VILLAGE COUNCIL
AGENDA FOR WORK SESSION OF APRIL 10, 2018
ASSEMBLY HALL
395 MAGNOLIA ROAD
PINEHURST, NORTH CAROLINA

IMMEDIATELY FOLLOWING REGULAR MEETING

1. Call to Order.

2. Consider road dedication request from Spring Lake Hills Condominiums

3. Work Session Business.

4. Adjournment.

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.

CONSIDER ROAD DEDICATION REQUEST FROM SPRING LAKE HILLS CONDOMINIUMS

ADDITIONAL AGENDA DETAILS:

FROM:
Jeff Batton

DATE OF MEMO:
4/4/2018

MEMO DETAILS:
Spring Lake Hills Condominium homeowners association has requested the Village consider accepting their roads into the Village network. The complex is located across the street from the north entrance to the Number 6 neighborhood.

In accordance with our procedures the attached report has been generated on the current physical condition of the roads as well as compliance with Village standards and ordinances. This provides basic information for Council to consider in your deliberations and is intended to help Council make an informed decision.

Mr. Bill Wood, or another representative of Spring Lake Hills Condominium, is likely to be present should you have any questions of the HOA.
Thanks.

ATTACHMENTS:

	Description
🗋	Spring Lake Hills Roads Report

Existing Private Road Dedication Evaluation
Spring Lake Hills Condominiums
3/21/18

Spring Lake Hills Condominium Association (SLHCA), located at 120 Spring Lake Drive submitted a letter requesting that the Village assume ownership and maintenance responsibilities for their existing private roads within the subdivision.

Pursuant to the written request from SLHCA, and in compliance with Village policy for Existing Street Dedication Evaluations, staff has completed this report on the condition and potential challenges associated with acceptance of the Spring Lake Hills roads into the Village's network.

This report is organized into Existing Conditions, Compliance with the Village Standards, and an appendix with supporting documents.

Existing Conditions

- Based on the Register of Deeds, it appears that Spring Lake Hills was platted in 2001. The subdivision is built-out containing 12 structures, each with two units for a total of 24 condominiums.
- The subdivision currently includes approximately 785 lf (0.15 miles) of asphalt roadways dedicated for public use on the recorded plat. Based on the development date, the roads would have complied with the Village Engineering Standards when constructed. An investigation at edge of pavement reveals at least 5" of stone and 2.5" of asphalt.
- Moore County GIS (Appendix A1) and recorded plat (Appendix A2) records indicate that the roads are located on SLHCA property without an established right-of-way width.
- One entrance provides access into the subdivision from Spring Lake Drive. A subdivision sign (Appendix B - Photograph 1) is located at the entrance on SLHCA property and there is no street sign at the entrance.
- Existing roadway widths are 20' wide and do not have curb and gutter.
- There is no posted speed limit within the subdivision.
- The only regulatory sign present is the stop sign at the exit of the subdivision.
- Drainage facilities include two overgrown stormwater basins (Appendix B - Photographs 2 and 3). The majority of streets transfer stormwater to the road shoulder and eventually to the stormwater basins. Defined side ditches are not present and most of the flow appears to reach the basins by sheet flow or via a rock-lined ditch that starts at the edge of pavement and then progresses between two buildings to a basin (Appendix B – Photograph 4). A speed hump (Appendix B – Photograph 5) is used to direct the flow from the road surface to the rock-lined ditch. Along the cul-de-sac, there is a rock flume (Appendix B – Photograph 6) and two speed bumps that appear to be attempts to slow and direct stormwater flow (Appendix B – Photograph 7).
- One on–street guest parking area is present consisting of 5 parking spaces.

- Water mains and gravity sewer lines are owned and maintained by MCPU. Appendix C shows line and manhole locations. Existing fire hydrants (3) are periodically spaced along the road shoulder.

- The Village currently provides trash and recycling pickup services with individual carts assigned to units.
- Each condominium unit has its own mailbox and an asphalt driveway with garage.
- There's one landscape timbered wall adjacent to the pavement (Appendix B - Photograph 8).

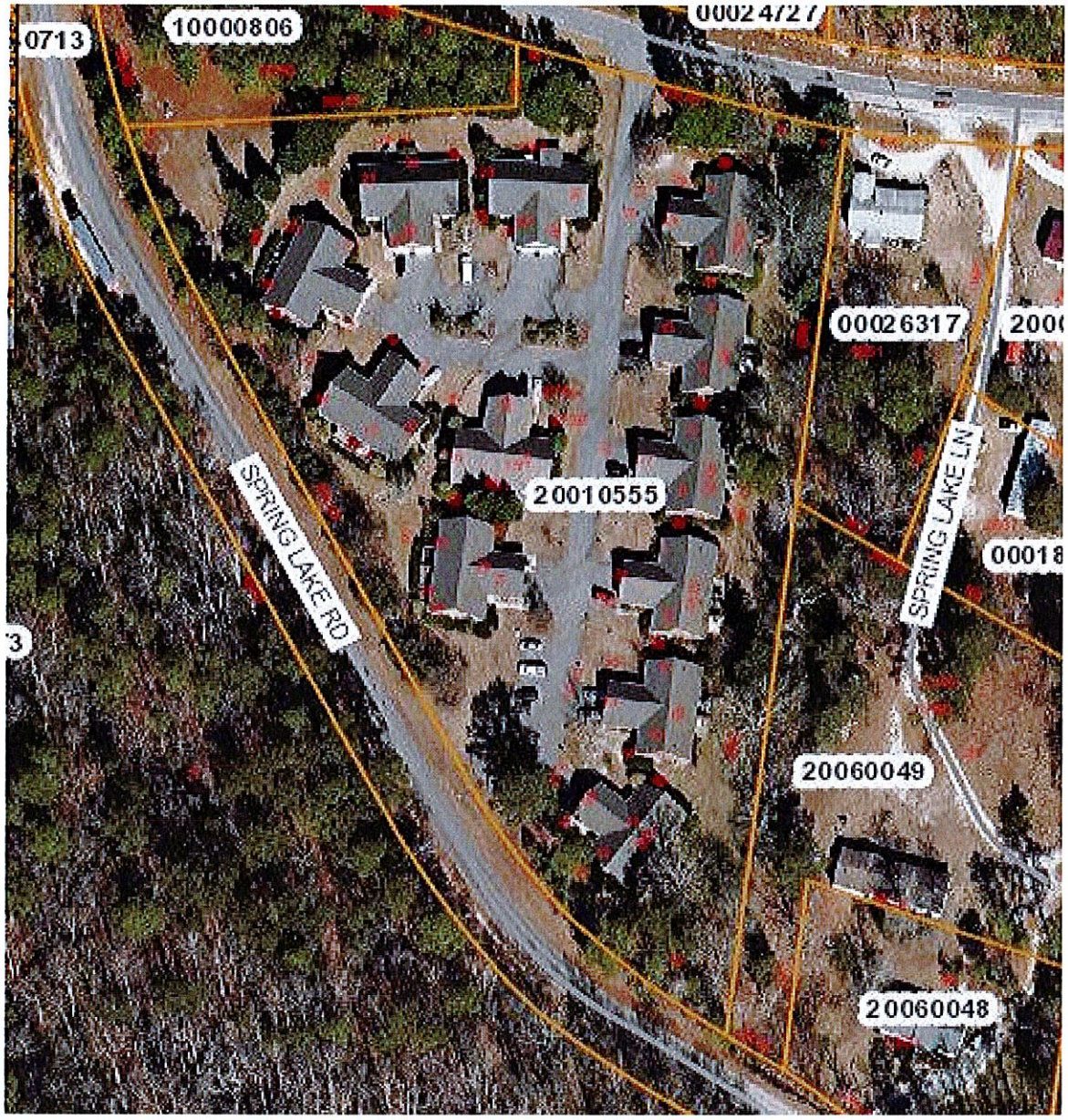
Compliance with Village Standards

- The roads likely met Village standards in place at the time of development for sub-base and asphalt thickness and staff would estimate the PCR between 50 and 60. Only one turning radius meets Village standards (Appendix D).
- The ability to meet the Engineering Standards for right-of-way width is not possible. Right-of-way would have to be established using a customized approach such as width of paved road plus five feet from edge of pavement.
- The existing drainage basins would remain the property and maintenance responsibility of the SLHCA. The two speed bumps and one speed hump present for stormwater would need to be removed to meet standards and an alternative means to control stormwater runoff would be necessary.
- The paved width of 20' would meet the requirement to qualify for Powell Bill eligibility.
- The Village would have to enact a speed limit if it accepted the roads and should post one speed limit sign. Estimated cost is $75.
- A Village street name sign would need to be installed at the entrance and one internal to the subdivision. Estimated cost is $150.
- Private utilities for irrigation and decorative street lights would have to be granted an encroachment agreement in order to remain if they fell within a proposed right-of-way. The existing decorative street lamps exceed the Village's standard for neighborhoods and would remain the SLHCA responsibility if not switched to the Village's standard neighborhood street light. There is a provision in the street light policy that would permit a reimbursement for eligible lights at the standard light rate with excess cost being borne exclusively by the SLHCA.
- The existing mailboxes can remain on the main drive. The mailboxes in the median on the side street within the development should be relocated to the condominium side of the road if possible.
- The landscape timbered wall could only remain if an encroachment agreement were granted.

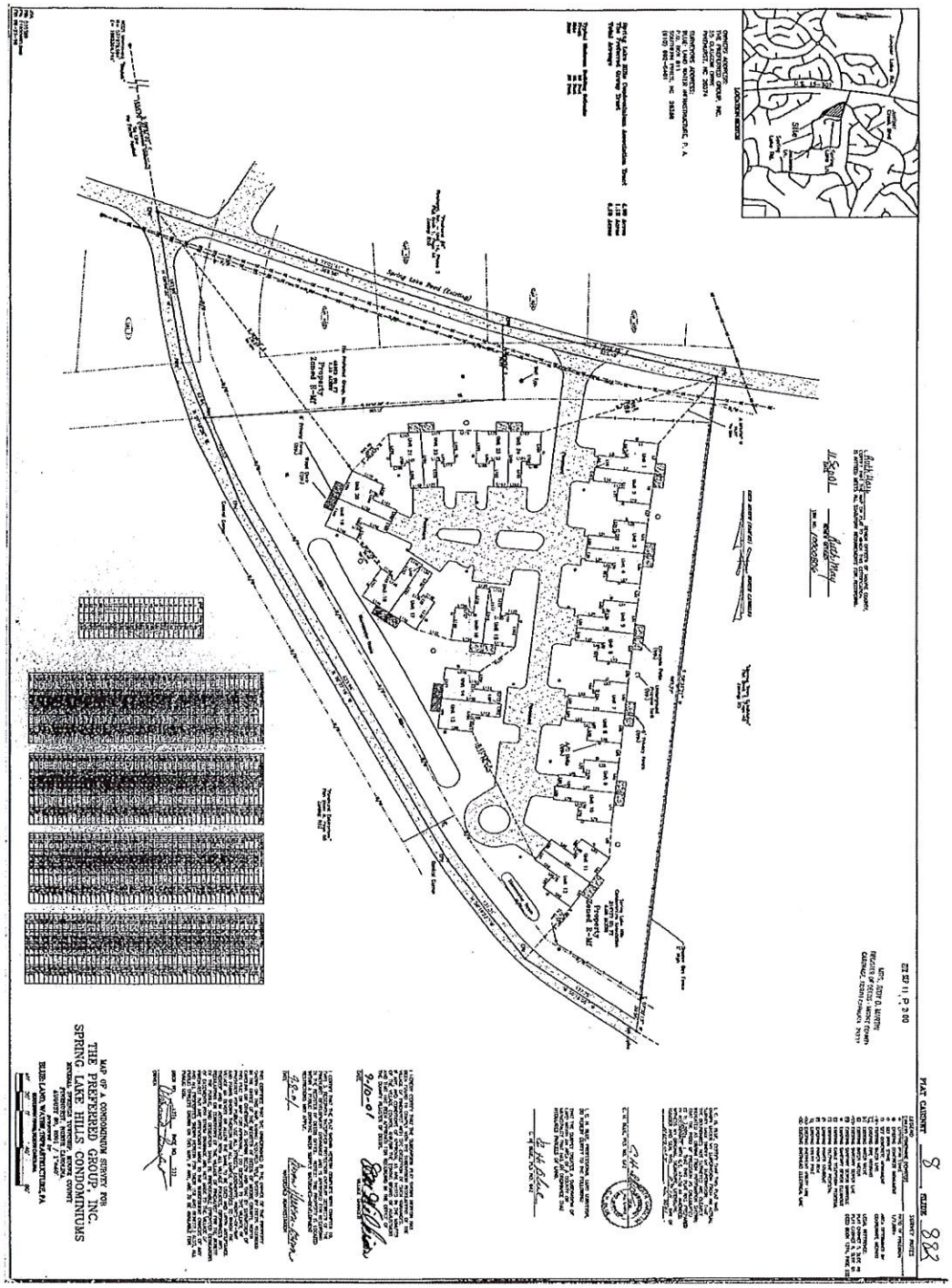
The primary areas that require the most consideration by the VOP when deliberating whether or not to accept the SLHCA roads are:

- Acceptance of an augmented right-of-way;
- Whether to grant encroachment agreements for the various private structures/appurtenances that would be in a newly designated right-of-way; and,
- Benefit and fairness to all taxpayers of Pinehurst (roads were intended to be private initially and do not connect or provide access to any other area).

Appendix A1 - GIS Aerial



Appendix A2 - Plat



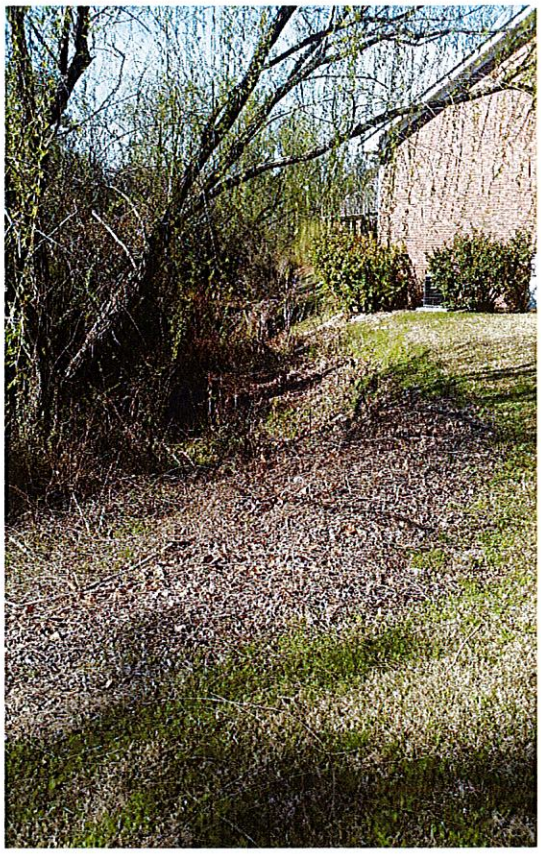
Appendix B – Photographs

Photograph 1 – Sign

Photograph 2 – Basin 1

Appendix B Con't.

Photograph 3 – Basin 2



Photograph 4 – Rock-lined ditch

Appendix B Con't.

Photograph 5 – Speed Hump

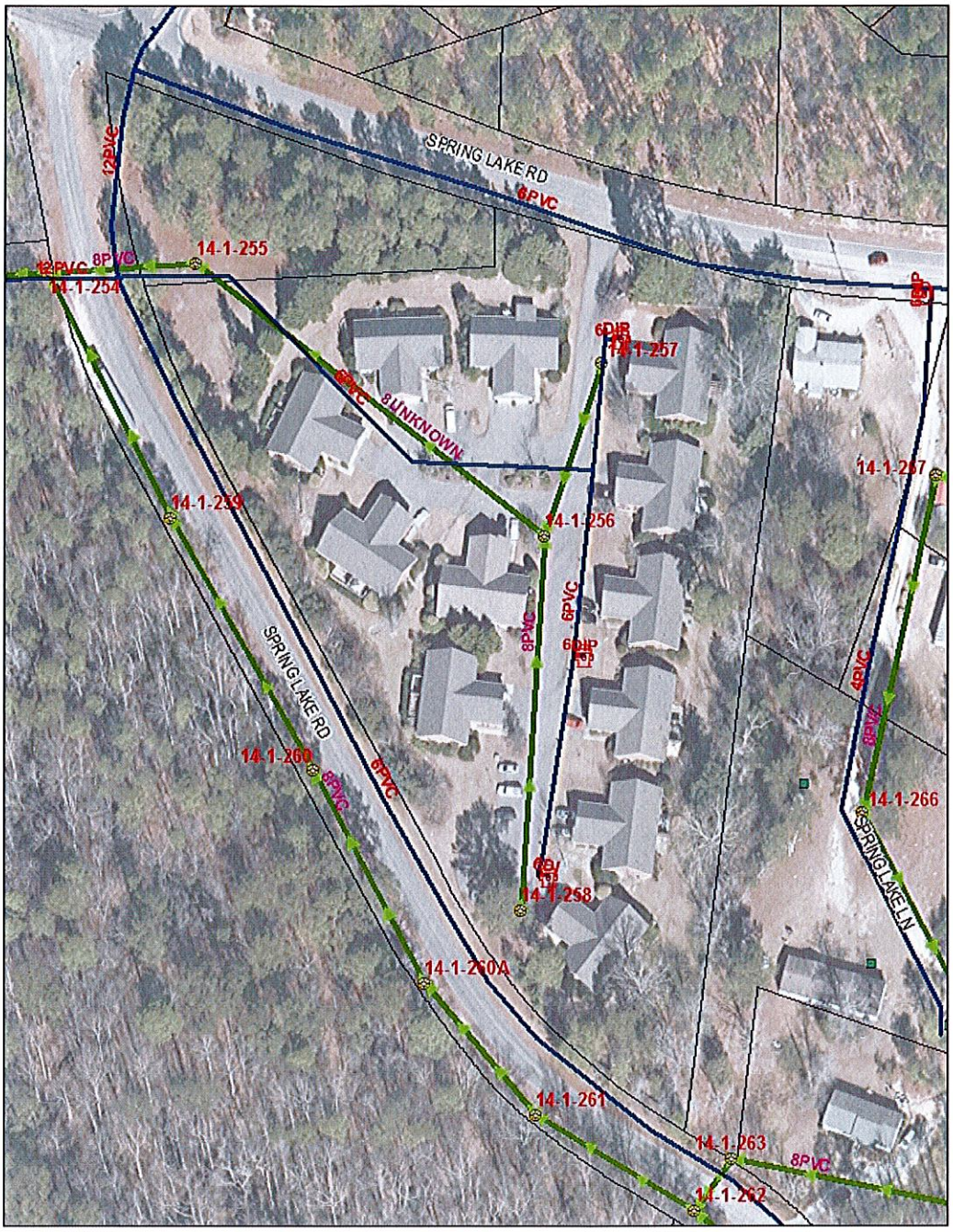
Photograph 6 – Cul-de-Sac Flume

Appendix B Con't.

Photograph 7 – One of Two Speed Bumps

Photograph 8 – Timbers

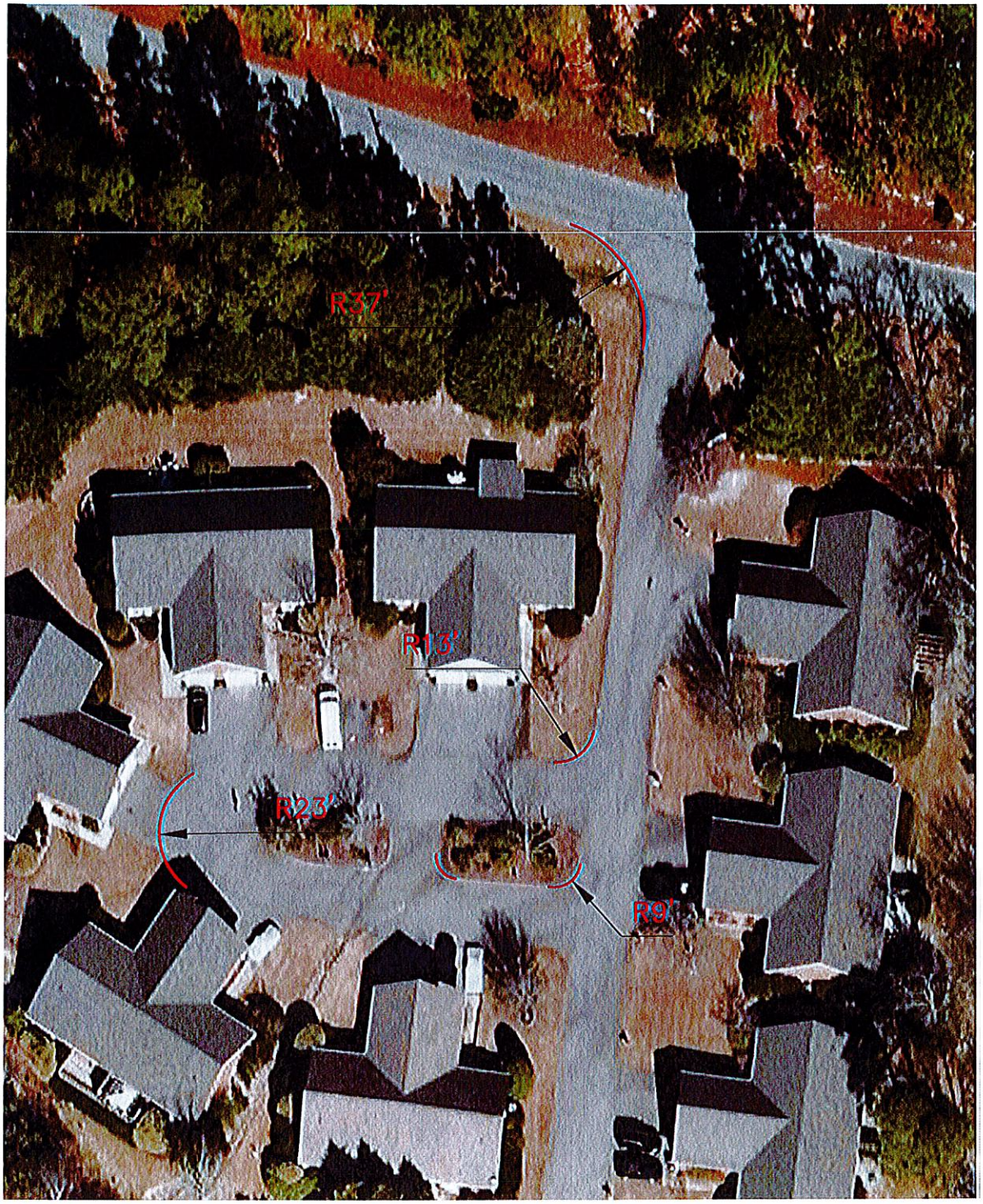
Appendix C – Water/Sewer Lines



1 inch = 100 feet

Moore County Utilities

Appendix D – Turning Radius



Additional Information

Road Conditions:	The requesting party shall pay for up to one core sampling for every tenth of a mile being petitioned for acceptance to determine if roads meet VOP standards and to determine what is necessary to bring up to meet the standards.			
Item	**Standard**	**Existing**	**Meet Standard (Y/N)**	**Comments**
Core sample	6"/2.5"	5"/2"	N	As near we can tell from a edge of pavement investigation, it appears there's at least 5" of stone and 2" of asphalt. Staff's best estimate fro a PCR would 50 to 60.
Right-of-way width	50'/60'	None	N	There are no right-of-ways identified on the plat
Utility strip	8'	Unknown	N	All utilties are underground.
Lane widths *	20'	20'	Y	
Turning radii	30'	Varies		The main entrance road meets the standard, the remaining internal turning raidus do not meet standard.
Medians		Yes	N	Two landscaped medians are present plus one landscaped cul-de-sac
Road signs/Pavement markings	MUTCD/VOP	Yes	Y	Stop sign meets standards. No pavement markings
Sight triangles	10' x 70'	Yes	Y	No sight line issues present
On-street parking	Varies	Yes	Y	Five on-street guest parking spaces are pesent
Drainage	10 yr event	Yes	Y	RCP crosspipe exists at entrance and two unmaintained stormwater basins are present
Curb and gutter present		None	Y	
Utility strip	8'	Unknown	Unknown	All utilties are underground but unknown where they lie.
Public utilities present		Yes	Unknown	
Private utilities present				
Mailboxes (ind.)	12"/24"	Yes	N	One section has the mailboxes in the median.
Mailboxes (cluster)	Not in ROW	No	N/A	
Neighborhood name signs in ROW	Not in ROW	Yes	Y	Not located in the ROW.

* Min 16' for 2 lanes for Powell Bill eligbility

Planning/Zoning Conditions:	Field evalaution(s) and review of plats will be conducted to determine presence of, requirements for the list below. This list may be amended as needed on a case by case basis.			
Item	**Standard**	**Existing/Presence**	**Meet Standard (Y/N)**	**Comments**
Corporate limits			Y	
Sidewalks	5'	No	**N/A**	No sidewlaks present but shoulder is open enough to add
Common areas		Yes		HOA Maintains
Road(s) platted/private		Private		Roads are part of common grounds. Two speed bumps present in cul-de-sac.
Streetlights	Per policy	Yes	**N**	One standard light at entrance and four decorative lamps within
# of homes (present)		24		
# of homes (future)		0		Build out complete.
Floodplains		No		
Interconnectivity to other development(s)		No		
Condominiums		Yes		
Townhomes		No		
Individual driveways to each unit		Yes		Each building has a garage for each unit
Roadside landscaping		Yes		Mostly grass. There 3 landscaped islands, landscape present at entrance sign