

Pine Road/Kimbrough Property

Project Manager: Lauren Blackburn

Staff Analysis

September 24 , 2007

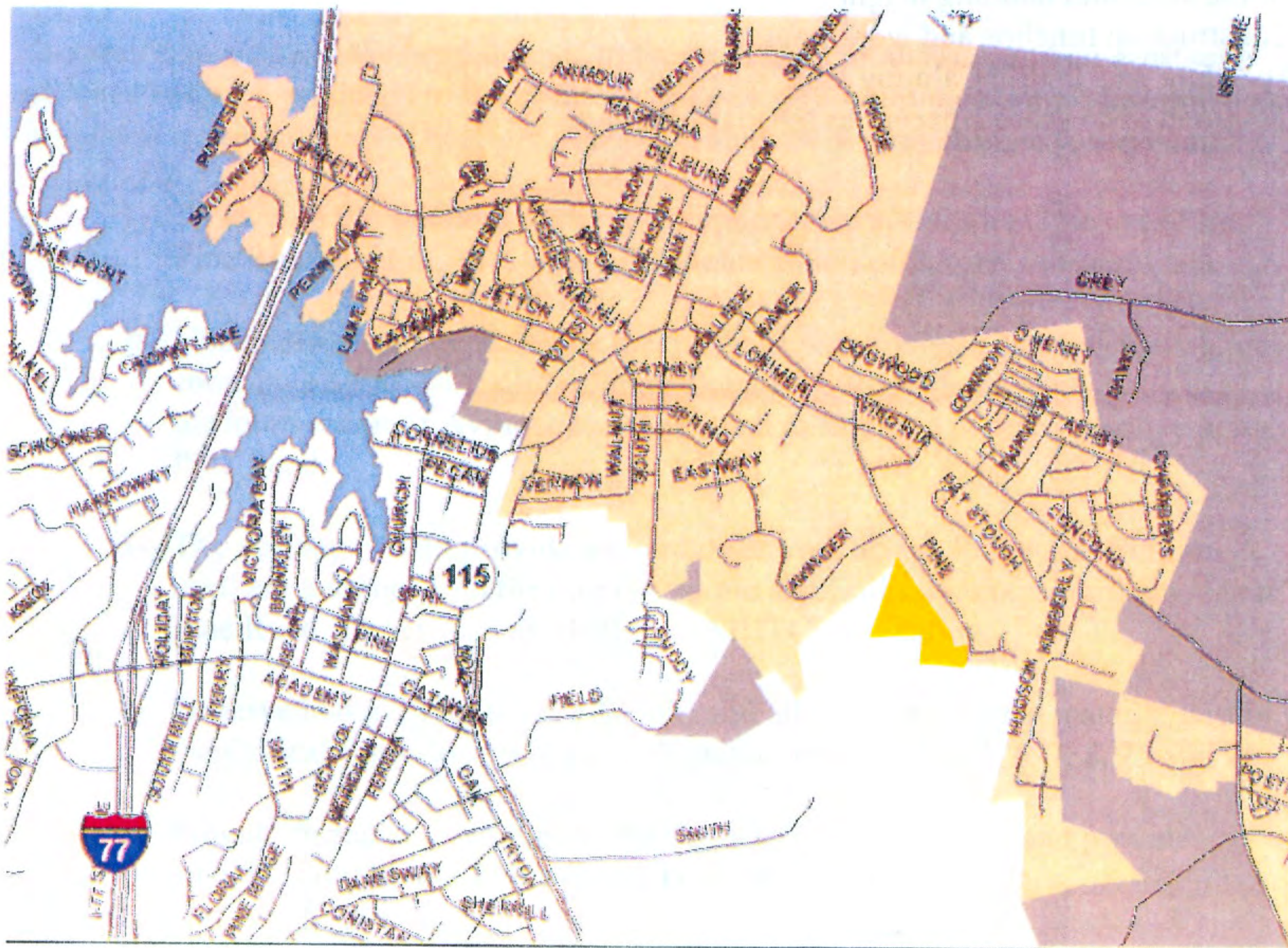
Developer: Killian-Simonini

Site Designer: The Lawrence Group
Thomas Harrington and Craig Lewis

Location: Village Infill Planning Area
PID #00740199

Total Area: 18.92 acres
Lot created in 1988

The developer submitted a master plan application on April 13, 2007 with the intent to subdivide and create a single family residential neighborhood. See site location map below.



Charrette Notes: Major Concerns or Questions (see consultant charrette report)

5/16/07

Density allowed
Relationship with nearby neighborhoods and architectural styles
Parks and open space amenities on site
Greenway Connectivity
Buffering between the site and adjacent properties
Traffic Speeds and Pedestrian Safety
Village Infill building restrictions
Timing of construction

**Follow up Charrette: Additional or Unresolved Concerns
(see attached consultant report)**

9/20/07

Greenway connectivity
Buffering between site and Pine Road residents
Swimming pools in rear yards
Compatibility with adjacent residential neighborhoods
Home sizes and building height
Construction timeline and work hours
Speeding and Traffic Calming Improvements
Common open space adjacent to the main entrance

29/9
27
Staff Opinion: The initial charrette produced a number of alternatives varying in density and lot size (unit counts ranging from 19 to 38). The developer is proposing an alternative with 34 single family detached residential lots. The plan shows approximately 3 acres of common open space that will be maintained and owned by the homeowners association but will be publicly accessible. The plan shows the northern section of the property cut off by the utility easements will be sold separately. Per an agreement with the Town in 2004, this property will be sold to the Town.

Staff sketched an alternative that preserves 4.6 acres of open space and many more mature trees within and around the property yielding 27 lots. During the follow up charrette, several ideas were discussed to integrate the greenway through the development serving the purpose of creating a more sizeable tree preservation area and a safer pedestrian alternative to the overland connector along Pine Road.

Staff suggests an unpaved 4-6 foot wide trail along the eastern boundary of the property surrounded by an average 60 feet of undisturbed wooded open space. The trail would ideally connect to the greenway via the utility easement and voluntary easements to Avinger Lane and connect at the southern end at the intersection of Patrick Johnson Lane and Pine Road. This alternative would require a shift of the road to the west and removal of at least three lots backing up to the existing houses along Pine Road.

No specific measures have been defined to preserve trees on the site, and no substantial evidence has been produced to prove the compatibility of building scale to surrounding residential neighborhoods. Therefore, staff recommends several changes to the plan:

- 1- Work with the Town to improve the appearance and limit public use of the Pine Road right of way south of the intersection of Patrick Johnson Lane.
- 2- Unless otherwise indicated by the traffic impact analysis, the developer should contribute \$5000 to traffic calming along Pine Road, most likely to be used at the intersection of Avinger and Pine Road to improve pedestrian safety across Pine Road.
- 3- The developer shall provide a raised crosswalk across Pine Road from the northern entrance into the property to the sidewalks along the northern side of Pine Road. The crosswalk shall meet MUTCD guidelines.
- 4- Preserve mature trees (over 12" dbh) and all understory plant material within the Critical Root Zone (CRZ) of all mature trees on lots 1, 6, 7, 8, 25 and 26.
- 5- Provide financial assistance to the Town to prepare the site and provide amenities on the site of the future Town park on Hudson Place.
- 6- No property owner, contractor or builder shall clear any mature trees (over 12" dbh) within 15' of building foundations. Mature trees within five feet of site infrastructure should be preserved, and an arborist should be consulted where infrastructure construction is located within the CRZ.

7- Work with neighboring property owners along the entrances into the development to screen along the rights of way.

8- Increase spacing between houses on lots behind Pine Road to reduce the visual impact of two houses placed closely to each other.

9- Explore the public use of the part of the property within and separated by the utility easements for active and/or passive recreation (i.e. dog parks, play equipment, trail access)

plan
bed

Other questions and concerns by Planning Board (September 24, 2007):

1. Will trees and other vegetation be left undisturbed on common open space parcels? If so, how will this be restricted?
2. Construction practices (timing, entrances near existing homes, nuisances, traffic, etc) need to be resolved, and Town ordinances related to construction need to be revised.
3. The neighborhood character (house size, density and design) needs to resemble Davidson and not a gated suburban community.
4. This development will not contribute to overall connectivity or traffic relief. Connectivity should be pursued extending from Avinger Lane and Cornelius.
5. Is the Hudson Place (Davidson Wood) park considered a Town Park for the purposes of meeting the Planning Ordinance?
6. What is the best use of the common open space within the 'circle'?

Site Description – Applicable Ordinance Requirements

Design Regulations- The site is located in the Village Infill Planning Area which allows for all types of residential and civic uses. The property is not included within any Village Infill Overlay District, but the following building/site design regulations apply:

- The maximum height shall not exceed 37 feet or 2 ½ stories (which ever is less), measured from the finished floor elevation of the façade facing the street to the ridgeline or the highest point of the roof (where there is no ridgeline), excluding chimneys and basements. Accessory structures, such as garages and sheds, shall be no more than 2 stories or 30 feet tall (measured from finished floor to ridgeline), whichever is less.
- Front yard setbacks are to be determined by the developer (proposed to be 15' from front property line)
- Rear setbacks are to be a minimum of 20' from the property line
- Side yard setbacks are to be a minimum of 5' from each property line

(Section 9.1.2.4) *“Development should incorporate predominant characteristics of the neighborhood, including built form, vegetation, topography, and influences such as road layout, lot size and pattern, and translate them into innovative design solutions. Buildings shall not significantly overshadow secluded private open spaces or main public area windows of adjacent buildings. Insure no significant loss of amenity to adjacent dwellings, private open space, or streetscape, while being cognizant of local community expectations.”*

Streets- The proposed plan demonstrates connectivity to all adjacent properties and streets as well internal connectivity. The internal streets will be designed for low speed, low traffic and have sidewalks on both sides. The site is connected to Pine Road by a 50 foot public right of way and a direct access further south. The developer must comply with all recommendations of the Traffic Impact Analysis (TIA) including traffic calming installation.

APFO – A traffic impact analysis is required since the preliminary master plan shows more than 20 residential units. Chas H. Sells, Inc will conduct the analysis starting in October and produce a report of findings by early November. Community parks are the only other public facility that the developer will be required to pay for as of September 24, 2007.

Affordable Housing – Not applicable per an agreement between property owner and the Town dated December 14, 2004.

Parking- No public parking is required on site.

Greenways- The plan shows sidewalks connecting to the south side of Pine Road which has been designated as an overland connector for the Southeast Greenway. There are no plans to provide for crosswalks or other pedestrian crossing to the north sidewalk along Pine Road. This must be done at a minimum. An alternative pathway system to the greenway on Pine Road would provide a much more attractive, useable and safe amenity.

Tree Preservation and Planting- There are no open space or specific tree preservation requirements within the Village Infill Planning Area. Section 12 says

"Vegetation shall be preserved whenever feasible. The decision to preserve trees shown on the environmental inventory shall be made jointly by the Planning Director, developer and design team during the project approval process. When selecting which trees to preserve, the following shall be considered: existing and proposed grading; age, condition and type of tree; and location of site improvements and utility connections. Trenching, placing backfill in the critical root zone (CRZ), driving or parking equipment in the CRZ, and dumping of trash, oil, paint or other materials detrimental to plant health in close proximity of the trees to be preserved is prohibited. Trees shall consist of one large maturing tree per 40 linear feet, minimum. Existing trees may be applied toward the requirements."

Neighborhood Park – The Town's long term parks plan shows a proposed park on a County-owned property along Hudson Place. The proposed site is within ¼ mile of the planned Hudson Place park. However this park is not included on immediate Capital Improvements Plans (CIP) for development. Because the property is owned by the county and just within ¼ mile of the subject site, it is not a permanent neighborhood park solution for the area. A neighborhood park should be built as part of the development or contributions made to assist with the development of the Hudson Place park.

Environmental Regulations – There are no environmental constraints (such as SWIM buffer, floodplain or watersheds) particular to the site. This master plan will be subject to the new Phase II Post Construction Stormwater ordinances adopted June 2007. Mecklenburg County LUESA offices have reviewed a sketch plan and determined that the plan would comply with stormwater regulations.

