

Cashiers Planning Council and Jackson County Planning Board Staff Report – October 19, 2020

Project: Cashiers Village
Applicant: Cashiers Village II, LLC – Stephen Macauley - Member Manager
Location: Properties located in the southeast corner near the intersection of Highway 64 and Highway 107; PIN's: 7572-51-4656, 7572-51-8525, 7572-51-7004, 7572-40-9539, 7572-50-0232, 7572-40-8445, 7572-40-9466, 7572-40-6689, 7572-40-9807, 7572-41-5031, 7572-41-5028, 7572-41-6231, 7572-41-9317; a total of 55.52 acres
District Zone: Village Center District, General Commercial District

Project Summary:

The applicant is proposing the construction of a multi-use development on 55.52 acres in two phases near the southeast corner of the intersection of Highway 64 and Highway 107 which will consist of a Town Center with lodging, retail and commercial uses; multi-family, single family and condominium residential uses. The ingress/egress for this property will be from Highway 107 South, Marigold Street, Monte Vista Road and indirectly from Highway 64 East; all of which are public roads and right-of-ways. The immediate surrounding properties are a mix of commercial, civic/community and residential uses which are in both the Village and General Commercial Districts. The exterior materials for the proposed structures are shown to include a mix of stone, stucco and traditional lap siding with architectural shingles and metal roofing accents. This proposed development will have shared and remote parking on-site to support all uses and 1,406 parking stalls are required, however, Phase 1 - Town Center (The Hamlet) provides 896 stalls; Phase 1 outside the Hamlet provides 239 stalls and Phase 2 provides 338 stalls and the concept plan indicates that 1,473 parking stalls are provided over the three phases. This project will require 20% open space over the entire 55.52 acres; the submitted concept plans indicate that 11.44 acres (21%) of open space area is provided. The overall property has an average slope of 19% and the *Mountain and Hillside Development Ordinance* will not require a density standard for this project, however, other standards in that ordinance (stormwater, grading, etc.) would apply. Storm water management measures, perimeter and interior landscaping will need to meet or exceed the Cashiers Development Ordinance regulations. Detailed utility plans have not been submitted for this review, however, Planning Staff has been advised that sanitary sewer services for this overall project will be a potential mix of public and private systems provided by Tuckaseegee Water & Sewer Authority (public utility) and private, on-site treatment package systems; potable water service will be provided by private, on-site well/pump systems. Both utility services will need to meet or exceed the standards and regulations set forth by the appropriate agency with jurisdiction (Health Department, State Health, TWSA). Fire protection will be provided by the Cashiers Fire Department and Planning Staff will coordinate with the local Fire Chief and Building officials concerning fire hydrant placement and any required storage tanks.

Summary of Project Phasing:

Cashiers Village Phase 1 Town Center (The Hamlet) is planned to be the commercial and community hub of this proposed development. The Town Center has a mixture of use types including commercial, retail, lodging, open market, multi-family residential, live-work apartments, condominiums, an event plaza and amphitheater.

Cashiers Village Phase 1 - Town Center use table:

Proposed Use	Approximate Number of Units	Approximate Square Feet
Commercial		
Hotel	100	27,400
Open Market	1	1,865
Retail – 1 Story	2	6,315
Retail – 2 Story	3	22,660
Mixed Use – 2 story	1 Commercial; 6 Residential	5,975 Commercial; 5,800 Residential
Mixed Use – 3 Story	6 Commercial; 84 Residential	48,575 Commercial; 96,231 Res.
Residential		
Multi-Family – 4 Story	121	119,350
Condominium	18	22,300
Live-Work – 2 Story	2	2,300
Live-Work – 3 Story	10	12,045

Cashiers Village Phase 1 outside of the Town Center is planned to provide limited commercial options with a focus on residential uses representing a buffer between the Town Center and phase 2 of the overall development. This phase will offer a spa/hotel, minimum commercial/retail space, minimum multi-family units and multiple single family residences.

Cashiers Village Phase 1 – Outside of the Town Center use table:

Proposed Use	Approximate Number of Units	Approximate Square Feet
Commercial		
Spa/Hotel	88	44,000
Office/event/restaurant	8 +/-	40,000
Residential		
Multi-Family – 3 Story	39	70,200
Single Family – 1.5 Story	12	5,712
Single Family – 2 Story	77	138,400
Single Family – 3 Story	45	84,180

Cashiers Village Phase 2 is planned to be the residential community of the overall development featuring a variety of single family options including townhomes, villas and cottages and limited multi-family units. This phase will also provide low impact commercial options to support the residential community by offering a wellness center, garden center, child care and a restaurant/cooking school.

Cashiers Village Phase 2:

Proposed Use	Approximate Number of Units	Approximate Square Feet
Commercial		
Restaurant/Cooking School	1	6,000
Wellness Center	1	6,000
Garden Center	1	10,000
Child Care	1	15,000
Residential		
Spa Condo/multi-family – 3 Story	138	165,600
Single Family – 1.5 Story	29	13,804
Single Family – 2 Story	76	138,900
Single Family – 3 Story	69	147,220

**Jackson County Unified Development Ordinance
Article IX – Regulated District Standards
Section 9.3 – Cashiers Commercial Area**

Section 9.3.5 – Site and Building Design Standards

Building Architecture:

(a) Building Architecture

- (i) Building design and architecture are critical components for quality development. Building and architecture design standards are intended to promote compatibility within a development and throughout the Cashiers Commercial Area, allow creativity and diversity of design, protect property values and neighborhood quality, and provide a safe and attractive environment for residents and visitors alike to uses in the community.

(b) Building Materials and Color

- (i) Materials.
 - 1) All buildings shall be constructed of stone, exposed timber, fiber cement siding, wood siding, shingle siding, or other high-quality material, as approved by the Design Review Committee. No building shall be covered with sheet or corrugated metal or with vinyl siding.

The proposed exterior siding material shown on the conceptual architectural plans appear to show stone, stucco, wood/hardi-board lap and board/batten siding. The siding materials will continue to a masonry foundation.

- 2) Exterior building materials shall be continued to finished grade of any elevation in accordance with minimum manufacture specifications.

The siding materials will continue to a masonry foundation/slab.

- 3) Cornices shall be constructed of brick, stone, wood, pre-cast concrete, or other high quality, long-lasting material.

The conceptual architectural plans appear to show decorative cornices which would comply with this standard.

- 4) Architectural accent materials located above the roof line shall be constructed of brick, stone, wood, pre-cast concrete, architectural quality steel, fiber cement siding or other high quality, long-lasting material.

The conceptual architectural plans show accent materials above the roof line which appear to comply with this standard.

(ii) Colors.

- 1) Color schemes used for buildings shall aesthetically integrate building elements together, relate separate (free-standing) buildings on the same lot or parcel to each other, and be used to enhance the architectural form of the building.

The applicant has stated that the exterior colors for the proposed structures will be traditional colors suggested such as historic whites, grays, browns or colors from a rustic color palette.

- 2) Exterior colors for new buildings and structures, including roofs, should be the predominant colors of the historic Cashiers Summer resort traditions, historic whites, grays, browns or colors from a rustic color palette are recommended, along with white or black pronounced trim colors. Fluorescent colors shall be avoided.

The applicant has stated that the exterior colors for the proposed structures will be traditional colors suggested such as historic whites, grays, browns or colors from a rustic color palette.

- 3) All building projections, including, but not limited to, chimneys, flues, vents, and gutters, shall match or complement in color the permanent color of the surface from which they project.

The applicant has stated that the exterior colors for the proposed structures will be traditional colors suggested such as historic whites, grays, browns or colors from a rustic color palette.

(c) Building Massing and Configuration

- (i) Building scale. Buildings shall be small in scale and shall not exceed 45 feet in height. Buildings located on steep areas shall conform to hillside topography by stepping or staggering the mass of the proposed structure up or down the slope.

This project will be located on moderately sloped property with an average slope of 19% over the 55.52 acres. There are pockets of this property that exceed 40% slope and may require substantial grading to achieve the layout shown on the submitted concept plans. The final grading and building plans will need to comply with this standard which will be reviewed by Planning Staff prior to zoning permit approval and commencement of construction.

- (ii) Visibility. Buildings with visibility from the public right-of-way or public street or pedestrian walkway in the Cashiers Commercial District shall be designed with the following specific limitations:

- a) Building masses shall maintain a balance of scale and proportion using design components which are harmonious with natural landforms and landscaping.

The submitted concept plans appear to show the proposed structures arranged in a manner to take advantage of the existing contours of the property. This approach to site design would offer unification of structures to the natural landforms.

- b) Proposed structures shall not be sited atop peaks or silhouetted against the sky when viewed from any designated public right-of-way.

The submitted concept plans do not appear to show proposed structures on the existing "peak" of the overall project property. Due to the scope of this project, it is assumed that final grading (contours) of the property will be altered to create building envelopes and roadway corridors.

- c) Retaining walls visible from the valley floor shall not exceed ten feet in height as measured from grade at face to top of wall. Multiple "stepped" retaining walls whose total height exceeds ten feet must each be offset by at least six horizontal feet. Visible walls shall be colored and textured to complement the background land and vegetation.

The submitted concept plans do not show proposed retaining walls, however, this ordinance standard will be applied to the final site construction plans.

(d) Building Façade Character

- (i) Elements of articulation shall be employed on any building visible from the public right-of-way or public street or pedestrian walkway to reduce the apparent bulk and uniform appearance of large buildings, provide visual interest and variety, and reinforce local architecture.

The submitted concept plans appear to show the proposed structures to be uniform and varying in scale without the appearance of bulk.

- (ii) Building scale. At least four of the following elements must comprise 50 percent of front façade length and at least two of the following elements must comprise 30 percent of any façade length fronting a major public street and/or parking lot:
- (a) Trellises with vegetation.
 - (b) Balconies.
 - (c) Cornices.
 - (d) Covered porches.
 - (e) Roofline offsets.
 - (f) Doors.
 - (g) Window hoods.
 - (h) Transoms.
 - (i) Bulkheads.
 - (j) Awnings or canopies.
 - (k) Arcades.
 - (l) Arches.
 - (m) Outdoor patios.
 - (n) Planters or wing walls that incorporate landscape areas or places for sitting
 - (o) Ribs or columns.
 - (p) Changes in texture or masonry.
 - (q) Mansard Roofs or Parapet walls designed to meet the minimum requirements set forth of Section 9.3.5 (e) below.
 - (r) Shutters

The submitted concept plans appear to show the required elements listed, however, this standard will be applied to all final building plans of structures that front the public right-of-way.

- (iii) Windows. Front building façade must be comprised of a minimum of 30 percent window or glazed area.

The submitted concept plans appear to show this requirement, however, this standard will be applied to all final building plans of structures that front the public right-of-way.

- (iv) All sides of the building shall include articulation, materials, and design characteristics consistent with those on the primary front façade in terms of quality and detail, unless the public's view of a rear or side building elevation from a public right-of-way or private street or pedestrian walkway is blocked by intervening buildings, topography, a solid screen wall at least six feet high built using materials consistent with the building, or landscaping measuring at least 15 feet in height at maturity.

The submitted concept plans appear to show this requirement, however, this standard will be applied to all final building plans of structures that front the public right-of-way.

(e) Roof Form and Articulation

- (i) The roof of any building shall present a distinctive profile and add interest to larger buildings and complement the character of other buildings included on the same lot or parcel.

The submitted concept plans appear to show this requirement, however, this standard will be applied to all final building plans of structures that front the public right-of-way.

1) Flat roof buildings.

- a) The roof of any building with a flat roof shall include parapets to conceal the roof and roof-top equipment from public view. The average height of such parapets shall not exceed 15 percent of the height of the supporting wall, unless required for in Section 9.3.5 (f) Rooftop Equipment Screening, and such parapets shall not at any point exceed one-third of the height of the supporting wall.

Based on the submitted concept plans, it appears that flat roofs are not included as an architectural design feature, however, this standard will be applied at the time of final building plan review if necessary.

- b) Parapets used to conceal the roof and roof-top equipment for any building shall not extend a constant height for more than 100 feet in length.

Based on the submitted concept plans, it appears that flat roofs are not included as an architectural design feature, however, this standard will be applied at the time of final building plan review if necessary.

1) Slope roof buildings. The roof of any building with a slope roof shall include the following to maintain proportional building architecture:

- a) Overhanging eaves, extending no less than one foot past the supporting wall;
b) Sloping roofs that do not exceed the average height of the supporting walls, with an average slope greater than or equal to 5/12 pitch (5 inches of horizontal rise, 12 inches horizontal run). This would not apply to shed roofs or covered walkways.

The submitted concept plans appear to show these requirements, however, these standards will be applied to all final building plans.

2) Additional requirements.

- a) Consistent roof treatments, whether flat or sloping, shall be provided on all sides of the building.

The submitted concept plans appear to show these requirements, however, these standards will be applied to all final building plans.

- b) The back side of all cornices, parapets, and roofline that are visible from an adjacent public right-of-way shall be finished with materials consistent with the associated building.

Based on the submitted concept plans, it appears that flat roofs are not included as an architectural design feature, however, this standard will be applied at the time of final building plan review if necessary.

(f) Rooftop Equipment Screening

- (i) Screen requirements. All rooftop mechanical equipment and vents greater than eight inches in diameter shall be:

- 1) Screened from the line of sight of public rights-of-way, private roads, parking lots, public sidewalks, greenways, and internal pedestrian ways except for instances where site topography precludes reasonable compliance with the minimum screening requirement;

Based on the submitted concept plans, it appears that flat roofs/roof top equipment are not proposed, however, this standard will be applied at the time of final building plan review if necessary.

- 2) Screened by either a parapet wall along the building edge or a freestanding screen wall on the roof of a material, color, and design architecturally compatible with the building, that is at least as high as the equipment and vents for which the screening is designed to hide.

Based on the submitted concept plans, it appears that flat roofs/roof top equipment are not proposed, however, this standard will be applied at the time of final building plan review if necessary.

(g) Franchise Architecture

- (i) To maintain the unique character of the Cashiers District, buildings shall not be constructed or renovated using franchise architecture. Franchise or national chains may be permitted in the Cashiers District but must follow the standards of this section to create a building that is compatible with the Cashiers District.

At the time of the concept plan review it was not known if franchise establishments would be included within the scope of this development. Planning Staff will apply this ordinance standard to any proposed structure where franchise architecture is proposed.

(h) Architectural Unity

- (i) All buildings within the same lot or parcel shall be architecturally unified. Architectural unity means that buildings shall be related and compatible in style, color, scheme, quality, and type of exterior building materials.

The conceptual plans appear to show architectural unity throughout this development including quality, building materials and style. Planning Staff will apply this standard to final building plan review.

Review Process:

This proposed building for this project will exceed the 1,500 square foot threshold for staff approval and must be reviewed by the Planning Council for a Special Use Permit. In order to issue the special use permit, the Planning Council must find that the proposed design complies with the design standards set forth in *Section 9.3.5 – Site and Building Design Standards (Cashiers Commercial Area Regulated District)* in the *Jackson County Unified Development Ordinance* and must make the following findings:

Jackson County Unified Development Ordinance

Article III – Permits and Procedures

Section 3.7.15 – Special Use Permit

Vi - Special Use Permit Review Standards (Regulated Districts).

- a) That the proposed use or development of the land will not materially endanger the public health or safety.
- b) That the proposed use or development of the land is reasonably compatible with significant natural and topographic features on the site and within the immediate vicinity of the site given the proposed site design and any mitigation techniques or measures proposed by the applicant.
- c) That the proposed use or development of the land will not substantially injure the value of adjoining or abutting properties.
- d) That the proposed use or development of the land will be in harmony with the scale, bulk, coverage, density, and character of the community.
- e) That the proposed use is appropriately located with respect to transportation facilities, water supply, fire and police protection, waste disposal, and similar facilities.
- f) That the proposed use will not cause undue traffic congestion or create a traffic hazard.

Staff Review – Cashiers Commercial Area Ordinance:

The submitted concept plans appear to indicate that the proposed uses and structures would meet the standards set forth in *Section 9.3.5 – Site and Building Design Standards* of the *Cashiers Commercial Area Regulated District*; approval of the design shown is recommended by Planning Staff with the following conditions to be considered by the Planning Council:

- The applicant shall work with the Planning Department staff for the final approval of architectural plans; site design, stormwater and landscaping plans and comply with the site construction requirements for the entire project.

- This project will require sidewalk construction fronting all public roadways including Highway 107, Marigold Street and Monte Vista Road. Final site construction plans must show this design standard and the applicant must coordinate permits with the NCDOT.
- That the applicant constructs an interior sidewalk/pathway network which will be identified on the final site construction plans and connects to the required public sidewalk network.
- That the final architectural and landscape plans be examined by the *Cashiers Planning Council* and that the plans demonstrate compliance with the ordinance standards set forth.

Staff Recommendation – Cashiers Commercial Area Ordinance:

Approve the proposed Cashiers Village project application based on the technical standards reviewed (three phases) and Staff conditions identified above. This recommendation is hereby submitted to the *Cashiers Planning Council* for review of the Special Use Permit standards.

Article IV – Subdivisions (UDO)

- **Section 4.3.5.c Street Standards – Private Roads:**

(a) *Relation to Transportation and Land Development Plans.*

- (i) Arrangement, character, extent, width, grade, and location of all roads shall conform to the officially adopted Thoroughfare Plan or Comprehensive Transportation Plan, the adopted County Land Development Plan or elements thereof and any other adopted plan and shall be considered in relation to the following:
 - 1) Existing and proposed transportation patterns.
 - 2) Topographic and other natural features.
 - 3) Public convenience and safety.
 - 4) Appropriate relation to proposed uses of land to be served by such streets and existing or potential land uses in adjoining areas.
- (ii) The subdivider shall dedicate lands and fund necessary road improvements in conformity with adopted transportation or land use plans to the extent that such are adequately related to the traffic expected to be generated by the subdivision.

(b) *Public Roads*

- (i) All subdivision lots shall abut a public or private road for a distance of at least 30 feet. Public subdivision roads shall be designed and built according to the standards in the North Carolina Department of Transportation's Subdivision Roads Minimum Construction Standards. These roads shall be maintained by the developer/owner until the North Carolina Department of Transportation assumes responsibility for maintenance. Roads which are not eligible to be put on the State Transportation system because there are too few residences shall nevertheless be dedicated for public use and shall be built in accordance with State Department of Transportation Standards. Where a road has been offered for public dedication, that offer may not be withdrawn without prior approval from the Director.

c) *Private Roads.*

(i) Design Criteria

- 1) Private subdivision roads shall connect to an existing state-maintained road and shall be constructed in accordance with the standards contained in the North Carolina Department of Transportation's most recent version of Subdivision Roads Minimum Construction Standards.

This proposed development will have direct connections to Highway 107, Marigold Street and Monte Vista Road. The typical proposed roadway will be paved, 20' wide with curb and 5' wide sidewalks on each side where possible.

- 2) Roads that are not required to be constructed to state standards will be privately maintained, and maintenance responsibilities shall be noted on the final plat. Regardless of the designation of the road, every lot shall have access to a road that is sufficient to provide a means of ingress and egress for emergency vehicles as well as all those likely to need or desire access to the property for its intended use.

The submitted concept plans appear to show access to all residential units. The applicant will need to record all maintenance agreements with the Jackson County Register of Deeds after Planning Staff review.

- 3) Roads shall be designed by a registered professional engineer or professional land surveyor licensed to work in North Carolina, as provided for by NCGS 89C-3. Prior to approval of a final plat for a subdivision the engineer or land surveyor who designed the roads shall certify that the roads have been constructed in accordance with the approved plans. If a surety bond or other financial guarantee is provided in lieu of constructing roads prior to approval of the final plat, the financial guarantee shall not be considered to be satisfied until the engineer or land surveyor who designed the roads has certified that the roads have been constructed in accordance with the approved plans.

The submitted concept plan has been completed by a NC registered civil engineer, Michael Anderson of Advantage Civil Engineering, PA and is the Engineer of record. Final site construction plans will need to meet or exceed the minimum roadway standards of this article.

- 4) Minimum Private roads proposed to serve lots and/or home sites in subdivisions shall comply with the following minimum design standards in Table 4.2.

The typical proposed roadway will be paved, 20' wide with curb and 5' wide sidewalks on each side where possible. This road type meets the minimum standard for "collector" road requirements of this section.

- 5) Turnouts. The turnouts must be a minimum of 50 feet long and provide for a total travelway width of 18 feet with an additional three feet width cleared of trees, brush, and undergrowth. If the turnout is located on the fill side of the road, it shall have a total travelway width of 20 feet with an additional three feet width cleared of trees, brush, and undergrowth. The location of turnouts on shared drives and minor residential roads shall be approved by the Planning Board. Items to be considered in the review of turnout locations shall include the road grade, slope of the bank (if turnout to be located on fill side of the road), width of the turnout, vertical and horizontal curves, and compaction of the subsoil and base as set forth in Table 4.3.

Turnouts will not be required for this development.

- 6) The maximum length for road types shall be as follows.
The Subdivision Ordinance does not require a maximum length for collector roads.
- 7) Maximum cut slope: 1:1; maximum fill slope: 1½:1. Steeper slopes may be permitted if certified by a professional engineer and approved by the Subdivision Ordinance Enforcement Officer. A bench with a minimum width of 5 feet shall be provided at the toe of all fill slopes greater than 10 feet in vertical height. All cut and fill slopes greater than 20 feet in vertical height shall have a bench with a minimum width of 5 feet for every 10 feet in vertical height. An illustration depicting the benching of cut and fill slopes is available on the County Planning Department website <https://www.planning.jacksonnc.org/> and from the Planning Department office.
The submitted concept plans do not detail final grading; the proposed grading and final slopes for this project will need to be reviewed for compliance on the final site construction plans by Planning Staff.
- 8) Development access roads in subdivisions with more than 100 lots and/or dwelling units proposed and sections of roads within a subdivision providing access to more than 100 lots shall be constructed to NC DOT subdivision roads minimum construction standards.
This proposed development will need to meet NCDOT Subdivision Road standards (latest revision) which will be reviewed by Planning Staff for compliance on the final site construction plans.
- 9) All lots in a residential subdivision shall abut an access road meeting one of the classifications identified in the Table 4.2: Subdivision Road Requirements.
The access roads proposed for this development will need to meet or exceed the required road type for the number of units/lots served. This standard will be reviewed by Planning Staff for compliance on the final site construction plans.
- 10) Subdivisions shall abut and be accessed from a public road or have a deeded right-of-way (minimum width of 45 feet) to a public road. If access is provided by a deeded right-of-way, an access road meeting the road construction standards for the number of lots served shall be constructed within the deeded right-of-way.
The access for this development will have legal ingress/egress to Highway 107, Marigold Street and Monte Vista Road which are all public roadways maintained by the NCDOT.
- 11) Sections of road, including shared drives, with a grade in excess of 15 percent shall be paved, with the pavement extending 100 feet from the section of road with a grade in excess of 15 percent. The length of road sections with a grade greater than 15 percent shall not exceed 300 feet in length, and a leveling area shall be provided at each end of the road segment with a grade exceeding 15 percent. The grade of the leveling area shall not exceed 12 percent and shall be at least 100 feet in length.

The proposed roadways for this development will be paved. Maximum roadway grades and leveling areas will need to meet or exceed this ordinance standard on the final site construction plans.

- 12) The grade of residential roads and major residential roads may be increased up to a grade of 20 percent upon approval of the Planning Board in order to minimize grading and/or vegetation removal. The section of road with a grade in excess of 15 percent shall be paved, shall not exceed 300 feet in length, and a leveling area shall be provided at each end of the road segment with a grade exceeding 15 percent. The grade of the leveling area shall not exceed 12 percent and it shall be at least 100 feet in length.

The proposed roadways for this development will be paved. Maximum roadway grades and leveling areas will need to meet or exceed this ordinance standard on the final site construction plans.

- 13) The grade of collector roads may be increased up to a grade of 18 percent upon approval of the Planning Board in order to minimize grading and/or vegetation removal. The section of road with a grade in excess of 15 percent shall be paved, shall not exceed 300 feet in length, and a leveling area shall be provided at each end of the road segment with a grade exceeding 15 percent. The grade of the leveling area shall not exceed 12 percent and it shall be at least 100 feet in length.

The proposed roadways for this development will be paved. Maximum roadway grades and leveling areas will need to meet or exceed this ordinance standard on the final site construction plans.

- 14) A two-foot wide shoulder shall be provided on each side of shared driveways, minor residential, and residential roads. A three-foot-wide shoulder shall be provided on each side of major residential and collector roads. The shoulder shall be at approximately the same finish grade as the road bed and shall be compacted to a minimum compaction rating of 95 proctor. Shoulders may be grassed, graveled, or paved.

The proposed roadway shoulders will need to meet or exceed this ordinance standard and will be reviewed at the time of final site construction plans when submitted. The typical road section for this development indicates 5' wide sidewalks on both sides of the proposed roads (where possible).

- 15) The travelway width for all roads except collector and development access roads may be reduced to one lane (minimum width nine feet) in areas with steep slopes to reduce grading and preserve existing vegetation upon approval of the Planning Board. The maximum length of the one lane segment shall be 1,000 feet and a pull out(s) meeting the standards set forth above shall be provided. A road shoulder with a minimum width of two feet shall be maintained on each side of the one lane road segments.

N/A

- 16) Leveling areas must be provided for all roads at all intersections. The leveling area shall have a maximum grade of five percent extending 50 feet from the intersection. *The internal neighborhood intersections will need to meet or exceed this ordinance standard and will be reviewed on final site construction plans for compliance.*
- 17) The travelway width shall be increased when the road centerline radius is less than 90 feet. For centerline radii between 90 feet and 70 feet, the travelway width shall be increased 25 percent; for centerline radii between 70 feet and 60 feet, increase the travelway width 35 percent; for centerline radii between 60 feet and 50 feet, increase the travelway width 45 percent; and for centerline radii less than 50 feet, increase the travelway width 50 percent. *All centerline radii for this development will need to meet or exceed this ordinance standard and will be reviewed on final site construction plans for compliance.*
- 18) The width of the corridor cleared/graded for road construction shall not exceed 90 feet for 80 percent of the length of the road. For 20 percent of the length of the road, the corridor may be cleared/graded to a maximum width of 135 feet for the road construction. The maximum height of the corridor (combined cut and fill slopes) shall be 60 feet. *The maximum cleared/graded corridor for this project is approximately 45' in width for all roadways, however, adjacent to most of the development roadways, the building envelopes will also be cleared and graded.*
- 19) An overhead clearance of 14 feet shall be provided on all roads. *Due to the grading required for this development, it appears that this ordinance standard would be met.*
- 20) Alternatives and modifications to these standards that reduce land disturbance and vegetation removal, such as one-way roads and loop roads, and/or that are necessitated by the natural physical features of the property and not otherwise provided for in these standards may be approved by the Planning Board. The request for such alternative or modification shall be submitted by the property owner/developer to the planning department for review and conveyance to the Planning Board. *The applicant is not seeking a modification to any of the ordinance standards.*
- 21) Vertical Curves. Formula for determination of length of vertical curve required to provide minimum sight distances. *Vertical curves for this development will need to meet or exceed this ordinance standard and will be reviewed at the time of final site construction plan submittal.*
- 22) Minimum private roads proposed to serve lots and/or home sites in subdivisions shall comply with the following minimum construction standards:

Road Type	Base Course	Pavement Surface
Shared Drive	4" ABC ¹ or STBC ²	Not required unless grade > 15%
Minor Residential	6" ABC or STBC	AST ³
Residential	6" ABC or STBC	1 ½" SF9.5A ⁴ or S9.5B ⁵
Major Residential	8" ABC or STBC	1 ½" SF9.5A or S9.5B
	Or 6" ABC or STBC	2" SF9.5 or S9.5B
Collector	8" ABC or STBC	2" SF9.5A or S9.5B

Table 4.6: Private and Subdivision Road Construction Standards

¹ ABC Aggregate Base Course

² STBC Soil Type Base Course

³ AST Asphalt Surface Treatment, Mix design to be approved by Planning Board

⁴ SF9.5A Asphalt Concrete Surface Treatment, Type SF9.5A

⁵ S9.5B Asphalt Concrete Surface Course, Type S9.5B

All roadways proposed for this development will be paved and a "collector" road type. Planning Staff will review for compliance on the final site construction plans.

23) Approved pervious paving materials are encouraged to be used in lieu of the paving materials listed above. Pervious paving materials shall be approved by the Planning Board.

Pervious pavement is not proposed at this time, however, if the applicant desires this option, the Planning Board will be notified with a request for review.

24) Base and subsoil shall be compacted to a minimum rating of 95% proctor.

All paved sections of this development will meet or exceed the specifications set forth by the engineer of record.

- **Section 4.3.5.d – Dead End Roads:**

- (i) Dead end roads shall provide a turnaround at the end of the road to permit general traffic, emergency vehicles, and general service vehicles to turn. If a bulb turnaround is provided, the turnaround shall meet the following standards:

- 1) Minimum ROW radius: 45 feet.

- 2) Minimum pavement radius: 30 feet.

- 3) T-turnarounds and hammerhead turnarounds may be used in lieu of a bulb turnaround on dead end roads. The minimum length of the maneuvering segment shall be 45 feet and the minimum width shall be 18 feet.

The submitted concept plans do not indicate dead-ends for this development.

- **Section 4.3.5.e – Driveways:**

- (i) Curb cuts, where provided in the subdivision, shall begin not less than three feet from lot lines as projected to meet the line of the pavement edge. Design and construction of portions of driveways within rights-of-way shall be constructed in accordance with the requirements of the NCDOT. The approving authority may permit the establishment of shared driveways on property lines provided that

mutual access easements are delineated upon the subdivision plat and all relevant deeds.

Any proposed "Curb-cuts" (driveway aprons) will be constructed in accordance with this standard and reviewed by Planning Staff for compliance on the final site construction plans.

- (ii) If extraordinary surface or subsurface conditions, terrain, the general drainage pattern in the area, existing or probable development in the vicinity, or other circumstances exist or occur, the Planning Director, upon making supporting written findings, may establish greater requirements in particular cases.

If necessary, this ordinance standard will be applied during final site construction plan review or site inspections.

- **Section 4.3.5.f – Access to Public Lands:**

- (i) Cemeteries and gravesites shall be identified during the application process and protected during development of subdivisions by a 20-foot buffer, and family members shall be assured reasonable access thereto during development and thereafter. Anyone subdividing properties containing roads, trails and other travel ways which have historically provided public access to national forests and other public lands is encouraged to provide for continued public access thereto.

N/A

- **Section 4.3.5.g – Traffic Control:**

- (i) All subdivision road intersections including those with existing state maintained roadways shall be constructed using traffic control standards as designated in the "Manual on Uniform Traffic Control Devices" (MUTCD), "North Carolina Supplement to the Manual on Uniform Traffic Control Devices." All signage shall meet the requirements of the MUTCD.

MUTCD standards (stop signs, stop bars, etc.) will be used at the connection points to public roads and interior neighborhood intersections.

- **Section 4.3.5.h – Intersections:**

- (i) The most desirable intersections are those with angles of 75 to 90 degrees. Intersections with angles from 60 to 75 degrees are acceptable under extreme conditions.

Planning Staff will review angles at proposed intersections for compliance on the final site construction plans.

- (ii) Minimum sight triangle for stop condition when connecting new local residential roads or residential collector roads to existing state maintained roads is 70 feet along the existing road right-of-way and 10 feet along the new road right-of-way.

Planning Staff will review sight triangles at proposed intersections for compliance on the final site construction plans.

(iii) All internal intersections shall have minimum 20 feet radii.

Planning Staff will review edge of pavement radii at proposed intersections for compliance on the final site construction plans.

- **Section 4.3.5.i – Sidewalks and Ramps:**

(i) General. Sidewalks may be provided for all major subdivisions to access a pedestrian destination point, such as a school, park, etc., and may constitute part of the open space requirements.

(ii) All sidewalks shall meet requirements of the "Americans with Disabilities Act." In accordance with G.S. 136-44.14, all street curbs in the state being constructed or reconstructed for maintenance procedures, traffic operations, repairs, correction of utilities or altered for any reason after September 1, 1973, shall provide wheel chair ramps for the physically handicapped at all intersections where curb and gutter is provided and at other major points of pedestrian flow. Wheel chair ramps and depressed curbs shall be constructed in accordance with details contained in the department of transportation, division of highways' publication entitled, Guidelines, Curb Cuts and Ramps for Handicapped Persons.

Sidewalks are proposed for this development and will need to be in accordance with the standards set forth in the Cashiers Commercial Area Ordinance and NCDOT standards.

- **Section 4.4.a Stormwater Drainage Standards – General Requirements:**

(i) Drainage systems shall be designed utilizing low-impact design to limit disruption of natural water flows by eliminating stormwater runoff, increasing on-site infiltration and eliminating contaminants.

The submitted concept plans do not show stormwater management measures. County Staff will review stormwater management/erosion control compliance on the final site construction plans.

(ii) This system design shall be rendered in a drainage plan, which is a written or graphic concept plan of the proposed post-development stormwater management system. The drainage plan shall, at a minimum, include the following: preliminary selection and location of proposed structural stormwater controls; low impact design elements; location of existing and proposed conveyance systems such as grass channels, swales, and storm drains; flow paths; location of flood plain/floodway limits; relationship of site to upstream and downstream properties and drainages; and preliminary location of proposed stream channel modifications, such as bridge or culvert crossings.

The submitted concept plans do not show stormwater management measures. County Staff will review stormwater management/erosion control compliance on the final site construction plans.

- (iii) The approval of the drainage plan of any subdivision shall require an enforceable restriction on property usage that runs with the land, such as recorded deed restrictions or protective covenants, to ensure that future development and redevelopment maintains the site consistent with the approved project plans.
The submitted concept plans do not show stormwater management measures. County Staff will review stormwater management/erosion control compliance on the final site construction plans. The applicant will need to record any required easements with the Jackson County Register of Deeds prior to construction.
- (iv) Where major new drainage ways are required in a subdivision, they shall be coordinated with existing and proposed general drainage systems and designed with due regard for safety, appearance and geological effects.
The proposed stormwater system will be designed by a licensed NC Engineer and in accordance with the standards set forth with the Cashiers Commercial Area Ordinance. County Staff will review for compliance on the final site construction plans.
- (v) Aboveground drainage ways shall be:
- 1) Located and constructed to maintain a natural appearance;
 - 2) Limited to safe water depths in easily accessible areas; and
 - 3) Designed to avoid excessive rates of flow, erosion, or overflow into developed areas subject to damage.
- The proposed stormwater system will be designed by a licensed NC Engineer and in accordance with the standards set forth with the Cashiers Commercial Area Ordinance. County Staff will review for compliance on the final site construction plans.***
- (vi) Watercourses and natural water areas downstream, from any land disturbing activity shall be protected from increased degradation by accelerated erosion caused by increased velocity of runoff from the land disturbing activity in accordance with the County sediment control provision. In circumstances where the impact of new drainage would be likely to damage or destroy significant existing natural water areas, such drainage shall not be discharged through or into such areas.
The proposed stormwater system for this development will need to be designed in accordance with local and State standards for erosion control measures (BMP's) and for future conveyance of stormwater run-off from impervious surfaces. During final erosion control/stormwater review, the applicant will be required to provide supporting calculations regarding basin areas, run-off, pipe sizing, etc.
- (vii) The development area of any lot shall conform with subsection (iii) of this section.
The applicant/developer will be responsible for full site maintenance regarding stormwater systems (swales, culverts, structures, etc.), sidewalks, open spaces, roadways and public facilities unless or until a "Property Owners Association"

(POA) is established. Specific site/unit development of individual properties will be required to have an approved building permit and proper erosion control measures installed prior to construction activities.

- **Section 4.4.b Stormwater Drainage Standards – Low Density Projects:**

- (i) Stormwater runoff from the development area shall be transported from the development by vegetated conveyances to the maximum extent practicable.

This development is not considered low density.

- **Section 4.4.c Stormwater Drainage Standards – High Density Projects:**

- (i) The measures shall control and treat the difference in stormwater runoff volume leaving the development area between the pre- and post-development conditions for, at a minimum, the ten-year, 24-hour storm. This standard refers to the surface runoff resulting from a 24-hour rainfall of an intensity expected to be equaled or exceeded, on average, once in ten years. Runoff volume drawdown time shall be a minimum of 24 hours, but not more than 120 hours.

The proposed stormwater system will be designed by a licensed NC Engineer and in accordance with the standards set forth with the Cashiers Commercial Area Ordinance.

- (ii) All structural stormwater treatment systems used to meet the requirements of this section shall be designed to have a minimum of 85 percent average annual removal for total suspended solids (TSS).

The proposed stormwater system will be designed by a licensed NC Engineer and in accordance with the standards set forth with the Cashiers Commercial Area Ordinance. State and local standards require average 85% removal of suspended solids and supporting documentation will be submitted for the final stormwater/erosion control plan review.

- **Section 4.4.d Stormwater Drainage Standards – Stormwater Drainage Facilities:**

- (i) The application shall be accompanied by a description of the proposed method of providing stormwater drainage. The subdivider shall provide a drainage system that diverts stormwater runoff away from surface waters and incorporates best management practices to minimize water quality impacts. Consistent with Section 5.3.9 (Stormwater Provisions), subdivisions qualifying for the special intensity allocation shall provide non-structural methods of managing stormwater runoff.

The proposed stormwater system for this project will need to be designed in accordance with local and State standards for erosion control measures (BMP's) and for future conveyance of stormwater run-off from impervious surfaces. During final erosion control/stormwater review, the applicant will be required to provide supporting calculations regarding basin areas, run-off, pipe sizing, etc.

- **Section 4.4.e Stormwater Drainage Standards – Erosion and Sedimentation Control:**
 - (i) The application shall, where required, be accompanied by a written statement that a sedimentation and erosion control plan has been submitted to and approved by the State Division of Land Quality.
The final site construction plans will need to comply with this standard if required.

- **Section 4.4.f Stormwater Drainage Standards – Critical Areas and Watershed Buffer Areas:**
 - (i) Where possible, roads should be located outside of critical areas and watershed buffer areas. Roads constructed within these areas shall be designed and constructed so to minimize their impact on water quality.
The submitted concept plan indicates that the proposed development/disturbed areas are located outside critical areas and watershed buffer areas.

- **Section 4.4.g Stormwater Drainage Standards – Erosion Protection of topsoil/vegetation:**
 - (i) In general, during the preparation of the subdivision and installation of improvements, appropriate measures shall be taken to prevent erosion and damaging siltation on the property and on adjoining land or water areas in accord with the Article V, Section 5.3, Erosion and Sedimentation Control.
The proposed stormwater system for this project will need to be designed by an NC registered engineer in accordance with local and State standards for erosion control measures (BMP's) and for future conveyance of stormwater run-off from impervious surfaces.

 - (ii) In any grading or filling operations, desirable topsoil shall be conserved and redistributed as such, particularly to cover exposed subsoils.
This practice is common for site construction operations.

 - (iii) Trees, shrubs and ground cover existing at the beginning of development operations shall be preserved to the maximum extent reasonably feasible where they are of species and in locations likely to add amenity to the completed development.
The submitted concept plans appear to indicate an existing vegetative buffer along the existing property lines to the east and south. Planning Staff will encourage the preservation of existing vegetation for this development wherever possible.

 - (iv) Ground cover. All land within the subdivision right-of-way which is not used for structures, vehicular or pedestrian traffic, or for other approved landscaping shall be provided with grass or other ground cover, appropriately installed, and consistent with the requirements of the County sediment control regulations. Ground cover may include appropriate plant materials preserved in place.

State and local erosion control standards require ground cover for all disturbed areas during and after construction. County Staff will review the final site construction plans for compliance and apply the appropriate regulations during site inspections.

- (v) The Planning Director may require preservation of specified trees or other vegetation in connection with a particular development, except upon findings that such preservation is not feasible in view of the requirements for the installation of public utilities and facilities.

At this time, Planning Staff is not requesting any additional specific preservation requirements.

- (vi) The Planning Director may grant a conditional approval of a preliminary subdivision plat, provided that an erosion control plan approval letter is submitted to the Planning Department within 90 days and prior to commencement of site preparation or other land-disturbing activities.

N/A

- **Section 4.4.h Stormwater Drainage Standards – Adequacy:**

- (i) All storm drainage shall be adequate so that the road may be maintained without excessive cost, and not cause flooding on private property from storm runoff of the design frequency. The minimum design frequency shall be as follows:

- 1) Storm sewer collector and lateral ditches: ten years.

- 2) Cross drainage: 25 years.

- 3) Minimum cross pipe diameter is 18 inches; minimum driveway pipe diameter is 15 inches.

- 4) All drainage shall be consistent with criteria found in NCDOT Guidelines for Drainage Studies and Hydraulic Design.

- 5) In areas where ditch grades or quantities of flow make it impracticable to establish and maintain vegetation, an erosive resistant lining such as paving, matting or rip rap shall be required. Subsurface drainage shall be adequate to maintain a stable subgrade.

The proposed stormwater system for this project will need to be designed by an NC registered engineer, in accordance with local and State standards for erosion control measures (BMP's) and for future conveyance of stormwater run-off from impervious surfaces.

- **Section 4.4.h Stormwater Drainage Standards – Structures:**

- (i) Design, construction, and installation of culverts, dams, and retaining walls shall comply with NCDOT standards as set forth in NCDOT Subdivision Roads Minimum Construction Standards, unless other standards are approved by the planning board. Bridges shall have a travelway width equal to that required for the road type (including required shoulder width) and shall comply with the requirements of the U.S. Army Corps of Engineers and other permitting agencies. All bridge designs shall

be prepared and/or approved by a licensed professional engineer registered in the state. The planning board shall review permit documentation for bridges to assure that all required approvals have been obtained prior to construction.

All storm water structures, pipe, etc. will need to be designed and engineered for traffic bearing capacities.

- **Section 4.5.a Utility and Infrastructure Standards:**

- (i) Subdivision development shall comply with the standards established by the utility company or agency providing the utility service and with the standards of the NCDOT as set forth in NCDOT's Subdivision Roads Minimum Construction Standards (latest edition).

Detailed utility plans have not been submitted for this review, however, Planning Staff has been advised that sanitary sewer services for this overall project will be a potential mix of public and private systems provided by Tuckasegee Water & Sewer Authority (public utility) and private, on-site treatment package systems; potable water service will be provided by private, on-site well/pump systems. Both utility services will need to meet or exceed the standards and regulations set forth by the appropriate agency with jurisdiction (Health Department, State Health, TWSA).

- **Section 4.5.b Utility and Infrastructure Standards – Above Ground Utilities:**

- (i) Poles and other above-ground utilities which are to remain inside the right-of-way shall be located at or as near as practical to the right-of-way line. As a minimum, above-ground utilities shall be located outside the shoulder/ditch for the road section involved.

This practice is common for site construction and utility operations, however, the concept typical road section indicates underground utilities.

- (ii) Where there are curbed sections, above-ground utilities should be located as far as practical behind sidewalks. There is no single minimum dimension for setback of poles, fire hydrants, etc., behind curbs; however, where there are curbed sections and no sidewalks, six feet will be used as a design safety concept guide. Where dimensional or other characteristics of such land are such that they could not be used for other purposes under the zoning applying in the district, the plan shall indicate and restrict use to easement or substation purposes, and requirements generally applicable to access, dimensions or other characteristics of that land shall not apply. Departmental reports in such cases shall include findings as to the effect of the proposed location in adjacent uses, preservation of areas of major ecological importance, and as to whether sites for substations, if involved, are adequate to provide required screening.

This practice is common for site construction and utility operations, however, the concept typical road section indicates underground utilities.

- **Section 4.5.c Utility and Infrastructure Standards – Public Water Supply:**

(i) Public water supply is required in a subdivision as follows:

- 1) Any subdivision, including estate, family, minor and major, which has public water system lines available shall be required to extend the public water system throughout the subdivision to each lot located therein.
- 2) All required water line extensions shall include appropriate valves, hydrants, taps and service to the property line of each lot as required by the standards of the provider of the service.
- 3) For subdivisions located within the jurisdiction of this section, the term "available" shall mean that there is an existing water line of adequate size and water flow and/or pressure, as determined by the water provider, abutting the property and/or right-of-way, provided there are no legal or documented topographic constraints which prevent the subdivider from connecting onto and extending the existing system to the subdivision.
- 4) Every lot in a major subdivision shall be served by a permitted public or community water system or served by individual wells approved by the County division of environmental health.

Detailed utility plans have not been submitted for this review, however, potable water service for this development will be provided by private, on-site well/pump systems. Utility services will need to meet or exceed the standards and regulations set forth by the appropriate agency with jurisdiction (Health Department, State Health, TWSA).

- **Section 4.5.d Utility and Infrastructure Standards – Public Sanitary Sewer:**

(i) Public sanitary sewer is required as follows:

- 1) Any subdivision, including estate, family, minor and major subdivisions, which has public sewer system lines available shall be required to extend the public sewer system throughout the subdivision to each lot located therein.
- 2) All required sewer line extensions shall include appropriate manholes, lift stations, pumps, cleanouts, taps and service to the property line of each lot as required by the standards of the provider of the service.
- 3) For subdivisions located within the jurisdiction of this section, the term "available" shall mean that there is an existing sewer line of adequate size and flow, as determined by the utility provider, abutting the property and/or right-of-way, provided there are no legal or topographic constraints which prevent the subdivider from connection onto and extending the existing system to the subdivision.

Detailed utility plans have not been submitted for this review, however, Planning Staff has been advised that sanitary sewer services for this overall project will be a potential mix of public and private systems provided by Tuckasegee Water & Sewer Authority (public utility) and private, on-site treatment package systems. Utility services will need to meet or exceed the standards and regulations set forth by the appropriate agency with jurisdiction (Health Department, State Health, TWSA).

- (ii) Every lot in a major subdivision shall be served by a public sewer or, where public sewer is not required, by a permitted community sewer system or an individual on-site septic system approved by the County Public Health Department.

Detailed utility plans have not been submitted for this review, however, Individual units in this development will be served by sanitary sewer either provided by Tuckaseegee Water & Sewer Authority (public utility) or private, on-site treatment package systems. Utility services will need to meet or exceed the standards and regulations set forth by the appropriate agency with jurisdiction (Health Department, State Health, TWSA).

- **Section 4.5.e Utility and Infrastructure Standards – Exceptions:**

- (i) Where subdivisions are proposed, and no public or community sewer is available, the applicant should review a soils map of the property and be knowledgeable of the suitability of ground absorption systems for the development.

Detailed utility plans have not been submitted for this review, however, Planning Staff has been advised that sanitary sewer services for this overall project will be a potential mix of public and private systems provided by Tuckaseegee Water & Sewer Authority (public utility) and private, on-site treatment package systems. Utility services will need to meet or exceed the standards and regulations set forth by the appropriate agency with jurisdiction (Health Department, State Health, TWSA) and soils are tested depending on the system that is proposed/required.

- **Section 4.5.f Utility and Infrastructure Standards – Fire Protections:**

- (i) All lots served by a municipal public water supply system in a subdivision shall also be afforded fire protection by means of hydrants, installed under uniform standards and specifications. Final plats shall indicate that any qualified water ponds shall be made available to emergency personnel for the purpose of pumping water.

Fire protection will be provided by Cashiers Fire Department. The local fire Chief and Building Code officials will coordinate fire hydrant locations and fire suppression systems.

Staff Review – Jackson County Subdivision Ordinance:

The submitted concept plans appear to indicate that this project could meet the standards set forth in *Article IV – Subdivisions* of the *Jackson County Unified Development Ordinance*; approval of the design shown is recommended by Planning Staff with the following conditions to be considered by the Planning Board:

- The applicant shall work with County staff regarding ordinance compliance for the final site design, grading, stormwater and erosion control plans and comply with site construction requirements for the entire project.

- This project will require sidewalk construction fronting all public roadways including Highway 107, Marigold Street and Monte Vista Road. Final site construction plans must show this design standard and the applicant must coordinate permits with the NCDOT.
- That the applicant constructs an interior sidewalk/pathway network which will be identified on the final site construction plans and connects to the required public sidewalk network.
- That the applicant/developer be responsible for full site maintenance regarding stormwater systems (swales, culverts, structures, etc.), open spaces, roadways and public facilities unless or until a “Property Owners Association” (POA) is established.
- That the applicant/developer submit the performance guarantee as set forth in the Subdivision Ordinance prior to the commencement of construction.

Staff Recommendation – Jackson County Subdivision Ordinance:

Approve the proposed Cashiers Village project application based on the technical standards reviewed (three phases) and Staff conditions identified above. This recommendation is hereby submitted to the Jackson County Planning Board for review.