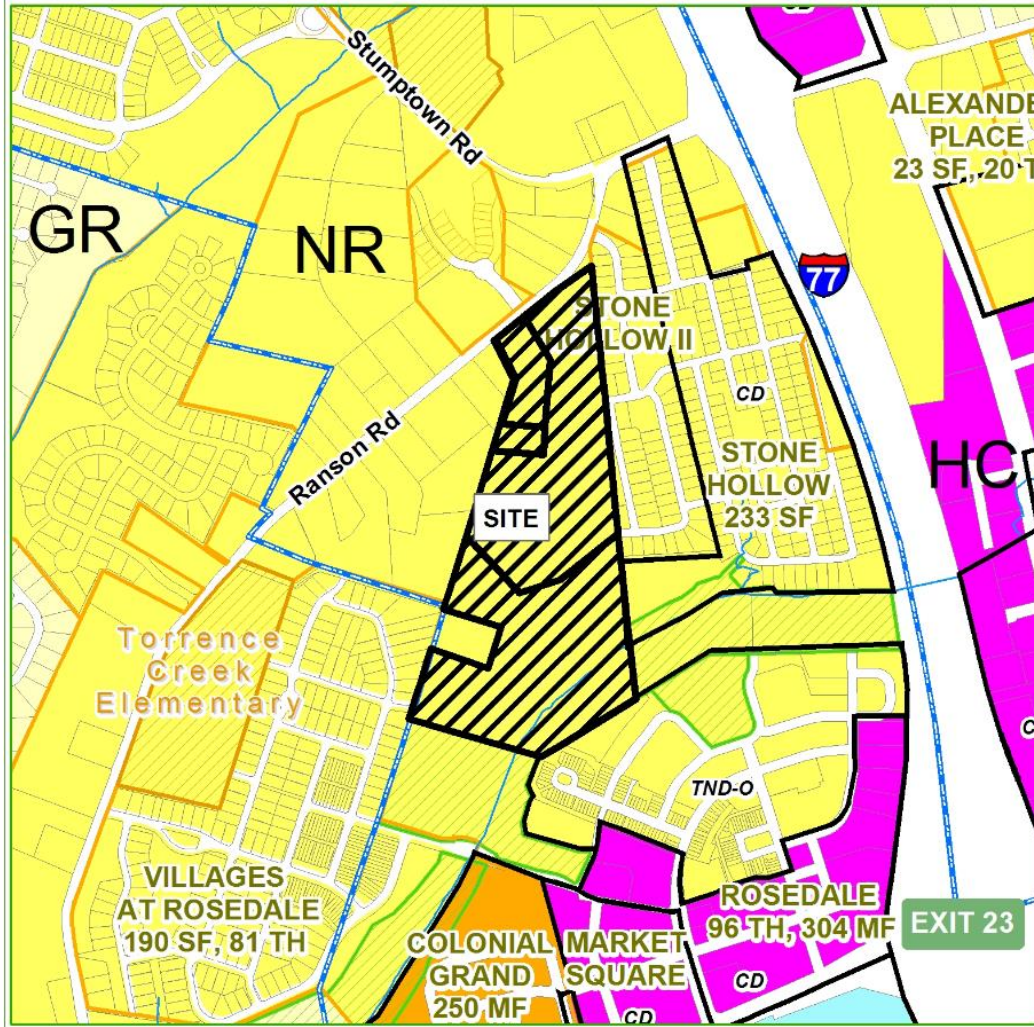


Ranson Road Residential Subdivision Sketch Plan

PART 1: PROJECT SUMMARY



Applicant: Larry Burton,
Classica Homes

Project Size: +/- 38 acres

Parcel Number:
01714205, (partial)
01714247, 01714207,
01714204, 01714214

Current Zoning:
Neighborhood Residential
(NR)

Current Land Use: vacant

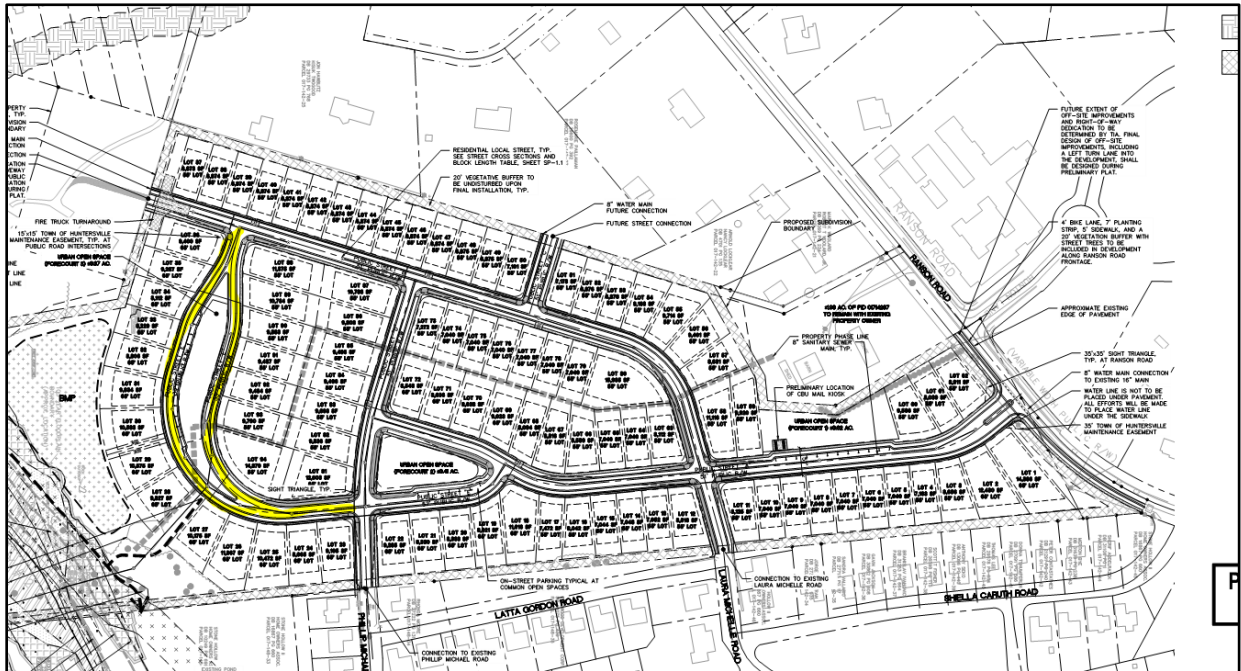
Proposed Land Use: 94
Single Family Residential
lots.

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

PART 2: SITE PLAN DESCRIPTION AND ISSUES

- Adjacent Properties:**
North: Neighborhood Residential (NR) – single-family Villages of Mecklenburg Assisted Living.
South: Neighborhood Residential (NR) – mixed use – Rosedale Subdivision.
East: Neighborhood Residential (NR) – Single family Stone Hollow Subdivision.
West: Neighborhood Residential (NR) – single-family larger lots and the Villages at Rosedale Subdivision.
- A neighborhood meeting was held on June 20, 2017, see Attachment C, Neighborhood Meeting Summary. The neighbors had concerns about the amount of traffic generated. If there would be an increase in cut-through traffic, noise, and pollution. If buffers will be required along the property boundary.
- The proposed project is located in the Mountain Island Lake – PA2 watershed. 70% of impervious is allowed; 40.65% impervious is proposed.
- The applicant is required to save 10% of the existing tree canopy and 10% of the existing specimen trees. 47.6% of the existing tree canopy and 28% of the existing specimen trees onsite are proposed to be saved.

5. Street standards, connectivity and setbacks are all compliant with the zoning and subdivision ordinance, except the two streets outlined in yellow. The applicant is requesting a block length waiver. Eastbound is a total of 949.41 linear feet and westbound is a total of 829.61 linear feet. Within Article 5 states, "Where longer blocks will result in an arrangement of street connections, lots and public space more consistent with this Article and Article 7 of these regulations, the Town Board may authorize greater block lengths at the time of subdivision sketch plan review and approval". Planning Staff is in favor of the block length waiver request. The lengthening of the block creates an opportunity for a larger forecourt – urban open space.



6. Buffer requirements are being met per Article 7.5.
7. Land for a greenway is being dedicated to Mecklenburg County along the south boundary of the property.
8. The updated plan submitted on June 22, 2017 was reviewed. The following comments are to be addressed upon the next submittal:

Planning comments:

- Minor plan corrections – clean up verbiage on the plan to match ordinance language and add a greenway cross-section.

Engineering comments:

- The Town has suggested to add on-street parking, so that there is parking on both sides of the proposed island.
- The Town has suggested a mini-circle be added at the intersection of Street B and Street D, to address any future traffic speed concerns.
- TIA notes are to be added to the plan.

PART 3: TRANSPORTATION ISSUES

Traffic Impact Analysis (TIA)

The revised TIA sealed 6/26/17 has been reviewed and is acceptable as a final version. The following transportation improvements are recommended by the TIA:

Ranson Road at Site Driveway

- Installation of an exclusive southbound left-turn lane on Ranson Road with 100 feet of storage

Based on a preliminary review of the site plan the applicant will have to apply to the Town for a driveway permit off of Ranson Road for the subdivision entrance. As part of that application process it will be a requirement for the developer to install a 100' left turn lane.

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 & 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 site is located within less than a mile of I-77. Neighborhood Residential (NR), allows for increased density and smaller lot sizes. The proposed Ranson Road Residential Subdivision is in keeping with the surrounding development by incorporating 55 and 65’ wide lots.
- **Policy E-2: Location of New Development.** Avoid locating new development in areas of significant environmental, scenic or cultural resources.
Comment: Planning staff has no indication that the request will adversely affect known cultural, scenic or environmental resources.
- **Policy E-3: Environmental Regulations.** Support and enhance environmental regulations pertaining to tree preservation, buffer yards, open space, water quality, wetland and stream protection.
Comment: The Neighborhood Residential (NR) zoning district requires ten (10%) percent of the existing tree canopy to be preserved; the developer is saving 47.6%. As required ten (10%) percent of all specimen trees are required to be saved. The applicant is saving twenty-eight (28%) percent of the specimen trees. The storm water buffers located on the property are not being encroached upon, but yet being dedicated to Mecklenburg County for greenway trail opportunities.
- **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 Ranson Road. A Greenway connection is being made as prescribed in the Town of Huntersville’s Greenway and Bikeway Master Plan. A bike lane is being installed on Ranson Road to aid multi-modal transportation.
- **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.
Comment: The internal streets are appropriately sized and block lengths comply with the ordinance, except for two street in which the applicant is requesting a block length wavier. Block breaks help to slow traffic and encourage pedestrian activity.
- **Policy T-6: Pedestrian Connections.** Support the installation of sidewalks, bikeways and greenway trails connecting residential, commercial, employment, recreational and institutional uses.

Comment: Reference T-5 staff response.

- **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, commercial, employment, recreational and institutional uses.
Comment: The proposed development is providing four (4) connections, two (2) existing stubs into Stone Hollow, one (1) abutting the McAuley Property on the south end of the project, and one to the West allowing for future connection should the adjacent parcel be developed.
- **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 Ranson Road, connections to existing roads adjacent the subdivision (Stone Hollow) and two others for future development. The proposed development will connect to public water and sewer and is dedicating a greenway easement to accommodate future plans.
- **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.
Comment: Reference below number 19.

2. Conformity.

The proposed development is in keeping with the density in other major subdivisions in this area.

3. Access between Adjoining Properties.

The proposed development is providing five points of access (4 stubs and 1 main entrance).

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. 47.6% of the tree canopy is being saved; twenty eight (28%) percent of the specimen trees are being saved; and there are no heritage trees on site. There is an existing storm water buffer that permanently protects a significant portion of natural vegetation and tree save area.

6. Access to parks, schools, etc.

An access point will be accommodated for at the south end of the project by way of a pedestrian easement. The developer has agreed to dedicate the land for a future Mecklenburg County greenway trail as called for in the Town of Huntersville Greenway and Bikeway Master plan.

7. Discourage through traffic.

All streets are appropriately sized for traffic. The stub to the south into the McAuley property can be used to provide connection in to the subdivision for that private residence..

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 Ranson Road Residential Subdivision have not been identified for a public school or park site.

12. Public Facilities

The parcels associated with Ranson Road Residential 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 are identified on the survey.

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.

Floodplain is located within the natural area, labeled as tree save, on the southern portion of the property. The applicant is dedicating that portion of the property to the County to accommodate the greenway trail.

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. Three forecourt areas are being proposed to meet the urban open space requirements.

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 Ranson Road Residential 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.
- The Ranson Road Sketch Plan can be supported by staff subject to the following:
The block length waiver is approved by Town Board.

- Minor plan comments are addressed

Based on the above findings staff makes a recommendation of approval.

PART 6: PLANNING BOARD RECOMMENDATION

The Planning Board met on July 25, 2017 at 6:30pm and made a recommendation to approve (9-0).

Bankier move to recommend approval because the application is complete, the request meets the 2030 Community Plan and the plan complies with the ordinance with minor plan comments addressed (detail of the greenway cross-section and strong look into staff's recommendations as listed in the staff report). Recommend the approval of the block waiver request and additionally, the applicant shall comply with the Town's request to install a left turn lane (southbound) on Ranson Road.

With the following the Planning Board is recommending to approve the request based on the previous statements.

Additionally, even though Planning Board does not have the ability to recommend denial since the plan meets the ordinance as mentioned, the Planning Board highly recommends the Town Board work on a solution to improvement the traffic situation on Ranson Road and the congestion at the Ranson Road - Stumptown Road light.

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 (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