

**Town of Boone
Town Council/Planning Commission Special Public Hearing
6:00 PM, January 5, 2026
Town Council Chambers
1500 Blowing Rock Rd.**

I. Call to Order of Town Council and Planning Commission

II. Moment of Silence

III. Approval of Meeting Minutes

1. November 24, 2025, Public Hearing/Planning Commission Meeting Minutes

IV. Public Hearing

1. Case A25-0790 RK Investors, LLC - Annexation and Conditional District Zoning Map Amendment

V. Adjournment of Town Council

PLANNING COMMISSION MEETING

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

VII. Other Matters

VIII. Adjournment

**TOWN COUNCIL AND PLANNING COMMISSION
PUBLIC HEARING AND PLANNING COMMISSION MEETING MINUTES
MONDAY, NOVEMBER 24, 2025, 6:00 PM
604 WEST KING STREET**

COUNCIL MEMBERS PRESENT: Mayor Tim Futrelle, Mayor Pro Tem Dalton George, Todd Carter, Eric Plaag, and Virginia Roseman

PLANNING COMMISSION MEMBERS PRESENT: Frank Venio-Chair, Anne Pruitt-Vice-Chair, Garrett Kight, Declan King, Michael Mileski, Frida PazMiranda, and Adrian Tait

PLANNING STAFF PRESENT: Jane Shook-Director of Planning & Inspections, Brandon Wise-Deputy Director of Planning & Inspections, Amy Snider-Commercial Zoning Administrator, and Brenda Henson-Board Clerk

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

Call to Order

Mayor Futrelle called the Town Council to order at 6:05 p.m. Chair Venio called the Planning Commission to order at the same time. The meeting was held at the Town Council Chambers, located at 1500 Blowing Rock Road, Boone.

Moment of Silence

A moment of silence was observed.

Approval of Meeting Minutes

Council Member Roseman moved to approve the October 27, 2025, Public Hearing minutes as written. Mayor Pro Tem George seconded the motion.

Vote: Aye – 4
Nay – 0

The motion passed.

Commission Member Tait moved to approve the October 27, 2025, Public Hearing and Planning Commission meeting minutes as written. Vice-Chair Pruitt seconded the motion.

Vote: Aye – 7
Nay – 0

The motion passed.

PUBLIC HEARING

Case A25-0790 RK Investors, LLC – Conditional District Zoning Map Amendment

Appalachian Greenway, LLC, has submitted a Conditional District Zoning Map Amendment application requesting to rezone 736 Greenway Road from M1 Manufacturing and R1 Single-Family Residential to Conditional District R3 Multiple-Family Residential District which a site-specific development plan for Use 1.13 Multi-Family Dwelling (> 100 bedrooms) with the following accessory uses: A-8 & A-9 ATMs, A-15 Residential Garden, A-16 Satellite receiving antenna less than 1 meter in diameter, A-20 swimming pool, spa and hot tubs, A-22 vehicular gate, A-28 Accessory Solar Energy System, and A-29 Electric-Vehicle

Charging Station. This application also includes a request to deviate from certain ordinance standards. In conjunction with this application, the property owner, International Resistive Company Inc., has requested annexation of the portion of the property currently outside corporate limits.

Jane Shook, Director of Planning & Inspections, noted that Council Chambers was experiencing technical issues so there would be no microphones available. She asked that everyone speak loudly. Ms. Shook then outlined the new Conditional District process, as this was the first time the special process had been utilized. She explained that a Conditional District was a rezoning process tied to a site-specific development plan. The difference from the old to the new process was that applicants could now request deviations from UDO standards, requiring the applicant to submit additional information. Ms. Shook stated that this process allowed conversation between Town Council, Planning Commission, and the applicant regarding the requested deviations and potential mitigation.

Ms. Shook introduced Todd Moody, Public Works Director, Justin Stine, Public Works Deputy Director, Dale Presnell, Interim Town Manager, and Luke Fowler with Northwest Regional Housing Authority.

Allison Meade, Town Attorney, reiterated that the only new part of the Conditional District process was the deviations. Ms. Shook stated that was correct. She added that allowing applicants to request deviations from UDO standards under the CD process allowed Town Council to provide input rather than the applicant requesting variances from the Board of Adjustment.

Amy Snider, Commercial Zoning Administrator, introduced the request as presented in the meeting packet. The proposed development would contain 310 dwelling units and a three-story parking deck. The potential accessory uses were ATM's, gardens, satellite antennae, swimming pool, vehicular gate, solar energy system, and EV charging stations. Ms. Snider noted the following deviations requested by the applicant:

1. 14.03.07(D)(1): Reduce the 100-foot setback for height restriction to 60 feet.
2. 14.10.03(F): Increase the maximum building height from three (3) stories to five (5) stories plus roof pitch.
3. 15.03.03(A): Eliminate the "townhouse-style design" and increase the 50% unit-type restriction to 60%.
4. 15.03.03(B)(1): Eliminate the garage/carport requirement.
5. 15.03.03(C): The multi-family units will share livability space. Eliminate the requirement that livability space and direct access for ground-floor units. All apartments would access through interior corridor doorways.
6. 15.03.03(E)(4): Reduce the outdoor recreation area setback from twenty (20) feet to ten (10) feet from nearby residential windows within the development.
7. 15.03.04(A): Increase the maximum building height to five (5) stories of occupied space, with height not to exceed seventy-five (75) feet.
8. 15.03.05(A): Allow each unit an en suite bathroom with one of those bathrooms having access to the common area.
9. 15.03.05(B): Eliminate requirement for larger master suite and additional closet space.
10. 15.03.05(C): Eliminate storage space requirement.

Ms. Snider stated that the staff was unable to assess whether or not the site met parking requirements because the applicant did not supply the bedroom count. She explained that the minimum parking requirement of 0.7 spaces per bedroom could not be calculated based on 310 units. Ms. Snider noted that a 10% reduction in parking would be allowed due to the creation of the AppalCART stop. She stated that there would be increased density if the height deviation was allowed.

Ms. Meade stated that the requested deviations would be from an R3 zoning. She noted that the current zoning of the property was M1 and R1, with a portion unzoned. Any development on the parcel under its current zoning would be limited to industrial and single-family homes. Ms. Meade added that any development that Council allowed on this property would be far above the density that would be allowed as of right under the current zoning. Ms. Meade also noted that a Conditional District included a site-specific development plan, which included details of the construction types, materials, unit sizes and configurations, etc. She stated that no site-specific plan was submitted with this CD request.

Matt Langston, Landscape Architect with Landworks Design Group, introduced Russell Ranson and Tom Brasse from RK Investors, Elise Smith with Landworks, and Thomas Shirley from Kimley-Horn. Mr. Langston noted that their design team had met with Town Council in September to introduce their project. He stated that RK Investments was the primary developer, Landworks Design Group was handling land planning, civil engineering, and landscape architecture, Hart & Hickman was working on the Brownfield proposal, Kimley-Horn prepared the transportation impact analysis and was evaluating streams and wetlands, and Brent Davis and Niles Bolton were the architects.

Mr. Langston stated that the site contained approximately sixteen (16) acres. The southwest corner of the property was located in the county, and the applicant was seeking annexation of that portion as part of this request. The IRC/TRW building was demolished in 2013, and the site is currently going through the Brownfield process to get permitted through the state. Mr. Langston stated that a neighborhood meeting was held on September 24, 2025, and they had been responding to staff comments and refining the architecture. He noted that they had met with AppalCART regarding the bus shelter. The transportation impact analysis proposed a traffic signal at Ivy Drive; however, after conversations with the Town's Public Works Department and AppalCART, they proposed moving the signal to the project's western entrance to align with the Templeton property's driveway. Mr. Langston felt that this location would provide better access for AppalCART and a safer crossing for pedestrians. The bus shelter at the end of building five (5) would be climate-controlled. Mr. Langston stated that they were still working on the interior layouts of the buildings, but believed the maximum bedroom count would be 920, with 595 parking spaces, including the 10% reduction.

Mr. Langston stated that this was not the site for townhouse-style units because townhouses were more of a suburban-style of architecture. He said the site was mostly flat, allowing them to preserve approximately 100 feet of slope in the back. Mr. Langston noted that there would be a central courtyard recreation space, so having a twenty (20) foot setback did not make sense. They proposed adding units by going vertical on the flat land, moving the taller buildings away from the adjacent neighbors.

Mr. Langston mentioned the need for different types of housing for different types of situations. He stated that they planned to set aside a portion of the units to be rented by the whole unit, rather than by the bedroom. The deviation from the master suite requirement was for the units that were going to be more student apartment-type. He added that storage would be available, but the location had not been finalized. Mr. Langston noted that Mr. Ranson had met with Luke Fowler from the Northwest Regional Housing Authority regarding affordable housing options.

Mr. Langston addressed the proposed site plan, noting there would be twelve (12) buildings and a parking deck. Buildings 1-6 would be student apartment-type buildings. Buildings one (1), three (3), and four (4) would be five (5) story buildings pushed back from the perimeter and backdropped by the slope. Building two (2), adjacent to Watauga Opportunities, and buildings five (5) and six (6) would be four (4) stories. Buildings seven (7) through twelve (12) next to Rogers Drive would be three (3) stories and rented by the unit. Two (2) of those buildings would include 15% discounted rates. Mr. Langston offered an alternative of a \$1,000 rental credit for up to twenty (20) units for assisted tenants. Another alternative was payment

in-lieu of \$100,000 to be used for property tax copayment or donation to the local affordable housing program.

Mr. Langston stated that there would be on-site property management. Landscaping, parking, and lighting would comply with UDO requirements. Fire Department requirements would be met. Public Works requested a water main loop through the property to connect to Rogers Drive to help with fire and domestic water flow, which would be installed. Mr. Langston noted that the parking deck would allow more green space on the site. Pickleball courts were proposed. A trout stream and wetland area on the site would be protected. A conceptual architecture was presented that was influenced by The Hotel Roanoke in Roanoke, VA.

Mr. Langston stated that Kimley-Horn worked with NCDOT on the transportation impact analysis, noting that DOT maintained Deck Hill Road and a portion of Greenway Road. He noted that nine (9) intersections were evaluated. The traffic signal was recommended, as well as a new left-turn lane into the site and a right-in, right-out onto Ivy Drive. They also proposed a left-turn lane into the Greenway Business Suites and a left-turn lane onto Ivy Drive. Mr. Langston explained that the entrance from the site onto Rogers Drive would be gated and was for emergency vehicles only. Pedestrian crosswalks would be installed at the signalized intersection on Greenway Road, and a bus shelter would be installed across the road for westbound bus patrons. Mr. Langston stated there would be an accessible route from Watauga Opportunities to the bus shelter at building five (5). The bus shelter would be open to the public and would include restrooms, vending, and waiting areas.

Mr. Langston stated that the site had been lying fallow for quite some time. While tax revenues would be staggered if the site qualified as a Brownfield, they targeted a 2028 opening that would initiate tax revenue for the town.

In conclusion, Mr. Langston asked the Council to approve the project because the site was mostly flat, on the transit route, preserved the streams, wetlands, and slope, was in the Brownfield process, would provide affordable housing, increase the tax base, create pedestrian improvements, and the site would be substantially improved.

Mayor Futrelle expressed concern that the property was a Brownfield site. He stated that three (3) years ago, the town was told by the state that the site should not be disturbed. Mr. Ranson replied that the site had been heavily studied for a decade, and monitoring wells were installed by the property owner. When RK Investors became interested in the property, they engaged Hart & Hickman to study the property. They determined that the site was not toxic. Mr. Ranson explained that, basically, a big radon containment system would be installed where they would put in a vapor mitigation layer to capture gases, such as methane, that would dissipate into the atmosphere. He added that nothing there was believed to be a health hazard. Mr. Ranson stated that they would not invest \$100 million in a project if they thought people would get sick and they would get sued. The purpose of the Brownfield process was to put land back in production.

Mr. Ranson invited Tom Brasse, a professional geologist, to address the topic. Mr. Brasse stated that they had received official documentation from DENR that they were able to move forward with residential use on the property. He noted that the slabs would have to be removed, and they would have to deal with whatever they found underneath. Ongoing monitoring was necessary to mitigate anything that might migrate toward Winkler's Creek. Mr. Brasse stated that sampling was done beyond what was initially suggested to make sure there were no contaminants under the houses across the road or headed in that direction. He noted that there would be a vapor mitigation system for each building on the property that would be monitored regularly.

Mr. Ranson stated that taking a property from near zero property tax to approximately half a million would be a huge win for the town. He added that their goal was to own this property as a legacy real estate to be part of his family's inheritance.

Council Member Plaag stated that a year and a half ago, when the town was considering the property as a laydown yard for Public Works, they were told by the state that an employee who entered a truck that had been sitting on the property for a week would see skyrocketing chances of cancer. Council Member Plaag stated that he would like to see the applicant's documentation from the state. He asked if the site would be monitored for air quality as well as soil quality. Mr. Brasse replied that air quality would be monitored, noting that the constituent levels were actually quite small. Mr. Ranson stated that they had dealt with a good many Brownfield sites and were currently building a hotel in Raleigh on a landfill with a vapor mitigation system not dissimilar from what they were proposing for this site. He added that they would be happy to share whatever data the Council wanted to see. Mr. Brasse stated that the contaminants on the site were largely chlorinated solvents that were used to wash the circuit boards, and there were still some metals. However, a lot of that was removed. Mr. Brasse noted that there had been a lot of sampling in the past, and they had done even more sampling by drilling through the slab and all over the site to make sure there was not another source area or big area of contaminant concern. He added that a lot of what was left was lower-level contaminants that were starting to break down. Mr. Brasse stated that the risk would continue to decrease. He added that what would be coming out of the vents would be methane at a very low level. Council Member Plaag replied that he was now even more alarmed because methane was the worst contaminant for climate change. He explained that in the 1970s, there was so much methane and other greenhouse gases being pumped into the air in Boone that it took decades for the town to bounce back to where people could breathe clean air. Council Member Plaag stated he was hesitant to go backwards on those achievements. Mr. Brasse responded that this would not add methane to the air. He said, to be clear, the methane was already there and coming out. The point of the containment system was to control the release of gases so they would not enter the buildings.

Ms. Meade asked what the Brownfield agreement with the state held the applicant to in terms of testing and future liability. Ms. Brasse replied that an initial application was submitted with the site plan and the intent that the development be residential. The state looked at all the data they had to date and asked for additional samples to be taken, which they did. Based on the samples and the proposed vapor mitigation system, the state would agree to the project and enter into a Brownfield agreement. Mr. Brasse stated that an application had been filed, fees paid, and they were going through the process. Once a more refined plan was approved by the Council, they would submit specific remediation plans for the buildings. Mr. Brasse explained that the biggest buildings would have a more intensive collection system underneath because that was where the higher methane levels were coming out of the ground. The rest of the property would have a different type of system. There would be an O & M plan for construction, and a long-term O & M plan where they had to commit to taking samples and checking the air in every one of the buildings every year. The plan would be a signed document that was recorded, and whoever owned that property was bound to the agreement. He added that any type of soil disturbance that might disrupt the vapor mitigation system would not be allowed. Mr. Brasse stated there would be periodic inspections by the state to make sure they were adhering to the agreement. Monitoring and testing would have to be done in perpetuity or until there were no contaminants found in the sampling. Mr. Brasse noted that they had received a letter of eligibility from the state, but more specificity was required to be approved.

Commission Member Paz-Miranda asked if the testing data would be available to the public. Mr. Brasse replied that it was all public and was largely contained online.

Chair Veno noted that radon was mentioned and asked where the radon was located. Mr. Ranson replied that they would be using a containment system similar to a radon containment system, but there was no radon that they were aware of.

Mayor Pro Tem George noted there was a sizeable amount of public support for the project, if it was done well. He asked what the expiration date on any type of rebate or discount for the units would be. Mr. Ranson responded that there would be a 5-year limit on any discounts. He added that the actual construction cost per unit would be \$400,000, which would make it difficult to create affordable housing. Mayor Pro Tem George asked where the stream was located on the property. Mr. Langston replied that it was more of a wet-weather branch. He noted there was a wetland pocket with three (3) braided channels that went into a headwall and were piped through the site.

Council Member Roseman asked if the applicant would consider a 10-year limit instead of five (5) years. Mr. Ranson stated they would consider it, but would need more time to research the ramifications.

Council Member Carter felt that this was the perfect location to increase density. He indicated that he had no issues with the building height or eliminating the townhouse-style units and garages. The project encouraged mass transit and walkability. Council Member Carter stated that storage was a challenge, noting he would like to see storage on-site so that tenants would not have to pay for storage facilities. He commended the applicant on buildings 7-12, noting they were well placed and well thought out.

Council Member Plaag expressed concern that buildings 7-12, which were rent by the unit buildings, only comprised about 20% of the entirety of the development. This meant that less than 10% of the units would be designated as affordable. Council Member Plaag noted that the applicant committed to having 20 affordable units in a 310-unit complex, so that 80% of the complex would be for student housing. He stated there was a desperate need for housing that was not rent by the bedroom. Recent numbers showed an increase in vacancy rates in student housing, not traditional housing. Council Member Plaag stated he would like to see a greater percentage of rent by the unit options. He also questioned the \$400,000 cost to build each unit, noting that would be \$400 per square foot for a 1,000 square foot unit. Commission Member Tait replied that that was about the average per square foot cost to build. Mr. Ranson explained that remediation and construction on a Brownfield site added to the cost of the project. He suggested that their creation of new housing stock could pull renters from single-family homes, leaving them open for families.

Luke Fowler, Director of the Northwest Regional Housing Authority (NRHA), stated that it was a public housing agency serving seven counties. Mr. Fowler noted that he was at the meeting as a proponent of affordable housing. He explained that project-based vouchers could be used to help further the affordable housing units. He added that he had an initial conversation with this group regarding affordable housing. Utilizing the project-based voucher program would involve a contract between the owner, the NRHA, and HUD for a certain number of units for a minimum of twenty (20) years, thus guaranteeing the affordability of those units for households at 50% or less of AMI.

Ms. Meade expressed concern about the town's limited authority. She noted that there were court cases in which developers agreed to something and later backed out, challenged it as illegal, and the courts allowed it, which set a terrible legal precedent. Ms. Meade stated that the Town and the Council could choose to take the risk of agreeing with something that was not clearly authorized. She added that the only thing the town had clear authority to do was to take actions that would promote affordable housing. Affordable housing was defined in the statutes as 80% or less of AMI. She suggested the safest option would be the voucher program with an already existing expert institution that had been doing this for decades. The vouchers would be tied to the project, but not to particular apartments. Ms. Meade felt that sprinkling the affordable units throughout the complex reduced any stigma. The downside to the

voucher program was that it was so income-limited at 50% of AMI. Ms. Meade added that she was very uncomfortable with the payment-in-lieu option. Mr. Fowler noted that AMI was based on household size. He thought that a household of three (3) in Watauga County could make approximately \$86,000 to qualify for voucher assistance.

Mr. Ranson noted that Mr. Fowler's newest project was twenty (20) years old, so his inventory of units was quite dissimilar from what they were proposing, which would be the Neiman Marcus or the Four Seasons type of development. He stated that they wanted better architecture, design, and amenities. Mr. Ranson expressed concern that this type of design and affordable housing could have difficulty coexisting and thriving. He felt it might be easy to identify the affordable housing person if they were older than the students. Mr. Ranson suggested that if the project were valued at \$100 million and they paid \$500,000 in taxes each year, the town could issue bonds and build affordable housing with those funds. While they were committed to helping with affordable housing, Mr. Ranson stated that they could not solve the problem.

Council Member Plaag asked why Boone needed a 310 unit Neiman Marcus level development as opposed to a Belk level development. Mr. Ranson replied that the newest neighborhoods were better than the last because the costs were higher. He added that pilings and vapor mitigation were expensive, and to achieve a recoverable return on investment, they had to have a nicer development.

Mayor Pro Tem George stated that a supply was needed, and something should happen at the site. He felt that some of the proposed design elements aligned with Boone Next's goals.

Council Member Carter stated that affordable housing was his passion, and he was fond of saying, "You have to celebrate the base hits," because no one was going to wave a wand and make the housing crisis go away. He added that he would love for this development to be all affordable housing, but that was not going to happen because the math did not math.

Chair Veno stated he was an advocate for affordable housing and believed buildings 7-12 could be affordable. He noted that every recent development catered to student housing. Chair Veno recommended that buildings five (5) and six (6) be community housing or non-student housing to even the playing field.

Commission Member Paz-Miranda stated that her neighborhood was washed away by Hurricane Helene, and fifty (50) community members were left without housing. She agreed with Chair Veno's suggestion of making buildings five (5) and six (6) into non-student housing. She felt this was an incredible project and appreciated the urban planning and transit. Commission Member Paz-Miranda urged the applicant to consider the Boone Next plan in their development.

Commission Member Tait noted that he did not see anything mentioned in the presentation about the Greenway and the potential to add a bike lane along Greenway Road. He also mentioned the village within a village concept, where there might be a small market or coffee shop on the site. Commission Member Tait suggested mixing in some two (2) or three (3) bedroom units in the larger buildings. Mr. Brasse noted that there would be approximately eighty (80) market-rate apartments in buildings 7-12. Mr. Ranson added that coffee would be available at the clubhouse and at the transit stop, along with other vending options.

Mr. Langston stated that a bike lane along Greenway Road made a lot of sense. However, there were issues with property lines extending into the right-of-way, and right-of-way acquisition was not guaranteed.

Commission Member Mileski appreciated the presentation. He asked whether there was a threshold during excavation that would require them to discontinue due to contaminants. Mr. Brasse replied that

they were mostly past that point, but noted that O & M would be provided during the construction period and that someone would be there to ensure things ran smoothly.

Commission Member King asked why more student housing was being proposed when, according to studies, there were currently vacancies in that market. Mr. Ranson replied that whenever a market study was conducted, it was essentially guesswork to predict trends. He stated that they heard loud and clear the need for market-rate housing, so they were providing 70 or 80 units earmarked for that. Mr. Ranson noted that one Council member said the problem with student housing was that when you rent by the bedroom, the unit costs more, so a family wanting to rent the same type of unit could not afford it. He stated that was the reason they bifurcated 70 units, to give everyone an equal chance to get one. Mr. Ranson added that the project could be all affordable, all market-rate, or all student housing, and would likely be a successful project for someone. However, the economics of student housing were clearly more advantageous because it paid more. Mr. Ranson stated that rentals by the bedroom were the reason for the affordability problem. He added that they were confident they could rent the market-rate housing set aside as well as the student housing.

Council Member Plaag thanked Mr. Ranson for acknowledging that renting by the bedroom drove prices up for traditional housing. He noted that there was a request to deviate by 60% for any unit type, rather than the usual 50%. Mr. Langston replied that it would be for the four (4) bedroom student housing units. Council Member Plaag asked what the unit type would be. He also asked whether the applicant would commit to designating a percentage of the parking spaces as visitor parking. Mr. Brasse agreed to provide visitor parking spaces. Council Member Plaag asked if bicycle and motorcycle parking had been addressed. Mr. Langston responded that they would comply. He suggested there would be bike storage in the buildings, as well as freestanding racks outside with the motorcycle parking. Mr. Langston noted that they had to stay away from the trout stream and create buffers, so the parking deck had gotten squeezed a bit. He stated that there would likely be a speed ramp to the parking deck instead of the curvy driveway up the side. He anticipated that the motorcycle parking would be under the ramp.

Council Member Plaag asked whether there would be any outdoor space, such as a balcony, for the family-style units in buildings 7-12. Mr. Ranson replied that they planned to fence two units to accommodate pets and comply with ADA requirements, but they could consider this request as they got to the final design. He added that they were getting mixed signals, sometimes hearing that Council wanted balconies and other times that it did not. Mr. Ranson stated that some of the ground-floor units in buildings 7-12 would have a walkout courtyard. Council Member Plaag recognized that installing balconies on student housing was not a good idea, but felt they would be appreciated in family housing. Mr. Ranson agreed to consider the idea.

Council Member Roseman asked how the project's costs would be affected if buildings 7-12 were built in the townhouse style. Mr. Ranson replied that it would be significant because the density would decrease by half. He explained that there were fixed costs for the land, the bus shelter, the parking deck, etc., and that decreasing density increased the per-unit cost. Council Member Roseman stated that she loved the townhouse feel and the fact that the tenant had a door, an interest, and a sense of personal space.

Mayor Futrelle called a break in the public hearing from 7:58 pm until 8:15 pm. He then opened the floor for public comment.

John Callahan stated he had lived in Boone for 55 years, was a retired geology professor at Appalachian State, helped start the State Board of Geology, and had worked in the environmental field and other geology areas. He commented that he was pleased this property might be cleaned up, because a plume of pollutants was moving toward Winklers Creek and needed to be addressed. Mr. Callahan also

expressed his desire to have bike lanes installed along Greenway Road because riding on Blowing Rock Road was unsafe.

Maria Owens stated that this looked like a good plan for the area. She added that it would be advantageous to have a stoplight on Greenway Road to slow traffic. Ms. Owens asked that the roads be done properly. She added that after the area flooded, she would not be happy if the new development caused any water to reach her property on Meadowview Drive. Ms. Owens asked the developer to consider the Boone Next plan when designing the project.

Zan Valliant asked how much water would need to be allotted for this project. She noted that she had lived through the flood, had seen all the water that came down from the mountain above the property, and wondered how water runoff would be handled.

Luke Fowler had already left the meeting and did not speak during public comment.

Michael Maybee, President and CEO of Watauga Opportunities, stated that Greenway Road was not capable of being expanded to four lanes. He noted that RK Investors had not yet purchased the property and were still negotiating with the current property owner over who would pay for which portion of the mitigation. Mr. Maybee appreciated the effort to do something with the land. He stated his biggest concern was the traffic density, with 900 bedrooms adding approximately 630 cars. Mr. Maybee noted the addition of a traffic light and turn lanes. He stated that a left-turn lane into the new apartment complex and a left-turn lane into Templeton's property would preclude any left turns into Watauga Opportunities because of the location of the traffic light. Mr. Maybee appreciated the heated bus shelter, but had concerns that the homeless population and vagrants would be drawn to it.

James Milner stated that he had no professional relationship with the applicant and was speaking as a commercial real estate professional. He noted that other developers in town had looked into master lease agreements, and he felt it was a good avenue to take. Mr. Milner applauded Council members for talking about the basic economics of supply and demand, noting that the town had not seen new multi-family development in five (5) years. Mr. Milner explained that construction costs were at an all-time high, with land, infrastructure, and system development fees all affecting rent costs. He stated that more competition would make rent more affordable. Mr. Milner was encouraged to see a civilized conversation between a government entity and a developer working towards a common goal. He added that a fully affordable housing project was an unrealistic goal. Lastly, Mr. Milner stated that a design like Hampton Estates would not work in the middle of a higher-density project such as the one proposed.

Mayor Pro Tem George stated that some fee-in-lieu could be provided for infrastructure projects or green space projects that benefit the development. He noted that a plan called the Cross Boone Connector was in place, connecting directly to this property and providing multimodal transportation throughout town.

Commission Member Tait asked whether Kimley-Horn could speak about the transportation study, the specific recommendations for the intersections leading to this development, and what the applicant had already agreed to.

Thomas Shirley with Kimley-Horn stated that the traffic signal location had changed since the original study. He noted the following recommendations for this project: a traffic signal at the Western access to the site, with left-turn lanes into that access point; pedestrian crossings; a right-turn striping improvement; and pedestrian and bicycle improvements.

Commission Member Tait commented that the transportation study was easier to read and understand. He asked whether there were any thoughts on Mr. Maybee's concern about access to Watauga Opportunities. Mr. Shirley replied that the Eastern access for Watauga Opportunities would be challenging regardless of any improvement. Because Watauga Opportunities currently has three (3)

access points, Mr. Shirley felt that people would naturally go farther down and use one of the other driveways to enter the site. Mr. Maybee replied that they would lose access to the main entrance of their property. Mr. Shirley stated that access would not be lost, but the functionality would change. Council Member Roseman suggested that the applicant consider shared access with Watauga Opportunities.

Council Member Carter asked Todd Moody, Director of Public Works, to address Ms. Valliant's question about water allocation for the project. Mr. Moody explained that before the town had the new water intake, water had to be allocated, but that was no longer a concern.

Mayor Pro Tem George stated that the site had less permeable surface than it did previously, so he thought that would help with flooding.

Council Member Plaag made a motion to continue the hearing to early February to allow the applicant to provide additional information and make any necessary revisions to the request.

Jane Shook, Director of Planning & Inspections, asked for more specific direction from the Council. She noted that the next public hearing was scheduled for January 26, 2026, or a special public hearing could be scheduled. Council Member Plaag stated that he could meet in early January or early February. After consulting the calendar and everyone's schedules, it was decided to schedule a special public hearing on January 5, 2026. Council Member Plaag suggested further discussion at the December 8 Town Council meeting to refine the items Council wanted to see in the project so that better direction could be given to the applicant.

Commission Member Tait noted that several deviations were requested. He asked whether they needed to provide the applicant with some direction on those deviations so they could proceed with revisions accordingly.

Mayor Pro Tem George stated he was comfortable with the requested deviations. He felt the building heights and setbacks were thoughtfully considered, and he did not object to eliminating the carports and townhouse-style design.

Council Member Plaag expressed concern about the 60% rather than 50% threshold on the four bedrooms, because that went part and parcel with what the mix of units looked like in terms of rent by the bedroom versus traditional market-rate renting. He agreed with the height element. Council Member Plaag stated he was not willing to simply say yes or no to each of the requested deviations, as they still needed to negotiate.

Council Member Carter stated he was in favor of most of the deviations. However, he did want to see adequate storage.

Council Member Roseman felt that the Brownfield element was very important. She would like the applicant to consider more traditional, affordable housing units for families.

Ms. Shook noted the following takeaways from the meeting: consider more impacts for adjoining property owners regarding access, clarify the student housing versus market-rate mix, and narrow down the housing options to find those that are legal and acceptable. Council Member Plaag added that there needed to be specificity in the configuration of bedrooms, drawings showing what the buildings would look like, the building materials, building configuration, building heights, and layout of the parking deck.

Ms. Shook asked Brandon Wise, Deputy Director of Planning & Inspections, to speak about stormwater for the site. Mr. Wise stated that the site was essentially 100% pavement or concrete. The project, as proposed, would reduce the amount of impervious surfaces on the site by installing landscape buffers, plantings in the parking lot, etc. Other detention options, such as rain gardens, had been discussed with the applicant. Mr. Wise noted that they had to eliminate any options that might conflict with the

Brownfield. He added that reducing impervious surface would decrease the amount of flow leaving the site, so the applicant would not be required to install water detention.

Council Member Roseman suggested there be less parking and more green space. Mr. Wise stated that, with the ten (10) percent reduction in parking allowed for transit, the project would require 0.7 parking spaces per bedroom. Council Member Roseman asked whether the master lease agreement was a feasible idea. Ms. Shook replied that there was concern about the town's authority under land-use law to enter into master lease agreements. She noted that the Town Attorney would need to review options for legal requirements.

Council Member Plaag commented on the need for visitor parking and said that if adding visitor parking pushed the project below the current threshold with the 10% discount, he would be okay with that.

Chair Veno noted that part of the request was the annexation of a portion of the property. He asked how that would play into the continuation of the hearing. Ms. Shook stated that staff would work with the Town Attorney to address some of the issues raised before the December 8 Town Council meeting. At that meeting, the annexation public hearing would be held, followed by a continuation of this evening's public hearing on January 5, 2026. If the case proceeded through the public hearing, the Planning Commission would make its recommendation, and the Town Council would make the final vote at a subsequent meeting in January.

With nothing further, Mayor Futrelle continued the public hearing for this case until January 5, 2026, at 6:00 pm in Town Council Chambers.

Adjournment of Town Council

Council Member Roseman moved to adjourn at 9:07 pm. Mayor Pro Tem George seconded the motion.

Vote: Aye – 4
Nay – 0

The motion passed.

Adjournment of Planning Commission

Commission Member Tait made a motion to adjourn at 9:07 pm. Commission Member Mileski seconded the motion.

Vote: Aye – 7
Nay – 0

The motion passed.

Tim Futrelle, Mayor

Brenda Henson, Board Clerk

Frank Veno, Planning Commission Chair



Staff Report – Revised January 5, 2026

January 05, 2026

Public Hearing

Case A25-0788 & A25-00790, Appalachian Greenway, LLC – Voluntary Contiguous Annexation & Conditional District Zoning Map Amendment Application

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Request

Appalachian Greenway, LLC, has submitted a Conditional District Zoning Map Amendment application requesting to rezone 736 Greenway Road from M1 Manufacturing and R1 Single-Family Residential to Conditional District R3 Multiple-Family Residential District which a site-specific development plan for Use 1.13 Multi-Family Dwelling (> 100 bedrooms) with the following accessory uses: A-8 & A-9 ATMs, A-15 Residential Garden, A-16 Satellite receiving antenna less than 1 meter in diameter, A-20 swimming pool, spa and hot tubs, A-22 vehicular gate, A-28 Accessory Solar Energy System, and A-29 Electric-Vehicle Charging Station. This application also includes a request to deviate from certain ordinance standards. In conjunction with this application, the property owner, International Resistive Company Inc, has requested annexation of the portion of the property currently outside corporate limits.

History

September 10, 2025	Applicant participated in a Town Council Requested Appearance for an informal discussion of a proposed multi-family development at 736 Greenway Drive. See Exhibit 2 for an excerpt of the Town Council meeting minutes.
November 24, 2025	Case presented and discussed at Public Hearing for scheduled Planning Commission meeting, minutes included under agenda pack for approval.
December 3, 2025	Applicant provided graphic with tax breakdown to reflect potential municipal tax revenue, see exhibit 9.
December 22, 2025	Applicant submitted a breakdown with unit and bedroom count along with a revised building height, the architect's conceptual elevations, and an updated deviation and voluntary condition proposal, see exhibits 3 and 10-12. • Applicant proposes 872 bedrooms within the 310 units. • Deviations requested from: ○ Building height within 100' of a boundary line for residentially zoned property. ○ Building height above ordinance standard of 3 stories and 50 feet. ○ Town-house style design and percentage of variation for type of dwelling units. ○ Percentage of units having a garage or carport. ○ Percentage of livability space being for ground floor units and having direct access. ○ Setback requirements for outdoor recreation areas. ○ Standards for bed to bath ratios, larger master suites, and per unit storage space. • Proposed voluntary conditions: ○ Commitment to having six buildings on site not being available as rent by the bedroom, student-style housing. ○ Installation of a traffic signal and turning lanes on Greenway Rd for site's western access and right-in/right-out for Ivy Dr access to be completed prior to the 5th's building CO. ○ A 10-year covenant, starting in 2026, to set aside 15 units within buildings 7-12 for preferred employer tenants at a preferred employer rate, noted as \$1500 per month for a one-bedroom units, \$1900 for two-bedroom, and 2200 for three-bedroom with annually increases at 3%. ○ Up to \$250,000 Greenway commitment for completion of the greenway project along Greenway Rd from Ivy Dr to Wilson Dr. ○ Providing a minimum of 50% masonry veneer on all residential buildings. ○ Providing a minimum of 20 marked visitor spaces of which will include at least 5 short-term (15 minute) spaces. ○ Having ground floor courtyards where feasible.

- Providing at least four outdoor amenities for residents.

Parcel Information

Parcel Specifics

Property Owner	International Resistive Company, Inc
Address	736 Greenway Rd
Watauga County PIN(s)	2910-21-9291-000
Use	Vacant
Use Definition	Currently undeveloped land.
Size	17.05 acres
Access	Greenway Rd
Steep or Very Steep Slope	Yes

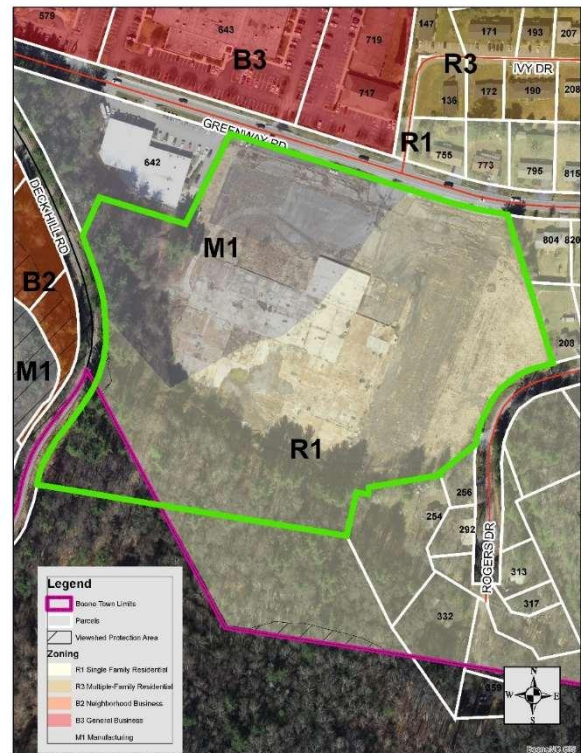
Existing Zoning

R1 Single-Family Residential District

The R1 Single-Family Residential District is established to provide a low-density living area consisting only of single-family dwelling units and other related uses necessary for a sound neighborhood. The regulations for this district are designed to stabilize and encourage a comfortable, healthy, safe, aesthetically pleasing and pleasant living environment for family life that promotes peaceful quiet enjoyment sheltered from incompatible and disruptive activities that properly belong in nonresidential districts.

M1 Manufacturing District

The M1 Manufacturing District is established primarily to accommodate appropriate light industrial and warehouse enterprises engaged in the assembly, fabrication, finishing, packaging, warehousing or distribution of goods and materials, including the storage and processing of raw materials into other products, as well as and (related and/or compatible commercial uses. The intent in allowing related and/or compatible commercial uses is to promote flexible and creative use of the district while still serving the primary intent of accommodating light industrial, warehousing, and distribution uses.



Overlay Districts

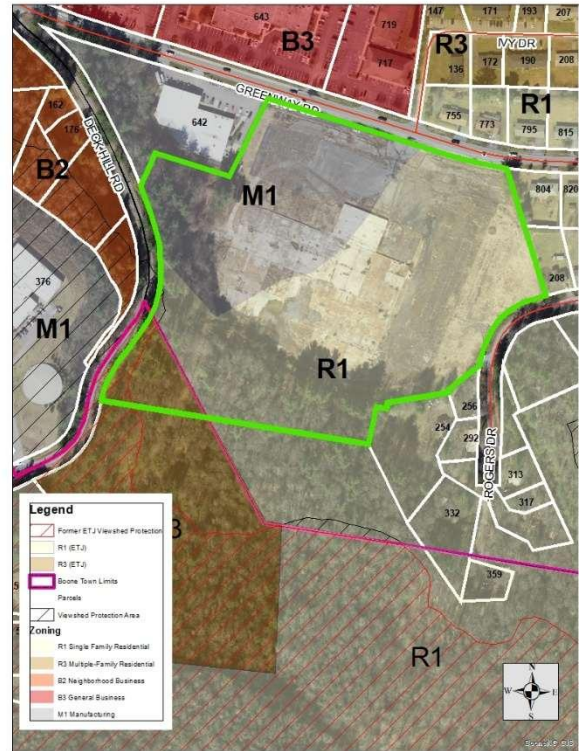
- ☐ Corridor ☐ Historic District or Landmark ☐ Special Flood Hazard Area

☐ Watershed Protection ☒ Viewshed Protection

Former ETJ Zoning

R3 Multiple-Family Residential

The majority of the parcel is in town limits, split-zoned M1 Manufacturing/R1 Single-Family Residential, the annexation request on the southwest corner was zoned R3 Multiple-Family Residential under the former ETJ.



Overlay Districts

☐ Corridor ☐ Historic District or Landmark ☐ Special Flood Hazard Area
☐ Watershed Protection ☒ Viewshed Protection

Extraterritorial Jurisdiction (ETJ) History

1-10-2017 The Town of Boone lost the authority to exercise powers of the extraterritorial jurisdiction. Note: As of this date, this property was located in the Town of Boone's ETJ and was zoned R3 Multiple-Family Residential.

Requested Zoning

District Descriptions

Conditional District R3 Multiple-Family Residential District

The R3 Multiple-Family Residential District is established to provide a high-density area consisting of three or more dwelling units per lot plus limited-service use. The regulations for this district are intended to secure for the persons who reside there a comfortable, healthy, safe, aesthetically pleasing and pleasant environment in which to live, sheltered from incompatible and disruptive activities that properly belong in nonresidential districts.

Viewshed Protection Overlay (on portion currently outside corporate limits)

The Viewshed Protection District is established as an overlay district intended to protect the scenic beauty and natural environment of Boone’s hillside areas vital to preservation of a high quality of life and continued economic development by minimizing the visual impact of building construction and land disturbing activities.

Existing Site Characteristics

The 17.05-acre site is composed of a single parcel currently undeveloped, previously the site of the IRC Manufacturing Plant, and is classified as a Brownsfield location. The site has borders along Greenway Rd, Rogers Dr, and Deck Hill Rd. The site is surrounding by residential, commercial, and manufacturing uses. See below for supporting photos.

Photo 1



Photo 2



Brownfields Designation

This property has been identified as a brownfields site since 2014 ([see Brownfield's Program documents](#)). Per the [NC DEQ website](#), A brownfields site is any real property that is abandoned, idled or underused where environmental contamination, or perceived environmental contamination, hinders redevelopment. The N.C. Brownfields Redevelopment Section is designed to ease that liability for prospective developers of these properties so as to facilitate the redevelopment of the property through a brownfield's agreement. Under a brownfield's agreement, a prospective developer agrees to perform those actions deemed by NC DEQ to be essential to make the property suitable for the proposed reuse.

Per N.C.G.S. § 105-277.13, an owner of land is entitled to the partial exclusion [of property taxes] for the first five taxable years beginning after completion of qualifying improvements made after the date of the brownfield's agreement as follows:

Year	Percent of Appraised Value Excluded
1	90%
2	75%
3	50%
4	30%
5	10%

Zoning and Use of Adjacent Properties

	District	Use
North	B3 General Business, R1 Single Family Residential	Northwest – Commercial, Northeast – Single-Family Dwellings
East	R1 Single Family Residential	Single-Family Dwellings
South	Not Zoned	Vacant
West	M1 Manufacturing, B2 Neighborhood Business	Manufacturing facility, Single-Family Dwelling

North:



East:



South:



West:



Zoning Analysis

Use Compliance:

Use 1.13 multi-family dwelling (> 100 bedrooms) is required to meet all the limited use requirements in UDO Section 15.03. See details below:

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

Applicant provided unit count, see Exhibit 10. Total number of units remaining the same at 310 with revision of 872 total beds. Break down list 54 1-bedroom (54 bedrooms), 100 2-bedroom (200 bedrooms), 6 3-bedroom units (18 bedrooms), and 150 4-bedroom (600 bedrooms) units. The tallest buildings, 1 through 4, have no 1-bedroom units. Buildings 5 and 6 along Greenway Rd are a mix of 1, 2 and 4-bedroom units. Buildings 7 through 12, closest to Rogers Dr, have no 4-bedroom units.

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

Staff Note: Deviation requested (Exhibit 3) from providing carports. The proposed development has provided a three-story parking deck structure on the southern portion of the lot. Applicant has not provided the exact numbers of spaces within the parking deck for Staff to confirm whether this deviation is needed based on the 10% requirement.

- 15.03.03(C): A livability space ratio of .50 must be met for the development. Fifty percent (50%) of the required livability space shall be designated to a defined area exclusively for the use of ground floor units. This space must consist of a common yard with accompanying private outdoor space for each ground level unit, or individual yards contiguous with the unit served. Either configuration

must provide direct access from all ground floor units. The remaining livability space shall be designated for the use of the development as a whole as recreation space and shall be located so as to provide for direct auditory, visual, and physical access from the dwelling units served.

Staff Note: Deviation requested (Exhibit 3) to eliminate the portion set aside for ground floor units with direct access. Development is in compliance with all other aspects of this requirement.

- 15.03.03(D): On-site property management or an owner's association shall be required.

Applicant confirmed plan to provide on-site property management, see Exhibit 3.

- 15.03.03(E): Recreation space:

1. A minimum of 5% of the parcel shall be provided as recreation space for residents of the development.

2. In general, required recreation space shall have a least dimension of twenty-five feet (25), an average dimension of fifty feet (50'), and a minimum area of 2,500 square feet. Smaller dimensions are acceptable if:

- a. Less than 2500 square feet of recreation area is required, or

- b. The recreation area is a suitably improved roof area or enclosed floor area, or

- c. The anticipated needs of the residents require smaller facilities, such as tot lots or shuffle board courts, or

3. The dedication of a greenway easement may be used to satisfy the requirements for recreational space.

4. Outdoor recreation area for common use should be located twenty feet (20') or more from any residential windows at the same general level.

5. Recreation areas shall be maintained in a safe and sanitary manner.

Staff Note: Deviation requested (Exhibit 3) to allow the recreation space to be 10 feet from some of the residential windows from 20 to 10 feet. Development is in compliance with all other aspects of this requirement.

Pursuant to UDO Section 15.03.04 each residential building shall meet the following standards:

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

Applicant proposed changing the height along Greenway Rd to be two 3-story buildings and one 4-story building, see exhibits 11 and 12. Building numbers 1,3, and 4 remain at the requested 5-story height.

- 15.03.04(B): Roof Requirements:

1. If a pitched roof is proposed, the pitched roof area may be used as attic or storage space.

2. If a flat roof is proposed, fifty percent (50%) of the roof area must be used as livability space.

Staff Note: Development is in compliance with this requirement (pitched roof), see building elevation on Exhibit 11.

- 15.03.04(C): The front entrance of each unit on the first floor must be at ground level to the greatest extent practicable.

Staff Note: Development is in compliance with this requirement.

Pursuant to UDO Section 15.03.05 each dwelling unit shall meet the following standards:

- 15.03.05(A): The bedroom to bathroom ratio of each unit within the development shall be limited as follows:
 1. Efficiency unit and one (1) bedroom unit: one (1) bathroom.
 2. Two (2) bedroom unit: one (1) or two (2) bathrooms, with no less than one bathroom with common access.
 3. Three (3) bedroom unit: Two (2) bathrooms with no less than one (1) bathroom with common access.
 4. Four (4) or more bedroom unit: Three (3) bathrooms with no less than two (2) bathrooms with common access from a hall.

Applicant requesting en suite bathrooms, one bathroom per one bedroom maximum, with 2-, 3-, and 4-bedroom units having at least one bathroom with common hallway access within the unit. See exhibit 3.

- 15.03.05(B): In every unit with two (2) or more bedrooms, a designated master suite must be included and shall be at least twenty-five percent (25%) larger than every other bedroom and not less than 144 square feet excluding closet space.

Deviation requested (Exhibit 3) to remove the requirement for a larger master suite.

- 15.03.05(C): Dedicated storage space of at least fifty square feet (50 ft²) per unit must be provided for units without garages. Any storage space which is not within or attached to the building containing the units served by the space must be architecturally integrated with the development.

Applicant requested to waive requirement from the 50ft² per unit storage requirement for buildings 1-6.

Ordinance Compliance

Parking, Article 24

Required for 1.0 Household Living	Proposed
Automobile Space 0.7 per bedroom minimum	595
Bicycle, Short-Term 2 minimum, 1 per 20 units	Intent to comply
Bicycle, Long-Term 2 minimum, 1 per 4 units = 77 spaces	Intent to comply
Motorcycle – 1 for 40 vehicle spaces	Intent to comply

*Applicant submitted with intent to comply to ordinance standards. Staff note: The revised bedroom count would show that the required automobile space number would be 549 spaces (872 bedrooms at 0.7 per bedroom minimum with a 10% reduction = $872 * 0.7 * 0.9 = 549$). See exhibit 3.*

Pursuant to UDO Section 24.01.11 Allowed Reductions in Parking Requirements for Multi-Family Dwellings:

- 24.04.11(A)(2): If the development is served by a public transit route, with a transit shelter or bus pull-off existing or to be constructed within $\frac{1}{4}$ mile of the development, the minimum parking may be reduced by 10%; provided, that the transit route has capacity to serve the development and that such is demonstrated by the applicant to the reasonable satisfaction of the Administrator. To be entitled to this reduction for a route and/or transit stop that is not currently in existence, the applicant must provide written documentation establishing to the satisfaction of the Administrator that the transit authority will establish the route and/or facility prior to or simultaneously with first occupancy of the development.

Applicant's revised information has bedroom count reflected, total number of required automobile spaces is 549.

Landscape Standards, Article 31

Applicant submitted intent to comply with ordinance for landscaping, see exhibit 3.

Lighting, Article 27

Applicant submitted intent to comply with ordinance for landscaping, see exhibit 3.

Building Height

The R3 zoning district allows a maximum building height of 3 stories and the limited use requirements for the use also limit any building to 3 stories and not to exceed 50 feet in total height. The applicant has requested a deviation from this (Exhibit 3). The applicant has also requested a deviation (Exhibit 3) to UDO Subsection 14.03.07(D)(1) and (2) which states:

1. The maximum height of any structure that is located on a non-residentially zoned or R3 zoned property within 100 feet of a boundary line of a residentially zoned property (other than an R3

zoned property) shall not exceed the maximum height set forth for the adjoining residential district.

2. Where a structure in a non-residential zone or the R3 zone is adjacent to a residentially zoned property (other than an R3 zoned property), the structure shall meet an additional setback of one- and one-half feet (1.5') for each foot above the maximum height set forth for the adjoining residentially-zoned property.

This deviation applies to building 6 on the site plan (Exhibit 4) where the applicant is requesting at the 100' distance be reduced to 60' and the additional setback be waived.

Occupancy

Occupancy Regulation (persons per dwelling unit)	Zoning District
One family or up to 4 unrelated Note: a dwelling occupied by a family (but not unrelated persons) may also have one (1) roomer.	1. R3 Multiple-Family 2. WD Wellness District 3. B3 General Business 4. M1 Manufacturing 5. E2 Educational District

Town Service Analysis

Department	Annexation	Conditional District
Fire	The Fire Department had no comments on annexation.	The Fire Department noted that hydrant and FDC connections may need to be updated during permitting process.
Police	The Police Department had no comments on annexation.	NA
Public Works – Services	The Public Works Department, Services Division had no comments on annexation.	Compliance shall be required during zoning compliance if approved.
Public Works - Utilities	See Below.	Compliance shall be required during zoning compliance if approved.

Which utilities are being requested? Water ☐ Sewer ☐ Both ☒ Neither ☐

Services Available: Water ☐ Sewer ☐ Both ☒

Per Town Code §50.290, Is this request part of a hardship connection? Yes ☐ No ☒

If yes, please provide details: N/A

Are any utilities already provided to the requested annexation? Yes ☒ No ☐

If yes which utilities? Water ☒ Sewer ☒

Is this a connection or an extension? Connection ☒ Extension ☐

Comments: The annexation is for an undeveloped section adjacent to currently serviced lot. The site plan has no development proposed in the annexed area.

Procedural Analysis

This request involves two legally distinct but procedurally coordinated actions: annexation and zoning. The process ensures that both actions are considered holistically in light of Boone Next. The process will proceed as follows barring any delays:

Date	Step	Guidance
November 24, 2025	Initial Council Consideration	• Council reviews the annexation petition and zoning request together • Staff presents initial report • Council is asked to indicate willingness to entertain the annexation request before proceeding with full process
November 24, 2025	Zoning Public Hearing	• A public hearing before the Council and the Planning Commission is held on zoning. • The Planning Commission provides a required zoning recommendation and an optional annexation recommendation.
December 8, 2025	Annexation Public Hearing & Final Council Decisions	• A public hearing before the Council is held on the annexation. • Council votes on zoning first. • If zoning is approved, and the applicant wishes to proceed, Council votes on the annexation.

Annexation

Petition Requirements

Pursuant to N.C.G.S. § 160A-31, the Town of Boone, may annex by ordinance any area contiguous to its boundaries upon presentation to the Town Council an annexation petition signed by the owners of all the real property located within such area. An area shall be deemed "contiguous" if, at the time the petition is submitted, such area either abuts directly on the municipal boundary or is separated from the municipal boundary by the width of a street or street right-of-way, a creek or river, or the right-of-way of a railroad or other public service corporation, lands owned by the municipality or some other political subdivision, or lands owned by the State of North Carolina. A connecting corridor consisting solely of a street or street right-of-way may not be used to establish contiguity.

Process Requirements

Upon receipt of the annexation petition, the Town Council shall cause the Town Clerk to investigate the sufficiency thereof and to certify the result of the investigation. Upon receipt of the certification, the Town Council shall fix a date for a public hearing on the question of annexation, and shall cause

notice of the annexation public hearing to be published once in a newspaper having general circulation in the municipality at least 10 days prior to the date of the annexation public hearing.

After the public hearing, Town Council shall then determine whether the petition meets the requirements of N.C.G.S. § 160A-31. Upon a finding that the petition meets the requirements of this section, the governing board shall have authority to pass an annexation ordinance, effective immediately or on the June 30 after the date of the passage of the ordinance or the June 30 of the following year after the date of passage of the ordinance.

Real and personal property in the newly annexed territory on the January 1 immediately preceding the beginning of the fiscal year in which the annexation becomes effective is subject to municipal taxes as provided in G.S. 160A-58.10. If the effective date of annexation falls between June 1 and June 30, and the effective date of the privilege license tax ordinance of the annexing municipality is June 1, then businesses in the area to be annexed shall be liable for taxes imposed in such ordinance from and after the effective date of annexation.

Conditional District

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

See below for details on the applicant's compliance with the Conditional District procedural requirement for a neighborhood meeting as set forth in UDO Section 9.09:

9.09.02 Procedural Requirements

- A. **Pre-Application Meeting(s) Required:** The first step in the conditional district process is a required pre-application meeting with the Planning and Inspections Department to review any preliminary plans and to ensure that the applicant understands the conditional district process and the details required to apply. Additional meetings may be necessary based upon the complexity of the proposed development or if the proposed development changes.

...

Staff Note: The applicants had a pre-application meeting with Planning & Inspections staff on August 20, 2025.

- B. **Neighborhood Meeting Required:** Subsequent to the required pre-application meeting, and prior to the submittal of the CD zoning map amendment application, the applicant shall hold at a minimum, at least one neighborhood meeting. The purpose of the neighborhood meeting is to give the applicant an opportunity to present the proposed development to the neighbors and any other attendees, gather

feedback, document concerns, and if feasible, work toward reasonable mitigation of any issues.

1. A meeting notice must be mailed to property owners within 300 feet of the development at least 25 days prior to the meeting in accordance with Subsection 1.13.02 herein. The notice shall contain a summary of the proposed development, the applicant's phone number, email address, date, time, and location of the meeting. A copy of the notice shall be electronically provided to the Planning Department (planning@townofboone.net), who in return shall post the notice on the Planning and Inspection's webpage under "Neighborhood Protection Notices".
2. The meeting must be held at an accessible and convenient location and time in light of available options. Upon coordination through the Planning Department, the meeting may be held at Town Council Chambers if that location is available.
3. At the meeting, the petitioner, at a minimum, shall present all the following information:
 - a. Contact information of the parties involved in the ownership, design, and development of the property;
 - b. The location of the property and general information on the current conditions of the site;
 - c. Proposed use(s) and site development;
 - d. Any preliminary plans or renderings,
4. Subsequent to the neighborhood meeting, the applicant shall provide, as part of their application, the Administrator with accurate meeting minutes which includes a list of all attendees and details the meeting including any and all concerns expressed by attendees and likewise any and all commitments made by the petitioner. This information shall be included in the board packet along with the applicant's other application materials.
5. The applicant has six (6) months from the date of the neighborhood meeting to submit a complete application. Failure to file a complete application within this time frame will require the applicant to have to start the process over.

Staff Note: A neighborhood meeting was held on September 24, 2025 in compliance with ordinance requirements. The minutes, attendance information, and presentation detail is included in the packet as Exhibit 6.

- C. Application Submittal:** Pursuant to Subsection 9.09.02(B)(5), applicants must submit a complete application within six (6) months of their last neighborhood meeting. Each application is required to provide, to the satisfaction of the Administrator, sufficient details relevant to the development proposal. Each application shall comply with the

requirements set forth in Section 9.02 herein. In addition to these requirements, applicants for a CD shall provide a detailed written project narrative that includes at a minimum clearly labeled sections addressing the following:

- a. **Proposed Allowable Uses:** Clearly list all proposed principal, accessory, and temporary uses:
 - a. That are permitted within the general use zoning district serving as the basis for the CD and identified in the tables of uses as either a “CD” or “S”.
 - b. Any proposed use that is not currently allowable in the general use zoning district serving as the basis for the CD. The addition of the use requires a written narrative justifying its inclusion and demonstrating how it aligns with the proposed development, surrounding land uses, and adopted plans.
- b. **Deviation from Ordinance Standards:** Clearly and accurately list any requested deviations from any Ordinance standard. Explicitly describe the applicable standard and the extent to which is being modified.
- c. **Mitigation of Impacts:** For properties within 300 feet of any residentially zoned area, clearly outline how the development is designed to effectively mitigate potential impacts. Address the following, at a minimum: noise, lighting, traffic, environmental concerns, and any other potential adverse effects based on site characteristics.
- d. **Conditions:** Clearly indicate whether the applicant is voluntarily offering any conditions (e.g., limitations of activities or operations) as part of the initial application.
- e. **Affidavit:** Attach a signed affidavit, acknowledging:
 - i. All zoning conditions are voluntarily proposed based solely on the applicant’s independent judgment; and
 - ii. The applicant is not relying on any statements from Town staff, Council, or Planning Commission members regarding zoning conditions; and
 - iii. Other interested parties in the rezoning process may rely on the validity of the proposed development proposal including any agreed upon conditions; and
 - iv. All future property owners will be bound by the proposed development approval, including any agreed upon conditions and any commitments or representations made by the applicant.

Staff Note: See Project Narrative/Deviation Request in packet labeled Exhibit 3 for requirements 1-4, Exhibit 7 for the required affidavit.

Conformity to Adopted Plans

Boone Next: Our Town, Our Future

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

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

Planning Principle 1

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

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

Planning Principle 2

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

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

Planning Principle 3

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

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

Planning Principle 4

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

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

- A connected street pattern will be the preferred network for future development and redevelopment unless prevented by streams, steep slopes, or other barriers.

- Well-connected streets will be designed with short blocks and alleys and include sidewalks and street trees to facilitate walking.
- Streets and trails will have high connectivity within and between neighborhoods and commercial districts.
- Bicycle and pedestrian trails with supporting amenities will be integrated into new development and areas undergoing redevelopment.
- Enhance connectivity to community amenities; add sidewalks, bike facilities, transit, and other pedestrian safety facilities where feasible.

Planning Principle 7

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

Neighborhoods may include a variety of land uses (residential, commercial, civic, and recreational areas), building types, and housing types. They may have an identifiable center that offers basic services such as cafés, childcare, specialty stores, and grocery options. Neighborhoods will support a variety of travel options and be well-connected to adjacent neighborhoods and parks. They will seamlessly integrate the members of diverse, multi-generational communities living in proximity to one another.

Planning Principle 8

Promote a network of green infrastructure and greenways to protect and connect wildlife habitat and sensitive natural areas and provide recreational and transportation opportunities.

Land planning for future development and conservation will contribute to expanding the quantity, quality, access to, and connections between the town's parks, open space, and recreational amenities. Thoughtful planning, development, and conservation efforts will ensure Boone is a green city built within the context of the beautiful surrounding Appalachian Mountains.

Planning Principle 10

Encourage appropriate development to meet the town's urgent need for housing or other specific community needs by means of density bonuses or other mechanisms.

Encourage construction of affordable housing, public infrastructure, or other identified community needs by means of density bonuses or other incentives in appropriate areas of the town. For example, increased building height or additional units may be allowed in exchange for incorporating affordable housing units in a development.

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

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

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

This property is located within the Priority Growth Area.

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

Utility Service and Annexation Criteria

Criteria 1: Does the requested annexation align with the Comprehensive Plan?

Is the annexation consistent with the Comprehensive Plan, specifically the Town of Boone Growth Management Tiers Map and Future Land Use Map?

Criteria 2: Is the requested annexation consistent with logical town boundaries?

Would annexation contribute to logical town boundaries and service areas and/or elimination of unincorporated islands within the town's corporate limits?

Criteria 3: Are other public services and utilities available?

If annexed, can the property be adequately supported by current or future town services, including but not limited to public safety and public utilities. Can the property be serviced by other utility providers (electric, phone, internet, etc.)?

Criteria 4: Does the request demonstrate community benefits?

Does the requested annexation result in fiscal and/or other community benefits that outweigh costs?

Criteria 5: Is the request consistent with interjurisdictional agreements?

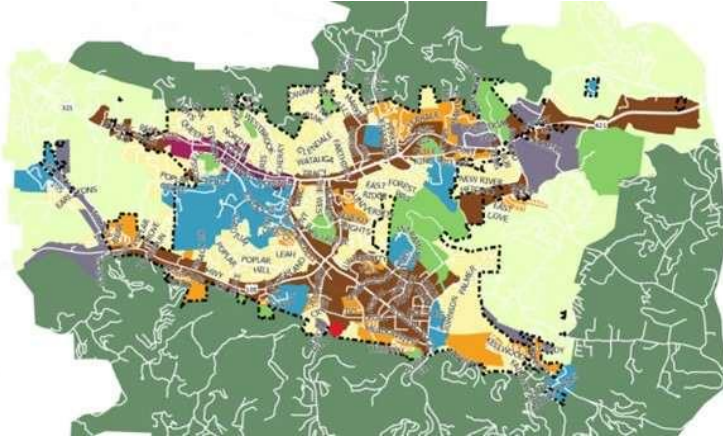
Is the requested annexation consistent with any applicable interjurisdictional agreements?

Future Land Use Map

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

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

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



The property, approximate location represented by the red dot above, included in the request is mapped in the Walkable Mixed-Use land use type. Please see below for more details on this land use type.

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

Where appropriate, wider sidewalks and street trees enhance the pedestrian experience and promote a sense of place. The overall vision behind the Walkable Mixed-Use Land Use Type is to foster vibrant, self-sufficient communities where everything is just a short stroll away – a true realization of the “15-minute city” or “city within a city” concept. Here, residents enjoy access to local businesses, services, and amenities that cater to their daily lives, while commercial spaces thrive on the support of a connected residential environment.		
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Goals & Policies

Goal 1.1 A SUSTAINABLE BUILT PATTERN

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

Policy 1.1.2 Use Best Design Practices in New Development

All new growth should move Boone toward creating a network of “communities within a community” - a polycentric pattern of walkable, human-scale activity centers located within short distances of residents across the town. This pattern is key to supporting sustainability by aiming to reduce vehicle trips and their associated emissions, improving human health by supporting active utilitarian modes of transportation, and guiding growth away from natural areas. Where feasible, new growth should establish short blocks and connected rights-of-way, prominent civic spaces, stream daylighting and protected natural resources, front-facing buildings with transparent and welcoming first floors and public spaces, a diversity of housing types, income-restricted housing units, neighborhood-serving and context-sensitive nonresidential uses, rear parking and alleys, front porches¹ (residential), and safe multimodal transportation infrastructure design.

Goal 1.2 DEVELOPMENT TRUE TO BOONE’S VISION

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

Policy 1.2.1: Build the Town for People

To the extent possible, the built environment should be human-scale and pedestrian-oriented rather than large-scale and auto-oriented. There are urban design characteristics that transcend eras, styles, and typologies that help to explain why Boone’s beloved downtown makes human beings comfortable. Human-scale development is not defined by density, but instead by urban design that makes human beings comfortable and happy navigating streets, activity centers, and neighborhoods on foot. Human-scale built environments might consider terminating vistas at the end of streets or the width and frontage of new buildings.

Policy 1.2.2: Infill Development Enhances the Town

Infill development is important because it directs growth away from natural areas, but it must be done well. Infill development shall enhance and not detract from the building character of the town by replicating key elements of Boone’s cherished historic design features (like building scale, proportion, setbacks, character) with high quality, pedestrian-oriented design and providing public goods like plazas, wide sidewalks, public art, and affordable spaces for living, artists, and small businesses. Rules for new development should avoid financially incentivizing displacement of vulnerable populations.

Policy 1.2.3: Coordinate Land Use and Transportation Planning

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

Policy 1.2.5: Use Appropriate Transitions Between Different Scales and Intensities

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

Goal 1.4 A NETWORK OF OPEN SPACE & GREEN CORRIDORS

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

Policy 1.4.2: Integrate Green Space Throughout the Built Environment

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

Goal 1.5 INTENTIONAL GROWTH MANAGEMENT

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

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

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

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

Policy 1.5.3: Guide Growth Using the Growth Management Tiers Map

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

Goal 1.6 AN AFFORDABLE TOWN TO LIVE IN

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

Policy 1.6.1: Support Income-Restricted Housing

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

Policy 1.6.2: Use Innovative Tools to Expand Affordable Housing

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

Policy 1.6.3: Diversify Boone's Housing Options

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

Policy 1.6.4: Make Daily Needs More Accessible Across Boone

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

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

Goal 2.3 INCREASE MOBILITY CHOICE THROUGH TRANSIT

Boone will expand mobility options in partnership with AppalCART. Efforts focus on improving accessibility, addressing service gaps, preparing for growth, and upgrading transit stops

Policy 2.3.3: Develop a Comprehensive Transit Stop & Amenity Program

Consider both the cost of Some of Boone’s transit stops are currently minimal, often consisting of little more than a sign. To improve the experience and accessibility of public transit, the Town should collaborate with AppalCART to develop a comprehensive Transit Stop and Amenity Program. This program would outline the types of amenities that should be included at transit stops across Boone, such as bus shelters, bike racks, seating, and lighting. It would also identify requirements for developer participation, which could be added to the Town’s Unified Development Ordinance (UDO) or Roadway & Sidewalk Program Handbook to ensure these amenities are integrated into new developments.

Goal 4.4 LONG-TERM FISCAL BALANCE

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

Policy 4.4.1: Promote Use of Existing Resources

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

Policy 4.4.2: Proactively Manage Growth and Development

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

Policy 4.4.3: Promote Smart Growth

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

Goal 5.2 SUSTAINABLE BUILDINGS, OPERATIONS, AND INFRASTRUCTURE

Boone will seek sustainable practices in buildings, operations, and infrastructure of town government and across the community.

Policy 5.2.5: Sustainable and Accessible Foods

Eliminate food deserts and aim to expand the proportion of residents living within a half mile travel distance of a grocery store. Support and promote farmers markets as ways of offering fresh foods and supporting food and farmers, produced within the region. Support and promote community gardens. Support residential gardens, including in front yards, and ensure there are not unnecessary regulatory barriers.

Goal 5.3 PLENTIFUL INTERCONNECTED GREEN SPACES

Boone will proudly be a green town with passive and active green spaces throughout the community, connected by green corridors.

Policy 5.3.1: Protect Ecologically-Valuable Areas

Protect floodplains, steep hillsides, wetlands, and other ecologically valuable areas and corridors from development.

Certificate of Mailing

I, Brenda Henson, certify that individual notices meeting the requirements of Article 9 of the Town of Boone UDO were placed in the mail (first class) on 11/05/2025.

/s/ Brenda Henson

Brenda Henson, Administrative Support Specialist

Certification of Posting

I, Darrell Pulliam, certify that the subject property was posted as required in Article 9, Subsection 9.03.03(B)(2) of the Town of Boone UDO on 11/06/2025.

/s/ Darrell Pulliam

Darrell Pulliam, Building Code Compliance Official

Condition of Approval

The following conditions are automatically included and a part of any approval.

1. Where there is a conflict between the application information and the plans (dated received on November 13, 2025), the plans shall control. Insignificant deviations may be permitted to comply with the requirements of the UDO.
2. Any commitments and representations concerning the proposed development made by the applicant or her representatives at the public hearing shall also become a condition of the permit, and a basis for a stop work order and/or permit revocation if violated.
3. The applicant shall submit the necessary applications, plans, details and specifications which meet the requirements of the Town Code, UDO, Building Code and any other applicable codes for review and approval necessary to issue Zoning and Building Permits.

Any other conditions agreed upon by the applicant and Town Council:

1. Any other conditions agreed upon ...

Planning Commission Action Required

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

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

Note 1

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

Vote 2: The Planning Commission recommends ☐approval OR ☐denial of Ordinance #A25-0790 within Exhibit A and ☐approval OR ☐denial is reasonable and in the public interest because:

Note 2

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

Ordinance #A25-0790

ORDINANCE #A25-0790

AN ORDINANCE TO REZONE PROPERTY WITHIN THE TOWN OF BOONE

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

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

Address: 736 Greenway Road

Watauga County PINs: 2910-21-9291-000

Property Owner: International Resistive Company, Inc. (TT Group Industries)

Zoning: Conditional District R3 Multiple-Family Residential District

WHEREAS, the Boone Town Council held a duly-noticed public hearing on 11/24/2025 with respect to this rezoning request; and

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

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

NOW, THEREFORE, BE IT RESOLVED as follows:

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

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

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

Adopted this the 14th day of January, 2026.

The Honorable Dalton George, Mayor

Attest:

Nicole Harmon-Church, Town Clerk

**MINUTES – REGULAR MEETING
BOONE TOWN COUNCIL
SEPTEMBER 10 , 2025**

Exhibit 2

CALL TO ORDER

A regular meeting of the Boone Town Council was called to order at 9:00 a.m. on Wednesday, September 10, 2025, at the Jones House Community Center located at 604 West King Street in Boone. Mayor Tim Futrelle presided. Town Councilmembers present included Mayor Pro-Tempore Dalton George, Councilmember Todd Carter, Councilmember Edie Tugman, and Councilmember Virginia Roseman. Staff present included Amy Davis, Town Manager, Todd Moody, Director of Public Works, Jane Shook, Director of Planning and Inspections, Brandon Wise, Deputy Director of Planning and Inspections, Amy Snider, Commercial Zoning Administrator (Virtual), Jimmy Isaas, Fire Chief, Mike Teague, Deputy Fire Chief, Daniel Duckworth, Police Chief, George Santucci, Sustainability and Special Projects Manager, Guy Miller (Virtual), Finance Director, Lane Moody, Downtown Boone Development Coordinator (Virtual), Laney Wise, Grants Coordinator/Communications, and Tina Gragg, Human Resources Administrative Assistant (Virtual). Allison Meade, Town Attorney, was presented as well.

...

REQUESTED APPEARANCES

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2. INFORMAL DISCUSSION OF PROPOSED MULTIFAMILY DEVELOPMENT AT 736 GREENWAY DRIVE

Mayor Futrelle asked Mr. Wise to introduce Mr. Tom Brasse, Mr. Russell Ranson, and Mr. Matt Langston of Landworks Design Group and RK Investors, and requested that he explain the purpose of their visit.

Mr. Wise provided a brief introduction and explained that, with the Town of Boone's updated Comprehensive Plan, the Town Council had authorized the creation of a Conditional District process. In this case, Landworks Design Group and RK Investors requested an informal discussion regarding a potential development at 736 Greenway Drive, also known as the former IRC site.

Mr. Brasse then began the presentation. The full presentation can be found on agenda packet pages 22-40. Following the presentation, Mr. Brasse invited questions from Council.

Mayor Futrelle noted that previous conversations had been held with the North Carolina Department of Environmental Quality (NCDEQ), during which the Town was advised that this property would be difficult to develop for residential use because it is a brownfield site. Mr. Langston acknowledged the challenge but explained that he and his team had conducted preliminary discussions with NCDEQ and developed a rigorous remediation plan that would allow for the safe development of the property.

Councilmember Carter stated that affordable housing is greatly needed in Boone and asked how such units might be incorporated into the proposed development. Mr. Ranson explained that while RK Investors does not manage affordable housing directly, they would be open to partnering with agencies that could manage units designated as affordable. Councilmember Carter added that accessible housing is also limited in Boone and expressed interest in ensuring that some of the proposed affordable units are accessible.

Mayor Pro-Tem George asked Ms. Shook how she would recommend the Town assist if the project were to be approved. Ms. Shook explained that development of the site would take several years due to permitting and construction timelines. During that time, she and staff would work with Attorney Meade to determine how the Town could play a larger role in addressing affordable housing needs in Boone.

Mayor Pro-Tem George then asked Mr. Langston how many parking spaces would be available. Mr. Langston responded that parking would meet the requirements outlined in the Town's Unified Development Ordinance (UDO). A brief discussion followed regarding parking standards and greenspace.

Mr. Langston noted that during public input sessions with residents of the Greenway Drive neighborhood, participants emphasized the need for additional housing stock, particularly family-oriented units. He stated that the proposed development would include such units near Rogers Drive. He also noted that additional bicycle parking would be provided to encourage less vehicle-centered travel and that discussions had begun with AppalCART to establish a new bus stop in front of the development.

Ms. Shook reminded Council that, as this is a Conditional District project, Council has the authority to impose specific conditions provided they are supported by appropriate reasoning. Councilmember Tugman asked whether the Council could require the inclusion of a multi-modal path and bus stop to promote walkability. Attorney Meade confirmed that such requirements would be permissible.

A discussion followed regarding potential involvement from the Northwest Housing Authority. Mayor Futrelle then asked if Council was comfortable providing consensus for the developers to continue planning the project. Council provided consensus. With no further questions, Mayor Futrelle moved to the next item on the agenda.

PROJECT NARRATIVE (rev 12/22/25) – changes highlighted in yellow

I. Proposed Allowable Uses

1. The Site may be devoted only to a multifamily apartment community containing a maximum of 310 dwelling units and any accessory and temporary uses relating thereto that are permitted in the R-3 zoning district as described in the table below, excerpted from the UDO. *No uses are contemplated that are not currently allowed in R-3.*

Use # Use		R3	Reference
1.0 Household Living			
1.13	Multi-Family Dwelling (> 100 bedrooms)	CD	15.03
15.0 Parking			
15.02	Parking Structure	CD	15.4
Allowable Accessory Uses			
A-8	Automated teller machine (ATM)	P	
A-9	Automated teller machine (ATM), freestanding	L	15.52
A-16	Satellite receiving antennas less than 1 meter in diameter	P	
A-20	Swimming pools, spas, and hot tubs	L	15.59
A-22	Vehicular gate	L	15.61
A-28	Solar Energy System	L	15.64
A-29	Electric-Vehicle Charging Station	L	15.65
Allowable Temporary Uses			
T-2	Temporary construction or repair dwelling	L	15.62
T-3	Temporary construction trailer	L	15.62
T-6	Temporary portable storage containers	L	15.62

II. Deviation from Ordinance Standards:

1. 14.03.07(D)(1): The maximum height of any structure that is located on a non-residentially zoned or R3 zoned property within 100 feet of a boundary line of a residentially zoned property (other than an R3 zoned property) shall not exceed the maximum height set forth for the adjoining residential district. *This Site proposes to reduce the 100 foot setback for height restriction described above to 60 feet for this Standard.*
2. 14.10.03(F): Maximum Building Height: 3 stories (see Subsection 14.03.07). *This Site proposes to increase the Maximum Building Height from 3 stories to Five (5) stories plus roof pitch for this Standard.*
3. 15.03.03(A): A townhouse-style design and a mixture of unit configuration and sizes per development shall be encouraged. No one type of dwelling unit, as defined by the number of bedrooms, shall comprise more than 50% of the total units. *This Site proposes to eliminate the “townhouse-style design” requirement described above and increase the 50% unit-type restriction to 60% from this Standard.*
4. 15.03.03(B)(1): The square footage of the parking designated for visitors may not exceed ten percent (10%) of the total parking area. A minimum of twenty-five percent (25%) of units shall

have a garage or carport. *-This Site proposes to eliminate the garage/carport requirement from this Standard.*

5. 15.03.03(C): A livability space ratio of .50 must be met for the development. Fifty percent (50%) of the required livability space shall be designated to a defined area exclusively for the use of ground floor units. This space must consist of a common yard with accompanying private outdoor space for each ground level unit, or individual yards contiguous with the unit served. Either configuration must provide direct access from all ground floor units. The remaining livability space shall be designated for the use of the development as a whole as recreation space and shall be located so as to provide for direct auditory, visual, and physical access from the dwelling units served. *This Site contemplates multifamily apartment units that will share the proposed livability space. This site proposes to eliminate from this Standard the requirements for livability space to be set aside for ground-floor units and to eliminate the requirement for direct access. All apartment units will access the site (and exterior common area) through interior corridor doorways/exits.*
6. 15.03.03(E)(4): Outdoor recreation area for common use should be located twenty (20') or more from any residential window at the same general level. *This Site proposes to reduce the Outdoor recreation area setback from twenty (20') to ten (10') from nearby residential windows within the development.*
7. 15.03.04(A): The maximum building height shall be three-(3)stories of occupied space, and in no case shall the building exceed fifty feet (50') in total height including the roof or the maximum in the particular zoning district, whichever is less. *This Site proposes to increase the maximum building height to five (5) stories of occupied space, and in no case shall the building exceed seventy-five feet (75') in total height including the roof.*
8. 15.03.05: Each dwelling unit shall meet the following standards:
 - A. The bedroom to bathroom ratio of each unit within the development shall be limited as follows:
 1. Efficiency unit and one (1) bedroom unit: one (1) bathroom.
 2. Two (2) bedroom unit: one (1) or two (2) bathrooms, with no less than one bathroom with common access.
 3. Three (3) bedroom unit: Two (2) bathrooms with no less than one (1) bathroom with common access.
 4. Four (4) or more bedroom unit: Three (3) bathrooms with no less than two (2) bathrooms with common access from a hall.

The development contemplates en suite bathrooms (one bathroom per bedroom maximum). For 2-, 3-, and 4- bedroom units, at least one bathroom shall have common hallway access within the unit.
 - B. In every unit with two (2) or more bedrooms, a designated master suite must be included and shall be at least twenty-five percent (25%) larger than every other bedroom and not less than 144 square feet excluding closet space. *The development requests a waiver from the master suite size requirement.*
 - C. Dedicated storage space of at least fifty square feet (50 ft²) per unit must be provided for units without garages. Any storage space which is not within or attached to the building containing the units served by the space must be architecturally integrated with the development. *The development requests a waiver from the 50 ft² per unit storage requirement for buildings 1-6.*

9. The maximum building height shall be three (3) stories of occupied space, and in no case shall the building exceed fifty feet (50') in total height including the roof or the maximum in the particular zoning district, whichever is less. This Site proposes to increase the maximum building height to five (5) stories of occupied space, and in no case shall the building exceed seventy-five feet (75') in total height including the roof.

10. Phased Occupancy: Phased occupancy may be permitted prior to completion of the entire project, subject to approval of a Phased Occupancy Plan by the Town. Each phase proposed for occupancy shall be independently code-compliant, with all required egress, accessibility, utilities, parking, ventilation, lighting, and life-safety systems completed and operational.

Occupied phases shall be physically separated from construction areas, with clearly identified phase boundaries and construction staging areas shown on the approved phasing plan. Electrical, gas, mechanical, plumbing, fire suppression, and fire alarm systems serving an occupied phase shall be completed, tested, and secured to prevent service to construction areas, unless otherwise approved by Fire and Building Officials.

All agency occupancy holds within the subject phase must be released prior to requesting a phased occupancy inspection. Upon approval and satisfactory inspection, a Temporary Certificate of Occupancy may be issued allowing occupancy of the approved phase while construction continues on remaining portions of the project.

III. Ordinance Compliance

1. **15.03.03(D)** – Project will have on-site property management

2. **Unit Count/Unit Mix:**

1BR:	54
2BR:	100
3BR:	6
4BR:	150
Total:	310

3. **Article 24: Parking:** This Site will comply with the UDO for Automobile, Bicycle, and Motorcycle Parking and intends to exercise the 10% parking reduction available in 24.04.11(A)(2).
4. **Article 27: Lighting:** This Site will comply with the UDO
5. **Article 31: Landscaping:** This Site will comply with the UDO
6. **Fire Access: Coordinated with the Fire Marshal**
7. **Solid Waste & Recycling: Coordinated with Public Works.** Final configuration to be determined during Zoning Permitting. Per discussion with Solid Waste, Petitioner reserves the right to increase waste pickup frequency on site, in order to reduce required solid waste and/or recycling storage requirements.
8. **Stormwater:** Will comply with the UDO

IV. Mitigation of Impacts

1. **Noise:** This site is designed to locate and orient the larger buildings inward to the site and against the existing wooded area to the south and west of the site, away from existing residential uses. The site plan also encloses the primary recreation space between the L-shaped buildings to diminish noise. The pickleball courts shown on the site plan are located

away from existing adjacent residential uses. Also, the buildings will not include balconies on the units in buildings 1-6.

2. **Lighting:** This site will utilize full-cutoff light fixtures to minimize light pollution. The Petitioner will include in the site construction documents a site lighting photometric plan that will show zero foot-candles at the property line.
3. **Traffic:** Proposed left-turn lane and proposed traffic signal at the Site's western entrance improves safety of turning movements. Traffic signal improves pedestrian safety while crossing Greenway Rd. Climate-controlled bus waiting area (available to the public) significantly encourages AppalCart useage and improves the transit rider experience for public as well as new residents of the project. The Site will provide an accessible sidewalk connection from Watauga Opportunities next door to the bus waiting area, in order to better facilitate use by their staff. The Site's eastern entrance is proposed to be right-in/right-out, eliminating left-turn movements at that location. The proposed entrance to Rogers Rd will be gated & locked, except for emergency vehicle access.
4. **Environmental Concerns:** The site proposes to preserve an existing trout stream and wetland area on the site. The site plan also focuses development on the flatter, previously-developed land, which helps preserve the steeper slopes in the southwest portion of the site. The Brownfield permit compliance for the proposed development will improve public safety by initiating State-mandated cleanup, mitigations, operation and maintenance, as well as monitoring for the site moving forward.
5. **Increased building height (above normal R3):** Designed the site plan to locate taller buildings away from existing adjacent residential and closer to existing topography or nonresidential development.
6. **Increased development intensity:** Neighborhood Protection buffers and street yards proposed adjacent to residential uses. Development focuses on redevelopment of existing paved areas and contemplates preservation of steep slope areas towards Deck Hill Road. Building footprints along eastern boundary (adjacent to Rogers Dr) are proposed smaller and more compatible with residential mass and scale (larger buildings shifted away from existing single-family).

V. Proposed Voluntary Conditions

1. The Petitioner commits that up to six buildings on the Site will contain conventional one-, two-, and three-bedroom apartments and not rent by the bedroom (student-style housing).
2. The Petitioner commits to install a traffic signal at the western Greenway Dr access point, if allowed by the Town. The western access shall include left turn lanes both into the site (westbound) and into the site across the street (eastbound). The site's entrance to Ivy Dr shall be constructed as a right-in/right-out condition.
3. **Attainable Units**

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

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

1. A “Preferred Employer” includes Town of Boone, Watauga County, Watauga County Schools, a 501(c)(3) organization headquartered in and serving Watauga County, or any similar organization agreed upon by the property owner and the Town Manager.
 2. A “Preferred Employer Tenant” is a person who, at the time the person applies to lease an Attainable Unit, is employed by a Preferred Employer with an annual household income that does not exceed 120% of the area median family income for Watauga County, as published annually by the United States Department of Housing and Urban Development (“HUD”).
 3. The “Preferred Employer Rate” for a one-year lease commencing in 2026 is \$1,500 per month for a one-bedroom unit, \$1,900 per month for a two-bedroom unit, and \$2,200 per month for a three-bedroom unit, which rate shall increase annually by 3%.
- ii. The Attainable Units will be contained exclusively within the six buildings identified as Building Nos. 7-12 in the Project site plan and will be comparable in square footage and external appearance to the other units in those buildings. The specific units to be leased by Preferred Employer Tenants at Preferred Employer Rates is to be determined by tenant preference among units available for lease within Building Nos. 7 -12 at that time.
 - iii. Nothing herein or the covenant shall require the owner to lease any unit to any person who does not meet the tenant applicant requirements adopted by the owner for the Project (except any income-based standard), including the satisfactory completion of a criminal background check and credit check.
 - iv. In the event the owner uses good faith effort to lease an Attainable Unit for a period of ninety (90) consecutive days and the Attainable Unit remains vacant at the conclusion of that 90-day period, then the owner may then lease such Attainable Unit to anyone at the market rate.
 - v. Upon request by the Town Manager, the owner annually shall provide the Town rental records that are sufficient to demonstrate its compliance with the restrictions imposed by the covenant.
 - vi. The covenant shall automatically expire, terminate, and be of no further force or effect after ten (10) years from the date on which it is recorded.
4. *Greenway Commitment*

The applicant is committed to helping facilitate the Town’s plan to construct a 5’ public walkway (4’ min. width where obstacles occur), spanning from the Project entrance at Ivy Dr to the Wilson Dr at Winklers Creek Rd intersection (the “Greenway Section”) as part of the Town’s Cross Boone Connector initiative. The applicant commits to spending up to \$250,000 towards the design, right-of-way acquisition, and construction of the Greenway Section, with the Town paying any remaining amounts needed to complete

the Greenway Section. Upon the applicant paying \$250,000 towards the design, right-of-way acquisition, and construction of the Greenway Section, it shall have no further obligations with regard to the Greenway Section.

5. *Architectural Masonry*

The Petitioner commits to providing a minimum of 50% masonry veneer on all residential buildings on the site (excluding window area from calculation).

6. *Visitor Parking*

The Petitioner commits to a minimum of 20 marked visitor parking spaces distributed throughout the site.

- This number includes a minimum of 5 short-term (15 minute) parking spaces
- Permitting for visitor spots shall be managed through the leasing office

7. *Ground Floor Courtyards*

The Petitioner commits to providing ground-floor courtyards where feasible, as generally depicted on the Site Plan.

8. *Site Amenities*

In addition to indoor amenities, the Site shall include, but not be limited to, at least four (4) of the following outdoor amenities for residents:

- Bouldering Station
- Outdoor kitchen/grill area
- Covered outdoor seating (w/ possible fire pit)
- Hammock Garden
- Whirlpool Spa
- Cornhole court
- Swimming Pool
- Pickleball

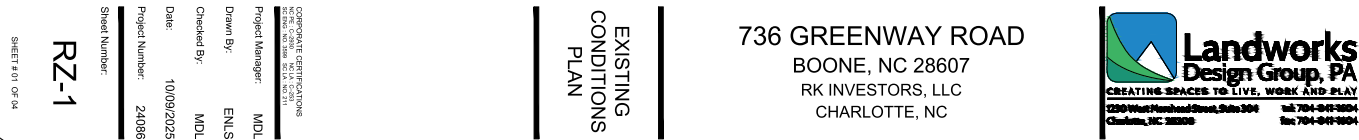
VI. Miscellaneous Development Standards

1. Unless stated otherwise herein, the Petitioner shall ensure that all transportation improvements are substantially completed prior to the issuance of the Site's fifth (5th) building certificate of occupancy.
2. Final locations of proposed driveway connection(s) shall be coordinated with the Town of Boone.
3. The Petitioner shall dedicate and convey in fee simple all rights-of-way to the Town as part of the final platting process.
4. The Petitioner will provide ground floor ADA-accessible units in accordance with Code requirements.

VII. Binding Effect of the Rezoning Documents and Definitions

1. Following Rezoning Petition approval, all conditions applicable to development of the Site imposed under the Rezoning Plan and these Development Standards will, unless amended in the manner provided under the Ordinance, be binding upon and inure to the benefit of the

- Petitioner and subsequent owners of the Site and their respective successors in interest and assigns.
2. Throughout these Development Standards, the terms, "Petitioner" and "Owner" or "Owners" shall be deemed to include the heirs, devisees, personal representatives, successors in interest and assigns of the Petitioner or the owner or owners of any part of the Site from time to time who may be involved in any future development thereof.







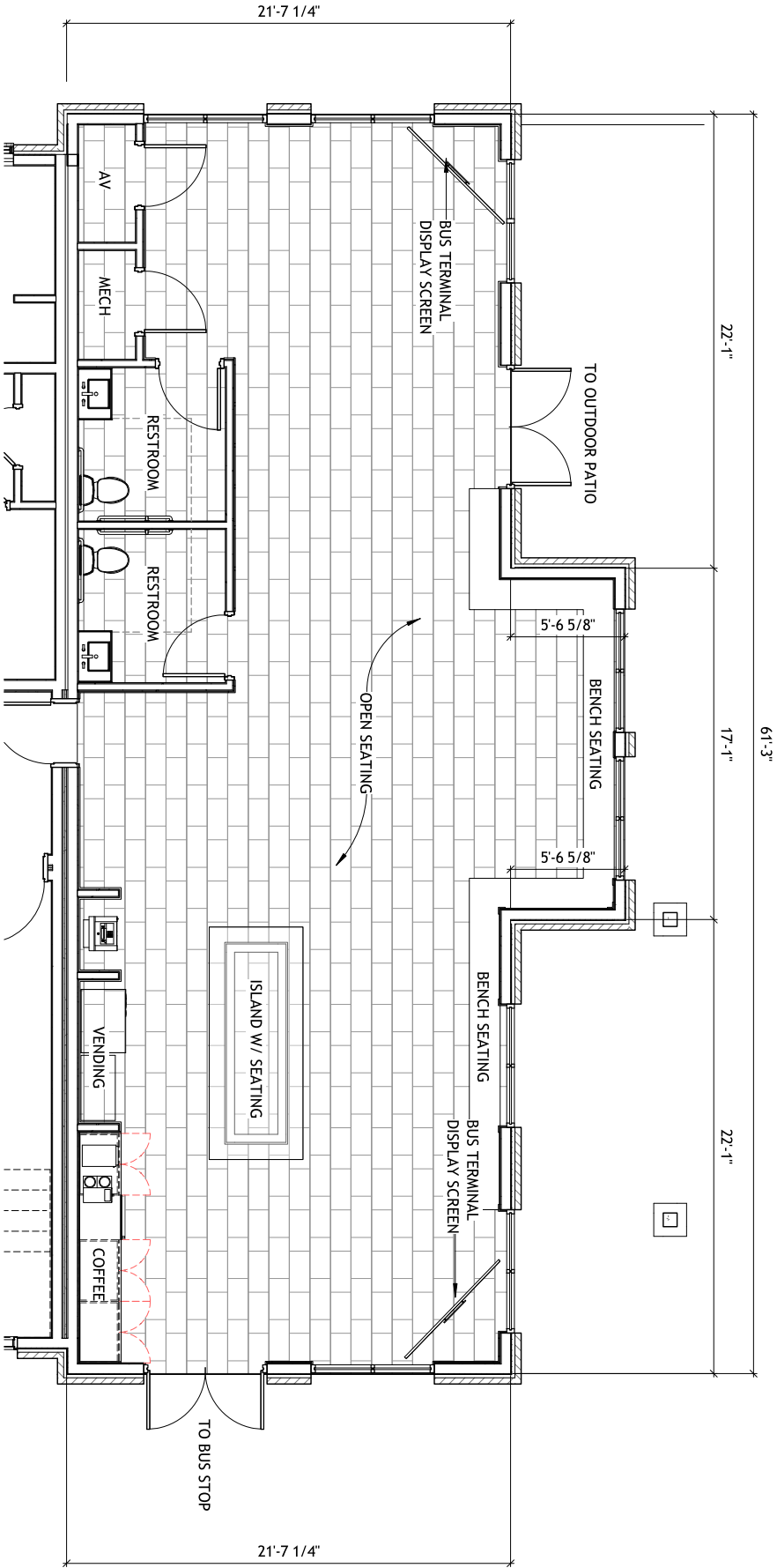


OSE PULL PLAN

736 GREENWAY ROAD
BOONE, NC 28607
RK INVESTORS, LLC
CHARLOTTE, NC



ENLARGED PLAN - BUS WAITING AREA
BOONE GREENWAY



1 FLOOR PLAN - BUS WAITING - 1,400 SF
A1-01 3/16" = 1'-0"

10/20/2025 2:01:25 PM

RENDERING
736 Greenway Rd - Boone, NC



NOTE: ARCHITECTURAL RENDERINGS ARE REPRESENTATIVE OF AESTHETIC STYLE AND NOT FINALIZED DESIGN

COMMUNITY MEETING REPORT

Petitioner: RK Investors, LLC

This Community Meeting Report is being filed with the Town of Boone Planning & Inspections Department pursuant to the provisions of the Town of Boone Unified Development Ordinance.

PERSONS AND ORGANIZATIONS CONTACTED WITH DATE AND EXPLANATION OF HOW CONTACTED:

A representative of the Petitioner mailed a written notice of the date, time, and location of the Community Meeting to the individuals and organizations set out on Exhibit A attached hereto by depositing such notice in the U.S. mail on August 25th, 2025. A copy of the written notice is attached hereto as Exhibit B.

DATE, TIME AND LOCATION OF MEETING:

The Community Meeting was held on Wednesday, September 24, 2025 at 6:30PM at the Fairfield Inn & Suites, located at 2060 Blowing Rock Road, in Boone, NC.

PERSONS IN ATTENDANCE AT MEETING (see attached copy of sign-in sheet):

The Community Meeting was attended by those individuals identified on the sign-in sheet attached hereto as Exhibit C. The Petitioner was represented at the Community Meeting by:

Tom Brasse (Petitioner)

Matt Langston (Consultant), Landworks Design Group, PA

Elise Smith, Landworks Design Group, PA

SUMMARY OF PRESENTATION/DISCUSSION:

The Petitioner's consultant, Matt Langston, welcomed the attendees and introduced the Petitioner's team. Langston indicated that the Petitioner proposed to rezone an approximately 16.03-acre site (the "Site") located at 736 Greenway Road Site from the M1 and R1 to R-3(CD) zoning. Langston provided background information on the Site's history, while Brasse explained the current brownfield status. Brasse discussed brownfield remediation options, how they operate, and addressed concerns about any effects to neighbors. Langston and Brasse continued to describe the existing conditions of the site, what kinds of materials have already been removed, and what remains from the TT electronics plant.

Langston communicated that the site would require annexation of the southwestern corner adjacent to Deck Hill Road. Langston related the Site to the adopted Town of Boone Future Land Use Map's "Walkable Mixed Use" dedication. He explained the goals of Walkable Mixed Use and how the Petitioner's design fits into those intents.

Langston described the proposed site layout, including the building locations, proposed roadway improvements, and site elements. Langston and Brasse discussed the adjustments since the preliminary neighbor meeting in May, which includes the removal of any potential mixed-use retail options along Greenway Road. Langston and Brasse displayed some preliminary inspirational imagery and discussed the intent of the design. The presentation closed with a discussion of possible community benefits, and then transitioned to open comment from neighbors in attendance.

Questions & comments from neighbors included:

- Agreement from neighbors that mixed-use retail was not desirable at the Site.
- Neighbors noted difficulty with existing traffic flow on Greenway Road. One neighbor expressed difficulty for pedestrians crossing the public street to get to the bus stop on Greenway.
- Questions about the Site's brownfield status and active contaminants.
- Questions about the possible remediation options for the site and their effects.
- Concerns that bike lanes would not be used by Appalachian State students living outside of the "campus core."

- Concern for security at proposed public, enclosed bus stop. Noted previous unhoused encampments on the Site and surrounding areas.
- Discussion about future enrollment declines at Appalachian State.
- Questions about proposed unit and bedroom count, as well as proposed timeline and delivery.
- Neighbors emphasized the value of workforce housing being available, along with questions about what level of “affordability” would be provided.
- Questions about architectural design for the proposed buildings and what amenities would be included.

The meeting adjourned at approximately 7:30PM.

Respectfully submitted, this 26th day of September 2025

cc: Town of Boone Planning & Inspections Department

EXHIBIT A

JAMES LARRY & JUDY BALL
4846 WEST HIGHWAY 27
VALE, NC 28168

TOWN OF BOONE
567 WEST KING STREET
BOONE, NC 28607

JUAN CARLOS ARMAS CANTERO & LORENA
GALAN NAVARRO
773 GREENWAY ROAD
BOONE, NC 28607

WILLIAM JEFFREY & JESSICA JOHNSON
COOK
313 ROGERS DRIVE
BOONE, NC 28607

E PROPERTIES, LLC
P.O. BOX 2124
BOONE, NC 28607

GH WINKLER FAMILY LIMITED PARTNERSHIP
P.O. BOX 3528
BOONE, NC 28607

ANGELINA M GREENE
795 GREENWAY ROAD
BOONE, NC 28607

TRUSTEES OF GREENWAY BAPTIST
CHURCH
880 GREENWAY ROAD
BOONE, NC 28607

GREENWAY MEDICAL ARTS, LLC
579 GREENWAY ROAD, STE 200
BOONE, NC 28607

ROSALINDA ZAMBRANO
292 ROGERS DRIVE
BOONE, NC 28607

ALLEN A HAMPTON
191 ROGERS DRIVE
BOONE, NC 28607

AUDREY HARTLEY
185 KEYSTONE DRIVE
BOONE, NC 28607

HCI PROPERTIES, LLC
142 JOY COURT
BOONE, NC 28607

JUSTIN HAL HODGSON
P.O. BOX 2527
BOONE, NC 28607

JEFF TEMPLETON RENTALS, LLC
P.O. BOX 3601
BOONE, NC 28607

CHIEU & TAM NGUYEN
228 GREAT ENO PATH
HILLSBOROUGH, NC 27278

IVA LEE PALMER
7502 NC HIGHWAY 194 NORTH
BOONE, NC 28607

DAVID B. PEELER
256 ROGERS DRIVE
BOONE, NC 28607

DAVID RANDOLPH PHILLIPS
P.O. BOX 3437
BOONE, NC 28607

SUSAN M. PURSER
P.O. BOX 2722
BOONE, NC 28607

RONALD TODD & HANNAH SPENCER
REEDER
567 DECK HILL ROAD
BOONE, NC 28607

FREDA GAIL REESE, LIFE ESTATE
213 MARSEILLE DRIVE
NAPLES, FL 34112

SAFEKEEPING MINI STORAGE, LLC
480 HIGHWAY 105 EXT.
BOONE, NC 28607

JOSEPH THOMAS SANDERS
169 ROGERS DRIVE
BOONE, NC 28607

STEEPLECHASE II, LLC
P.O. BOX 2675
BOONE, NC 28607

TEMPLETON PROPERTIES, LP
170 MEADOWVIEW DRIVE, SUITE B
BOONE, NC 28607

JEFFREY B TEMPLETON
P.O. BOX 3601
BOONE, NC 28607

THE BYRD'S NEST EGG, LLC
P.O. BOX 2672
ROCKINGHAM, NC 28380

KAREN SUE TRIPLETT
208 ROGERS DRIVE
BOONE, NC 28607

CHASE TROXELL & CLARA RANKIN
2506 JEFFERSON AVENUE
WINSTON SALEM, NC 27103

EXHIBIT A

TT GROUP INDUSTRIES, ATTN: FINANCE
2900 EAST PLANO PARKWAY, STE 200
PLANO, TX 75074

WATAUGA PROPERTIES, INC.
P.O. BOX 2330
BOONE, NC 28607



NOTICE TO OUR TOWN OF BOONE NEIGHBORS OF COMMUNITY MEETING

Wednesday, September 24th, 2025, at 6:30PM
Fairfield Inn & Suites – 2060 Blowing Rock Road, Boone NC 28607
Blue Ridge Room
Doors will open at 6:00PM
(Developer and Representative will be available to answer questions)

Dear Neighbor,

You are invited to a Pre-Application Neighborhood Meeting to review and discuss the rezoning, annexation (part of the site), and development proposal for the 16.02-acre site (the "Site") located at 736 Greenway Drive. On behalf of RK Investors, LLC, we are proposing a rezoning of the Site (currently M-1 and R-1 zoning districts). The purpose of the rezoning is to permit the development of a residential community.

Per the requirements of the Town of Boone Unified Development Ordinance, RK Investors, LLC will hold a Community Meeting prior to the Application for Submittal on this Rezoning Petition to discuss this rezoning proposal with nearby property owners and organizations. This provides neighbors with an opportunity to raise questions and discuss any concerns about the impacts of the project before it is submitted for the Planning Department's review. The Town of Boone's records indicate that you are an owner of property that adjoins or is located within 300 feet of the Site.

Accordingly, on behalf of RK Investors, LLC, we give you notice that representatives of the Petitioner will hold a Community Meeting regarding this Rezoning Petition on **Wednesday, September 24th, 2025**, at **Fairfield Inn & Suites – 2060 Blowing Rock Road**. The Petitioner and their representatives look forward to sharing this rezoning proposal with you and to answering any questions you may have with respect to this Rezoning Petition.

In the meantime, should you have any questions or comments about this matter, please call us at 704-841-1604 x 701, or email mlangston@landworkspa.com.

Sincerely,

Matt Langston, PLA
1230 West Morehead Street, Suite 304
Charlotte, NC 28208

cc: (Brandon Wise, Town of Boone)

Date Mailed: Monday, August 25th, 2025

EXHIBIT C

COMMUNITY MEETING ATTENDANCE SHEET

** This sign in sheet is to acknowledge your attendance at the community meeting and so that the Town Council may know who attended the community meeting. Signing this attendance sheet does not indicate support or opposition to the proposed rezoning petition. **

Petitioner: RK Investments, LLC

736 Greenway Road

Date 09/24/2025

Name	Address	Phone	Email
		828 266-3689	
Michael Mayberry	642 Greenway		
	Watauga Opportunities		mmayberry@wui
Joe Furma	579 Greenway Ste 101	828 264 2225	works. at g
	Doone Area Chamber of Commerce		joc@burne-chamber.com
Bill + Jessica Cook	313 Rogers Dr	919-666-1290	jessiacook@gmail.com
Stephen Phillip	264 Ivy Dr	828-964-2512	stephen.ph828@gmail.com
Charlie Hert	3102 US Hwy 421	828-557-5767	hert020407@gmail.com

Add additional sheets as needed

COPY OF MEETING PRESENTATION



Redevelopment Proposal for 736 Greenway Road

Meet Our Team



Landworks Design
Group, PA



Hart &
Hickman, PC



Kimley-Horn



Wetlands &
Waters



Brent Davis
Architecture



Niles Bolton Assoc.
Architecture



Introduction to the Site

- Located at 736 Greenway Road
- 16.03 acres
- Currently zoned MI & RI
- International Resistive Corporation (IRC) industrial plant from 1953 until 1990
- TT Electronics plant from 1990 until 2012
- Vacant since demolition in 2013

COPY OF MEETING PRESENTATION



Current Conditions



(View from Greenway Road)

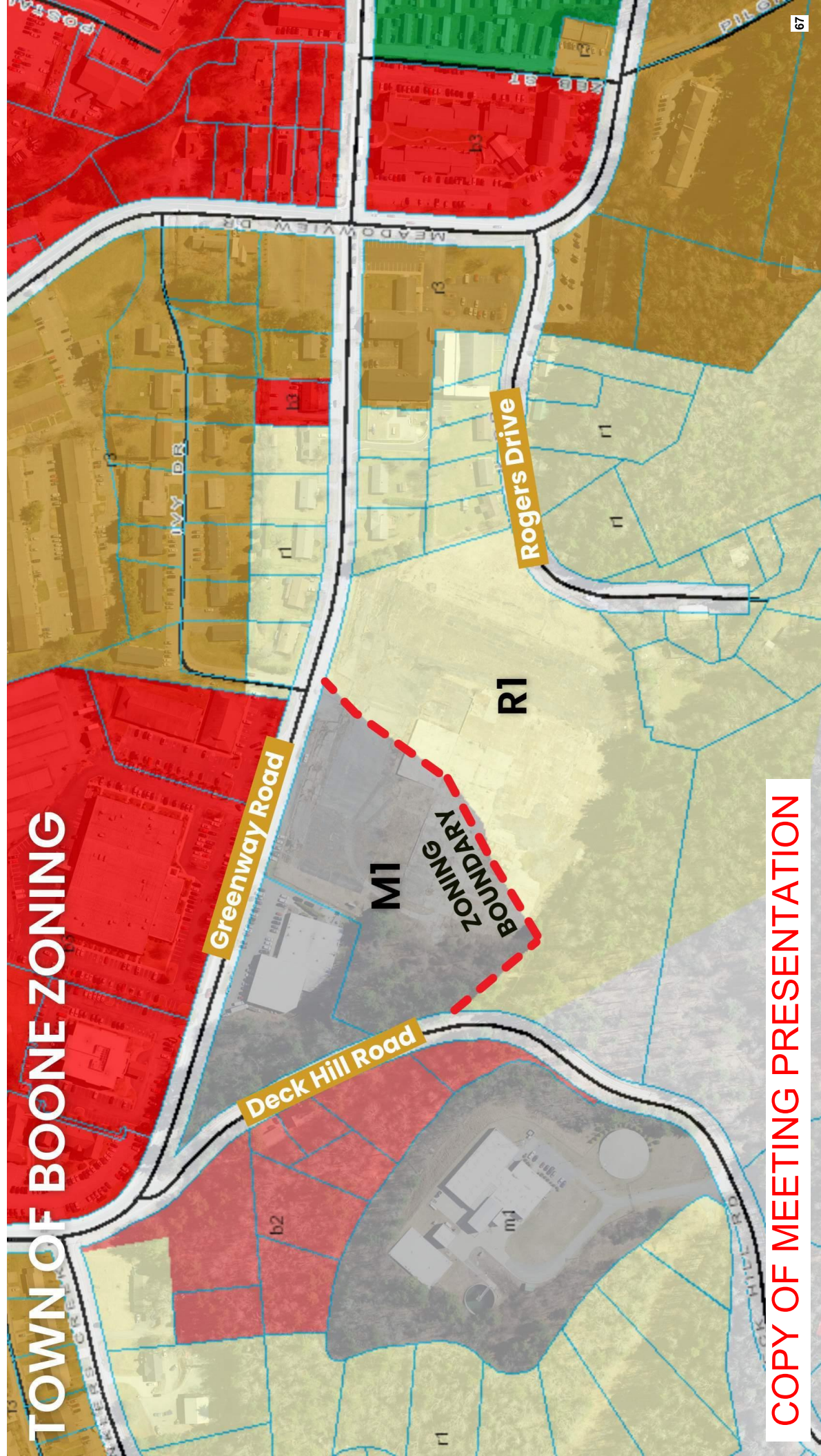
Current Conditions



(View from Rogers Drive)



TOWN OF BOONE ZONING



COPY OF MEETING PRESENTATION

TOWN OF BOONE LIMITS

Greenway Road

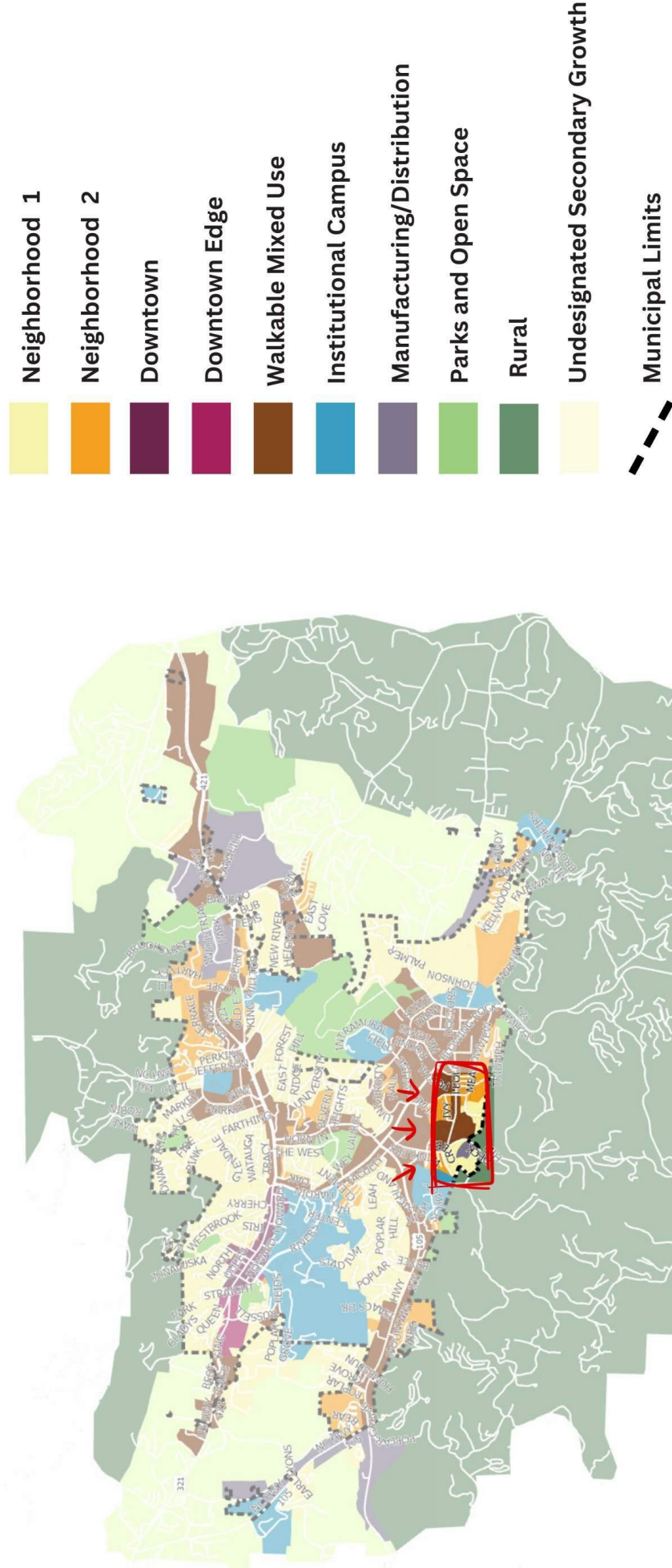
Deck Hill Road

AREA REQUIRING ANNEXATION

Rogers Drive

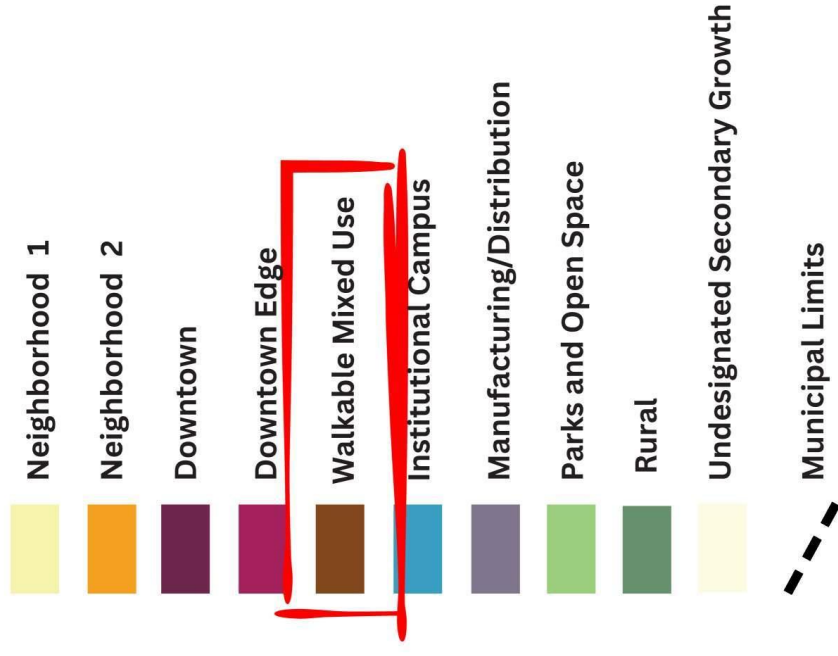
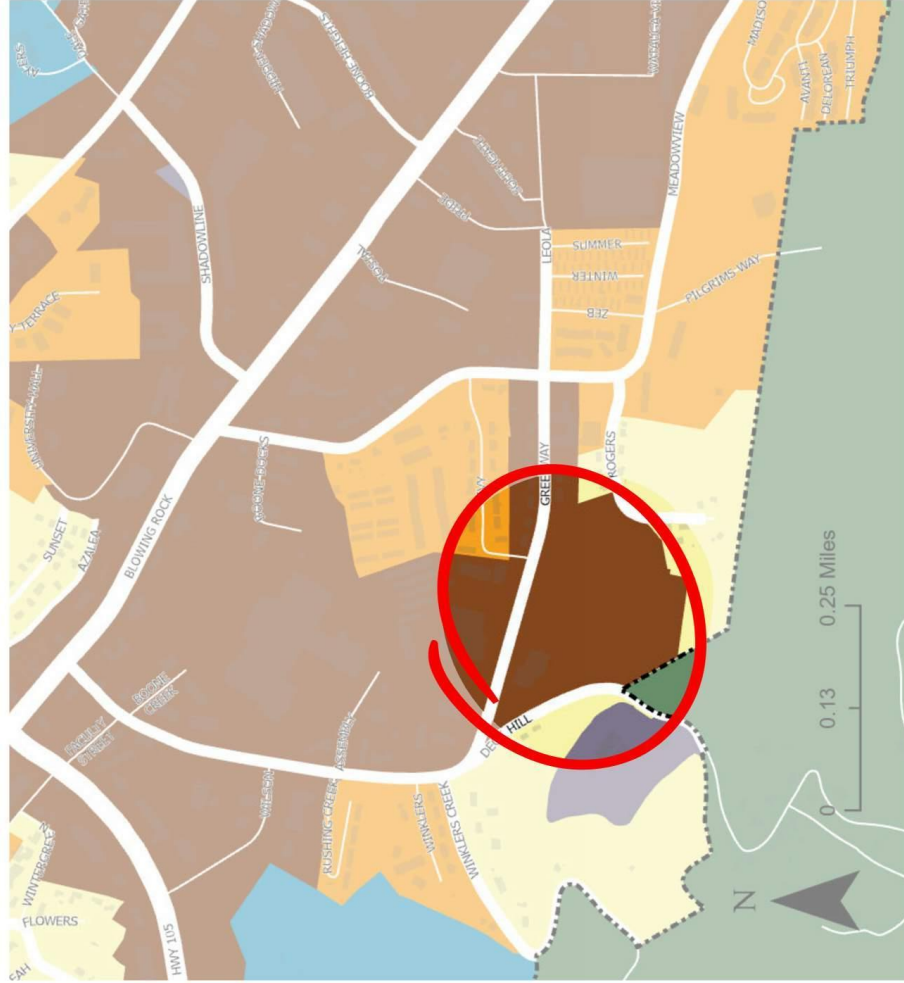
COPY OF MEETING PRESENTATION

Town of Boone Future Land Use Map - Adopted with Boone Next on June 25th, 2025



COPY OF MEETING PRESENTATION

Town of Boone Future Land Use Map - Adopted with Boone Next on June 25th, 2025



COPY OF MEETING PRESENTATION

Town of Boone Future Land Use Map - Adopted with Boone Next on June 25th, 2025

Walkable Mixed Use

DESCRIPTION

Walkable Mixed-Use areas are envisioned as places that should evolve from existing auto-oriented patterns into green, walkable, mixed-use corridors and destinations.

New street and alley grids may be established, fostering a more urban environment while maintaining a commitment to well-designed, green, and visually-engaging building patterns. Buildings in these areas are oriented toward the street and generally up to four stories in height; in some cases, on appropriately sized and located lots, they may reach up to six stories. Parking and drive aisles in the front are minimized and the majority of parking placed to the sides and rear. Ground floors should feature ample transparent windows and doors. Ground floors should create an inviting atmosphere for pedestrians by, for example, incorporating features like generous transparent windows and inviting entryways. Where appropriate, wider sidewalks and street trees enhance the pedestrian experience and promote a sense of place.



The overall vision behind the Walkable Mixed-Use Land Use Type is to foster vibrant, self-sufficient communities where everything is just a short stroll away – a true realization of the “15-minute city” or “city within a city” concept. Here, residents enjoy access to local businesses, services, and amenities that cater to their daily lives, while commercial spaces thrive on the support of a connected residential environment.

OBJECTIVES

- Eliminate curbcuts on arterials through rear access parking and new alley construction and dedication
- Evaluate opportunities for neighborhood scale- businesses that enhance neighborhoods with accessible resources such as cafes, small grocers/bodegas, and childcare facilities
- Mixed-use buildings provide a variation in layout and size for ground floor non-residential uses
- Encourage and facilitate public spaces like plazas, playgrounds, and other public amenities

PRIMARY USES

- Vertical mixed-use with ground floor commercial and upper story residential and/or appropriate commercial uses; or a mix of single-use commercial and/or residential buildings within a single development.
- Multi-family



COPY OF MEETING PRESENTATION

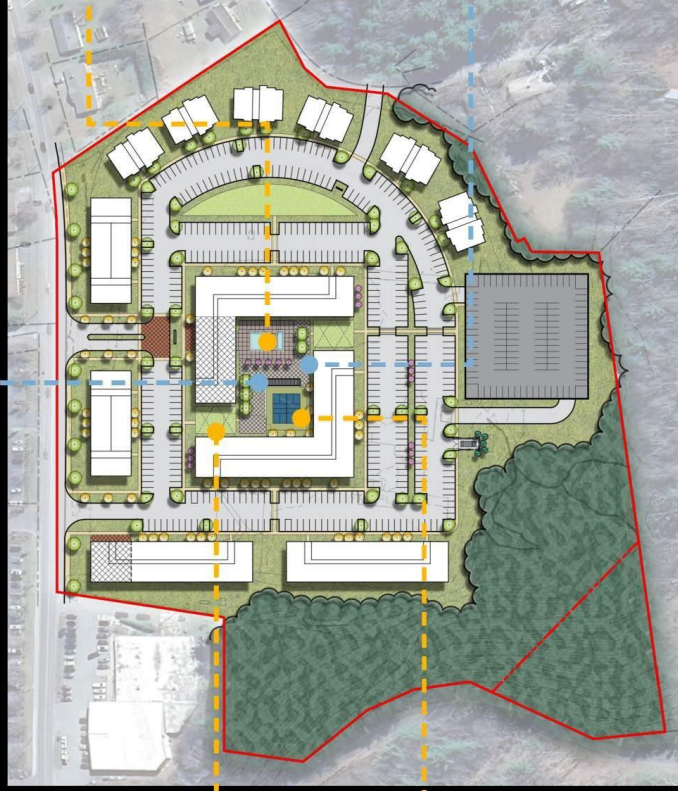
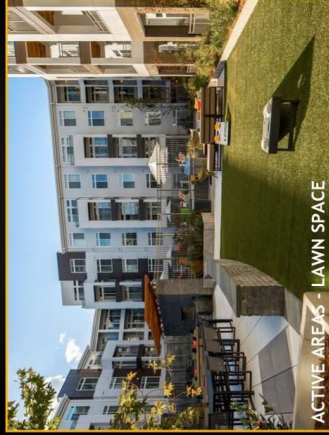
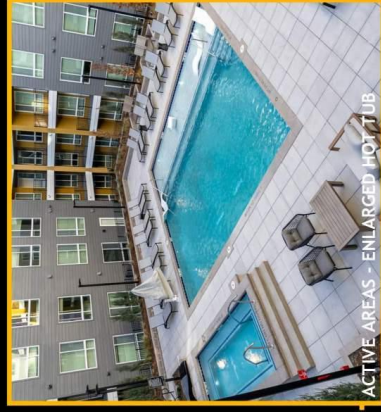
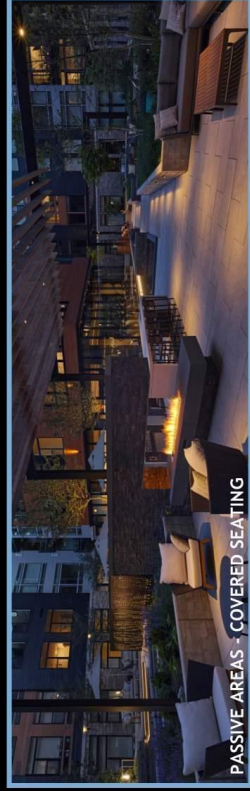
PROPOSED SITE PLAN

PROPOSED ZONING: R-3(CD)



INSPIRATIONAL IMAGERY

COMMUNITY AMENITIES



Possible Community Benefits



Affordable Housing



Residential Scale
near Rogers Dr



Removal of Long-
Term Eyesore



Protected Bus Shelter



Pedestrian Connectivity



Invigorated Tax Base



Traffic Signal at Ivy Dr



Slope Protection
at Site Rear

COPY OF MEETING PRESENTATION

Thank You

WWW.RKINVESTORS.COM

AFFIDAVIT FOR TOWN OF BOONE REZONING APPLICATION # _A25-0790

L. Russell Ranson III, being first duly sworn, testifies as set forth below:

1. My name is L. Russell Ranson III. I am over eighteen years of age. I am of sound mind, and I am fully competent to make this affidavit. I have personal knowledge of the facts stated herein, and such facts are true and correct.

2. I am a manager of Appalachian Greenway, LLC, a North Carolina limited liability company. I am duly authorized to execute and deliver this affidavit and otherwise act on behalf of Appalachian Greenway, LLC in connection with its above-referenced rezoning application (the "Application") to the Town of Boone (the "Town") for the property located at 736 Greenway Rd. (the "Property").

3. Appalachian Greenway, LLC voluntarily proposes the rezoning conditions that it submitted in writing with its Application, subject to any supplementation, modification, or amendment to those conditions that Appalachian Greenway, LLC may deliver to the Town in writing, or may announce at a public hearing, after the date of this affidavit (the "Proposed Conditions").

4. Appalachian Greenway, LLC submits the Proposed Conditions based solely on its independent business judgment derived from information presently available to it. In submitting the Proposed Conditions, Appalachian Greenway, LLC has not relied on the accuracy of any representation from any member of Town staff or any of its elected or appointed representatives regarding the need for any specific condition as part of the Application.

5. Appalachian Greenway, LLC understands that the Town and its representatives may rely on this affidavit as evidence of the voluntariness of the Proposed Conditions when considering whether to approve or deny the Application.

6. Appalachian Greenway, LLC also understands that, if the Application is granted, the Proposed Conditions that are approved and adopted by Town in the ordinance granting the Application and rezoning the Property will become part of the Property's zoning regulations and shall control the development and use of the Property by its owner, including Appalachian Greenway, LLC or any other person or entity which may acquire the Property in the future, unless and until the Town subsequently rezones the Property or such conditions subsequently are modified, amended, or removed through the procedures described in N.C. Gen. Stat. § 160D-703(b).

FURTHER AFFIANT SAYS NAUGHT.

This the 3rd day of November, 2025.


L. Russell Ranson III

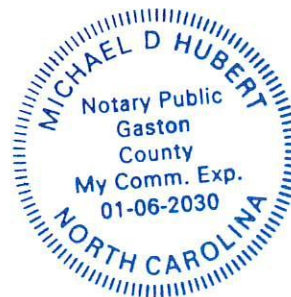
Sworn to and subscribed before me,
This 3rd day of November, 2025.


Notary Public MICHAEL D. HUBERT

[NOTARY SEAL]

My Commission Expires:

1/6/30



**Traffic Impact Analysis for
Greenway Road Residential
Boone, North Carolina**

Prepared for:

**RK Investors
Charlotte, North Carolina**

Prepared by:

**Kimley-Horn and Associates, Inc.
NC License #F - 0102
200 South Tryon Street, Suite 200
Charlotte, North Carolina 28202
(704) 333-5131**



**October 2025
015089001**

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1.0 Executive Summary

The purpose of this Traffic Impact Analysis (TIA) is to evaluate the vehicular traffic impacts on the surrounding transportation infrastructure as a result of the proposed Greenway Road Residential development. The primary objectives of the study are:

- To estimate trip generation and distribution for the proposed development.
- To perform intersection capacity analyses for the identified study intersections.
- To determine the potential traffic impacts of the proposed development.
- To develop recommendations for roadway and operational improvements needed to accommodate the proposed development's traffic impacts.

The proposed Greenway Road Residential development is located at 736 Greenway Road in Boone, North Carolina. Based on the current site plan, the proposed Greenway Road Residential development is currently envisioned to consist of 862 rooms/306 units of off-campus student housing.

For the purposes of this TIA, the development is assumed to be completed (built-out) in 2029. Based on the provided site plan, the proposed development is currently planned to be accessed via three (3) access points:

- **Access A** – full-movement (FM) connection to Greenway Road approximately 275 feet west of Ivy Drive
- **Access B** – FM connection to Greenway Road aligned with Ivy Drive
- **Access C** – FM connection to Rogers Road approximately 750 feet west of Meadowview Drive
 - Per coordination with the Town of Boone and NCDOT, this study provides results with Access C as full access and as an emergency access only.

North Carolina Department of Transportation's (NCDOT's) TIA Scoping Checklist was prepared based on the provided site plan that documented all scoping parameters to be used for the TIA and was reviewed and agreed upon by NCDOT and Town of Boone staff. The approved TIA Scoping Checklist and subsequent coordination is included in the **Appendix**.

The following AM and PM peak-hour scenarios were analyzed to determine the proposed development's traffic impacts on the surrounding network:

- 2025 Existing Conditions
- 2029 Background Conditions
- 2029 Build-out Conditions (Access C full movement)
- 2029 Build-out Conditions (Access C emergency only)

Operations under each of the AM and PM peak-hour scenarios above were performed for the following study area intersections:

1. Blowing Rock Road (US 321) and Winklers Creek Road
2. NC 105 and Wilson Drive
3. Winklers Creek Road and Wilson Drive
4. Greenway Road and Deck Hill Road
5. Greenway Road and Ivy Drive/Access B
6. Greenway Road/Leola Street and Meadowview Drive
7. Meadowview Drive and Rogers Drive/Existing Driveway
8. Blowing Rock Road (US 321) and Meadowview Drive
9. Greenway Road and Greenway Business Park Driveway/Access A

10. Rogers Drive and Access C

Kimley-Horn was retained to determine the potential traffic impacts of this development (in accordance with the traffic study guidelines in the [NCDOT Policy on Street and Driveway Access to North Carolina Highways](#) and [Town of Boone Unified Development Ordinance \(UDO\)](#)) to identify transportation improvements that may be required to mitigate these impacts. This report presents trip generation, distribution, capacity analyses, and transportation improvements recommended to mitigate anticipated traffic demands.

Based on the analyses performed at each of the identified study intersections and a review of the auxiliary turn-lane warrants contained herein, the following improvements are recommended to mitigate the impact of the proposed development on the adjacent street network:

Int #2. NC 105 and Wilson Drive

- In lieu of construction of a westbound right-turn lane along Wilson Drive, the following multimodal improvements are recommended at this intersection:
 - Widening of the sidewalk at the northeast and southeast corners of the intersection to allow for bicycles to safely transition through the intersection
 - Installation of high-visibility crosswalk markings
 - Improvement of existing curb ramps to meet current ADA standards
 - Consideration of signal improvements (such as dynamic no right-turn-on-red signage)

Int #3. Winklers Creek Road and Wilson Drive

- Restripe the eastbound approach to provide a single left-through lane and a single right-turn lane with permitted-overlap phasing for the eastbound right-turn movement.

Int #5. Greenway Road and Ivy Drive/Access B

- Construction of a westbound left-turn lane with 50 feet of storage
- Construction of the northbound approach with a single ingress lane, dual egress lane with dedicated right-turn, with stop control, and an internal protected stem (IPS) of 100 feet
- Consider installation of a traffic signal, pending further signal warrant analysis and/or coordination with the Town of Boone.

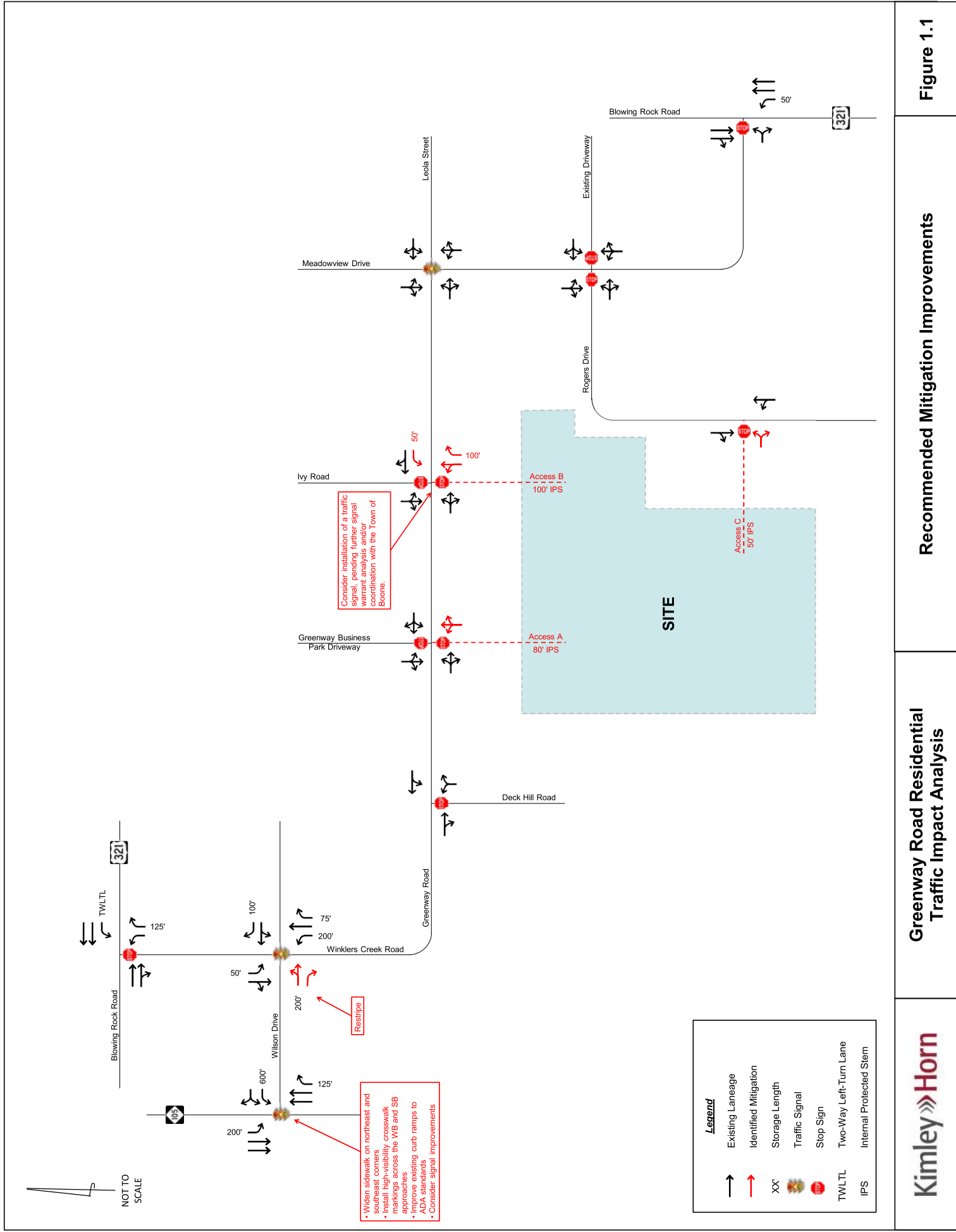
Int #9. Greenway Road and Access A

- Construction of the northbound approach with a single ingress lane, single egress lane with stop control, and an IPS of 80 feet

Int #10. Rogers Drive and Access C

- Construction of the eastbound approach with a single ingress lane, single egress lane with stop control, and an IPS of 50 feet

The mitigation improvements identified within the study area are shown in **Figure 1.1**. All mitigation improvements are subject to approval by NCDOT and the Town of Boone. All additions and attachments to the State and Town roadway system shall be properly permitted, designed, and constructed in conformance to standards maintained by the agencies. It is noted that the site-civil engineer is responsible for confirming that the proposed access points meet current spacing and sight distance standards.



Greenway Road Residential Traffic Impact Analysis

Recommended Mitigation Improvements

Figure 1.1

2.0 Introduction

The purpose of this Traffic Impact Analysis (TIA) is to evaluate the vehicular traffic impacts on the surrounding transportation infrastructure as a result of the proposed Greenway Road Residential development. The primary objectives of the study are:

- To estimate trip generation and distribution for the proposed development.
- To perform intersection capacity analyses for the identified study intersections.
- To determine the potential traffic impacts of the proposed development.
- To develop recommendations for roadway and operational improvements needed to accommodate the proposed development's traffic impacts.

The proposed Greenway Road Residential development is located at 736 Greenway Road in Boone, North Carolina. Based on the current site plan, the proposed Greenway Road Residential development is currently envisioned to consist of 862 rooms/306 units of off-campus student housing.

For the purposes of this TIA, the development is assumed to be completed (built-out) in 2029. Based on the provided site plan, the proposed development is currently planned to be accessed via three (3) access points:

- **Access A** – full-movement (FM) connection to Greenway Road approximately 275 feet west of Ivy Drive
- **Access B** – FM connection to Greenway Road aligned with Ivy Drive
- **Access C** – FM connection to Rogers Road approximately 750 feet west of Meadowview Drive
 - Per coordination with the Town of Boone and NCDOT, this study provides results with Access C as full access and as an emergency access only.

North Carolina Department of Transportation's (NCDOT's) TIA Scoping Checklist was prepared based on the provided site plan that documented all scoping parameters to be used for the TIA and was reviewed and agreed upon by NCDOT and Town of Boone staff. The approved TIA Scoping Checklist and subsequent coordination is included in the **Appendix**.

The following AM and PM peak-hour scenarios were analyzed to determine the proposed development's traffic impacts on the surrounding network:

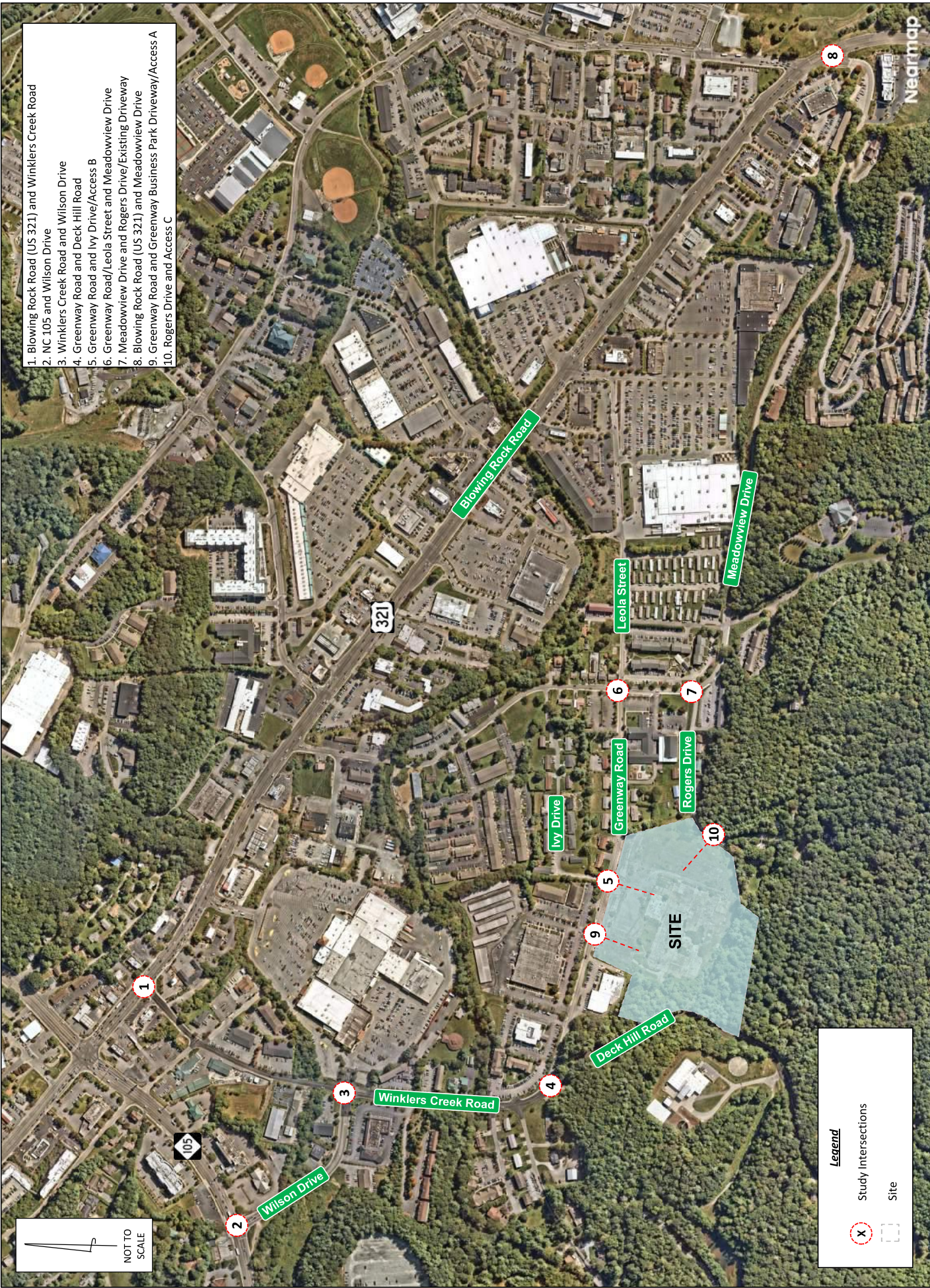
- 2025 Existing Conditions
- 2029 Background Conditions
- 2029 Build-out Conditions (Access C full movement)
- 2029 Build-out Conditions (Access C emergency only)

Operations under each of the AM and PM peak-hour scenarios above were performed for the following study area intersections:

1. Blowing Rock Road (US 321) and Winklers Creek Road
2. NC 105 and Wilson Drive
3. Winklers Creek Road and Wilson Drive
4. Greenway Road and Deck Hill Road
5. Greenway Road and Ivy Drive/Access B
6. Greenway Road/Leola Street and Meadowview Drive
7. Meadowview Drive and Rogers Drive/Existing Driveway
8. Blowing Rock Road (US 321) and Meadowview Drive
9. Greenway Road and Business Park Driveway/Access A

10. Rogers Drive and Access C

Kimley-Horn was retained to determine the potential traffic impacts of this development (in accordance with the traffic study guidelines in the [NCDOT Policy on Street and Driveway Access to North Carolina Highways](#)) and [Town of Boone Unified Development Ordinance \(UDO\)](#)) to identify transportation improvements that may be required to mitigate these impacts. This report presents trip generation, distribution, capacity analyses, and transportation improvements recommended to mitigate anticipated traffic demands



Greenway Road Residential
Traffic Impact Analysis

Study Area/Site Location

Figure 2.1



This Plan is A
Preliminary Design.
NOT Released For
Construction.

0 60 120 240
SCALE: 1" = 60'

REVISIONS
No. Date By Description

COMPOSITE CERTIFICATIONS
Project Manager: MDL
Drawn By: ENLS
Checked By: MDL
Date: 08/06/2025
Project Number: 24036
Sheet Number:

RENDER

SHEET PAGE 01 OF 01

736 GREENWAY ROAD
BOONE, NC 28607
RK INVESTORS

SKETCH
PLAN -
OPTION 2

3.0 Existing Traffic Conditions

Existing traffic conditions were coordinated with Town of Boone and NCDOT staff and collected through turning-movement counts to establish the existing conditions baseline analysis.

3.1 STUDY AREA

Based on the approved scoping document, the study area for this TIA includes the following existing intersections:

1. Blowing Rock Road (US 321) and Winklers Creek Road
2. NC 105 and Wilson Drive
3. Winklers Creek Road and Wilson Drive
4. Greenway Road and Deck Hill Road
5. Greenway Road and Ivy Drive/Access B
6. Greenway Road/Leola Street and Meadowview Drive
7. Meadowview Drive and Rogers Drive/Existing Driveway
8. Blowing Rock Road (US 321) and Meadowview Drive

Figure 3.1 shows the existing roadway geometry and traffic control at these study intersections.

Existing conditions for the primary roadways in the vicinity of the site are described in **Table 3.1** for portions of these roadways within the vicinity of the study area including NCDOT functional classification, section type, 2024 NCDOT average annual daily traffic (AADT) in vehicles per day (vpd) and posted speed limit in miles per hour (mph).

Table 3.1 – Study Area Roadways

Roadway	Classification	Section type	AADT	Posted speed limit
Blowing Rock Road (US 321)	Principal Arterial	Four-lane divided	25,700 N of NC 105	35
NC (105)	Principal Arterial	Four-lane undivided	30,800 S of Blowing Rock Road (US 321)	35
Wilson Drive	Local	Two-lane undivided	N/A	25
Winklers Creek Road	Local	Two-lane undivided	3,900 S of Blowing Rock Road (US 321)	20
Greenway Road	Local	Two-lane undivided	N/A	20
Meadowview Drive	Local	Two-lane undivided	N/A	25
Leola Street	Local	Two-lane undivided	N/A	20
Deck Hill Road	Local	Two-lane undivided	900 S of Greenway Road	25
Ivy Drive	Local	Two-lane undivided	N/A	25

3.2 EXISTING INTERSECTION VOLUME DEVELOPMENT

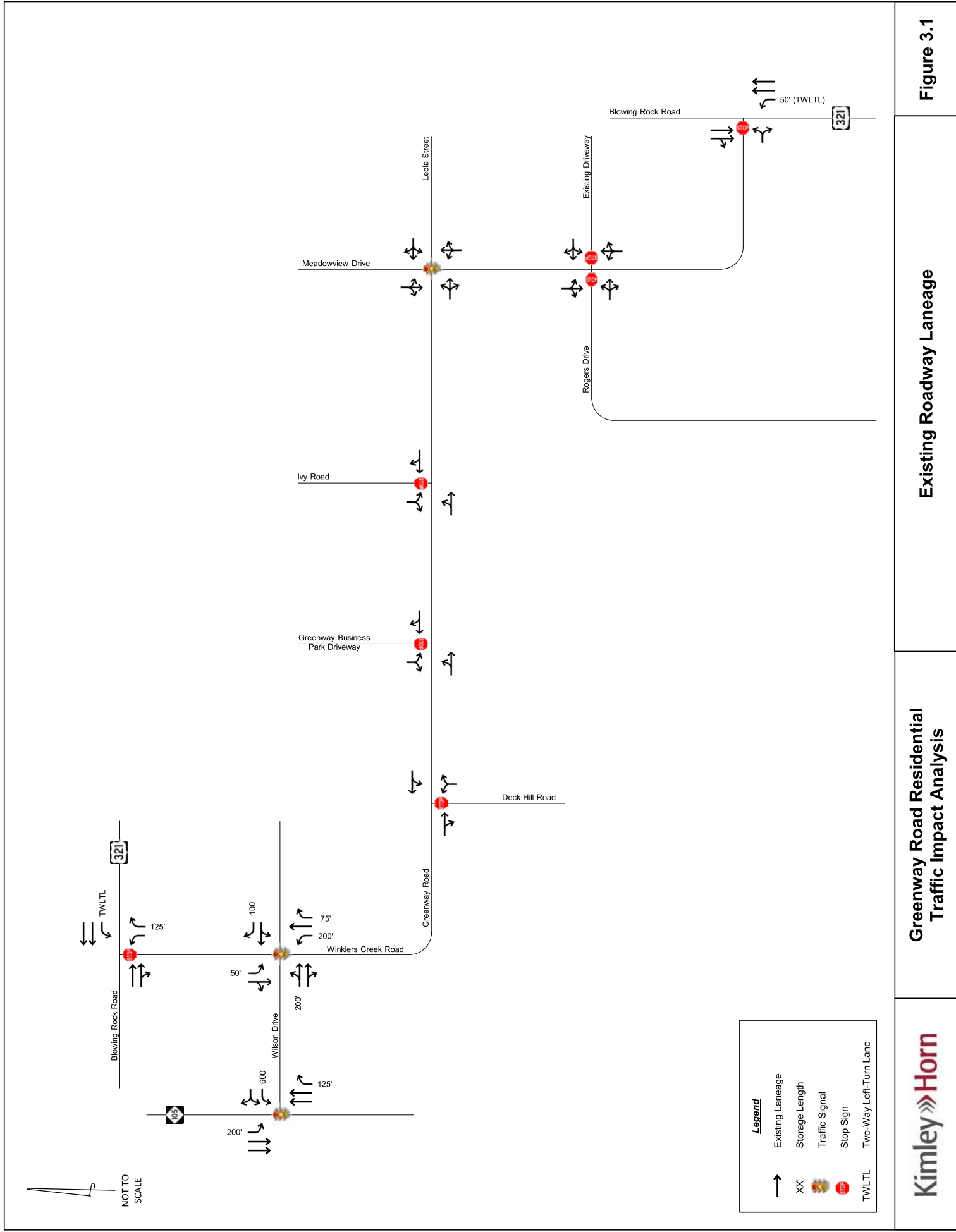
Peak-hour intersection turning-movement, heavy-vehicle, and pedestrian counts were performed by Quality Counts, LLC on Thursday, April 3, 2025 from 7:00-9:00 AM and 4:00-6:00 PM at the following intersections:

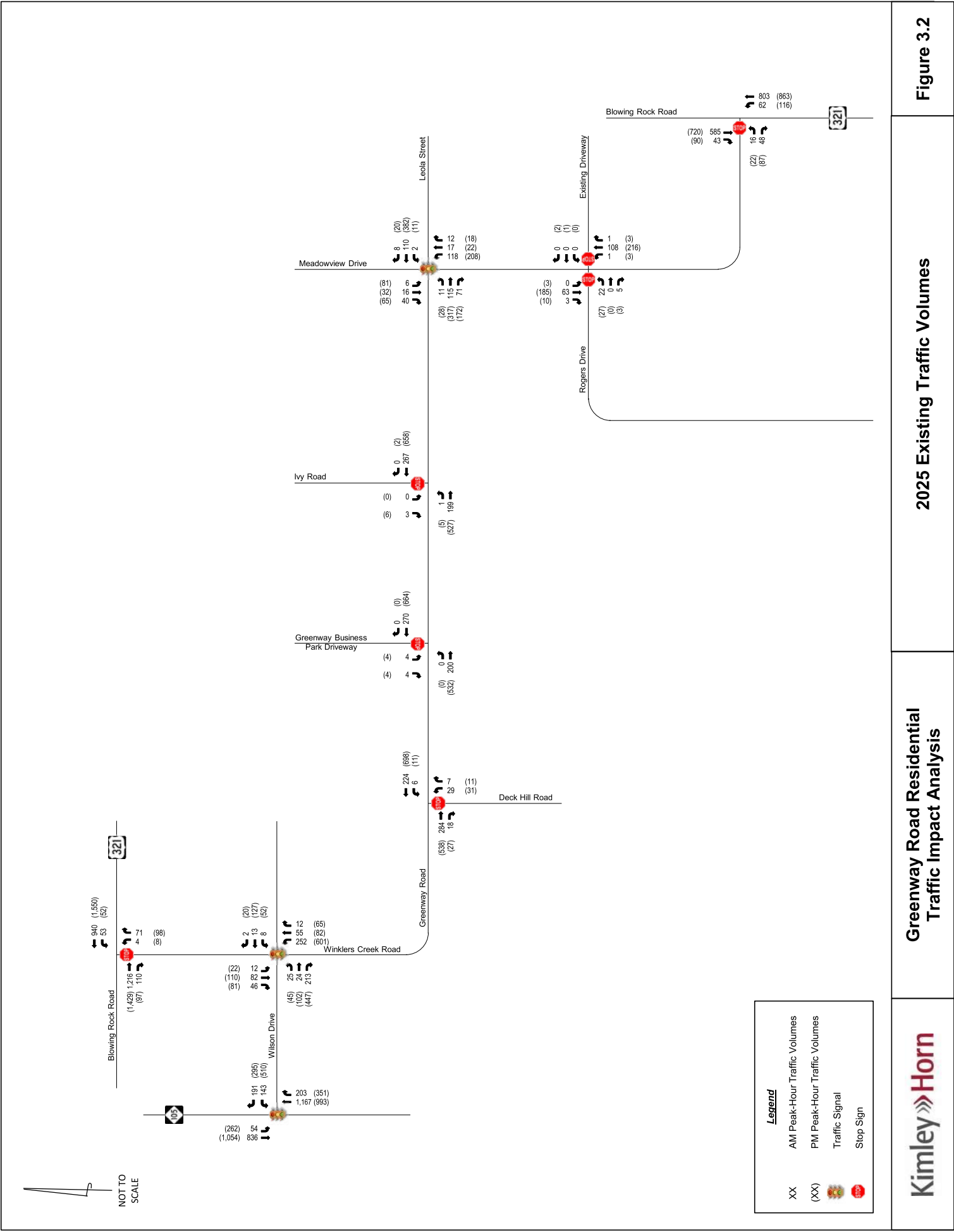
1. Blowing Rock Road (US 321) and Winklers Creek Road
2. NC 105 and Wilson Drive
3. Winklers Creek Road and Wilson Drive
4. Greenway Road and Deck Hill Road
6. Greenway Road/Leola Street and Meadowview Drive
7. Meadowview Drive and Rogers Drive/Existing Driveway
8. Blowing Rock Road (US 321) and Meadowview Drive

13-hour traffic counts were collected on Thursday, April 3, 2025 from 6:00AM-7:00PM at the following intersection:

5. Greenway Road and Ivy Drive/Access B

Volumes were not balanced between the study intersections due to the presence of residential and commercial driveways. **Figure 3.2** shows the 2025 existing peak-hour traffic volumes. Peak-hour intersection TMC data is provided in the **Appendix**.





4.0 Background Traffic Volume Development

Projected background (non-project) traffic is defined as the expected growth or change in traffic volumes on the surrounding roadway network between the year counts were collected (2025) and the expected build-out year (2029) absent the construction and opening of the proposed project. This includes both non-specific general growth based on historical increase in local traffic volumes (historical background growth), along with specific growth and/or change in traffic volumes caused by approved off-site developments that are not yet fully constructed, and/or planned transportation projects specifically identified within the vicinity of the proposed development.

4.1 HISTORICAL (NON-SPECIFIC) BACKGROUND GROWTH

Historical background growth is the increase in existing traffic volumes due to usage increases and non-specific growth throughout the area, and accounts for growth that is independent of specific off-site developments or planned transportation projects. Historical (non-specific) background growth is calculated using an annual growth rate, which is applied to the existing traffic volumes up to the future horizon year. As shown in the approved TIA Scoping Checklist, an annual growth rate of one-half percent (0.5%) was applied to the 2025 existing peak-hour traffic volumes to calculate base 2029 background traffic volumes. This growth rate was determined in coordination with NCDOT and Town of Boone staff.

4.2 APPROVED DEVELOPMENTS

Based on direction from both NCDOT and Town of Boone staff, no off-site approved developments were included in the analysis. Therefore, the growth in traffic volumes in this TIA reflect only the historical (non-specific) background growth discussed above. **Figure 4.1** shows the projected 2029 background AM and PM peak-hour traffic volumes that include the historical (non-specific) growth traffic.

4.3 PLANNED TRANSPORTATION PROJECTS

Based on a review of available online information regarding NCDOT's State Transportation Improvement Program (STIP) and High Country Council of Governments Rural Planning Organization projects, several publicly funded transportation improvement projects are currently planned in the vicinity of the study area as listed below:

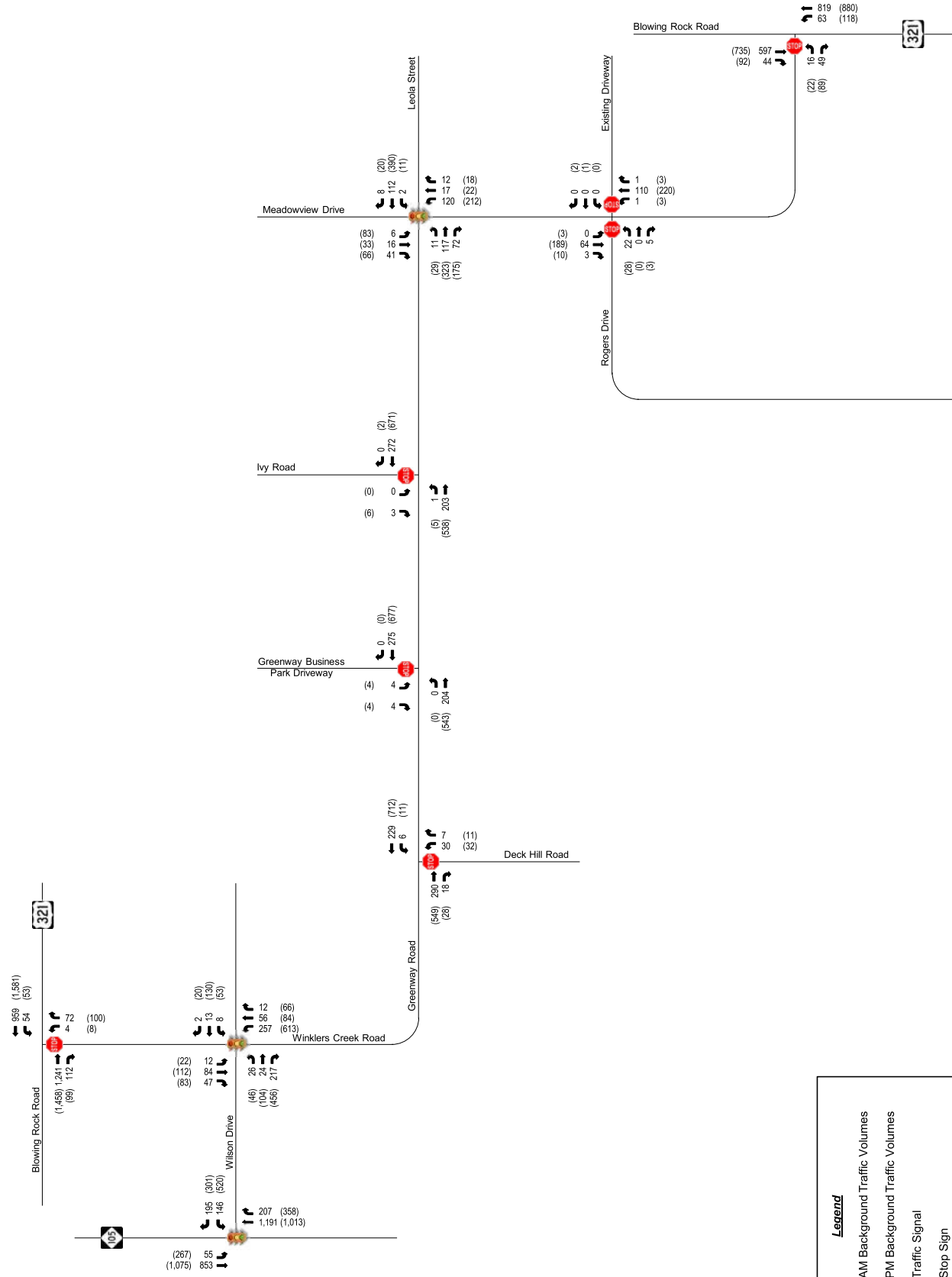
- HS-2011B – Deerfield Road intersection to Boone Mall, install pedestrian countdown heads and flashing yellow arrows at various intersections (2021 implementation)
- R-5915C – US 221/321 to US 221/421 East of Boone, construct freeway on new location south of Boone (Not funded)
- R-5874 – Deerfield Road and Meadowview Road, realign offset intersection (Not funded)

It is noted that the [Town of Boone Pedestrian and Bicycle Plan](#) shows wide shoulders and sidewalk recommended along Greenway Road.

Note that the Boone, NC Sidewalk, Multi-Use Path, and Greenway Feasibility Study Report (September 2024) presents recommendations for multimodal improvements within the study area, discussed further in later sections of the TIA.

These projects are not expected to impact the operations of the study intersections for the purposes of this TIA.

NOT TO
SCALE



5.0 Site Traffic Volume Development

Site traffic developed for this TIA is defined as the site-generated vehicular trips expected to be added to the study area by the proposed development, and the distribution and assignment of that traffic to the identified study area intersections.

5.1 SITE ACCESS

Based on the provided site plan, the proposed Greenway Road Residential development is currently planned to be accessed via three (3) access points:

- **Access A** – full-movement (FM) connection to Greenway Road approximately 275 feet west of Ivy Drive
- **Access B** – FM connection to Greenway Road aligned with Ivy Drive
- **Access C** – FM connection to Rogers Road approximately 750 feet west of Meadowview Drive
 - Per coordination with the Town of Boone and NCDOT, this study provides results with Access C as full access and as an emergency access only.

5.2 TRAFFIC GENERATION

The traffic generation potential of the proposed development was determined using the trip generation rates published in *Trip Generation Manual* (Institute of Transportation Engineers, Eleventh Edition, 2021).

Based on the current site plan, the proposed Greenway Road Residential development is currently envisioned to consist of 862 rooms/306 units.

Table 5.1 summarizes the projected trip generation for the proposed Greenway Road Residential development. During a typical weekday, the proposed development has the potential to generate 138 and 267 net new external trips during the AM and PM peak hours, respectively.

Table 5.1 - Trip Generation									
Land Use	Intensity	Units	Daily	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
225 - Off-Campus Student Apartment (Low-Rise) >1/2 Mile from Campus	862	ORM	3,422	138	37	101	267	139	128
Total Net New External Trips			3,422	138	37	101	267	139	128

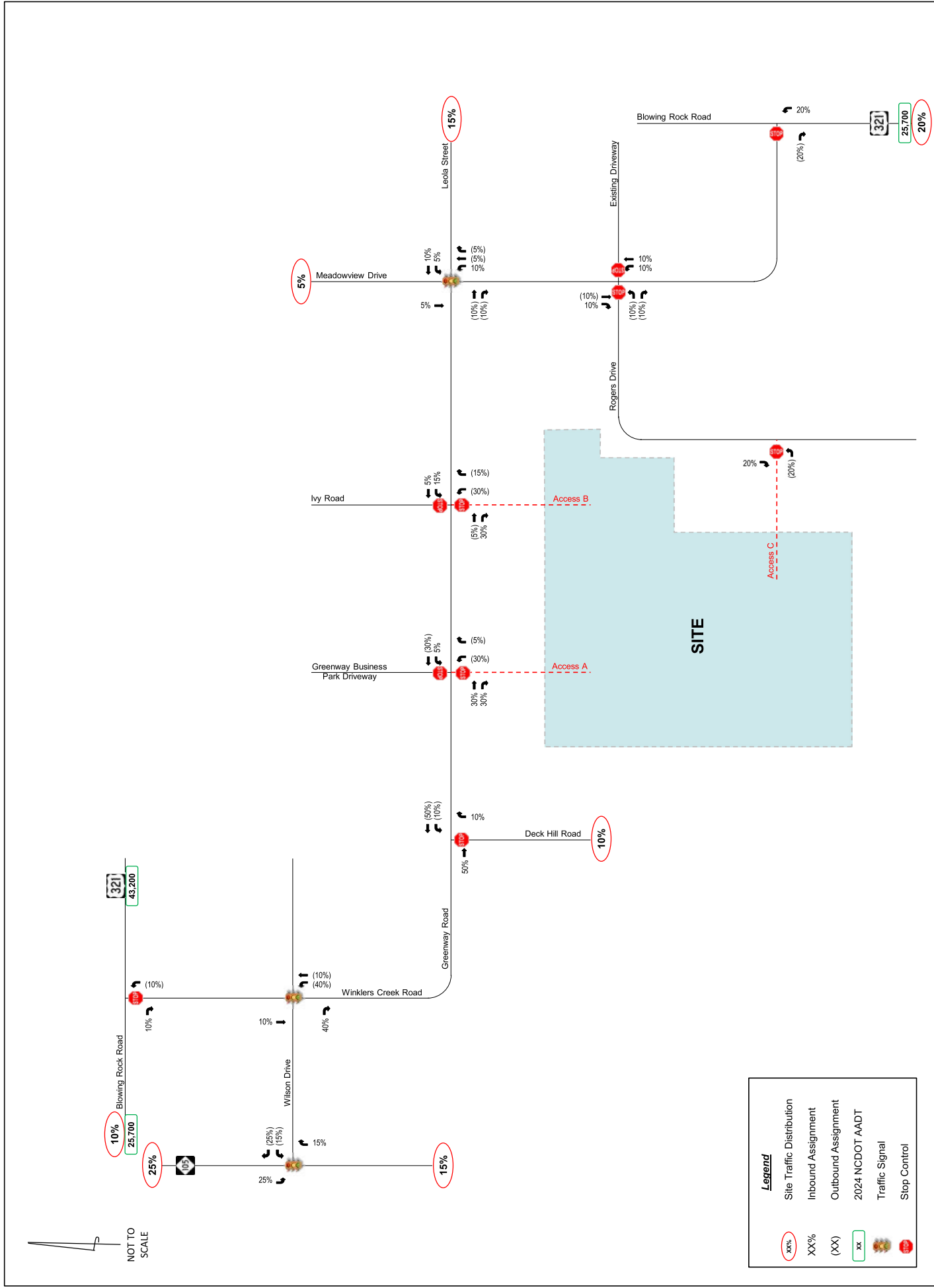
5.3 SITE TRAFFIC DISTRIBUTION AND ASSIGNMENT

The proposed development's trips were assigned to the surrounding network based on surrounding land uses, locations of similar land use, and population densities in the area. The site traffic distribution was reviewed and approved as part of the TIA Scoping Checklist by NCDOT and Town of Boone staff. The site traffic distribution and assignment are shown in **Figures 5.1** and **5.2**.

5.4 2029 BUILD-OUT TRAFFIC VOLUMES

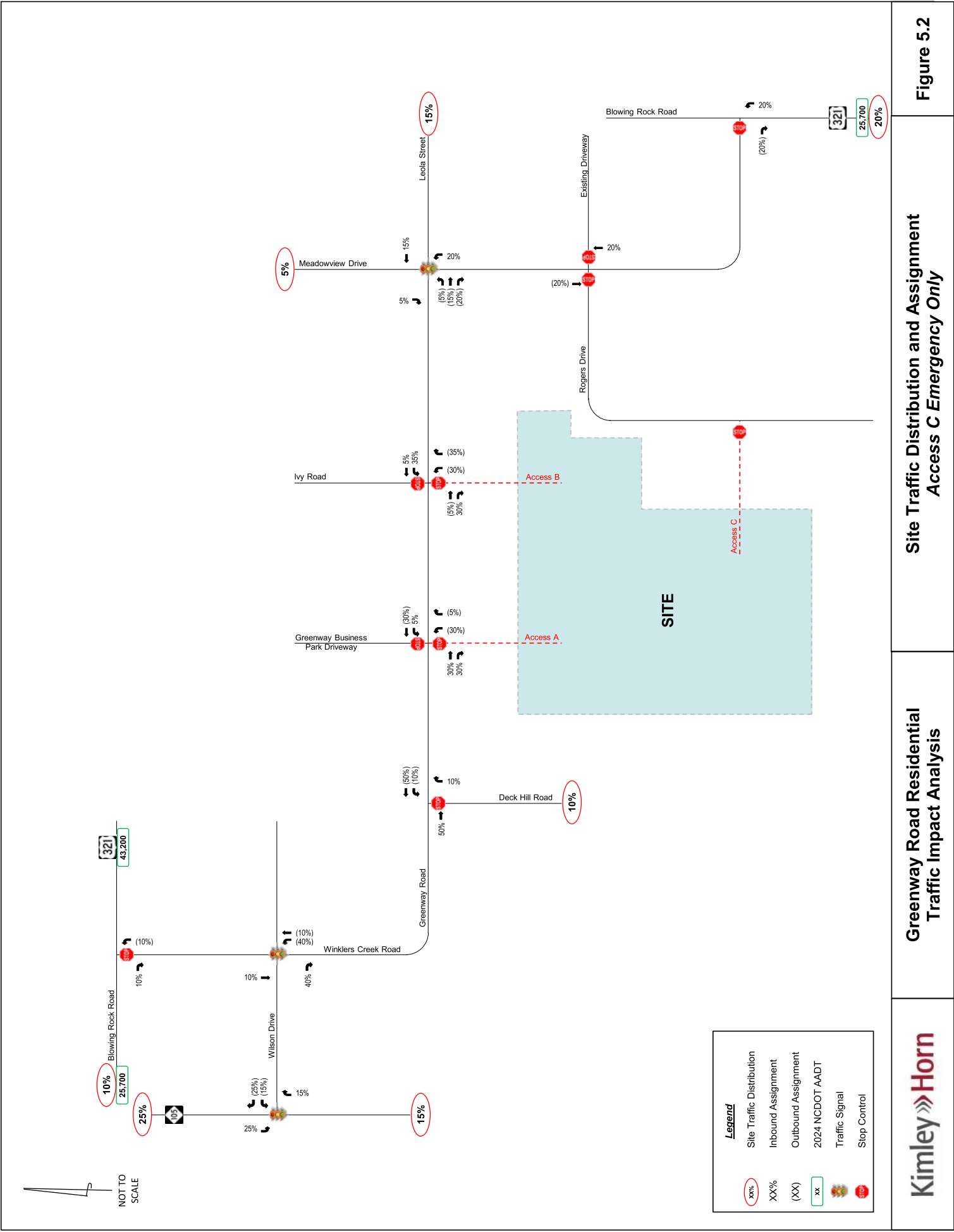
The 2029 build-out traffic volumes include the assignment of the projected site traffic generation added to the 2029 background traffic volumes. **Figures 5.2** through **5.6** show the projected 2029 build-out traffic volumes for the AM and PM peak hours, respectively.

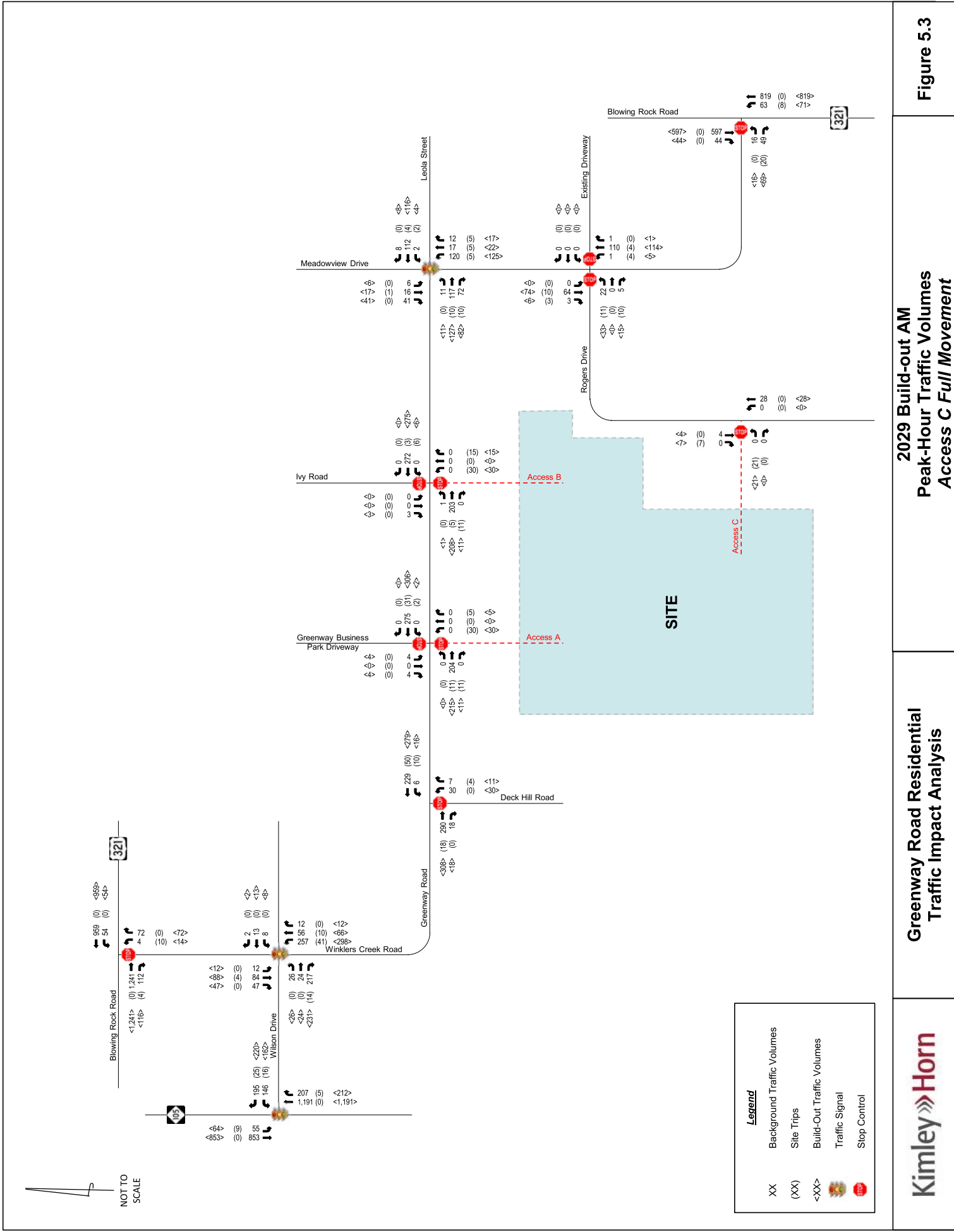
Intersection volume development worksheets and calculations are provided in the **Appendix**.

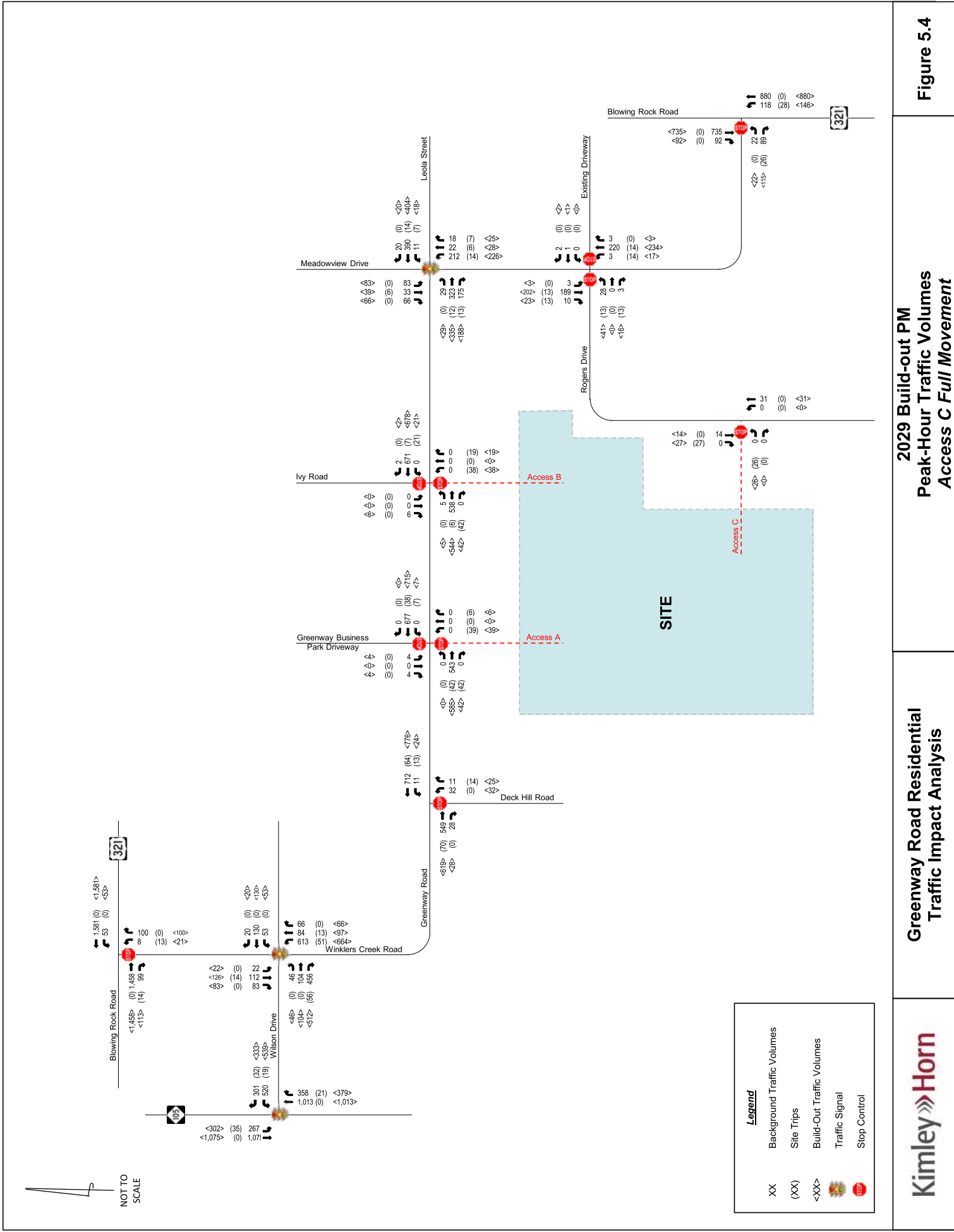


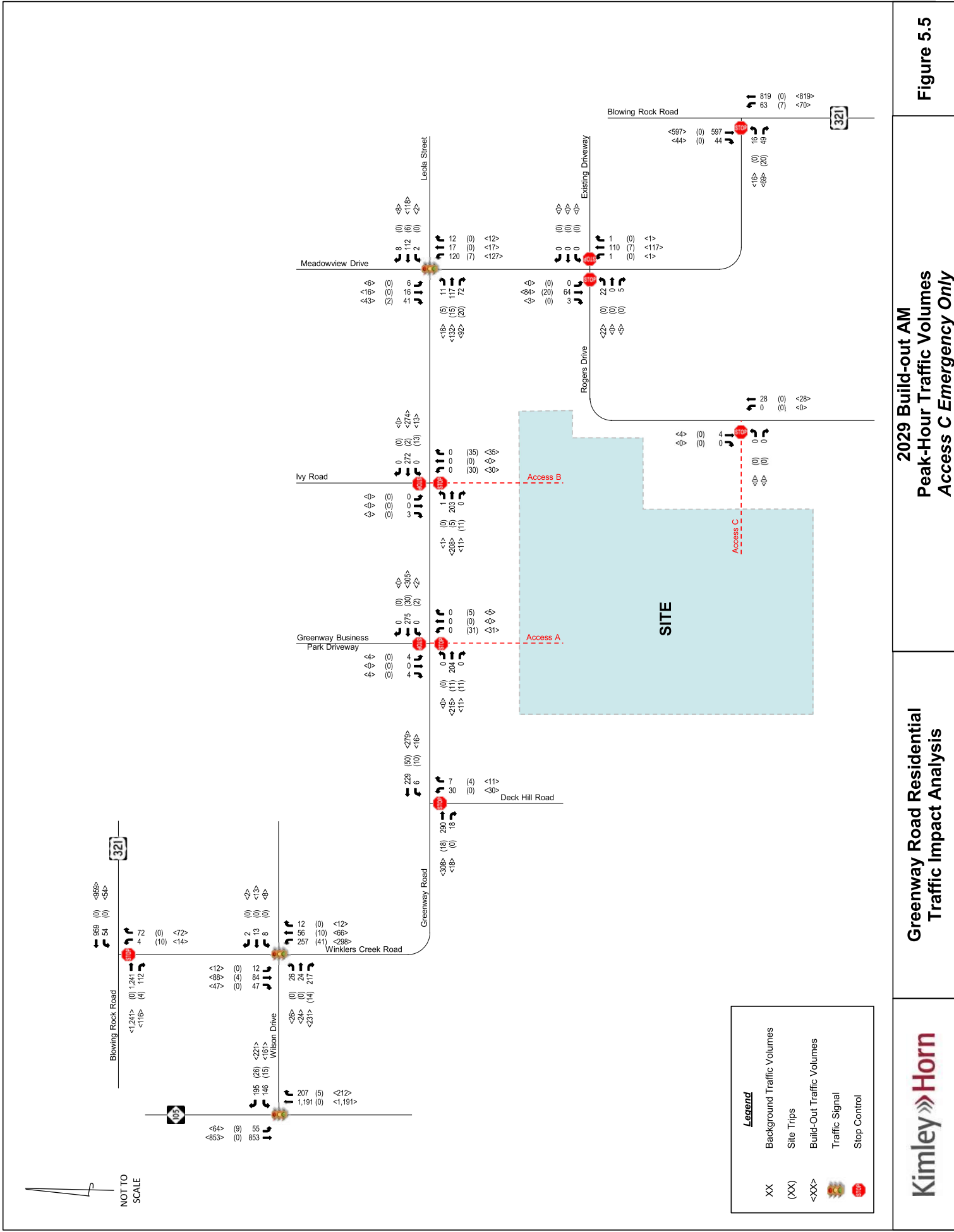
Site Traffic Distribution and Assignment Access C Full Movement

Greenway Road Residential Traffic Impact Analysis









Greenway Road Residential
Traffic Impact Analysis

2029 Build-out AM
Peak-Hour Traffic Volumes
Access C Emergency Only

Figure 5.5

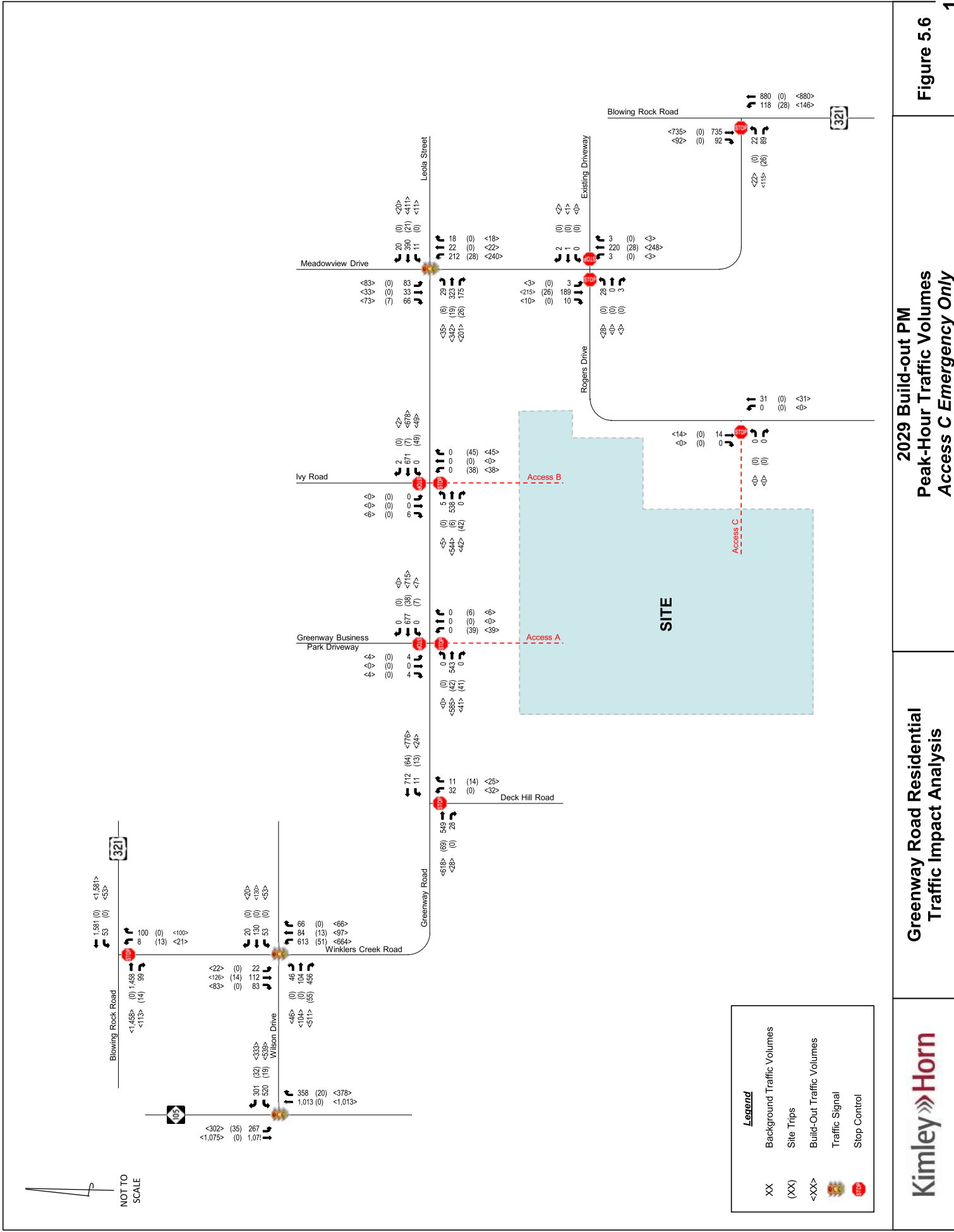


Figure 5.6

6.0 Capacity Analysis

Capacity analyses were performed in accordance with the traffic study guidelines in the [*NCDOT Policy on Street and Driveway Access to North Carolina Highways*](#) at the study area intersections for each of the following AM and PM peak-hour scenarios:

- 2025 Existing Conditions
- 2029 Background Conditions
- 2029 Build-out Conditions (Access C full movement)
- 2029 Build-out Conditions (Access C emergency only)

Capacity analyses were performed for the AM and PM peak hours using the Synchro Version 12 software to determine the operating characteristics at the signalized and stop-controlled intersections along the adjacent street network and to evaluate the impacts of the proposed development. Although Synchro Version 12 was utilized for analysis, files have been saved down and submitted as Synchro Version 11 for compatibility with the software possessed by the reviewing agencies. Capacity is defined as the maximum number of vehicles that can pass over a particular road segment, or through a particular intersection, within a specified period of time under prevailing operational, geometric and controlling conditions within a set time duration. Synchro uses methodologies contained in the *Highway Capacity Manual* (HCM) to determine the operating characteristics of an intersection.

The *Highway Capacity Manual* (HCM) defines level-of-service (LOS) as a “quantitative stratification of a performance measure or measures representing quality of service” and is used to “translate complex numerical performance results into a simple A-F system representative of travelers’ perceptions of the quality of service provided by a facility or service”. The HCM defines six levels of service, LOS A through LOS F, with A having the best operating conditions from the traveler’s perspective and F having the worst. However, it must be understood that “the LOS letter result hides much of the complexity of facility performance”, and that “the appropriate LOS for a given system element in the community is a decision for local policy makers”. According to the HCM, “for cost, environmental impact, and other reasons, roadways are typically designed not to provide LOS A conditions during peak periods but instead to provide some lower LOS that balances individual travelers’ desires against society’s desires and financial resources. Nevertheless, during low-volume periods of the day, a system element may operate at LOS A.”

LOS for a two-way stop-controlled (TWSC) intersection is determined by the control delay and is reported for the side-street approaches, typically during the highest volume periods of the day, the AM and PM peak periods. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. With respect to field measurements, control delay is defined as the total elapsed time from the time a vehicle stops at the end of the queue to the time the vehicle departs from the stop line. It is typical for stop sign-controlled side streets and driveways intersecting major streets to experience long delays during peak hours, particularly for left-turn movements. The majority of the traffic moving through the intersection on the major street experiences little or no delay.

LOS for signalized intersections is reported for the intersection as a whole, and typically during the highest volume periods of the day, the AM and PM peak periods. One or more movements at an intersection may experience a low level-of-service, while the intersection as a whole may operate acceptably.

Table 6.0 lists the LOS control delay thresholds published in the *Highway Capacity Manual* for signalized and unsignalized intersections, as well as the unsignalized operational descriptions assumed herein.

Table 6.0 Level-of-Service Control Delay Thresholds for Unsignalized & Signalized Intersections			
Level-of-Service	Signalized - Average Control Delay per Vehicle [sec/veh]	Unsignalized - Average Control Delay per Vehicle [sec/veh]	
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

Signal geometric plans for the signalized intersections were obtained from NCDOT and used the development of the existing conditions Synchro network. The NCDOT signal plans are shown in the **Appendix**. The cycle lengths and splits were optimized in both no-build and build conditions.

The following modifications from the background data collected were applied to the capacity analyses to meet [NCDOT Congestion Management Capacity Analysis Guidelines](#):

- Right-turn-on-red (RTOR) operations were not allowed.
- Lost time adjust was added to the yellow and all-red times provided in the existing signal plans to maintain a total lost time of five (5) seconds for each movement.
- Protected-only left-turn phasing was used for analysis of future operations where protected/permitted left-turn phasing exists or is planned.
- A minimum of four (4) vehicles per hour were used for permissible movements, excluding movements entering/exiting the proposed site.

Field-observed peak-hour factors (PHFs) were used in the 2025 existing conditions analysis, whereas a PHF of 0.90 was used in all future-year conditions in accordance with [NCDOT Congestion Management Capacity Analysis Guidelines](#). Heavy-vehicle percentages collected with the counts were used and maintained for all scenarios, subject to a two-percent (2%) minimum. A weighted heavy-vehicle percentage was calculated for the build conditions for movements where the existing heavy-vehicle percentage was shown to be ten percent or higher; note the proposed site trips were subject to a two percent minimum in these calculations.

It is noted that overall intersection delay may decrease slightly from existing conditions to background conditions. This can be attributed to the signal timing optimization between analysis scenarios and use of a 0.90 PHF.

Mitigation for traffic impacts caused by the proposed development were identified based on NCDOT mitigation requirements. When determining the proposed development's traffic impact to the study intersections, the 2029 build-out conditions were compared to 2029 background conditions. Based on NCDOT's [Policy on Street and Driveway Access to North Carolina Highways](#), "the applicant shall be required to identify mitigation improvements to the roadway network if at least one of the following conditions exists when comparing base network conditions to project conditions:

- the total average delay at an intersection or individual approach increases by 25% or greater, while maintaining the same level of service,

- the Level of Service degrades by at least one level,
- or Level of Service is 'F'."

Synchro LOS results and 95th percentile queues are reported in the following subsections. Capacity analysis reports generated by Synchro Version 12 software for all scenarios and SimTraffic queuing/blocking reports for the background and build-out scenarios are included in the **Appendix**.

6.1 BLOWING ROCK ROAD (US 321) AND WINKLERS CREEK ROAD

Table 6.1 summarizes the LOS, control delay and 95th percentile queue lengths at the unsignalized intersection of Blowing Rock Road (US 321) and Winklers Creek Road. The northbound approach is stop-controlled, while the eastbound and westbound approaches operate under free-flow conditions.

Table 6.1 - Blowing Rock Road (US 321) and Winklers Creek Road						
Condition	Measure	EB	WB		NB	
		EBTR	WBL	WBT	NBL	NBR
AM Peak Hour						
2025 Existing	LOS (Delay)	A (0.0)	B (14.4)	A (0.0)	D (25.9)	
	Synchro 95th Q	0'	13'	0'	15'	25'
2029 Background	LOS (Delay)	A (0.0)	B (14.7)	A (0.0)	C (23.3)	
	Synchro 95th Q	0'	13'	0'	10'	23'
2029 Build-out	LOS (Delay)	A (0.0)	B (14.7)	A (0.0)	E (39.9)	
	Synchro 95th Q	0'	13'	0'	35'	23'
PM Peak Hour						
2025 Existing	LOS (Delay)	A (0.0)	C (15.9)	A (0.0)	F (66.4)	
	Synchro 95th Q	0'	13'	0'	55'	40'
2029 Background	LOS (Delay)	A (0.0)	C (16.9)	A (0.0)	F (53.7)	
	Synchro 95th Q	0'	15'	0'	38'	43'
2029 Build-out	LOS (Delay)	A (0.0)	C (17.1)	A (0.0)	F (158.9)	
	Synchro 95th Q	0'	15'	0'	88'	43'
Background Storage			TWLT			125'

As shown in **Table 6.1**, the stop-controlled northbound approach currently operates with moderate to long delays during the AM and PM peak hours, respectively. Under 2029 background conditions, the northbound approach is expected to operate with short delays during the AM peak hour and long delays during the PM peak hour. With the addition of site traffic, the northbound approach is expected to operate with moderate delays during the AM peak hour and long delays during the PM peak hour.

It is typical for stop-controlled side streets and driveways intersecting major streets to experience long delays during peak hours, particularly for left-turn movements. However, the majority of the traffic moving through the intersection on the major street experiences little or no delay. A change in operational control, such as signalization, would be necessary to achieve a more favorable LOS for the northbound approach. Signalization is not recommended at this location due to the distance between this intersection and the US 321/NC 105 signal.

An alternative solution would require restricting the northbound approach to right-turn only operations, thereby eliminating the side-street left-turn movement. Though solving the delay



concern at this intersection, this improvement would require restricting the northbound left-turn movement during all hours of the day, though it is expected to operate with short to moderate delays during most hours of the day. Therefore, restricting the northbound left-turn movement at this intersection is not recommended as a developer improvement.

Due to the long delays projected along Winklers Creek Road, a portion of this traffic is anticipated to self-filter onto Faculty Street Extension to NC 105 which is expected to provide more favorable operating conditions due to the right-in/right-out control type at NC 105. In general, traffic tends to balance itself naturally along alternative paths with the least delay. Since no site traffic was assigned to this alternative route in the approved trip distribution and assignment, the analysis reflects conservative conditions at the northbound approach. Given this natural self-filtering effect and the fact that queues remain within the available storage, no developer mitigation is recommended at this intersection.

Based on review of Synchro 95th percentile and SimTraffic max queues, the northbound approach is expected to have a max queue of 62' and 409' during the AM and PM peak hour respectively. Since a portion of this traffic is anticipated to self-filter along alternate routes not included in analysis and a significant majority of northbound traffic is expected to make the right-turning movement, extension of the northbound left-turn lane is not recommended as part of the Greenway Road Residential development.

6.2 NC 105 AND WILSON DRIVE

Table 6.2 summarizes the LOS, control delay and 95th percentile queue lengths at the signalized intersection of NC 105 and Wilson Drive.

Table 6.2 - NC 105 and Wilson Drive							
Condition	Measure	WB	NB		SB		Intersection
		WBLR	NBT	NBR	SBL	SBT	LOS (Delay)
AM Peak Hour							
2025 Existing	LOS (Delay)	C (30.1)	B (15.9)		A (7.8)		B (15.5)
	Synchro 95th Q	138'	371'	36'	23'	144'	
2029 Background	LOS (Delay)	C (31.2)	B (15.2)		A (8.9)		B (15.1)
	Synchro 95th Q	150'	370'	41'	72'	140'	
2029 Build-out	LOS (Delay)	C (33.4)	B (18.0)		A (9.5)		B (17.3)
	Synchro 95th Q	164'	381'	42'	82'	146'	
PM Peak Hour							
2025 Existing	LOS (Delay)	D (43.7)	C (26.5)		B (19.9)		C (27.9)
	Synchro 95th Q	#356'	370'	100'	#220	255'	
2029 Background	LOS (Delay)	D (52.2)	C (31.9)		C (24.6)		C (33.9)
	Synchro 95th Q	#388'	#444'	116'	#323'	256'	
2029 Build-out	LOS (Delay)	D (50.4)	D (50.7)		C (26.9)		D (41.6)
	Synchro 95th Q	#403'	#492'	137'	#354'	273'	
2029 Build-out ALT (Timing Adj)	LOS (Delay)	D (50.4)	D (43.6)		C (30.2)		D (40.2)
	Synchro 95th Q	#403'	#480'	131'	#366'	273'	
2029 Build-out ALT (WBR)	LOS (Delay)	D (45.1)	C (31.3)		C (23.7)		C (31.7)
	Synchro 95th Q	213'	#372'	#444'	137'	#354'	
Background Storage		600'		125'	200'		

Exceeds storage

95th percentile volume exceeds capacity, queue may be longer

Table 6.2 shows the overall signalized intersection is expected to operate at LOS B and C under 2029 background conditions during the AM and PM peak hours, respectively. With the addition of site traffic, the overall intersection is expected to remain LOS B during the AM peak hour and degrade from LOS C to D during the PM peak hour.

It is noted that under 2029 build conditions the overall intersection experiences and LOS drop from C to D during the PM peak hour. The LOS degradation is a result of LOS C/D threshold at 35.0 seconds in which build traffic pushes the approach delay over the LOS D threshold. Due to the LOS drop from LOS C to LOS D, identification of mitigation improvements is required. The improvement listed below was identified as developer mitigation for the proposed site:

- Construction of an exclusive westbound right-turn lane with 100 feet of storage



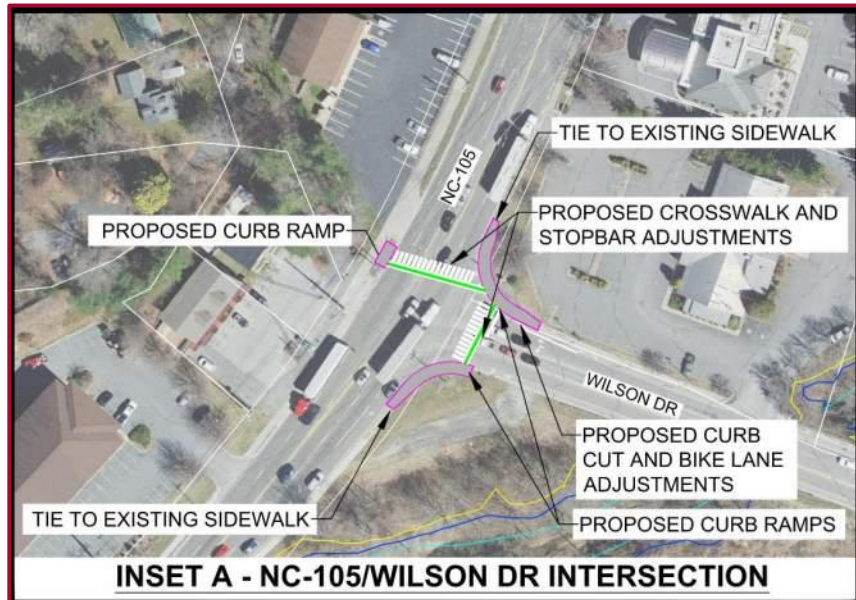
Though not striped accordingly, it is noted that the eastbound approach may be utilized as a three-lane approach. This behavior, shown in the image to the right, was observed throughout both peak hours in



traffic count videos and is modeled during the PM peak hour in **Table 6.1** above as 2029 Build-out ALT (WBR). Construction of a westbound right-turn lane is not recommended as a developer improvement for a number of reasons listed below:

- Construction of this lane would require significant right-of-way as well as removal of existing parking spaces for the existing restaurant. Utility relocation is also expected with construction of the proposed lane.
- Bike lanes and sidewalk currently exist along Wilson Road that would have to be relocated and reconstructed to install the westbound right-turn lane.
- The intersection delay, though reducing from LOS C to LOS D, increases by less than 25%.

As discussed further in **Section 4.3**, the Boone, NC Sidewalk, Multi-Use Path, and Greenway Feasibility Study Report (September 2024) presents recommendations for multimodal improvements at this intersection. As shown in Inset A to the right, the study recommended various multimodal improvements at this intersection. As the addition of site traffic does trip mitigation thresholds for the Town of Boone and NCDOT at this intersection, as well



as the reasons listed above that construction of vehicular capacity improvements is expected to be a more significant improvement than the site's impact at this intersection warrants, the following multimodal improvements are recommended at this intersection:

- Widening of the sidewalk at the northeast and southeast corners of the intersection to allow for bicycles to safely transition through the intersection
- Installation of high-visibility crosswalk markings as depicted above
- Improvement of existing curb ramps to meet current ADA standards
- Consideration of signal improvements (such as dynamic no right-turn-on-red signage)

The improvements listed above are expected to provide safety benefits at the intersection as well as encourage residents of the proposed development to utilize alternative modes of transportation, reducing the site's impact on delays at this intersection during the peak hours.

Based on the review of Synchro 95th queues, the southbound left-turn and northbound right-turn lanes along NC 105 are expected to exceed available storage during the PM peak hour. However, the northbound right-turn queue can be accommodated within the existing taper and is less than a 25-foot increase from background conditions. The southbound left-turn queue increases by less than 50 feet overall and therefore does not warrant developer extension.

It is noted that the northbound approach delay increases by greater than 25% during the PM peak hour in the build out analysis. This delay is improved during the PM peak hour with minor changes to the signal timings in **Table 6.1** above as 2029 Build-out ALT (Signal Timings).

Based on review of SimTraffic queues the southbound left-turn and northbound right-turn lanes are expected to exceed available storage during the PM peak hour. These movements are limited by backups in the receiving lane caused by congestion at the intersection of Winklers Creek Road and Wilson Drive. As noted, the mitigation improvements identified in **Section 6.3** address these conditions resulting in similar queue lengths to background conditions. Therefore, no turn-lane extension is recommended at this intersection.

6.3 WINKLERS CREEK ROAD AND WILSON DRIVE

Table 6.3 summarizes the LOS, control delay and 95th percentile queue lengths at the signalized intersection of Winklers Creek Road and Wilson Drive.

Table 6.3 - Winklers Creek Road and Wilson Drive											
Condition	Measure	EB		WB		NB			SB		Intersection
		EBLT	EBTR	WBLT	WBR	NBL	NBT	NBR	SBL	SBTR	LOS (Delay)
AM Peak Hour											
2025 Existing	LOS (Delay)	C (24.6)		C (21.0)		A (6.9)			C (25.2)		B (16.8)
	Synchro 95th Q	70'		22'	7'	75'	20'	6'	17'	105'	
2029 Background	LOS (Delay)	C (22.3)		B (19.0)		C (19.8)			C (23.3)		C (21.3)
	Synchro 95th Q	91'		24'	8'	164'	22'	7'	17'	102'	
2029 Build-out	LOS (Delay)	C (24.0)		C (20.4)		C (20.8)			C (25.3)		C (22.7)
	Synchro 95th Q	103'		26'	9'	198'	26'	8'	19'	113'	
2029 Build-out IMP	LOS (Delay)	B (10.0)		C (20.9)		B (16.0)			B (19.7)		B (14.8)
	Synchro 95th Q	48'	70'	25'	9'	166'	18'	6'	17'	98'	
PM Peak Hour											
2025 Existing	LOS (Delay)	C (31.4)		E (72.9)		D (44.2)			E (60.6)		D (45.7)
	Synchro 95th Q	257'		#269'	22'	#544'	46'	37'	32'	#214'	
2029 Background	LOS (Delay)	D (50.4)		E (68.5)		D (41.3)			D (54.3)		D (49.1)
	Synchro 95th Q	#309'		#247'	28'	#589'	36'	30'	34'	#222'	
2029 Build-out	LOS (Delay)	E (63.8)		F (97.1)		D (47.4)			E (75.8)		E (61.7)
	Synchro 95th Q	#341'		#259'	28'	#652'	42'	31'	35'	#267'	
2029 Build-out IMP	LOS (Delay)	B (17.1)		D (48.9)		C (34.5)			D (48.5)		C (31.7)
	Synchro 95th Q	154'	203'	#183'	30'	#652'	36'	27'	33'	#221'	
2029 Build-out IMP (Timing Adj)	LOS (Delay)	C (25.3)		E (75.2)		C (26.4)			D (50.7)		C (34.1)
	Synchro 95th Q	#227'	184'	#261'	33'	492'	26'	19'	34'	#244'	
Background Storage		200'			100'	200'		75'	50'		
Exceeds storage											
# 95th percentile volume exceeds capacity, queue may be longer											

As shown in **Table 6.3**, currently the overall intersection operates at LOS B and D during the AM and PM peak hour, respectively. Under 2029 background conditions, the intersection is expected to degrade to LOS C in the AM peak hour and continue to operate at LOS D in the PM peak hour. With the addition of site traffic, the intersection is projected to continue operating at LOS C during the AM peak hour and degrade to LOS E in the PM peak hour. Given these LOS changes associated with the addition of site traffic, the following improvements are recommended:

- Restripe the eastbound approach of Wilson Drive to provide a single left-through lane and a single right-turn lane with permitted-overlap phasing for the eastbound right-turn movement.



With this improvement in place, as shown under 2029 build-out improved, the overall intersection would improve to LOS B and C during the AM and PM peak hours, respectively.

Based on review of Synchro 95th percentile and SimTraffic maximum queues along the northbound approach, the left-turn queue is expected to exceed existing storage under background and build-out conditions. With the identified improvements in place, the proposed site is expected to shorten

this queue length. Therefore, extension of this lane is not recommended as part of the Greenway Road Residential development.

It is noted that the Boone, NC Sidewalk, Multi-Use Path, and Greenway Feasibility Study Report (September 2024) presents recommendations for multimodal improvements at this intersection, as shown to the right. As the restriping discussed above is expected to fully mitigate the impact of site traffic, construction of these improvements is not recommended as a developer improvement for the proposed site. However, the Town of Boone may require implementation of some of these improvements, such as the addition of crosswalks and/or pedestrian pushbuttons, with the recommended signal/striping improvements. Further coordination with the Town of Boone on improvements at this intersection may be necessary.



It is also noted that minor timing changes were made the results shown in the 2029 Build IMP (Timing Adj) row in **Table 6.3** above to show the potential improvement to operations for the northbound left-turn movement. These results show that, even with the addition of site traffic, intersection operations are improved and northbound queues along Greenway Road are reduced.

6.4 GREENWAY ROAD AND DECK HILL ROAD

Table 6.4 summarizes the LOS, control delay and 95th percentile queue lengths at the stop-controlled intersection of Winklers Creek Road and Deck Hill Road. The northbound approach is stop-controlled, while the eastbound and westbound approaches operate under free-flow conditions.

Table 6.4 - Greenway Road and Deck Hill Road					
Condition	Measure	EB	WB		NB
		EBTR	WBL*	WBT	NBLR
AM Peak Hour					
2025 Existing	LOS (Delay)	A (0.0)	A (8.2)	A (0.0)	B (13.1)
	Synchro 95th Q	0'	0'	0'	10'
2029 Background	LOS (Delay)	A (0.0)	A (8.1)	A (0.0)	B (12.9)
	Synchro 95th Q	0'	0'	0'	8'
2029 Build-out	LOS (Delay)	A (0.0)	A (8.2)	A (0.0)	B (13.9)
	Synchro 95th Q	0'	0'	0'	8'
PM Peak Hour					
2025 Existing	LOS (Delay)	A (0.0)	A (8.8)	A (0.0)	D (34.3)
	Synchro 95th Q	0'	3'	0'	35'
2029 Background	LOS (Delay)	A (0.0)	A (8.9)	A (0.0)	D (33.3)
	Synchro 95th Q	0'	0'	0'	28'
2029 Build-out	LOS (Delay)	A (0.0)	A (9.2)	A (0.0)	E (41.9)
	Synchro 95th Q	0'	3'	0'	43'

*Conflicting left-turn movements are broken out per NCDOT guidelines under unsignalized conditions

Table 6.4 shows that the stop-controlled northbound approach is expected to operate with short delays under all conditions analyzed during the AM peak hour. During the PM peak hour, the northbound approach is expected to operate with moderate delay under all conditions analyzed.

As the addition of site traffic does not significantly degrade operations at this intersection, no improvements are recommended for capacity purposes for the Greenway Road Residential development.

Note that it is typical for stop-controlled side streets intersecting major streets to experience peak hour delays, particularly for left-turn movements. The majority of the traffic moving through the intersection on the major street experiences little or no delay.



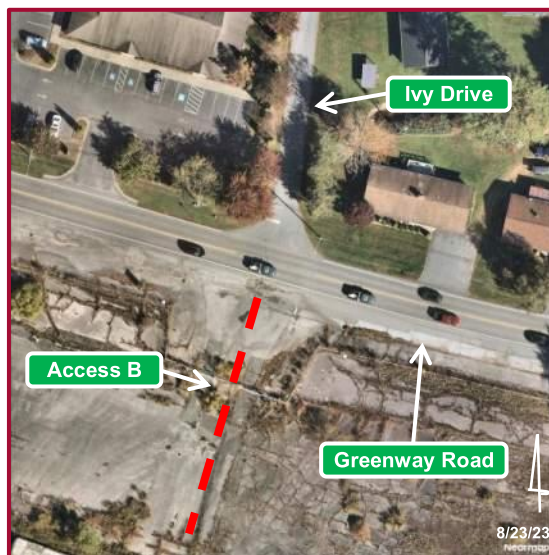
6.5 GREENWAY ROAD AND IVY DRIVE/ACCESS B

Table 6.5 summarized the LOS, control delay and 95th percentile queue lengths at the stop-controlled intersection of Winklers Creek Road and Ivy Drive/Access B. Access B is proposed to connect to Greenway Road at its existing intersection with Ivy Drive. The northbound and southbound approaches are stop-controlled, while the eastbound and westbound approaches operate under free-flow conditions.

Table 6.5 - Greenway Road and Ivy Drive/Access B										
Condition	Measure	EB			WB		NB		SB	Intersection
		EBL*	EBT	EBR	WBL*	WBTR	NBLT	NBR	SBLTR	LOS (Delay)
AM Peak Hour										
2025 Existing	LOS (Delay)	A (8.3)	A (0.0)	-	-	A (0.0)	-		B (10.9)	-
	Synchro 95th Q	0'	0'	-	-	0'	-		3'	
2029 Background	LOS (Delay)	A (8.0)	A (0.0)	-	-	A (0.0)	-		B (11.1)	-
	Synchro 95th Q	0'	0'	-	-	0'	-		0'	
2029 Build-out (Access C Full Movement)	LOS (Delay)	A (8.2)	A (0.0)		A (7.7)	A (0.0)	B (12.9)		B (11.9)	-
	Synchro 95th Q	0'	0'		0'	0'	8'		3'	
2029 Build-out IMP (Access C Full Movement)	LOS (Delay)	A (8.2)	A (0.0)		A (7.7)	A (0.0)	B (12.6)		B (11.9)	-
	Synchro 95th Q	0'	0'		0'	0'	8'	3'	3'	
2029 Build-out IMP Signalized (Access C Full Movement)	LOS (Delay)	A (4.3)			A (4.5)		B (10.8)		B (10.6)	A (5.0)
	Synchro 95th Q	57'			4'	73'	18'	12'	7'	
2029 Build-out (Access C Emergency Only)	LOS (Delay)	A (8.2)	A (0.0)		A (7.8)	A (0.0)	B (12.3)		B (12.2)	-
	Synchro 95th Q	0'	0'		0'	0'	10'		3'	
2029 Build-out IMP (Access C Emergency Only)	LOS (Delay)	A (8.2)	A (0.0)		A (7.8)	A (0.0)	B (11.9)		B (12.2)	-
	Synchro 95th Q	0'	0'		0'	0'	8'	5'	3'	
2029 Build-out IMP Signalized (Access C Emergency Only)	LOS (Delay)	A (5.5)			A (5.7)		B (11.7)		B (10.9)	A (6.3)
	Synchro 95th Q	57'			7'	72'	19'	21'	8'	
PM Peak Hour										
2025 Existing	LOS (Delay)	A (9.1)	A (0.0)	-	-	A (0.0)	-		C (18.4)	-
	Synchro 95th Q	0'	0'	-	-	0'	-		3'	
2029 Background	LOS (Delay)	A (9.2)	A (0.0)	-	-	A (0.0)	-		C (19.8)	-
	Synchro 95th Q	0'	0'	-	-	0'	-		3'	
2029 Build-out (Access C Full Movement)	LOS (Delay)	A (9.2)	A (0.0)		A (8.9)	A (0.0)	E (49.8)		D (25.9)	-
	Synchro 95th Q	0'	0'		3'	0'	50'		5'	
2029 Build-out IMP (Access C Full Movement)	LOS (Delay)	A (9.2)	A (0.0)		A (8.9)	A (0.0)	E (44.7)		D (25.8)	-
	Synchro 95th Q	0'	0'		3'	0'	43'	3'	5'	
2029 Build-out IMP Signalized (Access C Full Movement)	LOS (Delay)	A (6.1)			A (6.8)		B (18.9)		B (17.7)	A (7.1)
	Synchro 95th Q	191'			9'	239'	30'	19'	13'	
2029 Build-out (Access C Emergency Only)	LOS (Delay)	A (9.2)	A (0.0)		A (9.1)	A (0.0)	F (54.3)		D (30.4)	-
	Synchro 95th Q	0'	0'		5'	0'	75'		5'	
2029 Build-out IMP (Access C Emergency Only)	LOS (Delay)	A (9.2)	A (0.0)		A (9.1)	A (0.0)	E (41.0)		D (29.5)	-
	Synchro 95th Q	0'	0'		5'	0'	48'	8'	5'	
2029 Build-out IMP Signalized (Access C Emergency Only)	LOS (Delay)	A (6.4)			A (7.0)		B (17.9)		B (16.7)	A (7.4)
	Synchro 95th Q	191'			18'	239'	30'	34'	13'	

*Conflicting left-turn movements are broken out per NCDOT guidelines under unsignalized conditions

As shown in **Table 6.5**, the stop-controlled southbound approach is expected to operate with short delays during both peak hours under 2029 background conditions. With the addition of site traffic and the fourth leg (northbound approach) of this intersection, the stop-controlled southbound approach is expected to continue to operate with short delays during the AM peak hour and degrade to moderate delays during the PM peak hour. The stop-controlled northbound approach is expected to operate with short delays during the AM peak hour and moderate to long delays during the PM peak hour, for all scenarios. Due to the long delays projected, the following developer mitigation is recommended:



- Construct a westbound left-turn lane with 50 feet of storage.
 - As discussed further in **Section 8.0**, this lane is recommended based on turn-lane warrants.
- Construction of the northbound approach with a single ingress lane, double egress lane with dedicated right-turn, with stop control, and an internal protected stem (IPS) of 100'.
 - Note that, based on the SimTraffic maximum queue, a 65-foot IPS is adequate. It is noted that Greenway Road is maintained by the Town of Boone and, therefore, may allow an IPS shorter than NCDOT's 100-foot minimum.

Additionally, per coordination with the Applicant, signalization was considered at this location. Although the intersection volumes do not meet warrants 1-3 of the signal warrant, as discussed further in **Section 7.0**, an Synchro analysis was conducted to report the delays and queues if a signal is installed by the development team. As shown in **Table 6.5**, the overall intersection is expected to operate at LOS A during the AM and PM peak hours with both access scenarios.

Based on review of SimTraffic queue, the addition of a signal does not negatively impact queueing into or out of the site nor along Greenway Road.

Per feedback from the neighborhood meeting conducted by the Applicant, area residents have concerns about pedestrian safety crossing Greenway Road. Additionally, the Boone area transit system (known as AppalCart) includes a route traveling along Greenway Road (Purple Route). The Greenway Road Residential site proposes construction of an indoor bus stop to be utilized by the AppalCart system. As discussed above, though not meeting volumetric warrants, **a traffic signal should be considered at this intersection** for the following reasons:

- The site proposes construction of an indoor bus stop for the AppalCart transit system, which will require buses to make the minor-street left turn out of Access B.
- Neighbors have voiced concerns regarding pedestrian safety in the vicinity of this site. These concerns may be worsened with the addition of the bus stop across Greenway Road.
- Moderate delays are projected along Access B and Ivy Drive during the PM peak hour. Moderate to long delays are also projected at Access A.

Further analysis of signal warrants may be necessary to determine if a signal should be installed at this location.

6.6 GREENWAY ROAD/LEOLA STREET AND MEADOWVIEW DRIVE

Table 6.6 summarizes the LOS, control delay and 95th percentile queue lengths at the signalized intersection of Greenway Road/Leola Street and Meadowview Drive.

Table 6.6 - Greenway Road/Leola Street and Meadowview Drive						
Condition	Measure	EB	WB	NB	SB	Intersection
		EBLTR	WBLTR	NBLTR	SBLTR	LOS (Delay)
AM Peak Hour						
2025 Existing	LOS (Delay)	B (11.7)	B (10.2)	B (10.6)	A (9.1)	B (10.6)
	Synchro 95th Q	85'	50'	53'	28'	
2029 Background	LOS (Delay)	B (11.4)	A (9.6)	B (10.2)	A (8.6)	B (10.3)
	Synchro 95th Q	77'	49'	62'	29'	
2029 Build-out (Access C Full Movement)	LOS (Delay)	B (11.9)	A (9.8)	B (12.0)	A (9.3)	B (11.2)
	Synchro 95th Q	89'	53'	74'	32'	
2029 Build-out (Access C Emergency Only)	LOS (Delay)	B (12.1)	A (9.5)	B (12.5)	A (9.8)	B (11.4)
	Synchro 95th Q	97'	53'	74'	34'	
PM Peak Hour						
2025 Existing	LOS (Delay)	C (23.3)	B (15.9)	C (31.3)	C (22.1)	C (22.3)
	Synchro 95th Q	#341'	189'	#149'	100'	
2029 Background	LOS (Delay)	B (19.4)	B (13.8)	C (25.7)	B (18.0)	B (18.6)
	Synchro 95th Q	266'	184'	#181'	106'	
2029 Build-out (Access C Full Movement)	LOS (Delay)	C (21.1)	B (14.5)	C (30.2)	B (18.4)	C (20.5)
	Synchro 95th Q	#297'	198'	#210'	109'	
2029 Build-out (Access C Emergency Only)	LOS (Delay)	C (23.1)	B (14.1)	C (32.8)	B (18.6)	C (21.7)
	Synchro 95th Q	#360'	196'	#215'	111'	

95th percentile volume exceeds capacity, queue may be longer

Table 6.6 shows the overall intersection currently operates at LOS B and C during the AM and PM peak hours, respectively. Under 2029 background conditions, the intersection is expected to operate at LOS B during both peak hours. With the addition of site traffic, the intersection is expected to operate at LOS B during the AM peak hour and LOS C during the PM peak hour. As the intersection is expected to operate with short delays and the addition of site traffic does not significantly impact operations at this intersection, no developer mitigation is recommended for capacity purposes.



6.7 MEADOWVIEW DRIVE AND ROGERS DRIVE/EXISTING DRIVEWAY

Table 6.7 summarizes the LOS, control delay and 95th percentile queue lengths at the stop-controlled intersection of Greenway Road and Rogers Drive/Existing Driveway. The northbound and southbound approaches are stop-controlled, while the eastbound and westbound approaches operate under free-flow conditions.

Table 6.7 - Meadowview Drive and Rogers Drive/Existing Driveway							
Condition	Measure	EB	WB	NB		SB	
		EBLTR	WBLTR	NBL*	NBTR	SBL*	SBTR
AM Peak Hour							
2025 Existing	LOS (Delay)	B (10.6)	B (10.2)	A (7.4)	A (0.0)	A (7.5)	A (0.0)
	Synchro 95th Q	5'	3'	0'	0'	0'	0'
2029 Background	LOS (Delay)	B (10.0)	A (9.8)	A (7.4)	A (0.0)	A (7.5)	A (0.0)
	Synchro 95th Q	3'	3'	0'	0'	0'	0'
2029 Build-out (Access C Full Movement)	LOS (Delay)	B (10.1)	B (10.0)	A (7.4)	A (0.0)	A (7.5)	A (0.0)
	Synchro 95th Q	5'	3'	0'	0'	0'	0'
2029 Build-out (Access C Emergency Only)	LOS (Delay)	B (10.3)	B (10.0)	A (7.4)	A (0.0)	A (7.5)	A (0.0)
	Synchro 95th Q	5'	3'	0'	0'	0'	0'
PM Peak Hour							
2025 Existing	LOS (Delay)	B (13.7)	B (12.8)	A (7.7)	A (0.0)	A (7.8)	A (0.0)
	Synchro 95th Q	10'	5'	0'	0'	0'	0'
2029 Background	LOS (Delay)	B (12.7)	B (11.6)	A (7.7)	A (0.0)	A (7.7)	A (0.0)
	Synchro 95th Q	8'	3'	0'	0'	0'	0'
2029 Build-out (Access C Full Movement)	LOS (Delay)	B (13.5)	B (12.4)	A (7.8)	A (0.0)	A (7.8)	A (0.0)
	Synchro 95th Q	13'	3'	0'	0'	0'	0'
2029 Build-out (Access C Emergency Only)	LOS (Delay)	B (13.5)	B (12.2)	A (7.7)	A (0.0)	A (7.8)	A (0.0)
	Synchro 95th Q	8'	3'	0'	0'	0'	0'

*Conflicting left-turn movements are broken out per NCDOT guidelines under unsignalized conditions

As shown in **Table 6.7**, the eastbound and westbound approaches of the stop-controlled intersection are projected to operate with short delays under all conditions analyzed. Therefore, no improvements are recommended.



6.8 BLOWING ROCK ROAD (US 321) AND MEADOWVIEW DRIVE

Table 6.8 summarizes the LOS, control delay and 95th percentile queue lengths at the stop-controlled intersection of Blowing Rock Road (US 321) and Meadowview Drive. The eastbound approach is stop-controlled, while the northbound and southbound approaches operate under free-flow conditions.

Table 6.8 - Blowing Rock Road (US 321) and Meadowview Drive					
Condition	Measure	EB	NB		SB
		EBLR	NBL	NBT	SBTR
AM Peak Hour					
2025 Existing	LOS (Delay)	B (14.5)	A (9.4)	A (0.0)	A (0.0)
	Synchro 95th Q	20'	8'	0'	0'
2029 Background	LOS (Delay)	B (13.8)	A (9.4)	A (0.0)	A (0.0)
	Synchro 95th Q	13'	8'	0'	0'
2029 Build-out	LOS (Delay)	B (13.8)	A (9.5)	A (0.0)	A (0.0)
	Synchro 95th Q	18'	8'	0'	0'
PM Peak Hour					
2025 Existing	LOS (Delay)	C (20.4)	B (11.5)	A (0.0)	A (0.0)
	Synchro 95th Q	40'	20'	0'	0'
2029 Background	LOS (Delay)	C (18.1)	B (11.3)	A (0.0)	A (0.0)
	Synchro 95th Q	33'	18'	0'	0'
2029 Build-out	LOS (Delay)	C (19.0)	B (11.7)	A (0.0)	A (0.0)
	Synchro 95th Q	43'	23'	0'	0'
Background Storage			50'		

Table 6.8 shows that eastbound approach of the stop-controlled intersection is expected to operate with short delays under all conditions analyzed. Therefore, no developer mitigation is recommended.



6.9 GREENWAY ROAD AND GREENWAY BUSINESS PARK DRIVEWAY/ACCESS A

Table 6.9 summarizes the LOS, control delay and 95th percentile queue lengths at the proposed intersection of Greenway Road and Greenway Business Park Driveway/Access A. Access A is proposed to connect Greenway Road approximately 275 feet west of Ivy Drive. The northbound and southbound approaches are stop-controlled, while the eastbound and westbound approaches operate under free-flow conditions.

Table 6.9 - Greenway Road and Greenway Business Park Driveway/Access A								
Condition	Measure	EB			WB		NB	SB
		EBL*	EBT	EBR	WBL*	WBTR	NBLTR	SBLTR
AM Peak Hour								
2025 Existing	LOS (Delay)	A (7.9)	A (0.0)	-	-	A (0.0)	-	B (11.2)
	Synchro 95th Q	0'	0'	-	-	0'	-	0'
2029 Background	LOS (Delay)	A (7.9)	A (0.0)	-	-	A (0.0)	-	B (11.2)
	Synchro 95th Q	0'	0'	-	-	0'	-	0'
2029 Build-out	LOS (Delay)	A (8.0)	A (0.0)		A (7.7)	A (0.0)	B (14.1)	B (12.1)
	Synchro 95th Q	0'	0'	0'	0'	0'	8'	3'
PM Peak Hour								
2025 Existing	LOS (Delay)	A (9.1)	A (0.0)	-	-	A (0.0)	-	C (20.1)
	Synchro 95th Q	0'	0'	-	-	0'	-	3'
2029 Background	LOS (Delay)	A (9.2)	A (0.0)	-	-	A (0.0)	-	C (21.2)
	Synchro 95th Q	0'	0'	-	-	0'	-	3'
2029 Build-out	LOS (Delay)	A (9.4)	A (0.0)		A (9.0)	A (0.0)	F (63.4)	D (29.5)
	Synchro 95th Q	0'	0'	0'	0'	0'	50'	5'

*Conflicting left-turn movements are broken out per NCDOT guidelines under unsignalized conditions

Table 6.9 shows that the stop-controlled southbound approach is projected to operate with short delays under 2029 background conditions during the AM and PM peak hours. Under 2029 build-out conditions with the addition of site traffic and the fourth leg (northbound approach), the southbound approach is expected to operate with short to moderate delays for AM and PM peak hours, respectively. Meanwhile, the stop-controlled northbound approach is expected to operate with short to long delays under 2029 build out conditions during the AM and PM peak hour, respectively.

Note that it is typical for stop-controlled side streets intersecting major streets to experience long delays during peak hours. Furthermore, the northbound approach is predominantly comprised of left-turn movements (31 vehicles) compared to right-turn movements (5 vehicles), making the construction of a separate northbound left-turn lane impractical. Therefore, no developer mitigation has been identified beyond the construction of the northbound approach with a single ingress lane, egress lane, and a 80-foot internal protected stem (IPS).

Note that, based on the SimTraffic maximum queue, an 80-foot IPS is adequate. It is noted that Greenway Road is maintained by the Town of Boone and, therefore, may allow an IPS shorter than NCDOT's 100-foot minimum.



6.10 ROGERS DRIVE AND ACCESS C

Table 6.10 summarizes the LOS, control delay and 95th percentile queue lengths at the proposed intersection of Rogers Drive and Access C. Access #3 is proposed to connect to Rogers Drive approximately 750 feet west of Meadowview Drive. The northbound and southbound approaches are free-flow, while the eastbound approach operates under stop-controlled conditions.

Table 6.10 - Rodgers Drive and Access C					
Condition	Measure	EB	NB		SB
		EBLR	NBL*	NBT	SBTR
AM Peak Hour					
2029 Build-out (Access C Full Movement)	LOS (Delay)	A (8.8)	A (0.0)	A (0.0)	A (0.0)
	Synchro 95th Q	3'	0'	0'	0'
PM Peak Hour					
2029 Build-out (Access C Full Movement)	LOS (Delay)	A (8.9)	A (0.0)	A (0.0)	A (0.0)
	Synchro 95th Q	3'	0'	0'	0'

*Conflicting left-turn movements are broken out per NCDOT guidelines under unsignalized

Table 6.10 shows all approaches of the stop-controlled intersection are projected to operate with short delays under 2029 build-out. Therefore, no developer mitigation is needed beyond the construction of the eastbound approach with a single ingress lane, single egress lane with stop control, and an IPS of 50'.

Based on review of the SimTraffic maximum queues along the eastbound approach, the maximum queue is projected to be 47'. It is noted that Rogers Drive is maintained by the Town of Boone and, therefore, may allow an IPS shorter than NCDOT's 100-foot minimum. Per the site plan, it appears that a 220-foot IPS is provided along Access C.



7.0 Traffic Signal Warrant

A 13-hour signal warrant analysis was performed at the intersection of Greenway Road and Ivy Drive/Access B under 2029 build-out (Access C full movement) and 2029 build-out (Access C emergency only) conditions.

Existing weekday traffic volumes were collected at the intersections of Greenway Road and Ivy Drive over a 13-hour period (6:00 AM – 7:00PM) by Quality Counts, LLC on Tuesday, April 3, 2025.

An annual growth rate of 0.5% was applied to 2025 existing count data to develop 2029 background volumes. This annual growth rate was determined based on coordination with NCDOT and Town staff.

As discussed in **Section 5.2**, the proposed Greenway Road Residential development is projected to generate 3,422 daily trips. Daily distribution factors, or k-factors, provided by ITE were used to convert the daily site trips to hourly volumes throughout the day and were added to the background traffic volumes based on the site trip distribution and assignment as shown in **Figure 5.1**.

The signal warrant analyses were performed under 2029 build-out (Access C full movement) and 2029 build-out (Access C emergency only) conditions based on criteria published by the Federal Highway Administration (FHWA) in the *Manual on Uniform Traffic Control Devices (MUTCD)*, 11th Edition. The MUTCD provides the following standards for signal warrant analyses:

- An engineering study of traffic conditions, pedestrian characteristics, and physical characteristics of the location shall be performed to determine whether the installation of a traffic control signal is justified at a particular location.
- The investigation of the need for a traffic control signal shall include an analysis of factors related to the existing operation and safety at the study location and the potential to improve these conditions, and the applicable factors contained in the following signal warrants:
 - Warrant 1, Eight-Hour Vehicular Volume
 - Warrant 2, Four-Hour Vehicular Volume
 - Warrant 3, Peak Hour
 - Warrant 4, Pedestrian Volume
 - Warrant 5, School Crossing
 - Warrant 6, Coordinated Signal System
 - Warrant 7, Crash Experience
 - Warrant 8, Roadway Network
 - Warrant 9, Intersection Near a Grade Crossing

Warrant 1 (Eight-Hour Vehicular Volume) Condition A is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic signal. Warrant 1 Condition B is intended for application where Condition A is not satisfied and where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street. Warrant 1 Condition C may be satisfied by a combination of Condition A and B if both 80% are satisfied.

Warrant 2 (Four-Hour Vehicular Volume) is intended to be applied where the volume of the intersecting traffic is the principal reason to consider installing a traffic signal.

Warrant 3 (Peak Hour) is intended for use at a location where traffic conditions are such that for a minimum of one hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street.

A traffic control signal should not be installed unless one or more of the above warrants are met. However, the satisfaction of a traffic signal warrant or warrants should not in itself justify the installation of a traffic control signal. Final approval for a new traffic signal installation on an NC route, such as Greenway Road, will be made by NCDOT in coordination with Town staff.

Note that 100% of minor street right-turns were included in the signal warrant calculation at the intersection of Greenway Road and Ivy Drive/Access B.

Table 7.1 shows the results of the signal warrant analysis for the Greenway Road and Ivy Drive/Access B under 2029 build (Access C full movement) 2029 build-out (Access C emergency only) conditions along with the number of hours satisfied compared to the minimum number of hours required to satisfy.

Table 7.1 – Signal Warrant Analysis (Greenway Road and Ivy Drive/Access B)			
Warrant		Criteria Satisfied Yes / No (hours satisfied/required)	
		2029 Build (Access C Full Movement)	2029 Build (Access C Emergency)
Warrant 1	1A (Eight Hour)	No (0/8)	No (0/8)
	1B (Eight Hour)	No (0/8)	No (0/8)
	1C (Eight Hour)	No (0/8), No (0/8)	No (0/8), No (0/8)
Warrant 2	2 (Four Hour)	No (0/4)	No (0/4)
Warrant 3	3 (Peak Hour)	No (0/1)	No (0/1)

Based on results shown in **Table 7.1**, no warrants are met under 2029 build (Access C full movement) 2029 build-out (Access C emergency only) conditions.

Signal warrant calculations and 13-hour count data can be found in the **Appendix**.

As Greenway Road is an existing multimodal corridor, signalization may be considered based on non-volumetric warrants. Additional analysis may be necessary to determine if signalization may be necessary, based on alternative warrants, as discussed further in **Section 6.5**.

8.0 Auxiliary Turn-Lane Warrants

Warrants for additional turn-lane improvements for unsignalized driveways beyond those necessary for capacity were determined based on a review of the figure titled 'Warrant for Left and Right-Turn Lanes' found on page 80 in the [*NCDOT Policy on Street and Driveway Access to North Carolina Highways*](#). The results of the warrants for left and right-turn lanes under 2029 build-out conditions are summarized below and are included in the **Appendix**.

Int #5. Greenway Road and Ivy Drive/Access B

- Westbound left-turn lane along Greenway Road with a minimum storage length of 50 feet.

As Greenway Road is a Town-maintained road, construction of a westbound left-turn lane along Greenway Road with a minimum storage length of 50 feet is recommended.

9.0 Crash Data Analysis

Crash data was obtained at the intersection of Greenway Road and Deck Hill Road for crashes that occurred between August 1st, 2022 and July 31st, 2025 was provided by NCDOT staff. The crash data is summarized below.

Greenway Road and Deck Hill Road

The crash rate at this intersection is 51.65 crashes per 100 million entering vehicles (MEV). 3 property damage only (PDO) crashes were reported. The crash types are summarized below:

- 3 Angle (100%)

10.0 Mitigation Improvements

Based on the capacity analyses performed at each of the identified study intersections, along with a review of the auxiliary turn-lane warrants contained herein, the following improvements are recommended to mitigate the impact of the proposed development on the adjacent street network:

Int #2. NC 105 and Wilson Drive

- In lieu of construction of a westbound right-turn lane along Wilson Drive, the following multimodal improvements are recommended at this intersection:
 - Widening of the sidewalk at the northeast and southeast corners of the intersection to allow for bicycles to safely transition through the intersection
 - Installation of high-visibility crosswalk markings
 - Improvement of existing curb ramps to meet current ADA standards
 - Consideration of signal improvements (such as dynamic no right-turn-on-red signage)

Int #3. Winklers Creek Road and Wilson Drive

- Restripe the eastbound approach to provide a single left-through lane and a single right-turn lane with permitted-overlap phasing for the eastbound right-turn movement.

Int #5. Greenway Road and Ivy Drive/Access B

- Construction of a westbound left-turn lane with 50 feet of storage
- Construction of the northbound approach with a single ingress lane, dual egress lane with dedicated right-turn, with stop control, and an internal protected stem (IPS) of 100 feet.
- Consider installation of a traffic signal, pending further signal warrant analysis and/or coordination with the Town of Boone.

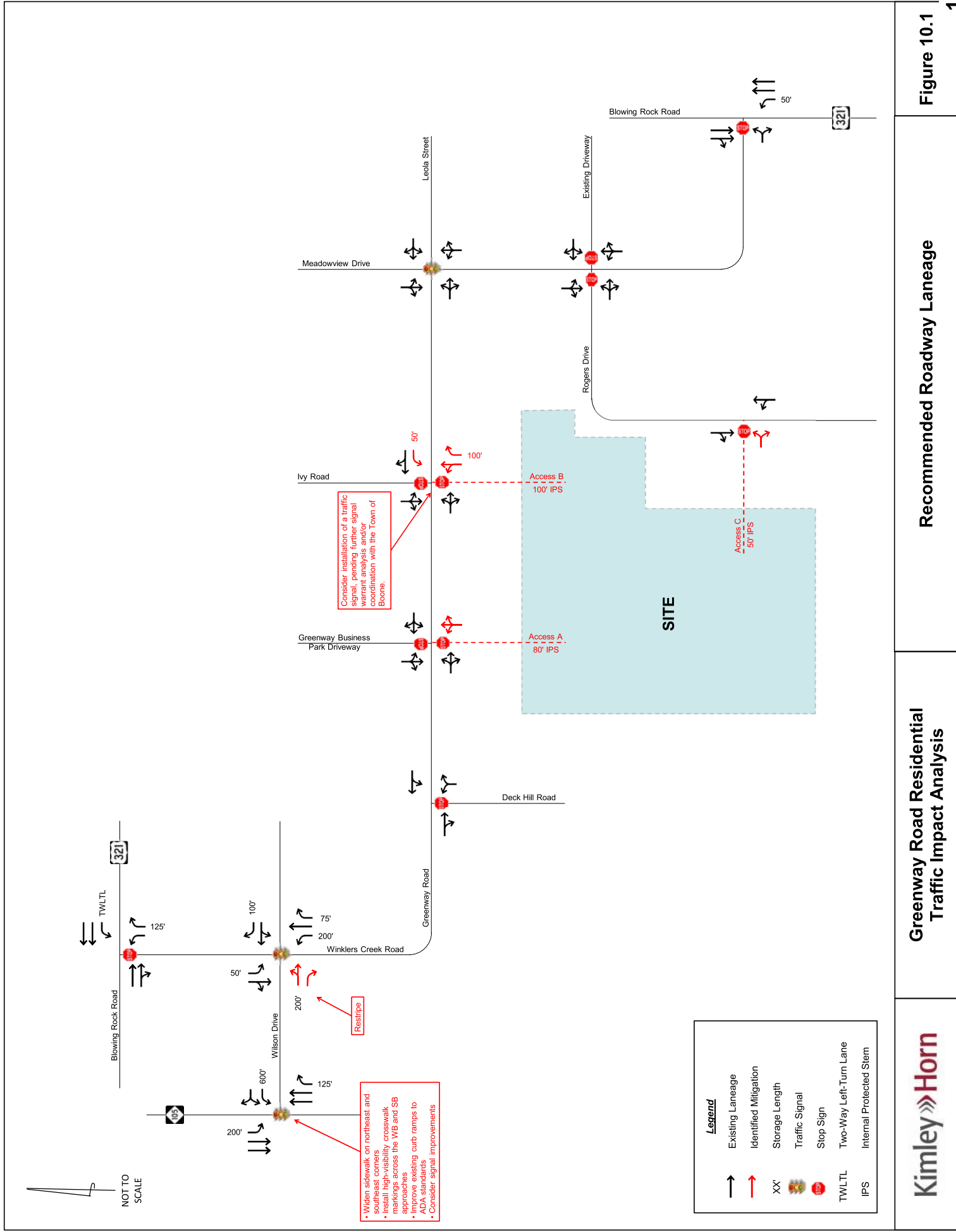
Int #9. Greenway Road and Access A

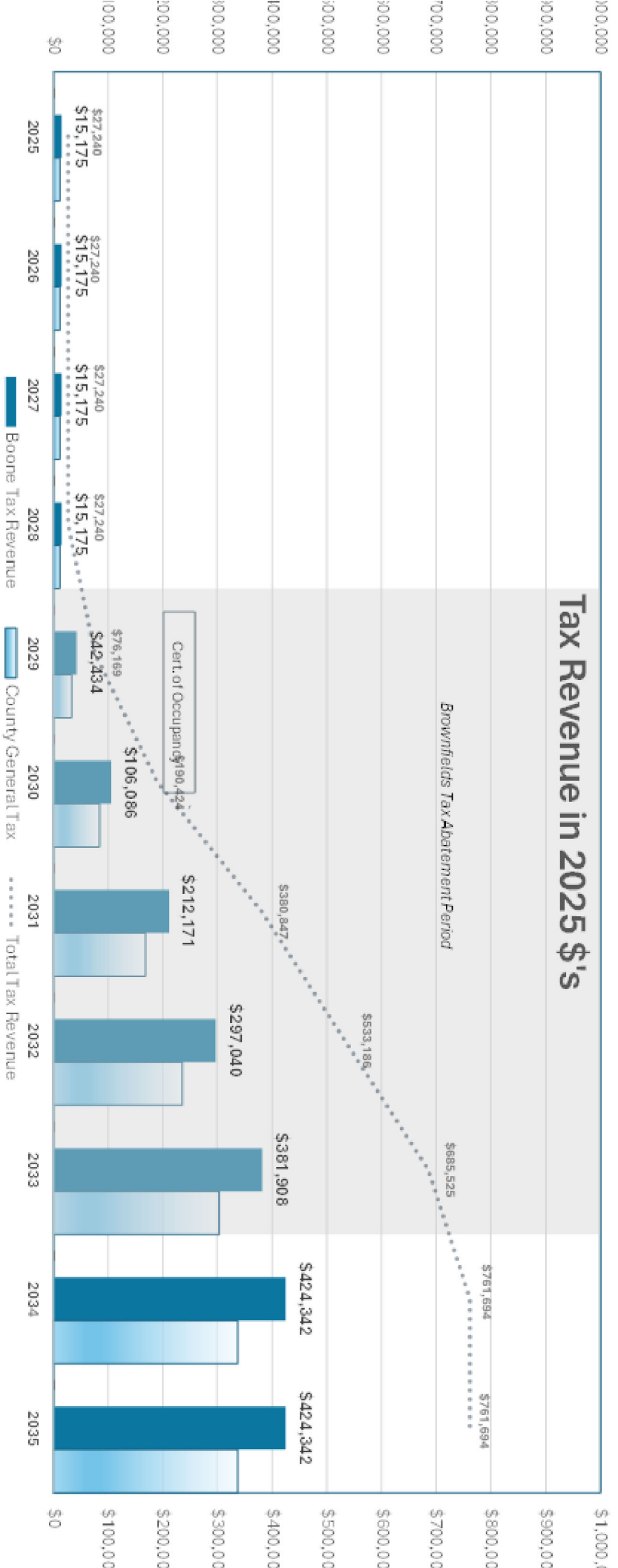
- Construction of the northbound approach with a single ingress lane, single egress lane with stop control, and an IPS of 80 feet

Int #10. Rogers Drive and Access C

- Construction of the eastbound approach with a single ingress lane, single egress lane with stop control, and an IPS of 50 feet

The mitigation improvements identified within the study area are shown in **Figure 10.1**. All mitigation improvements are subject to approval by NCDOT and the Town of Boone. All additions and attachments to the State and Town roadway system shall be properly permitted, designed, and constructed in conformance to standards maintained by the agencies. It is noted that the site-civil engineer is responsible for confirming that the proposed access points meet current spacing and sight distance standards.





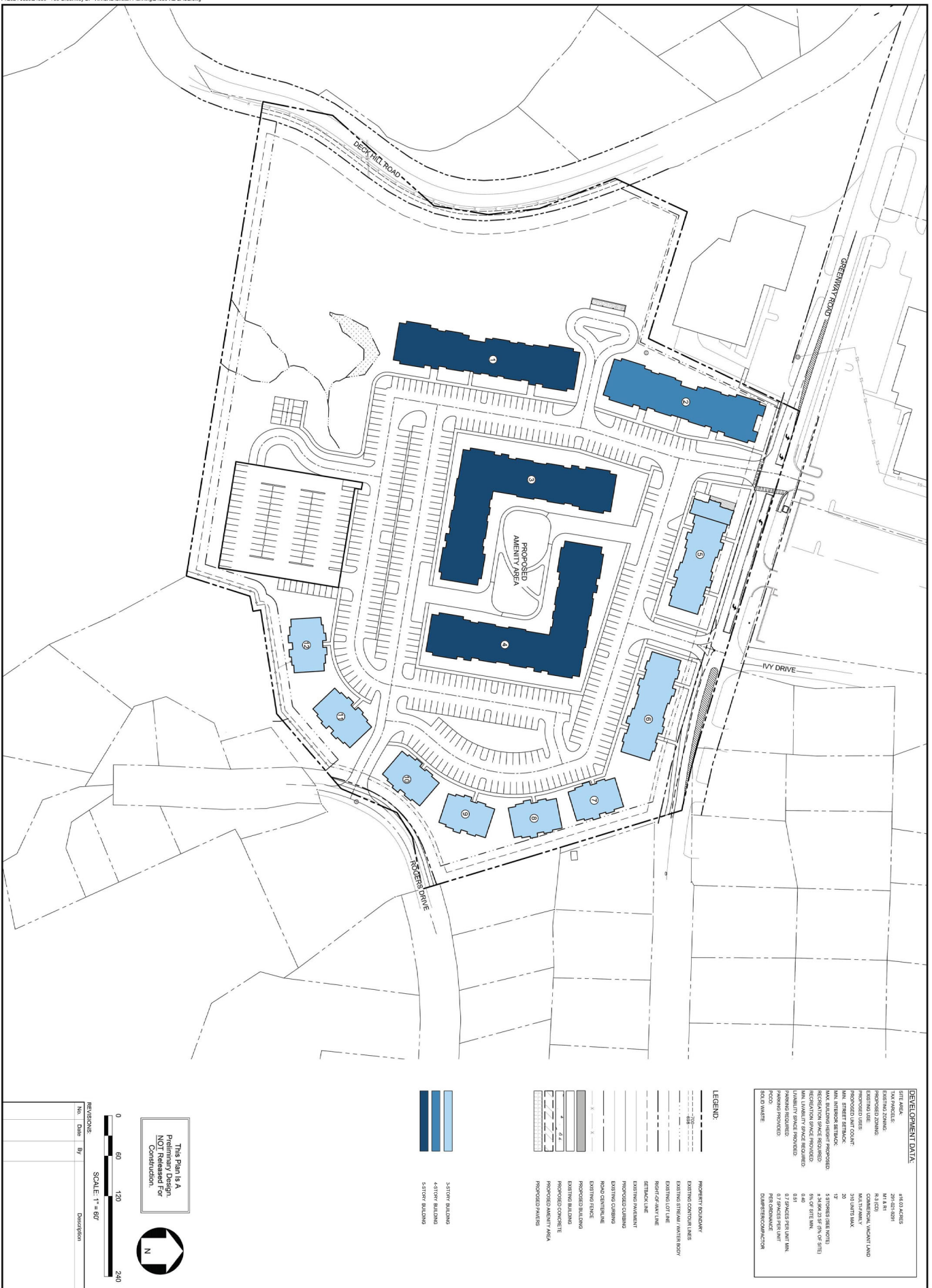
Actual appraised value and actual millage rates will determine Atlanta tax revenues generated by project. Tax revenue assumes project completed value of \$100,000,000.

	BUILDING 1					BUILDING 2					BUILDING 3						
	TOTAL	LEVEL 1	LEVEL 2	LEVEL 3	LEVEL 4	LEVEL 5	TOTAL	LEVEL 1	LEVEL 2	LEVEL 3	LEVEL 4	TOTAL	LEVEL 1	LEVEL 2	LEVEL 3	LEVEL 4	LEVEL 5
1 BEDROOM UNITS																	
A1		0						0					0				
A2		0						0					0				
1 BEDROOM TOTALS		0	0	0	0	0		0	0	0	0		0	0	0	0	0
2 BEDROOM UNITS																	
B1		2		1				4	1	1	1		21	3	3	5	5
B2		0						0					0				
2 BEDROOM TOTALS		2	0	1	0	1	0	4	1	1	1	1	21	3	3	5	5
3 BEDROOM UNITS																	
C1		0						0					0				
C2																	
3 BEDROOM TOTALS		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 BEDROOM UNITS																	
D1		25	5	5	5	5		24	6	6	6	6	19	2	2	5	5
D2		10	2	2	2	2		8	2	2	2	2	10	2	2	2	2
D3		0						0					0				
D4		0						0					5	1	1	1	1
4 BEDROOM TOTALS		35	7	7	7	7		32	8	8	8	8	34	4	4	8	8
BUILDING TOTALS		37	7	8	7	8		36	9	9	9	9	55	7	7	13	13

	BUILDING 4					BUILDING 5				BUILDING 6				
	TOTAL	LEVEL 1	LEVEL 2	LEVEL 3	LEVEL 4	LEVEL 5	TOTAL	LEVEL 1	LEVEL 2	LEVEL 3	TOTAL	LEVEL 1	LEVEL 2	LEVEL 3
1 BEDROOM UNITS														
A1	0						9	3	3	3	9	3	3	3
A2	0						0				0			
1 BEDROOM TOTALS	0	0	0	0	0	0	9	3	3	3	9	3	3	3
2 BEDROOM UNITS														
B1	25	5	5	5	5	5	9	3	3	3	9	3	3	3
B2	0						0				0			
2 BEDROOM TOTALS	25	5	5	5	5	5	9	3	3	3	9	3	3	3
3 BEDROOM UNITS														
C1	0						0				0			
C2														
3 BEDROOM TOTALS	0	0	0	0	0	0								
4 BEDROOM UNITS														
D1	25	5	5	5	5	5	0				0			
D2	8	1	1	2	2	2	5	1	2	2	6	2	2	2
D3	0						0				0			
D4	5	1	1	1	1	1	0				0			
4 BEDROOM TOTALS	38	5	5	8	8	8	5	1	2	2	6	2	2	2
BUILDING TOTALS	63	10	10	13	13	13	23	7	8	8	24	8	8	8

	BUILDING 7			BUILDING 8			BUILDING 9			BUILDING 10		
	TOTAL	LEVEL 1	LEVEL 2	LEVEL 3	TOTAL	LEVEL 1	LEVEL 2	LEVEL 3	TOTAL	LEVEL 1	LEVEL 2	LEVEL 3
1 BEDROOM UNITS												
A1	0				0				0			
A2	6	2	2	2	6	2	2	2	9	3	3	3
1 BEDROOM TOTALS	6	2	2	2	6	2	2	2	9	3	3	3
2 BEDROOM UNITS												
B1	0				0				0			
B2	6	2	2	2	6	2	2	2	3	1	1	1
2 BEDROOM TOTALS	6	2	2	2	6	2	2	2	3	1	1	1
3 BEDROOM UNITS												
C1	0				0				0			
C2												
3 BEDROOM TOTALS	0	0	0	0	0	0	0	0	0	0	0	0
4 BEDROOM UNITS												
D1	0				0				0			
D2	0				0				0			
D3	0				0				0			
D4	0				0				0			
4 BEDROOM TOTALS	0	0	0	0	0	0	0	0	0	0	0	0
BUILDING TOTALS	12	4	4	4	12	4	4	4	12	4	4	4

		BUILDING 11				BUILDING 12				UNIT TOTALS	BED TOTALS	NRSF	UNHEATED SF	GRSF
		TOTAL	LEVEL 1	LEVEL 2	LEVEL 3	TOTAL	LEVEL 1	LEVEL 2	LEVEL 3					
1 BEDROOM UNITS														
A1		0				0				18	18	576	53	629
A2		3	1	1	1	6	2	2	2	36	36	725	53	778
1 BEDROOM TOTALS		3	1	1	1	6	2	2	2	54	54	36,468	2,862	39,330
2 BEDROOM UNITS														
B1		0				0				70	140	854	65	919
B2		9	3	3	3	0				30	60	1,108	100	1,208
2 BEDROOM TOTALS		9	3	3	3	0	0	0	0	100	200	93,020	7,550	100,570
3 BEDROOM UNITS														
C1		0				0				0	0	1,327		1,327
C2						6	2	2	2	6	18	1,425	60	1,485
3 BEDROOM TOTALS		0	0		0	6	2	2	2	6	18	-		-
4 BEDROOM UNITS														
D1		0				0				93	372	1,481		1,481
D2		0				0				47	188	1,419		1,419
D3		0				0				0	0	1,437		1,437
D4		0				0				10	40	1,404	100	1,504
4 BEDROOM TOTALS		0	0	0	0	0	0	0	0	150	600	218,466	1,000	219,466
BUILDING TOTALS		12	4	4	4	12	4	4	4	310	872	347,954	11,412	359,366



736 GREENWAY ROAD
BOONE, NC 28607
RK INVESTORS, LLC
CHARLOTTE, NC

BUILDING
HEIGHT
EXHIBIT

M-D

CORPORATE CERTIFICATIONS
IC 9400 NO 2099 IC 6.4 NO 211

Project Manager:	MJD
Drawn By:	ENLS
Checked By:	MJD
Date:	10/09/2022
Project Number:	24086
Sheet Number:	

L-EXBT

736 GREENWAY RD - BOONE, NC
**ARCHITECTURAL
RENDERINGS**

DECEMBER 7, 2025

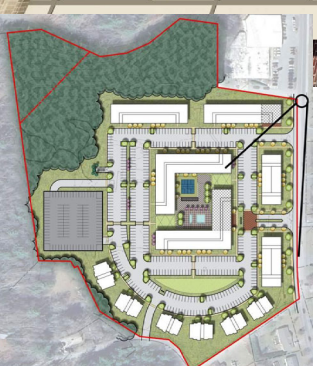
PREPARED FOR:
RK INVESTORS

NILES BOLTON ASSOCIATES

RENDERING
736 Greenway Rd - Boone, NC



NOTE: ARCHITECTURAL RENDERINGS ARE REPRESENTATIVE OF AESTHETIC STYLE AND NOT FINALIZED DESIGN



RENDERING
736 Greenway Rd - Boone, NC



NOTE: ARCHITECTURAL RENDERINGS ARE REPRESENTATIVE OF AESTHETIC STYLE AND NOT FINALIZED DESIGN

RENDERING
736 Greenway Rd - Boone, NC



NOTE: ARCHITECTURAL RENDERINGS ARE REPRESENTATIVE OF AESTHETIC STYLE AND NOT FINALIZED DESIGN

RENDERING
736 Greenway Rd - Boone, NC



NOTE: ARCHITECTURAL RENDERINGS ARE REPRESENTATIVE OF AESTHETIC STYLE AND NOT FINALIZED DESIGN



RENDERING
736 Greenway Rd - Boone, NC



NOTE: ARCHITECTURAL RENDERINGS ARE REPRESENTATIVE OF AESTHETIC STYLE AND NOT FINALIZED DESIGN



RENDERING

736 Greenway Rd - Boone, NC



NOTE: ARCHITECTURAL RENDERINGS ARE REPRESENTATIVE OF AESTHETIC STYLE AND NOT FINALIZED DESIGN



RENDERING
736 Greenway Rd - Boone, NC



NOTE: ARCHITECTURAL RENDERINGS ARE REPRESENTATIVE OF AESTHETIC STYLE AND NOT FINALIZED DESIGN

RENDERING
736 Greenway Rd - Boone, NC



NOTE: ARCHITECTURAL RENDERINGS ARE REPRESENTATIVE OF AESTHETIC STYLE AND NOT FINALIZED DESIGN

RENDERING
736 Greenway Rd - Boone, NC



NOTE: ARCHITECTURAL RENDERINGS ARE REPRESENTATIVE OF AESTHETIC STYLE AND NOT FINALIZED DESIGN

RENDERING

736 Greenway Rd - Boone, NC

PROPOSED CONDITIONS



NOTE: ARCHITECTURAL RENDERINGS ARE REPRESENTATIVE OF AESTHETIC STYLE AND NOT FINALIZED DESIGN



CURRENT CONDITIONS