
SCREENING WALL
GATE
SERVICE YARD
LOWER LEVEL ENTRANCE
EXISTING PUTTING GREEN
OUTDOOR PATIO SPACE
FIREPIT
LOW WALL
SCREENING WALL
MECHANICAL EQUIP.
FIREPIT
LOW WALL
FUTURE CROQUET LAWN
OUTDOOR PATIO SPACE
H-CD ZONING BOUNDARY
EXISTING GOLF TEE (TO REMAIN)
PROPOSED GOLF CART PARKING
BEULAH HILL RD S.
EXISTING 60' R/W (PUBLIC)
FIRE TRUCK ACCESS
UNDERGROUND STORMWATER MANAGEMENT DEVICE
FUTURE CROQUET LAWN
EXISTING GOLF COURSE
EXISTING RAILWAY CROSSING
FIRE TRUCK TURNAROUND

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SURVEY PROVIDED BY:

LKC ENGINEERING, PLLC
140 AQUA SHED CT
ABERDEEN, NC 28315
P: (910) 420-1437

SURVEY FOR:

RESORTS OF PINEHURST, INC.

MINERAL SPRINGS TOWNSHIP, MOORE COUNTY
PINEHURST, NORTH CAROLINA
FEBRUARY 2021

CAUTION

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N

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SCALE: 1" = 30'-0"

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REVISIONS:

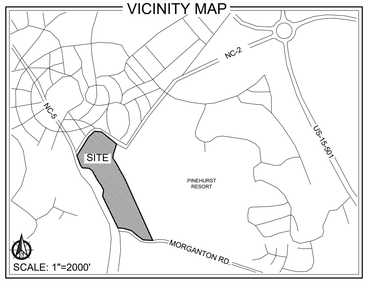
LODGE AT PINEHURST
PINEHURST, NORTH CAROLINA

GENERAL CONCEPT PLAN

DATE: 04-15-2021
DESIGNED BY: REK
DRAWN BY: PJS
CHECKED BY: REK
Q.C. BY: REK
SCALE: 1" = 200'-0"
PROJECT #: KJD21.004

SHEET NUMBER#:
L-2.0

VICINITY MAP



ZONING INFORMATION

EXISTING ZONING CLASSIFICATION:
RD - RECREATION DEVELOPMENT
H - HOTEL
OP - OFFICE & PROFESSIONAL

PROPOSED ZONING CLASSIFICATION:
H-CD - HOTEL - CONDITIONAL DISTRICT

PROPOSED SETBACKS (H-CD):
FRONT: 40'
INTERIOR SIDE: 20'
STREET YARD SIDE: 20'
REAR: 0'

PROPERTY INFORMATION

PROPERTY OWNER / APPLICANT:
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P.O. BOX 4000
PINEHURST, NC 28374

TOTAL TRACT ACREAGE: 67.31 AC

TOTAL H-CD ACREAGE: 2.68 AC
PROPOSED BUILDING SF: ±64,000 SF

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DB: 1418 PG: 402
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DB: 4102 PG: 285
PARCEL 3: 00024972; 855216944167
DB: 573 PG: 200

IMPERVIOUS SURFACE: ±675,140 SF
(25.4% ON OVERALL PARCEL)

PARKING TABULATIONS

REQUIRED PARKING				
USE	NOTES	PARKING	PARKING NEEDED FOR EXISTING	NEW LODGE PARKING
NEW USE				
HOTEL (NEW LODGE)	ACCESSORY USES ALLOWED WITHIN: MEETING ROOM, BAR, ETC...	1 PER SLEEPING ROOM		34
		MEETING SPACES 1/4 SEATS IN MEETING ROOM (240 SEATS) - (see conditions on sheet L-2.3)		60
TOTAL				94

EXISTING PARKING				
	LOCATION	TOTAL	GOLF CART *	HANDICAP
1.	MAIN PARKING LOT	364	0	6
2.	POOL PARKING LOT	136	57	6
3.	TENNIS PARKING LOT	38	0	0
4.	RESORT CLUB	0	14	0
5.	PADGET CENTER	0	89	0
6.	GOLF MAINTENANCE	94	0	0
7.	RAILROAD LOT SPACES	45	12	0
	SUBTOTALS	677	172	12
	EXISTING TOTAL PROVIDED			861

FLOODPLAIN DATA

THIS PROPERTY IS LOCATED IN FLOOD ZONE 'X'
(AREAS OF MINIMAL FLOODING)

THE LOCATION OF THE 100-YEAR FLOODPLAIN PER NFIP FIRM COMMUNITY
PANEL(S) NO: 8542, 8562
MAP(S): 3710854200J
DATE: OCTOBER 17, 2006

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- = EXISTING LIGHT POLE
- = EXISTING PINE TREE
- = EXISTING HARDWOOD TREE

CIRCULATION LEGEND

- = VEHICULAR CIRCULATION
- = EMERGENCY ACCESS
- = GOLF CART CIRCULATION
- = PEDESTRIAN CIRCULATION

SURVEY PROVIDED BY:

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140 AQUA SHED CT
ABERDEEN, NC 28315
P: (910) 420-1437

SURVEY FOR:

RESORTS OF PINEHURST, INC.

MINERAL SPRINGS TOWNSHIP, MOORE COUNTY
PINEHURST, NORTH CAROLINA
FEBRUARY 2021

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REVISIONS:

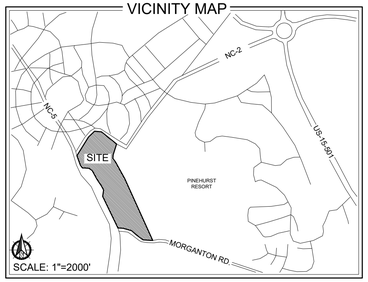
LODGE AT PINEHURST
PINEHURST, NORTH CAROLINA

CIRCULATION & PARKING PLAN

DATE: 04-15-2021
DESIGNED BY: REK
DRAWN BY: PJS
CHECKED BY: REK
Q.C. BY: REK
SCALE: 1" = 100'-0"
PROJECT #: KJD21004

SHEET NUMBER#:
L-2.1

VICINITY MAP



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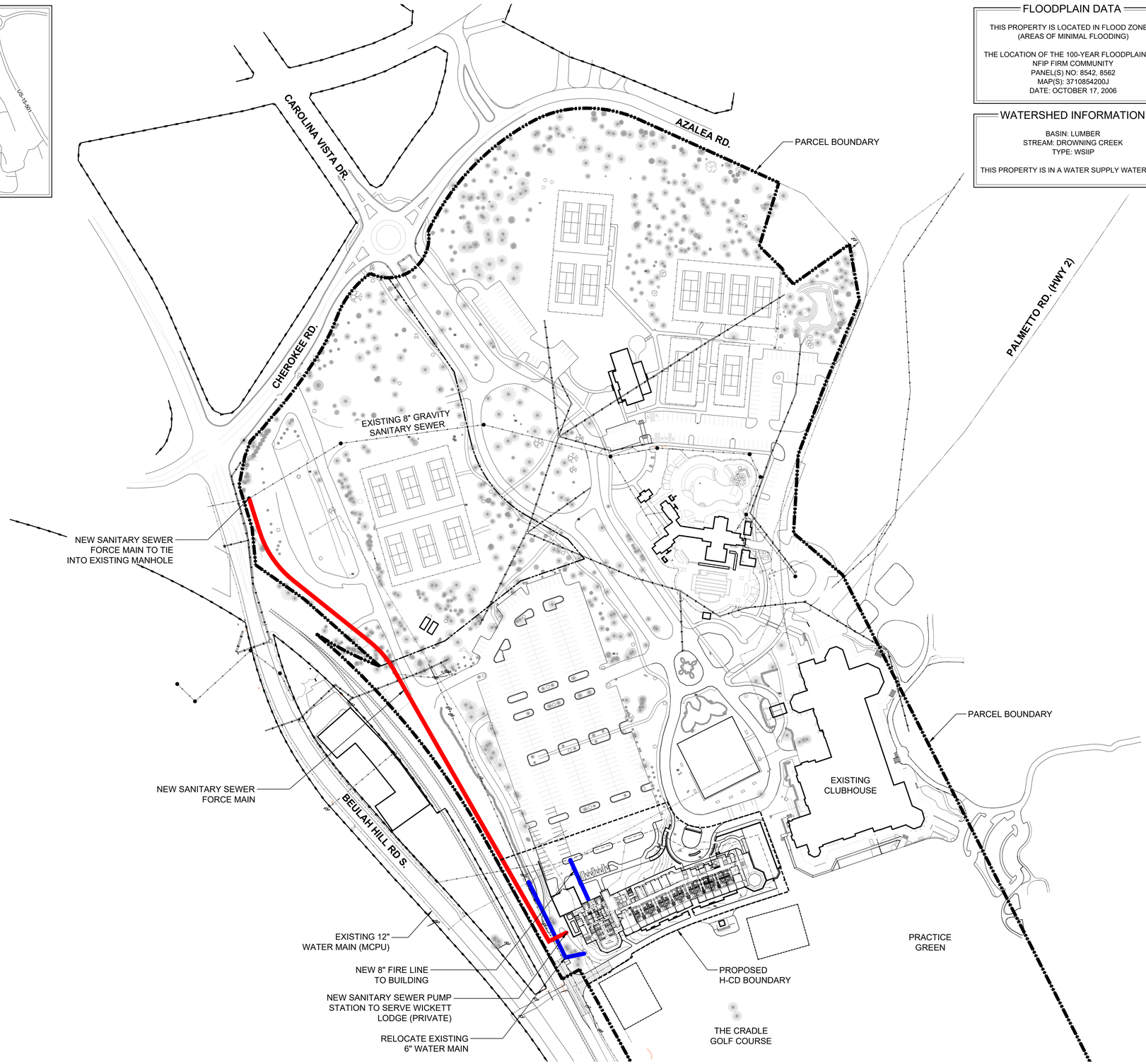

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- = EXISTING PINE TREE
- = EXISTING HARDWOOD TREE

UTILITIES LEGEND

- = PROPOSED SEWER FORCE MAIN
- = PROPOSED WATER LINE

SURVEY PROVIDED BY:

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ABERDEEN, NC 28315
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SURVEY FOR:

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REVISIONS:

LODGE AT PINEHURST
PINEHURST, NORTH CAROLINA

CONCEPTUAL UTILITIES PLAN

DATE: 03-25-2021
DESIGNED BY: REK
DRAWN BY: PJS
CHECKED BY: REK
Q.C. BY: REK
SCALE: 1" = 100'-0"
PROJECT #: KJD21004

SHEET NUMBER#:
L-2.2

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(AREAS OF MINIMAL FLOODING)

THE LOCATION OF THE 100-YEAR FLOODPLAIN PER NFIP FIRM COMMUNITY
PANEL(S) NO: 8542, 8562
MAP(S): 3710854200J
DATE: OCTOBER 17, 2006

WATERSHED INFORMATION

BASIN: LUMBER
STREAM: DROWNING CREEK
TYPE: WSIIP

THIS PROPERTY IS IN A WATER SUPPLY WATERSHED

EXISTING CONDITIONS

CURRENT PRRCC PARKING, AMENITIES AND BUILDINGS ARE LOCATED ON THE PROPERTY. THESE BUILDINGS INCLUDE THE EXISTING GOLF CLUBHOUSE, THE MEMBER'S CLUB, TENNIS CLUBHOUSE AND COURTS, AND THE SWIMMING POOL COMPLEX. PARKING TO SERVE THESE FACILITIES IS ALSO PROVIDED THROUGHOUT THE PROPERTY. RAILROAD TRACKS AND HIGHWAY 5 BORDER THE WESTERN EDGE OF THE PROPERTY. THE NORTH SIDE OF THE PROPERTY IS BORDERED BY CHEROKEE ROAD AND CONNECTS TO THE VILLAGE RESIDENTIAL PROPERTIES AND THE AREA OF MARSHALL PARK. GOLF COURSES AND A DRIVING RANGE BORDER THE EASTERN PORTION OF THE PROPERTY. TO THE SOUTH THE PROPERTY ADJOINS MORGANTON ROAD AT THE PRCC GROUNDS MAINTENANCE FACILITIES AND VILLAGE HORSE BARNS.

SURROUNDING PROPERTIES INCLUDE PROPERTIES ZONED IN SINGLE-FAMILY RESIDENTIAL DISTRICTS (R-10 AND R-20), RESIDENTIAL MULTI-FAMILY (RMF), OFFICE/PROFESSIONAL (OP), RECREATIONAL DEVELOPMENT (RD), AND PUBLIC CONSERVATION (PC).

TOPOGRAPHY ON THE SITE IS GENERALLY ROLLING TO FLAT WITH EXISTING FACILITIES AND GOLF AREAS LOCATED THROUGHOUT. LONGLEAF PINE TREES ARE SCATTERED THROUGHOUT THE PROPERTY. RED COCKADED WOODPECKER HABITAT HAS BEEN IDENTIFIED ON THE PROPERTY AND A WOODPECKER REPORT HAS BEEN INCLUDED WITH THIS APPLICATION.

EXISTING CONDITIONS MAPS SHOWING THE SITES EXISTING FEATURES HAVE BEEN INCLUDED ON SHEETS L-1.0 AN L-1.1.

	Type	Requested Condition	PDO Requirement	PDO Section No.
1	Building Height	Maximum Building Height: 55'	Maximum Building Height: 50'	9.2a
2	Setbacks	Front Yard: 40' min. Side Yard: 20' min. Side Street Yard: 30' min. Rear Yard: 0' min.	Hotel (H) Front Yard: 40' min. Side yard: 20' min. Side Street yard: 20' min. Rear Yard: 30'	9.2 a
3	Signage	Increase in Allowed Signage Size and Amount by 50%	Sign size and type standards for the area are included	6.2.4(B) allows for an increase in signage up to 50%, 9.7.1 and 9.7.1.4(C)
4	Parking	Provide 73 parking spaces per the Kimley Horn Parking Analysis 4/8/21	94 Spaces	Table 9.4(a)
5	Parking	PRCC will provide for the additional parking required for the Lodge facility on the campus. This parking may be accommodated with surface parking, parking deck(s), or other means on the property, to be determined. This parking will be designed, and plans submitted to the Village of Pinehurst within three (3) months after the 2024 US Open Golf Tournament to be held at PRCC course #2 from June 13-16, 2024. Once plans are approved by all Village boards and administration, PRCC will begin implementation of the new parking area(s).		
6	Parking	PRCC, as stated above, will consider construction of a parking structure on the property and/or additional surface parking areas, bringing plans forward to the Village at the specified date. If existing facilities, requiring parking by the PDO, within the existing campus are removed/relocated from the campus, the required lodge parking, quantified above, will be reduced by the amount defined in the PDO for the removed/relocated facilities. The new parking area to accommodate the lodge will be reduced from seventy-three (73) spaces by the amount no longer required.		

A. REQUIRED SNIA TO ALLOW IMPERVIOUS SURFACE EXCEEDING 24% IS REQUESTED. IMPERVIOUS SURFACE FOR ENTIRE PARCEL WILL EXCEED 24% WITH CONSTRUCTION OF THE LODGE AND ASSOCIATED PARKING.

B. PROPOSED PARKING CONDITIONS FOR THE LODGE AT PINEHURST

1. PARKING AREAS

a) EXISTING PARKING IS PROVIDED FOR THE CURRENT RESORT CLUB FACILITIES. PARKING ON THE PROPERTY IS SHARED THROUGHOUT THE ENTIRE CAMPUS.

b) PARKING TABULATIONS PER THE PDO FOR THE PROPOSED LODGE HAVE BEEN INCLUDED ON THE GENERAL CONCEPT PLAN ON SHEET L-2.1 RELATED TO REQUIRED, EXISTING, AND PROPOSED PARKING.

c) SECTION 9.4.1.1 OF THE PDO DEFINES THE REQUIRED PARKING FOR INDIVIDUAL FACILITIES. THE NEW LODGE BUILDING REQUIRED PARKING COUNT ASSUMES MEETING SPACE WITHIN THE BUILDING WILL BE PARKED AT THE FULL LEVEL OF REQUIRED PARKING, PER THE PDO, AS IT IS A SINGLE ROOM/USE WITHIN THE LODGE. THE LODGE BAR IS NOT BEING COUNTED AS IT IS AN ACCESSORY USE TO THE LODGE AND WILL ACCOMMODATE GUEST OF THE LODGE ONLY. PARKING DEMAND IS BEING CALCULATED AT THE RATE PRESCRIBED IN THE PARKING ANALYSIS PREPARED BY KIMLEY HORN DATED APRIL 8, 2021, WHICH IS ATTACHED TO THIS APPLICATION. SEVENTY-THREE (73) PARKING SPACES WILL BE PROVIDED AS DEFINED FOR THE NEW LODGE FACILITY.

d) PRCC OPERATES SHUTTLES TO VARIOUS HOTELS AND ACCOMMODATIONS THROUGHOUT THE VILLAGE. SHUTTLES OPERATE THROUGHOUT THE DAY AND EVENING AND REDUCE THE REQUIRED PARKING DEMAND BY SHUTTLING GUESTS BACK AND FORTH TO VARIOUS LOCATIONS. THESE SHUTTLES ARE ALSO UTILIZED TO TRANSPORT EMPLOYEES OF THE RESORT BETWEEN FACILITIES WHICH REDUCES EMPLOYEE PARKING DEMAND. MANY OF THE EMPLOYEES WORKING IN THE LODGE WILL WORK AT OTHER FACILITIES WITHIN THE RESORT AND ARE SHUTTLED BETWEEN LOCATIONS.

e) PRCC WILL PROVIDE FOR THE ADDITIONAL PARKING REQUIRED FOR THE LODGE FACILITY ON THE CAMPUS. THIS PARKING MAY BE ACCOMMODATED WITH SURFACE PARKING, PARKING DECK(S), OR OTHER MEANS ON THE PROPERTY, TO BE DETERMINED. THIS PARKING WILL BE DESIGNED, AND PLANS SUBMITTED TO THE VILLAGE OF PINEHURST WITHIN THREE (3) MONTHS AFTER THE 2024 US OPEN GOLF TOURNAMENT TO BE HELD AT PRCC COURSE #2 FROM JUNE 13-16, 2024. ONCE PLANS ARE APPROVED BY ALL VILLAGE BOARDS AND ADMINISTRATION, PRCC WILL BEGIN IMPLEMENTATION OF THE NEW PARKING AREA(S).

f) PRCC, AS STATED ABOVE, WILL CONSIDER CONSTRUCTION OF A PARKING STRUCTURE ON THE PROPERTY AND/OR ADDITIONAL SURFACE PARKING AREAS, BRINGING PLANS FORWARD TO THE VILLAGE AT THE SPECIFIED DATE. IF EXISTING FACILITIES, REQUIRING PARKING BY THE PDO, WITHIN THE EXISTING CAMPUS ARE REMOVED/RELOCATED FROM THE CAMPUS, THE REQUIRED LODGE PARKING, QUANTIFIED ABOVE, WILL BE REDUCED BY THE AMOUNT DEFINED IN THE PDO FOR THE REMOVED/RELOCATED FACILITIES. THE NEW PARKING AREA TO ACCOMMODATE THE LODGE WILL BE REDUCED FROM SEVENTY-THREE (73) SPACES BY THE AMOUNT NO LONGER REQUIRED.

g) PRCC IS COMMITTED TO WORKING IN GOOD FAITH WITH THE VILLAGE TO PROVIDE ADEQUATE PARKING FOR ALL ITS FACILITIES THROUGHOUT THE VILLAGE AND HAS UNDERTAKEN MEASURES IN OTHER LOCATIONS. THIS COMMITMENT IS BEING DEMONSTRATED WITH THE CURRENT EFFORT TO IMPROVE PARKING AT THE CAROLINA HOTEL, WHICH IS UNDER REVIEW BY VILLAGE STAFF.

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

KOONTZJONESDesign
LAND PLANNING | LANDSCAPE ARCHITECTURE
150 S PAGE STREET
SOUTHERN PINES, NC 28387
P: (910) 684-8487
W: www.koontzjonesdesign.com

REVISIONS:

LODGE AT PINEHURST
PINEHURST, NORTH CAROLINA

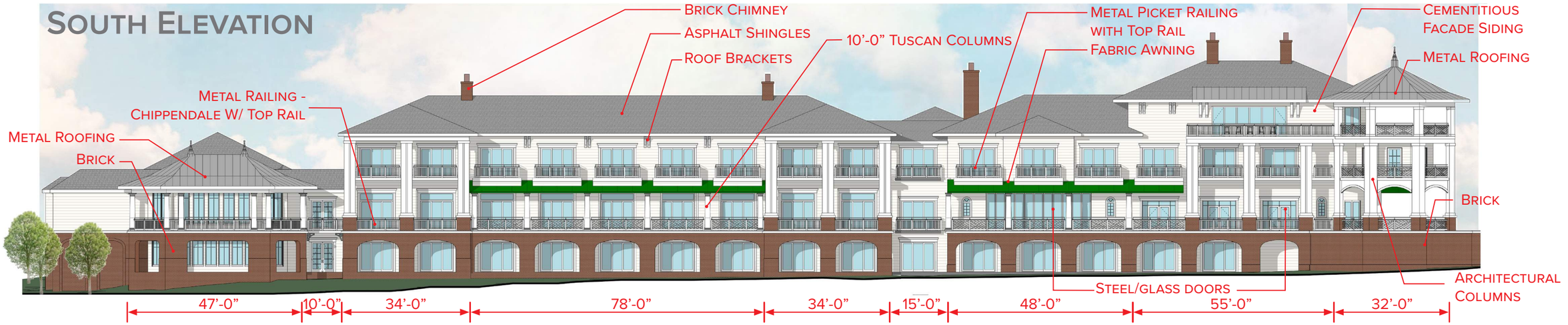
PROJECT DESIGN AND CONDITIONS

DATE: 04-15-2021
DESIGNED BY: REK
DRAWN BY: PJS
CHECKED BY: REK
Q.C. BY: REK
SCALE: 1" = 100'-0"
PROJECT #: K0021004

SHEET NUMBER#:
L-2.3

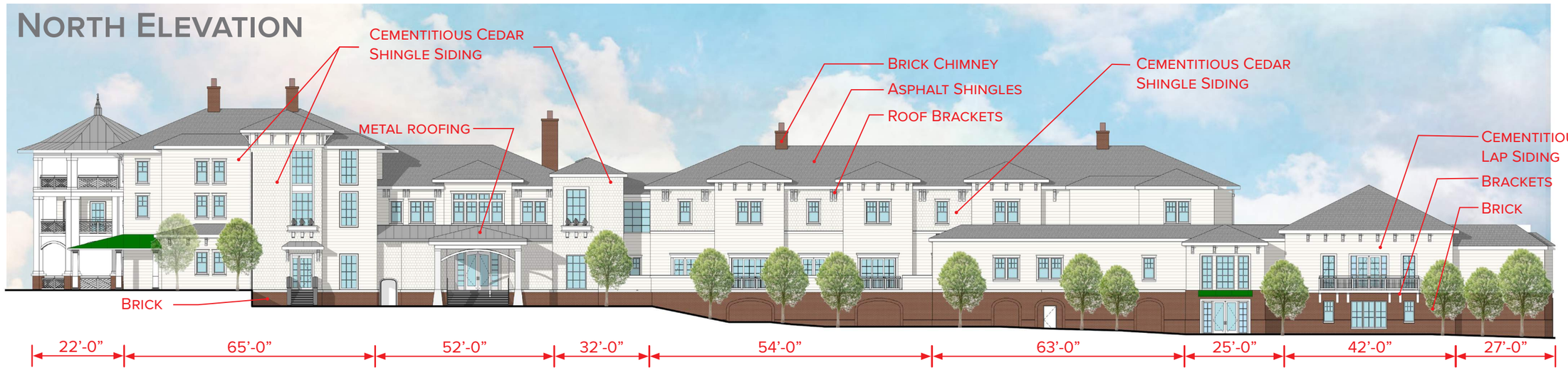
North / South Elevations

South Elevation



Meeting Rooms / Locker / Physio | Guestrooms | Lobby / Exterior Viewing Gallery | Lobby / Bar

North Elevation



Main House / Arrival / Bar | Guestroom | Support Area | Meeting Rooms / Locker / Physio

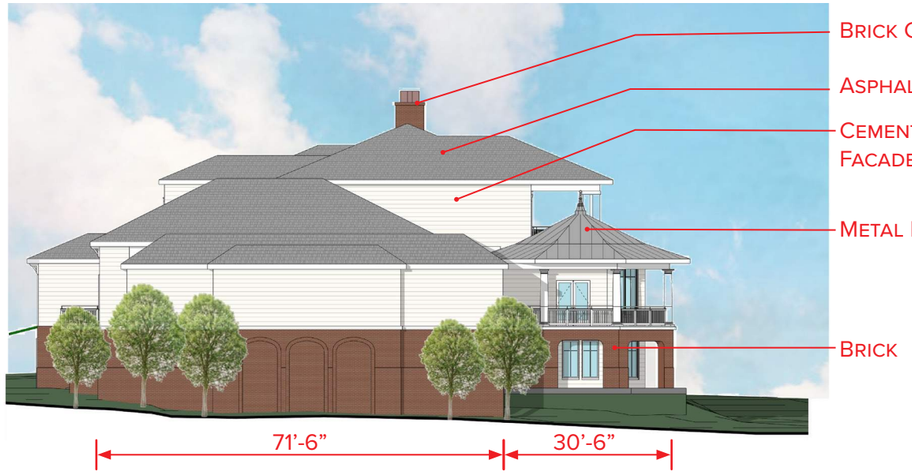
COOPER CARRY

East / West Elevations

East Elevation

Main House /
Arrival / Bar

West Elevation



Meeting Rooms
Locker / Physio

Pinehurst Lodge Golf View

Pinehurst Lodge Entry View

Pinehurst Lodge Cradle Views

COOPER CARRY

Pinehurst Lodge Perspective Views

COOPER CARRY

Pinehurst Lodge Perspective Views

COOPER CARRY

Pinehurst Lodge Perspective Views

COOPER CARRY

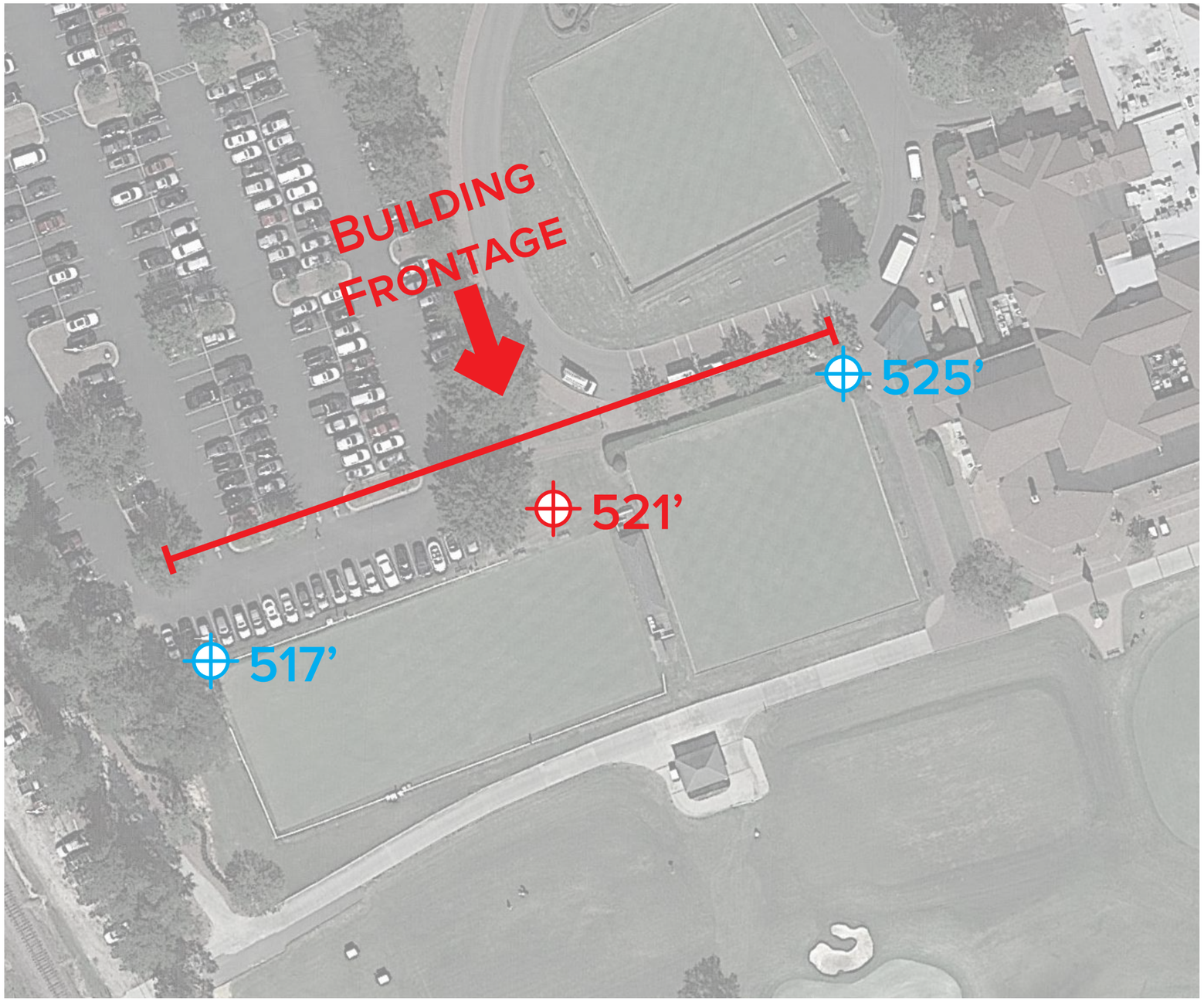
Pinehurst Lodge Perspective Views

COOPER CARRY

Pinehurst Lodge Perspective Views

COOPER CARRY

Average Grade to Max Height

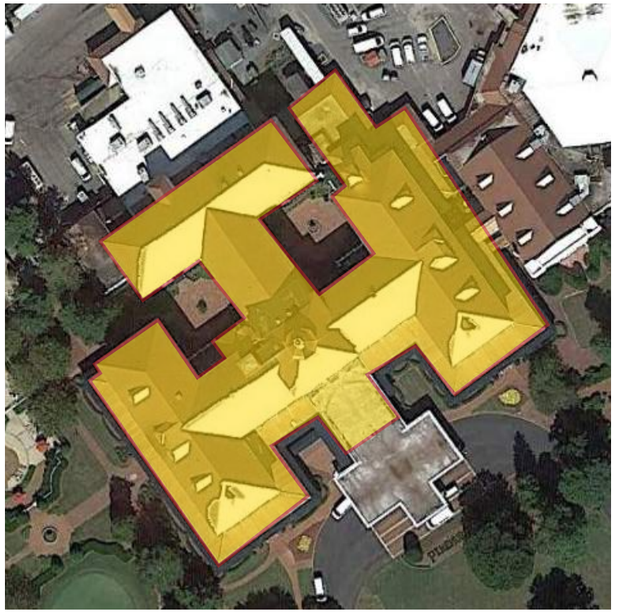


Along Frontage
525’
517’
Avg: 521’

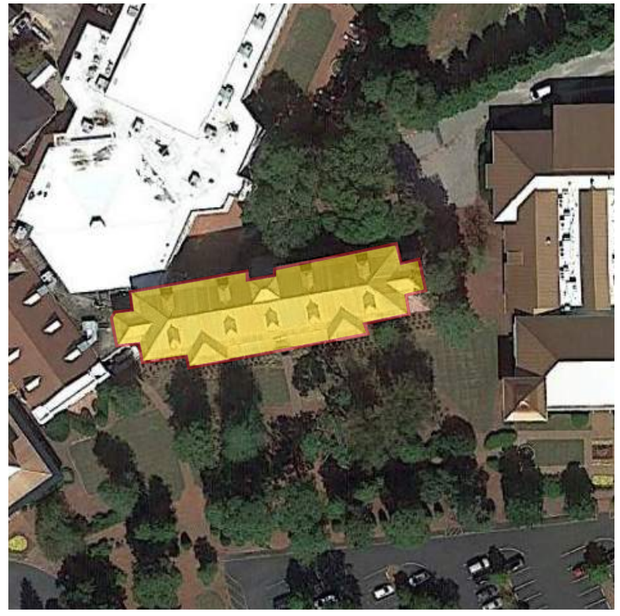
Max Height: 50’-0” feet
(Elev.: 571’)

Building Footprints

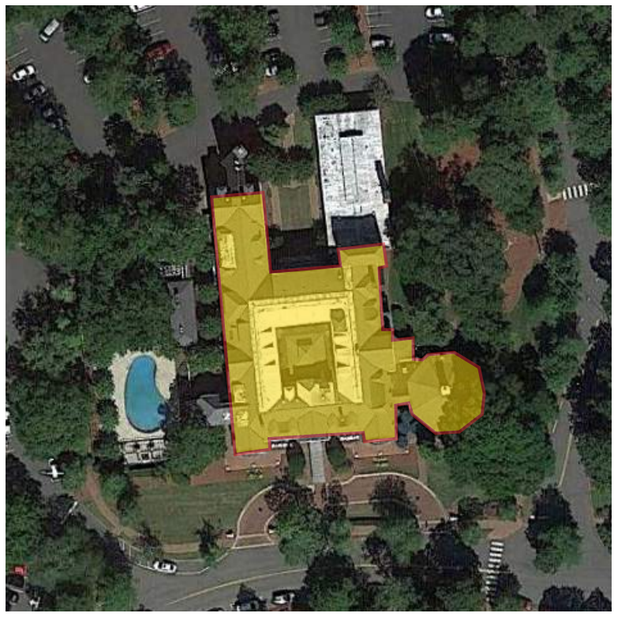
The Pinehurst Lodge: 22,200 SF



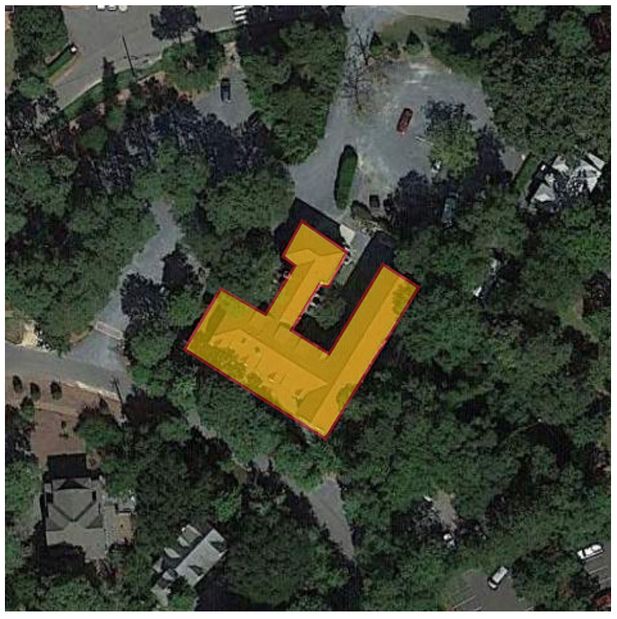
The Carolina: 50,450 SF



East Wing: 11,200 SF



The Holly Inn: 19,750 SF

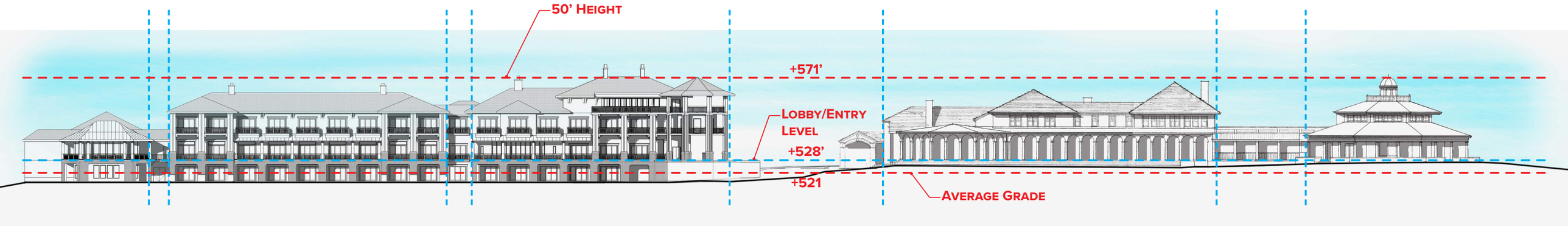


The Pine Crest Inn: 10,150 SF

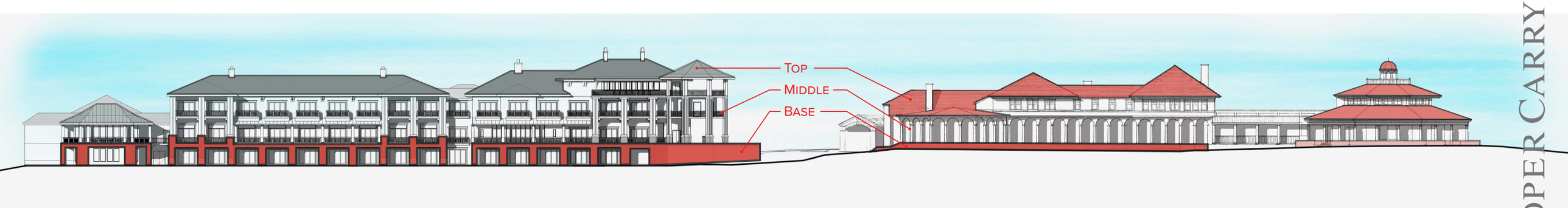
The Manor: 12,700 SF

Pinehurst Lodge / Resort Elevation

Pinehurst Lodge and Resort Cradle Elevations



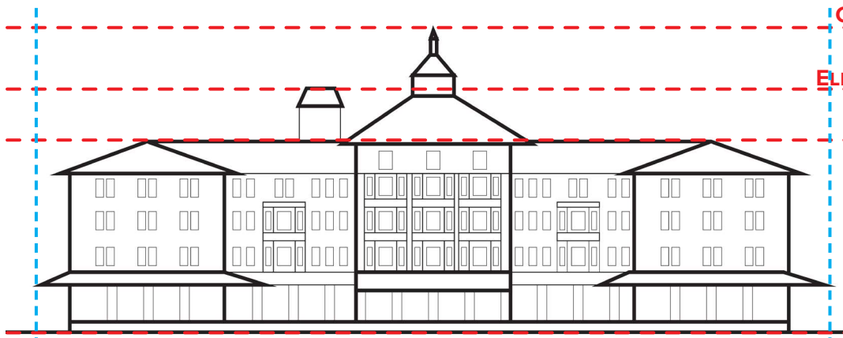
Max Height and Alignment Study



Materiality and Language

COOPER CARRY

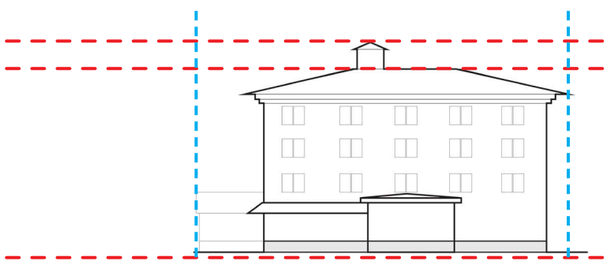
Pinehurst Lodge / Context Elevations



The Carolina - Length: ~285’

East Wing - Length: ~225’

The Holly Inn - Length: ~116’



The Manor - Length: ~100’

Cupola 92.37’

Elev Shaft 72.80’

Ridge 58.79’

~136”

~150’

~79’

Pinehurst Lodge - Length: ~365’

Elev Shaft 68.76’

Ridge 55.71’

Ridge 38.12’

Elev Shaft 64.17’

Ridge 56.61’

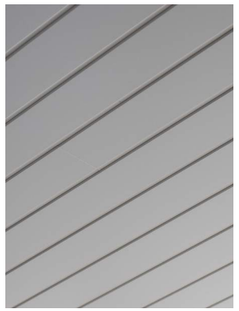
COOPER CARRY

Material Board

Roof / Soffit

Stonegate Gray

Standing Seam
for Feature Roof



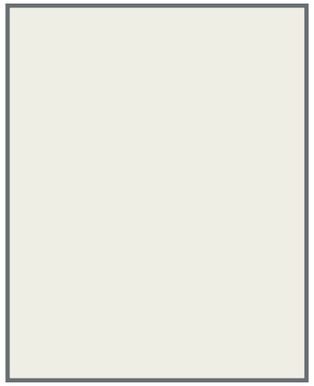
Plank Soffit

Beadboard Soffit

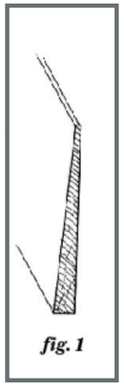
Siding / Color

Plank Siding

Cedar Siding

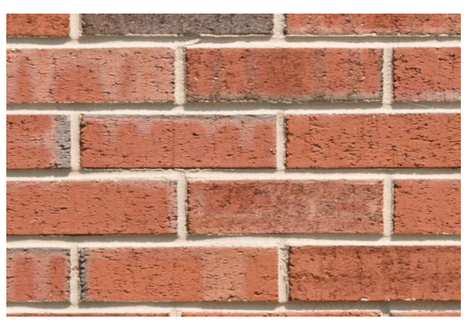


White Dove OC-17
for Siding and Window

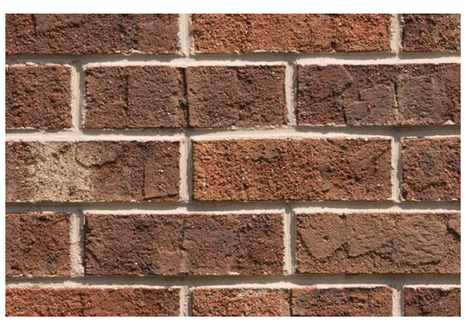


Profile

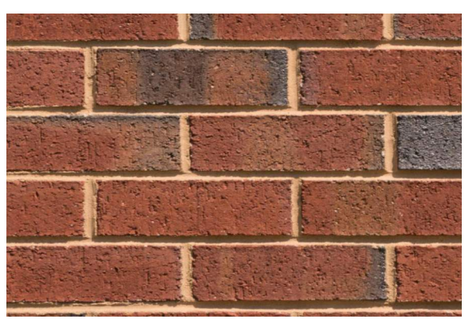
Base / Tactile



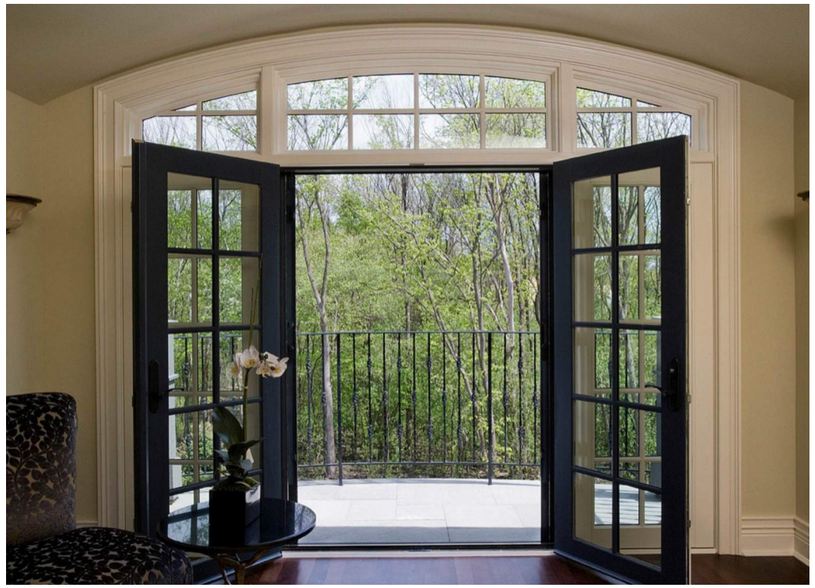
Flashed Red Wirecut



The Georgian



The Williamsburg



Hotel Entry Door - Painted Wood
Color: Behr "Black Sable" #730F-7

awning color and style

Paint Color: Behr "Black Sable"
#730F-7

Steel Window Mullion
for Lobby/Social Spaces

Top Rail
for Terrace/Balconies

COOPER CARRY

The Lodge at Pinehurst

OVERALL SITE PLAN

PINEHURST, NORTH CAROLINA

FEBRUARY 24, 2021

PREPARED BY:

KOONTZJONESDesign
LAND PLANNING | LANDSCAPE ARCHITECTURE

Disclaimer:
This plan is of conceptual nature and is used solely for illustrative purposes. Items depicted are subject to change.

0 10 20 30 50 60 70 80

SCALE: 1" = 20'

KIMLEY-HORN AND ASSOCIATES, INC
NC License #F-0102

March 31, 2021

Mr. Tim Carpenter
LKC Engineering, PLLC
140 Aqua Shed Court
Aberdeen, NC 28315

RE: ***Wicket Lodges at PRCC, Pinehurst, NC – Trip Generation Assessment***

Dear Mr. Carpenter,

Kimley-Horn has prepared an assessment of the traffic impacts of the proposed Wicket Lodges at Pinehurst Resort and Country Club (PRCC) project in Pinehurst, North Carolina. The project is proposed to consist of a resort hotel with 40 guest rooms located on the Pinehurst Country Club campus south of Cherokee Road (NC 2) along Carolina Vista Drive. The site will be access via Carolina Vista Drive.

Traffic for this proposed facility was generated using data from the 10th Edition of the ITE *Trip Generation Manual* for the Resort Hotel land use (Land Use Code 330), and trip generation calculations are shown below on Table 1. It should be noted that as ITE does not provide daily trip generation data for the Resort Hotel land use, daily trip generation was estimated to be 10 times the PM peak hour trip generation.

Table 1
ITE Trip Generation (Vehicles) – Wicket Lodges at PRCC

Land Use	Size	Daily	AM Peak Hour		PM Peak Hour	
		In	In	Out	In	Out
Resort Hotel (LUC 330)	40 rooms	160	9	4	7	9

As shown in Table 1, the proposed Wicket Lodges project has the potential to generate approximately 160 total trips on a typical weekday, 13 new trips during the AM peak hour, and 16 new trips during the PM peak hour.

While the anticipated trip generation potential for this project does not meet thresholds for requiring a full Traffic Impact Analysis (TIA) by the Village of Pinehurst or North Carolina Department of Transportation (NCDOT), a TIA will be provided for review as a separate document to formally evaluate the impacts of the project.

While that study has not been completed, based on my review of the trip generation potential of the project, it is my professional opinion that the traffic from the proposed Wicket Lodges at PRCC project is expected to have only a minor impact on the surrounding roadway network and is not anticipated to cause undue traffic congestion.

Please let me know if you have any questions or require any further information. We appreciate the opportunity to provide these services to you.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Travis Fluitt, P.E.
Senior Project Manager

Wicket Lodges at PRC

Table 1 - Trip Generation

Land Use	Intensity	Daily	AM Peak Hour			PM Peak Hour		
		Total	Total	In	Out	Total	In	Out
330 Resort Hotel[1]	40 rooms	160	13	9	4	16	7	9

[1] *Daily trip generation was not provided in the ITE Trip Generation Manual. Therefore, it was estimated to be 10 times the PM peak hour trips.*

Kimley»Horn

MEMORANDUM

To: Mr. Calvin Burkley
Pinehurst Resort & Country Club

From: Mr. Adam Cochran, P.E.
Mr. Jeffrey B. Elsey, P.E., CAPP, LEED AP
Kimley-Horn and Associates, Inc.

Date: April 8, 2021

Subject: Pinehurst Resort & Country Club
Parking Analysis for the proposed Lodge

OVERVIEW

Pinehurst Resort & Country Club retained Kimley-Horn and Associates, Inc., to provide professional parking planning services specific to the proposed Lodge addition at the Pinehurst Resort & Country Club in Pinehurst, North Carolina. This memorandum only considers the portion of the Owner's property south of Cherokee Road which is home to a variety of land uses including golf course, country club with meeting spaces, outdoor swimming pools and spas, tennis courts, croquet, and lawn bowles. This area consists of a mixture of zoning classifications including RD (Recreation Development), H (Hotel), and OP (Office & Professional). A portion of the site is proposed to be rezoned to H-CD (Hotel Conditional District) with the addition of the proposed Lodge. The Lodge will be located on two existing croquet courts, which are to be removed.

This memorandum summarizes the Village of Pinehurst parking requirements for the addition of a hotel with 34 rooms and 240 meeting seats. It is our understanding that this new hotel results in new parking demand in addition to any existing demands, not calculated or documented herein, on site as no significant parking demand drivers are being removed for the construction of the new Lodge.

ZONING REVIEW

Village of Pinehurst parking requirements were considered for the addition of a hotel with 34 rooms and 240 meeting seats.

Per Village of Pinehurst code 9.4a Table of Required Parking, the minimum parking required for hotel uses is:

- 1 per sleeping room plus 1 per 4 seats in meeting or assembly rooms (based on design capacity), plus additional spaces (in accordance with other sections of this table) for restaurants or other facilities

As detailed in **Table 1**, the minimum number of spaces for the proposed Lodge is 94 spaces by applying Village of Pinehurst code.

Table 1: Village of Pinehurst Zoning Parking Ratios			
Land Use	**Density**	**Minimum Ratio**	**Minimum Spaces**
Hotel	34 rooms + 240 meeting seats	1 space/sleeping room + 1 space/4 meeting seats	**94**

While the zoning code provides a minimum number of parking spaces to be provided, the listed ratios do not account for national industry standard parking ratios or actual reductions in parking which may be allowed as a result of sharing of parking between uses and time of day peaking per Urban Land Institute (ULI) Shared Parking methodologies. Below is an assessment of industry standard ratios and likely impacts to actual parking demand based on the Lodge's potential to share with existing uses on site.

ULI PARKING ASSESSMENT

In addition to understanding the Village of Pinehurst code requirements as a baseline, the Urban Land Institute (ULI) parking ratios were also considered for comparison. **Table 2** provides the base parking ratios used to develop the parking demands for the proposed Lodge. The ratios shown below indicate that, if no sharing of parking occurs between the Lodge and existing uses on site (such as playing golf, going to other restaurants, or other meeting spaces) and if shuttling activities are not considered, the site would need approximately 73 additional parking spaces to satisfy peak parking demand.

Table 2: ULI Parking Ratios				
Land Use	**Density**	**User**	**Base Ratio**	**Base Spaces**
Hotel	34 rooms	Guest	1 space/key	**34**
		Employee	0.15 space/key	**5.1**
Meeting/Banquet (50-100 SF/Key)	3720 SF*	Attendee	8.12 spaces/kSF	**30.2**
		Employee	0.91 space/kSF	**3.4**
Total				**73**

**Equivalent size of the St Andrews Ballroom in the Clubhouse which seats 200-250 people*

Because the overall site currently hosts a variety of land uses, actual parking demand is typically not the sum of each land use's individual peak parking demand. Many parkers will visit multiple functions of the site without creating duplicate parking events. It is likely that some meeting attendees at the Lodge will also be lodging guests and will only utilize one parking space during their stay. Additionally, the resort currently provides shuttle service for guests needing access to multiple uses on site which could result in some parking associated with the Lodge being captured elsewhere at the Resort. For these reasons, the true new peak parking demand for the Lodge is expected to be below 73 spaces.

CONCLUSION AND RECOMMENDATIONS

Based on the Village of Pinehurst zoning code, 94 parking spaces are required for the proposed Lodge. The minimum parking ratios assume base parking conditions which do not account for shared parking or other reductions such as shuttling of patrons from off site. For that reason, the Village allows for shared parking methodologies to be used to calculate new parking requirements. The Urban Land Institute (ULI) assessment resulted in a maximum parking demand of 73 spaces for the Lodge. The actual demand is likely less, since sharing of parking between uses and shutting activities were not included in the assessment for conservative modeling purposes. For that reason, our professional opinion is that the new Lodge will need no more than 73 parking spaces to satisfy new parking demands associated with the Lodge.

We hope you find this information helpful. Please reach out to Kimley-Horn should you have any questions, or should you want to work with us in tweaking your program to maximize your parking potential.

Sincerely,
Kimley-Horn and Associates, Inc.

Adam Cochran, P.E.
Project Manager

Jeffrey B. Elsey, P.E., CAPP, LEED AP
Project Engineer

VILLAGE OF PINEHURST

Certificate of Appropriateness

Property Owner: Pinehurst Resort & Country Club

Applicant: Jason King

Physical Address: 3 Carolina Vista Dr Village of Pinehurst, NC 28374

Lot:

PIN: 00025800

COA#: COA-2021-00012

Date Issued: 2/25/2021

Nature of Work: New

Conditions, If Any:

Description of Work:*New Construction - 34 Guestroom Hotel The project is envisioned to be a steel-framed-structure building with exterior walls above grade composed of cementitious siding and brick masonry (watertable) on cold-formed metal framing. Below grade walls will be reinforced cast-in-place concrete. Sloped roofs will be constructed with cold-formed framed trusses with asphalt shingles and some instances of metal roofing. In addition to the guestrooms, the hotel program includes a lobby space, lobby bar, lobby function space ("Library") and outdoor terraces overlooking the site to the south. At the west end of the building, proposed function spaces for the USGA are provided, including a Flex Space for player dining, a "Boardroom", Locker Spaces, Prefunction, and Physio Lab. At east end of the building on the highest floor level, a proposed indoor/outdoor bar is proposed to overlook the site to the south. Service access to the proposed building is provided on the west end from the north.*

Approved By:

☐ Staff:_____

☒ HPC, Date: 2/25/2021

POSTING: WORK REQUIRING A CERTIFICATE OF APPROPRIATENESS SHALL NOT COMMENCE UNTIL THE PROPERTY OWNER OR HIS AGENT POSTS THIS PLACARD IN A CONSPICUOUS PLACE ON THE PREMISES. THE PLACARD SHALL BE MAINTAINED IN POSITION UNTIL THE FINAL INSPECTION IS CONCLUDED BY THE PLANNING DEPARTMENT. PLEASE CALL (910)295-2581 WHEN YOUR PROJECT IS COMPLETE TO SCHEDULE A HISTORIC INSPECTION.

FINAL ORDER – MAJOR COA REQUEST 3 Carolina Vista
VILLAGE OF PINEHURST
HISTORIC PRESERVATION COMMISSION

Introduction

This matter was heard by the Village of Pinehurst Historic Preservation Commission on February 25, 2021. Having heard the evidence and reviewed any relevant documents submitted by the parties, the Commission now makes the following findings and conclusions.

REQUEST

The applicant Jason King of Cooper Carry Architecture, is requesting a Certificate of Appropriateness for construction of a new commercial structure at 3 Carolina Vista.

The Findings of Fact and Conclusions of Law are to be based on the Official Record in the proceeding that is made up of the official transcripts and any documentary evidence submitted within the course of the proceeding.

FINDINGS OF FACT

Concerning jurisdiction

1. New Construction or Addition

Background (of the property and the location within the district)

1. 3 Carolina Vista if approved would be a non-contributing structure.
2. 1 Carolina Vista, Pinehurst Country Club, was constructed in 1922 and is dominated by a Mediterranean-style character.
3. 3 Carolina Vista has a proposed architectural style that has influence from other Pinehurst Resort Properties, such as the Holly Inn, Manor Inn, Carolina Inn, and Pinehurst Country Club.
4. The Majority of adjacent properties are contributing structures as well.
5. Previous COAs issued For 1 Carolina Vista are below.

Previously Issued COAs 1 Carolina Vista		
Descriptions	**Year**	**Major or Minor**
Replace Exterior Wall of Dining Room	2012	Major
Addition of Metal Roofing	2012	Major
Additions and Alterations to the Club House	2012	Major
Prefrab Shed Located Adjacent to Tennis Courts	2012	Minor
Demo of Existing Starter House and Construction of a New Starter House	2013	Major
Demolition of Golf and Tennis Lodge	2014	Major
Removal of Trees for the US Open	2014	Minor
Pro Shop Expansion and Enlarge Starter Tower	2014	Major
Reconfiguration of Fenestration	2014	Major
Pool Lighting	2015	Major
New Exterior Windows	2016	Minor
Removal of One Dead Tree	2016	Minor
Replace Walkway	2018	Minor

For the Record

1. The applicant has submitted a material package which includes: proposed elevations, proximity map, building layout plan, height study, building material, building elements graphic, landscape plan, and three dimensional renderings.
2. The exterior of the structure is proposed to be a combination of lap, shake, and brick siding.
3. The roof of the structure is proposed to be a combination of asphalt shingles and metal accent roofing.
4. Removal of 33 Trees
5. The structure is proposed to be four stories and approximately 50 feet in height.
6. The rear of the structure will feature balconies and guestrooms looking out over the Cradle.
7. The new structure will be visible from both Morganton and Beulah Hill Road

Conclusions of Law

Guideline Requirements:

1. Section VI.B.1 – New commercial construction must be congruous with the existing commercial buildings in the Pinehurst Historic District and should follow the architectural tradition of one and two-story structures.
2. Section VI.B.4 – Glass curtain walls, reflective glass, and painted or darkly tinted glass are not permitted.
3. Section VII.C.1 - Additions or alterations to the existing landscape, including plant material, hardscape, and accessory structures, **must** be compatible with the architectural character of the primary structure and congruous with the Pinehurst Historic District.
4. Section VII.C.4 - Removal of trees twelve (12) inches in diameter at breast height (DBH) and larger must not unreasonably compromise the existing tree canopy and the historic appearance of the

Guideline Recommendations:

1. Section VI.B.2 – New commercial construction should reflect the character of existing commercial buildings in the Pinehurst Historic District in terms of human scale, fenestration, articulation, massing and materials.
2. Section VI.B.3 – Windows should be of similar styles found on existing commercial buildings in the Pinehurst Historic District.
3. Section VI.B.5 – Facade materials should consist of brick, shake, wood clapboard, or a similar compatible substitute material.
4. Section VI.B.6 – Entrances should reflect the character found on existing commercial buildings in the Pinehurst Historic District.
5. Section VI.B.7 – Roof forms should be congruous with those on existing commercial buildings in the Pinehurst Historic District.
6. Section VI.B.8 – New buildings should be painted in colors that are in the Village of Pinehurst Color Palette.

Order

Upon due consideration of the application package submitted and the testimony given, the Historic Preservation Commission concludes the following:

☒ That the applicant has satisfied the burden of persuasion and the project as proposed subject to any conditions imposed by the Commission is congruous with the special character of the Pinehurst Historic District and consistent with Historic District Guidelines. A Certificate of Appropriateness is hereby granted for the reasons stated on the attached page.

Or

☐ That the project as proposed is not in conformity with the guidelines, nevertheless the applicant has satisfied the burden of persuasion and the project subject to any conditions imposed by the Commission is deemed congruous with the special character of the Pinehurst Historic District. A Certificate of Appropriateness is granted for the reasons stated on the attached page.

Or

☐ That the applicant has not satisfied the burden of persuasion and the project as proposed is not congruous with the special character of the Pinehurst Historic District. A Certificate of Appropriateness is hereby denied for the reasons stated on the attached page.

Hereby ordered the 15 **of** March **, 2021.**

Mary Brown
Clerk to the Historic Preservation Commission

Eric Von Salzen
Chair of the Historic Preservation Commission

Attachments: Attach application, map, description of significance (if available)

Attachment A
Final Order
3 Carolina Vista

The Historic Preservation Commission of the Village of Pinehurst has determined that the following additional findings are relevant to a decision for 3 Carolina Vista:

NONE

The following conditions apply to approval of the Certificate of Appropriateness for 3 Carolina Vista:

NONE

The Historic Preservation Commission of the Village of Pinehurst has determined that a Certificate of Appropriateness should be granted for 3 Carolina Vista based on the following:

Based on the material submitted and testimony provided the proposed project is congruous with the Historic District and Historic District Guidelines.

DISCUSS AND CONSIDER RESOLUTIONS 21-10 & 21-11 TO COMMIT FUND BALANCE.

ADDITIONAL AGENDA DETAILS:

FROM:
Brooke Hunter

CC:
Jeff Sanborn

DATE OF MEMO:
6/2/2021

MEMO DETAILS:
Governmental Accounting Standards Board (GASB) Statement No. 54 established fund balance classifications and the various constraints for each category. The categories listed from most to least restrictive are as follows: nonspendable (not in spendable form – i.e. inventory), restricted (by external sources), committed (by the government's highest decision-making authority), assigned (intended to be used for specific purposes), and unassigned (can be used for any purpose).

There are two purposes for which the Village Council has expressed desires to commit fund balance as of June 30, 2021: 1) Given Memorial Library & Tufts Archives building improvements and other operational improvements and 2) future capital. Once the Council commits a portion of fund balance, those constraints may only be changed by another formal action by the Council.

Given Memorial Library & Tufts Archives Building Improvements and Other Operational Improvements

On March 1, 2021, the Village Council and the Given Memorial Library/Tufts Archives Board signed a non-binding agreement outlining the future they see for the library and archives. One of the terms of this agreement included the Village's intent to commit $1,000,000 of General Fund fund balance for the purpose of enhancing library services and archives resources for the existing Given Memorial Library & Tufts Archives building. Approval of the attached Resolution 21-10 will commit these funds for improvements to the existing building and other operational improvements.

Included in the proposed FY 2022 budget ordinance to be considered on June 8th is a provision to approve the use of $725,000 of the $1,000,000 committed funds for the following capital uses in FY 2022: $400,000 for library/archives expansion design, $275,000 for accessibility improvements to the existing building, and $50,000 to install internet fiber to the building.

Future Capital

On February 9, 2021, the Village's Fund Balance Policy was amended by Resolution 21-03 to include a provision to commit a percentage of fund balance for future capital needs if fund balance at year-end exceeds 40% of actual General Fund expenditures. This commitment may take place in the form of a separate resolution each year to ensure a clear trail of Council's intent to commit the funds for future capital. The calculation of fund balance committed for future capital will occur after fiscal year end and will be reported in the Annual Comprehensive Financial Report. Approval of the attached Resolution 21-11 will

commit these excess funds for future capital.

Summary

Two resolutions are presented for your consideration. If approved, these amounts will be reported under the committed fund balance category in the FY 2021 Annual Comprehensive Financial Report. Please feel free to contact me with any questions.

ATTACHMENTS:

	Description
🗋	Resolution 21-10 - Commit Fund Balance - Library
🗋	Resolution 21-11 - Commit Fund Balance - Future Capital
🗋	Resolution 21-03 - Fund Balance Policy

RESOLUTION #21-10:

A RESOLUTION TO COMMIT A PORTION OF FUND BALANCE IN THE GENERAL FUND (GIVEN MEMORIAL LIBRARY & TUFTS ARCHIVES BUILDING AND OPERATIONAL IMPROVEMENTS).

THAT WHEREAS, the Governmental Accounting Standards Board (GASB) has issued Statement No. 54 establishing a hierarchy clarifying the constraints that govern how a government entity can use amounts reported as fund balance; and

WHEREAS, the Village Council is the highest level of decision-making authority, and has the authority to commit, assign, or evaluate existing fund balance classifications and identify the intended uses of committed or assigned funds; and

WHEREAS, the committed fund balance classification reflects amounts subject to internal constraints self-imposed by the Village Council; and

WHEREAS, once the committed fund balance constraints are imposed, it requires the constraint to be removed by the Village Council prior to redirecting the funds for other purposes; and

WHEREAS, the Village Council and the Given Memorial Library/Tufts Archives Board signed a non-binding agreement on March 1, 2021 outlining the future they see for the library and archives; and

WHEREAS, in accordance with the proposed actions and commitments outlined in the initial agreement, the Village Council has determined it will commit $1,000,000 of General Fund fund balance for the year ending June 30, 2021 for the purpose of funding improvements to the existing Given Memorial Library & Tufts Archives building and other operational improvements.

NOW, THEREFORE, BE IT RESOLVED by the Village Council of the Village of Pinehurst, North Carolina, in regular meeting assembled this 8th day of June, 2021, as follows:

SECTION 1. In accordance with the provisions of GASB 54, Village Council hereby commits $1,000,000 of General Fund fund balance as of June 30, 2021 for improvements to the existing Given Memorial Library & Tufts Archives building and other operational improvements within that, as indicated by the committed fund balance classification, cannot be used for any purpose other than directed above, unless the Village Council adopts another resolution or ordinance to remove or change the constraint.

THIS RESOLUTION passed and adopted this 8th day of June, 2021.

DRAFT

VILLAGE OF PINEHURST
VILLAGE COUNCIL

(Municipal Seal)

By: _____
John C. Strickland, Mayor

Attest:

_____
Kelly Chance, Village Clerk

Approved as to Form:

_____
Michael J. Newman, Village Attorney

DRAFT

RESOLUTION #21-11:

A RESOLUTION TO COMMIT A PORTION OF FUND BALANCE IN THE GENERAL FUND (FUTURE CAPITAL).

THAT WHEREAS, the Governmental Accounting Standards Board (GASB) has issued Statement No. 54 establishing a hierarchy clarifying the constraints that govern how a government entity can use amounts reported as fund balance; and

WHEREAS, the Village Council is the highest level of decision-making authority, and has the authority to commit, assign, or evaluate existing fund balance classifications and identify the intended uses of committed or assigned funds; and

WHEREAS, the committed fund balance classification reflects amounts subject to internal constraints self-imposed by the Village Council; and

WHEREAS, once the committed fund balance constraints are imposed, it requires the constraint to be removed by the Village Council prior to redirecting the funds for other purposes; and

WHEREAS, the Village Council has adopted a Fund Balance Policy, as amended from time to time, in order to maintain adequate working capital and a good credit rating; and

WHEREAS, the Village's Fund Balance Policy states the Village Council may commit a portion of fund balance for future capital needs in the General Fund when fund balance is in excess of 40% of actual General Fund expenditures as reported in the year-end Annual Comprehensive Financial Report; and

WHEREAS, the Village's Fund Balance Policy states that in no instance shall the amount of fund balance committed for future capital needs cause the unassigned General Fund fund balance to fall below 15% of actual General Fund expenditures as reported in the year-end Annual Comprehensive Financial Report; and

WHEREAS, the Village's Fund Balance Policy states the Council must approve a separate resolution for the respective year to commit fund balance for future capital in the General Fund; and

WHEREAS, the calculation of committed fund balance will occur during the completion of the year-end Annual Comprehensive Financial Report.

NOW, THEREFORE, BE IT RESOLVED by the Village Council of the Village of Pinehurst, North Carolina, in regular meeting assembled this 8th day of June, 2021, as follows:

SECTION 1. In accordance with the provisions of GASB 54, Village Council hereby commits the amount of General Fund fund balance that exceeds 40% of actual General Fund expenditures as of June 30, 2021 as reported in the Annual Comprehensive Financial Report for

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future capital within that, as indicated by the committed fund balance classification, cannot be used for any purpose other than directed above, unless the Village Council adopts another resolution or ordinance to remove or change the constraint.

SECTION 2. To comply with the Village's Fund Balance Policy, should unassigned fund balance fall below 15% by committing fund balance for future capital as calculated in Section 1, the amount of committed fund balance for future capital will be reduced to ensure unassigned fund balance remains at 15% of actual General Fund expenditures.

THIS RESOLUTION passed and adopted this 8th day of June, 2021.

VILLAGE OF PINEHURST
VILLAGE COUNCIL

(Municipal Seal)

By: _____
John C. Strickland, Mayor

Attest:

_____
Kelly Chance, Village Clerk

Approved as to Form:

_____
Michael J. Newman, Village Attorney

DRAFT

RESOLUTION #21-03:

A RESOLUTION TO AMEND THE FUND BALANCE POLICY FOR THE GENERAL FUND.

THAT WHEREAS, the North Carolina Local Government Commission has recommended that General Fund fund balance available for appropriation should be no less than 8% of the prior year's expenditures to maintain fiscal responsibility under the Municipal Fiscal Control Act; and

WHEREAS, the Village Council desires for the Village to maintain adequate working capital and to maintain a good credit rating in order to obtain favorable financing rates on debt issuances; and

WHEREAS, the Council adopted a Fund Balance Policy for the General Fund on March 11, 2003 by Resolution #03-4, and amended that policy on May 10, 2005 by Resolution #05-11 and May 25, 2010 by Resolution #10-19; and November 13, 2012 by Resolution #12-62; and

WHEREAS, the Village has elected to amend the Fund Balance Policy for the General Fund;

NOW, THEREFORE, BE IT RESOLVED by the Village Council of the Village of Pinehurst, North Carolina, in regular meeting assembled this 9th day of February 2021, as follows:

SECTION 1. When preparing the annual General Fund budget, the amount of appropriated fund balance should result in an anticipated ending total fund balance at a minimum of 30% of budgeted expenditures.

SECTION 2. Management is further directed to maintain unassigned General Fund fund balance as reported in Village's Comprehensive Annual Financial Report (CAFR) of greater than 15% of actual General Fund expenditures as reported in the CAFR for the year audited.

SECTION 3. When total fund balance as reported in the Village's Comprehensive Annual Financial Report (CAFR) is in excess of 40% of actual General Fund expenditures as reported in the CAFR for the year audited, Council may commit excess fund balance each year for future capital needs, by approving a separate resolution for the respective year. However, in no instance shall the amount of fund balance committed for future capital needs cause the unassigned General Fund fund balance to fall below the 15% of actual General Fund expenditures as stated in Section 2.

SECTION 4. Management is expected to manage the budget so that revenue shortfalls and expenditure increases do not impact the Village's targeted fund balance levels outlined above. If a catastrophic economic event occurs that requires a 5% or more deviation from total budgeted revenues or expenditures, then the targeted fund balance levels established herein can be reduced

by action of the Village Council; the Council will also adopt a plan of action to return fund balances to the required levels.

SECTION 5. This policy shall supersede all previously adopted fund balance policies of the Village of Pinehurst.

THIS RESOLUTION passed and adopted this 9th day of February, 2021.

(Municipal Seal)

VILLAGE OF PINEHURST
VILLAGE COUNCIL

By: _____
John C. Strickland, Mayor

Attest:

_____
Beth Dunn, Village Clerk

Approved as to Form:

_____
Michael J. Newman, Village Attorney

DISCUSS AND CONSIDER ORDINANCE 21-09 ADOPTING THE FY 2022 BUDGET FOR THE VILLAGE OF PINEHURST.

ADDITIONAL AGENDA DETAILS:

FROM:
Brooke Hunter

CC:
Jeff Sanborn

DATE OF MEMO:
5/29/2021

MEMO DETAILS:
Budget Ordinance #21-09 adopting the Village of Pinehurst FY 2022 Budget is hereby presented for your review and approval. This ordinance is based on the budget that was presented by the Village Manager on May 11, 2021, and no changes have been made to the budgeted amounts since that time.

ATTACHMENTS:

	Description
🗋	Ordinance 21-09 - FY 2022 Budget Ordinance

ORDINANCE #21-09

VILLAGE OF PINEHURST
Budget Ordinance
Fiscal Year 2022

BE IT ORDAINED AND ESTABLISHED by the Village Council of Pinehurst, North Carolina, in the Regular Meeting assembled this 8th day of June 2021 as follows:

SECTION 1. The following amounts are hereby appropriated in the General Fund for the operation of Village government and its activities for the fiscal year beginning July 1, 2021 and ending June 30, 2022, in accordance with the chart of accounts heretofore established for this Village:

EXPENDITURES:

Governing Body	$ 147,400
Administration	1,837,092
Financial Services	840,960
Human Resources	573,580
Police	3,739,661
Fire	3,661,947
Inspections	384,510
Public Services Administration	835,611
Streets & Grounds	2,583,290
Powell Bill	1,200,100
Solid Waste	2,118,230
Planning	1,236,990
Community Development	134,500
Recreation	2,237,309
Library	865,243
Harness Track	671,872
Fair Barn	368,935
Other Financing Uses	550,000
TOTAL EXPENDITURES	$ 23,987,230

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SECTION 2. It is estimated that the following revenues will be available in the General Fund for the fiscal year beginning July 1, 2021 and ending June 30, 2022:

REVENUES:

Ad Valorem Tax Revenue	$ 12,210,000
Other Taxes and Licenses	3,000
Unrestricted Intergovernmental Revenue	6,778,700
Restricted Intergovernmental Revenue	484,250
Permits and Fees	894,000
Sales and Services	689,950
Other Revenues	394,980
Investment Income	1,400
Appropriated Fund Balance	2,530,950
TOTAL REVENUES	$ 23,987,230

SECTION 3. There is hereby levied a tax at the rate of thirty-one and one-half cents ($0.315) per one hundred dollars ($100) valuation of property as listed for taxes as of January 1, 2021, for the purpose of raising revenue in the General Fund in Section 2 of this ordinance. This rate is based on a total valuation of property for the purposes of taxation of $3,879,000,000 and an estimated collection rate of 99.9% for real and personal property and 100.0% for motor vehicles.

SECTION 4. Should the June 30, 2021 Annual Comprehensive Financial Report include at least $725,000 of General Fund fund balance committed for improvements to the existing Given Memorial Library & Tufts Archives building and other operational improvements, the Council intends to use $725,000 of this portion of fund balance to fund capital improvements to the building in fiscal year 2022.

SECTION 5. The Village Manager is hereby authorized to transfer appropriations as contained herein under the following conditions:

a. He may transfer amounts between line item expenditures within a department without limitation and without a report being required.

b. He may transfer amounts between departments, including contingency appropriations, within the same fund to increase an appropriation up to $25,000 in a single budget amendment. He must make an official report on such transfers at the next regular meeting of the Village Council. In the event a State of Emergency is declared by the Mayor or designee, unlimited budget amendment authority within the same fund is granted for expenditures directly related to the emergency. He must make an official report on any such transfers authorized under a State of Emergency at the next regular meeting of the Village Council.

c. He may not transfer any amounts between funds, except as approved by the Village Council in the Budget Ordinance as amended.

SECTION 6. The Village Manager or his designee is hereby authorized to execute the necessary agreements within funds included in the Budget Ordinance for the following purposes:

a. Purchase of apparatus, supplies, and materials where formal bids are not required by law;

b. Leases of normal and routine business equipment;

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c. Construction or repair work where formal bids are not required by law;

d. Consultant services, professional services, contracted services, or maintenance service agreements up to an anticipated contract amount of $50,000. In the event a State of Emergency is declared by the Mayor or designee, unlimited contracting authority is granted for services directly related to the emergency. The Village Manager must report to the Village Council any executed contracts exceeding $50,000 during the State of Emergency declaration;

e. Agreements for acceptance of State and Federal grant funds; and

f. Grant agreements with public and non-profit agencies.

SECTION 7. Copies of this Budget Ordinance shall be furnished to the Village Clerk, the Village Manager, and Financial Services Director for their direction and implementation.

THIS ORDINANCE passed and adopted this 8th day of June, 2021.

VILLAGE OF PINEHURST
VILLAGE COUNCIL

By: _____
John C. Strickland, Mayor

Attest:

_____
Kelly Chance, Village Clerk

Approved as to Form:

_____
Michael J. Newman, Village Attorney

DRAFT

DISCUSS AND CONSIDER SOLID WASTE CONTRACT FOR LOFTON GARBAGE SERVICES FOR FY22

ADDITIONAL AGENDA DETAILS:

FROM:
Mike Apke, P.E., Public Services and Engineering Director

CC:
Jeff Sanborn and Jeff Batton

DATE OF MEMO:
6/1/2021

MEMO DETAILS:
This item is to consider renewing a contract for solid waste collection services within CCNC for FY22. Lofton Garbage Service is one (1) of two (2) providers of service within CCNC; however, the estimated value of the second provider's contract (Becky's Rubbish) is well under the Village Manager's threshold for execution.

The proposed Lofton Garbage Service contract renewal is for 12 months beginning on July 1, 2021 and extending through June 30, 2022. It includes a CPI adjusted rate increase for FY22. The value of Lofton's contract is estimated to be approximately $115,000, with the actual amount being based on the total number of residences served during the contract period. As a comparison, the value of the Becky's Rubbish contract is estimated to be approximately $16,500.

We have reached out to the solid waste representative for the CCNC HOA, who expressed that the community is satisfied with both Lofton Garbage Service and Becky's Rubbish, and expressed no concerns with renewing both contracts for FY22.

In order to continue services with Lofton Garbage Service, Council would need to adopt a motion authorizing the Mayor or his designee to execute the contract renewal.

ATTACHMENTS:

	Description
🗋	Lofton Sanitation Contract

LOFTON SANITATION CONTRACT for CCNC

STATE OF NORTH CAROLINA

COUNTY OF MOORE

THIS CONTRACT, made and entered into this **1st** day of **July, A. D. 2021** by and between **Lofton Garbage Service** of the County of Moore, State of North Carolina, Party of the First Part (hereinafter sometimes referred to as "Contractor"); and the VILLAGE OF PINEHURST, a duly chartered municipal corporation and body corporate and politic of the County of Moore, State of North Carolina, Party of the Second Part (hereinafter sometimes referred to as "the Village");

W I T N E S S E T H:

THAT WHEREAS, the Contractor is engaged in the business of collecting household trash, recycling, and yard debris, as an independent Contractor; and

WHEREAS, the Village has the responsibility for the collection and removal of such household trash, recycling, and yard debris within the Village of Pinehurst, as a part of its governmental functions; and

WHEREAS, the Village does not wish to collect and remove household trash, recycling, and yard debris within the area known as the Country Club of North Carolina, at the present time, and the Contractor does now and wishes to continue to provide such service in the aforementioned area, and it has been determined by the Village Council of the Village of Pinehurst that it would be in the best interest of the Village and its citizens and residents to enter into this agreement with the Contractor for the purpose of engaging his/her services for a period of one (1) year.

NOW, THEREFORE, for and in consideration of the charges, and the terms, covenants, promises and conditions hereinafter set forth, the Village engages the services of the Contractor for the purpose of collecting household trash, recycling, and yard debris from residential property, and the Contractor agrees to perform said services in the Country Club of North Carolina, Pinehurst, North Carolina, in accordance with this contract.

The terms, covenants, promises and conditions of this agreement and contract are as follows:

1. The term of this contract shall be for a period of one (1) year from **July 1, 2021** through **June 30, 2022**, unless sooner terminated as hereinafter provided or for good cause.
2. The Village covenants and agrees with the Contractor that the Contractor will collect household trash, recycling, and yard debris, each one time per week, from residential properties, at a location adjacent to the house, in the Country Club of North Carolina. If the frequency of collection is altered by the Village during the term of the contract, whether increased or decreased, the contract may be re-negotiated by the parties.
3. The Village covenants and agrees with the Contractor that the Village will pay to the Contractor for the collections listed in #2 above, which may be amended during the year as new homes are constructed, added or deleted.

LOFTON SANITATION CONTRACT for CCNC

Residences listed as "Full" or "Rental" = $25.08 per month for collection of household trash, recycling, and yard debris.

Residences listed as "Partial" = $18.72 per month for collection of household trash, recycling, and yard debris.

Scale tipping fees for household trash are included with "Full", "Rental", and "Partial" rates.

Fuel Surcharge: Fuel surcharge will be established quarterly on July 1, 2021, October 1, 2021, January 1, 2022, and April 1, 2022, based on the price of fuel at the Speedway Station located on Highway #5 and paid in accordance with the chart below.

Fuel Price Range	Adjustment Per Home
Up to $2.749	**$0.00**
$2.75 - $3.249	**$.25**
$3.25 - $ 3.499	**$.50**
$3.50 – $3.749	**$.75**
$3.75 +	**$1.00**

4. All payments to the Contractor will be made by the 15th day of the month following the pick-ups. Failure to provide an invoice by the 5th of the month will delay the payment to the Contractor.
5. The Contractor agrees to submit a monthly accounting of the number of households receiving his/her service each month. This count must accompany the Contractor's monthly invoice. Any changes to his/her accounting of any new households that are being added or dropped must be reported within 72 hours.
6. A monthly count of all homes, where recycling is picked up, must accompany the Contractor's invoice.
7. Contractors must dispose of household trash, recycling, and yard debris at the Moore County Transfer Station and Landfill. Scale tipping fees for household trash are included with **"**Full", "Rental", and "Partial" rates. Scale tipping fees for recycling and yard debris will be reimbursed to Contractor. Truck numbers must be provided to the Village.
8. Contractor must provide all tickets, or copy of tickets, for household trash, recycling, and yard debris, obtained from disposal location. These tickets must accompany the Contractor's monthly invoice. Failure to include tickets will result in delay of payment to the Contractor until tickets are received.
9. Contractor agrees that he/she will furnish all of the necessary labor and equipment to provide residents of the Country Club of North Carolina with once weekly removal of household trash, recycling, and yard debris from residential property.
10. The Contractor further covenants and agrees that he/she will include in his/her services the removal of all refuse of any nature placed in the containers; and a reasonable and normal amount of cartons, newspapers and the like, and that he/she will include in his/her services the removal of a reasonable amount of yard debris, which must be bagged or bundled, and it is mutually understood and agreed that the disposal and removal of cartons, boxes and waste

generated when a resident moves into a dwelling within the aforementioned area shall be the Contractor's responsibility.

11. Contractor further covenants and agrees that he/she, his/her employees, assistants or agents will refrain from crossing a homeowner's property in front or back of a house to make any pickups, unless expressly permitted by the homeowner on either side and that normal procedure provides that the Contractor, his/her employees, agents or assistants will proceed to the location on each property owner's premises where the refuse is stored and will remove the same directly back to the street where the collection vehicle is located without crossing the property of any adjacent or nearby property owner.
12. Contractor further covenants and agrees that collections will be made each week throughout the aforementioned area and should any holiday or external event interfere with this normal routine, Contractor will utilize any off-duty time to complete the regular collections each week; and it is understood and agreed that equipment failures shall be no reason for Contractor to avoid his/her responsibility for the collections required, and that it will be incumbent upon him/her to have available stand-by equipment to take care of such contingency.
13. Contractor covenants and agrees with the Village that in the event a pickup should be missed at any time, for reasons not the responsibility of the Village, or he/she should fail to remove all the household trash, recycling, and yard debris available for pickup, the sum of five ($5.00) dollars per home collection missed will be deducted from that month's payment by the Village, as liquidated damages, forfeited by the Contractor.
14. It is understood and agreed that the Contractor shall be responsible for all worker's compensation and other types of insurance necessary to protect themselves and the Village from any liability whatsoever and the Contractor will provide the Village with a copy of each Policy (see attached insurance memorandum of understanding that is hereby made a part of this contract by reference). Contractor shall pay all taxes and other expenses required in his/her business, and it is clearly understood and agreed that the Contractor is an independent Contractor operating strictly on his/her own and in no sense is he/she to be considered as an employee of the Village of Pinehurst.
15. Contractor and Village agree that a future renewal of this contract **for FY23** shall adjust the payment rate per residence based upon the Consumer Price Index (CPI) for Water, Sewer and Trash collection services in the U.S., Series ID CUSR0000SEHG. Should the CPI have a decrease over this period, there will be no decrease in the contract amount.
16. In the event that landfill disposal fees for household trash at the Moore County landfill or any landfill succeeding the Moore County landfill increase above the annual CPI amount, the cost per home shall be adjusted in a manner agreeable to both parties of the contract so that the increased cost above the CPI amount realized by the Contractor as a result of this and only this occurrence can be passed on to the Village.
17. Contractor must comply with all OSHA standards and requirements, where applicable. Contractor must comply with all applicable federal, state, and local laws, rules and regulations.
18. Inasmuch as the Village Council of the Village of Pinehurst has the responsibility, as a governmental function, to collect and dispose of household trash, recycling, and yard debris accumulated by the citizens, residents and property owners of the Village; and because of its responsibility to protect the health, safety, morals and general welfare of the citizens, residents and property owners of the Village, it is necessary that the Village Council see to it

that this contract is performed by the Contractor in an efficient and effective manner; and in the event, the Contractor should fail to so perform said contract, then, and in such event, the Contractor agrees that the Village Council shall have full and complete authority to terminate this contract, summarily, and to engage another Contractor to carry out the governmental function of household trash, recycling, and yard debris collection within the aforementioned area, or to perform such service with Village employees; and upon such termination, the Contractor shall be paid only through the time services have been performed hereunder.

In order to reduce processing costs and to maintain security over financial transactions, all payments made under this contract shall be made electronically. Upon execution of the contract, both parties will work to establish banking relations to enable direct deposit of funds due and payable under this contract.

IN WITNESS WHEREOF, the Village of Pinehurst has caused this contract to be executed in duplicate originals, one of which is retained by each of the parties and has caused its municipal corporate name to be hereto affixed by the Mayor of the Village of Pinehurst, attested by the Village Clerk, and has caused its corporate seal to be hereon impressed, all by authority of the Village Council duly given; and **Jockquinn Lofton**, as Contractor, has hereunto set his hand and seal, all on the day and year first above written.

VILLAGE OF PINEHURST

(Corporate Seal)

By: _____
John C. Strickland, Mayor
Pinehurst, NC

Attest:

_____
Kelly Chance, Village Clerk

_____
Jockquinn Lofton, Contractor

Federal ID# _____
Social Security # _____

This instrument has been pre-audited
in the manner required by the
Local Government and Fiscal Control Act.

_____
Brooke Hunter, Director of Financial Services
Village of Pinehurst

CONSIDER EXTENSION OF WASTE MANAGEMENT SERVICES FOR PINEWILD

ADDITIONAL AGENDA DETAILS:

FROM:
Jeff Batton

DATE OF MEMO:
6/2/2021

MEMO DETAILS:
This item is to re-consider the extension of the solid waste services contract for Pinewild.
As you'll recall there were some issues raised at the May 25th Council meeting when this item was under consideration.
Since that date, I have been in contact with Waste Management and the PPOA Manager on several occasions and the primary area of concern expressed is with hydraulics leaks and breakdowns resulting in delays of service.
As a result of these discussions, Waste Management has provided information to both myself and the PPOA Manager about additional steps taken to include re-training of operators in the pre- and post- trip inspections. They are pulling vehicles in the shop on a regular rotation for the mechanics to complete more in-depth inspections, they have spare trucks to put in circulation if a truck needs to be taken out of service for additional repair and they can mobilize a replacement vehicle to complete routes in the event of breakdowns.
Waste Management has agreed to a one year extension with no CPI increase with an optional second year renewal that would include a CPI increase. This will serve as a one year probationary period to see if maintenance issues are improved.
Based on the responsiveness of Waste Management and the steps that have, and are, being taken, I believe it is appropriate to renew their contract for one year with the ability to exercise the second year option at our discretion.
As of this writing, the one year contract was not yet available to include in this agenda item but will be uploaded to Novus agenda and forwarded as soon as it is received.

Thanks