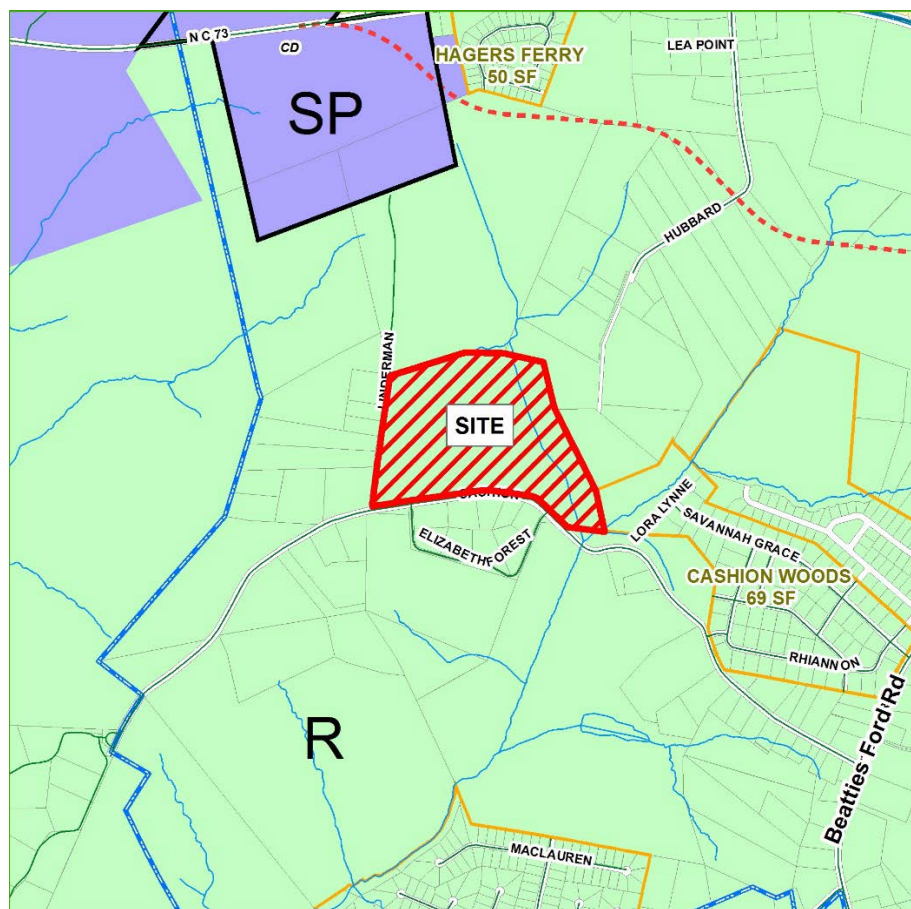


Cashion Sketch Plan

PART 1: PROJECT SUMMARY



Applicant: Blue Heel Development , LLC

Property Owner: Stephen M. Juhan, Edjar Leventis Juhan and Gary Williams Juhan.

Property Address: 5917 Cashion Road

Project Size: +/- 45.3 acres (not including right-of-way dedicated for Cashion Road)

Parcel Number: 01319111

Current Zoning: Rural (R)

Current Land Use: single family structure is on site. The land has been used for farming.

Proposed Land Use: 40 single-family lots

The application is Attachment A.
The site plan is Attachment B.

PART 2: SITE PLAN DESCRIPTION AND ISSUES

1. Adjacent Properties:

North: Rural (R) single-family: Vacant land, owned by Duke Energy

South: Rural (R), single-family: Elizabeth Circle Farmhouse Cluster

East: Rural (R) single-family: Large lot single-family residential

West: Rural (R) single-family: Large lot single-family residential

2. A neighborhood meeting was held on December 15, 2015, see Attachment C, Neighborhood Meeting Summary.
3. The proposed project is in the Mountain Island Lake Protected Area -1 (MIL-O, PA-1). The maximum percentage of impervious area is 36% with no curb and gutter using the low density option. The proposed impervious area is 15.1%.
4. Max density allowed is .9 units an acre with 45 % open space. The project has provided .88 units an acre with 45.9% open space.
5. 50% of the existing tree canopy and 50% of the existing specimen trees are required to be saved. The developer is saving 69% of the tree canopy and 76% of the specimen trees onsite.
6. Buffers, block length, street standards, connectivity and setbacks are all compliant with the zoning and subdivision ordinance.

PART 3: TRANSPORTATION ISSUES

The Traffic Impact Analysis Determination form was submitted early showing 41 lots. Currently the subdivision shows 40 lots. At 41 lots the single-family development would be anticipated to generate 38 AM peak-hour trips, 47 PM peak-hour trips, and 462 daily trips. Based on this anticipated traffic generation, a Traffic Impact Analysis (TIA) was not required per Article 14 of the Zoning Ordinance. Additionally, access to the site is proposed via two full movement connections to Cashion Road.

PART 4: PLANNING STAFF ANALYSIS

Section 6.200 of the Subdivision Ordinance outlines the “general requirements and policies to be used in the design, review, and approval” of subdivisions in the Town of Huntersville. The following staff findings are provided for the Board’s consideration of the Subdivision Sketch Plan.

1. Consistency with adopted public plans and policies.

The following sections of the 2030 Huntersville Community Plan apply to this request:

- **Policy H-1: Development Pattern.** Continue to follow existing residential development pattern as reflected in “Map of Zoning Districts,” focusing higher intensity development generally within two miles of the I-77/NC 115 corridor and lower development from the east and west of this corridor extending to the Town boundaries.
STAFF COMMENT: The proposed density of Cashion Subdivision is .88 units per acre which is consistent with this policy of the 2030 Community Plan and the Rural (R) zoning district.
- **Policy E-2: Location of New Development.** Avoid locating new development in areas of significant environmental, scenic or cultural resources.
STAFF COMMENT: Planning staff has no indication that the request will adversely affect known cultural, scenic or environmental resources. On sheet L-4, the applicant has provided the 4-step design process, which is required by Section 6.300.14 of the Subdivision Ordinance.
- **Policy E-3: Environmental Regulations.** Support and enhance environmental regulations pertaining to tree preservation, buffer yards, open space, water quality, wetland and stream protection.
STAFF COMMENT: The Rural (R) zoning district requires fifty (50%) percent of the existing tree canopy to be preserved; the developer is providing sixty-nine (69%). As required 50% of all specimen trees are required to be saved. The applicant is saving seventy-six (76%) percent of the specimen trees. There is flood plain and storm water buffers located on the property are not being encroached upon. The site was designed using the 4-step design process per Section 6.300.14 of the Subdivision Ordinance and includes open space that meets the evaluation criteria found in Article 7.13 of the Zoning Ordinance. The current plan shows the subdivision at 15% impervious coverage and using BMPs to manage water quality. At 12% or less impervious BMPs are not required. Mecklenburg County has recognized this subdivision to be a potential candidate for the buy-down option. This would allow the developer to pay a onetime fee to mitigate the water quality. Those fees would then be used to treat water quality within the in same watershed. If the developer chooses the buy-down option the areas shown as BMPS on the plan would resort to open space.
- **Policy T-5: Context-sensitive Design of Streets.** Continue to support “context-sensitive” design of streets and the selection of appropriate street section designs for residential, commercial and industrial developments applications.
STAFF COMMENT: The street cross section proposed is appropriate for residential use. There are 10’ travel lanes. On one side of the street proposed is a ditch (total 12’), 6’ green zone (planting strip) and 5’ sidewalk and on the other side of the street proposed is a ditch (total 12’) and a 6’ tree easement. The total right-of way width is 65’.
- **Policy T-6: Pedestrian Connections.** Support the installation of sidewalks, bikeways and greenway trails connecting residential, commercial, employment, recreational and institutional uses.
STAFF COMMENT: The applicant is providing sidewalks on one side of the street on all internal subdivision streets. A meandering sidewalk will be installed along Cashion totaling 1,712 linear feet. Internal to the subdivision the developer is proposing to construct nature trails. There are no public greenways called for within the boundaries of the subdivision; however depending on future development a connection to the

North could be made as called for in the adopted Beatties Ford Corridor Plan and the Town of Huntersville Greenway and Bikeway Master Plan.

- **Policy T-8: Street Connectivity.** Promote and require street connectivity in the Town of Huntersville among residential, commercial, employment, recreational and institutional uses.

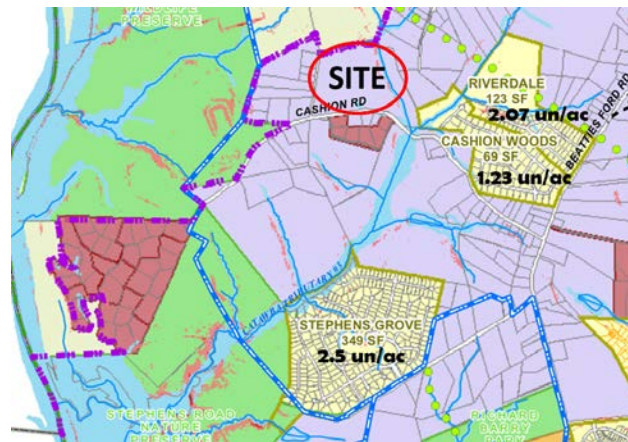
STAFF COMMENT: The proposed development has two separate entrances from Cashion Road. Internal to the subdivision a stub street located on the western property line will provide a right of way extending to Linderman Street (private easement) to provide for future connectivity. A connection to the east, due to the creek provides restraints. A connection to the north into Duke Energy property was not warranted, but the developer has extended the right-of-way to the property line to provide for future connectivity should development occur. The developer, as called for in Beatties Ford Corridor Plan, is reserving area within the southeast corner of the subdivision to allow for a north-south collector street.

- **Policy PF-2: Adequate Public Facilities Ordinance (APFO).** Continue use of “Adequate Public Facilities Ordinance (APFO)” to ensure that demand generated by existing and future growth and development for police, fire and parks & recreation capital facilities can be met by available supply of facilities.

STAFF COMMENT: An APFO application was submitted for 40 single-family units. See #19 of this section for further details.

2. Conformity.

The proposed development is lower density than other major subdivisions in this area of Beatties Ford (Cashion Woods, Riverdale and Stephen’s Grove). The Cashion Subdivision proposes to develop 40 single family homes at rural density of .88 units per acre.



3. Access between Adjoining Properties.

The proposed development is providing a right of way extending to Linderman Street (private easement) to provide for future connectivity. A connection to the north into Duke Energy property was not warranted, but the developer has extended the right of way to allow for future connectivity, should development occur. Block length and cul-de-sac requirements are being met. Reservation of future right-of-way for the north-south collector street has been established.

4. Relation to topography.

The street network is designed to respect the general topography, foliage and avoid sensitive streams and wetlands.

5. Mature trees and natural vegetation.

The proposed project is required to save fifty (50%) percent of the tree canopy, fifty (50%) percent of the specimen trees and one hundred (100%) percent of the heritage trees and these requirements are being met. Sixty-nine (69%) percent of the tree canopy is being saved; Seventy-six (76%) percent of the specimen trees are being saved;

and there are no heritage trees on site. There is an existing flood plain and storm water buffers, which permanently protects a significant portion of natural vegetation.

6. Access to parks, schools, etc.

The applicant is providing sidewalks on one side of the street for all internal streets. Installation of a meandering sidewalk on Cashion Road will be installed at total of 1,712 linear feet. Future development will aid tying the sidewalk network together.

7. Discourage through traffic.

All streets are appropriately sized for residential traffic and there is no straight access to any adjoining property. There is no direct access to a thoroughfare.

8. Relationship to railroad rights-of-way.

Not Applicable

9. Half streets.

Not Applicable

10. Parallel streets along thoroughfares.

Not Applicable

11. Public School and Public Park Sites

The parcels associated with the Cashion Subdivision have not been identified for a public school or park site.

12. Public Facilities

The parcels associated with Cashion Subdivision have not been identified for a public facility.

13. Proposed street names

Street names are not required at this review level. They will be reviewed at the preliminary plan stage.

14. Easements.

Easements have been identified and the plans have been sent to the respective Engineering and Utility Departments. A 100 ft. gas line easement runs east/west through the property.

15. Proposed water and sewerage system.

A *Willingness to Serve* Letter has been provided by the developer from Charlotte Water.

16. Restrictions on the subdivision of land subject to flooding.

Flood plain is present on the south east corner of the property and has been labeled open space.

17. Reserved.

18. Open Space

The applicant is required to provide forty-five (45%) percent open space onsite. There are 20.8 acres (45.9%) of open space proposed on site. The applicant is reserving an adequate amount of area for the proposed north-south collector street to be engineered and installed. This area being reserved is allowed to count toward the open space total. Should the collector street not be built, then the reserved area will return back to the home owners association.

19. Impact of Development on Public Facilities

Under the provisions of the APF Ordinance, all residential development greater than twenty (20) lots are required to receive a "Determination of Adequacy (DOA)" for the following public facilities: fire vehicles, fire station, police station, police vehicles, indoor park and recreation facilities, and parks acreage. A DOA letter has been issued for all of the facilities, see Attachment D: Determination of Adequacy.

Additionally, staff has contacted Charlotte-Mecklenburg Schools (CMS) for an enrollment evaluation of this project, see Attachment E: CMS School Assessment.

PART 5: STAFF RECOMMENDATION

In considering Cashion Subdivision, staff finds:

- The application is complete.
- The application does comply with the ordinance and the future land use plans.
- Staff recommends approval of the subdivision with the option of allowing the developer to use onsite BMPS or to complete the BMP buy-down option to mitigate water quality.

PART 6: PLANNING BOARD RECOMMENDATION

Planning Board Meeting was held February 23, 2016.

Joe Sailers made a Motion to Approve the Sketch Plan for Cashion Road Subdivision. The Sketch Plan is applicable, complete, and lacks no particular necessary requirements (there are no changes). The application complies with all applicable requirements. The developer is allowed, based upon coordination with the Town, to decision whether to build BMPs or participate in the buy-down option. Susan Thomas seconded the Motion.

The motion passed unanimously.

PART 7: DECISION STATEMENTS

In considering whether to approve an application for a subdivision sketch plan the Planning and Town Board must complete the following. These statements are paraphrases. The full version can be found in [Section 6.320.5](#) of the Subdivision Ordinance.

- Is the application complete (lacking any particular requirement)? *If no member of the Board moves that the application is incomplete, then this inaction is taken as an affirmative finding that the application is complete.*
- Does the application comply with all the applicable requirements? *A statement must be made that the application complies or does not comply that includes the support documentation of the particular motion.*
- Lastly, the Board must make a motion to approve or deny based on the previous statements.

PART 8: ATTACHMENTS/ENCLOSURES

Attachments

- A – Application
- B – Site Plan
- C – Neighborhood Meeting Summary
- D – Determination of Adequacy
- E – CMS School Assessment