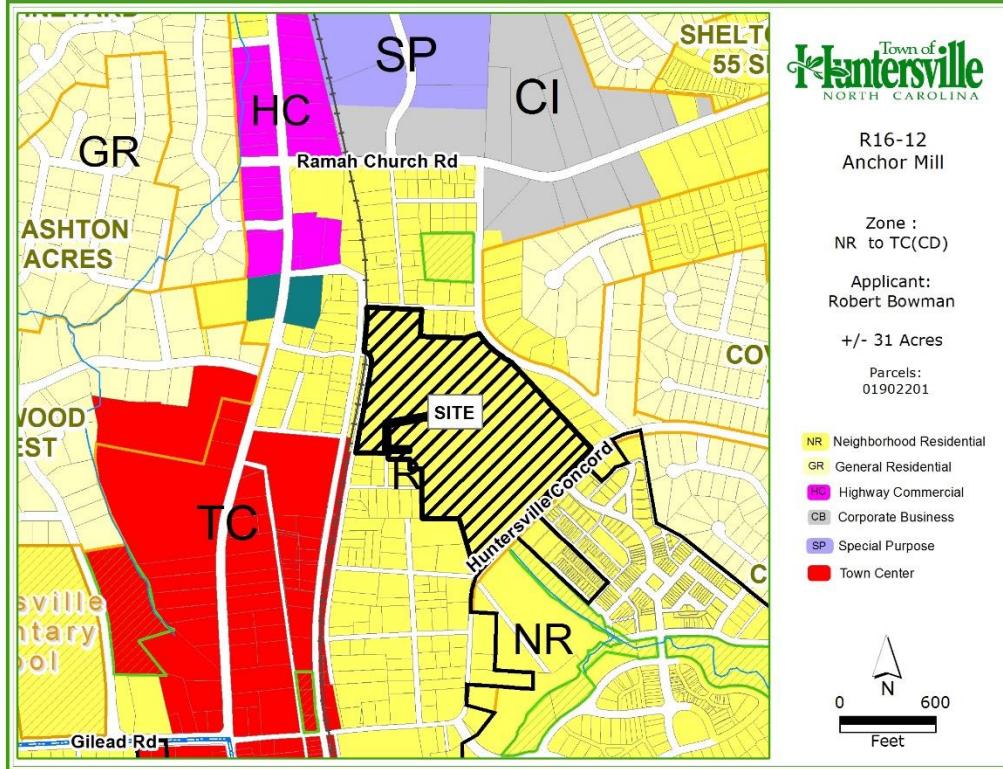


Vermillion Village Subdivision Sketch Plan

PART 1: PROJECT SUMMARY



Applicant: Nate Bowman,
Bowman Development

Project Size: +/- 30 acres

Parcel Number: 01902201

Current Zoning:
Neighborhood Residential
(NR)

Proposed Zoning: Town
Center—Conditional
District (TC-CD).

Current Land Use: vacant

Proposed Land Use: Mixed
Use Development

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

PART 2: SITE PLAN DESCRIPTION AND ISSUES

1. Adjacent Properties:

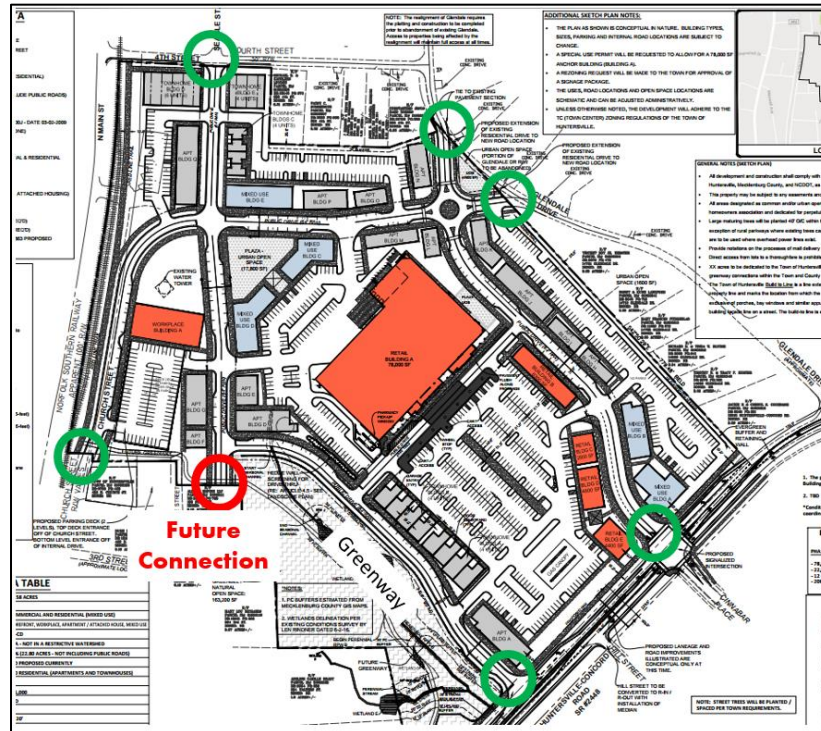
North: Neighborhood Residential (NR) – single-family Mill Village.

South: Neighborhood Residential (NR) - single-family lots.

East: Neighborhood Residential – Traditional Neighborhood Development Overlay (NR TND- O) – mixed use development (Vermillion Subdivision).

West: Neighborhood Residential (NR) – single-family and Town Center (TC) – Civic and Residential development.

- A neighborhood meeting was held on January 26, 2017, see Attachment C, Neighborhood Meeting Summary. Questions/concerns centered mainly on traffic and transportation improvements.
- The proposed project is located in the Clarke watershed; therefore impervious is not capped as long as the Best Management Practices are able to maintain good water quality based on the post construction ordinance. 74% of the site is impervious.
- Mixed Land Use Development: Residential (Townhomes, Condos and Apartments), Office, Retail, Civic and Recreational.
- Town Center has no density cap. The applicant is requesting up to a maximum of 400 residential units and 165,000 sq. ft. of retail. The plan is meant to allow flexibility so the market can drive the product.
- The applicant is required to save 0% of the existing tree canopy and 30% of the existing specimen trees. 20% of the existing tree canopy and 45% of the existing specimen trees onsite are to be saved.
- Street standards, connectivity and setbacks are all compliant with the zoning and subdivision ordinance.



8. In conjunction with the Rezoning request and Sketch Plan the developer is requesting a Special Use Permit to exceed 50,000 sq. ft. for the anchor shopfront building within the Town Center Zoning District.
9. Buffer requirements are being met per Article 7.5, thus allowing a reduction of the buffer yard to create a visual 10' evergreen buffer. The buffer is required to reach a high of 8' at maturity. Due to the pharmacy drive-through location extra screening is being required along the edge of parking lot to create a visual buffer.
10. Land for a greenway is being dedicated to aid the connection from Vermillion to the Carolina Thread Trail (Mooreville to Charlotte Trail). Along the western property boundary abutting the rail line the Carolina Thread Trail is being installed.
11. The updated plan submitted on April 12, 2017 was reviewed. The following comments are to be addressed upon the next submittal:

Planning comments:

- Revise parking to meet Article 6.
- Non-conforming lots are being created by the Glendale realignment.
- Perimeter parking lot landscaping is required

Engineering comments:

- Revise the list of roadway improvements based on the above list of improvements.
- Provide sidewalk along the site frontage along Fourth Street
- Relocation of the northernmost driveways on Seagle/Walters Street further south to increase the spacing between the driveways and Fourth Street.
- Redesign of the street connection to Glendale Drive on the north side of the site to meet minimum engineering standards
- Revise intersection curb radii to a minimum of 20 feet (throughout development at public street intersections). Larger radii may be needed at locations for truck turning movements.
- Redesign the drop-off location along the public street in front of the Retail building A to meet the minimum sight distance requirements

- Remove the lane shift through the intersection along the public street in front of Retail building B and C.
- Additional right-of-way may be needed at the intersection of Huntersville-Concord Road at Cinnabar Place for the installation of a traffic signal.
- Revise the bike lane along Huntersville-Concord Road to be on the correct side of right-turn lanes
- Shift the alignment of Cinnabar Place to utilize existing right-of-way for the addition of the left-turn lane. The current alignment creates a lane alignment issue through the intersection.
- Shift the alignment of the proposed public street to align with Cinnabar Place.
- Building placements throughout the development may need adjusting to maintain minimum sight distance requirements at intersections
- Greenway trail through the development's southern area should be reserved for a 10 to 12 foot wide trail (currently shown as 8 feet wide).
- Relocate the greenway crossing to be accommodated at the public street intersection. Current crossing location about 50 feet south of the intersection.
- Roadway design for the improvements along Huntersville-Concord Road to be revised during the construction plan process to meet minimum design requirements of Town and NCDOT.
- Revise public stormwater lines so that the minimum maintenance easement for the line is not under a building.
- Remove proposed trees shown within the paved trail adjacent to the railroad.
- For street trees within the sidewalk section, a minimum sidewalk width of 11.5 feet is required.
- Street tree locations are subject to change during construction plan development.
- Street trees along Cinnabar Place (along existing and proposed section) subject to removal due to minimum sight distance requirements for the proposed traffic signal
- A concept of how to reroute the existing sewer line that goes across the middle of the site
- Phasing plan not provided
- Revisions to parallel parking space locations due to sight distance issues
- Revisions and additions to site plan notes

PART 3: TRANSPORTATION ISSUES

Traffic Impact Analysis (TIA)

A third version of the TIA for the development was received on 5/5/17 and is acceptable as a final version. NCDOT feedback to date the TIA finds the below list of recommended improvements acceptable. A table of intersection capacity utilization percentages listing the intersections impacted and the proposed mitigation is on a subsequent page. The following transportation improvements are recommended by Engineering and Public Works staff as requirements for this development:

Huntersville-Concord Road at Cinnabar/Site Driveway

- Install an exclusive eastbound left-turn lane on Huntersville-Concord Road with 250 feet of storage with a 6' positive offset

- Install an exclusive westbound right-turn lane on Huntersville-Concord Road with 150 feet of storage
- Install an exclusive westbound left-turn lane on Huntersville-Concord Road with 150 feet of storage with a 6' positive offset
- Install an exclusive northbound left-turn lane on Cinnabar Place with 50 feet of storage
- Install an exclusive southbound left-turn lane on Site Driveway with 300 feet of storage
- Dedicate right-of-way on Site Driveway for an exclusive southbound right-turn lane with 150 feet of storage and taper
- Install a traffic signal

Huntersville-Concord Road at Right-in/out Driveway

- Install an exclusive westbound right-turn lane on Huntersville-Concord Road with 100 feet of storage
- Install a raised concrete median on Huntersville-Concord Road to extend past Hill Street

Huntersville-Concord Road at Glendale Drive

- Install an exclusive eastbound left-turn lane on Huntersville-Concord Road with 150 feet of storage
- Install an exclusive westbound right-turn lane on Huntersville-Concord Road with 100 feet of storage

Ramah Church Road at Glendale Drive

- Install an exclusive westbound left-turn lane on Ramah Church Road with 100 feet of storage

Huntersville-Concord Road at Asbury Chapel Road

- Install an exclusive westbound left-turn lane on Huntersville-Concord Road with 150 feet of storage

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 a mile of I-77 and adjacent to NC 115. The Vermillion Village site is adjacent to Town Center zoning to the west. Town Center allows for a mix of uses and does not regulate density. To the south east of the site, the Vermillion Subdivision is zoned Neighborhood Residential Traditional Neighborhood Development Overlay (NR TND-O), which allows for an increase in density and a mix of uses due to the proximity of the proposed transit stop. The proposed Vermillion Village is in keeping with the surrounding development.
- **Policy H-3: Sustainable Development:** Mixed-Use Development Support and encourage self-sustained developments, where commercial and employment uses are in proximity to residential uses (see Commercial Development Policy CD-1 & CD-3).
Comment: Due to the proposed uses within the Vermillion Village Plan a citizen can live, work and play without entering a vehicle.
- **Policy E-2: Location of New Development.** Avoid locating new development in areas of significant environmental, scenic or cultural resources.
Comment: Per the sketch plan the site is a registered Brownfield site (Book 14424, Page 736-766). There is also an inactive landfill permit for the site (Book 5778, Page 130). Other than the two registered items,

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 Town Center (TC) zoning district requires zero (0%) percent of the existing tree canopy to be preserved; the developer is saving 20%. As required thirty (30%) of all specimen trees are required to be saved. The applicant is saving forty-five (45%) percent of the specimen trees. The storm water buffers located on the property are not being encroached upon.
- **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 Huntersville-Concord Road. Greenway connections are being made as prescribed in the Town of Huntersville’s Greenway and Bikeway Master Plan. In the future, the site is in proximity of a transit stop, should the rail line be used in that respect.
- **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. The block breaks help to slow traffic and encourage pedestrian activity. The proposed cross-section for the portion of Huntersville-Concord Road provides context-sensitive design by providing adequate lane widths, bike lane (along the project frontage) and a sidewalk (10’ wide to accommodate the proposed Greenway).
- **Policy T-6: Pedestrian Connections.** Support the installation of sidewalks, bikeways and greenway trails connecting residential, commercial, employment, recreational and institutional uses.
Comment: The proposed cross-sections for Huntersville-Concord Road and the interior Town streets all provide sidewalks and street trees. Huntersville-Concord Road cross-section is providing a sidewalk and a bike lane on the north side along the project frontage. From the proposed signal west past the culvert along the frontage a 10’ sidewalk is proposed to serve the greenway connection from Vermillion. The greenway will then head north into the site along the creek as proposed on the Town’s Greenway/Bikeway Master Plan and connect the Carolina Thread Trail (Mooresville to Charlotte Trail).
- **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 provides two (2) connections to Huntersville-Concord Road, one connection to Fourth Street, and one connection to North Church Street, extends Seagle Street to the southern property line, and realigns Glendale Drive to remove the curve.
- **Policy CD-3: Commercial Development Principles** Encourage mixed-use development pattern at key nodes as identified in Small Area Plans, ensuring an appropriate mix of residential, commercial and employment uses to maximize land use and transportation efficiencies, while minimizing environmental impacts.
Comment: The plan is proposing a combination of residential, commercial, civic and recreational uses incorporated within a dense design to aid multi-modal travel. The development is not encroaching into storm-water or post-construction buffers. The area to be dedicated to the County for a greenway connection is heavily wooded and will not be compromised.
- **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 Huntersville-Concord Road, connections to existing roads adjacent the subdivision, realigning Glendale Drive, as well as all other TIA-required

improvements. The proposed development will connect to public water and sewer and is providing an adequate greenway easement to accommodate future planning.

- **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.

- **Policy DT-1: Downtown Development** Continue to use the Downtown Master Plan, Gilead Road/US-21 Transportation and Land Use Vision Small Area Plan and East Huntersville Area Development Plan to guide future development in downtown.

Comment: The Downtown Master Plan and the East Huntersville Area Plan both slate the Vermillion Village property to be a mix of uses with an integrated road system (reference plan maps above).

- **Policy DT-6:** Continue to enhance parks and recreation opportunities in the downtown, consistent with the “Downtown Master Plan,” “East Huntersville Area Development Plan,” “Parks & Recreation Master Plan” and “Greenway and Bikeway Master Plan.”

Comment: The proposed plan is accommodating Greenway connections and installation of the Carolina Thread Trail (Mooresville to Charlotte Trail) as prescribed in the Town of Huntersville Greenway and Bikeway Master Plan.

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 multiple

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 zero (0%) percent of the tree canopy, thirty (30%) percent of the specimen trees and one hundred (100%) percent of the heritage trees and these requirements are being met. 20% of the tree canopy is being saved; forty-five (45%) 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.

6. Access to parks, schools, etc.

The applicant is providing sidewalks on both sides of the street for all internal streets. 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. The Charlotte to Mooresville trail running north/south along the railroad tracks will be installed.

7. Discourage through traffic.

All streets are appropriately sized for traffic and there is no straight access to any adjoining property.

8. Relationship to railroad rights-of-way.

The development being proposed does not encroach into the Norfolk Southern Right-of-way.

9. Half streets.

Not Applicable

10. Parallel streets along thoroughfares.

Not Applicable

11. Public School and Public Park Sites

The parcels associated with the Vermillion Village Subdivision have not been identified for a public school or park site.

12. Public Facilities

The parcels associated with Vermillion Village 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 and will be corrected, if required.

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.

No flood plain exist onsite.

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. Directly behind the large anchor tenant a large plaza is being proposed. The wooded area along the western portion of the development running along the creek is proposed to be a greenway. The greenway will connect Vermillion to the Mooresville to Charlotte Trail (running north/south along the western property line). A small plaza is proposed directly outside the anchor tenant along the East elevation. A total of 4.62 acres is slated to be open space.

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 E](#): Determination of Adequacy.

Additionally, staff has contacted Charlotte-Mecklenburg Schools (CMS) for an enrollment evaluation of this project and received no response.

PART 5: STAFF RECOMMENDATION

In considering Vermillion Village 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 Vermillion Village Property Sketch Plan can be supported by staff subject to the following:
 - All TIA/Town/NCDOT required improvements are provided (see Part 3);
 - All outstanding Plan comments are addressed;
 - The Town Board approves the Special Use Permit to allow for a 78,000 sq. ft. shopfront building within the development.

PART 6: PLANNING BOARD RECOMMENDATION

The Planning Board met May 23, 2017 at 6:30pm. Planning Board recommended (6-1) approval of the sketch plan. The Planning Board stated the application is complete and meets all requirements based on Section 6.320.5 of the Subdivision Ordinance. The request is in keeping with the Town's 2030 Community Plan and is reasonable and in the public interest. The Planning Board supports the sketch plan if the following items are met:

- All TIA/Town/NCDOT required improvements are provided as prescribed by staff;
- All outstanding plan comments are addressed; and
- The Special Use Permit to allow a 78,000 square foot shopfront building is approved by Town Board; therefore
- The Planning Board made a motion to recommend approving the sketch plan based on the above criteria.

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 – Off-site Intersection Mitigation
- E – APF Letter of Determination