TOWN OF FLETCHER

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Major Subdivision
Burney Mountain Road (Windsor Built)
(25-05-SUB)

Planning Department Staff Report
Tyler Morrow, Planning and Zoning Director

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Project Summary

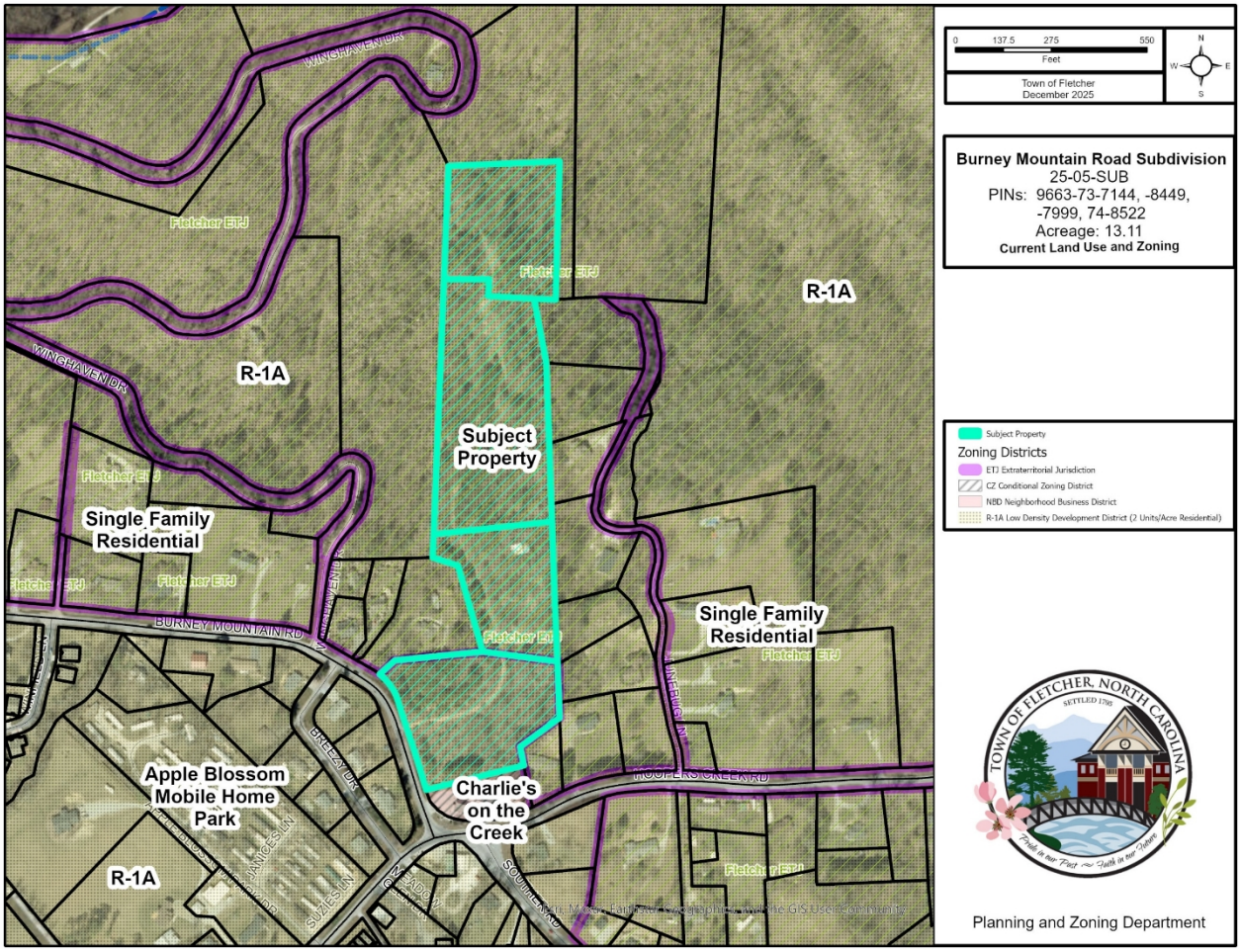


SITE VICINITY MAP

- **Project Name & Case #:**
  - Burney Mountain Road Subdivision
  - Windsor Built Homes Inc.
  - 25-05-SUB
- **Applicant:**
  - Windsor Built Homes
    - Scott Street, President
- **Property Owners:**
  - Samuel & Kathy Johnston (PINs- 7144 & 8449)
  - Shane & Kelly Laughter (PINs- 7999 & 8522)
- **Property Address:**
  - Burney Mountain Road
- **Project Acreage:**
  - 12.98 Acres Total
- **Project overview**
  - 21 lot major subdivision on 12.98 acres. 1.6 units per acre.

- **Parcel Identification (PIN):**
  - 9663-73-7144
  - 9663-73-8449
  - 9663-73-7999
  - 9663-74-8522
- **Current Parcel Zoning:**
  - R-1A, Low Density Development District (2 units per acre).
- **Requested Uses:**
  - Single Family Residential
- **Review process**
  - Major Subdivision applications are classified as **administrative decisions** and are reviewed by the Planning Board based on the Town's development regulations. These decisions rely on clear, objective standards in the Code and the specific facts of each application, rather than personal judgment. If the applicable code requirements are met, the Planning Board is required to approve the application or state the code deficiencies.

Existing Zoning & Land Use Map and Description



The subject property consists of four parcels that are currently largely vacant and would have frontage on Burney Mountain Road. The subject property is zoned R-1A, as are the surrounding parcels in close proximity. The R-1A zoning district was created specifically for this area to preserve a rural, low-density development pattern, replacing the higher-density R-3 district that previously applied. Maintaining rural, low-density development along the Hoopers Creek corridor has been a consistent priority expressed by members of the community.

The only nearby property not zoned R-1A is the gas station formerly known as Charlie's on the Creek, located to the south. That property was conditionally rezoned to the Neighborhood Business Conditional Zoning District in order to bring the zoning into conformity with the existing use.

The map also illustrates the Town's extraterritorial jurisdiction (ETJ) boundary, which runs through the subject property. One of the four parcels is located within the Town limits, while the remaining three parcels are located within the Town's ETJ.

Site Images



This site photo shows the existing entrance off Burney Mountain Road, which is identifiable by the associated stone pillars and wall.



This photo shows an existing barn located on the subject property.



This photo shows the gravel access road into the property that was planned to be improved to serve the previously proposed development.



This photo shows portions of the curbing and stormwater infrastructure that were installed as part of the previously approved project.

Site Plan Summary:

Building and Lots:

- 21 lots total
  - Lots range from 0.15 acres to 3.78 acres.
- 12.98 Acres Total
  - Proposed Density
    - 1.62 units per acre
  - Allowed Density
    - 2 units per acre.
- Clustering of homes is permissible provided the overall density does not exceed the maximum units per acre allowed for the total site acreage. Clustering is particularly appropriate where topography or other natural features are present, as is the case with this site.
- Building Height- 2.5 stories

Open Space:

- Open Space Required: 0.24 Acres
- Open Space Proposed: 0.40 Acres
- The Open Space will have frontage on Burney Mountain Road and will be used for passive recreation. The open space will have a looped mulched trail.
- The Open Space parcel will be dedicated to the future HOA.

Parking:

Parking: Residential- 1 per bedroom

- Total required- 63
- Total provided- 84
  - 2 garage spaces and 2 driveway spaces per unit.
    - Each driveway will be 20’ x 20’

Transportation:

Access

- The site plan shows one access point onto the subject property.
- The only access will be off of Burney Mountain Road which is maintained by NCDOT.

Sidewalks

- Sidewalks are provided along one side of the internal street serving the development. Sidewalks will also be provided along the property’s existing frontage on Burney Mountain Road.

Roadway

- A typical cross section of the proposed street is shown on the site plan.
- A 50-foot public right-of-way will include two 11-foot travel lanes, a 6-foot planting strip with a 5-foot-wide sidewalk on one side, and an 11-foot planting strip on the opposite side.

Natural Resources & Landscaping:

Steep Slopes

- The overall natural grade of the site is 25.72% which does not trigger steep stope requirements (33% or greater). No proposed lot within the subdivision exceeds 33% or triggers steep slope requirements.

Landscaping provided for the site

- Street trees
- Until final grading is completed, it is not clear of the exact number or species of existing trees to be preserved.

Property History- Old Hickory Estates

The subject property previously underwent the Major Subdivision review process in 2006; however, the development was never fully constructed or platted. As a result, the prior approval is no longer vested and could not be constructed.

The previously approved Major Subdivision, known as Old Hickory Estates, proposed 25 dwelling units on 12.98 acres, resulting in a density of 1.92 units per acre. Based on staff site inspections and notes contained in the file, some infrastructure improvements were installed, including roadway curbing, stormwater inlets, and sewer infrastructure.

According to the project records, one of the primary reasons the development was never completed was related to changes in property ownership and the sale of the site. At the time of approval in 2006, the subject property was zoned R-3, which permitted up to four single-family dwelling units per acre. As noted previously, the surrounding area was later rezoned from R-3 to R-1A to reduce allowable densities and ensure that future development better reflects the area's historical development patterns.

