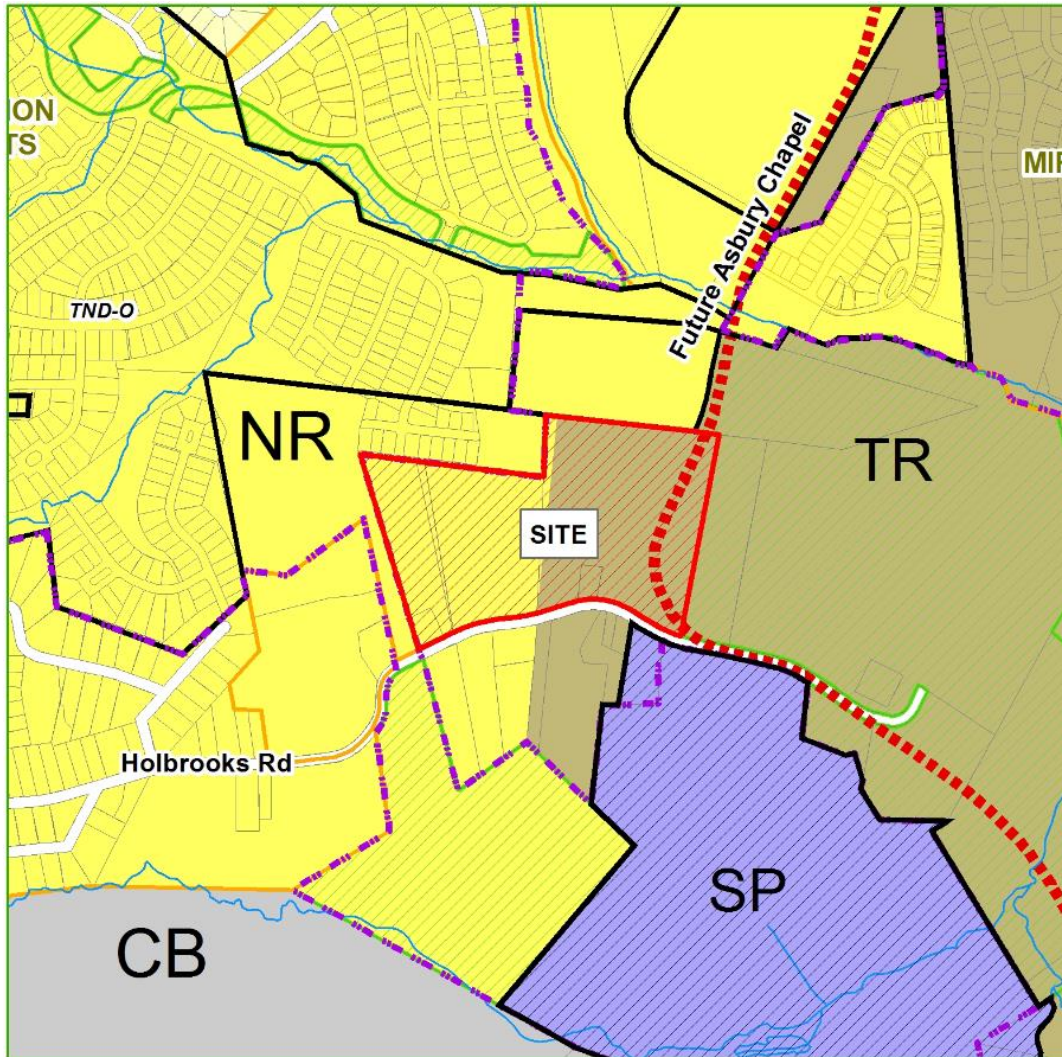


Sherrill Subdivision Sketch Plan

PART 1: PROJECT SUMMARY



Applicant: Nate Bowman,
Bowman Development

Project Size: +/- 37.77
acres

Parcel Number:
01920320, 01920313,
01937101

Current Zoning:
Neighborhood
Residential (NR) and
Transitional Residential
(TR)

Proposed Zoning:
Neighborhood
Residential Conditional
District (NR-CD).

Current Land Use: Single
family residential and
vacant

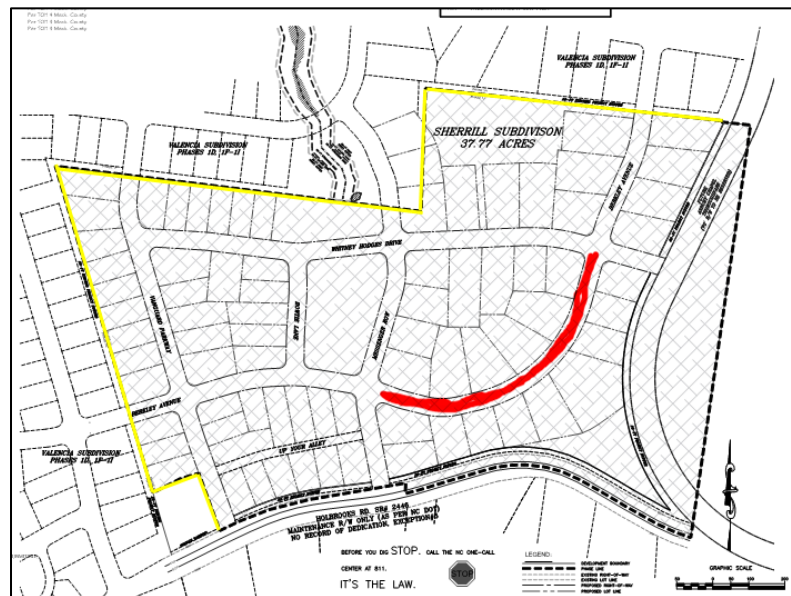
Proposed Land Use:
Single-family residential

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

PART 2: SITE PLAN DESCRIPTION AND ISSUES

1. **Adjacent Properties:**
North: Neighborhood Residential (NR- CD and NR –TND-O) – single-family subdivision, known as Valencia.
South: Transitional Residential (TR) - single-family lots, and a landfill.
East: Transitional Residential – Mecklenburg County owned: David B. Waymer Regional Flying Park.
West: Neighborhood Residential (NR- CD and NR –TND-O) – single-family subdivision, known as Valencia.
2. A neighborhood meeting was held on April 24, 2017, see Attachment C, Neighborhood Meeting Summary.
3. The proposed project is located in the Clarke watershed; therefore impervious is not capped as long as the best management practices (BMPs) are used. 64.68% of the site is impervious.
4. Neighborhood Residential (NR) has no density cap. The applicant is requesting 77 single-family residential lots on 37.77 acres, totaling a density of 2.04 units per acre.
5. The applicant is required to save 10% of the existing tree canopy and 10% of the existing specimen trees. 10% of the existing tree canopy and 50% of the existing specimen trees onsite are to be saved.

6. Two street connections on to Holbrooks Road are being proposed, four existing connections to Valencia Subdivision are being provided, and a proposed stub to the future Asbury Chapel Thoroughfare. 70' dedication of right of way for the future Asbury Chapel Thoroughfare is proposed, along with dedicated land to allow for Holbrooks to realign. Block lengths are being met, except on Berkley Avenue from Messenger Row to Whitney Hodges Drive (895 ft.). Staff is in support of the block length wavier due to the curvature of the proposed road (reference the red highlighted block within the plan below).
7. Per Article 7.5.3 (foot note 4), where connectivity between subdivisions is appropriate for high quality neighborhood design, the Town Board may reduce or waive the required buffer yard. Staff is in favor of removal of the buffer yard. Due to topography within the adjacent subdivision and the proposed subdivision grading will need to occur to handle storm water efficiently. Sherrill Subdivision will operate as a phase of Valencia (reference the yellow highlighted boundary within the plan below).



8. .5 acre square is centrally located and meets the standards for Urban Open Space.
9. The updated plan submitted on June 15, 2017 was reviewed. All previous comments have been addressed.

PART 3: TRANSPORTATION ISSUES

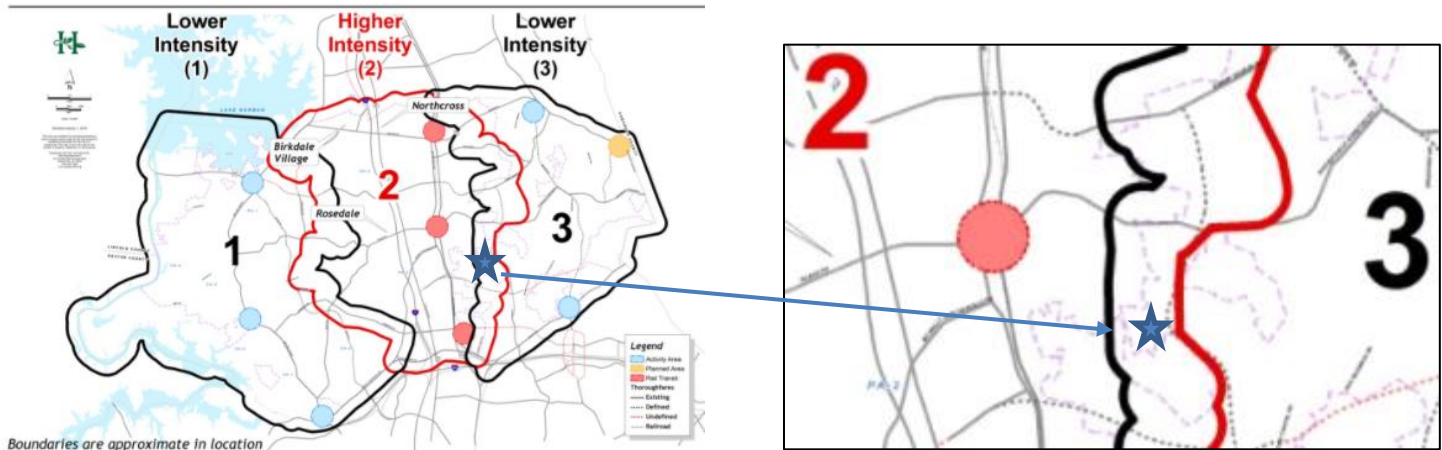
The TIA is acceptable as a final version. Based on the results of the TIA, no offsite roadway improvements are recommended.

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 E-1, E-2 & E-3: Preservation and Enhancement.** Support the preservation and enhancement of the natural environment, along with its scenic and cultural assets.
Comment: The proposed development does provide adequate open space per the Neighborhood Residential zoning district. If buffers, as shown on the plan, do not have adequate foliage to meet the ordinance requirements, then supplementation will be required. Staff has requested a large buffer against Holbrook Road where the rears of homes are adjacent the street to meet provision 6.200.2 of the Subdivision Ordinance. The applicant has provided a 40' landscape buffer along Holbrooks Road to accommodate staff's request.
- Policy H-1 & H-9: 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.
Comment: The proposed development is located within two miles of I-77. As shown on the 2030 Community Plan the subdivision falls within the area that transitions from high intensity to lower intensity.
- Policy E-5: Vehicle Miles Travelled (VMT)** Support reduction in vehicle miles travelled (VMT), through capital investments in sidewalks, greenways, enhanced connectivity and mass transit (bus & rail).
Comment: Sidewalks are being installed on all proposed Town Streets and along Holbrooks Road.
- 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.
Comment: The internal streets are appropriately sized for residential development, block lengths are being used to break up long expanses of straight streets and by-design the developer has incorporated curvilinear streets to slow traffic. The proposed cross-section for Holbrooks Road provides context-sensitive design by providing adequate lane widths, a sidewalk (5' wide) and a green zone for street tree planting.
- Policy T-6: Pedestrian Connections:** Support the installation of sidewalks, bikeways and greenway trails connecting residential, commercial, employment, recreational and institutional uses.
Comment: Sidewalks are being installed on all proposed Town Streets and along Holbrooks Road.
- Policy T-7: Traffic Impact Analysis Ordinance:** Continue to apply requirements of "Traffic Impact Analysis" Ordinance, including Level of Service and mitigation of impacts generated by new development.
Comment: A TIA was required and the required transportation enhancements are outlined in Part 3 of this staff analysis.

- **Policy T-8: Street Connectivity:** Promote and require street connectivity in the Town of Huntersville among residential, employment, recreational and institutional uses.
Comment: The proposed development provides two (2) connections to Holbrooks Road, four connections to the existing Valencia subdivision street network, dedication of 70' to accommodate the future Asbury Chapel Thoroughfare and dedication of land to accommodate the future Holbrook realignment into Asbury Chapel.
- **Policy CD-5: Street Infrastructure:** Continue to require that adequate public infrastructure (roads, utilities, etc.) either exist or will be made available to support all new development.
Comment: The proposed development is providing upgrades to Holbrooks Road in front of the subdivision. There will be two connection points onto Holbrooks Road to allow traffic to disperse. There are four existing stubs being connected to in the Valencia subdivision. Depending on the results of the Traffic Impact Analysis further off-site road improvements could be warranted. The proposed development will connect to public water and sewer.
- **Policy PF-2: Adequate Public Facilities:** Continue use of "Adequate Public Facilities Ordinance" 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.
Comment: see Part 4 of this report

The following sections of the East Huntersville Small Area Plan apply to this request:

- Extend utilities to open up new neighborhood development along Holbrooks Road.
Comment – The developer will be tying on to public sewer and water. The water line will be extend to Holbrooks Road aiding development.



Location of
proposed
development

- New street connections to improve town-wide access in East Huntersville.
Comment – Dedication of the future Asbury Chapel Thoroughfare is required. This will allow construction of a north/south transportation corridor to help disperse traffic. Connections through subdivision streets from Holbrooks to Huntersville Concord will allow residents to travel through the neighborhood streets without having to drive on primary roads.
- Redevelop the land along Holbrooks Road as residential neighborhood with a grid of streets that connect north into Vermillion. The future town recreation area can be integrated with the residential development to achieve an ideal configuration. The streets will follow the contours of the land and existing ravines will connect into a regional open space network of trails and natural areas.
Comment – The proposed development is design with a grid network that follows the contours. The sidewalks along the streets will connect to other phases within Valencia that will allow residents to access greenway trails and pockets of urban open space.

2. Conformity.

The proposed development is in keeping with the density in other major subdivisions in this area. Sherrill is proposing 2.04 units to the acres. Adjacent, Valencia Phase 1 D, F-I has a density of 2.68 units per acre.

3. Access between Adjoining Properties.

The proposed development is providing multiple connection points, four to Valencia, two to Holbrooks Road and dedicating land for the future Asbury Chapel Thoroughfare and the Holbrooks Road realignment.

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 ten (10%) percent of the tree canopy, ten (10%) percent of the specimen trees and one hundred (100%) percent of the heritage trees and these requirements are being met. 10% of the tree canopy is being saved; fifty (50%) percent of the specimen trees are being saved; and there are no heritage trees on site.

6. Access to parks, schools, etc.

The applicant is providing sidewalks on both sides of the street for all internal streets, which will allow residential to reach a proposed greenway through the Valencia Subdivision. The proposed subdivision is also adjacent to the David B. Waymer Flying Regional Park.

7. Discourage through traffic.

All streets are appropriately sized for traffic and there is no straight access to any adjoining property.

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 Sherrill Subdivision have not been identified for a public school or park site.

12. Public Facilities

The parcels associated with Sherrill 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; however the developer did provide street names on the plan.

14. Easements.

Easements are identified on the survey and will be corrected, if required.

15. Proposed water and sewerage system.

A *Willingness to Serve* Letter has been issued by Charlotte Water.

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

No flood plain exist onsite.

17. Reserved.

18. Open Space

The applicant is required to provide Urban Open Space within (1/4) one –quarter of a mile to all inhabited structures on site. A .5 acre square has been centrally located, thus meeting the ordinance requirement.

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, please reference Attachment E: CMS Report.

PART 5: STAFF RECOMMENDATION

In considering Sherrill Subdivision, staff finds:

- The application is complete.
- The request is in keeping with the spirit and intent of the Town’s future land use plans as mentioned above.
- The Sherrill Subdivision Sketch Plan can be supported by staff subject to the following:
 - All required TIA/Town/NCDOT required improvements are provided (see Part 3);
 - Both the waiver for the buffer and block length are approved.

PART 6: PLANNING BOARD RECOMMENDATION

The Planning Board heard the report on June 27, 2017 at 6:30pm. The Planning Board made the following recommendation: The Planning Board moves to recommend approval because the application is complete; it meets all necessary requirements; it is consistent with TIA requirements, DOT requirements, both with the waiver of the buffers and the block lengths being approved; and that it is very un-impactful to the community and in the best interest to the community and it meets and exceeds the 2030 Community Plan recommendations. Recommended approval 9-0.

PART 7: DECISION STATEMENTS

In considering whether to approve an application for a subdivision sketch plan, the Town Board must complete the following (a 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 – Sketch Application
- B – Site Plan
- C – Neighborhood Meeting Report
- D – APF Letter of Determination
- E – CMS Report