To: Planning Board

From: Jeremiah Combs, Planner

Date: July 8, 2022

Re: SR #86
Pace Development Group
Parcel ID# 51877, 02664, and 02482

The following information is for use by the Lincoln County Planning Board at their public hearing on August 1, 2022.

Request

The applicant is requesting waivers from the subdivision standards in Section 5.4.4.C and Section 5.4.11.B of the Unified Development Ordinance, to permit an internal road connectivity ratio less than 1.4 and to permit a cul-de-sac longer than 1000 feet.

Under Section 9.6.9 of the UDO, the Planning Board is authorized to grant waivers from the subdivision standards if it makes certain findings based upon the evidence presented. Excerpts of the UDO sections that contain the standards from which the applicant is requesting waivers are included in this packet.

Site Area and Description

The subject property is located on the west side of N. Little Egypt Road at the intersection with Optimist Club Road in Catawba Springs Township. The property is adjoined by the Creek Park subdivision to the south and the Verdict Ridge subdivision to the west. The property is also adjoined by various parcels zoned R-T (Transitional Residential) and R-SF (Residential Single-Family).
§5.4.3. Road Layout

A. The arrangement, character, extent, width, grade, and location of all roads must be in keeping with existing and proposed transportation patterns, topographical and other natural features, public convenience and safety, and proposed uses of lands to be served by such roads.

B. The proposed road layout within a subdivision must be coordinated with the existing and proposed road network within the surrounding area (as established on adopted thoroughfare plans and the road layout within existing and approved subdivisions in the general area), including the extension to property boundaries and interconnection of roads between adjacent properties where appropriate to the development of a local road network.

Commentary: A network of extended and interconnected local roads is intended to provide each parcel in the general area the safe, convenient, and efficient means of access that will ensure the orderly development of the parcel and the area, provide a wholesome community environment, ensure the effective and efficient provision of emergency and other public services, and help to avoid degradation of existing roads and highways.

§5.4.4. Road Connectivity

A. Purpose

An interconnected road system is necessary in order to promote orderly and safe development by ensuring that roads function in an interdependent manner, provide adequate access for emergency and service vehicles, enhance access by ensuring connected transportation routes, and provide continuous and comprehensible traffic routes.

B. Connectivity Defined

Connectivity shall be defined by the ratio of links to nodes in any subdivision.

1. The connectivity ratio shall be the number of road links divided by the number of nodes or end links, including cul-de-sac heads.

2. A link shall be any portion of a road, other than an alley, defined by a node at either end. Stub-outs to adjacent property shall be considered links. For the purpose of determining the number of links in a development, boulevards, median-divided roadways, and divided entrances shall be treated the same as conventional two-way roadways.

3. A node shall be the terminus of a road or the intersection of two or more roads.

   (a) Any curve or bend of a road that exceeds 75 degrees shall receive credit as a node. Any curve or bend of a road that does not exceed 75 degrees shall not be considered a node.

   (b) A divided entrance shall only count once.

C. Internal Connectivity Ratio

1. In all districts except in the R-R district, the road network for any subdivision with internal roads or access to any public right-of-way shall achieve a connectivity ratio of not less than 1.40, measured within the subdivision.
2. Within the R-R district, the road network for any subdivision with internal roads or access to any public right-of-way shall achieve a connectivity ratio of not less than 1.20, measured within the subdivision.

3. Road links and nodes along a collector or arterial road providing access to a proposed subdivision shall not be considered in computing the connectivity ratio.

**EXAMPLE 1:** Does not meet ratio  
(13 links/11 nodes = 1.18)  

**EXAMPLE 2:** Modified to meet ratio  
(16 links/11 nodes = 1.45)  

KEY:  
Number = Link  
= Node
§5.4 Roads
Article 5. Subdivision Standards

Road Widths

F. Alley
A public vehicular way providing service access along rear or side property lines of lots which are also served by one of the other listed road types.

§5.4.10. Road Widths
A. Road widths and cross-sections shall be subject to the approval of the County and NCDOT.
B. Subdivisions along existing roads of inadequate or undedicated right-of-way shall provide additional right-of-way to meet the minimum widths specified by the County’s Construction Standards. The entire right-of-way shall be provided where any part of a new subdivision is on both sides of an existing road, and one-half the required right-of-way, measured from the center line of the existing road, shall be provided where a new subdivision is located on one side of an existing road.

§5.4.11. Cul-de-sac Roads
A. Cul-de-sac roads shall be used only when it is determined by the Board of Commissioners that extension of the road to an adjacent property is impractical or unnecessary. Alternative turnaround designs on residential roads serving six dwelling units or less may be considered on a case-by-case basis. Alternative designs must readily accommodate emergency vehicles and other necessary truck traffic.
B. Cul-de-sac roads shall not be less than 200 feet or longer than ten times the minimum lot width or 1000 feet, whichever is less, and shall be terminated by a circular road having a minimum diameter as determined by NCDOT. The length of cul-de-sac roads shall be measured from the center point of its turnaround, along the centerline of its right-of-way and that of any intervening roads, to the centerline of the right-of-way of the nearest through road.

§5.4.12. Half Roads
The dedication of half roads at the perimeter of a new subdivision is prohibited. When a half road exists along the perimeter of an adjoining subdivision, the remaining half must be provided by the proposed subdivision.

§5.4.13. Road Signs
The subdivider shall either provide and erect road name signs at all road intersections within the subdivision in accordance with all NCDOT standards or be required to reimburse Lincoln County for providing said signs. Any such fee shall be paid to the Director prior to final plat approval.
Application for Subdivision Waiver

PART I

Name of Subdivision  Unity Preserve

Applicant Name  Brian Pace, Pace Development Group

Applicant Address  6719-C Fairview Road, Charlotte NC 28210

Applicant Phone Number  704-365-1208

Property Owner Name  Ventosa Group, LLC & East Lincoln Land Company, Inc.

Property Owner Address  PO Box 9, Lincolnton NC 28093

Property Owner Phone Number  704-560-9576 & 980-721-1527

PART II

Western section of Lincoln County off of Little Egypt Road north of NC73 and west of NC16.

Property Location  3693635420, 3693755039, 51877, 02664, 3693758542 Parcel # (5 digits) 02482

PART III

PURPOSE OF REQUEST

To the Lincoln County Board of Commissioners,

I, Brian Pace, Pace Development Group (Name of Applicant) hereby petition for a waiver from Article 5, Subdivision Standards, of the Lincoln County Unified Development Ordinance. The extraordinary hardships or practical difficulties which may result from strict compliance can be described as follows:

Ordinance section(s) Number  5.4.4 & 5.4.11, affecting Lot number(s) 37-53 may cause additional environmental impacts of significant stream crossing.

(Describe hardship(s) in specific terms)
Application for Subdivision Waiver

APPLICANT’S JUSTIFICATION

Where the Board of Commissioners finds that extraordinary hardships or practical difficulties may result from strict compliance with Article S, Subdivision Standards, and the intent of the UDO may be served to a greater extent by an alternative proposal, a waiver may be granted. A waiver shall not have the effect of nullifying the intent and purpose of the UDO, and the Board of Commissioners shall not grant a waiver unless the Board of Commissioners makes findings based upon the evidence presented in each case that:

1. The granting of the waiver will not be detrimental to the public safety, health, or welfare or injurious to other property or improvements in the neighborhood in which the property is located.
   No it will not.
   
2. The conditions upon which the request for a waiver are based are unique to the property for which the waiver is sought and are not generally applicable to other property.
   Yes it is. Significant environmental impacts unique to this site would result.
   
3. Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of the UDO is enforced.
   Yes it would be. Significant environmental impacts would result.
   
4. The purpose of the waiver is not based primarily upon financial consideration.
   No it is not. Natural site constraints are the impetus for the waiver.
   
Affirmation

I hereby affirm that to the best of my ability, knowledge, information and belief, I have provided all information requested on this form and that it is accurate.

Applicant’s Signature