



Atwater Station Master Plan

April 21, 2020

Prepared For:
THE TOWN OF FUQUAY-VARINA

Developer:
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FUQUAY-VARINA
APPROVED FOR COMPLIANCE
These plans have been approved for compliance with the Town
Code of Ordinances & Standard Specifications & Construction
Details, subject to statements & conditions hereby incorporated
by reference.
Signature Sam Law Date 4-22-20
TB app 4-21-20

INTRODUCTION

The Atwater Station Master Plan will provide a variety of housing options, recreational amenities, and mixed-use support services within a planned “Mixed-Use Neighborhood” in accordance with the Town of Fuquay-Varina’s “2035 Community Vision Land Use Plan”.

The site is located along both sides of James Slaughter Road south of the intersection with Bass Lake Road, north of downtown Fuquay-Varina, and totals approximately 126.60 acres.

The site’s physical characteristics help shape the mix and location of the land uses proposed in the Master Plan. Generally flat to gently rolling topography is found on the site, and the community is strategically located along a major transportation corridor, Bass Lake Road. The site’s proximity to schools, parks/open space, and access to the Town’s Greenway network are factors that allow for and support the mixed-use, mix of housing options proposed for the community. The subject property contains several buffered streams and areas of wetlands that are proposed to be preserved as part of the Master Plan. These areas are best utilized as preserved natural areas, open space amenities, and greenway corridors for the use and enjoyment of area residents.

Due to its location at the intersection of Bass Lake Road and James Slaughter Road, the Atwater Station Master Plan will serve as a catalyst for economic growth and redevelopment along this travel corridor. This project will be in keeping with the Town’s vision for the area.

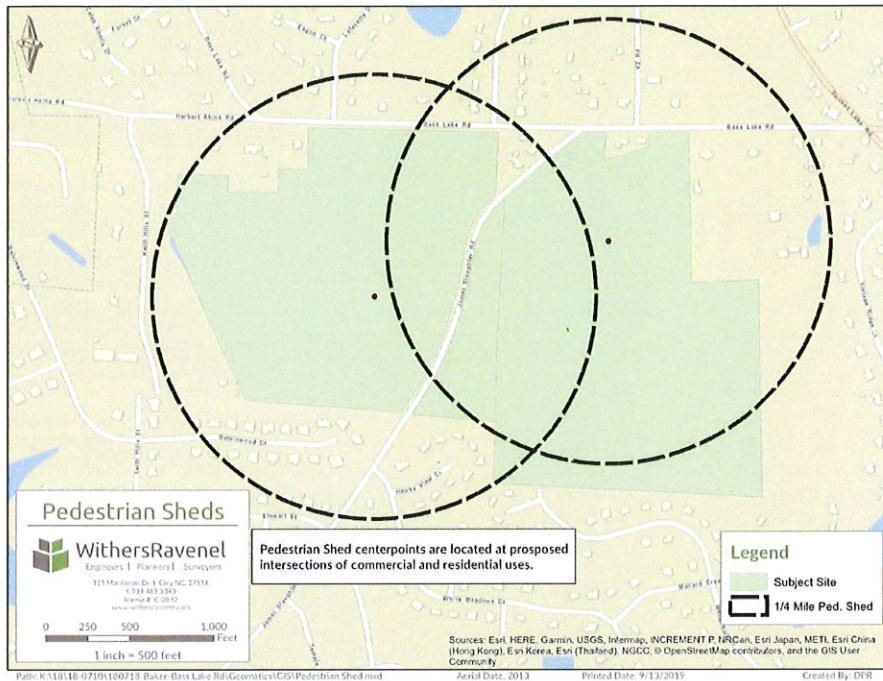
The Town’s 2035 Community Vision Land Use Plan and Community Transportation Plan have been examined in conjunction with the Town’s LDO requirements, to inform the design for Atwater Station. This Master Plan document is intended to be used as a guide to shape and direct the character of the Atwater Station community.

1.0 FORM-BASED DISTRICT ALLOCATION

In order to meet the criteria for a Form-Based District Allocation, the Atwater Station Master Plan is compliant with the Town of Fuquay-Varina's Land Development Ordinance (LDO) §9-3006.

1.1 Pedestrian Sheds

The pedestrian sheds for the planning area use points within the Neighborhood Mixed-Use District as the destinations.



1.2 Project Area 20 Acres or Greater

The Atwater Station Master Plan is comprised of the following three primary districts as required for projects over 20 acres: Residential Mixed-Use, Neighborhood Mixed-Use, and Urban Mixed-Use. The Atwater Station Master Plan is a mixed-use community characterized by its focus on pedestrian connectivity to recreational and neighborhood commercial opportunities. The land assemblage for the community is approximately 126.60 acres in area.

Based on the LDO's requirement for placement and allocation of the Mixed-Use Districts, the Atwater Station Master Plan meets the requirements of the LDO for the following: 1) Residential Mixed-Use District; 2) Neighborhood Mixed-Use District; 3) Urban Mixed-Use District; 4) Civic Space Required; 5) Thoroughfare Network; and 6) Density.

2.0 FORM-BASED DISTRICT GENERAL DEVELOPMENT STANDARDS

In order to meet the criteria for a Form-Based District General Development Standards, the Atwater Station Master Plan is compliant with the Town of Fuquay-Varina's Land Development Ordinance (LDO) §9-3007.

EXHIBIT B

	Location Required	Location Provided	Percent of Uses other than Residential Required (min)	Percent of Uses other than Residential Provided (min)	Max Residential Density - Dwelling Types Required	Max Residential Density - Dwelling Types Provided	More Urban District Allocations Required	More Urban District Allocations Provided	Max Non-Residential Height Required	Max Non-Residential Height Provided
UMU	Adjacent to 100 ft ROW or greater	Adjacent to Bass Lake Rd (100 ft ROW or greater)	30%	100%	No Max Density	No residential provided in UMU	5-35%	9.5% ±11.98 acres	70 ft	70 ft (not inclusive of existing communication tower height)
NMU	Adjacent to 80 ft ROW or greater	Adjacent to James Slaughter Road and Bass Lake Road	20%	23.3% ±20.80 acres	22 du/ac •Small lot single-family •Multifamily •Townhouse	5 du/ac •Small lot single-family •Townhouse	50-90%	70.5% ±89.27 acres	50 ft	50 feet
RMU	Adjacent to 80 ft ROW or less & existing residential uses or vacant land	Adjacent to James Slaughter Road	10%	10.0% ±2.534 acres	14 du/ac •Small lot single-family •Large lot single-family •Townhouses	4 du/ac •Small lot single-family •Large lot single-family •Townhouses	5-20%	20.0% ±25.34 acres	40 ft	40 feet

For all districts

- Block faces exceeding 500 ft shall be subdivided with a pedestrian passage that is a min of 12 ft in width
- Regardless of density permitted, locally adopted stormwater ordinances apply

3.0 RESIDENTIAL DENSITY CALCULATIONS

The residential density for the entire site has been calculated per LDO §9-3008. The overall site density will not exceed 4.0 du/ac. No residential will be in the UMU district. The residential density in NMU will not exceed 5.0 du/ac; and the residential density in RMU will not exceed 4.0 du/ac.

The front-load units will be 20% or lower of the total residential units. The remainder of the units will be accessed through an alley or lane.

4.0 CIVIC SPACE

As required by Section §9-3027 of the LDO, 5% of the 126.60 -acre site (or a total of 6.33 acres) must be designated as civic space. The Atwater Station Master Plan will provide at least one civic space per district, and at a minimum will provide the following.

District	Civic Space Types Allowed	Civic
UMU District	Green, Square, Plaza, Playground, Community Garden, Neighborhood Multipurpose Field, Greenway	1.43 acres 11.9% of district
NMU District	Park, Green, Square, Playground, Community Garden, Neighborhood Multipurpose Field, Greenway	9.77 acres 10.9% of district
RMU District	Park, Green, Playground, Community Garden, Neighborhood Multipurpose Field, Greenway	2.26 acres 8.9% of district

Per LDO §9-3027(c) Civic spaces may serve a secondary purpose of stormwater management.

5.0 THOROUGHFARES

Atwater Station Master Plan will have vehicular access to Bass Lake Road to the north via an access street on the western portion of the site, and to James Slaughter Road to via planned internal connections on either side of the roadway. Internal sidewalks, greenways, and sidepaths will also be constructed to provide for pedestrian and bicycle circulation throughout the site. The site also proposes to realign James Slaughter Road to provide for improved connections at its intersection with Bass Lake Road per the Town of Fuquay-Varina's 2035 Community Transportation Plan. Proposed streets and stubs will provide existing and future neighborhood connections.

5.1 Block Standards

The Atwater Station Master Plan will meet the maximum block perimeters, pedestrian passage requirements per LDO §9-3011. Blocks adjacent to preexisting incomplete blocks will meet the requirements provided elsewhere in the LDO per §9-3011(g).

5.2 Thoroughfare Network Standards

The preliminary plat(s) for the Atwater Station Master Plan will provide for a network plan that will map thoroughfares and intersections according to Appendix B of the LDO or Town Standards. Thoroughfares may deviate from the network outside of the pedestrian shed, to accommodate natural conditions, and to intersect major thoroughfares. One temporary cul-de-sac will be permitted in order to provide access to homes on existing James Slaughter that will need access after the realignment, per the Town's Community Transportation Plan, until future redevelopment occurs.

5.3 Internal Thoroughfares

The Atwater Station Master Plan proposes four primary internal thoroughfares. One internal thoroughfare will provide access to Bass Lake Road to the north and serve as a connection into the interior roads of the site. The other three internal thoroughfares will provide access on either side of James Slaughter Road, and provide east/west connections within and through the site. The Master Plan proposes to tie into the existing White Rail Drive street stub located to the south. Three stubs will be provided along the eastern, northern, and western property lines to allow for future street connections when the adjacent properties develop or redevelop. Vehicular circulation within the site will occur primarily on public streets, alleys, lanes, or within parking areas. All streets will be designed per the Pre-Approved Assemblies in Appendix B of the LDO, Town standards, or alternates as shown in detail sheet 3.1 of the Master Plan.

5.4 Traffic Volumes

A traffic impact analysis will be provided with the submittal of the Preliminary Subdivision Plan.

5.5 Bike and Pedestrian Facilities

The Atwater Station Master Plan includes pedestrian and bicycle connections throughout the project as well as a private greenway system. Sidepaths will be located along James Slaughter Rd (realigned), and Bass Lake Road per the Community Transportation Plan – Bike & Pedestrian Plan. The Master Plan will follow the requirements of the LDO for providing pedestrian and bike connectivity internally to the site.

6.0 LOT STANDARDS

6.1 Lot Widths at Frontage Line

District	Minimum	Maximum
RMU	50 ft	150 ft
NMU	20 ft	96 ft
UMU	20 ft	150 ft

7.0 EXISTING CONDITIONS

The NMU district contains two existing homes and their accessory structures that may remain. These homes and their accessory structures will be subject to Article K *Nonconformities* of the LDO. The NMU district also contains an existing telecommunications tower that will be subject to Article K *Nonconformities* of the LDO.

8.0 UTILITIES

Water and sanitary sewer will be provided to the site via extensions of existing Town of Fuquay-Varina's utility lines. There will be sanitary sewer line to the proposed pump station at the eastern termination of the site. From there a proposed 4" force main will connect into the existing force main along James Slaughter Road at the southern termination of the site. The project will tie to existing water mains along James Slaughter Road and White Rail Drive to serve this property. All utilities shall be constructed underground within the public rights-of-way, where practicable.

8.1 Sanitary Sewer Service

Sanitary sewer service will be provided to Atwater Station via a network of gravity lines and force mains, in addition to the proposed pump station located on the eastern termination of the site.

The total average daily flow anticipated for this project is as follows:

A. Residential	420 Units x 225 GPD/Unit	=	94,500 GPD
B. Commercial/Office	711,000 SF x 0.1 GPD/SF	=	71,100 GPD
Total Average Daily Flow		=	165,600 GPD

Additionally, the proposed pump station will be dedicated to the Town upon completion and acceptance.

8.2 Water Service

Water service will be provided to this site via extension of the existing 12" water main located on James Slaughter Road and the 8" water main located along White Rail Drive. Extension of water lines will be required along and within all public ROW adjacent to the subject property (where not already located) and within all proposed public ROW. Connection to existing water lines in adjacent stub-out streets will also be required to provide for circulation.

All construction associated with utility infrastructure shall be completed in accordance with the Town of Fuquay-Varina's Standards. The final location and sizing of the utility lines will be determined during preparation of the infrastructure construction drawings.

9.0 STORMWATER / HYDROLOGY

The Atwater Station Site lies within the Neuse River Basin. The project is subject to and will adhere to stormwater requirements of Federal, State and Local agencies.

10.0 PHASE I COMMITMENTS

As part of the development of this Master Plan site, a series of commitments will be provided in the first phase of development in order to ensure that the site is adequately prepared to handle its projected growth and to provide an easy transition into a fully developed site. These commitments include:

1. A Sanitary Sewer Pump Station capable of handling the 165,600 GPD flow of the fully constructed site.
2. The abandonment of James Slaughter Road at its northern termination and its realignment to improve connectivity to/from the site.
3. The temporary cul-de-sac of residential properties along the original James Slaughter Road alignment to retain connectivity.
4. Dedication of right-of-way along Bass Lake Road.
5. Roadway Improvements as described below will be completed before the first plat of development:
 - a. Full widening along James Slaughter Rd along Atwater Station frontage.
 - b. Nearside widening along Bass Lake Road/ Hilltop Needmore Road.

11.0 ARCHITECTURAL STANDARDS

In order to create a unique experience for those who live, work and play within Atwater Station, particular architectural standards will be maintained. These standards will help inform the visual identity of the site, creating a distinct atmosphere for residents and visitors alike. Residential architectural standards shall apply to all single-family homes and townhomes constructed within the Site.

11.1 Residential Architectural Standards

- Vinyl siding is not permitted; however, vinyl windows, decorative elements and trim are permitted.
- Garage doors must have one of the following: windows, decorative details or carriage-style adornments on them.
- The main roof shall be pitched at 5:12 or greater, porch roofs are excluded from this standard.

11.2 Commercial Architectural Standards

- Buildings shall be arranged to define, create, and activate edges and public places.
- Every effort shall be made to locate service and loading areas in the rear of structures. Where these features are located between the building and a public road, they will be designed in such a way that they do not distract from the character of the development and they will be screened in accordance with the LDO.
- Elevations visible from public gathering spaces shall have similar architectural treatments as those facing a public street.

12.0 ADDITIONAL CONDITIONS

12.1 Bass Lake/Herbert Akins Intersection Conditions

In order to further improve public safety and circulation, as well as to ease traffic congestion, the owner of the property subject to the Atwater Station master plan ("Owner") shall use commercially reasonable efforts to obtain the necessary government approvals and private right-of-way necessary to complete the future intersection realignment at Bass Lake Road and Herbert Akins Road ("Road Realignment Project"). The preliminary design of the Road Realignment Project has been reviewed and agreed upon between the Owner and Town staff. Both Bass Lake and Herbert Akins Roads are currently NCDOT maintained roads, and certain land area subject to the Road Realignment Project is currently privately-owned property and could not be acquired by the time of zoning consideration. If the Owner, through its commercially reasonable efforts, is unable to (i) obtain these approvals and the right-of-way prior to platting the first phase of development, or (ii) the proposed Road Realignment Project is not supported and approved by NCDOT based on the results of Owner's Traffic Impact Analysis, the Town agrees to accept a payment-in-lieu of construction of the Road Realignment Project in the amount of 125% of the estimated cost of the Road Realignment Project, subject to the approval of the Board of Commissioners. The payment-in-lieu shall be made with the Town of Fuquay-Varina prior to the recordation of plats for the first phase of development.

12.2 Bass Lake/Westminster/James Slaughter Intersection Conditions

12.2.1 The applicant shall provide a traffic signal at the realigned intersection when warranted and subject to review and approval by the Town of Fuquay-Varina and NCDOT. The new signal will be timed with the traffic light at the intersection of Bass Lake/Sunset Lake.

12.2.2 There shall be an installation of traffic control devices that will prohibit legal south bound movement from Westminster south of Bass Lake Road to James Slaughter, and the north bound movement from James Slaughter Road north of Bass Lake to Westminster Road. NCDOT and the Town of Fuquay Varina will review the different alternative movements and approve one for installation by the applicant, prior to the opening of the realigned James Slaughter Road. Provided traffic control devices will allow emergency service access, and shall be approved by both the Town of Fuquay-Varina Fire Department and the NCDOT.

12.3 Bass Lake/Sunset Lake Intersection Conditions

In order to further improve public safety and circulation, as well as to ease traffic congestion, the owner of the property subject to the Atwater Station master plan ("Owner") shall use commercially reasonable efforts to obtain the necessary government approvals and private right-of-way necessary to complete an eastbound right turn lane from Bass Lake Road onto Sunset Lake Road ("Intersection Improvement Project"). The preliminary design of the Intersection Improvement Project has been reviewed and agreed upon between the Owner and Town staff. Both Bass Lake and Sunset Roads are currently NCDOT maintained roads, and certain land area subject to the Intersection

Improvement Project is currently privately-owned property and could not be acquired by the time of zoning consideration. If the Owner, through its commercially reasonable efforts, is unable to (i) obtain these approvals and the right-of-way prior to platting the first phase of development, or (ii) the proposed Intersection Improvement Project is not supported and approved by NCDOT based on the results of Owner's Traffic Impact Analysis, the Town agrees to accept a payment-in-lieu of construction of the Intersection Improvement Project in the amount of 125% of the estimated cost of the Intersection Improvement Project, subject to the approval of the Board of Commissioners. The payment-in-lieu shall be made with the Town of Fuquay-Varina prior to the recordation of plats for the first phase of development.

12.4 Stub Street at White Rail Drive/ Whitehurst Subdivision

A road barricade will be placed at the White Rail Drive stub connection to the Whitehurst Subdivision and shall remain in place until (1) platting of the last phase of residential development on the east side of James Slaughter Rd; or (2) The Town of Fuquay-Varina, requests that the barricade be removed for public safety or other reasons.

12.5 Character Conditions

1. Anti-monotony: No unit shall be constructed with an exterior elevation or color palette that is identical to the unit on either side or directly across the street.
2. Porch: All homes shall include a covered porch with decorative posts, to include a minimum of 24" massing at base constructed of masonry material
3. Roofline: Roofline shall be broken up horizontally and vertically along front façade, such that no roofline is in a single mass. No unit on either side or directly across the street shall have the same roofline
4. Glazing: Each unit shall have front door with minimum a 25% glazing, transom, and/or door sidelights.
5. ROW Visibility: Any corner lot with a side or rear façade visible from existing public ROW (excluding alleys and lanes) shall have either 1) a covered or enclosed porch, or 2) decorative trim or shutters around all windows.